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

3.5.2 Public transport

REQUIREMENTS	
R59	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.
R60	Subdivision design must enable passive surveillance to the public transport network by designing buildings which front on to streets on the public transport network.
R61	Bus stops must be provided which enable convenient access to Local Town Centres and activity-generating land uses such as Plumpton Major Town Centre, schools, community facilities, the proposed Kororoit Regional Park, sports reserves, the possible future Mt Atkinson rail station, and destinations beyond.
R62	Roads and intersections shown as bus capable on Plan 9 must be constructed to accommodate ultra-low-floor buses to the satisfaction of Public Transport Victoria and the responsible authority.

3.5.3 Walking and cycling

REQUIREMENTS	
R63	Design of all subdivisions, streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing: • Footpaths of at least 1.5 metres in width on both sides of all streets, roads and bridges unless otherwise specified by the PSP; • 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; • Safe and convenient crossing points of connector and local streets at all intersections and at key desire lines; • Pedestrian and cyclist priority crossings on all slip lanes; and • Safe and convenient transition between on- and off-road bicycle networks. All to the satisfaction of the coordinating road authority and the responsible authority.
R64	Pedestrian and cyclist bridges must be provided in accordance with Plan 9, to provide pedestrian and cyclist connectivity throughout the precinct.
R65	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: • Include off-road pedestrian and cyclist paths (and/or shared path as relevant); and • Provide sufficient clearance over creeks and waterways to allow for a shared path under the bridge where relevant.
R66	Shared and pedestrian paths along waterways must be constructed to a standard that satisfies the requirements of Melbourne Water and the responsible authority, and must be: • Delivered by development proponents consistent with the network shown on Plan 9; and • 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. Where direct access is provided to the dwelling from the reserve/ drainage corridor the path is to be above the 1:100 year flood level.
R67	Safe, accessible and convenient pedestrian and cycle crossing points must be provided at all intersections, key desire lines and locations of high amenity.
R68	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.
R69	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.
R70	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.
R71	Design and construction of any paths within the Growling 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.
R72	Lighting must be installed along shared, pedestrian and cycle paths linking to key destinations, unless otherwise agreed by the responsible authority.

3.5.4 Town Centre transport, access and connectivity

REQUIREMENTS	
R73	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.
R74	Town Centre main streets must be designed for a low speed environment of 30km/h or less such that vehicles and cyclists share the carriageway and pedestrians can safely cross the road,
R75	Increased permeability in the road network within and surrounding the town centres should be delivered via shorter block lengths and the avoidance of cul-de-sac.
R76	Safe and easy access for pedestrian and cycle trips must be provided to the town centres through the layout and design of the surrounding street and path network.
GUIDELINES	
G55	Pedestrian priority should be provided across all side roads along main streets and all car park entrances.
G56	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.
G57	Car park entrances directly from main streets should be minimised and alternative access should be provided from other streets.
G58	Car parking should be provided efficiently through use of shared, consolidated parking areas.
G59	A safe, clearly identified and continuous path of pedestrian travel should be provided throughout all car parking areas.

Plan 10 - Integrated Water Management
Kororoit Precinct Structure Plan

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4.0 INTEGRATED WATER MANAGEMENT AND UTILITIES

4.1 Integrated water management

REQUIREMENTS	
R77	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.
R78	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. Where stormwater management infrastructure has the potential to impact on GGF Conservation Area or Nature Conservation Area values, particularly Matters of National Environmental Significance (MNES), the final location and design must consider measures to protect and manage for MNES values including the maintenance of water quality and natural hydrological regimes (both surface and groundwater).
R79	Development applications must demonstrate how: • Waterways and integrated water management design enables land to be used for multiple recreation and environmental purposes; • Overland flow paths and piping within road reserves will be connected and integrated across property/parcel boundaries; • Melbourne Water and the responsible authority freeboard requirements for overland flow paths will be adequately contained within the road reserves; • Relevant integrated water management plan requirements will be achieved to the satisfaction of the water retail authority; and • Melbourne Water drainage assets must be delivered to the satisfaction of Melbourne Water and the responsible authority.
R80	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.
R81	Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme, Plan 10 and Table 7 to the satisfaction of Melbourne Water and the responsible authority.

GUIDELINES	
G60	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.
G61	Where practical, integrated water management systems should be designed to: • Maximise habitat values for local flora and fauna species; • Enable future harvesting and/or treatment and re-use of stormwater, including those options or opportunities outlined on Plan 10; and • Protect and manage for MNES (Matters of National Environmental Significance) values, particularly within conservation areas, in relation to water quality and suitable hydrological regimes (both surfaces and groundwater).
G62	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.
G63	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 7 Stormwater infrastructure

STORMWATER INFRASTRUCTURE ID (REFER TO PLAN 10)	PROPERTY NO.	TYPE	AREA (HA)	KEY ATTRIBUTES	RESPONSIBILITY FOR DELIVERY	DEVELOPMENT SERVICES SCHEME
WI-01	4	Wetland	0.83	Located within Growling Grass Frog Conservation Area 15 (refer to Appendix F: Figure 7).	Melton City Council	Plumpton Road
WI-02	7, 9	Sediment Basin & Bio-retention Basin	0.12	Located adjacent to Growling Grass Frog Conservation Area 15.	Melton City Council	Plumpton Road
WI-03	9	Sediment Basin	0.10	Located within Growling Grass Frog Conservation Area 15 (refer to Appendix F: Figure 7).	Melton City Council	Plumpton Road
WI-04	6, 8	Wetland	0.75	Located within Growling Grass Frog Conservation Area 15 and shaped to minimise impact on the conservation area (refer to Appendix F: Figure 7).	Melton City Council	Plumpton Road
WI-05	3, 6, 10	Sediment Basin	0.17		Melton City Council	Olive Grove
WI-06	3, 10	Wetland	4.56	designed to ensure protection and retention of the Rockbank Head Station Dam (HO118) and close to the local sports reserve.	Melton City Council	Olive Grove
WI-07	6, 10	Sediment Basin	0.40		Melton City Council	Olive Grove
WI-08	9a, 30	Swale	0.10	Located within Growling Grass Frog Conservation Area 15 (refer to Appendix F: Figure 7).	Melton City Council	Deanside Drive
WI-09	30, 31	Wetland	2.00	Located within Growling Grass Frog Conservation Area 15 and shaped to minimise impact on the conservation area (refer to Appendix F: Figure 7).	Melton City Council	Deanside Drive
WI-10	36	Sediment basin	0.10	Located within Growling Grass Frog Conservation Area 15 (refer to Appendix F: Figure 7).	Melton City Council	Deanside Drive
WI-11	37	Sediment basin	0.10		Melton City Council	Deanside Drive
WI-12	14	Wetland & Retarding Basin	3.19	Located adjacent to local sports reserve. The depressed drainage easement will be on average 30m wide, which may be locally widened or narrowed to accommodated the potential vegetative planting (planted seasonal herbaceous wetlands) and to provide an interesting urban feature, to the satisfaction of Melbourne Water and the responsible authority.	Melbourne Water	Deanside Drive
WI-13	17	Sediment Basin	0.24	Located adjacent to local park and Deanside Homestead Complex.	Melton City Council	Reed Court
WI-14	27	Wetland and Retarding Basin	2.43	Located adjacent to Growling Grass Frog Conservation Area 15.	Melton City Council	Reed Court
WI-15	27	Sediment Basin and Bio-Retention Basin	0.26	Located within Growling Grass Frog Conservation Area 15 (refer to Appendix F: Figure 6).	Melton City Council	Reed Court
WI-16	35	Wetland	0.47	Located adjacent to Growling Grass Frog Conservation Area 15.	Melton City Council	Reed Court

STORMWATER INFRASTRUCTURE ID (REFER TO PLAN 10)	PROPERTY NO.	TYPE	AREA (HA)	KEY ATTRIBUTES	RESPONSIBILITY FOR DELIVERY	DEVELOPMENT SERVICES SCHEME
WI-17	43	Sediment basin and Bio-Retention Basin	0.07	Located within Growling Grass Frog Conservation Area 15 (refer to Appendix F: Figure 6).	Melton City Council	Gardiners Lane
WI-18	66	Sediment basin and Bio-Retention Basin	0.07	Located within Growling Grass Frog Conservation Area 15 (refer to Appendix F: Figure 6).	Melton City Council	Gardiners Lane
WI-19	66	Sediment Basin	0.07	Located within Growling Grass Frog Conservation Area 15 (refer to Appendix F: Figure 5).	Melton City Council	Sinclairs Road
WI-20	65, 66, 66a	Sediment basin and Bio-Retention Basin	0.30	Located within Growling Grass Frog Conservation Area 15 (refer to Appendix F: Figure 5).	Melton City Council	Sinclairs Road
WI-21	64, 66a, 67	Wetland & Retarding Basin	3.79	Natural flows to be retained flowing east into Nature Conservation Area 2.	Melbourne Water	Sinclairs Road
WI-22	68, 69	Seasonal Herbaceous Wetland	3.31	Seasonal Herbaceous Wetland ecology with high geomorphology value to be retained within constructed waterway. Generally 60m wide constructed waterway with restored chain of ponds and revegetated seasonal herbaceous wetland plants.	Melton City Council	Sinclairs Road
WI-23	69	Wetland & Retarding Basin	5.30	Leading into area of high quality geomorphology. Lave Plain Ephemeral Wetland ecology with high geomorphology value to be retained.	Melbourne Water	Sinclairs Road
WI-24	69	Lava Plain Ephemeral Wetland	1.04	Lava Plain Ephemeral Wetland ecology with high geomorphology values to be retained partly within the Growling Grass Frog Conservation Area 15 (refer to Appendix F: Figure 5).	Melton City Council	Sinclairs Road

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

Plan 11 - Utilities
Kororoit Precinct Structure Plan

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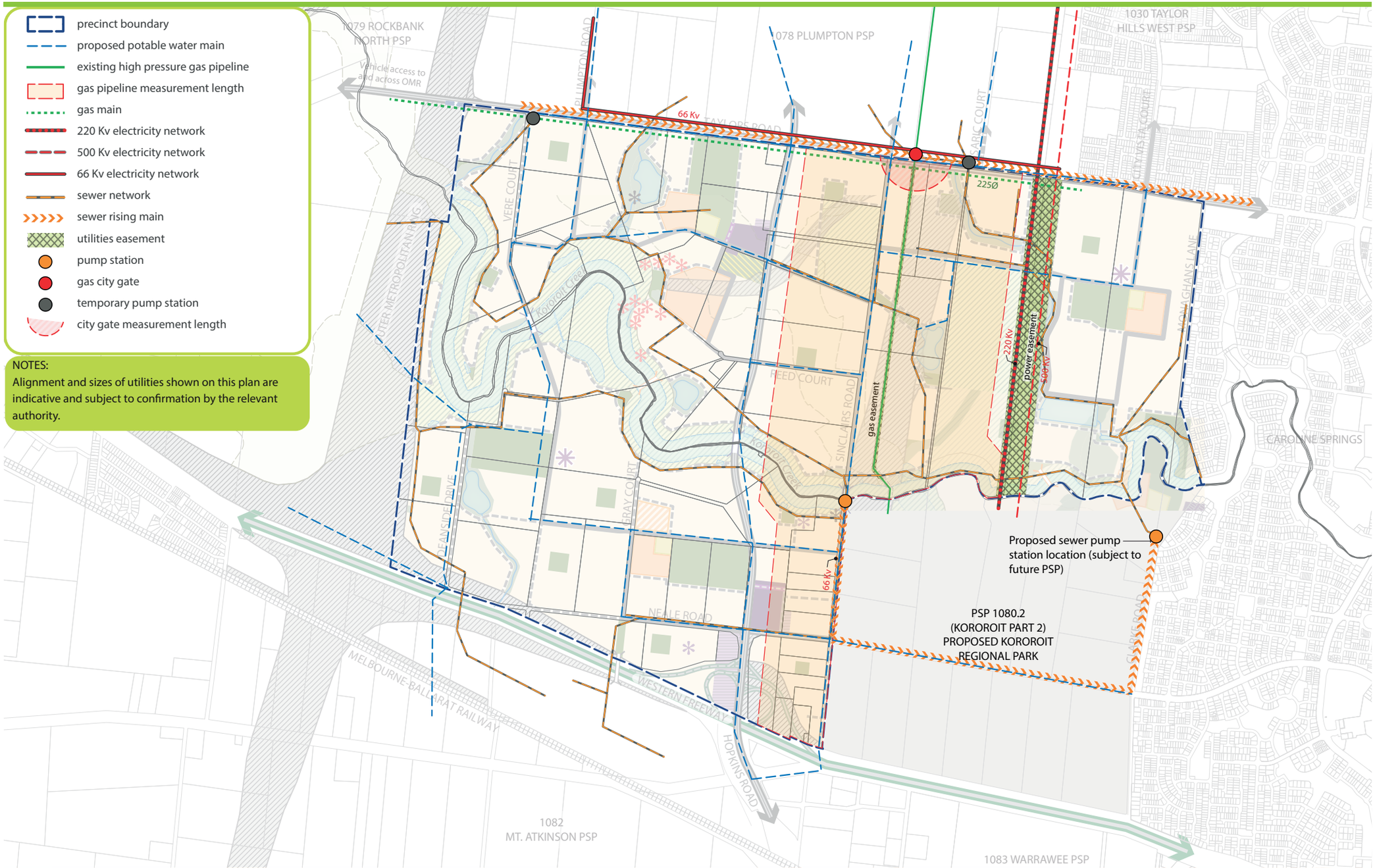

4.2 Utilities

REQUIREMENTS	
R82	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.
R83	Before development commences on a property, functional layout plans of the road network must be submitted that illustrate the location of all: • Underground services; • Driveways and crossovers; • Intersection devices; • Shared, pedestrian and bicycle paths; • Street lights; and • Street trees. 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 are to be approved by the responsible authority and all relevant service authorities before development commences and may be approved in stages to the satisfaction of the responsible authority.
R84	Delivery of underground services must be coordinated, located and bundled (utilising common trenching) to facilitate tree and other planting within road verges.
R85	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.
R86	All new electricity supply infrastructure (excluding substations and cables with voltage 66kv or greater) must be provided underground.
R87	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.
R88	Utilities must be placed outside conservation areas, natural waterway corridors or on the outer edges of these corridors in the first instance. Where services cannot avoid crossing or being located within a conservation area or natural waterway corridor they must be located to avoid disturbance to existing waterway values, native vegetation, areas of strategic importance to Growling Grass Frog, significant landform features and heritage sites, to the satisfaction of the Department of Environment, Land, Water and Planning, Melbourne Water and the responsible authority.
R89	Subdivisional development must consolidate utilities into dedicated service corridors within: • Growling Grass Frog conservation areas; • Regional Parks; and • Open Space conservation areas.
R90	All temporary infrastructure must be removed once permanent infrastructure is connected and operating.
GUIDELINES	
G64	Utilities should be placed outside any conservation areas shown on Plan 3, unless identified on the relevant Concept Plan in Appendix F.
G65	Above-ground utilities should be located outside of key view lines and screened with vegetation, as appropriate.

5.0 INFRASTRUCTURE DELIVERY AND STAGING

5.1 Subdivision works by developers

REQUIREMENTS	
R91	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): • Connector streets and local streets; • Local bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria); • Landscaping of all existing and future roads and local streets, including canopy tree planting; • Intersection works and traffic management measures along arterial roads, connector streets, and local streets; • 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; • Council-approved fencing and landscaping along arterial roads, where required; • Bicycle parking; • Appropriately scaled lighting along all roads and major shared and pedestrian paths across the open space network; • Basic improvements to local parks and open space as outlined in this PSP; • Local drainage system; • Connector and local street or pedestrian/cycle path crossings of waterways • Infrastructure as required by utility services providers, including water, sewerage, drainage (except where the item is funded through a DSS), electricity, gas and telecommunications; and • Remediation and/or reconstruction of dry stone walls, where required.
R92	All public open space (other than where improvements are included in Table 8) must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space, including but not limited to: • Removal of all existing disused structures, foundations, pipelines and stockpiles; • Clearing of rubbish and environmental weeds and rocks, levelled, topsoiled and grassed with warm climate grass; • Provision of water tapping, potable and recycled water connection points; • Sewer, gas and electricity connection points to land identified as sports reserves and community facilities; • Trees and other plantings; • Vehicle exclusion devices (fence, bollards or other suitable methods) and maintenance access points; • Construction of pedestrian paths to a minimum 1.5 metres in width around the perimeter of the reserve and connecting to the surrounding path network (and/or a 3.0m wide shared path where required by Plan 10 and connecting to the surrounding path network); • Installation of park furniture, including barbecues, shelters, furniture, rubbish bins, local-scale play areas, and appropriate paving to support these facilities, consistent with the type of open space listed in Table 6 and Appendix K, and in accordance with any relevant adopted Melton City Council open space/ landscape document; and • Removal of any soil contamination.
R93	Local sports reserves identified in Table 8 must be vested in the relevant authority in the following condition: • Free from surface and/or protruding rocks and structures; • Reasonably graded and/or topsoiled to create a safe and regular surface with a maximum 1:6 gradient; • Seeded and top-dressed with drought-resistant grass in bare, patchy and newly-graded areas; and • Removal of any soil contamination.
R94	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.
R95	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.
R96	Any development in proximity to the freeway that triggers the VicRoads *Requirements of Developers – Noise Sensitive Uses* document must respond to its requirements to the satisfaction of the responsible authority and VicRoads.

5.2 Development staging

REQUIREMENTS	
R97	Development staging must provide for the timely provision and delivery of: • Arterial road reservations; • Connector streets; • Street links between properties, constructed to the property boundary; and • Connection of the on- and off-road pedestrian and bicycle network.
R98	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.
R99	Staging will be determined largely by the development proposals on land within the precinct and the availability of infrastructure services. Within this context, development applications must demonstrate how the development will: • Integrate with adjoining developments, including the timely provision of road and path connections, to the extent practical; • Integrate with other developments, including the timely provision of road and path connections to the extent practical, where the proposed development does not adjoin an existing development front; • Provide sealed road access to each new allotment; • Provide open space and amenity to new residents in the early stages of the development, where relevant; • Deliver any necessary trunk service extensions, including confirmation of agreed approach and timing by the relevant authority; and • Avoid and minimise impacts to conservation areas through consolidating utilities into dedicated service corridors.
GUIDELINES	
G66	Staging of transport infrastructure should prioritise early delivery of a connected arterial road network to: • Ensure that subdivisions are designed to access the future arterial network rather than the existing road network; • Reduce pressure on existing roads which were built to cater for rural, not urban use; and • Reduce pressure on the existing low standard crossing of Kororoit Creek at Sinclairs Road.
G67	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.

Plan 12 - Local Infrastructure - Transport

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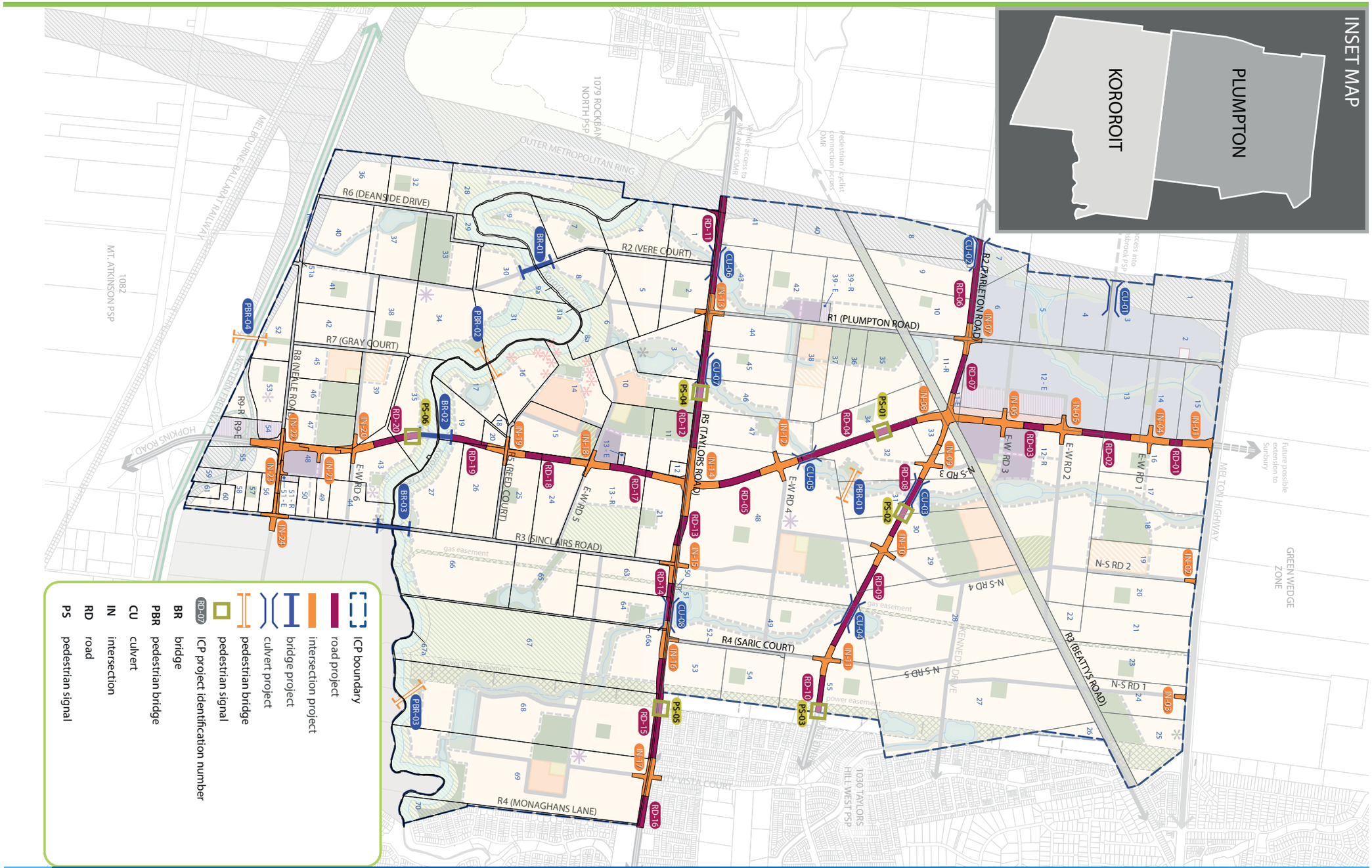

Plan 13 - Local Infrastructure - Community Facilities & Open Space

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6.0 PRECINCT INFRASTRUCTURE

The Precinct Infrastructure Table at Table 8 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.

As there will be a single Plumpton and Kororoit ICP, ICP projects in both PSPs are listed in Table 8. Items located partly or wholly on properties in Kororoit PSP are highlighted in blue rows in Table 8.

Table 8 Precinct infrastructure

Note (S): Supplementary ICP item. As there will be a single Plumpton and Kororoit ICP, ICP projects in both PSPs are listed in Table 8. Items located on properties in Kororoit PSP are highlighted in blue.

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP (S) - SUPPLEMENTARY ITEM	LEAD AGENCY	STAGING
TRANSPORT PROJECTS						
ROAD PROJECTS						
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
			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
			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 Road 3 (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	S
			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
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP (S) - SUPPLEMENTARY ITEM	LEAD AGENCY	STAGING
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
			Construction of a 6-lane arterial road (ultimate standard)	No	VicRoads	L
Road	RD-06	Tarleton Road: Western PSP 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
			Construction of a 4-lane arterial road (ultimate standard).	No	Melton City Council	L
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).	Yes	Melton City Council	M
			Construction of a 4-lane arterial road (ultimate standard).	No	Melton City Council	L
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).	Yes	Melton City Council	M
			Construction of a 4-lane arterial road (ultimate standard).	No	Melton City Council	L
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).	Yes	Melton City Council	M
			Construction of a 4-lane arterial road (ultimate standard).	No	Melton City Council	L
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).	Yes	Melton City Council	M
			Construction of a 4-lane arterial road (ultimate standard).	No	Melton City Council	L
Road	RD-11	Taylors Road: Western PSP Boundary to Plumpton Road (IN-13)	Purchase of land to construct new road reserve 41m wide (ultimate standard), construction of a 2-lane arterial road (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L
Road	RD-12	Taylors 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.	Yes	Melton City Council	M
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L
Road	RD-13	Taylors Road: Hopkins Road (IN-14) to Sinclairs 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.	Yes	Melton City Council	S
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP (S) - SUPPLEMENTARY ITEM	LEAD AGENCY	STAGING
Road	RD-14	Taylors Road: Sinclairs 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.	Yes	Melton City Council	S
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L
Road	RD-15	Taylors 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.	Yes	Melton City Council	S
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L
Road	RD-16	Taylors 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.	Yes	Melton City Council	S
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L
Road	RD-17	Hopkins Road: Taylors 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).	Yes	Melton City Council	S
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L
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).	Yes	Melton City Council	S
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L
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).	Yes	Melton City Council	S
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L
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).	Yes	Melton City Council	S
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L
INTERSECTION PROJECTS						
Intersection	IN-01	Intersection: Hopkins Road and Melton Highway	Purchase of land (ultimate standard - Hopkins Road only) and construction of primary arterial to primary arterial signalised T intersection (interim standard).	Yes	Melton City Council	S
			Construction of 4-way signalised intersection (ultimate standard).	No	VicRoads	L
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 signalised T intersection (interim standard).	Yes	Melton City Council	S
			Construction of signalised T intersection (ultimate standard).	No	VicRoads	L

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP (S) - SUPPLEMENTARY ITEM	LEAD AGENCY	STAGING
Intersection	IN-03	Intersection: North-South Road 2 and Melton Highway	Purchase of land (ultimate standard - connector leg only) and construction of connector road to primary arterial signalised T intersection (interim standard).	Yes	Melton City Council	S
			Construction of signalised T intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-04	Intersection: Hopkins Road and East-West Road 1	Purchase of land (ultimate standard) and construction of primary arterial to connector road/local road 4-way signalised intersection (interim standard).	Yes	Melton City Council	S
			Construction of 4-way signalised intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-05	Intersection: Hopkins Road and East-West Road 2	Purchase of land (ultimate standard) and construction of primary arterial to connector road 4-way signalised intersection (interim standard).	Yes	Melton City Council	S
			Construction of 4-way signalised intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-06	Intersection: Hopkins Road and East-West Road 3	Purchase of land (ultimate standard) and construction of primary arterial to connector road 4-way signalised intersection (interim standard).	Yes	Melton City Council	S
			Construction of 4-way signalised intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-07	Intersection: Plumpton Road and Tarleton Road	Purchase of land (ultimate standard), construction of connector road to secondary arterial 4-way signalised intersection (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	M
			Construction of 4-way signalised intersection (ultimate standard).	No	Melton City Council	L
Intersection	IN-08	Intersection: Hopkins Road and Tarleton Road	Purchase of land (ultimate standard), construction of primary arterial to secondary arterial 4-way signalised intersection (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S
			Construction of 4-way signalised intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-09	Intersection: North-South Road 3 and Tarleton Road	Purchase of land (ultimate standard) and construction of connector road/local road to secondary arterial 4-way signalised intersection (interim standard).	Yes	Melton City Council	M
			Construction of 4-way signalised intersection (ultimate standard).	No	Melton City Council	L
Intersection	IN-10	Intersection: North-South Road 4 and Tarleton Road	Purchase of land (ultimate standard) and construction of connector road to secondary arterial 4-way signalised intersection (interim standard).	Yes	Melton City Council	M
			Construction of 4-way signalised intersection (ultimate standard).	No	Melton City Council	L
Intersection	IN-11	Intersection: North-South Road 5 and Tarleton Road	Purchase of land (ultimate standard) and construction of connector road to secondary arterial 4-way signalised intersection (interim standard).	Yes	Melton City Council	M
			Construction of 4-way signalised intersection (ultimate standard).	No	Melton City Council	L

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP (S) - SUPPLEMENTARY ITEM	LEAD AGENCY	STAGING
Intersection	IN-12	Intersection: Hopkins Road and East West Road 4	Purchase of land (ultimate standard) and construction of primary arterial to connector road 4-way signalised intersection (interim standard).	Yes	Melton City Council	S
			Construction of 4-way signalised intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-13	Intersection: Plumpton Road and Taylors Road	Purchase of land (ultimate standard), construction of connector road to primary arterial 4-way signalised intersection (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S
			Construction of 4-way signalised intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-14	Intersection: Hopkins Road and Taylors Road	Purchase of land (ultimate standard), construction of primary arterial to primary arterial 4-way signalised intersection (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S
			Construction of 4-way signalised intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-15	Intersection: Sinclairs Road and Taylors Road	Purchase of land (ultimate standard), construction of connector road to primary arterial 4-way signalised intersection (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S
			Construction of 4-way signalised intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-16	Intersection: Saric Court and Taylors Road	Purchase of land (ultimate standard), construction of connector road to primary arterial signalised T intersection (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S
			Construction of signalised T intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-17	Intersection: City Vista Court and Taylors Road	Purchase of land (ultimate standard), construction of connector road to primary arterial 4-way signalised intersection (interim standard) and native vegetation and habitat compensation obligations.	Yes (16% apportioned)	Melton City Council	S
			Construction of 4-way signalised intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-18	Intersection: Hopkins Road and East-West Road 5	Purchase of land (ultimate standard), construction of connector road to primary arterial 4-way signalised intersection (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S
			Construction of 4-way signalised intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-19	Intersection: Hopkins Road and Reed Court	Purchase of land (ultimate standard), construction of connector road to primary arterial 4-way signalised intersection (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S
			Construction of 4-way signalised intersection (ultimate standard).	No	VicRoads	L

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP (S) - SUPPLEMENTARY ITEM	LEAD AGENCY	STAGING
Intersection	IN-20	Intersection: Hopkins Road and East-West Road 6	Purchase of land (ultimate standard) and construction of connector road to primary arterial 4-way signalised intersection (interim standard).	Yes	Melton City Council	S
			Construction of 4-way signalised intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-21	Intersection: Hopkins Road and East-West Local Access Street	Purchase of land (ultimate standard) and construction of primary arterial to town centre main street signalised T intersection.	Yes	Melton City Council	S
			Construction of signalised T intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-22	Intersection: Hopkins Road and Neale Road	Purchase of land (ultimate standard), construction of secondary arterial/ connector road to primary arterial 4-way signalised intersection (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S
			Construction of 4-way signalised intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-23	Intersection: North-South Local Access Street and Neale Road	Purchase of land (ultimate standard), construction of local access street to secondary arterial signalised T intersection (interim standard).	Yes	Melton City Council	S
			Construction of a signalised T intersection (ultimate standard).	No	VicRoads	L
Intersection	IN-24	Intersection: Sinclairs Road and Neale Road	Purchase of land (ultimate standard), construction of connector road/ local access street to secondary arterial signalised 4-way intersection (interim standard) and native vegetation and habitat compensation obligations. Note: eastern leg subject to future PSP 1080.2.	Yes	Melton City Council	S
			Construction of 4-way signalised intersection (ultimate standard).	No	Melton City Council	L
PEDESTRIAN SIGNALS PROJECTS						
Pedestrian Signals	PS-01	Pedestrian Signals	Construction of pedestrian signals on Hopkins Road single carriageway (interim standard) as part of RD-04.	Yes	Melton City Council	S
			Construction of pedestrian signals on Hopkins Road single carriageway (ultimate standard) as part of RD-04.	No	VicRoads	L
Pedestrian Signals	PS-02	Pedestrian Signals	Construction of pedestrian signals on Tarleton Road single carriageway (interim standard) as part of RD-08.	Yes	Melton City Council	M
			Construction of pedestrian signals on Tarleton Road single carriageway (ultimate standard) as part of RD-08.	No	Melton City Council	L
Pedestrian Signals	PS-03	Pedestrian Signals	Construction of pedestrian signals on Tarleton Road single carriageway (interim standard) as part of RD-10.	Yes	Melton City Council	M
			Construction of pedestrian signals on Tarleton Road single carriageway (ultimate standard) as part of RD-10.	No	Melton City Council	L

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP (S) - SUPPLEMENTARY ITEM	LEAD AGENCY	STAGING
Pedestrian Signals	PS-04	Pedestrian Signals	Construction of pedestrian signals on Taylors Road single carriageway (interim standard) as part of RD-12.	Yes	Melton City Council	M
			Construction of pedestrian signals on Taylors Road single carriageway (ultimate standard) as part of RD-12.	No	VicRoads	L
Pedestrian Signals	PS-05	Pedestrian Signals	Construction of pedestrian signals on Taylors Road single carriageway (interim standard) as part of RD-15.	Yes	Melton City Council	S
			Construction of pedestrian signals on Taylors Road single carriageway (ultimate standard) as part of RD-15.	No	VicRoads	L
Pedestrian Signals	PS-06	Pedestrian Signals	Construction of pedestrian signals on Hopkins Road single carriageway (interim standard) as part of RD-20.	Yes	Melton City Council	S
			Construction of pedestrian signals on Hopkins Road single carriageway (ultimate standard) as part of RD-20.	No	VicRoads	L
BRIDGE PROJECTS						
Bridge	BR-01	Vere Court Bridge	Purchase of land and construction of a connector road bridge over the Kororoit Creek and native vegetation and habitat compensation obligations.	Yes (land) construction (S)	Melton City Council	L
Bridge	BR-02	Hopkins Road Bridge	Purchase of land (ultimate standard) and construction of a primary arterial road bridge (interim standard) over the Kororoit Creek and native vegetation and habitat compensation obligations.	Yes (land) construction (S)	Melton City Council	S
			Construction of a primary arterial road bridge (ultimate standard).	No	VicRoads	L
Bridge	BR-03	Sinclairs Road Bridge	Construction of a connector road bridge over the Kororoit Creek and native vegetation and habitat compensation obligations.	Yes (S)	Melton City Council	M
Pedestrian/ Cyclist Bridge	PBR-01	Culvert - Pedestrian/cyclist waterway crossing	Construction of pedestrian/cyclist bridge across a natural waterway associated with the Olive Grove DSS.	Yes (S)	Melton City Council	S
Pedestrian/ Cyclist Bridge	PBR-02	Pedestrian/cyclist bridge over Kororoit Creek	Construction of a pedestrian/cyclist bridge across the Kororoit Creek in accordance with Growling Grass Frog Conservation Area requirements.	Yes (S)	Melton City Council	M
Pedestrian/ Cyclist Bridge	PBR-03	Pedestrian/cyclist bridge over Kororoit Creek	Construction of a pedestrian/cyclist bridge across the Kororoit Creek in accordance with Growling Grass Frog Conservation Area requirements.	Yes (S)	Melton City Council	L
Pedestrian/ Cyclist Bridge	PBR-04	Pedestrian/cyclist bridge over Western Freeway	Construction of a pedestrian/cyclist bridge across the Western Freeway to the future proposed Mt Atkinson station.	Yes (S) (50% apportioned)	Melton City Council in consultation with VicRoads	L

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP (S) - SUPPLEMENTARY ITEM	LEAD AGENCY	STAGING
CULVERT PROJECTS						
Culvert	CU-01	East-West Road 5 Drainage Culvert	Construction of a culvert at waterway associated with the Beattys Road DSS (ultimate standard).	Yes (S)	Melton City Council	L
Culvert	CU-02	Tarleton Road Drainage Culvert	Upgrade of existing culvert at waterway associated with the Beattys Road DSS.	No	Melbourne Water	M
			Construction of a culvert to the interim road width as part of the construction of RD-06.	Yes (S)	Melton City Council	M
			Construction of a culvert to the ultimate road width as part of the upgrade of RD-06.	No	Melton City Council	L
Culvert	CU-03	Tarleton Road Drainage Culvert	Construction of existing culvert at waterway associated with the Olive Grove DSS. To be constructed as part of RD-08 (interim standard).	Yes (S)	Melton City Council	M
			Construction of a culvert as part of the construction of RD-08 (ultimate standard).	No	Melton City Council	L
Culvert	CU-04	Tarleton Road Drainage Culvert	Construction of a culvert at waterway associated with the Sinclairs Road DSS. To be constructed as part of RD-09.	Yes (S)	Melton City Council	M
			Construction of a culvert as part of RD-09 (ultimate standard).	No	Melton City Council	L
Culvert	CU-05	Hopkins Road Drainage Culvert	Construction of a culvert at waterway associated with the Olive Grove DSS. To be constructed as part of RD-04 (interim standard).	Yes (S)	Melton City Council	S
			Construction of culvert as part of the construction of RD-04 (ultimate standard).	No	VicRoads	L
Culvert	CU-06	Taylors Road Drainage Culvert	Upgrade of existing culvert at waterway associated with the Plumpton Road DSS.	No	Melbourne Water	S
			Construction of culvert to the interim road width as part of the construction of RD-11 (interim standard).	Yes (S)	Melton City Council	S
			Construction of culvert to the ultimate road width as part of the construction of RD-11.	No	VicRoads	L
Culvert	CU-07	Taylors Road Drainage Culvert	Upgrade of existing culvert at waterway associated with the Olive Grove DSS.	No	Melbourne Water	M
			Construction of culvert to the interim road width as part of the construction of RD-12.	Yes	Melton City Council	M
			Construction of culvert to the ultimate road width as part of the construction of RD-12.	No	VicRoads	L

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP (S) - SUPPLEMENTARY ITEM	LEAD AGENCY	STAGING
Culvert	CU-08	Taylors Road Drainage Culvert	Upgrade of existing culvert at waterway associated with the Sinclairs Road DSS.	No	Melbourne Water	S
			Construction of culvert to the interim road width as part of the construction of RD-14.	Yes	Melton City Council	S
			Construction of culvert to the ultimate road width as part of the upgrade of RD-14.	No	VicRoads	L
PUBLIC TRANSPORT PROJECTS						
Public Transport	-	Bus services	Delivery of bus services	No	Public Transport Victoria	S (part)
COMMUNITY FACILITIES AND OPEN SPACE						
COMMUNITY FACILITY PROJECTS						
Community	CI-01	Plumpton Community Centre & Neighbourhood House	Purchase of land and construction of a multi-purpose community centre (Level 2) and neighbourhood house facilities. This will include community rooms, kindergarten and maternal health, youth space, additional classroom space and specialist facilities.	Yes	Melton City Council	S
Community	CI-02	Multi Purpose Community Centre (with Library)	Construction of a multi-purpose community centre (Level 3), library, and neighbourhood house facilities.	Yes	Melton City Council	M
Community	CI-03	Plumpton West Community Centre	Purchase of land and construction of a multi-purpose community centre (Level 1) including community rooms and additional facilities to cater for kindergarten and maternal health.	Yes	Melton City Council	L
Community	CI-04	Plumpton East Community Centre	Purchase of land and construction of a multi-purpose community centre (Level 1) including community rooms and additional facilities to cater for kindergarten and maternal health.	Yes	Melton City Council	M
Community	CI-05	Deanside Community Centre & Neighbourhood House	Purchase of land and construction of a multi-purpose community centre (Level 2) and neighbourhood house facilities. This will include community rooms, kindergarten and maternal health, youth space, additional classroom space and specialist facilities.	Yes	Melton City Council	M
Community	CI-06	Kororoit Community Centre	Purchase of land and construction of a multi-purpose community centre (Level 1) including community rooms and additional facilities to cater for kindergarten and maternal health.	Yes	Melton City Council	S
Community	CI-07	Kororoit East Community Centre	Purchase of land and construction of a multi-purpose community centre (Level 1) including community rooms and additional facilities to cater for kindergarten and maternal health.	Yes	Melton City Council	S

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP (S) - SUPPLEMENTARY ITEM	LEAD AGENCY	STAGING
INDOOR RECREATION PROJECTS						
Community	IR-01	Plumpton Aquatics Centre	Purchase of land for an aquatics centre.	Yes (50% apportioned)	Melton City Council	M
			Construction of an aquatics centre.	No	Melton City Council	L
Community	IR-02	Deanside Indoor Recreation Facility	Purchase of land for a indoor recreation facility.	Yes	Melton City Council	M
			Construction of an indoor recreation facility.	No	Melton City Council	L
SPORTS RESERVE PROJECTS						
Sports Reserve	SR-01	Plumpton North Sports Reserve	Purchase of land construction of a sports reserve incorporating: • Playing surfaces and car parks, including all construction works, landscaping and related infrastructure. • A pavilion to serve the Plumpton North sports reserve, including all building works, landscaping and related infrastructure. • A tennis/multipurpose hard courts facility incorporating 6 courts with parking, including all construction works, landscaping and related infrastructure.	Yes	Melton City Council	S
Sports reserve	SR-02	Plumpton East Sports Reserve	Purchase of land and construction of a sports reserve incorporating: • Playing surfaces and car parks, including all construction works, landscaping and related infrastructure. • A Pavilion to serve the Plumpton East sports reserve, including all building works, landscaping and related infrastructure.	Yes	Melton City Council	S
Sports reserve	SR-03	Plumpton Sports Reserve	Purchase of land and construction of a sports reserve incorporating: • Playing surfaces and car parks, including all construction works, landscaping and related infrastructure. • A pavilion to serve the Plumpton sports reserve, including all building works, landscaping and related infrastructure.	Yes	Melton City Council	M
Sports reserve	SR-04	Plumpton West Sports Reserve	Purchase of land and construction of a sports reserve incorporating: • Playing surfaces and car parks, including all construction works, landscaping and related infrastructure. • A pavilion to serve the Plumpton West sports reserve, including all building works, landscaping and related infrastructure.	Yes	Melton City Council	M

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP (S) - SUPPLEMENTARY ITEM	LEAD AGENCY	STAGING
Sports reserve	SR-05	Plumpton South Sports Reserve	Purchase of land and construction of a sports reserve incorporating: • Playing surfaces and car parks, including all construction works, landscaping and related infrastructure. • A pavilion to serve the Plumpton South sports reserve, including all building works, landscaping and related infrastructure. • A tennis/multipurpose hard courts facility incorporating 8 courts with parking, including all construction works, landscaping and related infrastructure.	Yes	Melton City Council	S
Sports reserve	SR-06	Deanside Sports Reserve	Purchase of land and construction of a sports reserve incorporating: • Playing surfaces and car parks, including all construction works, landscaping and related infrastructure. • A pavilion to serve the Deanside sports reserve, including all building works, landscaping and related infrastructure.	Yes	Melton City Council	M
Sports reserve	SR-07	Kororoit West Sports Reserve	Purchase of land and construction of a sports reserve incorporating: • Playing surfaces and car parks, including all construction works, landscaping and related infrastructure. • A pavilion to serve the Kororoit West sports reserve, including all building works, landscaping and related infrastructure.	Yes (construction) land (S)	Melton City Council	L
Sports reserve	SR-08	Kororoit Sports Reserve	Purchase of land and construction of a sports reserve incorporating: • Playing surfaces and car parks, including all construction works, landscaping, large playground and related infrastructure. • A pavilion to serve the Kororoit sports reserve, including all building works, landscaping and related infrastructure. • A tennis/multipurpose hard courts facility incorporating 6 courts with parking, including all construction works, landscaping and related infrastructure.	Yes	Melton City Council	S
Sports reserve	SR-09	Kororoit East Sports Reserve	Purchase of land and construction of a sports reserve incorporating: • Playing surfaces and car parks, including all construction works, landscaping and related infrastructure. • A pavilion to serve the Kororoit sports reserve, including all building works, landscaping and related infrastructure.	Yes	Melton City Council	S
OPEN SPACE AND LOCAL PARK PROJECTS						
Open Space	LP-01	Local Park	Purchase of land for a local park.	Yes	Melton City Council	M
			Construction and embellishment of local park.	No	Developer works	M

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP (S) - SUPPLEMENTARY ITEM	LEAD AGENCY	STAGING
Open Space	LP-02	Local Park	Purchase of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-03	Local Park	Purchase of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-04	Local Park	Purchase of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-05	Local Park	Purchase of land for a local park	Yes	Melton City Council	M
			Construction and embellishment of local park	No	Developer works	M
Open Space	LP-06	Local Park	Purchase of land for a local park	Yes	Melton City Council	S
			Construction and embellishment of local park	No	Developer works	S
Open Space	LP-07	Local Park	Purchase of land for a local park	Yes	Melton City Council	S
			Construction and embellishment of local park	No	Developer works	S
Open Space	LP-08	Local Park	Purchase of land for a local park	Yes	Melton City Council	S
			Construction and embellishment of local park	No	Developer works	S
Open Space	LP-09	Local Park	Purchase of land for a local park	Yes	Melton City Council	M
			Construction and embellishment of local park	No	Developer works	M
Open Space	LP-10	Local Park	Purchase of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-11	Local Park	Purchase of land for a local park	Yes	Melton City Council	S
			Construction and embellishment of local park	No	Developer works	S
Open Space	LP-12	Local Park	Purchase of land for a local park	Yes	Melton City Council	S
			Construction and embellishment of local park	No	Developer works	S
Open Space	LP-13	Local Park	Purchase of land for a local park	Yes	Melton City Council	M
			Construction and embellishment of local park	No	Developer works	M

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP (S) - SUPPLEMENTARY ITEM	LEAD AGENCY	STAGING
Open Space	LP-14	Local Park	Purchase of land for a local park	Yes	Melton City Council	M
			Construction and embellishment of local park	No	Developer works	M
Open Space	LP-15	Local Park	Purchase of land for a local park	Yes	Melton City Council	S
			Construction and embellishment of local park	No	Developer works	S
Open Space	LP-16	Local Park	Purchase of land for a local park	Yes	Melton City Council	S
			Construction and embellishment of local park	No	Developer works	S
Open Space	LP-17	Local Park	Purchase of land for a local park	Yes	Melton City Council	M
			Construction and embellishment of local park	No	Developer works	M
Open Space	LP-18	Local Park	Purchase of land for a local park	Yes	Melton City Council	M
			Construction and embellishment of local park	No	Developer works	M
Open Space	LP-19	Local Park	Purchase of land for a local park	Yes	Melton City Council	S
			Construction and embellishment of local park	No	Developer works	S
Open Space	LP-20	Local Park	Purchase of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-21	Local Park	Purchase of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-22	Local Park	Purchase of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-23	Local Park	Purchase of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-24	Local Park	Purchase of land for a local park	Yes	Melton City Council	M
			Construction and embellishment of local park	No	Developer works	M
Open Space	LP-25	Local Park	Purchase of land for a local park	Yes	Melton City Council	M
			Construction and embellishment of local park	No	Developer works	M

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP (S) - SUPPLEMENTARY ITEM	LEAD AGENCY	STAGING
Open Space	LP-26	Local Park	Purchase of land for a local park	Yes	Melton City Council	M
			Construction and embellishment of local park	No	Developer works	M
Open Space	LP-27	Local Park	Purchase of land for a local park	Yes	Melton City Council	M
			Construction and embellishment of local park	No	Developer works	M
Open Space	LP-28	Local Park	Purchase of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-29	Local Park	Purchase of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-30	Local Park	Purchase of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-31	Local Park	Purchase of land for a local park	Yes	Melton City Council	M
			Construction and embellishment of local park	No	Developer works	M
Open Space	LP-32	Local Park	Purchase of land for a local park	Yes	Melton City Council	S
			Construction and embellishment of local park	No	Developer works	S
Open Space	LP-33	Local Park	Purchase of land for a local park	Yes	Melton City Council	S
			Construction and embellishment of local park	No	Developer works	S
Open Space	LP-34	Local Park	Purchase of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-35	Local Park	Purchase of land for a local park	Yes	Melton City Council	S
			Construction and embellishment of local park	No	Developer works	S
Open Space	LP-36	Local Park	Purchase of land for a local park	Yes	Melton City Council	L
			Construction and embellishment of local park	No	Developer works	L
Open Space	LP-37	Local Park	Purchase of land for a local park	Yes	Melton City Council	S
			Construction and embellishment of local park	No	Developer works	S

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP (S) - SUPPLEMENTARY ITEM	LEAD AGENCY	STAGING
Open Space	LP-38	Local Park	Purchase of land for a local park	Yes	Melton City Council	M
			Construction and embellishment of local park	No	Developer works	M
Open Space	LP-39	Local Park	Purchase of land for a local park	Yes	Melton City Council	M
			Construction and embellishment of local park	No	Developer works	M
Open Space	LP-40	Local Park	Purchase of land for a local park	Yes	Melton City Council	M
			Construction and embellishment of local park	No	Developer works	M
Open Space	LOS-01	Linear Open Space - Power Easement	Construction of a shared path, landscape and embellishment of linear open space.	No	Developer works	S-M
Open Space	LOS-02	Linear Open Space - Gas Easement	Construction of a shared path, landscape and embellishment of linear open space.	No	Developer works	S-M
Open Space	LOS-03	Linear Open Space - Beattys Road Reserve	Construction of a shared path, landscape, embellishment of linear open space (also includes partial road functions) within the full extent of Beattys Road Reserve, as per Appendix G in the Plumpton PSP document.	No	Developer works	M
Open Space	LOS-04	Linear Open Space - Power easement	Construction of a shared path, landscape and embellishment of linear open space.	No	Developer works	S-M
Open Space	LOS-05	Linear Open Space - Gas easement	Construction of a shared path, landscape and embellishment of linear open space.	No	Developer works	M-L
Open Space	-	Melton Highway Shared Path	Construction of a 2-way bike path within the south side of the existing Melton Highway Road Reservation.	No	Developer works	S-M
EDUCATION PROJECTS						
School	-	Non-Government Secondary School	Purchase of land and construction of a potential non-government secondary school in the Plumpton North Community Hub.	No	Non-government provider	L
School	-	Government P-12 School	Land and construction of a government P-12 school in the Plumpton Major Town Centre Community Hub.	No	Department of Education and Training	M
School	-	Government Primary School	Land and construction of a government primary school in the Plumpton Local Town Centre Community Hub.	No	Department of Education and Training	L
School	-	Government Primary School	Land and construction of a government primary school in the Plumpton Local Convenience Centre Community Hub.	No	Department of Education and Training	L
School	-	Non-Government Primary School	Land and construction of a potential non-government primary school in the Plumpton Local Town Centre Community Hub.	No	Non-government provider	L

PROJECT CATEGORY	PIP PROJECT ID	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP (S) - SUPPLEMENTARY ITEM	LEAD AGENCY	STAGING
School	-	Government Secondary School	Land and construction of a government secondary school in the Deanside Local Town Centre Hub.	No	Department of Education and Training	L
School	-	Government Primary School	Land and construction of a government primary school in the Deanside Local Town Centre Hub.	No	Department of Education and Training	L
School	-	Non-Government Primary School	Land and construction of a potential non-government primary school in the Kororoit Local Town Centre Hub.	No	Non-government provider	L
School	-	Government Primary School	Land and construction of a government primary school in the Kororoit Local Town Centre Hub.	No	Department of Education and Training	M
School	-	Government Primary School	Land and construction of a government primary school in the Kororoit East Local Convenience Hub.	No	Department of Education and Training	S
CONSERVATION PROJECTS						
Conservation	-	Conservation Area 1	Nature conservation area (abutting local road including path and nature strip on both sides of the road are developer works - all other works are by future land manager)	No	Department of Environment, Land, Water and Planning & developer works	L
Conservation	-	Conservation Area 2	Nature conservation area (abutting local road including path and nature strip on both sides of the road are developer works - all other works are by future land manager)	No	Department of Environment, Land, Water and Planning & developer works	L
Conservation	-	Conservation Area 15 - Growling Grass Frog Conservation Area	Growling Grass Frog conservation area (abutting local road including path and nature strip on both sides of the road are developer works - all other works are by future land manager)	No	Department of Environment, Land, Water and Planning & developer works	L

7.0 APPENDICES

Appendix A Parcel-specific land use budget

Note; If there is discrepancy due to rounding of decimal points between Appendix A and any other tables in the PSP, Appendix A takes precedence.

PSP PARCEL ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY AND EDUCATION				OPEN SPACE						TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA (% OF PROPERTY)
		ARTERIAL ROAD			OTHER TRANSPORT		EDUCATION		COMMUNITY		UNCREDITED OPEN SPACE			CREDITED OPEN SPACE		REGIONAL OPEN SPACE		
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	CONNECTOR ROAD BRIDGE (FRAGMENTED LAND) (ICP LAND)	FUTURE GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	ICP COMMUNITY FACILITIES	LOCAL INDOOR RECREATION (ICP LAND)	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENT	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL PARK (ICP LAND)	MUNICIPAL OPEN SPACE		
PROPERTY																		
1	9.62	0.00	0.27	0.00	0.00	-	-	-	-	-	-	1.71	-	-	-	-	7.64	79.46%
2	10.88	0.00	-	0.21	0.00	-	-	-	-	-	-	-	-	-	1.00	-	9.66	88.85%
3	13.63	-	-	0.04	-	-	-	-	-	-	-	6.71	-	-	-	-	6.88	50.47%
4	12.31	-	-	-	0.00	-	-	-	-	-	1.39	3.53	-	-	0.15	-	7.23	58.78%
5	11.34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11.34	100.00%
6	11.61	-	-	-	0.00	-	-	-	-	-	4.33	2.53	-	-	-	-	4.75	40.89%
7	10.71	-	-	-	0.00	-	-	-	-	-	1.76	2.65	-	-	0.85	-	5.45	50.89%
8	12.07	-	-	-	0.00	0.01	-	-	-	-	2.94	2.72	-	-	-	-	6.40	53.06%
8a	1.00	-	-	-	-	-	-	-	-	-	-	1.00	-	-	-	-	0.00	0.00%
9	12.86	-	-	-	0.00	0.19	-	-	-	-	2.83	5.46	-	-	0.12	-	4.26	33.12%
9a	1.93	-	-	-	-	-	-	-	-	-	-	1.93	-	-	-	-	0.00	0.00%
10	16.47	-	-	-	-	-	3.50	-	-	-	0.36	0.77	-	2.10	-	-	9.74	59.14%
11	9.14	-	-	0.03	-	-	-	-	-	-	-	-	-	4.37	-	-	4.75	51.91%
12	1.01	-	-	0.09	-	-	-	-	-	-	-	-	-	-	-	-	0.92	91.12%
13 - E	0.31	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	0.31	99.97%
13 - R	36.44	-	-	1.86	-	-	0.00	-	1.20	-	13.30	-	-	3.53	-	-	16.55	45.42%
14	14.91	-	-	-	-	-	5.58	-	-	0.00	1.44	1.05	-	-	0.87	-	5.97	40.04%
15	14.18	0.00	-	0.12	0.00	-	2.82	-	-	2.50	-	-	-	-	-	-	8.74	61.63%
16	13.26	-	-	-	-	-	-	-	-	-	1.23	2.33	-	-	-	-	9.70	73.12%
17	9.27	-	-	-	-	-	-	-	-	-	1.59	4.63	-	-	-	-	3.05	32.86%

PSP PARCEL ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY AND EDUCATION				OPEN SPACE						TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA (% OF PROPERTY)
		ARTERIAL ROAD			OTHER TRANSPORT		EDUCATION		COMMUNITY		UNCREDITED OPEN SPACE			CREDITED OPEN SPACE		REGIONAL OPEN SPACE		
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	CONNECTOR ROAD BRIDGE (FRAGMENTED LAND) (ICP LAND)	FUTURE GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	ICP COMMUNITY FACILITIES	LOCAL INDOOR RECREATION (ICP LAND)	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENT	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL PARK (ICP LAND)	MUNICIPAL OPEN SPACE		
18	0.73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.73	100.00%
19	8.64	-	-	0.60	-	-	-	-	-	-	1.73	2.06	-	-	-	-	4.26	49.24%
20	1.72	-	-	0.24	-	-	-	-	-	-	-	-	-	-	-	-	1.48	85.80%
21	13.79	0.00	-	1.63	-	-	-	-	-	-	-	-	-	-	1.00	-	11.16	80.95%
22 - E (not used)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22 - R (not used)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23 (not used)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24	13.14	-	-	1.25	-	-	-	-	-	-	-	-	-	-	-	-	11.89	90.50%
25	12.60	0.00	-	0.97	0.00	-	-	-	-	-	-	-	-	-	1.00	-	10.64	84.40%
26	14.93	-	-	0.55	0.00	-	-	-	-	-	-	-	-	-	-	-	14.38	96.32%
27	17.19	-	-	0.01	-	-	-	-	-	-	2.67	4.14	-	-	-	-	10.37	60.33%
28	22.35	-	3.32	-	0.00	-	-	-	-	-	7.90	7.03	-	-	-	-	4.11	18.37%
29	3.63	-	-	-	0.00	-	-	-	-	-	1.24	2.39	-	-	-	-	0.00	0.00%
30	12.34	-	-	-	0.00	0.13	-	-	-	-	2.97	2.71	-	-	-	-	6.54	52.96%
31	18.84	-	-	-	0.00	-	-	-	-	-	8.10	6.64	-	-	-	-	4.10	21.78%
31a	1.01	-	-	-	-	-	-	-	-	-	-	1.01	-	-	-	-	0.00	0.00%
32	11.95	-	1.92	-	0.00	-	-	-	-	-	0.14	-	-	-	1.00	-	8.89	74.40%
33	12.29	-	-	-	0.00	-	-	-	-	-	-	0.49	-	7.05	-	-	4.74	38.57%
34	19.86	-	-	-	0.00	-	-	-	-	-	1.64	1.90	-	-	0.50	-	15.83	79.69%
35	15.53	-	-	0.71	0.00	-	-	-	-	-	2.64	4.23	-	-	-	-	7.95	51.20%
36	11.95	-	4.93	-	0.00	-	-	-	-	-	-	0.10	-	-	-	-	6.92	57.92%
37	14.65	-	-	-	-	-	-	-	-	-	-	3.51	-	2.28	-	-	8.86	60.45%
38	11.29	-	-	-	-	-	-	-	-	-	-	-	-	-	1.00	-	10.29	91.14%
39	12.02	-	-	0.21	0.00	-	-	2.60	-	-	-	-	-	-	-	-	9.21	76.61%
40	16.38	-	2.37	-	0.00	-	-	-	-	-	-	1.47	-	-	-	-	12.53	76.51%

PSP PARCEL ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY AND EDUCATION				OPEN SPACE						TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA (% OF PROPERTY)
		ARTERIAL ROAD			OTHER TRANSPORT		EDUCATION		COMMUNITY		UNCREDITED OPEN SPACE			CREDITED OPEN SPACE		REGIONAL OPEN SPACE		
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	CONNECTOR ROAD BRIDGE (FRAGMENTED LAND) (ICP LAND)	FUTURE GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	ICP COMMUNITY FACILITIES	LOCAL INDOOR RECREATION (ICP LAND)	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENT	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL PARK (ICP LAND)	MUNICIPAL OPEN SPACE		
41	11.94	-	0.01	-	-	-	-	-	-	-	-	-	-	-	1.00	-	10.93	91.55%
42	11.90	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	11.90	100.00%
43	13.34	-	-	1.32	0.00	-	-	-	-	-	1.23	1.86	-	-	0.50	-	8.43	63.18%
44	8.10	-	-	-	-	-	-	-	-	-	0.44	0.77	-	-	-	-	6.88	84.98%
45	9.00	-	-	-	0.00	-	3.50	-	0.80	-	-	-	-	0.00	-	-	4.70	52.21%
46	8.99	-	-	-	-	-	-	-	-	-	-	-	-	4.78	-	-	4.20	46.79%
47	9.01	0.00	-	0.27	0.00	-	-	-	-	-	-	-	-	4.62	-	-	4.12	45.72%
48	9.02	0.00	-	2.29	-	-	-	-	-	-	-	-	-	-	-	-	6.73	74.56%
49	2.11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.11	100.00%
50	2.95	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.95	100.00%
51 - E	0.49	0.00	-	0.06	-	-	-	-	-	-	-	-	-	-	-	-	0.43	88.05%
51 - R	2.57	0.00	-	0.29	0.00	-	-	-	-	-	-	-	-	-	-	-	2.27	88.56%
51a	0.20	-	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
52	8.93	-	2.13	-	-	-	-	-	-	-	-	-	-	-	0.76	-	6.04	67.67%
53	8.18	-	-	-	-	-	-	-	-	-	-	-	-	-	1.00	-	7.18	87.77%
54	1.61	0.00	-	0.00	0.00	-	-	-	-	-	-	-	-	-	-	-	1.61	99.94%
55	7.00	0.00	4.72	0.03	-	-	-	-	-	-	-	-	-	-	-	-	2.24	32.06%
56	2.29	0.00	-	0.06	-	-	-	-	-	-	-	-	-	-	-	-	2.23	97.27%
57	2.28	-	-	-	0.00	-	-	-	-	-	-	-	-	-	0.50	-	1.78	78.02%
58	2.30	-	0.60	-	0.00	-	-	-	-	-	-	-	-	-	-	-	1.70	73.92%
59	1.88	-	1.85	-	-	-	-	-	-	-	-	-	-	-	-	-	0.02	1.27%
60	2.61	-	0.24	-	0.00	-	-	-	-	-	-	-	-	-	-	-	2.37	90.93%
61	1.79	-	0.94	-	-	-	-	-	-	-	-	-	-	-	-	-	0.85	47.43%
62 (not used)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
63	11.99	0.00	-	0.57	0.00	-	-	-	-	-	-	-	1.11	-	-	-	10.31	85.99%

PSP PARCEL ID	TOTAL AREA (HECTARES)	TRANSPORT					COMMUNITY AND EDUCATION				OPEN SPACE						TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA (% OF PROPERTY)
		ARTERIAL ROAD			OTHER TRANSPORT		EDUCATION		COMMUNITY		UNCREDITED OPEN SPACE			CREDITED OPEN SPACE		REGIONAL OPEN SPACE		
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	CONNECTOR ROAD BRIDGE (FRAGMENTED LAND) (ICP LAND)	FUTURE GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	ICP COMMUNITY FACILITIES	LOCAL INDOOR RECREATION (ICP LAND)	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENT	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL PARK (ICP LAND)	MUNICIPAL OPEN SPACE		
64	11.98	0.00	-	0.38	-	-	-	-	-	-	-	0.96	-	-	1.00	-	9.65	80.49%
65	16.46	-	-	-	0.00	-	-	-	-	-	-	2.45	0.72	-	1.23	-	12.06	73.27%
66	29.95	-	-	-	0.00	-	-	-	-	-	1.54	3.74	1.39	-	0.55	-	22.73	75.90%
66a	1.73	0.00	-	0.03	-	-	-	-	-	-	0.07	0.48	-	-	0.07	-	1.09	62.98%
67	66.00	0.00	-	0.98	-	-	-	-	-	-	43.75	5.31	2.60	-	-	-	13.37	20.25%
67a	1.40	-	-	-	-	-	-	-	-	-	-	1.40	-	-	-	-	0.00	0.00%
68	67.42	0.00	-	0.52	-	-	-	-	-	-	1.96	12.74	11.18	3.80	1.30	-	35.92	53.28%
69	64.17	0.00	-	0.72	0.00	-	3.50	-	0.80	-	3.14	7.02	-	2.20	1.19	-	45.61	71.07%
70	4.08	-	-	-	-	-	-	-	-	-	1.21	1.43	-	-	0.00	1.44	0.00	0.00%
SUB-TOTAL	893.43	0.00	23.50	16.05	0.00	0.32	18.90	2.60	2.80	2.50	113.52	112.87	17.00	34.75	16.58	1.44	530.60	59.39%
ROAD RESERVE																		
R1 (Taylors Rd)	3.86	3.71	0.00	-	-	-	-	-	-	-	-	0.11	-	0.01	-	-	0.02	0.47%
R2 (Vere Ct)	1.37	0.00	-	-	1.33	-	-	-	-	-	-	0.04	-	-	-	-	0.00	0.01%
R3 (Sinclairs Rd)	6.44	0.00	0.14	-	5.86	-	-	-	-	-	0.18	0.26	-	-	-	-	0.00	0.02%
R4 (Monaghans Ln)	1.15	0.01	-	-	1.15	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R5 (Reed Ct)	1.48	0.36	-	-	1.12	-	-	-	-	-	-	-	-	-	-	-	0.00	0.01%
R6 (Deanside Ct)	2.49	-	0.16	-	2.32	-	-	-	-	-	0.00	0.00	-	0.00	-	-	0.00	0.00%
R7 (Gray Ct)	1.51	-	-	-	1.51	-	0.00	0.00	-	-	-	-	-	-	-	-	0.00	0.00%
R8 (Neale Rd)	3.86	1.07	0.82	-	1.93	-	-	-	-	-	-	0.04	-	-	0.00	-	0.00	0.00%
R9 - E	5.94	0.90	1.80	-	-	-	-	-	-	-	-	-	-	-	-	-	3.24	54.56%
R9 - R	3.90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.90	100.00%
SUB-TOTAL	32.01	6.05	2.93	0.00	15.22	0.00	0.00	0.00	0.00	0.00	0.18	0.46	0.00	0.02	0.00	0.00	7.16	22.37%
TOTALS PSP 1080	**925.44**	**6.05**	**26.43**	**16.05**	**15.22**	**0.32**	**18.90**	**2.60**	**2.80**	**2.50**	**113.70**	**113.33**	**17.00**	**34.76**	**16.58**	**1.44**	**537.76**	**58.11%**

Appendix B Deanside Homestead Complex – design principles and guidelines

The principles of design related to heritage conservation areas are founded on the need to recognise the important contribution the heritage place makes to the identity of the landscape and acknowledge the need to increase the local population's knowledge of its significance by encouraging public engagement. It is achieved by ensuring new development does not adversely impact on the setting of the heritage place and identifying opportunities for it to be successfully interpreted. More specifically the principles and guidelines relating to heritage conservation at the Deanside Homestead Complex are:

PRINCIPLE	GUIDELINES
Principle 1 Conserve and protect the fabric of the features (buildings, structures, trees, dry stone walls, and driveway) that contribute to the significance of the place.	a. Select appropriate entrance locations to the site and destinations to steer users to more robust areas and away from more sensitive areas. b. Identify shared path locations along the Kororoit Creek corridor, urban interfaces and areas that will have minimal impact but will arouse interest to users, identifying items of interest along the way. c. Locate places for recreation and low-impact infrastructure to maintain positive connections between heritage place and residential development. d. Consider the need for signs (directional and interpretive) and how they should be designed and placed. e. Retain and promote areas of vegetation to maintain an open space quality to enable retention/conservation of the historic plantings, dry stone walls and archaeological features.
Principle 2 Heritage site to be visible from public spaces and local streets	a. Provide an appropriate area of open space between the Deanside Homestead Complex and the former mansion site in order to maintain a physical and visual connection. b. Maintain a sense of open space around the heritage site by providing an open space buffer that is sensitively landscaped to promote a historical landscape setting through consideration of view lines within site and edge plantings.
Principle 3 Nearby development (including medium density housing as relevant) to contribute to the protection of local features and social values of the heritage conservation area	a. Maintain historic vegetation and enhance aesthetic character by incorporating similar species types in surrounding parks, creek lines, school, nature strips and in private gardens but are considerate of the Growling Grass Frog Conservation Area. b. Ensure development in heritage interface areas does not visually dominate as a result of its scale, form or siting. c. Encourage sympathetic and high quality development that does not diminish or detract from the heritage place's significance, visual setting and streetscape character. d. Promote an interpretative design approach for surrounding new development that is complementary in form, scale detailing and materials to the significant heritage features but is clearly contemporary in design. e. Avoid new development that distorts the historic evidence by simply copying or reproducing historic styles or detailing. f. Ensure that the front elevation of new houses and other development directly faces the street.

Appendix C Local Town Centre guidelines

PRINCIPLE	GUIDELINES
Principle 1 Provide every neighbourhood with a viable Local Town Centre as a focus of the community with a fine-grained, closely spaced distribution pattern.	• Deliver a fine-grained distribution pattern of highly accessible Local Town Centres generally on a scale of one Local Town Centre for every neighbourhood of 8,000 to 10,000 people • Locate Local Town Centres with a distribution pattern of around one Local Town Centre for every square mile (2.58km2) of residential development • Deliver a network of economically viable Local Town Centres including a supermarket and supporting competitive local shopping business, medical, leisure, recreation and community needs while allowing opportunities for local specialisation.
Principle 2 Locate Local Town Centres on a connector street intersection with access to an arterial road and transit stop.	• Locate the Local Town Centre on or with close proximity to an arterial/connector intersection and ensure that the Local Town Centre is central to the residential catchment that it services while optimising opportunities for passing trade • Locate forms of transit stops to benefit the Local Town Centre and to offer convenience for public transport passengers • Other Local Town Centre locations may be considered where the location results in the Local Town Centre being central to the residential catchment that it serves and/or the location incorporates natural or cultural landscape features such as rivers and creeks, tree rows, topographic features or other heritage structures which assist in creating a sense of place.
Principle 3 Locate Local Town Centres in an attractive setting so that most people live within a walkable catchment of a Local Town Centre and relate to the centre as the focus of the neighbourhood.	• Ensure that 80-90% of households are within a 1km walkable catchment of a local or higher order Town Centre • Locate Local Town Centres in attractive settings and incorporate natural or cultural landscape features such creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value • The design of the Local Town Centre should respect/enhance existing views and vistas to and from the Local Town Centre location.

PRINCIPLE	GUIDELINES
Principle 4 Provide a full range of local community and other facilities including a supermarket, shops, medical and recreation uses.	• Land uses should be located generally in accordance with the locations and general land use terms identified on the Local Town Centre Concept Plan • Promote designs which encourage a high degree of community interaction and provision of a vibrant and viable mix of retail, recreation and community facilities • Encourage clustering of uses in precincts such as a 'medical precinct' where similar or synergistic uses should be sited together to promote stronger trading patterns • Encourage smaller grain scale individual tenancies and land ownership patterns to attract participation of local business investment and encourage opportunities for greater diversity • Incorporate flexible floor spaces (including floor to ceiling heights) into building design to enable localised commercial uses to locate amongst the activity of the Local Town Centre • The Local Town Centre should generally be anchored by one full line supermarket and supported by specialty stores unless otherwise noted on the Local Town Centre Concept Plan • Supermarkets and other commercial or community anchors or secondary anchors within the Local Town Centre should generally be located diagonally opposite one another across the main street and/or town square to promote pedestrian desire lines that maximise movement within the public realm • A small access mall that address a supermarket/other 'large box uses' may be considered as part of the overall design. Such access malls may have a limited number of internalised shops. The primary access to the mall should be from the main street and/or the town square • Active building frontages should address the main street and town square to maximise exposure to passing trade, and promote pedestrian interaction • Provide retail and/or office at ground level, and office, commercial and residential above ground level in Mixed Use precincts • Locate childcare, medical centres and specialised accommodation (e.g. aged care/nursing home, student accommodation, and serviced apartments) within and at the edge of the Local Town Centre to contribute to the activity of the centre and so these uses are close to the services offered by the centre • Locate car parking areas centrally to development sites and to the rear and or side of street based retail frontages • Design car parking areas to accommodate flexible uses and allow for long term development opportunities • Provide public toilets in safe and accessible locations within the managed area of the property.
Principle 5 Focus on a public space as the centre of community life.	• Provide a public space which acts as the central meeting place within the Local Town Centre. This space may take the form of a town square, town park, public plaza space, public market place or a similar locally responsive option designed to function as the identifiable 'centre' or 'heart' with a distinctive local character for both the Local Town Centre and the broader residential catchment • Locate the public space in a position where the key uses of the Local Town Centre are directly focused on it to ensure that it is a dynamic and activated place • Design flexible and adaptable public spaces so that a range of uses can occur within them at any one time. Such uses may include people accessing daily shopping and business needs as well as social interaction, relaxation, celebrations and temporary uses (such as stalls, exhibitions and markets) • Design the public space so that it is well integrated with pedestrian and cycle links around and through the Local Town Centre so that it acts as a 'gateway' to the activity of the centre • The main public space or town square should have a minimum area of 500square metres. Smaller public spaces which are integrated within the built form design, surrounded by active frontages and facilitate high levels of pedestrian movement are also encouraged • Footpath widths within and around the public space as well as along the main street should be sufficient to provide for universal access as well as outdoor dining and smaller gathering spaces.

PRINCIPLE	GUIDELINES
Principle 6 Integrate local employment and service opportunities in a business friendly environment.	• Provide a variety of employment and business opportunities through the provision of a broad mix of land uses and commercial activities • Provide a range of options and locations for office based businesses • Provide services and facilities to support home based and smaller businesses within the Local Town Centre • Consider appropriate locations for small office/home office ('SOHO') housing options which maximise the access and exposure to the activity of the Local Town Centre • Consider using these uses to sleeve loading areas and car parks where feasible.
Principle 7 Include a range of medium and high density housing and other forms of residential uses within and surrounding the Local Town Centre.	• Provide medium and high density housing in and around the Local Town Centre for passive surveillance and contributions to the life and amenity of the centre • Provide medium and high density housing in locations of high amenity in and around the Local Town Centre, connected to the activity of the Local Town Centre through strong pedestrian and cycle links • Provide a range of housing types for a cross section of the community (such as retirement living) in and around the Local Town Centre • Provide specialised accommodation (such as aged/nursing care, student accommodation and serviced apartments) at the edge of or adjacent to Local Town Centres with strong pedestrian and cycle links to the central activity area • Design the Local Town Centre to avoid potential land use conflicts between residential and commercial uses by focusing on retail operations on the main street and around the town square and locating residential uses predominantly at the edge and/or on upper levels • Refer to the Small Lot Housing Code for further information about housing requirements for small lots around Local Town Centres.
Principle 8 Design the Local Town Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.	• Use universal design principles in the design of all public spaces • Design the Local Town Centre to provide easy, direct and safe access for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety • Provide a permeable network of streets, walkways and public spaces that provide linkages throughout the centre and designated pedestrian crossing points • Design the main and other streets to comply with the relevant cross sections found within the precinct structure plan • A speed environment of 40km/h or less should be designed for the length of the main street • Provide public transport infrastructure facilities in convenient locations for commuters • Provide bus stops in accordance with the Department of Transport Public Transport Guidelines for Land Use and Development, to the satisfaction of the Public Transport Victoria • Provide bicycle parking within the street network and public spaces in highly visible locations and close to key destinations • Design supermarket and other 'large format' buildings so they do not impede on the movement of people around the Local Town Centre • Locate key buildings to encourage pedestrian movement along the length of the street and through public spaces • Design buildings so they have a positive relationship with and interface to the public street network • Design car parking areas to ensure passive surveillance and public safety through adequate positioning and lighting • Provide dedicated pedestrian routes and areas of landscaping within off street car park areas • Provide on-street car parking to encourage short stay/convenience uses • Group and limit the number of car park access crossovers • Design heavy vehicle access points to limit the pedestrian/vehicle conflict. Loading and deliveries should be located to the rear and or side of street based retail frontages • All streets, public spaces and car parks to be lit to Australian standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above.

PRINCIPLE	GUIDELINES

Principle 9
Create a sense of place with high quality engaging urban design
	• Design development to complement and enhance the character of the surrounding area by responding to key visual cues associated with the topography and other natural features of the Local Town Centre location and its surrounds
	• Minimise amenity and noise impacts resulting from the mix of uses by maintaining appropriate separation and transitional areas between retail and housing activities using open space, road networks and community facilities
	• Design each building to contribute to a cohesive and legible character for the Local Town Centre as a whole
	• Designate sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) for significant buildings or landmark structures
	• Design corner sites, where the main street meets an intersecting and/or arterial road to:
	  • Provide built form that anchors the main street to the intersecting road. This can be achieved through increased building height, scale and articulated frontages
	  • Incorporate either 2 storey building or 2 storey elements (such as awnings and roof lines)
	  • Provide an active ground floor frontage and active floor space component to the main street frontage; and
	• Provide a consistent covered walkway or verandah for weather protection in the design of building frontages on major pedestrian routes
	• Align built form with the property boundary to define the street edge
	• Provide visually rich, interesting and well articulated street facing facades and all visible side or rear facades finished in suitable materials and colours that contribute to the character of the Local Town Centre
	• Use materials and design elements which are compatible with the environment and landscape character of the broader precinct
	• The design and siting of supermarkets and other 'large format retail uses' should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominantly routes and streets
	• Design supermarket and secondary anchors with frontages that directly address the main street and/or town square so that the use integrates with and promotes activity within the main street and public spaces/thoroughfares
	• Design supermarkets or large format retail uses with a direct frontage to the main street using clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of white washed or frosted glass windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing)
	• Secondary access to the supermarket from car parking areas should only be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the main street and or town square
	• Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street
	• Retail and commercial buildings within the Local Town Centre should generally be built to the property line
	• Public spaces should be oriented to capture north sun and protect from prevailing winds and weather
	• Landscaping of all interface areas should be of a high standard as an important element to complement the built form design.
	• Urban art should be incorporated into the design of the public realm
	• Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the Local Town Centre
	• Wrapping or sleeving of car parking edges with built form, to improve street interface, should be maximised
	• Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares
	• Screening of centralised waste collection points should minimise amenity impacts on adjoining areas and users of the centre
	• Where service areas are accessible from car parks, they should present a well-designed and secure facade to public areas
	• Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view.

PRINCIPLE	GUIDELINES

Principle 10
Promote localisation, sustainability and adaptability.
	• The Local Town Centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on private vehicles
	• The Local Town Centre should be designed to be sympathetic to its natural surrounds by:
	  • Investigating the use of energy efficient design and construction methods for all buildings
	  • Including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation)
	  • Promoting safe and direct accessibility and mobility within and to and from the Local Town Centre
	  • Including options for shade and shelter through a combination of landscape and built form treatments
	  • Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling
	  • Promoting passive solar orientation in the configuration and distribution of built form and public spaces
	  • Grouping waste collection points to maximise opportunities for recycling and reuse
	  • Promoting solar energy for water and space heating, electricity generation and internal and external lighting; and
	  • Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings.
	• Ensure the Local Town Centre and building design has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve.

Appendix D Design principles - conservation areas

These have been adapted from principles in *Start with the Grasslands – Design Guidelines* to support native grasslands in urban areas (2013) Victorian National Parks Association, and ideas from *Melbourne's Native Grasslands: Guiding Landscapes and Communities in Transition* (2015) Royal Botanic Gardens.

These principles acknowledge that in existing and new urban areas, it is generally preferable to encourage appropriate access to conservation areas so that these places are understood and valued by the broader population. Experience has shown that it is in most cases impossible to exclude people from Conservation Areas in the city and suburbs, and that well considered access leads to improved conservation outcomes.

1. Early Planning

EMBED the needs of the grasslands into land-use planning and design processes to ensure they are protected and integrated before, during and after changes to the surrounding environment.

CLARIFY current and future land-ownership, as well as resources and funding for on-going improvements.

ESTABLISH implementation, management, and maintenance agreements between responsible authorities, and neighbouring properties not currently under development.

2. Collaborate

SHARE knowledge between experts, field technicians, traditional landowners, and developers to maximise outcomes for the grasslands.

ENGAGE EARLY with existing and emerging communities, current site users, and local government, to improve perceptions and create a sense of stewardship over the grasslands.

3. Integrate

PROTECT the local features within a development area to retain niches for ecosystem biodiversity.

LOCATE places for recreation and low-impact infrastructure adjacent to grasslands to create and maintain positive connections between the grassland(s) and the everyday activities of the local community.

- **HOW TO:** A bus stop and/or community facility adjacent to visitor information at the entry to a grassland.

CONNECT the grasslands to the broader landscape and green infrastructure to create new habitat, enhance biodiversity, strengthen open space connections, and create opportunities for the local community to have a sense of ownership of the grasslands.

- **HOW TO:** Creating a shared path network and habitat corridors which links the grassland not only to other grasslands, but also other types of open space.

4. Maintenance

DESIGN for maintenance with an understanding of site-specific management regimes and long-term resources to retain longevity of the grasslands and the designed spaces within.

Recognise that maintenance resources should be flexible to adapt to varying **USE PRESSURES** on the grasslands as a result of changes within, and surrounding, the grasslands.

ROUTES around and within the grassland should not impact on high quality grassland areas, and where possible, should but multi-functional and considerate of fire brigade access.

- **HOW TO:** Creating multi-purpose paths to function as a walking trail, fire break, and for maintenance vehicle access can reduce the amount of disturbances to the grasslands.

MATERIAL selection and placement within and around the grassland should be high quality, considerate of fire, and sensitive to fauna and flora patterns, yet cost effective for long-term maintenance and replacement.

5. Communicate

BRANDING of grasslands, whether in built form or published material, should be considerate of the target audience/s while being portrayed in a positive and cared-for context.

TECHNIQUES which are engaging and informative will help reduce the negative perceptions of grasslands.

- **HOW TO:** Art installations which can also function as habitat, story-telling to explain the importance of natural and controlled burning of the grasslands, and interpretive signage to explain the changing landscape.

WEB-based resources and social media should be considered as opportunities to reach a larger audience to inform and educate about the grasslands and associated community events.

In greenfield developments, tools should be available at the point of sale for **PROSPECTIVE RESIDENTS** to engage people in the experience of grasslands and what they offer to the community.

- **HOW TO:** Providing information packages, and grassland planting displays in display homes.

6. Encourage Access

INTERFACE TREATMENTS should not only allow the community to be closer to the grasslands upon passing-by, but should also invite them in to discover the grassland.

- **HOW TO:** Indigenous buffer planting, clear entry points, inviting footpaths, low fencing and engaging signage.

Landscape treatments within the grasslands should be designed to **ENCOURAGE PASSIVE RECREATION** in and through the areas identified as having low-conservation value, rather than restricting users to the perimeter.

- **HOW TO:** Providing seating and picnicking areas, and walking tracks for discovery and/or connectivity to the surrounding street network

As grasslands are generally exposed open spaces, designing to create comfortable **MICROCLIMATES** in response to changing climatic conditions will encourage more passive use of the grasslands.

- **HOW TO:** Providing shade and wind protection through designing with topography and vegetation.

Promote grassland pockets through encouraging grassland palettes to be I**NTEGRATED INTO PRIVATE LANDSCAPES**, particularly within front setbacks where it can contribute to the public realm.

- **HOW TO:** Providing residents with information on 'low maintenance plants for the home' can include native and indigenous grassland species.

SEEK opportunities to create new grassland areas within new and existing open spaces. Though these areas may not have the complexity of existing remnant grasslands, they allow for greater contact with the community.

- **HOW TO:** Creating a 'sensory grassland' planting theme within and around playspaces encourages natural play while also allowing children and adults to establish a connection with those species.

7. Provide Cues to Care

VISIBLE non-grassland elements associated with the grassland (such as planting, furniture, fencing, buffers, etc.) which are encountered by the public, should show signs of being cared for and valued to help create a positive perception of the grassland.

Cues to Care can occur at a range of **SCALES**, such as designing a high visibility entrance, to providing access roads to the grassland.

8. Monitor

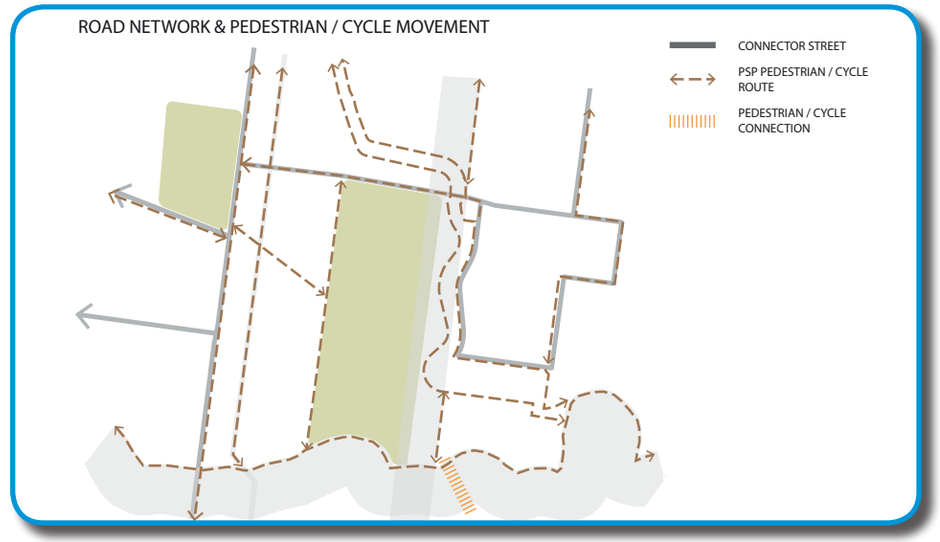
DETERMINE the effectiveness of early planning processes through to maintenance actions to identify strengths and weaknesses of approach and trigger responsive actions.

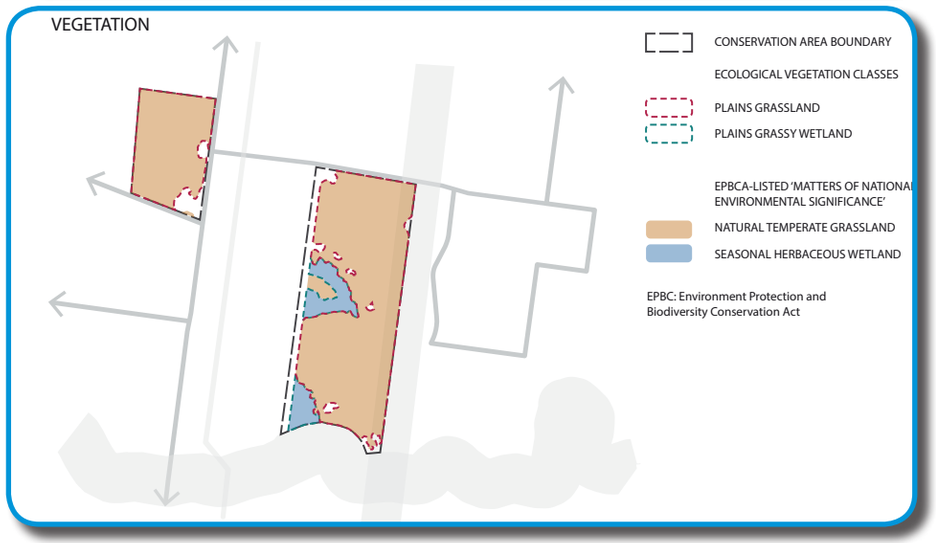
IDENTIFY the trajectory of the grassland and observe the change in quality and uses.

UPDATE current information available to the public and stakeholders so they are aware of such changes, and to provide an opportunity for them to understand and be a part of future decisions on the grassland.

Appendix E Conservation area organising elements

Plans showing the key 'organising elements' have been developed to explain the key influences on the design of detailed Conservation Area Concept Plans developed for Nature Conservation Areas 1 and 2, as included in this PSP.





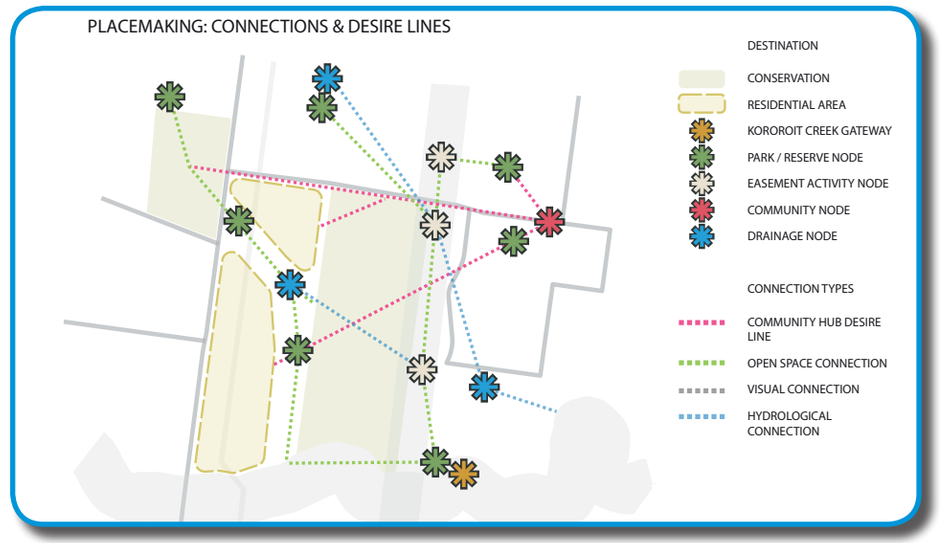


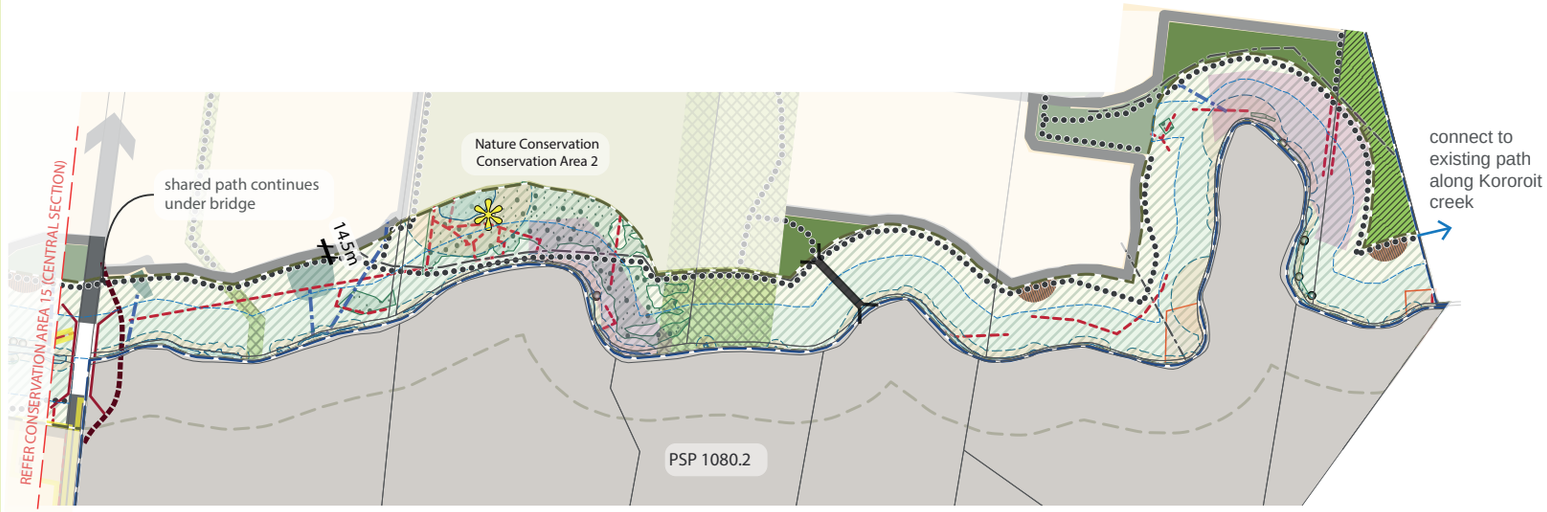
Figure 5 - Conservation Area 15 Concept Plan (Eastern Section)

Kororoit Precinct Structure Plan

1:10,000 @ A4

0 100 200 300 400 500m

N



- precinct boundary
- growling grass frog conservation area (GGFCA) *
- scattered trees
- native vegetation
- existing GGF wetland habitat
- GGF area of strategic importance
- area of Aboriginal cultural values
- dry stone wall (to be retained)
- proposed heritage overlay
- other historic site
- waterway corridor in conservation area
- stormwater management in conservation area
- waterway / stormwater management
- local park
- clarkes road stream side reserve
- residential (adjacent house lots to front onto conservation area)
- utilities easement
- sewer connection (indicative)
- pedestrian / cyclist bridge (approximate location)
- road bridge
- possible bridge widening (alternative location)
- shared path (indicative)
- connector street
- local access street (contributes to fire buffer where adjacent to GGFCA)
- historical archaeological site
- proposed passive recreation node
- drainage outlet locations (indicative)

- Proposals are subject to future funding & detail design by land manager as determined by DELWP
- Areas outside the GGFCA have been masked to highlight the GGFCA
- *GGFCA is within an area of Aboriginal cultural heritage sensitivity (not shown on plan)

Figure 6 - Conservation Area 15 Concept Plan (Central Section)

Kororoit Precinct Structure Plan

1:10,000 @ A4

0 100 200 300 400 500m

N

- growling grass frog conservation area (GGFCA) *
- scattered trees
- native vegetation
- existing GGF wetland habitat
- indicative new GGF wetland location
- GGF area of strategic importance
- area of Aboriginal cultural values
- dry stone wall (to be retained)
- deanside historical access track
- proposed heritage overlay
- existing structure
- waterway / stormwater management
- waterway corridor in conservation area
- stormwater management in conservation area
- local park
- proposed passive recreation node
- residential (adjacent house lots to front onto conservation area)
- pedestrian / cyclist bridge (approximate location)
- road bridge
- shared path (indicative)
- arterial road
- connector street (contributes to fire buffer where adjacent to GGFCA)
- local access street (contributes to fire buffer where adjacent to GGFCA)
- drainage outlet locations (indicative)

- Proposals are subject to future funding & detail design by land manager as determined by DELWP
- Areas outside the GGFCA have been masked to highlight the GGFCA
- *GGFCA is within an area of Aboriginal cultural heritage sensitivity (not shown on plan)

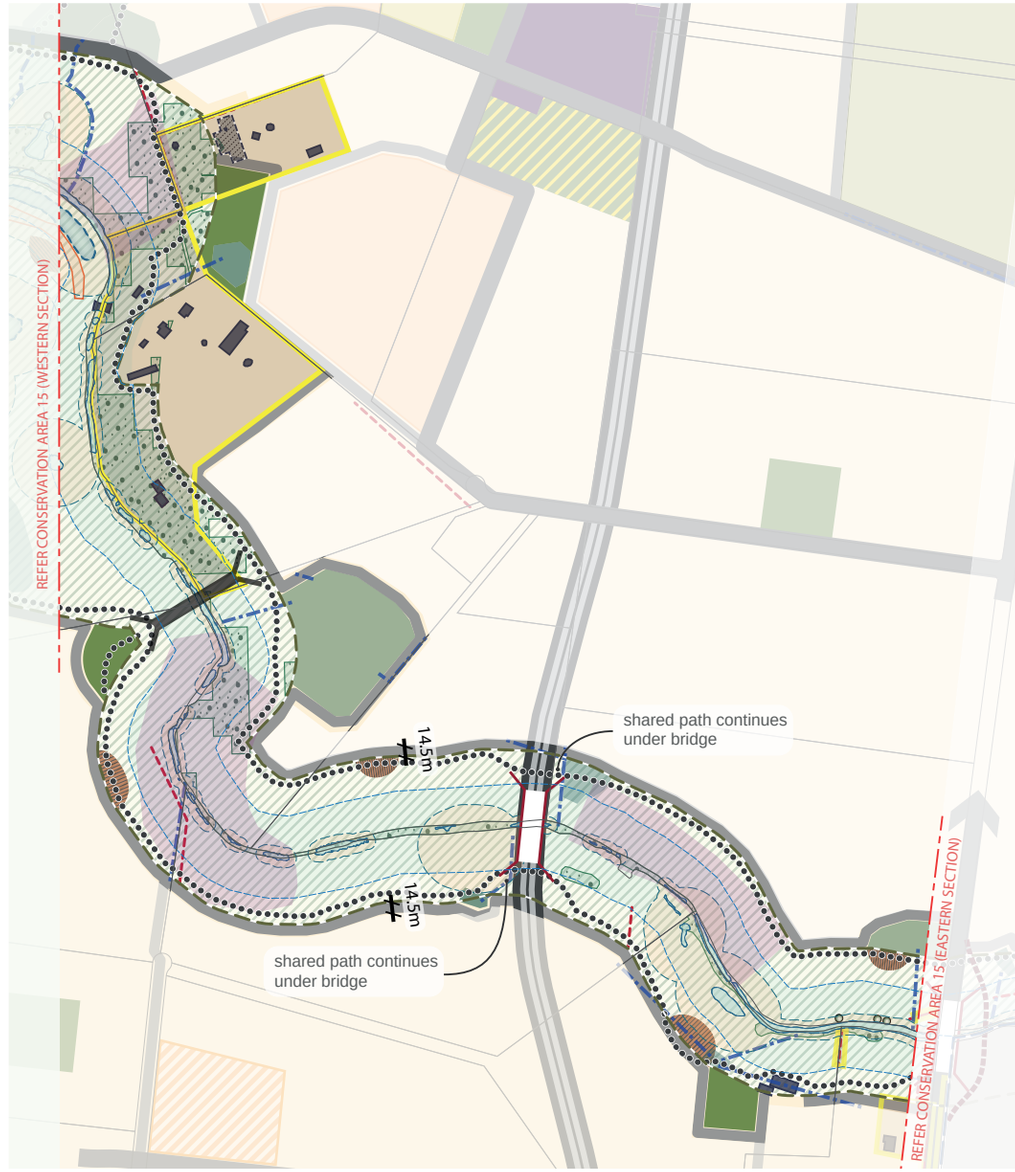


Figure 7 - Conservation Area 15 Concept Plan (Western Section)

Kororoit Precinct Structure Plan

1:10,000 @ A4

0 100 200 300 400 500m

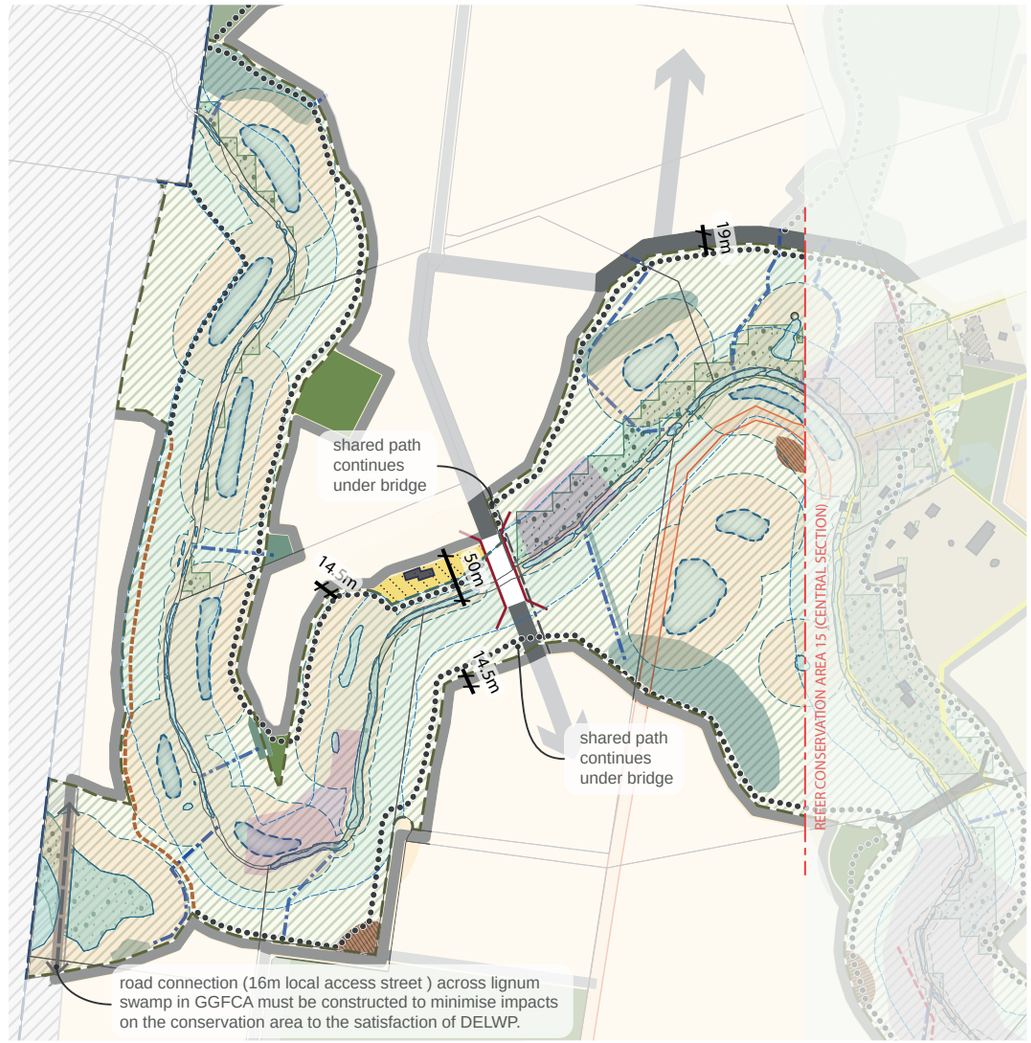
N

- precinct boundary
- growling grass frog conservation area (GGFCA) *
- scattered trees
- native vegetation
- existing GGF wetland habitat
- indicative new GGF wetland location
- GGF area of strategic importance
- melbourne water 50m setback from kororoit creek
- area of Aboriginal cultural values
- deanside historical access track
- proposed heritage overlay
- existing structure
- waterway / stormwater management
- waterway corridor in conservation area
- stormwater management in conservation area
- sewer connection (indicative)
- local park
- proposed recreation node
- residential (adjacent house lots to front onto conservation area)
- pedestrian / cyclist bridge (approximate location)
- road bridge
- shared path (indicative)
- emergency vehicle track (3m wide unsealed)
- connector street (contributes to fire buffer where adjacent to GGFCA)
- local access street (contributes to fire buffer where adjacent to GGFCA)
- drainage outlet locations (indicative)

* Proposals are subject to future funding & detail design by land manager as determined by DELWP

* Areas outside the GGFCA have been masked to highlight the GGFCA

* *GGFCA is within an area of Aboriginal cultural heritage sensitivity (not shown on plan)



1:3,500 @ A4
0 30 60 90 120 150m
N

CONSERVATION & VEGETATION

- spiny rice-flower (Practical Ecology records 2015)
- five minute grass (Practical Ecology records 2015)
- natural temperate grassland
- no native vegetation
- existing native non-indigenous trees (indicative)
- existing exotic trees (indicative)
- proposed trees (indicative)
- conservation interface plan area (30m)
- no built-areas buffer (20m)
- nature conservation area

EXISTING ELEMENTS & SURROUNDING USES

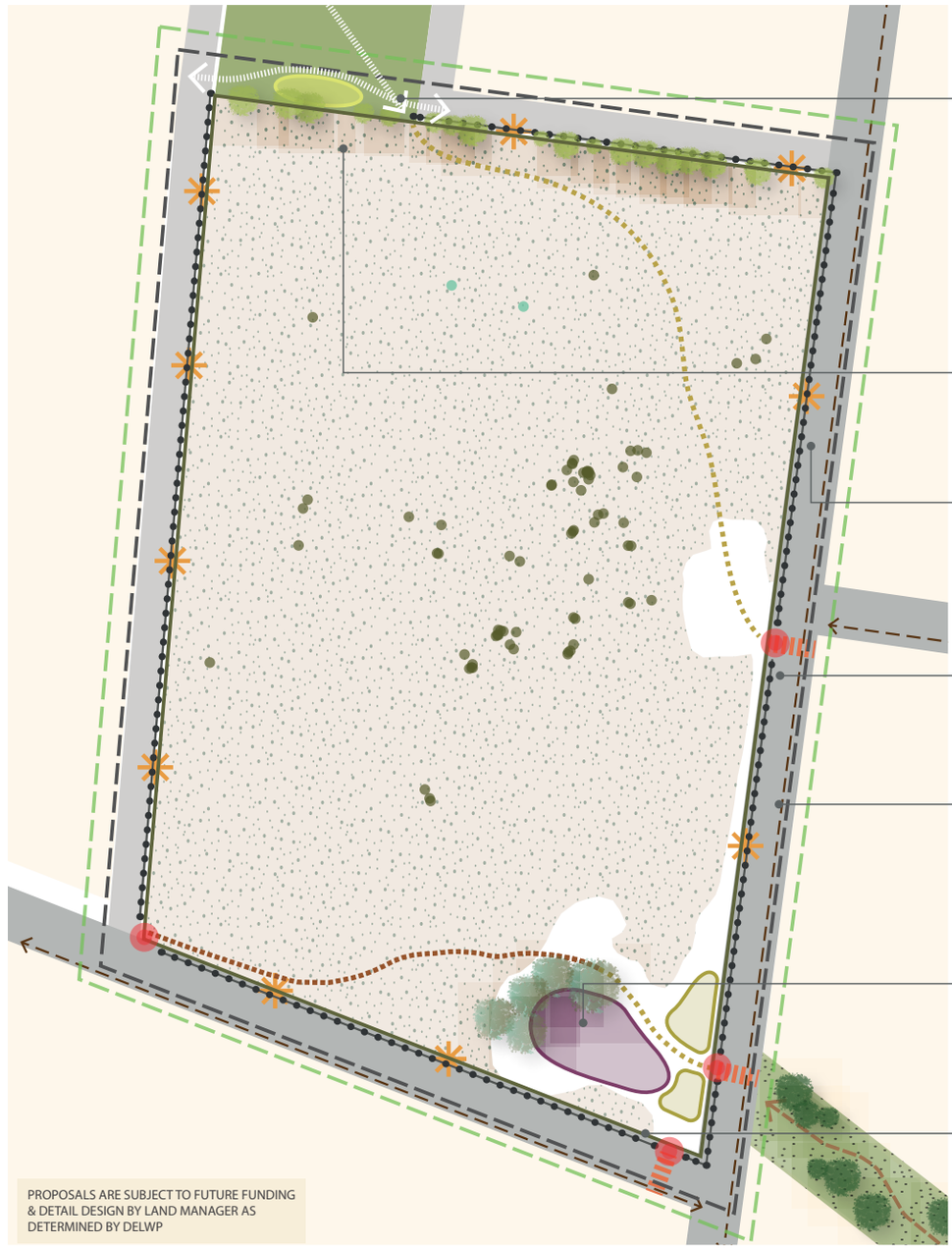
- residential (lots to front onto conservation area within conservation interface zone)
- local park
- open space corridor

POSSIBLE USES

- picnic area
- grassland buffer / entry planting
- grassland interface planting
- potential location for streetscape buffer planting (e.g. at kerb outstands or intersections - refer relevant Buffer Planting Detail & Section)

POSSIBLE MOVEMENT & ACCESS

- low fencing
- entry treatment (including streetscape entry planting - refer Alternative Cross Sections for Conservation Area 1)
- pedestrian-priority crossing (e.g. raised path)
- indicative connections through local park
- existing track to be integrated into proposed low-impact footpath
- low-impact footpath through conservation area (e.g. granitic gravel)
- shared path
- on-road bike path (as part of road reserve)
- local access street
- connector street



PROPOSALS ARE SUBJECT TO FUTURE FUNDING & DETAIL DESIGN BY LAND MANAGER AS DETERMINED BY DELWP

RESPONSE TO DESIGN PRINCIPLES

SEEK opportunities to create new grassland areas within adjacent open space (such as local parks) to promote grassland biodiveristy while protecting existing grasslands.

LOCATE recreational opportunities adjacent to the grasslands (such as a fenced dog off-lead area) to maintain positive connections between the grasslands and every day activities of the local community.

INTEGRATE the grasslands into the broader open space network by CONNECTING the local park with the grassland. Connections can be ecological, movement, uses etc.

grassland planting can be used to provide an attractive INTERFACE TREATMENT to encourage the community to be closer to, and discover, the grassland. Using planting as buffers will help keep out weeds, and enhance the streetscape character.

ENCOURAGE ACCESS through areas of lower-conservation value to acknowledge 'desire lines' and to enable low impact exploration of the grasslands.

non-grassland elements associated with the grassland (such as planting, furniture, fencing, buffers, etc.) which are encountered by the public should display CUES TO CARE (signs of being cared for and valued) to help create a positive perception of the grassland.

consider retaining existing trees, and integrate where possible to create comfortable MICROCLIMATES to encourage passive uses within the grasslands.

provide opportunities for PASSIVE RECREATION in areas of low-conservation value and ensure location is accessible. For example, locating a picnic area at the junction of connector streets, or terminating the open space corridor.

Figure 9 - Conservation Area 2 Detailed Concept Plan

Kororoit Precinct Structure Plan

1:7,000 @ A4

0 75 150 225 300 375

N

CONSERVATION & VEGETATION

- spiny rice-flower (Practical Ecology records 2015)
- natural temperate grassland
- seasonal herbaceous wetland
- no native vegetation
- indicative proposed trees (max. 3m height within powerline easement)
- conservation interface plan area (30m)
- no built-up areas buffer (20m)
- nature conservation area
- growling grass frog conservation area

EXISTING ELEMENTS & SURROUNDING USES

- dry stone wall (to be retained)
- historic site
- water management location
- residential (lots to front onto conservation area within conservation interface zone)
- retain existing flow patterns
- local park
- open space corridor
- utilities easement (opportunity for grassland planting)
- power transmission tower

POSSIBLE USES (Refer Table 5 where applicable)

- viewing / seating area
- grassland buffer planting (max. 3m height within powerline easement)
- nature play (with wsud integration)
- recreation
- low impact active recreation
- potential location for streetscape buffer planting (e.g. at kerb outstands or intersections - refer relevant Buffer Planting Detail & Section)

POSSIBLE MOVEMENT & ACCESS

- pedestrian bridge
- low fencing
- entry treatment (including streetscape entry planting - refer Alternative Cross Section for Conservation Area 2)
- break in dry stone wall for access
- low-impact footpath through conservation area
- shared path
- on-road bike path (as part of road reserve)
- local access street
- connector street
- sewer connection (indicative)

RESPONSE TO DESIGN PRINCIPLES

potential to provide low-impact infrastructure at entry points along connector street to INTEGRATE every-day uses with the grassland (such as interpretive signage, bus stop, seat etc.).

PROTECT existing historic dry stone walls to retain historic values and niches for wildlife. Provide access points only along areas of less significance.

provide opportunities for PASSIVE RECREATION along powerline easement which considers site characteristics such as topography. For example, providing seating and rocky rises to enhance view lines to creek corridor.

LOCATE recreational opportunities adjacent to the grasslands (such as a fenced dog off-lead area) to maintain positive connections between the grasslands and every day activities of the local community.

grassland planting can be used to buffer significant species from shared path, and provide an attractive INTERFACE TREATMENT to allow the community to be closer to grassland flora.

SEEK opportunities to create new grassland areas within adjacent open space, such as retarding basins and local parks. For example, designing for nature play by integrating sensory grassland planting with water sensitive urban design.

providing tree planting where possible to create comfortable MICROCLIMATES will encourage more passive uses adjacent to the grasslands.

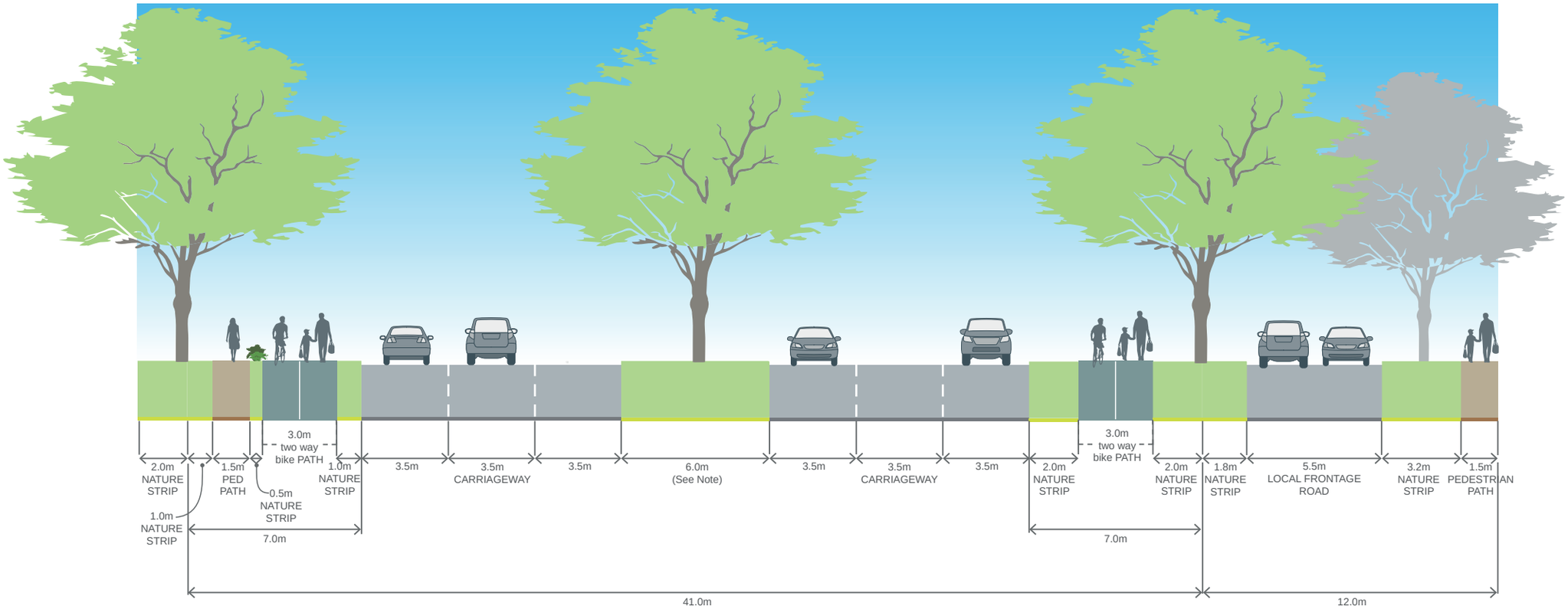
ENCOURAGE ACCESS through areas of low-conservation value to acknowledge 'desire lines' and to enable low impact exploration of the grasslands.

opportunity for intepretive signage and/or installations at southern footpath entry to COMMUNICATE the historic and conservation values of site.

Appendix G Road cross sections (including index)

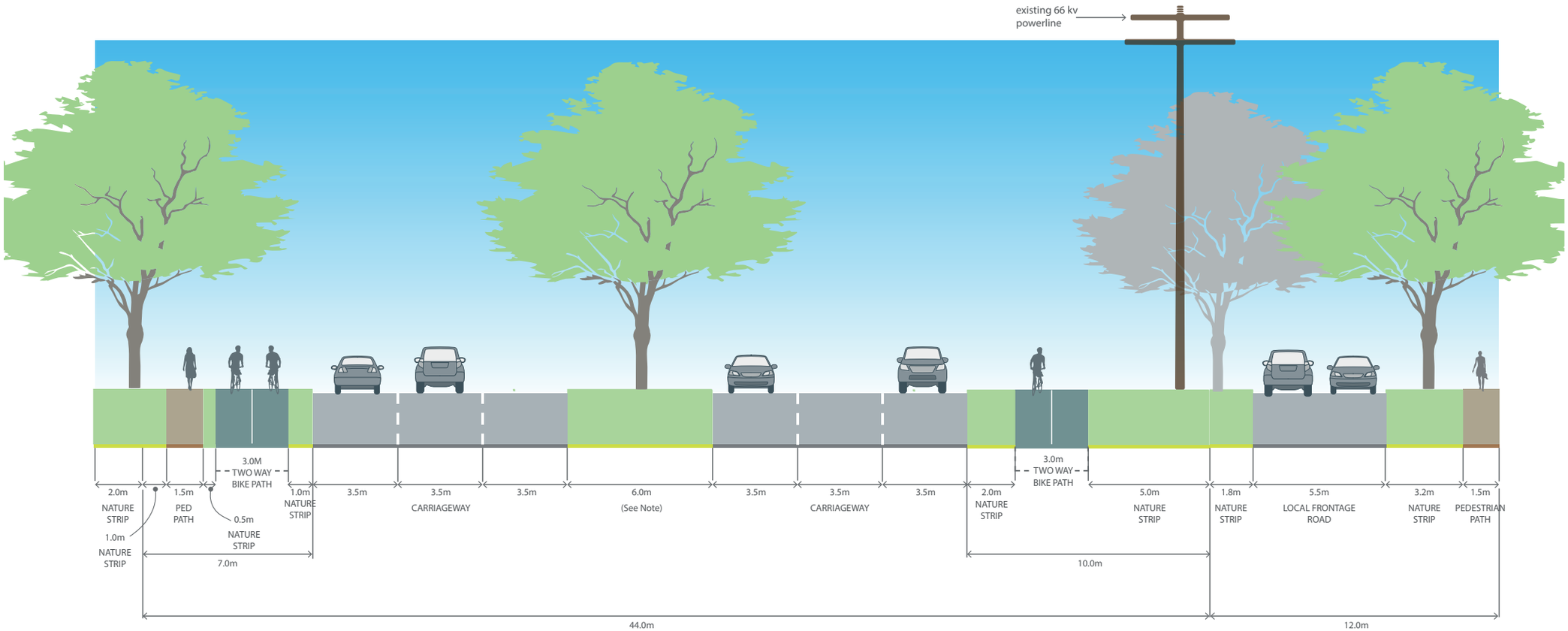
Note that cross sections in this Appendix which are 'typical' (ie not designed for a particular location) are not referenced specifically on Plan 8.

Road cross sections



NOTES:

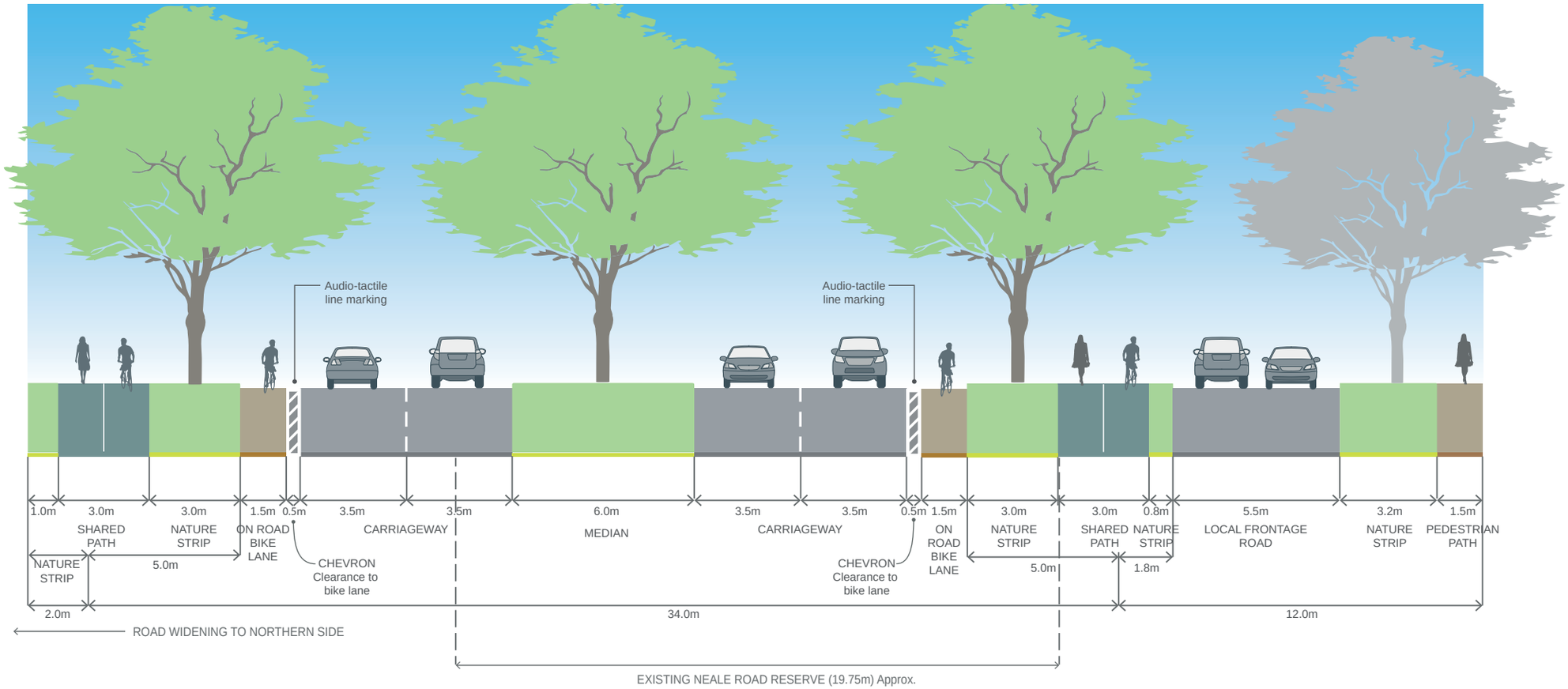
- Includes typical residential interface both sides
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb (refer Engineering Design and Construction Manual for Subdivision in Growth Areas, April 2011)
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers, else small tree <100mm ø trunk at double spacing)
- Frontage road widths may vary subject to detailed design
- Include low level plantings on the 0.5m strip, to delineate between pedestrian path and bike path.



NOTES:

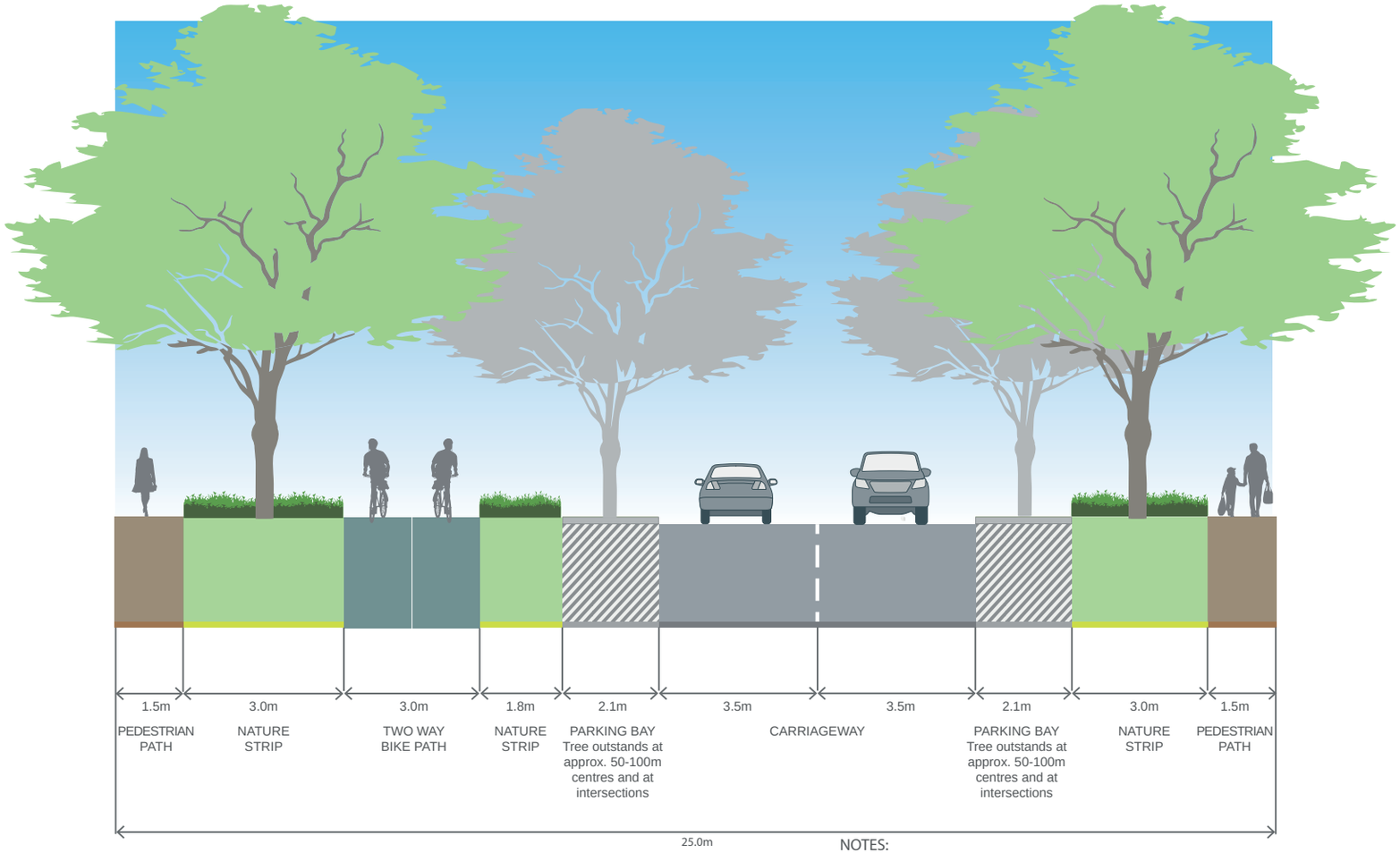
- Includes typical residential interface both sides
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers, else small tree <100mm ø trunk at double spacing)
- Existing power lines to be relocated where necessary
- Frontage road widths may vary subject to detailed design
- Include low level plantings on the 0.5m strip, to delineate between pedestrian path and bike path.

Section 2
Primary Arterial Road 6 lane (44.0m) 80km/h 66Kv Power poles



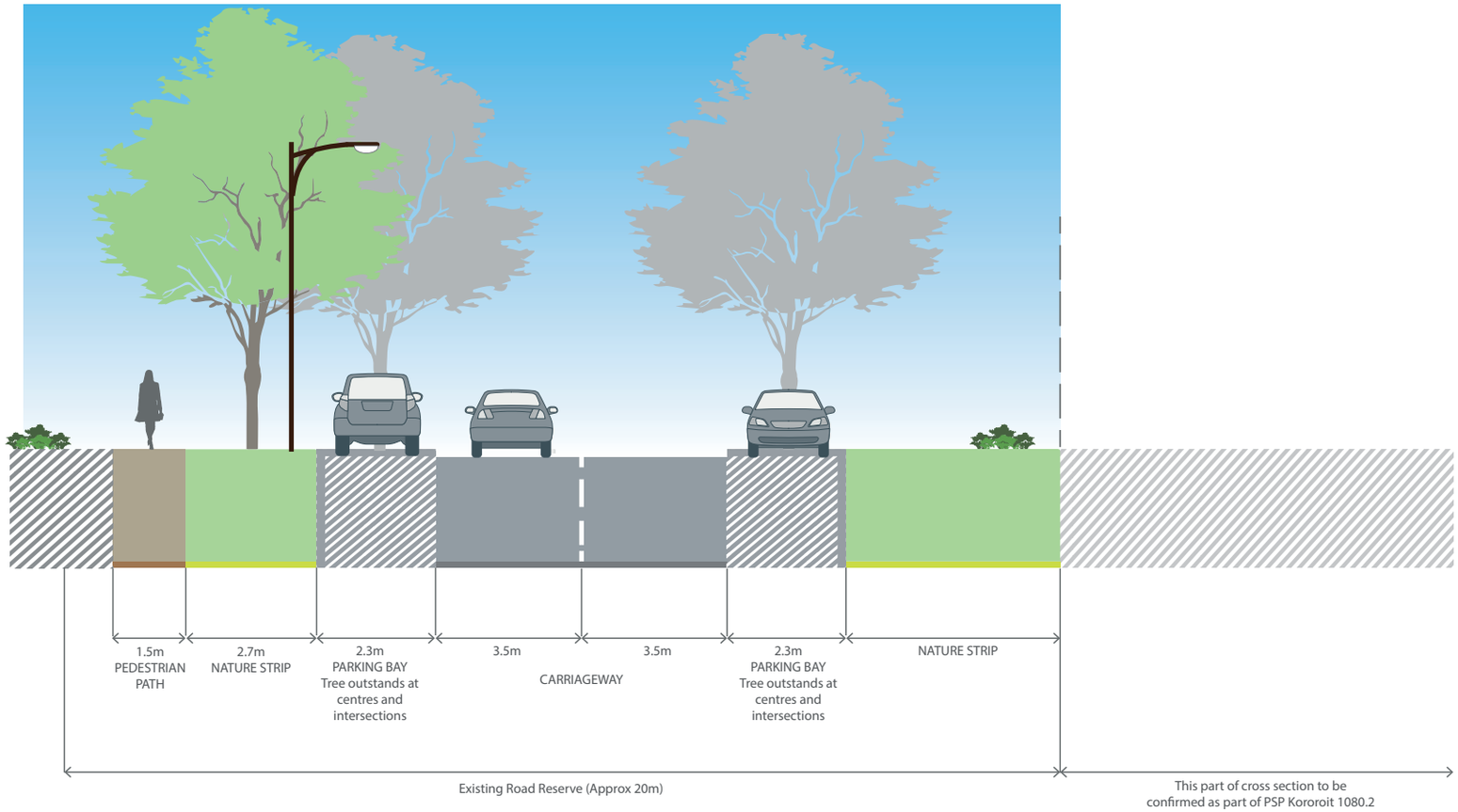
NOTES:

- Includes typical residential interface both sides
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Frontage road widths may vary subject to detailed design.



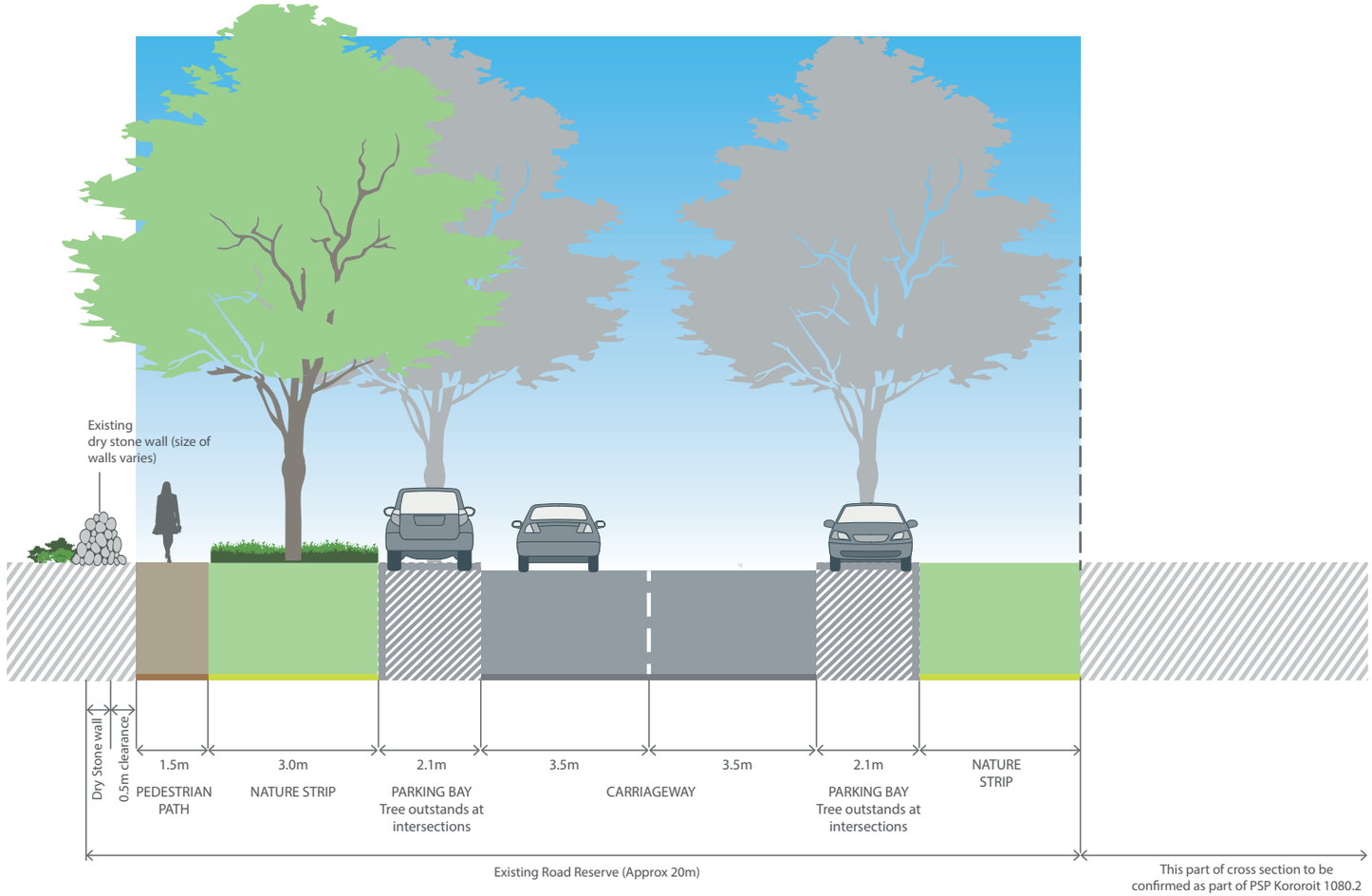
NOTES:

- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Tree outstands must meet a maximum interval of 100m.



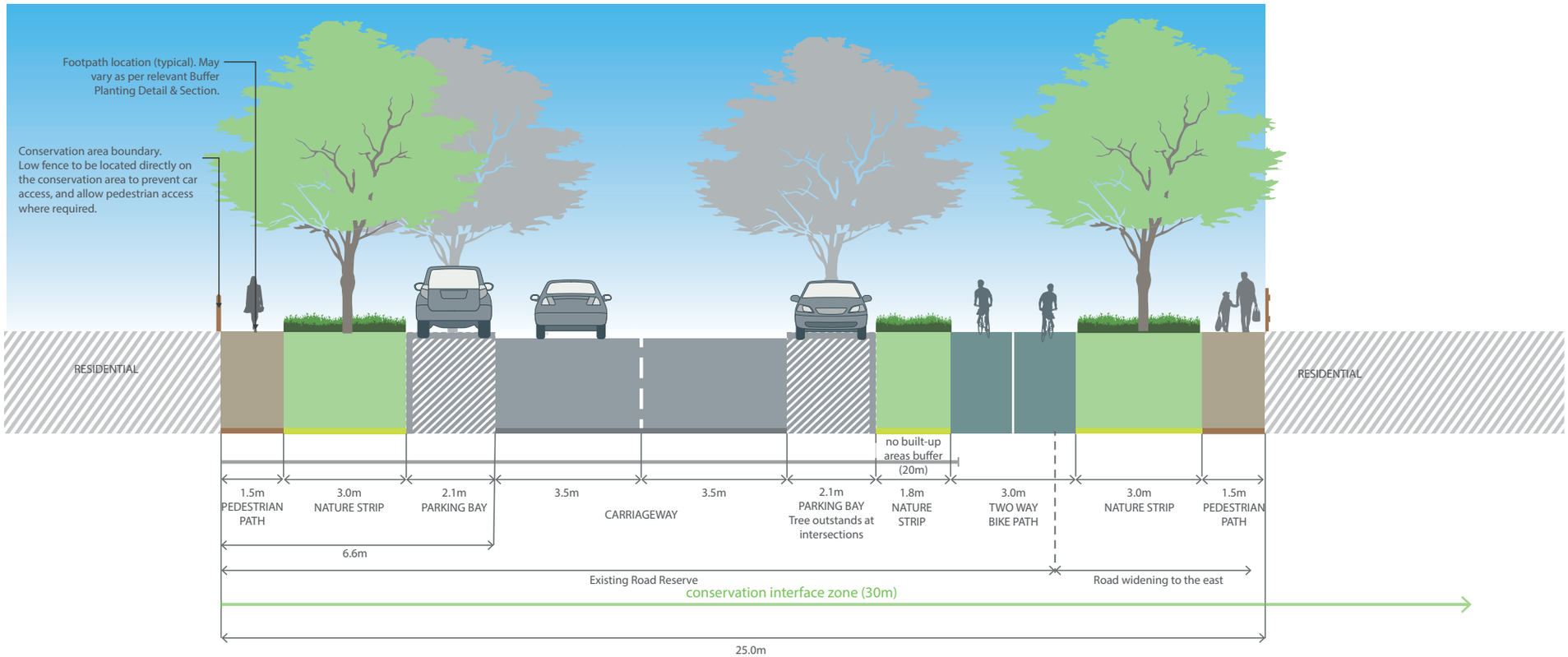
NOTES:

- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Tree outstands must meet a maximum interval of 100m
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



NOTES:

- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Tree outstands must meet a maximum interval of 100m
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Location of two way bike path to be located on east side of Sinclairs Road. Detail to be provided in Kororoit PSP 1080.2.

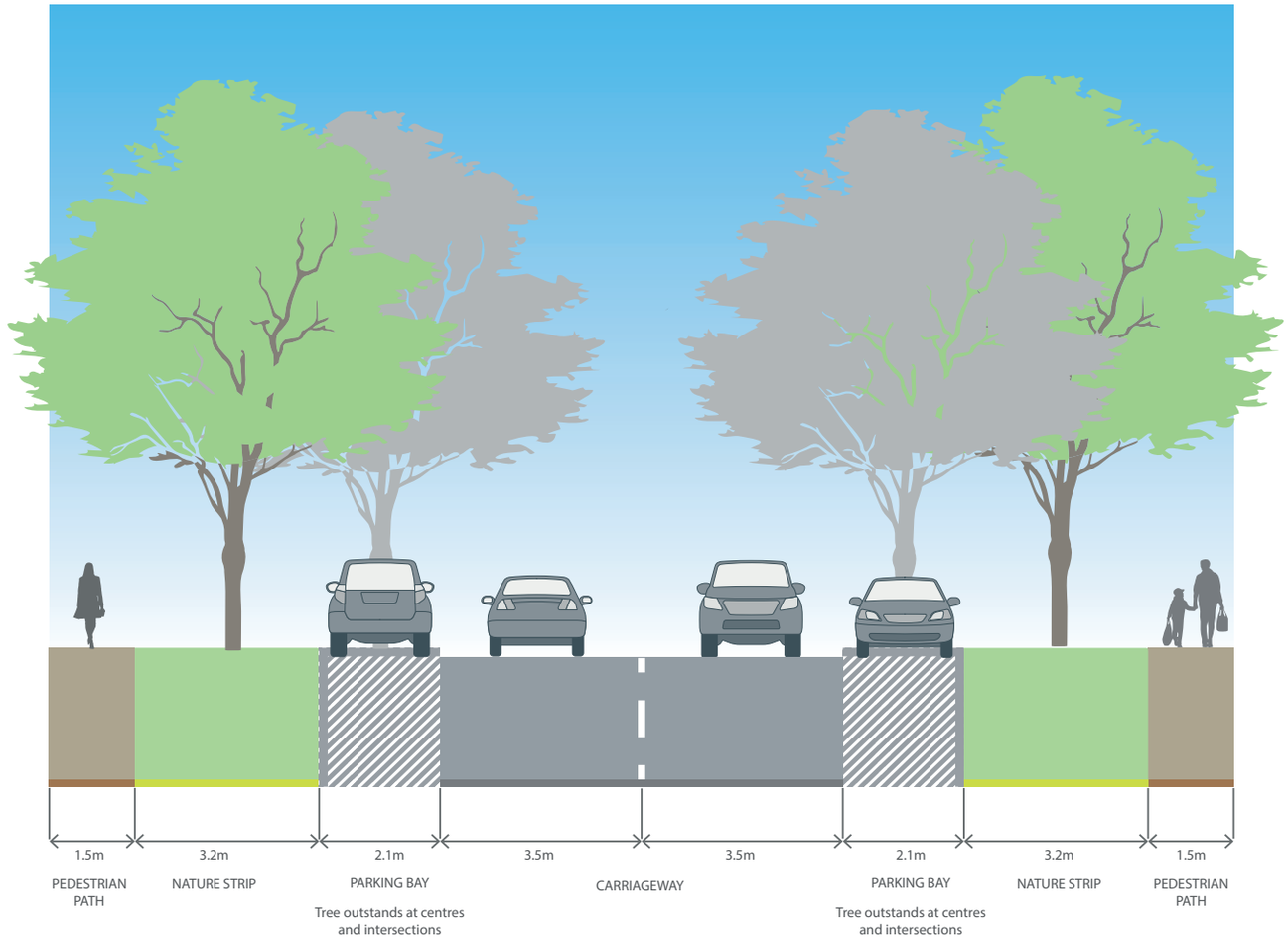


NOTES:

- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must incorporated into any additional pavement
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Tree outstands must meet a maximum interval of 100m.

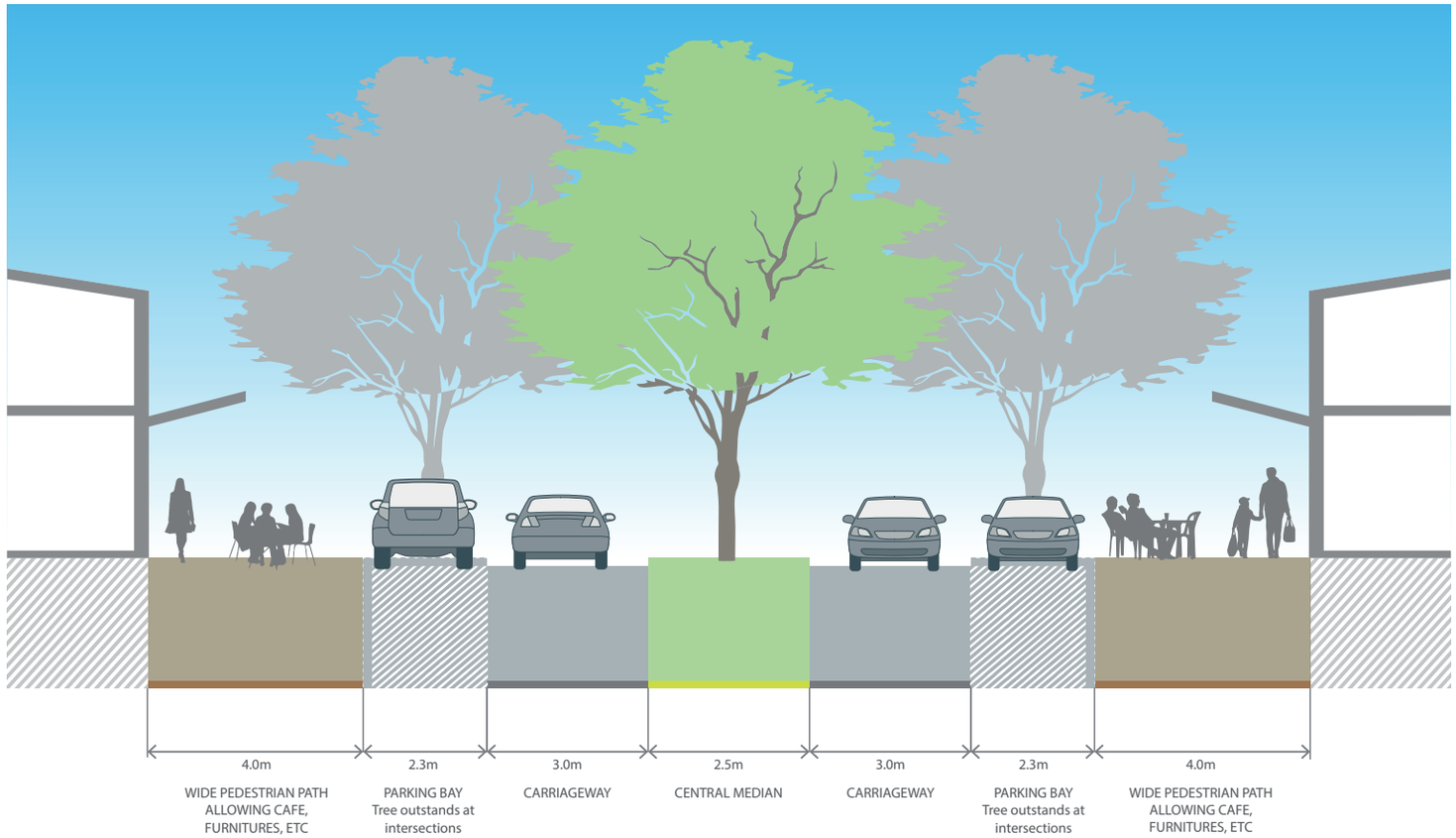
CONSERVATION INTERFACE ZONE

- Trees should not be planted within 10m of the conservation area boundary
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings and planting withing the conservation area must be Australian natives and should be indigenous to the area adjacent to conservation areas to the satisfaction of the responsible authority.



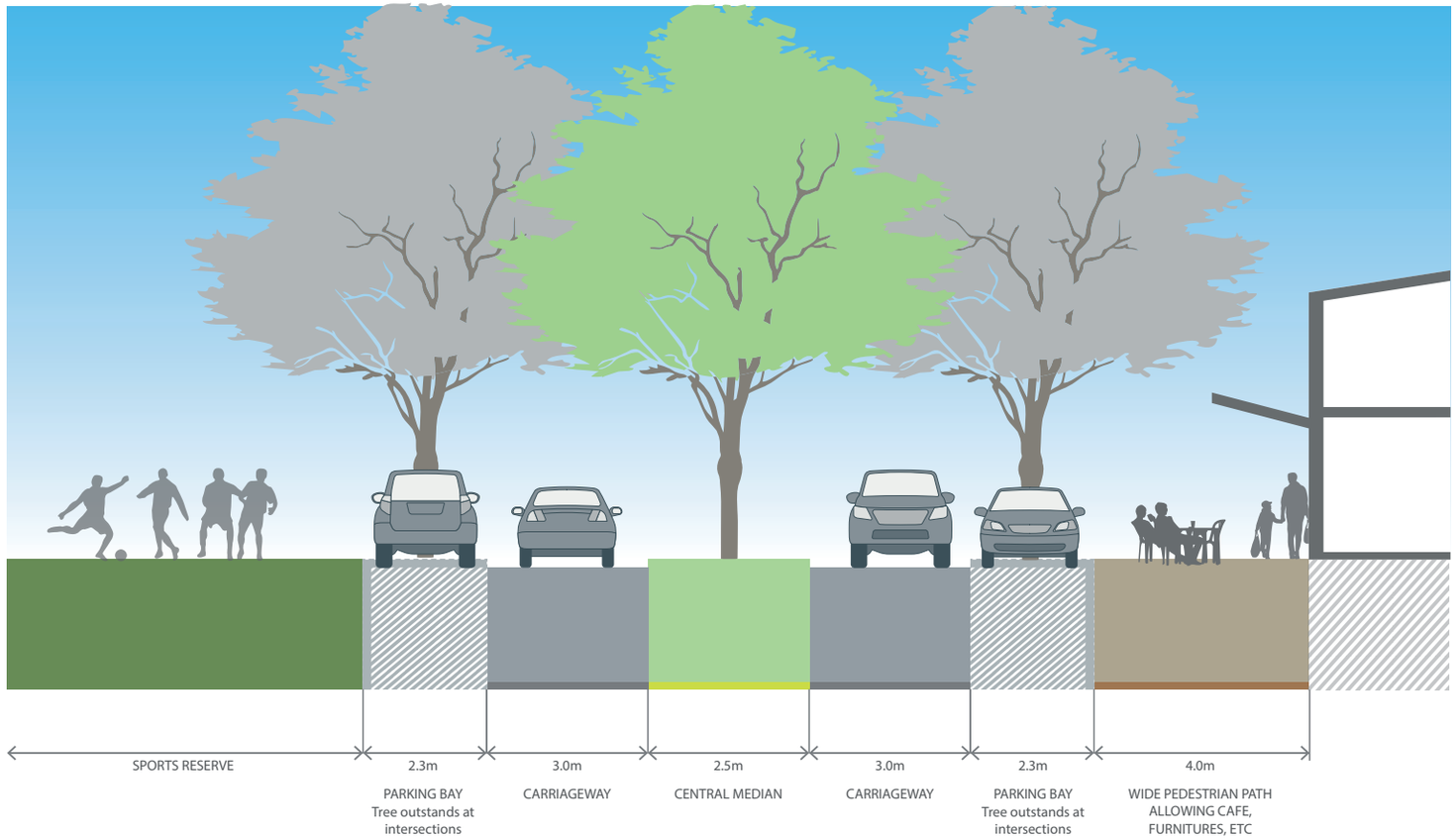
NOTES:

- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Tree outstands must meet a maximum interval of 100m
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Indigenous grasses preferred on nature strips adjacent to conservation areas



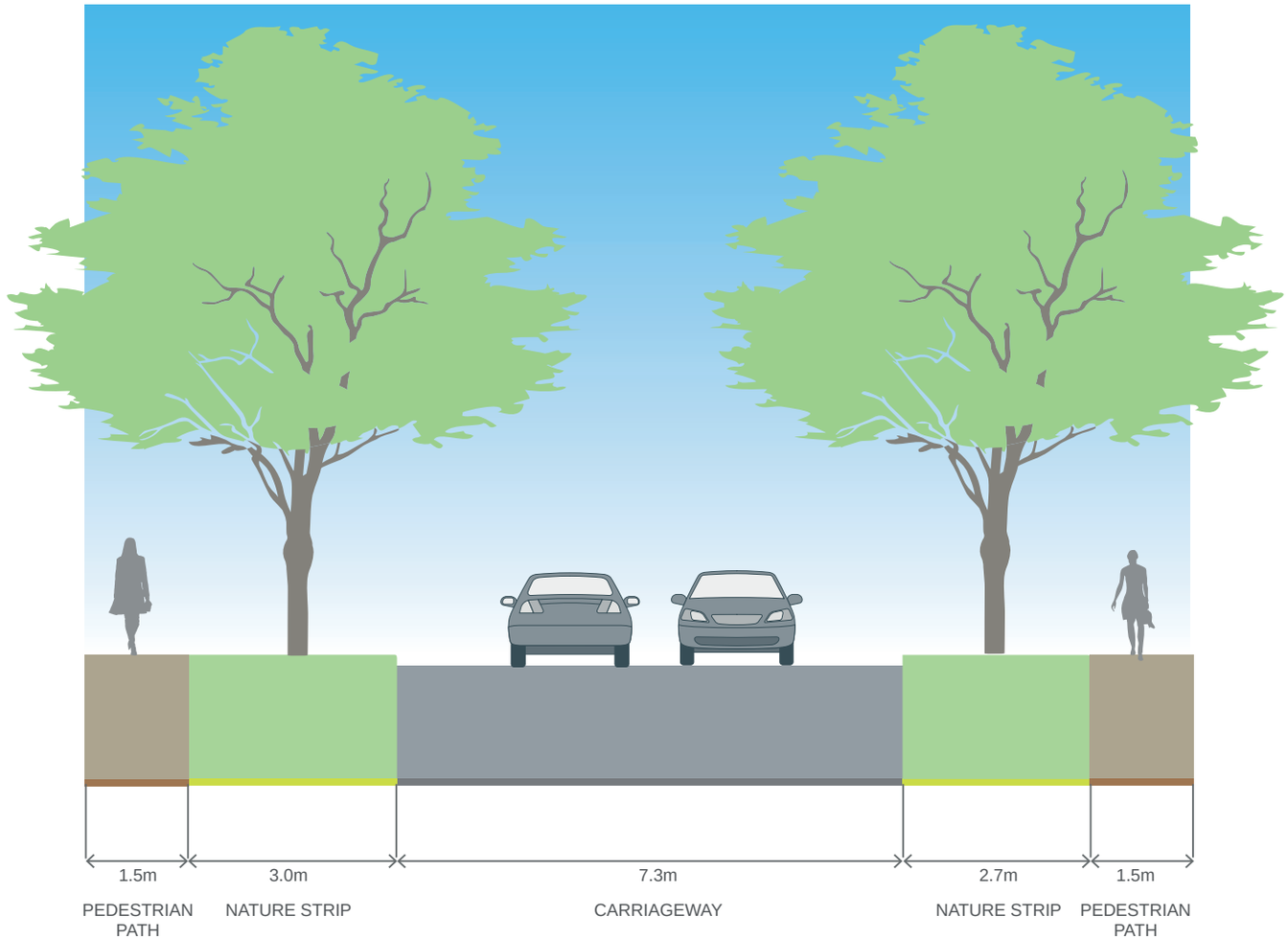
NOTES:

- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Road to be designed with traffic calming devices, including raised pedestrian crossings and roundabouts to achieve a speed limit of 30km/h to allow safe on road cycling
- Tree outstands must meet a maximum interval of 100m.



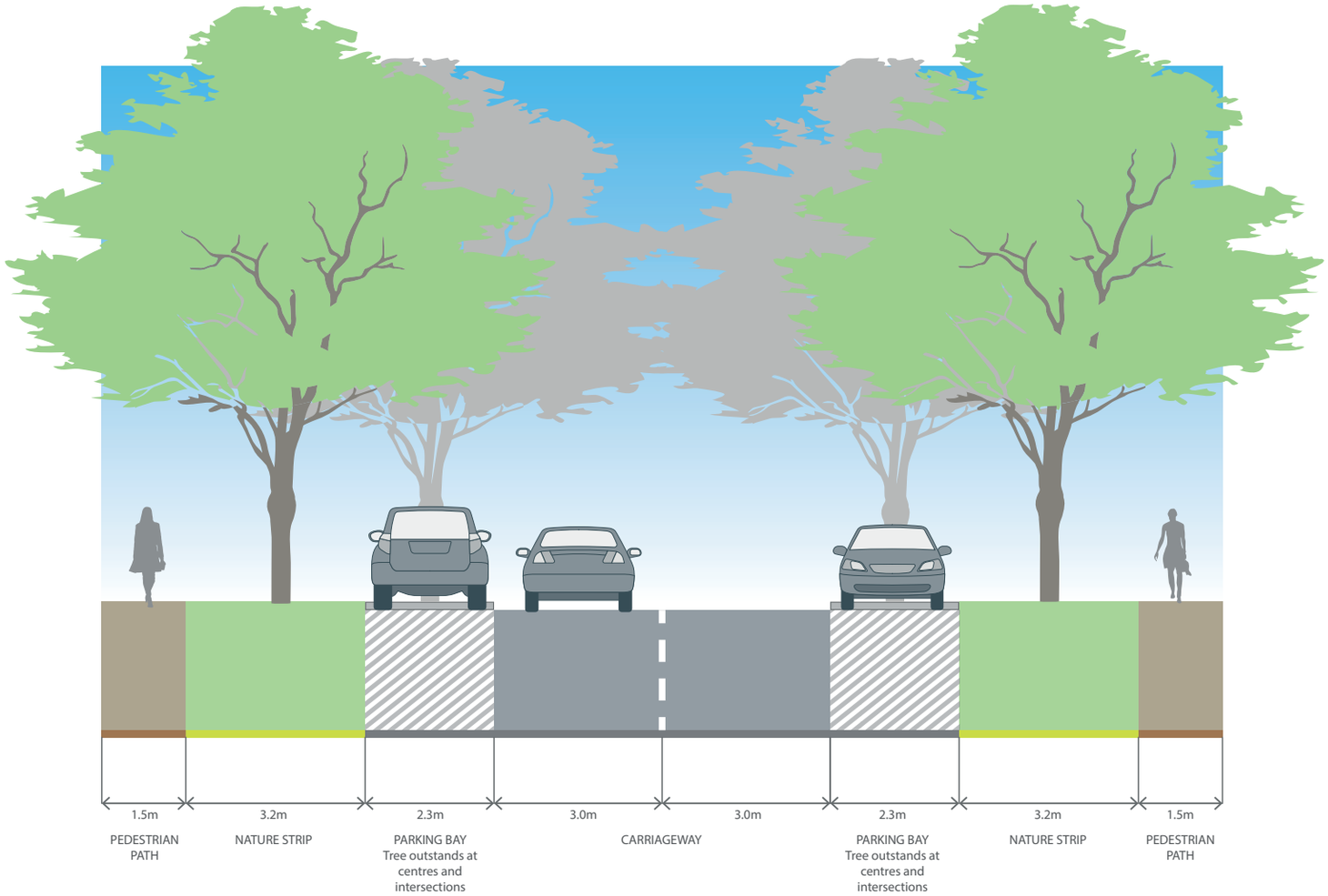
NOTES:

- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Road to be designed with traffic calming devices, including raised pedestrian crossings and roundabouts to achieve a speed limit of 30km/h to allow safe on road cycling
- Tree outstands must meet a maximum interval of 100m.



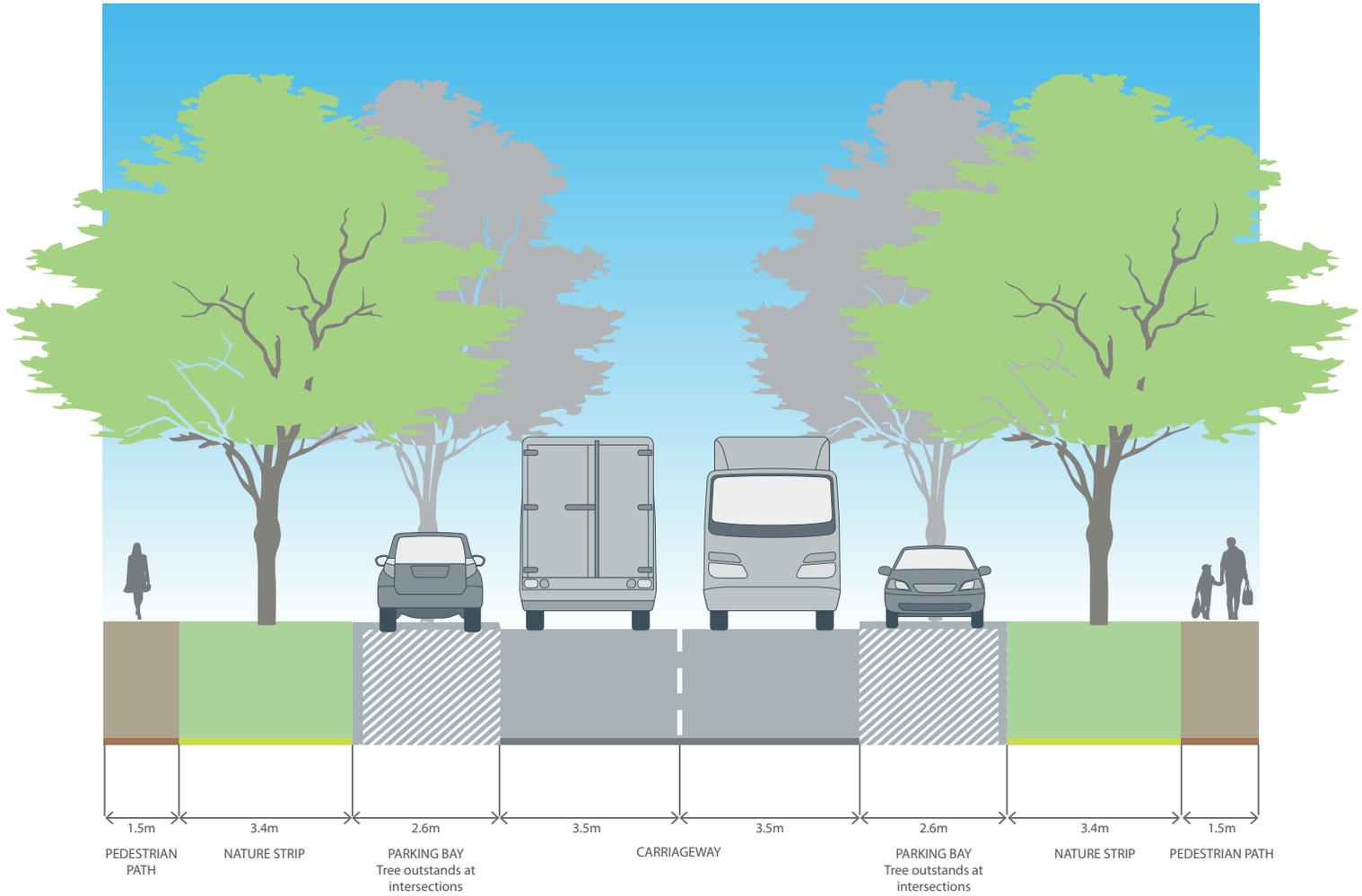
NOTES:

- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



NOTES:

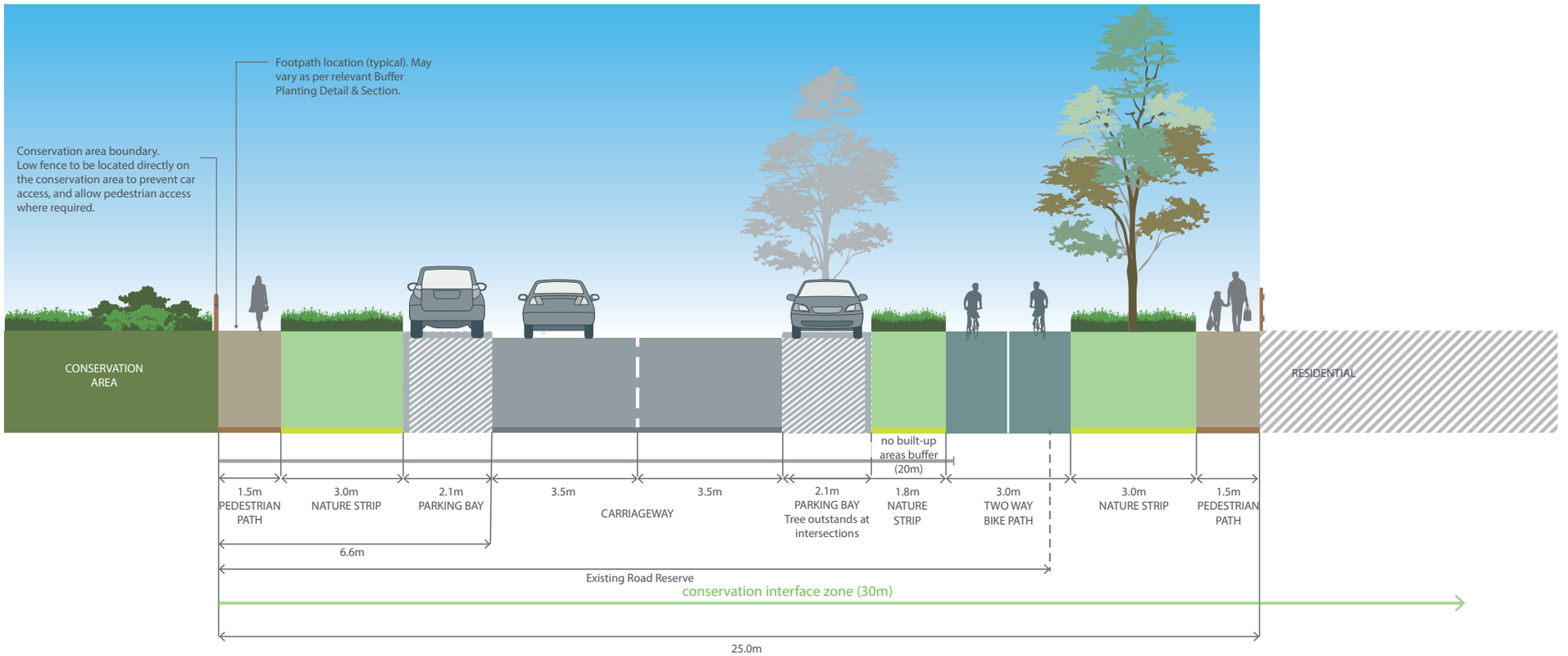
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Where roads abut school drop-off zones, grassed nature strip should be replaced with pavement
- Local access streets abutting schools are to be local access street level 2 (20m) type roads
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Tree outstands must meet a maximum interval of 100m.



NOTES:

- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must in incorporated into any additional pavement
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Tree outstands must meet a maximum interval of 100m.

Road cross sections with conservation area interfaces

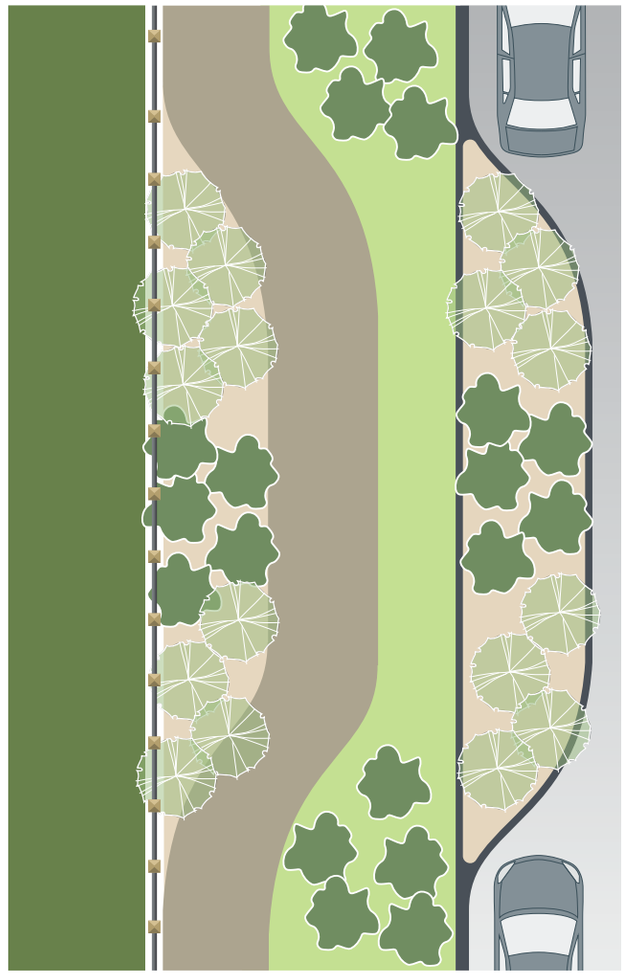


NOTES:

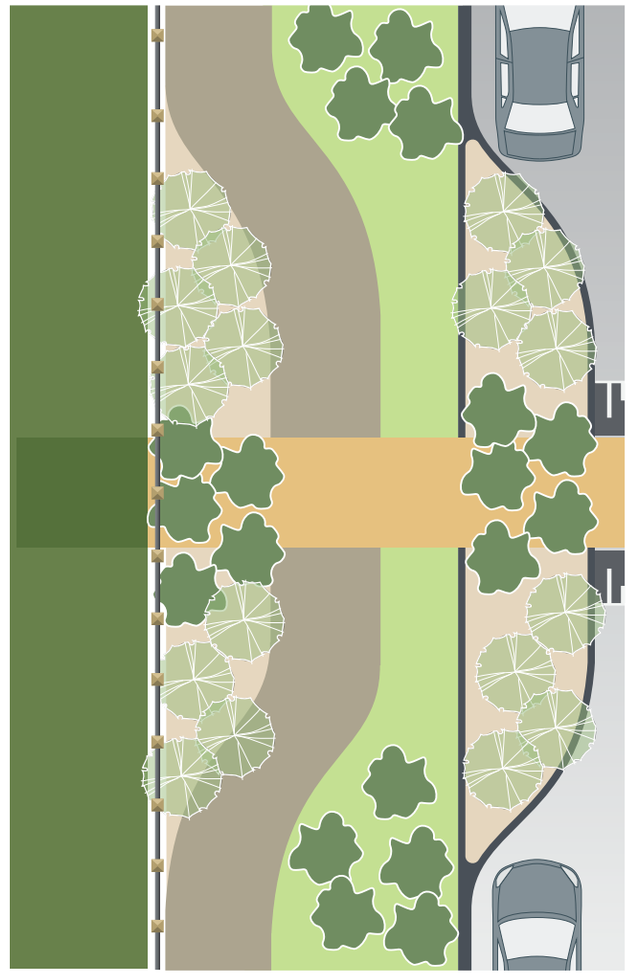
- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Tree outstands must meet a maximum interval of 100m
- Any streetscape lighting required on the conservation area side of the street must cast light away from the conservation area
- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area.

CONSERVATION INTERFACE ZONE

- Trees should not be planted within 10m of the conservation area boundary
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings and planting withing the conservation area must be Australian natives and should be indigenous to the area adjacent to conservation areas to the satisfaction of the responsible authority.



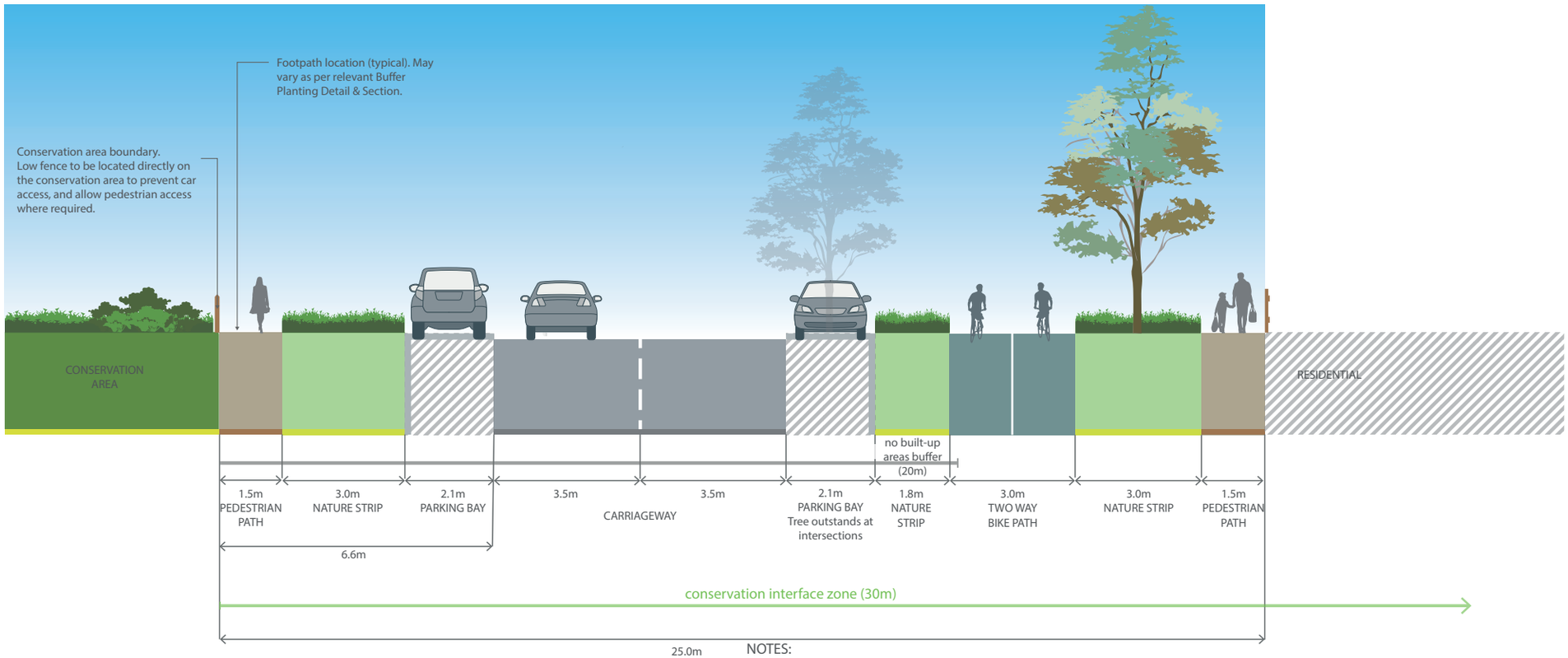
PLAN DETAIL: BUFFER PLANTING & KERB OUTSTAND (TYPICAL)



PLAN DETAIL: BUFFER PLANTING & KERB OUTSTAND (ENTRY TREATMENT)

NOTES:

- Street tree, shrub, and grass planting must be Australian natives, indigenous to the area, and to the satisfaction of the responsible authority
- Location and frequency of buffer planting must be considerate of streetscape scale, character, view lines, intersections, and pedestrian experience
- Footpath to only meander through nature strip at locations with buffer planting.

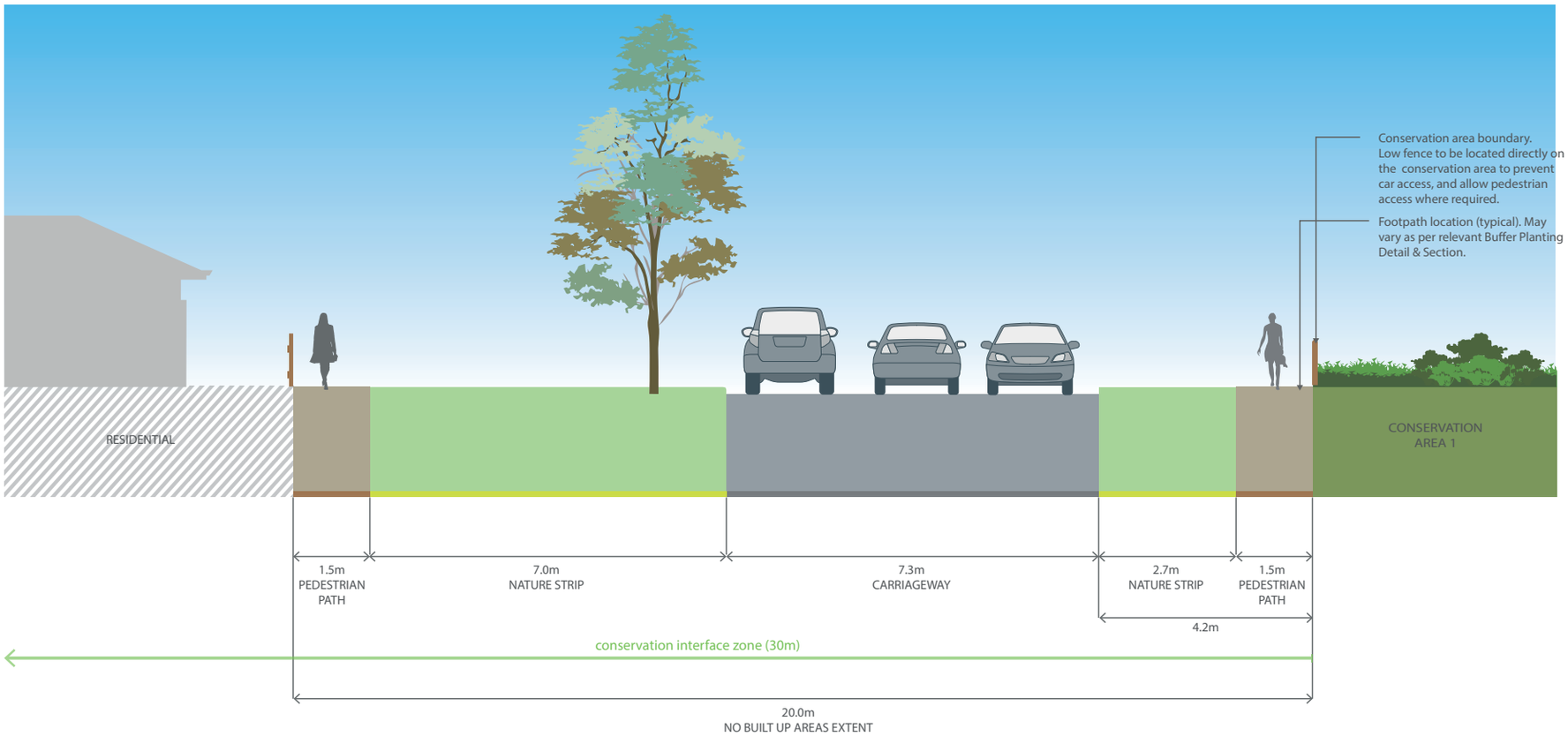


NOTES:

- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Tree outstands must meet a maximum interval of 100m
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Any streetscape lighting required on the conservation area side of the street must cast light away from the conservation area
- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area.

CONSERVATION INTERFACE ZONE

- Trees should not be planted within 10m of the conservation area boundary
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings must be Australian natives and should be indigenous to the area adjacent to conservation areas to the satisfaction of the responsible authority.

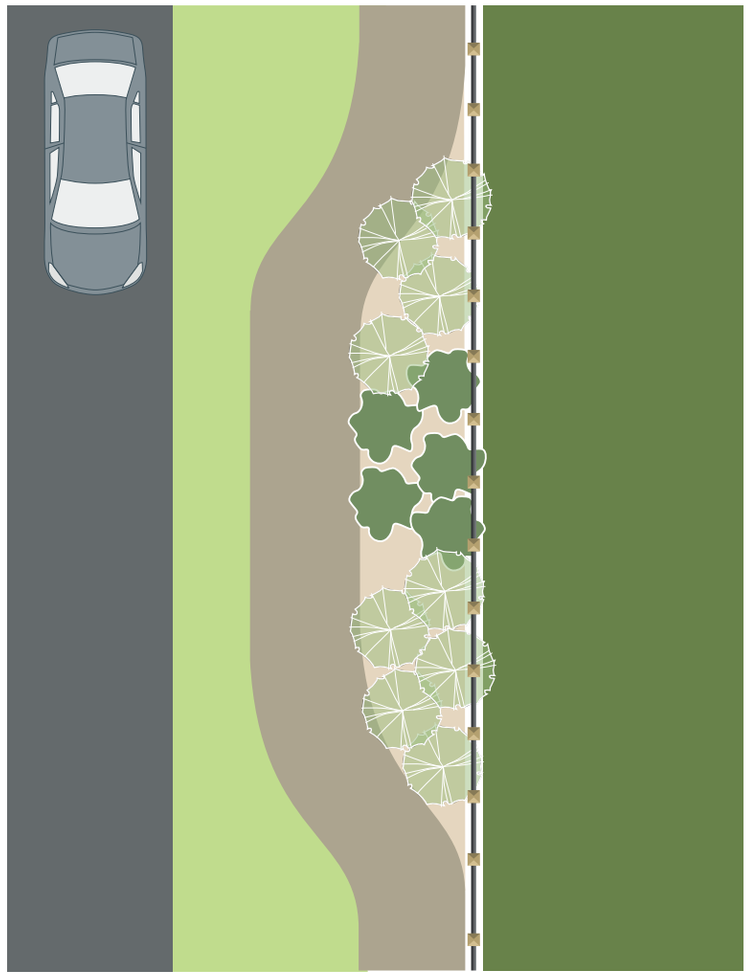


NOTES:

- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Any streetscape lighting required on the conservation area side of the street must cast light away from the conservation area
- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area.

CONSERVATION INTERFACE ZONE

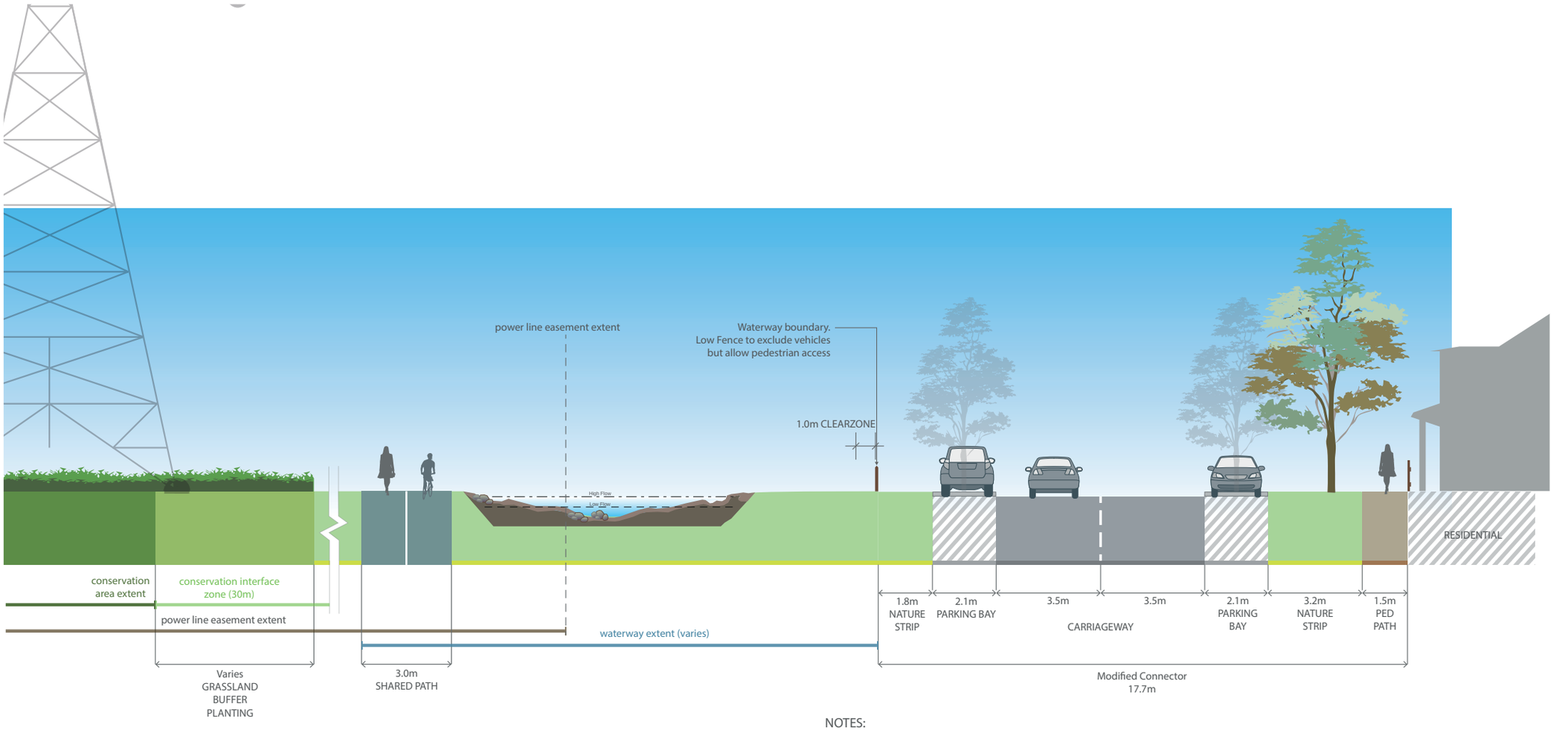
- Trees should not be planted within 10m of the conservation area boundary
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings must be Australian natives and should be indigenous to the area adjacent to conservation areas to the satisfaction of the responsible authority.



NOTES:

- Street tree, shrub, and grass planting must be Australian natives, indigenous to the area, and to the satisfaction of the responsible authority
- Location and frequency of buffer planting must be considerate of streetscape scale, character, view lines, intersections, and pedestrian experience
- Footpath to only meander through nature strip at locations with buffer planting.

Section 15a
Buffer Planting Detail & Section
Local Access Street - Conservation Area 1

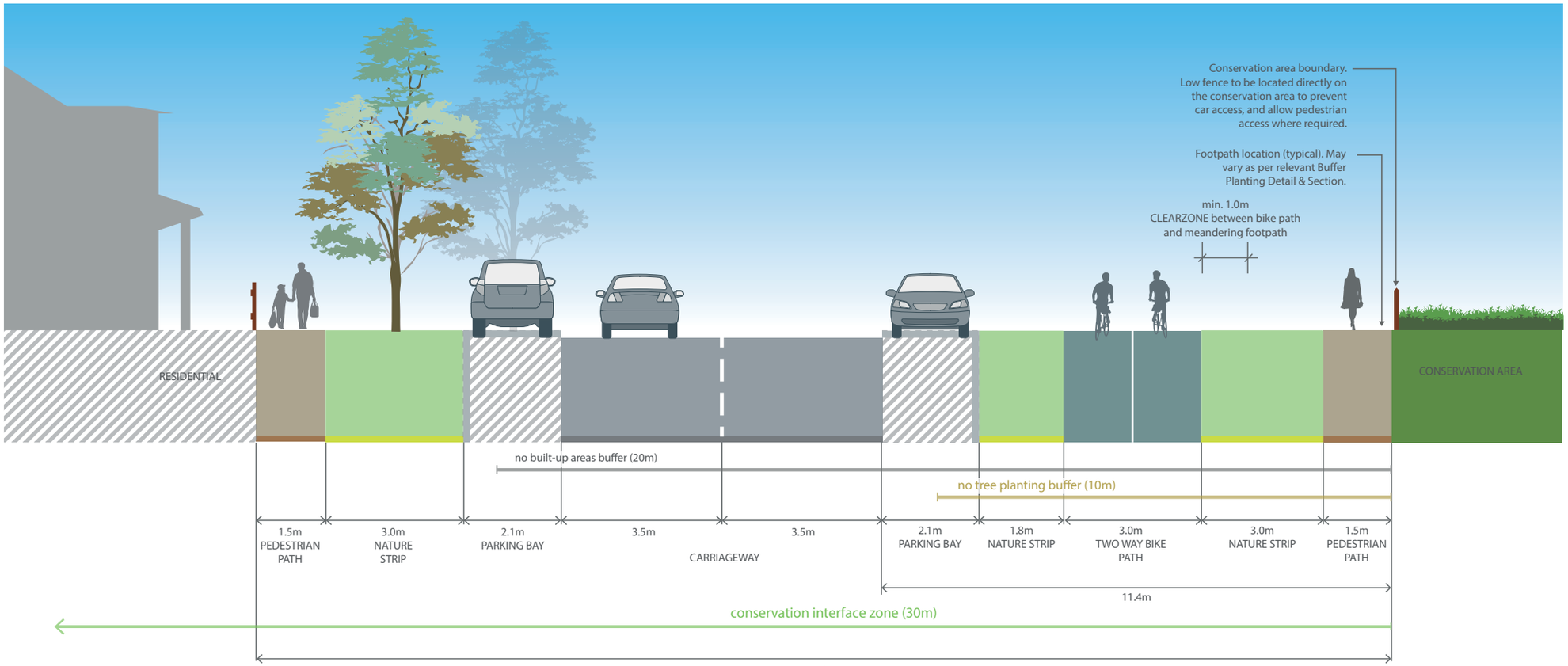


NOTES:

- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Tree, shrub, and grass planting within the easement, waterway must be Australian natives, indigenous to the area, and to the satisfaction of the responsible authority
- Trees and shrubs within the powerline easement must have a mature growth height not exceeding 3 metres.

CONSERVATION INTERFACE ZONE

- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Tree outstands must meet a maximum interval of 100m
- Indigenous grasses preferred on nature strips adjacent to conservation area
- Trees should not be planted within 10m of the conservation area boundary.

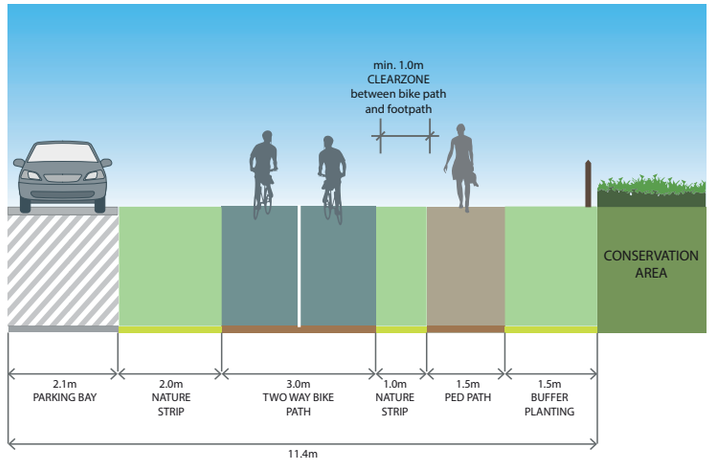


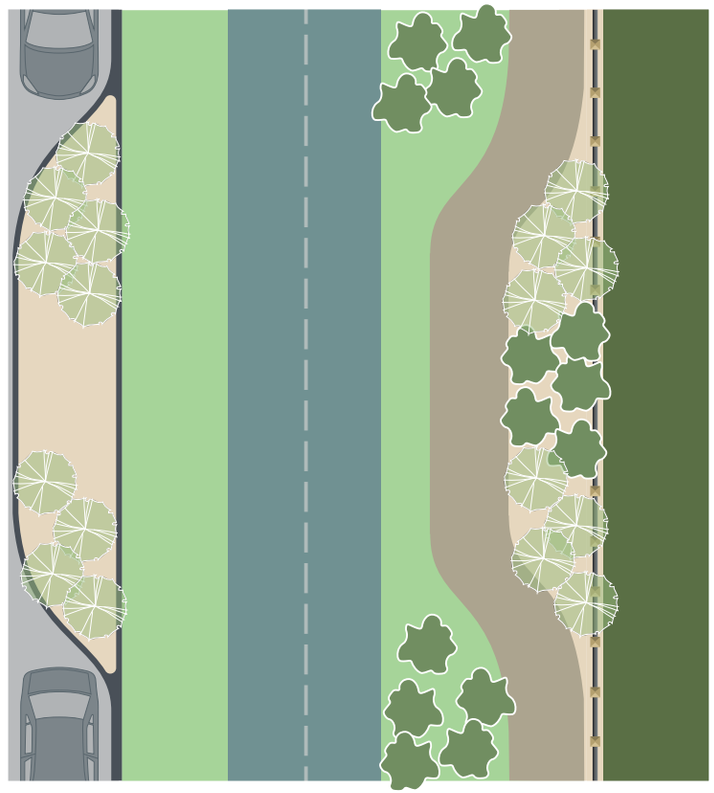
NOTES:

- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Any streetscape lighting required on the conservation area side of the street must cast light away from the conservation area
- Tree outstands must meet a maximum interval of 100m
- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area.

CONSERVATION INTERFACE ZONE

- Trees should not be planted within 10m of the conservation area boundary
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings must be Australian natives and should be indigenous to the area adjacent to conservation areas to the satisfaction of the responsible authority.





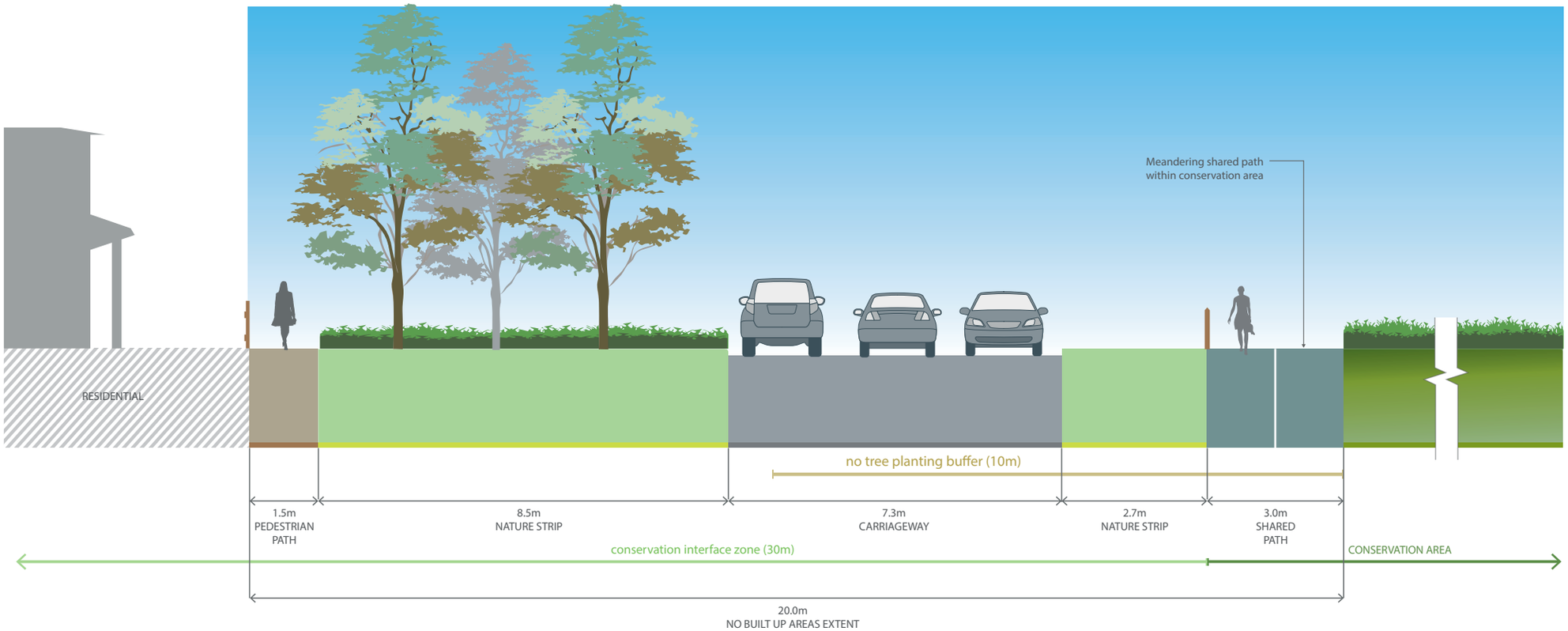
PLAN DETAIL: BUFFER PLANTING & KERB OUTSTAND WITH SHARED PATH

NOTES:

- Street tree, shrub, and grass planting must be Australian natives, indigenous to the area, and to the satisfaction of the responsible authority
- Location and frequency of buffer planting must be considerate of streetscape scale, character, view lines, intersections, and pedestrian experience
- Footpath to only meander through nature strip at locations with buffer planting.

CONSERVATION INTERFACE ZONE

- Street trees to be planted minimum 10m from the conservation area boundary along streets
- Low fencing to be located directly on the conservation area to prevent car access, and allow pedestrian access where required.

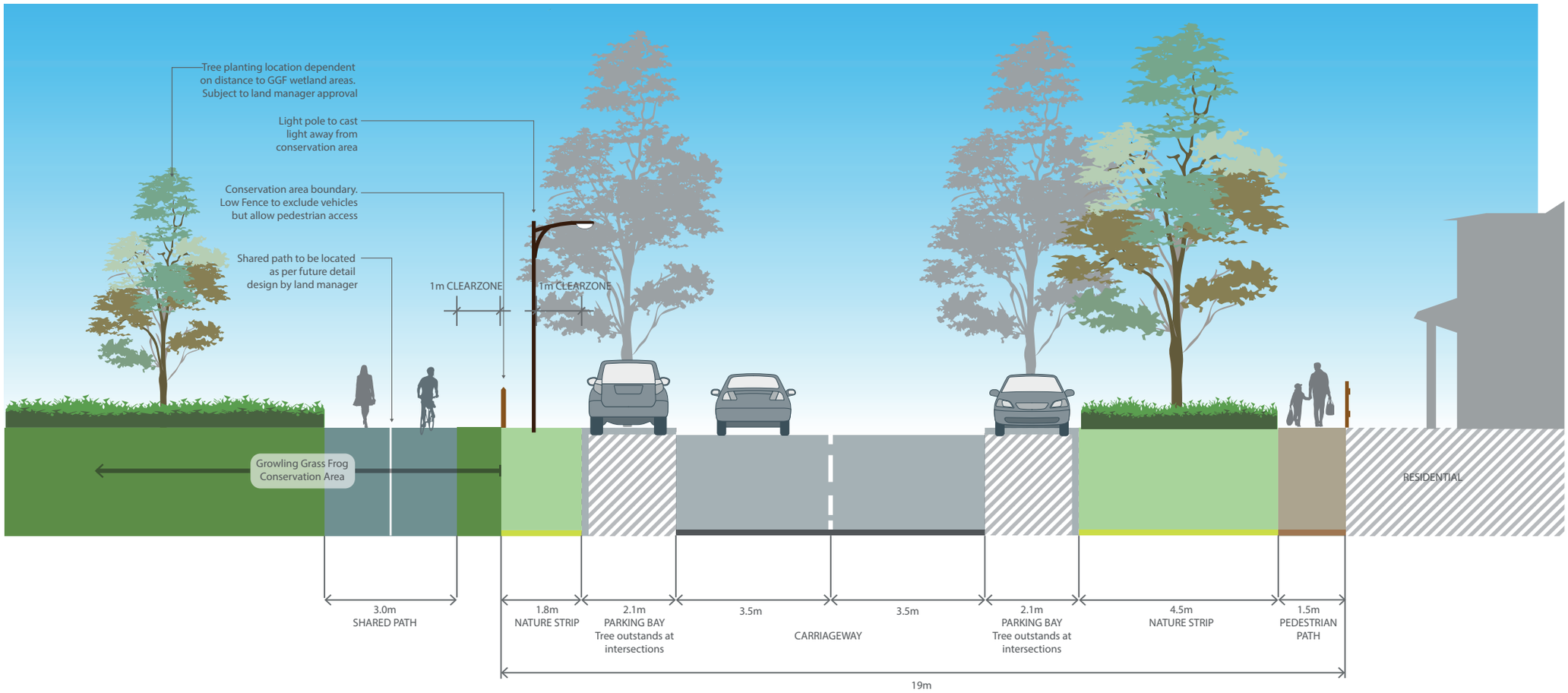


NOTES:

- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Any streetscape lighting required on the conservation area side of the street must cast light away from the conservation area
- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area.

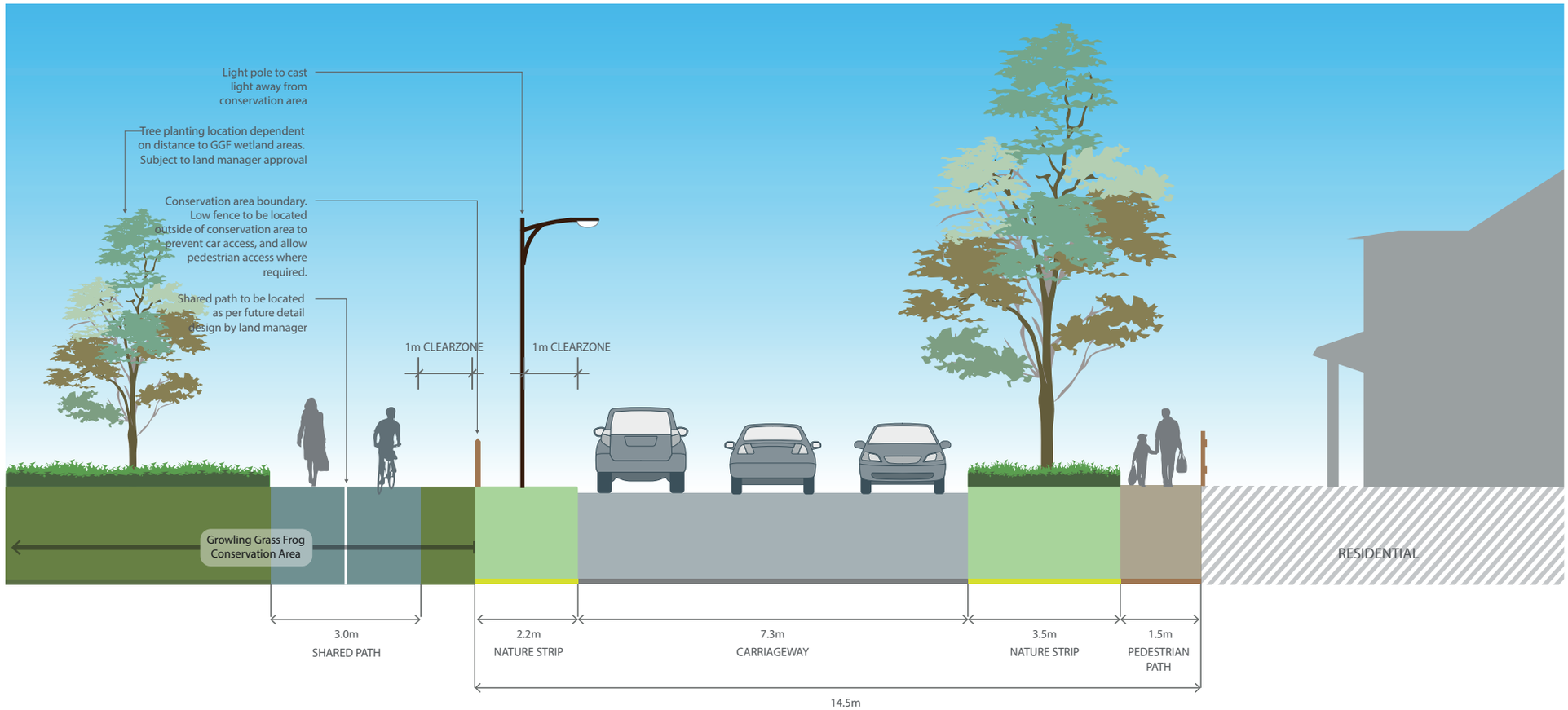
CONSERVATION INTERFACE ZONE

- Trees should not be planted within 10m of the conservation area boundary
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings must be Australian natives and should be indigenous to the area adjacent to conservation areas to the satisfaction of the responsible authority.



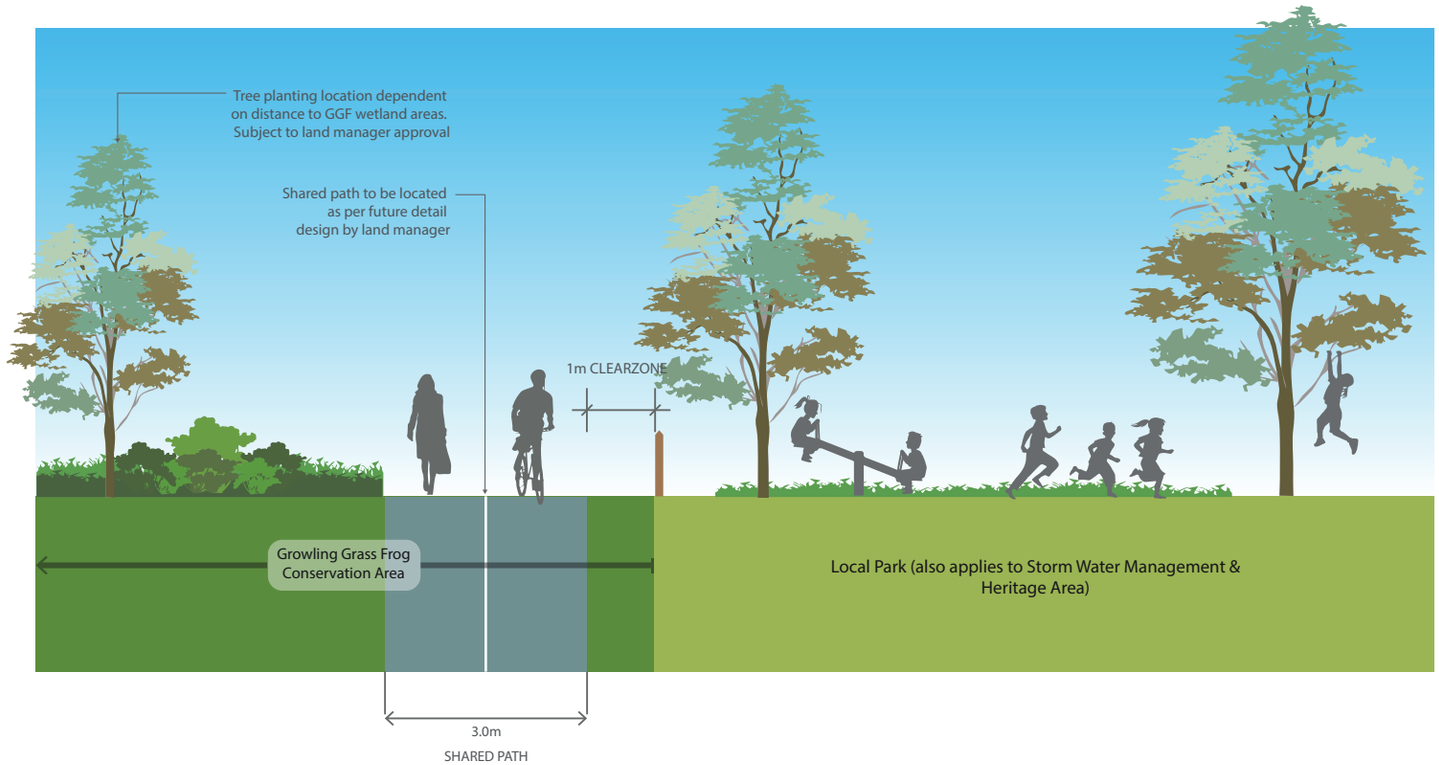
NOTES:

- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Tree outstands must meet a maximum interval of 100m
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area
- Any streetscape lighting required on the conservation area side of the street must cast light away from the conservation area
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings and planting within the conservation area must be Australian natives and should be indigenous to the area adjacent to conservation areas to the satisfaction of the responsible authority.



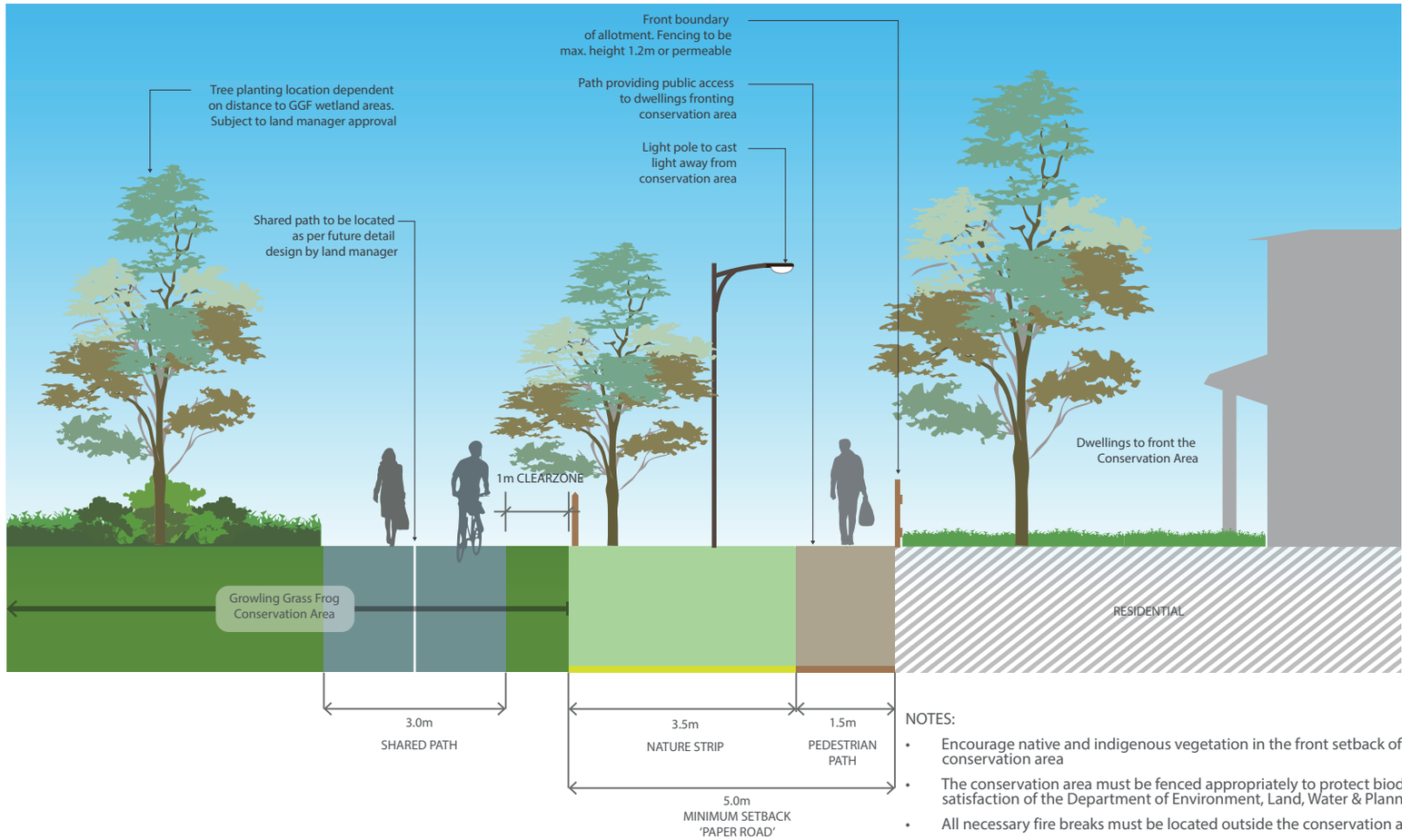
NOTES:

- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- Tree, shrub, and grass planting along the fronting streetscape and within the conservation area must be Australian natives, indigenous to the area, and to the satisfaction of the responsible authority
- Any streetscape lighting required on the conservation area side of the street must cast light away from the conservation area
- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings and planting within the conservation area must be Australian natives and should be indigenous to the area adjacent to conservation areas to the satisfaction of the responsible authority.



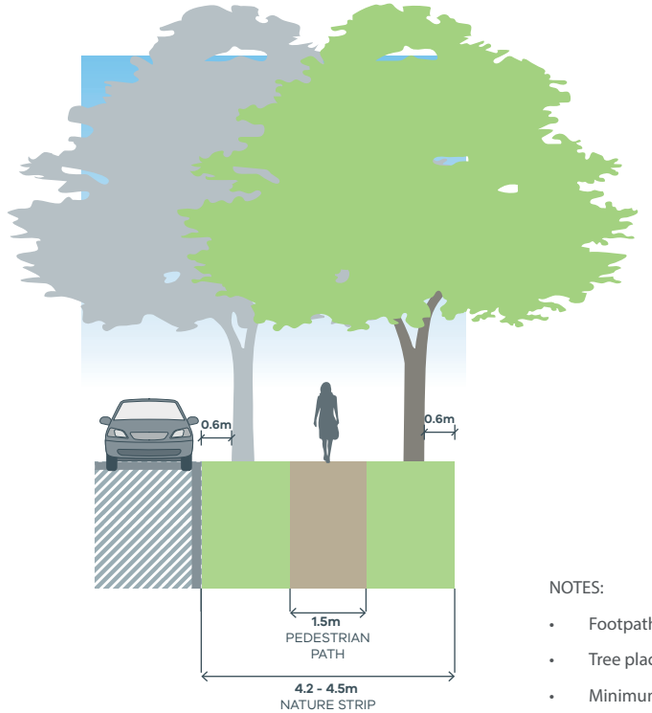
NOTES:

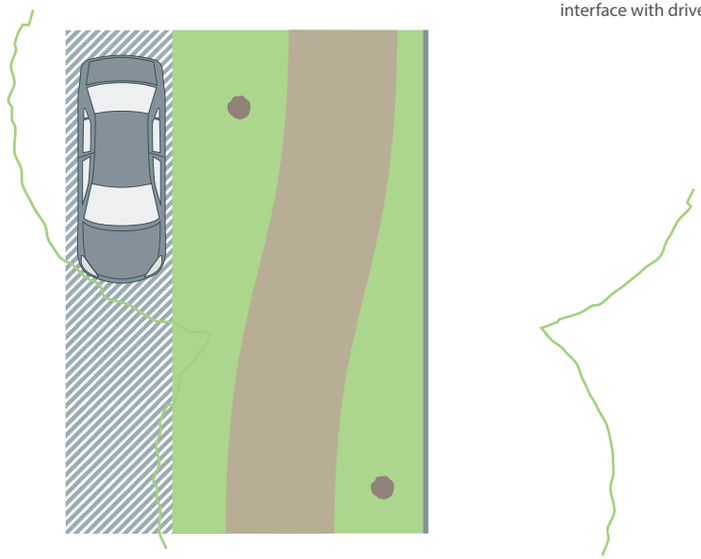
- Tree, shrub, and grass planting within the conservation area and fronting open space must be Australian natives, indigenous to the area, and to the satisfaction of the responsible authority
- All necessary fire breaks must be located outside the conservation area
- The conservation area must have appropriate demarcation of edge to clarify maintenance responsibility, for example bollards at 10m intervals, to the satisfaction of DELWP and the responsible authority
- Indigenous grasses preferred on nature strips and parks adjacent to conservation areas
- Streetscape plantings and planting within the conservation area must be Australian natives and should be indigenous to the area adjacent to conservation areas to the satisfaction of the responsible authority.



NOTES:

- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings and planting within the conservation area must be Australian natives and should be indigenous to the area adjacent to conservation areas to the satisfaction of the responsible authority.

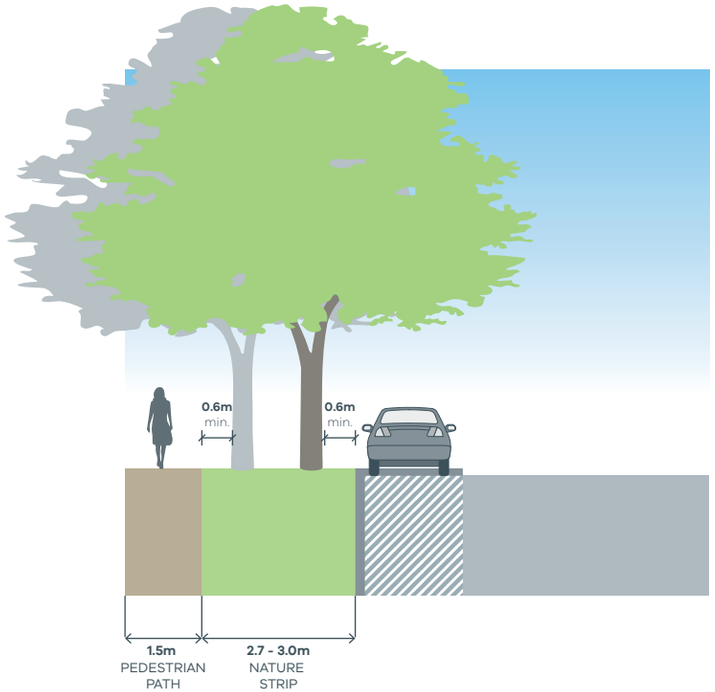


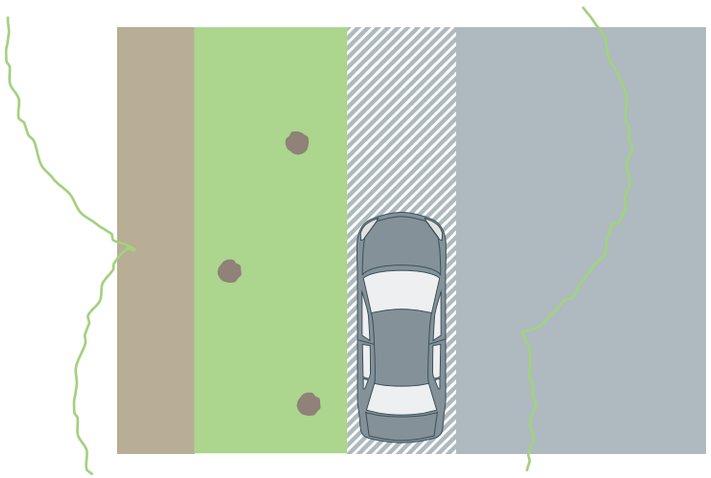


Alternative road cross section

NOTES:

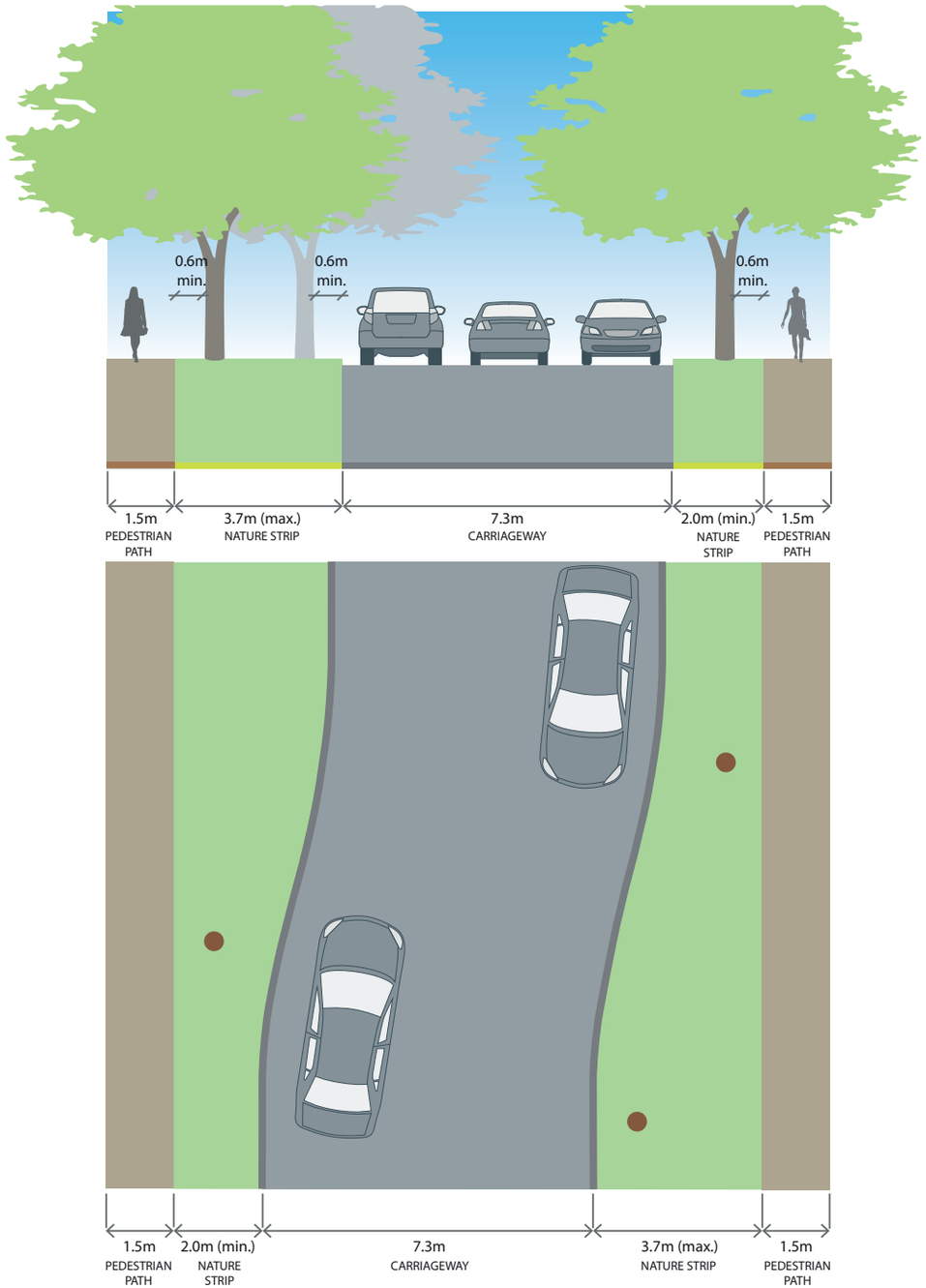
- Footpath in varying locations in nature strip
- Tree placement adjusts in response to footpath location
- Minimum offset of footpath 1.0m from back of kerb and 0.6m from tree trunks
- Design of meandering footpath is to consider bin placement on nature strips, access to letter boxes for mail delivery,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





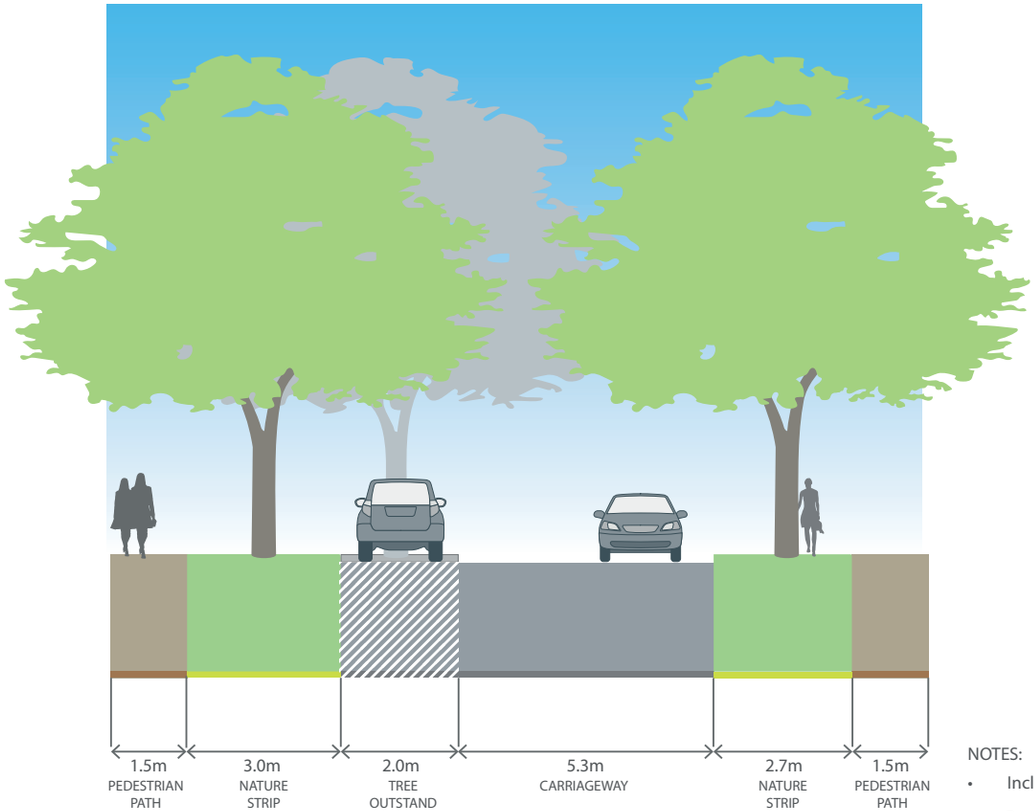
NOTES:

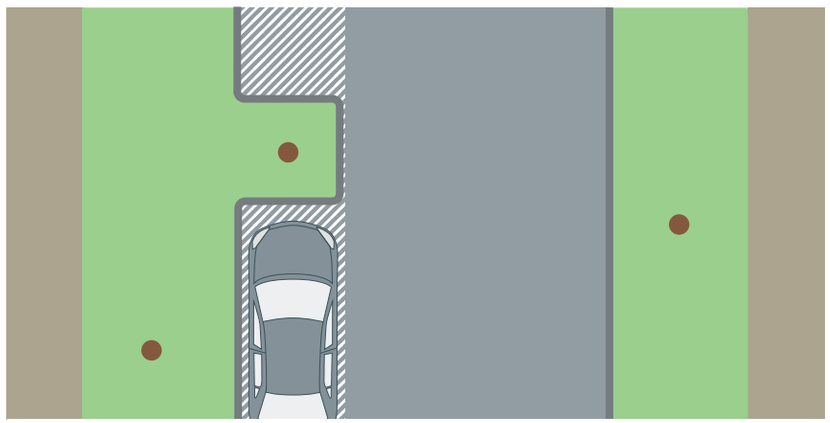
- Tree planting in varying locations in nature strip, in groups or clusters
- Minimum offset of tree trunks 0.6m from back of kerb and footpath edge



NOTES:

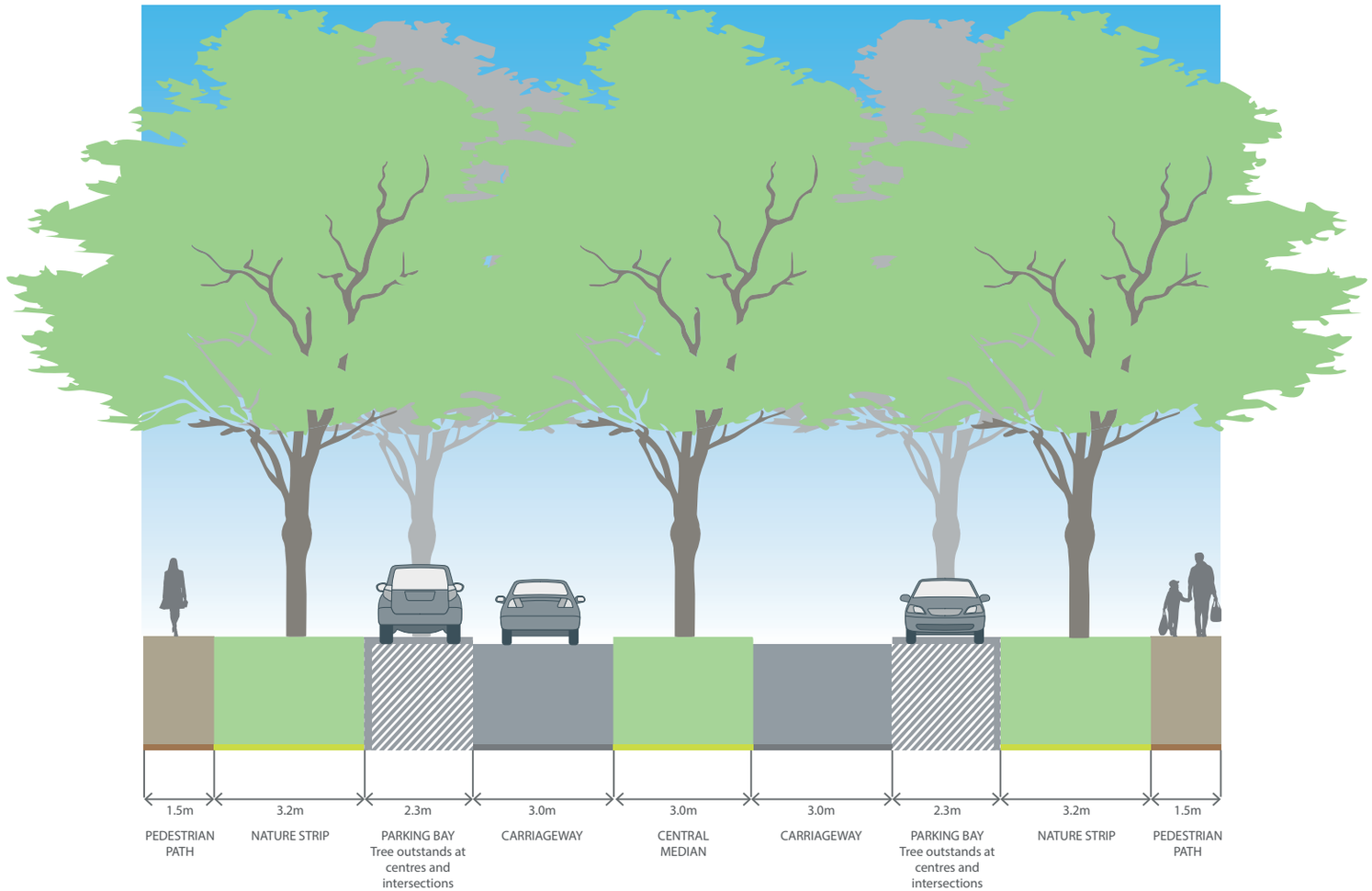
- Varying carriageway placement in road reserve
- Tree placement adjusts in response to carriageway location





NOTES:

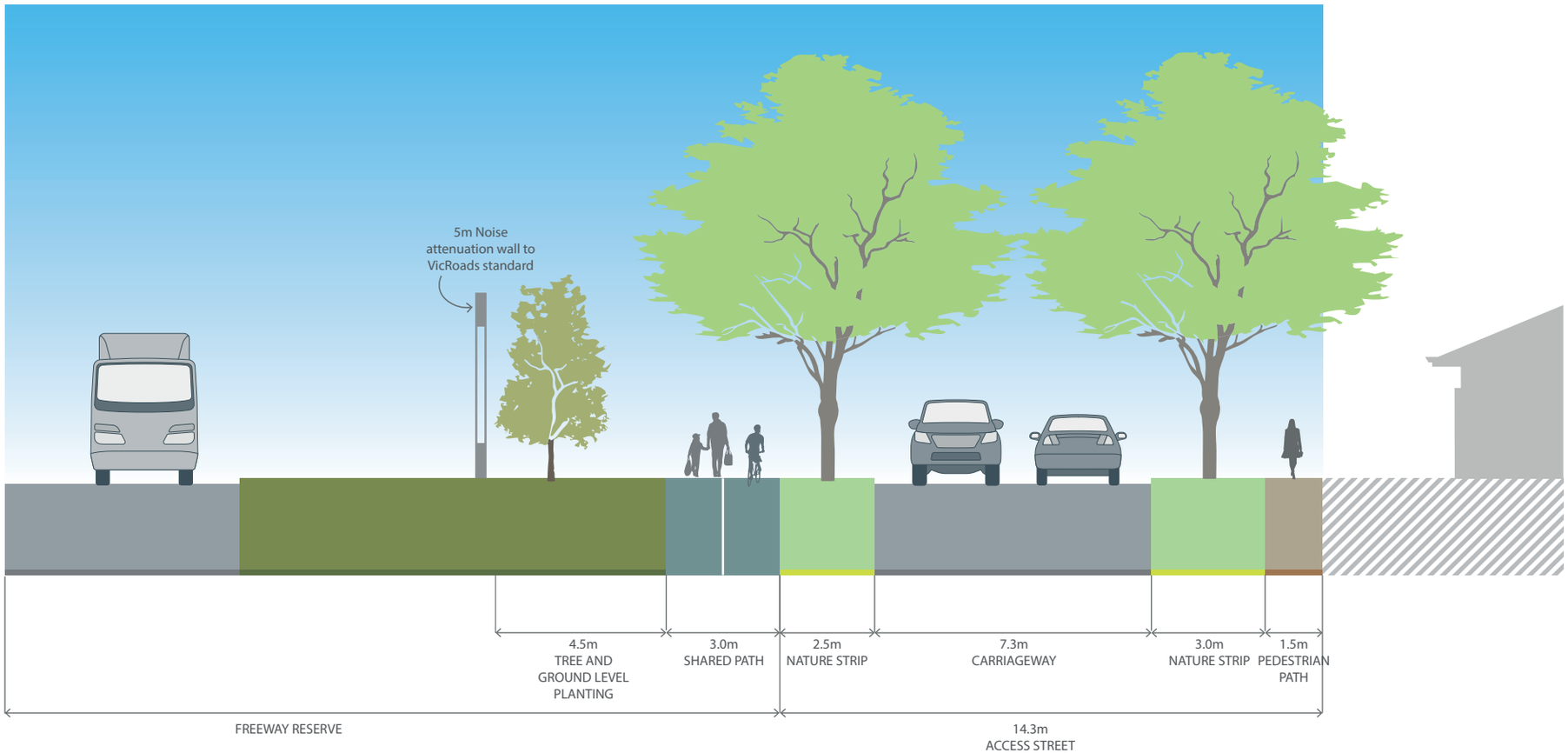
- Include tree outstands at approx 50 – 100m centres on one side only
- Road design to ensure passage of emergency vehicles is accommodated
- Functional layout of the kerb outstands to be to the satisfaction of the responsible authority



NOTES:

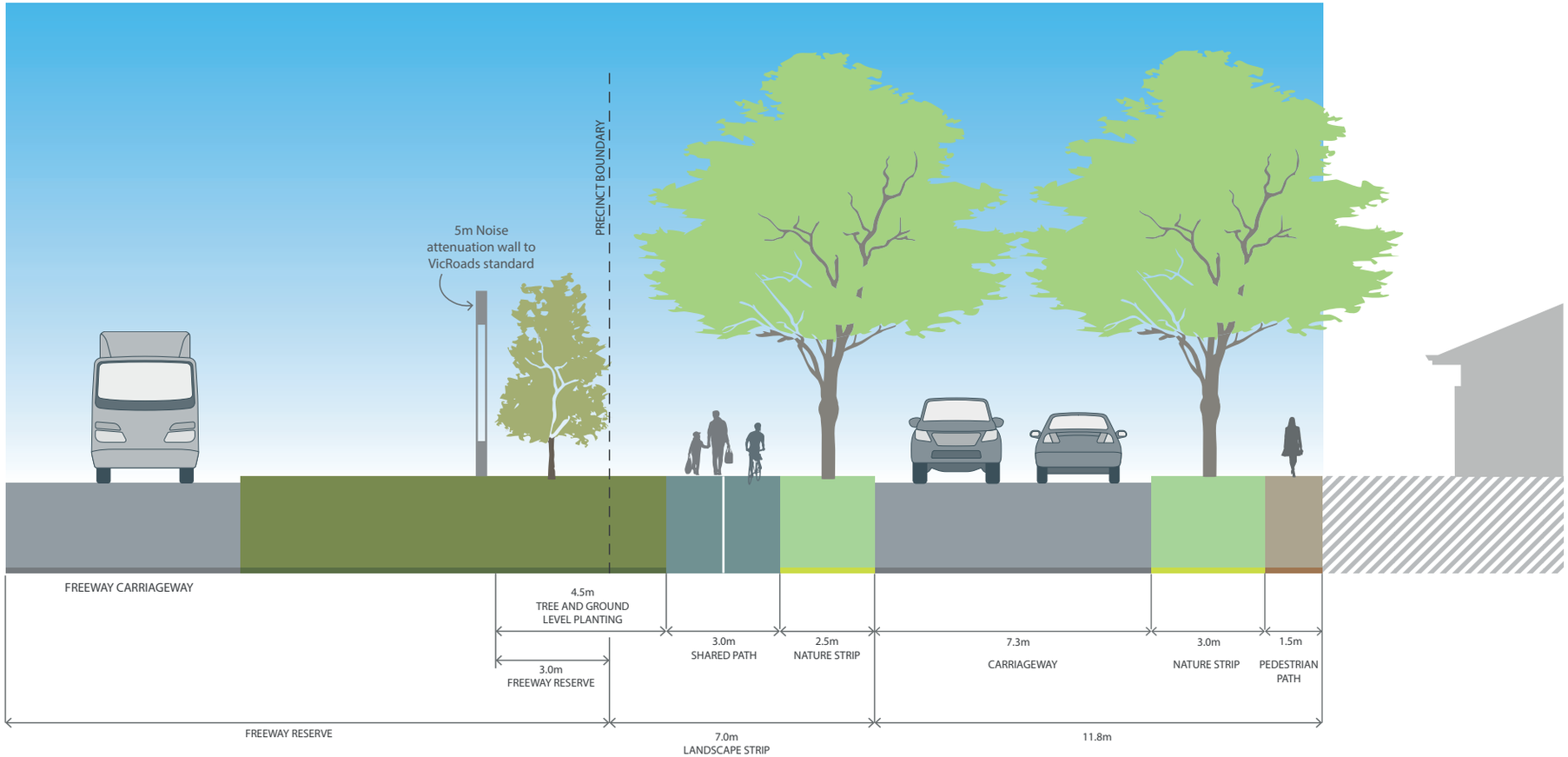
- Include a central median with canopy trees to create a boulevard effect
- Tree outstands must meet a maximum interval of 100m
- Depending on the location of breaks in the median, provide intermediate pedestrian crossing points to accommodate mid-block crossings
- An alternative boulevard treatment can be achieved through a wider verge on one side capable of accommodating a double row of canopy trees
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb.

Outer metropolitan ring road / freeway interface cross sections



NOTES:

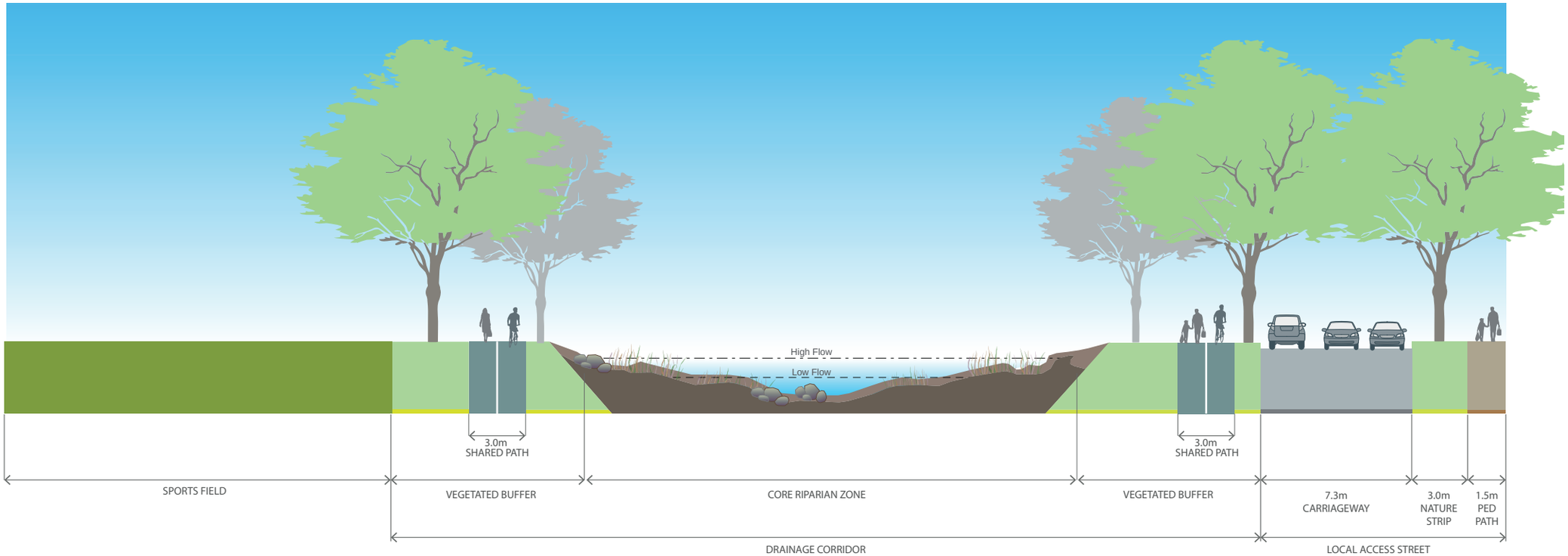
- OMR wall should be delivered by Vicroads
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Shared paths to be delivered as developer works.



NOTES:

- The shared path is to be located outside of the freeway reserve, unless a proposal to locate the path within the freeway reserve is approved in writing by VicRoads
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Shared paths to be delivered as developer works.

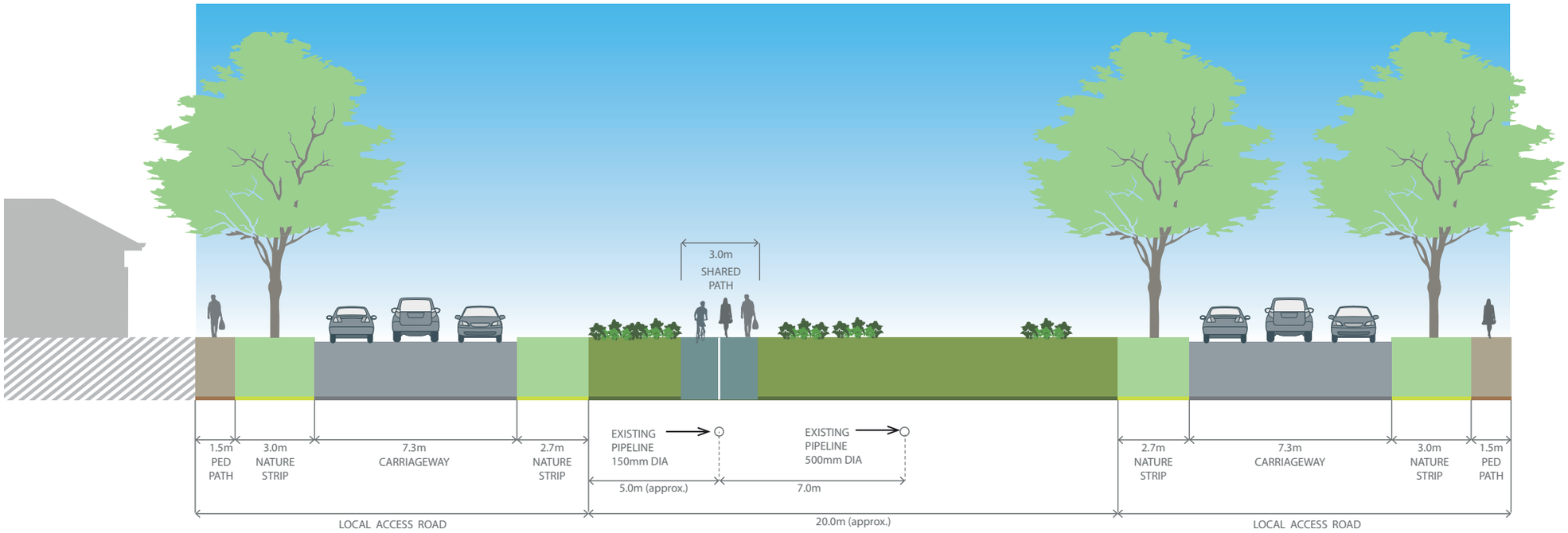
Appendix H Waterway cross section



NOTES:

- Waterway widths subject to Melbourne Water approval
- Shared path placement is shown for both sports field and local access street interfaces for indicative purposes. The shared path network is shown on Plan 9
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority and relevant service authority
- Residential lots may directly face or side onto the drainage corridor with vehicular access to the lots provided from rear lanes and roads.

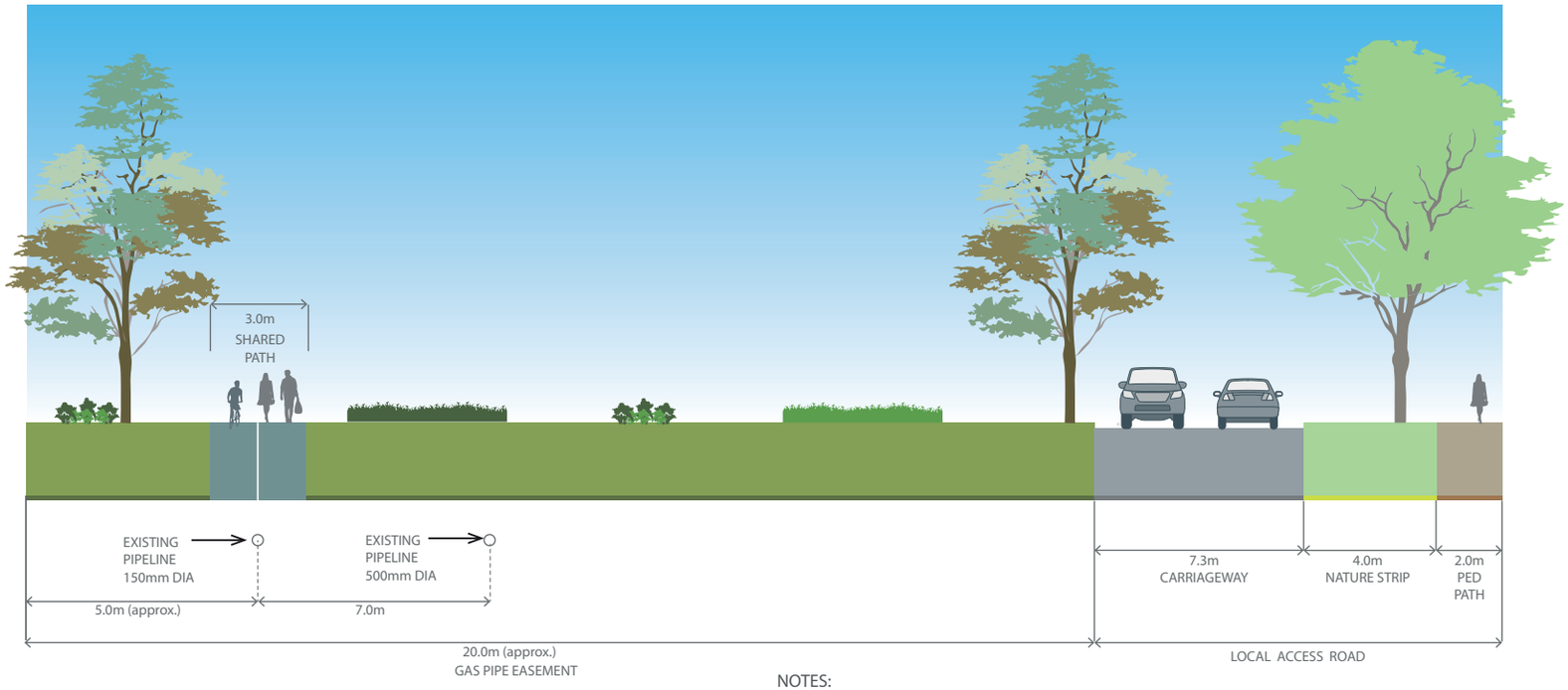
Appendix I Easement cross sections



NOTES:

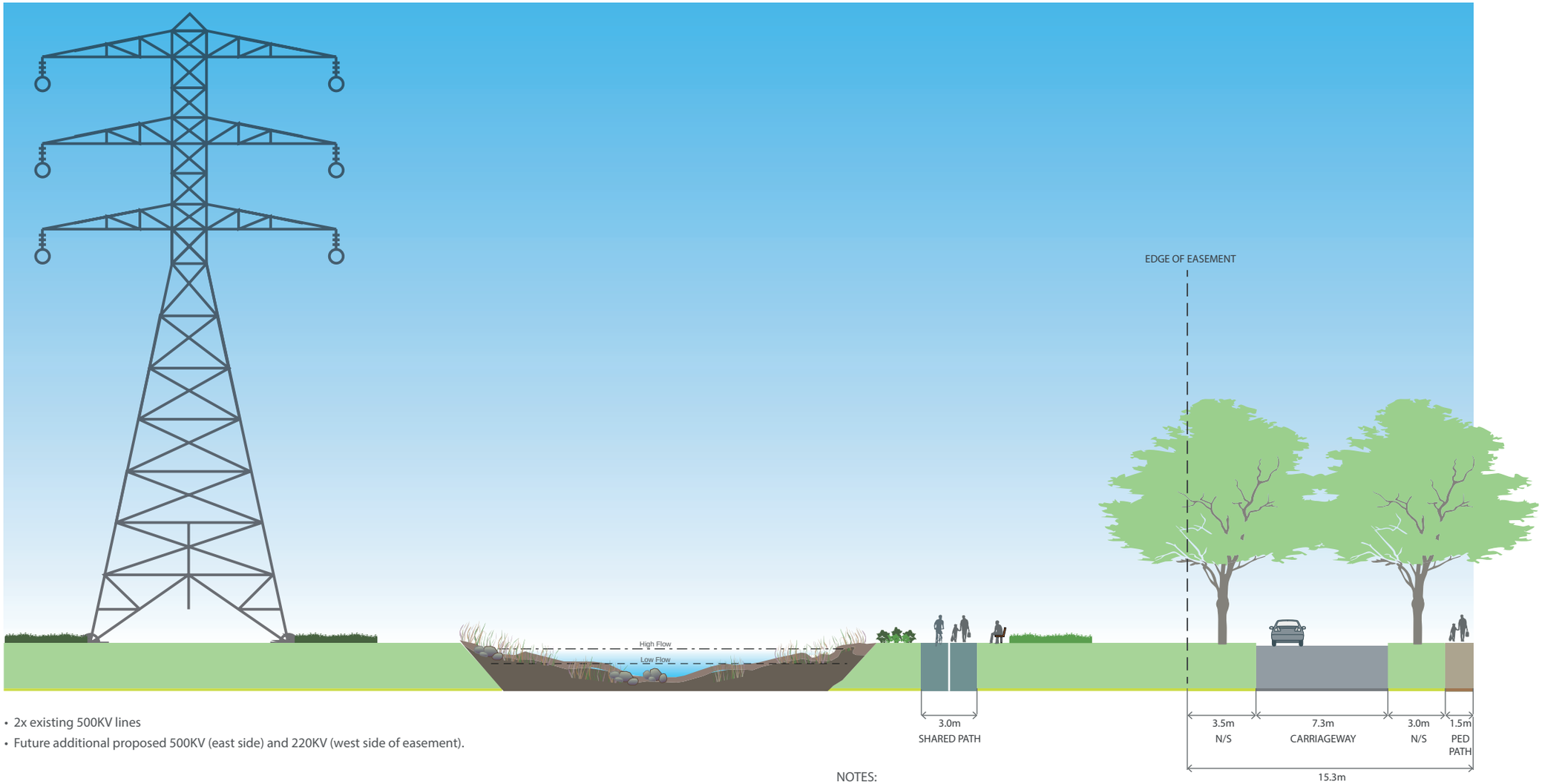
- Location of pipelines is indicative only. Approval must be sought from APA prior to any works in the gas easement
- Indigenous shrubs and plants should be used in gas easement
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority and relevant service authority
- Hard landscaping (e.g. street furniture) and small trees may be included, provided sightlines between signs indicating the location of the pipe are not obscured and in compliance with mandated pipeline clearances is achieved
- Residential lots may directly face or side onto the pipeline easement with vehicular access to lots provided from rear lanes or roads.

Section 31
Front Loaded Dwellings Interface
Gas Pipeline Easement (Typical)



NOTES:

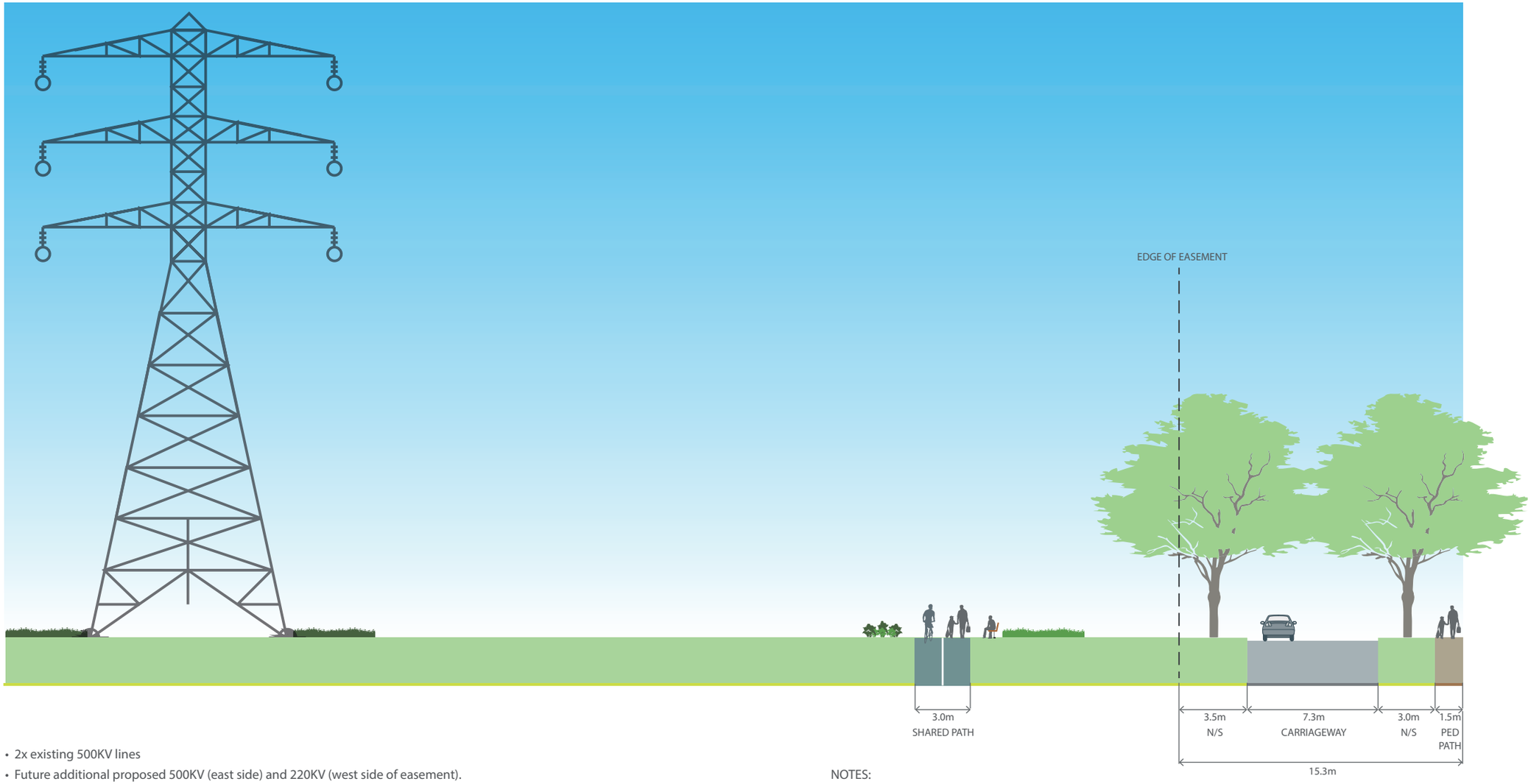
- Location of pipelines is indicative only. Approval must be sought from APA prior to any works in the gas easement
- Indigenous shrubs and plants should be used in gas easement
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority and relevant service authority
- Hard landscaping (e.g. street furniture) and small trees may be included, provided sightlines between signs indicating the location of the pipe are not obscured and in compliance with mandated pipeline clearances is achieved
- Residential lots may directly face or side onto the pipeline easement with vehicular access to lots provided from rear lanes or roads.



- 2x existing 500KV lines
- Future additional proposed 500KV (east side) and 220KV (west side of easement).

NOTES:

- Easement uses vary; refer power lines easement table possible use and development
- Indigenous shrubs and plants should be used
- Part local access street may be provided within easement subject to easement owners approval
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space or easement with the consent of the responsible authority.



- 2x existing 500KV lines
- Future additional proposed 500KV (east side) and 220KV (west side of easement).

NOTES:

- Easement uses vary; refer power lines easement table possible use and development
- Indigenous shrubs and plants should be used
- Part local access street may be provided within easement subject to easement owners approval
- Mature street tree size must be in accordance with Melton City Council's landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space or easement with the consent of the responsible authority.

Section 34
Local Access Level 1
Powerlines Easement without Drainage Corridor (Typical)

Appendix J Service placement guidelines

Standard road cross sections

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

Non-standard road cross sections

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

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

TABLE NOTES

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

	UNDER PEDESTRIAN PAVEMENT	UNDER NATURE STRIPS	DIRECTLY UNDER TREES[1]	UNDER KERB	UNDER ROAD PAVEMENT[2]	WITHIN ALOTMENTS	NOTES
SEWER	Possible	Preferred	Possible	No	No	Possible[3]	
POTABLE WATER	Possible[4]	Preferred	Possible	No	No	No	Can be placed in combined trench with gas
RECYCLED WATER	Possible[4]	Preferred	Possible	No	No	No	
GAS	Possible[4]	Preferred	Preferred	No	No	No	Can be placed in combined trench with potable water
ELECTRICITY	Preferred[4]	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
FTTH/ TELCO	Preferred[4]	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
DRAINAGE	Possible	Possible	Possible	Preferred	Possible	Possible[3]	
TRUNK SERVICES	Possible	Possible	Possible	Possible	Possible	No	

General principles for service placement

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

Appendix K Open Space Delivery Guidelines

PARK HIERARCHY

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

Pocket Parks (<0.2Ha)

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

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

Facilities will generally be tailored to support a stay length of less than ½ an hour.

Neighbourhood Parks (0.2-1Ha) (Defined as Local 0.2- 2Ha in Melton City Council's Open Space Plan 2016-2026)

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

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

Community Parks (1-5Ha) (Defined as Local 0.2- 2Ha then District for 2Ha+ in Melton City Council's Open Space Plan 2016-2026)

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

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

District Parks (5-15Ha) (Defined as District for 2Ha+ in Melton City Council's Open Space Plan 2016-2026)

Medium to large parks that serve a medium suburb scale catchment accessible via longer walks, short to medium cycle rides and short vehicle trips. Provision of facilities for organised sports will often be the focus of these parks, complemented by infrastructure for informal recreation such as playgrounds, picnic areas and walking / shared trails Infrastructure will support visits for longer periods 0f 1-4hrs + including potentially staging of community events.

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

Municipal Parks (15-50Ha) (Defined as District Park for 2Ha+ then Regional for 20Ha + in Melton City Council's Open Space Plan 2016-2026)

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

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

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

Metropolitan Parks (50Ha+) +) (Defined as Regional for 20Ha + in Melton City Council's Open Space Plan 2016-2026)

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

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

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

Linear Parks

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

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

Neighbourhood

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

Community

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

District

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

Municipal / Metropolitan

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

Town Square/ Urban Park

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

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

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

Credited Open Space

A local open space delivered in the precinct that is located on otherwise unencumbered land via the ICP (e.g. local sports reserves).

Conservation Areas

Areas of biodiversity value established under the Biodiversity Conservation Strategy for Melbourne's Growth Corridors, DEPI 2013 for the protection of matters of national environmental significance. These areas are protected and managed for conservation outcomes specific to the values the conservation area protects.

Nature Conservation Conservation Areas

These areas are protected and managed primarily for nature conservation, and focus on the protection of matters of national environmental significance. Recreation within Nature Conservation conservation areas is passive and may include walking paths and seating areas organised to prevent impacts to existing biodiversity values. Infrastructure is minimised, including only that which is necessary to meet the urban planning objectives of the PSP and is located to avoid areas of high biodiversity value.

Growling Grass Frog Conservation Areas

These areas are protected and managed primarily for the conservation of Growling Grass Frog, but may also include areas managed for storm water infrastructure. Recreation will be passive and may include BBQs, picnic facilities, walking paths, viewing platforms and playgrounds.


Victorian Planning Authority