



GREENVALE CENTRAL PRECINCT STRUCTURE PLAN

November 2013 (amended February 2017)

CONTENTS

1.0	INTRODUCTION	3
1.1	How to read this document	3
1.2	Land to which this PSP applies	5
1.3	Background information	5
2.0	OUTCOMES	7
2.1	Vision	7
2.2	Objectives	8
2.3	Summary land budget	11
3.0	IMPLEMENTATION	13
3.1	Image, character, and housing	13
3.2	Open space, natural systems	15
3.3	Transport and movement	23
3.4	Water and utilities	32
3.5	Infrastructure delivery and development staging	34

PLANS

Plan 1	Local context	2
Plan 2	Precinct area	4
Plan 3	Future urban structure	6
Plan 4	Land use budget	10
Plan 5	Image, character & housing	12
Plan 6	Open space and natural systems	18
Plan 7	Vegetation retention	20
Plan 8	Road network	22
Plan 9	Public transport & walking trails	30
Plan 10	Local road network implementation	38

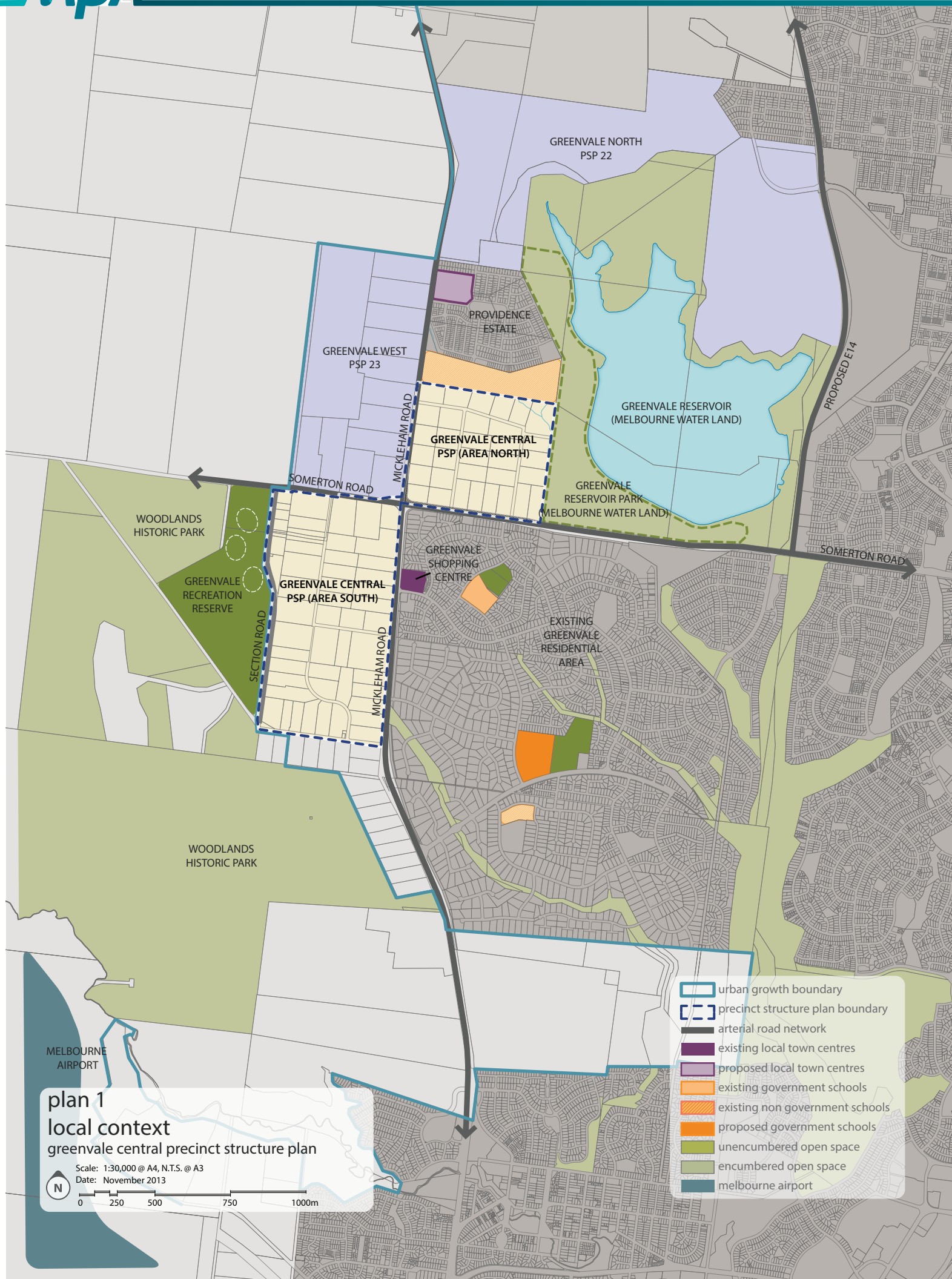
TABLES

Table 1	Summary land use budget	11
Table 2	Open space inventory	21
Table 3	Local road network deliverables	37
Table 4	Local road network implementation	39
Table 5	Precinct Infrastructure Plan	42

APPENDICES

Appendix 1	Property Specific Land Budget	44
-------------------	-------------------------------	----

Version	Date	Incorporated into the planning scheme by amendment	Description of changes
1	November 2013	Hume C154	N/A
2	May 2014	Hume C180	Amendments to Small Lot Housing Code Condition
3	September 2016	Hume C213	Amendments to fix clerical errors
4	February 2017	Hume C219	Amendments to fix clerical errors



1.0 INTRODUCTION

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

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

The PSP:

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

The PSP is informed by the following policies and guidelines:

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

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

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

1.1 How to read this document

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

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

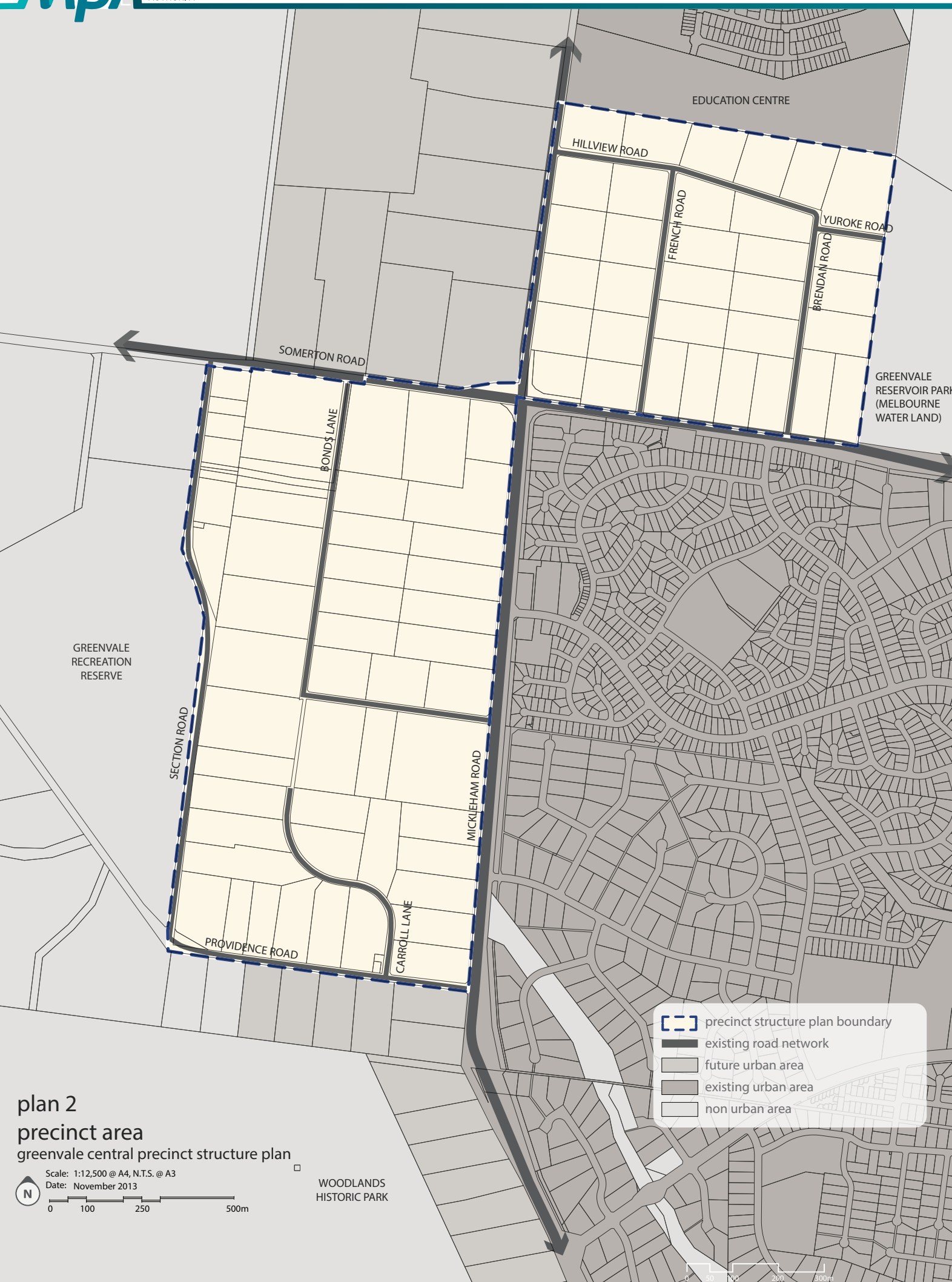
Each element of the Precinct Structure Plan contains requirements, guidelines and conditions as relevant.

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

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

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

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



Development must also comply with other Acts and approvals where relevant e.g. the Environment Protection and Biodiversity Conservation Act 1999 in the case of biodiversity or the Aboriginal Heritage Act 2006 in the case of cultural heritage, amongst others.

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

1.2 Land to which this PSP applies

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

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

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

1.3 Background Information

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



2.0 OUTCOMES

2.1 Vision

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

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

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

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

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

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

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

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

2.2 Objectives

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

IMAGE AND CHARACTER	
01	Create an attractive landscaped character along Mickleham Road and Somerton Road through the planting of large and shady boulevard trees that serve to frame the precinct.
02	Create an indigenous landscape character within the linear corridor, establishing a prominent and appealing pedestrian link toward Greenvale Recreation Reserve.
03	Encourage increased public access to Woodlands Historic Park and Brodies Creek by creating active frontages via adjoining roads and landscaped public open space.
04	Promote retention of significant native trees within road reserves and public open spaces as a means of assimilating the precinct with its immediate surrounds.
05	Create a series of neighbourhoods that have unique built form characteristics and are linked visually and physically via the road and open space networks.
06	Provide a functional and safe built environment that promotes a strong sense of place, community and civic pride for future residents.
07	Deliver landmark built form at the corner of Greenvale Drive and Mickleham Road to support Greenvale Shopping Centre and prominently signify entry to the precinct.
HOUSING	
08	Provide a diversity of lot sizes and housing types to satisfy the needs and aspirations of the new and evolving community, which attempts to achieve an average of 15 dwellings per NDHa.
09	Provide medium and higher density development with a strong relationship to the public realm that is in proximity to community facilities, retail opportunities, open space and public transport routes.
010	Encourage higher density residential development in proximity to retail/commercial activity along Mickleham Road.
NEIGHBOURHOOD STRUCTURE	
011	Provide an integrated and accessible public open space network which offers attractive active and passive recreation opportunities linked via safe and comfortable pedestrian and cycling trail networks.
012	Establish strong focal points for community activity and interaction within local and regional parks, including Greenvale Recreation Reserve and its connection to Greenvale Shopping Centre.
013	Create cohesive neighbourhoods that are integrated across property boundaries.
014	Create a Local Convenience Centre in the northern part of the precinct that services the immediate locality and provides local convenience retail, office and other local services.
CONNECTIVITY	
015	Ensure that every residential lot has constructed road access.
016	Establish a street network that provides for safe and efficient operation of buses.
017	Support the timely provision of bus services, walking and cycling links through the logical and sequential staging of development.
018	Provide an integrated, grid-patterned road network featuring off-road pedestrian and cycle paths that connects directly to local bus routes.
019	Ensure early provision of safe and efficient pedestrian and cycling paths which connect to key features of the precinct and link to regional networks.
020	Establish a linear cycling and pedestrian pathway network through the development linking Woodlands Historic Park, Greenvale Recreation Reserve and the existing Greenvale community.
021	Create a cohesive and logical extension to the existing Greenvale community that is reinforced by direct road connections at Greenvale Drive and Brendan Road.

SERVICING	
022	Provide all lots, to the satisfaction of the relevant authorities, with potable water, electricity, a reticulated sewerage, drainage, gas and telecommunications.
023	Promote the conservation, reuse and recycling of water through innovative solutions involving alternative water supplies as well as water use and its management.
024	Maximise water use efficiency, stormwater quality and long-term viability of vegetation through the use of Water Sensitive Urban Design (WSUD) initiatives.
NATURAL SYSTEMS AND CULTURAL HERITAGE	
025	Maximise the public use and enjoyment of Woodlands Historic Park, Brodies Creek and the linear corridor as important visual, ecological and recreational resources through the establishment of complimentary shared trails, passive parks and interpretive signage for conservation and heritage assets.
026	Recognise local vegetation protection areas as areas of special significance, natural beauty, interest and importance.
027	Preserve existing trees and other vegetation identified for retention.
028	Ensure heritage buildings are appropriately integrated into the urban environment.



2.3 Summary land budget

The Net Developable Area (NDA) is established by deducting the land requirements for community facilities, public and private education facilities, arterial roads and open space (active and passive) from the Gross Developable Area (GDA). The NDA for the Greenvale Central Precinct is 168.54 hectares which equates to approximately 81.17% of the PSP area.

The land budget shows that the PSP will yield approximately 2,771 lots with an average density of 14.96 dwellings per Net Developable Hectare (NDHa). Assuming an average household size of 2.8 persons for conventional density housing (based on Victoria in Future 2008) translates to an estimated future population of approximately 7,760 residents.

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

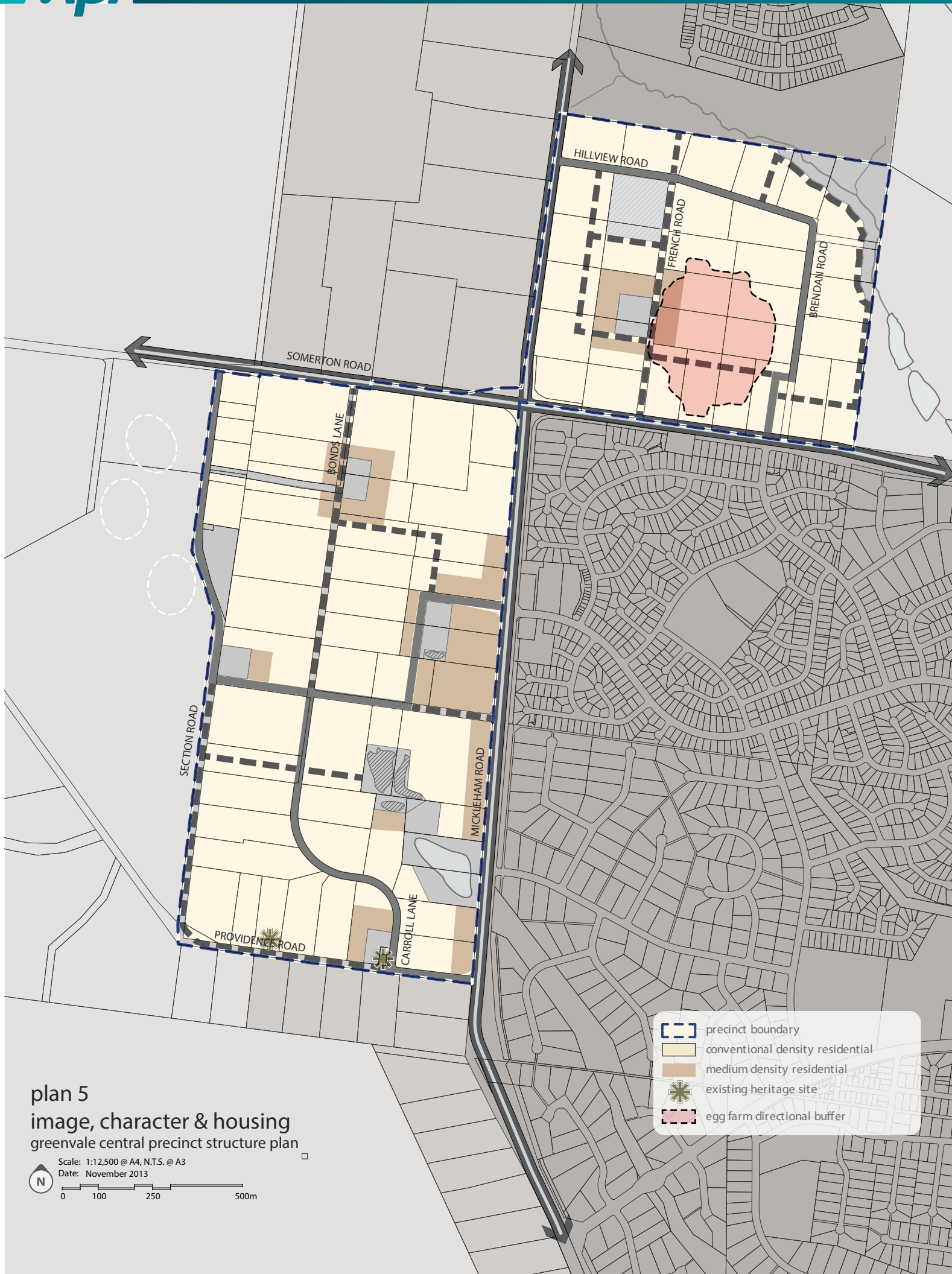
The detailed land budget included in this document clearly sets out the NDA for every property included in the PSP. The NDA will not be amended to respond to minor changes to land budgets that may result from the subdivision process for any other reason than those stated above, unless variation is agreed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

Table 1 Summary land use budget

DESCRIPTION	GREENVALE CENTRAL		
	HECTARES	% OF TOTAL AREA	% OF NDA
TOTAL PRECINCT AREA (ha)	207.65	100.0%	
TRANSPORT			
6 Lane Arterial Road/Widening	2.65	1.28%	1.57%
Local Road	17.14	8.25%	10.17%
SUB-TOTAL	19.79	9.53%	11.74%
EDUCATION			
Non Government School - Primary	2.60	1.25%	1.54%
Existing Place of Worship	0.13	0.06%	0.08%
SUB-TOTAL	2.73	1.31%	1.62%
OPEN SPACE			
ENCUMBERED LAND AVAILABLE FOR RECREATION			
Waterway / Drainage Line / Wetland / Retarding	4.25	2.05%	2.52%
Brodies Creek Encumbered Open Space	3.89	1.87%	2.31%
Conservation	2.39	1.15%	1.42%
Crown Land	1.58	0.76%	0.94%
SUB-TOTAL	12.11	5.84%	7.18%
UNENCUMBERED LAND AVAILABLE FOR RECREATION			
Active Open Space	0.00	0.0%	0.00%
Passive Open Space	4.46	2.1%	2.65%
SUB-TOTAL	4.46	2.1%	2.65%
TOTALS OPEN SPACE	16.57	8.0%	9.83%
NET DEVELOPABLE AREA (NDA) (ha)	168.56	81.17%	

DESCRIPTION	GREENVALE CENTRAL		
	HECTARES	DWELL / NDHA	DWELLINGS
RETAIL / EMP & OTHER			
Activity Centre (retail/office/mixed use)	0.00		
Identified Non Government School	0.00		
SUB-TOTAL	0.00		
RESIDENTIAL			
Residential - Conventional Density Residential	148.24	14	2075
Residential - Medium Density	20.33	22	447
SUB-TOTAL AGAINST NET RESIDENTIAL AREA (NRA)	168.56	14.96	2522
COMBINED RES/ RETAIL / EMP / OTHER	NDA (Ha)	DWELL / NDHA	DWELLINGS
TOTALS RESIDENTIAL YIELD AGAINST NDA	168.56	14.96	2522

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



3.0 IMPLEMENTATION

3.1 Image, character and housing

IMAGE AND CHARACTER

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

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

HOUSING

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

HERITAGE

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

3.2 Open space and natural systems

OPEN SPACE AND NATURAL SYSTEMS

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

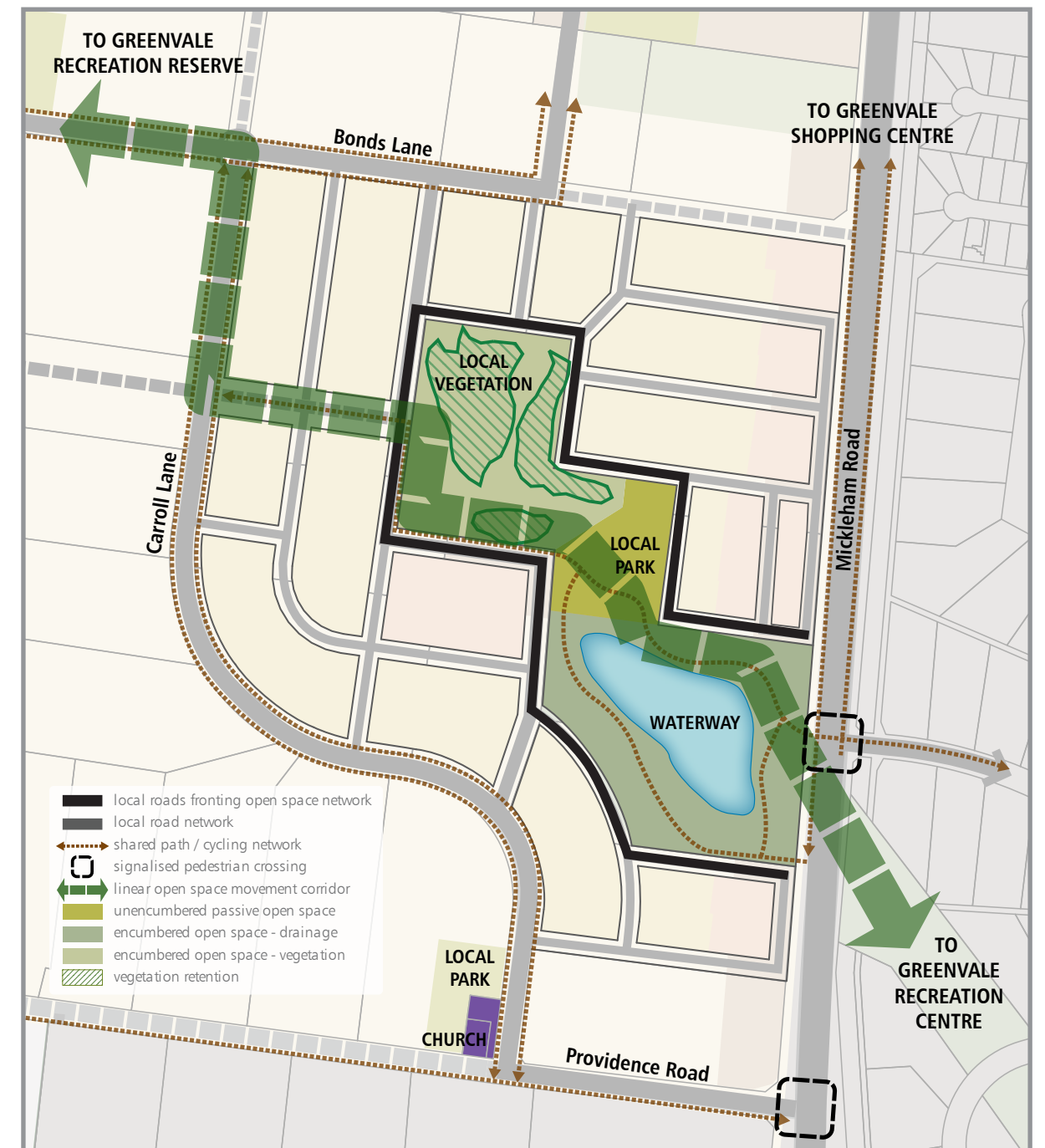
R27	<p>For the purpose of Clause 56.06-7, the requirements of the relevant fire authority are, unless otherwise approved by the CFA:</p> <ul style="list-style-type: none">Constructed roads must be a minimum of 7.3m trafficable width where cars park on both sides, or:<ul style="list-style-type: none">»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

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

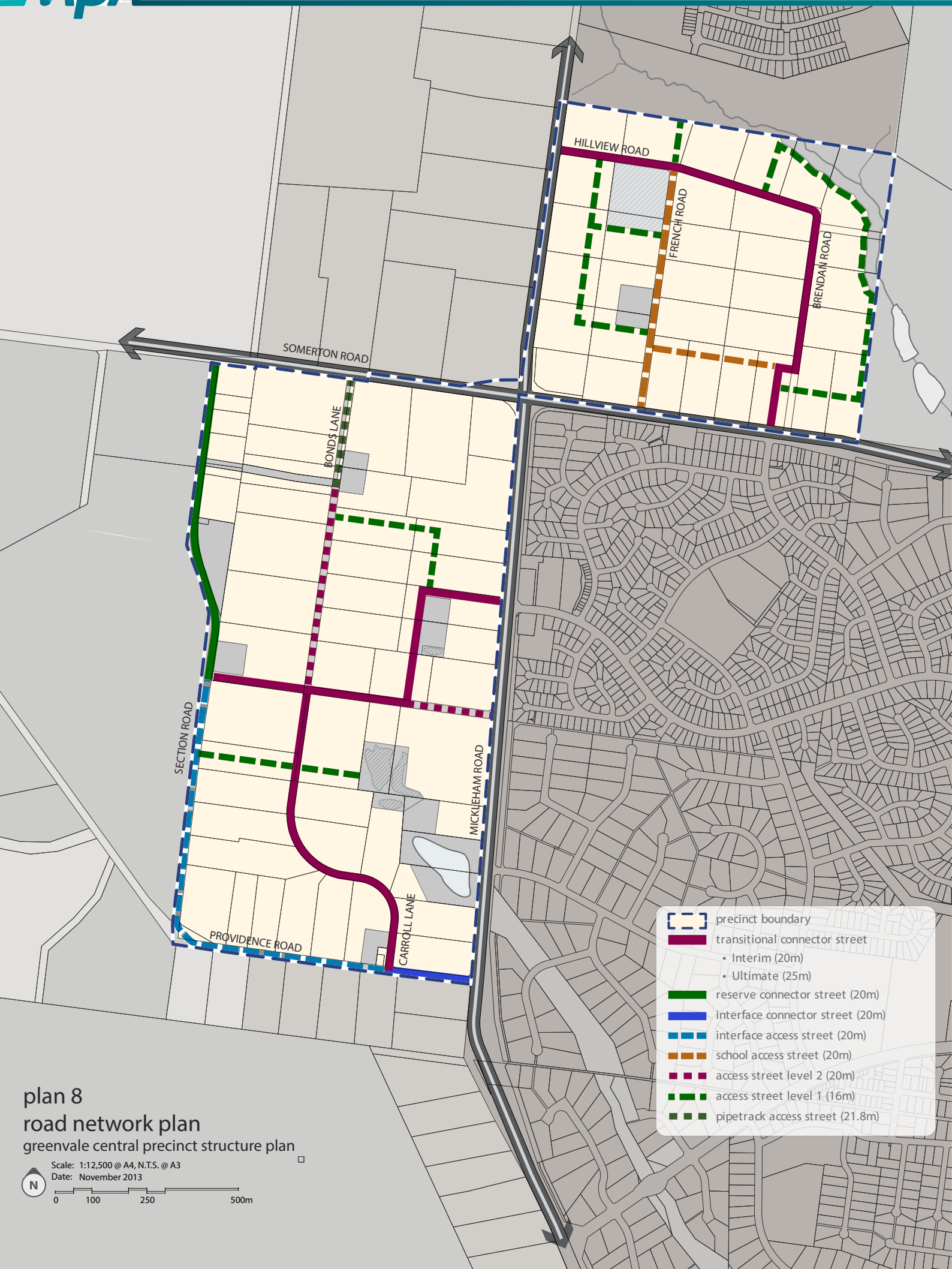
CONDITIONS	
C2	<p>Conditions for subdivision or building and works permits where land is required for public open space</p> <p>Land required for public open space as a local park, as set out in the Greenvale Central Precinct Structure Plan, must be transferred to or vested in Council at no cost to Council.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



Figure 1: Open Space Concept Plan



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



3.3 Transport and Movement

TRANSPORT: STREET NETWORK

REQUIREMENTS

R31	Street layouts of individual subdivisions must integrate to: <ul style="list-style-type: none"> Form a coherent movement network across the wider precinct Ensure no dwelling is disadvantaged by poor access to open space or community facilities.
R32	Access to Mickleham Road and Somerton Road from connector streets and access streets must be to the satisfaction of the coordinating road authority.
R33	Staging of subdivisions is to provide for the timely connection of road links between properties and to the connector street and arterial road network and the off-road pedestrian and bicycle network to the satisfaction of the Responsible Authority.
R34	Roads must be constructed to property boundaries where inter-parcel connections are indicated in the structure plan, by any date or stage of development required or approved by the Responsible Authority.
R35	Driveway access to lots fronting arterial roads must be provided from local road or rear lanes only. Service roads may be considered in exceptional circumstances, subject to agreement of the coordinating road authority.
R36	Roads must be constructed generally in accordance with Figures 2, 3, 4, 5, 6, 7, 8, 9 and 10.
R37	The street network must be developed to allow interim and ultimate access to the arterial road network.

GUIDELINES

G35	Street layouts should provide multiple convenient routes to major destinations such as Greenvale Recreation Reserve, Greenvale Shopping Centre and the arterial road network.
G36	Cul-de-sacs should not detract from convenient pedestrian and vehicular connections.
G37	Individual plans of subdivision should demonstrate connectivity to all adjoining lots, including an allowance for local road connections between properties, which anticipates the full development of all adjoining lots.
G38	Intersections of connector streets with Mickleham Road and Somerton Road should be designed to facilitate the safe and convenient movement of pedestrians and public transport between existing Greenvale and the new precinct.
G39	Street blocks lengths should not exceed two-hundred-and-forty metres (240m). Intervals between blocks may take the form of either a trafficable street or pedestrian passage of no less than four metres (4m) in width.
G40	Interim access arrangements to Mickleham Road and Somerton Road should facilitate the initial stages of development to the satisfaction of the coordinating road authority.
G41	The Access Street Level 1 road indicated to be provided on Property 51 should include an additional three metres (3m) to allow shared path connections between Bonds Lane and the linear corridor.
G42	Local roads in Properties 54 and 56 that provide active frontages to vegetation retention should incorporate a continuous shared path linking shared paths planned within Open Space 8 (Table 2) and Property 51 (refer to Figure 1).

CONDITIONS

C6	<p>Conditions for subdivision or building and works permits where land is required for road widening</p> <p>Land required for road widening including right of way flaring for the ultimate design of any intersection within an existing or proposed arterial road must be transferred to or vested in Council at no cost to the acquiring agency unless funded by the Greenvale Central Development Contributions Plan.</p> <p>Land required for road widening to accommodate Transitional Connector Streets (Figure 3) as part of Local Road Network Implementation (Plan 10, Tables 3 and 4) must be transferred to or vested in Council at no cost to Council.</p>
-----------	--

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

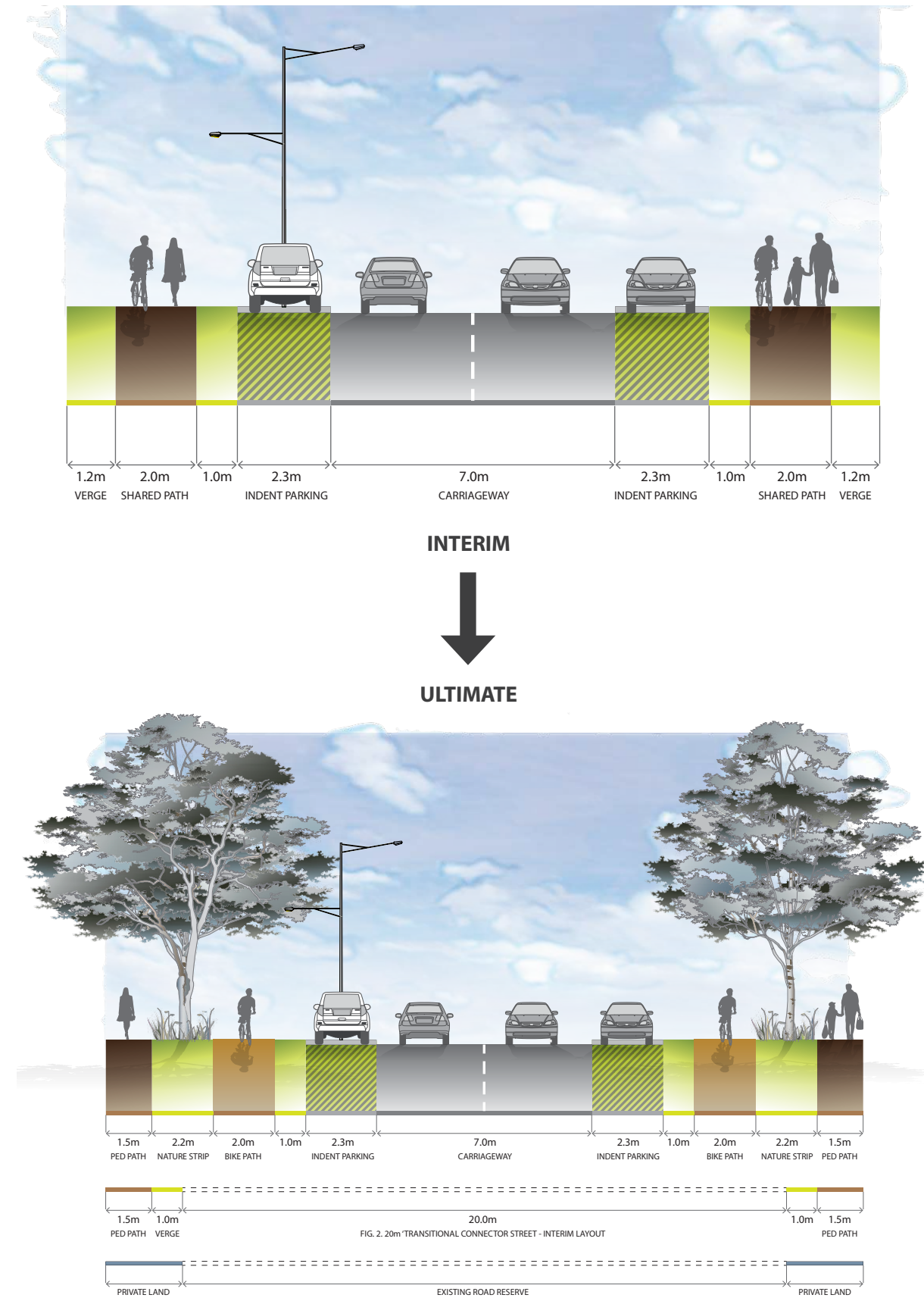


Figure 3: transitional connector street (25m ultimate layout)

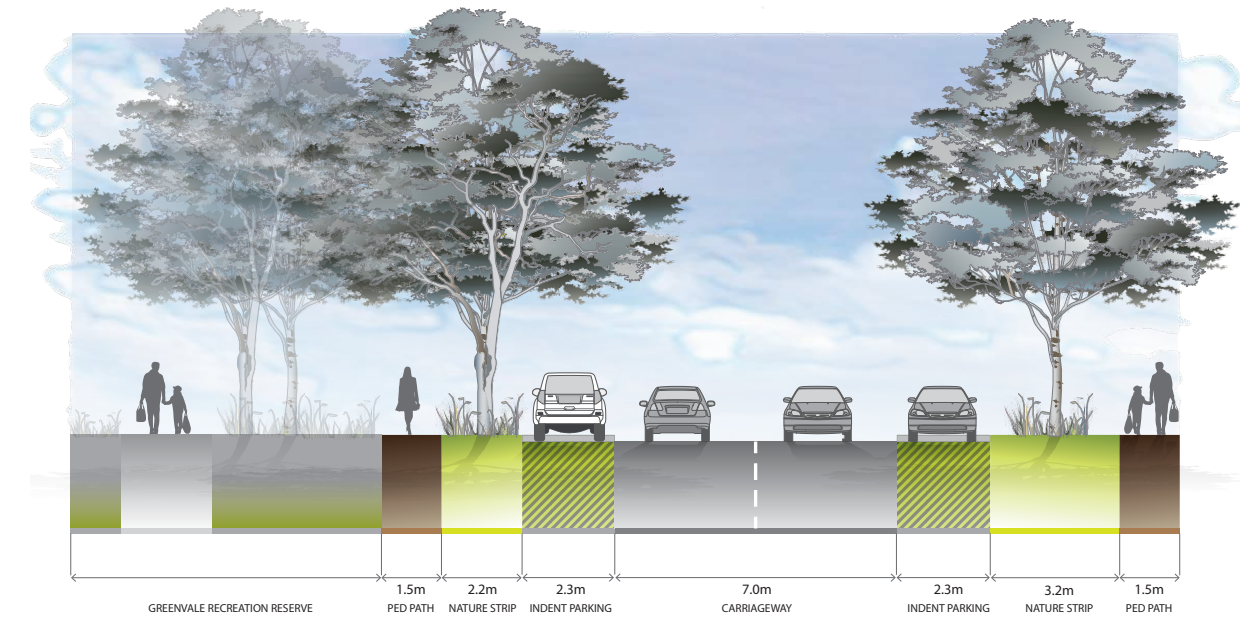


Figure 4: reserve connector street (20m)

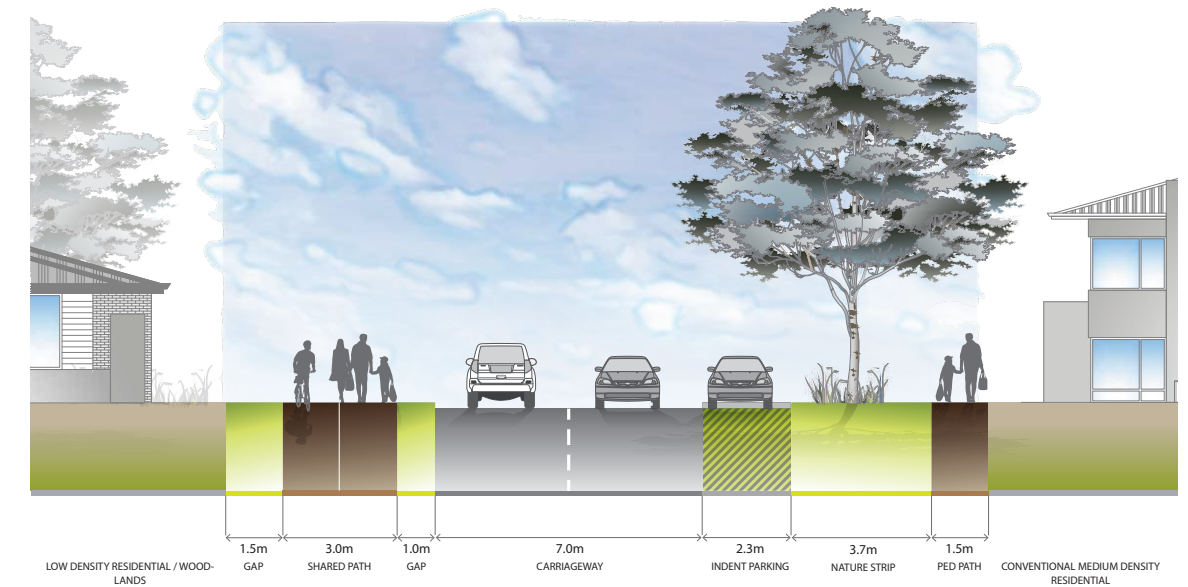


Figure 5: interface connector street (20m)

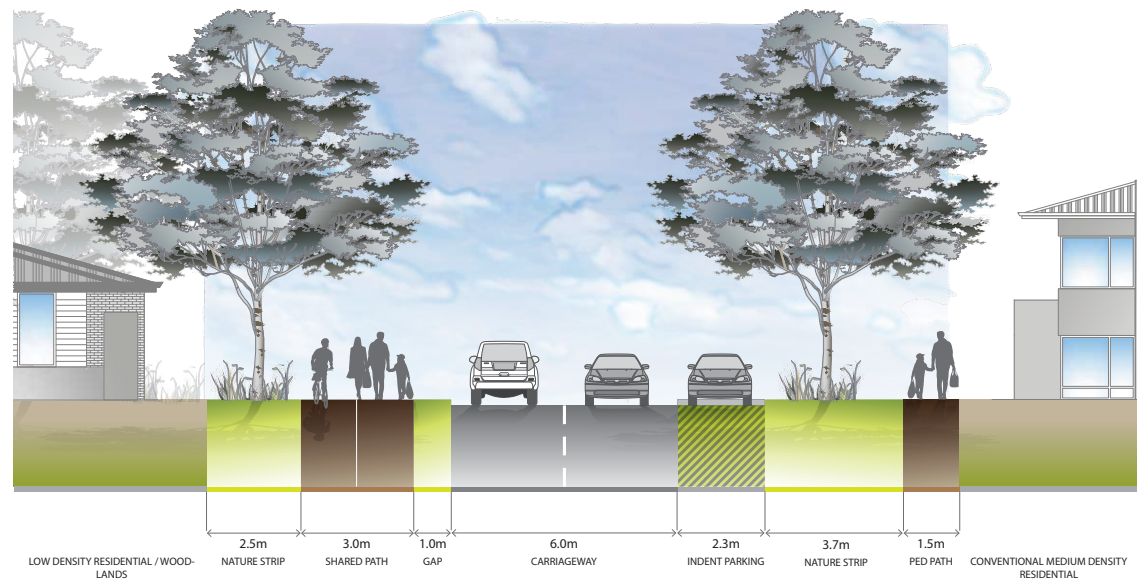


Figure 6: interface access street (20m)

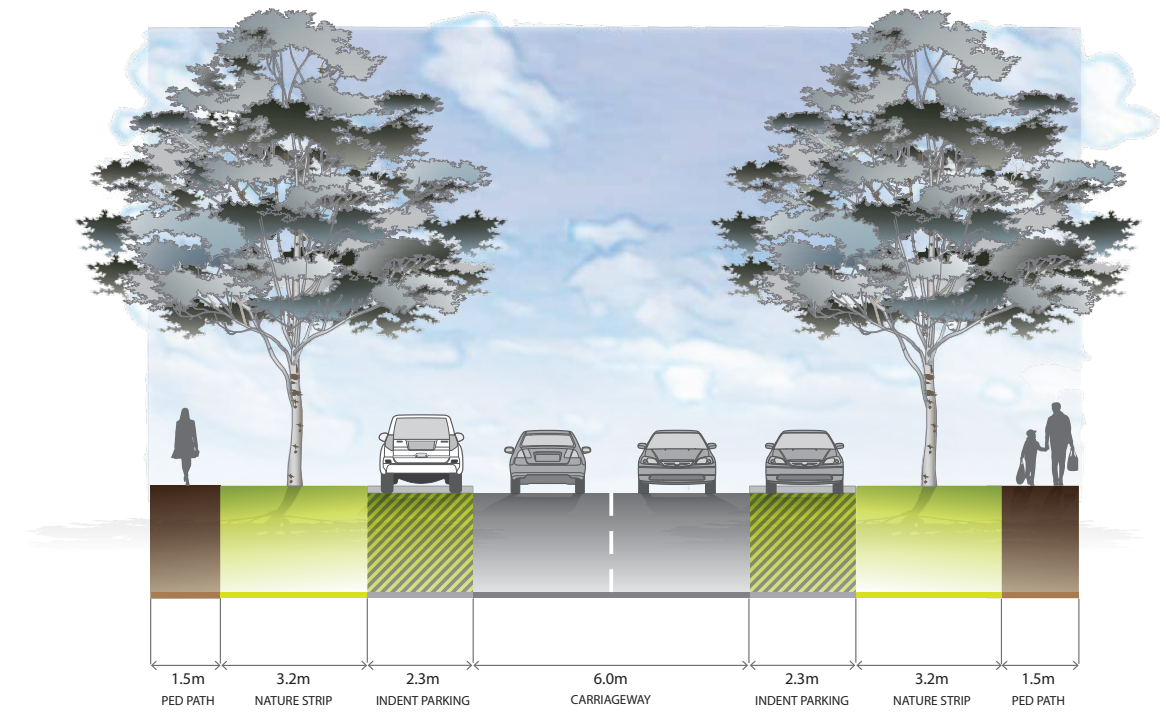


Figure 8: access street level 2 (20m)

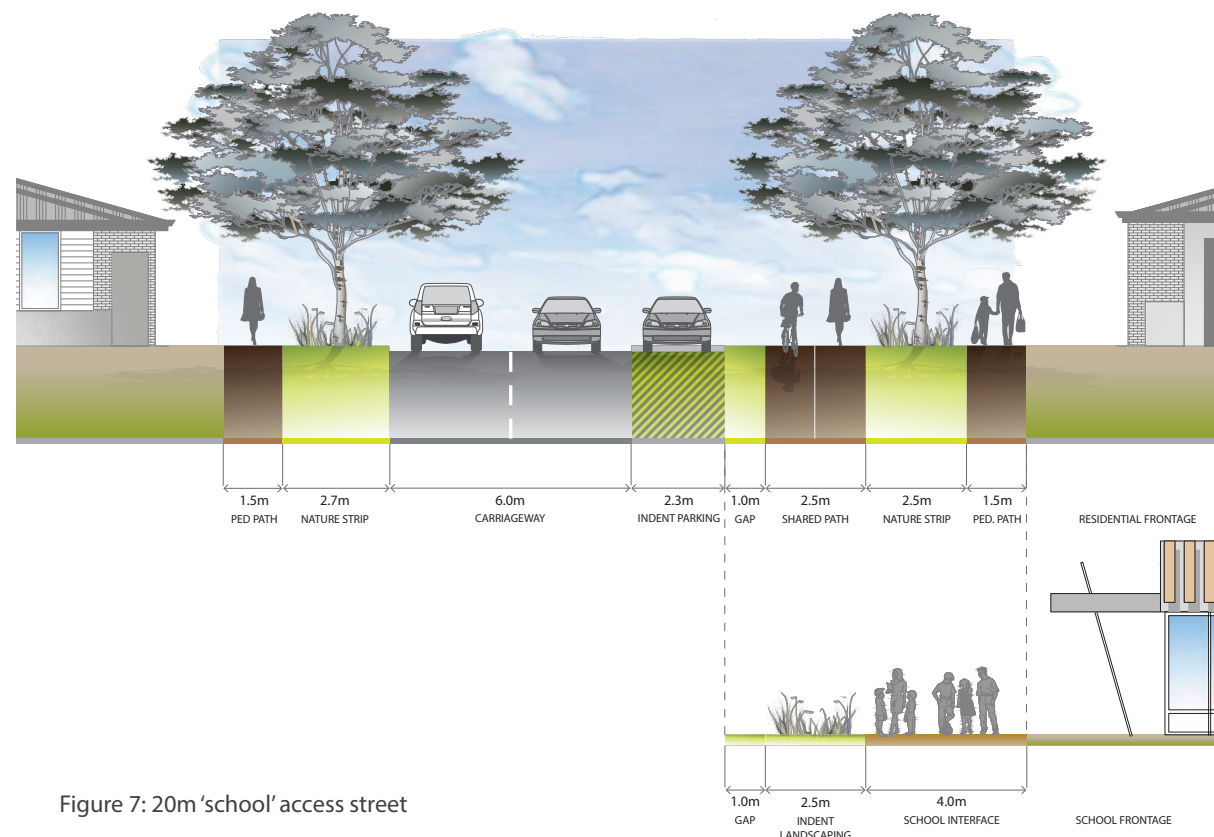


Figure 7: school access street (20m)

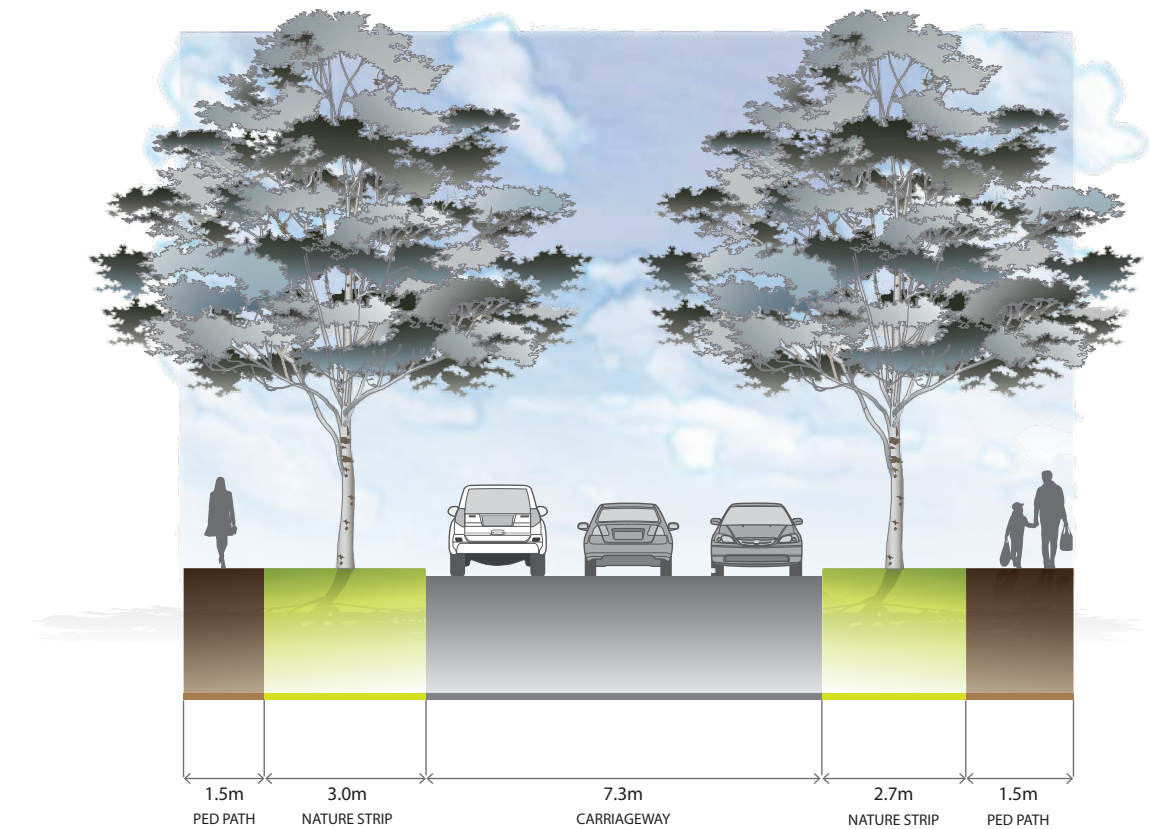


Figure 9: access street level 1 (16m)

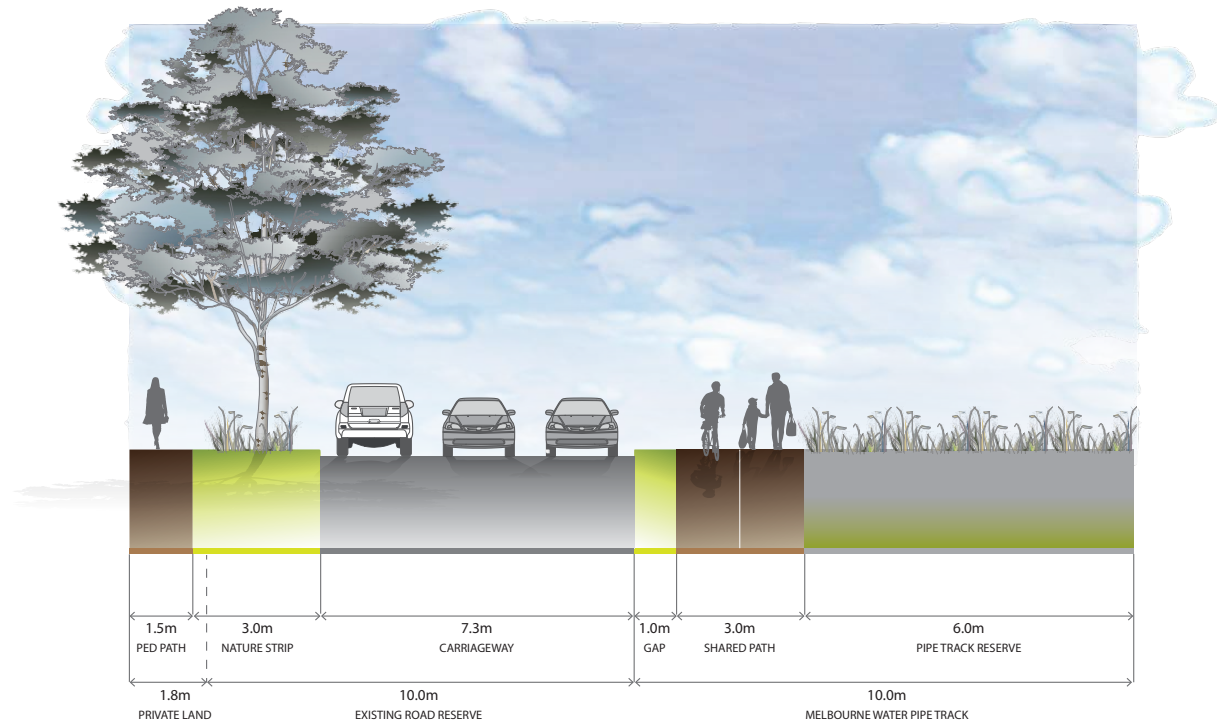
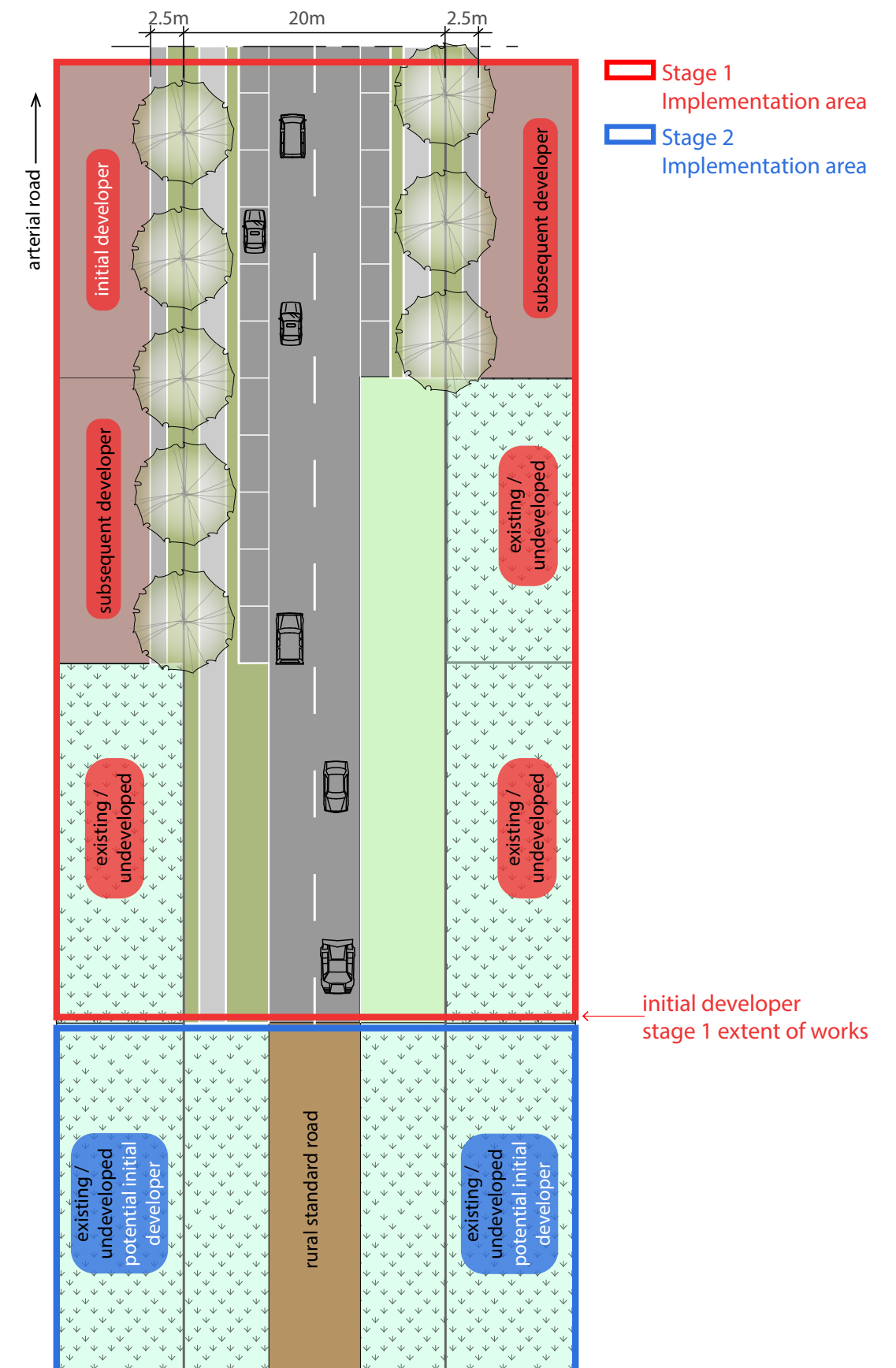


Figure 10: pipe track access street (21.8m)

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



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



TRANSPORT: PUBLIC TRANSPORT

REQUIREMENTS

R38 The bus stop facilities must be designed as an integral part of activity centres and activity generating land uses, such as schools, sports fields and employment areas.

R39 Any roundabouts on roads shown as 'bus capable' on Plan 9 must be constructed to accommodate ultra-low floor buses in accordance with the Public Transport Guidelines for Land Use and Development (Public Transport Victoria, 2008)

CONDITIONS

Unless otherwise agreed by Public Transport Victoria (PTV), prior to the issue of Statement of Compliance for any subdivision stage, bus stop hard stands with direct and safe pedestrian access to a pedestrian path must be constructed:

- C7** In accordance with the Public Transport Guidelines for Land Use and Development; and compliant with the Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002

At locations approved by PTV, at no cost to PTV, and to the satisfaction of PTV.

TRANSPORT: WALKING AND CYCLING

REQUIREMENTS

Design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:

- R40** Footpaths of at least 1.5m on both sides of all streets, unless otherwise specified by this PSP
- Shared paths and cycle paths consistent with the road cross sections outlined in this PSP
- Safe and convenient crossing points of connector and local streets at all intersections and on key desire lines
- Pedestrian priority crossing at all slip lanes
- Safe and convenient transition between the on and off-road bicycle network

All to the satisfaction of the Responsible Authority.

R41 Bicycle parking facilities are to be provided by development proponents in convenient locations at key destinations such as parks and activity centres to the satisfaction of the Responsible Authority.

R42 Where connector or access streets providing shared paths (2.5m or 3m) intersect with connector or access streets providing off-road bike paths (2m), multiple crossing points must be provided to ensure safe and logical transitions across the bicycle network.

R43 A continuous shared trail of at least three metres (3m) in width must be provided within and along the boundaries of the linear corridor and demonstrate a relationship to the surrounding public space.

GUIDELINES

G43 Location of pedestrian or shared paths should consider the need for appropriate lighting and passive surveillance.

3.4 Water and Utilities

WATER

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

UTILITIES

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

R52	All new electricity supply infrastructure (excluding substation and cables with a voltage greater than 66kv) must be provided underground.
R53	Where existing above ground electricity cables of 66kV voltage are retained along road ways, underground conduits are to be provided as part of the upgrade of these roads to allow for future undergrounding of the electricity supply.
R54	New substations must be identified at the subdivision design response stage to ensure effective integration with the surrounding neighbouring and to minimise amenity impacts.
R55	All dwellings and businesses must have access to the broadband network.
R56	If required, any pump station within the precinct must be designed to the satisfaction of the relevant water authority.
GUIDELINES	
G49	Electricity substations and sewer pump stations should be located outside of key view lines and screened with vegetation.
G50	The design of subdivision electricity infrastructure must consider the practicality of removing any existing above ground electricity lines by re-routing lines underground through the subdivision.

3.5 Infrastructure delivery and development staging

SUBDIVISION WORKS BY DEVELOPERS

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

LAND BUDGET

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

PROVISION AND DELIVERY OF PASSIVE OPEN SPACE

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

3.5.1 Local road network implementation

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

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

Implementation areas

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

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

Initial developers and subsequent developers

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

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

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

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

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

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

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

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

Implementations areas, staging and ‘out-of-sequence’ development

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

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

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

Table 3 Local road network deliverables

DEVELOPMENT PROPONENT	APPLICABLE ROAD LENGTH	DELIVERABLE ROAD			
		TRANSITIONAL CONNECTOR STREET (Figure 2 interim, Figure 3 ultimate)	INTERFACE ACCESS STREET (Figure 6)	SCHOOL ACCESS STREET (Figure 7) Note: refer Plan 9 for school path location	ACCESS STREET LEVEL 2 (Figure 8)
Initial Developer	Full length of deliverable section of road within existing road reserve	<ul style="list-style-type: none">7.0m Carriageway2.0m Shared Path (development side)	<ul style="list-style-type: none">6.0m Carriageway1.5m Pedestrian Path (development side)3.0m Shared Path (non-development side)	<ul style="list-style-type: none">6.0m Carriageway2.5m Shared Path (school path side)	<ul style="list-style-type: none">6.0m Carriageway1.5m Pedestrian Path (development side)
	Partial length of deliverable section of road within existing road reserve (property frontage)	<ul style="list-style-type: none">2.3m Indent Parking1.0m Buffer1.2m Verge	<ul style="list-style-type: none">2.3m Indent Parking3.7m Nature Strip1.0m Gap (non-development side)2.5m Nature Strip (non-development side)	SCHOOL PATH SIDE <ul style="list-style-type: none">2.3m Indent Parking1.0m Buffer2.5m Nature Strip1.5m Pedestrian Path OrNON-SCHOOL PATH SIDE <ul style="list-style-type: none">2.7m Nature Strip1.5m Pedestrian Path	<ul style="list-style-type: none">2.3m Indent Parking3.2m Nature Strip
	Partial length of deliverable section of road outside existing road reserve (property frontage)	<ul style="list-style-type: none">1.0m Verge extension to provide 2.2m Nature Strip (including landscaping)1.5m Pedestrian Path	No infrastructure required	No infrastructure required	<i>No infrastructure required</i>
Subsequent Developer	Partial length of deliverable section of road inside existing road reserve (property frontage)	<ul style="list-style-type: none">2.3m Indent Parking1.0m Buffer2.0m Shared Path1.2m Verge	<ul style="list-style-type: none">2.3m Indent Parking3.7m Nature Strip1.0m Gap (non-development side)2.5m Nature Strip (non-development side)	SCHOOL PATH SIDE <ul style="list-style-type: none">2.3m Indent Parking1.0m Buffer2.5m Nature Strip1.5m Pedestrian Path OrNON-SCHOOL SIDE <ul style="list-style-type: none">2.7m Nature Strip1.5m Pedestrian Path	<ul style="list-style-type: none">2.3m Indent Parking3.2m Nature Strip
	Partial length of deliverable section of road outside existing road reserve (property frontage)	<ul style="list-style-type: none">1.0m Verge extension to provide 2.2m Nature Strip (including landscaping)1.5m Pedestrian Path	<i>No infrastructure required</i>	<i>No infrastructure required</i>	<i>No infrastructure required</i>

TABLE NOTE:
Reserve Connector Street (Figure 4) will be delivered by the Greenvale Central Development Contributions Plan
Interface Connector Street (Figure 5) will be delivered by the initial developer for the full length of road in its entirety.
Pipe Track Access Street (Figure 10) will be delivered by the initial developer for the full length of road in its entirety.

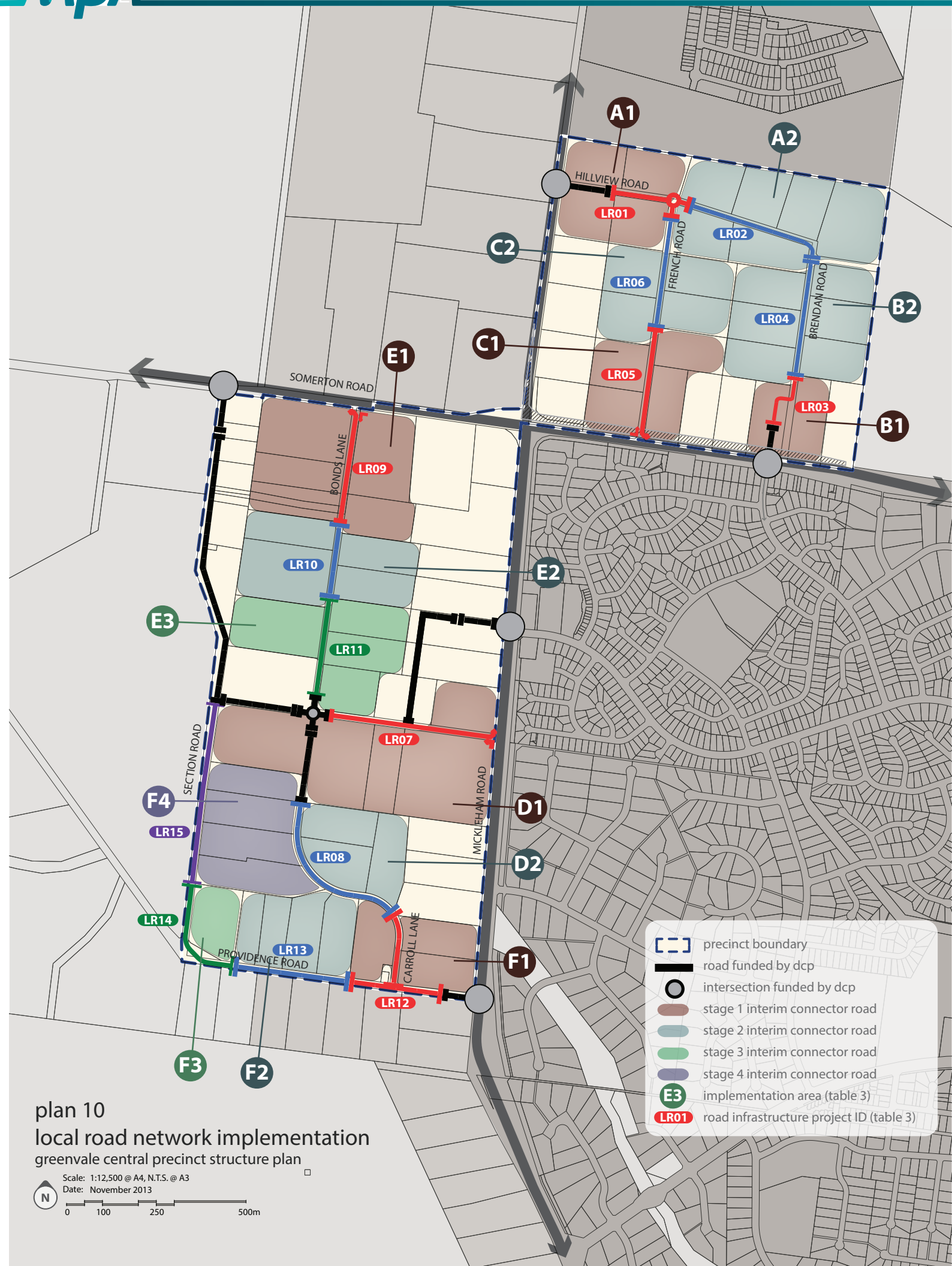


Table 4 Local road network implementation

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

LOCAL ROAD NETWORK IMPLEMENTATION

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

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

3.5.2 Precinct Infrastructure Plan

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

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

4.0 APPENDICES

Appendix 1 Property Specific Land Budget

PROPERTY NUMBER	TOTAL AREA (HECTARES)	TRANSPORT		ENCUMBERED LAND AVAILABLE FOR RECREATION				COMMUNITY FACILITIES		TOTAL NET DEVELOPABLE AREA (HECTARES)				KEY PERCENTAGES				OTHER LAND USES			TOTAL NET RESIDENTIAL AREA H _a (NRA)			TOTAL COMBINED			YIELD PER NET DEVELOPABLE H _a
		6 LANE ARTERIAL ROAD/ ROAD WIDENING	LOCAL ROAD	WATERWAY / DRAINAGE LINE / WETLAND / RETAILING / EASEMENT	ENCUMBERED OPEN SPACE	CONSERVATION	CROWN LAND	ACTIVE OPEN SPACE	PASSIVE OPEN SPACE	IDENTIFIED NON-GOVERNMENT SCHOOLS	EXISTING PLACE OF WORSHIP	NET DEVELT AREA % OF PRECINCT	ACTIVE 05% NDA	PASSIVE 05% NDA	TOTAL PASS & ACTIVE 05 %	OPEN SPACE DEL. TARGET%	DIFFERENCE % NDA	DIFFERENCE AREA H _a	ACTIVITY CENTRE/ COMMERCIAL	NRA _a	DWELL / NRA _a	DWELLINGS					
1	0.83	0.02	-	-	-	-	-	-	-	-	97.60%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.020	-	0.81	0.81	14.00	11	1400				
2	0.44	-	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.011	-	0.44	0.44	14.00	6	1400				
3	0.66	-	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.017	-	0.66	0.66	14.00	9	1400				
4	0.74	-	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.019	-	0.74	0.74	14.00	10	1400				
5	0.12	-	-	0.12	-	-	-	-	-	-	0.00%	0.00%	0.00%	0.00%	2.51%	na	na	-	0.00	0.00	na	0	na				
6	0.09	-	-	0.09	-	-	-	-	-	-	0.00%	0.00%	0.00%	0.00%	2.51%	na	na	-	0.00	0.00	na	0	na				
7	0.22	-	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.006	-	0.22	0.22	14.00	3	1400				
8	1.22	-	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.031	-	1.22	1.22	14.00	17	1400				
9	0.04	-	-	-	-	-	0.04	-	-	-	0.00%	na	na	na	2.51%	na	na	-	0.00	0.00	na	0	na				
10	1.54	-	-	-	-	-	1.54	-	-	-	0.00%	na	na	na	2.51%	-2.51%	-0.101	-	4.02	4.02	14.00	56	1400				
11	4.02	-	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.051	-	2.04	2.04	15.28	31	15.28				
12	2.04	-	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.021	-	0.84	0.84	15.35	13	15.35				
13	0.84	-	-	-	-	-	-	-	-	-	0.00%	na	na	na	2.51%	na	na	-	0.00	0.00	na	0	na				
14	0.51	-	-	0.51	-	-	-	-	-	-	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.016	-	0.64	0.64	25.88	17	25.88				
15	0.64	-	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.090	-	2.01	2.01	14.75	30	14.75				
16	2.01	-	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.100	-	4.00	4.00	14.00	51	1400				
17	4.00	-	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.091	-	3.61	3.61	14.00	51	1400				
18	3.61	-	-	-	-	-	-	-	-	-	100.00%	0.00%	21.54%	21.54%	2.51%	18.89%	0.614	-	3.25	3.25	15.18	49	15.18				
19	4.09	0.14	-	-	-	-	-	-	0.70	-	79.46%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.108	-	4.29	4.29	14.00	60	1400				
20	4.36	0.07	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.051	-	2.04	2.04	14.00	29	1400				
21	2.04	-	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.058	-	2.32	2.32	14.00	33	1400				
22	2.32	-	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.059	-	2.36	2.36	14.00	33	1400				
23	2.36	-	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.070	-	2.79	2.79	14.00	39	1400				
24	2.79	-	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.063	-	2.50	2.50	14.00	35	1400				
25	2.50	-	-	-	-	-	-	-	-	-	0.00%	na	na	na	2.51%	na	na	-	0	0	na	0	na				
25a	0.19	-	0.19	-	-	-	-	-	-	-	0.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.032	-	1.26	1.26	14.00	18	1400				
26	1.26	-	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.037	-	1.48	1.48	14.00	21	1400				
27	1.48	-	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.052	-	2.08	2.08	14.00	29	1400				
28	2.08	-	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.052	-	2.06	2.06	14.00	29	1400				
29	2.06	-	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.052	-	1.70	1.70	19.37	33	19.37				
30	2.20	-	-	-	-	-	-	-	0.50	-	77.23%	0.00%	29.48%	29.48%	2.51%	26.83%	0.456	-	0	0	na	0	na				
31	0.07	-	-	-	-	-	-	-	-	0.07	0.00%	na	na	na	2.51%	na	na	-	0	0	na	0	na				
32	0.06	-	-	-	-	-	-	-	-	0.06	0.00%	na	na	na	2.51%	na	na	-	0	0	na	0	na				
33	0.24	-	0.24	-	-	-	-	-	-	-	0.00%	na	na	na	2.51%	na	na	-	0	0	na	0	na				
34	0.07	-	0.07	-	-	-	-	-	-	-	0.00%	na	na	na	2.51%	na	na	-	0	0	na	0	na				
35	3.96	-	-	-	-	-	-	-	0.30	-	92.43%	0.00%	8.19%	8.19%	2.51%	5.54%	0.203	-	3.66	3.66	15.57	57	15.57				
36	4.05	-	-	-	-	-	-	-	-	-	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.102	-	4.05	4.05	14.00	57	1400				

PROPERTY NUMBER	TOTAL AREA (HECTARES)	TRANSPORT		ENCUMBERED LAND AVAILABLE FOR RECREATION				UNENCUMBERED LAND AVAILABLE FOR RECREATION		COMMUNITY FACILITIES		TOTAL NET DEVELOPABLE AREA (HECTARES)	KEY PERCENTAGES				OTHER LAND USES			TOTAL NET RESIDENTIAL AREA H _a (NRA)			TOTAL COMBINED			YIELD PER NET DEVELOPABLE H _a
		6 LANE ARTERIAL ROAD/ ROAD WIDENING	LOCAL ROAD	WATERWAY / DRAINAGE LINE / WETLAND / RETAILING / EASEMENT	ENCUMBERED OPEN SPACE	CONSERVATION	CROWN LAND	ACTIVE OPEN SPACE	PASSIVE OPEN SPACE	IDENTIFIED NON-GOVERNMENT SCHOOLS	EXISTING PLACE OF WORSHIP		NET DEVT AREA % OF PRECINCT	ACTIVES % NDA	PASSIVE 05% NDA	TOTAL PASS& ACTIVE 05%	OPEN SPACE DEL TARGET %	DIFFERENCE % NDA	DIFFERENCE AREA H _a	ACTIVITY CENTRE/ COMMERCIAL	NRA _a	DWELL / NRA _a	DWELLINGS			
37	1.95	-	-	-	-	-	-	-	-	-	-	1.95	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.049	-	1.95	1.95	14.00	27	1400	
37a	0.07	-	0.07	-	-	-	-	-	-	-	-	0.00	0.00%	na	na	na	2.51%	na	na	-	0	0	na	0	na	
38	2.11	-	-	-	-	-	-	-	0.45	-	-	1.66	78.68%	0.00%	27.10%	27.10%	2.51%	24.45%	0.406	-	1.66	1.66	18.55	31	18.55	
39	2.00	-	-	-	-	-	-	-	-	-	-	2.00	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.050	-	2.00	2.00	14.95	30	14.95	
40	2.03	-	-	-	-	-	-	-	-	-	-	2.03	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.051	-	2.03	2.03	14.00	28	1400	
41	2.04	-	-	-	-	-	-	-	-	-	-	2.04	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.051	-	2.04	2.04	14.00	29	1400	
42	2.04	-	-	-	-	-	-	-	-	-	-	2.04	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.051	-	2.04	2.04	14.00	29	1400	
43	2.03	0.02	-	-	-	-	-	-	-	-	-	2.01	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.050	-	2.01	2.01	14.00	28	1400	
44	2.03	-	-	-	-	-	-	-	-	-	-	2.03	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.051	-	2.03	2.03	16.34	33	16.34	
45	2.25	-	-	-	-	-	-	-	-	-	-	2.25	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.056	-	2.25	2.25	22.00	49	22.00	
46	2.51	-	-	-	-	0.15	-	-	0.39	-	-	1.97	78.49%	0.00%	19.80%	19.80%	2.51%	17.15%	0.328	-	1.97	1.97	21.50	42	21.50	
47	2.45	0.38	-	-	-	-	-	-	0.37	-	-	1.70	69.39%	0.00%	21.76%	21.76%	2.51%	19.11%	0.325	-	1.70	1.70	20.45	35	20.45	
48	2.40	0.01	-	-	-	-	-	-	-	-	-	2.39	99.58%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.060	-	2.39	2.39	19.08	46	19.08	
49	2.27	-	-	-	-	-	-	-	-	-	-	2.27	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.057	-	2.27	2.27	15.90	36	15.90	
50	4.04	-	-	-	-	-	-	-	-	-	-	4.04	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.101	-	4.04	4.04	14.00	57	1400	
51	3.97	0.03	-	-	-	-	-	-	-	-	-	3.94	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.099	-	3.94	3.94	14.00	55	1400	
52	2.04	-	-	-	-	1.13	-	-	-	-	-	0.91	44.24%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.022	-	0.91	0.91	14.00	13	1400	
53	6.21	-	-	-	-	0.63	-	-	-	-	-	5.58	89.89%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.140	-	5.58	5.58	16.07	90	16.07	
54	2.02	-	-	-	-	-	-	-	-	-	-	2.02	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.051	-	2.02	2.02	14.00	28	1400	
55	2.10	-	-	-	-	-	-	-	-	-	-	2.10	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.053	-	2.10	2.10	14.00	29	1400	
56	2.24	-	-	-	-	0.37	-	-	-	-	-	1.87	83.52%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.047	-	1.87	1.87	16.08	30	16.08	
57	2.05	-	-	-	-	0.11	-	-	0.75	-	-	1.18	57.80%	0.00%	63.44%	63.44%	2.51%	60.79%	0.717	-	1.18	1.18	17.77	21	17.77	
58	2.00	-	-	2.00	-	-	-	-	-	-	-	0.00	0.00%	na	na	na	2.51%	na	na	-	0	0	na	0	na	
59	2.17	-	-	1.53	-	-	-	-	-	-	-	0.64	29.35%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.016	-	0.64	0.64	14.00	9	1400	
60	2.06	-	-	-	-	-	-	-	-	-	-	2.06	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.052	-	2.06	2.06	16.27	33	16.27	
61	2.01	0.02	-	-	-	-	-	-	-	-	-	1.99	99.01%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.050	-	1.99	1.99	16.20	32	16.20	
62	2.01	0.06	-	-	-	-	-	-	-	-	-	1.95	97.01%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.049	-	1.95	1.95	14.00	27	1400	
63	2.03	-	-	-	-	-	-	-	-	-	-	2.03	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.051	-	2.03	2.03	14.00	28	1400	
64	2.00	-	-	-	-	-	-	-	-	-	-	2.00	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.050	-	2.00	2.00	14.00	28	1400	
65	2.01	-	-	-	0.10	-	-	-	-	-	-	1.91	95.15%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.048	-	1.91	1.91	14.00	27	1400	
66	2.00	-	-	-	0.73	-	-	-	-	-	-	1.27	63.34%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.032	-	1.27	1.27	14.00	18	1400	
67	3.65	-	-	-	2.45	-	-	-	-	-	-	1.19	32.77%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.030	-	1.19	1.19	14.00	17	1400	
68	2.04	0.06	-	-	-	-	-	-	-	-	-	1.98	97.05%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.050	-	1.98	1.98	14.00	28	1400	
69	2.03	-	-	-	-	-	-	-	-	-	-	2.03	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.051	-	2.03	2.03	14.00	28	1400	
70	2.03	-	-	-	-	-	-	-	-	-	-	2.03	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.051	-	2.03	2.03	14.00	28	1400	
71	2.03	-	-	-	-	-	-	-	-	-	-	2.03	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.051	-	2.03	2.03	14.00	28	1400	
72	1.54	-	-	-	-	-	-	-	-	-	-	1.54	100.00%	0.00%	0.00%	0.00%	2.51%	-2.51%	-0.039	-	1.54	1.54	14.00	22	1400	
72a	0.48	0.48	-	-	-	-	-	-	-	-	-	0.00	0.00%	na	na	na	2.51%	na	na	-	0.00	0.00	na	0	na	

PROPERTY NUMBER	TOTAL AREA (HECTARES)		TRANSPORT		ENCUMBERED LAND AVAILABLE FOR RECREATION				UNENCUMBERED LAND AVAILABLE FOR RECREATION			COMMUNITY FACILITIES		TOTAL NET DEVELOPABLE AREA (HECTARES)				KEY PERCENTAGES				OTHER LAND USES			TOTAL NET RESIDENTIAL AREA H _a (NRA)		TOTAL COMBINED			YIELD PER NET DEVELOPABLE H _a	
																		ACTIVE OS % & NDA													
																		NET DEVP/PT AREA % OF PRECINCT	ACTIVE OS % & NDA	PASSIVE OS % NDA	TOTAL PASS & ACTIVE OS%										OPEN SPACE DELTA TARGET %
6/1A NE ARTERIAL ROAD/ ROAD WIDENING		LOCAL ROAD	WATERWAY / DRAINAGE LINE/WETLAND / RETARDING / EASEMENT	BROOKS / CREEK ENCUMBERED OPEN SPACE	CONSERVATION	GROWN LAND	ACTIVE OPEN SPACE	PASSIVE OPEN SPACE	IDENTIFIED NON- GOVERNMENT SCHOOLS	EXISTING PLACE OF WORSHIP					ACTIVE OS % & NDA	PASSIVE OS % NDA	TOTAL PASS & ACTIVE OS%	OPEN SPACE DELTA TARGET %	DIFFERENCE % NDA	DIFFERENCE AREA H _a	ACTIVITY CENTRE/ COMMERCIAL	NRA _a		DWELL / NRA _a	DWELLINGS						
73	200	0.29	-	-	-	-	-	-	-	-	1.71	85.36%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	251%	-2.51%	-0.043	-	1.71	1.71	14.00	24	14.00				
74	201	-	-	-	-	-	-	0.35	-	-	1.65	82.42%	0.00%	0.00%	21.32%	21.32%	251%	18.67%	0.308	-	1.65	1.65	18.75	31	18.75						
75	203	-	-	-	-	-	-	0.65	-	-	1.38	68.01%	0.00%	0.00%	47.09%	47.09%	251%	44.40%	0.613	-	1.38	1.38	21.99	30	21.99						
76	202	-	-	-	-	-	-	-	0.55	-	1.47	72.68%	0.00%	0.00%	0.00%	0.00%	251%	-2.51%	-0.037	-	1.47	1.47	14.00	21	14.00						
77	205	-	-	-	-	-	-	-	2.05	-	0.00	0.00%	na	na	na	na	251%	na	na	-	0.00	0.00	na	0	na						
78	205	-	-	-	-	-	-	-	-	-	2.05	100.00%	0.00%	0.00%	0.00%	0.00%	251%	-2.51%	-0.051	-	2.05	2.05	14.00	29	14.00						
79	200	-	-	-	-	-	-	-	-	-	2.00	100.00%	0.00%	0.00%	0.00%	0.00%	251%	-2.51%	-0.050	-	2.00	2.00	14.00	28	14.00						
80	201	-	-	-	-	-	-	-	-	-	2.01	100.00%	0.00%	0.00%	0.00%	0.00%	251%	-2.51%	-0.050	-	2.01	2.01	16.50	33	16.50						
81	202	-	-	-	-	-	-	-	-	-	2.02	100.00%	0.00%	0.00%	0.00%	0.00%	251%	-2.51%	-0.051	-	2.02	2.02	16.50	33	16.50						
82	203	0.18	-	-	-	-	-	-	-	-	1.85	90.92%	0.00%	0.00%	0.00%	0.00%	251%	-2.51%	-0.046	-	1.85	1.85	14.00	26	14.00						
83	203	0.19	-	-	-	-	-	-	-	-	1.85	90.86%	0.00%	0.00%	0.00%	0.00%	251%	-2.51%	-0.046	-	1.85	1.85	14.00	26	14.00						
84	201	0.18	-	-	-	-	-	-	-	-	1.82	90.82%	0.00%	0.00%	0.00%	0.00%	251%	-2.51%	-0.046	-	1.82	1.82	14.00	26	14.00						
85	205	0.44	-	-	-	-	-	-	-	-	1.61	78.65%	0.00%	0.00%	0.00%	0.00%	251%	-2.51%	-0.040	-	1.61	1.61	14.00	23	14.00						
86	201	-	-	-	-	-	-	-	-	-	2.01	100.00%	0.00%	0.00%	0.00%	0.00%	251%	-2.51%	-0.050	-	2.01	2.01	14.00	28	14.00						
87	202	-	-	-	-	-	-	-	-	-	2.02	100.00%	0.00%	0.00%	0.00%	0.00%	251%	-2.51%	-0.051	-	2.02	2.02	14.00	28	14.00						
88	201	-	-	-	-	-	-	-	-	-	2.01	100.00%	0.00%	0.00%	0.00%	0.00%	251%	-2.51%	-0.050	-	2.01	2.01	14.00	28	14.00						
89	206	-	-	-	-	-	-	-	-	-	2.06	100.00%	0.00%	0.00%	0.00%	0.00%	251%	-2.51%	-0.052	-	2.06	2.06	14.00	29	14.00						
90	166	-	-	-	-	-	-	0.38	-	-	1.28	77.04%	0.00%	0.00%	0.00%	0.00%	251%	-2.51%	-0.032	-	1.28	1.28	14.00	18	14.00						
91	202	-	-	-	-	-	-	0.14	-	-	1.87	92.89%	0.00%	0.00%	0.00%	0.00%	251%	-2.51%	-0.047	-	1.87	1.87	14.00	26	14.00						
92	203	-	-	-	-	-	-	-	-	-	2.03	100.00%	0.00%	0.00%	0.00%	0.00%	251%	-2.51%	-0.051	-	2.03	2.03	14.00	28	14.00						
93	223	0.17	-	-	-	-	-	-	-	-	2.05	92.23%	0.00%	0.00%	0.00%	0.00%	251%	-2.51%	-0.051	-	2.05	2.05	14.00	29	14.00						
94	219	0.13	-	-	-	-	-	-	-	-	2.06	93.91%	0.00%	0.00%	0.00%	0.00%	251%	-2.51%	-0.052	-	2.06	2.06	14.00	29	14.00						
SUB-TOTAL		191.22	2.87	0.57	4.25	3.80	2.39	1.58	0.00	4.46	2.60	0.13	168.57	88.15%	0.00%	2.65%	2.65%	2.65%	251%	0.11%	0.18	0.00	168.57	168.57	14.96	2522	14.96				
ROAD RESERVE																															
Section Road		3.60	-	-	-	-	-	-	-	-	0.00	0.00%	na	na	na	na	na	251%	na	na	-	0.00	0.00	na	0	na					
Bonds Lane		2.40	-	-	-	-	-	-	-	-	0.00	0.00%	na	na	na	na	na	251%	na	na	-	0.00	0.00	na	0	na					
Canell Lane		1.56	-	-	-	-	-	-	-	-	0.00	0.00%	na	na	na	na	na	251%	na	na	-	0.00	0.00	na	0	na					
Providence Road		1.59	-	-	-	-	-	-	-	-	0.00	0.00%	na	na	na	na	na	251%	na	na	-	0.00	0.00	na	0	na					
Hillview Road		1.49	-	-	-	-	-	-	-	-	0.00	0.00%	na	na	na	na	na	251%	na	N.A.	-	0.00	0.00	na	0	na					
French Road		1.32	-	-	-	-	-	-	-	-	0.00	0.00%	na	na	na	na	na	251%	na	N.A.	-	0.00	0.00	na	0	na					
Brendan Road		1.22	0.04	1.18	-	-	-	-	-	-	0.00	0.00%	na	na	na	na	na	251%	na	N.A.	-	0.00	0.00	na	0	na					
Yurlock Road		0.36	-	0.27	-	0.09	-	-	-	-	0.00	0.00%	na	na	na	na	na	251%	na	N.A.	-	0.00	0.00	na	0	na					
Somerton Road		1.31	-	1.31	-	-	-	-	-	-	0.00	0.00%	na	na	na	na	na	251%	na	N.A.	-	0.00	0.00	na	0	na					
Mac Kieham Road		1.59	-	-	-	-	-	-	-	-	0.00	0.00%	na	na	na	na	na	251%	na	N.A.	-	0.00	0.00	na	0	na					
SUB-TOTAL		16.43	0.04	16.31	0.00	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00%	N.A.	N.A.	N.A.	N.A.	251%	N.A.	N.A.	0.00	0.00	0.00	N.A.	0	N.A.					
TOTAL		207.65	2.91	16.88	4.25	3.89	2.39	1.58	0.00	4.46	2.60	0.13	168.56	81.12%	0.00%	2.65%	2.65%	2.65%	251%	N.A.	N.A.	0.00	168.57	168.57	14.96	2522	14.96				

This page has been left intentionally blank

