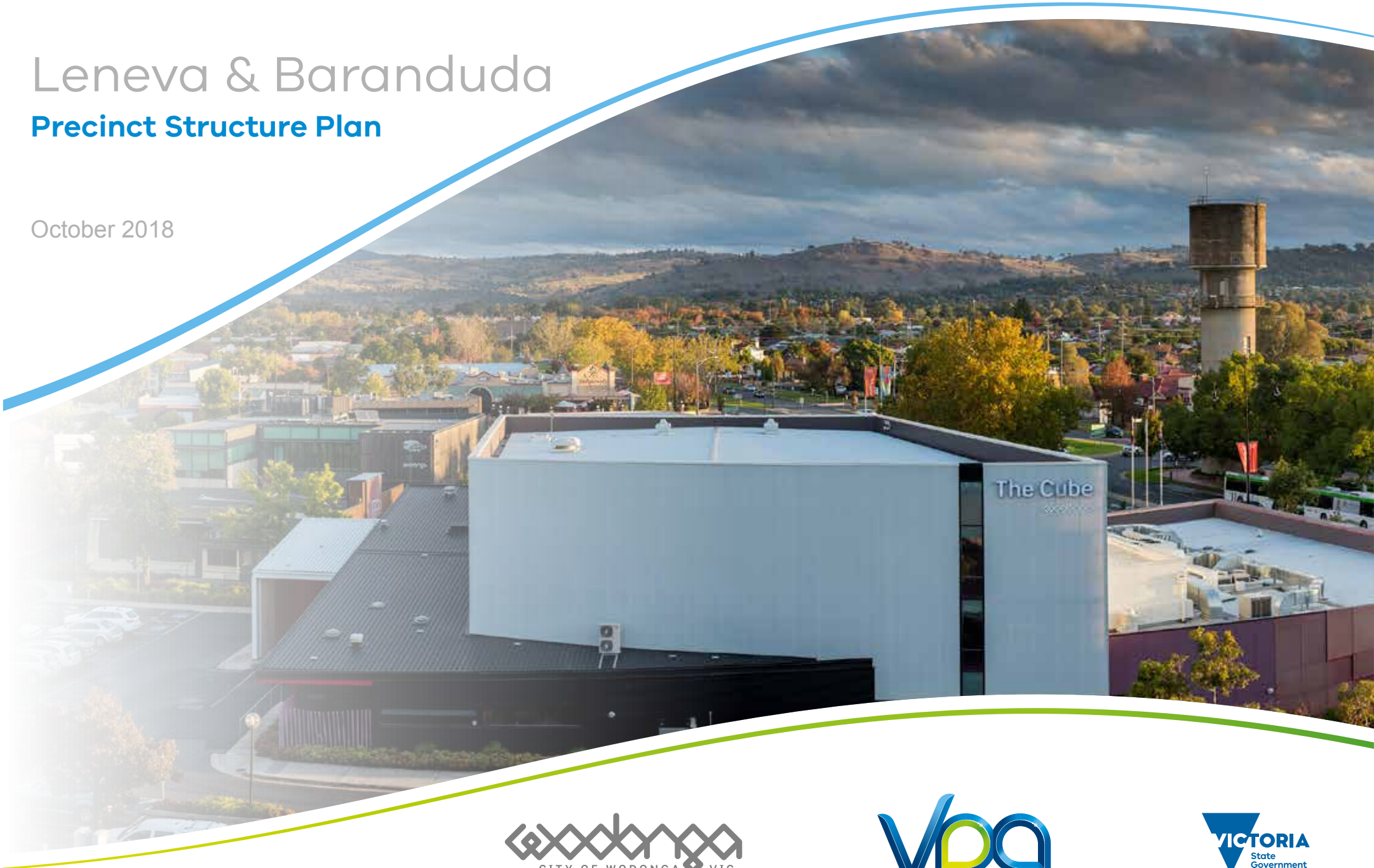


Leneva & Baranduda

Precinct Structure Plan

October 2018



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Glossary of Terms

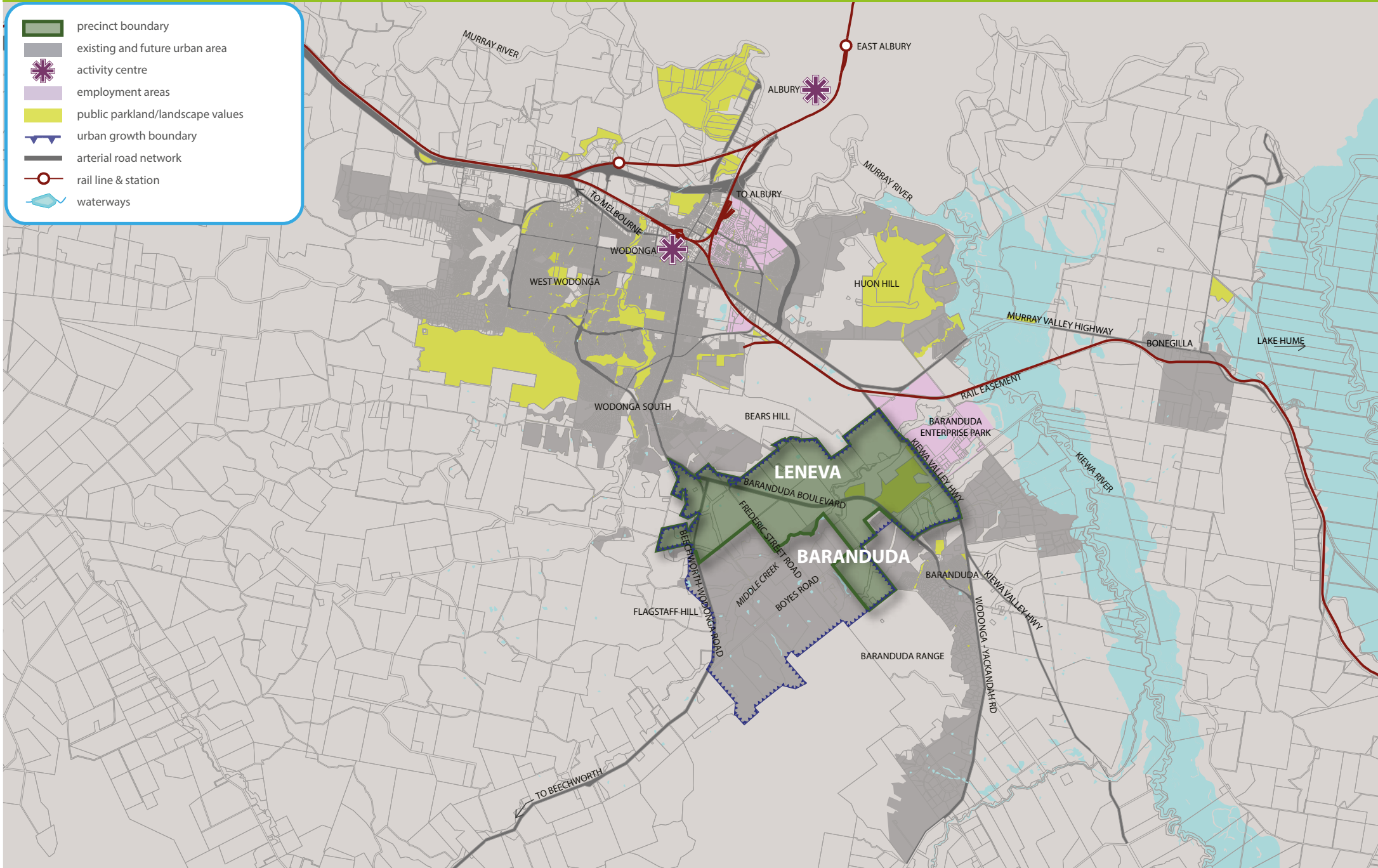
TERM	DEFINITION
Activity centre	Provide the focus for services, employment and social interaction. They are where people shop, work, meet, relax and live. Usually well-served by public transport, they range in size and intensity of use.
Affordable housing	Housing that is appropriate for the needs of a range of very low to moderate income households, and priced (whether mortgage repayments or rent) so these households are able to meet their other essential basic living costs.
Arterial road	A higher-order road providing for moderate to high volumes at relatively high speeds. Declared arterial roads are identified under the Road Management Act 2004 and managed by the State Government.
Category 1 Land	Land that is identified in the Leneva Valley and Baranduda Native Vegetation Precinct Plan as containing vegetation that may be removed without a permit subject to the conditions and requirements of the native vegetation precinct plan.
Category 2 Land	Land that is identified in the Leneva Valley and Baranduda Native Vegetation Precinct Plan as containing vegetation that should be retained, but may be removed subject to a planning permit and will require offsets.
Category 3 Land	Refers to areas identified in the Leneva Valley and Baranduda Native Vegetation Precinct Plan to be vested in Council and containing vegetation to be retained and permanently protected to offset native vegetation removed from Category 1 land.
Co-location	Adjoining land uses to enable complementary programs, activities and services as well as shared use of resources and facilities, for example, the co-location of schools and sporting fields.
Community facilities	Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs and activities. This includes facilities for education and learning (e.g. government and non-government schools, universities, adult learning centres); early years (e.g. preschool, maternal and child health, childcare); health and community services (e.g. hospitals, aged care, doctors, dentists, family and youth services, specialist health services); community (e.g. civic centres, libraries, neighbourhood houses); arts and culture (e.g. galleries, museums, performance space); sport, recreation and leisure (e.g. swimming pools); justice (e.g. law courts); voluntary and faith (e.g. places of worship) and emergency services (e.g. police, fire and ambulance stations).
Connector street	A lower order street providing for low to moderate volumes and moderate speeds linking local streets to the arterial road network and managed by the relevant local council.
Conservation network	Refers to native vegetation assessed and identified for retention and protection in the 2006 Wodonga Retained Environment Network (WREN) conservation strategy. The objectives of the 'WREN' strategy are now implemented via the Leneva Valley and Baranduda Native Vegetation Precinct Plan. For the purposes of this plan 'Conservation network' refers to both category 2 and 3 land within the Leneva Valley and Baranduda Native Vegetation Precinct Plan.
Conservation reserve	Refers to any Category 3 land identified in the Leneva Valley and Baranduda Native Vegetation Precinct Plan.
Encumbered land	Land that is constrained for development purposes, including easements for power/transmission lines, sewer, gas, waterways/drainage; retarding basins/wetlands; landfill; conservation, protected vegetation and heritage areas. This land may be used for a range of activities (e.g. walking trails, sports fields) and is not credited. However, regard is taken to the availability of encumbered land when determining the open space requirement.

TERM	DEFINITION
Fire Threat Edge	The interface between urban development and an area which presents a permanent potential for fire to impact on a community.
Frontage	The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building faces.
Gross Developable Area	Total precinct area excluding encumbered land, arterial roads and other roads with four or more lanes.
High density housing	Housing with an average density of more than 30 dwellings per net developable hectare.
Housing density (gross)	The number of houses divided by gross developable area.
Housing density (net)	The number of houses divided by net developable area.
Infrastructure Design Manual (IDM)	Design manual of standardised engineering and landscape works specifications and is a living document. The IDM documents Council's requirements for the design and development of Infrastructure that is or will become Council's Infrastructure and ensures that a minimum design criteria are met in regard to the design and construction of Infrastructure within the Wodonga municipality regardless of whether it is constructed by Council or a developer.
Landscape Values	Land at or above the 240 AHD contour or within the 1:100 year flood event
Linear open space network	Corridors of open space, mainly along waterways that link together forming a network.
Land use budget table	A table setting out the total precinct area, gross developable area, net developable area and constituent land uses proposed within the precinct.
Local centre	An activity centre smaller than a neighbourhood activity centre which may include a small limited line supermarket or convenience store of between 599 square metres and 1,500 square metres, plus non-retail uses.
Lot	A part (consisting of one or more pieces) of any land (except a road, a reserve, or common property) shown on a plan, which can be disposed of separately and includes a unit or accessor unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.
Lower density housing	Housing with an average density of less than 10 dwellings per net developable hectare
Main street	A function of an activity centre, where vitality and activity are created by orienting uses towards the street and ensuring that the primary address of all retail stores is the street. This would normally be a connector street rather than an arterial road.
Medium density housing	Housing with an average density of 18 to 30 dwellings per net developable hectare.
Native vegetation	Plants that are indigenous to Victoria, including trees, shrubs, herbs and grasses.
Native vegetation precinct plan	A plan, as specified in Clause 52.16 of the Wodonga Planning Scheme, relating to native vegetation within a defined area that may form part of the precinct structure plan. Native vegetation precinct plans are incorporated into local planning schemes and listed in the schedule to Clause 52.16. A native vegetation precinct plan can form part of a precinct structure plan.

TERM	DEFINITION
Neighbourhood activity centre	Activity centres that are an important community focal point and have a mix of uses to meet local needs. Accessible to a viable user population by walking, cycling and by local bus services and public transport links to one or more principal or major activity centres. This should be sufficient size to accommodate a supermarket.
Net developable area	Land within a precinct available for development. This excludes encumbered land, arterial roads, railway corridors, government schools and community facilities and public open space. It includes lots, local streets and connector streets. Net Developable Area may be expressed in terms of hectare units (i.e. NDHa).
Passive 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.
Precinct infrastructure plan	Section within the precinct structure plan that defines the priority regional and local infrastructure requirements of future planning and investment by council and government agencies.
Precinct structure plan	A statutory document that describes how a precinct or series of sites within a growth area will be developed over time. A precinct structure plan sets out the broad environmental, social and economic parameters for the use and development of land within the precinct.
Principal public transport network	A high-quality public transport network that connects activity centres.
Public open space	Land that is set aside in the precinct structure plan for public recreation that incorporates active and passive open space.
Small office home office (SOHO)	A small office, which would usually include a home, where the business is too large to be accommodated within a standard home, perhaps because of parking or storage requirements. Normally employs up to 10 staff.
Social housing	A type of rental housing that is provided and/or managed by the government or by a not-for-profit organisation. Social housing is an overarching term that covers both public housing and community housing.
Sensitive response	A design or engineered response that does not significantly contrast with the existing landform.
Unencumbered	Land that is not constrained by uses required to enable development (including easements for power/transmission lines, sewer, gas, waterways/ drainage: retarding basins/wetlands; landfill; conservation protection vegetation and heritage areas).
Urban growth zone	Statutory zone that applies to land that has been identified for future urban development. The UGZ has four purposes: (1) to manage transition of non-urban land into urban land; (2) to encourage development of well-planned and well-served new urban communities in accordance with an overall plan; (3) to reduce the number of development approvals needed in areas where an agreed plan is in place; and (4) to safeguard non-urban land from use and development that could prejudice its future urban development.
Waterway	Rivers, tributaries, drainage lines and an existing route that water travels along.

TERM	DEFINITION
Water sensitive urban design	A sustainable water management approach that aims to provide water-quality, flood management and green landscapes. Key principles include minimising water resistant areas; recharging natural groundwater aquifers (where appropriate) by increasing the amount of rain absorbed into the ground; encouraging onsite reuse of rain and incorporation of rain gardens' encouraging onsite treatment to improve water quality and remove pollution, and using temporary rainfall storage (regarding basins/wetlands) to reduce the load on drains.
Wodonga Retained Environment Network (WREN)	<i>The Wodonga Retained Environment Network – A Threatened Species and Habitat Conservation Strategy</i> was prepared in 2006 for the Albury-Wodonga Corporation and City of Wodonga. An ecological study across Leneva and Baranduda, the strategy set out a vision for the network of reserves, protected areas and developable land that was the basis for the <i>Leneva Valley and Baranduda Native Vegetation Precinct Plan</i> . The areas reserved in accordance with these two documents are commonly referred to as 'WREN reserves'.

-  precinct boundary
-  existing and future urban area
-  activity centre
-  employment areas
-  public parkland/landscape values
-  urban growth boundary
-  arterial road network
-  rail line & station
-  waterways



1.0 INTRODUCTION

The Leneva-Baranduda Precinct Structure Plan (PSP) has been prepared by the City of Wodonga and the Victorian Planning Authority (VPA) in collaboration with Government agencies, service authorities and major stakeholders.

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

Generally, the PSP:

- Sets out plans to guide the delivery of quality urban environments in accordance with relevant Victorian Government guidelines, listed below;
- Enables the transition of non-urban land to urban land;
- Sets the vision for how the land should be developed and the outcomes to be 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 lifestyle;
- Sets out objectives, requirements and guidelines for land use, development and subdivision; and
- Provides Government agencies, Council, developers, investors and local communities with certainty about future development.

The PSP is informed by:

- The State and Local Planning Frameworks as set out in the Wodonga Planning Scheme;
- The draft *Leneva-Baranduda Growth Area Framework Plan* (City of Wodonga, 2012);
- *Wodonga Growth Strategy (WGS)* (City of Wodonga, 2016);
- *Wodonga Integrated Transport Strategy* (City of Wodonga 2014);
- *Wodonga Retained Environmental Network Strategy* (Albury-Wodonga Corporation 2006) and the *Leneva Valley and Baranduda Native Vegetation Precinct Plan* (City of Wodonga, 2014);
- *Leneva-Baranduda Whole of Water Cycle Management Plan* (North East Water, 2016); and
- *Precinct Structure Planning Guidelines* (Victorian Planning Authority).

1.1 How to read this document

The PSP guides land use and development where a planning permit is required under the Urban Growth Zone (Clause 37.07 of the Wodonga Planning Scheme), or any other provision of the planning scheme that references this PSP.

A planning application and a 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 must be included as a condition on a planning permit whether or not they take the same wording as in this PSP. A requirement may reference a plan, table or figure in the 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 alternative method implements the Vision and Objectives, the responsible authority may consider the alternative method. A Guideline may include or reference a plan, table or figure in the PSP.

Conditions that must be included in a planning permit may be set out in this PSP and are also set out in Schedule 1 to Clause 37.07 of the Urban Growth Zone in the Wodonga Planning Scheme.

Meeting these Requirements, Guidelines and imposing the conditions 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, development or subdivision is addressed in this PSP and the responsible authority may manage development and issue permits as relevant under its general discretion.

1.2 Land to which the Precinct Structure Plan applies

The PSP applies to approximately 1062.7 hectares of land located south east of the existing Wodonga Township. The PSP area is generally bounded by land that is currently under the Urban Growth Zone within the Leneva-Baranduda Growth Area.

There are a number of housing estates currently being developed within close proximity to the precinct and directly adjacent to the east of the precinct is the Baranduda Enterprise Park (Industrial Estate).

Plan 1 shows the Leneva-Baranduda precinct within the context of the rest of the Wodonga Township.

The Leneva-Baranduda precinct is located in a gentle valley surrounded by three hills: Baranduda Range, Flagstaff Hill and Bears Hill. The precinct ranges from sloping terrain (>20%) at the foothills to even land along Baranduda Boulevard. Two waterways (Middle Creek and the N1 tributary) are dominant features of the precinct with water draining from the surrounding hills into the two significant waterways.

1.3 Leneva-Baranduda Development Contributions Plan

The *Leneva-Baranduda Development Contributions Plan* (DCP) has been developed in parallel with the PSP to inform and direct the future planning and development of the Precinct. The DCP requires development proponents to make a contribution toward infrastructure required to support the future community.

The DCP will set out the requirements for infrastructure funding across the precinct. The DCP will be a separate document incorporated into the Wodonga Planning Scheme and is implemented through the Development Contributions Plan Overlay.

The infrastructure projects that are expected to be included in the DCP are listed in Plans 11 - 13 as well as Table 9 in Section 3 of this PSP.

1.4 Background information

Detailed background information on the precinct is available in the Leneva-Baranduda Background Report. Background information includes reports relating to the local and regional context, history, biodiversity, landform and topography, land contamination, Aboriginal cultural values, integrated water management, transport, economic and retail provision, and community infrastructure. This information has informed the preparation of the PSP.

2.0 OUTCOMES

2.1 Vision

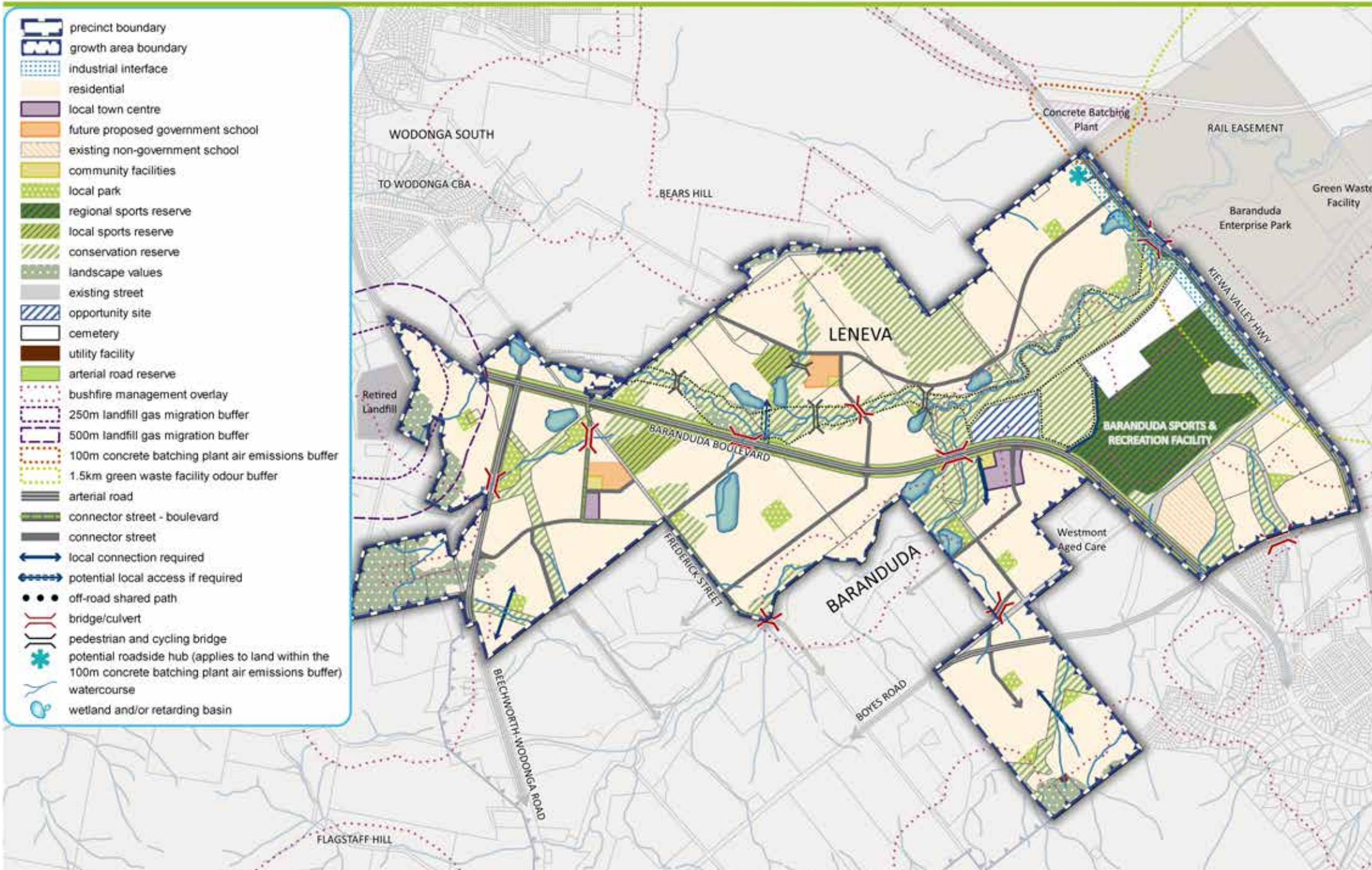
With the Baranduda Range, Flagstaff Hill and Bears Hill as the backdrop to the future urban area, the Leneva-Baranduda Precinct Structure Plan will have a well-defined urban character that has a strong relationship to the surrounding rural landscape.

Development within the precinct will be strategically directed away from the conservation reserve network as established in the Leneva Valley and Baranduda Native Vegetation Precinct Plan (LVBVPP), encouraging whole of water cycle management principles and seeking to retain the scattered tree population within the future street network.

The future precinct will deliver affordable and sustainable housing and will be a place where all people can enjoy a healthy lifestyle and strong community. The foundations for this vision are based on an urban structure comprising a walkable and cyclable street and trail network, housing and lifestyle choices, local jobs, local schools, and safe, attractive and functional open spaces offer a broad range of recreational pursuits. A traditional street network that ensure local traffic movement is safe and provides the capacity for future expansion of the public transport network.

The urban structure concept supports an engaged community with development opportunities that encourage access to local employment, participation in community and recreation activities, and contributes positively to the physical and social health and well-being of all members of the community.

Plan 2 illustrates the spatial expression of the outcomes.





















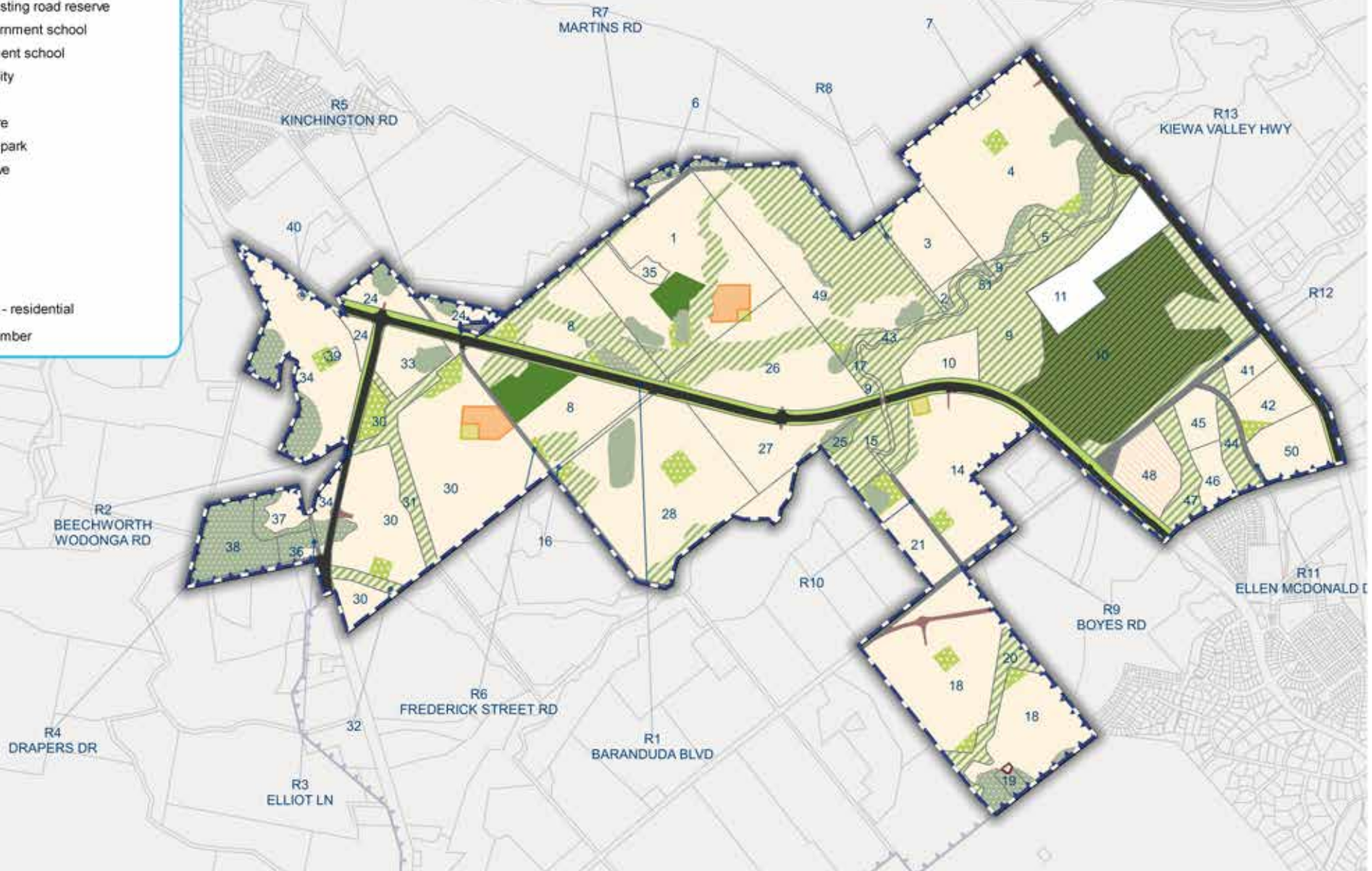
2.2 Objectives

The development of the Leneva-Baranduda Precinct is guided by a set of key objectives:

OBJECTIVES	
LANDSCAPE AND URBAN CHARACTER	
01	Protect the amenity values of highly visible slopes and respond to the existing topography of the land.
02	Recognise and respond to the natural landscape of Leneva-Baranduda, in particular hills, waterways, and the conservation network set out in the Leneva Valley and Baranduda Native Vegetation Precinct Plan (LVBVVP).
03	Achieve a diversity of streetscapes to enhance local distinctiveness and amenity, including the use of street trees.
04	Encourage built form that demonstrates environmentally sustainable design principles.
05	Interpret areas of high Aboriginal cultural heritage sensitivity within the precinct.
06	Recognise and promote places and values of cultural importance to enrich the identity of the future community and contribute to cultural diversity.
07	Protect heritage places and landscapes and incorporate these areas into the new urban environment in a manner that celebrates and interprets their significance.
HEALTHY LIVING	
08	Facilitate active and healthy living by creating an urban environment that encourages cycling and walking. This will include the creation of a range of off-street pedestrian and cycling links that use existing road reserves under the Vegetation Precinct Plan, utility easements and waterways and the conservation network set out in the Leneva Valley and Baranduda Native Vegetation Precinct Plan (LVBVVP) where appropriate.
09	Provide opportunities for participation in informal and formalised sport and activities through the provision of active open space and sporting facilities, in particular, contributions to the development of the Baranduda Sports and Recreation Facility.
CONNECTIVITY	
010	Establish an integrated and permeable transport network to encourage walking and cycling, reduced car dependency and maximise safety and connectivity
011	Encourage a sense of connection within the precinct and with existing Wodonga, surrounding growth fronts and employment opportunities (including the Baranduda Enterprise Park) by providing strong external connections to the surrounding transport network.
012	Ensure strong connections are provided to community facilities and open space networks within the surrounding neighbourhoods.

EMPLOYMENT, RETAIL AND COMMUNITY INFRASTRUCTURE	
013	Ensure that the development of land for residential and other sensitive uses opposite the Baranduda Enterprise Park provides an appropriate level of amenity.
014	Provide a well-designed and attractive Baranduda Town Centre that responds to its surrounding context.
015	Co-locate schools, sporting facilities, parks and other community facilities to create social hubs.
016	Create high amenity activity centres and neighbourhoods through the integration of public art.
HOUSING DIVERSITY AND AFFORDABILITY	
017	Promote greater housing diversity and affordability through choices of lots capable of accommodating a variety of dwelling typologies and densities and which encourage a variety of tenure and household types.
018	Support delivery of diverse housing outcomes and creation of character in urban areas by retaining viable scattered trees on public land.
INTEGRATED WATER MANAGEMENT, NATURAL SYSTEMS AND OPEN SPACE	
019	Deliver an integrated and resilient water management system that reduces reliance on reticulated potable water, increases the re-use of alternative water, minimises flood risk, ensures the environmental health of waterways, protects public health, delivers affordable essential water services and contributes towards a sustainable and green urban environment.
020	Build practical and viable interfaces between different land uses, in particular the conservation reserves and future urban land uses.
021	Support the development of a local park network to provide local amenity to each part of the precinct to complement the unique open space opportunities presented by the conservation reserves and water management system.
NATURAL HAZARD MANAGEMENT	
022	Ensure that bushfire risk is considered in the layout, staging and design of development and the local street network.
PRECINCT INFRASTRUCTURE PLAN AND STAGING	
023	Encourage development staging to be co-ordinated with the delivery of key infrastructure.

-  precinct boundary
-  growth area boundary
-  arterial road within existing road reserve
-  arterial road - widening/intersection flaring
-  non-arterial road - existing road reserve
-  future proposed government school
-  existing non-government school
-  local community facility
-  conservation reserve
-  drainage infrastructure
-  cemetery / memorial park
-  regional sports reserve
-  local sports reserve
-  local park
-  road reserve
-  landscape values
-  utility facility
-  net developable area - residential
-  parcel boundary & number



2.3 Summary land use budget

The land 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 precinct is 1,062.49 hectares. The NDA is 548.86 hectares which means approximately 51.66% of the land within the Leneva-Baranduda precinct is available for residential development.

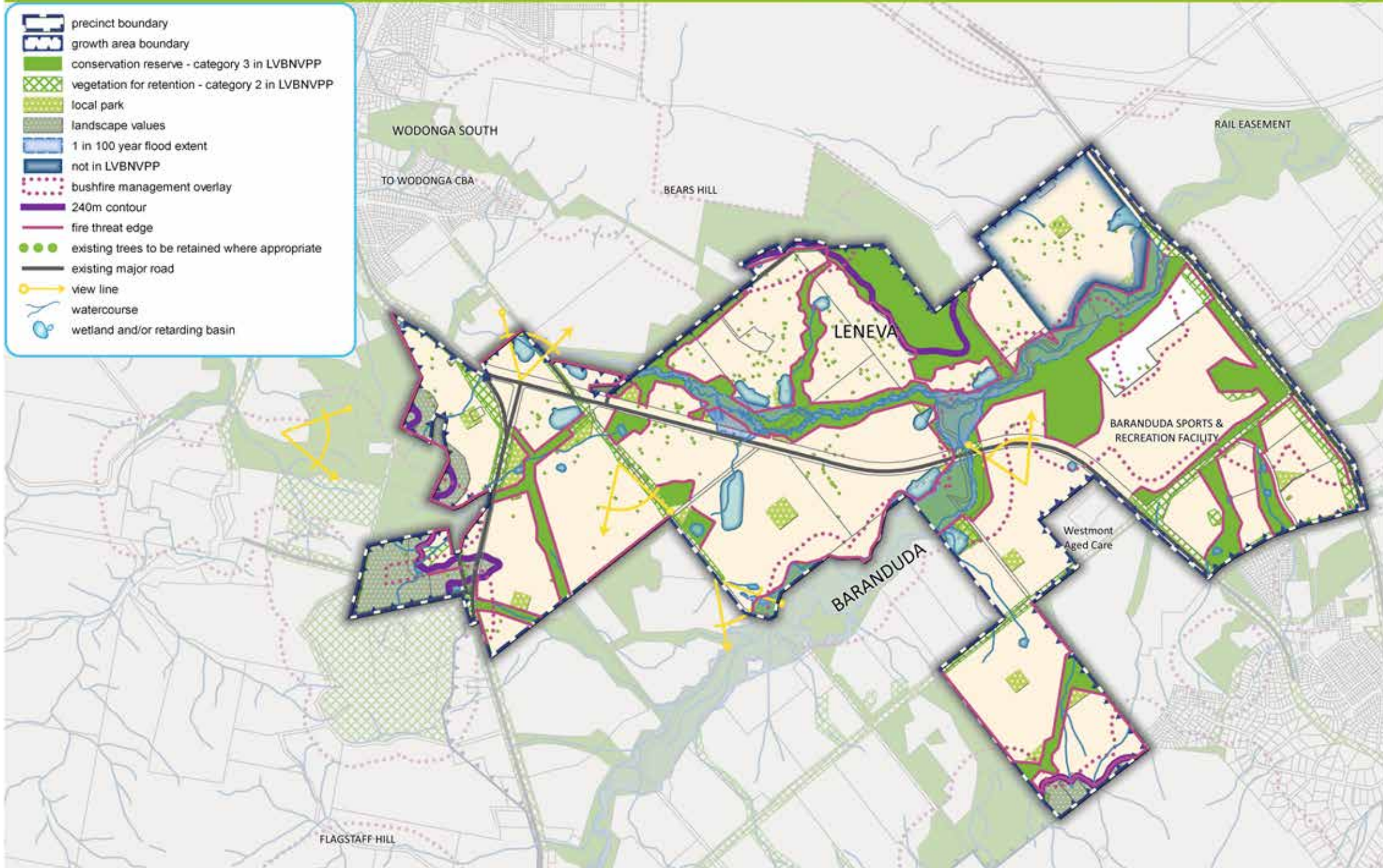
Based on a residential development yield average of 11 dwellings per NDA the Leneva-Baranduda precinct will generate approximately 6,037 dwellings and accommodate approximately 15,395 new local residents.

Table 1 Summary land use budget

DESCRIPTION	PSP		
	HECTARES	% OF TOTAL	% OF NDA
TOTAL PRECINCT AREA (HA)	1,062.49		
TRANSPORT			
Arterial Road - Within Existing Road Reserve	35.16	3.31%	6.07%
Arterial Road - Widening and Intersection Flaring (DCP land)	3.46	0.33%	0.60%
Non-Arterial Road - Existing Road Reserve	19.07	1.79%	3.29%
Arterial Road Reserve	30.20	2.84%	5.22%
Sub-total Transport	87.88	8.3%	16.01%
COMMUNITY & EDUCATION			
Future Proposed Government School	7.00	0.66%	1.28%
Existing Non-Government School	12.19	1.15%	2.22%
Local Community Facility (DCP land)	2.00	0.19%	0.36%
Sub-total Community & Education	21.20	2.0%	3.9%

DESCRIPTION	PSP		
	HECTARES	% OF TOTAL	% OF NDA
OPEN SPACE			
UNCREDITED OPEN SPACE			
Conservation Reserve	210.44	19.81%	38.34%
Drainage Infrastructure (DCP land)	19.75	1.86%	3.60%
Cemetery / Memorial Park	20.00	1.88%	3.64%
Landscape Values	53.93	5.08%	9.82%
Sub-total Uncredited Open Space	304.12	28.62%	55.41%
CREDITED OPEN SPACE			
Local Sports Reserve (DCP land)	12.00	1.1%	2.19%
Local Park (via CI 53.01)	21.75	2.0%	3.96%
Sub-total Credited Open Space	33.75	3.2%	6.15%
Total All Open Space	337.87	31.8%	61.56%
OTHER			
Regional Sports Reserve	66.50	6.3%	12.12%
Utility Facility	0.18	0.02%	0.03%
Sub-total	66.69	6.28%	12.15%
TOTAL NET DEVELOPABLE AREA (NDA) HA	548.86	51.66%	
NET DEVELOPABLE AREA - RESIDENTIAL (NDA-R) HA	548.86	51.66%	

-  precinct boundary
-  growth area boundary
-  conservation reserve - category 3 in LVBVPP
-  vegetation for retention - category 2 in LVBVPP
-  local park
-  landscape values
-  1 in 100 year flood extent
-  not in LVBVPP
-  bushfire management overlay
-  240m contour
-  fire threat edge
-  existing trees to be retained where appropriate
-  existing major road
-  view line
-  watercourse
-  wetland and/or retarding basin



3.0 IMPLEMENTATION

The following requirements and guidelines will enable future development and works within the PSP to achieve key objectives identified in Section 2 and Plan 2.

3.1 Landscape and urban character

3.1.1 Integration and interfaces

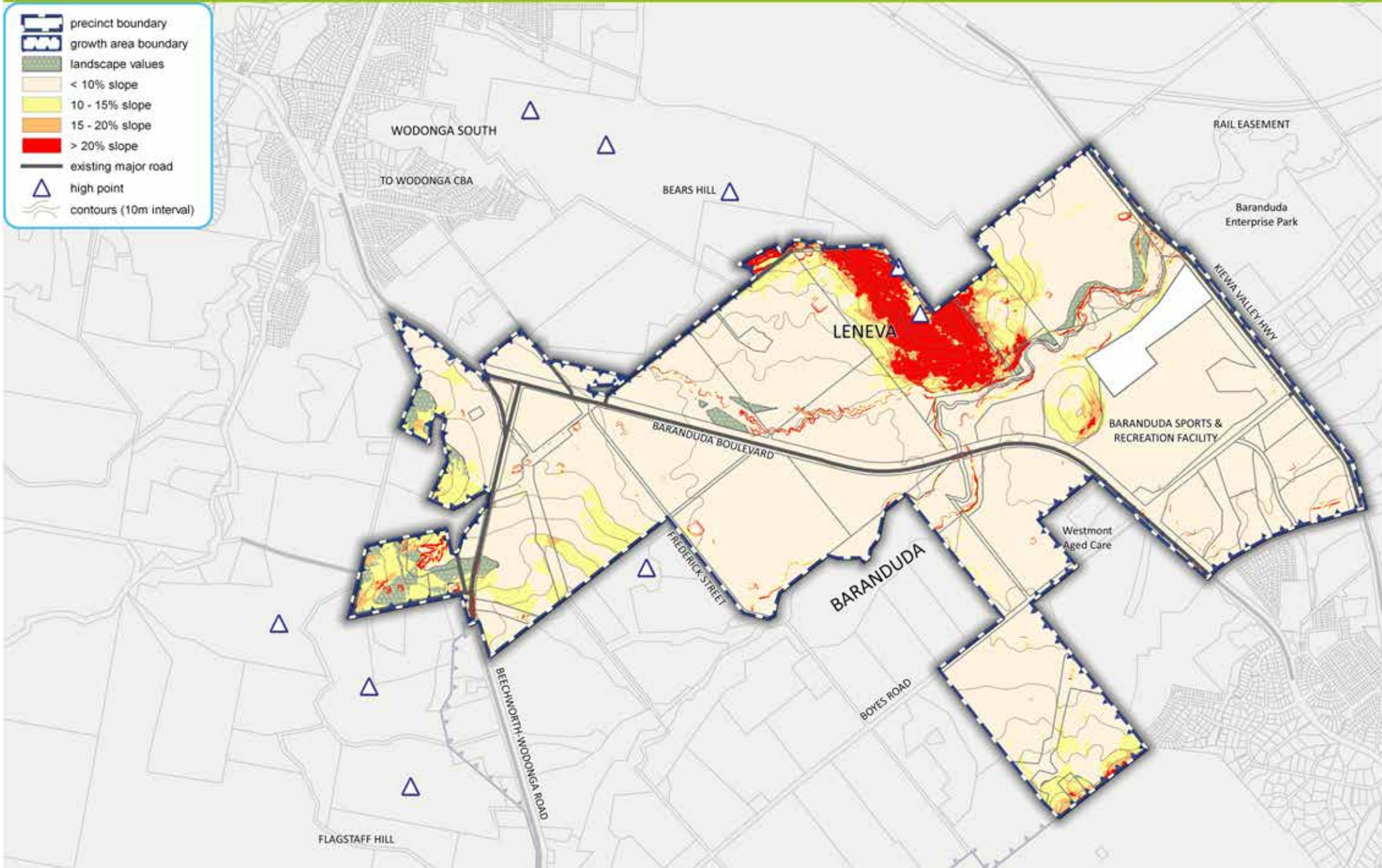
REQUIREMENTS	
R1	A frontage road must be provided interfacing any conservation reserve land (category 3 land in the LVBVPP) and other open space. In exceptional circumstances where topography prevents practical delivery of a road reserve the responsible authority may permit lots directly adjoining a conservation reserve or open space, however the lots adjacent must front onto the reserve or open space with other appropriate interface treatment such as pedestrian and cycle ways and passive surveillance design elements. Figure 1 outlines further guidance in relation to the preferred interface with a conservation reserve. Where no road is provided between a lot able to contain a dwelling and a conservation reserve, a lot must also provide the defensible space required by the Planning Scheme.
R2	Landscaping adjacent to retained native vegetation or habitat must be complementary to conservation and bushfire management objectives and use appropriate native species to the satisfaction of the responsible authority.
GUIDELINES	
G1	Streets should be aligned to protect vistas to waterways, open space and surrounding landscape where shown on Plan 4.
G2	Significant elements of the landscape and built form should be used as focal points for view lines and safety along streets. Elements may include items such as hill tops, ridge lines, public buildings, prominent vegetation and other landmarks.
G3	Street networks should be designed to maximise the number of connections and direct views to waterways, open space and surrounding landscape using appropriate interface treatments that allow ease of access to and through public land and points of interest.
G4	Development abutting open space should be well articulated and facilitate passive surveillance from windows, balconies and pedestrian access points.
G5	Landscaping of development and streets should integrate with the adjoining open space design.

Figure 1 Potential Interfaces with Conservation Reserve



3.1.2 Hazard management

REQUIREMENTS	
R3	Where a lot capable of accommodating a dwelling is adjacent to a Fire Threat Edge as identified in Plan 4, a road in accordance with the Fire Threat Edge cross section in Appendix C must be provided between the fire threat edge and the lot on which the dwelling may be developed.
R4	Defendable space must be provided in accordance with the Planning Scheme.
R5	Subdivision must provide a road network that enables at least two safe egress routes away from the fire hazard.



3.1.3 Topography

REQUIREMENTS	
R6	Subdivision must respond to natural topography by minimising the extent of modification and engineering to existing ground levels and the risk of erosion through consideration of: <ul style="list-style-type: none"> • Alignment of roads and streets; • Orientation and size of lots; and • Location, purpose and design of any open space.
R7	Any vertical retaining structures in public places (with the exception of those that are part of building walls) must be no more than 1.0 metres in height, unless otherwise agreed by the responsible authority.
R8	Subdivision, engineering, landscape design and buildings and works must provide a sensitive response to current landforms and minimise the need for excavation and cut and fill earthworks.
R9	Earthworks, retaining structures and embankments must be carefully and sensitively designed to transition gradually into natural contours.
R10	Building and works other than drainage works must not occur within land identified as Landscape Values in Plan 4 and 5 except for property 36 as identified in Plan 3, which may accommodate one additional lot within the Rural Living Applied Zone subject to it being demonstrated to the responsible authority that any development on that additional lot must achieve a minimum BAL 12.5 rating under AS3959-2009.
R11	Subdivision applications for land on slope greater than 5% must be accompanied by design guidelines to minimise the landscape and visual impact of development on sloping land. The guidelines must be to the satisfaction of the responsible authority and include: <ul style="list-style-type: none"> • A plan showing lot boundaries, contours and slope; • Cross sections based on the indicative cross sections reflected at Figures 2 – 4 or any variation consistent with the associated principles; • The location and approximate depth of any proposed earthworks; • The location and approximate height for proposed retaining structures; • A geotechnical report and designs by a suitably qualified engineer where proposed retaining structures exceed 0.5m in height; • The location and approximate grade of any proposed roads and paths; • Building envelopes and grade of driveways and cross overs; and • Measures to manage surface run-off.
R12	In areas of slope greater than 5%, streets must align generally with the contours and include canopy street trees to minimise the visual impact of development.
R13	In areas of slope greater than 5% as identified on Plan 5, development must minimise landscape scarring and avoid the need for large amounts of cut and fill to the satisfaction of the responsible authority.

GUIDELINES

G6	<p>Any retaining structure (with the exception of those which are part of a building) should be:</p> <ul style="list-style-type: none"> • No more than 1.0 metres in height between a dwelling and a street or public space, or where visible from a street or public space; • Set back at least 1.0 metres from any building envelope; • Staggered, with a minimum 0.75 metre distance between each stagger to allow for the inclusion of landscaping, where cutting and filling is deeper than 1.0 metres; and • Positioned so that associated drainage infrastructure and structural foundations are fully located within the same lot. <p>All to the satisfaction of the responsible authority.</p>
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Figure 2 Dwelling constructed on 10-15% grade

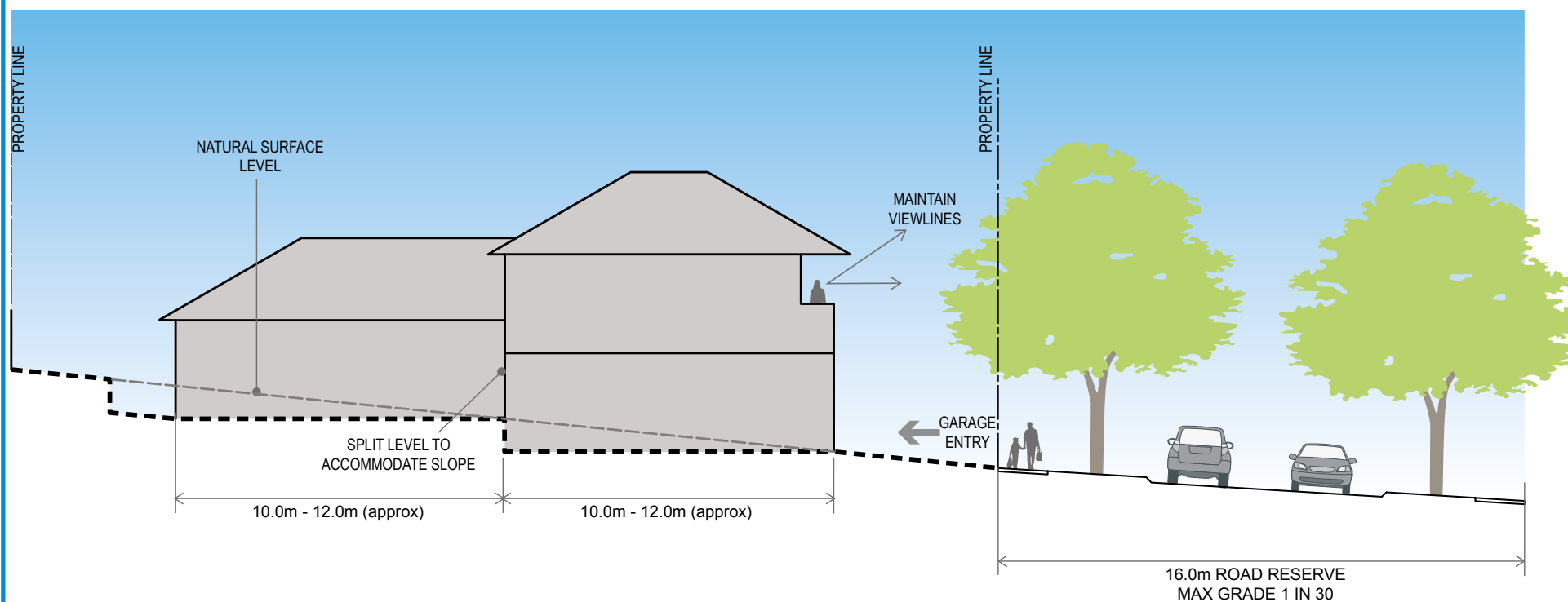
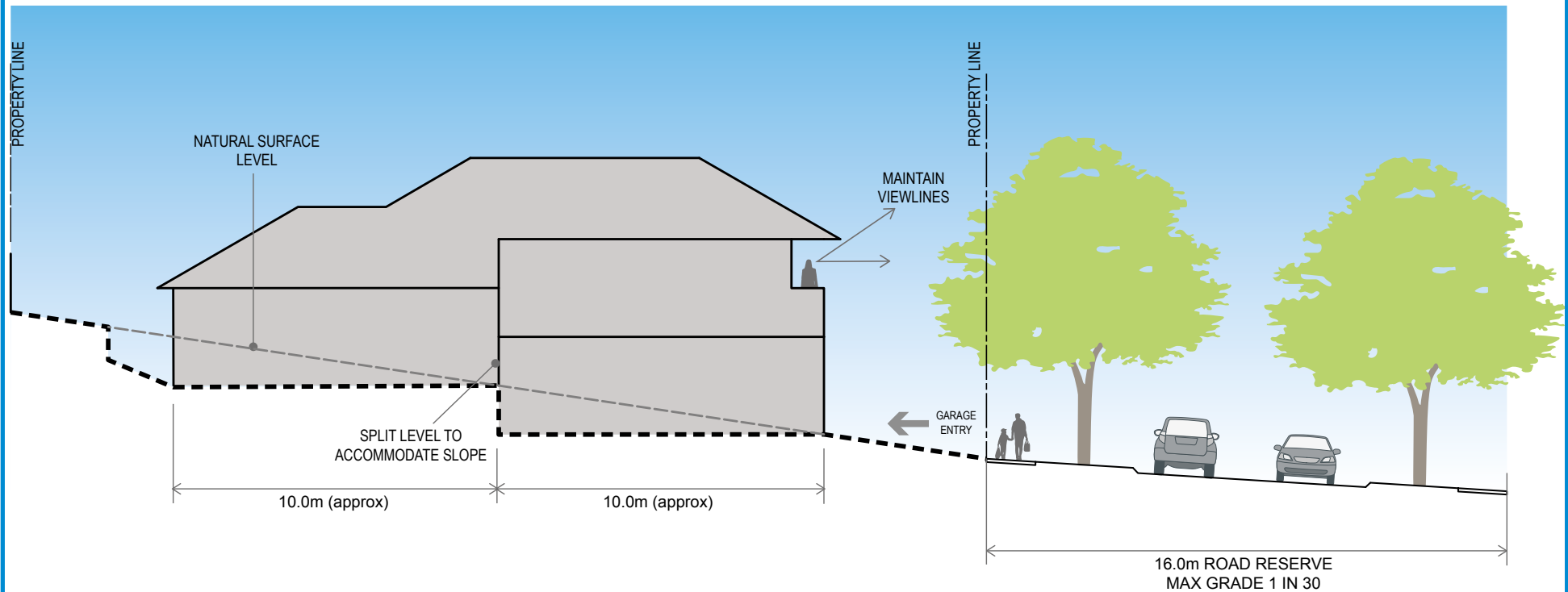
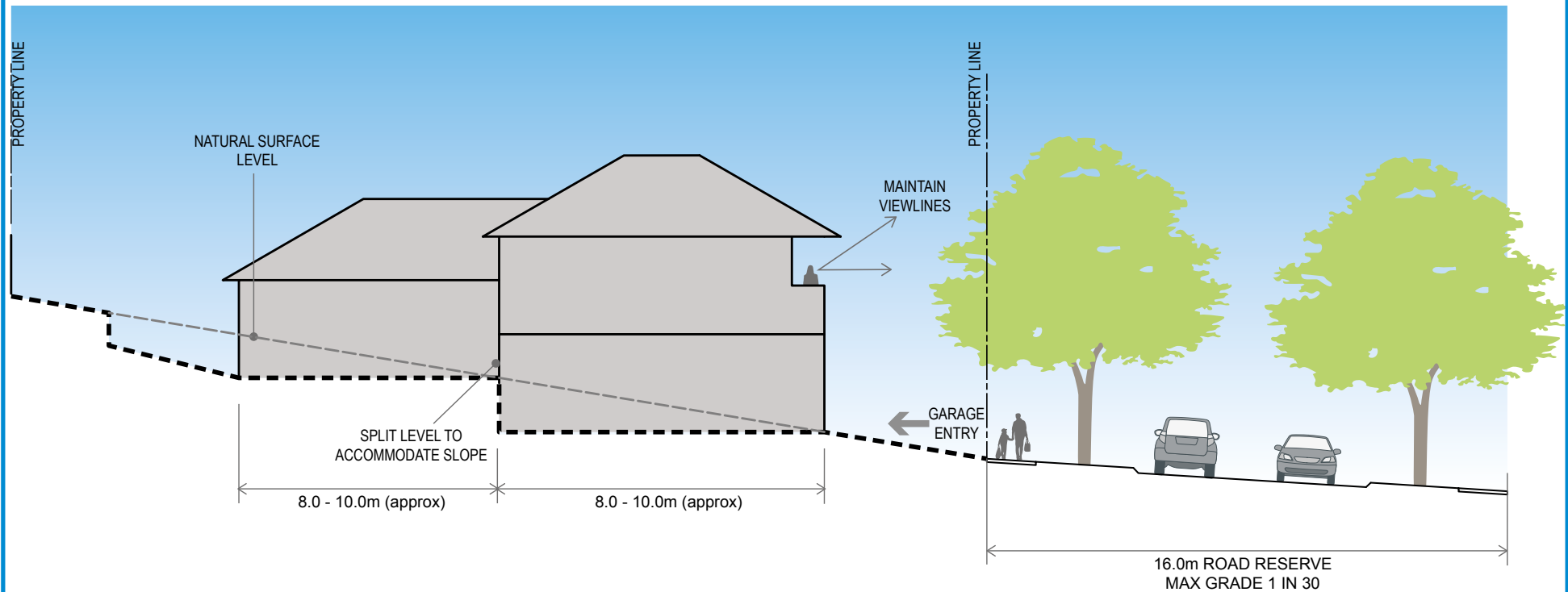


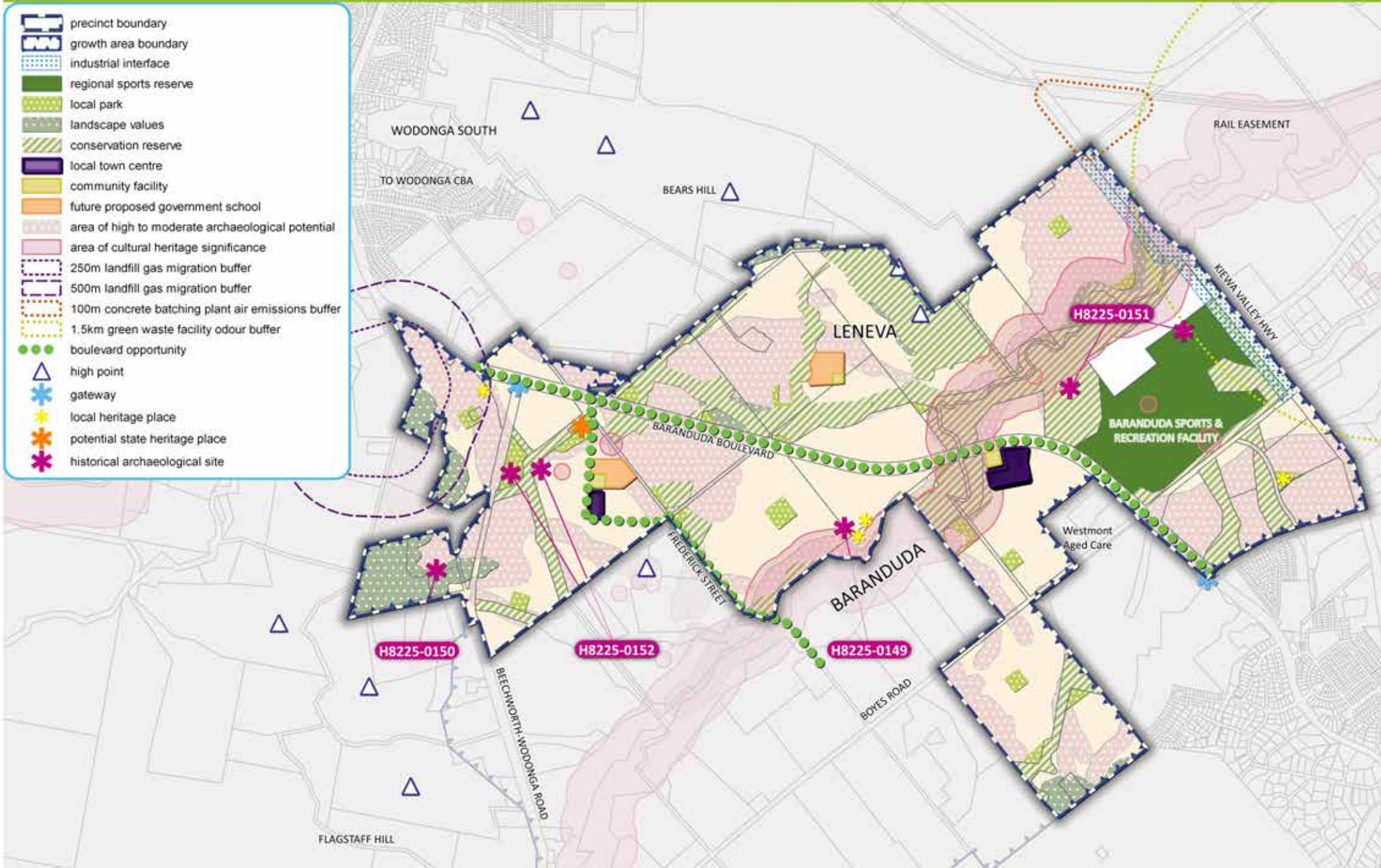
Figure 3 Dwelling constructed on 15-20% grade



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Figure 4 Dwelling constructed on greater than 20% grade





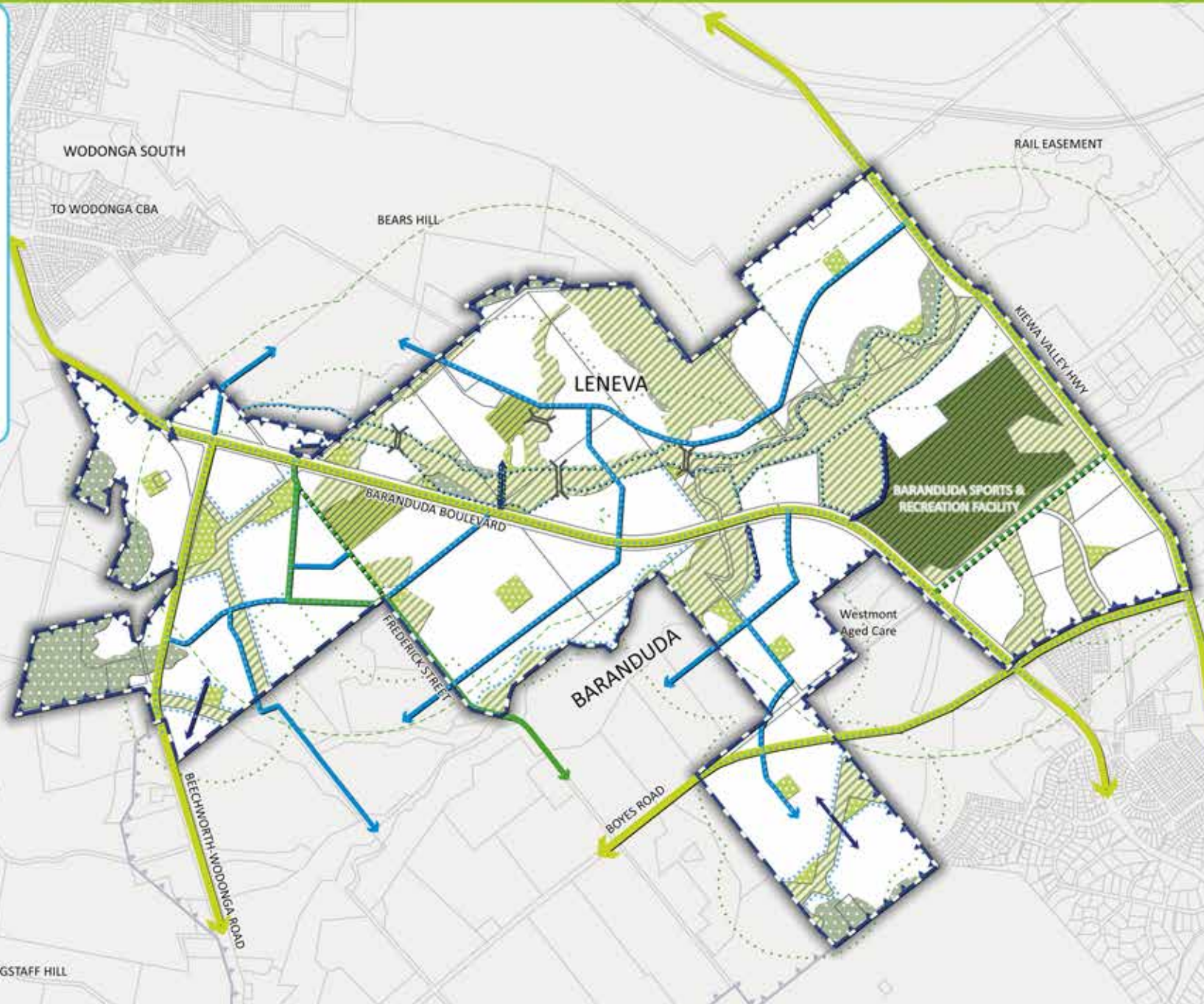
3.1.4 Heritage

REQUIREMENTS	
R14	A mandatory Cultural Heritage Management Plan must be prepared if any development designs are on land identified in Plan 6 as “area of Aboriginal Cultural Heritage sensitivity”.
R15	Any subdivision and/or development of land adjoining or containing a heritage site identified under the Heritage Overlay in the Wodonga Planning Scheme must, for the relevant stage of the subdivision, have regard to the heritage significance of the site and provide a sensitive interface to the satisfaction of the responsible authority.
GUIDELINES	
G7	A voluntary Cultural Heritage Management Plan is recommended on land identified in Plan 6 as “area of high to moderate archaeological potential” for any high impact activity.
G8	Development of land subject to the Heritage Overlay in the Wodonga Planning Scheme or of post-contact significance such as Victorian Heritage Inventory sites should ensure that the heritage place is recognised, well integrated and becomes a prominent feature of surrounding subdivision and urban character.
G9	Adaptive reuse of properties subject to the Heritage Overlay in the Wodonga Planning Scheme is encouraged if it is demonstrated that it will contribute to the long-term conservation of these heritage places.

3.1.5 Local character and amenity

REQUIREMENTS		
R16	Street trees must be provided on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity to the satisfaction of the responsible authority, at an average of:	
	Average interval	Tree size (in height)
	8 – 10 metres	Small trees (less than 10 metres)
	10 – 12 metres	Medium trees (10 – 15 metres)
	10 – 15 metres	Large trees (15 metres or greater)
R17	Trees must be planted:	
	<ul style="list-style-type: none">• In modified and improved soil as required to support tree longevity• Consistent with guidance provided on the relevant street cross section or to the satisfaction of the responsible authority.	
R18	Development or subdivision, which includes land identified as ‘industrial interface’ on Plan 6 must provide a design response (e.g. acoustic treatment to buildings, earth mounds, vegetation screening and internal loop roads) which addresses potential amenity impacts arising from industrial development in the Baranduda Enterprise Park, to the satisfaction to the responsible authority.	
GUIDELINES		
G10	A plan should be provided clearly showing existing significant vegetation to be retained within the public domain including parks and road reserves where practical.	
G11	A consistent suite of lighting and furniture should be used across neighbourhoods and open space, appropriate to the type and role of the street or public space, unless otherwise agreed by the responsible authority.	
G12	Trees in streets and parks should be larger species wherever space allows to facilitate increased canopy cover. The species and spacing of street trees should be to the satisfaction of the responsible authority.	
G13	Development fronting a prominent town gateway (as identified on Plan 6) should contribute toward the creation of a positive sense of arrival into the town.	

-  precinct boundary
-  growth area boundary
-  local park
-  regional sports reserve
-  local sports reserve
-  landscape values
-  conservation reserve
-  local park and sports reserve 400m catchment
-  sports reserve 1km catchment
-  arterial road (4 lane)
-  connector street - boulevard
-  connector street
-  local connection required
-  potential local access if required
-  off-road shared path
-  linear green link opportunity
-  pedestrian and cycling bridge



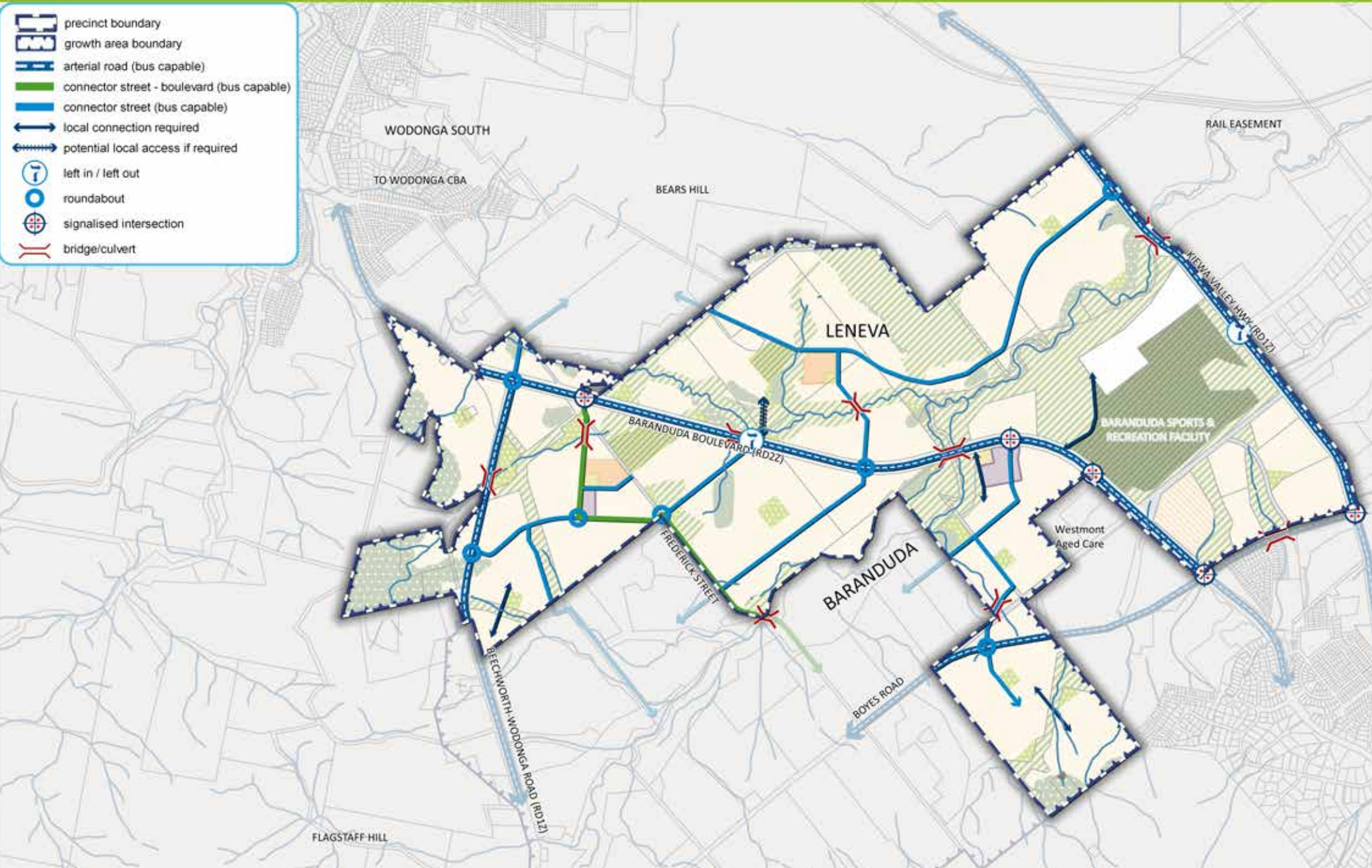
3.2 Healthy living

3.2.1 Pedestrian and cycling network

REQUIREMENTS	
R19	<p>Design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:</p> <ul style="list-style-type: none"> • Pedestrian footpaths of at least 1.5 metres on both sides of all streets and roads unless otherwise specified by the PSP; • Shared paths or dedicated bicycle paths where shown on Plan 7 or as shown on the relevant cross sections in Appendix C or as specified by any other requirement in the PSP; • Safe, accessible and convenient crossing points of connector and local streets at all intersections, key desire lines and locations of amenity (e.g. town centre and open space); • Safe pedestrian/cyclist crossings of arterial roads and connector streets at all intersections, at key desire lines, and on regular intervals appropriate to the function of the road and public transport provision; • Pedestrian/cyclist priority crossing on all slip lanes; and • Safe and convenient transition between on and off-road bicycle networks. <p>All to the satisfaction of the coordinating roads authority and the responsible authority.</p>
R20	<p>Shared and pedestrian paths along waterways must be:</p> <ul style="list-style-type: none"> • Delivered by adjoining development proponents consistent with the network shown on Plan 7 ; and • Above the 1:10 year flood level with any crossing of the waterway designed to be to maintain hydraulic function of the waterway.
R21	<p>Bicycle parking facilities are to be provided by development proponents in convenient locations at key destinations such as parks, schools, sports reserves and activity centres.</p>
R22	<p>Bicycle priority at intersections of minor streets and connector roads with dedicated off-road bicycle paths must be achieved through strong and consistent visual and physical cues and supportive direction and associated road signs to the satisfaction of the responsible authority.</p>

GUIDELINES	
G14	The alignment of the off-road bicycle path should be designed for cyclists travelling up to 30 km/h.
G15	Lighting, shade and seating should be installed along all shared, pedestrian and cycle paths linking key destinations, unless otherwise approved by the responsible authority.
G16	Path networks associated with open space located inside and outside the precinct should include way finding signage that clearly identifies key destinations.
G17	Subdivision layout should encourage the inclusion of cycle and pedestrian pathways in areas of high natural amenity such as adjacent to drainage lines and waterway corridors.

-  precinct boundary
-  growth area boundary
-  arterial road (bus capable)
-  connector street - boulevard (bus capable)
-  connector street (bus capable)
-  local connection required
-  potential local access if required
-  left in / left out
-  roundabout
-  signalised intersection
-  bridge/culvert



3.3 Connectivity

3.3.1 Public transport

REQUIREMENTS	
R23	Roads and intersections shown as bus capable on Plan 8 must be constructed to accommodate ultra-low-floor buses to the satisfaction of Public Transport Victoria and the responsible authority.
R24	Bus stop facilities, including any transport interchanges must be designed as an integral part of the neighbourhood activity centre or town centre and must provide shade and seating.
GUIDELINES	
G18	The street network must be designed to ensure all households are able to directly and conveniently walk to public transport services.

3.3.2 Street network

REQUIREMENTS	
R25	<p>Subdivision layouts must provide:</p> <ul style="list-style-type: none"> • A permeable, safe and low speed street network that encourages walking and cycling; • Convenient access to local points of interest and destinations; and • For the effective integration with neighbouring properties.
R26	The connector street network must provide a safe, low speed environment.
R27	The gradient of a street must not exceed the limitations for the relevant standard outlined in Table 2.
R28	<p>Approximately 30% of local streets (including connector streets) within a subdivision must apply an alternative cross section to the 'standard' cross section for these streets outlined in Appendix C. Examples of cross sections are provided in Appendix C, however others are encouraged including but not limited to:</p> <ul style="list-style-type: none"> • Varied street tree placement; • Varied footpath or carriageway placement; • Introduction of elements to create a boulevard effect; • Varied carriageway or parking bay pavement; and • For the purpose of this requirement, changes to street tree species between or within streets do not constitute a variation. <p>Alternative cross sections must ensure that:</p> <ul style="list-style-type: none"> • Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets; and • The performance characteristics of standard cross sections as they relate to pedestrian and bicycle use are maintained. <ul style="list-style-type: none"> • Relevant minimum road reserve widths for the type of street (illustrated in Appendix C) <p>are maintained, unless otherwise approved by the responsible authority.</p>
R29	Where a single street spans across multiple properties that street may consist of multiple cross sections so long as a suitable transition has been allowed for between each section. Where that street has already been constructed or approved for construction to a property boundary, the onus is on the development connecting into the street to adopt a consistent cross-section until that suitable transition can be made.
R30	Convenient and direct access to the connector street network must be provided through neighbouring properties where a property does not otherwise have access to the connector street network or signalised access to the arterial network, as appropriate and to the satisfaction of the responsible authority.

R31	Vehicle access to lots fronting arterial roads must be provided from a local internal loop road, rear lane, or service road to the satisfaction of the coordinating road authority.
R32	Where a lot is eight metres or less in width, vehicle access must be via rear laneway, unless otherwise approved by the responsible authority. Configuration of vehicle access to all other lots must ensure that there is sufficient separation between crossovers to allow for: <ul style="list-style-type: none"> • A minimum of one on-street car park for every two residential lots; and • The planting of street trees in accordance with the objectives and requirements of the PSP.
R33	Any street abutting a school, neighbourhood centre, convenience centre or sporting reserve must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points as required by the responsible authority.
R34	Streets must be constructed to property boundaries where a road is shown crossing parcel boundaries in the PSP by any date or stage approved by the responsible authority.
R35	Roundabouts must be designed to slow vehicles, provide for pedestrian visibility and safety, and ensure connectivity/continuity of shared paths and bicycle paths.
R36	Having regard to the need to facilitate access to adjoining land as it is developed, where a connector street crosses a waterway as shown on Plan 8 the development proponent must construct a connector street bridge, before a statement of compliance is issued for the first stage of residential subdivision, or any other time approved by the responsible authority, to the other side of the waterway to be developed.
R37	Having regard to the need to facilitate access to adjoining land as it is developed, where a "local connection required" is identified on Plan 8 the development proponent must construct a bridge or culvert, before a statement of compliance is issued for the first stage of residential subdivision, or any other time approved by the responsible authority on the second side of the waterway to be developed.
R38	All signalised intersections must be designed in accordance with the Regional Victoria Infrastructure Design Manual and be designed by a suitably qualified engineer to the satisfaction of the responsible authority.
R39	Intersections constructed on declared roads must be designed to the satisfaction of the coordinating roads authority.

GUIDELINES	
G19	Street layouts should provide multiple convenient routes to major destinations such as the Leneva Local Centre, Baranduda Town Centre, Baranduda Sporting Complex and Baranduda Enterprise Park as well as the arterial road network.
G20	Street block lengths should not exceed 240 metres to ensure a safe, permeable and low speed environment for pedestrians, cyclists and vehicles is achieved.
G21	Culs-de-sacs, where allowable, should preserve convenient pedestrian and cycle connections.
G22	The frequency of vehicular crossovers on widened verges (in excess of six metres) should be minimised through the use of a combination of: <ul style="list-style-type: none"> • Rear loaded lots with laneway access; • Vehicular access from the side of a lot; • Combined or grouped crossovers; and • Increased lot widths.
G23	Streets should be the primary interface between development, open space reserves and waterways. Public open space and lots with a direct frontage to waterways may be provided as a minor component of the waterway interface. Where lots with direct frontage are provided, the lot boundary should be set back up to 5.0 metres from the waterway corridor to provide pedestrian and service vehicle access to those lots to the satisfaction of the responsible authority.
G24	Where a road is constructed to a lot boundary prior to the development of the abutting land parcel, sufficient vehicle turning space should be provided to the satisfaction of the responsible authority for the intervening period.
G25	Access between development sites an arterial road should, where practical, be provided via a connector street as shown on Plan 8. Where a connector street providing direct access to a development site from an arterial road network is not available, an access street to provide access to that development site, can be provided but must also be to the satisfaction of the road authority and Transport for Victoria. The access road may be required to be closed once direct access becomes available via a connector road.

The following table provides guidance on the appropriate grade for different types of streets.

Table 2 Street and slope guidelines

STREET/ROAD TYPE	MAXIMUM SLOPE - DESIRABLE	MAXIMUM SLOPE - ABSOLUTE
Access	10%	20%
Connector	8%	12%
Connector (bus capable)	6%	10%
Arterial	5%	7%

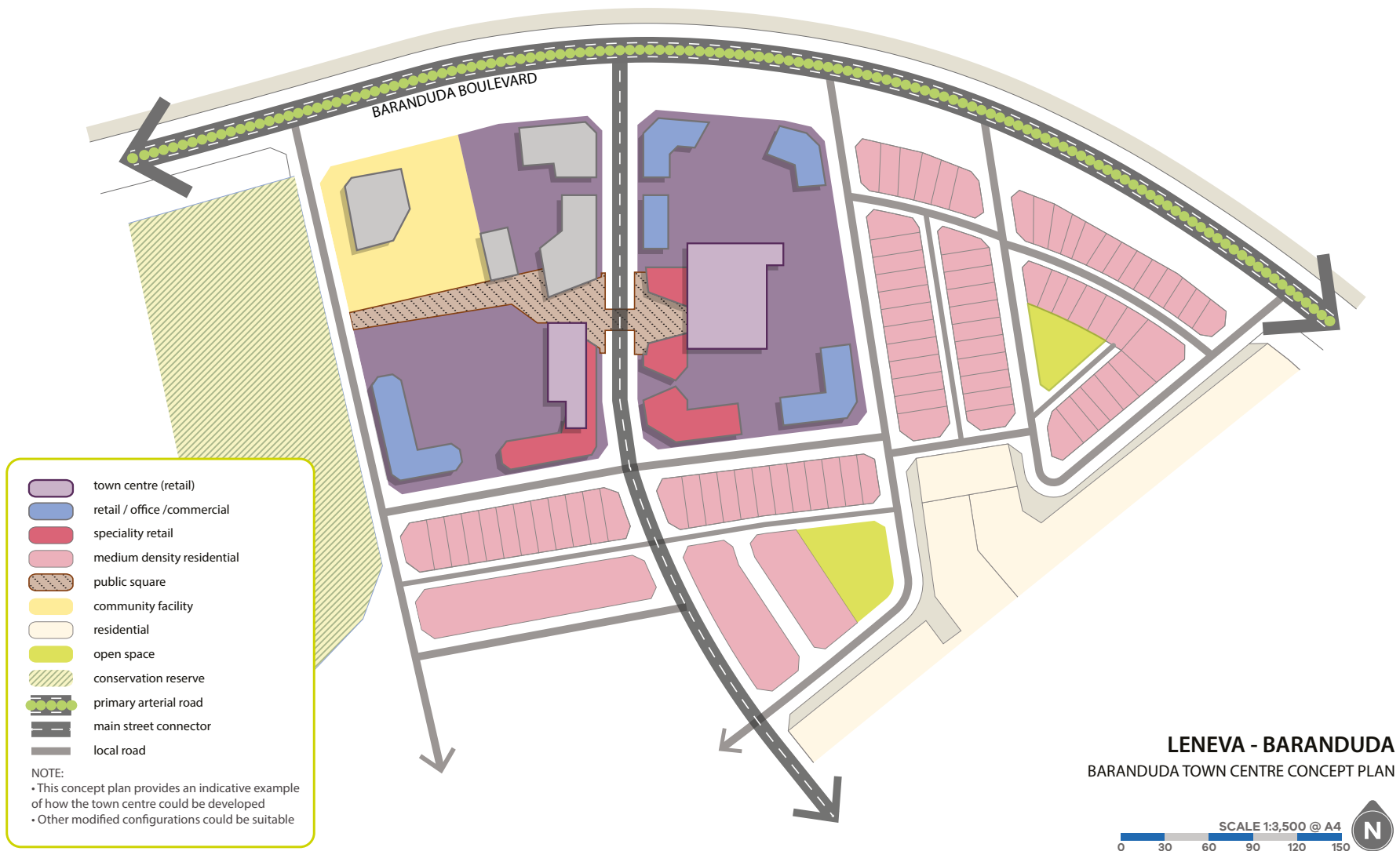
The following table provides a description of each of the standard cross sections and their variations in their ultimate form. Further information on each of the cross sections and variations are included in Appendix C of this document.

Table 3 Street cross sections

NAME	SPECIFICATION	WIDTH	DESCRIPTION
Secondary Arterial - Variation	Boyes Road	"27m outside road reserve 60m including road reserve"	Tailored cross section developed to respond to the existing native vegetation in the road reserve and associated requirements of the LVBVPP.
Secondary Arterial - Variation	Beechworth-Wodonga Road	28m	Tailored cross section developed to respond to the existing native vegetation in the road reserve and associated requirements of the LVBVPP.
Secondary Arterial - Variation	Baranduda Boulevard	36m	Tailored cross section to respond to the existing vegetation in the road reserve as well as utilising the road reserve in an appropriate manner.
Secondary Arterial - Standard	Kiewa Valley Highway and sections of Boyes Road Arterial that are not adjacent to existing road reserves	34m	Standard secondary arterial cross section

NAME	SPECIFICATION	WIDTH	DESCRIPTION
Boulevard Connector - Variation	Fredrick Street Road	21.7m outside road reserve 40.7 including road reserve	Tailored cross section developed to respond to the existing native vegetation in the road reserve and associated requirements of the LVBVPP.
Boulevard Connector - Standard	Deviation from Fredrick Street Road	31m	Standard boulevard connector cross section
Connector - Variation	Boyes Road (option)	"15.7m outside road reserve 48.7m including road reserve"	Tailored cross section option developed to respond to the existing native vegetation in the road reserve and associated requirements of the LVBVPP.
Connector - Standard		25m	Standard connector cross section
Local Access Level 2 - Variation	Adjacent to the conservation reserve / fire threat edge	23m	Tailored cross section developed to respond to objectives of encouraging an appropriate interface with the conservation reserve as well as facilitating off road pedestrian and cycling access and to respond to the Fire Threat Edge and fire management objectives.
Local Access Level 2 - Standard		20m	Standard local access 2 cross section
Local Access Level 1 - Variation	Adjacent to the conservation reserve / fire threat edge	19m	Tailored cross section developed to respond to objectives of encouraging an appropriate interface with the conservation reserve as well as facilitating off road pedestrian and cycling access and to respond to the Fire Threat Edge and fire management objectives
Local Access Level 1 - Standard		16m	Standard local access 1 cross section

Figure 5 Baranduda Town Centre concept plan



3.4 Employment, retail and community infrastructure

3.4.1 Baranduda Town Centre

The Baranduda Town Centre is to be developed over time to be the largest centre in the Leneva-Baranduda Growth Area providing a range of retail and service opportunities in a high amenity environment while at the same time supporting the primacy of the Wodonga Central Business Area.

The main street of the Baranduda Town Centre is orientated for views and vistas towards Bears Hill and intersects with Baranduda Boulevard with its established boulevard of trees. The town centre is also partially adjacent to the conservation reserve system and Middle Creek creating an opportunity for a permeable and activated built form edge on the backdrop of natural scenery for things like walking and cycling trails, restaurants, cafes and leisure opportunities within open space areas.

The town centre is strategically located opposite to and connected via pedestrian and vehicle links to a 9ha site that has the opportunity to accommodate future community uses such as emergency services, tertiary and technical education, health or other community service opportunities. In addition to this, the town centre is within walking distance to the future regional Baranduda Sports and Recreation Facility.

The Leneva-Baranduda precinct has been designed in a way that preserves the opportunity to maximise a walkable catchment to the town centre, offering opportunity for higher densities and diverse housing outcomes that will maximise healthy lifestyles by encouraging alternative transport options to the motor vehicle.

REQUIREMENTS

R40

An urban design framework of the Baranduda Town Centre must be prepared to the satisfaction of the responsible authority, prior to the issue of a permit for any part of the Baranduda Town Centre. The Urban Design Framework must:

- Address the principles on Appendix B
- Provide for the mix of uses and civic facilities shown in figure 5 and table 4

A permit granted must be generally in accordance with the approved Urban Design Framework.

GUIDELINES

G26

Design of buildings in the Baranduda Town Centre should provide visual interest at the pedestrian scale with activated facade treatments. Long expanses of unarticulated facade treatments (blank walls) should be avoided.

G27

Public art should be located within the public domain, including parks and reserves unless otherwise approved by the responsible authority. It should be locally distinctive and promote civic, community and cultural identity including indigenous identity.

G28

Development within the 9ha "opportunity site" opposite the Baranduda Town Centre should seek to incorporate a range of uses such as emergency services, tertiary and technical education, health or other community uses to the satisfaction of the responsible authority.

Table 4 Town Centre hierarchy

TOWN CENTRE	RETAIL FLOOR SPACE	BASE CATCHMENT	LOCATION & ANCILLARY USES
Existing Wodonga Town Centre	52,000m ²	Primary Activity Centre : 38,931^ at 2016 (source Victoria in Future 2014) Primary centre for higher order retail, office and service employment, social and cultural activity.	High and Elgin Streets Wodonga. This figure does not include approximately 10,000m ² of bulky goods retail, located at the periphery of the CBA or the future Manns development and Junction Place both within the CBA, with capacity for approximately 30,000m ² of retail floor space. Ultimately the cannibalisation of some existing retail would mean that the increase in floor space would be less than the estimated 30,000m ² from the Mann and Junction Place development.
Existing White Box Rise Shopping Centre	8,000m ²	Secondary Activity Centre: (population forecast 9,127*) Services the everyday needs and local service needs of residents of a neighbourhood or series of neighbourhoods. WBR in the short to medium term will service the main retail needs of the southern and eastern parts of Wodonga	Victoria Cross Pde, Wodonga South. This activity centre includes Woolworths, tenanted outlets (liquor and fast food) and an Aldi retail outlet
Existing Birralee Shopping Centre	6,000m ²	Secondary Activity Centre : (population forecast 14,421*) Services the everyday and local service needs of residents of a neighbourhood or series of neighbourhoods, at a smaller scale than a large local Town centre	Birralee, Melrose Drive. Coles is the major retailer with tenanted outlets and convenience retail such as chemist and news agency fast food outlets
Existing Local Convenience Shops	500 - 1,500m ²	Convenience shopping Meets the convenience retail needs of a local catchment or passing trade.	Stand alone convenience shops, liquor, local take away and corner shops: Beechworth Road, Bonegilla
Future Baranduda Town Centre (Wodonga PSP)	12,000m ²	Secondary Activity Centre PSP and growth area catchment: (population forecast at full development: 8,000*) Service the everyday needs and local service needs of a neighbourhood or series of neighbourhoods	Located adjacent to Baranduda Boulevard in the south east portion of the PSP. The Baranduda Town Centre will also be located conveniently to the future Regional sports facility and will service the wider Leneva-Baranduda catchment while at the same time re-enforcing the predominance of the Wodonga Town Centre. To be restricted until substantial growth in PSP area.
Future Leneva Local Centre (Wodonga PSP)	5,500m ²	Neighbourhood Activity Centre (population forecast at full development approx. 8,000*) Meets the needs of a neighbourhood or series of neighbourhoods	Located adjacent to the Fredrick Street Boulevard with a main street oriented towards a local high-point. The Leneva Local Centre will service the local community in the northern section of the PSP. To be restricted until substantial growth of the Baranduda Town Centre.
Future Killara Village /Riverside Estate	4,000m ²	Neighbourhood Activity Centre (population forecast 5,424*) Meets the needs of a neighbourhood or series of neighbourhoods	Killara, East Wodonga. Located within the Riverside Estate and will play the role of a neighbourhood activity centre

TOWN CENTRE	RETAIL FLOOR SPACE	BASE CATCHMENT	LOCATION & ANCILLARY USES
Future Enterprise Park	1,000m ² - 3,000m ²	Neighbourhood Activity Centre/ Convenience: (population forecast 4,118*)	Located in Wodonga West, this centre will unlikely exceed 1,500m ² of retail floor space due to population constraints and existing retail supply. This will limit the role of the centre to a convenience role
Baranduda Village Neighbourhood Convenience Centre	1,500m ²	Baranduda Village Meets the convenience retail needs of a local catchment or passing trade.	Shared retail allowance, convenience role. Total floor space for the existing village catchment 1,500m ² . Population constraints and existing retail supply will limit growth

Note ^ Estimated total population for Wodonga as at 2016 is 38,931 (Victoria in Future)

Existing retail floor spaces is primarily located at three activity centres. (a) The CBA (High St and Centro Plaza) (b) Birralee Shopping Centre and (c) White Box Rise. Wodonga plays the role of a regional shopping and retail centre which extends beyond the boundary of Wodonga. This table also establishes future retail allowances, located both within the Growth Area and previously agreed (capped) retail allowances at existing development fronts at Wodonga west and east.

Note * source Urban Enterprise based on spatial economics 2018

Note staging is dependent on internal catchment

3.4.2 Leneva Local Centre

The main street of the Leneva Local Centre is orientated towards the south-east to take advantage of views toward the hill top. It is a smaller order town centre that will cater for the daily convenience needs of the surrounding community. The centre should take advantage of being adjacent to Frederick Street Road, an important connector street boulevard designed to include the existing remnant native trees. Adjacent to the centre, on the other side of Frederick Street Road is a local sports reserve that is strategically located next to the conservation reserve system and a local park.

REQUIREMENTS

R41

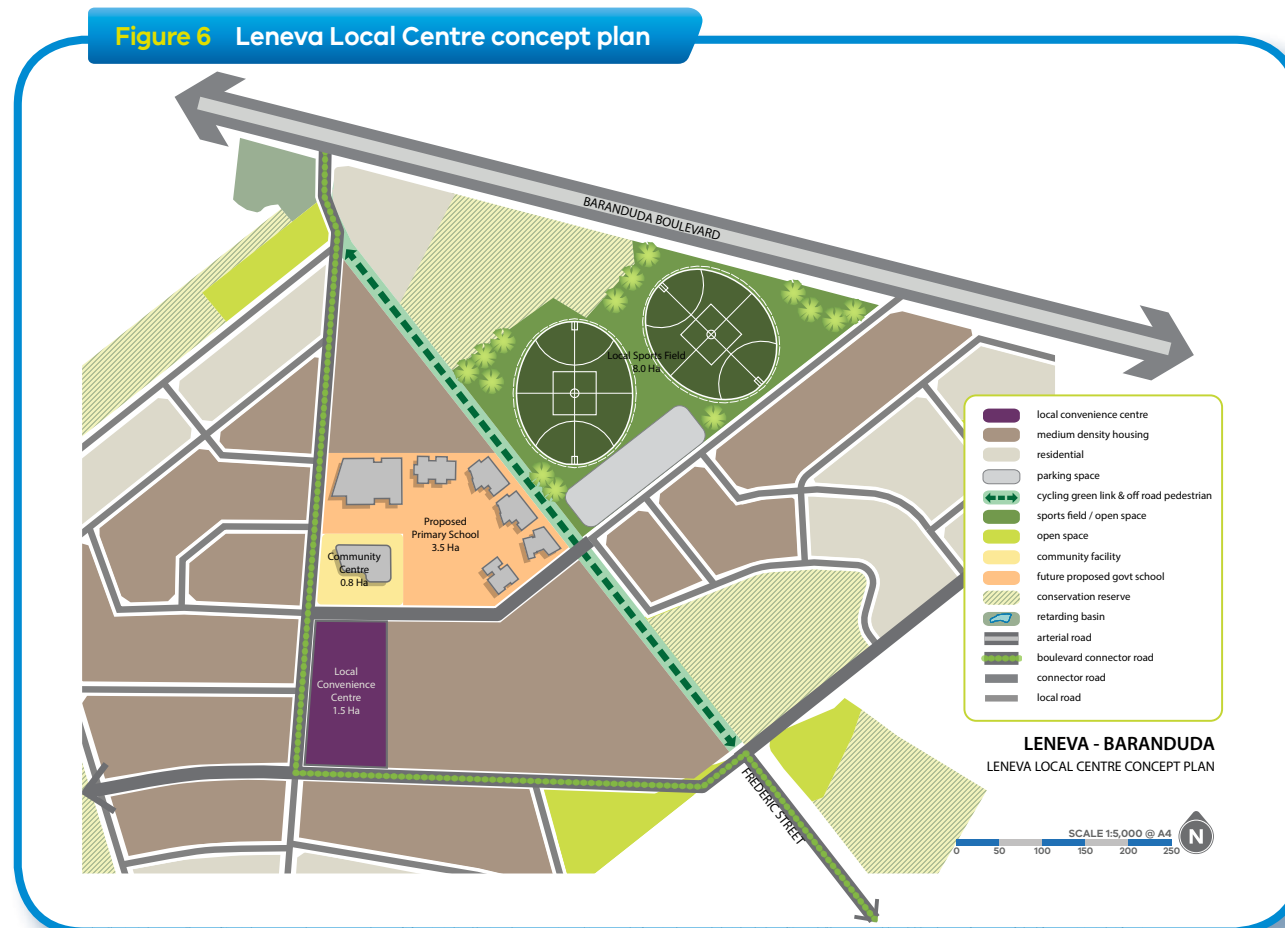
Land use and development within the Leneva Local Centre must be located generally in accordance with Plan 2 and Table 4, respond to the concept plan in Figure 6 and address Appendix B.

GUIDELINES

G29

Design of buildings in the Leneva Local Centre should provide visual interest at the pedestrian scale, with active and activated façade treatments. Long expanses of unarticulated facade treatments should be avoided.

Figure 6 Leneva Local Centre concept plan



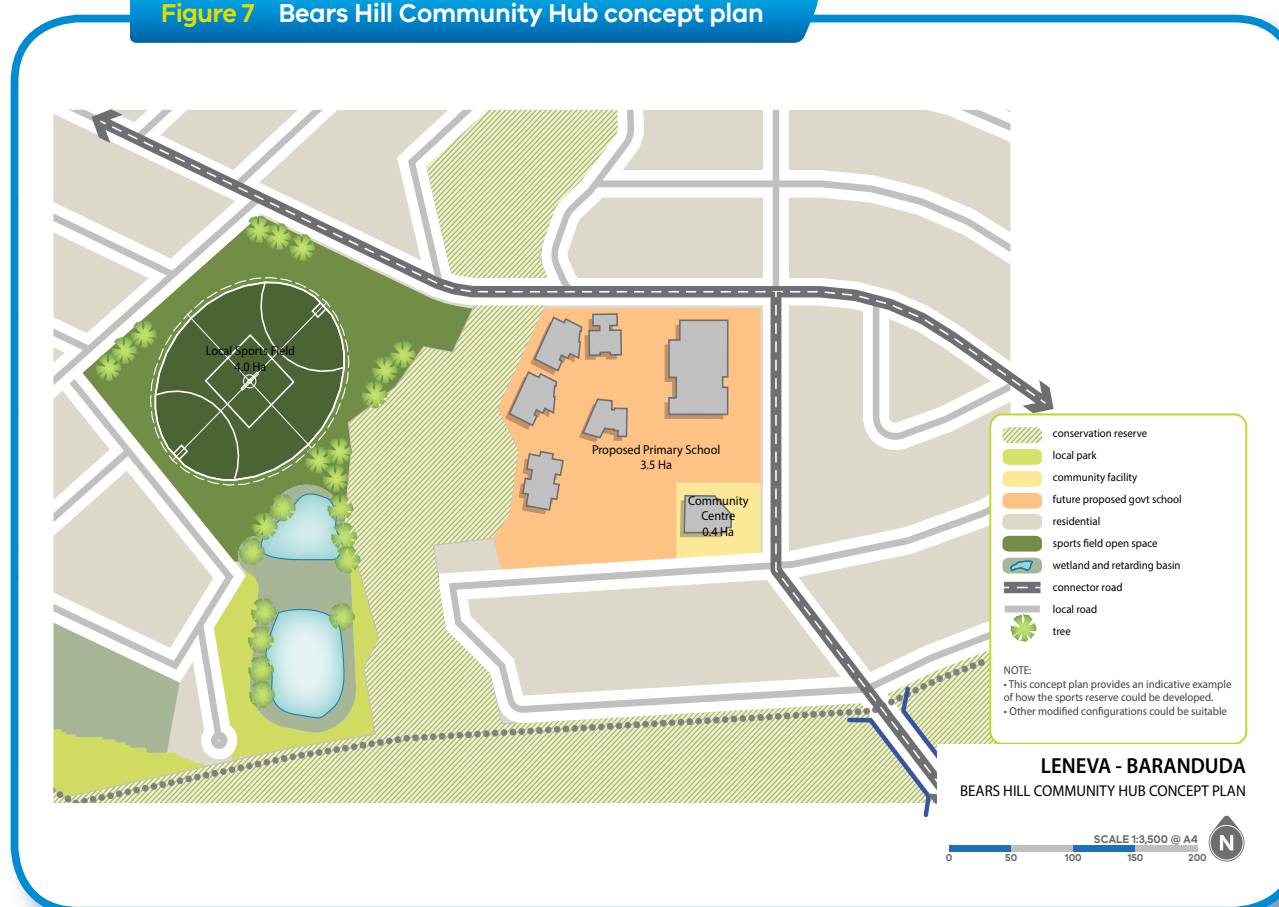
3.4.3 Bears Hill Community Hub

GUIDELINES

G30

The Community Hub (inclusive of the small convenience retail shop) should be located generally consistent with that shown on Plan 2 and the information provided in Table 4 as well as designed in response to Figure 7.

Figure 7 Bears Hill Community Hub concept plan



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3.4.4 Community facilities and education

The governance arrangement and engagement of stakeholders is an important part of progressing the vision for an integrated and flexible community hub. Council and the Department of Education and Training will work together to formalise delivery and management of the facilities external to outside the PSP process. This may include, identifying and resolving issues around facility design, ownership, leasing and capital works funding, service delivery, management and maintenance and upgrade over time.

REQUIREMENTS	
R42	Community facilities must be designed to front and be directly accessed from a public street with car parks located away from the main entry of the or facility.
R43	Any educational, community or civic infrastructure not shown on Plan 2 must be located within or proximate to any town centre, neighbourhood activity centre or community hub / the local convenience centre or council community building, as appropriate.
R44	Lots directly fronting a sports reserve must provide for a primary point of access from footpath or shared path proximate to the lot boundary.
R45	Sports reserves must be developed in accordance with a master plan adopted by or prepared to the satisfaction of the responsible authority, unless otherwise agreed by the responsible authority.
R46	Where land shown as proposed government or non-government school site is not required for that purpose, that land may be used for an alternative purpose which is generally consistent with the surrounding land uses and provisions of the applied zone.

GUIDELINES	
G31	The indicative layout of community facilities as illustrated in Figures 5-7 and Plan 2 may be altered to the satisfaction of the responsible authority, but should be designed to encourage the integration of schools, early childhood and other community facilities and services.
G32	Where a community centre is located with a convenience centre, efficiency of land use should be maximised through the consideration of a multi-storey facility where practicable.
G33	School hubs should be provided with three street frontages, with at least two of those streets providing sufficient widths to provide student drop-off zones and on street parking in addition to other street functions.
G34	Any education, community infrastructure, private childcare, medical (or similar facility) should be located within or proximate to a neighbourhood centre, convenience centre or community hub.
G35	Community facilities, schools and active recreation reserves that are co-located should be designed to maximise efficiencies through the sharing of car parking and other complementary infrastructure.
G36	The indicative location and layout of community facilities and schools as illustrated on Plan 2 may be altered to the satisfaction of the responsible authority.
G37	Where schools and community facilities are co-located, the design and layout of those facilities should encourage the integration of schools, early childhood and other community facilities and services.

Figure 8 Baranduda Fields Sports and Recreation Masterplan



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3.4.5 Baranduda Sports and Recreation Facility

Baranduda Fields will be developed as a major regional sports and recreation facility to provide for the needs of the local community and broader region. The sporting facilities should be provided generally in accordance with the masterplan described within the Baranduda Sports and Recreation Facility – Findings from Baranduda Fields Independent Reference Group (stage two). The masterplan concept is reproduced in Figure 8.

The sporting and recreation facilities will be complemented by a limited range of on-site commercially operated professional health, educational and sports associated businesses. This may include uses such as physiotherapy, sports medicine and rehabilitation services. These uses should be directly associated with or beneficial to the health and sporting uses occurring within the precinct and compliment the adjoining Baranduda Town Centre and wider commercial hierarchy policy of Council.

The facility will be home to local and regional sporting associations and allow for education uses and group accommodation relating to and supporting sporting and recreation uses. There is the potential for local schools to benefit from the co-location of sporting facilities through maximised access to open space.

Baranduda Fields will offer a variety of active, passive and conservation and community based spaces. It will be traversed by a network of bicycle paths and walking trails which will provide recreation opportunities for the community and connect the facility to the surrounding area and other recreation nodes throughout the precinct.

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3.5 Housing diversity and affordability

REQUIREMENTS	
R47	Residential subdivisions must deliver a range of lot sizes in appropriate locations, capable of accommodating a variety of housing types and facilitate affordable housing.
R48	<p>Lots must front (in order of priority where a lot fronts multiple elements)</p> <ul style="list-style-type: none"> Public open space including conservation reserves and waterways within the open space network; Local access streets; Connector streets; and Arterial roads.
R49	<p>Development applications must demonstrate how lots intended for medium density, high density or integrated housing can be practically developed by providing indicative layouts that suitably demonstrate:</p> <ul style="list-style-type: none"> Connections to and active interfaces with adjacent streets, open space and waterways; and Safe and effective internal vehicle and pedestrian circulation. <p>Unless otherwise agreed by the responsible authority.</p>
GUIDELINES	
G38	Residential development should provide for a variety of housing types as described in Table 5 and reinforcing the relevant desired character area as described in Table 6.
G39	Subdivision of land within 400m walkable distance of activity centres, hubs and public transport routes should create a range of lot sizes suitable for the delivery of medium and higher density housing.
G40	Larger lots or lower density residential should be provided in areas with slope constraints, particularly land at the highly visible foot of hills and with a slope in excess of 10% grade.
G41	<p>Specialised housing forms such as retirement living or aged care should be:</p> <ul style="list-style-type: none"> Integrated into the wider urban structure; Located in close proximity to activity centres and community hubs; and Accessible by public transport.
G42	Residential subdivision should provide for the provision and development of social or affordable housing at appropriate locations and within walkable distance of activity centres, hubs and public transport routes.
G43	<p>Lots should front or side:</p> <ul style="list-style-type: none"> All public open space, including waterways, parks, and conservation reserves; Utility easements including retention basins that form part of the open space network; Connector streets; and Arterial roads.

Table 5 Housing type by lot size

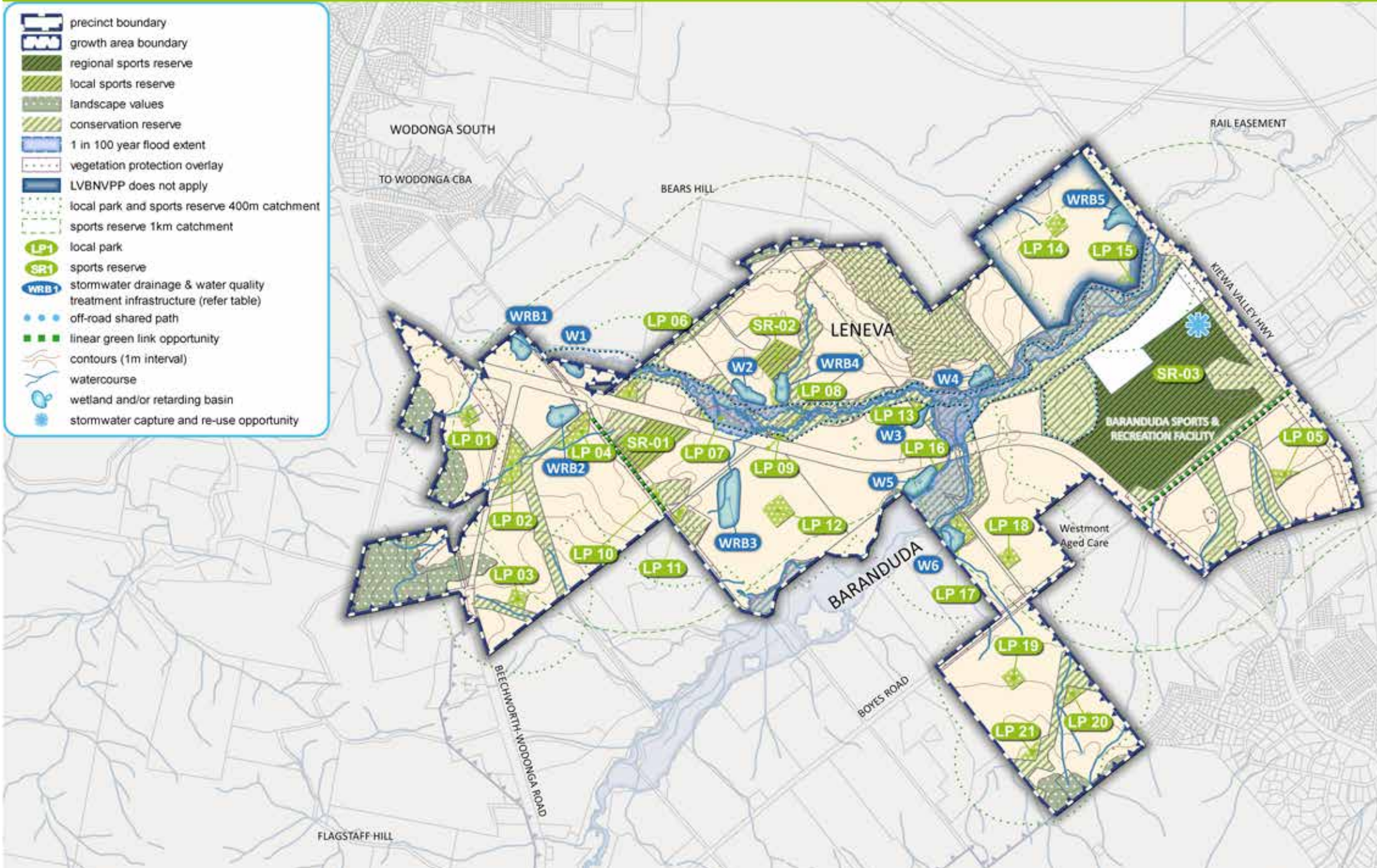
The following table provides guidance on the achievement of housing diversity objectives by providing an example of how variation in lot sizes supports a diversity of housing types.

INDICATIVE HOUSING TYPE	TYPICAL LOT SIZE (M ²)				
	0-350	350-500	500-800	800-2000	2000+
Rural style detached housing					
Large-lot detached housing					
Standard detached housing					
Small detached housing					
Semi-detached, duplexes					
Attached housing, terraces					
Integrated, multi-unit housing					

Table 6 Housing delivery guide

The following table provides guidance on the appropriate range of lot sizes and housing forms in different character areas.

CHARACTER AREA	HOUSING TYPE RANGE
Residential	All developments within residential areas should provide a lot range that supports the delivery of a diversity of housing types. Smaller lots and higher density housing products are encouraged in areas of high amenity and accessibility, such as proximate waterways, neighbourhood parks and neighbourhood centres.
Low-density residential	Low density residential should be in areas where there is a desire to protect the existing landscape. Lot sizes must be substantially larger than standard density housing lots and housing placement must be sensitive to topography and have regard to management of fire risk.



3.6 Integrated water management, natural systems and open space

3.6.1 Integrated water management

REQUIREMENTS	
R50	An application for development must demonstrate that stormwater runoff from the development meets the performance objectives of the Best Practice Environment Management Guidelines for urban stormwater management (as amended or superseded) prior to discharge to receiving waterways and as outlined on Plan 9, unless otherwise approved by the responsible authority.
R51	Final design and boundary of constructed waterways, waterway corridors, retarding basins, stormwater quality treatment infrastructure, wetlands and water sensitive urban design features and associated paths, boardwalks, bridges and planting, must be to the satisfaction of the responsible authority.
R52	<p>Development staging must provide for the delivery of ultimate waterway drainage infrastructure, including stormwater quality treatment, listed in Table 7.</p> <p>Where this is not possible, development proposals must demonstrate to the satisfaction of the responsible authority:</p> <ul style="list-style-type: none"> How stormwater from the subdivision will be retarded back to pre-development flows; How stormwater from the subdivision will be treated on-site; If a free draining outfall is required, it must be arranged to the satisfaction of the responsible authority and affected downstream property owner(s) with written acceptance of the downstream property owner(s); and How the proposed solution will enable the delivery of the ultimate drainage solution.
R53	<p>Applications must demonstrate how:</p> <ul style="list-style-type: none"> Waterways and integrated water management design enables land to be used for multiple recreation and environment purposes; Overland flow paths and piping within road reserves will be connected and integrated across property/parcel boundaries; The responsible authority freeboard requirements for overland flow paths will be adequately contained within road reserves; and Development will deliver the integrated water management plan requirements of the PSP. <p>All to the satisfaction of the responsible authority.</p>

GUIDELINES	
G44	Design and layout of waterway corridors and all other encumbered open space should maximise the potential for the integration of recreation uses, utility infrastructure and wetlands where this does not conflict with the primary function of the land.
G45	The design and layout of roads, 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.
G46	Development should demonstrate a reduce reliance on potable water through the use of alternative design features that increases the utilisation of fit-for-purpose alternative water sources such as storm water, rainwater and, where available, have recycled water.
G47	Development should have regard to relevant policies and strategies being implemented by the responsible authority and retail water authority, including any approved integrated water management plan.
G48	<p>Integrated water management systems should be designed to:</p> <ul style="list-style-type: none"> Support and enhance habitat values for local flora and fauna species; Enable future harvesting and/or treatment and re-use of stormwater; and Mimic natural systems such as through the use of naturalised swales where practical.
G49	Where primary waterway, conservation or recreation functions are not adversely affected, land required for integrated water management initiatives (such as stormwater harvesting, aquifer storage and recovery, sewer mining) should be incorporated within the precinct open space system as illustrated on Plan 9.

Table 7 Stormwater drainage and water quality treatment infrastructure

ID	DESCRIPTION	LAND AREA (HA)
W1	Wetland	0.88
W2	Wetland	1.57
W3	Wetland	1.24
W4	Wetland	1.27
W5	Wetland	1.27
W6	Wetland	1.69
WRB1	Wetland and retarding basin	1.55
WRB2	Wetland and retarding basin	1.95
WRB3	Wetland and retarding basin	4.46
WRB4	Wetland and retarding basin	1.37
WRB5	Wetland and retarding basin	1.71

3.6.2 Conservation Network – Leneva Valley Baranduda Native Vegetation Precinct Plan

REQUIREMENTS	
R54	Any development to be located within or adjacent to a conservation reserve (category 3 or category 2 land in the LVBVPP) must be designed and located in a manner so as to avoid or minimise current and future negative impacts on biodiversity and amenity values in accordance with the requirements of the Leneva Valley and Baranduda Native Vegetation Precinct Plan .
R55	An application for development must set out and identify any unreserved Category 3 land (as explained in the LVBVPP) that is to be vested in Council, in accordance with the LVBVPP.
R56	Land identified in Plan 9 as “LNBVPP does not apply” is subject to the provisions of Clause 52.17 of the Wodonga Planning Scheme.
GUIDELINES	
G50	An assessment of environmental impacts should be undertaken to evaluate proposals for building or works within or adjacent to a conservation reserve (category 3 or category 2 land in the LVBVPP) at the discretion of the responsible authority.
G51	Landscaping adjacent to retained native vegetation or habitat should be complementary to conservation objectives, use native planting where appropriate and consider bushfire risk.

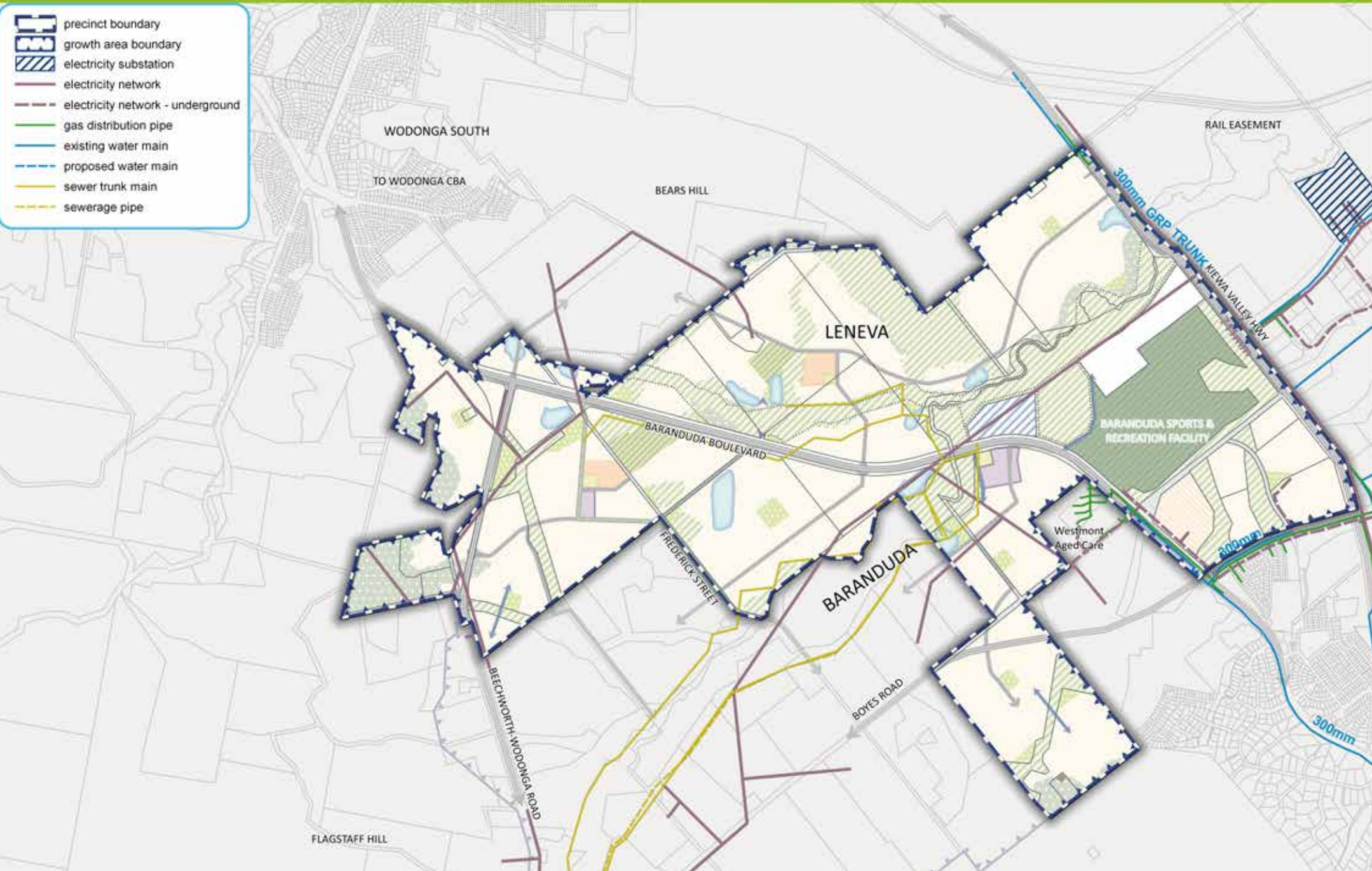
3.6.3 Open space and natural systems

REQUIREMENTS	
R57	All neighbourhood parks and sporting reserves must be located, designed and developed generally in accordance with Plan 9 and the relevant description in Table 8 unless otherwise agreed to by the responsible authority. The area of the park may vary so long as it remains inside the guidance for the relevant type of park. Where a park is smaller than outlined in the table, the land must be added to another park or used to create a new park in addition to those outlined in Plan 9. Where a proposed park is larger than outlined in the table, it may be accepted so long as it does not result in the removal of another park location.
R58	Design and layout of waterway corridors, retarding basins, wetlands and any other encumbered open space must maximise the potential for integration of recreation uses and linear linkages where this does not conflict with the primary function of the land, to the satisfaction of the responsible authority.
R59	The layout (including design and width) of open space and natural systems, drainage infrastructure, including waterway corridors, open channels, wetlands and retarding basins must be to the satisfaction of the responsible authority.
R60	All public landscaped areas must be designed and constructed to enable practical maintenance and planted suitable to the local climate and soil conditions, to the satisfaction of the responsible authority.

GUIDELINES	
G52	The design of waterway corridors, retarding basins, wetlands and other encumbered land should maximise the potential for the integration of passive and active recreation uses, by co-locating these land uses where it does not cause conflict with the primary function of the land.
G53	Public open space landscaping should contribute to habitat for indigenous fauna species.
G54	Designated waterways or constructed/modified wetlands should be revegetated with indigenous native vegetation based on the species composition of the relevant Ecological Vegetation Class and should be complementary to any specific biodiversity management objectives.
G55	Development should retain aquatic habitat, indigenous remnant native vegetation and scattered trees in public open space or other reserves where considered appropriate.
G56	Building and works should not occur within 30m of Middle Creek.
G57	Strategic revegetation or restoration should link and develop native vegetation or habitat areas in accordance with or complimentary to the objectives of the LVBVPP.
G58	Public art should be located within the public domain should be locally distinctive and promote civic and cultural identity, including Indigenous cultural design elements.
G59	Crime Prevention Through Environmental Design principles should guide the design of open spaces and associated infrastructure.
G60	Scattered trees should be assessed in terms of their viability in an urban development context and priority should be directed toward retention of trees that can be retained in widened road reserves or open space in a manner that will contribute to the character and diversity of the land to be subdivided

Table 8 Open space delivery guide

PARK ID	AREA	TYPE	ATTRIBUTES	LOCATION
LP 01	1.00	Local park	Local park within subdivision	As shown on Plan 9
LP 02	3.22	Local Park	Local park adjacent to the conservation reserve and with a waterway running through it	As shown on Plan 9
LP 03	1.00	Local Park	Local park within subdivision and adjacent to the conservation reserve	As shown on Plan 9
LP 04	2.16	Local Park	Local park adjacent to the conservation reserve and a waterway	As shown on Plan 9
LP 05	1.00	Local Park	Local park adjacent to the conservation reserve	As shown on Plan 9
LP 06	1.01	Local Park	Local park adjacent to the conservation reserve and Baranduda Boulevard	As shown on Plan 9
LP 07	0.34	Local Park	Local park adjacent to the conservation reserve/Landscape Values and Baranduda Boulevard	As shown on Plan 9
LP 08	0.67	Local Park	Local park adjacent to the conservation reserve and a wetland	As shown on Plan 9
LP 09	0.33	Local Park	Local park adjacent to the conservation reserve and Baranduda Boulevard	As shown on Plan 9
LP 10	0.46	Local Park	Local park adjacent to the conservation reserve and the Frederick Street road reserve	As shown on Plan 9
LP 11	0.59	Local Park	Local park adjacent to the conservation reserve and the Frederick Street road reserve	As shown on Plan 9
LP 12	2.00	Local Park	Local park within subdivision	As shown on Plan 9
LP 13	0.46	Local Park	Local park adjacent to the conservation reserve and a wetland	As shown on Plan 9
LP 14	1.00	Local Park	Local park within subdivision	As shown on Plan 9
LP 15	0.72	Local Park	Local park adjacent to the conservation reserve/Landscape Values	As shown on Plan 9
LP 16	0.49	Local Park	Local park adjacent to the conservation reserve, Baranduda Boulevard and a wetland	As shown on Plan 9
LP 17	1.69	Local Park	Local park adjacent to the conservation reserve and a wetland	As shown on Plan 9
LP 18	1.00	Local Park	Local park within subdivision	As shown on Plan 9
LP 19	1.00	Local Park	Local park within subdivision	As shown on Plan 9
LP 20	0.80	Local Park	Local park adjacent to the conservation reserve	As shown on Plan 9
LP 21	0.80	Local Park	Local park adjacent to the conservation reserve	As shown on Plan 9
SR-01	8.00	Leneva Sports Reserve	Purchase of land and construction of: a sporting oval, four netball courts and associated pavilion, car parking and landscaping	As shown on Plan 9
SR-02	4.00	Bears Hill Sports Reserve	Purchase of land and construction of: two sporting ovals and associated pavilion, car parking and landscaping	As shown on Plan 9
SR-03	66.50	Baranduda Fields Sporting Facility	Contribution towards construction of: AFL sporting ovals, a cricket facility, a cycling criterium track, an indoor stadium, two soccer pitches, eight tennis courts, car parking and landscaping	As shown on Plan 9
Total Area (ha)	100.25			



3.7 Infrastructure delivery and development strategy

3.7.1 Utilities

REQUIREMENTS	
R61	Trunk services are to be installed generally in accordance with the schematic alignments shown on Plan 10.
R62	Utilities must be placed outside the conservation reserve network as well as outside natural waterway corridors or on the outer edges of these corridors to avoid disturbance to existing native vegetation, significant landform features and heritage sites, to the satisfaction of the responsible authority.
R63	Above-ground utilities (such as electricity substations and sewer pump stations) must be identified at the subdivision design stage to enable appropriate integration into the subdivision layout and minimise any adverse amenity impacts.
R64	All development must be serviced by reticulated services including, water, sewer, stormwater, gas, telecommunications and electricity to the satisfaction of the relevant services authority.
R65	Delivery of underground services must be coordinated, located and bundled where possible to utilise common trenching to facilitate the planting of trees and other vegetation within road verges to the satisfaction of the responsible authority.
GUIDELINES	
G61	Above-ground utilities should be located outside of prominent view lines and screened with vegetation as appropriate.
G62	Design and placement of underground services in new or upgraded streets should have regard to the regional Infrastructure Design Manual.
G63	Utility easement to the rear of lots should only be provided where there is no practical alternative.

3.7.2 Development sequencing and staging

REQUIREMENTS	
R66	<p>Development sequencing will be determined by the ability to appropriately access and service land. Within this context, the following must be achieved unless otherwise approved by the responsible authority:</p> <ul style="list-style-type: none"> • Development staging must provide for the early delivery of neighbourhood parks or other local amenity for new residents where parks are not otherwise easily accessible; • Access to each new lot must be via a sealed road constructed to an appropriate standard; • Each new lot must be connected to a reticulated water supply; • Where not directly adjoining existing development, new development must provide for onward connections to existing walking and cycling paths to facilitate movement and access to the wider network including centres and nearby facilities; and • Where there is a need for works to satisfy this requirement, those works must be undertaken at the full cost of the development proponent. Works may constitute works in kind for projects included in the DCP however Council will not be obliged to satisfy any liability until contributions sufficient to cover the cost of that liability have been received and projects deemed to be of a higher priority in the DCP have been fully funded or constructed.
R67	Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the PSP by any date or stage of development required or approved by the responsible authority. An interim arrangements for a turning area may be undertaken to the satisfaction of the responsible authority.
GUIDELINES	
G64	<p>Development staging should provide for the timely connection of:</p> <ul style="list-style-type: none"> • Road links between properties; • Road links to the wider connector street and arterial road network; and • Pedestrian and cyclist links to the off-road pedestrian and bicycle network. <p>All to the satisfaction of the responsible authority.</p>
G65	Each stage of development, where at the edge of the urban area, should comply with any relevant interface objectives, requirements or guidelines contained in the PSP.

3.7.3 Subdivision works by developers

REQUIREMENTS	
R68	<p>Unless funded under an DCP applying to the land, the subdivider of land must provide the land and meet the total cost of development for:</p> <ul style="list-style-type: none"> • Infrastructure shown on the subject land in this PSP; • Roads, streets, footpaths and trails including associated intersections, culverts, bridges, road crossings, landscaping, fencing and lighting associated with any of these items; • Local bus stop infrastructure at locations agreed in writing by Public Transport Victoria; • Bicycle parking at local public destinations; • Local drainage infrastructure; • Development of local parks to the following standard: <ul style="list-style-type: none"> • Free from structures, foundations, pipelines, stockpiles, rubbish and weeds; • Levelled, topsoiled and grassed with warm climate grass; • Provided with reticulated water and where available, recycled water, tapping connection points; • Provide seating and shade to the satisfaction of the responsible authority; and • Construction of pedestrian paths, in accordance with the requirements of the IDM, around the perimeter of the reserve, connecting and linking into any other surrounding paths or points of interest. • Development of sports reserves to the following standard: <ul style="list-style-type: none"> • Free from structures, foundations, pipelines, stockpiles, rubbish and weeds; • Basic grading and / or targeted topsoiling only as required to fill in holes and achieve reasonably safe and regular surface trafficable by mowers with a maximum of 1:5 gradient at interfaces with abutting roads; • Bare, patchy and newly graded areas seeded with drought resistant grass; • Provided with water tapping, potable and recycled water, sewer, gas and electricity connection points and where appropriate, stormwater harvesting; and • Local storm water harvesting is provided where appropriate. • Consistent with the DCP applying to the land, where not considered to be temporary works, the sports reserve works described above are eligible for a works-in-lieu of a DCP cash contribution. Works associated with adjacent road construction (e.g. earthworks for a road embankment) are not eligible for works-in-lieu credit.

3.7.4 Provision of open space

REQUIREMENTS	
R69	<p>All public open space must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space including:</p> <ul style="list-style-type: none"> • Removal of all existing and disused structures, foundations, pipelines, and stockpiles; • Clearing of rubbish and weeds, leveled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise); • Provision of water tapping, reticulated and recycled water connection points and where appropriate, stormwater harvesting. Sewer and gas connection points must also be provided to land identified as a sporting reserve; • Planting of trees and shrubs; • Provision of vehicular exclusion devises (fence, bollards, or other suitable method) and maintenance access points; and • Installation of park furniture including barbeques, shelters, furniture, rubbish bins, local scale playground equipment, local scale play areas, and appropriate paving to support these facilities, consistent with the type of public open space listed in the open space delivery guide (Table 8),
	<p>Land for sporting reserves must be vested in the relevant authority in the following condition:</p> <ul style="list-style-type: none"> • Free from surface/protruding rocks and structures; • Reasonably graded and topsoiled to create a safe and regular surface (with a maximum 1:5 gradient for all grassed areas); and • Bare, patchy and newly graded areas seeded, top-dressed with drought resistant grass.

R71

For the purposes of the public open space contribution required by Clause 53.01 of the Wodonga Planning Scheme, this provision sets out the amount of unencumbered land to be contributed by each property in the Leneva-Baranduda precinct and consequently where a cash contributions is required in lieu of unencumbered land.

For the purposes of Clause 53.01, a local park in this PSP is public open space.

All owners must provide a public open space contribution equal to 3.96% of the net developable area (NDA) upon subdivision of land in accordance with the following:

- Where unencumbered land on the lot is required for unencumbered public open space purposes as illustrated on Plan 2 and specified in Appendix A and that land is equal to 3.96% of the lot's NDA that land is to be transferred to Council at no cost;
- Where no unencumbered land or unencumbered land on the lot less than 3.96% of NDA is required for unencumbered public open space purposes as illustrated on Plan 2 and specified in Appendix A, a cash contribution is to be made to Council to bring the lot's total public open space contribution to a value equal to 3.96% of NDA; and
- Where unencumbered land on the lot is required for unencumbered public open space purposes as illustrated on Plan 2 and specified in Appendix A and that land is more than 3.96% of the lot's NDA, Council must pay an amount equivalent to the value of the additional land being provided by that proposed development where the valuation is calculated on an equal basis.

The detailed individual property open space land areas and percentages specified by this PSP are found in Appendix A.

The responsible authority may alter the distribution of public open space as showing in this PSP provided the relevant Visions and Objectives of this PSP are met. A subdivider may provide additional public open space in a subdivision to the satisfaction of the responsible authority but there is no onus on Council, the responsible authority or any other party to provide compensation for public open space provided above that required by Clause 53.01 and the PSP and the NDA of that property does not change for other purposes.

The value of land for equalisation purposes is to be assessed as an equivalent proportion of the value of the whole land, and in accordance with Section 18 of the Subdivision Act.

3.7.5 Precinct infrastructure plan

The Precinct Infrastructure Plan at Table 9 and associated Plans 11 – 13 set 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 Act;
- Utility service provider requirements;
- The Leneva-Baranduda Development Contributions Plan;
- Capital works projects by Council, State Government agencies and non-government organisations; and
- Works in kind projects undertaken by developers on behalf of Council or State Government agencies.

Table 9 Precinct infrastructure plan

PROJECT CATEGORY	TITLE	PROJECT	PROJECT DESCRIPTION	LEAD AGENCY	INCLUDED IN DCP
TRANSPORT					
ROAD PROJECTS					
Road	RD-01	Baranduda Boulevard	Construction of an ultimate 4-lane secondary arterial between the northern edge of PSP boundary and IN-05; south of IN-05 interim upgrades to the existing road (pedestrian/cycling paths and street lighting)	Wodonga City Council	Yes
Road	RD-02	Boyes Road	Purchase of land for an ultimate 4-lane secondary arterial (that is within the PSP) and construction of an interim secondary arterial (2-lane) inside and outside of the PSP (Note: construction of interim road outside the PSP only includes land within Baranduda Range Estate)	Wodonga City Council	Yes
			Construction of an ultimate 4-lane secondary arterial	Wodonga City Council	No
		Beechworth-Wodonga Road	Construction of an ultimate 4-lane secondary arterial within the existing road reserve	VicRoads	No
		Kiewa Valley Highway	Construction of an ultimate 4-lane secondary arterial within the existing road reserve	VicRoads	No
INTERSECTION PROJECTS					
Intersection	IN-01	Connector road / Beechworth-Wodonga Road	Land for an ultimate 3 way roundabout and construction of an interim 3 way roundabout	Wodonga City Council	Yes
			Construction of ultimate configuration	VicRoads	No
Intersection	IN-02	Beechworth-Wodonga Road / Baranduda Boulevard	Land and construction of a 4 way roundabout (Beechworth-Wodonga Road interim / Baranduda Boulevard ultimate)	Wodonga City Council	Yes
			Construction of ultimate configuration	VicRoads	No
Intersection	IN-03	Baranduda Boulevard / Frederick Street Road	Land and construction of an ultimate 3 way signalised intersection	Wodonga City Council	Yes
Intersection	IN-04	Baranduda Boulevard / Connector road	Land and construction of an ultimate 4 way roundabout	Wodonga City Council	Yes
Intersection	IN-05	Baranduda Boulevard / Connector road (Baranduda Town Centre)	Land and construction of an ultimate 4 way signalised intersection	Wodonga City Council	Yes
Intersection	IN-06	Boyes Road / Connector road	Land for an ultimate 4 way roundabout and construction of an interim 4 way roundabout	Wodonga City Council	Yes
			Construction of ultimate configuration	Wodonga City Council	No
Intersection	IN-07	Boyes Road / Baranduda Boulevard	Construction of an interim 4 way signalised intersection	Wodonga City Council	Yes
			Construction of an ultimate configuration	Wodonga City Council	No

PROJECT CATEGORY	TITLE	PROJECT	PROJECT DESCRIPTION	LEAD AGENCY	INCLUDED IN DCP
Intersection	IN-08	Boyes Road -John Schubert Drive/ Kiewa Valley Highway	Construction of a 4 way signalised intersection (Boyes Road-John Schubert Drive interim / Kiewa Valley Highway ultimate)	Wodonga City Council	Yes
			Construction of an ultimate configuration	VicRoads	No
Intersection	IN-09	Kiewa Valley Highway / Connector road	Land and construction of an ultimate 3 way roundabout	Wodonga City Council	Yes
BRIDGE AND CULVERT PROJECTS					
Bridge	BD-01	Baranduda Boulevard over Middle Creek	Duplication of existing bridge associated with the construction of the ultimate 4-lane secondary arterial	Wodonga City Council	Yes
PUBLIC TRANSPORT PROJECTS					
Public Transport		Bus stops and bus services	Construction of bus stops (on declared roads) and delivery of bus services	Public Transport Victoria	No
COMMUNITY, EDUCATION AND RECREATION					
COMMUNITY FACILITY PROJECTS					
Community	C-01	Leneva Community Centre	Purchase of land and construction of a level two multipurpose community centre	Wodonga City Council	Yes
Community	C-02	Bears Hill Community Centre	Purchase of land and construction of a level one multipurpose community centre	Wodonga City Council	Yes
Community	C-03	Baranduda Community Centre	Purchase of land and construction of a level two multipurpose community centre	Wodonga City Council	Yes
EDUCATION PROJECTS					
Education		Non-government secondary school		Catholic Education Office	No
Education		Future proposed government primary school	Purchase of land and construction	Department of Education and Training	No
Education		Future proposed government primary school	Purchase of land and construction	Department of Education and Training	No
SPORTS RESERVE PROJECTS					
Sports reserve	SR-01	Leneva Sports Reserve	Purchase of land and construction of: a sporting oval, four netball courts and associated pavilion, car parking and landscaping	Wodonga City Council	Yes
Sports reserve	SR-02	Bears Hill Sports Reserve	Purchase of land and construction of: two sporting ovals and associated pavilion, car parking and landscaping	Wodonga City Council	Yes
Sports reserve	SR-03	Baranduda Fields Sporting Facility	Contribution towards construction of: AFL sporting ovals, a cricket facility, a cycling criterium track, an indoor stadium, two soccer pitches, eight tennis courts, car parking and landscaping	Wodonga City Council	Yes

PROJECT CATEGORY	TITLE	PROJECT	PROJECT DESCRIPTION	LEAD AGENCY	INCLUDED IN DCP
OPEN SPACE AND LOCAL PARK PROJECTS					
Open Space	LP-01	Local park	Local park within subdivision	Wodonga City Council	Yes
Open Space	LP-02	Local park	Local park adjacent to the conservation reserve and with a waterway running through it	Wodonga City Council	Yes
Open Space	LP-03	Local park	Local park within subdivision and adjacent to the conservation reserve	Wodonga City Council	Yes
Open Space	LP-04	Local park	Local park adjacent to the conservation reserve and a waterway	Wodonga City Council	Yes
Open Space	LP-05	Local park	Local park adjacent to the conservation reserve	Wodonga City Council	Yes
Open Space	LP-06	Local park	Local park adjacent to the conservation reserve and Baranduda Boulevard	Wodonga City Council	Yes
Open Space	LP-07	Local park	Local park adjacent to the conservation reserve and Baranduda Boulevard	Wodonga City Council	Yes
Open Space	LP-08	Local park	Local park adjacent to the conservation reserve and a wetland	Wodonga City Council	Yes
Open Space	LP-09	Local park	Local park adjacent to the conservation reserve and Baranduda Boulevard	Wodonga City Council	Yes
Open Space	LP-10	Local park	Local park adjacent to the conservation reserve and the Frederick Street road reserve	Wodonga City Council	Yes
Open Space	LP-11	Local park	Local park adjacent to the conservation reserve and the Frederick Street road reserve	Wodonga City Council	Yes
Open Space	LP-12	Local park	Local park within subdivision	Wodonga City Council	Yes
Open Space	LP-13	Local park	Local park adjacent to the conservation reserve and a wetland	Wodonga City Council	Yes
Open Space	LP-14	Local park	Local park within subdivision	Wodonga City Council	Yes
Open Space	LP-15	Local park	Local park adjacent to the conservation reserve	Wodonga City Council	Yes
Open Space	LP-16	Local park	Local park adjacent to the conservation reserve, Baranduda Boulevard and a wetland	Wodonga City Council	Yes
Open Space	LP-17	Local park	Local park adjacent to the conservation reserve and a wetland	Wodonga City Council	Yes
Open Space	LP-18	Local park	Local park within subdivision	Wodonga City Council	Yes
Open Space	LP-19	Local park	Local park within subdivision	Wodonga City Council	Yes
Open Space	LP-20	Local park	Local park adjacent to the conservation reserve	Wodonga City Council	Yes
Open Space	LP-21	Local park	Local park adjacent to the conservation reserve	Wodonga City Council	Yes
WALKING AND CYCLING LINK PROJECTS					
Walking/cycling link	WCL-01	N1 walking and cycling link	Construction of a walking and cycling network along the N1 including paths (2.5m wide) and 3 pedestrian/cycling crossings	Wodonga City Council	Yes

PROJECT CATEGORY	TITLE	PROJECT	PROJECT DESCRIPTION	LEAD AGENCY	INCLUDED IN DCP
DRAINAGE PROJECTS					
WETLANDS AND RETARDING BASINS					
Wetland and Retarding Basin	WRB-01	Wetland and retarding basin	Purchase of land and construction	Wodonga City Council	Yes
Wetland and Retarding Basin	WRB-02	Wetland and retarding basin	Purchase of land and construction	Wodonga City Council	Yes
Wetland and Retarding Basin	WRB-03	Wetland and retarding basin	Purchase of land and construction	Wodonga City Council	Yes
Wetland and Retarding Basin	WRB-04	Wetland and retarding basin	Purchase of land and construction	Wodonga City Council	Yes
Wetland and Retarding Basin	WRB-05	Wetland and retarding basin	Purchase of land and construction	Wodonga City Council	Yes
WETLANDS					
Wetland	W-01	Wetland	Purchase of land and construction	Wodonga City Council	Yes
Wetland	W-02	Wetland	Purchase of land and construction	Wodonga City Council	Yes
Wetland	W-03	Wetland	Purchase of land and construction	Wodonga City Council	Yes
Wetland	W-04	Wetland	Purchase of land and construction	Wodonga City Council	Yes
Wetland	W-05	Wetland	Purchase of land and construction	Wodonga City Council	Yes
Wetland	W-06	Wetland	Purchase of land and construction	Wodonga City Council	Yes

Note: This table shows all projects regardless of whether they are in the DCP or not.

-  precinct boundary
-  growth area boundary
-  road project
-  intersection project
-  pedestrian and cycling bridge
-  dcp road project identification number
-  dcp intersection project identification number
-  dcp bridge project identification number

WODONGA SOUTH

TO WODONGA CBA

BEARS HILL

RAIL EASEMENT

LENEVA

BARANDUDA SPORTS & RECREATION FACILITY

Westmont Aged Care







BARANDUDA

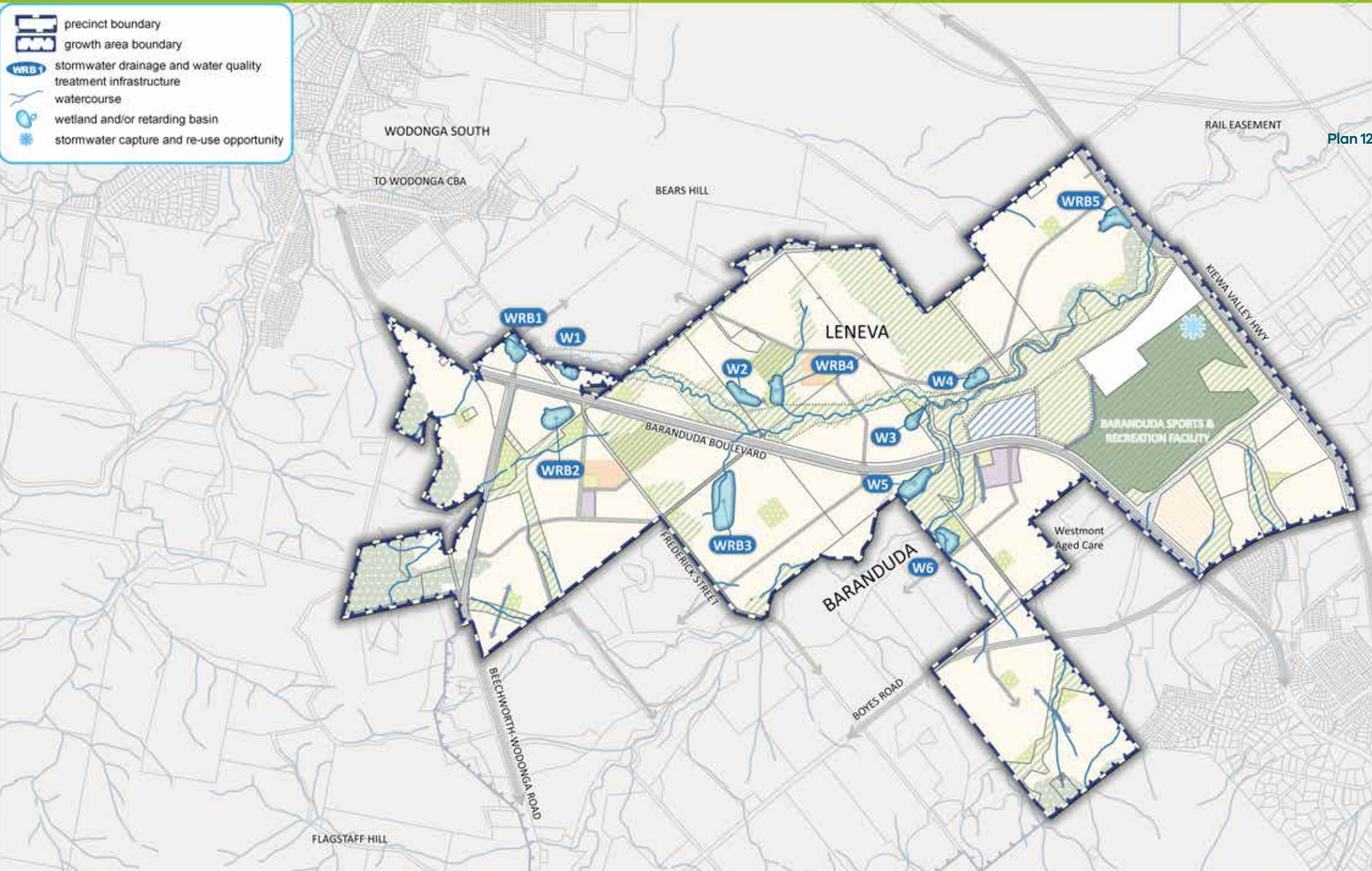
FREDERICK STREET

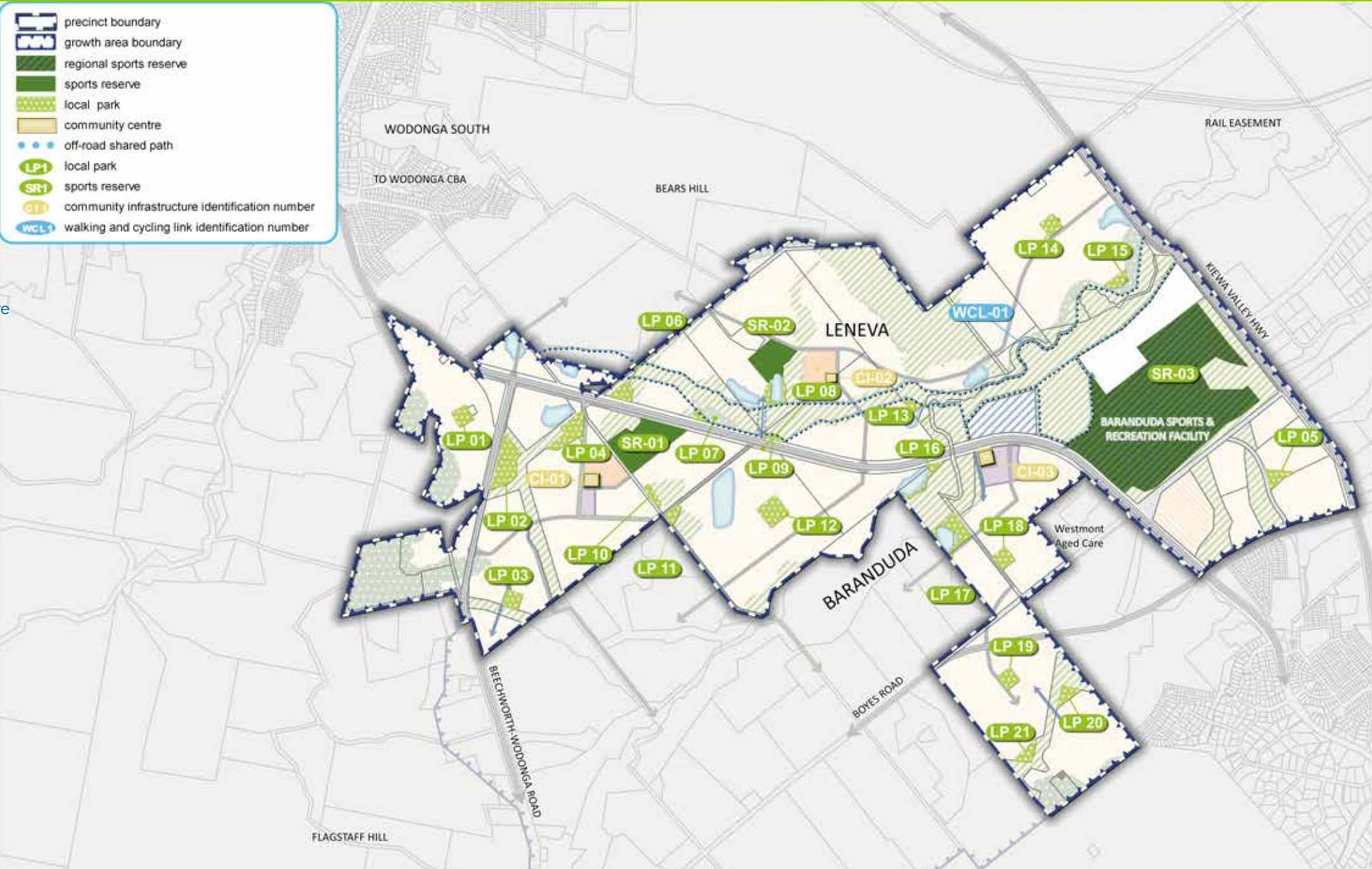
BEECHWORTH-WODONGA ROAD

BOYES ROAD

FLAGSTAFF HILL

-  precinct boundary
-  growth area boundary
-  stormwater drainage and water quality treatment infrastructure
-  watercourse
-  wetland and/or retarding basin
-  stormwater capture and re-use opportunity





4.0 APPENDICES

Appendix A Detailed land use budget (parcel specific)

The Net Developable Area (NDA) is established by deducting the land requirements for community facilities, public and private education facilities, arterial roads and open space (active and passive) from the total precinct area. The NDA for the Leneva-Baranduda Precinct is 548.86 hectares which equates to approximately 51.66% of the PSP area.

The land budget shows that the PSP will yield 6,037 lots with an average density of approximately 11 dwellings per Residential Net Developable Hectare (NDAR).

An average household size of 2.55 persons per household is used to estimate the future population of the PSP area. On that basis, the future population of the Leneva-Baranduda PSP is estimated to be at 15,395 residents.

See Plans 11 - 13, Table 1 Summary Land Use Budget and Table 10.

Note:

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

Table 10 Detailed land use budget (parcel specific)

LENEVA AND BARANDUDA																		
PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT				COMMUNITY & EDUCATION			OPEN SPACE						OTHER		TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
		ARTERIAL ROAD WITHIN EXISTING ROAD RESERVE	ARTERIAL ROAD - WIDENING AND INTERSECTION FLARING (DCP LAND)	NON-ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD RESERVE	FUTURE PROPOSED GOVERNMENT SCHOOL	EXISTING NON-GOVERNMENT SCHOOL	LOCAL COMMUNITY FACILITIES (DCP LAND)	UNCREDITED OPEN SPACE				CREDITED OPEN SPACE					
									CONSERVATION RESERVE	DRAINAGE INFRASTRUCTURE (DCP LAND)	CEMETERY / MEMORIAL PARK	LANDSCAPE VALUES	LOCAL SPORTS RESERVE (DCP LAND)	LOCAL PARK (VIA CL 53.01)	REGIONAL SPORTS RESERVE	UTILITIES FACILITY		
Property																		
1	63.17	-	-	-	-	3.50	-	0.31	11.49	2.94	-	0.43	4.00	0.67	-	-	39.83	63.05%
2	1.80	-	-	-	-	-	-	-	-	-	-	0.65	-	-	-	-	1.15	63.86%
3	16.12	-	-	-	-	-	-	-	0.87	-	-	0.12	-	-	-	-	15.14	93.87%
4	73.35	-	0.15	-	-	-	-	-	6.45	1.71	-	5.25	-	1.72	-	-	58.07	79.17%
5	3.08	-	-	-	-	-	-	-	3.08	-	-	-	-	-	-	-	0.00	0.00%
6	2.43	-	-	-	-	-	-	-	-	-	-	1.53	-	-	-	-	0.90	36.93%
7	0.80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.80	100.00%
8	56.71	-	-	-	-	-	-	-	19.06	-	-	2.10	8.00	1.81	-	-	25.73	45.38%
9	57.43	-	-	-	-	-	-	-	57.43	-	-	-	-	-	-	-	0.00	0.00%
10	75.58	-	-	-	-	-	-	-	-	-	-	-	-	-	66.50	-	9.07	12.01%
11	20.00	-	-	-	-	-	-	-	-	-	20.00	-	-	-	-	-	0.00	0.00%
14	40.09	-	0.19	-	-	-	-	0.80	1.33	-	-	-	-	1.00	-	-	36.77	91.73%
15	11.43	-	-	-	-	-	-	-	11.43	-	-	-	-	-	-	-	0.00	0.00%
16	1.36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.36	100.00%
17	2.13	-	0.09	-	-	-	-	-	2.04	-	-	-	-	-	-	-	0.00	0.00%
18	71.59	-	2.47	-	-	-	-	-	-	-	-	4.42	-	2.60	-	-	62.10	86.75%
19	1.80	-	-	-	-	-	-	-	-	-	-	1.61	-	-	-	0.18	0.00	0.00%

LENEVA AND BARANDUDA

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT				COMMUNITY & EDUCATION			OPEN SPACE						OTHER		TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
									UNCREDITED OPEN SPACE				CREDITED OPEN SPACE					
		ARTERIAL ROAD WITHIN EXISTING ROAD RESERVE	ARTERIAL ROAD - WIDENING AND INTERSECTION FLARING (DCP LAND)	NON-ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD RESERVE	FUTURE PROPOSED GOVERNMENT SCHOOL	EXISTING NON-GOVERNMENT SCHOOL	LOCAL COMMUNITY FACILITIES (DCP LAND)	CONSERVATION RESERVE	DRAINAGE INFRASTRUCTURE (DCP LAND)	CEMETERY / MEMORIAL PARK	LANDSCAPE VALUES	LOCAL SPORTS RESERVE (DCP LAND)	LOCAL PARK (VIA CL 53.01)	REGIONAL SPORTS RESERVE	UTILITIES FACILITY		
20	8.69	-	-	-	-	-	-	-	8.69	-	-	-	-	-	-	-	0.00	0.00%
21	12.74	-	-	-	-	-	-	-	-	1.69	-	-	-	1.69	-	-	9.35	73.43%
24	15.28	-	0.10	-	-	-	-	-	-	2.43	-	1.15	-	-	-	-	11.61	75.94%
25	1.86	-	-	-	-	-	-	-	-	1.40	-	-	-	0.46	-	-	0.00	0.00%
26	38.89	-	0.05	-	-	-	-	0.09	10.65	0.61	-	-	-	0.33	-	-	27.16	69.83%
27	17.73	-	0.08	-	-	-	-	-	0.47	0.65	-	-	-	0.03	-	-	16.50	93.07%
28	67.31	-	-	-	-	-	-	-	6.13	4.46	-	-	-	2.59	-	-	54.12	80.41%
30	83.36	-	0.24	-	-	3.50	-	0.80	-	-	-	0.99	-	6.39	-	-	71.44	85.71%
31	11.22	-	0.01	-	-	-	-	-	10.74	-	-	-	-	-	-	-	0.48	4.26%
32	2.50	-	-	-	-	-	-	-	2.50	-	-	-	-	-	-	-	0.00	0.00%
33	10.10	-	-	-	-	-	-	-	-	1.95	-	-	-	-	-	-	8.15	80.68%
34	43.34	-	0.10	-	-	-	-	-	-	-	-	10.74	-	0.77	-	-	31.73	73.21%
35	2.19	-	-	-	-	-	-	-	0.05	-	-	-	-	-	-	-	2.14	97.61%
36	2.99	-	-	-	-	-	-	-	-	-	-	2.48	-	-	-	-	0.52	17.28%
37	7.07	-	-	-	-	-	-	-	-	-	-	3.22	-	-	-	-	3.86	54.51%
38	13.74	-	-	-	-	-	-	-	-	-	-	13.74	-	-	-	-	0.00	0.00%
39	0.46	-	-	-	-	-	-	-	-	-	-	-	-	0.23	-	-	0.23	50.04%
40	0.23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.23	100.00%
41	4.83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.83	100.00%

LENEVA AND BARANDUDA

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT				COMMUNITY & EDUCATION			OPEN SPACE						OTHER		TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
									UNCREDITED OPEN SPACE				CREDITED OPEN SPACE					
		ARTERIAL ROAD WITHIN EXISTING ROAD RESERVE	ARTERIAL ROAD - WIDENING AND INTERSECTION FLARING (DCP LAND)	NON-ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD RESERVE	FUTURE PROPOSED GOVERNMENT SCHOOL	EXISTING NON-GOVERNMENT SCHOOL	LOCAL COMMUNITY FACILITIES (DCP LAND)	CONSERVATION RESERVE	DRAINAGE INFRASTRUCTURE (DCP LAND)	CEMETERY / MEMORIAL PARK	LANDSCAPE VALUES	LOCAL SPORTS RESERVE (DCP LAND)	LOCAL PARK (VIA CL 53.01)	REGIONAL SPORTS RESERVE	UTILITIES FACILITY		
42	10.17	-	-	-	-	-	-	-	-	-	-	-	-	1.00	-	-	9.17	90.17%
43	4.19	-	-	-	-	-	-	-	3.77	0.32	-	0.05	-	0.05	-	-	0.00	0.00%
44	6.87	-	-	-	-	-	-	-	6.87	-	-	-	-	-	-	-	0.00	0.00%
45	6.21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.21	100.00%
46	5.67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.67	100.00%
47	7.84	-	-	-	-	-	-	-	7.84	-	-	-	-	-	-	-	0.00	0.00%
48	12.19	-	-	-	-	-	12.19	-	-	-	-	-	-	-	-	-	0.00	0.00%
49	61.45	-	-	-	-	-	-	-	36.52	1.59	-	1.16	-	0.41	-	-	21.77	35.43%
50	12.71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12.71	100.00%
51	1.36	-	-	-	-	-	-	-	1.36	-	-	-	-	-	-	-	0.00	0.00%
SUB-TOTAL	972.08	-	3.46	-	-	7.00	12.19	2.00	208.78	19.74	20.00	49.66	12.00	21.75	66.50	0.18	548.82	56.46%
Road Reserve																		
R1-BARANDUDA BLVD	39.25	16.75	-	-	22.46	-	-	-	0.03	0.01	-	-	-	-	-	-	0.00	0.00%
R2-BEECHWORTH-WODONGA RD	7.90	5.67	-	-	2.23	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R3-ELLIOT LN	0.48	-	-	0.18	-	-	-	-	-	-	-	0.30	-	-	-	-	0.00	0.00%
R4-DRAPERS DR	2.35	-	-	0.16	-	-	-	-	-	-	-	2.19	-	-	-	-	0.00	0.00%
R5-KINCHINGTON RD	0.52	-	-	0.52	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R6-FREDERICK STREET RD	3.46	0.06	-	3.36	-	-	-	-	0.00	-	-	-	-	-	-	-	0.04	1.23%

LENEVA AND BARANDUDA																		
PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT				COMMUNITY & EDUCATION			OPEN SPACE						OTHER		TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
		ARTERIAL ROAD WITHIN EXISTING ROAD RESERVE	ARTERIAL ROAD - WIDENING AND INTERSECTION FLARING (DCP LAND)	NON-ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD RESERVE	FUTURE PROPOSED GOVERNMENT SCHOOL	EXISTING NON-GOVERNMENT SCHOOL	LOCAL COMMUNITY FACILITIES (DCP LAND)	UNCREDITED OPEN SPACE				CREDITED OPEN SPACE					
									CONSERVATION RESERVE	DRAINAGE INFRASTRUCTURE (DCP LAND)	CEMETERY / MEMORIAL PARK	LANDSCAPE VALUES	LOCAL SPORTS RESERVE (DCP LAND)	LOCAL PARK (VIA CL 53.01)	REGIONAL SPORTS RESERVE	UTILITIES FACILITY		
R7-MARTINS RD	5.58	-	-	3.80	-	-	-	-	-	-	-	1.78	-	-	-	-	0.00	0.00%
R8	1.30	-	-	-	-	-	-	-	1.30	-	-	-	-	-	-	-	0.00	0.00%
R9-BOYES RD	6.62	-	-	6.62	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R10	1.66	-	-	1.34	-	-	-	-	0.32	-	-	-	-	-	-	-	0.00	0.00%
R11-ELLEN MCDONALD DR	1.77	-	-	1.77	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R12	1.32	-	-	1.32	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R13-KIEWA VALLEY HWY	18.19	12.68	-	-	5.51	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
SUB-TOTAL	90.41	35.16	-	19.07	30.20	-	-	-	1.66	0.01	-	4.27	-	-	-	-	0.04	0.05%
TOTALS PSP 1105	1,062.49	35.16	3.46	19.07	30.20	7.00	12.19	2.00	210.44	19.75	20.00	53.92	12.00	21.75	66.50	0.18	548.86	51.66%

Appendix B Town centre design principles

PRINCIPLE	PERFORMANCE CRITERIA
Principle 1 Locate Town Centre on a connector street intersection with access to an arterial road and transit stop	Locate the Town Centre on or with close proximity to an arterial/connector intersection and ensure that the Town Centre is central to the residential catchment that it services while optimizing opportunities for passing trade Locate the Town Centre within close proximity to forms of transit stops to benefit the Town Centre and to offer convenience for public transport passengers Other Town Centre locations may be considered where the location results in the 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 structure which assist in creating a sense of place Develop the Town Centre around a centrally located connector road to create a main street environment
Principle 2 Locate Town Centres in an attractive setting and as the focus of the surrounding neighbourhood	Local the Town Centre in an attractive setting and incorporate natural or cultural landscape features such as creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value The design of the Town Centre should respect/enhance existing views and vistas to and from the Town Centre location
Principle 3 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 Figures 6 - 7 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 'medical precincts; 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 Town Centre The Town Centre should generally be anchored by one full line supermarket and supported by specialty stores unless otherwise noted on the Town Centre Concept Plan Supermarkets and other commercial or community anchors or secondary anchors within the Town Centres 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 use' may be considered as part of the overall design. Such access malls may have a limited number of internalized 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 integration. 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 specialized accommodation (e.g. aged care/nursing home, student accommodation and serviced apartments) within and at the edge of the 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 the street based retail frontage 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

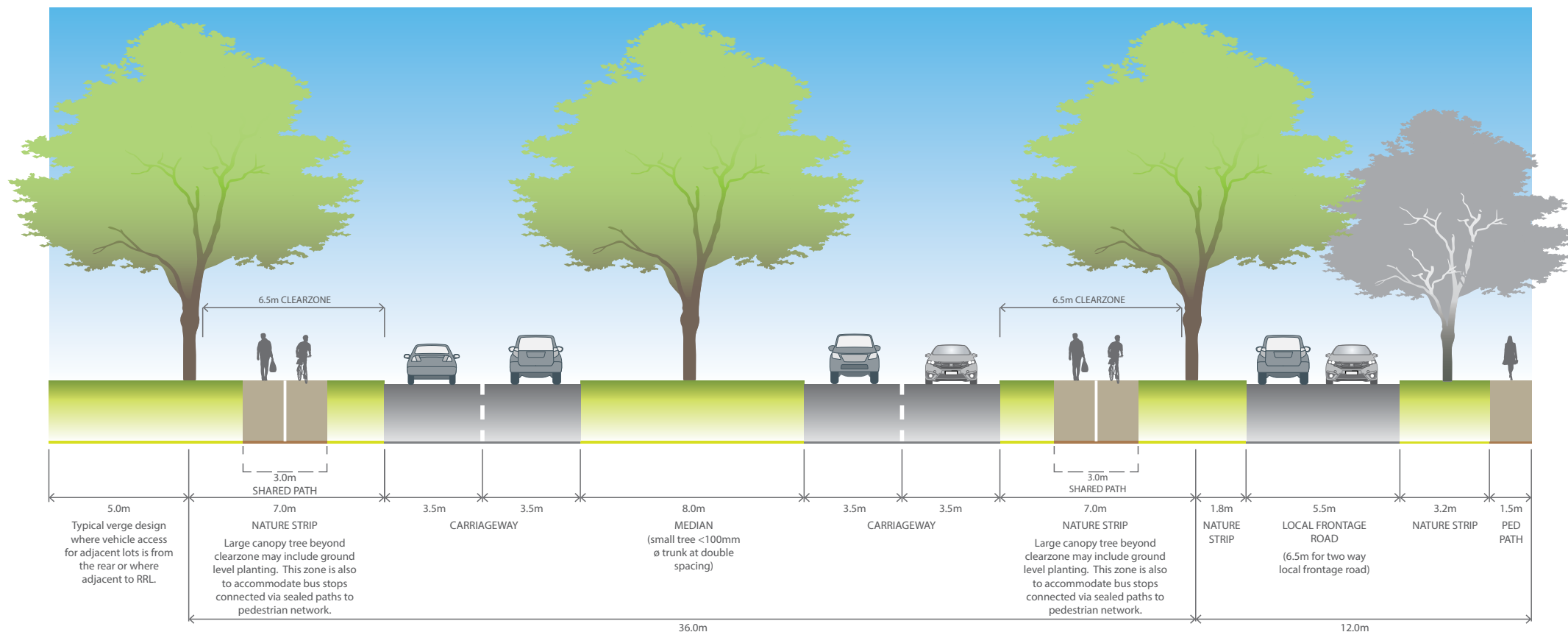
PRINCIPLE	PERFORMANCE CRITERIA
Principle 4 Focus on a public space as the centre of community life	<p>Provide a public space which acts as the central meeting place within the Town Centre. This space may take the form of a town square, town park, public plaza space, public market place or a similar locality responsive option designed to function as the identifiable 'centre' or 'heart' with a distinctive local character for both the Town Centre and the broader residential catchment</p> <p>Locate the public space in a position where the key uses of the Town Centre are directly focused on it to ensure that it is a dynamic and attractive place</p> <p>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)</p> <p>Design the public space so that it is well integrated with pedestrian and cycle links around and through the Town Centre so that it acts as a 'gateway' to the activity of the centre</p> <p>The main public space or town square should have a minimum area of 500 square 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</p> <p>Footpath widths within and around the public space as well as along the main street should be sufficient to provide for pedestrian and universal access as well as for outdoor dining and smaller gathering spaces</p>
Principle 5 Integrate local employment and service opportunities in a business friendly environment	<p>Provide a variety of employment and business opportunities through the provision of a broad mix of land uses and commercial activities</p> <p>Provide a range of options and locations for office based businesses</p> <p>Provide services and facilities to support home based and smaller businesses within the Town Centre</p> <p>Consider appropriate functions for small office/home office ('SOHO') housing options which maximise the access and exposure to the activity of the Town Centre</p>
Principle 6 Include a range of medium and high density housing and other forms of residential uses within and surrounding the Town Centre	<p>Provide medium and high density housing in and around the Town Centre for passive surveillance and contributions to the life, economic viability and amenity of the centre</p> <p>Provide medium and high density housing in locations of high amenity in and around the Town Centre, connected to the activity of the Town Centre through strong pedestrian and cycle links</p> <p>Provide a range of housing types (such as one and two bedroom units and houses) for a cross section of the community (such as retirement living and social housing) in and around the Town Centre</p> <p>Provide specialized accommodation (such as aged/nursing care and social housing) at the edge of or adjacent to Town Centres with strong pedestrian and cycle links to the central activity area</p> <p>Design the Town Centre to avoid potential land use conflicts between residential and commercial uses by focusing on retail operation on the main street and around the town square and locating residential uses predominantly at the edge and/or on upper levels</p>

PRINCIPLE	PERFORMANCE CRITERIA
Principle 7 Design the 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 to facilitate access for all Design the 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 Department of Transport 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 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 positing of 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	PERFORMANCE CRITERIA
Principle 8 Create a sense of place with high quality engaging urban design	<p>Design developments 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 Town Centre location and its surrounds</p> <p>In consultation with the Indigenous community, neighbourhood activity centres should incorporate Indigenous art and cultural design elements</p> <p>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</p> <p>Design each building to contribute to a cohesive and legible character for the Town Centre as a whole</p> <p>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</p> <p>Design corner sites, where the main street meets an intersecting and/or arterial road to:</p> <ul style="list-style-type: none"> • 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 • Not be developed for standard single storey fast food outcomes <p>Provide a consistent covered walkway or verandas for weather protection in the design of building frontages on major pedestrian routes</p> <p>Align built form with the property boundary to define the street edge</p> <p>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 Town Centre</p> <p>Use materials and design elements which are compatible with the environment and landscape character of the broader precinct</p> <p>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</p> <p>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</p> <p>Design supermarkets or large format retail use with a direct frontage to the main street using a 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 windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing</p> <p>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</p> <p>Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street</p> <p>Retail and commercial buildings within the Town Centre should generally be built to the property line</p>

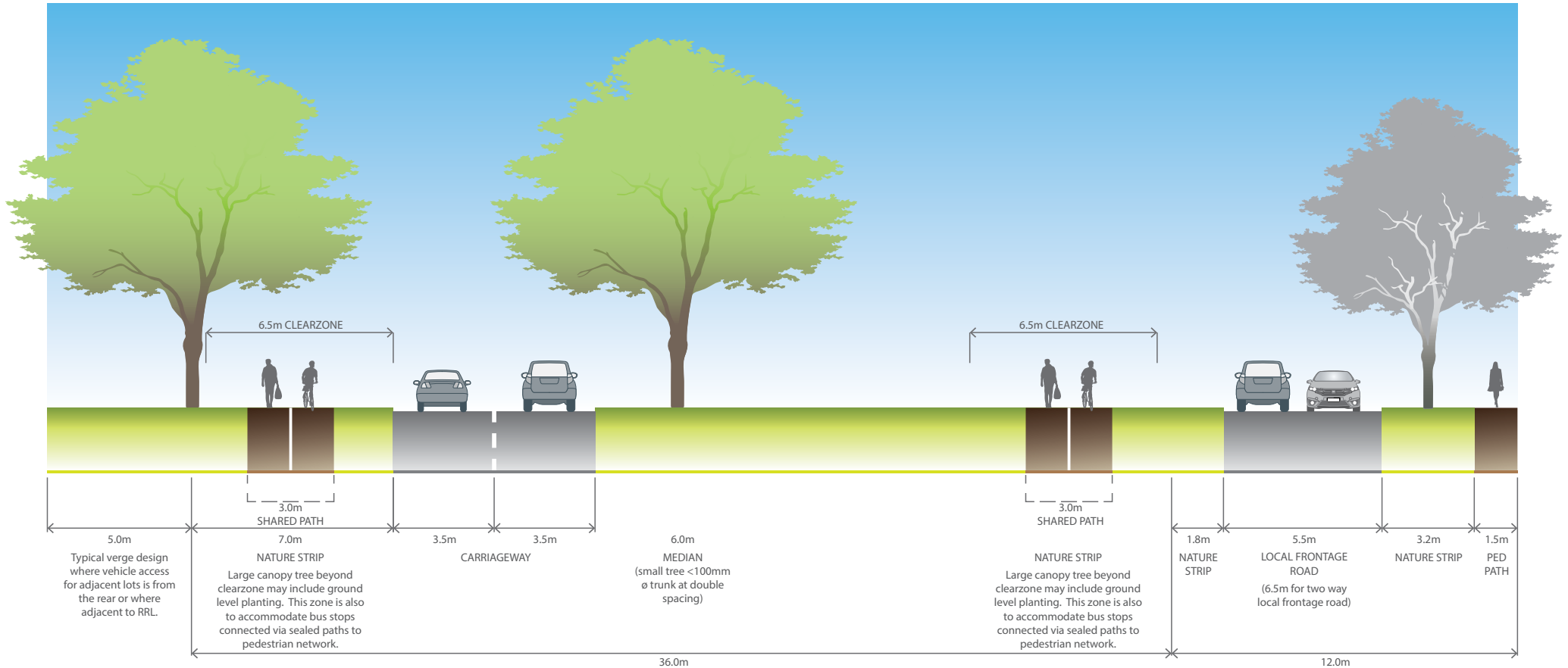
PRINCIPLE	PERFORMANCE CRITERIA
Principle 8 Cont'd...	<p>Public spaces should be oriented to capture north sun and protect from prevailing winds and weather</p> <p>Landscaping of all interface areas should be of high standards as an important element to complement the built form design</p> <p>Urban art should be incorporated into the design of the public realm</p> <p>Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gather in spaces and designed to add visual interest to the Town Centre</p> <p>Wrapping of car parking edges with built form, to improve street interface, should be maximised</p> <p>Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares</p> <p>Screening of centralized waste collection points should minimise amenity impacts with adjoining areas and users of the centre</p> <p>Where service areas are accessible from car parks, they should present a well-designed and secure façade to public areas</p> <p>Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view</p>
Principle 9 Promote localisation, sustainability and adaptability	<p>The Town Centre should promote the localization of services which will contribute to a reduction of travel distance to access local services and less dependence on the car</p> <p>The Town Centre should be designed to be sympathetic to its natural surrounds by:</p> <ul style="list-style-type: none"> 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 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 Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the overnight use of buildings <p>Encourage building design which can be adapted to accommodate a variety of uses over time</p> <p>Ensure the Town Centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve</p> <p>Encourage building design which can be adapted to accommodate a variety of uses over time</p>

Appendix C Street cross sections



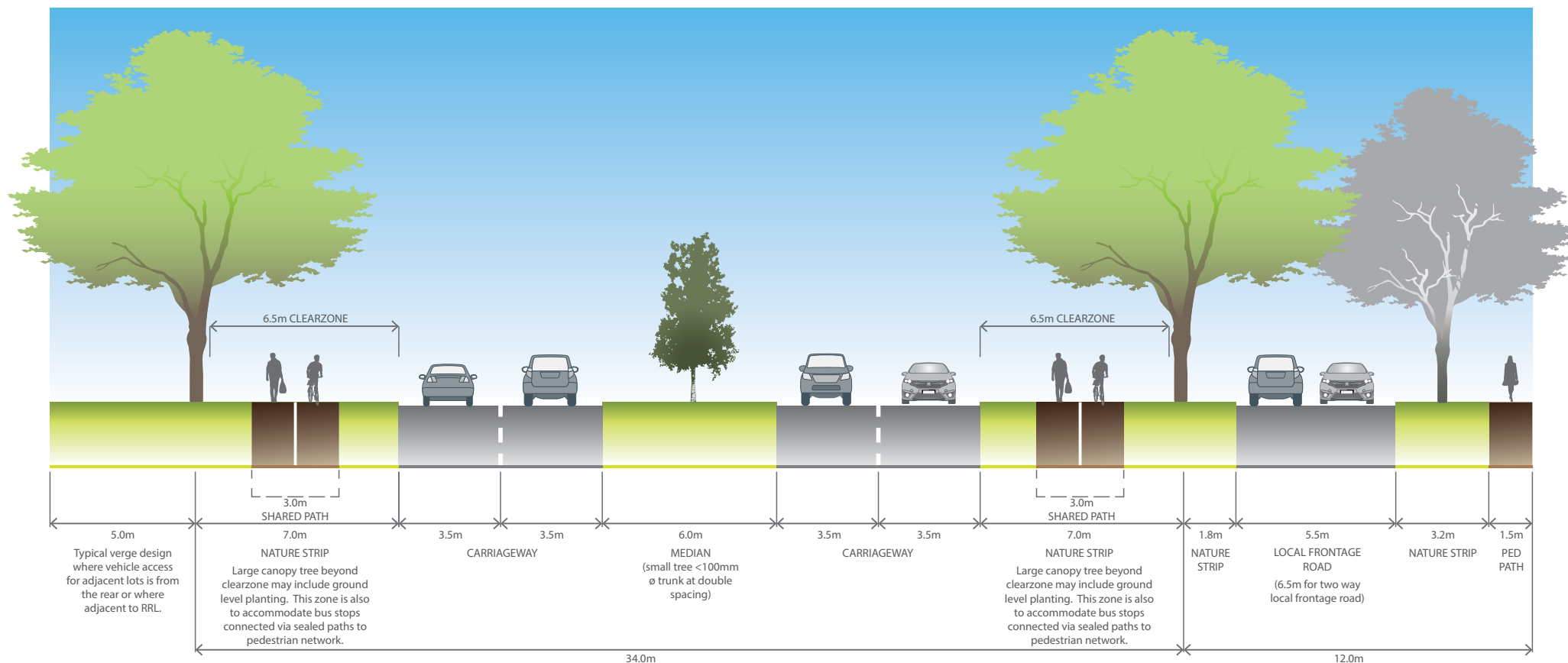
NOTES:

- Includes typical residential interface both sides
- Minimum street tree mature height 15 metres
- 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.
- 6.5m Clearzone assumes 80km/hr speed limit - where required clearzones are to be consistent with VicRoads guidelines
- Configuration of ultimate cross section in response to existing vegetation and 80m road reserve to occur at the detailed design stage prior to delivery.
- Street plantings should consider infrastructure placement.



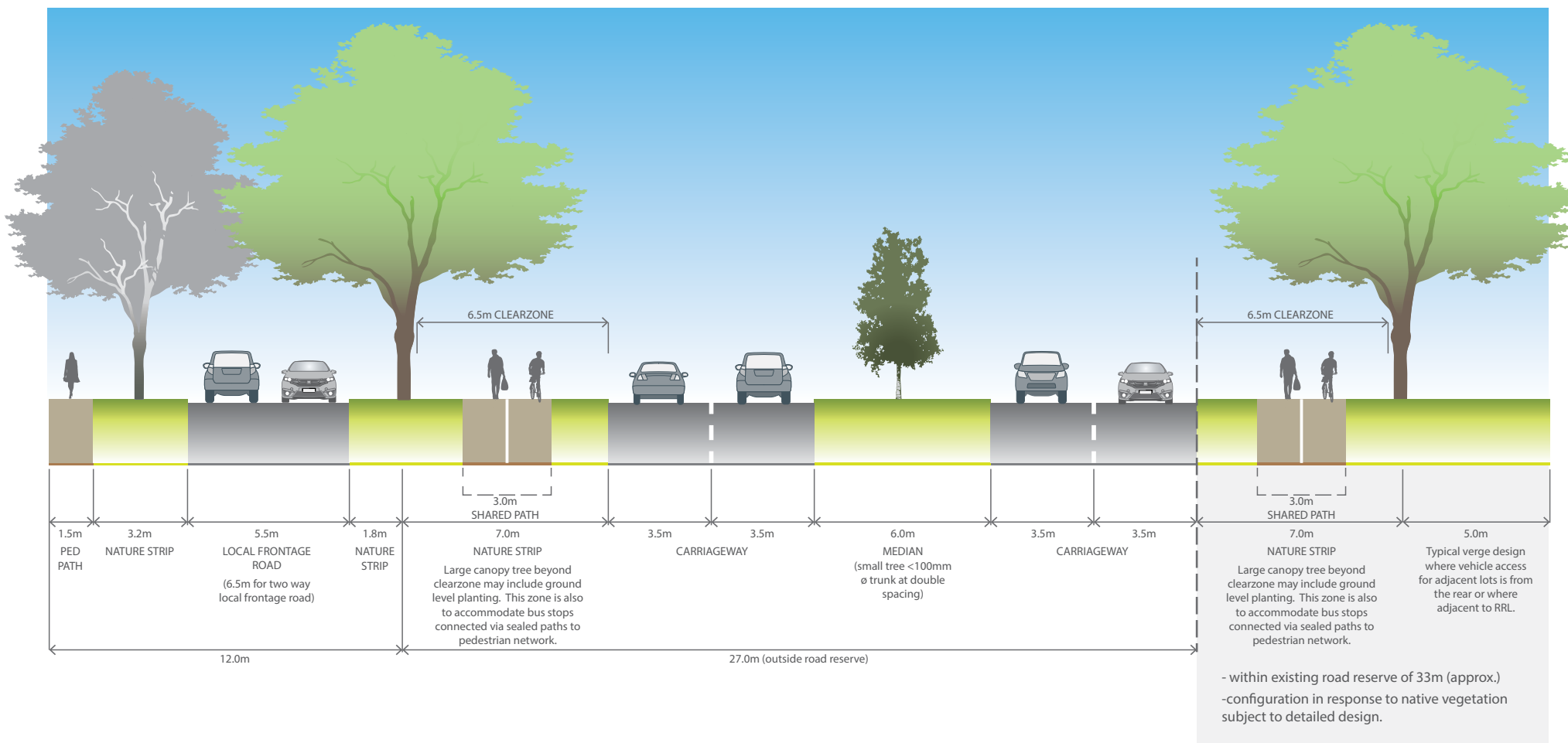
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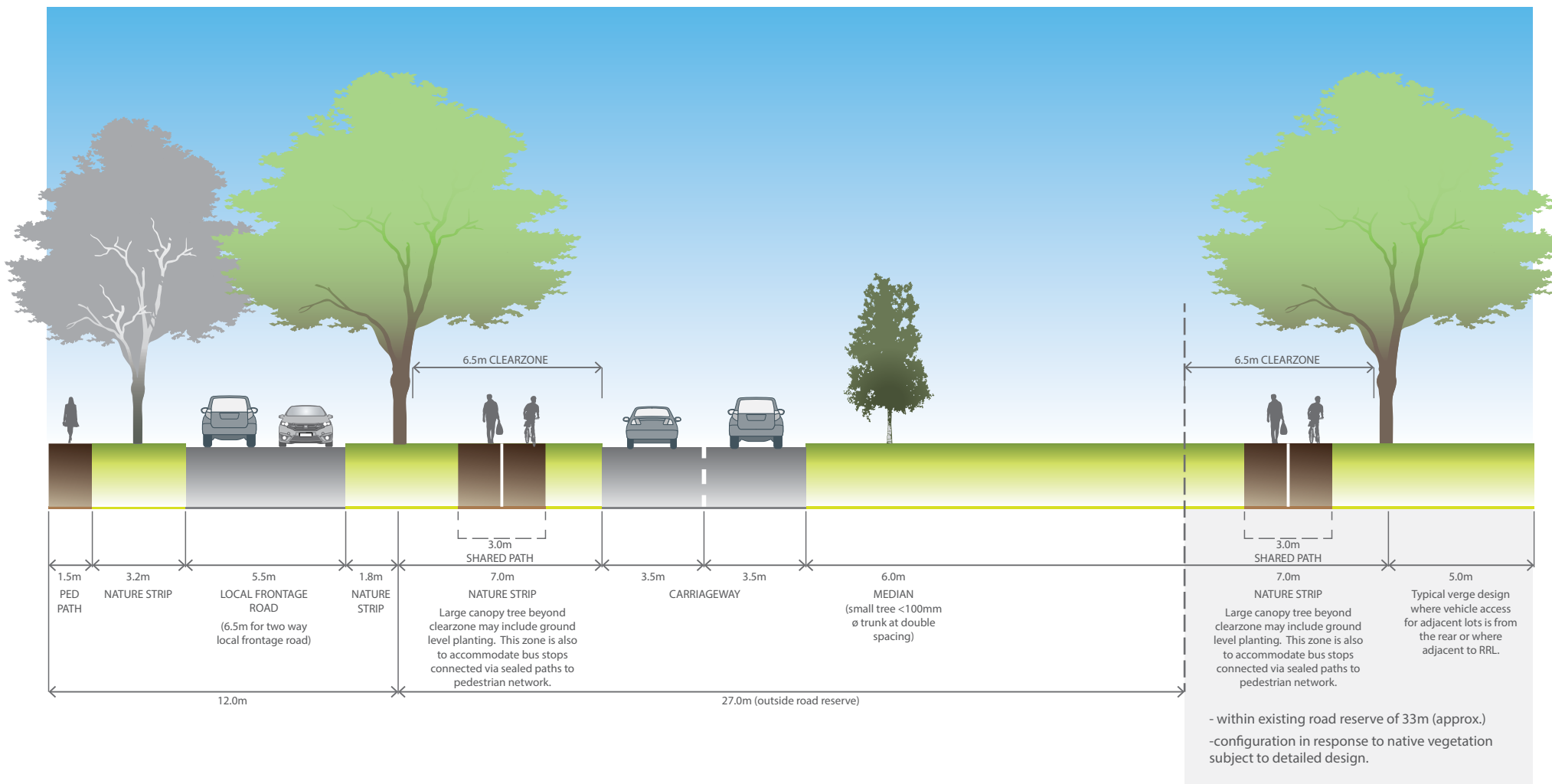
NOTES:

- Includes typical residential interface both sides (outside road reserve)
- Minimum street tree mature height 15 metres
- 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.
- 6.5m Clearzone assumes 80km/hr speed limit - where required clearzones are to be consistent with VicRoads guidelines
- Configuration of ultimate cross section in response to native vegetation and 60m road reserve to occur at detailed design stage prior to delivery.
- Street plantings should consider infrastructure placement.



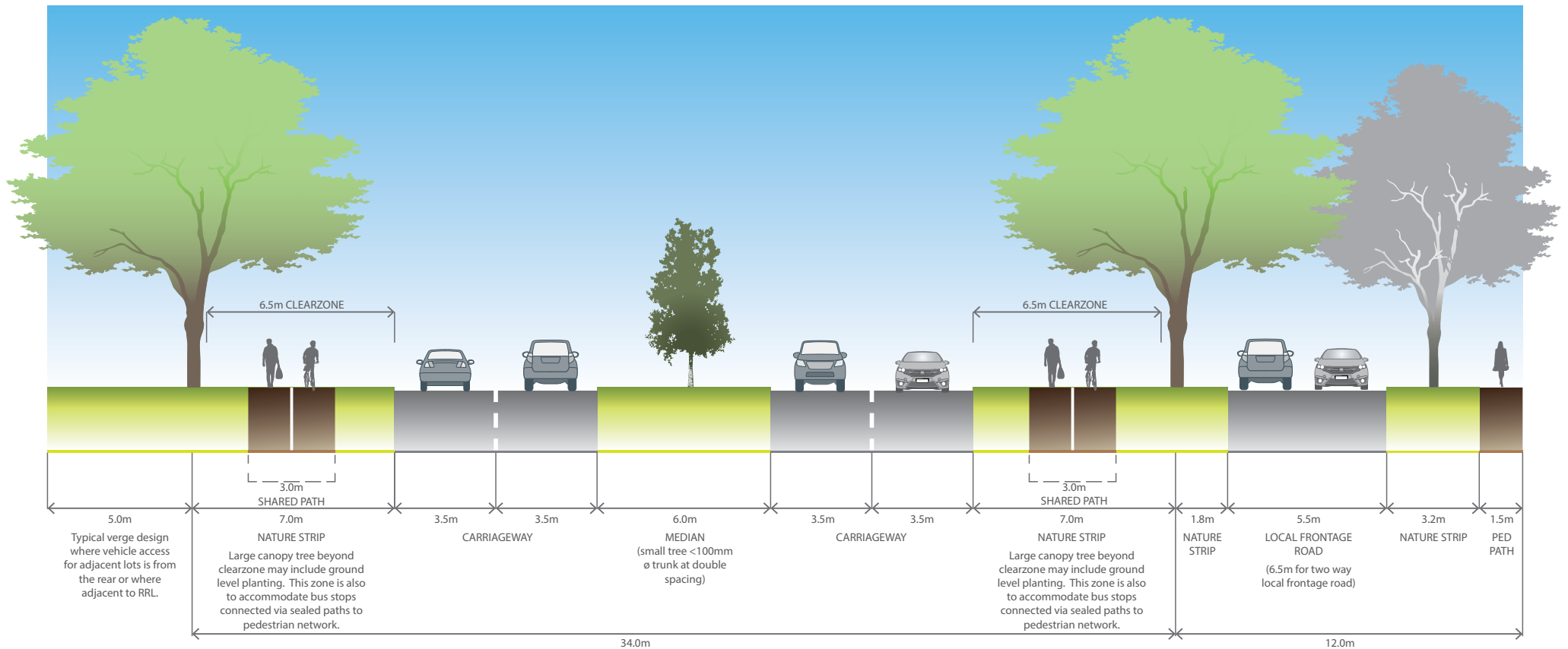
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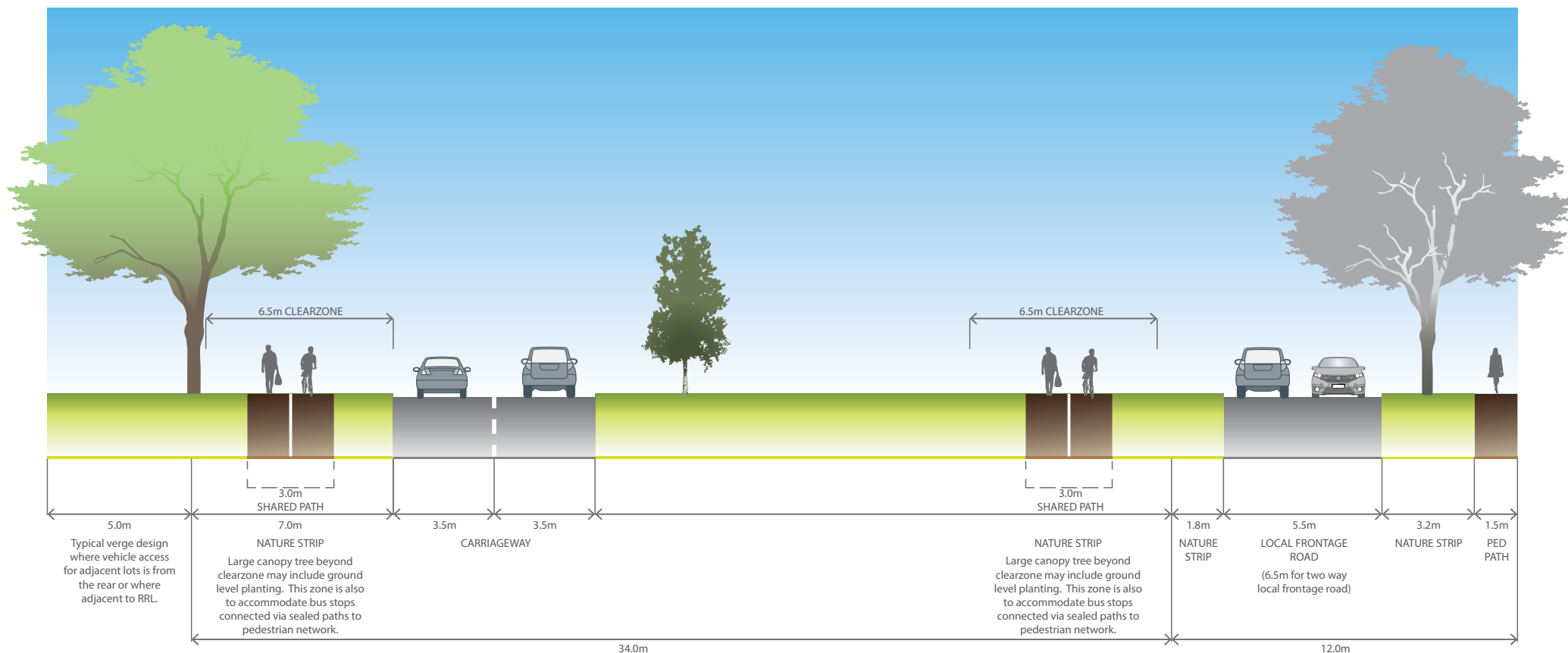
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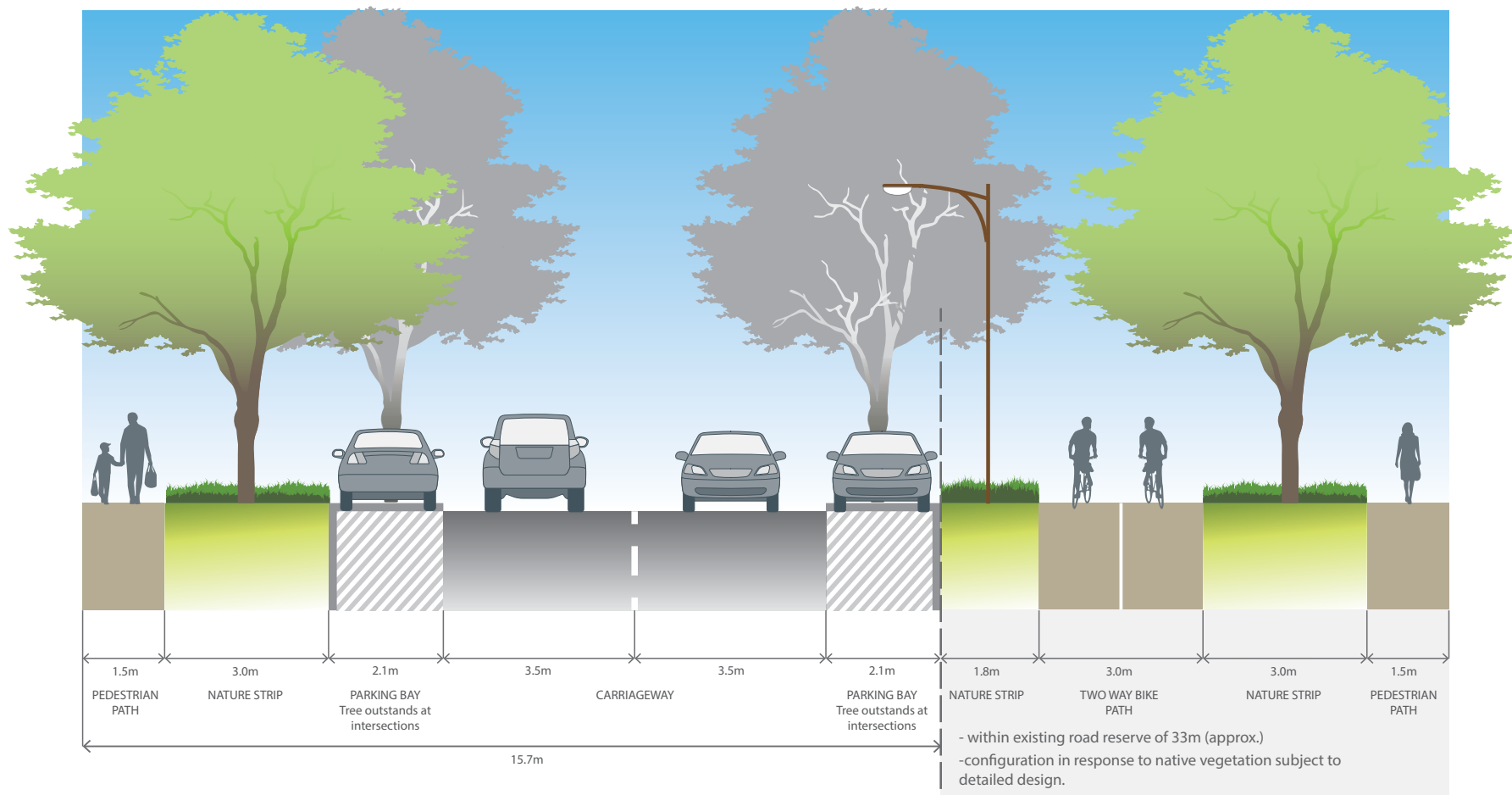
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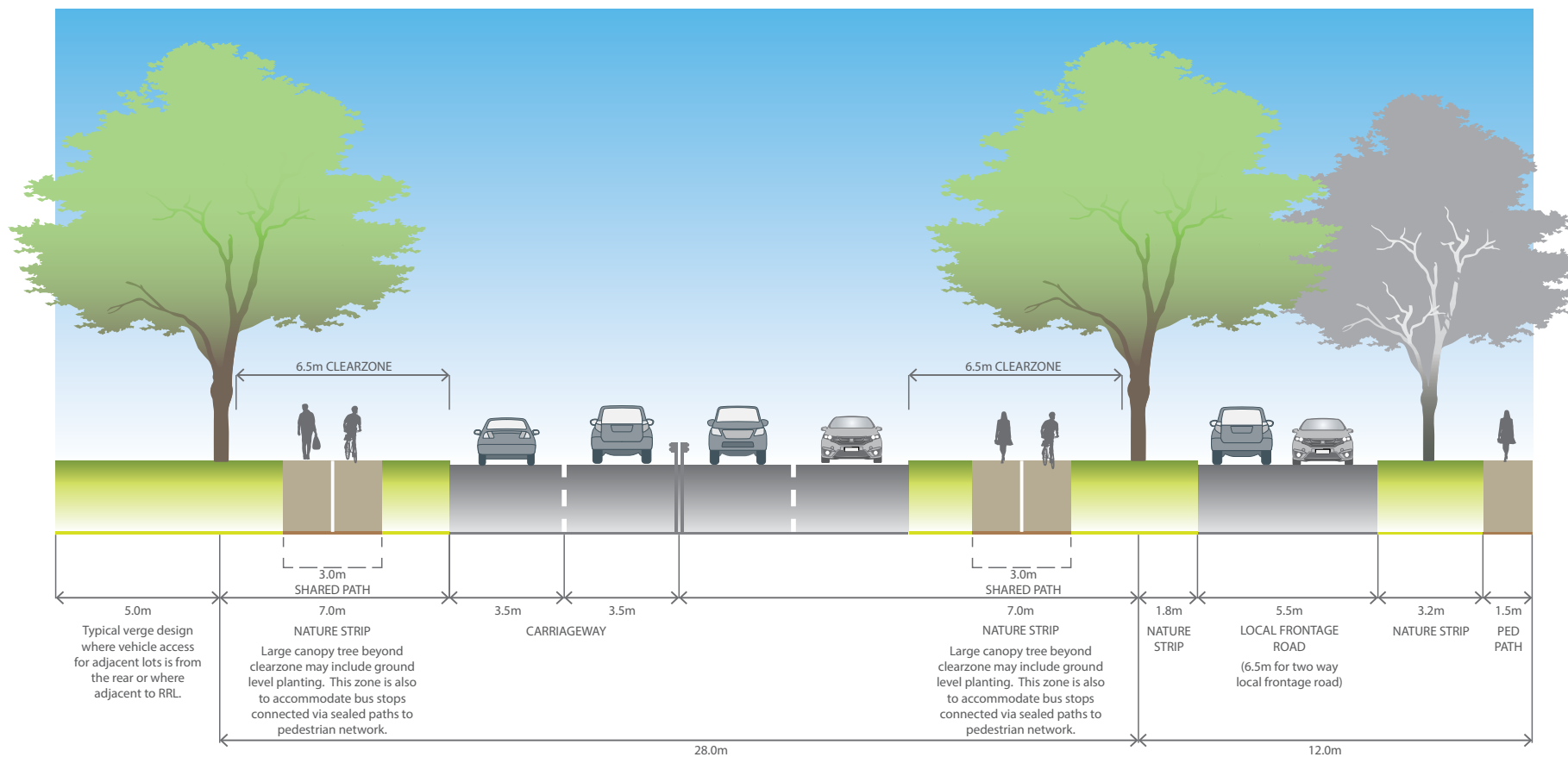
NOTES:

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- 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.
- 6.5m Clearzone assumes 80km/hr speed limit - where required clearzones are to be consistent with VicRoads guidelines
- Configuration of interim cross section in response to native vegetation and existing road reserves/roads to occur at detailed design stage prior to delivery.
- Street plantings should consider infrastructure placement.



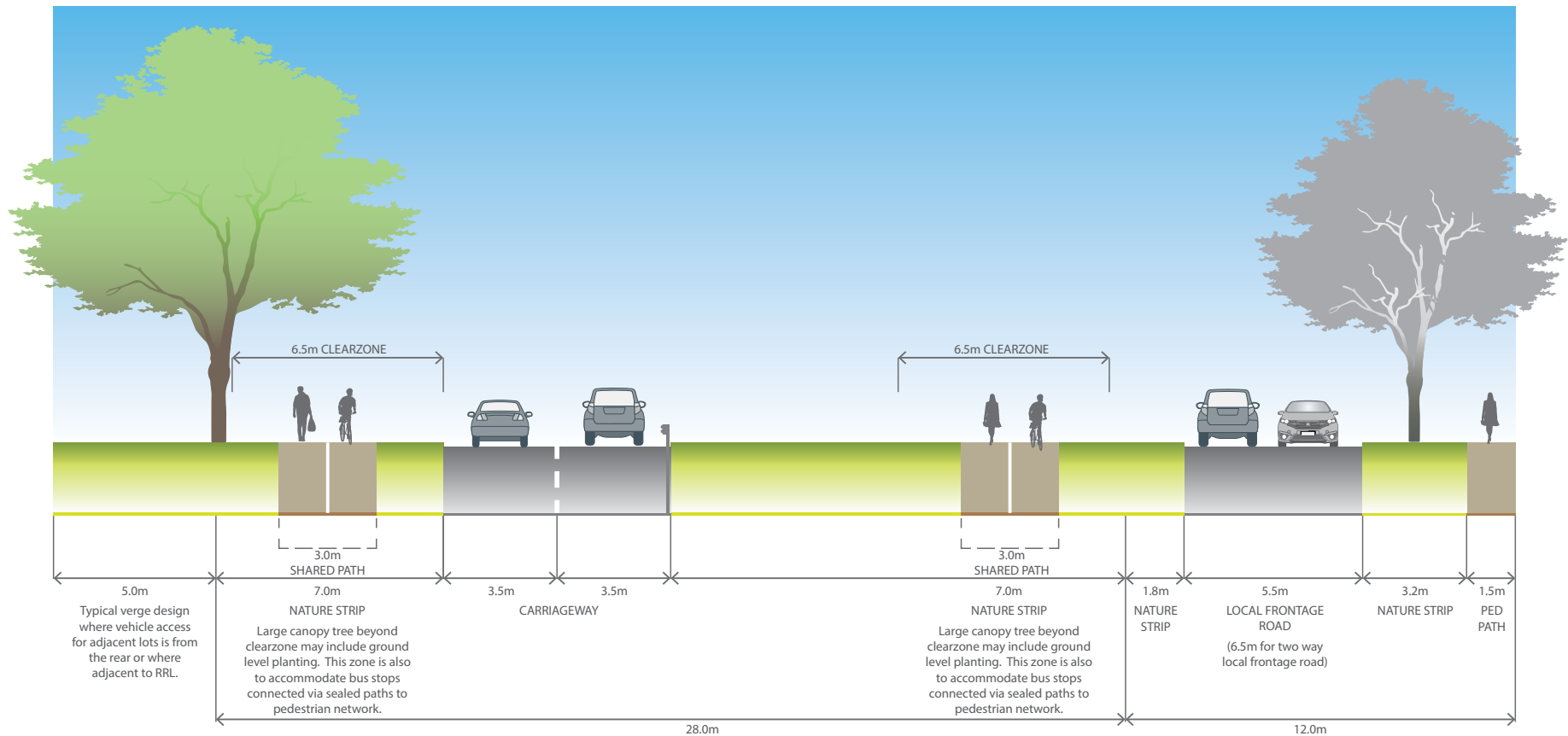
NOTES:

- Minimum street tree mature height 15 metres
- 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.
- Street plantings should consider infrastructure placement.



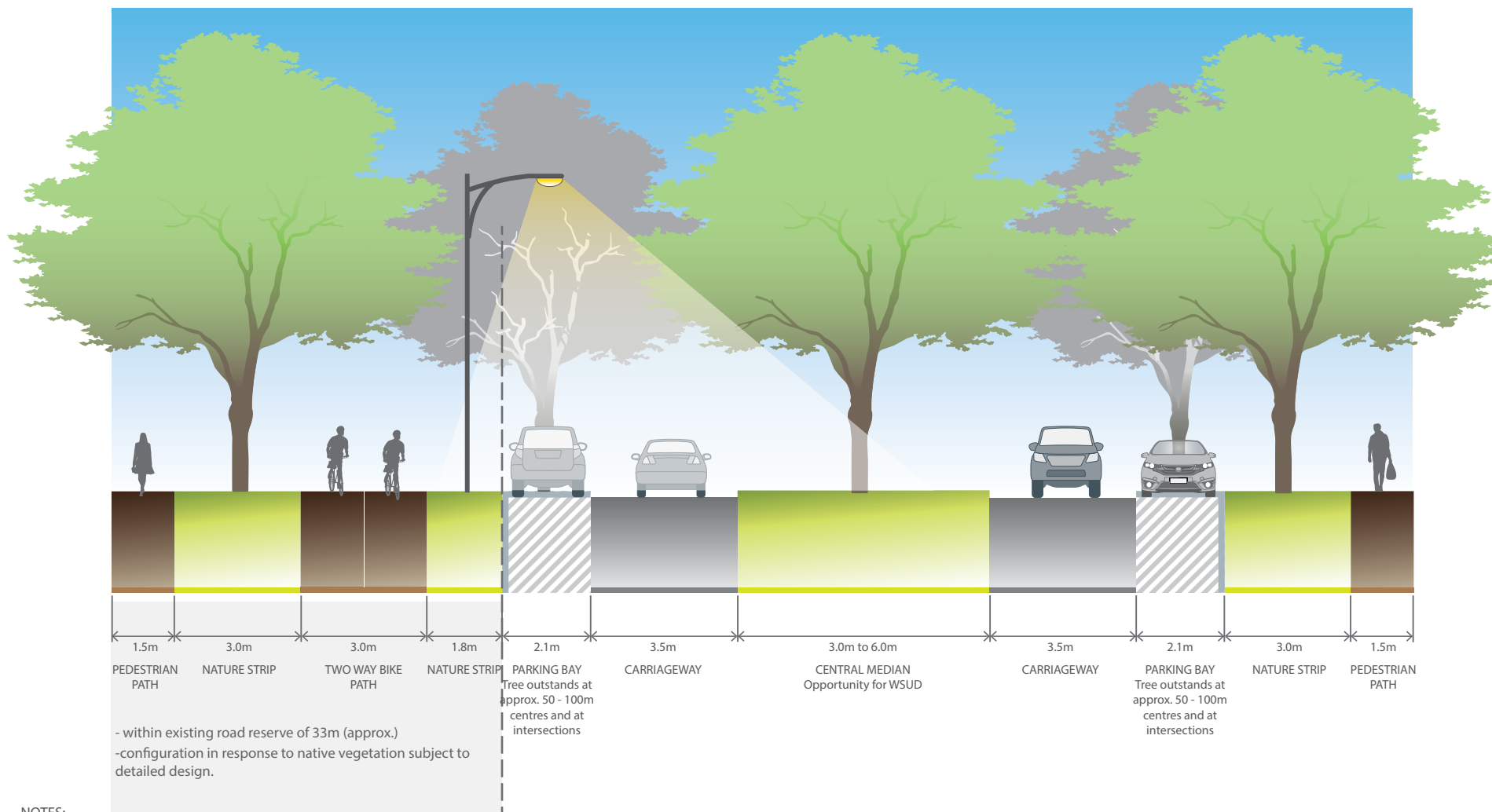
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- Configuration of ultimate cross section in response to native vegetation and 60m road reserve to occur at detailed design stage prior to delivery.
- Speed limit may need to be reduced at VicRoads discretion.
- Street plantings should consider infrastructure placement.



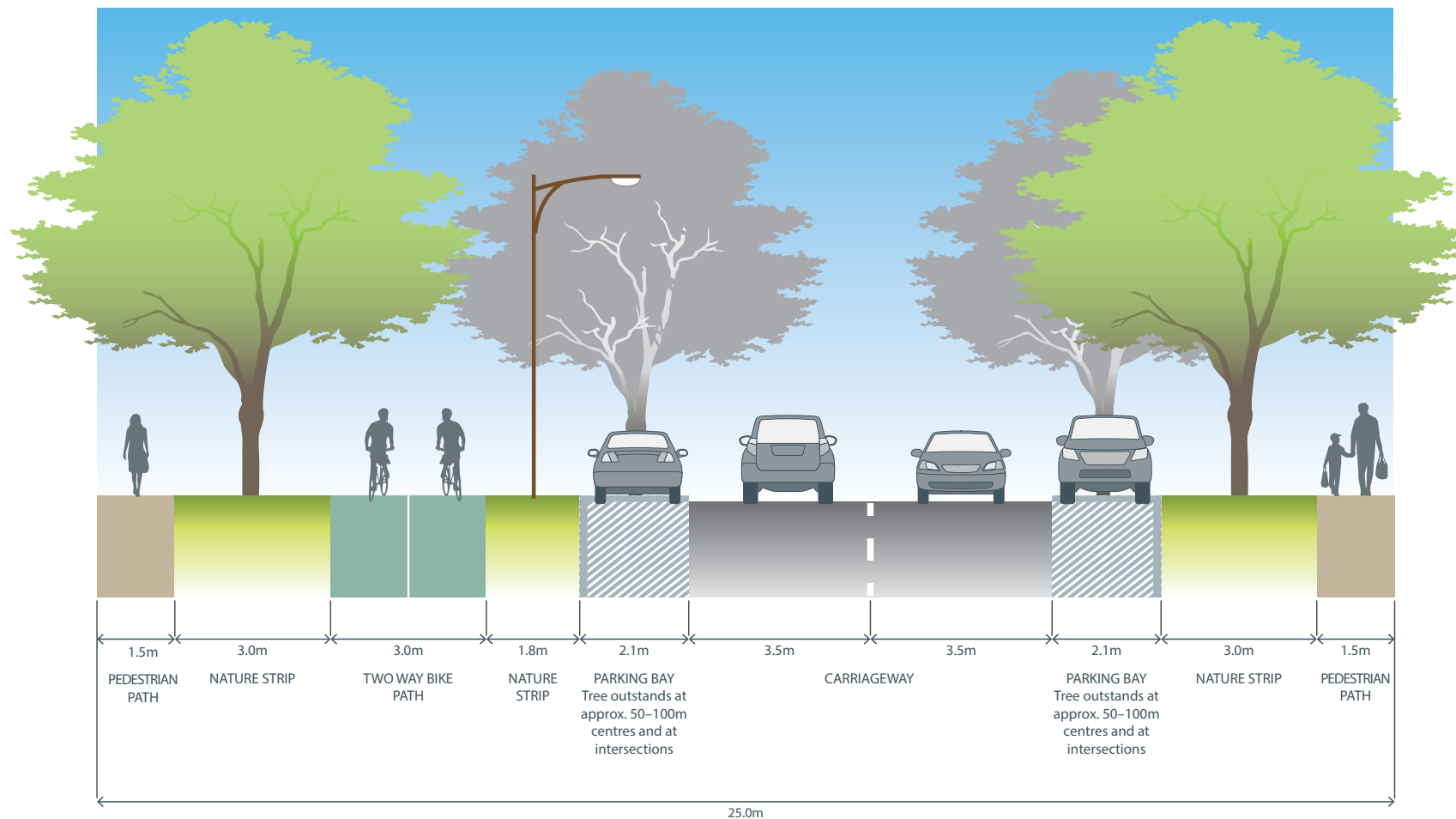
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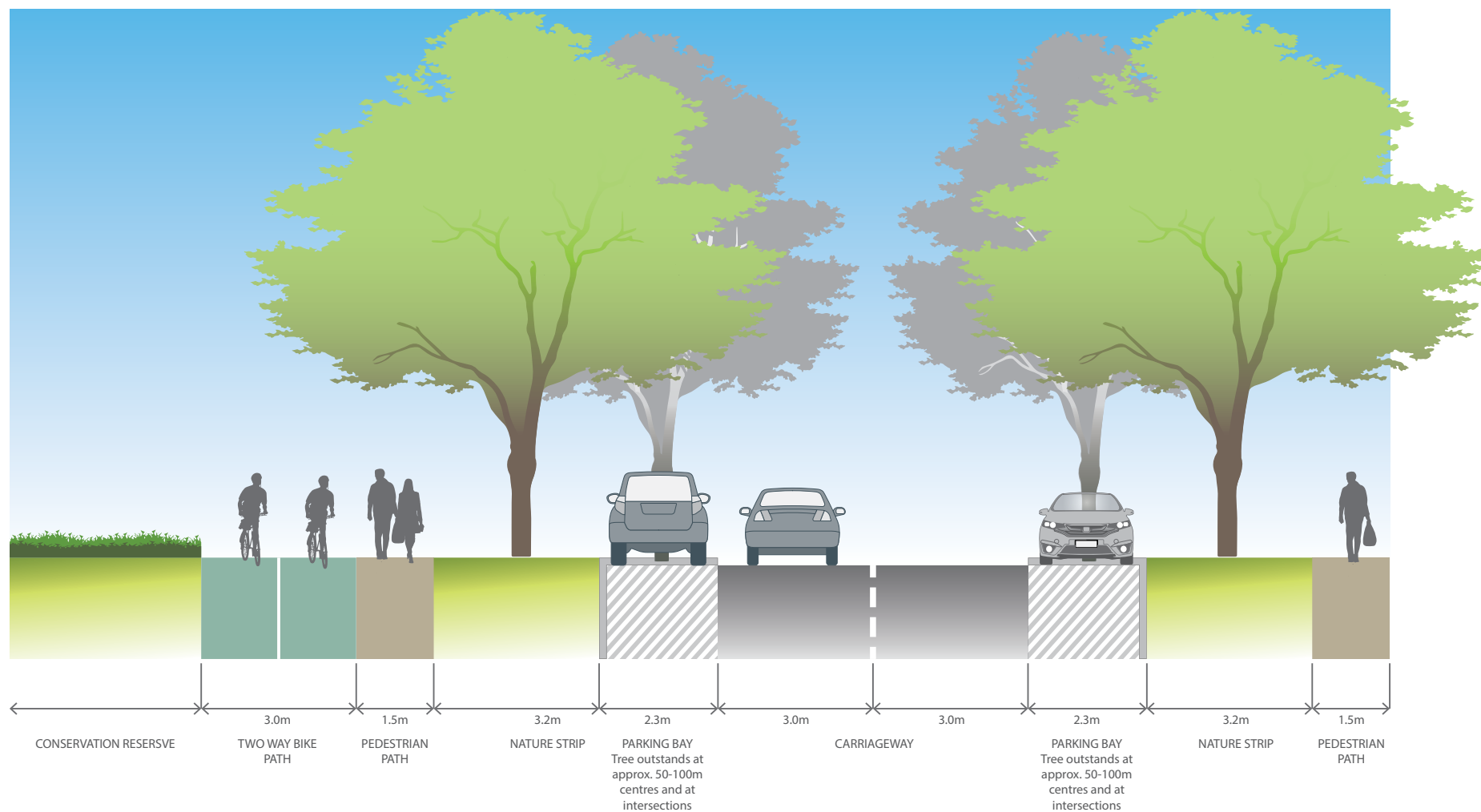
NOTES:

- Include a central median with large canopy trees to create a boulevard effect. Trees are to be centrally planted in median.
- Topsoil used in central medians is to be sandy loam, with a minimum depth of 200mm. The surface of medians is to be free-draining with a minimum cross fall of 2%, and is to be planted with warm season grasses.
- In areas where high pedestrian volumes are expected (e.g. around schools and town centres), central medians should be paved with harder wearing surfaces such as granitic sand or other pavements.
- Any garden beds in central medians are to be offset 1.5m from back of kerb.
- Kerb to central median is to be SM2 Semi-mountable kerb.
- 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.
- Street plantings should consider infrastructure placement.



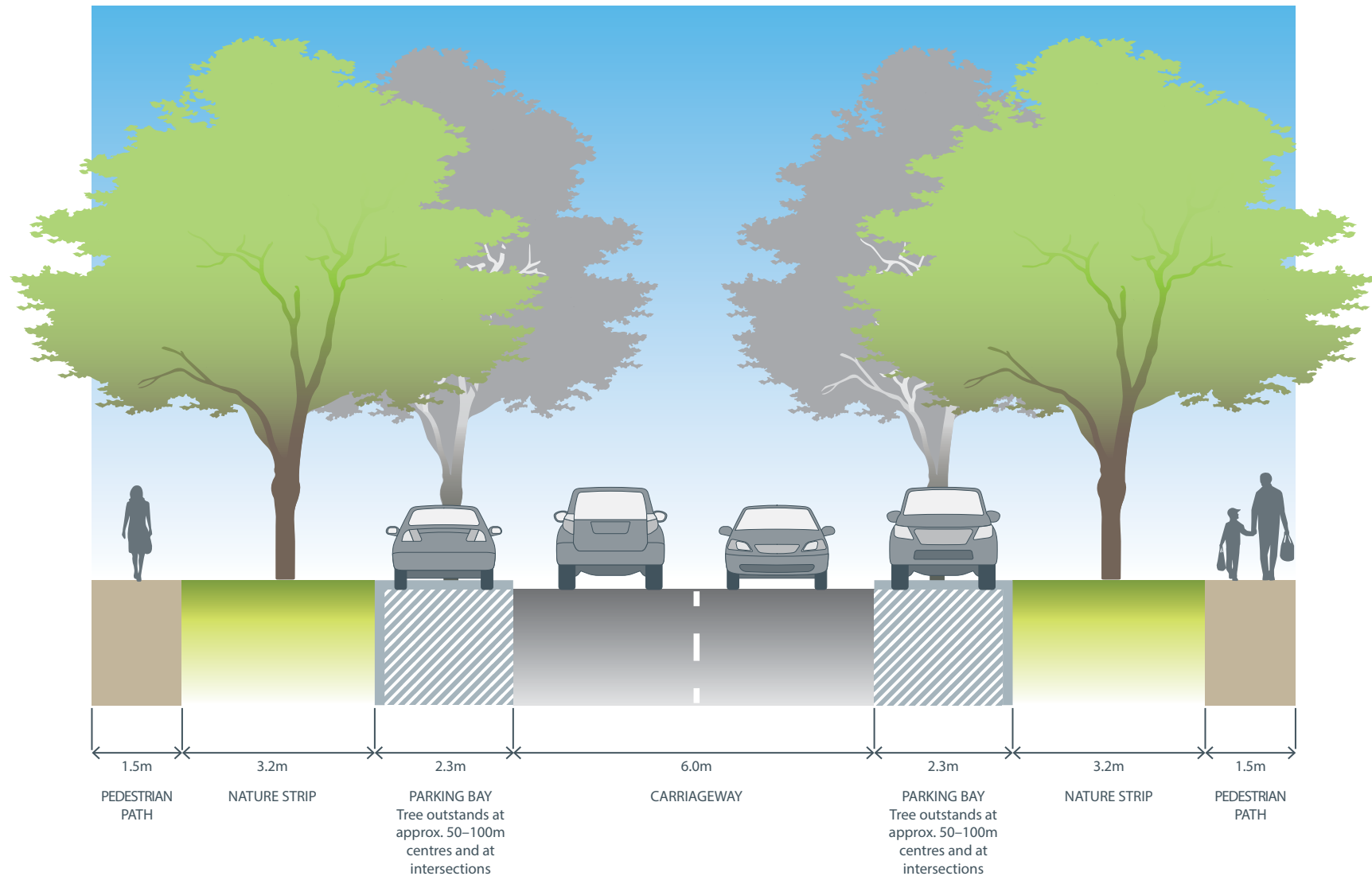
NOTES:

- Minimum street tree mature height 15 metres.
- All kerbs are to be B2 Barrier Kerb.
- 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.
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.
- Street plantings should consider infrastructure placement.



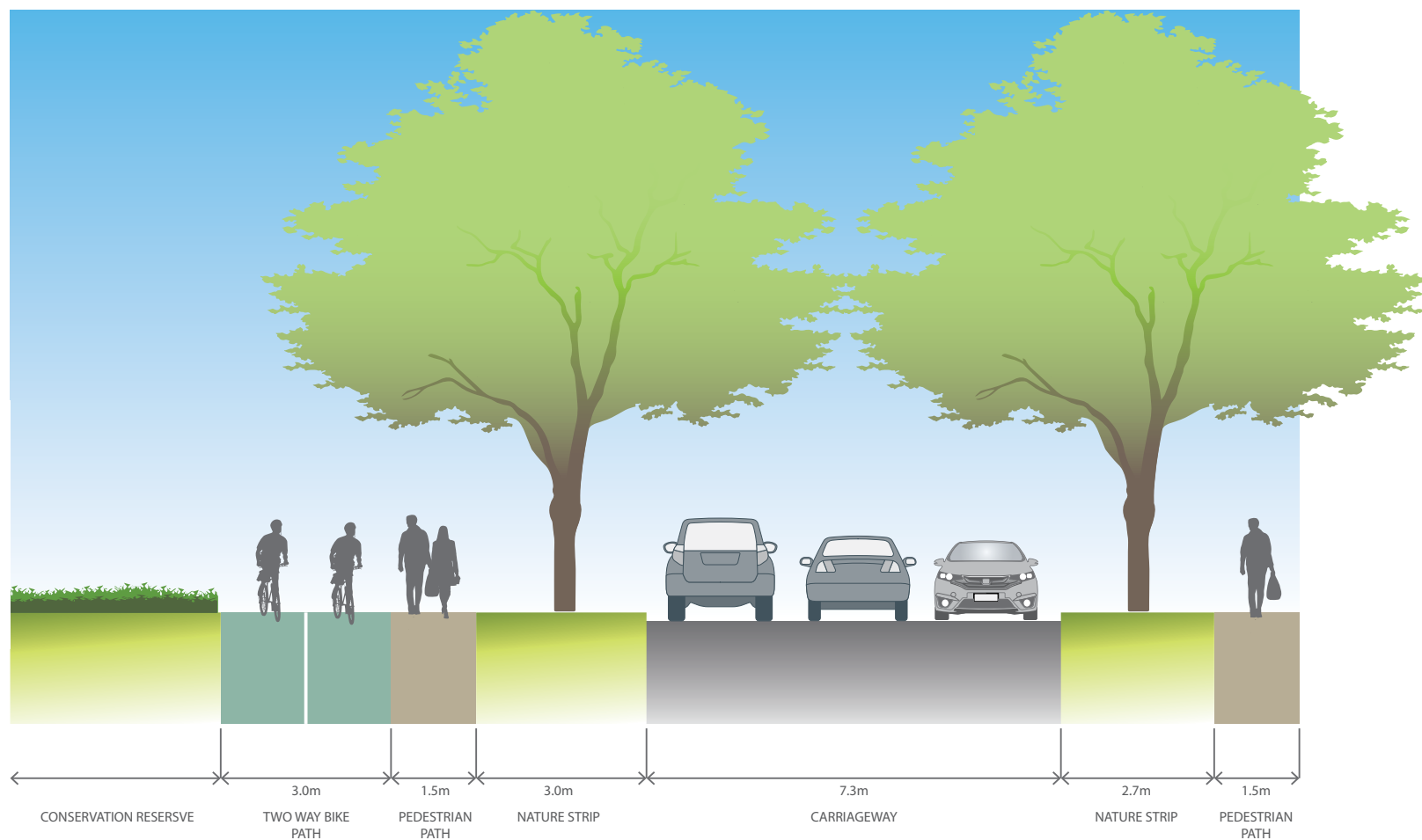
NOTES:

- Minimum street tree mature height 12 metres
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- This cross section is applicable when adjacent to the conservation reserve
- Street vegetation should consider bushfire risk
- Street plantings should consider infrastructure placement
- Road reserve width required is variable dependent on the fire risk and the design response required to ensure bushfire defensible space and building setback distance standards are met



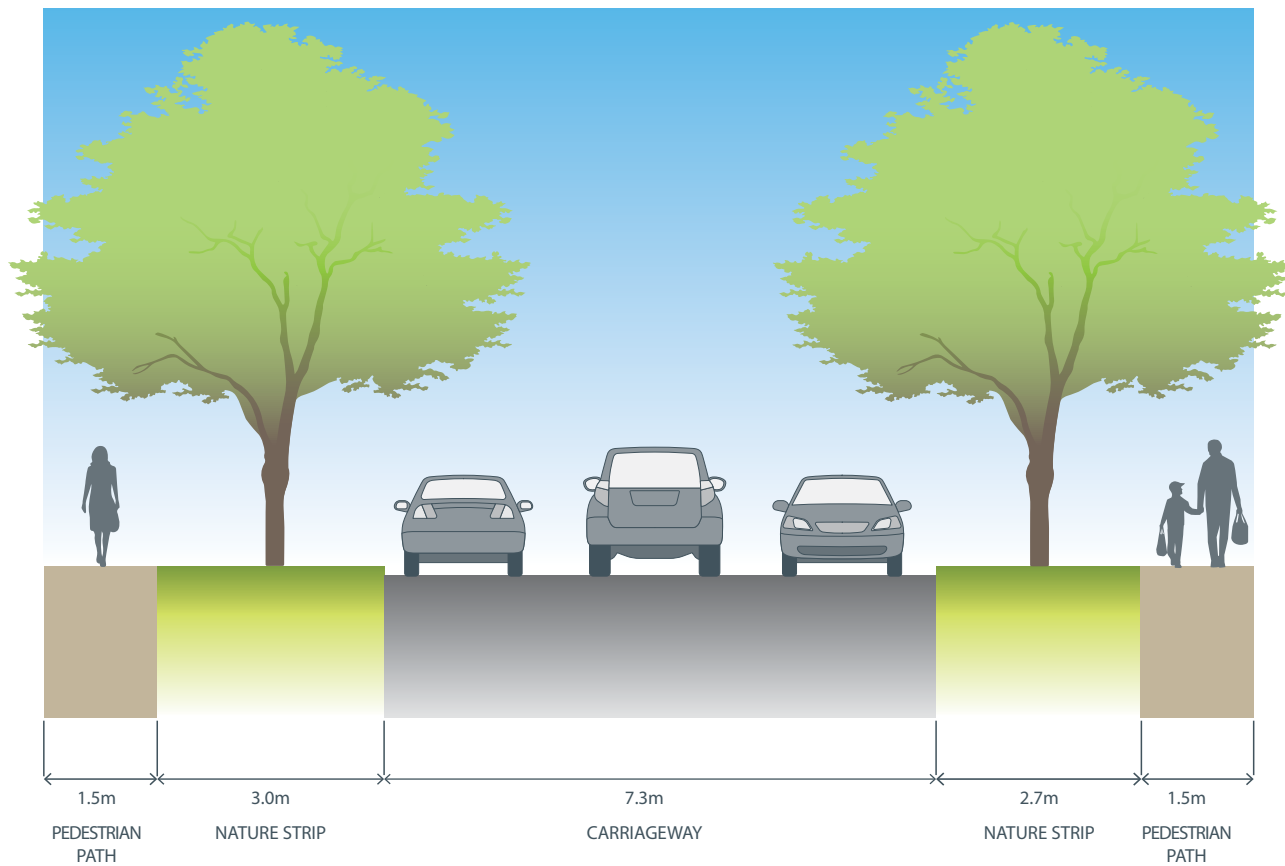
NOTES:

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- All kerbs are to be B2 Barrier Kerb
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- Road reserve width required is variable dependent on the fire risk and the design response required to ensure bushfire defensible space and building setback distance standards are met



NOTES:

- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb
- Street plantings should consider infrastructure placement.

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