Paynes Road

Precinct Structure Plan

July 2015

METROPOLITAN PLANNING AUTHORITY

PLANS

TABLES

Note: Any reference to the Metropolitan Planning Authority (MPA) in this document is a reference to the Growth Areas Authority (GAA) as defined under the Planning & Environment Act 1987.

CONTENTS

Plan 1 - Regional Context Plan

Paynes Road Precinct Structure Plan

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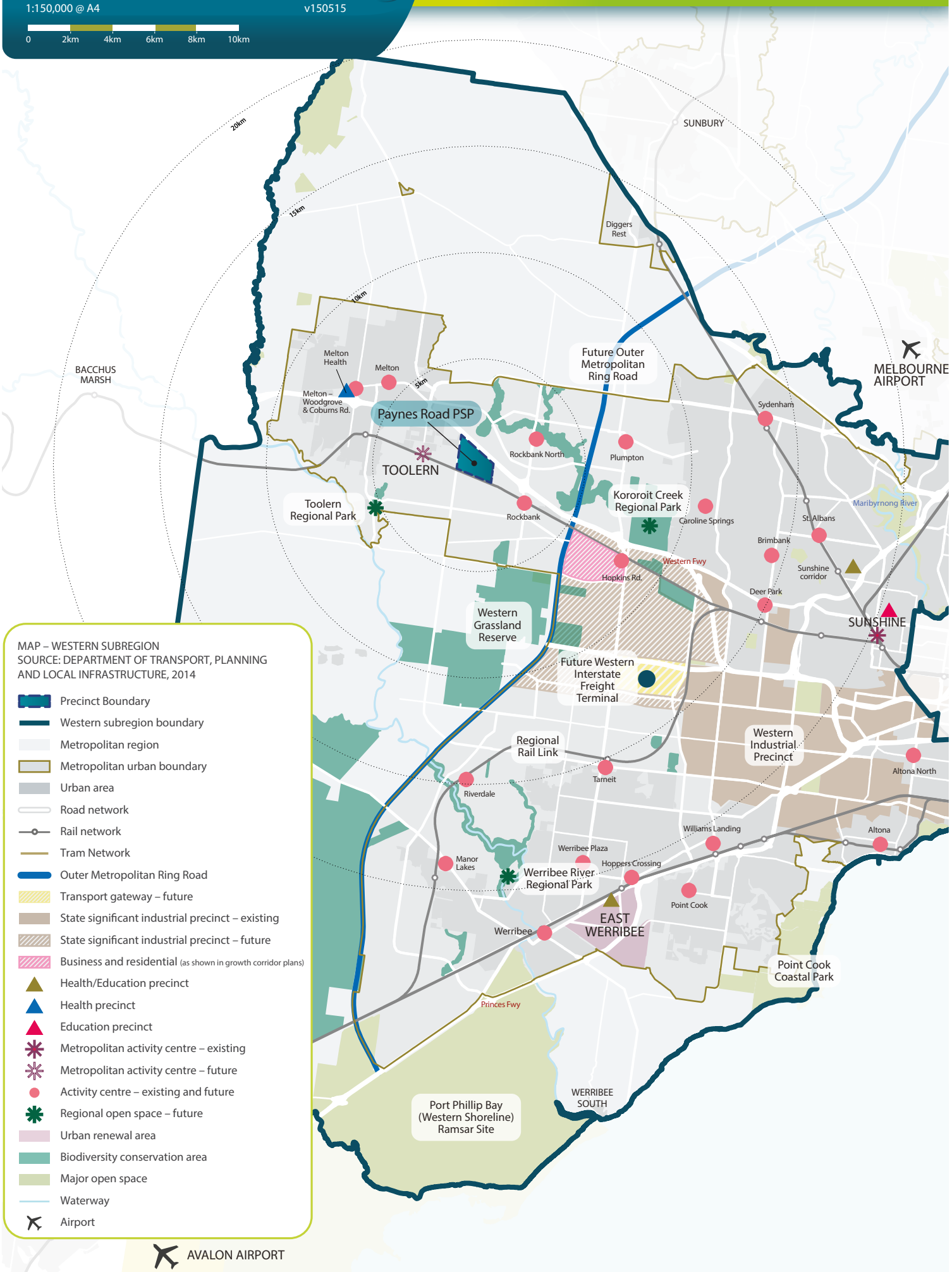
METROPOLITAN PLANNING AUTHORITY



MAP – WESTERN SUBREGION
SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2014

- Precinct Boundary
- Western subregion boundary
- Metropolitan region
- Metropolitan urban boundary
- Urban area
- Road network
- Rail network
- Tram Network
- Outer Metropolitan Ring Road
- Transport gateway – future
- State significant industrial precinct – existing
- State significant industrial precinct – future
- Business and residential (as shown in growth corridor plans)
- Health/Education precinct
- Health precinct
- Education precinct
- Metropolitan activity centre – existing
- Metropolitan activity centre – future
- Activity centre – existing and future
- Regional open space – future
- Urban renewal area
- Biodiversity conservation area
- Major open space
- Waterway
- Airport

1.0 INTRODUCTION

Paynes Road Precinct Structure Plan ("the PSP") has been prepared by the Metropolitan Planning Authority (MPA) in consultation with Melton City Council and with the assistance of 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 guides proposed development within the Paynes Road precinct.

Generally, the PSP:

- Sets out plans to guide the delivery of quality urban environments in accordance with relevant Victorian Government guidelines listed below
- Enables the transition of non-urban to urban land
- Sets the vision for how land should be developed and the outcomes achieved
- Outlines the projects required to ensure that future residents, visitors and workers within the area can be provided with timely access to services and transport necessary to support a quality, affordable lifestyle
- Sets out objectives, guidelines and requirements for land use and development
- Provides Government agencies, the Council, developers, investors and local communities with certainty about future development

The PSP is informed by:

- The State and Local Planning Policy Framework set out in the Melton Planning Scheme
- The *West Growth Corridor Plan*, June 2012
- *Plan Melbourne*, May 2014
- The MPA *Precinct Structure Planning Guidelines*, 2008
- *Planning and Environment Act 1987* ("the Act").

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

- **Paynes Road Precinct Background Report**, as described in section 1.3 of the PSP
- **Toolern Precinct Structure Plan,** including **Toolern Native Vegetation Precinct Plan**, amended (July 2015)
- **Toolern Development Contributions Plan**, amended (July 2015) as described in section 1.4 of the PSP.

1.1 How to read this document

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

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

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

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

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

Conditions that must be included in a planning permit are outlined in Schedule 8 to Clause 37.7 Urban Growth Zone (UGZ8) in the Melton Planning Scheme.

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

Plan 2 - Precinct Features

Paynes Road Precinct Structure Plan

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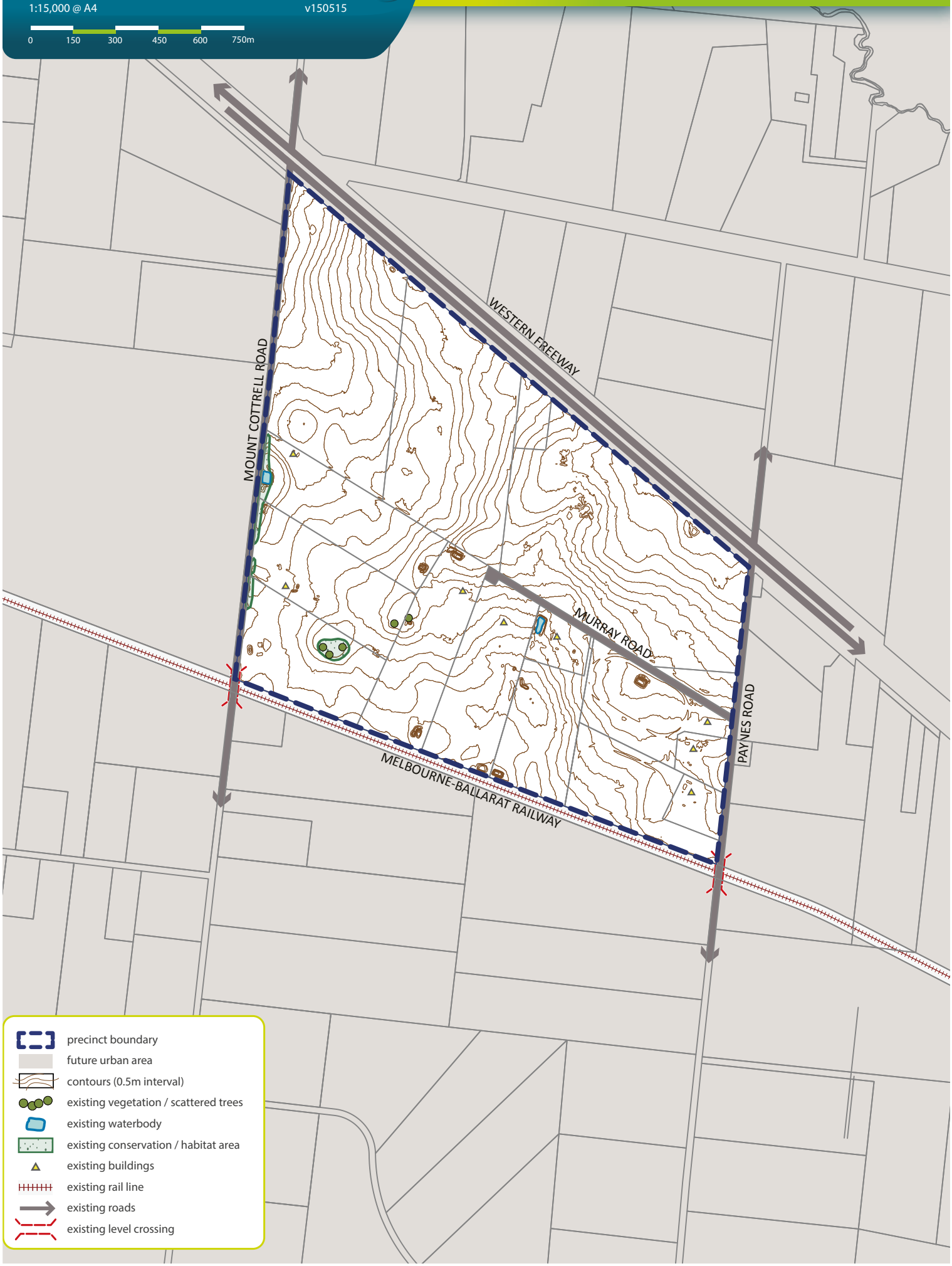

Development must also comply with other Acts and approvals, where relevant (e.g. the *Aboriginal Heritage Act 2006* in the case of cultural heritage, amongst others).

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

1.2 Land to which the Precinct Structure Plan applies

The PSP applies to approximately 199 hectares of land located approximately 30 kilometres from the Melbourne CBD. The plan is an amendment to the incorporated Toolern Precinct Structure Plan, and formally referred to as PSP 31.2 Toolern Precinct Structure Plan, Part C. The PSP changes the future land use to residential from the employment-based zoning applied under the Toolern PSP, a revised land use outcome established by the West Growth Corridor Plan. Residential development in the PSP will provide a superior interface with the Western Freeway and increase accessibility to the rail network. The West Growth Corridor Plan established large areas of future employment land in Mt Atkinson and Tarneit.

The precinct is bounded by the Western Highway to the north, Paynes Road to the east, Mount Cottrell Road to the west and the Melbourne-Ballarat Corridor to the south. It is within Melbourne's West Growth Corridor, as illustrated on Plan 1.

1.3 Background information

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

1.4 Toolern Development Contributions Plan

Development in the PSP area remains linked to the remaining Toolern PSP due to a shared need for the provision of transport and social infrastructure across both precincts. The PSP will ultimately contribute towards the Toolern Development Contributions Plan ("the DCP"), that sets out the requirements for infrastructure funding across the precincts, as part of a planned review of the DCP that will acknowledge the residential land use of the Paynes Road area. In the interim, the PSP area will be removed from the DCP.

The remaining Toolern PSP area will continue to provide development contributions as incorporated into the Melton Planning Scheme and implemented through a Development Contributions Plan Overlay (DCPO3).

Development proponents in the PSP seeking to commence works prior to incorporation of the revised DCP can enter into agreements with Melton City Council under Section 173 of the *Planning and Environment Act 1987*.

Plan 3 - Future Urban Structure

Paynes Road Precinct Structure Plan

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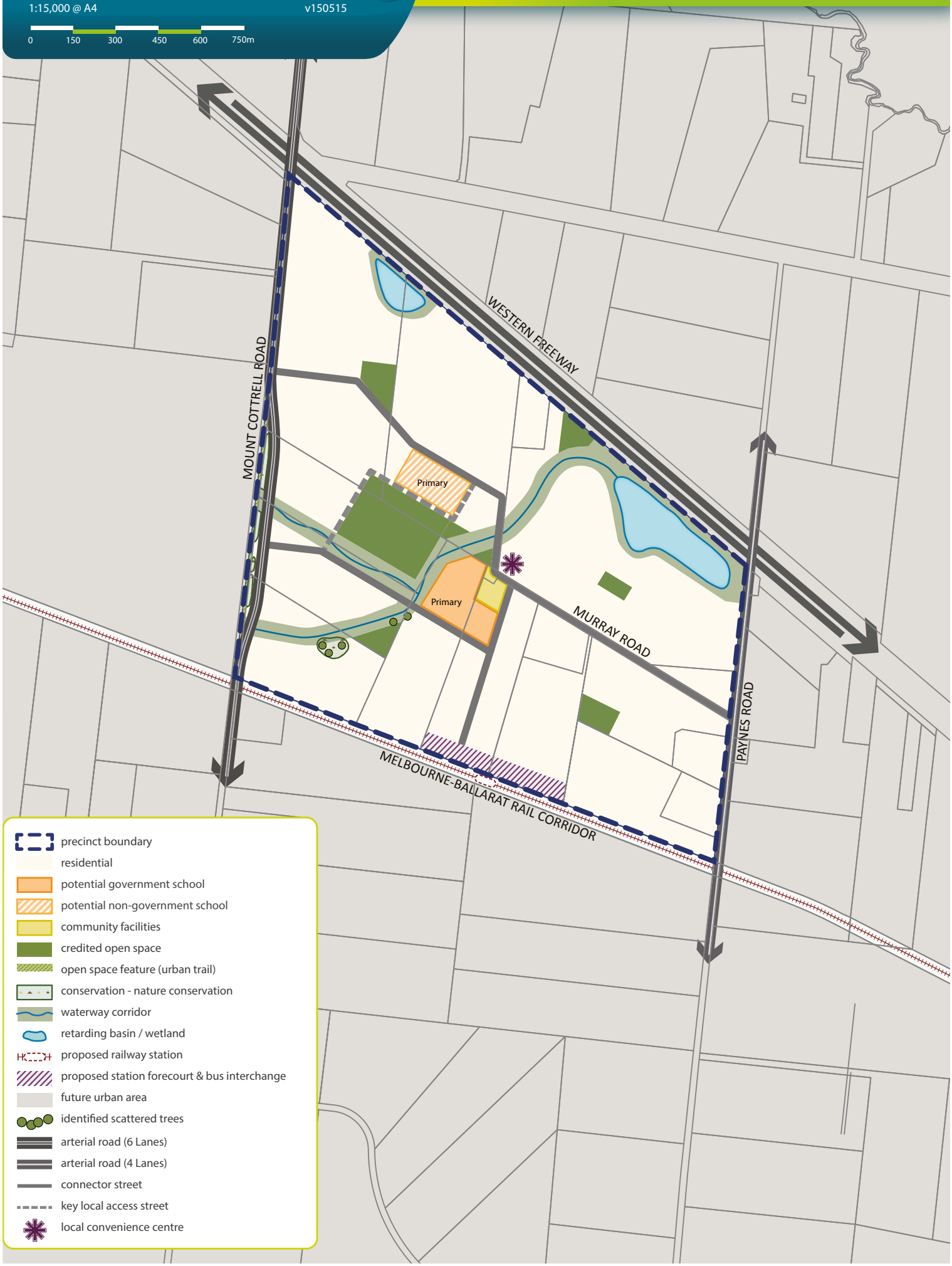

2.0 OUTCOMES

2.1 Vision

Residents will benefit from an attractive neighbourhood, framed by enhanced natural systems and with walkable, community-based facilities at its central core.

Paynes Road Precinct Structure Plan sets out the re-visioning of rural land previously designated for future industrial land use, providing for a residential neighbourhood that suitably integrates with its surrounds and benefits from outstanding access to road and public transport networks.

At the core of the precinct will be a centralized community hub that integrates government and non-government schools with a community centre and sports reserve. Residents will access the facilities using an extensive network of shared paths along linear waterway corridors. A strong focus on cycling and pedestrian movement is continued throughout the precinct, with all connector roads including off-road shared paths and generous tree-lined nature strips integrating seamlessly with the open space path network.

Mobility is a key feature of the neighbourhood. The precinct will connect directly to the Western Freeway via a new half-diamond interchange at Mount Cotterell Road, and a potential new railway station may provide direct access to a modernised, electrified 'Melton Line' within the existing Melbourne-Ballarat rail corridor. Murray Road will form the central east-west spine that supplies direct access to the neighbouring Toolern and Rockbank precincts, fed by a network of grid-pattern streets and linked directly to new road and rail bridge infrastructure.

Bus services will link residents to all community and commercial destinations, particularly the neighbouring Toolern Principal Town Centre and Rockbank Major Town Centre that feature extensive civic, retail/commercial and leisure opportunities and featuring railway stations.

The neighbourhood will offer diverse housing choices, including medium and higher density housing opportunities within close proximity to the future railway station, and surrounding the central community hub that includes convenience-level retail. Traditional homes will be developed throughout the precinct, all with access to community facilities and a variety of transport modes.

Paynes Road Precinct Structure Plan provides a growth framework for the neighbourhood that promotes community health, social interaction and high mobility.

2.2 Objectives

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

	OBJECTIVES
IMAGE, CHARACTER & HOUSING	
O1	Create an urban environment that focuses on the waterway corridor and establishes attractive, interesting and walkable links to key destinations throughout the precinct.
O2	Grow an attractive urban environment through the cultivation of an open space network built around constructed wetlands, waterways, parks and public spaces and a street network highlighted by large canopy tree cover.
O3	Deliver a residential average of 16.5 dwellings per net developable hectare utilising a wide variety of housing types and densities, ensuring critical mass of residents within walking distance of key community infrastructure and public transport.
COMMUNITY FACILITIES, EDUCATION & OPEN SPACE	
O4	Develop a central community hub linked by a strong pedestrian and bicycle path network providing access to social, education and recreation services.
O5	Maximise the use and enjoyment of open space by diversifying park design and scale to deliver a range of user experiences.
O6	Deliver centrally-located community facilities that support residents of all ages, encourage social interaction, engagement and support positive health outcomes and create a sense of place and civic pride.
O7	Provide for government and non government school sites to meet a strategically justified need for primary education in the area.

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BUSHFIRE MANAGEMENT	
O8	Ensure that bushfire hazards are identified and that protection measures are considered in the layout and design of the local street network, subdivisions and buildings and works.
TRANSPORT & MOVEMENT	
O9	Create a comprehensive pedestrian and bicycle network that ensures residents can be active and travel safely and directly throughout the precinct within the road and open space networks.
O10	Promote public transport movements by providing a bus-capable road network that services key destinations throughout the precinct and links to railway stations and activity centres.
O11	Provide a high-amenity, slow-speed and permeable road network that prioritises community access and safety whilst providing straightforward connections to the wider network.
INTEGRATED WATER MANAGEMENT & UTILITIES	
O12	Deliver an integrated water management system that reduces reliance on reticulated potable water, increases the re-use of alternative water, minimises flood risk, ensures waterway health, and contributes towards a sustainable and green urban environment.
PRECINCT INFRASTRUCTURE PLAN & STAGING	
O13	Encourage development staging to be co-ordinated with the delivery of key local and state infrastructure which will result in cohesive and integrated neighbourhoods.

Plan 4 - Land Use Budget

Paynes Road Precinct Structure Plan

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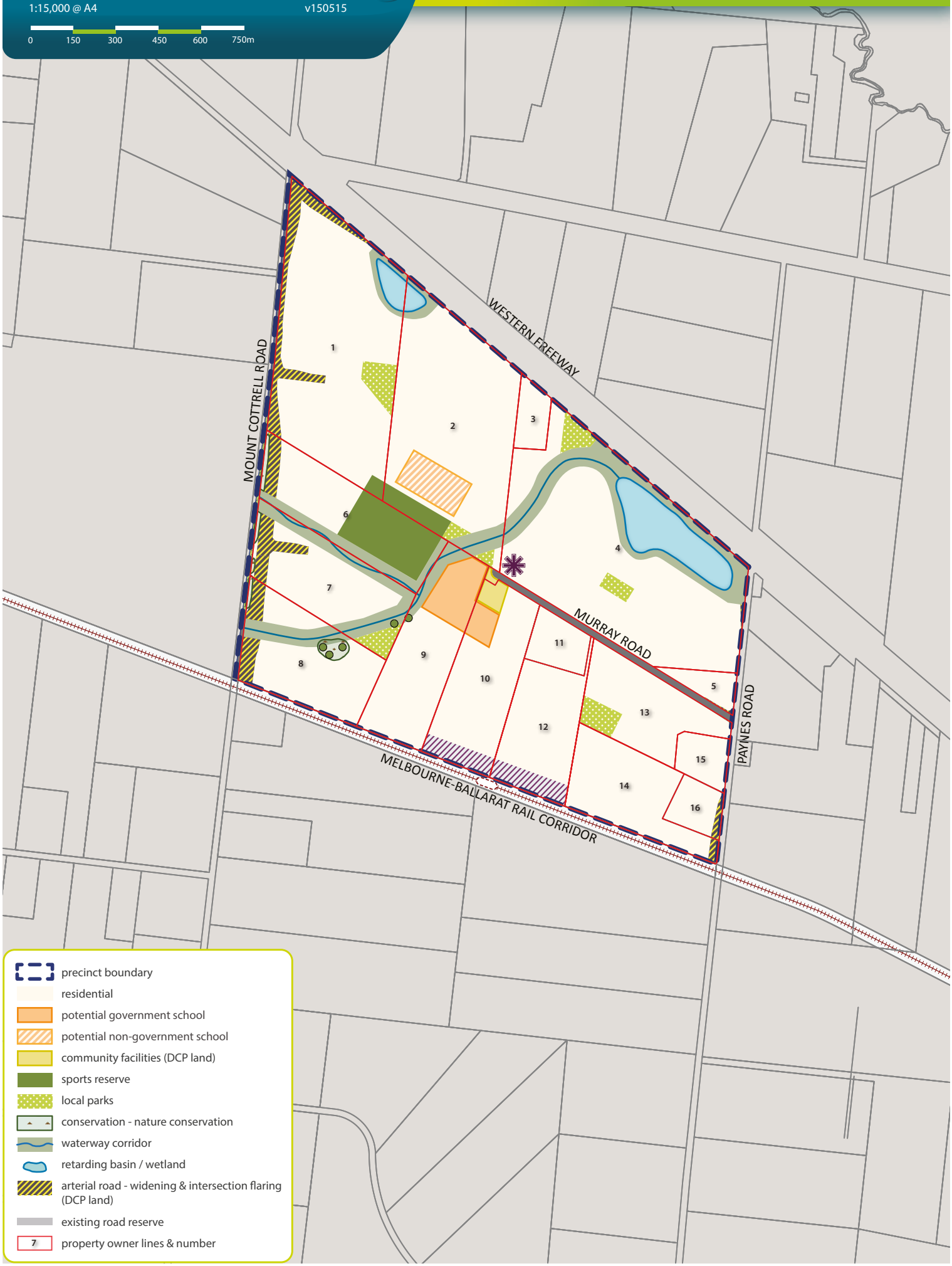

2.3 Land budget

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

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

The GDA for Paynes Road PSP is 199 hectares. The NDA is 147 hectares, meaning approximately 74% of the land within the Paynes Road PSP area is available for development.

Based on a residential development yield average of 16.5 dwellings per net developable hectare, Paynes Road PSP will generate approximately 2,426 dwellings to accommodate more than 6,793 new local residents.

Table 1 Summary land use budget

DESCRIPTION	PSP		
	HECTARES	% OF TOTAL PRECINCT	% OF NDA
TOTAL PRECINCT AREA (HA)	**199.01**	**100.0%**	
TRANSPORT			
Arterial road - widening and intersection flaring (DCP land)	6.76	3.39%	4.60%
Existing other road reserve (not available for development)	2.78	1.40%	1.89%
Road reserve - landscape buffer adjoining	0.63	0.32%	0.43%
Sub-total	**10.17**	**5.11%**	**6.92%**
COMMUNITY & EDUCATION			
Community services facilities	0.80	0.40%	0.54%
Potential Government school	3.50	1.76%	2.38%
Potential non-Government school	2.60	1.31%	1.77%
Subtotal	**6.90**	**3.47%**	**4.69%**
OPEN SPACE			
SERVICE OPEN SPACE			
Waterway and drainage reserve	23.35	11.73%	15.89%
Conservation reserve	0.89	0.45%	0.61%
Sub-total	**24.24**	**12.18%**	**16.50%**
CREDITED OPEN SPACE			
Local sports reserve (DCP land)	6.00	5.4%	4.08%
Local park (within residential areas) (via Cl 52.01)	4.78	2.4%	3.26%
Sub-total	**10.78**	**5.4%**	**7.34%**
TOTAL ALL OPEN SPACE	**35.02**	**17.6%**	**23.84%**
NET DEVELOPABLE AREA - (NDA) HA	**146.92**	**73.83%**	

Plan 5 - Image, Character & Housing

Paynes Road Precinct Structure Plan

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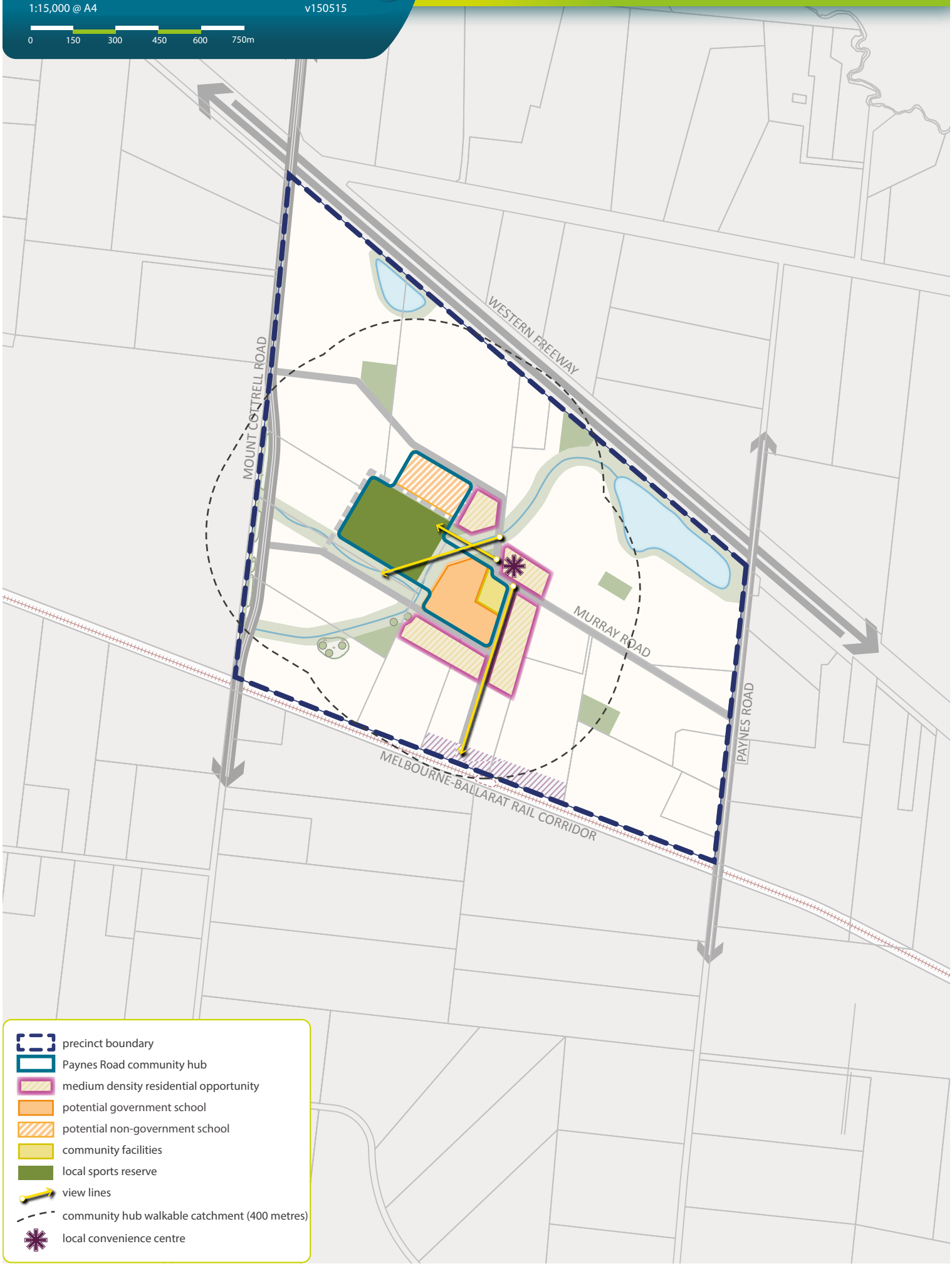

3.0 IMPLEMENTATION

3.1 Image, character & housing

3.1.1 Image & character

	REQUIREMENTS
R1	All public landscape areas must be planted and designed to the satisfaction of the responsible authority.
R2	Street trees must be planted on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity, unless otherwise agreed by the responsible authority, at an average of: Average interval: Tree size (in height) 8 – 10 metres: Small trees (less than 10 metres) 10 – 12 metres: Medium trees (10 – 15 metres) 10 – 15 metres: Large trees (15 metres or greater)
R3	Street tree planting on declared arterial roads must be established in accordance with the clear zone guidelines to the satisfaction of the coordinating road authority.
R4	Boundary fences forward of the building line must not exceed 1.2 metres in height.
	GUIDELINES
G1	Street networks within subdivisions should be designed to maximise the number of connections and direct views to the open space network and the community hub.
G2	A consistent suite of lighting and furniture should be used across neighbourhoods, appropriate to the type and role of street or public space, unless otherwise approved by the responsible authority.
G3	Built form on corner lots should provide a positive address to both frontages through the use of architectural treatments.
G4	Planting of locally appropriate indigenous trees is encouraged along streets fronting the open space network.
G5	Salvaged rocks should be incorporated in the design and construction of waterways and open spaces, where possible.
G6	High quality and cohesive landscape treatments should be provided throughout the precinct, most particularly in streetscapes and along waterway corridors.

3.1.2 Housing

	REQUIREMENTS
R5	Residential subdivisions must deliver a broad range of lot sizes capable of accommodating a variety of housing types.
R6	Subdivision of land must deliver an overall minimum average density of 16.5 dwellings per net developable hectare. Where a subdivision proposal represents a single stage or limited number of stages, proponents should demonstrate how the subdivision will contribute to the eventual satisfaction of this guideline through further stages of development.
R7	Medium density housing must be maximised within and adjacent to key amenity areas of the precinct, as illustrated on Plan 5 and Table 3.
R8	Dwellings must front or side: • Drainage waterways and the open space network (including local parks) • Arterial roads, connector and local streets • Melbourne-Ballarat rail corridor (unless otherwise identified in the PSP), unless otherwise agreed by the responsible authority. The siding of lots to waterways, open space and primary street frontages must be kept to a minimum.

R9	Subdivision applications must include indicative layouts for any lots identified for future development of medium and higher density or integrated housing that suitably demonstrate: • Potential dwelling yield • Active interfaces with adjacent street, open space and waterways • Safe and effective internal vehicle and pedestrian circulation • The delivery of dwelling diversity and lot sizes • Servicing arrangements.
R10	Subdivision of land within a 400-metre walkable distance of the community hub and designated public transport routes illustrated on Plan 5 must create a range of lot sizes suitable for the delivery of medium density housing types listed in Table 2.
	GUIDELINES
G7	Specialised housing forms such as lifestyle communities, retirement living or aged care facilities should be located in close proximity to local convience centres and community hubs and accessible by public transport.

Table 2 Housing type by lot size

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

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

Table 3 Housing delivery guide

The following table provides guidance on the required lot yield within areas designed as opportunities for medium and higher density residential development illustrated on Plan 5 to underpin the viability of the local convenience centre.

CATCHMENT	AVERAGE MINIMUM DWELLINGS PER NET DEVELOPABLE HECTARE	MINIMUM LOT YIELD
Paynes Road Community Hub	18	180 dwellings

3.2 Employment & local convenience centre

Table 4 Anticipated precinct employment projections

LAND USE	EMPLOYMENT MEASURE	JOBS / EMPLOYMENT MEASURE	QUANTITY IN PAYNES ROAD PSP	ESTIMATED JOBS
Council kindergarten	Jobs / Centre	15	1	15
Government primary school	Jobs / School	40	1	40
Non-government primary school	Jobs / School	40	1	40
Local convenience centre	Jobs / 30 sqm	1	30	30
Home-based business	Jobs / dwelling	0.05	2400	120
TOTAL				**245**

3.2.1 Local convenience centre

	REQUIREMENTS
R11	Local convenience centres must be orientated towards the connector road and local access road and consider the relationship and interface with surrounding uses.
R12	Buildings as part of a local convenience centre must provide: • Primary access to tenancies from the connector street • Active and articulated frontages to the adjoining street network • Design that contributes to public domain where buildings are set back from the street front • Sensitive design of loading requirements that does not impact the surrounding residential area or detract from the design of the centre.
R13	Consideration must be given to pedestrian access to the site, including opportunities for pedestrian crossings in proximity to bus stop locations.
	GUIDELINES
G8	Local convenience centres should be located as illustrated on Plan 5, unless otherwise agreed by the responsible authority.
G9	Local convenience centres should consider inclusion of two-storey built form and ensure that all building are well articulated and of a high quality design.
G10	Local convenience centres should feature a high degree of permeability and clear circulation to ensure that key destinations within the centre are easily accessible to pedestrians.

3.3 Community facilities & education

	REQUIREMENTS
R14	Where the responsible authority is satisfied that land shown as a school site is unlikely to be used for a school, that land may be used for an alternative purpose which is generally consistent with the surrounding land uses and the provisions of the applied zone.
R15	Community facilities, schools and sporting fields that are co-located must be designed to maximise efficiencies through the sharing of car parking and other complementary infrastructure.
R16	Schools and community facilities must be designed to front and be directly accessed from a public street with car parking located away from the main entry.
R17	Connector or local access streets abutting a school must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points as required by the responsible authority.
	GUIDELINES
G11	Community facilities should be planned and designed to have the flexibility and capacity to meet the changing needs of the community and provide for a range of uses.
G12	The location of key entries to community facilities should allow for safe and convenient pedestrian and cyclist access for all ages and abilities.
G13	Detailed design of the community hub should include opportunities for the development of community gardens and associated infrastructure including garden beds, garden sheds, seating and water tanks.
G14	Schools should be provided with three street frontages, where practicable.
G15	Any educational, community or civic infrastructure not shown on Plan 5 should be located within or proximate to the community hub.

Plan 6 - Open Space

Paynes Road Precinct Structure Plan

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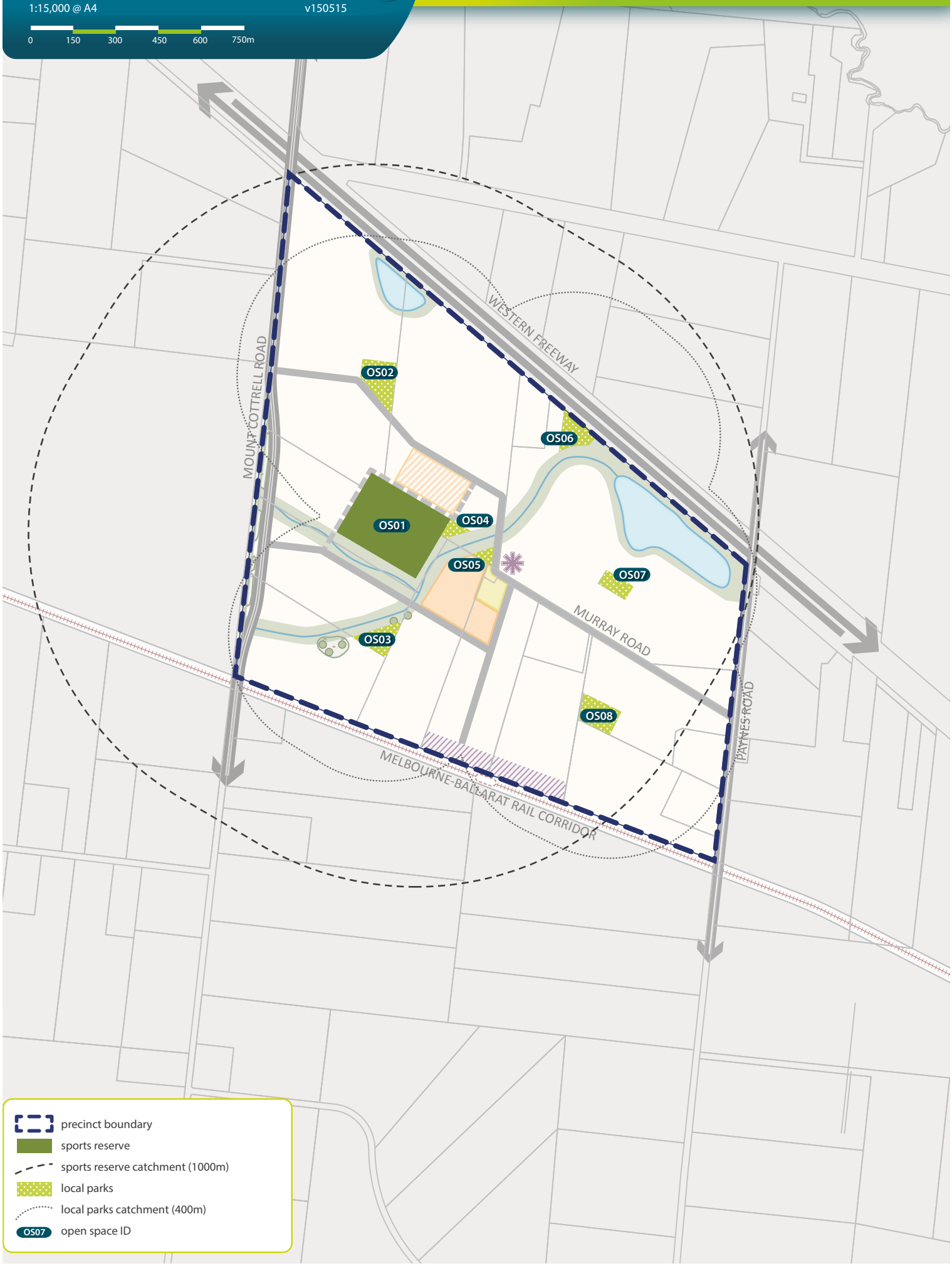

- precinct boundary
- sports reserve
- sports reserve catchment (1000m)
- local parks
- local parks catchment (400m)
- OS07 open space ID

3.4 Open space

	REQUIREMENTS
R18	All parks must be located, designed and developed to the satisfaction of the responsible authority in accordance with Plan 6 and Table 5, unless otherwise approved by the responsible authority. An alternative provision of land for a local park is considered to be generally in accordance with that illustrated on Plan 6 provided: • The location does not reduce the walkable access to local parks demonstrated on Plan 6 • The design does not diminish the quality or usability of the space for passive recreation • The land area is equal to or more than the local park provision outlined in Table 5.
R19	The open space network must: • Provide flexible recreational opportunities that allow for the anticipated range of active and passive recreational needs of the community • Maximise the amenity and value of encumbered open space through the provision of shared paths, trails and other appropriate recreation elements.
R20	Parks and open spaces must contain extensive planting of large-canopy trees that are suitable to the urban environment, local climate and soil conditions to the satisfaction of the responsible authority.
R21	Design and layout of waterway corridors, retarding basins, wetlands and any other encumbered open space must maximise the potential for integration of recreation uses where this does not conflict with the primary function of the land to the satisfaction of the responsible authority and Melbourne Water.
R22	Fencing of open space where required, whether encumbered or unencumbered, must be: • Low-scale and visually permeable to facilitate public safety and surveillance • Designed to guide appropriate movement and access • Constructed using materials that complement the park setting.
R23	Further to the public open space contribution required by Clause 52.01 of the Melton Planning Scheme, this provision sets out the amount of land to be contributed by each property in the precinct and consequently where cash contribution is required in lieu of land. For the purposes of Clause 52.01, a local park in the PSP is public open space. All owners must provide a public open space contribution equal to 3.26% of the net developable area (NDA) upon subdivision of land in accordance with the following: • Where land on the lot is required for unencumbered public open space purposes as illustrated on Plan 6 and specified in Appendix A is equal to 3.26% of the lot's NDA that land is to be transferred to Council at no cost • Where no land or land on the lot less than 3.26% of NDA is required for unencumbered public open space purposes as illustrated on Plan 6 and specified in Appendix A, a cash contribution is to be made to Council to bring the lot's total public open space contribution to a value equal to 3.26% of NDA • Where land on the lot is required for unencumbered public open space purposes as illustrated on Plan 6 and specified in Appendix A is more than 3.26% of the lot's NDA, Council may pay an amount equivalent to the value of the additional land being provided by that proposed development. Refer to the Appendix A for detailed individual property open space land areas and percentages specified by the PSP. The responsible authority may alter the distribution of public open space as shown in this precinct structure plan provided the relevant vision and objectives of the document are met. A subdivider may provide additional public open space in a subdivision to the satisfaction of the responsible authority. There is no onus on the responsible authority or any other party to provide compensation for public open space provided above that required by Clause 52.01 and this PSP. The value of land for equalisation purposes is to be assessed as an equivalent proportion of the value of the whole land, in accordance with Section 18 of the Subdivision Act.

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	GUIDELINES
G16	Local parks should cater for a broad range of users by providing a mix of spaces and planting to support both structured and unstructured recreational activities and play opportunities for all ages and abilities.
G17	Any existing vegetation should be protected and enhanced through open space networks to facilitate habitat and movement corridors for species found throughout the surrounding region.
G18	Open spaces should have a road frontage to all edges except when abutting the community hub or where housing fronts open space with a paper road to the satisfaction of the responsible authority.
G19	Crime Prevention Through Environmental Design Principles should guide the design of open spaces and associated infrastructure.

Table 5 Open space delivery guide

OPEN SPACE ID	TYPE	PROPERTY NUMBER	AREA (HECTARES)	ATTRIBUTES	RESPONSIBILITY
OS01	Sports reserve	1, 2, 6	6.00	3 soccer pitches, with associated infrastructure	Melton City Council
OS02	Local park	1	1.00	Neighbourhood, adjoining drainage network	Melton City Council
OS03	Local park	7	0.78	Neighbourhood, adjoining drainage network	Melton City Council
OS04	Local park	2	0.25	Neighbourhood, adjoining drainage network	Melton City Council
OS05	Local park	2	0.25	Neighbourhood	Melton City Council
OS06	Local park	4	1.00	Neighbourhood	Melton City Council
OS07	Local park	4	0.50	Neighbourhood	Melton City Council
OS08	Local park	13	1.00	Neighbourhood	Melton City Council

Plan 7 - Native Vegetation

Paynes Road Precinct Structure Plan

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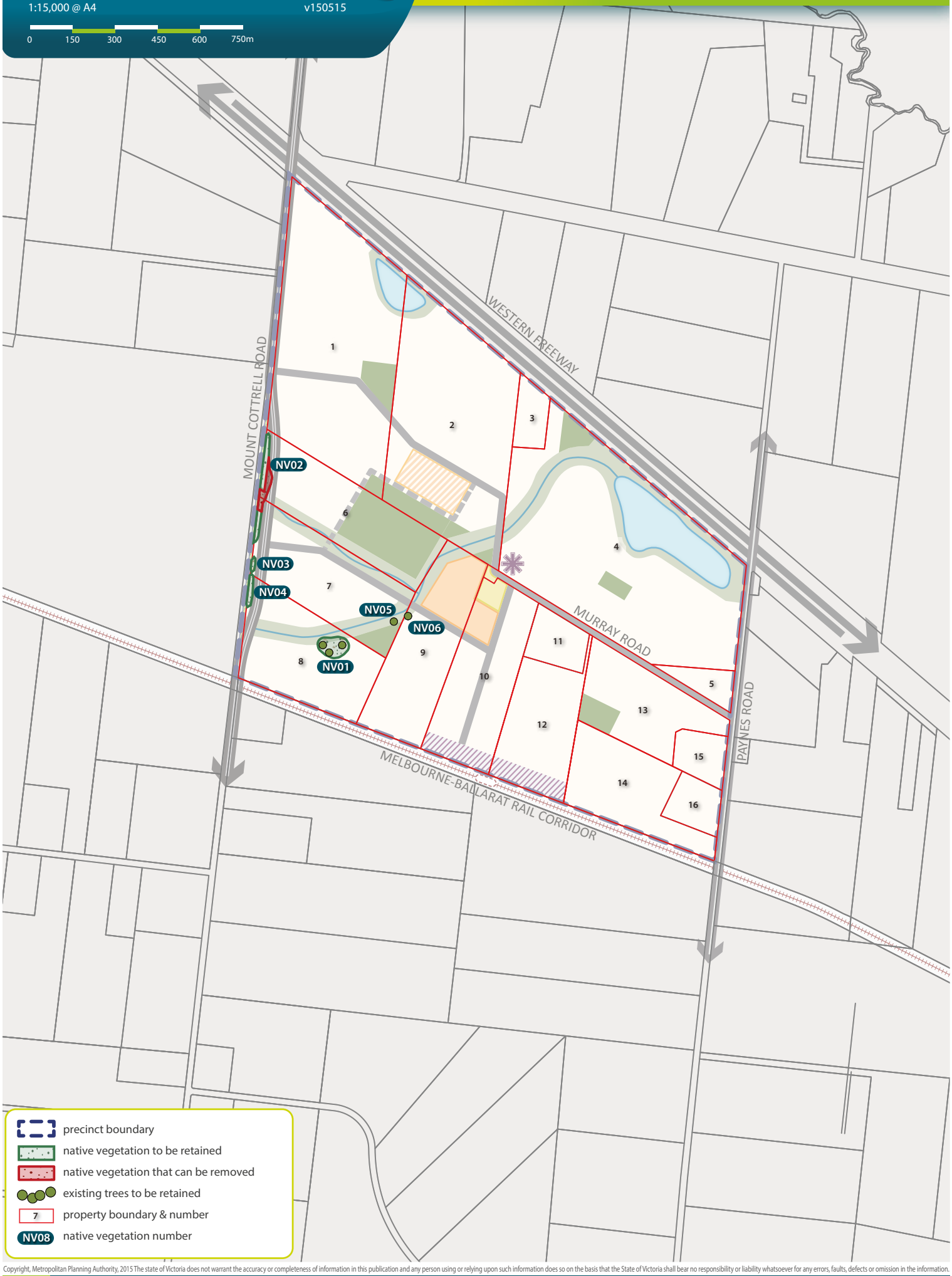

3.5 Biodiversity, threatened species & bushfire management

3.5.1 Biodiversity & threatened species

	REQUIREMENTS
R24	Native vegetation must be retained as illustrated on Plan 7 unless otherwise agreed by the responsible authority (in accordance with Toolern Native Vegetation Precinct Plan).

The following table sets out native vegetation to be retained and removed in the precinct and the offset requirements in relation to each Ecological Vegetation Class (EVC):

Table 6 Native vegetation retention and removal

NATIVE VEGETATION ID	HABITAT ZONE / TREE ID FROM TOOLERN NVPP	SIZE (HA)	CONSERVATION SIGNIFICANCE	SPECIES	VEGETATION TO BE REMOVED
NV01	PGW1.10	0.526	High	Plains Grassy Woodland	-
NV02	PSW/LS1.02	0.415	High	Plains Swampy Woodland / Lignum Swamp	0.172
NV03	PSW/LS1.03	0.039	High	Plains Swampy Woodland / Lignum Swamp	-
NV04	PSW/LS1.04	0.092	High	Plains Swampy Woodland / Lignum Swamp	-
NV05	102	-	-	River Red Gum	-
NV06	101	-	-	River Red Gum	-

3.5.2 Bushfire management

	REQUIREMENTS
R25	Before the commencement of works for a stage of subdivision, a Construction Management Plan must be submitted to and approved by the responsible authority and the CFA. The Construction Management Plan must specify, amongst other things: • Measures to reduce the risk from the fire within the surrounding rural landscape and protect residents from the threat of fire • A separation buffer, consistent with the separation distances specified in AS3959-2009, between the edge of development and non-urban areas • How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles.

Plan 8 - Transport & Movement

Paynes Road Precinct Structure Plan

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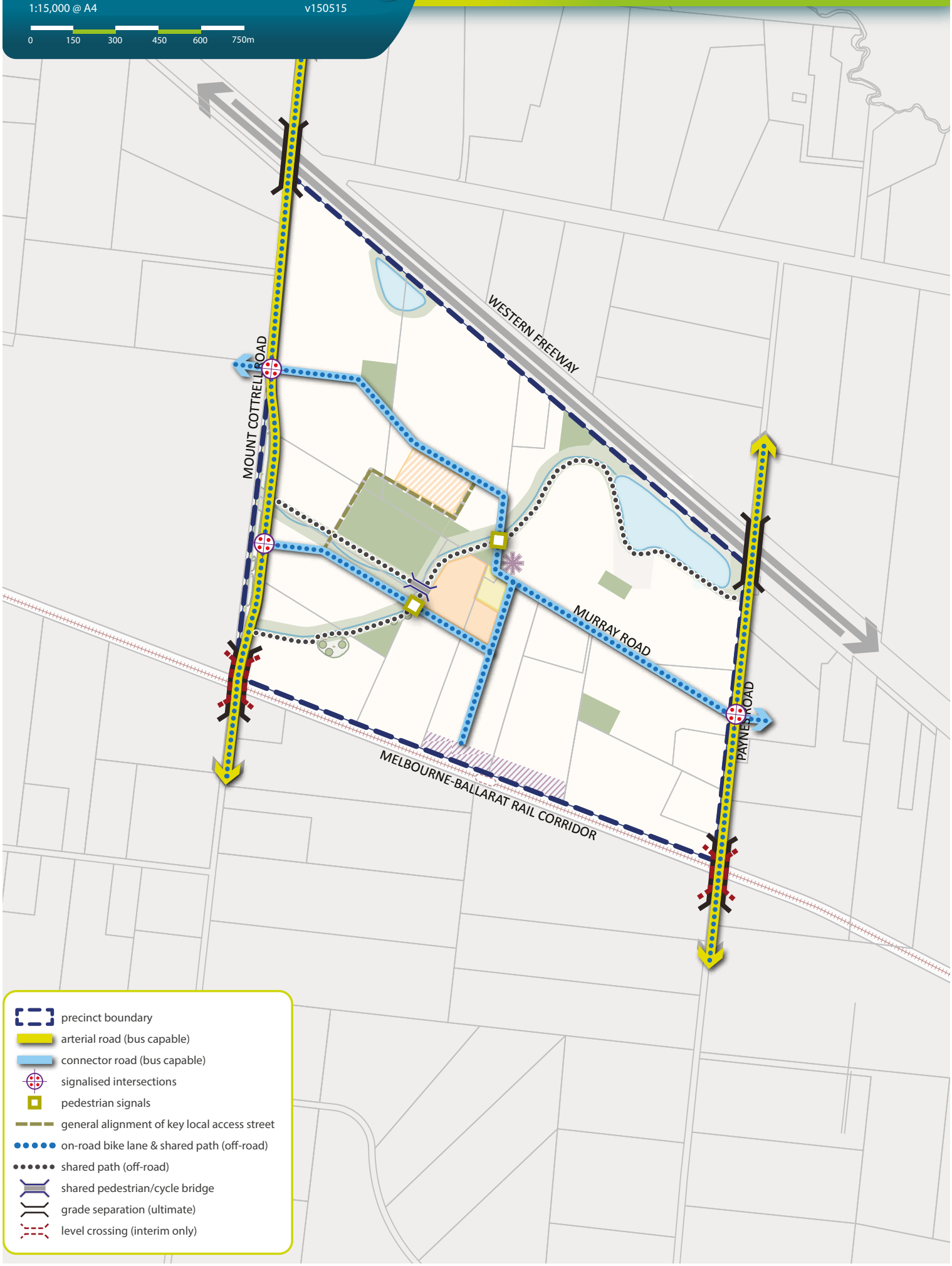

R26	For the purpose of Clause 56.06-7, the requirements of the relevant fire authority are, unless otherwise approved by the CFA: • Constructed roads must be a minimum of 7.3 metres in trafficable width where cars park on both sides, or: » A minimum of 5.4 metres in trafficable width where cars may park on one side only » A minimum of 3.5 metres in trafficable width, no parking and 0.5 metres of clearance to structures on either side; if this width applies, there must be passing bays of at least 20 metres long, six metres wide and located not more than 200 metres apart • Roads must be constructed so that they are capable of accommodating a vehicle of 15 tonnes for the trafficable road width • The average grade of a road must be no more than 1 in 7 (14.4% or 8.1°) • 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 50 metres at any one point • Dips on the road must have no more than 1 in 8 grade (12.5% or 7.1°) entry and exit angle • Constructed dead end roads more than 60 metres in length from must have a turning circle with a minimum radius of eight metres (including roll over curbs if they are provided).

3.6 Transport & movement

3.6.1 Street network

	REQUIREMENTS
R27	Subdivision layouts must provide: • permeable and safe street network for walking and cycling • safe and low speed street network that encourages walking and cycling • convenient access to local points of interest and destinations for the effective integration with neighbouring properties.
R28	Configuration of vehicle access to lots from a public street must ensure that there is sufficient separation between crossovers to allow for a minimum of one on-street car park for every two residential lots.
R29	Vehicle access to lots fronting arterial roads must be provided from a local internal loop road, rear lane, or service road to the satisfaction of the road authority.
R30	Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the PSP by any date or stage of development required or approved by the responsible authority.
R31	Where a lot that is six metres or less in width, vehicle access must be via rear laneway, unless otherwise approved by the responsible authority.
R32	Development must positively address all waterways through the use of frontage roads or lots with a direct frontage to the satisfaction of Melbourne Water and the responsible authority.
R33	Roundabouts, where determined to be required at cross road intersections, must be designed to slow vehicles, provide for pedestrian visibility and safety, and ensure connectivity and continuity of shared paths and bicycle paths.
R34	Where a connector street crosses a waterway as illustrated on Plan 8, the developer proponent must construct a connector street bridge prior to the issue of statement of compliance for the initial stage of subdivision on the opposite side of the waterway, whether or not that residential subdivision directly abuts the waterway.
R35	Road networks and street types must be designed and developed in accordance with the street cross sections in Appendix B unless otherwise agreed by the responsible authority.
R36	Where utilised, alternative street cross sections such as illustrated in Appendix C must ensure that: • Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets • The performance characteristics of standard street cross sections as they relate to pedestrian and cycling use are maintained • Relevant minimum road reserve widths for the type of street are maintained as illustrated in Appendix B.

	GUIDELINES
G20	Approximately 30% of streets (including connector streets) within a subdivision should apply an alternative cross section to the standard street cross sections outlined in Appendix B. Examples of potential variations are provided in Appendix B; however, other non-standard variations are encouraged but not limited to: • Varied street tree placement • Varied footpath or carriageway placement • Varied carriageway or parking bay pavement material • Introduction of elements to create a boulevard effect • Differing tree outstand treatments. For the purposes of this guideline, variation to tree species between or within streets does not constitute a standard street cross section variation.
G21	Street layouts should provide multiple convenient routes to key destinations, such as schools, community facilities, sports reserves and Rockbank Major Town Centre.
G22	Street block lengths should not exceed 240 metres to ensure a safe, permeable and low speed environment for pedestrians, cyclists and vehicles is achieved.
G23	Culs-de-sac should not detract from convenient pedestrian, cycle and vehicular connections.
G24	The frequency of vehicular crossovers on widened verges (a verge in excess of six metres) should be minimised through the use of a combination of: • Rear loaded lots with laneway access • Vehicular access from the side of a lot • Combined or grouped crossovers
G25	Slip lanes should be avoided in areas of high pedestrian activity and only be provided at any other intersection between connector streets and arterial roads where they are necessitated by high traffic volumes to the satisfaction of the coordinating road authority.
G26	Alignment of future primary arterial roads may be altered so long as the intended performance and function of the roads are maintained to the satisfaction of the coordinating road authority.
G27	Streets should be the primary interface between development and waterways, with open space and lots with a direct frontage allowed only as a minor component of the waterway interface.
G28	Where lots with direct frontage are provided, they should be set back five metres from the waterway corridor to provide pedestrian and service vehicle access to those lots, to the satisfaction of Melbourne Water and the responsible authority.
G29	All signalised intersections should be designed in accordance with the VicRoads' Growth Area Road Network Planning Guidance & Policy Principles.

3.6.2 Public transport

	REQUIREMENTS
R37	The street network must be designed to ensure all households are able to directly and conveniently walk to public transport services.
R38	Subdivision design must demonstrate active interface to the rail corridor by provision of edge streets with landscape buffers to the satisfaction of the responsible authority.
R39	Bus stop facilities must be designed as an integral part of activity generating land uses such as schools, community facilities, sports reserves and the local convenience centre.
	GUIDELINES
G30	All roads and intersections shown as bus capable on Plan 9 must be constructed to accommodate ultra-low-floor buses to the satisfaction of PTV and the responsible authority.

3.6.3 Walking & cycling

	REQUIREMENTS
R40	Design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing: • Footpaths of at least 1.5 metres in width on both sides of all streets and roads unless otherwise specified by the PSP • Shared paths or bicycle paths of 3.0 metres in width where shown on Plan 8 or as shown on the relevant cross sections illustrated at Appendix B or as specified in another requirement in the PSP • Safe and convenient crossing points of connector and local streets at all intersections and at key desire lines • Pedestrian and cyclist priority crossings on all slip lanes • Safe and convenient transition between on- and off-road bicycle networks. All to the satisfaction of the coordinating road authority and the responsible authority.
R41	Shared and pedestrian paths along waterways, to the satisfaction of Melbourne Water and the responsible authority, must be: • Delivered by development proponents consistent with the network shown on Plan 8 • Positioned above 1:10 year flood levels with a crossing of the waterway designed above 1:100 year flood level to maintain hydraulic function of the waterway • Constructed to a standard that satisfies the requirements of Melbourne Water. Where a shared path is to be delivered on one side of a minor waterway as outlined on Plan 8, a path must also be delivered on the other side of the waterway, but may be constructed to a lesser standard (i.e. crushed rock or similar granular material).
R42	Walking and cycling path networks must be permeable and linked to key destinations throughout the precinct, including the local convenience centre.
R43	Safe, accessible and convenient pedestrian and cycle crossing points must be provided at all intersections, key desire lines and locations of high amenity.
R44	Bicycle priority at intersections of minor streets and connector streets with dedicated off-road bicycle paths must be achieved through strong and consistent visual and physical clues and supportive directional and associated road signs.
R45	Alignment of the off-road bicycle path must be designed for cyclists to travel up to 30km/h to the satisfaction of the responsible authority.
R46	Bicycle parking facilities including way-finding signage must be provided by development proponents in convenient locations at key destinations such as the local convenience centre and across the open space network.
R47	A shared path must be continuously provided along frontages to the rail corridor and proposed station land as illustrated on Plan 8.
R48	Pedestrian bridges must be provided in accordance with Plan 8 to provide pedestrian connectivity throughout the precinct.
	GUIDELINES
G31	Lighting should be installed along shared, pedestrian and cycle paths linking to key destinations, unless otherwise agreed by the responsible authority.

Plan 9 - Intergrated Water Management

Paynes Road Precinct Structure Plan

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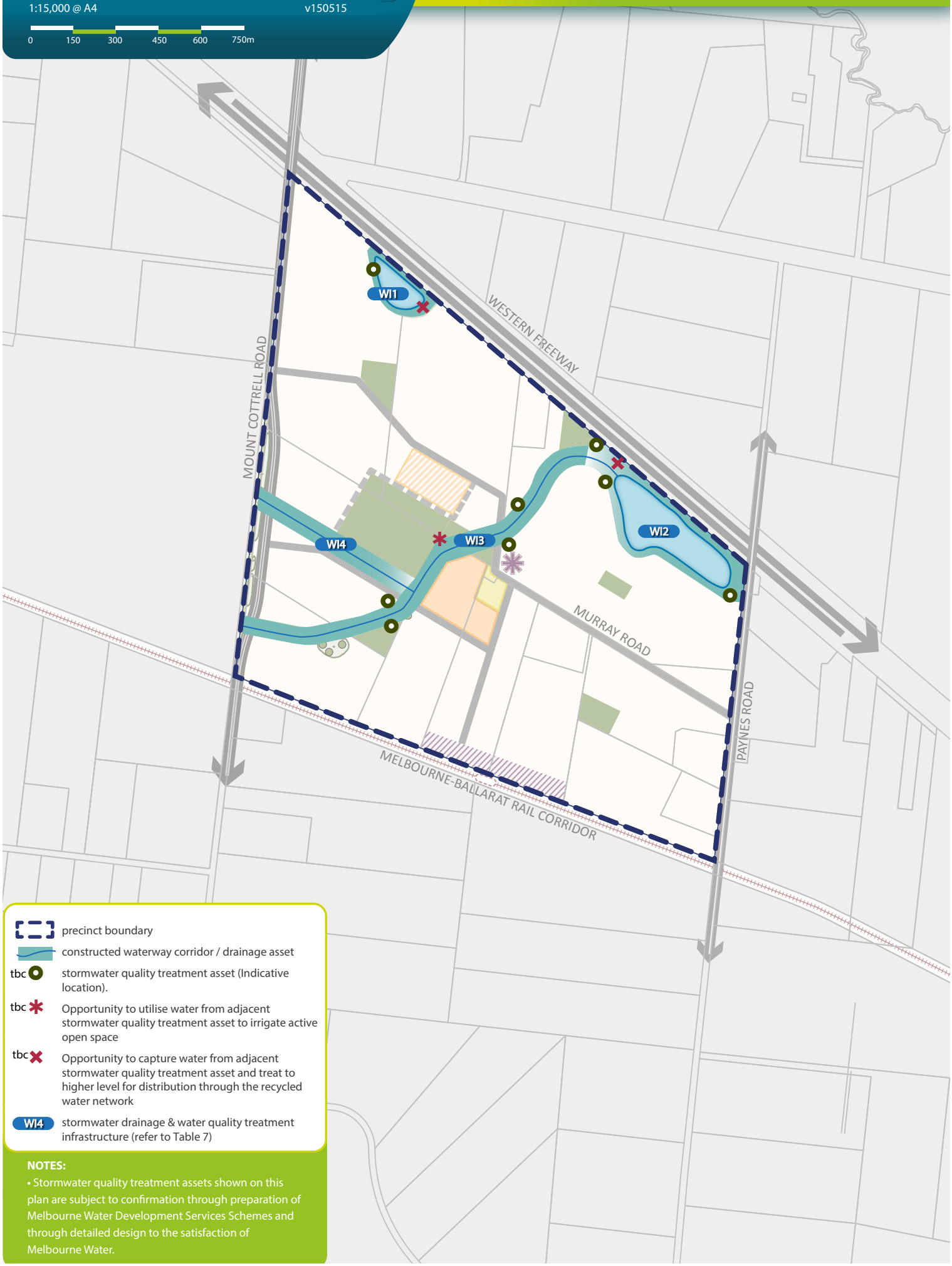

- precinct boundary
- constructed waterway corridor / drainage asset
- tbc — stormwater quality treatment asset (Indicative location).
- tbc — Opportunity to utilise water from adjacent stormwater quality treatment asset to irrigate active open space
- tbc — Opportunity to capture water from adjacent stormwater quality treatment asset and treat to higher level for distribution through the recycled water network
- WI4 — stormwater drainage & water quality treatment infrastructure (refer to Table 7)

NOTES:

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

3.7 Integrated water management & utilities

3.7.1 Integrated water management

	REQUIREMENTS
R49	Stormwater runoff from the development must meet or exceed the performance objectives of the *Best Practice Environmental Management Guidelines for Urban Stormwater Management* prior to discharge to receiving waterways and as, unless otherwise approved by Melbourne Water and the responsible authority illustrated on Plan 9.
R50	Final design and boundary of constructed waterways, waterway corridors, retarding basins, wetlands, water sensitive urban design features and associated paths, boardwalks, bridges and planting, must be to the satisfaction of Melbourne Water and the responsible authority.
R51	Applications must demonstrate how: • Waterways and integrated water management design enables land to be used for multiple recreation and environmental purposes. • Overland flow paths and piping within road reserves will be connected and integrated across property/parcel boundaries. • Melbourne Water and the Responsible Authority freeboard requirements for overland flow paths will be adequately contained within the road reserves. • Development will deliver the Integrated Water Management (IWM) requirements of the precinct structure plan. All to the satisfaction of Melbourne Water and the responsible authority.
R52	Development staging must provide for delivery of ultimate waterway and drainage infrastructure including stormwater quality treatment. Where this is not possible, development proponents must demonstrate how any interim solution adequately manages and treats stormwater generated from the development and how this will enable delivery of an ultimate drainage solution, all to the satisfaction of Melbourne Water and the responsible authority.
R53	Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme to the satisfaction of Melbourne Water.
	GUIDELINES
G32	Development should have regard to relevant policies and strategies being implemented by the responsible authority, Melbourne Water and water retail authority, including any approved Integrated Water Management Plan.
G33	The design and layout of roads, road reserves, and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of overland flow paths, Water Sensitive Urban Design initiatives such as rain gardens and/or locally treated storm water for irrigation to contribute to a sustainable and green urban environment.
G34	Integrated water management systems should be designed to: • Support and enhance habitat values for local flora and fauna species • Enable future harvesting and/or treatment and re-use of stormwater.
G35	Development should reduce reliance on potable water by increasing the utilisation of fit-for-purpose alternative water sources such as storm water, rain water and recycled water.
G36	Where primary waterway, conservation or recreation functions are not adversely affected, land required for integrated water management initiatives (such as stormwater harvesting, aquifer storage and recovery, sewer mining) should be incorporated within the open space systems as depicted on Plan 6 and 10.

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Table 7 Stormwater drainage and water quality treatment infrastructure delivery guide

WATER INFRASTRUCTURE ID	TYPE	PROPERTY NUMBER	ATTRIBUTES	RESPONSIBILITY
WI01	Retarding basin / stormwater quality treatment	1, 2	Shogaki Drive Drainage Scheme	Melbourne Water
WI02	Retarding basin / stormwater quality treatment	4	Shogaki Drive Drainage Scheme	Melbourne Water
WI03	Drainage corridor / stormwater quality treatment	2, 4, 6, 7, 8, 9	Shogaki Drive Drainage Scheme	Melbourne Water
WI04	Drainage corridor / stormwater quality treatment	6, 7	Shogaki Drive Drainage Scheme	Melbourne Water

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

Plan 10 - Utilities

Paynes Road Precinct Structure Plan

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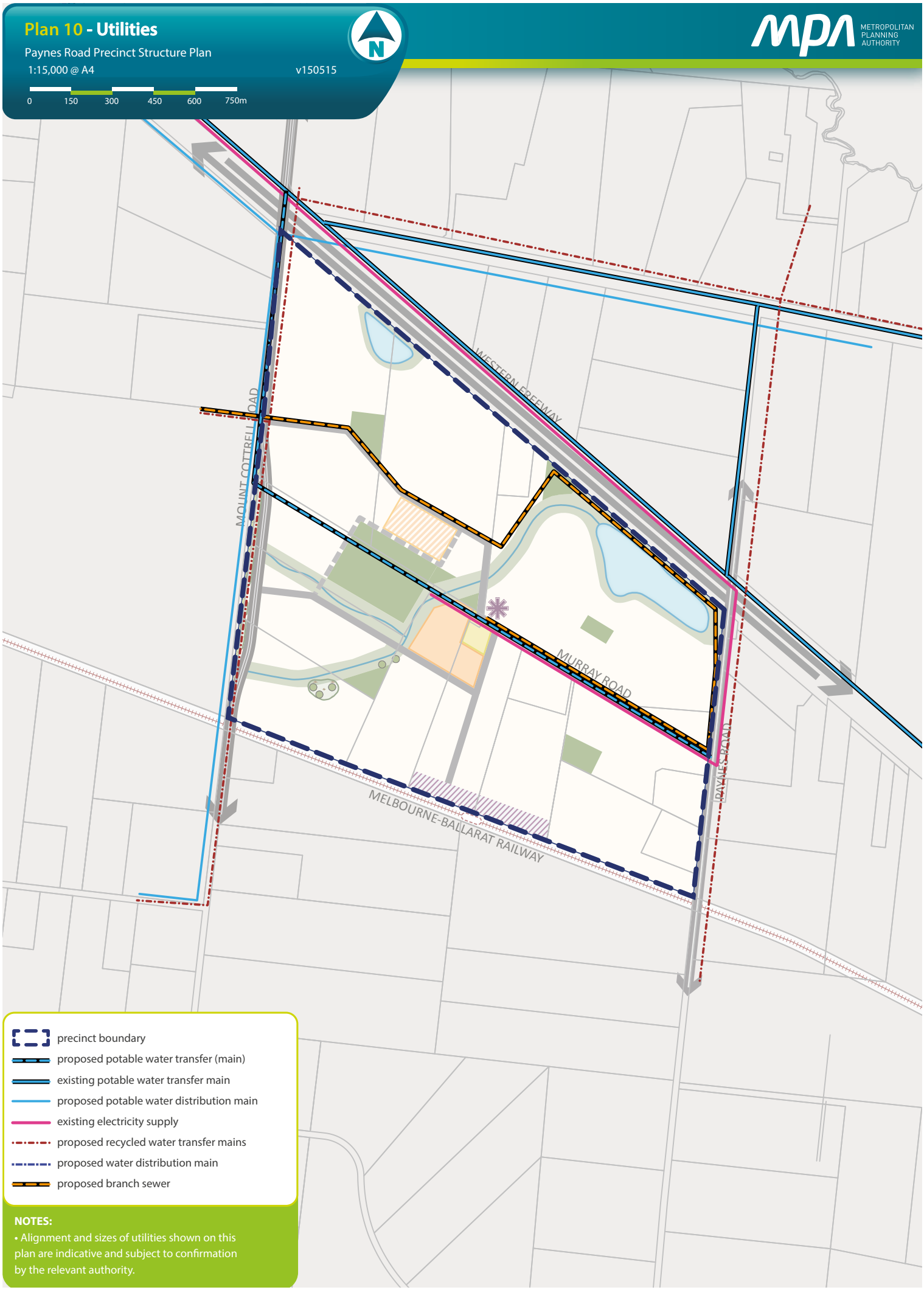


- precinct boundary
- proposed potable water transfer (main)
- existing potable water transfer main
- proposed potable water distribution main
- existing electricity supply
- proposed recycled water transfer mains
- proposed water distribution main
- proposed branch sewer

NOTES:

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

3.7.2 Utilities

	REQUIREMENTS
R54	Before development commences on a property, functional layout plans of the road network must be submitted that illustrate the location of all: • Underground services • Driveways and crossovers • Intersection devices • Shared, pedestrian and bicycle paths • Street lights • Street trees. A typical cross section of each street is also to be submitted showing above- and below-ground placement of services, street lights and trees. The plans and cross sections must demonstrate how services, driveways and street lights will be placed to achieve the required road reserve width (consistent with the road cross sections outlined in Appendix B) and accommodate the minimum street tree planting requirements. The plans and cross sections must nominate which services will be placed under footpaths or road pavement, as relevant. The plans and cross sections are to be approved by the responsible authority and all relevant service authorities before development commences.
R55	Delivery of underground services must be coordinated, located and bundled (utilising common trenching) to facilitate tree and other planting within road verges.
R56	All existing above-ground electricity cables less than 66kV voltage must be placed underground as part of the upgrade or subdivision of existing roads.
R57	All new electricity supply infrastructure (excluding substations and cables with voltage greater than 66kv) must be provided underground.
R58	Above-ground utilities must be identified at the subdivision design stage to ensure effective integration with the surrounding neighborhood and to minimise amenity impacts, and be designed to the satisfaction of the relevant authority. Where that infrastructure is intended to be located in the open space network, the land required to accommodate that infrastructure will not be counted as contributing to open space requirements classified under Clause 52.01 or within the DCP.
R59	Any plan of subdivision must contain a restriction which provides that no dwelling or commercial building may be constructed on any allotment unless the building incorporates dual plumbing for recycled water supply for toilet flushing and garden watering use should it become available.
R60	Trunk services are to be placed along the general alignments shown on Plan 10, subject to any refinements as advised by the relevant service authorities.
	GUIDELINES
G37	Above-ground utilities should be located outside of key view lines and screened with vegetation, as appropriate.

3.8 Infrastructure delivery & development staging

3.8.1 Infrastructure delivery (subdivision works by developers)

	REQUIREMENTS
R61	Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure: • Connector streets and local streets • Local bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria) • Landscaping of all existing and future roads and local streets • Intersection works and traffic management measures along arterial roads, connector streets, and local streets (except those included in a DCP or separate agreement) • Local shared, pedestrian and bicycle paths along local roads, connector streets, utilities easements, local streets, waterways and within local parks including bridges, intersections, and barrier crossing points (except those included in a DCP or separate agreement) • Council-approved fencing and landscaping along arterial roads, where required • Bicycle parking • Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing the open space network • Basic improvements to local parks and open space (refer to Appendix F) • Local drainage system • Local street or path crossings of waterways, unless included in a DCP or outlined as the responsibility of an agency in Table 6 • Infrastructure as required by utility services providers, including water, sewerage, drainage (except where the item is funded through a DSS), electricity, gas and telecommunications • Remediation and/or reconstruction of dry stone walls, where required.
R62	All public open space (where not otherwise provided via a DCP or separate agreement) must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space, including but not limited to: • Removal of all existing disused structures, foundations, pipelines and stockpiles • Clearing of rubbish and environmental weeds and rocks, levelled, topsoiled and grassed with warm climate grass • Provision of water tapping, potable and recycled water connection points • Sewer, gas and electricity connection points to land identified as sports reserves and community facilities • Trees and other plantings • Vehicle exclusion devices (fence, bollards or other suitable methods) and maintenance access points • Construction of pedestrian paths to a minimum 1.5 metres in width around the perimeter of the reserve and connecting to the surrounding path network • Installation of park furniture, including barbecues, shelters, furniture, rubbish bins, local-scale play areas, and appropriate paving to support these facilities, consistent with the type of open space listed in Appendix F.
R63	Local sports reserves required as identified a DCP or separate agreement must be vested in the relevant authority in the following condition: • Free from surface and/or protruding rocks and structures • Reasonably graded and/or topsoiled to create a safe and regular surface with a maximum 1:6 gradient • Seeded and top-dressed with drought-resistant grass in bare, patchy and newly-graded areas. Consistent with a DCP, where the works are not considered to be temporary works, the works are eligible for a works-in-kind credit against a DCP obligation to the satisfaction of the responsible authority. Works associated with adjacent road construction (e.g. earthworks for a road embankment) are not eligible for works in credit.

3.8.2 Development staging

	REQUIREMENTS
R64	Development staging must provide for the timely provision and delivery of: • Arterial road reservations • Connector streets • Street links between properties, constructed to the property boundary • Connection of the on-road and off-road pedestrian and bicycle network.
	GUIDELINES
G38	Staging will be determined largely by the development proposals on land within the precinct and the availability of infrastructure services. Development applications should demonstrate how the development will: • Integrate with adjoining developments, including the timely provision of road and path connections, to a practical extent • Provide open space and amenity to new residents in the early stages of the development, where relevant • Provide sealed road access to each new allotment • Deliver any necessary trunk services extensions, including confirmation of the agreed approach and timing by the relevant service provider.
G39	Early delivery of community facilities, local parks and playgrounds is encouraged within each neighbourhood and may be delivered in stages, to the satisfaction of the responsible authority.

3.9 Precinct Infrastructure Plan

The Precinct Infrastructure Plan (PIP) in Table 8 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 Act
- Utility service provider requirements
- A DCP, including separate charge areas for local items
- Relevant development contributions from adjoining areas
- Capital works projects by Council, State government agencies and non-government organisations
- Works-in-kind (WIK) projects undertaken by developers on behalf of Council or State government agencies.

Table 8 Precinct Infrastructure Plan

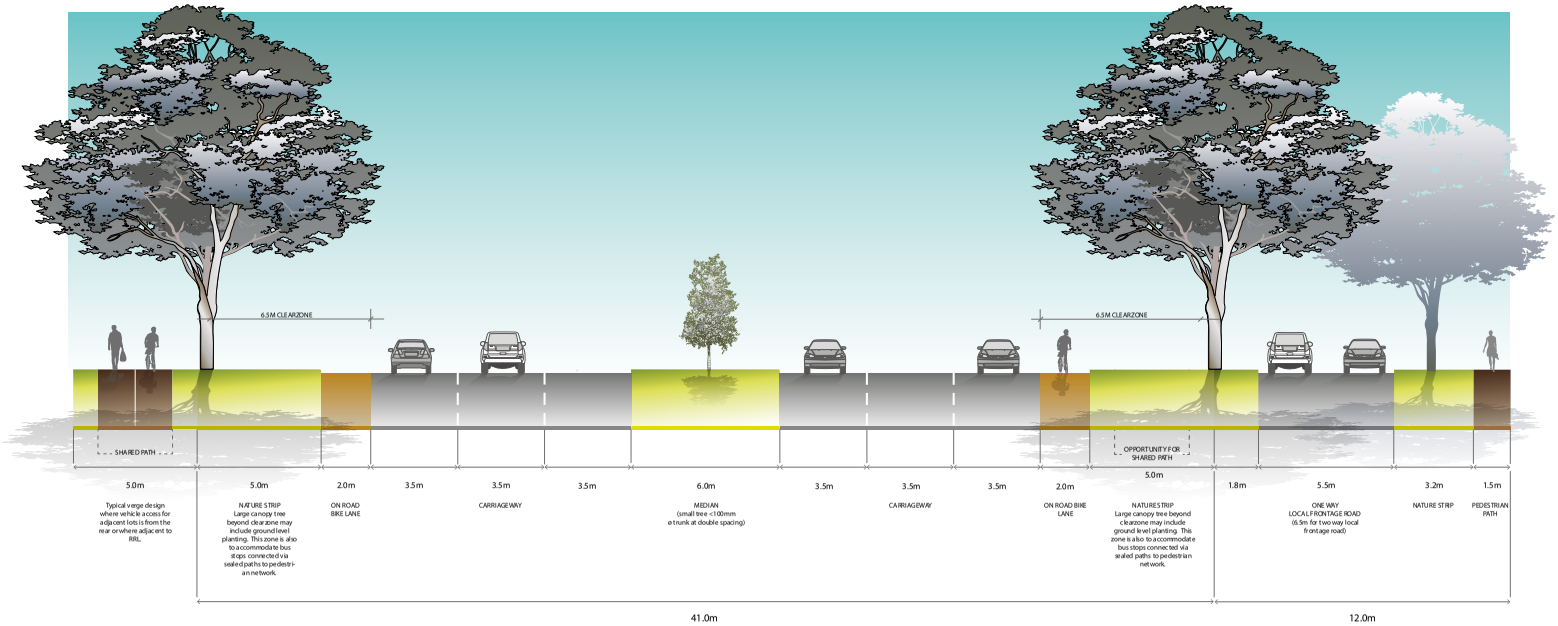
PROJECT CATEGORY	PSP/DCP PROJECT	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	INDICATIVE TIMING	INCLUDED IN S173 AGREEMENT?
Transport						
Road	RD05 (Rockbank DCP)	Paynes Road: Western Freeway (BR03) to Murray Road (IT11)	Construction of a 2-lane arterial road (interim standard) and land purchase to widen the existing Paynes Road reserve east to a 34-metre road reserve (ultimate standard).	Melton City Council	M	Yes
			Construction of the 4-lane secondary arterial road treatment (ultimate standard, if required).	Melton City Council	L	No
Intersection	IT10 (Toolern DCP)	Intersection: Mount Cottrell Road and east-west connector road	Construction of a signalised 4-way intersection (interim standard) at the intersection of Mount Cottrell Road and east-west connector road , including additional land purchase (ultimate standard).	Melton City Council	M	Yes
			Construction of the signalised intersection to ultimate standard.	Melton City Council	L	No
Intersection	IT19 (Toolern DCP)	Intersection: Mount Cottrell Road and Murray Road extension	Construction of a signalised 3-way intersection (interim standard) at the intersection of Mount Cottrell Road and Murray Road extension, including additional land purchase (ultimate standard).	Melton City Council	M	Yes
			Construction of the signalised intersection to ultimate standard.	Melton City Council	L	No
Intersection	IT11 (Rockbank DCP)	Intersection: Paynes Road and Murray Road	Construction of a signalised 4-way intersection (interim standard) at the intersection of Paynes Road and Murray Road, including additional land purchase (ultimate standard).	Melton City Council	M	Yes
			Construction of the signalised intersection to ultimate standard.	Melton City Council	L	No
Bridge	BR01	Mount Cottrell Road Freeway Flyover (land purchase only)	Land purchase for the future construction of freeway-road grade separation at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only).	Melton City Council	L	Yes
		Mount Cottrell Road Freeway Flyover (construction)	Construction of freeway-road grade separation at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard).	VicRoads	L	No
Bridge	BR02	Mount Cottrell Road Rail Flyover	Construction of rail-road grade separation (interim standard) at the intersection of Mount Cottrell Road and the Melbourne-Ballarat rail corridor, including additional land purchase (ultimate standard, northern	State Project	L	Yes
Bridge	BR03 (Rockbank DCP)	Paynes Road Freeway Flyover (land purchase only)	Land purchase for the future construction of freeway-road grade separation at the intersection of Paynes Road and the Western Freeway corridor (ultimate standard, southern approach only).	Melton City Council	L	Yes
		Paynes Road Freeway Flyover (construction)	Construction of freeway-road grade separation at the intersection of Paynes Road and the Western Freeway corridor (ultimate standard).	Melton City Council	L	Yes
Bridge	BR04 (Rockbank DCP)	Paynes Road Rail Flyover	Construction of rail-road grade separation (interim standard) at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor, including additional land purchase (ultimate standard, northern and southern approach).	Melton City Council	L	Yes

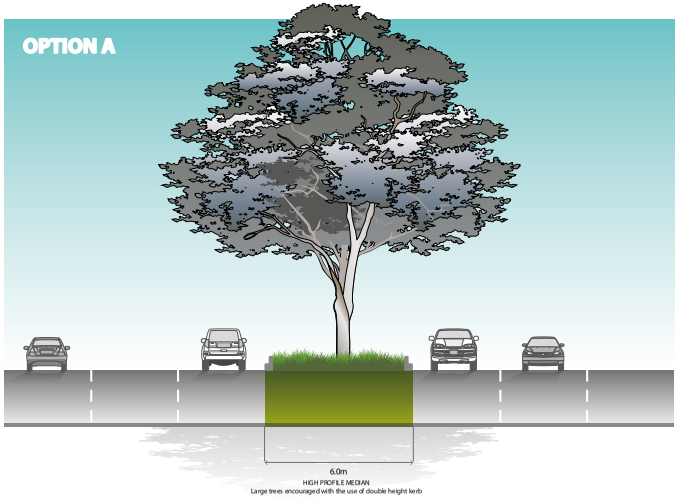
PROJECT CATEGORY	PSP/DCP PROJECT	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	INDICATIVE TIMING	INCLUDED IN S173 AGREEMENT?
Community and Recreation						
Community	CI21	Paynes Road Community Centre (Paynes Road Community Hub)	Land purchase and construction of a multi-purpose community centre (Level 1) at Paynes Road Community Hub, including community rooms and additional facilities to cater for childcare and maternal child health.	Melton City Council	S-M	Yes
Sports reserve	AR17	Paynes Road Sports Reserve (Paynes Road Community Hub)	Construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure.	Melton City Council	M	Yes
Sports reserve	AR18	Paynes Road Sports Reserve (Paynes Road Community Hub)	Construction of a pavilion to serve the Paynes Road Sports Reserve, including all building works, landscaping and related infrastructure.	Melton City Council	M	Yes
School	-	Potential government primary school	Land and construction of government school.	DEECD	S-M	No
School	-	Potential non-government primary school	Land and construction of non-government school.	Catholic Education Office	M-L	No

4.0 APPENDICES

Appendix A: Detailed land use budget (property-specific)

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT			COMMUNITY FACILITIES			SERVICE OPEN SPACE		CREDITED OPEN SPACE		TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
		ARTERIAL ROAD - WIDENING AND INTERSECTION FLARING (DCP LAND)	EXISTING OTHER ROAD RESERVE (NOT AVAILABLE FOR DEVELOPMENT)	ROAD RESERVE - LANDSCAPE BUFFER ADJOINING	COMMUNITY FACILITIES (DCP LAND)	POTENTIAL GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	WATERWAY AND DRAINAGE RESERVE	CONSERVATION RESERVE	LOCAL SPORTS RESERVE (DCP LAND)	LOCAL PARK (WITHIN RESIDENTIAL AREAS)		
Property													
1	29.48	2.85						1.51		0.27	1.00	23.86	80.93%
2	26.34						2.60	1.89		0.97	0.50	20.38	77.35%
3	2.05											2.05	100.00%
4	39.04	0.04						11.75			1.50	25.75	65.96%
5	1.78	0.07										1.72	96.33%
6	12.13	0.73						2.12	0.18	4.76		4.35	35.84%
7	12.20	1.40						3.30	0.10		0.78	6.62	54.22%
8	12.13	1.24						1.68	0.62			8.60	70.86%
9	12.18					2.70		1.10				8.39	68.86%
10	12.18				0.70	0.80						10.68	87.68%
11	2.83											2.83	100.00%
12	9.32											9.32	100.00%
13	9.32	0.01									1.00	8.31	89.12%
14	9.61	0.18										9.43	98.14%
15	2.41	0.01										2.40	99.60%
16	2.48	0.23										2.25	90.71%
Sub-total	**195.50**	**6.76**	**0.00**	**0.00**	**0.70**	**3.50**	**2.60**	**23.35**	**0.89**	**6.00**	**4.78**	**147.82**	**75.61%**
Road reserve													
Murray Road	1.95		1.85		0.10							0.00	0.00%
Mt Cottrell Road	1.56		0.93	0.63								0.00	0.00%
Sub-total	**3.51**	**0.00**	**2.78**	**0.63**	**0.10**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00%**
TOTAL	**199.01**	**6.76**	**2.78**	**0.63**	**0.80**	**3.50**	**2.60**	**23.35**	**0.89**	**6.00**	**4.78**	**146.92**	**73.83%**

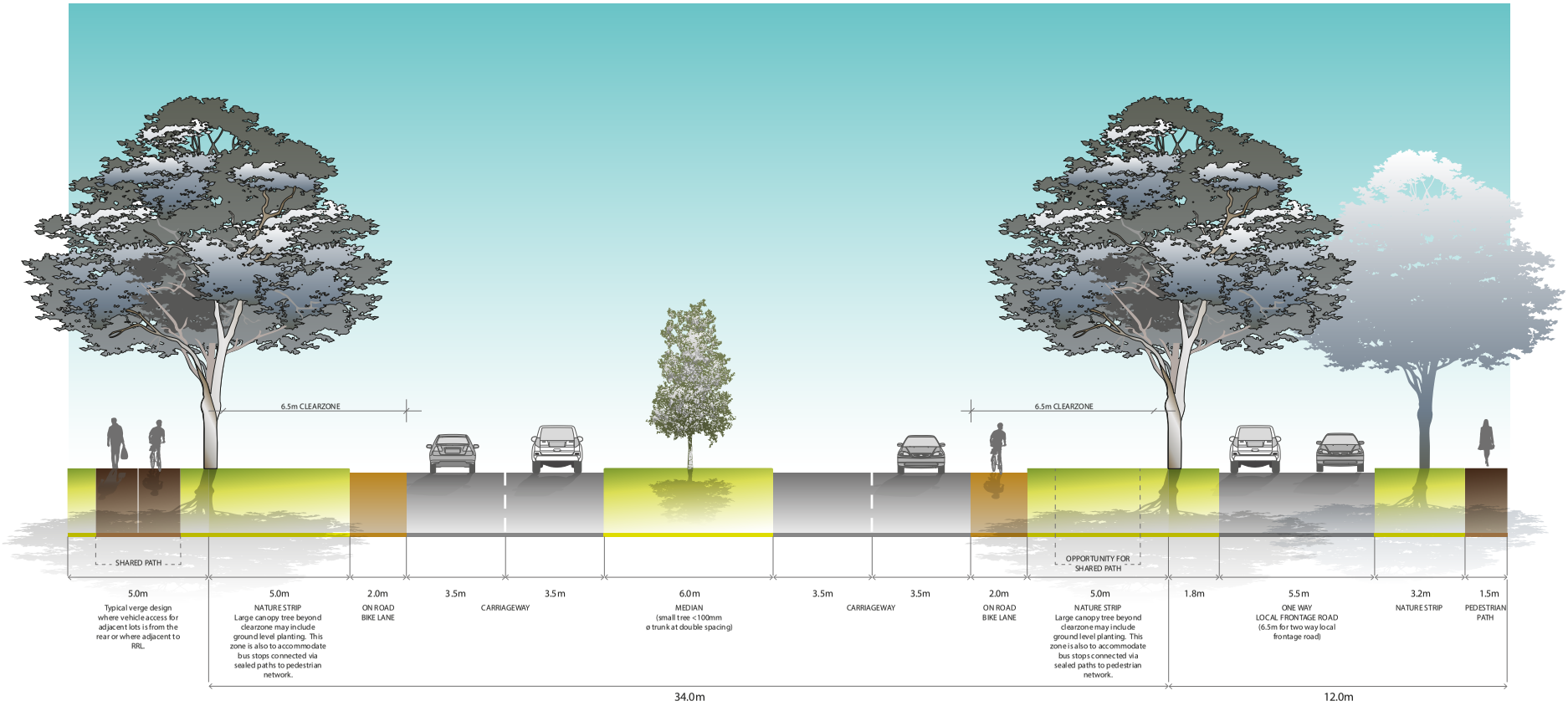




Primary Arterial Road 6 lane (41m)

NOTES:

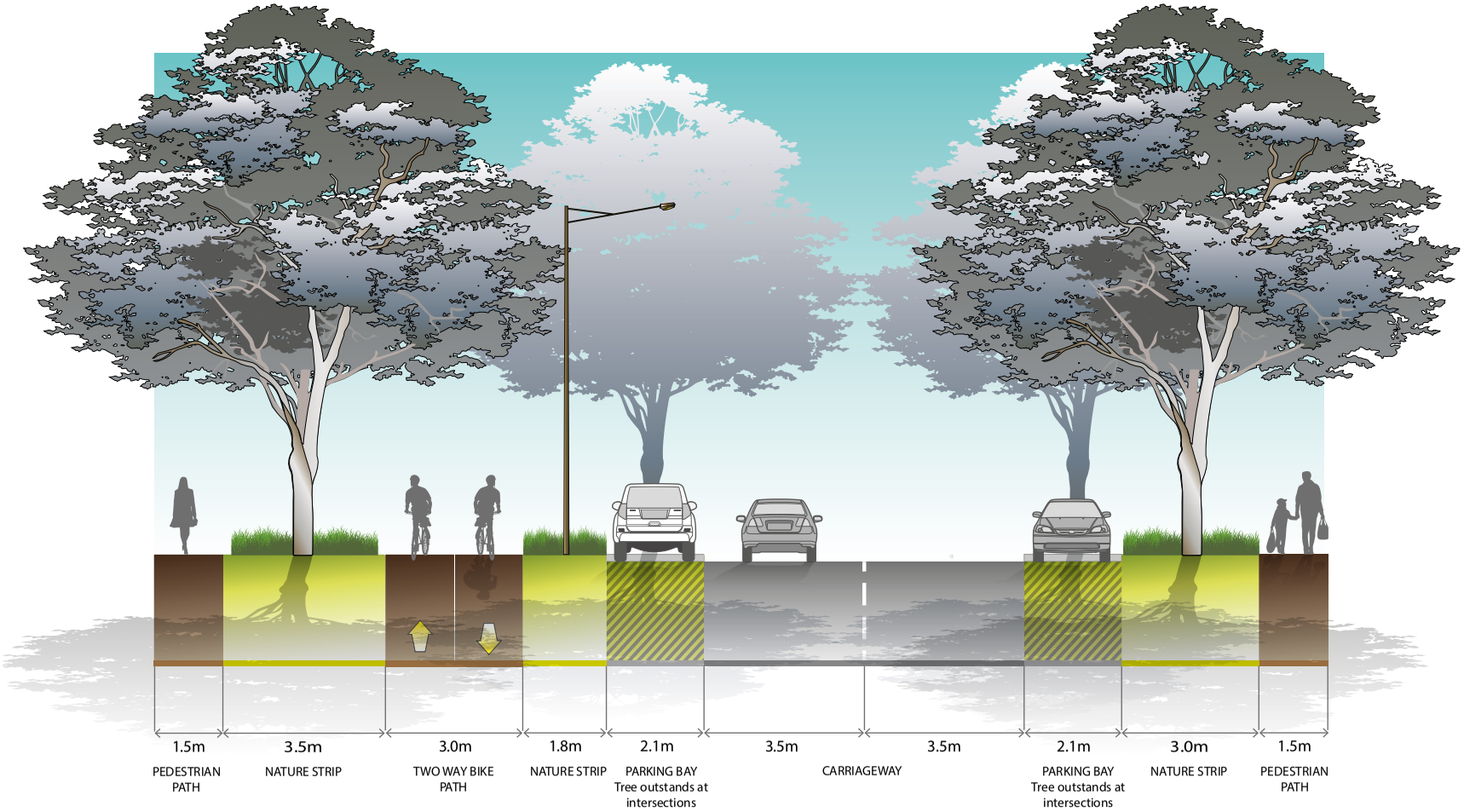
- Includes typical residential interface both sides
- Minimum street tree mature height 15 metres
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- 6.5m Clearzone assumes 80km/hr speed limit - where required clearzones are to be consistent with VicRoads guidelines
- Option A (60km/hr) – opportunity for high profile barrier kerb in strategic locations such as adjacent town centres or significant parkland, to enable large canopy tree planting



Secondary Arterial Road 4 lane (34m)

NOTES:

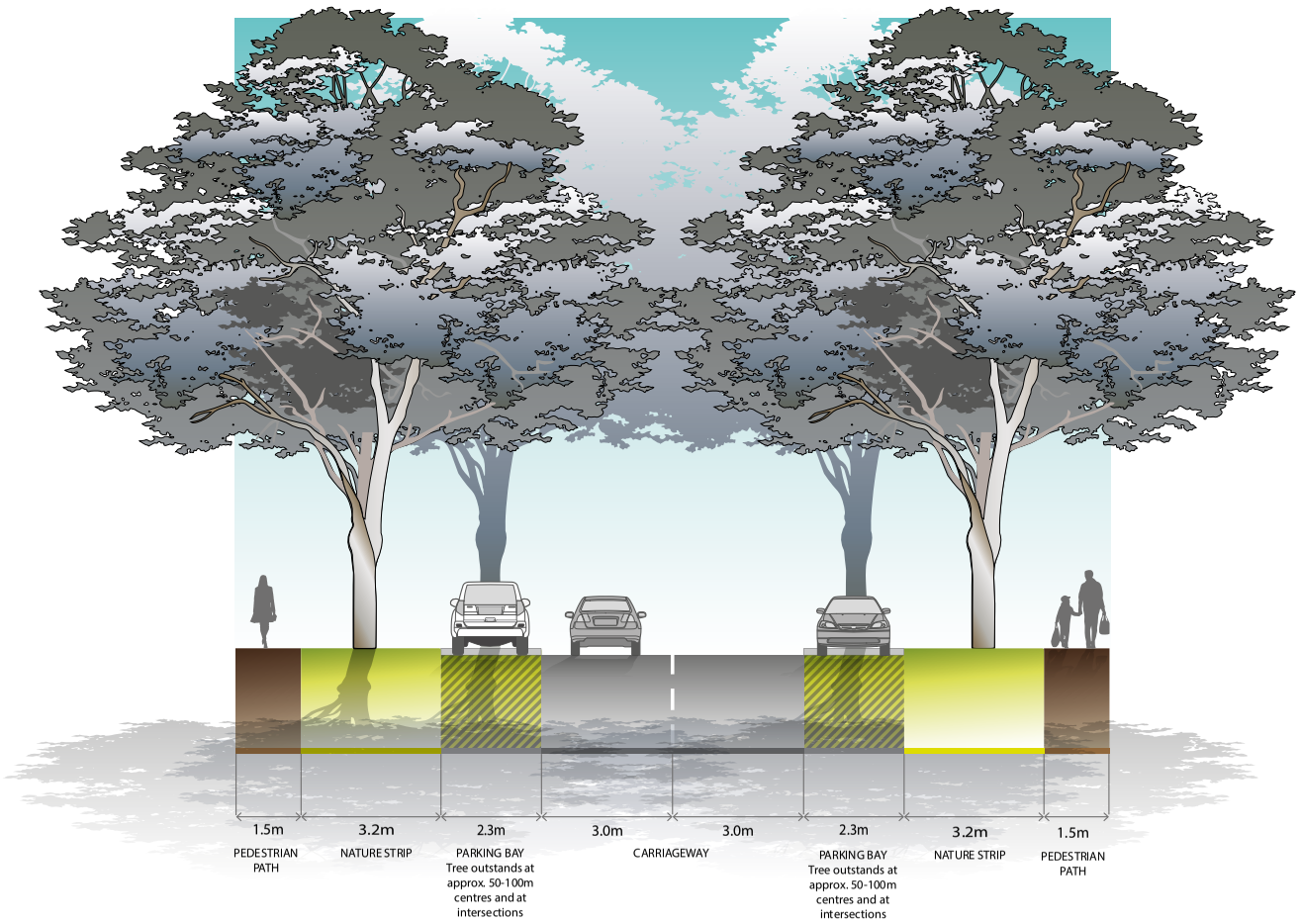
- Includes typical residential interface both sides
- Minimum street tree mature height 15 metres
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- 6.5m Clearzone assumes 80km/hr speed limit - where required clearzones are to be consistent with VicRoads guidelines



Connector Street (25.5m)

NOTES:

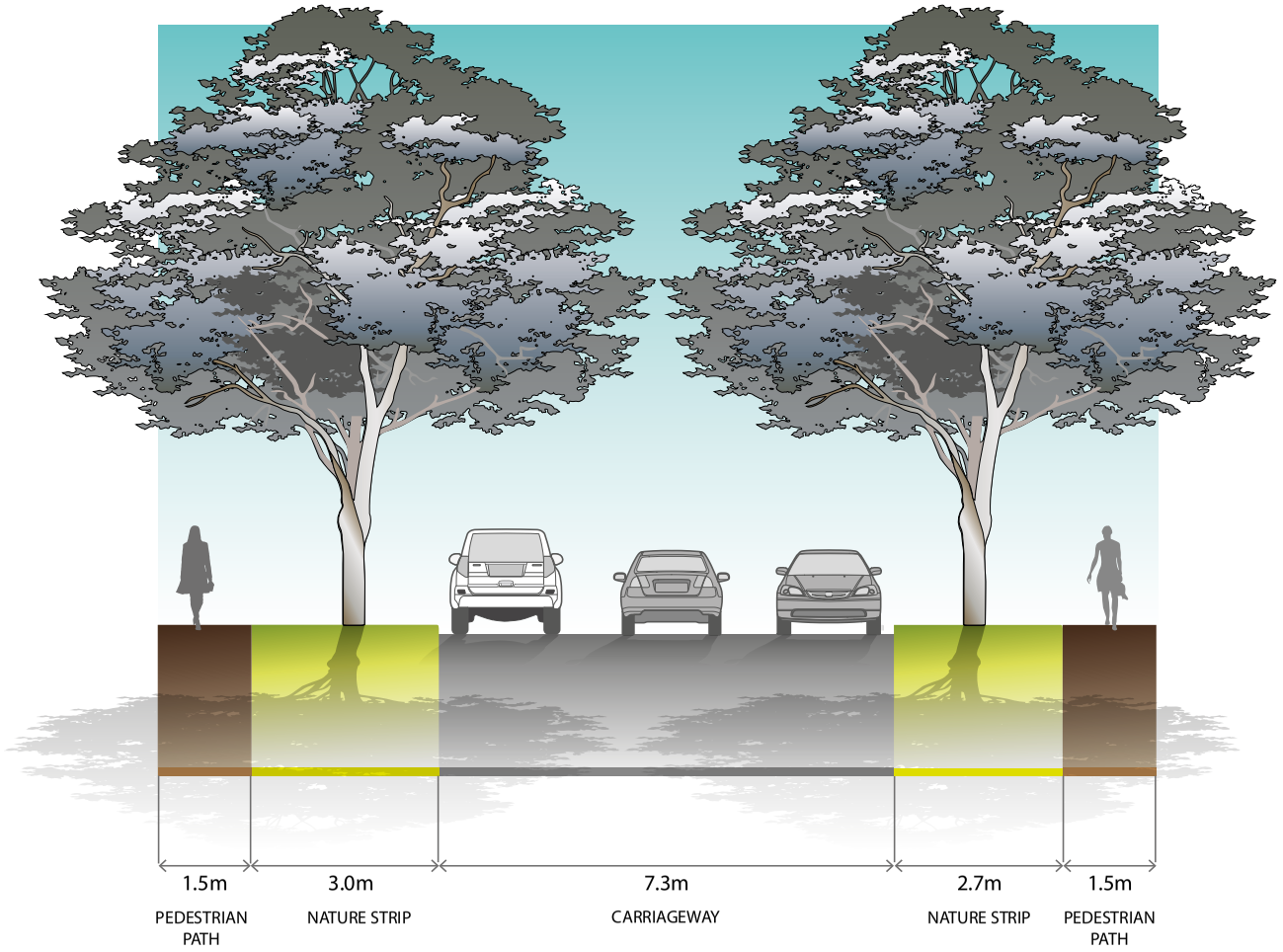
- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must in incorporated into any additional pavement.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



Local Access Level 2 (20m)

NOTES:

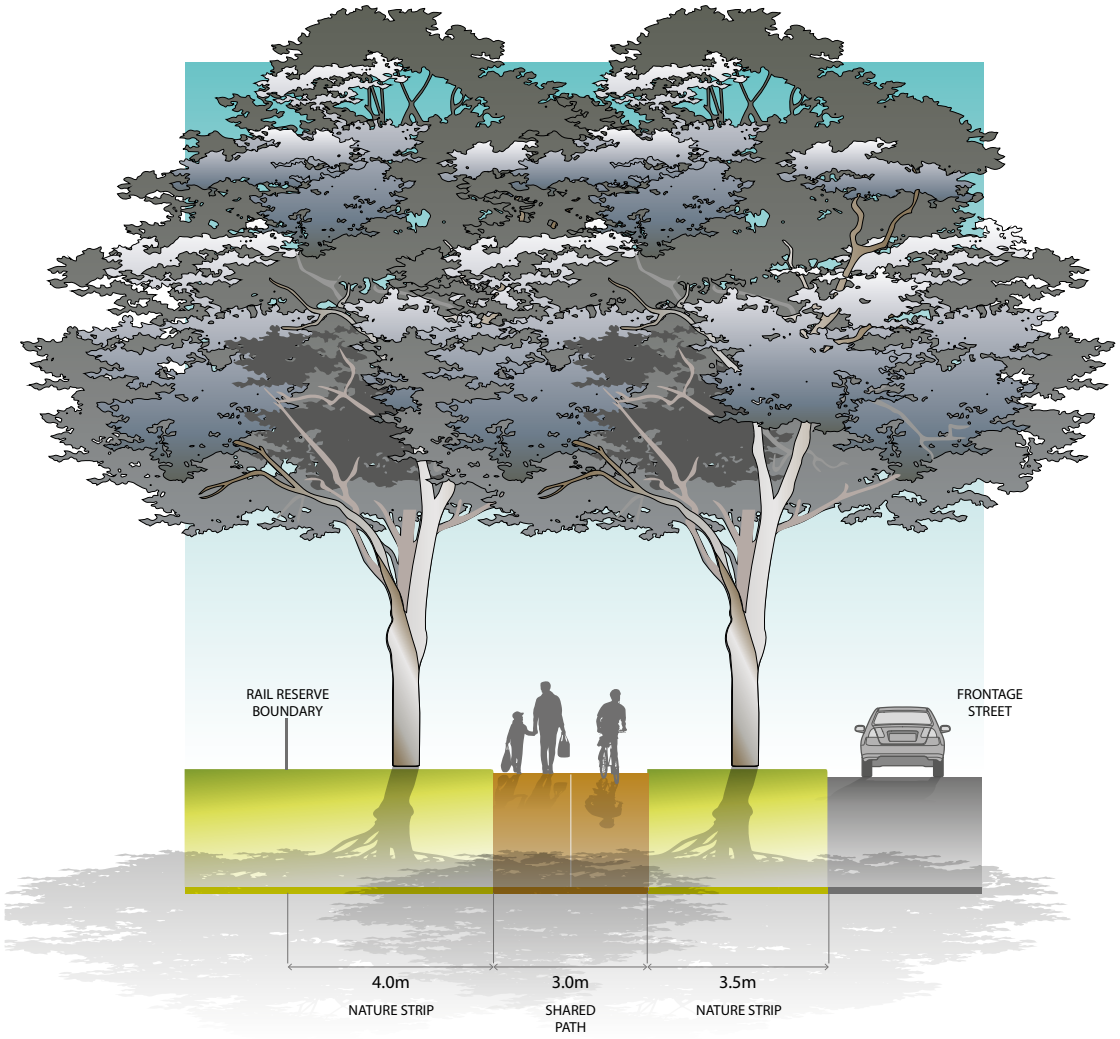
- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



Local Access Level 1 (16m)

NOTES:

- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



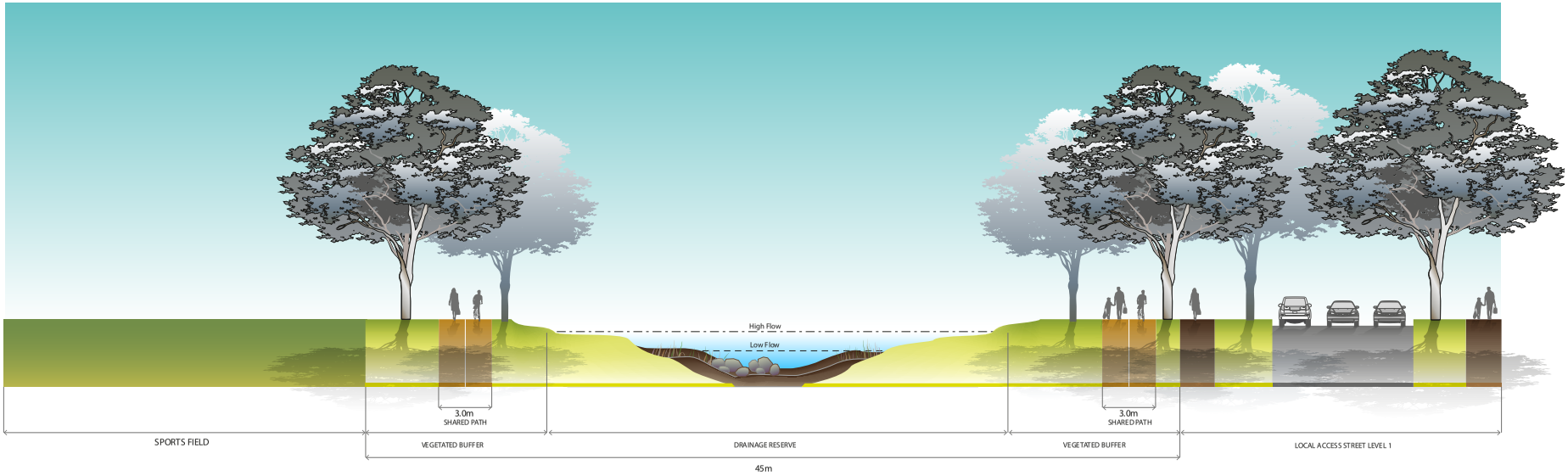
Rail Reserve Interface

v140813

NOTES:

- A shared path is to be provided along the Regional Rail Link reserve where shown on Plan 7
- The shared path is to be located outside of the rail reserve, unless a proposal to locate the path within the rail reserve is approved in writing by VicTrack
- Fencing to the Regional Rail Link reserve boundary is to be visually transparent

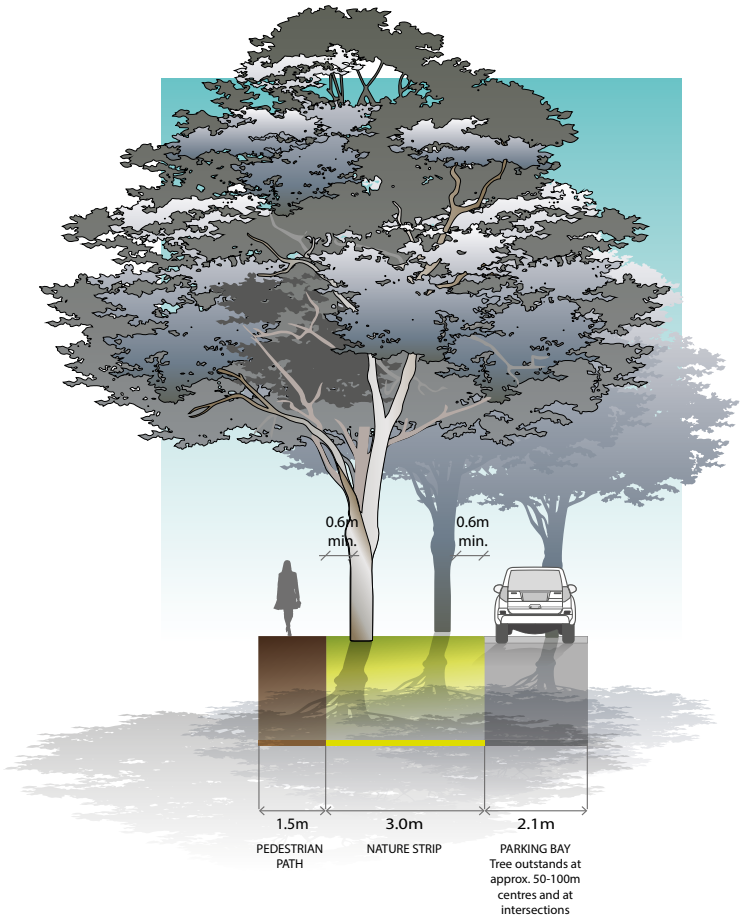
Constructed Waterway Interface



NOTES:

- Waterway widths are to be consistent with Plan 10 and subject to Melbourne Water approval
- Shared path placement is shown for both sports field and local access street interfaces for indicative purposes. The shared path network is shown on Plan 9.

Appendix C: Street cross sections (non-standard, variation examples)

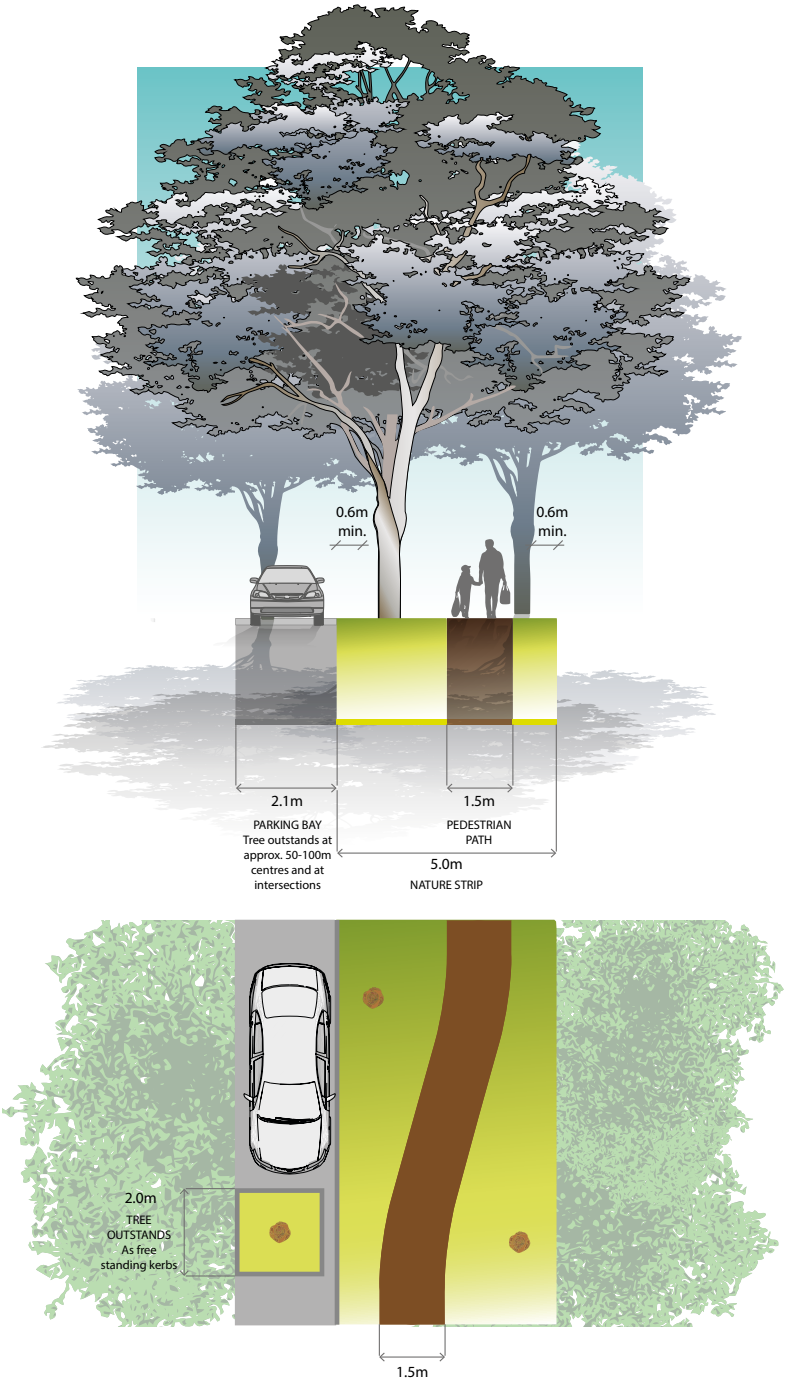


Connector Street (25.5m) Variation 1 - Varying tree placement in naturestrip

v140813

NOTES:

- Tree planting in varying locations in nature strip not containing bike path, in groups or clusters
- Minimum offset of tree trunks 0.6m from back of kerb and footpath edge
- Tree outstand with continuous extension of kerb shown

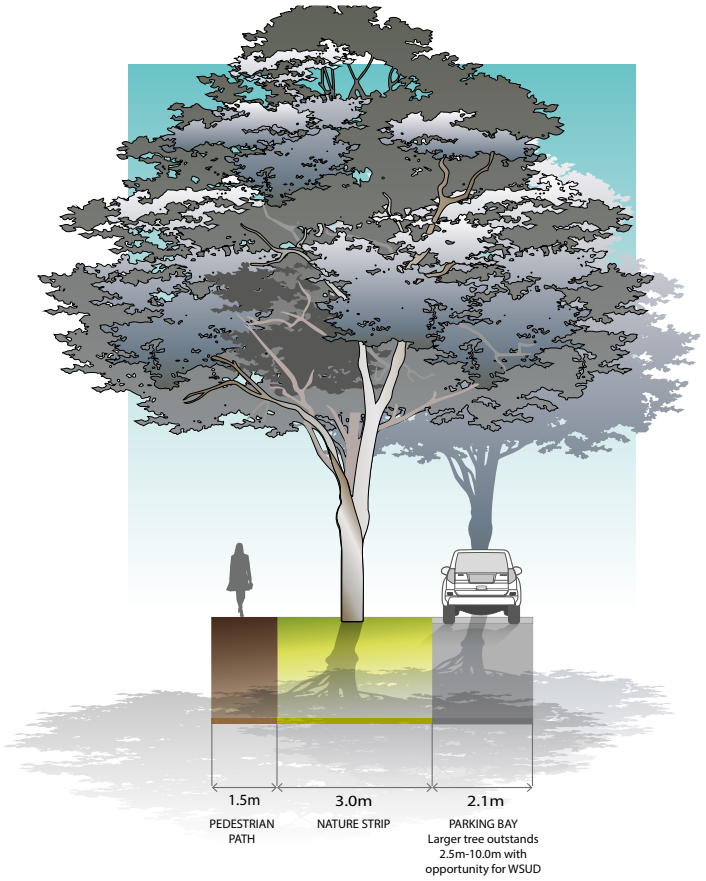


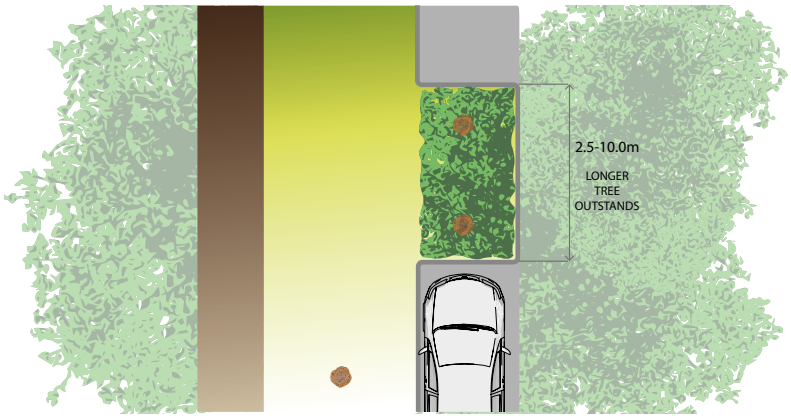
Connector Street (25.5m) Variation 2 - Meandering footpath in naturestrip

v140813

NOTES:

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



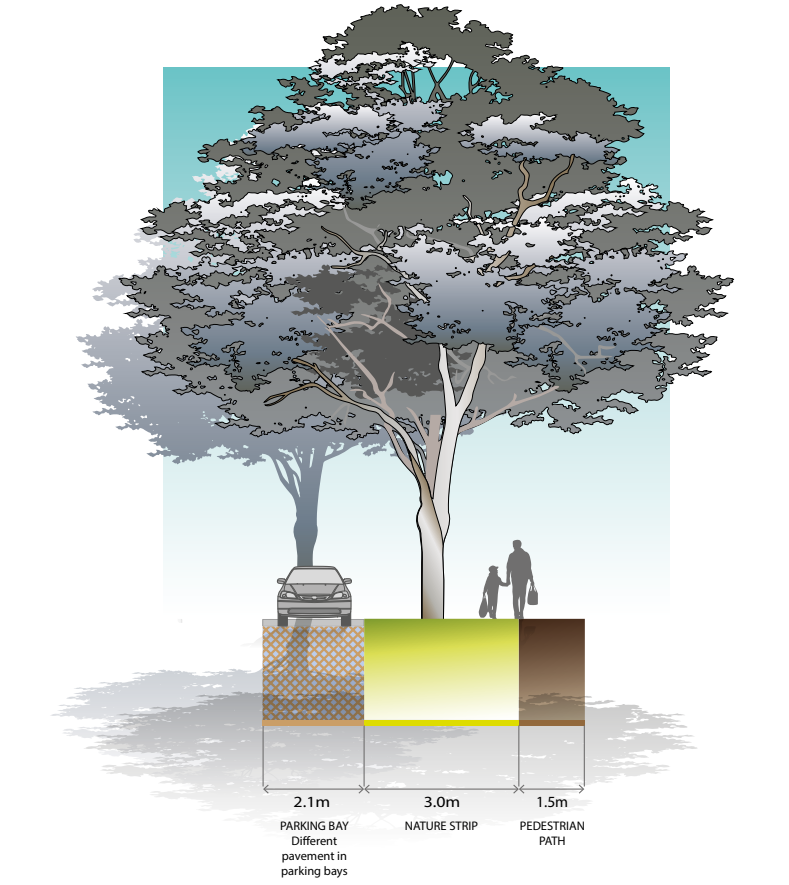


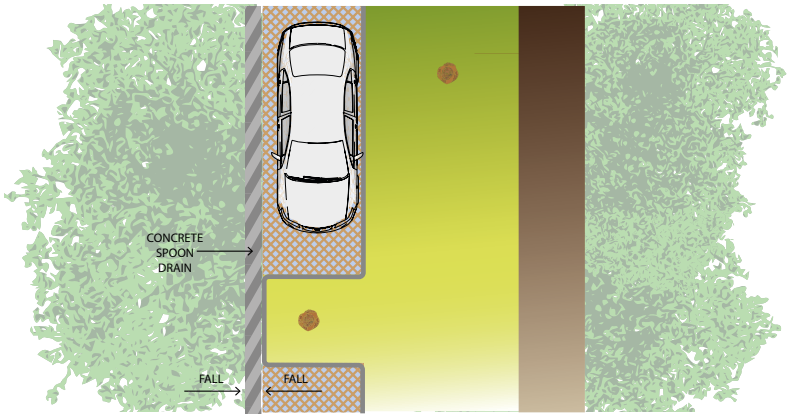
Connector Street (25.5m) Variation 3 - Longer tree outstands

v140813

NOTES:

- For allotments with frontages of 13m or greater tree outstand lengths can be increased to accommodate more trees, garden bed planting and WSUD treatments
- Provide a minimum distance of 6.0m between outstands and adjacent driveways



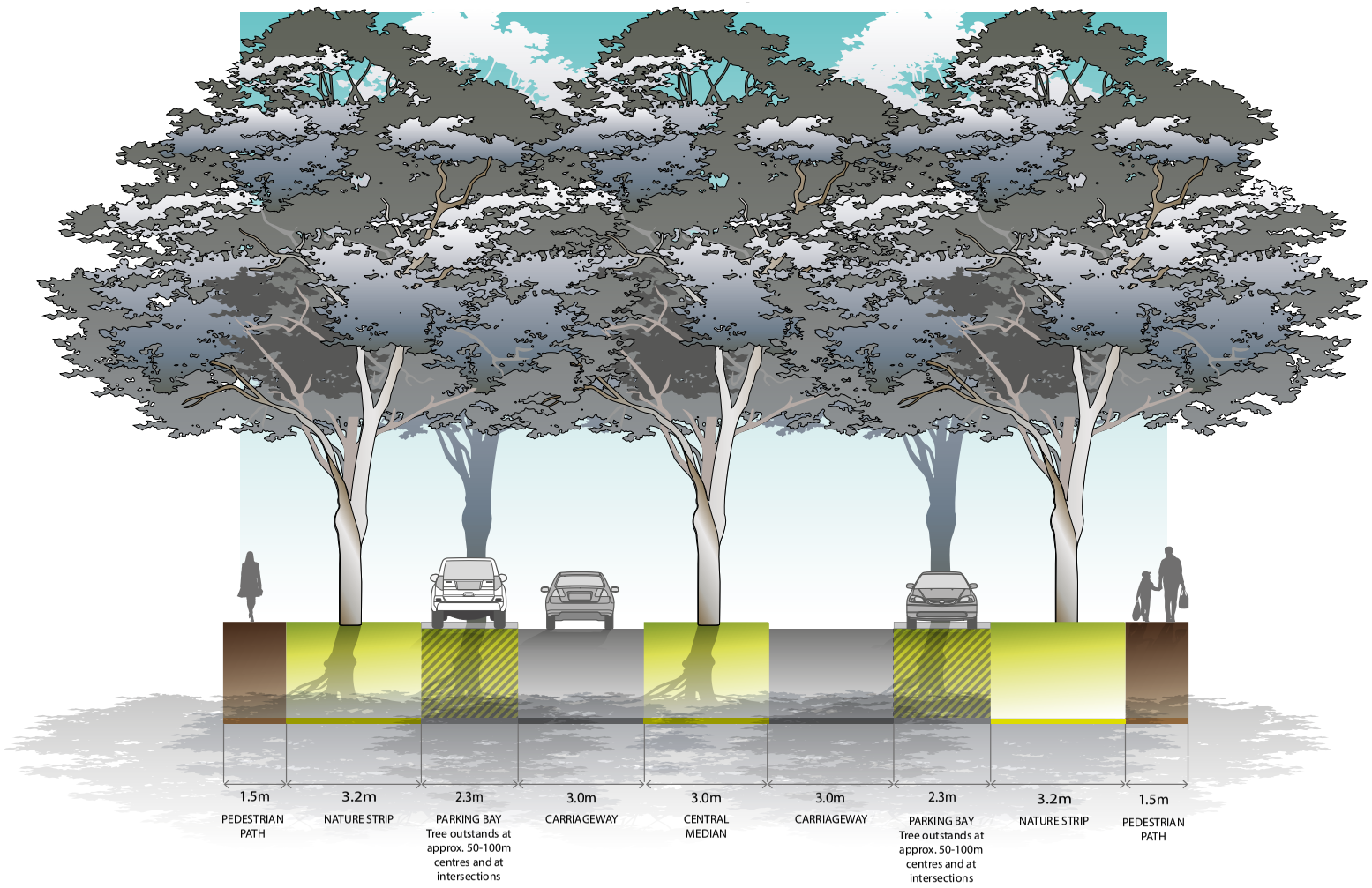


Connector Street (25.5m) Variation 4 - Different pavement in parking bays

v140813

NOTES:

- A pavement treatment other than asphalt applied to parking bays
- Spoon drain between carriageway and parking bay shown as an alternative drainage treatment

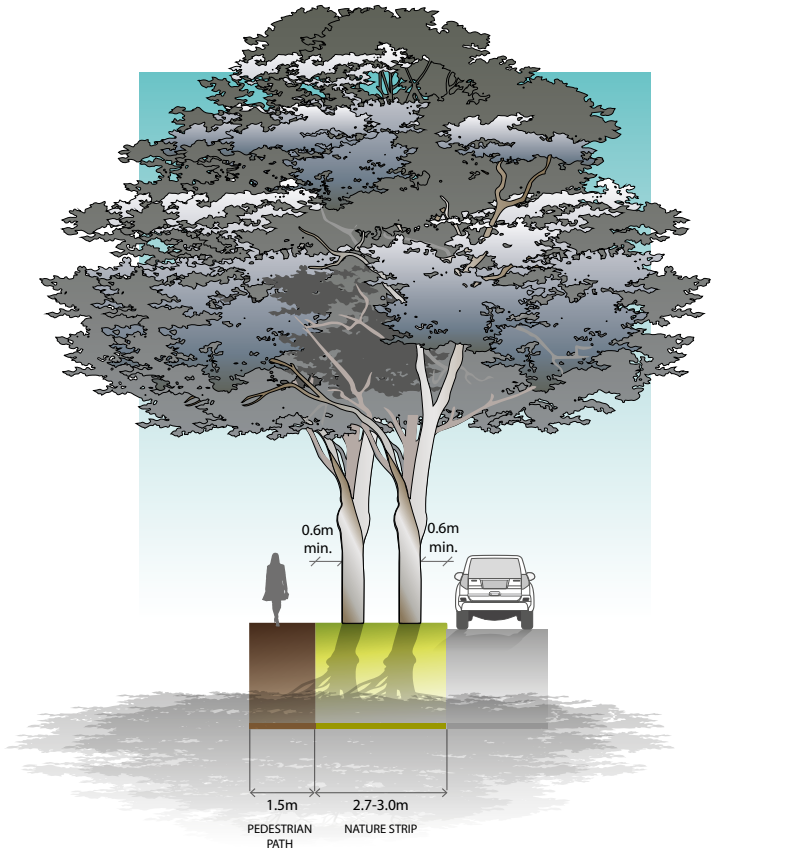


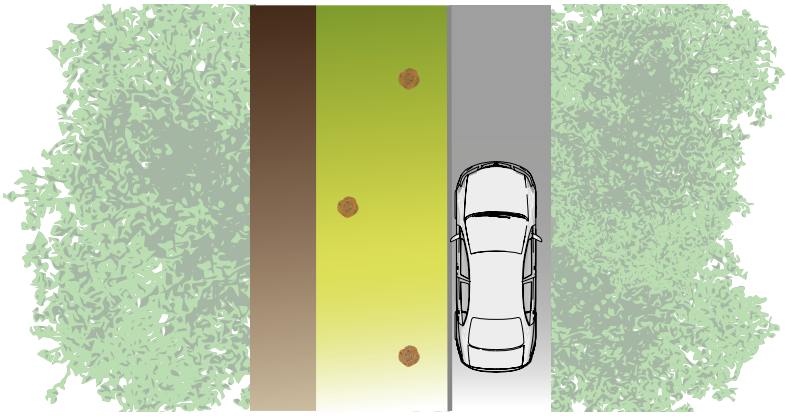
Local Access Level 2 (23m) Variation 5 - Boulevard

v140806

NOTES:

- Include a central median with canopy trees to create a boulevard effect
- Depending on the location of breaks in the median, provide intermediate pedestrian crossing points to accommodate mid-block crossings
- An alternative boulevard treatment can be achieved through a wider verge on one side capable of accommodating a double row of canopy trees
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



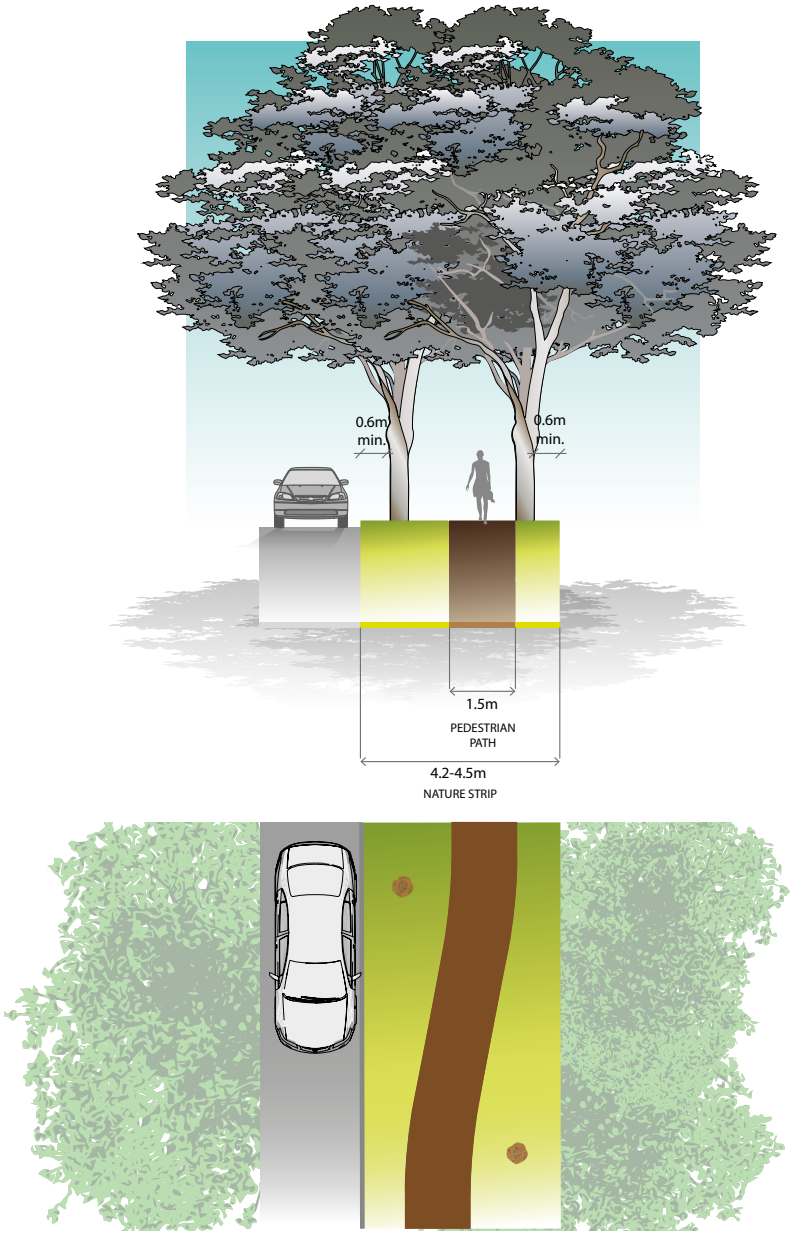


Local Access Level 1 (16m) Variation 1 - Varying tree placement in naturestrip

v140814

NOTES:

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

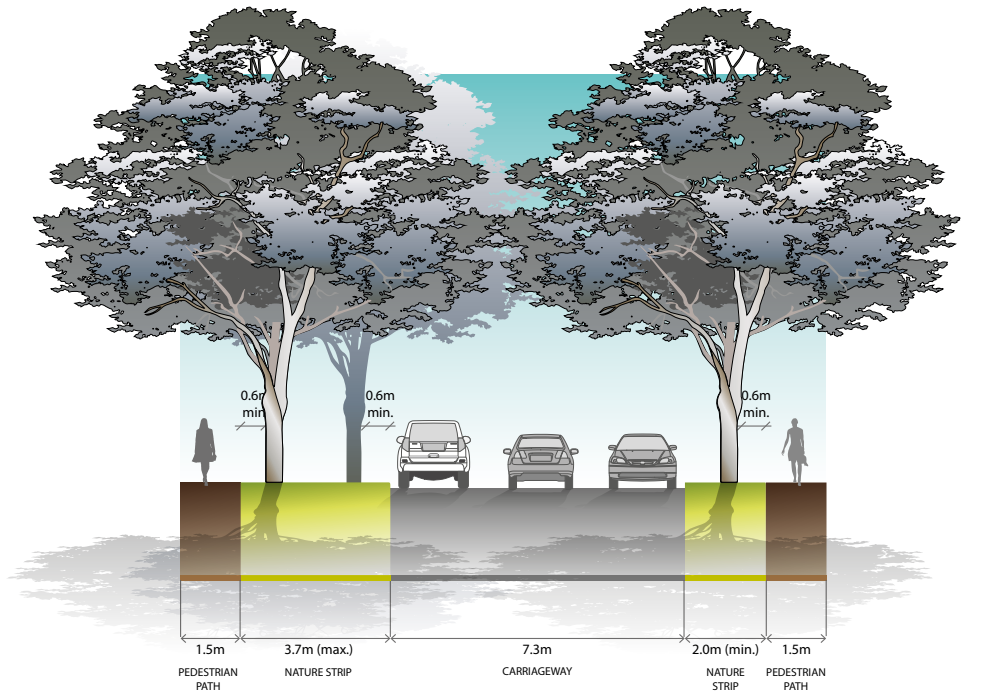


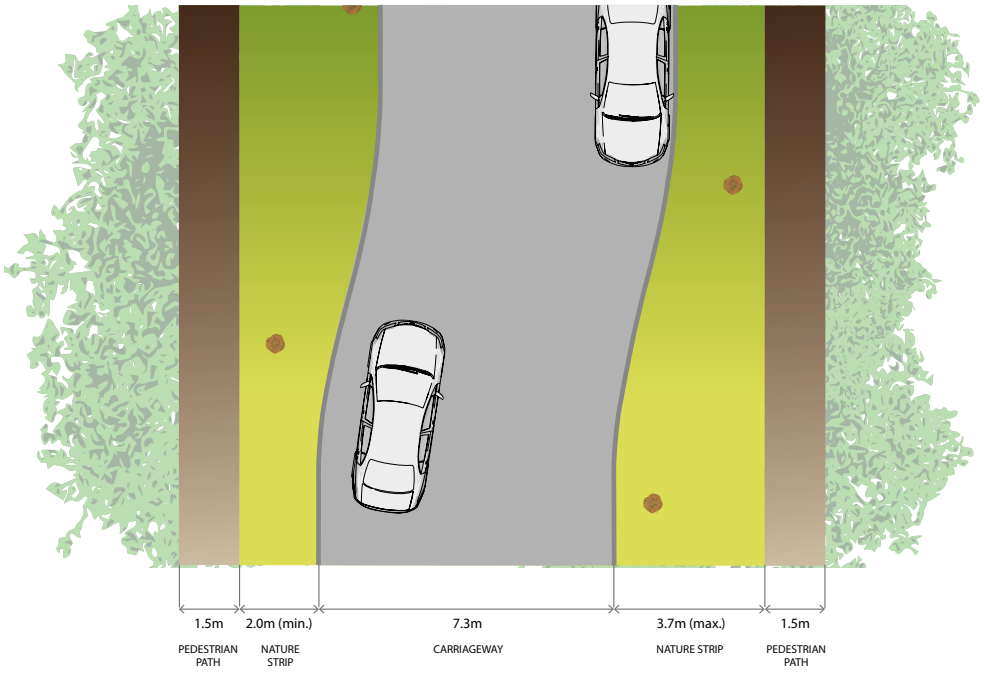
Local Access Level 1 (16m) Variation 2 - Meandering footpath in naturestrip

v140814

NOTES:

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



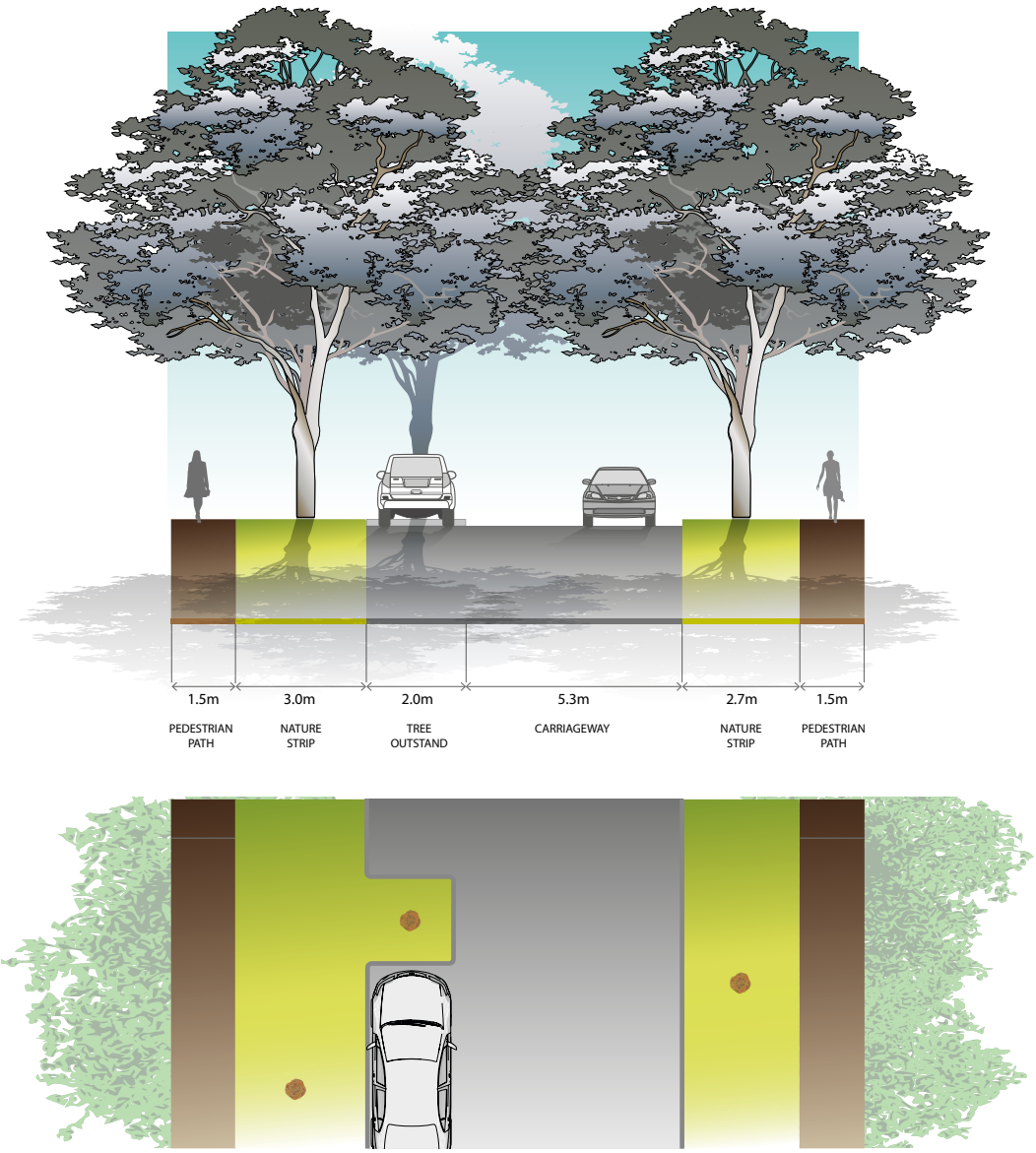


Local Access Level 1 (16m) Variation 3 - Varying nature strip widths / meandering carriageway

v140814

NOTES:

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



Local Access Level 1 (16m) Variation 4 - Tree outstands

v140814

NOTES:

- Include tree outstands at approx 50 – 100m centres on one side only
- Road design to ensure passage of emergency vehicles is accommodated

Appendix D: Local convenience centre key design principles

PRINCIPLES	GUIDELINES
Principle 1 Provide smaller neighbourhoods with a viable Local Convenience Centre which offers accessible services to the surrounding community.	• Local Convenience Centres should be planned in conjunction with Local Town Centres in order to deliver a fine grain distribution of town centres within the region. • Local Convenience Centres should be planned for neighbourhoods that contain less than 8,000 people and are located more than 1km away from a Local Town Centre or higher order town centre. • Locate Local Convenience Centres in locations which are central to the residential community they serve and that provide exposure to passing traffic. • Where appropriate, locate Local Convenience Centres in attractive settings and incorporate natural or cultural landscape features such creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value.
Principle 2 Provide a range of local services and facilities which are appropriate to the Local Convenience Centre location and the catchment that it serves.	• Land uses should be located generally in accordance with the locations and general land use terms identified on the Local Convenience Centre Concept Plan. • The design of the Local Convenience Centre should facilitate development with a high degree of community interaction and provide an appropriate mix of retail, commercial and community facilities to suit the catchment that the Local Convenience Centre serves. • The design of the Local Convenience Centre should also encourage a pattern of smaller scale individual tenancies and land ownership patterns within the Local Town Centre to attract investment and encourage greater diversity and opportunities for local business investment. • Active building frontages should address the primary street frontage to maximise exposure to passing trade, and promote pedestrian interaction.
Principle 3 Design the Local Convenience Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access. The Local Convenience Centre should be easily, directly and safely accessible for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety.	• Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations adjacent to the Local Convenience Centre. • Bus stops should be provided in accordance with the Public Transport Victoria Public Transport Guidelines for Land Use and Development, to the satisfaction of the Public Transport Victoria. • Bicycle parking should be provided within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations. • The design of buildings within the Local Convenience Centre should have a relationship with and should interface to the public street network. • Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages. • Car parking areas should be designated to ensure passive surveillance and public safety through adequate positioning and lighting. • Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping. • On street car parking should be provided either as parallel or angle parking to encourage short stay parking. • Car parking ingress and egress crossovers should be grouped and limited. • Car parking ingress or egress and car parking areas accommodating heavy vehicle movements should be designed to limit the pedestrian/vehicle conflict. • Streets, public spaces and car parks should be well lit to Australian standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above.
Principle 4 Create a sense of place with high quality engaging urban design.	• Development should complement and enhance the character of the surrounding area by responding appropriately to key visual cues associated with the topography of the Local Convenience Centre location and its surrounds. • The Local Convenience Centre design should seek to minimise amenity and noise impacts resulting from the mix of uses by maintaining separation and transitional areas between retail and housing activities, such as open space, road networks and community facilities. • The design of each building should contribute to a cohesive and legible character for the Local Convenience Centre as a whole. • Sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) should be identified for significant buildings or landmark structures. • The design of building frontages should incorporate the use of a consistent covered walkway or verandah to provide for weather protection. • The built form should define the primary street frontage and be aligned with the property boundary.

	• Street facades and all visible side or rear facades should be visually rich, interesting and well articulated and be finished in suitable materials and colours that contribute to the character of the Local Convenience Centre. • Materials and design elements should be compatible with the environment and landscape character of the broader precinct. • If a supermarket is proposed, the supermarket should have a frontage that directly address the primary street frontage so that the use integrates with and promotes activity within the public realm. • Supermarkets with a frontage to the primary street frontage should use clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing). • Secondary access to a supermarket from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the primary street frontage. • The design and siting of supermarkets should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominantly routes and streets. • Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street. • Retail and commercial buildings within the Local Convenience Centre should generally be built to the property line. • Public spaces should be oriented to capture north sun and protect from prevailing winds and weather. • Landscaping of all interface areas should be of a high standard as an important element to complement the built form design. • Urban art should be incorporated into the design of the public realm. • Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the Local Convenience Centre. • Wrapping of car parking edges with built form, to improve street interface, should be maximised. • Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares. • Screening of centralised waste collection points should minimise amenity impacts with adjoining areas and users of the centre. • Where service areas are accessible from car parks, they should present a well designed and secure facade to public areas. • Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view.
Principle 5 Promote localisation, sustainability and adaptability.	• The Local Convenience Centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on the car. • The Local Convenience Centre should be designed to be sympathetic to its natural surrounds by: • Investigating the use of energy efficient design and construction methods for all buildings; • Including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation); • Promoting safe and direct accessibility and mobility within and to and from the Local Convenience Centre; • Including options for shade and shelter through a combination of landscape and built form treatments; • Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling; • Promoting passive solar orientation in the configuration and distribution of built form and public spaces; • Grouping waste collection points to maximise opportunities for recycling and reuse; • Promoting solar energy for water and space heating, electricity generation and internal and external lighting; and • Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings. • Encourage building design which can be adapted to accommodate a variety of uses over time.

Appendix E: Service placement guidelines

Standard road cross sections

Figures 003 and 004 in the *Engineering Design and Construction Manual for Subdivision in Growth Areas* (April 2011) outline placement of services for a typical residential street environment. This approach is appropriate for the majority of the 'standard' road cross sections outlined in Appendix B containing grassed nature strips, footpaths and road pavements.

Non-standard road cross sections

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

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

TABLE NOTES

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

	Under pedestrian pavement	Under nature strips	Directly under trees[1]	Under kerb	Under road pavement[2]	Within allotments	Notes
Sewer	Possible	Preferred	Possible	No	Possible	Possible[3]	
Potable Water	Possible[4]	Preferred	Preferred	No	Possible	No	Can be placed in combined trench with gas
Recycled Water	Possible[4]	Preferred	Preferred	No	Possible	No	
Gas	Possible[4]	Preferred	Preferred	No	No	No	Can be placed in combined trench with potable water
Electricity	Preferred[4]	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
FTTH/Telco	Preferred[4]	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
Drainage	Possible	Possible	Possible	Preferred	Preferred	Possible[3]	
Trunk Services	Possible	Possible	Possible	Possible	Preferred	No	

General principles for service placement

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

Appendix F: Open space deliver guidelines

PASSIVE RECREATION PARK

A park that provides opportunities for a variety of recreational and social activities in a green space setting. Passive Recreation park's come in a variety of landforms, and in many cases provide opportunities to protect and enhance landscape amenity.

NEIGHBOURHOOD LOCAL PARK

- Passive recreation park suitable for local recreation/social activities
- Junior play emphasis
- Attracts users from the local area (i.e. 400 metre catchment)
- Recreational/social facilities suitable for local activities/events.
- Minimal support facilities (seats, bins, etc)
- Footpath/bikeway links

DISTRICT LOCAL PARK (1 HECTARE OR GREATER)

- Passive recreation park suitable for district-level recreation/social activities
- Junior and youth play emphasis
- Attracts users from the district (i.e. 2 kilometre catchment)
- Recreational/social facilities suitable for district activities/events.
- Basic support facilities (e.g. amenities, BBQ, picnic tables, shelters, seats, etc)
- Footpath/bikeway links

MUNICIPAL PARK (5 HECTARE OR GREATER)

- Major passive recreation park suitable for Citywide recreation/social events
- Attracts users from municipality and adjacent municipalities
- Capacity to sustain high level recreational/social use (5000+) over long periods
- High level recreational/social facilities suitable for Citywide events.
- Junior and youth play emphasis
- High level support facilities, e.g. parking, amenities (toilets), signage
- Footpath/bikeway links
- Public transport
- Car spaces (on and off street)
- Bus Spaces (on and off street)

LINEAR PARK

To provide pedestrian/cyclist links in a parkland setting.

A park that is developed and used for pedestrian and cyclist access, both recreational and commuter, between residential areas and key community destinations such as recreational facilities, schools and other community facilities, public transport and places of work. Linear reserves are generally linear in nature and follow existing corridors such as water courses and roads. They usually contain paths or tracks (either formal or informal) that form part of a wider path/track network. While the primary function of linear reserve

is pedestrian & cyclist access, these parks may serve additional purpose such as storm water conveyance, fauna movement and ecological/biodiversity protection.

NEIGHBOURHOOD

- Park corridor that provides local link
- Attracts users from the local area (i.e. 400 metre catchment)
- Capacity to sustain low level accessibility over short periods
- Minor access facilities (e.g. path)
- Footpath/bikeway links

DISTRICT

- Major park corridor that provides district link
- Attracts users from the district (i.e. 2 kilometre catchment)
- Capacity to sustain moderate level accessibility over long periods
- Basic access facilities (e.g. path, signage)
- Footpath/bikeway links


METROPOLITAN
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