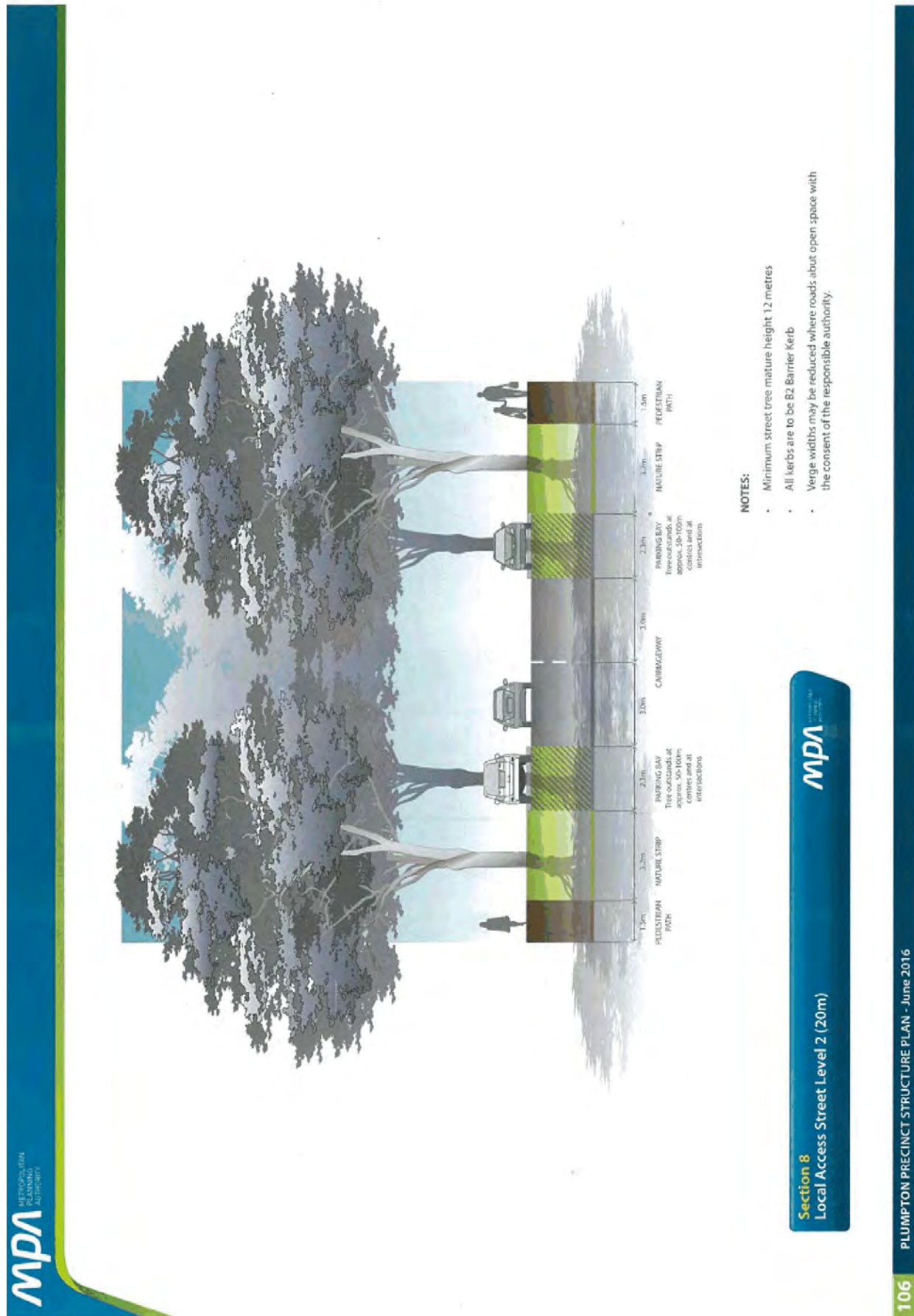
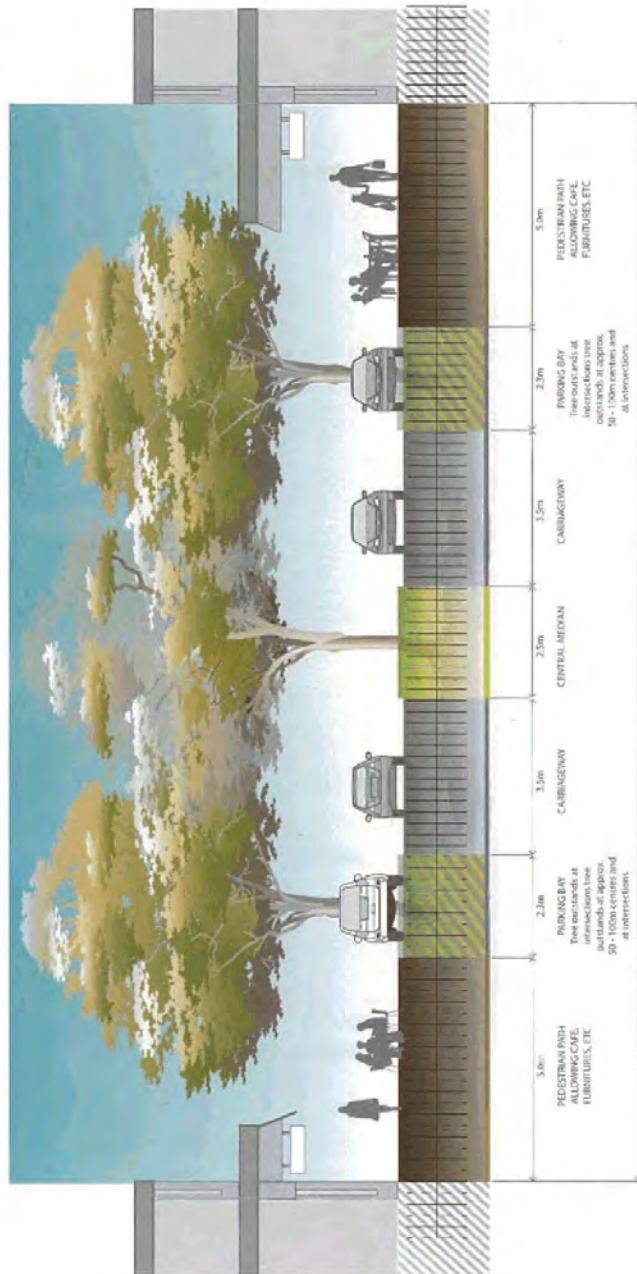




- NOTES:**
- Minimum street tree mature height 15 metres
 - All kerbs are to be B2 Barrer Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas.
 - Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement.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

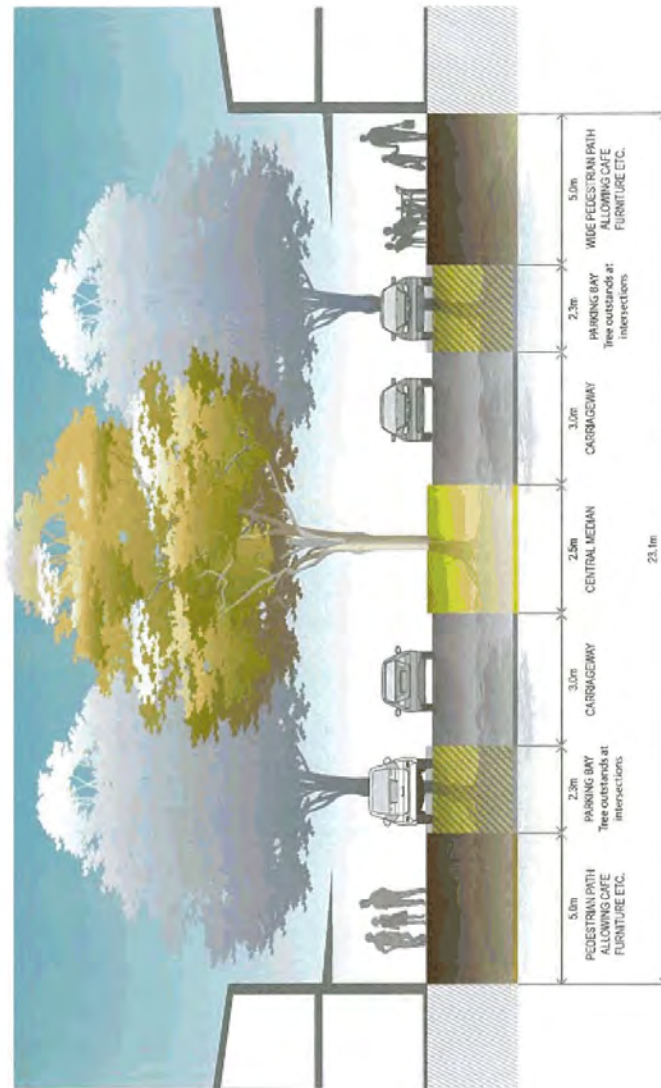
Section 7
Plumpton Road (26m) Connector Street
with Residential Interface (No existing trees)





NOTES:

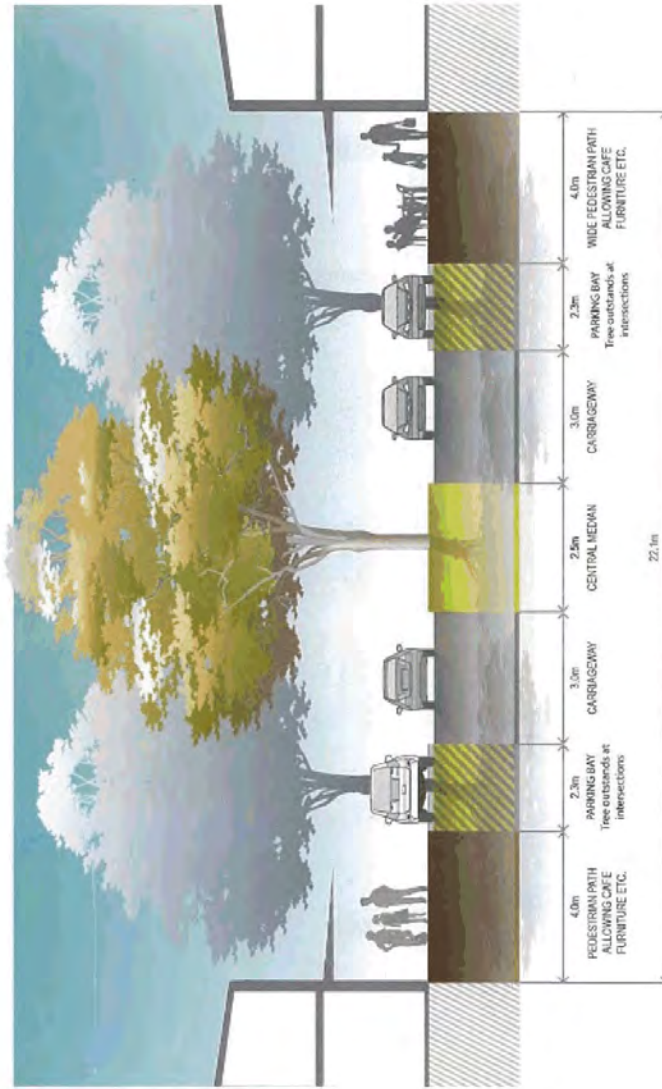
- Minimum street tree mature height 15 metres.
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- Road to be designed with traffic calming devices, including raised pedestrian crossings and roundabouts to achieve a speed limit of 30km/h to allow safe on road cycling.



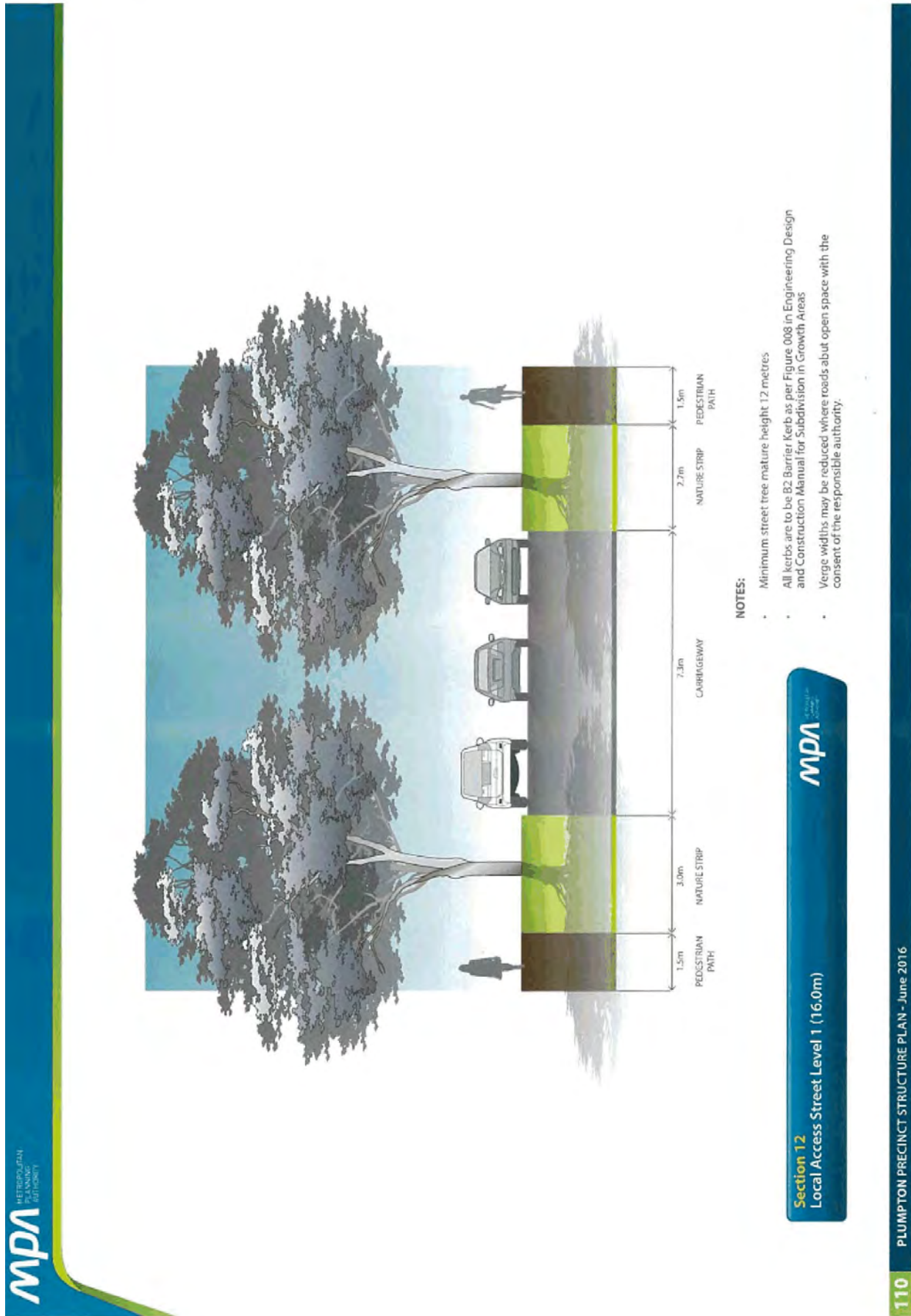
NOTES:

- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerbs as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy trees planting must be incorporated into any additional pavement
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Road to be designed with traffic calming devices including raised pedestrian crossings and roundabouts to achieve a speed limit of 30km/h to allow safe on road cycling

Section 10
Feature Main Street - Major Town Centre (23.1m)



- 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
 - Verges widths may be reduced where roads about open space with the consent of the responsible authority.
 - Road to be designed with traffic calming devices, including raised pedestrian crossings and roundabouts to achieve a speed limit of 50km/h to allow safe on road cycling.

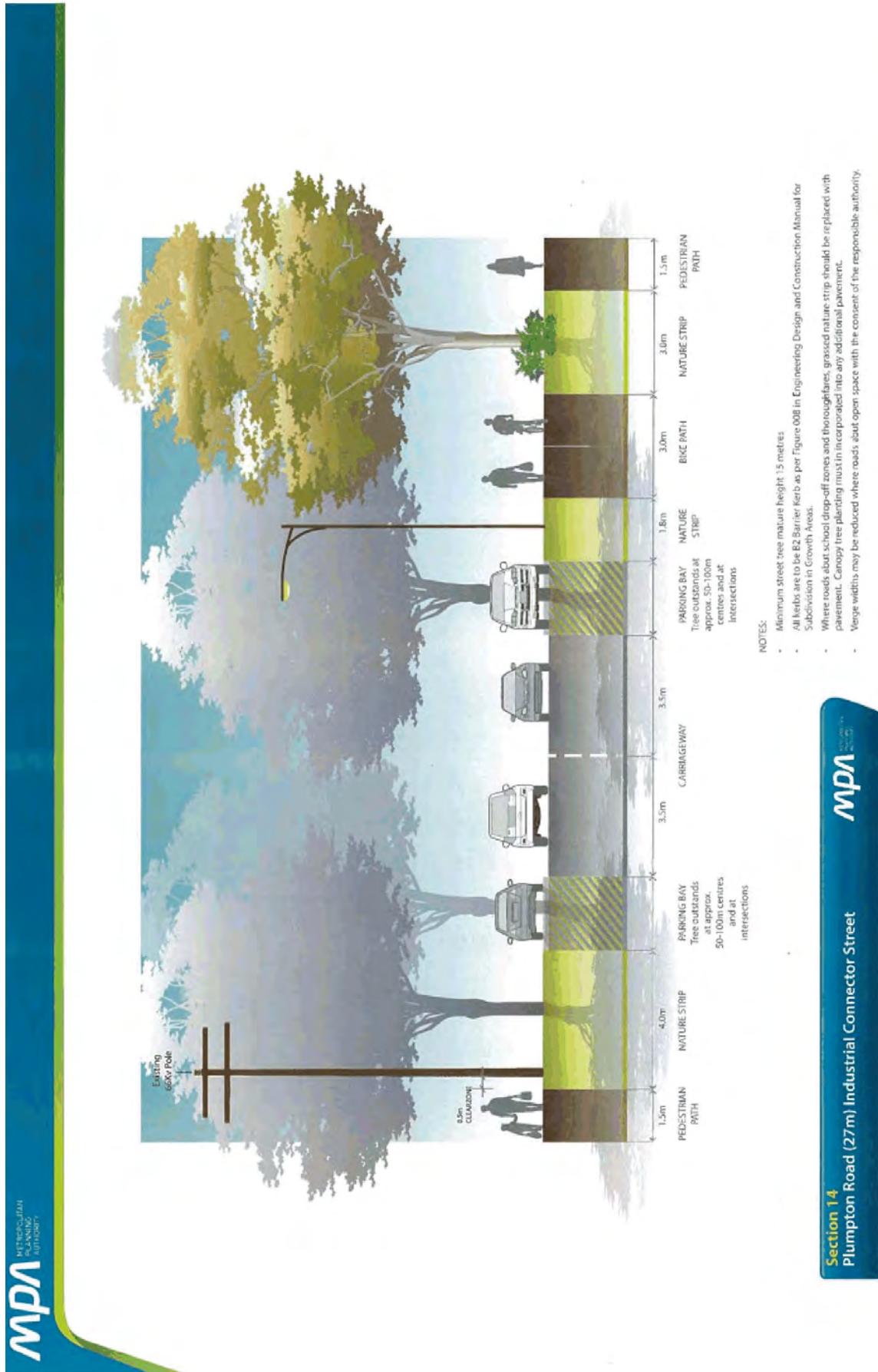




NOTES:

- 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
- Where roads abut thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verges widths may be reduced where roads abut open space with the consent of the responsible authority.

Section 13
Industrial Connector Street (26.0m)

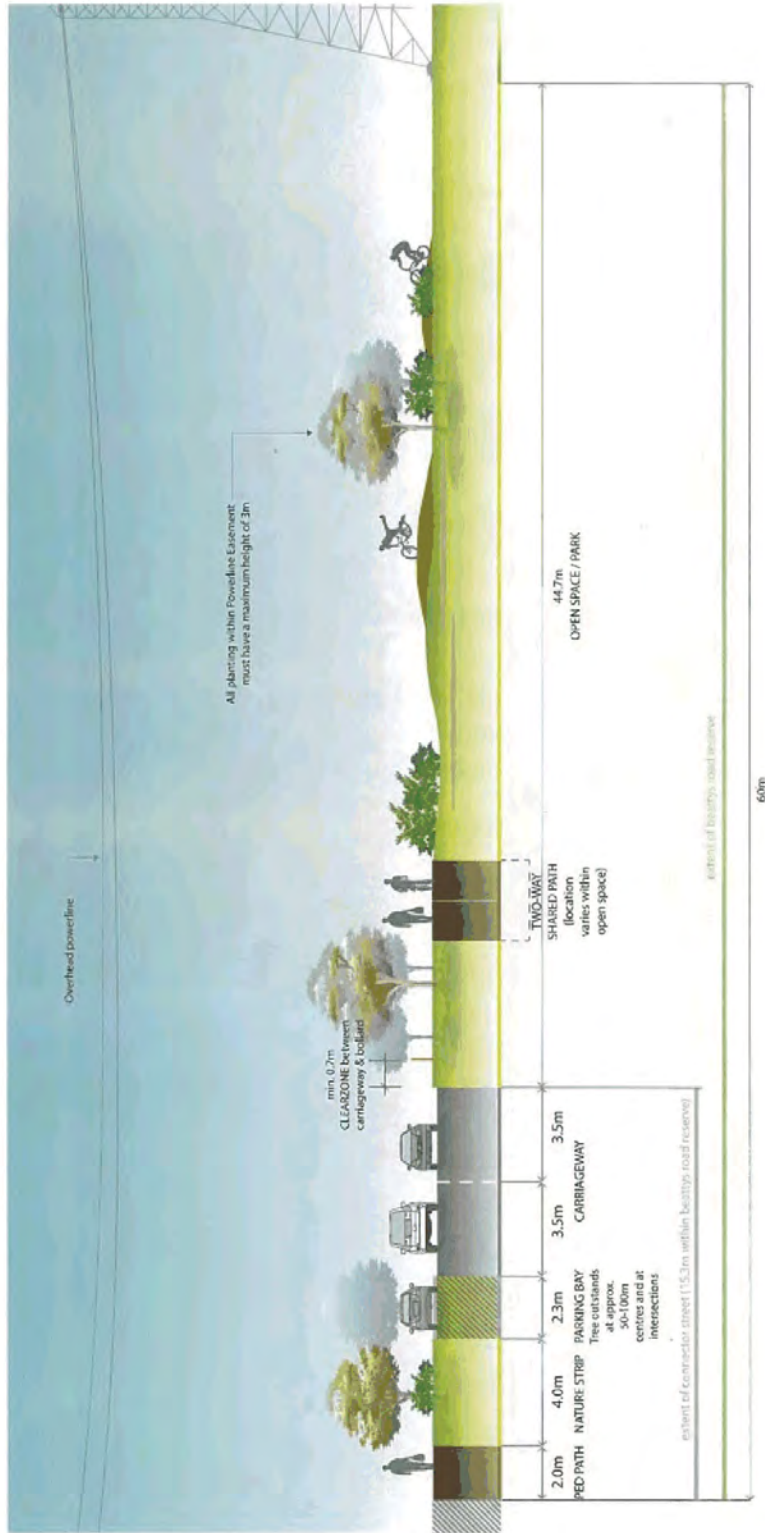




- NOTES:
- Minimum street tree mature height 15 metres
 - All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas.
 - Where roads about school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement.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



- NOTES:
- Industrial buildings should provide attractive interface to the shared path and waterway
 - Waterway widths subject to Melbourne Water approval
 - Minimum street tree mature height 15 metres
 - All beds are to be B2/Banner Resb as per Figure 006 in Engineering Design and Construction Manual for Suburban in Growth Areas.
 - Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
 - Verge widths may be reduced where roads abut open space with the consent of the responsible authority.

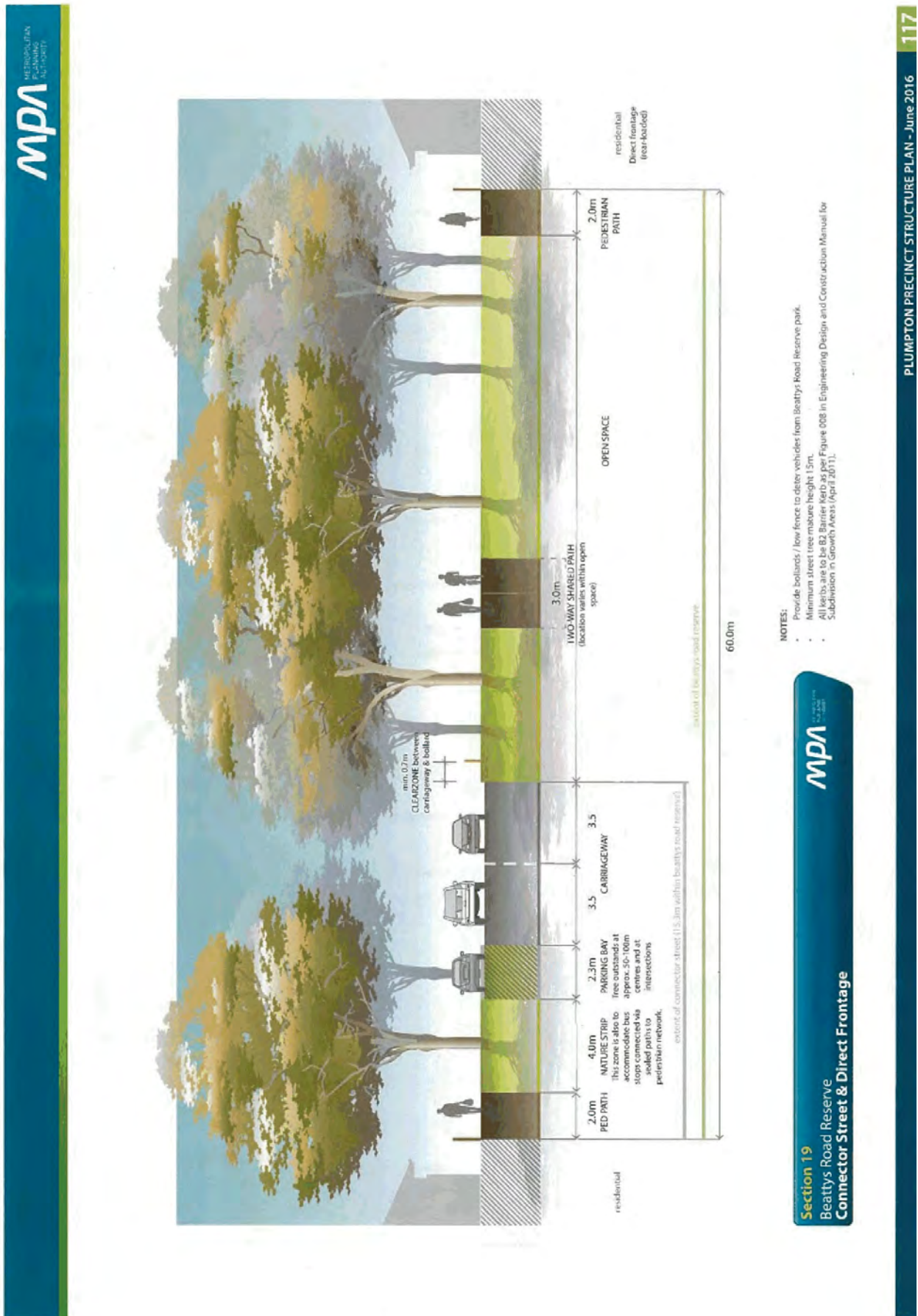


- NOTES:**
- Provide bollards / low fence to deter vehicles from Beattys Road Reserve park.
 - All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011).



- NOTES:**
- Provide bollards / low fence to deter vehicles from Beauty's Road Reserve park.
 - Minimum street tree mature height: 15m.
 - 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).

Section 18
 Beauty's Road Reserve
 Local Sports Reserve Interface

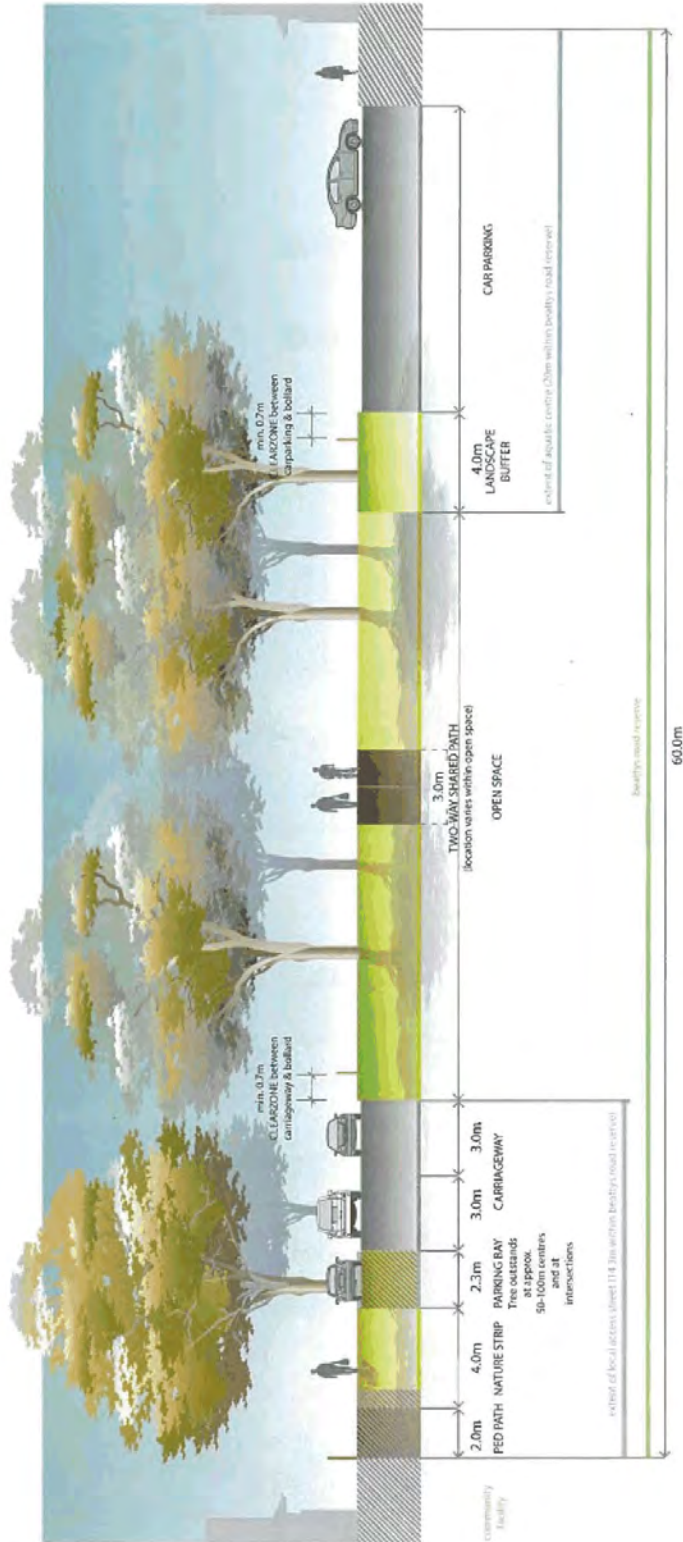


NOTES:

- Provide bollards / low fence to deter vehicles from Beattys Road Reserve park.
- Minimum street tree mature height 13m.
- All kerbs are to be B2 Barrier Kerbs as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011).

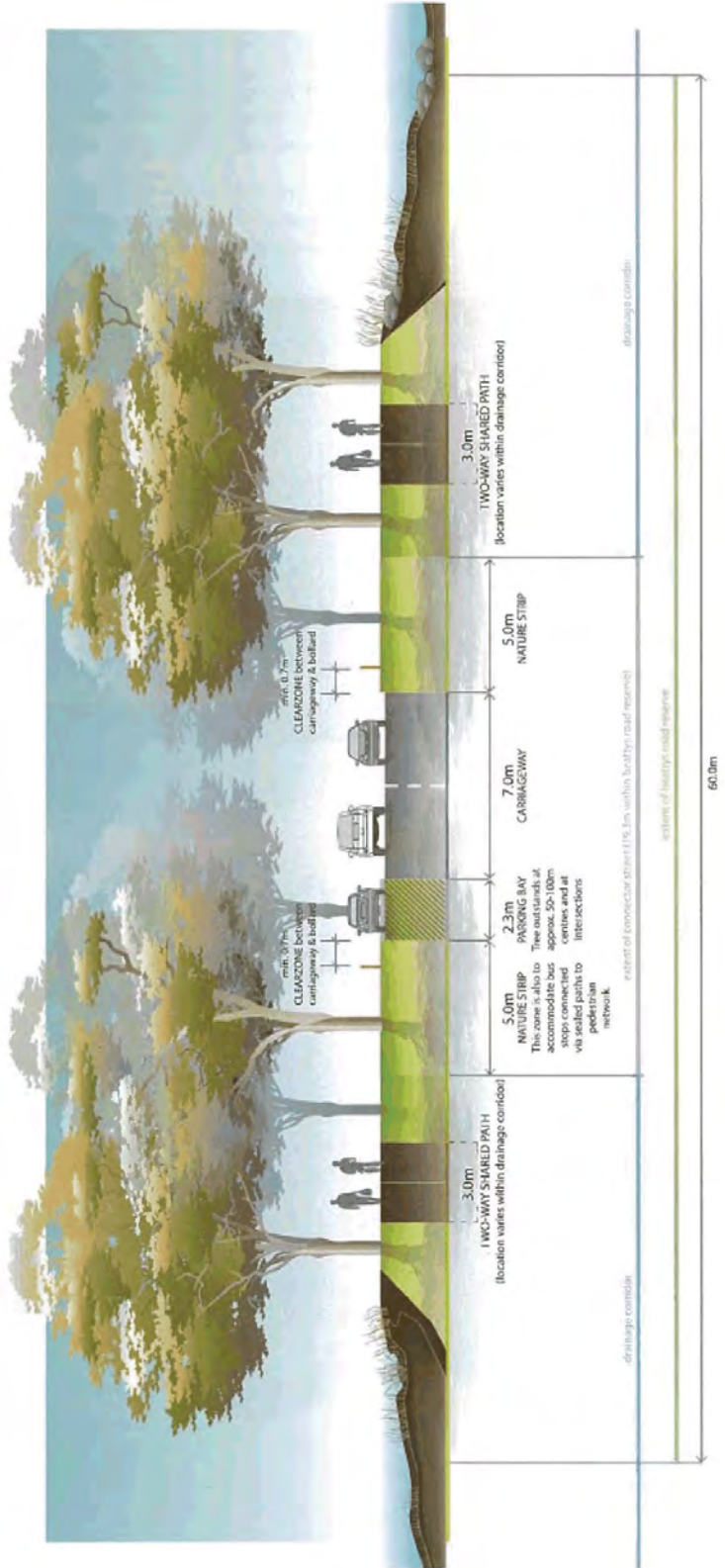
Section 19
 Beattys Road Reserve
 Connector Street & Direct Frontage





- NOTES:**
- Provide bollards / low fence to deter vehicles from Beattys Road Reserve park.
 - Minimum street tree mature height 12m.
 - All trees are to be B2 Barrier Korb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011).

Section 20
 Beattys Road Reserve
 Community Facilities Interface



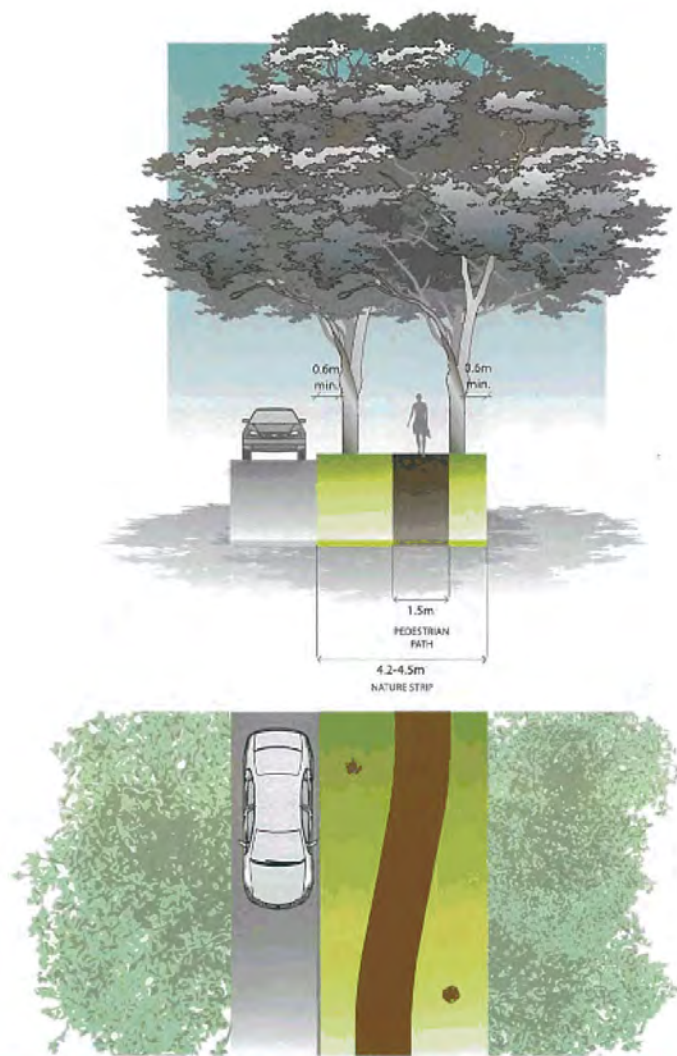
NOTES:

- Retaining basin and embankment structures are separate from connector road construction.
- Provide bollards / low fence to deter vehicles from Beattys Road Reserve park.
- Minimum street tree mature height 1.5m.
- All kerbs are to be B2 barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas



Section 21
 Beattys Road Reserve
 Major Town Centre Waterway Interface

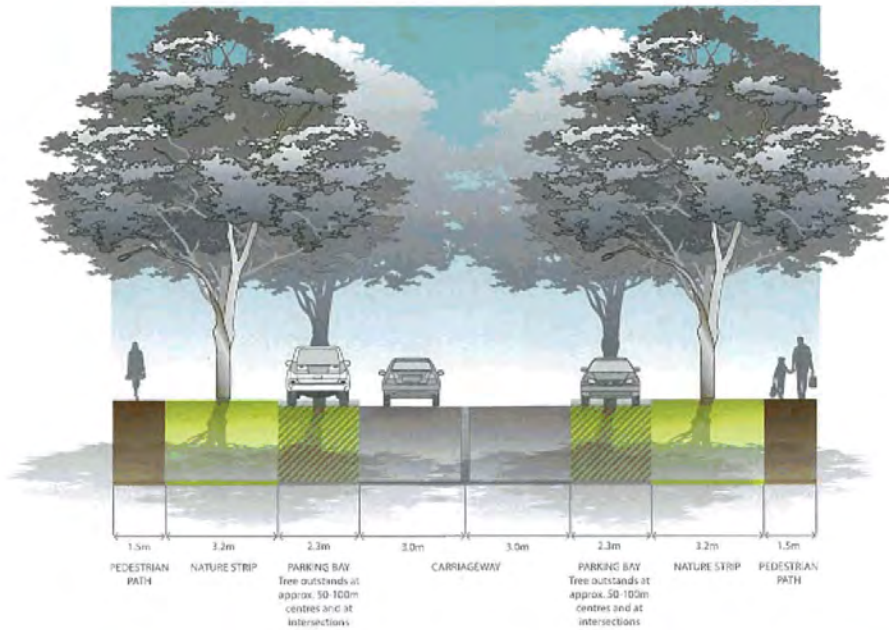




Local Access Street Level 1 (16.0m)
Variation - Meandering footpath in nature strip

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 Street Level 2 (20.0m)
Variation - Central Drainage



- NOTES:**
- Carriageway drains to central drainage line rather than sides
 - Central drainage line to include pavement treatment other than asphalt
 - Kerbs are to be B1 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
 - Minimum street tree mature height 12 metres
 - Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



- 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 all-terrain 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.
 - Minimum street tree mature height 12 metres
 - All trees are to be B1 Bunker Kobb

Local Access Level 2 (23m) Variation - Boulevard



Appendix F: Outer metro ring interface cross section



- NOTES:**
- O&M wall should be delivered by VicRoads
 - Minimum street tree mature height 1.2 metres
 - All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
 - Verge widths may be reduced where roads abut open space with the consent of the responsible authority.

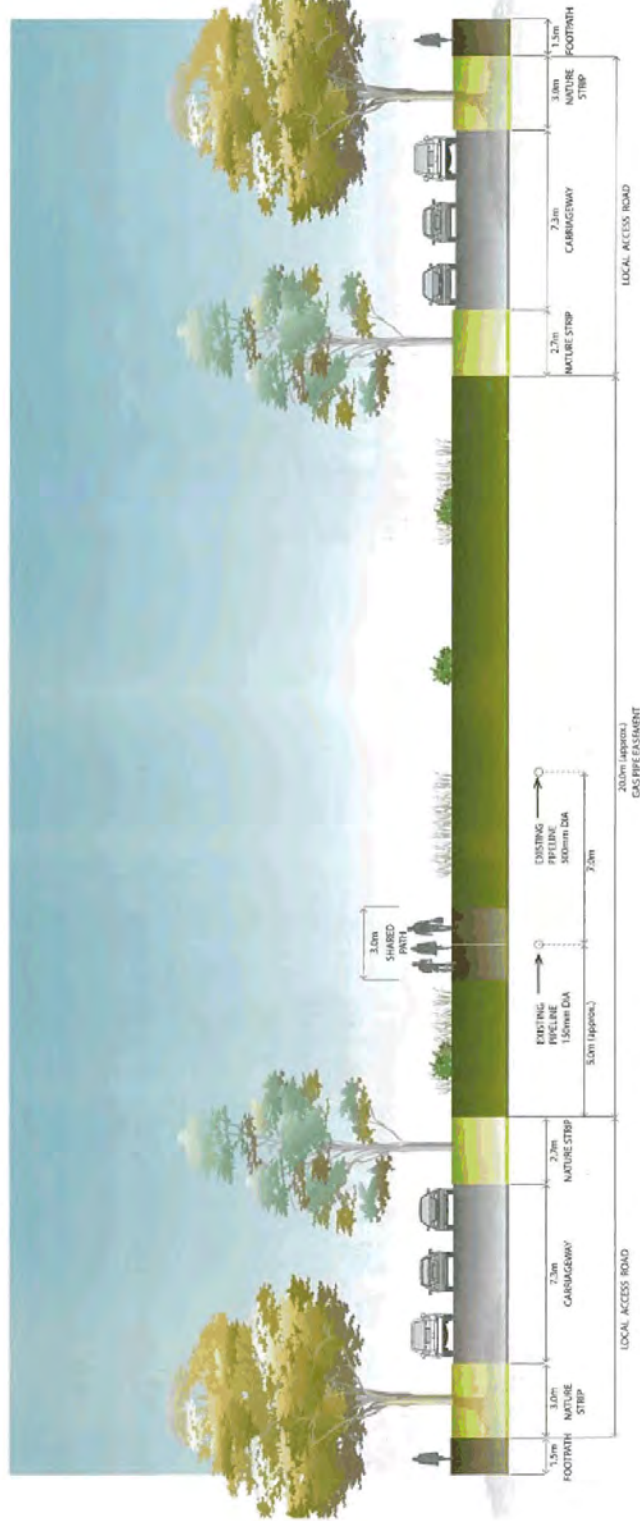
mpa METROPOLITAN PLANNING AUTHORITY

Outer Metro Ring (14.3m) Residential Frontage

Appendix G: Waterway cross section



- NOTES:**
- Waterway widths subject to Melbourne Water approval
 - Shared path placement is shown for both sports field and local access street interfaces for indicative purposes. The shared path network is shown on Plan 9.
 - 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
 - Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



- NOTES:**
- Location of pipelines is indicative only. Approval must be sought from APA prior to any works in the gas easement.
 - Indigenous shrubs and plants should be used in gas easement.
 - Minimum street tree mature height 1.2 metres.
 - All kerbs are to be B2 Barire Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas.
 - Verge widths may be reduced where roads about open space with the consent of the responsible authority.

**Local Access Level 1
 Gas Pipe Easement (Typical)**



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

NOTES:

- Verge of local street integrates with the landscaping within easement and may be reduced with the consent of the responsible authority
- Easement uses vary; refer power lines easement table possible use and development.
- Indigenous shrubs and plants should be used
- Part local access street may be provided within easement subject to easement owners approval
- Minimum street tree mature height 1.2 metres
- All kerbs are to be B2 Barrier Kerbs as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.

Appendix I: Service placement guidelines

Standard road cross sections

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

Non-standard road cross sections

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

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

TABLE NOTES

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

	Under pedestrian pavement	Under nature strips	Directly under trees	Under kerb	Under road pavement ²	Within allotments	Notes
Sewer	Possible	Preferred	Possible	No	Possible	Possible ³	
Potable Water	Possible ⁴	Preferred	Possible	No	Possible	No	Can be placed in combined trench with gas
Recycled Water	Possible ⁴	Preferred	Possible	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	Possible	Possible ³	
Trunk Services	Possible	Possible	Possible	Possible	Possible	No	

General principles for service placement

- Place gas and water on one side of road, electricity on the opposite side
- Place water supply on the high side of road
- Place services that need connection to adjacent properties closer to these properties
- Place trunk services further away from adjacent properties
- Place services that relate to the road carriageway (e.g. 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 J: Open Space Delivery Guidelines

PARK HIERARCHY

The open space network is made up of a diverse range of spaces which will vary in sizes, shape and function. The hierarchy outlined below provides information and guidance on the key open space categories listed in Table 7 of this PSP and what role and function they generally have in the network.

Pocket Parks (<0.2Ha)

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

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

Facilities will generally be tailored to support a stay length of less than 1/2 an hour.

Neighbourhood Parks (0.2-1Ha) (defined as Local Parks and Pocket Parks in the Melton City Council Draft Open Space Strategy)

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

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

Community Parks (1-5Ha) (defined as Neighbourhood Parks in the Melton City Council Draft Open Space Strategy)

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

In built up areas, the role, function of importance of these spaces may increase and they may carry more intensive infrastructure to support greater use.

District Parks (5-15Ha) (defined as District Parks in the Melton City Council Draft Open Space Strategy)

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

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

Municipal Parks (15-50Ha) (defined as Regional Park in the Melton City Council Draft Open Space Strategy)

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

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

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

Metropolitan Parks (50Ha+) (defined as Regional Park in the Melton City Council Draft Open Space Strategy)

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

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

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

Linear Parks

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

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

Neighbourhood

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

Community

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

District

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

Municipal / Metropolitan

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

Town Square/ Urban Park

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

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

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