

PSP 1078 Plumpton

Precinct Structure Plan

December 2017



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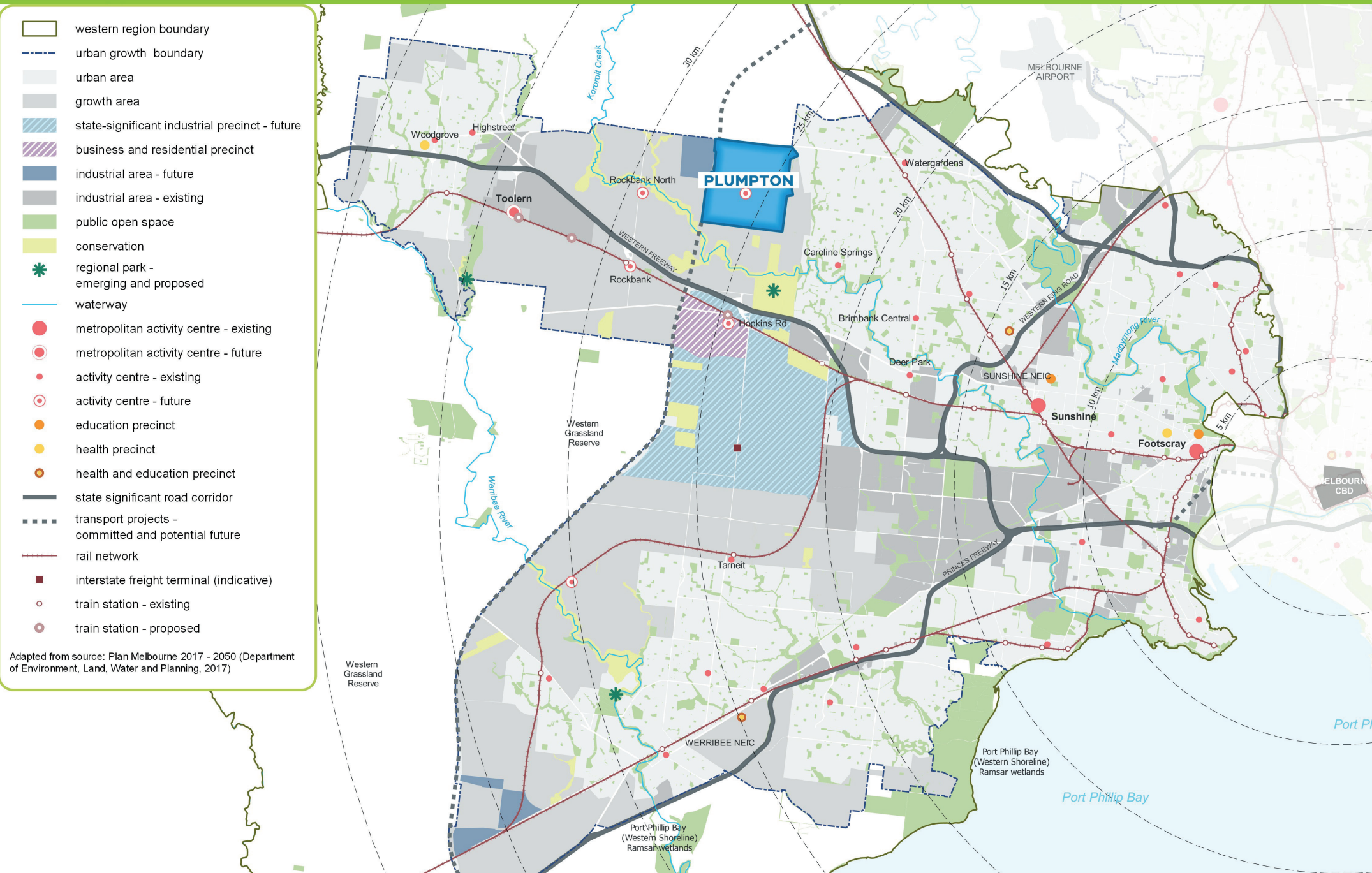
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1.0 INTRODUCTION

The Plumpton Precinct Structure Plan (the PSP) has been prepared by the Victorian Planning Authority (VPA) in consultation with Melton City Council and with the assistance of Government agencies, service authorities and major stakeholders.

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

This PSP guides proposed development within the Plumpton Precinct (the precinct).

Generally, the PSP:

- Sets out plans to guide the delivery of quality urban environments in accordance with relevant Victorian Government guidelines, including the *Precinct Structure Planning Guidelines*, the *Victorian Planning and Environment Act, 1987* and the State Planning Policy Framework;
- Enables the transition of non-urban to urban land;
- Sets the vision for how land should be developed and the outcomes achieved;
- Outlines the projects required to ensure that future residents, visitors and workers within the area can be provided with timely access to services and transport necessary to support a quality and affordable lifestyle;
- Sets out objectives, guidelines and requirements for land use and development;
- Provides Government agencies, the Council, developers, investors and local communities certainty about future development;
- Addresses the requirements of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act 1999) in accordance with an endorsed program under Part 10*; and
- Development must also comply with other Acts and approvals where relevant e.g. in the case of Aboriginal cultural heritage, compliance with the *Aboriginal Heritage Act 2006* is required.

The PSP is informed by:

- The State and Local Planning Policy Framework set out in the Melton Planning Scheme;
- *Precinct Structure Planning Guidelines* (Growth Areas Authority, 2009);
- *Growth Corridor Plans: Managing Melbourne's Growth Areas* (Growth Areas Authority, 2012);
- *Biodiversity Conservation Strategy for Melbourne's Growth Corridors (BCS) and Sub Regional Species Strategies for Melbourne's Growth Corridors* (Department of Environment and Primary Industries, June 2013)*; and
- *Plan Melbourne 2017 - 2050* (Victorian Government, 2017).

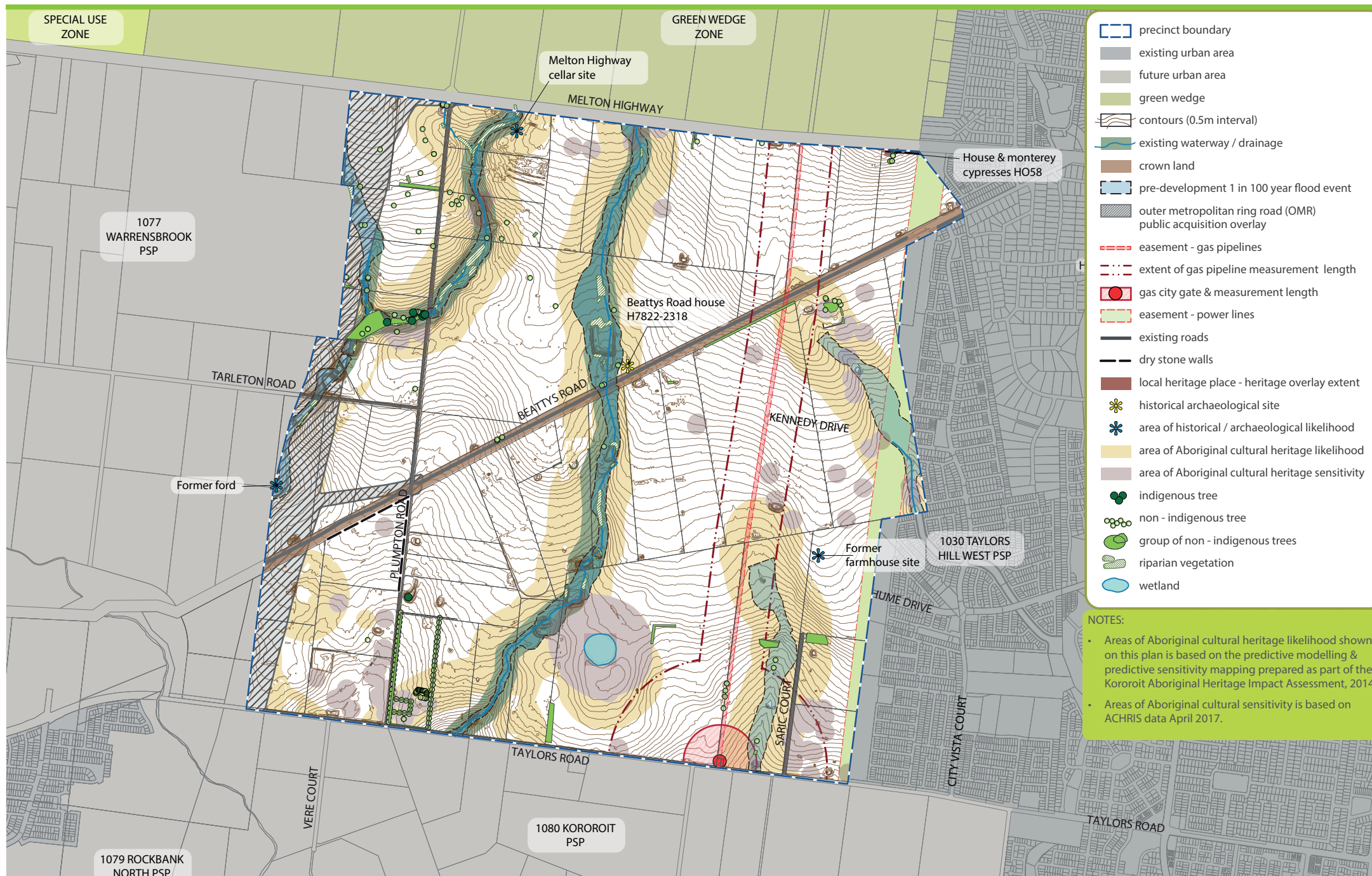
The following documents have been developed in parallel with the PSP to inform and direct the future planning and development of the precinct:

- *PSP 1078 Plumpton and PSP 1080 Kororoit Background Report* (2017); and
- *Plumpton and Kororoit Infrastructure Contributions Plan* (2017)

*On 5 September 2013 an approval under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) was issued by the Commonwealth Minister for Environment, Heritage and Water. The approval applies to all actions associated with urban development in growth corridors in the expanded Melbourne 2010 Urban Growth Boundary as described in page 4 in the Biodiversity Conservation Strategy for Melbourne's Growth Corridors (Department of Environment and Primary Industries, 2013). The Commonwealth approval has effect until 31 December 2060. The approval is subject to conditions specified at Annexure 1 of the approval.

This includes the payment of habitat compensation obligations to the Department of Environment, Land, Water and Planning (DELWP) and the restriction of urban development in conservation areas. The habitat compensation obligations for land parcels located within the Melbourne Strategic Assessment program area can be estimated using the DELWP Native Vegetation Information Management (NVIM) system, available at <https://nvim.delwp.vic.gov.au/BCS>. Requests to meet the habitat compensation obligations for a project/development are made by registering through the NVIM portal.

Provided the conditions of the EPBC Act approval are satisfied, individual assessment and approval under the EPBC Act is not required.



NOTES:

- Areas of Aboriginal cultural heritage likelihood shown on this plan is based on the predictive modelling & predictive sensitivity mapping prepared as part of the Kororoit Aboriginal Heritage Impact Assessment, 2014.
- Areas of Aboriginal cultural sensitivity is based on ACHRIS data April 2017.

1.1 How to read this document

The Plumpton PSP guides land use and development where a planning permit is required under the Urban Growth Zone or another zone where that zone references this PSP.

A planning application and planning permit must implement the outcomes of the PSP. The outcomes are expressed as the vision and objectives.

Each element of the PSP contains requirements and guidelines as relevant.

Requirements must be adhered to in developing the land. Where they are not demonstrated in a permit application, requirements will usually be included as a condition on a planning permit whether or not they take the same wording as in this precinct structure plan. A requirement may include or reference a plan, table or figure in the precinct structure plan.

Guidelines express how discretion will be exercised by the responsible authority in certain matters that require a planning permit. If the responsible authority is satisfied that an application for an alternative to a guideline implements the outcomes the responsible authority may consider the alternative. A guideline may include or reference a plan, table or figure in the precinct structure plan.

Meeting these requirements and guidelines will implement the outcomes of the PSP.

Development must also comply with other Acts and approvals where relevant.

E.g. the *Environment Protection and Biodiversity Conservation Act 1999* in the case of biodiversity or the *Aboriginal Heritage Act 2006* in the case of cultural heritage amongst others.

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

1.2 Land to which the Precinct Structure Plan applies

Plumpton (PSP 1078) covers an area of 1,016 hectares and located approximately 30 kilometres to the west of the Melbourne CBD. The precinct is bounded by Melton Highway to the north, the approved Taylors Hill West PSP to the east, Taylors Road and the Kororoit PSP to the south and the Outer Metropolitan Ring road (OMR) reservation, the approved Rockbank North PSP and future Warrensbrook PSP to the West. The Plumpton Precinct is illustrated on Plan 2.

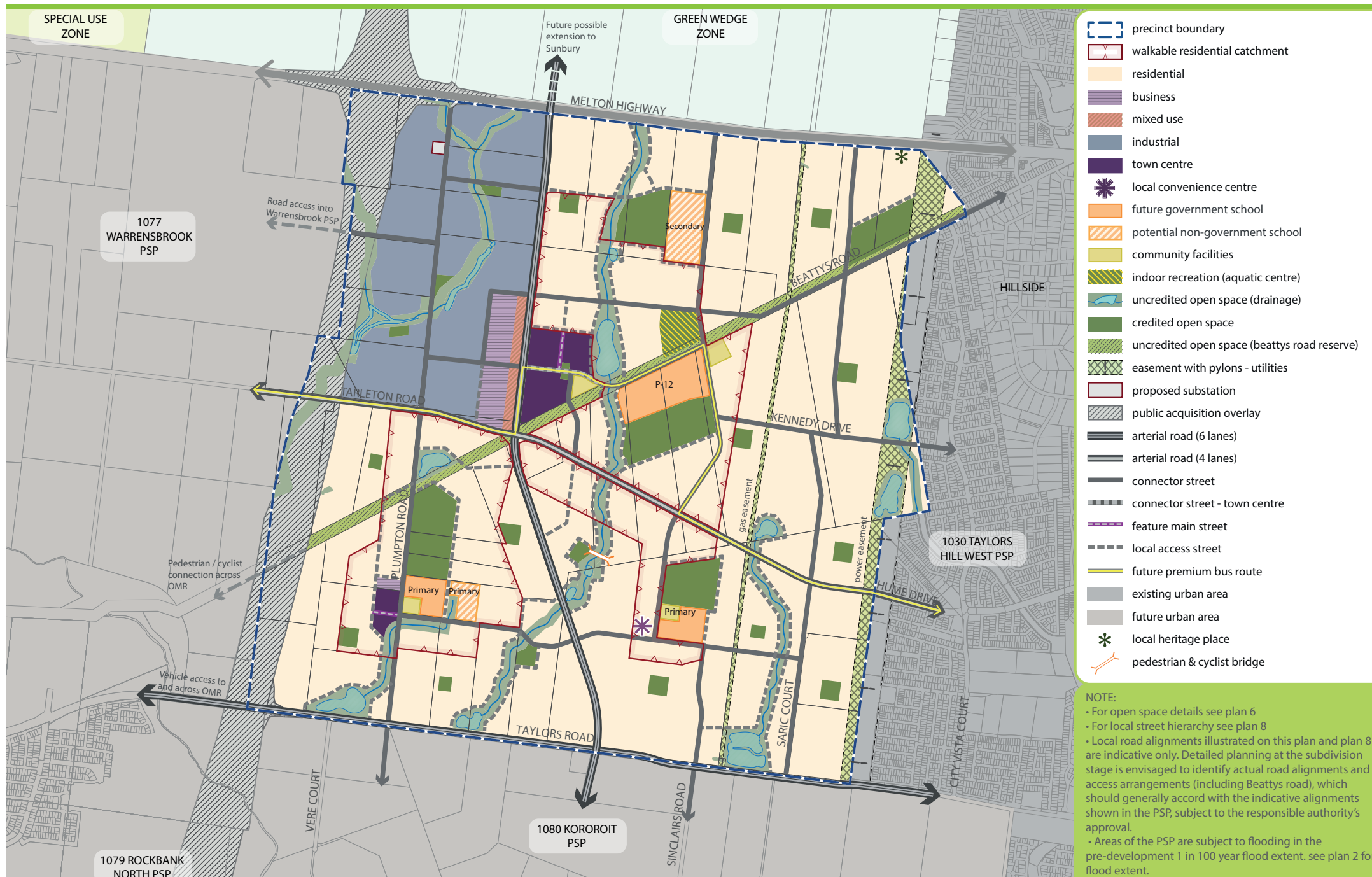
1.3 Plumpton & Kororoit Infrastructure Contributions Plan (ICP)

The Plumpton and Kororoit ICP sets out the requirements for development proponents to contribute towards basic and essential infrastructure required to support development of the precinct. The ICP is a separate document incorporated into the Melton Planning Scheme and implemented through Schedule 1 to Clause 45.10 of the Melton Planning Scheme.

Table 8 - Precinct Infrastructure identifies which infrastructure projects are to be funded through the ICP.

1.4 Background Information

Background information on the precinct including its local and metropolitan context, history, landform and topography, biodiversity, drainage, open space, transport and community facilities is provided in the separate *PSP 1078 Plumpton and PSP 1080 Kororoit Background Report*. This report also references the various background technical studies that have informed preparation of the precinct structure plan.



2.0 OUTCOMES

2.1 Vision

The Plumpton Precinct will provide over 12,700 jobs close to where people live, with synergies between the Major Town Centre and adjacent commercial and industrial areas encouraging a diversity of employment. The library, council facilities and nearby aquatic centre will complement the retail and commercial offer in the Major Town Centre, with a thriving café/ entertainment area making the most of the outlook onto the adjacent waterway.

Excellent transport connections along a connector and arterial road network which leverages existing roads and road reservations will link workers and residents to existing rail stations along the Melton and Sunbury rail corridors and to a possible future station at Mt Atkinson, as well as to the Melton Highway and the future Outer Metro Ring. Walking and cycling to town centres, schools and parks will be the modes of choice along tree-lined streets with dedicated pedestrian and cycle paths.

The erstwhile gold route along Beattys Road shapes the structure of the precinct and will be reinterpreted as a street and linear park. Beattys Road Reserve will have strategic significance and function as a beautified 'civic spine' to draw visitors to play areas and community facilities punctuating its length and will provide strong links to areas east and west of the PSP. North-south easements and waterways will be popular recreation areas which connect through to the Kororoit Creek, the proposed Kororoit Regional Park and the historic Deanside Homestead Complex in the Kororoit PSP area to the south. Linear paths along this open space network will also connect to local destinations including parks, play areas and sporting reserves which will encourage healthy lifestyles and engagement across the community. Sporting reserves will be developed in a range of sizes to adapt to different sporting needs over time and are located near to waterways so that stormwater harvesting may be realised in future.

The local Aboriginal history of the area will be celebrated through protection of significant places and through signage and information relating to this history. The area's post-contact history will be remembered through retention of dry stone walls and other heritage sites, which will help develop a sense of place for the growing community.

Diversity of dwelling sizes and types will provide affordable and flexible housing and live-work opportunities. Both the Major Town Centre and the Local Town Centre will offer shopping, community facilities and services immediately adjacent to residential areas, providing convenient access over the full life-cycle to enable ageing-in-place. The adjacency of higher density residential areas to the town centres will ensure that these are vibrant places by day and by night.

2.2 Key Objectives

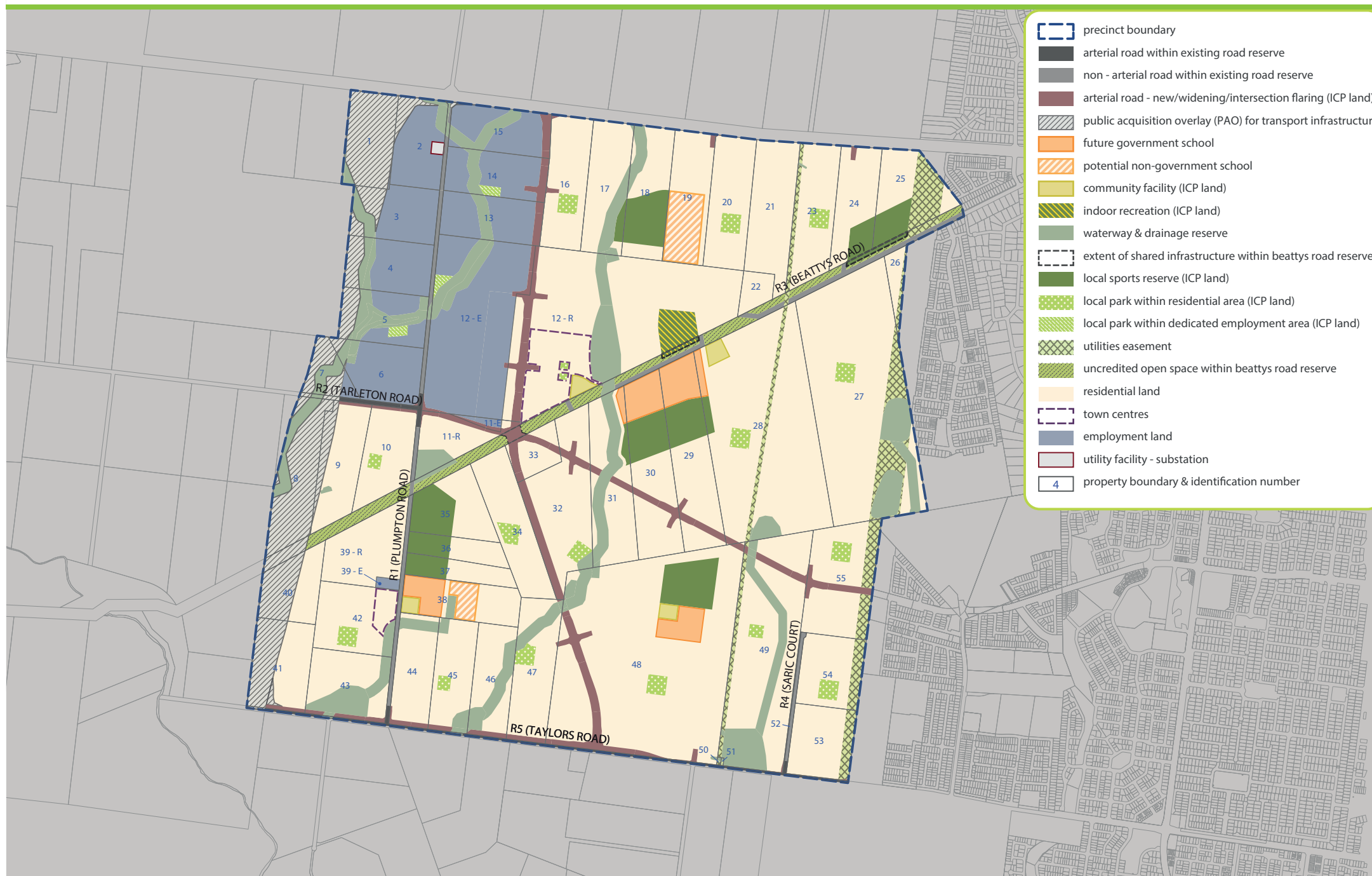
The development of the Plumpton PSP area is guided by a set of key development objectives.

Development within Plumpton will seek to:

OBJECTIVES	
IMAGE, CHARACTER, HERITAGE & HOUSING	
01	Deliver a minimum of 10,800 new homes across the precinct and promote increased housing choice and density within a walkable catchment of high amenity features and public transport.
02	Identify, retain and celebrate Aboriginal cultural heritage places within the precinct.
03	Encourage a strong sense of place through the protection, enhancement and interpretation of places of post-contact cultural heritage significance, in particular Beattys Road former goldfields route, Melton Highway House (HO68) and dry stone walls.
04	Deliver a high quality landscaped interface between residential areas and the Plumpton Business and Industrial Precinct bordered by Hopkins and Tarletons Roads, to minimise potential impacts of industrial uses on residential amenity, and to ensure viability of industrial and commercial land uses.
EMPLOYMENT AND TOWN CENTRES	
05	Deliver over 12,650 local jobs through capitalising on the significant opportunities of the local context including the growing residential population; existing and proposed roads, including the future extension of Hopkins Road which will connect the Princes Highway to the Melton Highway (and possibly through to Sunbury in future); the future Outer Metropolitan Ring; the possible future rail station at Mt Atkinson; and connections to the future industrial area in Warrensbrook PSP.
06	Attract a diversity of businesses and employers to Plumpton and in particular to the Business and Industrial Precinct; the Major Town Centre; and the Local Town Centre, through creating a range of lot sizes which respond to local conditions including topography, environmental features and the street network.
07	Develop the Major Town Centre at the 'pinwheel' intersection of Beattys, Hopkins and Tarletons Roads, using the connections of Beattys Road to maximise the catchment to the Town Centre, drawing visitation from the broader communities of Plumpton and Kororoit PSP and beyond.
08	Ensure the Major Town Centre and the Local Town Centre deliver high quality public spaces and civic uses as well as retail and commercial uses and attract visitors through clear identification at gateway sites along Plumpton, Hopkins and Beattys Roads as well as connector streets.

09	Develop a high quality interface between the Plumpton Business and Industrial Precinct and the Plumpton Major Town Centre to maximise connections and synergies between the two areas.
010	Deliver high amenity town centres by prioritising access for walking, cycling and public transport.
011	Encourage lower-cost, flexible space in and adjacent to the Major Town Centre and Local Town Centre for a range of small local enterprises to ensure these centres have an ability to adapt and evolve over time.
012	Encourage the provision of a Local Convenience Centre in the south east of the precinct and in the Business and Industrial Precinct without compromising the functions and roles of nearby town centres.
OPEN SPACE AND COMMUNITY FACILITIES	
013	Develop an open space network which connects to local and regional destinations including the proposed Kororoit Regional Park, the Kororoit Creek, the Mt Atkinson volcanic cone area and the Western Grasslands Reserve.
014	Encourage walking, cycling and other recreation opportunities by providing connections between the various elements of the open space network including along streets, local parks, sports reserves, public plazas, waterways, gas and powerlines easements, and the historic Beattys Road goldfields route.
015	Retain the street function of Beattys Road reserve while delivering a continuous linear park function along its length, with development fronting the reserve and maximising use of the linear park for walking, cycling, play, community facilities and as a direct connection to the Major Town Centre.
016	Maximise the open space benefits of the powerlines and gas easements, which run north-south through the precinct, through developing a shared path within each, and complemented by indigenous design landscaping and recreational uses within the easements.
017	Provide for government and non-government school sites to meet the strategically justified need for State and non-government education in the area.
018	Ensure the health and wellbeing of residents is protected by delivering a built environment of facilities and amenities that promote healthy lifestyle practices, social interaction, civic engagement and access to services.
019	Develop a walkable network of community hubs that provide access to social, education, recreation and health services within each neighbourhood.
BIODIVERSITY, THREATENED SPECIES AND BUSHFIRE MANAGEMENT	
020	Contribute to the long term conservation of significant flora and fauna species through protection of habitat, particularly along waterways which flow into the Kororoit Creek.
021	Ensure that bushfire hazards are identified and that protection measures are considered in the layout and design of the local street network, subdivisions and buildings and works.

TRANSPORT AND MOVEMENT	
O22	Provide safe, continuous and inviting paths of travel for pedestrians and cyclists to key destinations and trails, including the Major Town Centre and Local Town Centre; schools and community hubs; shared paths along waterways and easements; and to the Kororoit Creek and proposed Kororoit Regional Park to the south.
O23	Create a clear and legible street network that provides straightforward connections to the wider public transport and road network.
O24	Maximise use of public transport by providing an efficient bus-capable road network that services key destinations throughout the precinct.
INTEGRATED WATER MANAGEMENT AND UTILITIES	
O25	Deliver an integrated water management system that reduces reliance on reticulated potable water, increases the re-use of alternative water, responds to local soil types, minimises flood risk, ensures waterway health, and contributes towards a sustainable and green urban environment.
O26	Ensure sensitive land uses are located outside the measurement length of the high pressure gas transmission pipelines where possible and that construction is managed to minimise risk of any adverse impacts.
PRECINCT INFRASTRUCTURE PLAN AND STAGING	
O27	Deliver Hopkins Road and associated waterway crossings early in the staging of the precinct, to open up access to the Major Town Centre and the Business and Industrial Precinct, and to reduce pressure on existing and proposed connector streets.
O28	Provide all lots with potable water, electricity, reticulated sewerage, drainage, gas and telecommunications to the satisfaction of the relevant authority.
O29	Deliver cohesive and integrated neighbourhoods by co-ordinating development with the delivery of key local and state infrastructure.



2.3 Summary Land Use Budget

The Plumpton PSP land use budget in Table 1 provides a summary of the land required for transport, community facilities, government education facilities, and open space and identifies the total amount of land available for development.

The Net Developable Area (NDA) is established by deducting the land requirements for transport, community facilities, public and private education facilities, open space (sports reserves and local parks), drainage corridors, conservation areas and other encumbered land from the Gross Developable Area (GDA).

The GDA for the Plumpton precinct is 1016.09 hectares, with a total NDA of 705.47 hectares. The residential NDA is 598.91 hectares, meaning approximately 58.94% of the land within the Plumpton PSP area is available for residential development, while 106.57 hectares, or 10.49% of the land, is available for predominantly employment uses.

Based on the estimated residential development yield established in Table 3 – Housing Density Guide, Plumpton PSP will generate at least 10,800 dwellings to accommodate over 30,100 residents.

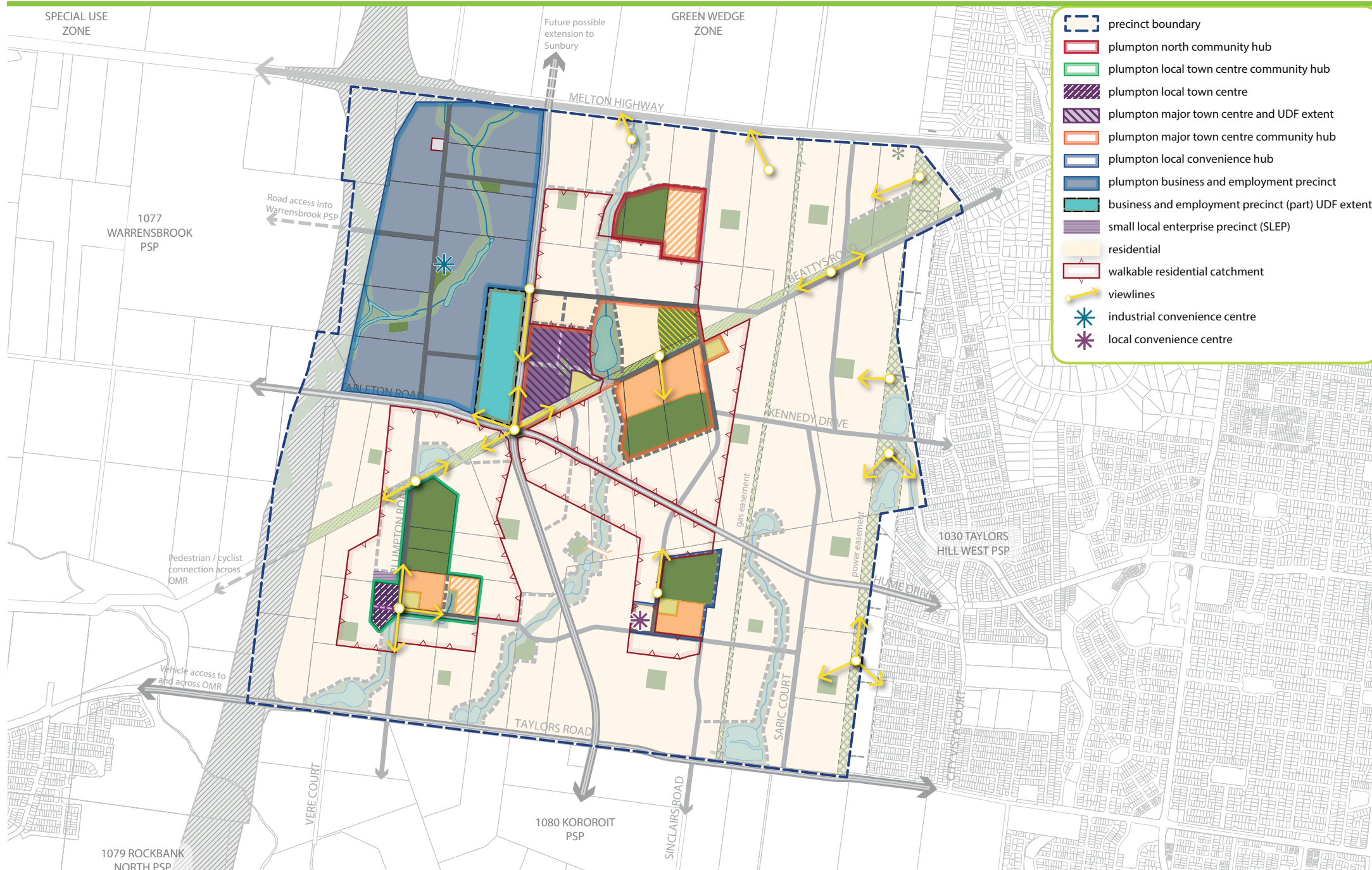
Table 1 Summary land use budget

DESCRIPTION	PSP 1078		
	HECTARES	% OF TOTAL	% OF NDA
TOTAL PRECINCT AREA (HA)	1,016.09		
TRANSPORT			
Arterial Road - Existing Road Reserve	4.36	0.43%	0.62%
Arterial Road - Public Acquisition Overlay	52.31	5.15%	7.42%
Arterial Road - New / Widening / Intersection Flaring (ICP land)	32.24	3.17%	4.57%
Non-Arterial Road - Retained Existing Road Reserve	11.59	1.14%	1.64%
Sub-total Transport	100.50	9.9%	14.25%
COMMUNITY & EDUCATION			
Future Government School	17.00	1.67%	2.41%
Potential Non-Government School	9.60	0.94%	1.36%
Local Community Facility (ICP land)	3.81	0.38%	0.54%
Local Indoor Recreation (ICP land)	4.03	0.40%	0.57%
Sub-total Education	34.44	3.4%	4.9%
OPEN SPACE			
UNCREDITED OPEN SPACE			
Waterway and Drainage Reserve	81.07	7.98%	11.49%
Utilities Easement	25.55	2.51%	3.62%
Beattys Road Reserve	14.66	1.44%	2.08%
Sub-total Uncredited Open Space	121.27	11.94%	17.19%
CREDITED OPEN SPACE			
Local Sports Reserve (ICP land)	39.00	3.8%	5.53%
Local Park (ICP land)	15.00	1.5%	2.13%
Sub-total Credited Open Space	53.99	5.3%	7.65%
Total All Open Space	175.27	17.2%	24.84%
OTHER			
Utilities Sub-stations / facilities (acquired by relevant authority)	0.40	0.04%	0.06%
Sub-total	0.40	0.04%	0.06%

DESCRIPTION	PSP 1078		
	HECTARES	% OF TOTAL	% OF NDA
TOTAL NET DEVELOPABLE AREA (NDA) HA	705.48	69.43%	
NET DEVELOPABLE AREA - RESIDENTIAL (NDAR) HA	598.91	58.94%	
NET DEVELOPABLE AREA - EMPLOYMENT (NDAE) HA	106.57	10.49%	

RESIDENTIAL LOCAL OPEN SPACE (EXPRESSED AS % OF NDAR)	HECTARES	% OF NDAR
Local Sports Reserve (ICP land)	39.00	6.51%
Local Park (ICP land)	13.50	2.25%
Sub-total	52.49	8.77%
EMPLOYMENT LOCAL OPEN SPACE (EXPRESSED AS % OF NDAE)	HECTARES	% OF NDAE
Local Park (ICP land)	1.50	1.41%
Sub-total	1.50	1.41%
Total Open Space	53.99	7.65%

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3.0 IMPLEMENTATION

3.1 Image, character, heritage & housing

3.1.1 Image and character

REQUIREMENTS	
R1	All public landscaped areas must be planted and designed to the satisfaction of the responsible authority.
R2	Street trees must be planted on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity, in accordance with relevant Council landscaping policy unless otherwise agreed by the responsible authority.
R3	Street tree planting on declared arterial roads must be established in accordance with the clear zone guidelines to the satisfaction of the coordinating road authority.
R4	Trees in parks and streets must be: <ul style="list-style-type: none"> • Suitable for local conditions; • Planted in modified and improved soil to support tree establishment and longevity; and • Consistent with any guidance provided on the relevant cross section within this PSP unless otherwise approved by the responsible authority.
R5	Boundary fences forward of the building line must not exceed 1.2 metres in height.
GUIDELINES	
G1	Streets should be provided directly abutting waterway reserves, open spaces and utilities easements to ensure houses generally face these public spaces.
G2	In locations where the responsible authority is satisfied it is not feasible to locate a street adjacent to the open space network (including waterway reserve, open space or utilities easement), then houses should face the path within the open space network path and be 'rear-loaded'.
G3	High quality landscape treatments should be provided throughout the precinct, most particularly in streetscapes, local parks and along creek and drainage waterway corridors.
G4	Street networks within subdivisions should be designed to maximise the number of connections and direct views to the open space network and town centres.
G5	Subdivision design should incorporate natural and built design elements which respond to local heritage and topography to assist in place making and the achievement of a sense of place.

G6	To reinforce neighbourhood character and the role of the street or public place, a consistent suite of lighting and furniture should be used across neighbourhoods, appropriate to the type and role of street or public space, unless otherwise approved by the responsible authority.
G7	Salvaged rocks should be retained on site where possible and incorporated in the design of waterways, retaining structures, fences and other landscape features.
G8	Existing trees shown on Plan 2 should be retained where possible along streets and in subdivisions.
G9	Built form on corner lots should provide a positive address to both frontages. This can be achieved through appropriate use of glazing, and other architectural treatments.
G10	Built form should add to the precinct character by providing an attractive street address that encourages passive surveillance and visual interest.
G11	Sites in prominent locations, such as Plumpton Major Town Centre and major intersections, should be developed to respond to their strategic location and preferably have greater height, density and architectural quality subject to limitations imposed by utilities or external land uses (refer Appendix B).

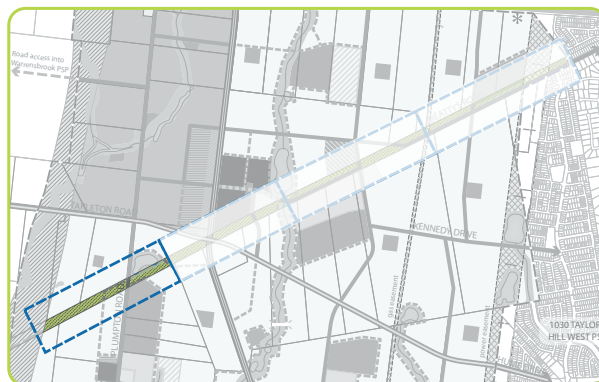
3.1.2 Heritage

REQUIREMENTS	
R6	Any subdivision and/or development of land adjoining a heritage site identified under the Heritage Overlay in the Melton Planning Scheme and/or of post-contact cultural heritage significance, must have regard to the heritage significance of the site and provide a sensitive interface.
R7	Beattys Road Reserve must be retained for public use with connector road and local road functions as per concept plans in Figure 1 to Figure 4 and as per Plan 8 and delivered by relevant adjacent property as per Table 9 in Appendix G, with a continuous off-road shared path, and community uses at designated locations and dry stone walls retained as required by this PSP, to the satisfaction of the responsible authority.
R8	<p>Dry stone walls illustrated on Plan 2 must be retained unless otherwise agreed by the responsible authority. Dry stone walls to be retained must:</p> <ul style="list-style-type: none"> • Be situated within public open space or road reserve to the satisfaction of the responsible authority; • Have a suitable landscape interface; • Be checked and repaired by a suitably qualified dry stone waller for any loose stones. Any loose stones are to be reinstated in the wall in secure positions; • Retain post and wire or post and rail fences situated within the walls, with any wire protruding beyond the vertical face of the wall reinstated to its original position or removed; and • Be incorporated into subdivision design to minimise disturbance to the walls (e.g. utilisation of existing openings for vehicle and pedestrian access).
R9	Any reinstatement or repair of walls must be undertaken by a suitably qualified dry stone waller and is to be consistent with the construction style of the original wall.
R10	Installation of services across the alignment of retained dry stone walls must be undertaken by boring rather than open trenching. If open trenching or disturbance to the wall is unavoidable, a minimum section of wall may be temporarily removed and then reinstated to original condition under the supervision of a suitably qualified dry stone waller to the satisfaction of the responsible authority.
R11	<p>Reinstatement of walls must use stone from (in order of priority):</p> <ul style="list-style-type: none"> • The original wall in that location (including fallen stone adjacent to the wall) • A nearby section of the wall approved to be removed • Any adjacent paddock containing wall parts which can be recovered • Walls approved to be removed in the nearby area (including any stone which has been stockpiled by Council).

R12

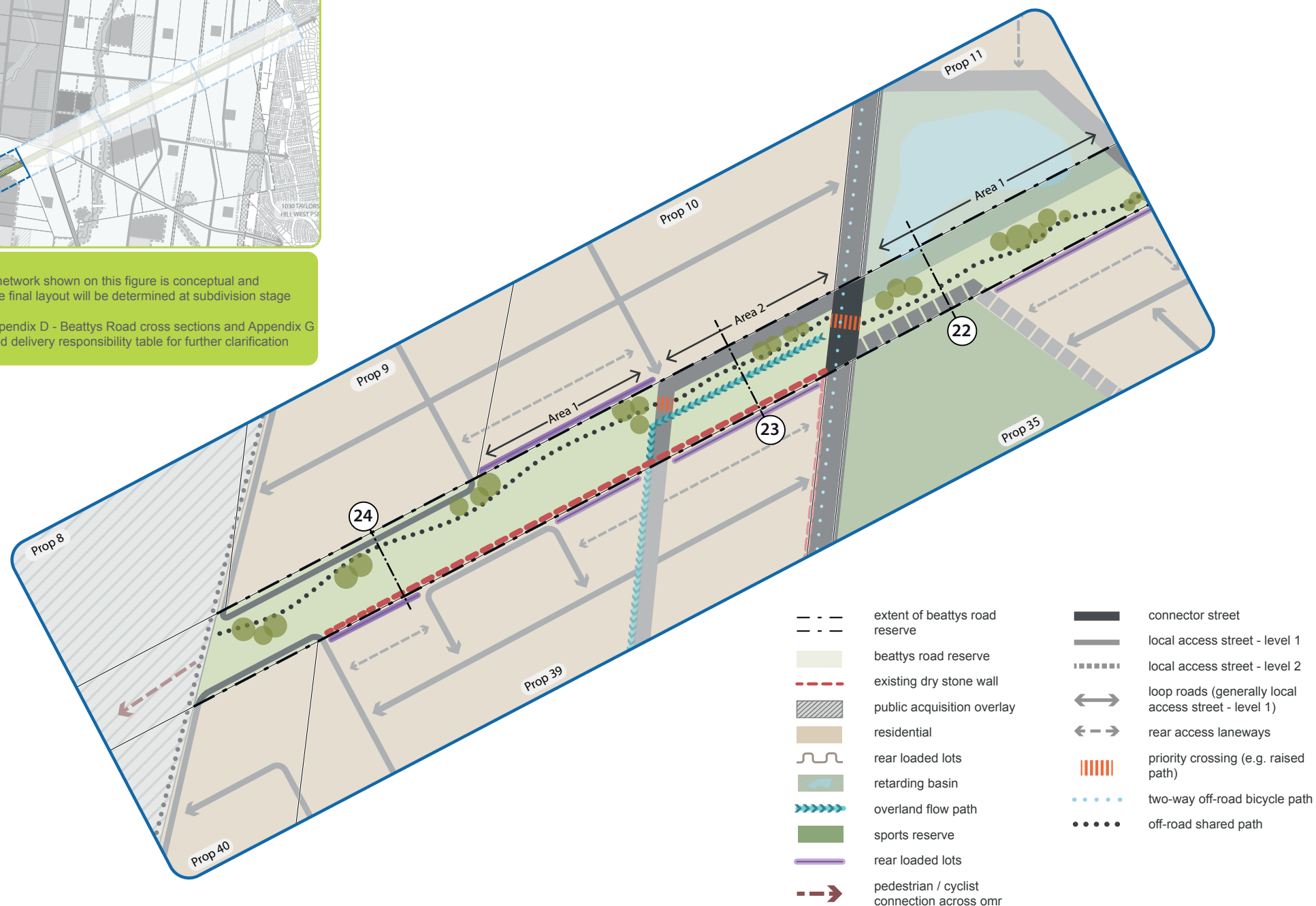
Housing and other development must front Beattys Road Reserve unless agreed by the responsible authority.

GUIDELINES	
G12	Identify opportunities for interpretation of local history and values within the Beattys Road Reserve.
G13	Development of land subject to the Heritage Overlay in the Melton Planning Scheme should ensure that the heritage place is recognised within, and well integrated with, the subdivision.
G14	Beattys Road Reserve should be delivered as per the indicative concept plans (Figure 1 to Figure 4) and as per sections located on Plan 8 and in Appendix D and Appendix G, to the satisfaction of the responsible authority.
G15	Proponents undertaking development of land identified on the Victorian Aboriginal Heritage Register, and/or with high Aboriginal cultural heritage values including those identified on Plan 2, should liaise with the designated Registered Aboriginal Party (or Aboriginal Victoria and Traditional Owner Groups in its absence) to ascertain whether heritage interpretation is appropriate in these identified locations, and how the heritage site(s) should be incorporated into the design of the subdivision.
G16	Land uses abutting retained dry stone walls should enhance public visibility of the walls. Relevant uses include open space, conservation reserve, road verge or property boundary wall.
G17	Where it has been agreed with the responsible authority that an existing dry stone wall is to be removed, land owners should consult with Council to determine whether the stone should be retained for use in repairing other walls within the PSP or landscape designs.
G18	Adaptive reuse of Melton Highway House (HO58) may be appropriate if it is demonstrated that it will contribute to the long term conservation of this heritage place.



NOTES

- The street network shown on this figure is conceptual and indicative. The final layout will be determined at subdivision stage
- Refer to Appendix D - Beattys Road cross sections and Appendix G - Beattys Road delivery responsibility table for further clarification

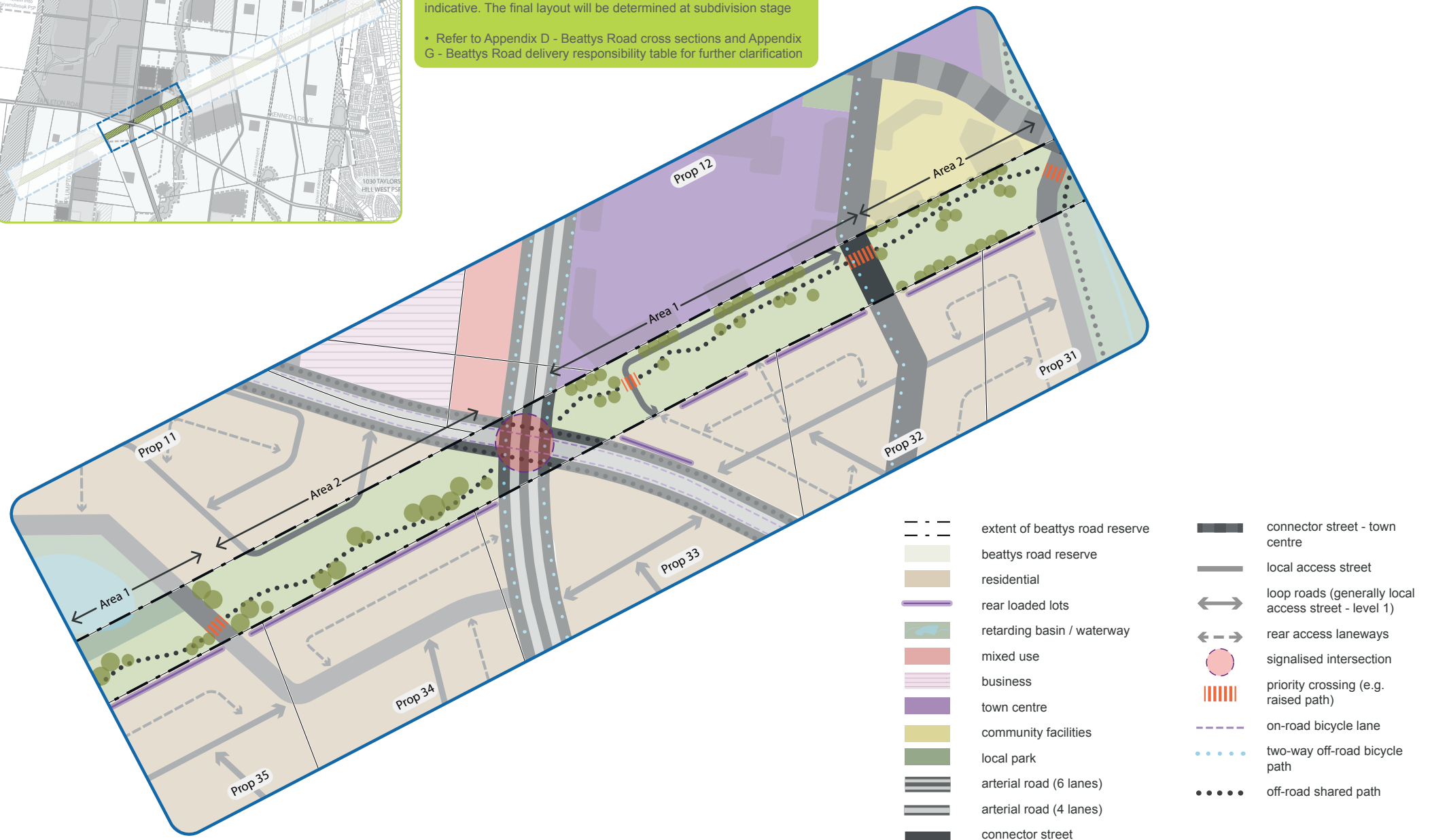


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- Refer to Appendix D - Beattys Road cross sections and Appendix G - Beattys Road delivery responsibility table for further clarification

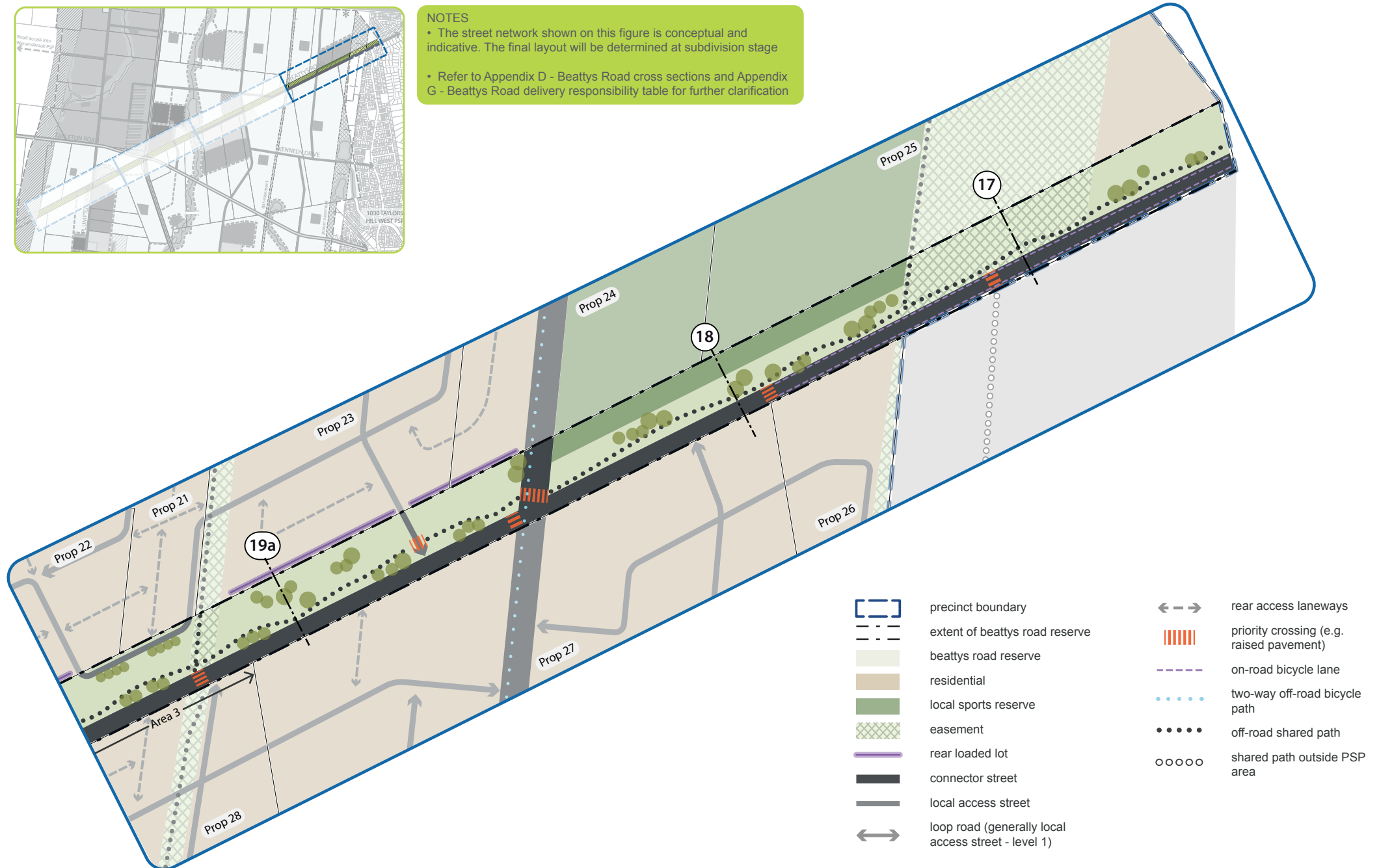


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NOTES

- The street network shown on this figure is conceptual and indicative. The final layout will be determined at subdivision stage
- Refer to Appendix D - Beattys Road cross sections and Appendix G - Beattys Road delivery responsibility table for further clarification



3.1.3 Housing

REQUIREMENTS	
R13	Subdivision of land must deliver an overall minimum average density of 16.5 dwellings per net developable hectare on residential land outside the walkable residential catchment. Where a subdivision proposal represents a single stage or limited number of stages, proponents should demonstrate how the subdivision will contribute to the eventual satisfaction of this guideline through further stages of development.
R14	Subdivision of land within the walkable residential catchment shown on Plan 3 must create lots suitable for the delivery of medium or higher density housing as outlined in Table 2, and also achieve a minimum average density of 21 dwellings per hectare. Applications for subdivision that can demonstrate how target densities can be achieved over time, to the satisfaction of the responsible authority shall be considered.
R15	Dwellings must front or side: <ul style="list-style-type: none"> • Waterways and the open space network (including local parks and easements); • Arterial and connector streets (including the Outer Metropolitan Ring (refer Appendix D); and • The siding of lots to the above must be kept to a minimum.
R16	Subdivision applications must include layouts for any lots identified for future development of medium density, high density or integrated housing that suitably demonstrate: <ul style="list-style-type: none"> • Potential dwelling yield; • Active interfaces with adjacent street, open space and waterways; • Safe and effective internal vehicle and pedestrian circulation; • The delivery of dwelling diversity and lot sizes; • Servicing arrangements; and • Treatments for sensitive interfaces.
GUIDELINES	
G19	Residential subdivisions should provide a broad range of lot sizes capable of accommodating a variety of housing types as described in Table 2.
G20	Specialised housing forms such as lifestyle communities, retirement living or aged care facilities should: <ul style="list-style-type: none"> • Be integrated into the wider urban structure; • Be located in close proximity to town centres and community hubs; • Be accessible by public transport; • Not present a barrier to movement through the surrounding road network; and • Be located outside the pipeline measurement length where possible.

Table 2 Housing type by lot size

The following table provides an example of the typical housing types that might be provided on a range of lot sizes that support the housing diversity objectives.

HOUSING TYPES THAT MAY BE SUPPORTED	LOT SIZE CATEGORY (M ²)		
	LESS THAN 300	301 - 600	MORE THAN 600
Small lot housing (including town houses and attached, semi-detached and detached houses)			
Dual occupancies, including duplex			
Detached housing			
Multi-unit housing sites (including terraces, row houses and villas)			
Stacked housing (including apartments and walk-up flats)			

Table 3 Housing delivery guide

RESIDENTIAL TYPE	NDA (HA)	DWELLINGS /NDAHA	TOTAL DWELLINGS
Residential within walkable catchment and residential outside walkable catchment	581.21		10,317
Residential within walkable catchment	161.49	21.0	3,391
Residential outside walkable catchment	419.72	16.5	6,925
Town Centres or Mixed Use	17.70	25	443
Totals	598.91		10,759

3.2 Employment and Town Centres

3.2.1 Major Town Centre

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

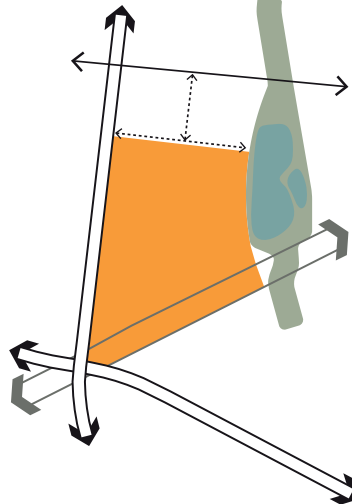
The MTC will form the heart of a regional catchment and will provide retail, commercial, cultural, community, sporting and social facilities. Adjacency to the Business and Industrial Precinct to the west will further strengthen the diverse employment potential and offer of the centre.

Figure 5 Major Town Centre Organising Elements

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

Figure 5a

INDICATIVE URBAN DESIGN FRAMEWORK EXTENT



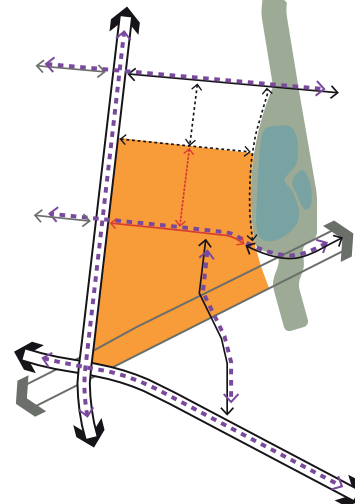
- The MTC is shaped by the future Hopkins Road extension (north-south); the existing Beattys Road Reserve; the retarding basin and waterway corridor; and the future extension of Tarletons Road (west – southeast); and
- These form the major design constraints and opportunities for the MTC, as well as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

area subject to urban design framework
 Beattys Road reserve
 arterial road
 connector street
 connector street - industrial

connector street - town centre
 feature main street
 local access street
 bus capable street
 drainage

Figure 5b

INDICATIVE ROAD & TRANSPORT NETWORK

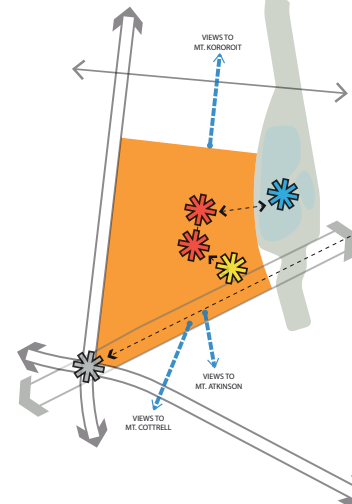


- Beattys Road Reserve, and the north-south waterway will provide pedestrian and cycling access into the MTC;
- Connector streets and Hopkins Road will provide access for all modes; and
- The east-west main street is the focus for civic facilities, retail and the town square, with supporting north-south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

town square
 waterway, wetlands & retarding basin
 Beattys Road historical goldfields route
 6-way 'pinwheel' street structure
 community node

Figure 5c

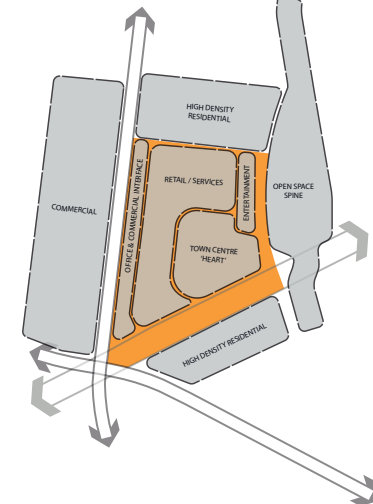
INDICATIVE PLACEMAKING



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

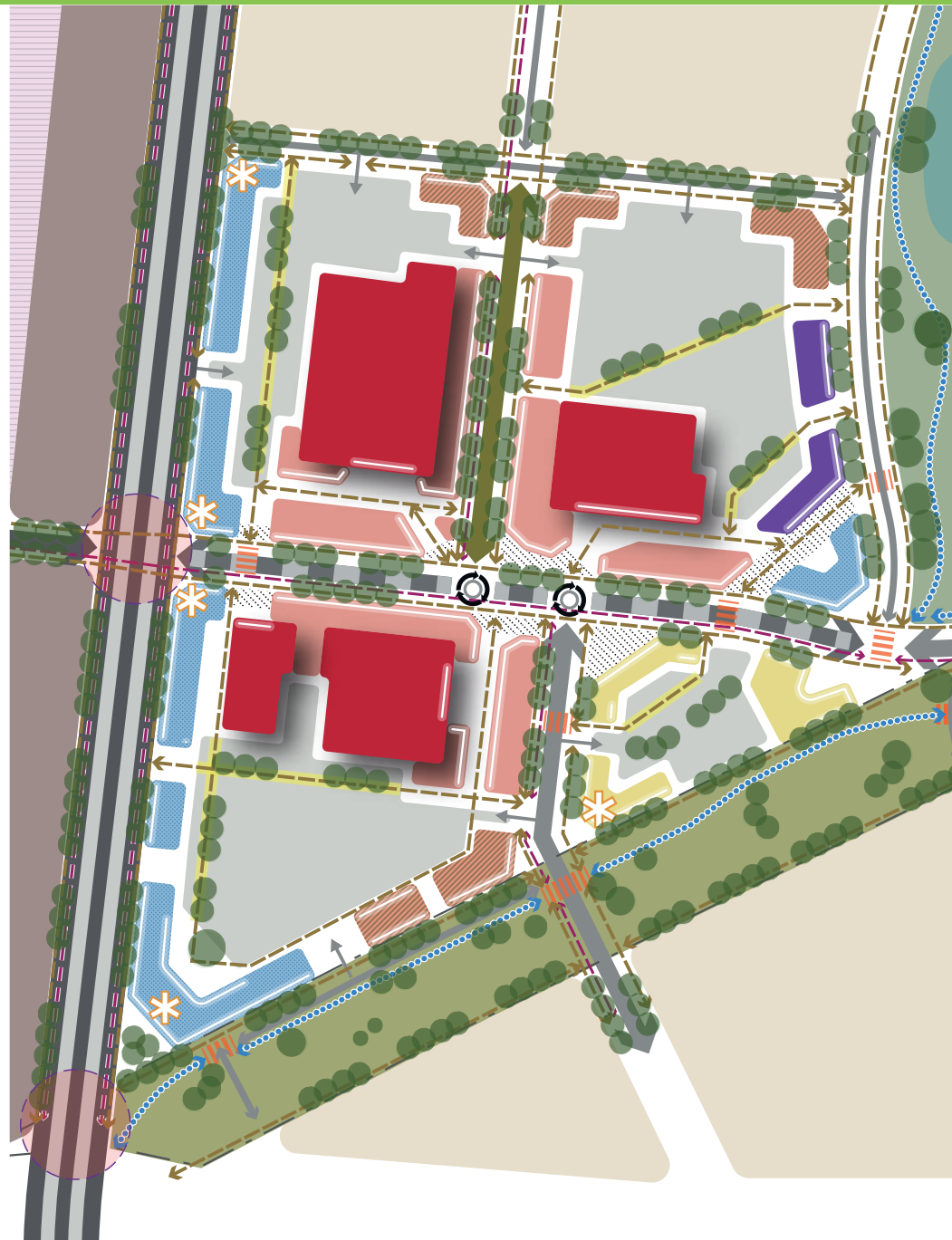
Figure 5d

INDICATIVE PRECINCTS



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

- anchor retail
- retail (other potential uses on upper storeys)
- mix of commercial uses (other potential uses on upper storeys)
- mixed use (must have business / other employment use on ground floor at minimum) with loop road frontage
- entertainment / food
- commercial (other potential uses on upper storeys)
- business
- car parking
- community facilities
- residential
- active frontage
- accentuated height
- high quality public realm
- pedestrian priority (e.g. pavement treatment)
- retarding basin / waterway
- beattys road linear reserve
- extent of beattys road reserve
- arterial road (6 lanes)
- connector street
- connector street - town centre
- connector street - industrial
- feature main street
- local access street
- roundabout (including pedestrian / cycle crossing points)
- signalised intersection
- priority crossing (e.g. raised path)
- bike route
- shared path
- key pedestrian circulation
- car park access point



PLACE-MAKING AND DESIGN ELEMENTS

- The historic Beattys Road Reserve meets with the new street grid of the PSP to shape the structure of the Plumpton Major Town Centre.
- Beattys Road Reserve is partially transformed into a linear reserve with multiple functions along its length including street, shared path and parkland, encouraging walking and cycling into the MTC.
- Major supermarkets and a discount department store are retail anchors, and specialty retail and a town square along two intersecting “main” streets accentuate the importance of this location as the heart of the area.
- Diverse employment uses within the MTC are strengthened by links to business and industrial land across Hopkins Road.
- The east-west main street provides strong links to civic uses to the east, and connects to the Beattys Road Reserve and the street network.
- The waterway is an open space asset encouraging outdoor dining and related uses adjacent.
- Locating a high quality building of increased scale and height at the Hopkins Road/ Beattys Road Reserve intersection emphasises the unusual ‘pinwheel’ street structure, defines the MTC’s edge and provides a local landmark.

The MTC concept plan is a concept plan and is not intended to be prescriptive.