PMP Printing Precinct

Comprehensive Development Plan

June 2021

Victorian Planning Authority

VICTORIA
State Government

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HOW TO READ THIS DOCUMENT

The PMP Printing Comprehensive Development Plan (CDP) guides land use and development outcomes for the PMP Printing Precinct and should be read in conjunction with the provisions within Clause 37.02 Comprehensive Development Zone (CDZ) Schedule 2 within the *Monash Planning Scheme*.

A planning permit application and planning permit must implement the outcomes of the CDP. The outcomes are expressed as the Vision and Objectives in Part 1 of this CDP.

The way in which the various elements of the CDP are to be applied is as follows:

- **Vision and Objectives:** The vision and objectives must be complied with.
- **Future Urban Structure:** Future development of the site must be 'generally consistent' with the Future Urban Structure of the site as shown on Plan 1, to the satisfaction of the Responsible Authority. Minor variations may be permitted by the responsible authority, provided the overall vision and objectives for the development of the site are achieved.
- **Requirements:** All requirements must be complied with. Requirements outline matters that must be taken into account in the planning and design of a development.
- **Guidelines:** All guidelines should be complied with. Guidelines outline matters that should be taken into account in the planning and design of a development.

1.0 OUTCOMES

1.1 Vision

The PMP Printing site will be a contemporary mixed-use precinct that incorporates diverse housing opportunities, local employment and high-quality public spaces. This precinct will support a growing local community, complement the Clayton Activity Centre and enhance connections to local institutions and open spaces.

The area will allow for the conversion of previously industrial land uses into a new community in the heart of an existing residential area. Development outcomes will respond to the character of the surrounding area through the provision of low - rise residential built form around the northern and eastern perimeter of the site, transitioning toward medium-rise residential built form within the central, residential core precinct. Development will respond sympathetically to allow existing industrial activities to continue to operate along Bendix Drive.

A green core will mean that pedestrians and cyclists will have clear view-lines and pedestrian links through the precinct, especially between Bimbi Street and Francis Street, a new opportunity for the residents of Clayton. The precinct is well located with access to nearby facilities such as Clayton train station and the Clayton to Syndal Strategic Cycling Corridor, encouraging active and healthy transport modes. The Town Square will be flanked by commercial and retail opportunities to meet the daily needs of local residents and workers.

Employment-generating uses in the southern part of the precinct and mixed-use buildings surrounding the town centre will support a range of employment uses. The adjoining Bendix Drive mixed-use and employment area will present an attractive and co-ordinated frontage to Centre Road continuing the existing Centre Road shopping strip.

The PMP Printing site will become a new community that integrates seamlessly with the existing key destinations within Clayton and provide a quality environment for people to live, work and play.

1.2 Objectives

O1	To create a mixed-use precinct which provides housing, jobs and retail services that contribute to day and night-time activity.
O2	To create an employment hub which is conducive to a range of businesses and industry sectors including health, education and commercial enterprises.
O3	To promote a range of lot sizes and dwelling types that allow for a diversity of households, including affordable housing, within the precinct.
O4	To appropriately manage interfaces with any ongoing uses as the area transitions from industrial to commercial, and mixed-use.
O5	To establish an integrated transport network that reduces dependency on private vehicles, maximises access to public transport and encourages active transport walking and cycling.
O6	To deliver safe and accessible public spaces (including a town square, local streets and a central open space) that have access to good sunlight and contribute to a distinct sense of place.
O7	To facilitate the retention of mature vegetation as appropriate and encourage the establishment of new canopy trees within streets, parks and other public and private spaces.
O8	To deliver a system of integrated water management that encourages the re-use of water, minimises flood risk, ensures the environmental health of waterways, protects public health, and contributes towards an environmentally sustainable and green urban environment.

Plan 1 - Future Urban Structure

PMP Printing Comprehensive Development Plan

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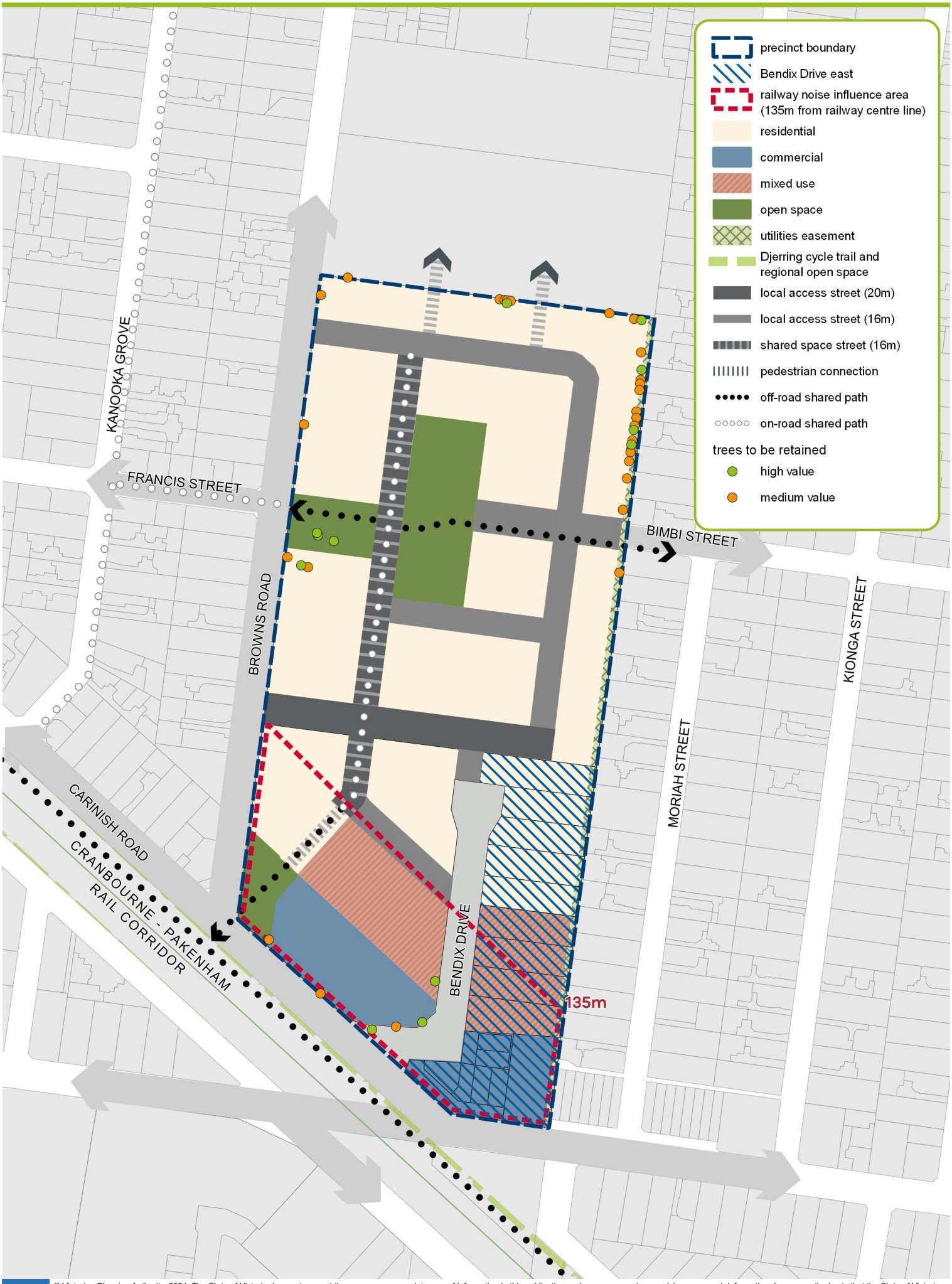

2.0 IMPLEMENTATION

2.1 Land use

2.1.1 Residential land uses

GUIDELINES	
G1	Applications incorporating residential development should demonstrate a diversity of dwelling sizes, including a mix of one, two and three bedroom apartments and town houses.
G2	Residential development should demonstrate a diversity of dwelling types and sizes (including a mix of one, two and three bedroom apartments and townhouses).

2.1.2 Mixed use and commercial land use

GUIDELINES	
G3	Commercial and mixed-use land uses should be located in the commercial and mixed use precincts shown on Plan 1.
G4	Land uses which encourage on-street activity, such as restaurants incorporating outdoor dining are encouraged adjacent to the town square.
G5	Buildings should provide a mix of commercial and retail tenancy types and sizes, encouraging small scale tenancies fronting the town square.
G6	Uses that contribute to the developing health and education sectors are encouraged.
G7	Accommodation should not be located on the ground floor of mixed-use areas or ground, first or second floors of commercial land use areas (excluding entry and common areas).

Plan 2 - Sub Precincts

PMP Printing Comprehensive Development Plan

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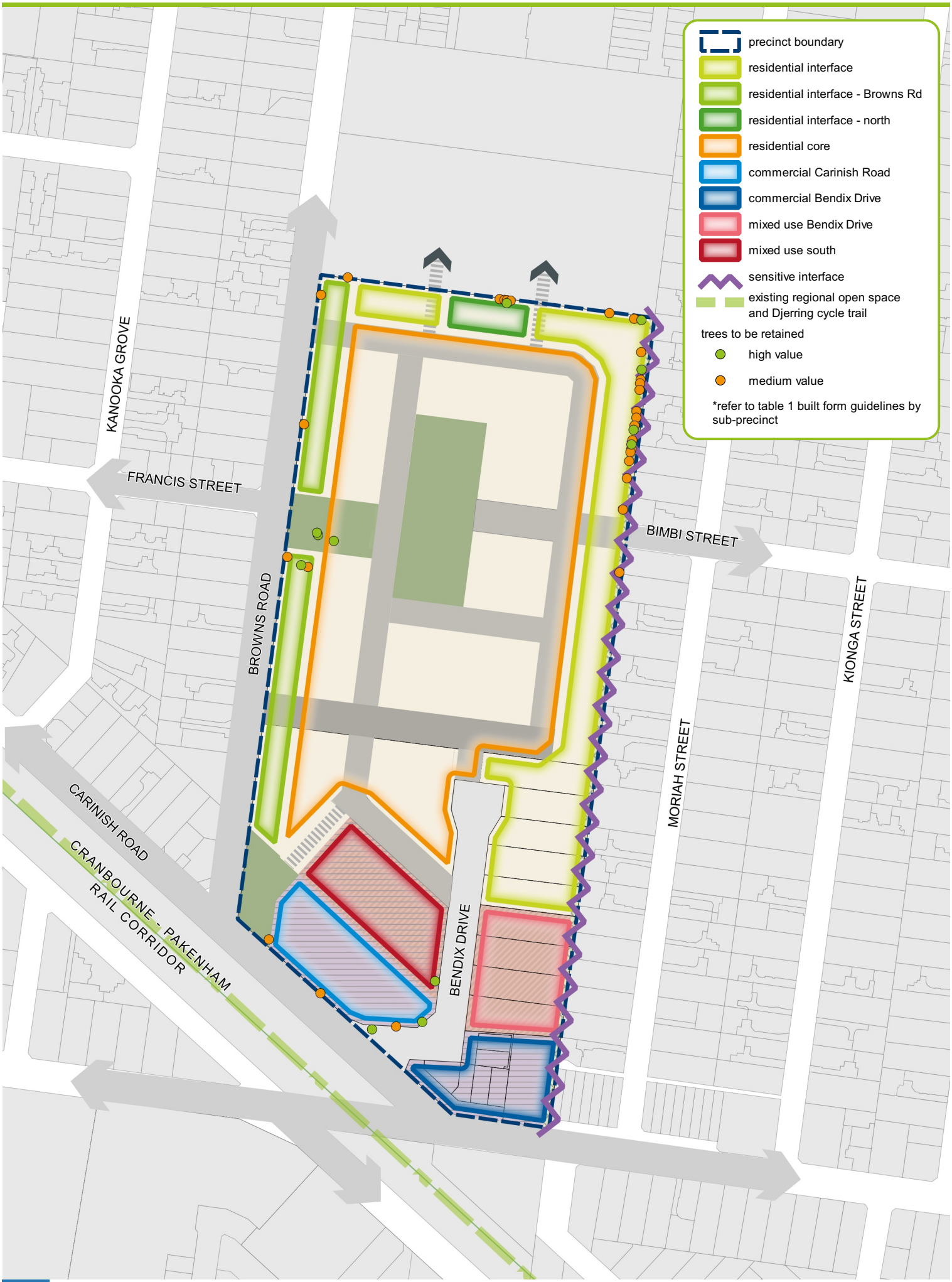

2.2 Built form, building design and siting

2.2.1 Residential interface, residential interface – Browns Rd, residential interface – north and residential core sub-precincts

REQUIREMENTS	
R1	Built form in the Residential interface and Residential interface – Browns Rd sub-precincts as shown on Plan 2 must not exceed the mandatory maximum height or reduce the mandatory setbacks contained in Table 1. A planning permit cannot be issued to vary these mandatory requirements.
R2	Residential development must be either rear loaded or side loaded adjacent to the extension of Bimbi Street.
R3	Front building setbacks must provide for a landscaped garden setting capable of supporting canopy trees as well as permeable surfaces in front and rear setbacks.
R4	Loading, storage, refuse areas and building services including domestic services, utilities and waste management facilities must be concealed and integrated into building design so as not to be visible from public areas to the satisfaction of the responsible authority.
R5	Buildings in the residential interface and residential - north sub-precincts shown on Plan 2 must be designed to ensure that rear building elevations provide an appropriate interface to established adjoining residential areas, including landscaped garden setting capable of supporting canopy trees.
GUIDELINES	
G8	Built form in the Residential core and Residential Interface - North sub-precincts as shown on Plan 2 should not exceed the preferred height or reduce the preferred setbacks or separation distances where contained in Table 1.
G9	Within the residential sub-precincts as shown on Plan 2 building height should gradually transition from the lower scale residential interface towards the higher scale residential core.
G10	Buildings should incorporate high quality materials. Colours and textures should complement surrounding development.
G11	Apartment developments should provide rooftop landscaping, where practicable. This may include a green roof, or communal rooftop garden area or a combination of both.
G12	Built form in the sub-precincts as shown on Plan 2 should not exceed the preferred height and setbacks contained in Table 1.
G13	Residential buildings should establish a well-articulated and varied pattern of development along the street as appropriate. Long building sections must be relieved using a combination of varied setbacks, articulation and a diverse material and finishes palette, also as appropriate.
G14	Buildings should be designed to: • Ensure that accessways and car parking structures are visually recessive and do not compromise landscaping opportunities. • Minimise the number and width of vehicle crossings and driveways and conceal or recess garage and basement entries. Vehicle access from side streets or rear lanes is preferred. However, if required on the primary street frontage, driveways/access ramps should provide for landscaping and not dominate the front setback.

2.2.2 Mixed use and commercial sub-precincts

REQUIREMENTS	
R6	Built form as shown on Plan 2 must not reduce the mandatory setbacks contained in Table 1. A planning permit cannot be issued to vary these mandatory requirements.
R7	Buildings and streets in the Commercial Carinish Road, Commercial Bendix Drive, Mixed Use South, Mixed Use Bendix Drive, must be designed to minimise visual and physical impacts by: • Maintaining active land uses at street level by locating parking structures underground in basements or towards the rear of the building if above ground. • Providing vehicle access from side streets or rear laneways if available. • Minimising access and crossover widths as much as practical. • Ensuring that bicycle parking is secure, convenient and readily accessible. • Separating building entries for residents and visitors from commercial, service areas, vehicle accessways and loading zones.

REQUIREMENTS	
R8	Buildings must be built to the boundary fronting Carinish Road and Centre Road in the Commercial areas except for the purposes of retention of medium and high value trees as appropriate.
R9	Buildings in the Mixed Use Bendix Drive sub-precinct shown on Plan 2 must be designed to ensure that rear building elevations provide an appropriate interface to established adjoining residential areas along the eastern boundary, including landscaped garden setting capable of supporting canopy trees.

GUIDELINES	
G15	Built form in the sub-precincts as shown on Plan 2 should not exceed the preferred height or reduce the preferred and setbacks or separation distances contained in Table 1.
G16	Development should incorporate high quality materials and finishes on all buildings.
G17	Buildings should incorporate awnings or other weather protection for building entries and abutting pedestrian paths.
G18	Pedestrian entries and external links should have consideration to pedestrian desire lines and connections to the Browns Road Park, Central Park and the Town Square.
G19	Buildings abutting the town square should be designed with windows and balconies to provide passive surveillance opportunities.
G20	Pedestrian entrances should be visible and located on a street rather than a rear laneway. Rear access should be reserved for staff and delivery of goods only.
G21	At least 80% of each building façade at ground level should be maintained as an entry or window with clear glazing.
G22	Commercial and mixed-use buildings should establish a well-articulated and varied pattern of development along the street. Long extents of buildings should be relieved using a combination of varied setbacks, articulation, materials and colours, as appropriate.

Table 1 Built form requirements by sub-precinct

SUB-PRECINCT	PREFERRED MAXIMUM HEIGHT	PREFERRED STREET SETBACKS	PREFERRED OTHER SETBACKS OR SEPARATION DISTANCES	MANDATORY OTHER SETBACKS OR SEPARATION DISTANCES
Commercial Carinish Road	8 storeys			No setbacks as per Requirement R6.
Mixed Use South	8 storeys Where podiums are used the podium should not be more than 3 storeys	No setback 5m set back above podium (providing a clear separation between podium and tower)	Tower separation: Minimum 9m separation between tower forms (above 3 storeys)	
Commercial Bendix Drive	6 storeys	No setback		Minimum podium setback of 5m from the east boundary
Mixed Use Bendix Drive	5 storeys	No setback		Lower levels have a minimum setback of 5m with any additional building height above 3 storeys to be setback a minimum 15m from the eastern boundary.
Residential Core	8 storeys Where podiums are used the podium should not be more than 3 storeys		5m set back above the podium (providing a clear separation between podium and tower)	
Residential Interface - North	4 storeys			3m setback
SUB-PRECINCT	MANDATORY MAXIMUM HEIGHT	MANDATORY STREET SETBACKS	MANDATORY OTHER SETBACKS OR SEPARATION DISTANCES	
Residential interface	3 storeys	3m setback	East Side/rear boundary (sensitive interface): Minimum setback of 5m	
Residential interface – Browns Rd	6 storeys Where podiums are used the podium must not be more than 3 storeys	4m setback from west boundary at ground, first and second storey Additional 3m setback at third storey and above	3m setback from the northern precinct property boundary at ground, first and second storey Setback to Browns Road Park: 4m setback at ground, first and second storey Additional 5m setback at third storey and above	

Plan 3 - Open Space
PMP Printing Comprehensive Development Plan

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2.3 Landscape and open space

2.3.1 Landscape and trees

REQUIREMENTS	
R10	Street trees must be planted on both sides of all new roads and streets at regular intervals appropriate to tree size at maturity, unless otherwise agreed by the responsible authority.
R11	Street trees must be: • Larger species wherever space allows (to facilitate canopy cover). • Appropriate in size to nature strips, nearby utilities and built form. • Consistent with any guidance provided on the relevant cross section within this CDP.
GUIDELINES	
G23	High quality landscape treatments should be provided throughout the precinct, within the streetscape and public open spaces, particularly in the Central Park, Browns Road Park, Town Square and at key interfaces in gateway locations.
G24	The trees shown to be retained on Plan 1 (identified as 'high value' and 'medium value') should be retained unless otherwise agreed by the Responsible Authority. Any future design should ensure that the impact to the canopy of retained trees is kept to a minimum and does not encroach on the Tree Protection Zone (TPZ).
G25	Variations in street tree species should be used to: • Reinforce and support the road hierarchy. • Create visual cues in appropriate locations such as forecourts to building entries, pedestrian spaces, the termination of view lines and key intersections. • Align with the future preferred vegetation landscape character for the area as noted in the Monash Urban Landscape and Canopy Vegetation Strategy (2018).
G26	Street trees should be planted at the following average intervals and heights: **Average interval** — **Tree size (height)** 5–7 metres — Small trees (less than 10 metres) 7–10 metres — Medium trees (10–15 metres) 10–15 metres — Large trees (15 metres or greater) Deciduous and evergreen tree species should be selected from the *Monash Urban Landscape and Canopy Vegetation Strategy (2018) p89–90*.
G27	Retention of mature trees throughout the precinct is encouraged where possible.
G28	Consistent public lighting, furniture, informational and way-finding signage should be used across the precinct, within the town square and along all major shared, pedestrian and cycle paths.

2.3.2 Open space

REQUIREMENTS	
R12	Buildings adjacent and overlooking public open space areas must be sited and designed to positively address the open space and provide passive surveillance of linear corridors, easements and other public areas through the siting of windows, balconies and access points.
R13	Fencing adjoining open space must be low in scale and visually permeable.
GUIDELINES	
G29	Development should: • Minimise overshadowing of public spaces identified in table 2, including public parks, major pedestrian routes including streets, lanes and privately-owned spaces accessible to the public. • Be designed to avoid casting unreasonable shadows on the Local open space areas identified in Table 2 between 11:00am and 2:00pm on 22 September.

Table 2 Local open space

LOCAL OPEN SPACE	TYPE	HECTARES	% OF NDA
Central Park	Local park	0.53	6.19 %
Browns Road Park	Local park	0.19	2.20 %
Town Square	Urban plaza	0.14	1.67 %
Total Credited Open Space		**0.87**	**10.06 %**

Plan 4 - Transport & Movement
PMP Printing Comprehensive Development Plan

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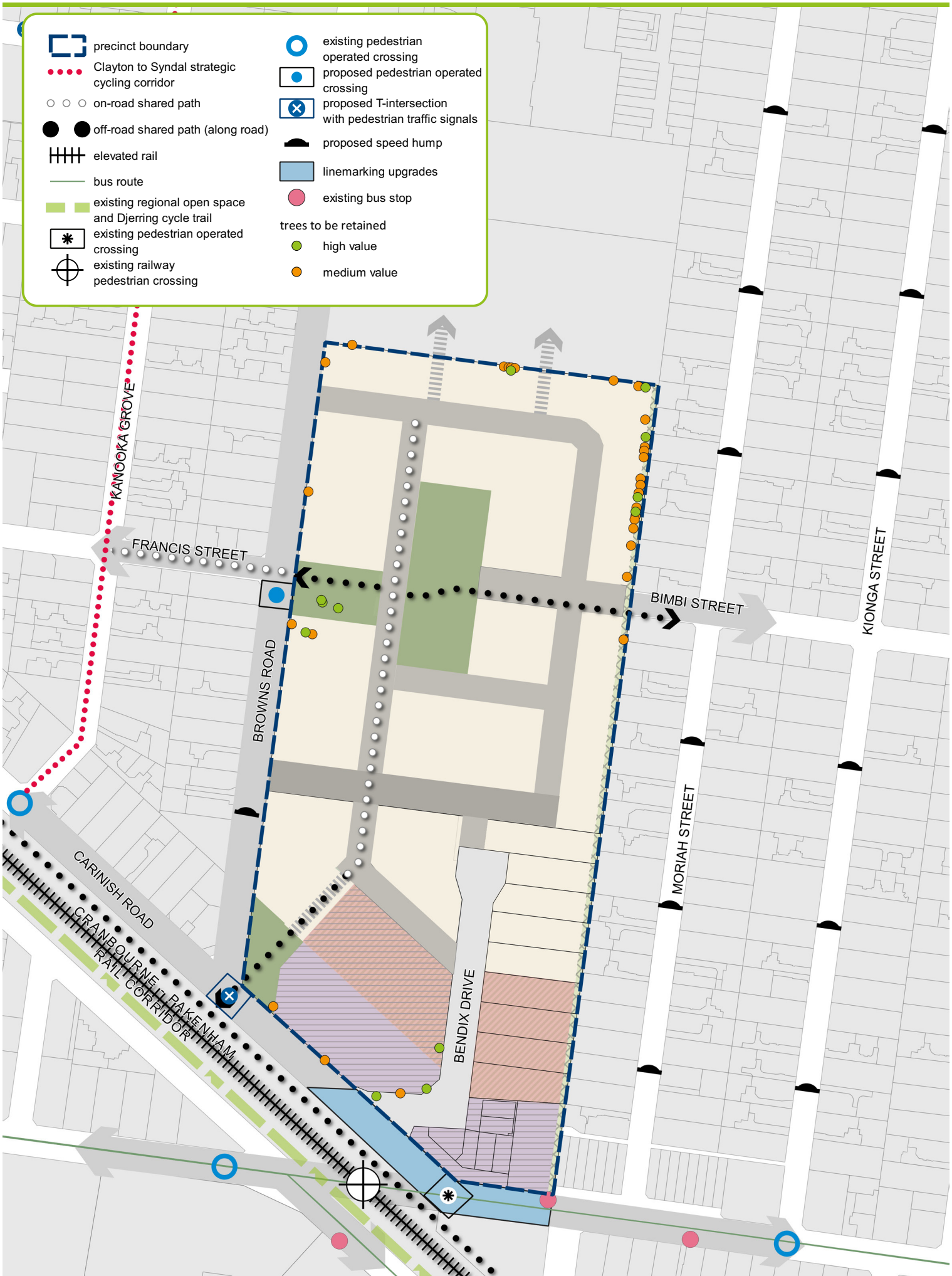


2.4 Integrated transport

2.4.1 Transport

REQUIREMENTS	
R14	The street network must be generally consistent with the street network and hierarchy shown on Plan 4.
R15	Residential development within the residential interface - Browns Rd precinct must be either rear loaded or side loaded to avoid driveways along a key cycle and pedestrian link, to the satisfaction of the responsible authority. Any other design must provide an engineering report to demonstrate that rear and side access cannot be reasonably provided. Additionally, any other design must provide traffic impact and urban design assessments to demonstrate that there are no unreasonable adverse impacts on active transport connections.
R16	The design of streets and public areas must be consistent with the street cross sections and plans shown in Section 4 of this CDP unless an alternate design is agreed with the responsible authority.
R17	Interim access to existing properties along Bendix Drive must be provided during any construction activities within the precinct, to the satisfaction of the responsible authority.
GUIDELINES	
G30	Future transport networks within subdivisions should be designed to maximise the number of connections to the surrounding street network and direct views to public open space areas.
G31	Minimise the number of crossovers for individual properties to accommodate consistent nature strips and maximise on-street car parking opportunities.

2.4.2 Walking and cycling

REQUIREMENTS	
R18	Design of all streets must give priority to pedestrians and cyclists by providing: • Pedestrian paths of at least 1.8 metres in width on both sides of all streets and roads unless otherwise specified in this plan and cross sections or as agreed with the responsible authority. • Safe and convenient pedestrian and cycle crossing points of connector and local streets at all intersections and at key desire lines and locations of high amenity. • Safe pedestrian crossings of arterial roads at key intersections. • Pedestrian priority where local roads intersect with connector roads and across all car park entrances. • Consistent line/lane marking, visual clues and signage identifying cycle priority routes. The designs must meet the requirements of the relevant road authority and the responsible authority.
R19	Pedestrian priority must be achieved at all intersections shown on Plan 4 through appropriate measures such as raised pedestrian crossings and side-street threshold treatments.
GUIDELINES	
G32	Pedestrian priority should be provided across all side roads along main streets and all car park entrances.
G33	Pedestrian movements should be prioritised by providing clear links between key destinations within the precinct.

2.5 Sustainability, water management and utilities servicing

2.5.1 Landscape

REQUIREMENTS	
R20	Development applications must demonstrate how: • Overland flow paths and piping within road or other 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 road or other reserves. • The development will deliver Integrated Water Management requirements of any approved Integrated Water Management Plan or Strategy. • Litter is prevented from entering the downstream drainage system through the use of litter traps, as required by the drainage authorities.
R21	Bioretention systems must be provided generally consistent with the locations shown in Plan 3 and as described in Section 5, or another option located and designed to the satisfaction of the responsible authority.
GUIDELINES	
G34	The design and layout of roads, road reserves, and public open space areas 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, where practical.
G35	Developments should include Integrated Water Management systems to diversify water supply, reduce reliance on potable water and increase the utilisation of stormwater that contributes to a sustainable and green urban environment (such as stormwater harvesting, aquifer storage and recharge, grey water recycling, sewer mining and reuse etc).
G36	Ecological Sustainable Development principles should be incorporated in all development, consistent with Monash Planning Scheme Clause 22.13.

2.5.2 Utilities

REQUIREMENTS	
R22	All existing above-ground electricity cables within the precinct boundaries less than 66kV voltage must be placed underground as part of the upgrade of existing roads, if they currently exist in the road reserve of the road to be upgraded.
R23	All new electricity supply infrastructure (excluding substations and cables with voltage greater than 66kv) must be provided underground.
R24	Above ground utilities (including substations and telecommunication facilities) must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts.
GUIDELINES	
G37	Above-ground utilities should be located outside of key view lines and public open space areas, and appropriately screened.

2.6 Infrastructure delivery and development staging

2.6.1 Infrastructure delivery

REQUIREMENTS	
R25	Convenient and direct access to the road network must be provided through neighbouring properties where a property does not have access to the local or connector network, or signalised access to the arterial road network.
R26	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.
R27	Any land transferred to the responsible authority must be accompanied by a certificate or statement of environmental audit consistent with Part IXD of the *Environment Protection Act 1970*.

2.6.2 Development staging

REQUIREMENTS	
R28	Development staging must provide for the timely provision and delivery of: • Connector streets. • Street links between properties, constructed to the property boundary. • Public land areas, including public open space areas. • Connection of the on and off-road pedestrian and bicycle network. • Drainage and integrated water management systems.
R29	Staging will be determined largely by the development proposals on land and the availability of infrastructure services. Development applications must demonstrate how the development will: • Integrate with adjoining developments, including the timely provision of road and walking/cycling path connections, to a practical extent. • Provide for public open space in the early stages of development. • Provide sealed road access to each new allotment and constructed to a residential standard. • Deliver any necessary trunk services extensions, including confirmation of the agreed approach and timing by the relevant service provider.

2.6.3 Precinct infrastructure plan

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

- Subdivision construction works by developers.
- Agreement under section 173 of the *Planning and Environment Act 1987*.
- Utility service provider requirements.
- The Development Contributions Plan (DCP), including separate charge areas for the provision of residential and non-residential items (see DCP for details).
- Relevant development contributions from adjoining areas.
- Capital works projects by Council, State government agencies and non-government organisations.
- Works-in-kind (WIK) projects undertaken by developers on behalf of Council or State government agencies.

Table 3 Precinct infrastructure plan

PRECINCT INFRASTRUCTURE PLAN					
TITLE	DESCRIPTION	LEAD AGENCY	TIMING	INCLUDED IN DCP	DCP REFERENCE NO.
INTERSECTION PROJECTS					
Intersection					
Browns Road & Carinish Road T-intersection	The construction of a signalised T-intersection with pedestrian operated crossing. Works include demolition of existing central island median, relocation of existing electricity pole and reconfiguration of kerb alignments	Monash City Council	M	Yes (ultimate)	IN-01
PEDESTRIAN PROJECTS					
Linemarking upgrades					
Centre Road & Carinish Road linemarking upgrades	Provision of new linemarking and changes to the kerb alignment	VicRoads /Monash City Council	M	Yes	LU-01
Speed hump					
Browns Road speed hump	The construction of a flat top speed hump on Browns Road	Monash City Council	L	Yes	SP-01
Kionga Street & Moriah Street speed humps	The construction of 12 speed humps, 6 speed humps per street	Monash City Council	L	Yes	SP-02
Pedestrian operated signals					
Browns Road pedestrian operated crossing	The construction of pedestrian operated signals and minor linemarking changes on Francis Street	Monash City Council	M	Yes	PED-01
COMMUNITY PROJECTS					
Community building					
Community meeting space	The construction of an offsite community meeting space (73sqm) which includes a kitchenette, meeting space and toilet.	Monash City Council	M	Yes (ultimate)	CB-01
STORMWATER PROJECTS					
Integrated water management					
Bioretention systems	The construction of bioretention systems as referenced in Requirement R21 and Section 5 of the PMP Printing Precinct Comprehensive Development Plan.	Developer works	M	No	–

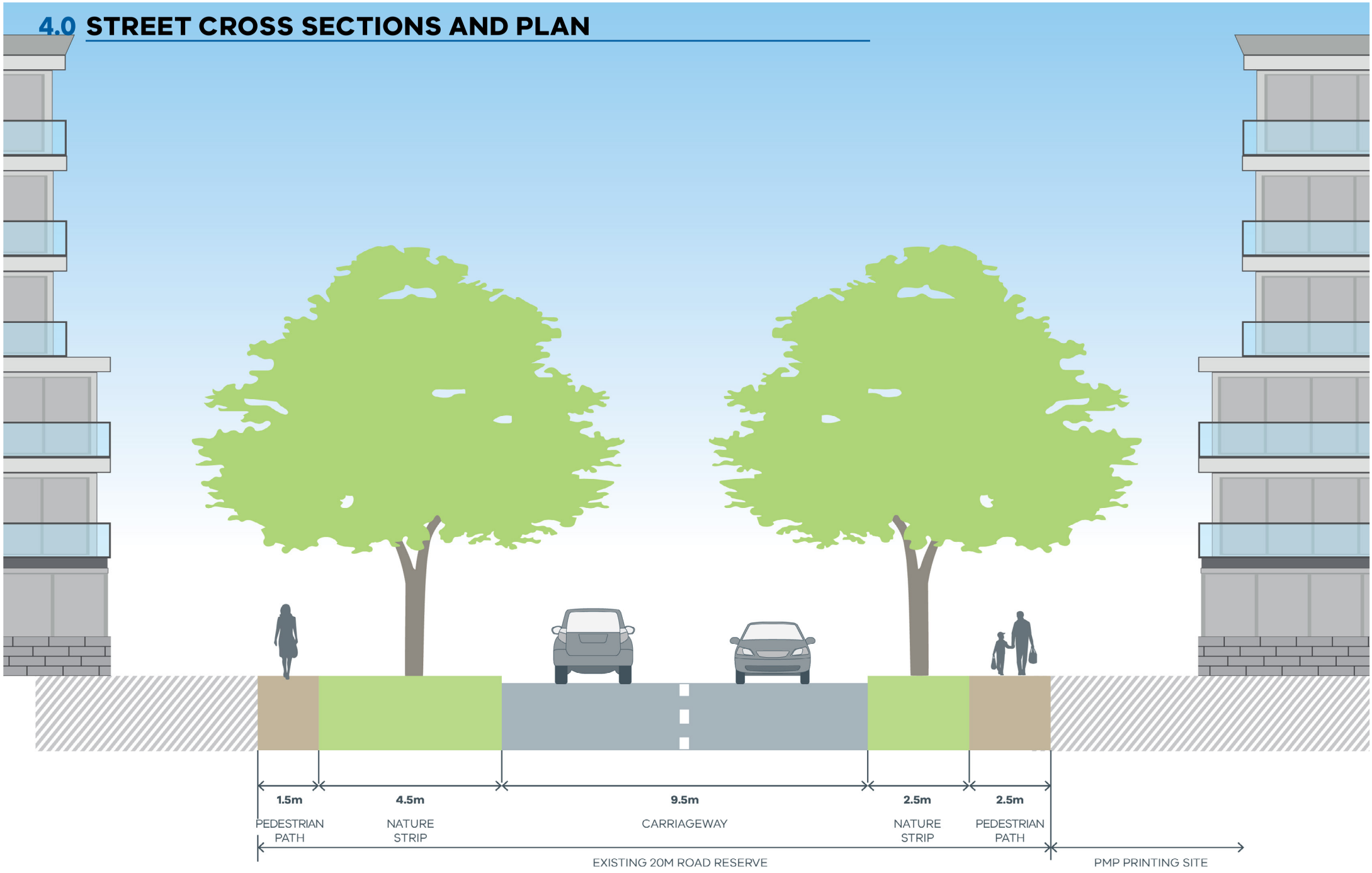
M = Medium term (5–10 years)
L = Long term (10–15 years)

3.0 LAND BUDGET

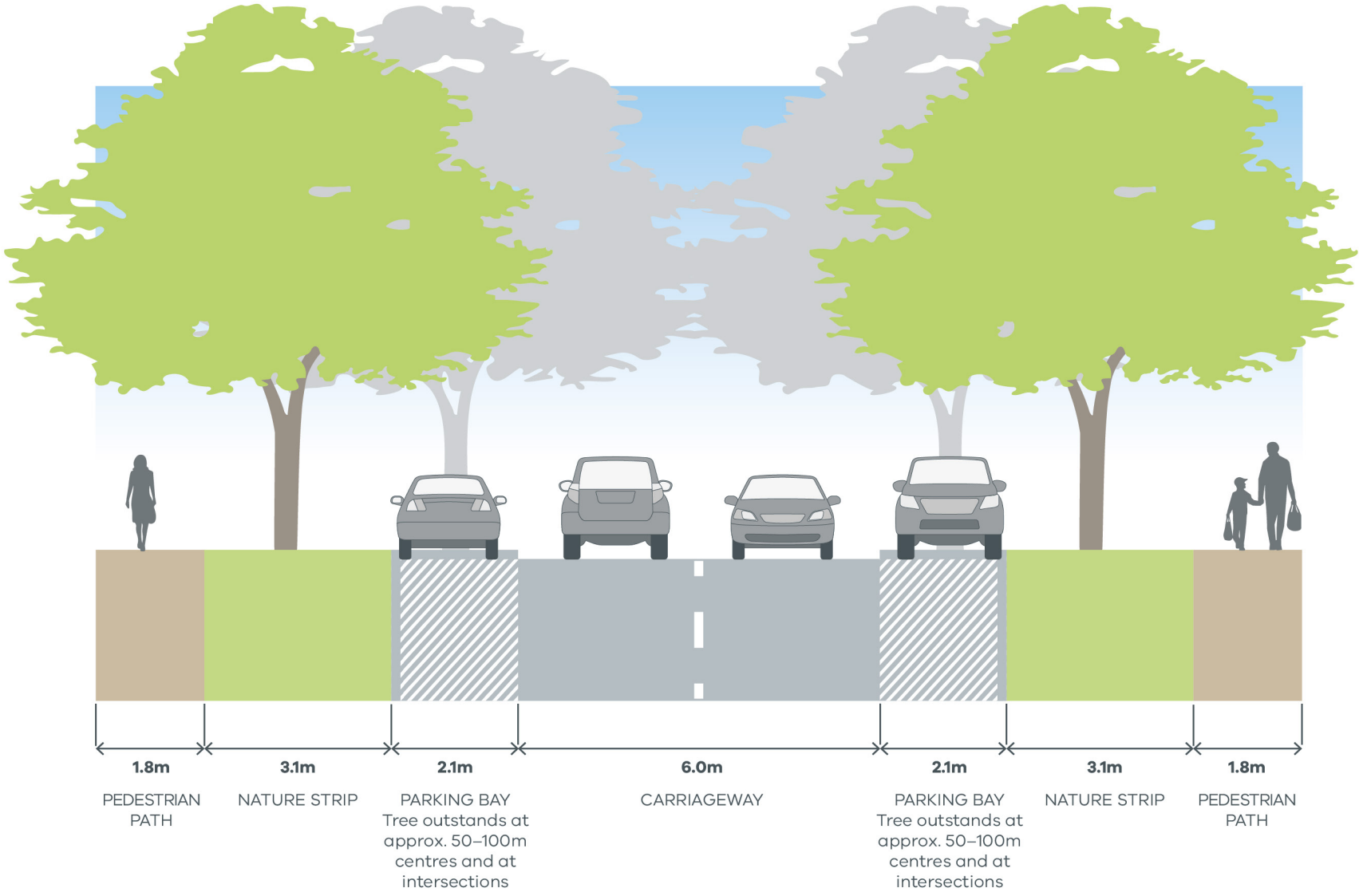
Table 4 Summary land use budget

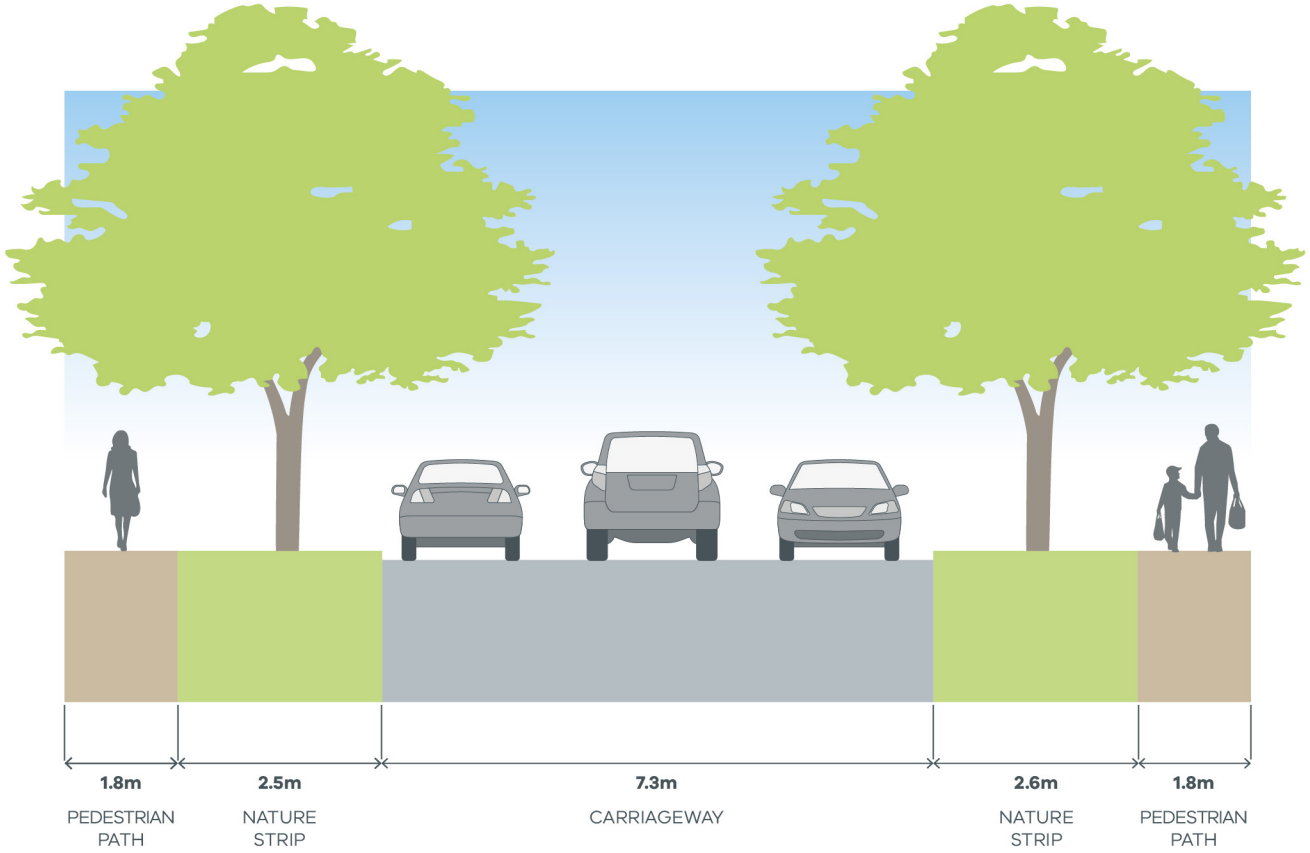
DESCRIPTION	PSP 6565		
	HECTARES	% OF TOTAL	% OF NDA
TOTAL PRECINCT AREA (HA)	10.17		
TRANSPORT			
Non-arterial road – Existing road reserve (Bendix Drive)	0.47	4.64%	5.47%
Total transport	**0.47**	**4.64%**	**5.47%**
OPEN SPACE			
Local open space (via Cl 53.01) (Residential areas)	0.87	8.50%	10.06%
Total all open space	**0.87**	**8.50%**	**10.06%**
OTHER			
Utilities easement	0.21	2.03%	2.40%
Sub-total	**0.21**	**2.03%**	**2.40%**
NET DEVELOPABLE AREA – RESIDENTIAL (NDAR) HA	6.80	66.82%	
NET DEVELOPABLE AREA – MIXED USE (NDAR) HA	0.94	9.27%	
NET DEVELOPABLE AREA – EMPLOYMENT (NDAE) HA	0.89	8.71%	
TOTAL NET DEVELOPABLE AREA – (NDA) HA	8.63	84.79%	

4.0 STREET CROSS SECTIONS AND PLAN



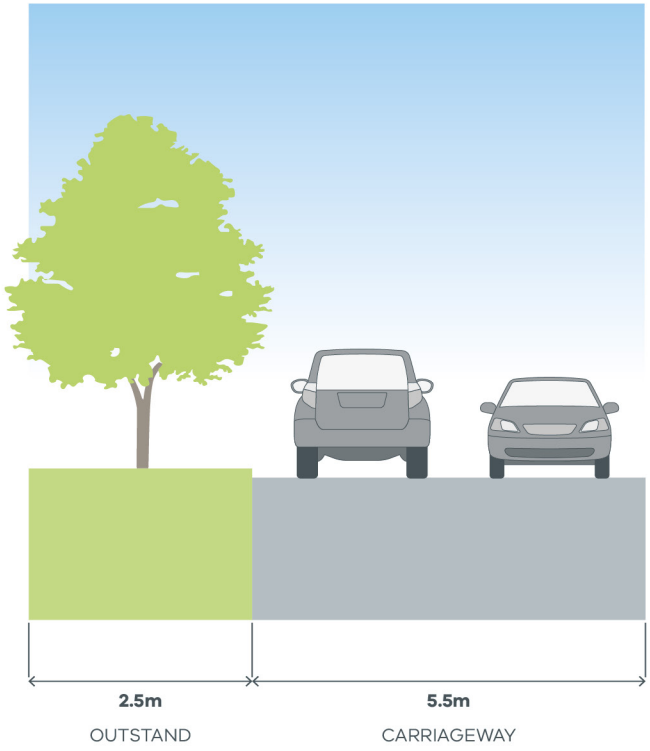
Local Access Street (Browns Road) (20.0m) Bus Capable
Residential

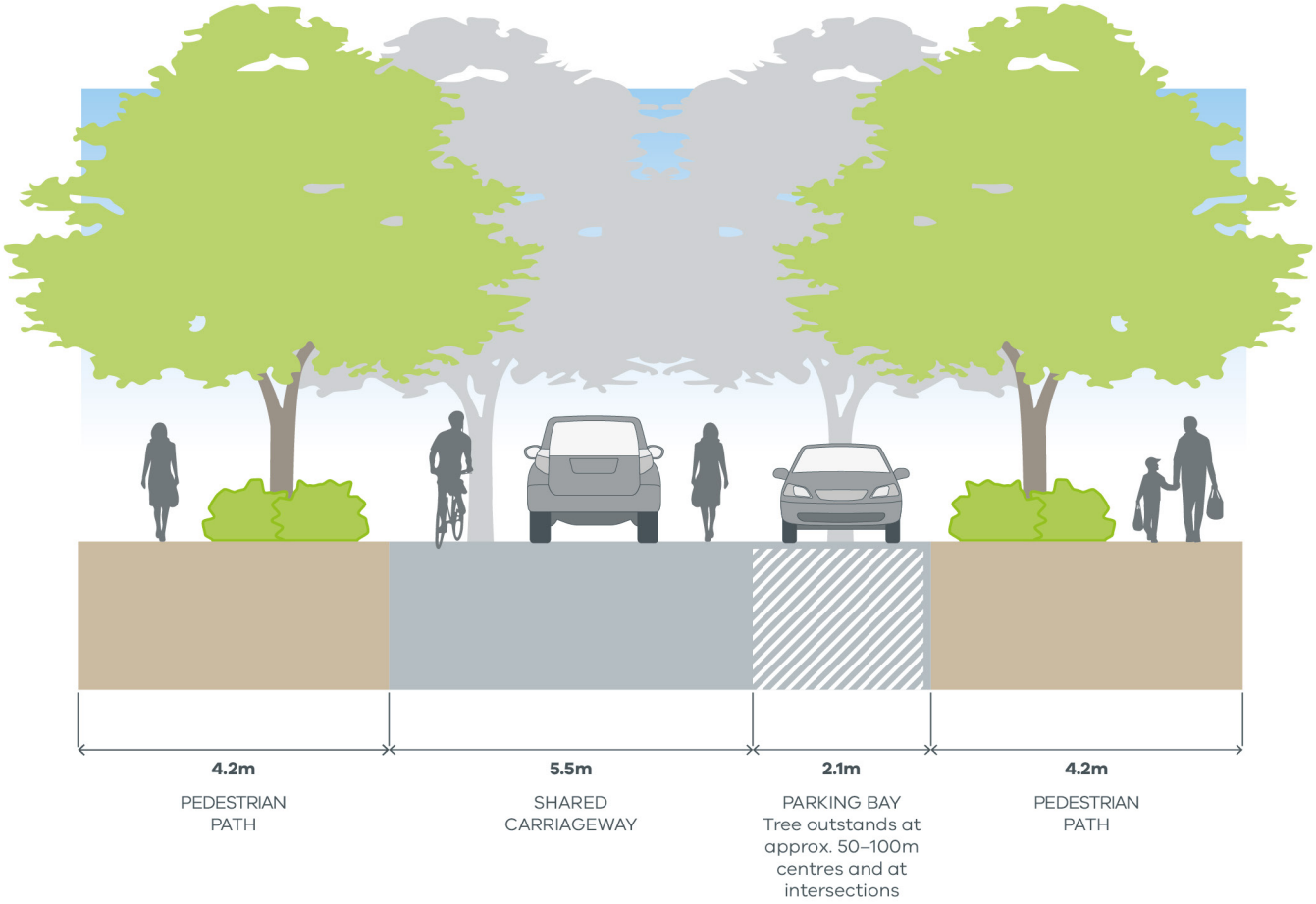

1.8m
PEDESTRIAN PATH
3.1m
NATURE STRIP
2.1m
PARKING BAY
Tree outstands at approx. 50–100m centres and at intersections
6.0m
CARRIAGEWAY
2.1m
PARKING BAY
Tree outstands at approx. 50–100m centres and at intersections
3.1m
NATURE STRIP
1.8m
PEDESTRIAN PATH



NOTES:

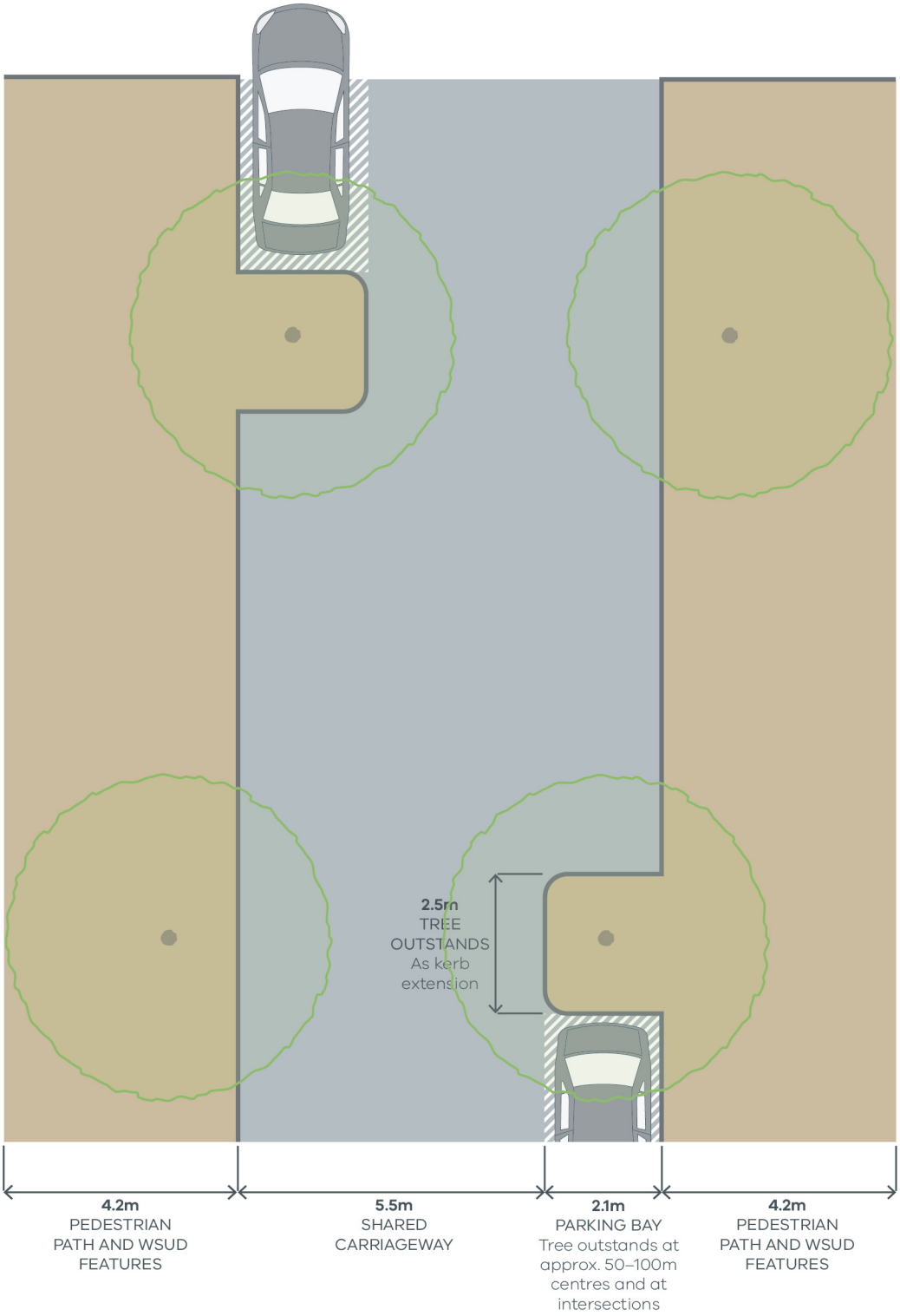
- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb


2.5m
OUTSTAND
5.5m
CARRIAGEWAY



NOTES:

- Minimum street tree mature height 15 metres
- Tree outstand with continuous extension of pedestrian path shown
- The shared carriageway must have no line markings or raised curbs
- Tree outstands and parking to alternate sides to create a chicane effect
- Speed limits are set at 10km per hour and signed as a shared zone to ensure pedestrian priority
- Pedestrian paths are to be surfaced with a higher quality finish than surrounding streets and be a contrasting surface to the 'trafficked' areas
- Vegetation and street furniture should be used to delineate vehicle and pedestrian areas while minimising the need for bollards



5.0 BIORETENTION SYSTEMS - INTEGRATED WATER MANAGEMENT

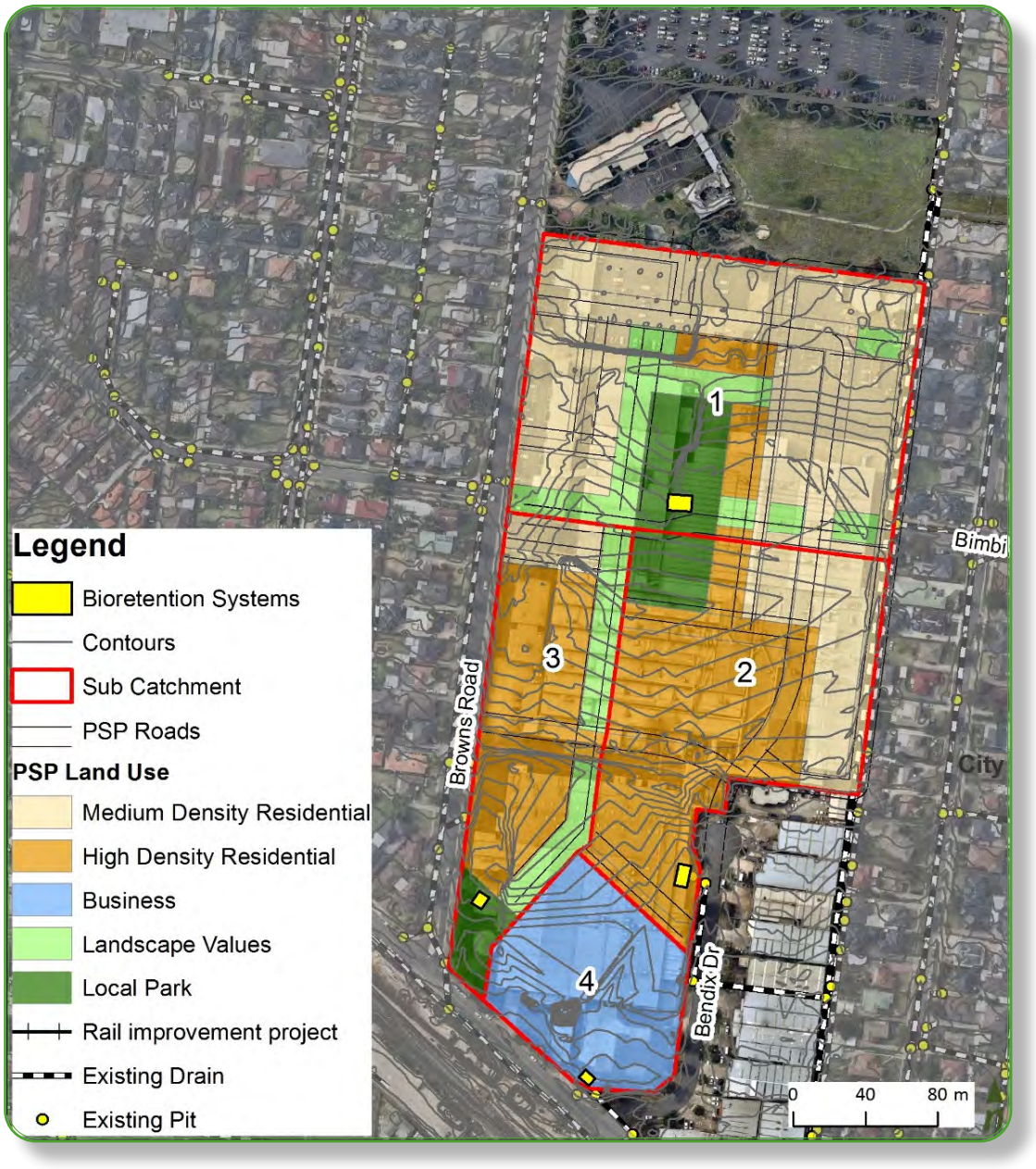
The following description of the bioretention systems is the preferred option for stormwater treatment. Alternative bioretention systems may be considered to the satisfaction of the responsible authority.

The description of the preferred option is an extract from the PMP Printing – Stormwater Drainage Assessment, prepared by Alluvium (February 2019).

This option proposes installing WSUD assets within each catchment with the aim of treating as much of that individual catchment as possible. What can be observed is:

- For sub-catchments 1 and 3 biofiltration assets have been notionally located within the open spaces that have been designated within the plan.
- For sub-catchments 2 and 4 the required bioretention area is illustrated. The approach in these built up area would be to integrate the biofilter within the streetscape. At this stage the approach would be to integrate them into the public realm so that no developable land is lost.

Plan 6 Stormwater treatment preferred scenario - End of catchment WSUD assets



6.0 GLOSSARY

Arterial Road

A higher order road providing for moderate to high volumes at relatively high speeds typically used for inter-suburban journeys and linking to freeways, and identified under the *Road Management Act 2004*. All declared arterials are managed by the State Government.

Land Budget Table

A table setting out the total Precinct area, net developable area and constituent land uses proposed within the Precinct.

Local Parks (Credited Open Space)

Open space that is set aside for parks, gardens, linear corridors, conservation bushlands, nature reserves, public squares and community gardens that are made available for passive recreation, play and unstructured physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.

Net Developable Area

Land in the Precinct available for private development including local streets. It is the precinct area minus community facilities, schools and educational facilities and open space, arterial roads and encumbered land. Small local parks defined at subdivision stage are included in net developable area.

Public Open Space

Has the same meaning as in the *Subdivision Act 1988.*


Victorian Planning Authority