

**Table 6 Powerlines Easement Possible Use and Development**

SUB-AREA (REFER FIGURE 4)	POSSIBLE USE AND DEVELOPMENT			UTILITIES/ SERVICING OPPORTUNITIES
	PASSIVE RECREATION OPPORTUNITIES	ACTIVE RECREATION OPPORTUNITIES	TRANSPORT OPPORTUNITIES	
RECREATION (R1)	Dog off leash area, community gardens	Fitness circuit	Local roads	Stormwater management
WATERWAY (W)	Yes, with indigenous planting; dog off leash area	Fitness circuit	Local roads	Stormwater management
RECREATION/ CONSERVATION (R/C)	Yes, with indigenous planting	Yes	No	Stormwater management

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



Table 7 Open Space Delivery Guide

OPEN SPACE ID	TYPE	SUB-CATEGORY/ SCALE	ATTRIBUTES	AREA	LOCATION (PROPERTY NUMBER)	RESPONSIBILITY
LP-23	Local Park	Community	Stand alone park	1	2	Melton City Council & developer works
LP-24	Local Park	Neighbourhood	Located adjacent to the Growling Grass Frog conservation area and will be linked to a continuous shared path and heritage trail.	1.001	7	Melton City Council & developer works
LP-25	Local Park	Neighbourhood	Located between the Deanside Homestead Complex, the Growling Grass Frog conservation area and the government secondary school. Interpretive outcomes to be incorporated as part of its design. Similar tree species to the existing historic trees should be used. View lines must be maintained between the former Deanside Mansion site and the Woolshed precinct. Its location is also associated with high Aboriginal cultural values. Appropriate interpretation should be integrated into its design.	0.85	14	Melton City Council & developer works
LP-26	Local Park	Neighbourhood	Located adjacent to the Growling Grass Frog Conservation Area and will be linked to a continuous shared path and heritage trail. Its location is also associated with high Aboriginal cultural values. Meaningful and appropriate interpretation should be integrated into its design.	0.1226	9	Melton City Council & developer works
LP-27	Local Park	Neighbourhood	Located adjacent to the Growling Grass Frog conservation area and will be linked to a shared path and heritage trail along the length of the Kororoit Creek.	0.5	34	Melton City Council & developer works
LP-28	Local Park	Neighbourhood	Stand alone park	1	32	Melton City Council & developer works
LP-29	Local Park	Neighbourhood	Stand alone park	1	38	Melton City Council & developer works
LP-30	Local Park	Community	Stand alone park	1	41	Melton City Council & developer works
LP-31	Local Park	Neighbourhood	Linear open space with shared path connecting to freeway pedestrian crossing and providing direct access to the possible future Mt Atkinson Train Station and the Mt Atkinson Specialised Town Centre.	0.7555	52	Melton City Council & developer works
LP-32	Local Park	Neighbourhood	Stand alone park	1	53	Melton City Council & developer works

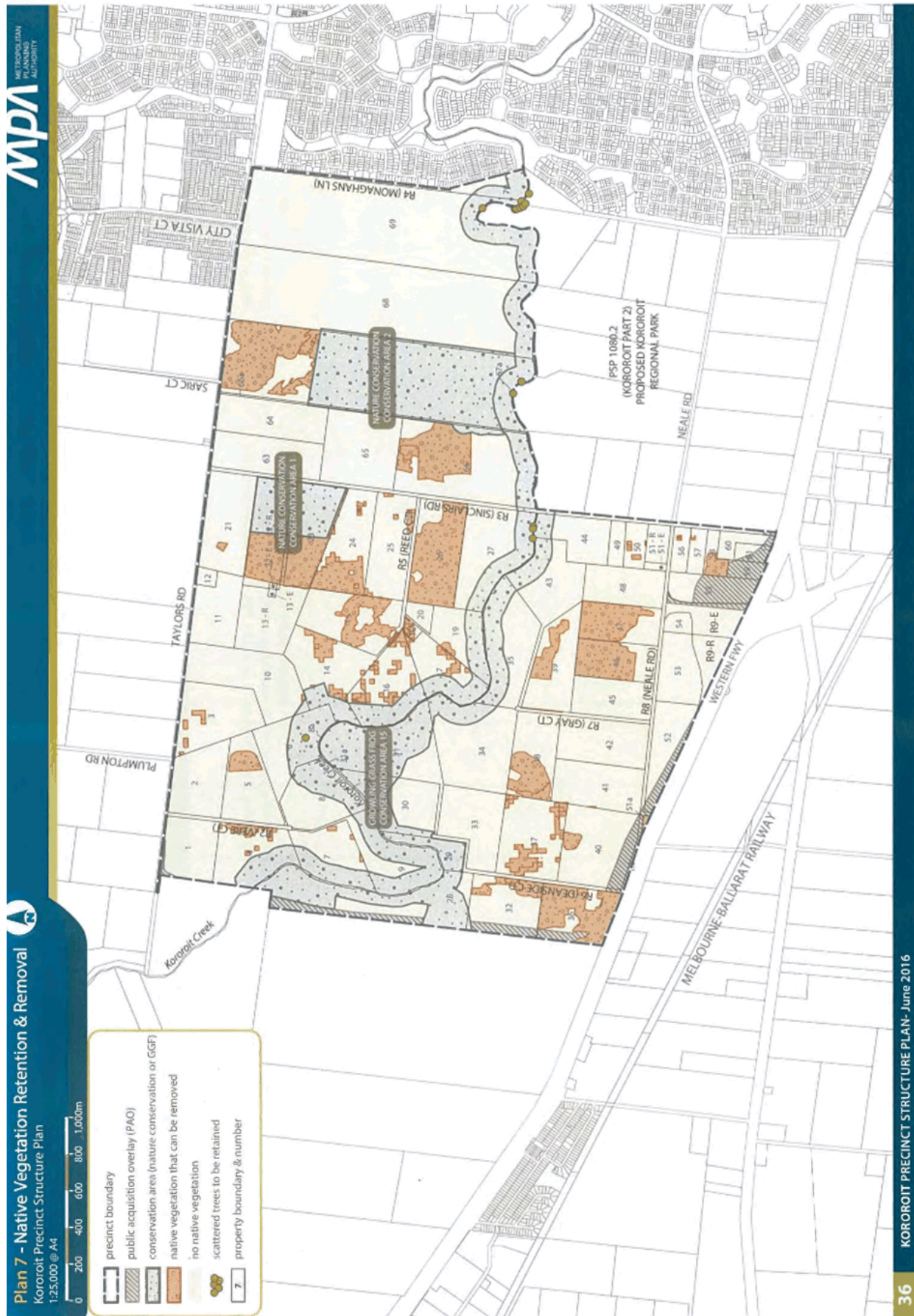


OPEN SPACE ID	TYPE	SUB-CATEGORY/ SCALE	ATTRIBUTES	AREA	LOCATION (PROPERTY NUMBER)	RESPONSIBILITY
LP-33	Local Park	Neighbourhood	Stand alone park	0.5	57	Melton City Council & developer works
LP-34	Local Park	Neighbourhood	Located adjacent to the Growing Grass Frog conservation area and will be linked to a shared path and heritage trail along the length of the Kororoit Creek.	0.5002	43	Melton City Council & developer works
LP-35	Local Park	Community	Stand alone park	1	25	Melton City Council & developer works
LP-36	Local Park	Neighbourhood	Located adjacent to Nature Conservation Area 1. Local park to be connected to the grassland to ensure the grassland is integrated with the broader open space network and to attract more active uses to the park. See Conservation Area Concept Plans for further details.	1	21	Melton City Council & developer works
LP-37	Local Park	Neighbourhood	Linear open space with shared path connecting to the two grassland reserves. It will link with the wider path network by connecting to the north-south shared path delivered as part of the landscaping works associated with the gas easement.	1.2695	65	Melton City Council & developer works
LP-38	Local Park	Community	Adjacent to constructed waterway.	1	64	Melton City Council & developer works
LP-39	Local Park	Neighbourhood	Located adjacent to Nature Conservation Area 2. Local park to be connected to the grassland to ensure the grassland is integrated with the broader open space network and to attract more active uses to the park. A shared path will link the local park to the Kororoit Regional Park via a pedestrian crossing over the Kororoit Creek. See Conservation Area Concept Plans for further details.	0.6194	66	Melton City Council & developer works
LP-40	Local Park	Neighbourhood	Stand alone park	0.8	68	Melton City Council & developer works
LP-41	Local Park	Neighbourhood	Adjacent to the existing Clarks Road Streamside Reserve and Growing Grass Frog Conservation Area. Its location is also associated with high cultural values and ruin sites associated with earlier European settlement. Meaningful and appropriate interpretation should be integrated into its design. The park will be linked to a shared path and heritage trail.	1.1803	69	Melton City Council & developer works

OPEN SPACE ID	TYPE	SUB-CATEGORY/ SCALE	ATTRIBUTES	AREA	LOCATION (PROPERTY NUMBER)	RESPONSIBILITY
LP-42	Local Park	Neighbourhood	Located adjacent to the Growing Grass Frog Conservation Area and will be linked to a shared path and heritage trail along the length of the Kororoit Creek.	0.354	69	Melton City Council & developer works
LP-43	Local Park	Neighbourhood	Located adjacent to the Growing Grass Frog Conservation Area and will be linked to a shared path and heritage trail along the length of the Kororoit Creek.	0.5006	68	Melton City Council & developer works
LOS-04	Linear Open Space	District Linear Park	Power easement - including landscaping and shared path creation.	67, 68		Developer works
LOS-05	Linear Open Space	District Linear Park	Gas easement - including landscaping and shared path creation.	63, 65, 66		Developer works
SR-08	Local Sports Reserve	District	Sports reserve, pavilion and associated infrastructure located adjacent to the potential government secondary school, community centre and Local Town Centre, and close to the waterway.	10.00	10,11,13-R	Melton City Council
SR-09	Local Sports Reserve	District	Sports reserve, pavilion and associated infrastructure located adjacent to the Kororoit Creek.	10.00	33,37	Melton City Council
SR-10	Local Sports Reserve	District	Sports reserve, pavilion and associated infrastructure located adjacent to the government primary school, non-government primary school and community centre.	9.00	46,47	Melton City Council
SR-11	Tennis & Multi-Court Facility	District	Tennis/multi-courts (6 court facility) and associated infrastructure co-located with SR-10.	0.40	46,47	Melton City Council
SR-12	Local Sports Reserve	District	Sports reserve, pavilion and associated infrastructure located adjacent to the government primary school and community centre.	6.00	68, 69	Melton City Council
IR-02	Indoor Recreation Centre	District	Indoor recreation facility co-located with the government secondary school.	2.50	15	Melton City Council
	Nature Conservation Conservation Area 1	Conservation	Nature conservation area to protect herb-rich native grassland, with public access targeted to defined areas.	13.29	13-R, 22-R, 23	Department of Environment, Land, Water and Planning
	Nature Conservation Conservation Area 2	Conservation	Nature conservation area to protect herb-rich native grassland, with public access targeted to defined areas.	45.02	66, 66a, 67, 68	Department of Environment, Land, Water and Planning



OPEN SPACE ID	TYPE	SUB-CATEGORY/ SCALE	ATTRIBUTES	AREA	LOCATION (PROPERTY NUMBER)	RESPONSIBILITY
	Conservation Area 15 - Growing Grass Frog	Conservation	Nature conservation area to protect Growing Grass Frog habitat, with public access targeted to defined areas including a shared path along the Kororoit Creek on both sides.		4, 6, 7, 8, 81, 9, 9A, 10, 14, 16, 17, 19, 27, 28, 29, 30, 31, 31a, 32, 34, 35, 43, 44, 66, 67, 67a, 68, 69, 70	Department of Environment, Land, Water and Planning





3.4.2 Biodiversity and Threatened Species

REQUIREMENTS	
<b>R39</b>	Native vegetation may be removed as illustrated on Plan 7.
<b>R40</b>	Development within any Conservation Area must be in accordance with the relevant Concept Plan and Interface Cross Section in Appendix F and Appendix G, to the satisfaction of the Department of Environment, Land, Water and Planning.
<b>R41</b>	Public lighting must be designed and baffled to prevent light spill and glare within and adjacent to any GGF Conservation Area or Nature Conservation Area, unless otherwise agreed by the Department of Environment, Land, Water and Planning.
<b>R42</b>	A 20m buffer zone must be provided around all edges of Nature Conservation Areas 1 and 2, as shown in Appendix F. No additional buffer zone is required for GGF Conservation Area edges. The buffer zone must exclude buildings but may include roads, paths, nature strips, public open space and drainage infrastructure. A frontage road must be provided between the conservation area and adjacent development where indicated in Appendix F and on the relevant cross section in Appendix G.
<b>R43</b>	Frontage roads must contain planting and street trees of indigenous species. Frontage roads must not include plant species that could behave as environmental weeds including vigorous rhizomatic grasses.
<b>R44</b>	Where there is no separation between the Growing Grass Frog Conservation Area and urban development by a road, development must face the Conservation Area.

GUIDELINES	
<b>G41</b>	Planting in the open space network including conservation areas, waterways, streets, parks and utilities easements should make use of indigenous species to the satisfaction of the responsible authority (and Melbourne Water as relevant).
<b>G42</b>	The layout and design of the waterways, wetlands and retarding basins (including the design of paths, bridges and boardwalks and the stormwater drainage system) connecting to the Kororoit Creek should integrate with biodiversity and natural systems to the satisfaction of the responsible authority and Melbourne Water as relevant.
<b>G43</b>	Where appropriate, parks should be located abutting Nature Conservation Areas and GGF Conservation Areas and waterways to provide a buffer to development.





3.5 Transport & Movement

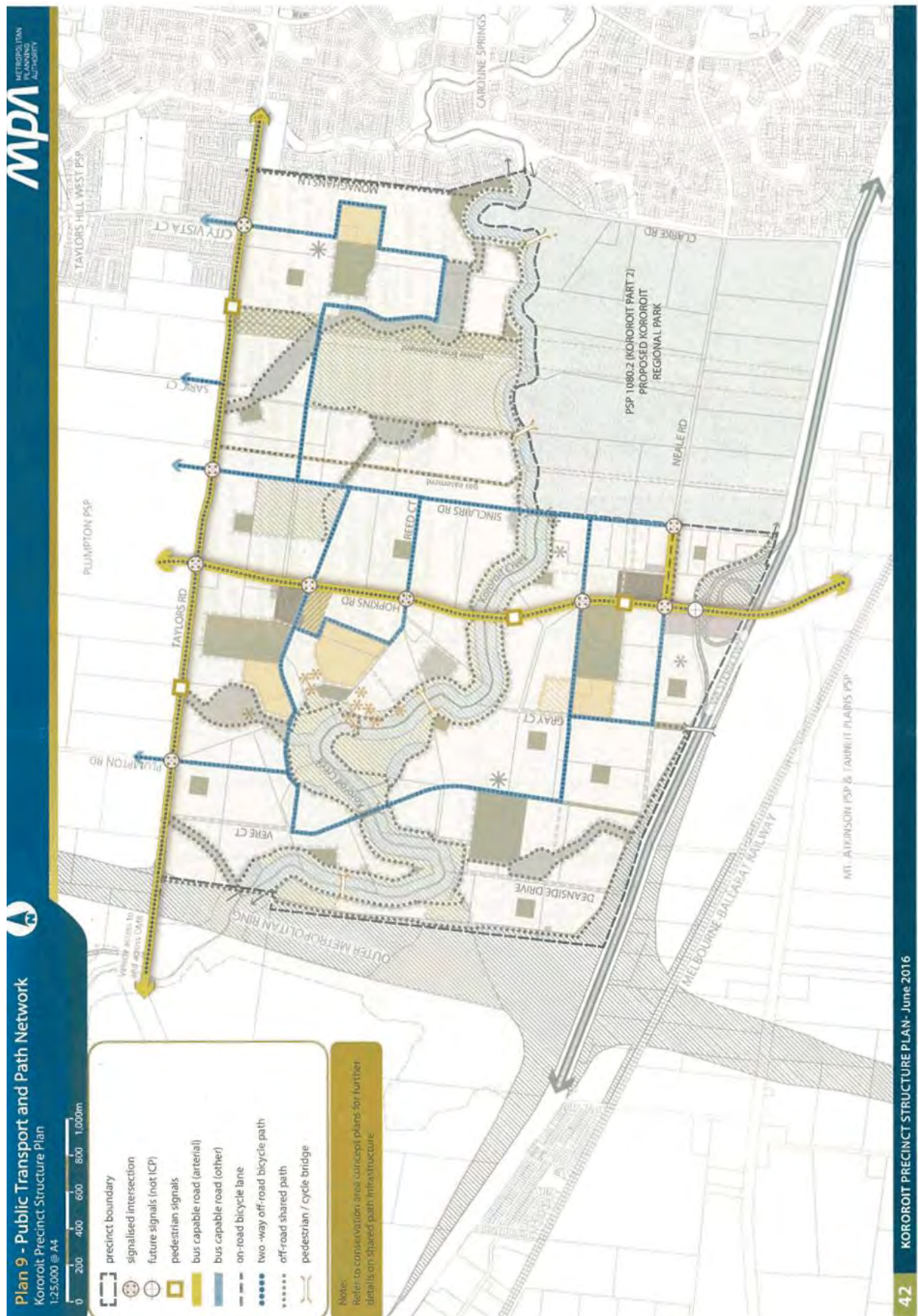
3.5.1 Street Network

	REQUIREMENTS
<b>R45</b>	<p>Subdivision layouts must provide:</p> <ul style="list-style-type: none"> <li>• A permeable, direct and safe street network for walking and cycling</li> <li>• A safe and low speed street network that encourages walking and cycling</li> <li>• Convenient access to local points of interest and destinations for effective integration with neighbouring properties.</li> </ul>
<b>R46</b>	<p>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.</p>
<b>R47</b>	<p>Configuration of vehicle access to lots from a public street must ensure that there is sufficient separation between crossovers to allow for a minimum of one on-street car park for every two residential lots and canopy tree planting in accordance with Appendix G.</p>
<b>R48</b>	<p>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.</p>
<b>R49</b>	<p>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.</p>
<b>R50</b>	<p>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.</p>
<b>R51</b>	<p>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.</p>
<b>R52</b>	<p>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.</p>

<b>R53</b>	<p>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.</p>
<b>R54</b>	<p>The road connection across the lignum swamp and Grouling Grass Frog Conservation Area on Property 28 must be constructed to minimize impacts on the Conservation Area to the satisfaction of the Department of Environment, Land, Water and Planning.</p>
<b>R55</b>	<p>Road networks and street types must be designed and developed in accordance with the street cross sections in Appendix G unless otherwise agreed by the responsible authority.</p>
<b>R56</b>	<p>Alternative street cross sections such as illustrated Appendix H must be to the satisfaction of the responsible authority and ensure that:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• The performance characteristics of standard street cross sections as they relate to pedestrian and cycling use are maintained</li> <li>• Relevant minimum road reserve widths for the type of street are maintained as illustrated in Appendix G.</li> </ul>
<b>R57</b>	<p>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.</p>

GUIDELINES	
<b>G44</b>	<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 G, to the satisfaction of the responsible authority. Examples of potential variations are provided in Appendix H. Other non-standard variations are encouraged regarding, but not limited to:</p> <ul style="list-style-type: none"> <li>• Varied street tree placement</li> <li>• Varied footpath or carriageway placement</li> <li>• Varied carriageway or parking bay pavement material</li> <li>• Introduction of elements to create a boulevard effect</li> <li>• Differing tree outstand treatments.</li> </ul> <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> <p>Street layouts should provide multiple convenient routes to key destinations such as schools, community facilities, sports reserves, Local Town Centres, Local Convenience Centres and access to the possible future Mit Atkinson station south of the Western Freeway.</p>
<b>G45</b>	<p>Street block lengths should not exceed 240 metres to ensure a safe, permeable and low speed environment for pedestrians, cyclists and vehicles is achieved.</p>
<b>G46</b>	<p>Culs-de-sac should not detract from convenient pedestrian, cycle and vehicular connections.</p>
<b>G47</b>	<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"> <li>• Rear loaded lots with laneway access</li> <li>• Vehicular access from the side of a lot</li> <li>• Combined or grouped crossovers</li> <li>• Increased lot widths.</li> </ul>
<b>G48</b>	<p>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.</p>
<b>G49</b>	

<b>G50</b>	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.
<b>G51</b>	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.
<b>G52</b>	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.
<b>G53</b>	Where lots with direct frontage are provided, they should be set back five metres from the waterway corridor (as defined in Appendix J) to provide pedestrian and service vehicle access to those lots, to the satisfaction of Melbourne Water and the responsible authority.
<b>G54</b>	All signalised intersections should be designed in accordance with the VicRoads' <i>Growth Area Road Network Planning Guidance &amp; Policy Principles</i> (2015).



3.5.2 Public Transport

	REQUIREMENTS
<b>R58</b>	The street network must be designed to ensure 95% of all households are located within 400 metres of public transport services, and all households are able to directly and conveniently walk to public transport services.
<b>R59</b>	Subdivision design must enable passive surveillance to the public transport network by designing buildings which front on to streets on the public transport network.
<b>R60</b>	Bus stops must be provided which enable convenient access to Local Town Centres and activity-generating land uses such as schools, community facilities, the proposed Kororoit Regional Park, sports reserves, the possible future Mt Atkinson rail station, and destinations beyond.
<b>R61</b>	All road and intersections (including roundabouts) on roads shown as 'bus capable' on Plan 9 must be constructed to accommodate ultra-low-floor buses in accordance with the <i>Public Transport Guidelines for Land Use and Development</i> .

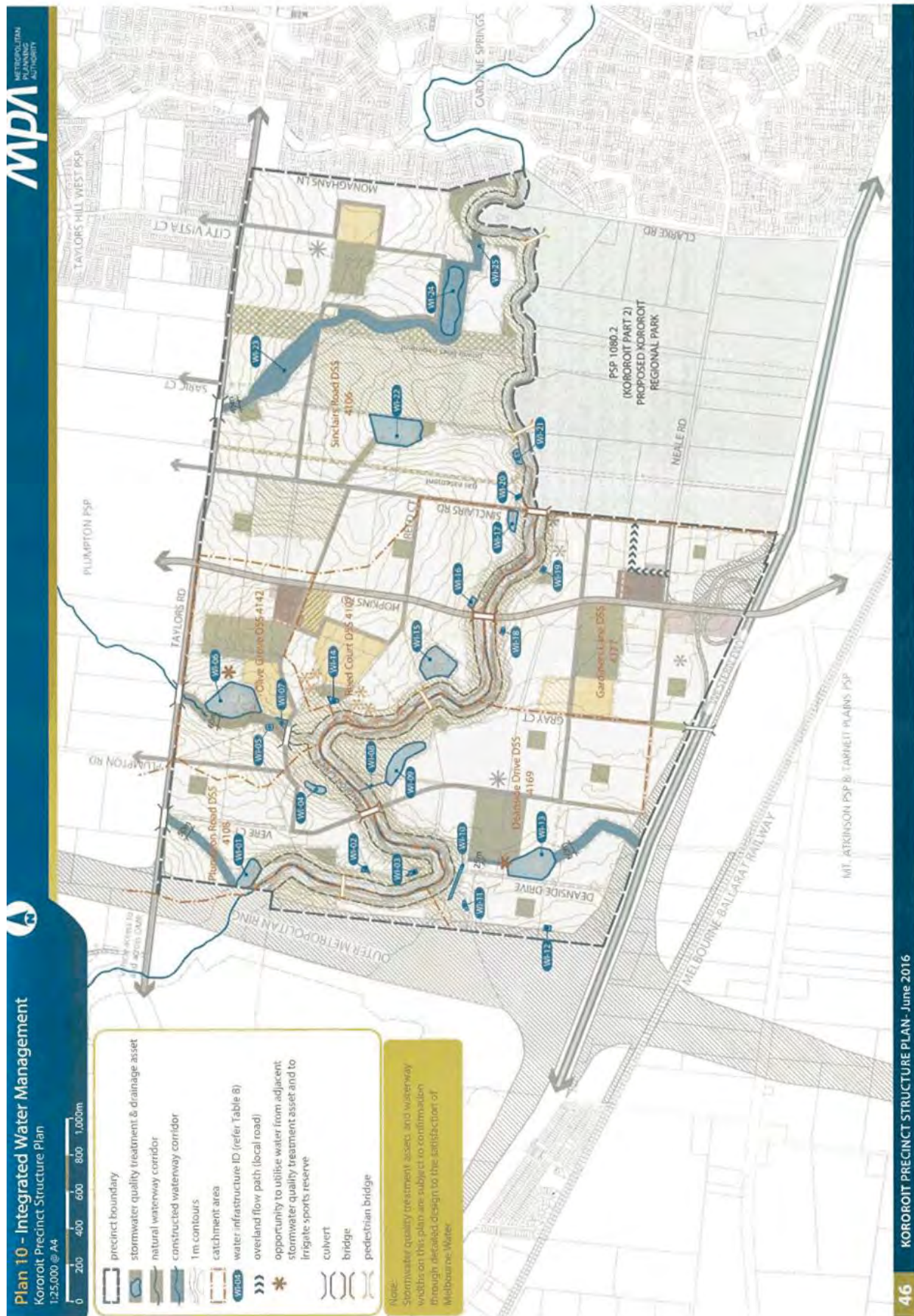
3.5.3 Walking and Cycling

REQUIREMENTS	
<b>R62</b>	<p>All subdivisions must deliver a simple street network which is easy to navigate and provides direct and convenient pedestrian access to connector and arterial roads and to key destinations.</p> <p>Design of all subdivisions, streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:</p> <ul style="list-style-type: none"> <li>• Footpaths of at least 1.5 metres in width on both sides of all streets, roads and bridges unless otherwise specified by the PSP</li> <li>• Shared paths or bicycle paths of 3.0 metres in width where shown on Plan 9 or as shown on the relevant cross sections illustrated at Appendix G or as specified in another requirement in the PSP</li> <li>• Safe and convenient crossing points of connector and local streets at all intersections and at key desire lines</li> <li>• Pedestrian and cyclist priority crossings on all slip lanes</li> <li>• Safe and convenient transition between on- and off-road bicycle networks.</li> </ul>
<b>R63</b>	<p>All to the satisfaction of the coordinating road authority and the responsible authority.</p>
<b>R64</b>	<p>Pedestrian and cyclist bridges must be provided in accordance with Plan 9 to provide pedestrian and cyclist connectivity throughout the Precinct.</p>
<b>R65</b>	<p>Road bridges within the Precinct and to areas outside the Precinct (such as Hopkins Road Freeway Interchange, and the future Taylors Road crossing of the OMR) must:</p> <ul style="list-style-type: none"> <li>• Include off-road pedestrian and cyclist paths (and/or shared path as relevant)</li> <li>• Provide sufficient clearance over creeks and waterways to allow for a shared path under the bridge where relevant.</li> </ul>

<b>R66</b>	<p>Shared and pedestrian paths along waterways, to the satisfaction of Melbourne Water and the responsible authority, must be:</p> <ul style="list-style-type: none"> <li>• Delivered by development proponents consistent with the network shown on Plan 9</li> <li>• 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</li> <li>• Constructed to a standard that satisfies the requirements of Melbourne Water.</li> </ul> <p>Where a shared path is to be delivered on only one side of a minor waterway, 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).</p>
<b>R67</b>	<p>Safe, accessible and convenient pedestrian and cycle crossing points must be provided at all intersections, key desire lines and locations of high amenity.</p>
<b>R68</b>	<p>Bicycle priority at intersections of minor streets and connector streets with dedicated off-road bicycle paths must be achieved through strong and consistent visual clues and supportive directional and associated road signs.</p>
<b>R69</b>	<p>Alignment of the off-road bicycle path must be designed for cyclists to travel up to 30km/h to the satisfaction of the responsible authority.</p>
<b>R70</b>	<p>Bicycle parking facilities including bicycle hoops and way-finding signage must be provided by development proponents in, and to, key destinations such as Local Town Centres, schools, community facilities and across the open space network.</p>
<b>R71</b>	<p>Design and construction of any paths within the Growing Grass Frog Conservation Area and Nature Conservation Areas must be consistent with Appendix F and Appendix G, the relevant Conservation Management Plan and any relevant approved Cultural Heritage Management Plan.</p>
GUIDELINES	
<b>G55</b>	<p>Lighting should be installed along shared, pedestrian and cycle paths linking to key destinations, unless otherwise agreed by the responsible authority.</p>

3.5.4 Town Centre Transport, Access and Connectivity

REQUIREMENTS	
<b>R72</b>	Heavy vehicle movements (loading and deliveries) must not front the main streets and should be located to the rear and/or side street and screened, or 'sleeved' by more active uses.
<b>R73</b>	Town Centre main streets must be designed for a low speed environment of 40km/h or less such that vehicles and cyclists share the carriageway and pedestrians can safely cross the road, and in accordance with the relevant section in Appendix G.
<b>R74</b>	Increased permeability in the road network within and surrounding the town centres should be delivered via shorter block lengths and the avoidance of culs-de-sac.
<b>R75</b>	Safe and easy access for pedestrian and cycle trips must be provided to the town centre through the layout and design of the surrounding street and path network.
GUIDELINES	
<b>G56</b>	Pedestrian priority should be provided across all side roads along main streets and all car park entrances.
<b>G57</b>	Bicycle parking should be provided at entry points to town centres and designed to include weather protection, passive surveillance and lighting to the satisfaction of the responsible authority.
<b>G58</b>	Car park entrances directly from main streets should be minimised and alternative access should be provided from other streets.
<b>G59</b>	Car parking should be provided efficiently through use of shared, consolidated parking areas.
<b>G60</b>	A safe, clearly identified and continuous path of pedestrian travel should be provided throughout all car parking areas.





## 4.0 INTEGRATED WATER MANAGEMENT AND UTILITIES

### 4.1 Integrated Water Management

	REQUIREMENTS
<b>R76</b>	Stormwater runoff from the development must meet or exceed the performance objectives of the CSIRO Best Practice Environmental Management Guidelines for Urban Stormwater prior to discharge to receiving waterways and as outlined on Plan 10, unless otherwise approved by Melbourne Water and the responsible authority.
<b>R77</b>	Final design and boundary of constructed wetlands, retarding basins, stormwater quality treatment infrastructure, and associated paths, boardwalks, bridges, and planting, must be to the satisfaction of both the responsible authority and Melbourne Water. Applications must demonstrate how: <ul style="list-style-type: none"> <li>• Waterways and integrated water management design enables land to be used for multiple recreation and environmental purposes.</li> <li>• Overland flow paths and piping within road reserves will be connected and integrated across property/parcel boundaries.</li> <li>• Melbourne Water and the responsible authority freeboard requirements for overland flow paths will be adequately contained within the road reserves.</li> <li>• Development will deliver the Integrated Water Management (IWM) requirements of this precinct structure plan.</li> <li>• Relevant integrated water management (IWM) requirements of this PSP will be achieved, to the satisfaction of the retail water authority, including the supply of recycled water.</li> </ul> Drainage assets must be designed to the satisfaction of Western Water (where relevant), Melbourne Water and the responsible authority.
<b>R79</b>	Development staging must provide for delivery of ultimate waterway and drainage infrastructure including stormwater quality treatment. Where this is not possible, development must demonstrate how any interim solution adequately manages and treats stormwater generated from the development and how this will enable delivery of an ultimate drainage solution, all to the satisfaction of the responsible authority.

<b>R80</b>	Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme, Plan 10 and Table 8 to the satisfaction of Melbourne Water and the responsible authority.
<b>G61</b>	<b>GUIDELINES</b> Development should have regard to relevant policies and strategies being implemented by the responsible authority, Melbourne Water, City West Water and Western Water including any approved Integrated Water Management Plan.
<b>G62</b>	Where practical, integrated water management systems should be designed to: <ul style="list-style-type: none"> <li>• Maximise habitat values for local flora and fauna species</li> <li>• Enable future harvesting and/or treatment and re-use of stormwater, including those options or opportunities outlined on Plan 10.</li> </ul>
<b>G63</b>	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.
<b>G64</b>	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.

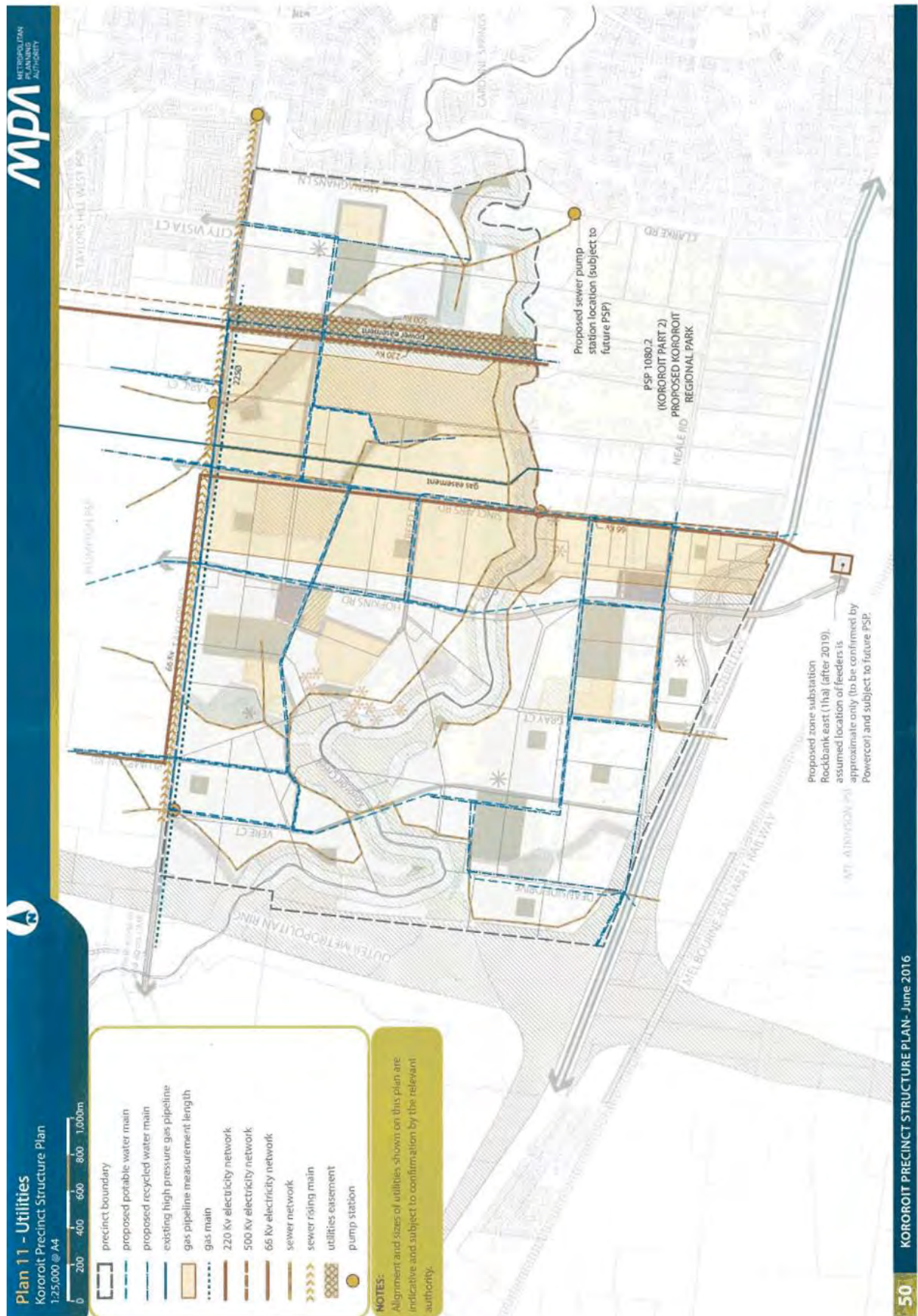


**Table 8** Water Infrastructure

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.

PROPERTY ID	DESCRIPTION	RESPONSIBILITY	PROPERTY NO.	AREA (HA)	DSS
WI-01	Wetland - within Growing Grass Frog Conservation Area 15 (refer to Appendix F: Conservation Area Concept Plans).	Melton City Council	4	1.23	Plumpton Rd
WI-02	Sediment basin and bio-retention basin - adjacent to Growing Grass Frog Conservation Area 15.	Melton City Council	7	0.10	Plumpton Rd
WI-03	Sediment basin - within Growing Grass Frog Conservation Area 15 (refer to Appendix F: Conservation Area Concept Plans).	Melton City Council	9	0.10	Plumpton Rd
WI-04	Wetland - within Growing Grass Frog Conservation Area 15 and shaped to minimise impact on the conservation area (refer to Appendix F: Conservation Area Concept Plans).	Melton City Council	8	0.42	Plumpton Rd
WI-05	Sediment basin.	Melton City Council	6, 10	0.12	Olive Grove
WI-06	Wetland - designed to ensure protection and retention of the Rockbank Head Station Dam (HO118) and close to the local sports reserve.	Melton City Council	3, 10	4.01	Olive Grove
WI-07	Sediment basin.	Melton City Council	6, 10	0.16	Olive Grove
WI-08	Swale - within Growing Grass Frog Conservation Area 15 (refer to Appendix F: Conservation Area Concept Plans).	Melton City Council	30	0.08	Deanside Drive
WI-09	Wetland - within Growing Grass Frog Conservation Area 15 and shaped to minimise impact on the conservation area (refer to Appendix F: Conservation Area Concept Plans).	Melton City Council	30, 31	2.00	Deanside Drive
WI-10	Swale - within Growing Grass Frog Conservation Area 15 (refer to Appendix F: Conservation Area Concept Plans).	Melton City Council	28, 29	0.25	Deanside Drive
WI-11	Sediment basin - within Growing Grass Frog Conservation Area 15 (refer to Appendix F: Conservation Area Concept Plans).	Melton City Council	28	0.10	Deanside Drive
WI-12	Sediment basin - within Growing Grass Frog Conservation Area 15 (refer to Appendix F: Conservation Area Concept Plans).	Melton City Council	36	0.10	Deanside Drive
WI-13	Wetland and retarding basin - adjacent to local sports reserve.	Melbourne Water	37	3.20	Deanside Drive
WI-14	Sediment basin.	Melton City Council	14	0.14	Reed Court
WI-15	Wetland and retarding basin - adjacent to Growing Grass Frog Conservation Area 15.	Melton City Council	17	2.43	Reed Court
WI-16	Sediment basin and bio-retention basin - within Growing Grass Frog Conservation Area 15 (refer to Appendix F: Conservation Area Concept Plans).	Melton City Council	27	0.17	Reed Court

PROPERTY ID	DESCRIPTION	RESPONSIBILITY	PROPERTY NO.	AREA (HA)	DSS
WI-17	Wetland - adjacent to Growing Grass Frog Conservation Area 15.	Melton City Council	27	0.47	Reed Court
WI-18	Sediment basin and bio-retention basin - within Growing Grass Frog Conservation Area 15 (refer to Appendix F: Conservation Area Concept Plans).	Melton City Council	35	0.07	Gardiners Lane
WI-19	Sediment basin and bio-retention basin - within Growing Grass Frog Conservation Area 15 (refer to Appendix F: Conservation Area Concept Plans).	Melton City Council	43	0.07	Gardiners Lane
WI-20	Sediment basin - within Growing Grass Frog Conservation Area 15 (refer to Appendix F: Conservation Area Concept Plans).	Melton City Council	66	0.07	Sinclair's Road
WI-21	Sediment basin and bio-retention basin - within Growing Grass Frog Conservation Area 15 (refer to Appendix F: Conservation Area Concept Plans).	Melton City Council	66	0.30	Sinclair's Road
WI-22	Wetland and retarding basin - with natural flows to be retained flowing east into Nature Conservation Area 2.	Melbourne Water	65, 66	3.79	Sinclair's Road
WI-23	Seasonal Herbaceous Wetland ecology with high geomorphology value to be retained within constructed waterway.	Melton City Council	67		Sinclair's Road
WI-24	Retarding basin & wetland leading into area of high quality geomorphology.	Melbourne Water	68, 69	4.90	Sinclair's Road
WI-25	Lava Plain Ephemeral Wetland ecology with high geomorphology value to be retained partly within the Growing Grass Frog Conservation Area 15 (refer to Appendix F: Conservation Area Concept Plans).	Melton City Council	69		Sinclair's Road





4.2 Utilities

	REQUIREMENTS
<b>R81</b>	Trunk services are to be placed along the general alignments shown on Plan 11, subject to any refinements as advised by the relevant servicing authorities.
	Before development commences on a property, functional layout plans of the road network must be submitted that illustrate the location of all: <ul style="list-style-type: none"> <li>• Underground services</li> <li>• Driveways and crossovers</li> <li>• Intersection devices</li> <li>• Shared, pedestrian and bicycle paths</li> <li>• Street lights</li> <li>• Street trees.</li> </ul>
<b>R82</b>	A typical cross section of each street must also 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 G) and accommodate at least 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.
<b>R83</b>	Delivery of underground services must be coordinated, located and bundled (utilising common trenching) to facilitate tree and other planting within road verges.
<b>R84</b>	All existing above ground electricity cables (excluding substations and cables with voltage 66kv or greater) must be placed underground as part of the upgrade or subdivision of existing roads.
<b>R85</b>	All new electricity supply infrastructure (excluding substations and cables with voltage 66kv or greater) must be provided underground.

<b>R86</b>	Above ground utilities must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts, and be designed to the satisfaction of the responsible authority. Where that infrastructure is intended to be located in public open space, the land required to accommodate that infrastructure will not be counted as contribution to public open space requirements classified under the Plumpton and Kororoit Infrastructure Contributions Plan.
<b>R87</b>	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, laundry and garden watering use, should it become available.
<b>R88</b>	Utilities must be placed on the outer edges of waterway corridors to avoid disturbance as far as reasonably practical to existing waterway values, native vegetation, significant landform features and heritage sites, to the satisfaction of Melbourne Water and the responsible authority.
<b>GUIDELINES</b>	
<b>G65</b>	Utilities should be placed outside any conservation areas shown on Plan 3, unless identified on the relevant Concept Plan in Appendix F.
<b>G66</b>	Above-ground utilities should be located outside of key view lines and screened with vegetation, as appropriate.
<b>G67</b>	All temporary infrastructure must be removed once permanent infrastructure is connected and operating.

## 5.0 INFRASTRUCTURE DELIVERY & STAGING

### 5.1 Subdivision works by developers

REQUIREMENTS
<p>Subdivision of land within the Precinct must provide and meet the total cost of delivering the following infrastructure (other than where indicated otherwise in Plan 12 and Plan 13:</p> <ul style="list-style-type: none"> <li>• Connector streets and local streets</li> <li>• Local bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria)</li> <li>• Landscaping of all existing and future roads and local streets, including canopy tree planting</li> <li>• Intersection works and traffic management measures along arterial roads, connector streets, and local streets</li> <li>• 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</li> <li>• Council-approved fencing and landscaping along arterial roads, where required</li> <li>• Bicycle parking</li> <li>• Appropriately scaled lighting along all roads and major shared and pedestrian paths across the open space network</li> <li>• Basic improvements to local parks and open space as outlined in this PSP</li> <li>• Local drainage system</li> <li>• Connector and local street or pedestrian/cycle path crossings of waterways</li> <li>• Infrastructure as required by utility services providers, including water, sewerage, drainage (except where the item is funded through a DSS), electricity, gas and telecommunications</li> <li>• Remediation and/or reconstruction of dry stone walls, where required</li> </ul>
<b>R89</b>

<p>All public open space (other than where improvements are included in Table 9) must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space, including but not limited to:</p> <ul style="list-style-type: none"> <li>• Removal of all existing disused structures, foundations, pipelines and stockpiles</li> <li>• Clearing of rubbish and environmental weeds and rocks, levelled, topsoiled and grassed with warm climate grass</li> <li>• Provision of water tapping, potable and recycled water connection points</li> <li>• Sewer, gas and electricity connection points to land identified as sports reserves and community facilities</li> <li>• Trees and other plantings</li> <li>• Vehicle exclusion devices (fence, bollards or other suitable methods) and maintenance access points</li> <li>• Construction of pedestrian paths to a minimum 1.5 metres in width around the perimeter of the reserve and connecting to the surrounding path network (and/or a 3.0m wide shared path where required by Plan 10 and connecting to the surrounding path network)</li> <li>• Installation of park furniture, including barbecues, shelters, furniture, rubbish bins, local-scale play areas, and appropriate paving to support these facilities, consistent with the type of open space listed in Table 7 and Appendix M, and in accordance with any relevant adopted Council open space/landscape document.</li> </ul>	<b>R90</b>
<p>Local sports reserves identified in Table 9 must be vested in the relevant authority in the following condition:</p> <ul style="list-style-type: none"> <li>• Free from surface and/or protruding rocks and structures</li> <li>• Reasonably graded and/or topsoiled to create a safe and regular surface with a maximum 1:6 gradient</li> <li>• Seeded and top-dressed with drought-resistant grass in bare, patchy and newly-graded areas.</li> </ul>	<b>R91</b>



5.2 Development Staging

<b>R92</b>	Convenient and direct access to the connector road network must be provided through neighbouring properties where a property does not otherwise have access to the connector network or signalised access to the arterial road network, as appropriate.
<b>R93</b>	Where a street has already been constructed or approved for construction to a property boundary, subsequent development must connect with that street to adopt a consistent cross-section until a suitable transition can be made.
<b>R94</b>	Any development in proximity to the freeway that triggers the VicRoads <i>Requirements of Developers – Noise Sensitive Uses</i> document must respond to its requirements to the satisfaction of the responsible authority and VicRoads.

	REQUIREMENTS
<b>R95</b>	<p>Development staging must provide for the timely provision and delivery of:</p> <ul style="list-style-type: none"> <li>• Arterial road reservations</li> <li>• Connector streets</li> <li>• Street links between properties, constructed to the property boundary</li> <li>• Connection of the on- and off-road pedestrian and bicycle network.</li> </ul> <p>Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in this precinct structure plan, by any date or stage of development required or approved by the responsible authority.</p>
<b>R96</b>	
	GUIDELINES
<b>G68</b>	<p>Staging of development 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:</p> <ul style="list-style-type: none"> <li>• Integrate with adjoining developments, including the timely provision of road and path connections, to a practical extent</li> <li>• Provide open space and amenity to new residents in the early stages of the development, where relevant</li> <li>• Provide sealed road access to each new allotment</li> <li>• Deliver any necessary trunk services extensions, including confirmation of the agreed approach and timing by the relevant service provider.</li> </ul>
<b>G69</b>	<p>Staging of transport infrastructure should prioritise early delivery of a connected arterial road network to:</p> <ul style="list-style-type: none"> <li>• Ensure that subdivisions are designed to access the future arterial network rather than the existing road network</li> <li>• Reduce pressure on existing roads which were built to cater for rural, not urban use</li> <li>• Reduce pressure on the existing low standard crossing of Kororoit Creek at Sinclairs Road.</li> </ul>
<b>G70</b>	<p>The early delivery of community facilities, local parks and playgrounds is encouraged within each neighbourhood and may be delivered in stages, to the satisfaction of the responsible authority.</p>

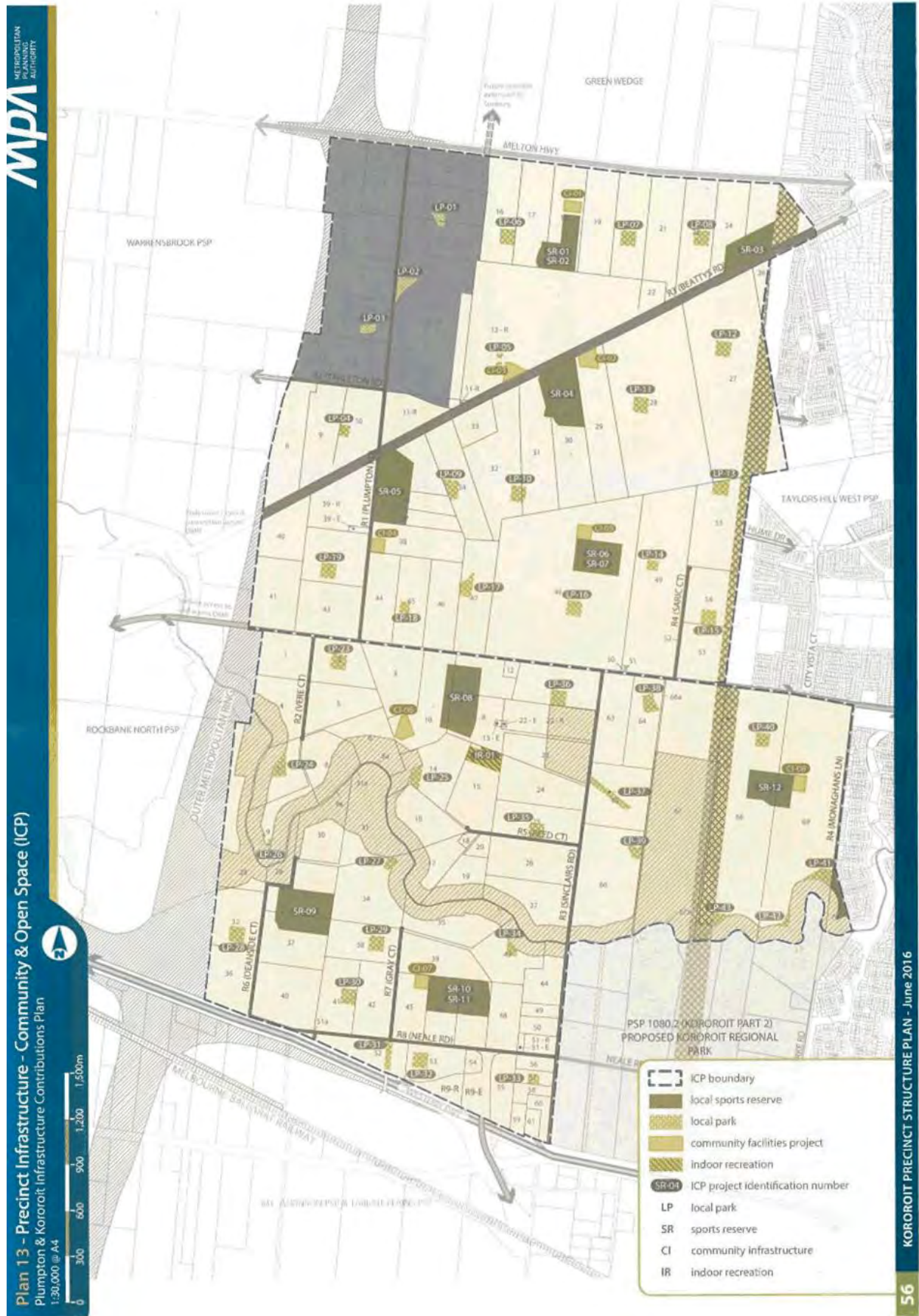




## 6.0 PRECINCT INFRASTRUCTURE

The Precinct Infrastructure Table at Table 9 sets out the infrastructure and services required to meet the needs of proposed development within the Precinct, as illustrated on Plan 12 and Plan 13. Indicative timing is designated as 'S' (short term); 'M' (medium term); and 'L' (long term). The infrastructure items and services are to be provided through a number of mechanisms which may include:

- Subdivision construction works by developers
- Agreement under Section 173 of the Act
- Utility service provider requirements
- The future Plumpton and Kororoit ICP
- Relevant development contributions from adjoining areas
- Capital works projects by Council, State government agencies and non-government organisations
- Works In Kind (WIK) projects undertaken by developers on behalf of Council or State government agencies.





**Table 9** Precinct Infrastructure

As there will be a single Plumpton and Kororoit ICP, ICP projects in both PSPs are listed in Table 9. Items located on properties in Plumpton PSP are highlighted in blue in Table 9.

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
<b>TRANSPORT PROJECTS</b>										
<b>ROAD PROJECTS</b>										
Road	RD-01	Hopkins Road: Melton Highway (IN-01) to East-West Road (IN-04)	Purchase of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	S	0.33			14, 15
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L				
Road	RD-02	Hopkins Road: East-West Road 1 (IN-04) to East-West 2 Road (IN-05)	Purchase of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	S	1.26			12, 13
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L				
Road	RD-03	Hopkins Road: East-West Road 2 (IN-05) to East-West 3 Road (IN-06)	Purchase of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	M	0.52			12
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L				
Road	RD-04	Hopkins Road: Tarleton Road (IN-08) to East-West Road 4 (IN-12)	Purchase of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	S	2.77			32, 33, 47, 48
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L				
Road	RD-05	Hopkins Road: East-West Road 4 (IN-12) to Taylors Road (IN-14)	Purchase of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	S	1.30			48
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L				
Road	RD-06	Tarleton Road: PSP Western Boundary to Plumpton Road (IN-07)	Purchase of land to construct new road reserve 34m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	M	0.55			9, 10, R2
			Construction of a 4-lane arterial road (ultimate standard).	No	Melton City Council	L				

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
Road	RD-07	Tarleton Road: Plumpton Road (IN-07) to Hopkins Road (IN-08)	Purchase of land to construct new road reserve 34m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard). Construction of a 4-lane arterial road (ultimate standard).	Yes	Melton City Council	M	0.86		11, 12	
Road	RD-08	Tarleton Road: North-South Road 3 (IN-09) to North-South Road 4 (IN-10)	Purchase of land to construct new road reserve 34m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard). Construction of a 4-lane arterial road (ultimate standard).	Yes	Melton City Council	M	1.02	30, 31, 32		
Road	RD-09	Tarleton Road: North-South Road 4 (IN-10) to North-South Road 5 (IN-11)	Purchase of land to construct new road reserve 34m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard). Construction of a 4-lane arterial road (ultimate standard).	Yes	Melton City Council	M	1.93	28, 29, 48, 49		
Road	RD-10	Tarleton Road: North-South Road 5 (IN-11) to Hume Drive/Eastern PSP Boundary	Purchase of land to construct new road reserve 34m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard). Construction of a 4-lane arterial road (ultimate standard).	Yes	Melton City Council	M	0.80	55		
Road	RD-11	Taylor's Road: PSP Western PSP Boundary to Plumpton Road (IN-13)	Purchase of land to construct new road reserve 44m wide (ultimate standard), construction of a 2-lane arterial road (interim standard) and native vegetation and habitat compensation obligations. Construction of a 6-lane arterial road (ultimate standard).	Yes	Melton City Council	S	0.94	41, 43, 45		
Road	RD-12	Taylor's Road: Plumpton Road (IN-13) to Hopkins Road (IN-14)	Purchase of land to construct new road reserve 44m wide (ultimate standard), construction of a 2-lane arterial road (interim standard) and native vegetation and habitat compensation obligations. Construction of a 6-lane arterial road (ultimate standard).	Yes	Melton City Council	M	1.72	44, 45, 46, 47, 48, 45		
				No	VicRoads	L				
				No	VicRoads	L				





PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
Road	RD-13	Taylor's Road: Hopkins Road (IN-14) to Sinclair's Road (IN-15)	Purchase of land to construct new road reserve 44m wide (ultimate standard), construction of a 2-lane arterial road (interim standard) and native vegetation and habitat compensation obligations. Construction of a 6-lane arterial road (ultimate standard).	Yes	Melton City Council	S	0.29	0.20	48, R5	21
Road	RD-14	Taylor's Road: Sinclair's Road (IN-15) to Saric Court (IN-16)	Purchase of land to construct new road reserve 44m wide (ultimate standard), construction of a 2-lane arterial road (interim standard) and native vegetation and habitat compensation obligations. Construction of a 6-lane arterial road (ultimate standard).	Yes	Melton City Council	S		0.47		63, 64
Road	RD-15	Taylor's Road: Saric Court (IN-16) to City Vista Court (IN-17)	Purchase of land to construct new road reserve 44m wide (ultimate standard), construction of a 2-lane arterial road (interim standard) and native vegetation and habitat compensation obligations. Construction of a 6-lane arterial road (ultimate standard).	Yes	Melton City Council	S	0.03	1.04	53, R5	67, 68
Road	RD-16	Taylor's Road: City Vista Court (IN-17) to Eastern PSP Boundary	Purchase of land to construct new road reserve 44m wide (ultimate standard), construction of a 2-lane arterial road (interim standard) and native vegetation and habitat compensation obligations. Construction of a 6-lane arterial road (ultimate standard).	Yes	Melton City Council	S		0.16		69
Road	RD-17	Hopkins Road: Taylor's Road (IN-14) to East-West Road 5 (IN-18)	Purchase of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard). Construction of a 6-lane arterial road (ultimate standard).	Yes	Melton City Council	S		1.11		11, 13, 21, 22, 23
Road	RD-18	Hopkins Road: East-West Road 5 (IN-18) to Reed Court (IN-19)	Purchase of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard). Construction of a 6-lane arterial road (ultimate standard).	Yes	Melton City Council	S		1.17		24, 25

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
Road	RD-19	Hopkins Road: Reed Court (IN-19) to Hopkins Road Bridge (BR-02)	Purchase of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard). Construction of a 6-lane arterial road (ultimate standard).	Yes	Melton City Council	S		0.87		19, 20, 26, 27
Road	RD-20	Hopkins Road: Hopkins Road Bridge (BR-02) to East-West Road 6 (IN-20)	Purchase of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard). Construction of a 6-lane arterial road (ultimate standard).	Yes	Melton City Council	S		1.24		35
Road	RD-21	Hopkins Road: East-West Road 6 (IN-20) to Neale Road (IN-21)	Purchase of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard). Construction of a 6-lane arterial road (ultimate standard).	Yes	Melton City Council	S		0.69		47, 48
Road	RD-22	Neale Road: Hopkins Road (IN-21) to Sinclairs Road (IN-22)	Purchase of land to construct new road reserve 34m wide (ultimate standard), construction of a 2-lane arterial road (interim standard) and native vegetation and habitat compensation obligations. Construction of a 4-lane arterial road (ultimate standard).	Yes	Melton City Council	S		0.26		48, 51, 55, 56
<b>INTERSECTION PROJECTS</b>										
Intersection	IN-01	Intersection: Hopkins Road and Melton Highway	Purchase of land (ultimate standard) and construction of primary arterial to primary arterial T-intersection (interim standard). Construction of signalised 4-way intersection (ultimate standard).	Yes	Melton City Council	S		1.06		15, 16
Intersection	IN-02	Intersection: North-South Road 1 and Melton Highway	Purchase of land (ultimate standard) - connector leg only) and construction of connector road to primary arterial T-intersection (interim standard). Construction of signalised T-way intersection (ultimate standard).	Yes	Melton City Council	S		0.23		19