



## GREENVALE CENTRAL PRECINCT STRUCTURE PLAN

November 2013 (amended May 2014)

Version	Date	Incorporated into the planning scheme by amendment	Description of changes
1	November 2013	Hume C154	N/A
2	May 2014	Hume C180	Amendments to Small Lot Housing Code Condition

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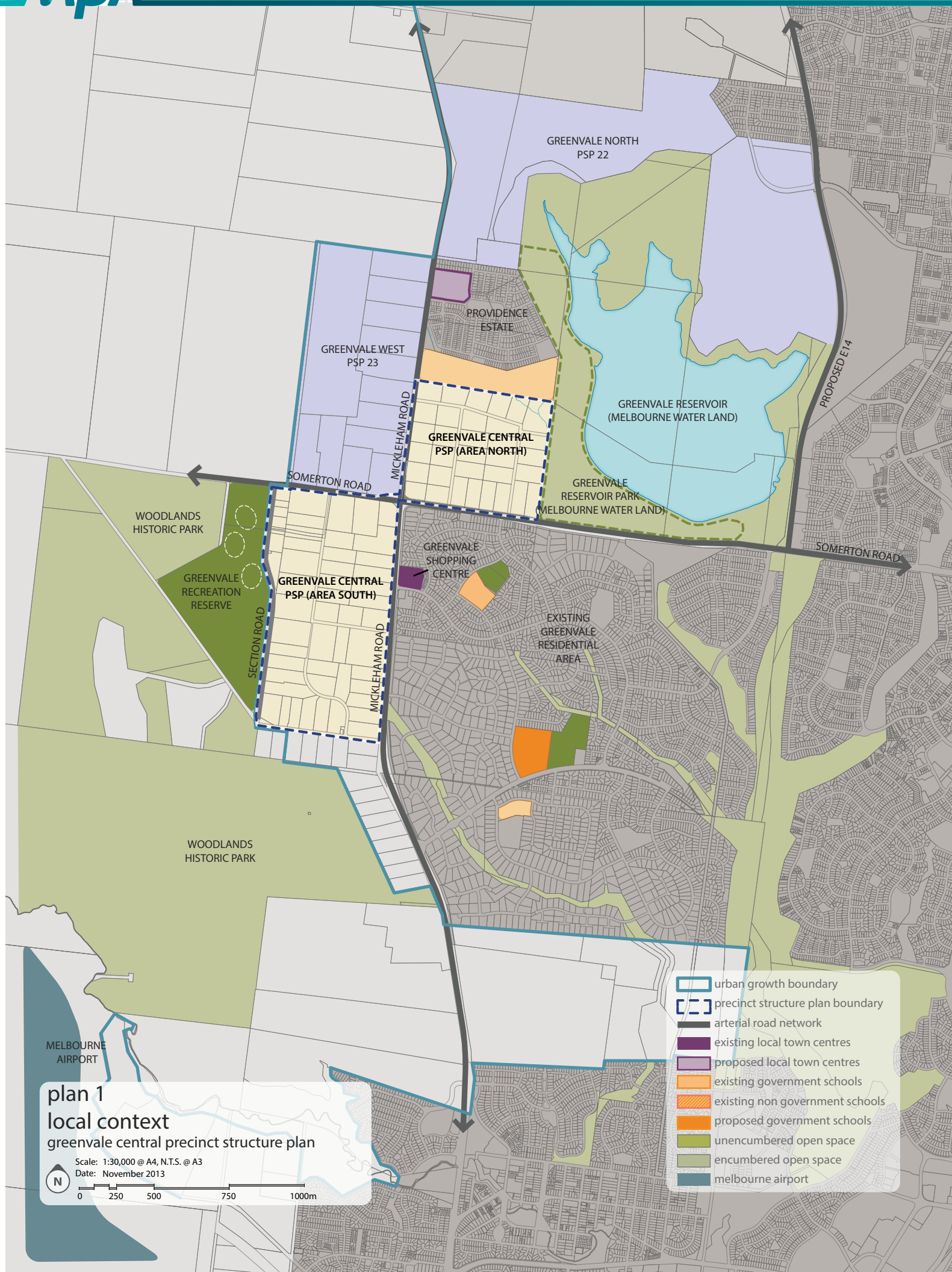
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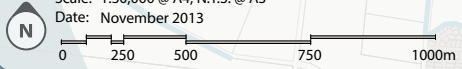
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**plan 1**  
**local context**  
**greenvale central precinct structure plan**

Scale: 1:30,000 @ A4, N.T.S. @ A3  
Date: November 2013



- urban growth boundary
- precinct structure plan boundary
- arterial road network
- existing local town centres
- proposed local town centres
- existing government schools
- existing non government schools
- proposed government schools
- unencumbered open space
- encumbered open space
- melbourne airport



## 1.0 INTRODUCTION

The Greenvale Central Precinct Structure Plan (the PSP) has been prepared by the Metropolitan Planning Authority in consultation with Hume City Council, Government agencies, service authorities and major stakeholders.

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

The PSP:

- Sets out plans to guide delivery of quality urban environments in accordance with the Victorian Government policies and guidelines (listed below)
- Sets the vision for how land should be developed, illustrates the future urban structure and describes the outcomes to be achieved by the future development
- Outlines projects required to ensure that the future community, visitors and workers within the area are provided with timely access to services and transport infrastructure necessary to support a quality, affordable lifestyle
- Sets out objectives, requirements and guidelines for land use, development and subdivision
- 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 (EPBC) Act 1999* in accordance with an endorsed program under Part 10 of the Act.

The PSP is informed by the following policies and guidelines:

- State Planning Policy Framework set out in the Hume Planning Scheme and the *Precinct Structure Planning Guidelines*
- Local Planning Policy Framework of the Hume Planning Scheme
- *Growth Corridor Plans: Managing Melbourne's Growth* (Growth Areas Authority, June 2012)
- *Biodiversity Conservation Strategy and Sub-regional Species Strategy for Melbourne's Growth Areas* (Department of Environment & Primary Industries, June 2013).

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

- *Greenvale Central Development Contributions Plan* (the DCP) that sets out the requirements for development proponents to make a contribution toward infrastructure required to support the development of the precinct
- *Greenvale Central PSP Background Report* (the Background Report) that provides information regarding the precinct, including its metropolitan and regional context, and summarises various background information relevant to the preparation of this document.

### 1.1 How to read this document

This structure plan guides use and development where a planning permit is required under the Urban Growth Zone or another provision in the Hume Planning Scheme where that zone references this structure plan.

A planning application and a planning permit must implement the outcomes of the Precinct Structure Plan. The outcomes are expressed as the Vision and Objectives.

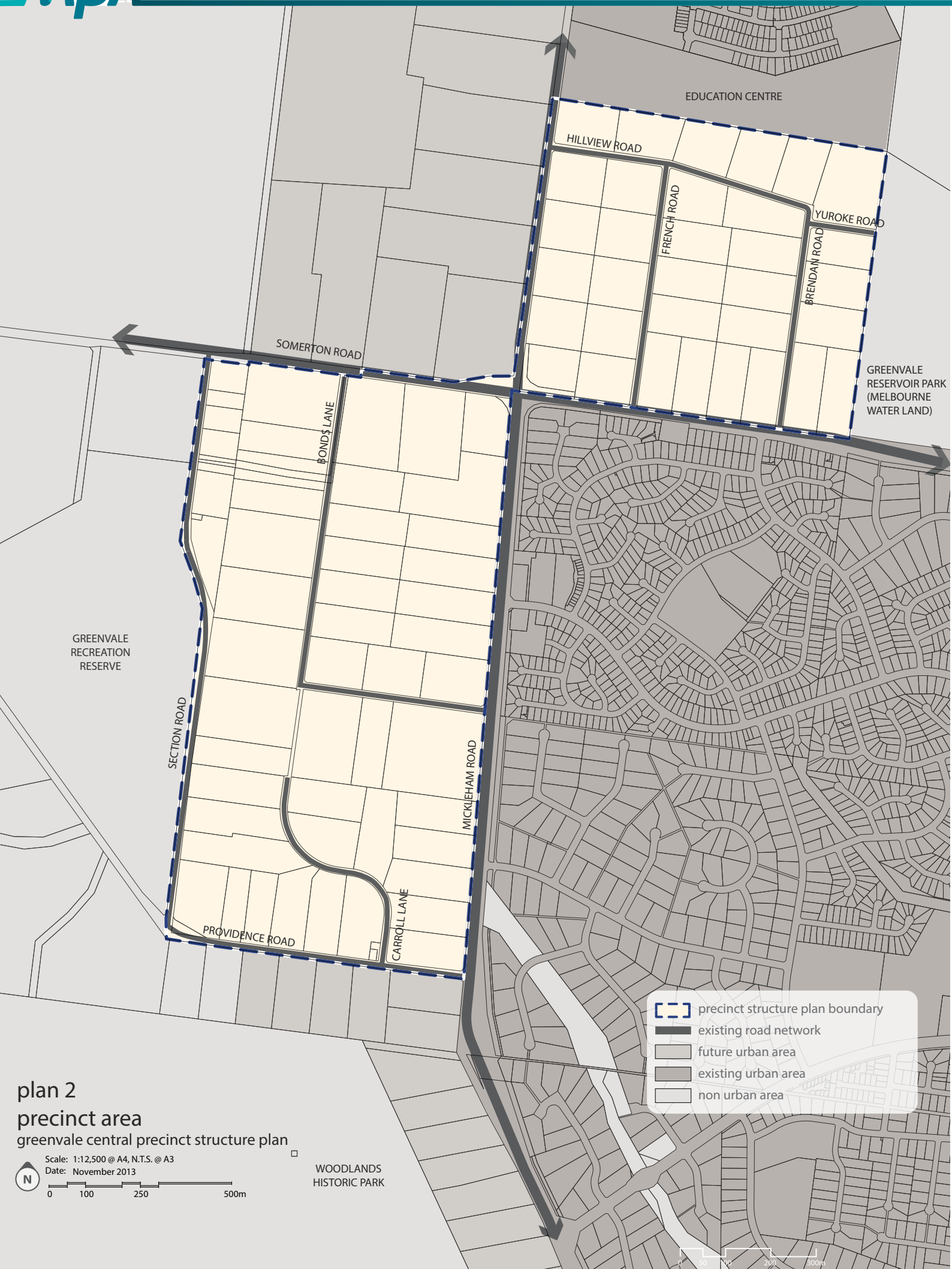
Each element of the Precinct Structure Plan contains requirements, guidelines and conditions as relevant.

**Requirements** must be adhered to in developing the land. They will usually be included as a condition on a planning permit whether or incorporated into endorsed plans whether or not they take the same wording as in this structure plan.

**Guidelines** express how discretion will be exercised by the Responsible Authority in certain matters that require a planning permit.

**Conditions** in this PSP must be included in a permit as relevant.

Development that meets these requirements, guidelines and conditions will be considered to implement the outcomes of the Precinct Structure Plan. Plans are a spatial expression of the outcomes.



plan 2  
precinct area  
greenvale central precinct structure plan

Scale: 1:12,500 @ A4, N.T.S. @ A3  
Date: November 2013

WOODLANDS HISTORIC PARK

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 use and issue permits as relevant under its general discretion.

## 1.2 Land to which this PSP applies

The PSP applies to approximately 208 hectares of land in two areas centred on the intersection of Mickleham Road and Somerton Road, Greenvale.

The northern area of the PSP is bound by Greenvale Reservoir Park to the east, Aitken College to the north, Mickleham Road to the west, and Somerton Road to the south. The southern area of the precinct is bound by Mickleham Road to the east, Somerton Road to the north, the Urban Growth Boundary (Woodlands Historic Park and Greenvale Recreation Reserve) to the west and Providence Road to the south.

The land to which the PSP applies is shown on Plan 2 and on the Hume Planning Scheme maps as Schedule 6 to the Urban Growth Zone.

## 1.3 Background Information

Detailed background information on the PSP area including its local and metropolitan context, history, landform and topography, drainage, biodiversity, open space and community facilities are contained in the background report. This information has informed the preparation of the PSP.



## 2.0 OUTCOMES

### 2.1 Vision

*To create a neighbourhood that provides linkages with existing natural features and strong connections with nearby schools, recreational facilities, town centres and community amenities provided within Greenvale.*

Greenvale Central will provide a mixture of housing choices whilst maximising opportunities for integration with adjacent regional parks.

The northern part of the precinct adjoins the western edge of Greenvale Reservoir Park, providing new residents outstanding access to 53 hectares of quality open space, walking trails, picnic facilities and playgrounds. The parkland's sloping hills provide views toward the city and feature Brodies Lakes, a wetland home to extensive birdlife. Woodlands Historic Park, the western boundary to the southern part of the precinct, provides 700 hectares of woodland and grassland vegetation accessed via an extensive walking trail network. Features of the park include Gellibrand Hill, with its panoramic views across Port Phillip Bay and the Great Dividing Range, and the historic Woodlands Homestead complex.

Local parks provided within Greenvale Central will complement these regional open space assets. Running along the northern boundary of the precinct, Brodies Creek and its immediate surrounds compliment the adjacent Greenvale Reservoir Park. The co-location of native vegetation with a large retarding basin wetland and parks will create a central open space corridor, providing pedestrian links into the precinct from existing Greenvale.

In addition to parks and corridors throughout the precinct, future residents will enjoy direct access to Greenvale Recreation Reserve, home to various local sporting clubs and the principal active recreation destination in the Greenvale area.

Immediately across Mickleham Road, the existing Greenvale neighbourhood features primary schools and community facilities, and Greenvale Shopping Centre offers a full-line supermarket, speciality retail and food outlets. Recent approval of two Precinct Structure Plans north of Greenvale Central (Greenvale West and Greenvale North) further ensures future residents will enjoy close proximity to an array of community and retail activity within the corridor. Major Town Centres at Roxburgh Park, Craigieburn and Broadmeadows provide retail, entertainment, commercial, civic, education, recreation and community services of a regional scale.

Centred on Mickleham Road and Somerton Road, the precinct will enjoy convenient access to the Hume Highway and Western Ring Road, Melbourne Airport and the rail network via Roxburgh Park Station. Bus services running throughout the precinct will directly link Greenvale Central residents to all commercial and transit destinations within the corridor. Cycling and pedestrian movements via the extensive internal network of off-road and dedicated on-road trails will link the precinct with the regional parks, existing Greenvale and beyond.

The precinct will offer a diverse range of housing product to support a range of households and lifestyles. Medium density and small-lot housing will be positioned to maximise pedestrian access to areas of activity and amenity. The higher densities in the precinct will occur adjacent to Greenvale Shopping Centre, with additional medium density housing encouraged fronting the open space network. Conventional lots and traditional homes will be developed throughout the precinct.



## 2.2 Objectives

The following objectives describe the desired outcomes of development of the precinct and guide the implementation of the vision.

### IMAGE AND CHARACTER

<b>01</b>	Create an attractive landscaped character along Mickleham Road and Somerton Road through the planting of large and shady boulevard trees that serve to frame the precinct.
<b>02</b>	Create an indigenous landscape character within the linear corridor, establishing a prominent and appealing pedestrian link toward Greenvale Recreation Reserve.
<b>03</b>	Encourage increased public access to Woodlands Historic Park and Brodies Creek by creating active frontages via adjoining roads and landscaped public open space.
<b>04</b>	Promote retention of significant native trees within road reserves and public open spaces as a means of assimilating the precinct with its immediate surrounds.
<b>05</b>	Create a series of neighbourhoods that have unique built form characteristics and are linked visually and physically via the road and open space networks.
<b>06</b>	Provide a functional and safe built environment that promotes a strong sense of place, community and civic pride for future residents.
<b>07</b>	Deliver landmark built form at the corner of Greenvale Drive and Mickleham Road to support Greenvale Shopping Centre and prominently signify entry to the precinct.

### HOUSING

<b>08</b>	Provide a diversity of lot sizes and housing types to satisfy the needs and aspirations of the new and evolving community, which attempts to achieve an average of 15 dwellings per NDHa.
<b>09</b>	Provide medium and higher density development with a strong relationship to the public realm that is in proximity to community facilities, retail opportunities, open space and public transport routes.
<b>010</b>	Encourage higher density residential development in proximity to retail/commercial activity along Mickleham Road.

### NEIGHBOURHOOD STRUCTURE

<b>011</b>	Provide an integrated and accessible public open space network which offers attractive active and passive recreation opportunities linked via safe and comfortable pedestrian and cycling trail networks.
<b>012</b>	Establish strong focal points for community activity and interaction within local and regional parks, including Greenvale Recreation Reserve and its connection to Greenvale Shopping Centre.
<b>013</b>	Create cohesive neighbourhoods that are integrated across property boundaries.
<b>014</b>	Create a Local Convenience Centre in the northern part of the precinct that services the immediate locality and provides local convenience retail, office and other local services.

### CONNECTIVITY

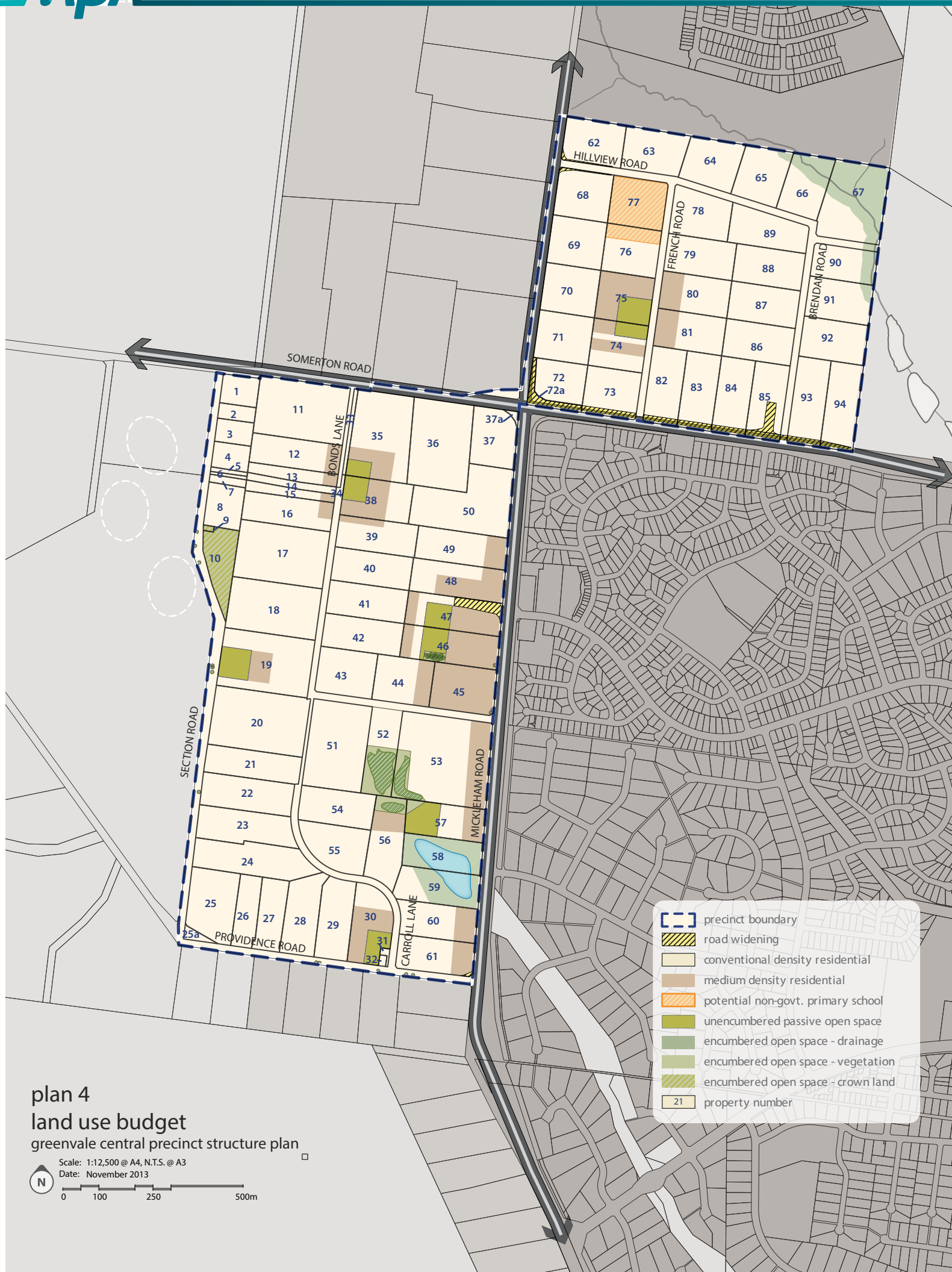
<b>015</b>	Ensure that every residential lot has constructed road access.
<b>016</b>	Establish a street network that provides for safe and efficient operation of buses.
<b>017</b>	Support the timely provision of bus services, walking and cycling links through the logical and sequential staging of development.
<b>018</b>	Provide an integrated, grid-patterned road network featuring off-road pedestrian and cycle paths that connects directly to local bus routes.
<b>019</b>	Ensure early provision of safe and efficient pedestrian and cycling paths which connect to key features of the precinct and link to regional networks.
<b>020</b>	Establish a linear cycling and pedestrian pathway network through the development linking Woodlands Historic Park, Greenvale Recreation Reserve and the existing Greenvale community.
<b>021</b>	Create a cohesive and logical extension to the existing Greenvale community that is reinforced by direct road connections at Greenvale Drive and Brendan Road.

## SERVICING

- |            |   |
|------------|---|
| <b>O22</b> | Provide all lots, to the satisfaction of the relevant authorities, with potable water, electricity, a reticulated sewerage, drainage, gas and telecommunications. |
| <b>O23</b> | Promote the conservation, reuse and recycling of water through innovative solutions involving alternative water supplies as well as water use and its management. |
| <b>O24</b> | Maximise water use efficiency, stormwater quality and long-term viability of vegetation through the use of Water Sensitive Urban Design (WSUD) initiatives.       |

## NATURAL SYSTEMS AND CULTURAL HERITAGE

- |            |   |
|------------|---|
| <b>O25</b> | Maximise the public use and enjoyment of Woodlands Historic Park, Brodies Creek and the linear corridor as important visual, ecological and recreational resources through the establishment of complimentary shared trails, passive parks and interpretive signage for conservation and heritage assets. |
| <b>O26</b> | Recognise local vegetation protection areas as areas of special significance, natural beauty, interest and importance.  |
| <b>O27</b> | Preserve existing trees and other vegetation identified for retention.  |
| <b>O28</b> | Ensure heritage buildings are appropriately integrated into the urban environment.  |



## 2.3 Summary land budget

The Net Developable Area (NDA) is established by deducting the land requirements for community facilities, public and private education facilities, arterial roads and open space (active and passive) from the Gross Developable Area (GDA). The NDA for the Greenvale Central Precinct is 186.30 hectares which equates to approximately 89.72% of the PSP area.

The land budget shows that the PSP will yield approximately 2,771 lots with an average density of 14.87 dwellings per Net Developable Hectare (NDHa). Assuming an average household size of 2.8 persons for conventional density housing (based on Victoria in Future 2008) translates to an estimated future population of approximately 7,760 residents.

See Plan 4, 'Land Use Budget', Table 1, 'Summary Land Use Budget' and Appendix 1, 'Property Specific Land Budget' for further details regarding development and population forecasts.

The detailed land budget included in this document clearly sets out the NDA for every property included in the PSP. The NDA will not be amended to respond to minor changes to land budgets that may result from the subdivision process for any other reason than those stated above, unless variation is agreed to by the Responsible Authority.

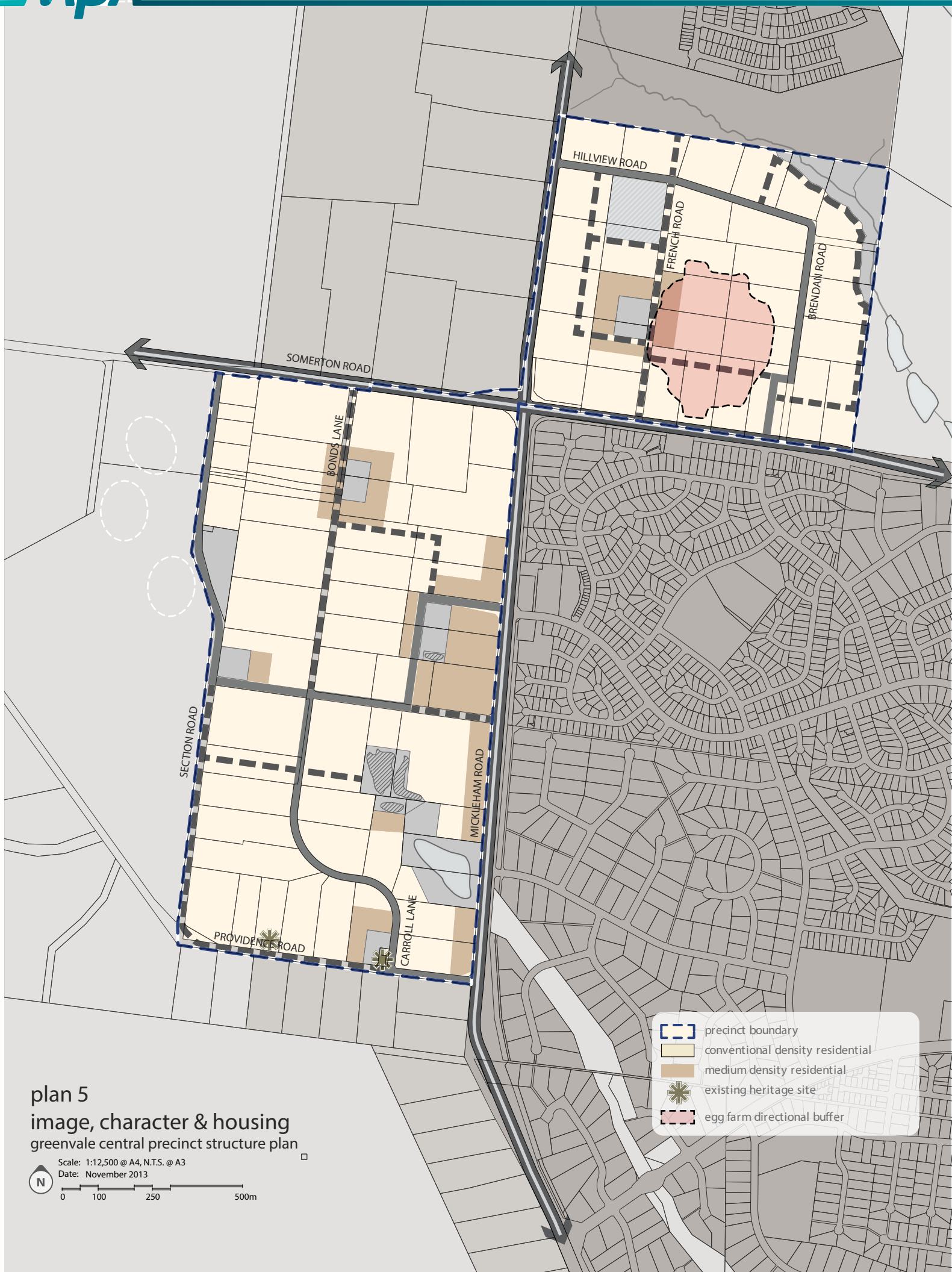
**Table 1** Summary land use budget

DESCRIPTION	GREENVALE CENTRAL		
	HECTARES	% OF TOTAL AREA	% OF NDA
<b>TOTAL PRECINCT AREA (ha)</b>	<b>207.65</b>	<b>100.0%</b>	
<b>TRANSPORT</b>			
6 Lane Arterial Roads	2.67	1.29%	1.43%
<b>SUB-TOTAL</b>	<b>2.67</b>	<b>1.29%</b>	<b>1.43%</b>
<b>EDUCATION</b>			
Non Government School - Primary	2.60	1.25%	1.40%
<b>SUB-TOTAL</b>	<b>2.60</b>	<b>1.25%</b>	<b>1.40%</b>
<b>OPEN SPACE</b>			
<b>ENCUMBERED LAND AVAILABLE FOR RECREATION</b>			
Waterway / Drainage Line / Wetland / Retarding	3.53	1.70%	1.89%
Brodies Creek Encumbered Open Space	3.89	1.87%	2.09%
Conservation	2.39	1.15%	1.28%
Crown Land	1.59	0.76%	0.85%
<b>SUB-TOTAL</b>	<b>11.40</b>	<b>5.49%</b>	<b>6.12%</b>
<b>UNENCUMBERED LAND AVAILABLE FOR RECREATION</b>			
Active Open Space	0.00	0.0%	0.00%
Passive Open Space	4.68	2.3%	2.51%
<b>SUB-TOTAL</b>	<b>4.68</b>	<b>2.3%</b>	<b>2.51%</b>
<b>TOTALS OPEN SPACE</b>	<b>16.08</b>	<b>7.7%</b>	<b>8.63%</b>
<b>NET DEVELOPABLE AREA (NDA) (ha)</b>	<b>186.30</b>	<b>89.72%</b>	

Residential lot yield breakdown

DESCRIPTION	GREENVALE CENTRAL		
	HECTARES	DWELL / NDHA	DWELLINGS
<b>RETAIL / EMP &amp; OTHER</b>			
Activity Centre (retail/office/mixed use)	0.00		
Identified Non Government School	0.00		
<b>SUB-TOTAL</b>	<b>0.00</b>		
<b>RESIDENTIAL</b>			
Residential - Conventional Density Residential	165.97	14	2324
Residential - Medium Density	20.33	22	447
<b>SUB-TOTAL AGAINST NET RESIDENTIAL AREA (NRA)</b>	<b>186.30</b>	<b>14.87</b>	<b>2771</b>
<b>COMBINED RES/ RETAIL / EMP / OTHER</b>	<b>NDA (Ha)</b>	<b>DWELL / NDHA</b>	<b>DWELLINGS</b>
<b>TOTALS RESIDENTIAL YIELD AGAINST NDA</b>	<b>186.30</b>	<b>14.87</b>	<b>2771</b>

**NOTE:** All drainage infrastructure land take is indicative and additional land take may be required for drainage and water quality purposes.



**plan 5**  
**image, character & housing**  
**greenvale central precinct structure plan**

Scale: 1:12,500 @ A4, N.T.S. @ A3  
Date: November 2013



0 100 250 500m

- precinct boundary
- conventional density residential
- medium density residential
- ✱ existing heritage site
- egg farm directional buffer



## 3.0 IMPLEMENTATION

### 3.1 Image, character and housing

#### IMAGE AND CHARACTER

REQUIREMENTS	
<b>R1</b>	Development along Brodies Creek and adjacent to the Woodlands Historic Park, Greenvale Recreation Reserve and the linear corridor must front the open space, include a road reserve, and avoid visual barriers such as continuous fencing. Roads must address these open space assets.
<b>R2</b>	Housing is to front or otherwise address Mickleham Road and Somerton Road to the satisfaction of the Responsible Authority.
<b>R3</b>	Garages fronting a street must be set back a minimum of one metre from the front building line and must be less than half the width of the lot to a maximum of six metres (6m), unless in strategic locations as agreed by the Responsible Authority.
<b>R4</b>	Fences forward of the building line must not be more than 1.2m in height.
<b>R5</b>	Street tree planting on declared arterial roads must be established in accordance with the clear zone guidelines to the satisfaction of the VicRoads.
<b>R6</b>	Street trees must be provided on both sides of connector streets and access streets at regular intervals and in accordance with the road cross-sections in this PSP.
<b>R7</b>	Development adjacent to Brodies Creek is not permitted to encroach upon the 1:100 year flood line.
<b>R8</b>	All public land areas must be planted to the satisfaction of the Responsible Authority.
GUIDELINES	
<b>G1</b>	Significant elements of the landscape and built form should be used as focal points for key view lines and gateway locations. Elements may include public pavilions, parks and reserves, including the linear corridor, Brodies Creek and Woodlands Historic Park. Street layout should generally be aligned to maximise connection and views to key destination points such as Greenvale Recreation Reserve, Greenvale Shopping Centre and the linear corridor.
<b>G2</b>	Siting and design of built form should provide a sensitive interface along the Brodies Creek corridor and adjacent to Woodlands Historic Park, Greenvale Recreation Reserve and the linear corridor, particularly for higher density development. This can be achieved through appropriate architectural treatments such as muted colour tones, low scale front fencing and indigenous landscaping within the front setback.
<b>G3</b>	Sites on prominent locations, particularly the corner of Mickleham Road and Greenvale Drive, should be developed with signature buildings.
<b>G4</b>	Design of dwellings should add to the precinct character by providing an attractive street address which encourages passive surveillance and visual interest.
<b>G5</b>	Indigenous tree species should be used where a street adjoins the Woodlands Historic Park, Brodies Creek, Greenvale Recreation Reserve and the linear corridor.
<b>G6</b>	Street trees should establish continuous canopy, provide shaded streetscapes and frame view corridors upon maturity.
<b>G7</b>	Selection of street trees and landscaping should reinforce movement hierarchy and inform neighbourhood character.
<b>G8</b>	Access roads should be aligned to create view corridors through to and along the linear drainage corridor and wetlands.
<b>G9</b>	Front fences should generally be low and partly transparent. Corner lots should address both streets with low fences having a minimum five metre (5m) setback from the front building line.
<b>G10</b>	The local convenience centre should provide for a range of local services to accommodate local retail needs of the immediate northern area.

<b>G11</b>	The design of the local convenience centre should provide a positive interface to both Somerton Road and Brendan Road, maximising active street frontages and discouraging blank walls to these interfaces.
<b>G12</b>	Access to the local convenience centre should be to the satisfaction of the road authority and the Responsible Authority.
<b>G13</b>	Landscaping of the local convenience centre and associated car parking areas should be of a consistent theme.
<b>G14</b>	The local convenience centre and associated car parking areas should encourage the safe movement and access of pedestrians.

## HOUSING

REQUIREMENTS	
<b>R9</b>	The minimum density of 14 dwellings per Net Developable Hectare (NDHa) must be achieved across the entire precinct.
<b>R10</b>	Residential development across the PSP must include a full range of dwelling densities as outlined in the PSP Guidelines.
<b>R11</b>	Medium (or higher) density housing must be maximised along Mickleham Road adjacent to Greenvale Shopping Centre and key amenity areas.
<b>R12</b>	Residential lots of a width of seven metres (7m) or less must only provide vehicle access via a rear laneway.
GUIDELINES	
<b>G15</b>	Individual developments should achieve an average density higher than the minimum of 14 dwellings per NDHa.
<b>G16</b>	<p>Development should deliver a broad range of dwelling typologies within the precinct, which may include variations of:</p> <ul style="list-style-type: none"> <li>• Multi-storey apartments</li> <li>• Terrace housing</li> <li>• Attached housing</li> <li>• Semi-detached housing</li> <li>• Ancillary housing</li> <li>• Detached housing</li> </ul>
<b>G17</b>	Medium density housing should be placed in areas of high amenity or activity. Areas nominated for medium density should achieve an average density of 22 dwellings per NDHa.
<b>G18</b>	Specialised housing forms such as retirement or aged care facilities should be encouraged in areas designated for medium density housing in close proximity to Greenvale Shopping Centre.
<b>G19</b>	An application and associated risk assessment for use or development of land for a sensitive use within the egg farm directional buffer should be referred to the Environmental Protection Authority (EPA) for comment.
CONDITIONS	
<b>C1</b>	<p><b>Conditions for subdivision permits that allow for the creation of a lot of less than 300 square metres</b></p> <p>Any permit for subdivision that allows the creation of a lot less than 300 square metres must contain the following conditions:</p> <ul style="list-style-type: none"> <li>• Prior to the certification of the plan of subdivision for the relevant stage, a plan must be submitted for approval to the satisfaction of the Responsible Authority. The plan must identify the lots that will include a restriction on title allowing the use of the provisions of the Small Lot Housing Code incorporated pursuant to Clause 81 of the Hume Planning Scheme; and</li> <li>• The plan of subdivision submitted for certification must identify whether type A or type B of the Small Lot Housing Code applies to each lot to the satisfaction of the Responsible Authority.</li> </ul>

## HERITAGE

REQUIREMENTS	
<b>R13</b>	Prior to the commencement of development at 70 Providence Road, Greenvale, temporary fencing must be erected to secure public safety and protect the significant fabric of the heritage site (Prospect Cottage).
GUIDELINES	
<b>G20</b>	All development within or directly adjacent to heritage sites and their environs (Primitive Methodist Church, 30 Providence Road, Greenvale and Prospect Cottage, 70 Providence Road, Greenvale) should be designed for the preservation and enhancement of the cultural heritage values on the site.

### 3.2 Open space and natural systems

## OPEN SPACE AND NATURAL SYSTEMS

REQUIREMENTS	
<b>R14</b>	All open space, including encumbered drainage infrastructure, must abut a road unless otherwise addressed by an active frontage, including significant open space areas, to the satisfaction of the relevant authority.
<b>R15</b>	All landscaped areas must be designed to the satisfaction of the Responsible Authority.
<b>R16</b>	<p>An alternative provision of land for passive open space to that shown on Plan 6 is generally in accordance with this plan provided the passive open space (unencumbered) is:</p> <ul style="list-style-type: none"> <li>• Located so as not to reduce the walkable access to local parks demonstrated on Plan 6</li> <li>• Able to supply the particular planned use for the reserve</li> <li>• As far as practicable regular in form with a minimum average width of approximately seventy metres (70m)</li> <li>• Fronted by a connector street or key local road on at least three sides.</li> </ul>
<b>R17</b>	Where a passive 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 to the satisfaction of the Responsible Authority unless otherwise agreed by the Responsible Authority.
<b>R18</b>	Development abutting open space must be well articulated and facilitate passive surveillance with windows, balconies and pedestrian access points.
<b>R19</b>	Appropriately scaled lighting must be installed along all major pedestrian thoroughfares traversing public open space and cycling network to the satisfaction of the Responsible Authority.
<b>R20</b>	Fencing of parkland must be low scale and permeable to facilitate public safety and surveillance.
<b>R21</b>	The design and layout of open space must ensure that native vegetation is protected from adverse impacts, in accordance with Plan 7.
<b>R22</b>	The layout (including design and width) of drainage infrastructure, including open channels, wetlands and retarding basins must be to the satisfaction of the Responsible Authority and Melbourne Water.
<b>R23</b>	Shared trails, paths and any pedestrian walkways constructed along the linear corridor must be above the 1:10 year flood level, and any waterway crossings must be above the 1:100 year flood level, to the satisfaction of Melbourne Water. Any waterway crossings must be bridge or boardwalk constructions that maintain hydraulic function of the waterway, designed to the satisfaction of Melbourne Water.
<b>R24</b>	Strategic revegetation must be provided along Brodies Creek with a particular emphasis on enhancing native vegetation along the creek whilst maximising public use and enjoyment, provided to the satisfaction of the Responsible Authority, or Melbourne Water in relation to stormwater quality assets placed in the creek corridor.
<b>R25</b>	Any public infrastructure or trails located with the Brodies Creek corridor must be designed to minimise disturbance to biodiversity values.
<b>R26</b>	Path networks must be placed so as not to impact on vegetation that is being retained on Plan 7.

<b>R27</b>	<p>For the purpose of Clause 56.06-7, the requirements of the relevant fire authority are, unless otherwise approved by the CFA:</p> <ul style="list-style-type: none"> <li>Constructed roads must be a minimum of 7.3m trafficable width where cars park on both sides, or: <ul style="list-style-type: none"> <li>» A minimum of 5.4m in trafficable width where cars may park on one side only.</li> <li>» A minimum of 3.5m width no parking and 0.5m clearance to structures on either side, and if this width applies, there must be passing bays of at least twenty metres (20m) long, six metres (6m) wide and located not more than two-hundred metres (200m) apart.</li> </ul> </li> <li>Roads must be constructed so that they are capable of accommodating a vehicle of 15 tonnes for the trafficable road width.</li> <li>The average grade of a road must be no more than 1 in 7 (14.4% or 8.1°).</li> <li>The steepest grade on a road must be no more than 1 in 5 (20% or 11.3°) with this grade continuing for no more than fifty metres (50m) at any one point.</li> <li>Dips on the road must have no more than 1 in 8 grade (12.5% or 7.1°) entry and exit angle.</li> </ul> <p>Constructed dead end roads more than sixty metres (60m) in length from the nearest intersection must have a turning circle with a minimum radius of eight metres (8m) (including roll over curbs if they are provided).</p>
<b>R28</b>	<p>Before the commencement of works for a stage of subdivision, a Construction Management Plan that addresses Bushfire Risk Management must be submitted to and approved by the responsible authority and the CFA. The Construction Management Plan must specify, amongst other things:</p> <ul style="list-style-type: none"> <li>Measures to reduce the risk from the fire within the surrounding rural landscape and protect residents from the threat of fire.</li> <li>A separation buffer, consistent with the separation distances specified in AS3959-2009, between the edge of development and non-urban areas.</li> <li>How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles.</li> </ul>

## GUIDELINES

<b>G21</b>	Design of open spaces should be contemporary in nature, innovative and draw upon the precinct landscape design themes.
<b>G22</b>	Local parks should provide infrastructure to cater for a broad range of users and support both structured and informal recreational activities.
<b>G23</b>	Design and layout of open space should maximise water use efficiency, storm water quality and long term viability of vegetation through the use of WSUD initiatives, including opportunities to use water from wetlands for irrigation purposes.
<b>G24</b>	Advice should be sought from qualified Council staff regarding suitability of proposed tree species prior to confirming planting schedule.
<b>G25</b>	Passive parks adjoining areas of native vegetation retention should reflect and enhance nearby areas of conservation significance.
<b>G26</b>	Street trees and public open space landscaping should contribute to habitat for indigenous fauna species, in particular arboreal animals and birds.
<b>G27</b>	Streetscapes addressing the waterway and linear corridor should use indigenous species and be landscaped in a complementary aesthetic.
<b>G28</b>	Where appropriate, the co-location of public recreation and open spaces areas to assist in buffering of retained vegetation and waterways is encouraged.
<b>G29</b>	Landscaping adjacent to areas of retained vegetation on Plan 7 should use appropriate planting (i.e. not planted with species that could behave as environmental weeds, and planted with a complimentary aesthetic).
<b>G30</b>	The linear corridor should be designed to provide cycling and pedestrian movement between Woodlands Historic Park, Greenvale Recreation Reserve and the existing Greenvale community, and be bordered by active road frontages as demonstrated in Figure 1.
<b>G31</b>	The open space network should be delivered generally in accordance with Plan 6 and Table 2 to the satisfaction of the Responsible Authority.

CONDITIONS	
<b>C2</b>	<p><b>Conditions for subdivision or building and works permits where land is required for public open space</b></p> <p>Land required for public open space as a local park, as set out in the <i>Greenvale Central Precinct Structure Plan</i>, must be transferred to or vested in Council at no cost to Council.</p>
<b>C3</b>	<p><b>Kangaroo Management Plan</b></p> <p>A permit granted for subdivision of land must include the following conditions:</p> <ul style="list-style-type: none"> <li>Before the certification of the plan of subdivision, a Kangaroo Management Plan must be submitted to and approved by the Secretary to the Department of Environment and Primary Industries. Once approved the plan will be endorsed by the Responsible Authority and form part of the permit.</li> </ul> <p>The endorsed Kangaroo Management Plan must be implemented to the satisfaction of the Responsible Authority.</p>
<b>C4</b>	<p><b>Threatened Species and Communities salvation and translocation</b></p> <p>A permit for subdivision, or to construct a building or construct or carry out works must contain the following condition:</p> <ul style="list-style-type: none"> <li>The Salvage Translocation Protocol for Melbourne's Growth Corridors (Melbourne Strategic Assessment) (Department of Environment and Primary Industries, 2013) must be implemented in the carrying out of development to the satisfaction of the Secretary to the Department of Environment and Primary Industries, unless with the written consent of the Secretary to the Department of Environment and Primary Industries.</li> </ul>
<b>C5</b>	<p><b>Offset Requirements</b></p> <p>Before the construction of a building or the construction or carrying of works on land starts:</p> <ol style="list-style-type: none"> <li>offsets for the loss or deemed loss of threatened species habitat and native vegetation on land must be secured; offsets must be secured by making a request for offsets to the Secretary to the Department of Environment and Primary Industries in accordance with the Biodiversity Conservation Strategy (Department of Environment and Primary Industries, 2013); and</li> <li>any fee payable for securing the offsets through the Secretary to the Department of Environment and Primary Industries under the Conservation Forests and Land Act 1987 must be paid; and</li> <li>the Secretary to the Department of Environment and Primary Industries must have certified in writing that the relevant fee for the development has been paid and such certification must be submitted to the Responsible Authority.</li> </ol> <p>The above requirements do not apply if, before the start of construction of a building or the construction or carrying out of works, the owner has entered into an agreement with the Responsible Authority and the Secretary to the Department of Primary Industries under section 173 of the Planning and Environment Act 1987, which provides for the payment of the fee required under section 28 of the Conservation Forests and Lands Act 1987 to secure offsets through the Secretary to the Department of Environment and Primary Industries by:</p> <ol style="list-style-type: none"> <li>the payment of the fee in instalments; or</li> <li>the transfer or vesting of land within a Conservation Area identified in the Precinct Structure Plan for Nature Conservation to or in the Secretary to the Department of Environment and Primary Industries in lieu of payment of the fee for the land; or</li> <li>the carrying out of works within a Growling Grass Frog corridor identified in a Precinct Structure Plan in lieu of payment of the fee for the land; or</li> <li>the retention in perpetuity of native vegetation on the land that is a scattered tree, in lieu of payment of the fee for the extent of native vegetation; or</li> <li>a combination of any of the above;</li> </ol> <p>to the satisfaction of the Secretary to the Department of Environment and Primary Industries and/or the Commonwealth.</p> <p>Before the start of the construction of a building or construction or carrying out of works on the land, an application must be made to the Registrar of Titles to register the section 173 agreement on the title to the land under section 181 of the Act.</p> <p>The owner must pay the reasonable costs of the Responsible Authority and the Secretary to the Department of Environment and Primary Industries in the preparation, execution and registration of the agreement.</p>





**plan 6**  
**open space, natural systems & community facilities**  
**greenvale central precinct structure plan**

Scale: 1:12,500 @ A4, N.T.S. @ A3  
Date: November 2013

WOODLANDS  
HISTORIC PARK

**Figure 1:** Open Space Concept Plan



**NOTE:** All drainage infrastructure land take is indicative and additional land take may be required for drainage and water quality purposes. Pattern of subdivision is indicative and is illustrated only to demonstrate the relationship between development and open space.



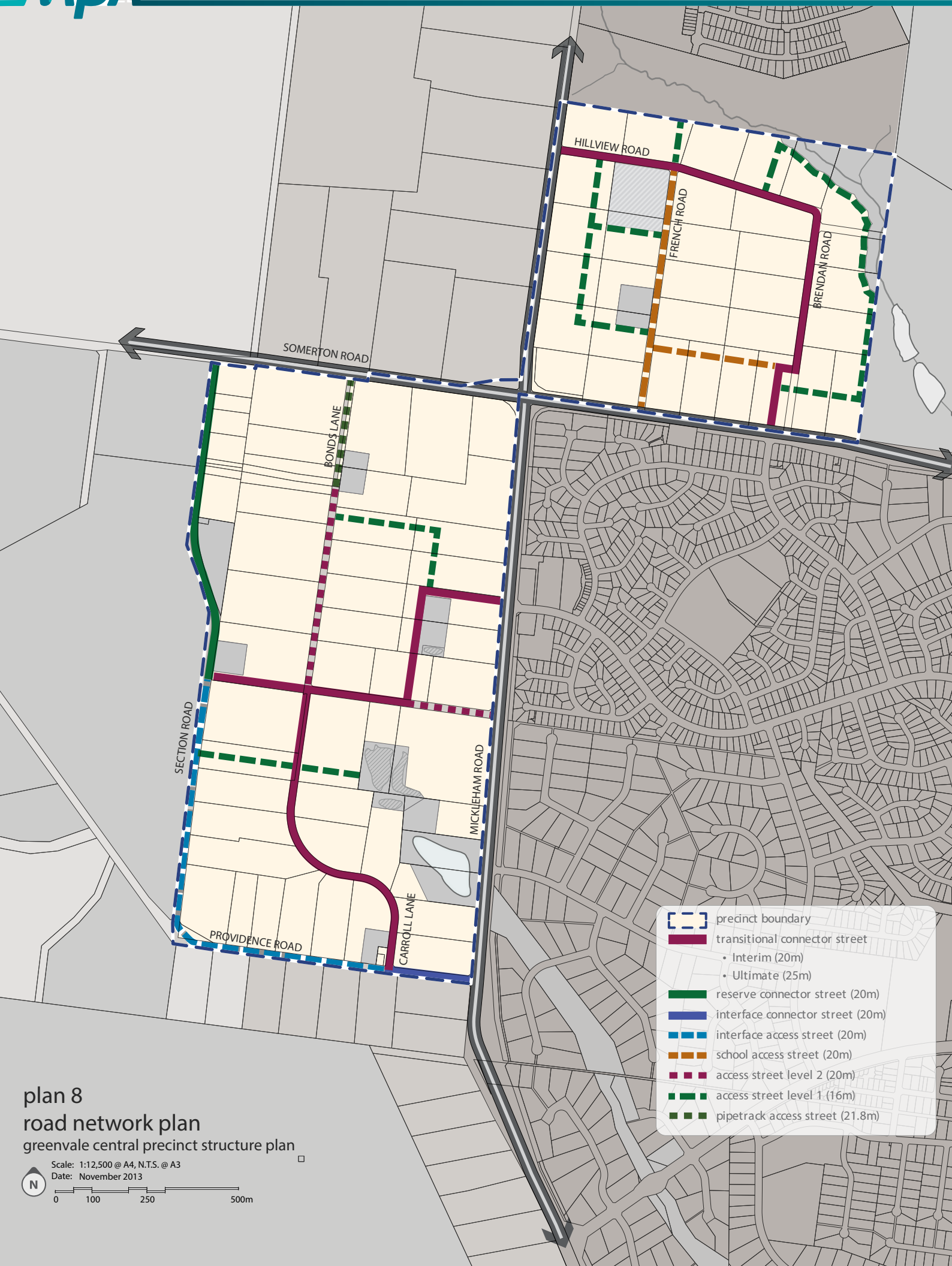


**Table 2** Open Space Inventory

Open Space		Property Number	Size (hectares)	TYPE	FACILITIES	NOTES
1	OS01	65-67,90,91 & Yuroke Road reserve	3.89	Encumbered Open Space - Drainage	Fencing	Managed by Melbourne Water - potential future integration with Greenvale Reservoir Park
2	OS02	74,75	1.00	Unencumbered Passive Open Space	Paths, fencing, seating, planting, local playground	Serves 'Area North' catchment
3	OS03	35,38	0.75	Unencumbered Passive Open Space	Paths, fencing, seating, planting, local playground	Serves northern 'Area South' catchment
4	OS04	9,10	1.59	Crown Land		Opportunity for future open space co-located with Greenvale Recreation Reserve
5	OS05	19	0.70	Unencumbered Passive Open Space	Paths, fencing, seating, planting, local playground	Serves western 'Area South' catchment
6	OS06	46,47	0.98	Unencumbered Passive Open Space	Paths, fencing, seating, planting, local playground	Serves eastern 'Area South' catchment
7	OS07	46	0.15	Vegetation Retention		Co-located with local park (OS06)
8	OS08	52,53,56,57	2.24	Vegetation Retention		Co-located with local park (OS09)
9	OS09	57	0.75	Unencumbered Passive Open Space	Paths, fencing, seating, planting, local playground	Serves central 'Area South' catchment; co-located with retarding basin
10	OS10	58,59	3.53	Encumbered Open Space - Drainage		Co-located with local park (OS09)
11	OS11	30	0.50	Unencumbered Passive Open Space	Paths, fencing, seating, planting, local playground	Serves southern 'Area South' catchment; co-located with heritage-listed church
<b>TOTAL</b>			16.08			

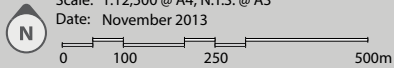
## COMMUNITY FACILITIES

REQUIREMENTS	
<b>R29</b>	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 in accordance with the PSP and consistent with the provisions of the applied zone.
<b>R30</b>	Schools must be designed to front and be directly accessed from a public street with car parking located to the side and rear of the allotment.
GUIDELINES	
<b>G32</b>	Community facilities, local parks and playgrounds should be delivered in the early stages of development, maximising efficiency of designated space.
<b>G33</b>	School sites should be provided with three street frontages where practicable
<b>G34</b>	The indicative location of schools and open space as illustrated on Plan 6 may be altered to the satisfaction of the Responsible Authority.



## plan 8 road network plan greenvale central precinct structure plan

Scale: 1:12,500 @ A4, N.T.S. @ A3  
Date: November 2013



- precinct boundary
- transitional connector street
  - Interim (20m)
  - Ultimate (25m)
- reserve connector street (20m)
- interface connector street (20m)
- interface access street (20m)
- school access street (20m)
- access street level 2 (20m)
- access street level 1 (16m)
- pipetrack access street (21.8m)

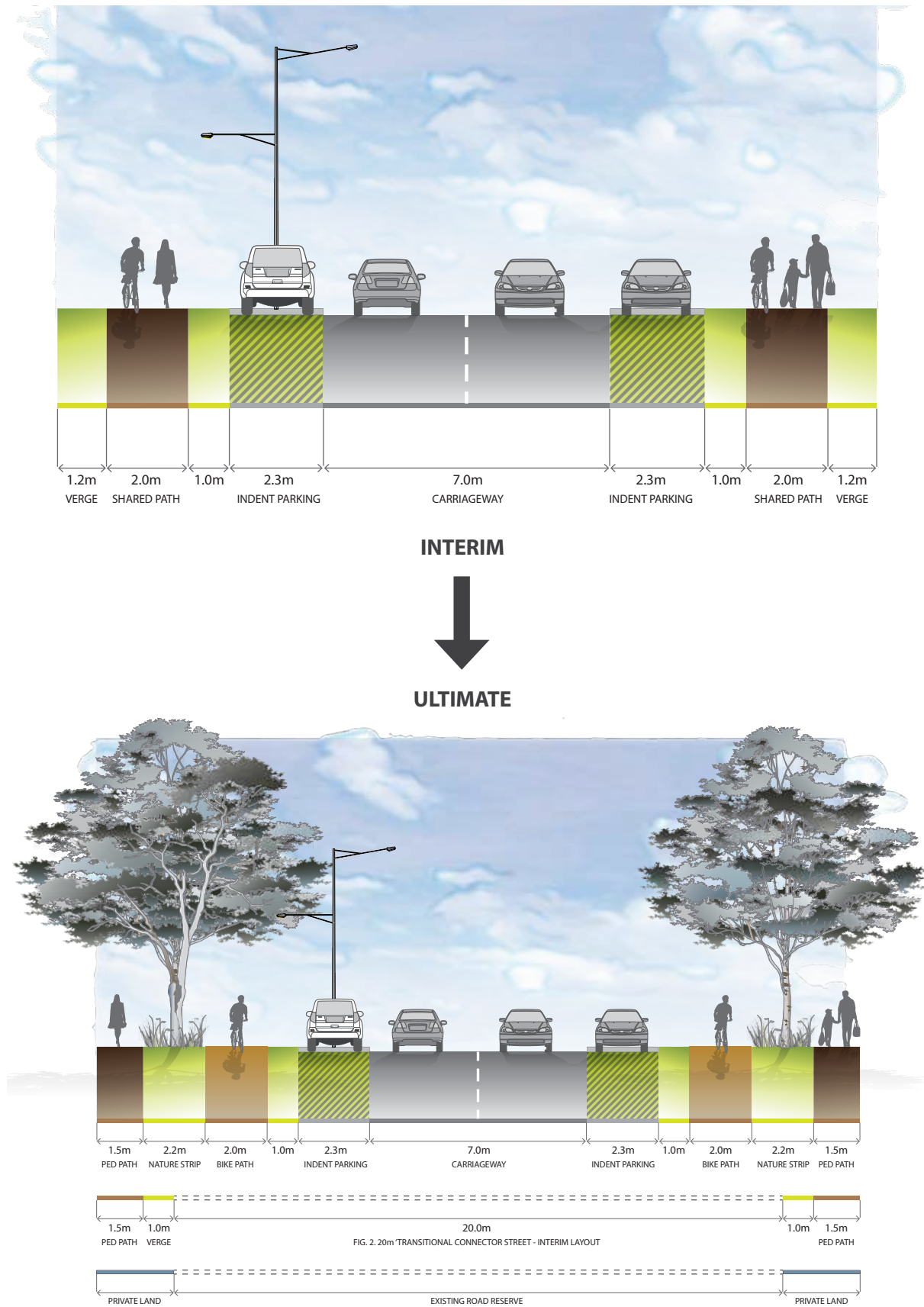


### 3.3 Transport and Movement

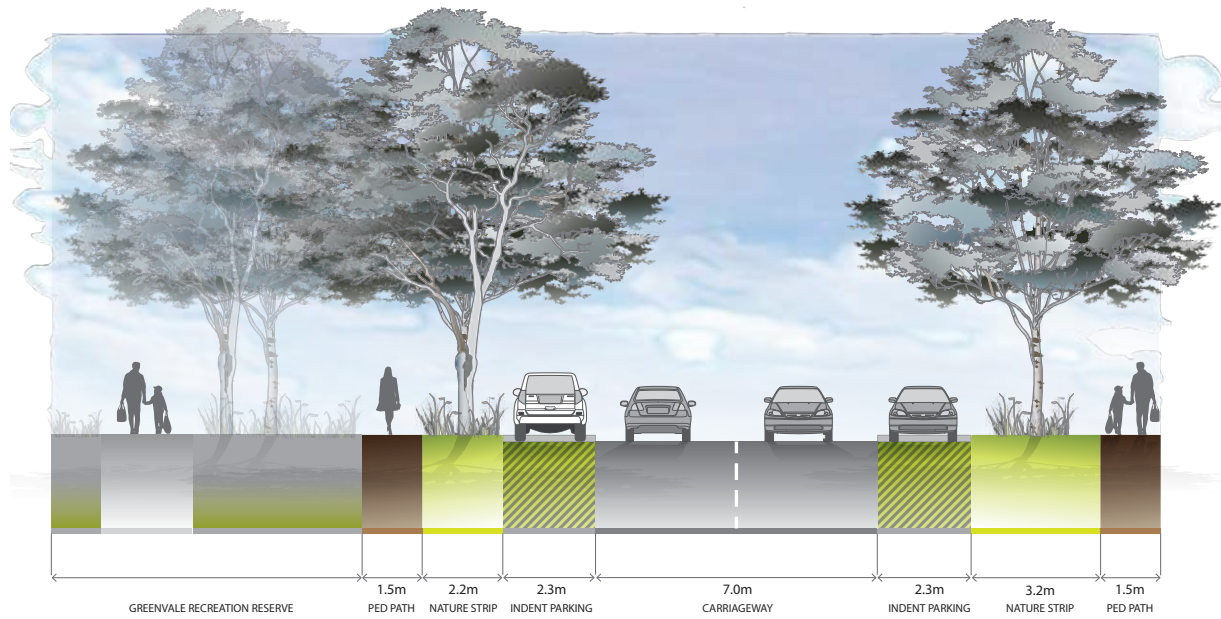
#### TRANSPORT: STREET NETWORK

REQUIREMENTS	
<b>R31</b>	Street layouts of individual subdivisions must integrate to: <ul style="list-style-type: none"> <li>Form a coherent movement network across the wider precinct</li> <li>Ensure no dwelling is disadvantaged by poor access to open space or community facilities.</li> </ul>
<b>R32</b>	Access to Mickleham Road and Somerton Road from connector streets and access streets must be to the satisfaction of the coordinating road authority.
<b>R33</b>	Staging of subdivisions is to provide for the timely connection of road links between properties and to the connector street and arterial road network and the off-road pedestrian and bicycle network to the satisfaction of the Responsible Authority.
<b>R34</b>	Roads must be constructed to property boundaries where inter-parcel connections are indicated in the structure plan, by any date or stage of development required or approved by the Responsible Authority.
<b>R35</b>	Driveway access to lots fronting arterial roads must be provided from local road or rear lanes only. Service roads may be considered in exceptional circumstances, subject to agreement of the coordinating road authority.
<b>R36</b>	Roads must be constructed generally in accordance with Figures 2, 3, 4, 5, 6, 7, 8, 9 and 10.
<b>R37</b>	The street network must be developed to allow interim and ultimate access to the arterial road network.
GUIDELINES	
<b>G35</b>	Street layouts should provide multiple convenient routes to major destinations such as Greenvale Recreation Reserve, Greenvale Shopping Centre and the arterial road network.
<b>G36</b>	Cul-de-sacs should not detract from convenient pedestrian and vehicular connections.
<b>G37</b>	Individual plans of subdivision should demonstrate connectivity to all adjoining lots, including an allowance for local road connections between properties, which anticipates the full development of all adjoining lots.
<b>G38</b>	Intersections of connector streets with Mickleham Road and Somerton Road should be designed to facilitate the safe and convenient movement of pedestrians and public transport between existing Greenvale and the new precinct.
<b>G39</b>	Street blocks lengths should not exceed two-hundred-and-forty metres (240m). Intervals between blocks may take the form of either a trafficable street or pedestrian passage of no less than four metres (4m) in width.
<b>G40</b>	Interim access arrangements to Mickleham Road and Somerton Road should facilitate the initial stages of development to the satisfaction of the coordinating road authority.
<b>G41</b>	The Access Street Level 1 road indicated to be provided on Property 51 should include an additional three metres (3m) to allow shared path connections between Bonds Lane and the linear corridor.
<b>G42</b>	Local roads in Properties 54 and 56 that provide active frontages to vegetation retention should incorporate a continuous shared path linking shared paths planned within Open Space 8 (Table 2) and Property 51 (refer to Figure 1).
CONDITIONS	
<b>C6</b>	<p><b>Conditions for subdivision or building and works permits where land is required for road widening</b></p> <p>Land required for road widening including right of way flaring for the ultimate design of any intersection within an existing or proposed arterial road must be transferred to or vested in Council at no cost to the acquiring agency unless funded by the <i>Greenvale Central Development Contributions Plan</i>.</p> <p>Land required for road widening to accommodate Transitional Connector Streets (Figure 3) as part of Local Road Network Implementation (Plan 10, Tables 3 and 4) must be transferred to or vested in Council at no cost to Council.</p>

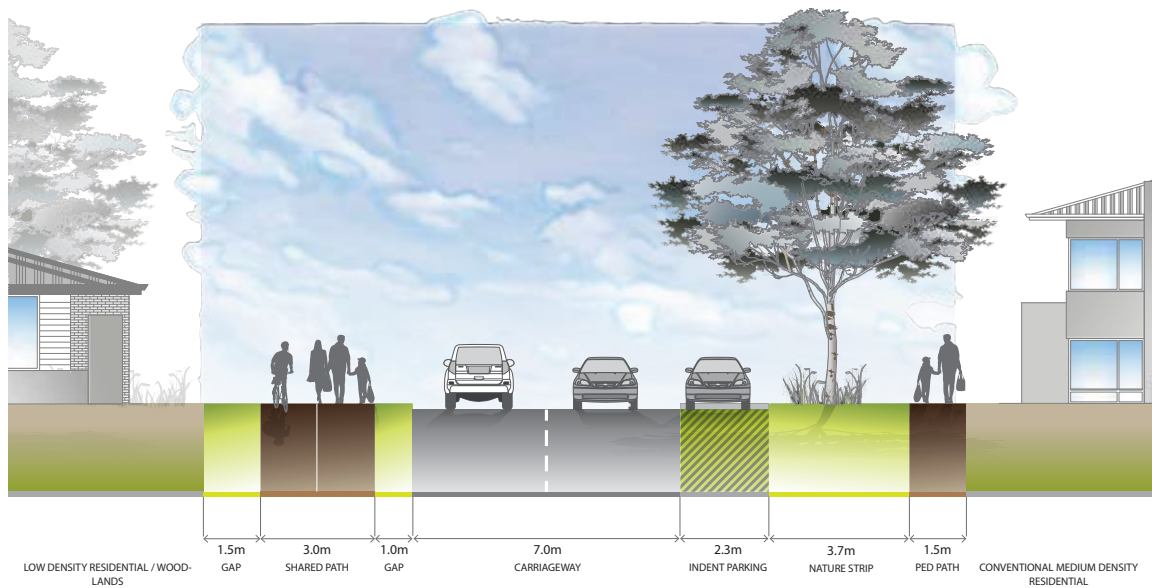
**Figure 2:** transitional connector street (20m interim layout)



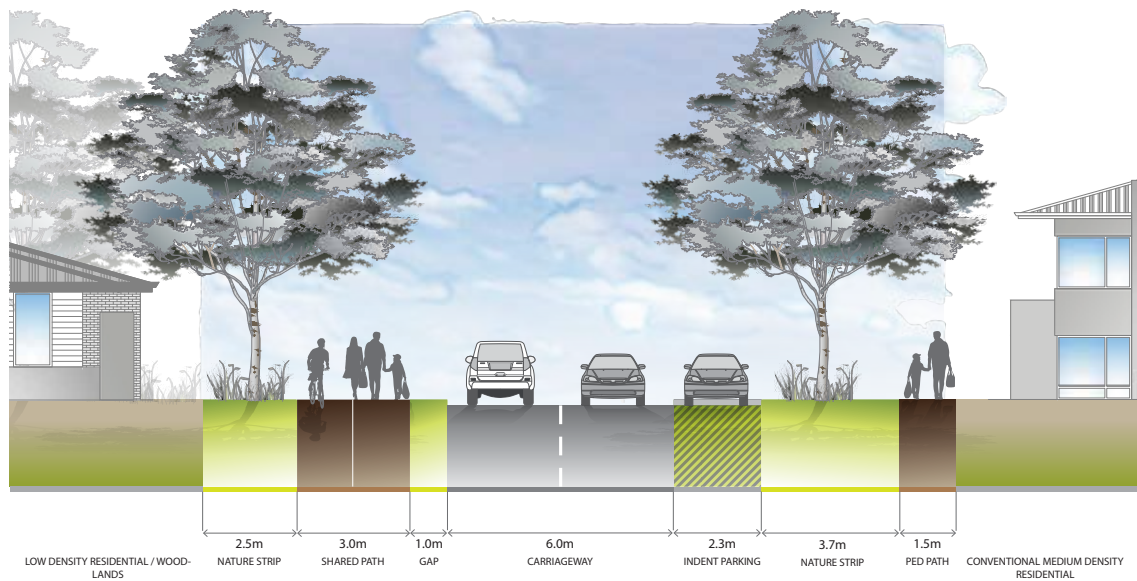
**Figure 3:** transitional connector street (25m ultimate layout)



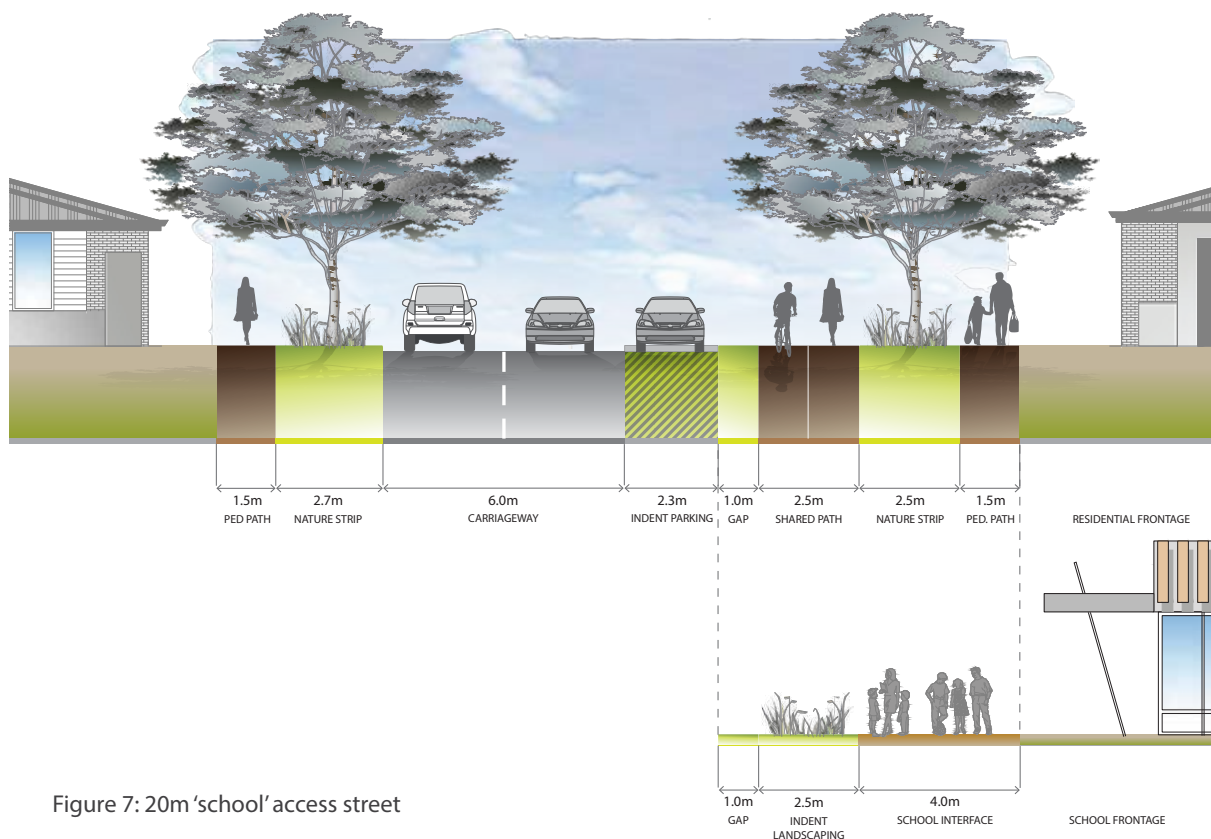
**Figure 4:** reserve connector street (20m)



**Figure 5:** interface connector street (20m)



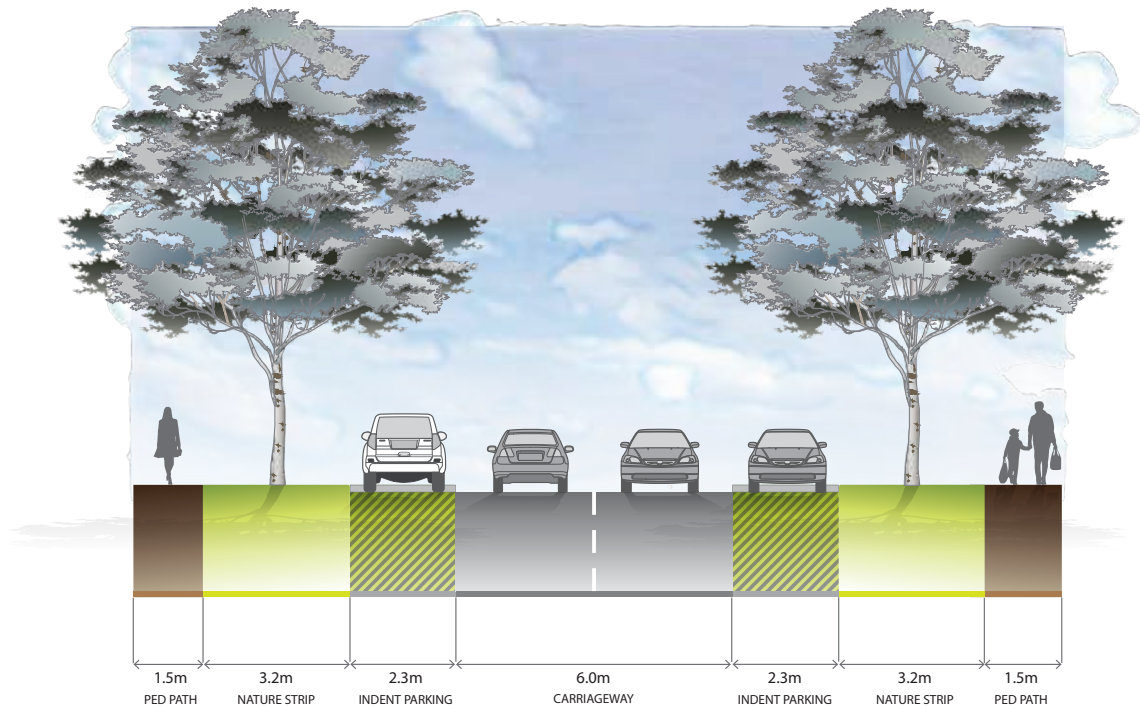
**Figure 6:** interface access street (20m)



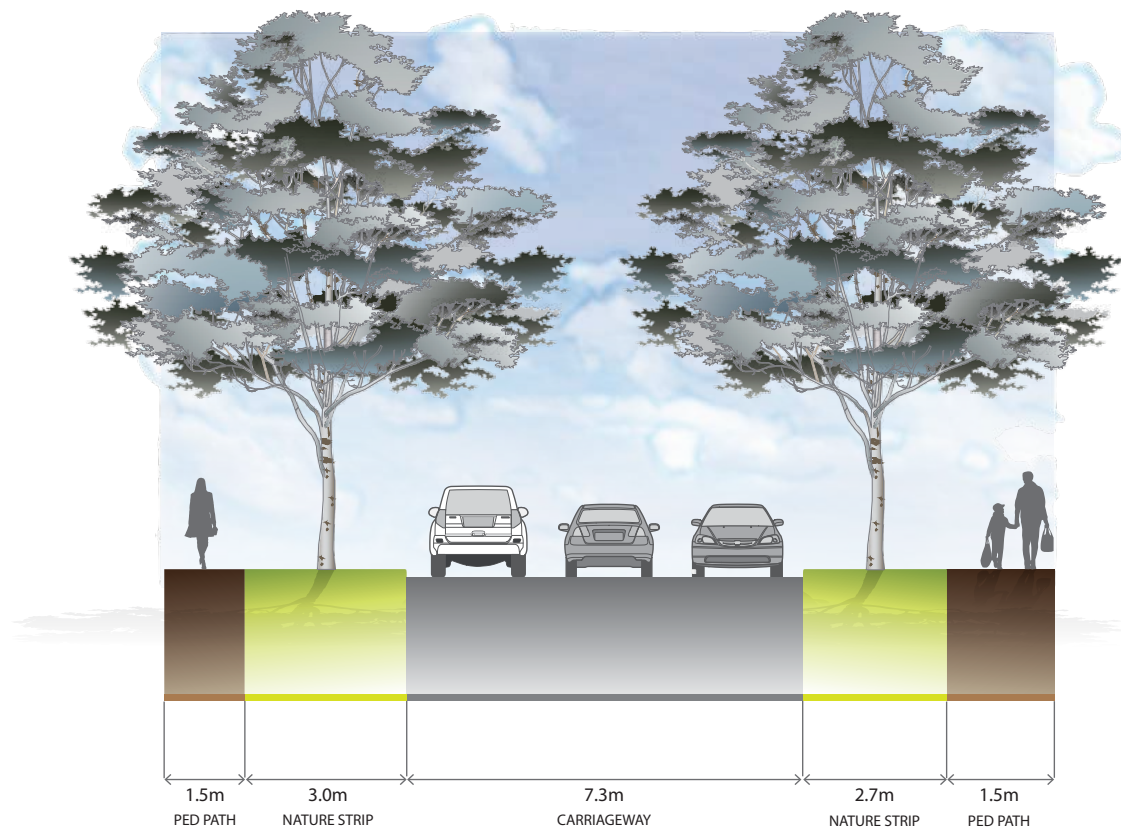
**Figure 7:** 20m 'school' access street

**Figure 7:** school access street (20m)

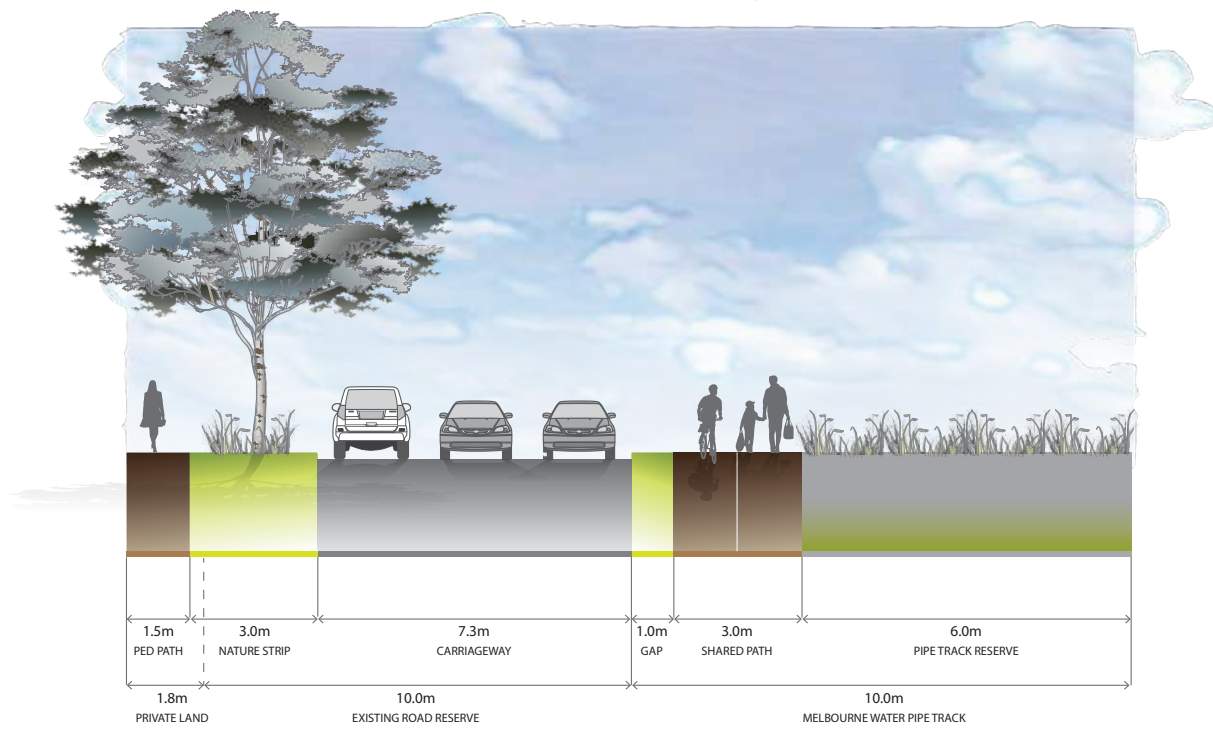




**Figure 8:** access street level 2 (20m)



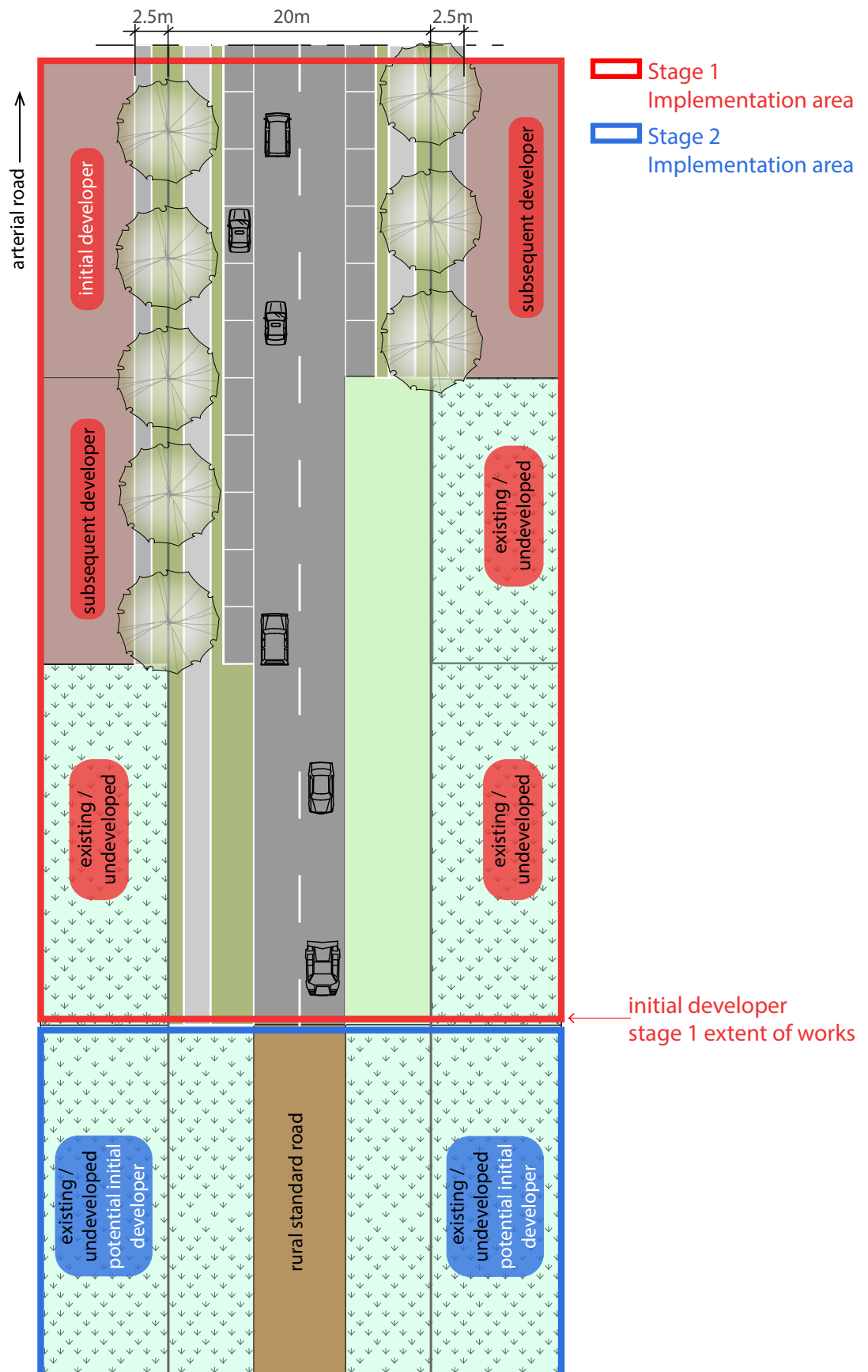
**Figure 9:** access street level 1 (16m)



**Figure 10:** pipe track access street (21.8m)



**Figure 11:** Local Road Network Implementation Concept Plan  
(example: 20m/25m Transitional Connector Street)

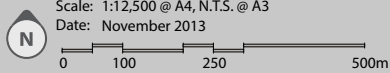


**NOTE:** Pattern of subdivision including access points from the connector street not indicated.



plan 9  
public transport & walking trails  
greenvale central precinct structure plan

Scale: 1:12,500 @ A4, N.T.S. @ A3  
Date: November 2013



- precinct boundary
- potential arterial bus route
- connector street potential bus route
- on-road bike lanes
- off-road bike lanes
- shared path (within open space)
- ○ ○ ○ shared path (within road reserve)
- indicative crossing point
- pedestrian operated traffic signals

Note: Any public transport infrastructure shown on this plan is subject to further investigation & approval by the Director of Public Transport

## TRANSPORT: PUBLIC TRANSPORT

REQUIREMENTS	
<b>R38</b>	The bus stop facilities must be designed as an integral part of activity centres and activity generating land uses, such as schools, sports fields and employment areas.
<b>R39</b>	Any roundabouts on roads shown as 'bus capable' on Plan 9 must be constructed to accommodate ultra-low floor buses in accordance with the <i>Public Transport Guidelines for Land Use and Development</i> (Public Transport Victoria, 2008)
CONDITIONS	
<b>C7</b>	<p>Unless otherwise agreed by Public Transport Victoria (PTV), prior to the issue of Statement of Compliance for any subdivision stage, bus stop hard stands with direct and safe pedestrian access to a pedestrian path must be constructed:</p> <ul style="list-style-type: none"> <li>In accordance with the <i>Public Transport Guidelines for Land Use and Development</i>; and compliant with the <i>Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002</i></li> </ul> <p>At locations approved by PTV, at no cost to PTV, and to the satisfaction of PTV.</p>

## TRANSPORT: WALKING AND CYCLING

REQUIREMENTS	
<b>R40</b>	<p>Design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:</p> <ul style="list-style-type: none"> <li>Footpaths of at least 1.5m on both sides of all streets, unless otherwise specified by this PSP</li> <li>Shared paths and cycle paths consistent with the road cross sections outlined in this PSP</li> <li>Safe and convenient crossing points of connector and local streets at all intersections and on key desire lines</li> <li>Pedestrian priority crossing at all slip lanes</li> <li>Safe and convenient transition between the on and off-road bicycle network</li> </ul> <p>All to the satisfaction of the Responsible Authority.</p>
<b>R41</b>	Bicycle parking facilities are to be provided by development proponents in convenient locations at key destinations such as parks and activity centres to the satisfaction of the Responsible Authority.
<b>R42</b>	Where connector or access streets providing shared paths (2.5m or 3m) intersect with connector or access streets providing off-road bike paths (2m), multiple crossing points must be provided to ensure safe and logical transitions across the bicycle network.
<b>R43</b>	A continuous shared trail of at least three metres (3m) in width must be provided within and along the boundaries of the linear corridor and demonstrate a relationship to the surrounding public space.
GUIDELINES	
<b>G43</b>	Location of pedestrian or shared paths should consider the need for appropriate lighting and passive surveillance.

## 3.4 Water and Utilities

### WATER

REQUIREMENTS	
<b>R44</b>	Final design and size of channels, retarding basins and water quality treatment infrastructure must be approved by both the Responsible Authority and Melbourne Water.
<b>R45</b>	Development must be in accordance with the relevant Development Services Scheme or strategy prepared by Melbourne Water for the precinct.
<b>R46</b>	Storm water conveyance must be designed to the satisfaction of the Responsible Authority and in accordance with the relevant Development Services Scheme or strategy prepared by Melbourne Water for the precinct.
<b>R47</b>	Drainage systems must provide for a suitable buffer from urban development and contain ephemeral water bodies to enable the replication of natural flows and provide habitat for local species.
<b>R48</b>	Development must conform to the relevant policies and strategies being implemented by the Responsible Authority, Melbourne Water and the water retail authority, including any approved Integrated Water Management Plan.
<b>R49</b>	Development must treat stormwater run-off to best practice standards, to the satisfaction of Melbourne Water.
GUIDELINES	
<b>G44</b>	Corridors and buffers along waterways should be designed and constructed to protect water quality, water function and public health and safety.
<b>G45</b>	Where practical, development should include integrated water management initiatives to reduce reliance on potable water and increase the utilisation of stormwater and wastewater that contributes to a sustainable and green urban environment.
<b>G46</b>	Integrated water management systems should be designed to maximise habitat values for local flora and fauna species.
<b>G47</b>	Reserves encumbered for stormwater treatment or retardation should provide adequate land to provide the passive recreation facilities outlined in Table 2.
<b>G48</b>	Development should have regard to relevant policies and strategies being implemented by the Responsible Authority, Melbourne Water and Yarra Valley Water, including any approved Integrated Water Management Plan.

### UTILITIES

REQUIREMENTS	
<b>R50</b>	All lots must be provided with potable water, electricity, reticulated sewerage, drainage, gas and telecommunications to the satisfaction of the relevant authority.
<b>R51</b>	<p>Before development commences on a property, plans are to be submitted of the road network showing the location of all:</p> <ul style="list-style-type: none"> <li>• Underground services</li> <li>• Driveways / crossovers</li> <li>• Street lights</li> <li>• Street trees</li> </ul> <p>A typical cross section of each street is also to be submitted showing above- and below-ground placement of services, street lights and trees.</p> <p>The plans and cross sections must demonstrate how services, driveways and street lights will be placed so as to achieve the road reserve width (consistent with the road cross sections outlined in this PSP). If required, the plan and road cross sections will nominate which services will be placed under footpaths or road pavement. The plans and road cross sections are to be approved by the Responsible Authority and all relevant service authorities before development commences.</p>

<b>R52</b>	All new electricity supply infrastructure (excluding substation and cables with a voltage greater than 66kv) must be provided underground.
<b>R53</b>	Where existing above ground electricity cables of 66kV voltage are retained along road ways, underground conduits are to be provided as part of the upgrade of these roads to allow for future undergrounding of the electricity supply.
<b>R54</b>	New substations must be identified at the subdivision design response stage to ensure effective integration with the surrounding neighbouring and to minimise amenity impacts.
<b>R55</b>	All dwellings and businesses must have access to the broadband network.
<b>R56</b>	If required, any pump station within the precinct must be designed to the satisfaction of the relevant water authority.

## GUIDELINES

<b>G49</b>	Electricity substations and sewer pump stations should be located outside of key view lines and screened with vegetation.
<b>G50</b>	The design of subdivision electricity infrastructure must consider the practicality of removing any existing above ground electricity lines by re-routing lines underground through the subdivision.



### 3.5 Infrastructure delivery and development staging

#### SUBDIVISION WORKS BY DEVELOPERS

REQUIREMENTS	
R57	<p>Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure:</p> <ul style="list-style-type: none"> <li>• Connector streets and local streets (in accordance with Figures 2-10, Plan 10 and Table 4 in this PSP, unless otherwise agreed by the Responsible Authority)</li> <li>• Local bus stop infrastructure (where locations have been agreed in writing by PTV)</li> <li>• Landscaping of all existing and future roads and local streets</li> <li>• Intersection works and traffic management measures along arterial roads, connector streets, and local streets (except those included in the DCP)</li> <li>• Council approved fencing and landscaping (where required) along arterial roads</li> <li>• Pedestrian and bicycle paths along arterial roads, connector streets and access streets and within local parks</li> <li>• Bicycle parking facilities in convenient locations at key destinations such as parks and activity centres</li> <li>• Appropriately scaled lighting along all roads, major pedestrian and shared paths, and traversing public open space</li> <li>• Improvements to local parks / open space including levelling, grassing, tree planting and local paths consistent with the Councils required construction standards as outlined in Table 2</li> <li>• Local drainage systems and associated pedestrian path crossings of waterways unless outlined as the responsibility of another agency in the Precinct Infrastructure Plan</li> <li>• Infrastructure as required by utility services providers including water, sewerage, drainage (except where the item is funded through a Development Services Scheme), electricity, gas, and telecommunications.</li> </ul>
CONDITIONS	
C8	<p><b>Use or develop land for a sensitive purpose – Category One Properties – Environmental Site Assessment</b></p> <p>Before a plan of subdivision is certified under the <i>Subdivision Act 1988</i>, the recommendations of the preliminary site assessment for the properties shown on Map 2 to Schedule 6 to Clause 37.07, lodged with the application, must be carried out to the satisfaction of the responsible authority. Upon receipt of the further testing report the owner must comply with any further requirements made by the responsible authority after having regard to the guidance set out in the General Practice Note on Potentially Contaminated Land June 2005 (DSE). The plan of subdivision must not be certified until the responsible authority is satisfied that the land is suitable for the intended use.</p>
C9	<p><b>Use or develop land for a sensitive purpose – Category Two Properties – Environmental Site Assessment</b></p> <p>Before a plan of subdivision is certified under the <i>Subdivision Act 1988</i>, the recommendations of the Phase 2 Environmental Site Assessment for the properties shown on Map 2 to Schedule 6 to Clause 37.07, lodged with the application, must be carried out to the satisfaction of the responsible authority. Upon receipt of the further testing report the owner must comply with any further requirements made by the responsible authority after having regard to the guidance set out in the General Practice Note on Potentially Contaminated Land June 2005 (DSE). The plan of subdivision must not be certified until the responsible authority is satisfied that the land is suitable for the intended use.</p>

## LAND BUDGET

REQUIREMENTS	
<b>R58</b>	The detailed land budget included in Section 2.3 clearly sets out the NDA for every property included in the PSP. The NDA will not be amended to respond to minor changes to land budgets that may result from the subdivision process unless the Responsible Authority agrees to a variation.

## PROVISION AND DELIVERY OF PASSIVE OPEN SPACE

REQUIREMENTS	
<b>R59</b>	<p>Further to the public open space contribution required by Clause 52.01 of the Hume Planning Scheme, this provision sets out the amount of land to be contributed by each property in the precinct and consequently where a cash contribution is required in lieu of land.</p> <p>All land owners must provide a public open space contribution equal to 2.51% of Net Developable Area (NDA) upon subdivision of land in accordance with the following:</p> <ul style="list-style-type: none"> <li>Where land is required for unencumbered open space purposes as shown on Plan 6 and specified in Appendix 1 ('Property Specific Land Budget') to this plan is less or equal to 2.51% of NDA, that land is to be transferred to Council at no cost</li> <li>Where no land or less than 2.51% of NDA is shown on Plan 6 and specified in Appendix 1 ('Property Specific Land Budget'), a cash contribution is to be made to Council to bring total open space contribution to a value equal to 2.51% of NDA of that site</li> <li>Where land required for unencumbered open space purposes as shown on Plan 6 and specified in Appendix 1 is more than 2.51% of NDA, Council will pay an amount equivalent to the value of the additional land being provided by that proposed development</li> </ul> <p>The value of land for equalisation purposes is to be assessed as an equivalent proportion of the value of the whole of the land, in accordance with Section 18 of the Subdivision Act 1988.</p>
<b>R60</b>	<p>All public open space must be finished to a standard that satisfies the requirements of the Responsible Authority prior to the transfer of public open space, including but not limited to:</p> <ul style="list-style-type: none"> <li>Removal of all existing and disused structures, foundations, pipelines, and stockpiles</li> <li>Clearing of rubbish and weeds, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise)</li> <li>Provision of water tapping, potable and recycled water connection points</li> <li>Planting of trees and shrubs</li> <li>Provision of vehicular exclusion devices (fences, bollards, or other suitable methods) and maintenance access points</li> <li>Installation of an appropriate mix of parks furniture including local scale playgrounds equipment, local scale play areas, barbeque/picnic facilities, shelters, seating, bicycle parking, rubbish bins and toilets, to the satisfaction of the Responsible Authority.</li> </ul>

### 3.5.1 Local road network implementation

Facilitating urban development within the Greenvale Central precinct requires accompanying urban upgrades to the existing rural-standard local road network.

Plan 10, 'Local Road Network Implementation', and Table 4, 'Local Road Network Implementation', set out the process for delivering urbanised local roads in the precinct. Road projects must be delivered in a sequence that provides each new lot with sealed road access to the arterial road network.

#### Implementation areas

Defined lengths of the existing local road network have been attributed to groups of abutting properties within the precinct, called Implementation Areas. Each Implementation Area is responsible for the upgrade to that attributed length of road to an urban standard.

Implementation Areas are identified by their street-based group (letter) and stage (number) e.g. A1, A2, B1, B2, etc.

#### Initial developers and subsequent developers

Generally, local road network requirements will be implemented through subdivision permit conditions as determined by the Responsible Authority.

Delivery of roads to an ultimate standard in each Implementation Area, as illustrated in Figures 3-10 of this PSP, will be achieved by requiring interim works to be undertaken by the '*initial developers*' and completed in a piecemeal manner by '*subsequent developers*' (unless the Interface Connector Street or Pipe Track Access Street is the identified section of road for delivery).

Table 3 'Local Road Network Deliverables' outlines the delivery responsibilities of initial developers and subsequent developers in relation to the applicable road cross section (Figures 2-10).

A proponent that first initiates development within an Implementation Area is the initial developer.

A proponent that develops land within an Implementation Area after the initial developer is a subsequent developer.

Roads identified as Transitional Connector Street (Figure 2) require 2.5m additional land on each side for widening as part of their ultimate delivery (Figure 3).

Pipe Track Access Street (Figure 10) requires 1.8m additional land for widening.

All other roads for delivery (Figures 4-9) require no additional land and will, in almost all cases, fit within the existing road reserve.

#### Implementations areas, staging and 'out-of-sequence' development

Road projects associated with an Implementation Area must be provided by developers of land in that Implementation Area. The exception is where an initial developer engages in 'out-of-sequence' development.

'Out-of-sequence' development occurs when a Stage 2 Implementation Area (A2, B2, C2, etc.) is developed before a Stage 1 Implementation Area (A1, B1, C1, etc.) The same principle applies when a Stage 3 area is developed before Stage 1 and/or Stage 2 areas, and so on.

In addition to providing the identified section of road within their Implementation Area, an out-of-sequence developer is also responsible for providing the road infrastructure attributed to the initial developer in the preceding stage(s), as detailed in Table 3. In some cases, there are multiple infrastructure delivery routes that out-of-sequence development can take.

**Table 3** Local road network deliverables

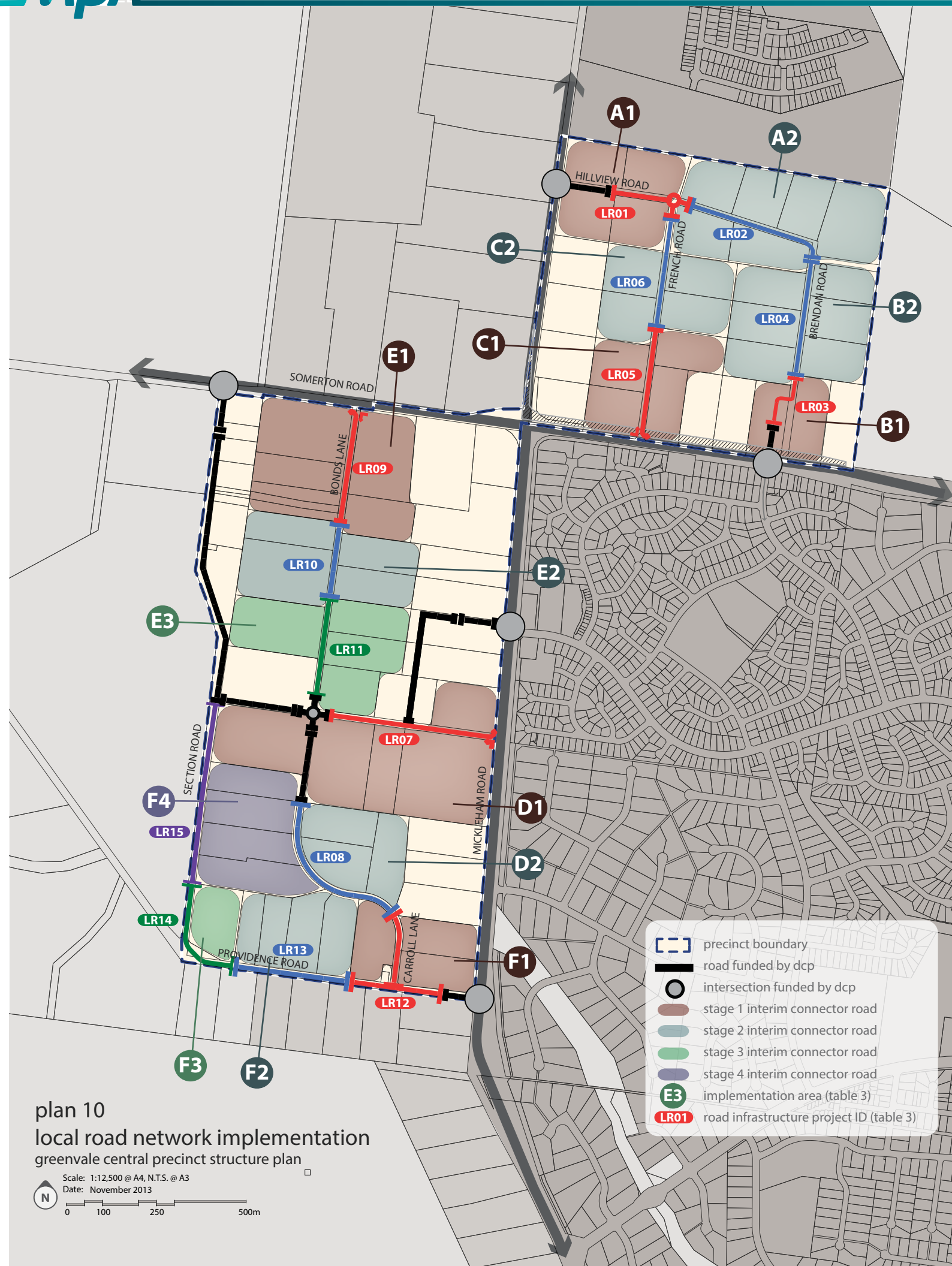
DEVELOPMENT PROPONENT	APPLICABLE ROAD LENGTH	DELIVERABLE ROAD			
		TRANSITIONAL CONNECTOR STREET (Figure 2 interim, Figure 3 ultimate)	INTERFACE ACCESS STREET (Figure 6)	SCHOOL ACCESS STREET (Figure 7)  Note: refer Plan 9 for school path location	ACCESS STREET LEVEL 2 (Figure 8)
Initial Developer	Full length of deliverable section of road within existing road reserve	<ul style="list-style-type: none"> <li>7.0m Carriageway</li> <li>2.0m Shared Path (development side)</li> </ul>	<ul style="list-style-type: none"> <li>6.0m Carriageway</li> <li>1.5m Pedestrian Path (development side)</li> <li>3.0m Shared Path (non-development side)</li> </ul>	<ul style="list-style-type: none"> <li>6.0m Carriageway</li> <li>2.5m Shared Path (school path side)</li> </ul>	<ul style="list-style-type: none"> <li>6.0m Carriageway</li> <li>1.5m Pedestrian Path (development side)</li> </ul>
	Partial length of deliverable section of road within existing road reserve (property frontage)	<ul style="list-style-type: none"> <li>2.3m Indent Parking</li> <li>1.0m Buffer</li> <li>1.2m Verge</li> </ul>	<ul style="list-style-type: none"> <li>2.3m Indent Parking</li> <li>3.7m Nature Strip</li> <li>1.0m Gap (non-development side)</li> <li>2.5m Nature Strip (non-development side)</li> </ul>	SCHOOL PATH SIDE <ul style="list-style-type: none"> <li>2.3m Indent Parking</li> <li>1.0m Buffer</li> <li>2.5m Nature Strip</li> <li>1.5m Pedestrian Path</li> </ul> Or NON-SCHOOL PATH SIDE <ul style="list-style-type: none"> <li>2.7m Nature Strip</li> <li>1.5m Pedestrian Path</li> </ul>	<ul style="list-style-type: none"> <li>2.3m Indent Parking</li> <li>3.2m Nature Strip</li> </ul>
	Partial length of deliverable section of road outside existing road reserve (property frontage)	<ul style="list-style-type: none"> <li>1.0m Verge extension to provide 2.2m Nature Strip (including landscaping)</li> <li>1.5m Pedestrian Path</li> </ul>	No infrastructure required	No infrastructure required	No infrastructure required
Subsequent Developer	Partial length of deliverable section of road inside existing road reserve (property frontage)	<ul style="list-style-type: none"> <li>2.3m Indent Parking</li> <li>1.0m Buffer</li> <li>2.0m Shared Path</li> <li>1.2m Verge</li> </ul>	<ul style="list-style-type: none"> <li>2.3m Indent Parking</li> <li>3.7m Nature Strip</li> <li>1.0m Gap (non-development side)</li> <li>2.5m Nature Strip (non-development side)</li> </ul>	SCHOOL PATH SIDE <ul style="list-style-type: none"> <li>2.3m Indent Parking</li> <li>1.0m Buffer</li> <li>2.5m Nature Strip</li> <li>1.5m Pedestrian Path</li> </ul> Or NON-SCHOOL SIDE <ul style="list-style-type: none"> <li>2.7m Nature Strip</li> <li>1.5m Pedestrian Path</li> </ul>	<ul style="list-style-type: none"> <li>2.3m Indent Parking</li> <li>3.2m Nature Strip</li> </ul>
	Partial length of deliverable section of road outside existing road reserve (property frontage)	<ul style="list-style-type: none"> <li>1.0m Verge extension to provide 2.2m Nature Strip (including landscaping)</li> <li>1.5m Pedestrian Path</li> </ul>	No infrastructure required	No infrastructure required	No infrastructure required

**TABLE NOTE:**

Reserve Connector Street (Figure 4) will be delivered by the Greenvale Central Development Contributions Plan

Interface Connector Street (Figure 5) will be delivered by the initial developer for the full length of road in its entirety.

Pipe Track Access Street (Figure 10) will be delivered by the initial developer for the full length of road in its entirety.



- precinct boundary
- road funded by dcp
- intersection funded by dcp
- stage 1 interim connector road
- stage 2 interim connector road
- stage 3 interim connector road
- stage 4 interim connector road
- E3 implementation area (table 3)
- LR01 road infrastructure project ID (table 3)

plan 10  
local road network implementation  
greenvale central precinct structure plan

Scale: 1:12,500 @ A4, N.T.S. @ A3  
Date: November 2013

N

0 100 250 500m



**Table 4** Local road network implementation

IMPLEMENTATION AREA ID	IMPLEMENTATION AREAS REQUIRED TO BE INITIATED/ COMPLETED PRIOR TO COMMENCEMENT	PROPERTIES (REFER PROPERTY SPECIFIC LAND BUDGET)	PROPERTIES OUTSIDE THE IMPLEMENTATION AREA SUBJECT TO 'SUBSEQUENT DEVELOPER' REQUIREMENTS	DELIVERABLE ROAD INFRASTRUCTURE ROAD PROJECT ID	DELIVERABLE ROAD NAME	DELIVERABLE ROAD PROJECT DESCRIPTION	DELIVERABLE ROAD CROSS SECTION
A1	-	62-63, 68, 77	-	LR01	Hillview Road West	Hillview Road: Mickleham Road to French Road (including associated local roundabout)	Transitional Connector Street (Figure 2 interim); Transition Connector Street (Figure 3 ultimate)
A2	A1, or both B1 and B2	64-67, 78, 89	-	LR02	Hillview Road East	Hillview Road: French Road to southern boundary of Property 67 (refer Plan 4)	Transitional Connector Street (Figure 2 interim); Transition Connector Street (Figure 3 ultimate)
B1	-	85, 93	86 (B2)	LR03	Brendan Road South	Brendan Road: northern boundary of Property 93 (refer Plan 4) to Somerton Road	Transitional Connector Street (Figure 2 interim); Transition Connector Street (Figure 3 ultimate)
B2	B1, or both A1 and A2	86-88, 90-92	89 (A2)	LR04	Brendan Road North	Brendan Road: southern boundary of Property 67 to southern boundary of Property 92 (refer Plan 4)	Transitional Connector Street (Figure 2 interim); Transition Connector Street (Figure 3 ultimate)
C1	-	73-74, 81-82	75 (C2)	LR05	French Road South	French Road: Somerton Road (including LILo access works) to northern boundary of Property 81 (refer Plan 4)	School Access Street (Figure 7)
C2	C1, or A1	75-76, 79-80	77 (A1), 78 (A2)	LR06	French Road North	French Road: Hillview Road to southern boundary of Property 80 (refer Plan 4)	School Access Street (Figure 7)
D1	-	20, 45, 51-53	43 (E3), 44	LR07	Bonds Lane East	Bonds Lane: Mickleham Road (including LILo access works) to western boundary of Property 51 and/or extent of works of DCP project IT06 (refer Plan 4)	"Western extent: Transitional Connector Street (Figure 2 interim); Transition Connector Street (Figure 3 ultimate), and Eastern extent: Access Street Level 2 (Figure 8)"
D2	F1, or both D1 and developer works to link Bonds Lane and Carroll Lane	54-56	22-24 (F4), 28-29 (F2), 30 (F1)	LR08	Carroll Lane	Carroll Lane: southern boundary of Property 51 to eastern boundary of Property 56 (refer Plan 4)	Transitional Connector Street (Figure 2 interim); Transition Connector Street (Figure 3 ultimate)
E1	-	11-13, 15, 35, 38	-	LR09	Bonds Lane North	Bonds Lane: Somerton Road (including LILo access works) to southern boundary of Property 15 (refer Plan 4)	Pipe Track Access Street (Figure 10)
E2	E1, or both D1 and E3	16-17, 39-40	38 (E1)	LR10	Bonds Lane Central	Bonds Lane: northern boundary of Property 16 to southern boundary of Property 40 (refer Plan 4)	Access Street Level 2 (PSP Figure 8)
E3	D1, or both E1 and E2	18, 41-43	17 (E2), 19	LR11	Bonds Lane South	Bonds Lane: northern boundary of Property 40 to southern boundary of Property 43 and/or extent of works of DCP project IT06 (refer Plan 4)	Access Street Level 2 (PSP Figure 8)
F1	-	30, 60-61	59	LR12	Providence Road East	Providence Road: Mickleham Road to western boundary of Property 30 (including associated local intersection works), and Carroll Lane: Providence Road to eastern boundary of Property 56 (refer Plan 4)	Providence Road east of Carroll Lane: Interface Connector Street (Figure 5); and Providence Road west of Carroll Lane: Interface Access Street (Figure 6); and Carroll Lane: Transitional Connector Street (Figure 2 interim); Transition Connector Street (Figure 3 ultimate)
F2	F1	26-29	-	LR13	Providence Road Central	Providence Road: eastern boundary of Property 29 to western boundary Property 26 (refer Plan 4)	Interface Access Street (Figure 6)
F3	F1 and F2	25	-	LR14	Providence Road West	Extent of Property 25 boundary to Section Road and Providence Road (including local intersection works)	Interface Access Street (Figure 6)
F4	F1, F2 and F3 or D1 and developer works to link Bonds Lane and Section Road	21-24	20 (D1)	LR15	Section Road South	Section Road: northern boundary of Property 20 to southern boundary of Property 24 (refer Plan 4)	Interface Access Street (Figure 6)

## LOCAL ROAD NETWORK IMPLEMENTATION

REQUIREMENTS	
<b>R61</b>	The applicable road projects identified in Plan 10 and Table 4 must be delivered by the developer before the issue of the relevant statement of compliance or to the satisfaction of the Responsible Authority. The relevant statement of compliance may relate to the later stages of a development rather than the initial stages.
<b>R62</b>	Interim development of all applicable road projects identified in the Plan 10 and Table 4 must be delivered to an urban standard by the initial developer, including the road carriageway and shared/ pedestrian path.
<b>R63</b>	<p><b>Requirement for initial developer in Implementation Area to deliver an identified section of road</b></p> <p>Each individual length of road identified on Plan 10 must be delivered to an interim layout by the initial developer within the Implementation Area to which that road is attributed in Table 4.</p>
<b>R64</b>	<p><b>Requirement for initial developer in Implementation Area to construct a Transitional Connector Street</b></p> <p>As outlined in Table 3, where a Transitional Connector Street is identified (Implementation Areas A1, A2, B1, B2, D2, D1 in part, F1 in part), the deliverable road must consist of:</p> <ul style="list-style-type: none"> <li>• infrastructure constructed for the <b>full length of the deliverable section of road within the existing road reserve</b></li> <li>• infrastructure constructed for a <b>partial length of the deliverable section of road within the existing road reserve</b>, limited to the length of frontage the development proponent's property has to the attributable road as per Plan 10 of this PSP</li> <li>• infrastructure constructed for a <b>partial length of the deliverable section of road outside the existing road reserve</b>, limited to the length of frontage the development proponent's property has to the attributable road as per Plan 10 of this PSP.</li> </ul> <p>The development proponent must provide 2.5 metres of land along the entire frontage of the property and construct within it the additional infrastructure necessary to form the ultimate layout of the Transition Connector Street (Figure 3). Widening is only required on the side of the road where land is subject to development.</p>
<b>R65</b>	<p><b>Requirement for initial developer in Implementation Area to construct a Interface Access Street, School Access Street or Access Street Level 2</b></p> <p>As outlined in Table 3, where an Interface Access Street (Figure 6), School Access Street (Figure 7) or Access Street Level 2 (Figure 8) is identified (Implementation Areas C1, C2, E2, E3, F2, F3, F4, D1 in part), the deliverable road must consist of:</p> <ul style="list-style-type: none"> <li>• infrastructure constructed for the <b>full length of the deliverable section of road within the existing road reserve</b></li> <li>• infrastructure constructed for a <b>partial length of the deliverable section of road within the existing road reserve</b>, limited to the length of frontage the development proponent's property has to the attributable road as per Plan 10 of this PSP</li> </ul>
<b>R66</b>	<p><b>Requirement for initial developer in Implementation Area to construct an Interface Connector Street</b></p> <p>Where an Interface Connector Street (Figure 5) is identified (Implementation F1 in part), the deliverable road must be the entire road infrastructure constructed for the <b>full length of the deliverable section of road within the existing road reserve</b>. No subsequent developer is attributable.</p>
<b>R67</b>	<p><b>Requirement for initial developer in Implementation Areas to construct a Pipe Track Access Street</b></p> <p>Where a Pipe Track Access Street (Figure 10) is identified (Implementation E1), the deliverable road must consist of:</p> <ul style="list-style-type: none"> <li>• infrastructure constructed for the <b>full length of the deliverable section of road within the existing road reserve</b></li> <li>• infrastructure constructed for the <b>full length of the deliverable section of road outside the existing road reserve</b>, limited to the length of frontage the development proponent's property has to the attributable road as per Plan 10 of this PSP.</li> </ul> <p>The development proponent on Property 11-13 (refer Plan 4) must provide 1.8 metres of land along the entire frontage of the property and construct within it the additional infrastructure necessary to form the ultimate layout.</p>

<b>R68</b>	<b>Requirement for subsequent developer in area to deliver an identified road</b> Where a length of road identified for delivery has been constructed by the initial developer, each subsequent developer must complete, before the issue of the relevant statement of compliance, the remaining required road infrastructure to satisfy the applicable road cross section along the entire frontage of their property.
<b>R69</b>	<b>Requirement for subsequent developer in area to deliver a Transitional Connector Street</b> Where a Transitional Connector Street (Figure 2) is identified as the deliverable road, each subsequent developer must also provide 2.5 metres of land along the entire frontage of their property and construct within it the additional infrastructure necessary to form the ultimate layout of the Transitional Connector Street (Figure 3).

### 3.5.2 Precinct Infrastructure Plan

The Precinct Infrastructure Plan (PIP) at Table 5 sets out the infrastructure and services required to meet the needs of proposed development within the precinct. The infrastructure items and services are to be provided through a number of mechanisms including:

- Subdivision construction works by developers
- Agreement under Section 173 of the *Planning and Environment Act 1987*
- Utility service provider requirements
- Capital works projects by Council, State government agencies and non-government organizations.

**Table 5** Precinct Infrastructure Plan

PROJECT CATEGORY	PSP/DCP PROJECT	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	S: 2014-19 M: 2020-2025 L: 2025 +	INCLUDED IN DCP?
<b>Transport</b>						
Road	RD01	Greenvale Drive Extension: Mickleham Road to Bonds Lane	Construction of Transitional Connector Street (Figure 3) between Greenvale Drive intersection (DCP: IT04) and Bonds Lane: 25-metre width, 416 metres in length. No land purchase	Hume City Council	M	Yes
Road	RD02	Carroll Lane: Extension	Construction of Transitional Connector Street (Figure 3) between roundabout (DCP: IT06) and existing Carroll Lane: 25-metre width, 190 metres in length. No land purchase	Hume City Council	S-M	Yes
Road	RD03	Bonds Lane: Extension	Construction of Transitional Connector Street (Figure 3) between roundabout (DCP: IT06) and Section Road: 25-metre width, 220 metres in length. No land purchase	Hume City Council	S-M	Yes
Road	RD04	Section Road: Upgrade	Construction of Reserve Connector Street (Figure 4) between Section Road intersection (DCP: IT03) and western extent of RD03 on Section Road: 25-metre width, 760 metres in length. No land purchase	Hume City Council	L	Yes
Road	RD05	Pedestrian Operated Signals (POS): Mickleham Road	Construction of pedestrian operated signals on Mickleham Road near Elphinstone Boulevard	Hume City Council	L	Yes
Road	LR01	Hillview Road West	As per Table 3: Local Road Network Implementation	Hume City Council	As triggered by subdivision	No
Road	LR02	Hillview Road East	As per Table 3: Local Road Network Implementation	Hume City Council	As triggered by subdivision	No
Road	LR03	Brendan Road South	As per Table 3: Local Road Network Implementation	Hume City Council	As triggered by subdivision	No
Road	LR04	Brendan Road North	As per Table 3: Local Road Network Implementation	Hume City Council	As triggered by subdivision	No
Road	LR05	French Road South	As per Table 3: Local Road Network Implementation	Hume City Council	As triggered by subdivision	No
Road	LR06	French Road North	As per Table 3: Local Road Network Implementation	Hume City Council	As triggered by subdivision	No
Road	LR07	Bonds Lane East	As per Table 3: Local Road Network Implementation	Hume City Council	As triggered by subdivision	No
Road	LR08	Carroll Lane	As per Table 3: Local Road Network Implementation	Hume City Council	As triggered by subdivision	No
Road	LR09	Bonds Lane North	As per Table 3: Local Road Network Implementation	Hume City Council	As triggered by subdivision	No
Road	LR10	Bonds Lane Central	As per Table 3: Local Road Network Implementation	Hume City Council	As triggered by subdivision	No
Road	LR11	Bonds Lane South	As per Table 3: Local Road Network Implementation	Hume City Council	As triggered by subdivision	No
Road	LR12	Providence Road East	As per Table 3: Local Road Network Implementation	Hume City Council	As triggered by subdivision	No
Road	LR13	Providence Road Central	As per Table 3: Local Road Network Implementation	Hume City Council	As triggered by subdivision	No
Road	LR14	Providence Road West	As per Table 3: Local Road Network Implementation	Hume City Council	As triggered by subdivision	No
Road	LR15	Section Road South	As per Table 3: Local Road Network Implementation	Hume City Council	As triggered by subdivision	No
Intersection	IT01	Mickleham Road and Hillview Road: Intersection (Interim)	Construction of four-way signalised intersection (interim layout). Purchase of 0.12 hectares of additional required land (ultimate land take)	Hume City Council	M	Yes
Intersection	-	Mickleham Road and Hillview Road: Intersection (Ultimate)	Construction of four-way signalised intersection (ultimate layout)	VicRoads	L	No
Intersection	IT02	Somerton Road and Brendan Road: Intersection (Interim)	Construction of four-way signalised intersection (interim layout). Purchase of 0.25 hectares of additional required land (ultimate land take)	Hume City Council	M	Yes
Intersection	-	Somerton Road and Brendan Road: Intersection (Ultimate)	Construction of four-way signalised intersection (ultimate layout)	VicRoads	L	No
Intersection	IT03	Somerton Road and Section Road: Intersection (Interim)	Construction of signalised T-intersection (interim layout). Purchase of 0.02 hectares of additional required land (ultimate land take)	Hume City Council	M	Yes
Intersection	-	Somerton Road and Section Road: Intersection (Ultimate)	Construction of signalised T-intersection (ultimate layout)	VicRoads	L	No
Intersection	IT04	Mickleham Road and Greenvale Drive: Intersection (Interim)	Construction of four-way signalised intersection (interim layout). Purchase of 0.40 hectares of additional required land (ultimate land take)	Hume City Council	M	Yes



PROJECT CATEGORY	PSP/DCP PROJECT	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	S 2014-19 M: 2020-2025 L: 2025 +	INCLUDED IN DCP?
Intersection	-	Mickleham Road and Greenvale Drive: Intersection (Ultimate)	Construction of four-way signalised intersection (ultimate layout)	VicRoads	L	No
Intersection	IT05	Mickleham Road and Greenvale Road: Intersection (Interim)	Construction of signalised T-intersection (interim layout). Purchase of 0.10 hectares of additional required land (ultimate land take)	Hume City Council	M	Yes
Intersection	-	Mickleham Road and Providence Road: Intersection (Ultimate)	Construction of signalised T-intersection (ultimate layout)	VicRoads	L	No
Intersection	IT06	Bonds Lane: Roundabout	Construction of roundabout (ultimate layout). Purchase of 0.27 hectares of additional required land (ultimate land take)	Hume City Council	S-M	Yes
<b>Public Transport</b>						
Bus	-	Greenvale Central Bus Services	Progressive extension of local bus services to service the precinct	Public Transport Victoria	L	No
Bus	-	Bus Stops	Provision of bus stops to be delivered with local street system as part of subdivision construction approvals	Public Transport Victoria	L	No
<b>Community Facilities</b>						
Community Centre	C01	Multi-purpose Community Centre (Greenvale West PSP)	Expansion of multi-purpose community centre to include 1 addition pre-school room, 1 additional Maternal & Child Health (MCH) room, and additional community meeting space	Hume City Council	M-L	Yes
<b>Open Space</b>						
Active	AR01	Playing Field (Greenvale Recreation Reserve).	Construction of 1 playing services (AFL/cricket/soccer) car spaces, landscaping and related infrastructure as described by the draft Greenvale Recreation Reserve Master Plan (Hume City Council)	Hume City Council	M-L	Yes
Active	AR02	Pavilion 1 (Greenvale Recreation Reserve).	Construction of pavilion (including all buildings works) to serve the playing field as described by the draft Greenvale Recreation Reserve Master Plan (Hume City Council)	Hume City Council	M-L	Yes
Active	AR03	Stadium Extension (Greenvale Recreation Centre)	Extension of stadium at Greenvale Recreation Centre	Hume City Council	M-L	Yes
Active	AR04	Tennis Courts (Greenvale Recreation Reserve)	Construction of 2 tennis courts at draft Greenvale Recreation Reserve as described by the draft Greenvale Recreation Reserve Master Plan (Hume City Council)	Hume City Council	M-L	Yes
Active	AR05	Sportsground redevelopment (Bradford Avenue Reserve)	Redevelopment of the sportsground at Bradford Avenue Reserve.	Hume City Council	M-L	Yes
Active	AR06	Pavilion 2 (Greenvale Recreation Centre)	Construction of pavilion (including all buildings works) to serve the playing field at Greenvale Recreation Centre	Hume City Council	M-L	Yes
Encumbered	OS01	Encumbered Open Space - Drainage	Earthworks, drainage works, landscape construction	Melbourne Water (works); Hume City Council (approvals)	As triggered by subdivision	No
Passive	OS02	Unencumbered Passive Open Space	Earthworks, drainage works, landscape construction and passive park development	Hume City Council (approvals)	As triggered by subdivision	No
Passive	OS03	Unencumbered Passive Open Space	Earthworks, drainage works, landscape construction, trail development and passive park development	Hume City Council (approvals)	As triggered by subdivision	No
Encumbered	OS04	Crown Land	Fencing, maintenance	Department of Environment and Primary Industries	As triggered by subdivision	No
Passive	OS05	Unencumbered Passive Open Space	Earthworks, drainage works, landscape construction and passive park development	Hume City Council (approvals)	As triggered by subdivision	No
Passive	OS06	Unencumbered Passive Open Space	Earthworks, drainage works, landscape construction and passive park development	Hume City Council (approvals)	As triggered by subdivision	No
Encumbered	OS07	Vegetation Retention	Fencing, maintenance	Hume City Council (approvals)	As triggered by subdivision	No
Encumbered	OS08	Vegetation Retention	Fencing, maintenance	Hume City Council (approvals)	As triggered by subdivision	No
Passive	OS09	Unencumbered Passive Open Space	Earthworks, drainage works, landscape construction and passive park development	Hume City Council (approvals)	As triggered by subdivision	No
Encumbered	OS10	Encumbered Open Space - Drainage	Earthworks, drainage works, landscape construction, shared path and passive park development	Melbourne Water (works); Hume City Council (approvals)	Upon acquisition	No
Passive	OS11	Unencumbered Passive Open Space	Earthworks, drainage works, landscape construction and passive park development	Hume City Council (approvals)	As triggered by subdivision	No

**NOTE:** Refer to Greenvale Central Development Contributions Plan for triggers relating to the delivery of infrastructure included within the DCP.

## 4.0 APPENDICES

### Appendix 1 Property Specific Land Budget

Property Number	Total Area (Hectares)	Transport	Encumbered Land Available for Recreation				Unencumbered Land Available for Recreation		Community Facilities	Total Net Developable Area (Hectares)	Key Percentages				Other Land Uses			Total Net Residential Area Ha (NRA)				Conventional Density 14 DWELL PER NRHa			Medium Density 22 DWELL PER NRHa			Total Combined			Yield per Net Developable Ha
			Waterway / Drainage Line / Wetland / Retarding	Brooks Creek Encumbered Open Space	Conservation	Crown Land	Active Open Space	Passive Open Space			Net Devel't Area % of Precinct	Active OS % NDA	Passive OS % NDA	Total Pass & Active OS %	Open Space Del Target %	Difference % NDA	Difference Area Ha	Activity Centre/ Commercial	NRHa	DWELL / NRHa	Dwellings	NRHa	DWELL / NRHa	Dwellings	NRHa	DWELL / NRHa	Dwellings	NRHa	DWELL / NRHa	Dwellings	
PROPERTY																															
1	0.83	0.02	-	-	-	-	-	-	-	0.81	97.60%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.020	-	0.81	0.81	14	11	-	22	0	0.81	14.00	11	14.00		
2	0.44	-	-	-	-	-	-	-	-	0.44	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.011	-	0.44	0.44	14	6	-	22	0	0.44	14.00	6	14.00		
3	0.66	-	-	-	-	-	-	-	-	0.66	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.017	-	0.66	0.66	14	9	-	22	0	0.66	14.00	9	14.00		
4	0.74	-	-	-	-	-	-	-	-	0.74	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.019	-	0.74	0.74	14	10	-	22	0	0.74	14.00	10	14.00		
5	0.12	-	-	-	-	-	-	-	-	0.12	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.003	-	0.12	0.12	14	2	-	22	0	0.12	14.00	2	14.00		
6	0.09	-	-	-	-	-	-	-	-	0.09	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.002	-	0.09	0.09	14	1	-	22	0	0.09	14.00	1	14.00		
7	0.22	-	-	-	-	-	-	-	-	0.22	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.006	-	0.22	0.22	14	3	-	22	0	0.22	14.00	3	14.00		
8	1.22	-	-	-	-	-	-	-	-	1.22	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.031	-	1.22	1.22	14	17	-	22	0	1.22	14.00	17	14.00		
9	0.04	-	-	-	-	-	0.04	-	-	0.00	0.00%	n.a.	n.a.	n.a.	2.51%	n.a.	n.a.	-	0.00	0.00	14	0	-	22	0	0.00	n.a.	0	n.a.		
10	1.54	-	-	-	-	-	1.54	-	-	0.00	0.00%	n.a.	n.a.	n.a.	2.51%	n.a.	n.a.	-	0.00	0.00	14	0	-	22	0	0.00	n.a.	0	n.a.		
11	4.02	-	-	-	-	-	-	-	-	4.02	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.101	-	4.02	4.02	14	56	-	22	0	4.02	14.00	56	14.00		
12	2.04	-	-	-	-	-	-	-	-	2.04	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.051	-	2.04	1.72	14	24	0.33	22	7	2.04	15.28	31	15.28		
13	0.84	-	-	-	-	-	-	-	-	0.84	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.021	-	0.84	0.70	14	10	0.14	22	3	0.84	15.35	13	15.35		
14	0.51	-	-	-	-	-	-	-	-	0.51	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.013	-	0.51	0.51	14	7	-	22	0	0.51	14.00	7	14.00		
15	0.64	-	-	-	-	-	-	-	-	0.64	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.016	-	0.64	-0.31	14	4	0.95	22	21	0.64	25.88	17	25.88		
16	2.01	-	-	-	-	-	-	-	-	2.01	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.051	-	2.01	1.82	14	25	0.19	22	4	2.01	14.75	30	14.75		
17	4.00	-	-	-	-	-	-	-	-	4.00	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.101	-	4.00	4.00	14	56	-	22	0	4.00	14.00	56	14.00		
18	3.61	-	-	-	-	-	-	-	-	3.61	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.091	-	3.61	3.61	14	51	-	22	0	3.61	14.00	51	14.00		
19	4.09	-	-	-	-	-	-	0.70	-	3.39	82.89%	0.00%	20.64%	20.64%	2.51%	18.13%	0.615	-	3.39	2.89	14	40	0.50	22	11	3.39	15.18	51	15.18		
20	4.36	-	-	-	-	-	-	-	-	4.36	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.110	-	4.36	4.36	14	61	-	22	0	4.36	14.00	61	14.00		
21	2.04	-	-	-	-	-	-	-	-	2.04	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.051	-	2.04	2.04	14	29	-	22	0	2.04	14.00	29	14.00		
22	2.32	-	-	-	-	-	-	-	-	2.32	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.058	-	2.32	2.32	14	33	-	22	0	2.32	14.00	33	14.00		
23	2.36	-	-	-	-	-	-	-	-	2.36	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.059	-	2.36	2.36	14	33	-	22	0	2.36	14.00	33	14.00		
24	2.79	-	-	-	-	-	-	-	-	2.79	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.070	-	2.79	2.79	14	39	-	22	0	2.79	14.00	39	14.00		
25	2.50	-	-	-	-	-	-	-	-	2.50	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.063	-	2.50	2.50	14	35	-	22	0	2.50	14.00	35	14.00		
25a	0.19	-	-	-	-	-	-	-	-	0.19	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.005	-	0.19	0.19	14	3	-	22	0	0.19	14.00	3	14.00		
26	1.26	-	-	-	-	-	-	-	-	1.26	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.032	-	1.26	1.26	14	18	-	22	0	1.26	14.00	18	14.00		
27	1.48	-	-	-	-	-	-	-	-	1.48	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.037	-	1.48	1.48	14	21	-	22	0	1.48	14.00	21	14.00		
28	2.08	-	-	-	-	-	-	-	-	2.08	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.052	-	2.08	2.08	14	29	-	22	0	2.08	14.00	29	14.00		
29	2.06	-	-	-	-	-	-	-	-	2.06	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.052	-	2.06	2.06	14	29	-	22	0	2.06	14.00	29	14.00		
30	2.20	-	-	-	-	-	-	0.50	-	1.70	77.23%	0.00%	29.48%	29.48%	2.51%	26.97%	0.457	-	1.70	0.56	14	8	1.14	22	25	1.70	19.37	33	19.37		
31	0.07	-	-	-	-	-	-	-	-	0.07	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.002	-	0.07	0.07	14	1	-	22	0	0.07	14.00	1	14.00		
32	0.06	-	-	-	-	-	-	-	-	0.06	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.002	-	0.06	0.06	14	1	-	22	0	0.06	14.00	1	14.00		
33	0.24	-	-	-	-	-	-	-	-	0.24	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.006	-	0.24	0.24	14	3	-	22	0	0.24	14.00	3	14.00		
34	0.07	-	-	-	-	-	-	-	-	0.07	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.002	-	0.07	0.07	14	1	-	22	0	0.07	14.00	1	14.00		
35	3.96	-	-	-	-	-	-	0.30	-	3.66	92.43%	0.00%	8.19%	8.19%	2.51%	5.68%	0.208	-	3.66	2.94	14	41	0.72	22	16	3.66	15.57	57	15.57		
36	4.05	-	-	-	-	-	-	-	-	4.05	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.102	-	4.05	4.05	14	57	-	22	0	4.05	14.00	57	14.00		

PROPERTY NUMBER	TOTAL AREA (HECTARES)	TRANSPORT 6 LANE ARTERIAL ROAD/ WIDENING	ENCUMBERED LAND AVAILABLE FOR RECREATION				UNENCUMBERED LAND AVAILABLE FOR RECREATION		COMMUNITY FACILITIES	KEY PERCENTAGES				OTHER LAND USES			TOTAL NET RESIDENTIAL AREA H <sub>a</sub> (NRA)	CONVENTIONAL DENSITY 14 DWELL PER NRHa			MEDIUM DENSITY 22 DWELL PER NRHa			TOTAL COMBINED			YIELD PER NET DEVELOPABLE H <sub>a</sub>	
			WATERWAY / DRAINAGE LINE / WETLAND / RETARDING	ENCUMBERED OPEN SPACE	CONSERVATION	CROWN LAND	ACTIVE OPEN SPACE	PASSIVE OPEN SPACE		TOTAL PASS & ACTIVE OS %	OPEN SPACE DEL TARGET %	DIFFERENCE % NDA	DIFFERENCE AREA H <sub>a</sub>	NRHa		DWELL / NRHa		DWELLINGS		NRHa		DWELL / NRHa		DWELLINGS				
														NRHa	DWELL / NRHa	DWELLINGS		NRHa	DWELL / NRHa	DWELLINGS	NRHa	DWELL / NRHa	DWELLINGS	NRHa	DWELL / NRHa	DWELLINGS		
37	1.95	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.049	1.95	14	27	-	22	0	1.95	1400	27	1400	1	1400
37a	0.07	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.002	0.07	0.07	14	1	-	22	0	0.07	1400	1	1400	
38	2.11	-	-	-	-	0.45	-	-	-	78.68%	0.00%	27.10%	27.10%	25.1%	24.58%	0.408	1.66	0.72	14	10	0.94	22	21	1.66	1855	31	1855	
39	2.00	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.050	2.00	1.76	14	25	0.24	22	5	2.00	1495	30	1495	
40	2.03	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.051	2.03	2.03	14	28	-	22	0	2.03	1400	28	1400	
41	2.04	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.051	2.04	2.04	14	29	-	22	0	2.04	1400	29	1400	
42	2.04	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.051	2.04	2.04	14	29	-	22	0	2.04	1400	29	1400	
43	2.03	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.051	2.03	2.03	14	28	-	22	0	2.03	1400	28	1400	
44	2.03	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.051	2.03	1.46	14	20	0.57	22	13	2.03	1624	33	1624	
45	2.25	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.057	2.25	0.00	14	0	2.25	22	49	2.25	2200	49	2200	
46	2.51	-	-	-	-	-	-	-	-	73.72%	0.00%	27.50%	27.50%	25.1%	24.99%	0.463	1.85	0.11	14	2	1.74	22	38	1.85	2150	40	2150	
47	2.45	0.01	-	-	-	-	-	-	-	80.24%	0.00%	24.12%	24.12%	25.1%	21.61%	0.425	1.97	0.38	14	5	1.59	22	35	1.97	2045	40	2045	
48	2.40	0.39	-	-	-	-	-	-	-	83.74%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.051	2.01	0.73	14	10	1.28	22	28	2.01	1908	38	1908	
49	2.27	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.057	2.27	1.73	14	24	0.54	22	12	2.27	1590	36	1590	
50	4.04	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.102	4.04	4.04	14	57	-	22	0	4.04	1400	57	1400	
51	3.97	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.100	3.97	3.97	14	56	-	22	0	3.97	1400	56	1400	
52	2.04	-	-	-	-	-	-	-	-	44.74%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.023	0.91	0.91	14	13	-	22	0	0.91	1400	13	1400	
53	6.21	-	-	-	-	-	-	-	-	89.89%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.140	5.58	4.14	14	58	1.44	22	32	5.58	1607	90	1607	
54	2.02	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.051	2.02	2.02	14	28	-	22	0	2.02	1400	28	1400	
55	2.10	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.053	2.10	2.10	14	29	-	22	0	2.10	1400	29	1400	
56	2.24	-	-	-	-	-	-	-	-	83.52%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.047	1.87	1.38	14	19	0.49	22	11	1.87	1608	30	1608	
57	2.05	-	-	-	-	-	-	-	-	57.80%	0.00%	63.44%	63.44%	25.1%	60.92%	0.720	1.18	0.63	14	9	0.56	22	12	1.18	1777	21	1777	
58	2.00	-	-	-	-	-	-	-	-	0.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	0.000	0.00	0.00	14	0	-	22	0	0.00	0.00	0	0.00	
59	2.17	-	-	-	-	-	-	-	-	29.35%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.016	0.64	0.64	14	9	-	22	0	0.64	1400	9	1400	
60	2.06	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.052	2.06	1.47	14	21	0.58	22	13	2.06	1627	33	1627	
61	2.01	0.02	-	-	-	-	-	-	-	99.01%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.050	1.99	1.44	14	20	0.55	22	12	1.99	1620	32	1620	
62	2.01	0.06	-	-	-	-	-	-	-	97.01%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.049	1.95	1.95	14	27	-	22	0	1.95	1400	27	1400	
63	2.03	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.051	2.03	2.03	14	28	-	22	0	2.03	1400	28	1400	
64	2.00	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.050	2.00	2.00	14	28	-	22	0	2.00	1400	28	1400	
65	2.01	-	-	-	-	-	-	-	-	95.15%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.048	1.91	1.91	14	27	-	22	0	1.91	1400	27	1400	
66	2.00	-	-	-	-	-	-	-	-	63.34%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.032	1.27	1.27	14	18	-	22	0	1.27	1400	18	1400	
67	3.65	-	-	-	-	-	-	-	-	32.77%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.030	1.19	1.19	14	17	-	22	0	1.19	1400	17	1400	
68	2.04	0.06	-	-	-	-	-	-	-	97.05%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.050	1.98	1.98	14	28	-	22	0	1.98	1400	28	1400	
69	2.03	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.051	2.03	2.03	14	28	-	22	0	2.03	1400	28	1400	
70	2.03	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.051	2.03	2.03	14	28	-	22	0	2.03	1400	28	1400	
71	2.03	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.051	2.03	2.03	14	28	-	22	0	2.03	1400	28	1400	
72	1.54	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	25.1%	-25.1%	-0.039	1.54	1.54	14	22	-	22	0	1.54	1400	22	1400	
72a	0.48	0.48	-	-	-	-	-	-	-	0.00%	na.	na.	na.	25.1%	na.	na.	0.00	0.00	14	0	-	22	0	0.00	na.	0	na.	

PROPERTY NUMBER	TOTAL AREA (HECTARES)	TRANSPORT 6 LANE ARTERIAL ROAD/ WATERWAY / DRAINAGE LINE / WETLAND / RETARDING	ENCUMBERED LAND AVAILABLE FOR RECREATION				UNENCUMBERED LAND AVAILABLE FOR RECREATION	COMMUNITY FACILITIES	TOTAL NET DEVELOPABLE AREA (HECTARES)	KEY PERCENTAGES				OTHER LAND USES			TOTAL NET RESIDENTIAL AREA Ha (NRA)	CONVENTIONAL DENSITY 14 DWELL PER NRHa			MEDIUM DENSITY 22 DWELL PER NRHa			TOTAL COMBINED			YIELD PER NET DEVELOPABLE Ha			
			WATERWAY / DRAINAGE LINE / WETLAND / RETARDING	BRODIES CREEK ENCUMBERED OPEN SPACE	CONSERVATION	CROWN LAND				ACTIVE OPEN SPACE	PASSIVE OPEN SPACE	NET DEVT AREA % OF PRECINCT	ACTIVE OS % NDA	PASSIVE OS % NDA	TOTAL PASS & ACTIVE OS %	OPEN SPACE DEL TARGET %		DIFFERENCE % NDA	DIFFERENCE AREA Ha	ACTIVITY CENTRE/ COMMERCIAL	NRHa	DWELL / NRHa	DWELLINGS	NRHa	DWELL / NRHa	DWELLINGS				
73	200	0.29	-	-	-	-	-	-	1.71	85.36%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.043	-	1.71	14	1.71	14	24	-	22	0	1.71	1400	24	1400
74	201	-	-	-	-	-	-	0.35	1.65	82.42%	0.00%	21.32%	0.00%	21.32%	2.51%	18.81%	0.311	-	1.65	0.67	14	9	0.98	22	22	22	1.65	1875	31	1875
75	203	-	-	-	-	-	-	0.65	1.38	68.01%	0.00%	47.05%	0.00%	47.05%	2.51%	44.53%	0.613	-	1.38	0.00	14	0	1.38	22	30	1.38	2199	30	2199	
76	202	-	-	-	-	-	-	-	0.55	1.47	72.68%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.037	-	1.47	1.47	14	21	-	22	0	1.47	1400	21	1400	
77	205	-	-	-	-	-	-	-	2.05	0.00%	n.a.	n.a.	n.a.	n.a.	2.51%	n.a.	n.a.	-	0.00	0.00	14	0	-	22	0	0.00	n.a.	0	n.a.	n.a.
78	205	-	-	-	-	-	-	-	2.05	100.00%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.052	-	2.05	2.05	14	29	-	22	0	2.05	1400	29	1400	
79	200	-	-	-	-	-	-	-	2.00	100.00%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.050	-	2.00	2.00	14	28	-	22	0	2.00	1400	28	1400	
80	201	-	-	-	-	-	-	-	2.01	100.00%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.051	-	2.01	1.38	14	19	0.63	22	14	2.01	1650	33	1650	
81	202	-	-	-	-	-	-	-	2.02	100.00%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.051	-	2.02	1.39	14	19	0.63	22	14	2.02	1650	33	1650	
82	203	0.18	-	-	-	-	-	-	1.85	90.92%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.046	-	1.85	1.85	14	26	-	22	0	1.85	1400	26	1400	
83	203	0.19	-	-	-	-	-	-	1.85	90.86%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.046	-	1.85	1.85	14	26	-	22	0	1.85	1400	26	1400	
84	201	0.18	-	-	-	-	-	-	1.82	90.82%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.046	-	1.82	1.82	14	26	-	22	0	1.82	1400	26	1400	
85	205	0.44	-	-	-	-	-	-	1.61	78.65%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.040	-	1.61	1.61	14	23	-	22	0	1.61	1400	23	1400	
86	201	-	-	-	-	-	-	-	2.01	100.00%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.051	-	2.01	2.01	14	28	-	22	0	2.01	1400	28	1400	
87	202	-	-	-	-	-	-	-	2.02	100.00%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.051	-	2.02	2.02	14	28	-	22	0	2.02	1400	28	1400	
88	201	-	-	-	-	-	-	-	2.01	100.00%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.051	-	2.01	2.01	14	28	-	22	0	2.01	1400	28	1400	
89	206	-	-	-	-	-	-	-	2.06	100.00%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.052	-	2.06	2.06	14	29	-	22	0	2.06	1400	29	1400	
90	166	-	-	-	-	0.38	-	-	1.28	77.04%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.032	-	1.28	1.28	14	18	-	22	0	1.28	1400	18	1400	
91	202	-	-	-	-	0.14	-	-	1.87	92.89%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.047	-	1.87	1.87	14	26	-	22	0	1.87	1400	26	1400	
92	203	-	-	-	-	-	-	-	2.03	100.00%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.051	-	2.03	2.03	14	28	-	22	0	2.03	1400	28	1400	
93	223	0.17	-	-	-	-	-	-	2.05	92.23%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.052	-	2.05	2.05	14	29	-	22	0	2.05	1400	29	1400	
94	219	0.13	-	-	-	-	-	-	2.06	93.91%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.052	-	2.06	2.06	14	29	-	22	0	2.06	1400	29	1400	
SUB-TOTAL	191.22	2.63	3.53	3.81	2.39	1.59	0.00	4.68	2.60	169.99	88.90%	0.00%	2.76%	2.756%	2.51%	0.24%	0.410	0.00	169.99	149.66	14	2095	20.33	22	447	169.99	14.96	2542	14.96	
ROAD RESERVE																														
Section Road	360	-	-	-	-	-	-	-	3.60	100.00%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.090	-	3.60	3.60	14	50	-	22	0	3.60	n.a.	50	1400	
Bonds Lane	240	-	-	-	-	-	-	-	2.40	100.00%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.060	-	2.40	2.40	14	34	-	22	0	2.40	n.a.	34	1400	
Carroll lane	156	-	-	-	-	-	-	-	1.56	100.00%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.039	-	1.56	1.56	14	22	-	22	0	1.56	n.a.	22	1400	
Providence Road	159	-	-	-	-	-	-	-	1.59	100.00%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.040	-	1.59	1.59	14	22	-	22	0	1.59	n.a.	22	1400	
Hillview Road	149	-	-	-	-	-	-	-	1.49	100.00%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.038	-	1.49	1.49	14	21	-	22	0	1.49	n.a.	21	1400	
French Road	132	-	-	-	-	-	-	-	1.32	100.00%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.033	-	1.32	1.32	14	18	-	22	0	1.32	n.a.	18	1400	
Brendan Road	1.22	0.04	-	-	-	-	-	-	1.18	96.67%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.030	-	1.18	1.18	14	16	-	22	0	1.18	n.a.	16	1400	
Yuroke Road	0.36	-	-	-	-	-	-	-	0.27	75.79%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.007	-	0.27	0.27	14	4	-	22	0	0.27	n.a.	4	1400	
Somerton Road	1.31	-	-	-	-	-	-	-	1.31	100.00%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.033	-	1.31	1.31	14	18	-	22	0	1.31	n.a.	18	1400	
Mickleham Road	1.59	-	-	-	-	-	-	-	1.59	100.00%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.040	-	1.59	1.59	14	22	-	22	0	1.59	n.a.	22	1400	
SUB-TOTAL	16.43	0.04	0.00	0.09	0.00	0.00	0.00	0.00	16.31	99.23%	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.090	0.00	16.31	16.31	14	228	0.00	22	0	16.31	N.A.	228	14.00	
TOTAL	207.65	2.67	3.53	3.89	2.39	1.59	0.00	4.68	2.60	186.30	89.72%	0.00%	2.51%	2.51%	2.51%	0.24%	0.410	0.00	186.30	165.97	14	2324	20.33	22	447	186.30	14.87	2771	14.87	

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