

3.2 Employment and Town Centres

3.2.1 Major Town Centre

The Major Town Centre (MTC) is located at the cross roads between the historic Beattys Road Reserve and new extensions to two arterial roads, forming a unique place-making structure for the centre. The urban form is delineated by the new and historic road structure, which is partly transformed into open space to create a strong framework for the centre which has at its heart key community gathering places. Additionally, a major waterway element has the potential to form a more naturalistic backdrop and break in the urban form as a linear wetland/retarding basin linking to the broader open space network.

The MTC will form the heart of a regional catchment and will provide retail, commercial, cultural, community, sporting and social facilities. Adjacency to the Business and Industrial Precinct to the west will further strengthen the diverse employment potential and offer of the centre.

Figure 6 Plumpton Major Town Centre organising elements

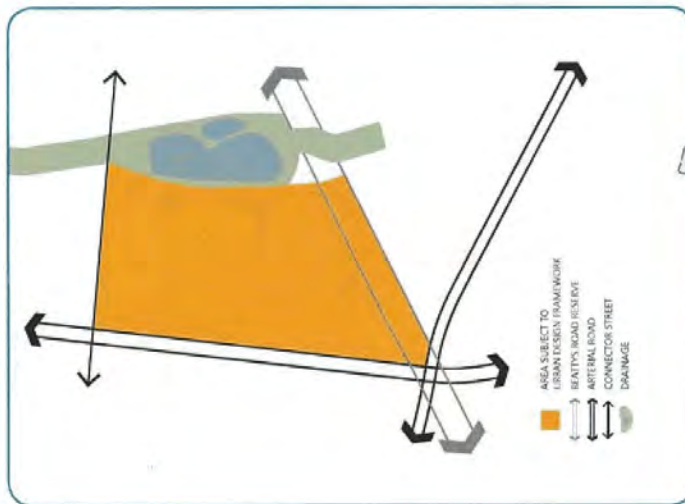


Figure 6a Urban design framework extent

- The MTC is shaped by the future Hopkins Road extension (north-south); the existing Beaty's Road Reserve; the retarding basin and waterway corridor; the future extension of Turlion Road (west – southeast); and a new east-west connector street to the north.
- These form the major design constraints and opportunities for the MTC, as well as the extent of the Urban Design Framework to be prepared.

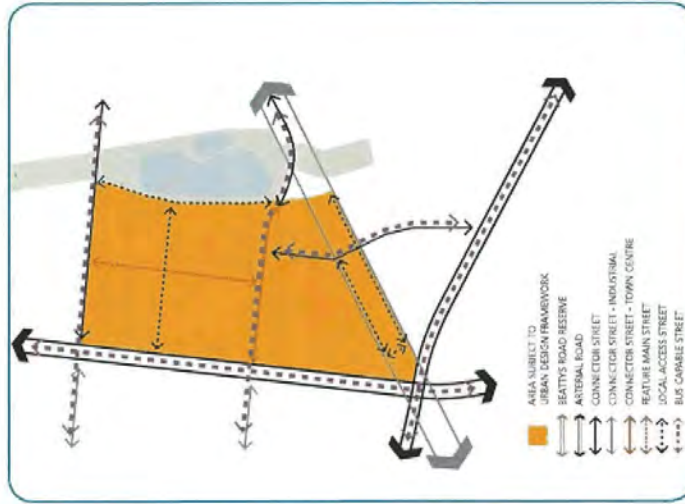


Figure 6b Road & transport network

- Beaty's Road Reserve, and the north-south waterway will provide pedestrian and cycling access into the MTC
- Connector streets and Hopkins Road will provide access for all modes
- The east-west main street is the focus for civic facilities, retail and the town square, with supporting north-south streets.

The 'organising elements' diagrams are not intended to be prescriptive. They illustrate the key drivers behind the development of the MTC concept plan.

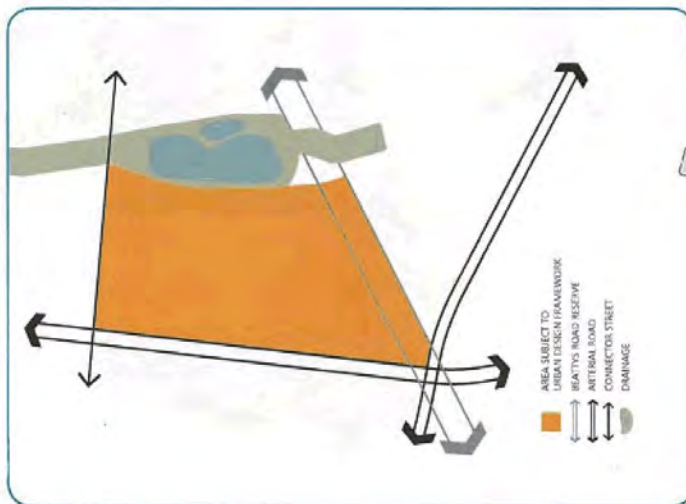


Figure 6c Placemaking

- The six-way 'pinwheel' intersection area is an important gateway site, which shapes the structure of the MTC
- Beattys Road historic goldfields route will be developed into a tree-lined linear park with streets along one or two sides along its length throughout, and punctuated with local parks, active play and community facilities
- The waterway and retaining basin will be attractively landscaped to provide a green space and pleasant outlook for the MTC
- A new town square will focus activity within the MTC

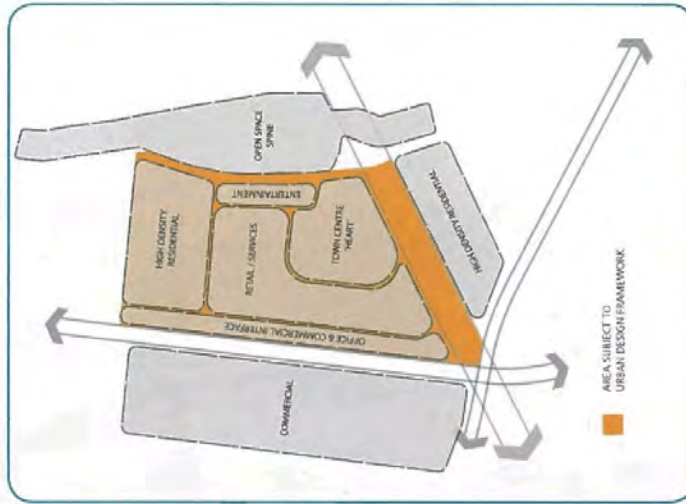
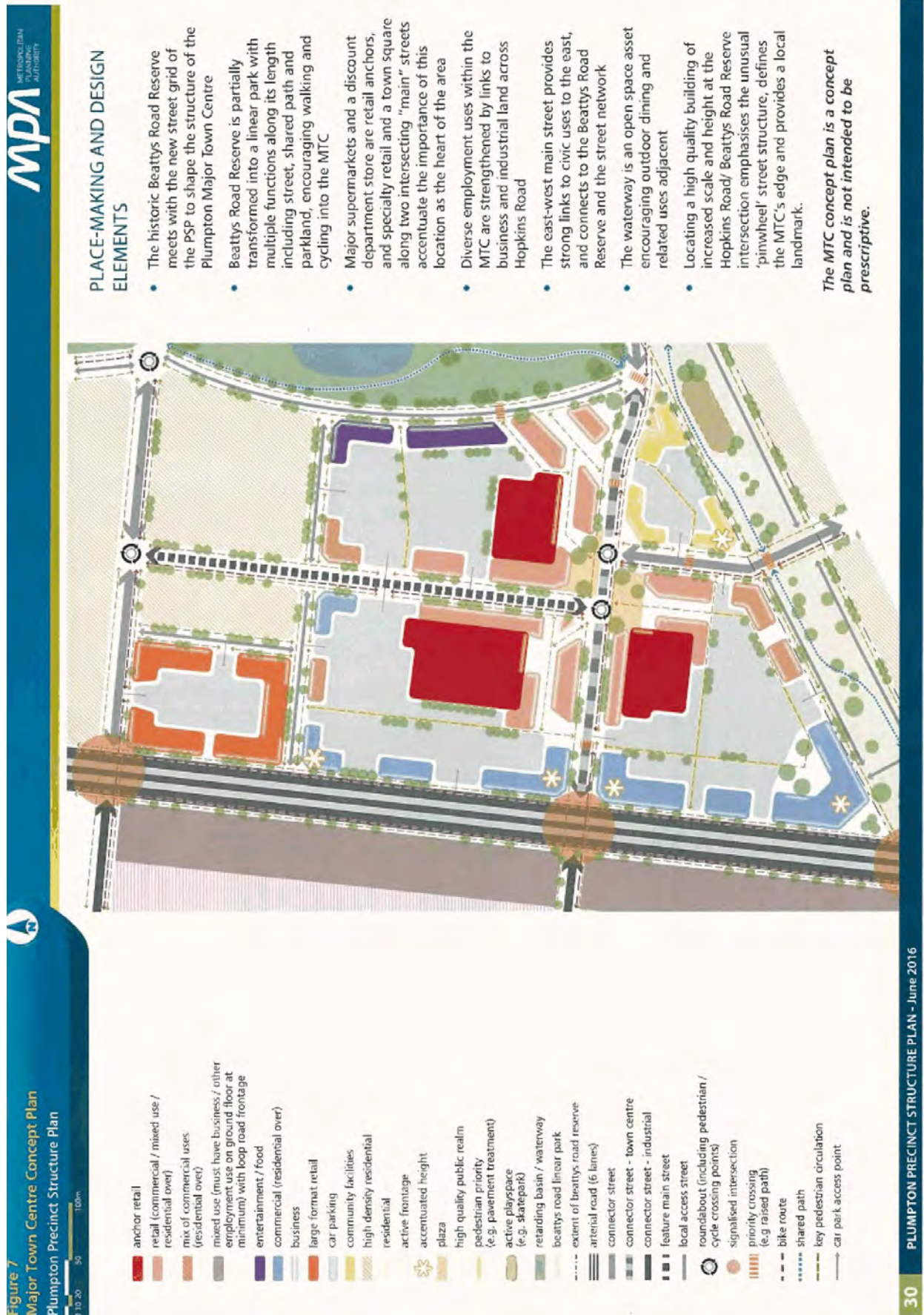


Figure 6d Character precincts

- The town centre 'heart' includes the town square, civic facilities and the retail core
- Further anchor and speciality retail shops are located in the retail/ service precinct
- The entertainment precinct will include cafes and restaurants, taking advantage of the attractive outlook over the open space spine formed by the waterway to the east
- An office and commercial area will be the 'face' of the MTC to Hopkins Road, and be well connected to further commercial opportunities west of Hopkins Road
- Higher density residential areas north and south of the MTC will contribute to the vibrancy of the MTC, together with opportunities for higher density residential development over other retail/ commercial uses in the MTC and along Hopkins Road commercial uses to the west.





REQUIREMENTS	
R19	Shop floor space within the Major Town Centre (excluding 'restricted retail') must not exceed 45,000m ² without a planning permit.
R20	An Urban Design Framework Plan (UDF) must be approved by the responsible authority for the Major Town Centre within the UDF area as illustrated on Figure 6. The UDF must address the following: <ul style="list-style-type: none"> • A response to Figure 6, Figure 7 and Appendix B • Relevant design guidelines prepared by the Victorian Government and Melton City Council • A land use plan that identifies the appropriate location for all supported land uses and considers the relationship between these uses, including the integration of community facilities and services • A fine-grain street network that identifies direct connectivity within, to and from the town centre, including measures to slow down speeds along main streets • Measures to prioritise pedestrians along and across the main streets, and provide a continuous path of travel for pedestrians and cyclists to key destinations • Locations of public transport services, including bus stops • A diversity of sizes and types of commercial tenancies • Higher density housing within and surrounding the town centre, and its design • Staging and indicative development timing of the town centre • Provisions for car parking including the location and design of parking areas, car parking rates and a demonstration of how off-street car parking has been minimised through efficiencies in the shared use of off-street facilities • Provision of service areas for deliveries and waste disposal including access for larger vehicles, including measures to minimise negative impacts on the amenity of the town centre and adjoining neighbourhoods • Design of the interface with the Plumpton Business and Industrial Precinct; Beattys Road Reserve; the Hopkins Road/ Tarleton Road/ Beattys Road 'pinwheel' structure; the waterway corridor; and surrounding residential uses
R21	<ul style="list-style-type: none"> • Key views to the surrounding area and open space and the creation of vistas through the town centre to create interest in the streetscape and provide opportunities for fine grained urban design outcomes • A public space plan that identifies a hierarchy of public spaces including local parks, pedestrian and cycling links, urban spaces and landscape nodes, showing links to the broader open space network • Location and design of active uses, signage and treatment of ground floor windows (ie frosting and advertising should not cover windows, to ensure views in and out of ground floor tenancies are maintained) • Visual interest at the pedestrian scale with active and activated façade treatments, avoiding long expanses of unarticulated façade treatments • Place-making elements, character precincts and destinations within the town centre including a hierarchy of public spaces that provide opportunities for social interaction and local events • Requirements for a variety of building materials and form. The UDF must set out clear and specific guidelines for the development of the centre, responding to the above, and will be used as an assessment tool for future development applications within the centre.

R21 cont



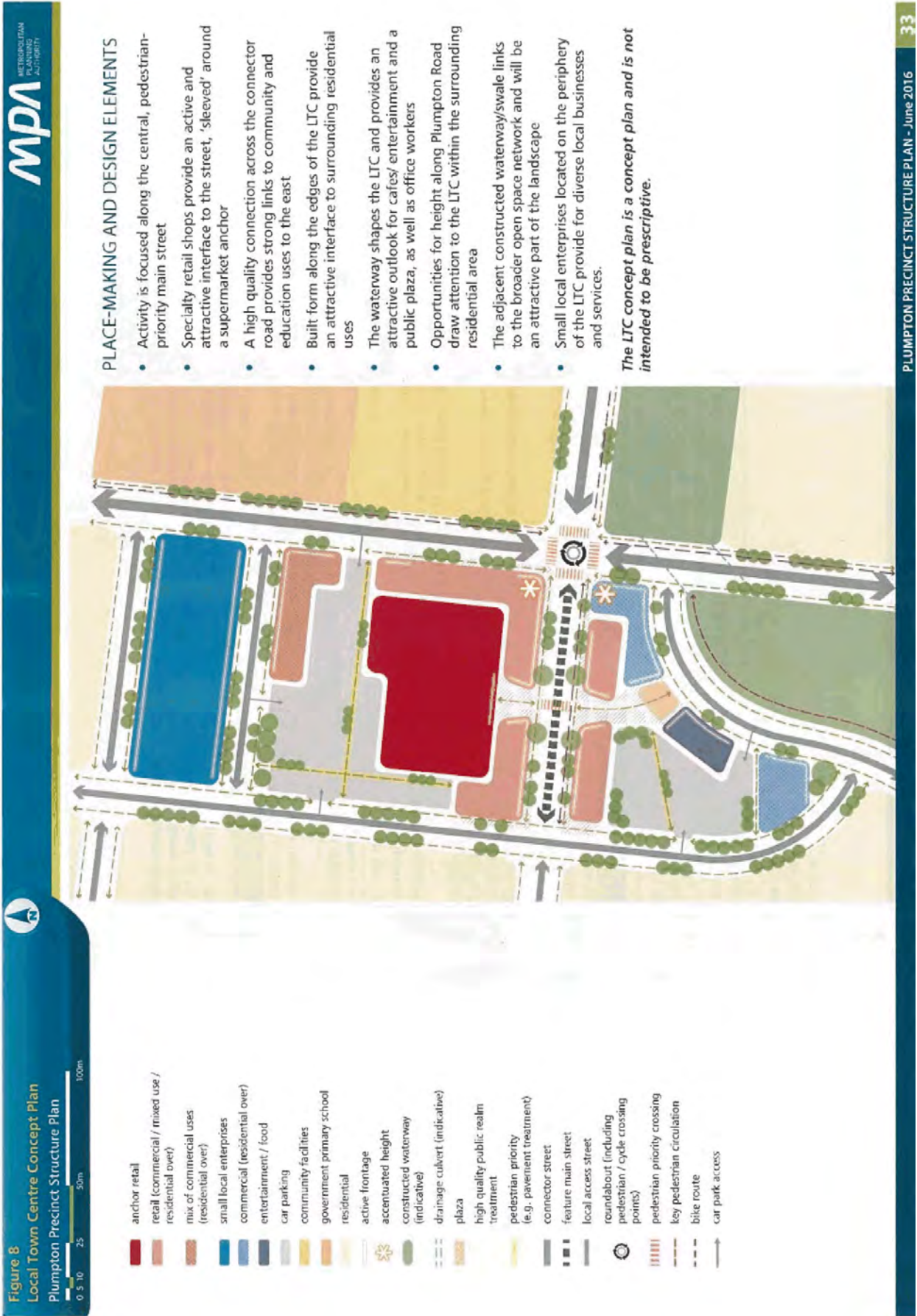
Table 4 Town centre hierarchy

TOWN CENTRE	SHOP FLOOR SPACE (excluding 'restricted retail' uses)*	COMMERCIAL FLOOR SPACE (indicative only – includes medical, non-government organisations etc.)	LOCATION AND ANCILLARY USES
Plumpton Major Town Centre (MTC)	45,000 m ²	58,500 m ²	Provides a full range of retail, commercial, mixed use and higher-order community facilities including library and youth/ senior facilities. Includes high density housing and a high amenity food and beverage/ entertainment area located along an attractive waterway corridor and wetland connecting to the open space network.
Plumpton Local Town Centre (LTC)	7,200 m ²	5,400 m ²	Provides a range of local services for the community in the south-west of the Precinct. Co-located with a government primary school, non-government primary school, community facilities and sporting reserve and on the open space network.
Plumpton Local Convenience Centre (LCC)	500 m ²	500 m ²	To provide top-up groceries and local services for the area in the south-east of the Precinct, where residents are beyond a comfortable walk to the LTC or MTC. Co-located with a government primary school, community facilities and a sporting reserve.

* Note that this does not imply that restricted uses are not permitted, but they are not included within this floor space figure.

Table 5 Anticipated employment creation in precinct

LAND USE BASED EMPLOYMENT	MEASURE	JOB	TOTAL IN PSP	ESTIMATED JOBS
Community centre	jobs/centre	10	4	40
Primary School	jobs/ school	40	4	160
Secondary School	jobs/ school	90	2	180
Other community services (medical, NGO)	1 job/50sqm	0.02	21240	425
Retail	1 job/ 30sqm	0.03	84960	2,832
Commercial/ mixed use	1 job/ 20 sqm	0.05	42400	2,120
Industrial/ commercial employment area	1 job/ 60sqm	0.17	38200	6,367
Home-based business	1 job/ 20 dwellings	0.05	10,680	534
TOTAL				12,657



3.2.2 Local Town Centre

Plumpton Local Town Centre will service local needs and will provide opportunities for 'small local enterprises' to develop and form part of the LTC and community hub. It is located close to a future sports reserve and adjacent to community facilities and a government and non-government school, and will enable a strong sense of place through responding to an attractive landscaped waterway swale and the existing Plumpton Road.

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

- Printers, craft centres, storage, equipment repairs and servicing, studio/workrooms, veterinary clinics, dance studios.

They can require many different layout options, varied floor space sizes, servicing, storage and lower-order rentals than in the core retail areas. These are integral to the creation of LTCs and help support three of the principles in Appendix C, by:

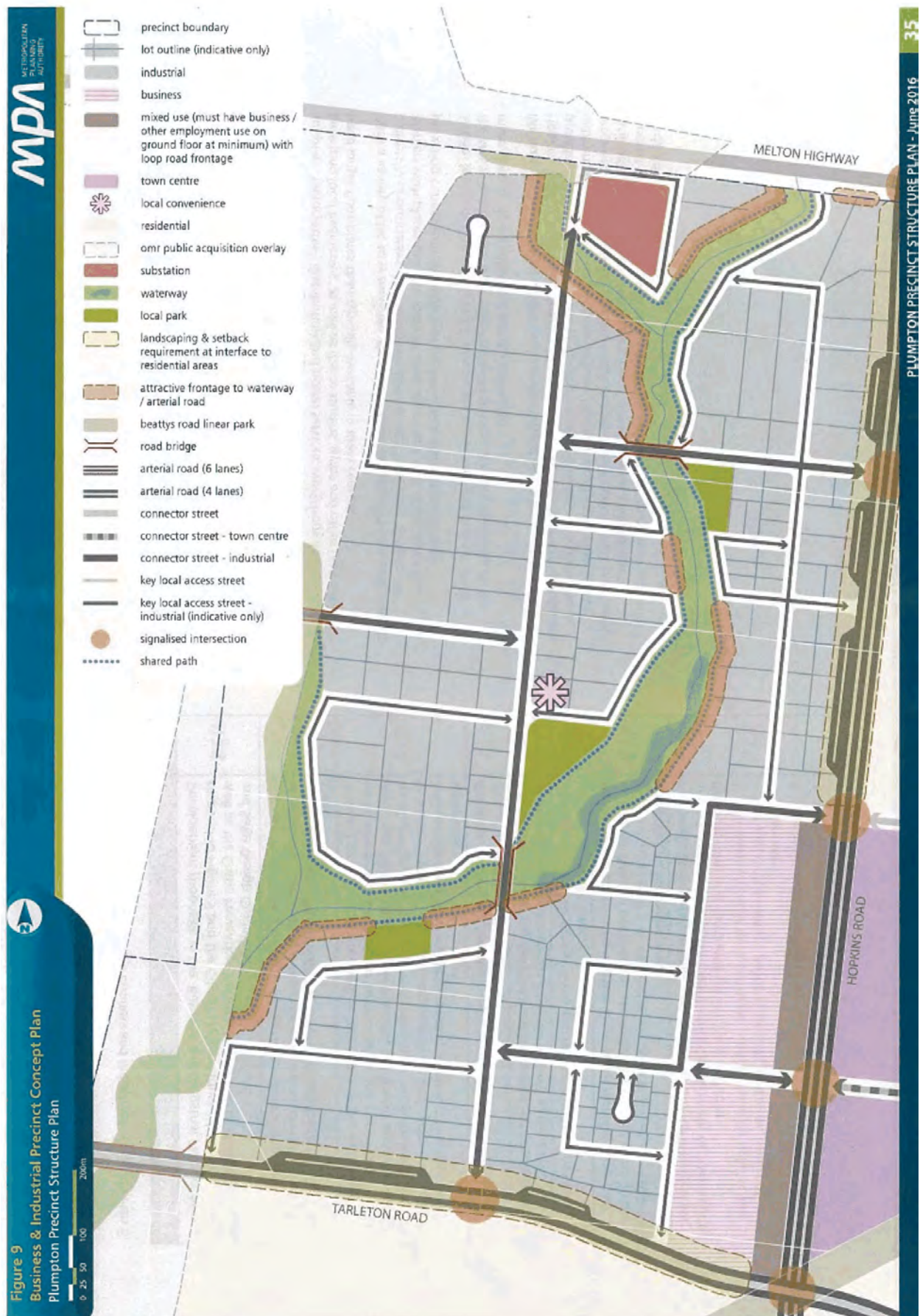
- Providing a full range of local services (Principle 4 - adapted)
- Integrating local employment and service opportunities (Principle 6 - adapted)
- Promoting sustainability, adaptability and localisation (Principle 10 - adapted).

REQUIREMENTS	
R22	Land use and development within the Local Town Centre must respond to the concept plan in Figure 8 and address Appendix C.
R23	Design of buildings in the Local Town Centre must provide visual interest at the pedestrian scale, with active and activated façade treatments. Long expanses of unarticulated façade treatments must be avoided.

3.2.3 Local Convenience Centre

The Local Convenience Centre will service local needs and will provide opportunities for some small local enterprises to develop. The LCC will develop into a community hub as it is co-located with future sporting reserves, primary school and community facilities.

REQUIREMENTS	
R24	The Local Convenience Centre must be oriented towards the connector street and consider the relationship and interface with surrounding uses.
R25	Shop floor space within the local convenience centre must not exceed 500m ² without a planning permit. Buildings as part of a local convenience centre must: <ul style="list-style-type: none"> • Provide primary access to tenancies from the connector street • Provide active and articulated frontages to the adjoining street network • Have active frontages and must be designed in a way which contributes to the public domain • Locate any servicing infrastructure or car parking to the rear or centre of the allotment in a manner that protects the amenity of the surrounding neighbourhood.
R26	
R27	Safe and convenient pedestrian access must be provided to the local convenience centre, including a safe pedestrian street crossing and proximity to bus stop locations.
GUIDELINES	
G21	A local convenience centre should be located as illustrated on Plan 3, unless otherwise agreed by the responsible authority, and should be consistent with the guidance provided in relation to the hierarchy of centres in Table 4.
G22	The design of the Local Convenience Centre should: <ul style="list-style-type: none"> • Feature clear circulation and a high degree of permeability for pedestrians • Provide for a mix of tenancies • Incorporate a range of uses including retail, offices and medium density residential use.





3.2.4 Business & Industrial Precinct

The Business and Industrial Precinct will service the emerging residential communities in Plumpton and areas to the south and west. Its strategic location between the Plumpton Major Town Centre / Hopkins Road, Melton Highway and the future Outer Metro Ring road will make it a highly accessible location for a range of businesses, as well as a highly accessible location in which to work.

The focus will be on local and sub-regional businesses which can benefit from the location close to emerging residential communities and provide services to these communities – such as storage, printing, automotive and equipment repairs and supplies; ‘factoryettes’; distribution and postal services; workshops and studios for emerging local businesses; as well as dance studios, gyms and other uses which need larger floor plates than typically available in town centres.

With a variety of lot sizes available, the Business and Industrial Precinct will support a diversity of businesses. An attractive waterway and local parks will provide workers with places to lunch, play informal sport and walk along, as well as providing connections to neighbouring non-urban and future PSP areas.

Smaller lots with higher density job figures will be encouraged in areas closer to the Major Town Centre and public transport services, and are also likely on the more sloping topography adjacent the waterway.

Medium-density live-work options will be encouraged along the western side of Hopkins Road to facilitate a diversity of employment and development options and provide an active interface to the MTC. Housing must only occur on upper floors, with employment uses on the ground floor. Frontage to adjacent existing and proposed arterial roads will provide a high degree of exposure for new businesses, facilitating early development. The interface of the Business and Industrial Precinct to residential areas in particular will require well-designed buildings with landscaped setbacks.

The following requirements apply to the Business and Industrial Precinct on Plan 5.

	REQUIREMENTS
R28	Development proposals in the Business and Industrial Precinct must respond to Figure 9 and the City of Melton Industrial Guidelines, as well as the Crime Prevention Through Environmental Design (CPTED) and Safer Design Guidelines.
R29	Location of land uses, building design, and interface treatment in industrial, mixed use and business areas shown on Plan 3 must minimise negative impacts on the amenity of nearby residential areas.
R30	A shared path must be provided on both sides of the waterway, and a street must be provided along at least one side of the waterway. This enables greater flexibility of lot sizes and ensures the developability and feasibility of development in the Business and Industrial Precinct, while ensuring pedestrian and cyclist connectivity is maintained and that buildings present an attractive address to the waterway.
R31	Buildings must be located at the front of any site to present an attractive address to the street.
R32	Car parking and loading facilities must be located to the side or rear of any buildings to present an attractive address to the street.
R33	Goods and materials storage areas and refuse areas must not be visible from public areas.
R34	Buildings and car parking or other areas along Hopkins Road and/ or Tarleton Road in the Business and Industrial Precinct must be set back a minimum of 5 metres and landscaped to provide an attractive interface to surrounding areas.
R35	Key locations including arterial and connector/ arterial intersections, and adjacent to local parks must incorporate features of interest into the built form and surrounding landscape, including: <ol style="list-style-type: none"> Variations in built form elements (such as building heights, use of parapets, awnings, shade structures, balconies, and roof elements); Articulation of building facades; Feature colours and materials.

<p>R38 cont</p> <ul style="list-style-type: none"> • Design of the interface with the Plumpton Major Town Centre; Beattys Road Reserve; the Hopkins Road/ Tarleton Road/ Beattys Road 'pinwheel' structure; and surrounding residential and industrial/ business uses • Location and design of active uses, signage and treatment of ground floor windows (ie frosting and advertising should not cover windows, to ensure views in and out of ground floor tenancies are maintained) • Visual interest at the pedestrian scale with active and activated façade treatments, avoiding long expanses of unarticulated façade treatments • Requirements for a variety of building materials and form. <p>The UDF must set out clear and specific guidelines for the development of the area, responding to the above, and will be used as an assessment tool for future development applications within the area.</p>	<p>GUIDELINES</p> <p>Buildings in the following locations should address (in order of priority where a lot fronts multiple elements), and provide an attractive frontage to:</p> <ul style="list-style-type: none"> • Arterial Roads • Waterways and public open space • Connector roads • Local access roads. <p>G23</p> <p>Subdivision should provide for the creation of a range of lots sizes to cater for a diversity of commercial uses.</p> <p>G24</p> <p>Ancillary offices should be located at the front of buildings; should include a façade addressing the street frontage of the lot; and provide for improved pedestrian access and engagement with the public domain.</p> <p>G25</p> <p>Any visitor car parking and access areas in the front setback area should be setback a minimum of 3 metres from the street frontage to enable provision of sufficient landscape strips at the street frontage. All vehicles should be able to enter/exit the site in a forward direction.</p> <p>G26</p> <p>Front fencing is discouraged. Where fencing is required forward of building lines and along public streets, it should be visually permeable and not greater than 1.2 metres in height.</p> <p>G27</p>
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<p>R36</p> <p>Vehicular access to properties fronting Tarleton Road and Hopkins Road must be from service roads, internal loop roads and/or rear laneways. Service roads and internal loop roads must provide indented parking lanes to cater for on street parking.</p>	<p>R37</p> <p>An Urban Design Framework Plan (UDF) must be approved by the responsible authority for the part of the Business and Industrial Precinct indicated in Plan 5.</p> <p>The UDF must address the following:</p> <ul style="list-style-type: none"> • A response to Figure 9 . • Relevant design guidelines prepared by the Victorian Government and Melton City Council • A land use plan that identifies the appropriate location for all supported land uses and considers the relationship between these uses • Ground floor uses along Hopkins Road (must be 'employment' uses eg offices, business, studios, workshops, retail) • Locations for medium and higher density housing – permitted along Hopkins Road only, and only on upper floors, and only where there are 'employment' uses on the ground floor • Entries to Hopkins Road housing and employment uses • The interface between mixed use and business areas • A street network that identifies direct connectivity to and from the Major Town Centre, including measures to slow down speeds along main streets • Measures to prioritise pedestrians along and across the main streets, and provide a continuous path of travel for pedestrians and cyclists to key destinations • Locations of public transport services, including bus stops • A diversity of sizes and types of commercial tenancies • Staging and indicative development timing • Provisions for car parking including the location and design of parking areas, car parking rates and a demonstration of how off-street car parking has been minimised through efficiencies in the shared use of off-street facilities • Provision of service areas for deliveries and waste disposal including access for larger vehicles, including measures to minimise negative impacts on the amenity of the area <p>R38</p>
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Item 12.10 Amendment C146 to the Melton Planning Scheme -
Plumpton Precinct Structure Plan Council Submission
Appendix 1 C146 Draft Plumpton Precinct Structure Plan (Exhibition
Draft)

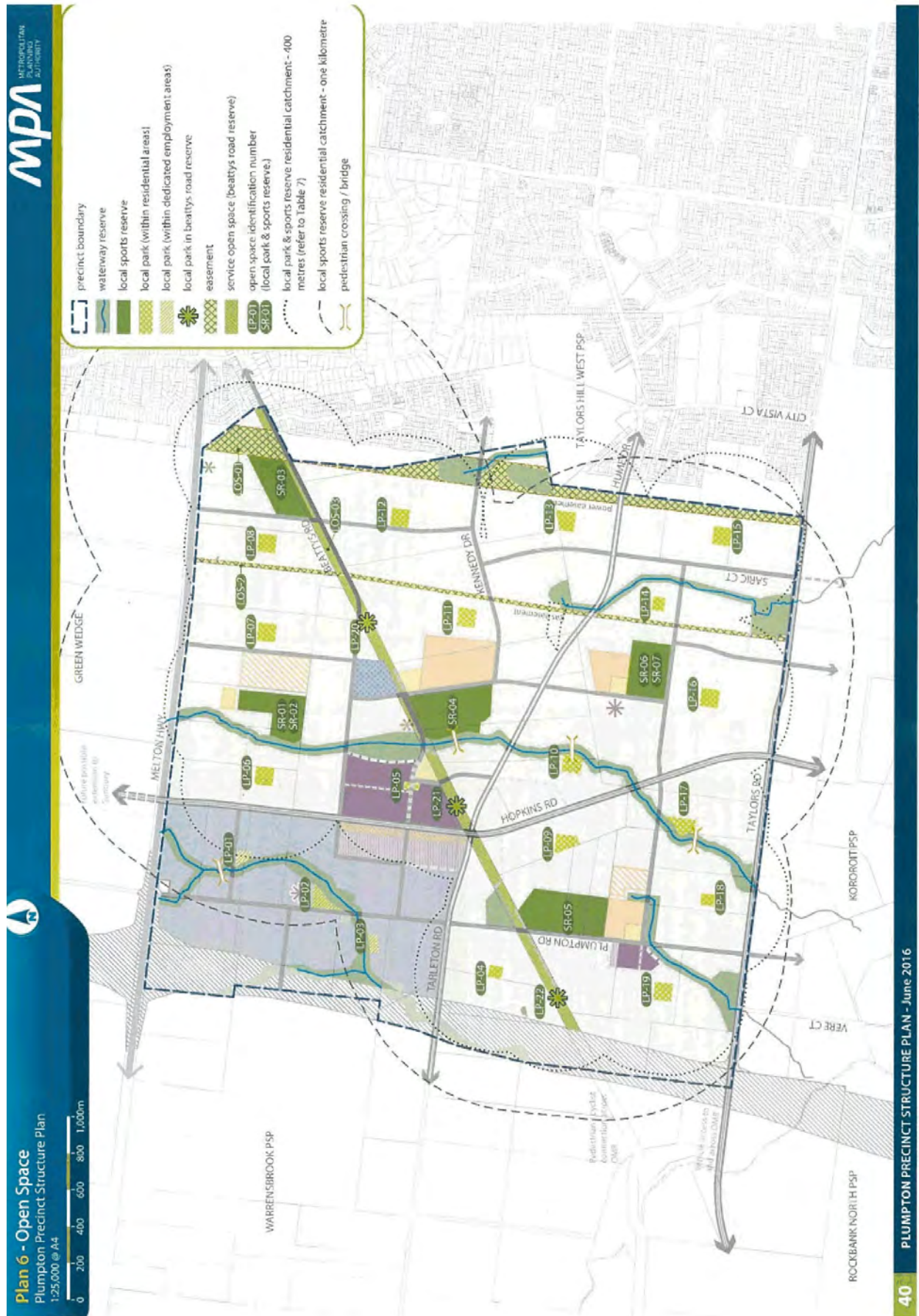
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3.3 Community facilities & education

G28	Buildings should be designed to have an integrated appearance so as to avoid the appearance of clutter.
G29	Large expanses of continuous wall visible to the street should have appropriate articulation, landscaping and other elements to provide relief and visual interest.
G30	A consistent landscaping theme should be developed along streets and access ways. Variations in street tree species should be used to create visual cues in appropriate locations such as at the termination of view lines, key intersections, and in parks.
G31	Streets should be aligned to create views and direct connections to local parks and waterways.
G32	Water tanks, service infrastructure and other structures (including plant and equipment) that are not part of the building should be located behind the building line or where this is not possible, behind constructed screening using durable and attractive materials.

REQUIREMENTS	
R39	Schools and community facilities must be designed to front and be directly accessed from a public street and any adjoining public spaces, with car parks located away from the main entry.
R40	Where the responsible authority is satisfied that land shown as a potential non-government school site is unlikely to be used for a non-government school, that land may be used for an alternative purpose which is generally consistent with the surrounding land uses and the provisions of the applied zone, and in accordance with <i>Development of Non-Government School Sites for an Alternative Purpose</i> (GAA 2013).
R41	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	
G33	The design and layout of schools, community facilities and sports reserves should include extensive canopy tree planting; be integrated where possible with neighbouring facilities, and fencing minimised, to enable community use of facilities out of hours; to deliver continuous pedestrian paths of travel; and to achieve efficiencies such as sharing and overall reduction of car parking spaces.
G34	Community facilities should be planned and designed to have the flexibility and capacity to meet the changing needs of the community and provide for a range of community uses.
G35	Any private childcare, medical, or similar facility is encouraged to locate in or near Plumpton Major Town Centre, Local Town Centre, Local Convenience Centre and community hubs.
G36	Detailed design of community hubs should include opportunities for the development of community gardens and associated infrastructure including garden beds, garden sheds, seating and water tanks.
G37	The location of key entries to community facilities should allow for activation of the street and safe and convenient pedestrian and cyclist access for all ages and abilities.
G38	Schools should be provided with three street frontages where practical.



3.4 Open space and biodiversity

3.4.1 Open space

REQUIREMENTS
<p>All parks must be located, designed and developed to the satisfaction of the responsible authority in accordance with Plan 6 and Table 7 of this PSP.</p> <p>The location of land for a local park is considered to be 'generally in accordance', provided:</p> <ul style="list-style-type: none"> • The location does not reduce the walkable access to local parks demonstrated on Plan 6 • The design does not diminish the quality or usability of the space for passive recreation • The land area is equal to or more than the local park provision outlined in Table 7, or: • Where a proposed park is larger than outlined in the table it may be accepted so long as it does not result in the removal of another park allocation <p>Subject to the approval of the responsible authority, where a proposed park is smaller than outlined in Table 7, the land must be added to another park and the responsible authority must be assured that this will be delivered.</p>
<p>R43 All open space and public landscaped areas must contain extensive planting of robust large-canopy trees appropriate to the local climate and soil conditions that are suitable to the urban environment, to the satisfaction of the responsible authority.</p>
<p>R44 Where fencing of open space is required, it must be low scale and/or visually permeable to facilitate public safety and surveillance.</p>
<p>R45 Where a local park shown on Plan 6 spans across multiple properties, the first development proponent to lodge a permit application must undertake a master plan for the entire park unless otherwise agreed by the responsible authority.</p>
<p>R46 Land designated for local parks must be finished and maintained to a suitable standard, prior to the transfer of land, to the satisfaction of the responsible authority.</p>

R47	Design of service open space including waterway corridors, utilities easements and any other encumbered open space must maximise the amenity value of that open space and provide for flexible recreational opportunities, particularly when such land also abuts unencumbered open space.
R48	Appropriately scaled lighting must be installed along all major pedestrian thoroughfares traversing public open space and along the cycling network to the satisfaction of the responsible authority.
R49	Development of land in a subdivision which includes the powerlines easement must include landscaping for a width of at least 10 metres along both edges, to the satisfaction of the responsible authority.
R50	Development of land in a subdivision which includes the high pressure gas transmission pipeline easement must include landscaping of the full easement width to the satisfaction of the responsible authority.
GUIDELINES	
G39	Local parks should cater for a broad range of users by providing a mix of spaces and planting to support both structured and unstructured recreational activities and play opportunities for all ages and abilities, as well as supporting biodiversity.
G40	Any existing vegetation, including grassland, that can be viably maintained, should be protected and enhanced through open space networks which facilitate habitat and movement corridors for species found within the region of the Precinct.
G41	Design of local parks and sporting reserves should demonstrate integration with the values of adjoining encumbered land including Aboriginal and post-contact heritage and drainage waterways (for example through adopting a similar planting palette, through minimising fencing or through landscape design).
G42	To enable good passive surveillance, open space should have a street frontage to at least 75% of its edge.
G43	CPTED principles, and in particular the provision of positive frontage and good passive surveillance from adjoining development, should guide the design of open spaces and associated infrastructure.
G44	Path networks associated with open space located inside and outside of the Precinct should include way finding signage which clearly identifies key destinations.



G45	Water-sensitive urban design principles should enable excess run-off water to be directed to support park planting and/ or rain gardens, to the satisfaction of the responsible authority.
G46	Land in the powerlines easement should be utilised for open space, recreation and other activities including those outlined in Figure 10 and Table 6, and in accordance with <i>A Guide to Living with Transmission Line Easements</i> (SP AusNet).
G47	Where landscaping in the powerlines easement is required as part of subdivision, this should be provided as follows: <ul style="list-style-type: none"> Planting of indigenous grasses and shrubs with full coverage over the area required to be landscaped In accordance with Appendix H and SP Ausnet – <i>A Guide to Living with Transmission Easements</i>.
G48	Where landscaping in the gas easement is required as part of subdivision, this should be provided as follows: <ul style="list-style-type: none"> Planting of indigenous grasses and shrubs with full coverage over the area required to be landscaped In accordance with Appendix H and APA guidance.

Figure 10 Powerlines Easement Concept Plan

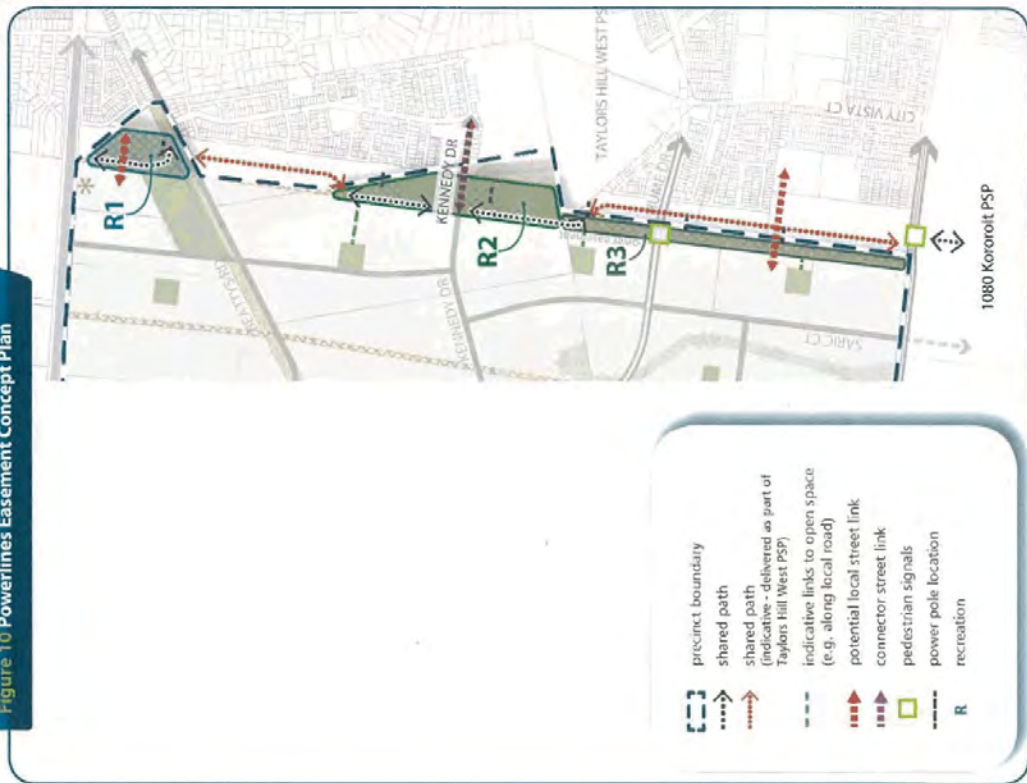


Table 6 Powerlines Easement Possible Use and Development

SUB-AREA (refer Figure 10)	POSSIBLE USE AND DEVELOPMENT				UTILITIES/ SERVICING OPPORTUNITIES
	PASSIVE RECREATION OPPORTUNITIES	ACTIVE RECREATION OPPORTUNITIES	TRANSPORT OPPORTUNITIES		
Recreation (R1)	Market, community space	Mountain bike circuit, fitness circuit/other	Local roads, 'park and ride' facility associated with future Melton Highway bus services Bus stops are discouraged within the powerlines easement		Potable and recycled water mains
Recreation (R2)	Dog off leash area, community gardens	Fitness circuit/ other	Local roads		Stormwater management; potable and recycled water mains
Recreation (R3)	Dog off leash area, community gardens	Fitness circuit/ other	Local roads, 'park and ride' facility associated with future Tarleton Road bus services Bus stops are discouraged within the powerlines easement		Stormwater management; potable and recycled water mains

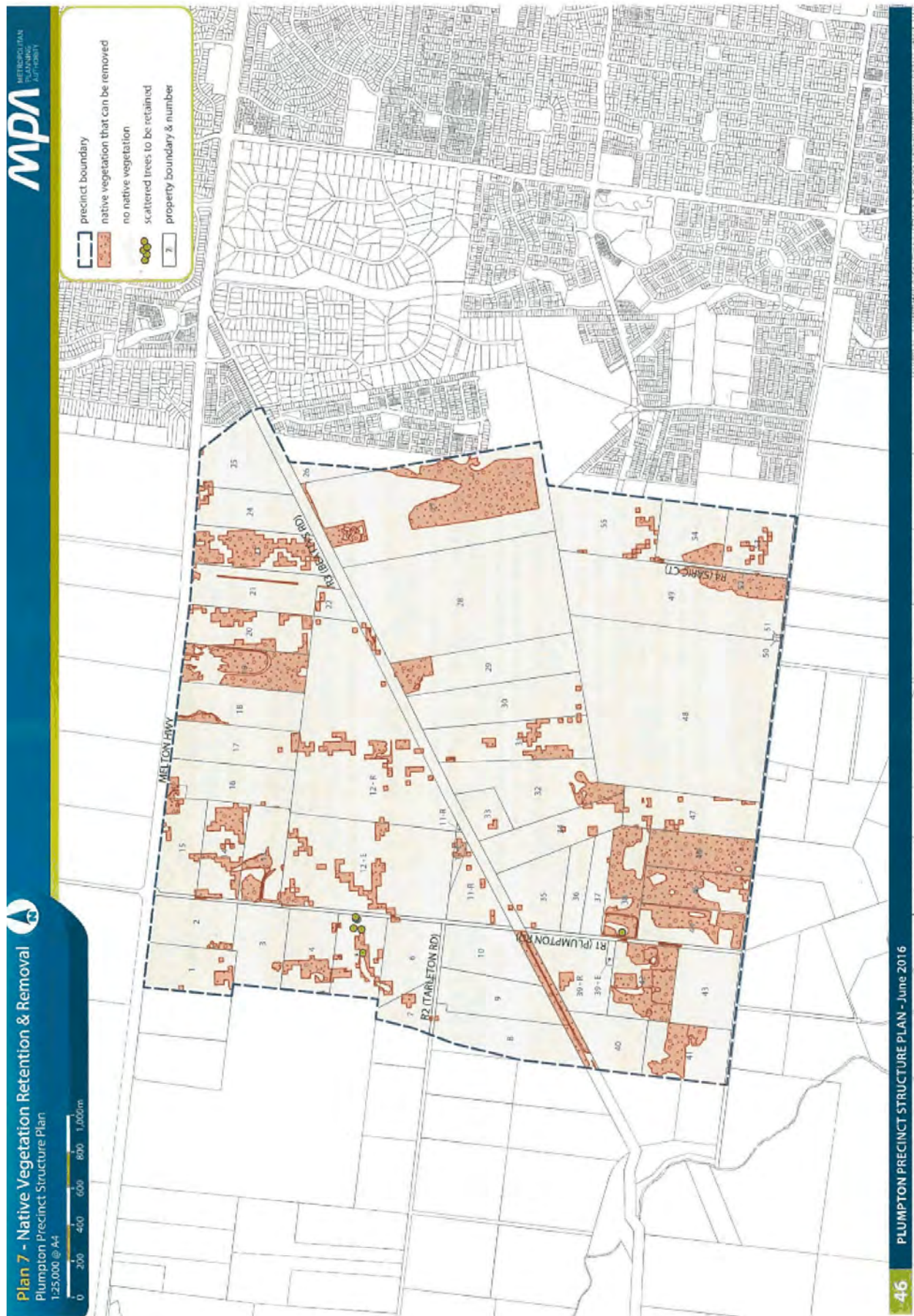


Table 7 Open space delivery guide

OPEN SPACE ID	TYPE	SUB-CATEGORY/SCALE	ATTRIBUTES	AREA		LOCATION (PROPERTY NO.)
				CREDITED	UNCREDITED	
LP-01	Local Park	Neighbourhood Park	Located within the industrial/business precinct abutting the waterway. Its location is associated with cultural values. Its design should respond to the area's local heritage and cultural values through appropriate interpretation.	0.50	0.50	13, 14
LP-02	Local Park	Neighbourhood Park	Located within the industrial/business precinct abutting the waterway. Its location is associated with high geomorphic and ecological values.	1.00	1.00	12-E
LP-03	Local Park	Neighbourhood Park	Located within the industrial/business precinct abutting the waterway. Its location is associated with cultural values. Its design should respond to the area's local heritage and cultural values through appropriate interpretation.	0.50	0.50	5
LP-04	Local Park	Neighbourhood Park	Stand alone park.	0.50	0.50	10
LP-05	Local Park	Town Square	Town square centrally located within the Plumpton Major Town Centre, centred on the east-west feature main street near civic facilities and retail anchors. Public art to be incorporated as part of its design. Amenity node for higher density housing.	0.25	0.25	12-R
LP-06	Local Park	Neighbourhood Park	Stand alone park.	1.00	1.00	16
LP-07	Local Park	Neighbourhood Park	Stand alone park.	1.00	1.00	20
LP-08	Local Park	Neighbourhood Park	Stand alone park.	1.00	1.00	23
LP-09	Local Park	Neighbourhood Park	Stand alone park.	1.00	1.00	34
LP-10	Local Park	Neighbourhood Park	Located adjacent to waterway. Includes a pedestrian bridge across the waterway to increase its accessibility.	1.00	1.00	31, 32
LP-11	Local Park	Neighbourhood Park	Stand alone park.	1.00	1.00	28
LP-12	Local Park	Community Park	Stand alone park.	1.00	1.00	27
LP-13	Local Park	Neighbourhood Park	Stand alone park.	1.00	1.00	55
LP-14	Local Park	Neighbourhood Park	Stand alone park.	0.50	0.50	49
LP-15	Local Park	Community Park	Stand alone park.	1.00	1.00	54
LP-16	Local Park	Neighbourhood Park	Stand alone park. Its location is associated with Aboriginal cultural values. Its design should respond to the area's local heritage and cultural values through appropriate interpretation.	1.00	1.00	48
LP-17	Local Park	Community Park	Located adjacent to waterway. Includes a pedestrian bridge across the waterway to increase its accessibility.	1.00	1.00	46, 47
LP-18	Local Park	Neighbourhood Park	Stand alone park.	0.50	0.50	45



OPEN SPACE ID	TYPE	SUB-CATEGORY/SCALE	ATTRIBUTES	AREA		LOCATION (PROPERTY NO.)
				CREDITED	UNCREDITED	
LP-19	Local Park	Neighbourhood Park	Stand alone park.	1.00		42
LP-20	Local Park	Neighbourhood Park	Located within the Beattys Road Reserve and adjoining the linear open space.	1.00	1.00	R3
LP-21	Local Park	Urban Park	Urban park which links higher density housing with town centre and provides an opportunity for a skate park in a highly visible location close to government P-12 school and along the linear open space of the Beattys Road Reserve.		1.00	R3
LP-22	Local Park	Neighbourhood Park	Located within the Beattys Road Reserve and adjoining the linear open space.	1.00	1.00	R3
LOS-01	Linear Open Space	District Linear Park	Power easement - including landscaping and shared path creation.			25, 26, 27, 53, 54, 55
LOS-02	Linear Open Space	District Linear Park	Gas easement - including landscaping and shared path creation.			23, 28, 49
LOS-03	Linear Open Space	District Linear Park	Beattys Road Reserve - including landscaping and shared path creation (also includes partial street function).			R3
SR-01	Local Sports Reserve	District	Sports reserve, pavilion and associated infrastructure located adjacent to the waterway and potential non-government secondary school.	6.52		17, 18
SR-02	Tennis & Multi-Court Facility	District	Tennis/multi-courts (6 court facility) and associated infrastructure co-located with SR-01.			17, 18
SR-03	Local Sports Reserve	District	Sports reserve, pavilion and associated infrastructure located adjacent to the powerlines and partially within the Beattys Road Reserve.	5.29	0.71	24, 25, R3
SR-04	Local Sports Reserve	District	Sports reserve, pavilion and associated infrastructure located adjacent to the government P-12 school, community centre and waterway and partially within the Beattys Road Reserve.	9.53	0.48	30, 31, R3
SR-05	Local Sports Reserve	District	Sports reserve, pavilion and associated infrastructure located adjacent to the government and potential non-government primary schools and the Beattys Road Reserve.	10.03		35, 36, 37
SR-06	Local Sports Reserve	District	Sports reserve, pavilion and associated infrastructure located adjacent to the government primary school and community centre.	6.50		48
SR-07	Tennis & Multi-Court Facility	District	Tennis/multi-courts (8 court facility) and associated infrastructure co-located with SR-06.			48
AC-01	Aquatics Centre	District	Aquatics Centre co-located with community centre and partially located within the Beattys Road Reserve.	4.00		12-E, R3





3.4.2 Biodiversity and threatened species

	REQUIREMENTS
R51	Native vegetation may be removed as illustrated on Plan 7. At the time of publication, the scattered trees identified as to be retained have not been approved for retention in accordance with the <i>Guidance Note: Implementing the Biodiversity Conservation Strategy for Melbourne's Growth Corridors</i> (DELWP, 2015) for the purposes of the approval under Part 10 of the <i>Environment Protection and Biodiversity Conservation Act 1999 (Cth)</i> dated 5 September 2013. The habitat compensation obligations of the 5 September 2013 approval continue to apply to these scattered trees.
	GUIDELINES
G49	Planting in the open space network including streets, parks, utilities easements and waterways should make use of indigenous species to the satisfaction of the responsible authority (and Melbourne Water as relevant).
G50	The layout and design of the waterways, wetlands and retarding basins (including the design of paths, bridges and boardwalks and the stormwater drainage system) connecting to the Kororoit Creek to the south should integrate with biodiversity and natural systems to the satisfaction of the responsible authority and Melbourne Water as relevant.





3.5 Transport & movement

3.5.1 Street network

REQUIREMENTS	
R52	Subdivision layouts must provide: <ul style="list-style-type: none"> • A permeable, direct and safe street network for walking and cycling • A safe and low speed street network that encourages walking and cycling • Convenient access to local points of interest and destinations for effective integration with neighbouring properties.
R53	Properties abutting the future Hopkins Road must prioritise delivery of the road in the early stages of development, to the satisfaction of the responsible authority.
R54	Properties abutting Melton Highway must deliver interim intersection works to Melton Highway as per Plan 9 in the early stages of development; and a continuous bicycle path within the road reserve; both to the satisfaction of the responsible authority.
R55	Configuration of vehicle access to lots from a public street must ensure that there is sufficient separation between crossovers to allow for a minimum of one on-street car park for every two residential lots and canopy tree planting in accordance with Appendix D.
R56	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.
R57	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.
R58	Where a lot is 7.5 metres or less in width, vehicle access must be via rear laneway, unless otherwise approved by the responsible authority.
R59	Development must positively address all waterways through the use of frontage roads or lots with a direct frontage and rear access to the satisfaction of Melbourne Water and the responsible authority.

R60	Roundabouts, where determined to be required at cross road intersections, must be designed to reduce vehicle speeds and ensure safe crossings for pedestrians and cyclists and continuity of shared paths and bicycle paths.
R61	Where a connector street crosses a waterway on Plan 8 and is not an Infrastructure Contributions Plan item, 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.
R62	Road networks and street types must be designed and developed in accordance with the street cross sections in Appendix D unless otherwise agreed by the responsible authority.
R63	Alternative street cross sections such as illustrated in Appendix E must be to the satisfaction of the responsible authority and ensure that: <ul style="list-style-type: none"> • Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets • The performance characteristics of standard street cross sections as they relate to pedestrian and cycling use are maintained • Relevant minimum road reserve widths for the type of street are maintained as illustrated in Appendix D
R64	Any changes required to the design of roads and intersections in the PSP at the time of development must be accommodated within the land take identified in Plan 4 and Appendix A.

- Item 12.10 Amendment C146 to the Melton Planning Scheme - Plumpton Precinct Structure Plan Council Submission
- Appendix 1 C146 Draft Plumpton Precinct Structure Plan (Exhibition Draft)

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GUIDELINES	
G51	<p>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 D, to the satisfaction of the responsible authority. Examples of potential variations are provided in Appendix E. Other non-standard variations are encouraged regarding, but not limited to:</p> <ul style="list-style-type: none"> • Varied street tree placement • Varied footpath or carriageway placement • Varied carriageway or parking bay pavement material • Introduction of elements to create a boulevard effect • Differing tree outstand treatments. <p>For the purposes of this guideline, variation to tree species between or within streets does not constitute a standard street cross section variation.</p>
G52	Street layouts should provide multiple convenient routes to key destinations such as schools, community facilities, sports reserves, Plumpton Major Town Centre and the Local Town Centre.
G53	Street block lengths should not exceed 240 metres to ensure a safe, permeable and low speed environment for pedestrians, cyclists and vehicles is achieved.
G54	Cul-de-sac should not detract from convenient pedestrian, cycle and vehicular connections.
G55	<p>The frequency of vehicular crossovers on widened verges (in excess of six metres) should be minimised through the use of a combination of:</p> <ul style="list-style-type: none"> • Rear loaded lots with laneway access • Vehicular access from the side of a lot • Combined or grouped crossovers • Increased lot widths.
G56	Slip lanes should be avoided in areas of high pedestrian activity and only be provided at any intersection between connector streets and arterial roads where they are necessitated by unusually high traffic volumes, and to the satisfaction of the coordinating road authority.

G57	Alignment of future primary arterial roads may be altered so long as the intended performance and function of the roads are maintained to the satisfaction of the coordinating road authority and in consultation with affected landowners.
G58	Access onto arterial roads from local streets should be left-in, left-out only and generally no closer than 200m to an intersection, to the satisfaction of the coordinating road authority.
G59	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.
G60	Where lots with direct frontage are provided, they should be set back five metres from the waterway corridor (as defined in Appendix G) to provide pedestrian and service vehicle access to those lots, to the satisfaction of Melbourne Water and the responsible authority.
G61	All signalised intersections should be designed in accordance with the VicRoads' Growth Area Road Network Planning Guidance & Policy Principles (2015).

