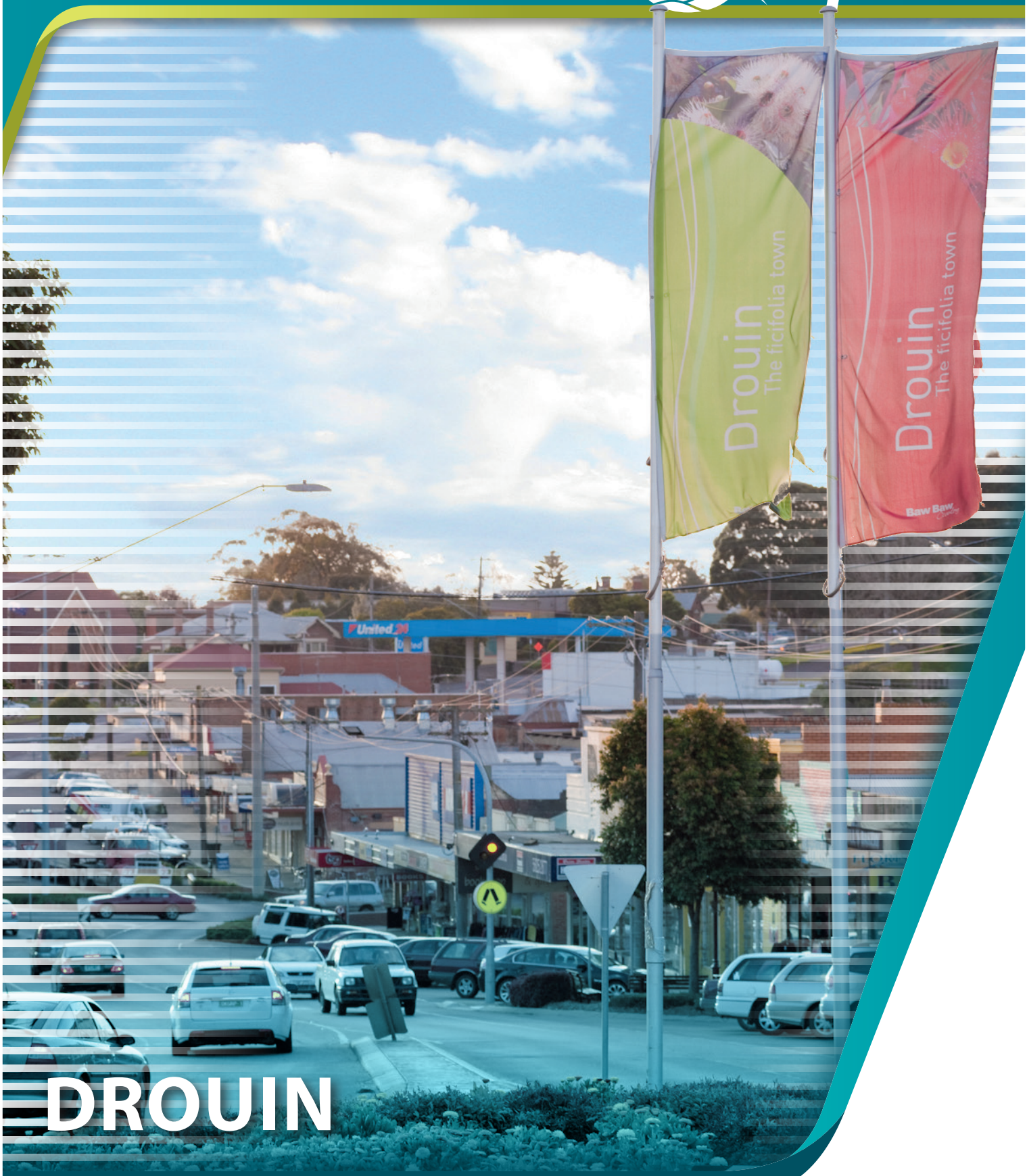
BAW BAW SHIRE COUNCIL

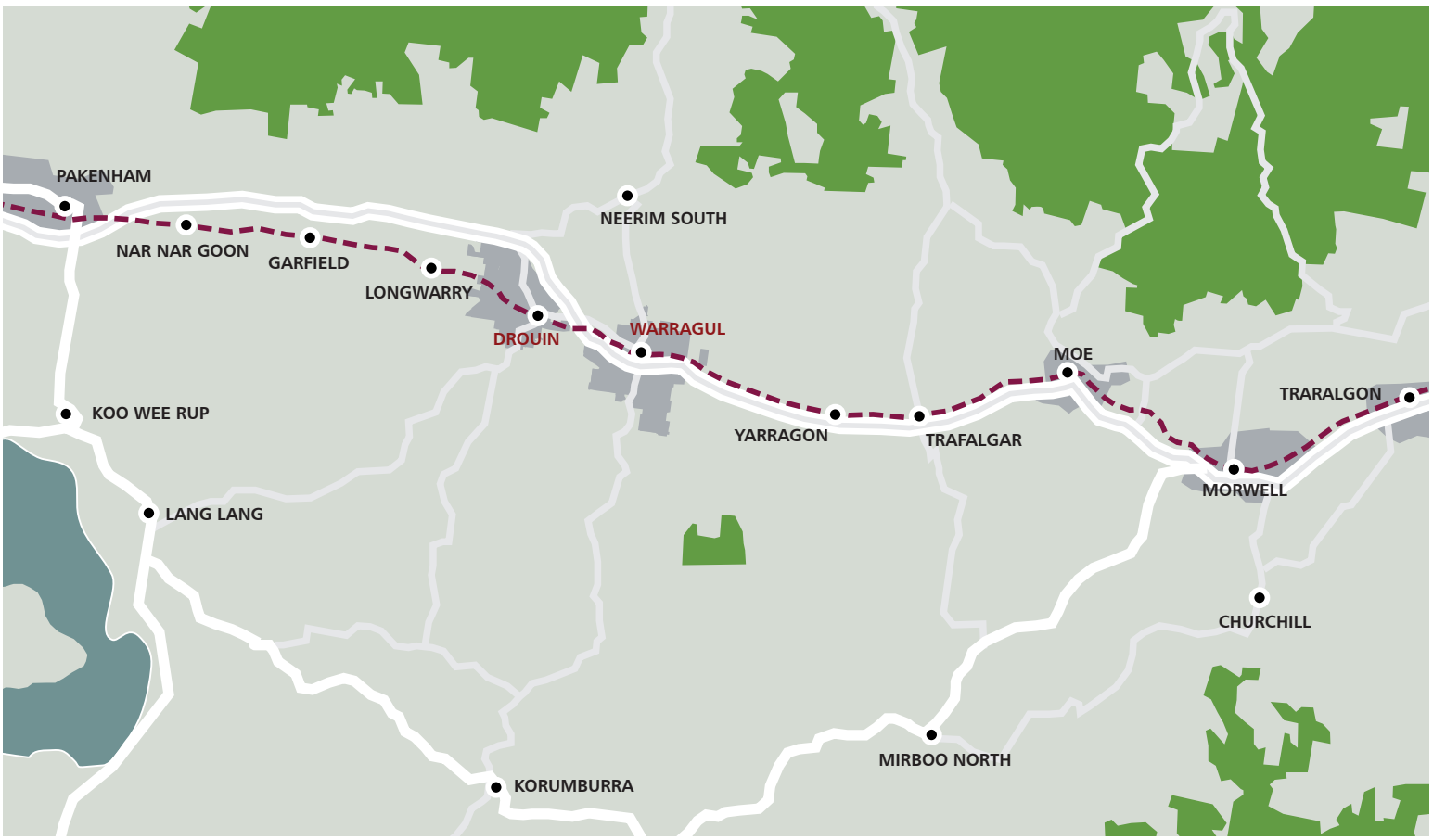
MPA METROPOLITAN PLANNING AUTHORITY

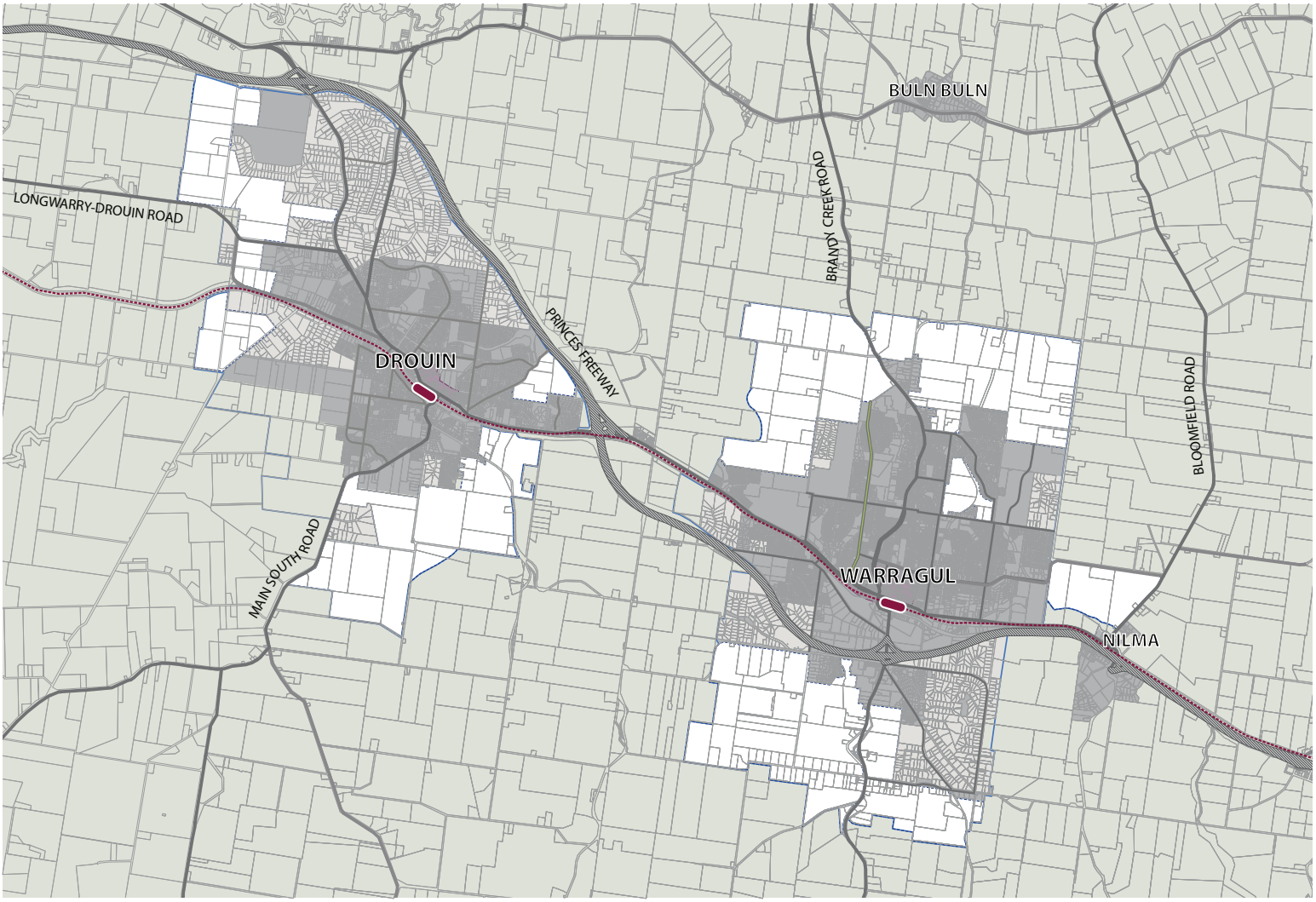


DROUIN

PRECINCT STRUCTURE PLAN

SEPTEMBER 2014


PAKENHAM
NAR NAR GOON
GARFIELD
LONGWARRY
NEERIM SOUTH
DROUIN
WARRAGUL
MOE
TRARALGON
KOO WEE RUP
YARRAGON
TRAFALGAR
MORWELL
LANG LANG
CHURCHILL
MIRBOO NORTH
KORUMBURRA


BULN BULN
LONGWARRY-DROUIN ROAD
BRANDY CREEK ROAD
PRINCES FREEWAY
DROUIN
BLOOMFIELD ROAD
MAIN SOUTH ROAD
WARRAGUL
NILMA

FOREWORD

Drouin has experienced significant population growth over the past 10 years and will continue to grow due to its location, just 90 kilometres south-east of central Melbourne.

It is important that, in accommodating Drouin's continuing growth, strategic planning and development protects and celebrates the town's rural character and magnificent landscape. Future growth presents challenges as well as opportunities and overall can bring about positive change.

The Drouin Precinct Structure Plan (PSP) will capture the benefits of growth while maintaining the town as a strong rural service centre surrounded by distinct urban villages and surrounding farmland. It creates a strategic framework that will guide the town's growth from 11,000 to 29,000 residents through the construction of 7,400 new homes over the next 30 to 50 years.

The PSP contains plans, objectives, requirements, and guidelines to govern development and ultimately lead to the realisation of the future vision of Drouin. It provides certainty for the development industry, Baw Baw Shire Council, and the community.

Central to the vision is the notion of 'country feel' and vital to its expression is that the countryside – open valleys, rolling hills, and trees – remains part of and visible from the town. Accordingly, the PSP provides substantial guidance on protecting valued elements of the landscape, maintaining important views and aligning streets in order to protect this fundamental aspect of Drouin's identity.

The PSP also plans for an expansion of the town's existing infrastructure to service an increased population, including:

- A new road network that provides alternative routes through and around the town, including the Drouin South Bypass, a new connection from Main South Road to Princes Way.
- 18 kilometres of new pedestrian and cycle paths, building on the success of the two-towns trail.
- 46 hectares of new open space, including new significant regional parks in the south and north of town.
- Provision for two new community centres and two new schools.
- Neighbourhood and village centres, providing convenience retail and essential services closer to where people live.
- An expanded business and industry precinct to increase the number of local jobs.

The plan will also form a basis for long-term State investment in service provision, including the delivery of new schools, a new hospital, public transport services, and expanded emergency services.

Overall, the PSP embraces the opportunity of population growth to create a vision for a bigger and better Drouin.

Summary of outcomes

DESCRIPTION	HECTARES	% OF TOTAL PRECINCT	% OF NDA
TOTAL PRECINCT AREA (ha)	843.24	100.00%	
Waterways, easements, & areas of native vegetation retention	118.30	14.03%	17.61%
New parks & sporting reserves	46.14	5.47%	6.87%
New schools & community uses	7.00	0.83%	1.04%
TOTAL	171.53	20.34%	25.54%
NET DEVELOPABLE AREA (NDA)	671.70	79.66%	100.0%

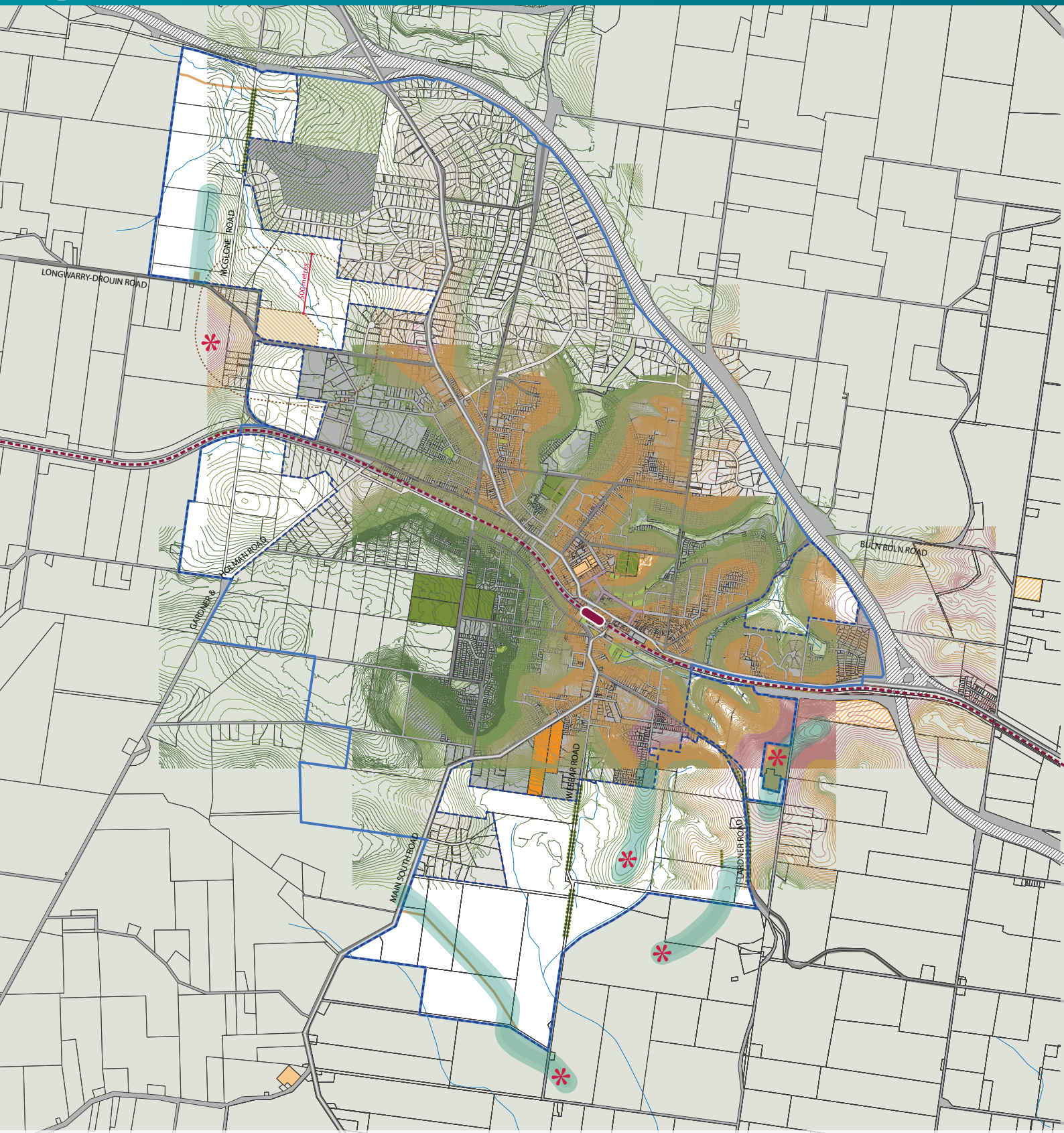
DESCRIPTION	HECTARES		
EMPLOYMENT		DWELL / NRHA	DWELLINGS
Business & industry	31.61		
NET DEVELOPABLE AREA (EMPLOYMENT) (NDAE)	31.61		
RESIDENTIAL		DWELL / NRHa	DWELLINGS
Residential	607.20	12.00	7,286
Low-density residential	32.89	4.00	132
NET DEVELOPABLE AREA (RESIDENTIAL) (NDAR)	640.09	11.59	7,418

Further information on the PSP outcomes are included in Appendix B - Land budget.

PLANS

TABLES

CONTENTS



- township boundary
- precinct boundary
- existing urban area
- existing low density area
- town centre
- urban growth area
- land subject to future residential rezoning
- government primary school
- government secondary school
- non-government school
- neighbourhood park
- sporting reserve
- drainage reserve (encumbered)
- princes freeway
- railway line & station
- waterway
- water body
- utility easement
- existing egg farm (with 500m buffer)
- prominent hill top
- prominent ridge line
- 1m contours (level < 100m)
- 1m contours (level 100 - 125m)
- 1m contours (level 125 - 150m)
- 1m contours (level 150 - 200m)
- 1m contours (level > 200m)

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plan 1_precinct location & features
drouin precinct structure plan

1.0 INTRODUCTION

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

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

The PSP:

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

The PSP is informed by the following policies and guidelines:

- State Planning Policy Framework set out in the *Baw Baw Planning Scheme* and the *Precinct Structure Planning Guidelines.*
- Local Planning Policy Framework of the *Baw Baw Planning Scheme*.
- *Settlement Management Plan* (Baw Baw Shire Council, 2013).
- *Growth Management Plan* (Prepared for Baw Baw Shire by GHD, 2005)
- *Gippsland Regional Growth Plan* (Department of Transport, Planning & Local Infrastructure, 2013)
- *The Latrobe Valley Industry & Employment Roadmap* (State Government of Victoria, 2012)
- *Baw Baw Shire Development Contributions Plan* (Prepared for Baw Baw Shire by SGS, 2007) which sets out the requirements for development proponents to make a contribution toward infrastructure required to support the development of the Shire.

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

- *Drouin Development Contributions Plan* (the DCP) that applies the requirements for development proponents to make a contribution toward infrastructure required to support the development of the precinct.
- *Warragul & Drouin Growth Areas Background Report* (the background report).

1.1 How to read this document

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

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, guidelines and conditions as relevant.

Requirements must be adhered to in developing the land. Where they are not demonstrated in a permit application, requirements will usually be included as a condition on a planning permit whether or not they take the same wording as in this structure plan. 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 application for an alternative to a guideline implements the outcomes, the Responsible Authority may consider the alternative. A guideline may include or reference a plan, table or figure in the structure plan.

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

Development that meets these requirements, guidelines and conditions will be considered to implement the outcomes of the 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 use, development or subdivision of land is addressed in this structure plan. A Responsible Authority may manage development and issue permits as relevant under its general discretion.

1.2 Land to which this PSP applies

The PSP applies to approximately 900 hectares of land as shown on Plan 1 and on *Baw Baw Planning Scheme* maps as Schedule 02 to the Urban Growth Zone.

Areas for future urban expansion were identified to the north, south and west of Drouin through the *Settlement Management Plan 2013*. This land forms the precinct area which is generally defined by Richies Road to the north-west, McGlone Road to the north, the Princes Freeway to the north-east, King Parrot Creek to the south-east, Cooks Track to the south, Main South Road to the south-west and parcels adjacent Gardner and Holman Road to the west.

Plan 1 identifies the key features of the land.

1.3 Background information

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

1.4 Development Contributions Plan

Development proponents in Drouin will be bound by the *Drouin Development Contributions Plan* (the DCP). The DCP sets out requirements for infrastructure funding across the wider Drouin township and will be finalised and implemented separately to the PSP.

Once complete, the DCP will be a separate document incorporated into the *Baw Baw Planning Scheme* and implemented through a Development Contributions Plan Overlay (DCPO).

2.0 OUTCOMES

2.1 Vision

Drouin's rural character can be defined through its relationship to the surrounding landscape. The town's magnificent setting is always present through close-range views to hill tops, along ridgelines and open valleys, across undulating farmland, and distant views to the Strzelecki and Baw Baw ranges.

This character will be complemented through the development of distinct new neighbourhoods on the town's edges, drawing on the values of the region's historic villages and hamlets like Nilma, Rokeby, Jindivick and Neerim South.

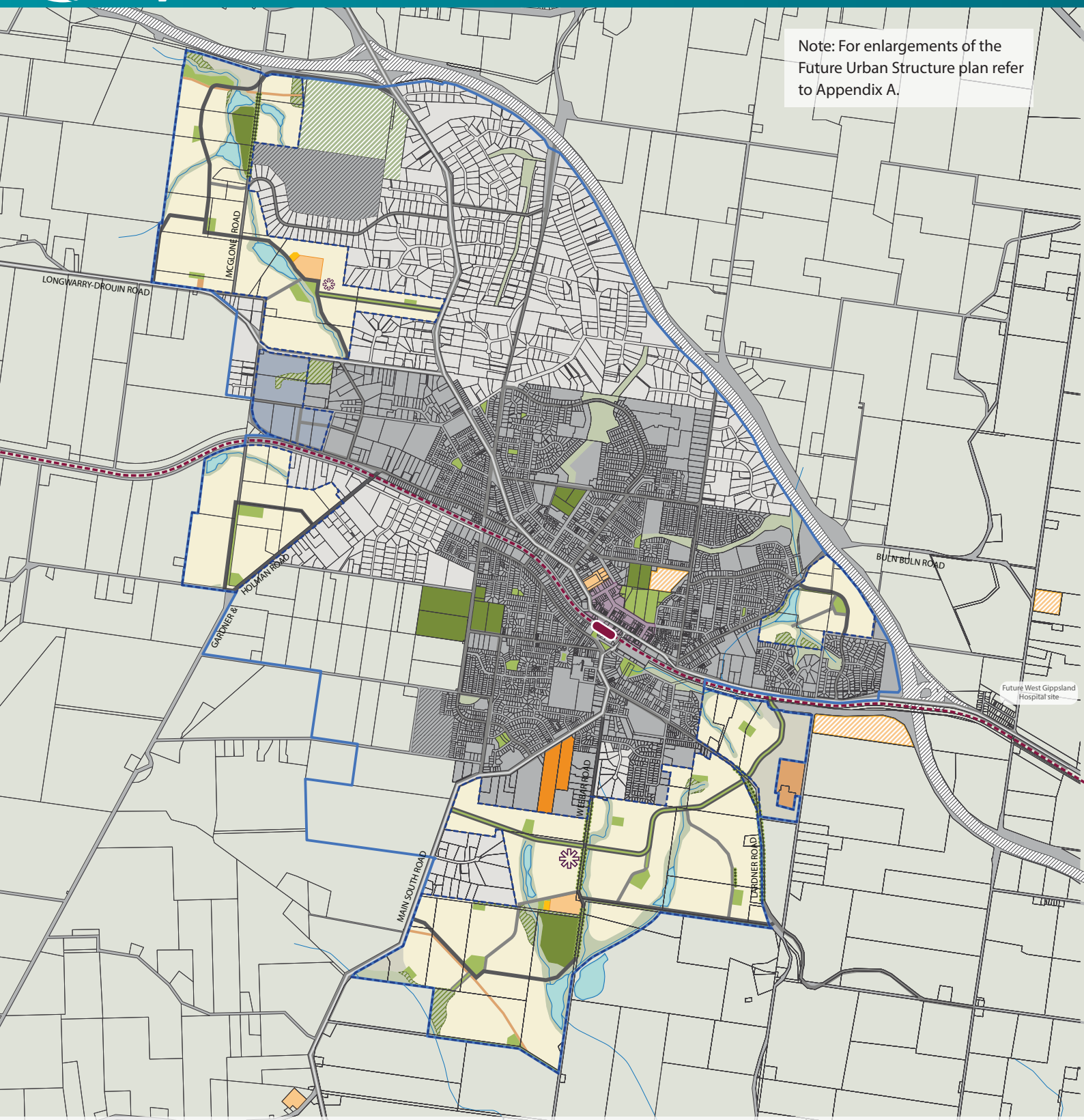
With Drouin straddling the top of a series of catchments, the waterways flowing outward – including Stony and King Parrot creeks – form an extensive network that runs through the existing town and into its surrounding growth areas. These waterway corridors will provide an extensive and integrated system of linear open space with shared paths that will ultimately link the town's centre to its edge.

Significant biodiversity values, such as stands of Strzelecki Gums and habitat for Giant Gippsland Earthworm, Warragul Burrowing Crayfish, Dwarf Galaxias, Growling Grass Frog and Southern Brown Bandicoot will be protected within open space where they occur in close proximity to waterways and vegetation reserves. The majestic Strzelecki Gums that line rural roads on the edge of the town will form the basis of a series of biodiversity corridors that are accessible to the community to allow appreciation of their beauty.

Within each neighbourhood there will be a variety of housing types that support the requirements of the town's diverse community. The daily needs of new residents will be met with new neighbourhood and village centres which include a mix of small supermarkets, specialty shops, commercial services and community facilities. These centres, along with the expansion of the business and industry precinct on Longwarry-Drouin Road, will also support economic growth the creation of new local job opportunities.

The growing population will also be supported through the creation of substantial new recreation precincts and new schools. The extended public transport network will provide connections to the new neighbourhood and village centres and community infrastructure, the existing town centre, other towns in the region, and onwards to Melbourne through the railway. Combined with the significant expansion of paths and cycling facilities, new and existing residents will have viable alternatives to the use of their own car.

Note: For enlargements of the Future Urban Structure plan refer to Appendix A.



- township boundary
- precinct boundary
- existing urban area
- existing low density area
- town centre
- residential
- low density residential
- business & industry
- farming zone
- farming zone - future residential rezoning
- community facility
- government primary school (existing or potential)
- government secondary school (existing or potential)
- non-government school (existing or potential)
- private open space facility
- neighbourhood park
- sporting reserve
- drainage reserve (encumbered)
- vegetation reserve (encumbered)
- utility site or easement
- waterway & retention basin
- neighbourhood centre
- village convenience centre
- arterial road
- connector street
- connector boulevard
- connector street existing
- access street
- access boulevard

plan 2_future urban structure
drouin precinct structure plan

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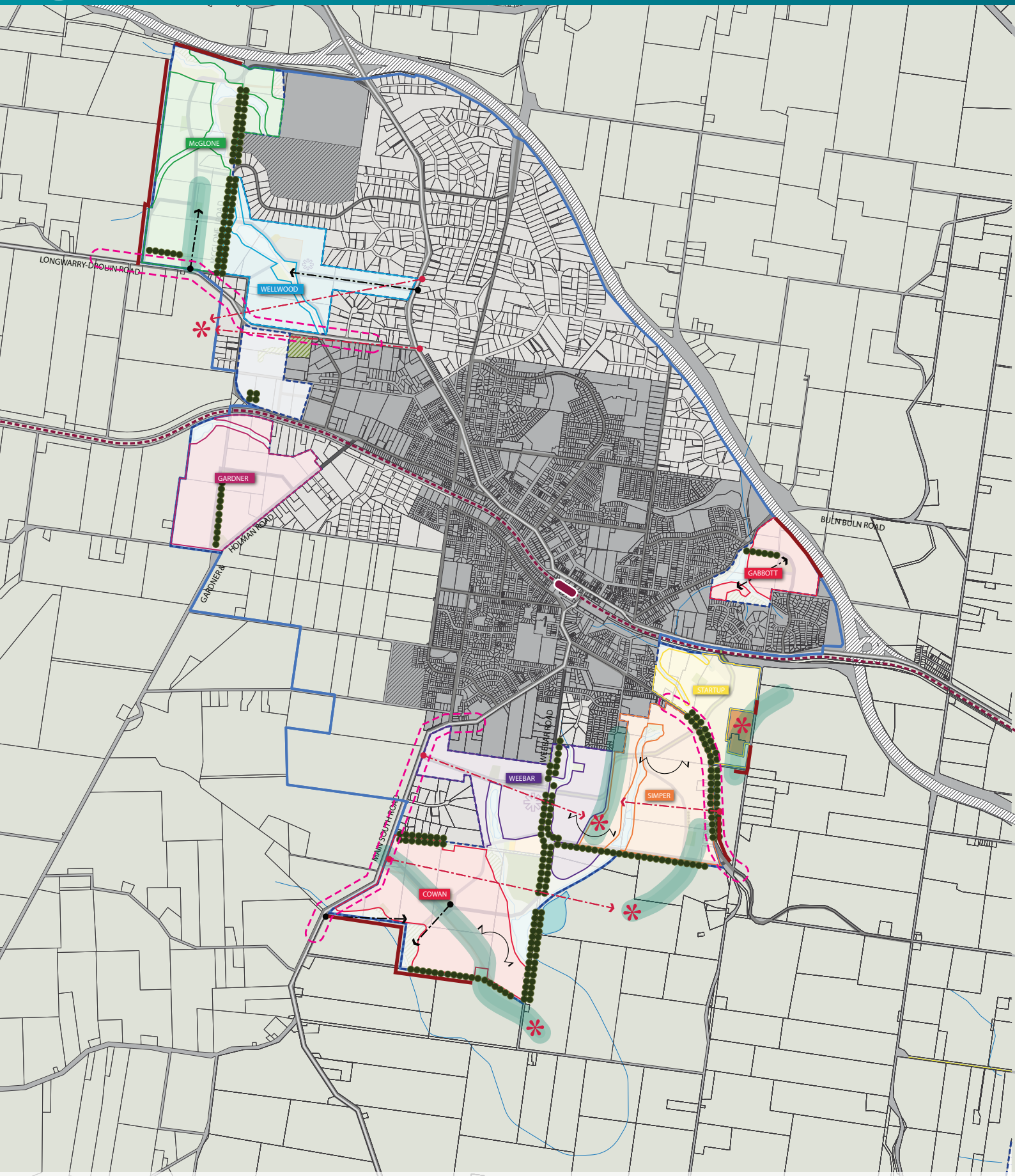
2.2 Objectives

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

	OUTCOMES
O1	Preserve the rural character of the Baw Baw Shire by retaining significant elements of the landscape and maximizing views to the town's hinterland.
O2	Protect the identity of individual settlements by maintaining the integrity of existing green belts.
O3	Use land intended for urban growth in an efficient manner to reduce pressure for further urban expansion into high-quality farmland.
O4	Build a practical, viable and attractive interface between residential, existing low-density residential, industrial, commercial, and agricultural uses.
O5	Integrate new development with the existing township.
O6	Respond to the existing topography of the land.
O7	Preserve and enhance areas with high environmental value.
O8	Deliver an integrated network of local passive parks, active recreation reserves, community infrastructure, and schools that meet the needs and aspirations of the new community.
O9	Achieve a diversity of streetscape and open space outcomes to enhance local distinctiveness and amenity.
O10	Ensure that residents do not need to cross arterial roads, railway lines or waterways to access a local park.
O11	Build a series of neighbourhoods with discernible character and a community focus.
O12	Develop a slow-speed and permeable network of streets that link individual neighbourhoods.
O13	Respond to demand for new homes by delivering a minimum of 7,418 lots within the PSP area.
O14	Promote greater housing choice through the delivery of a range of lots capable of accommodating a variety of dwelling typologies and densities.
O15	Provide for local retail opportunities through a series of neighbourhood and village convenience centres.
O16	Attract a diversity of different businesses and generate a variety of local job with high-amenity employment areas.
O17	Co-ordinate development sequencing and staging with the delivery of key infrastructure.



township boundary
precinct boundary
prominent hill top
prominent ridge line

panorama
short vista
long vista
existing vegetation to be retained

prominent urban edge
prominent town gateway
NAME potential neighbourhood

plan 3_township character
drouin precinct structure plan

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N

3.0 IMPLEMENTATION

3.1 Township character, housing, landscape and topography

TOWNSHIP CHARACTER

	REQUIREMENTS
R1	Street trees must be provided on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity and not exceeding the guidance below unless otherwise agreed by the responsible authority. **AVERAGE PLANTING INTERVAL** / **TREE SIZE AT MATURITY** 8 – 10 metres / Small trees (less than 10 metre canopy) 10 – 12 metres / Medium trees (10 – 15 metre canopy) 12 – 15 metres / Large trees (Canopy larger than 15 metres)
R2	Street trees must be planted: • In modified and improved soil as required to support tree longevity. • Consistent with the Baw Baw Tree Selection, Planting and Maintenance Policy and any guidance provided on the relevant cross section within this Precinct Structure Plan.
R3	Streets must be aligned to protect short vistas to waterways, open space, and surrounding landscape where shown on Plan 3.
R4	Development must address prominent sections of the township boundary, as illustrated on Plan 3, with public streets or direct building frontages.
R5	Where lots directly adjoin the township boundary, lot and street layout must not prejudice the ability for that boundary to be extended and to effectively integrate any future development.
	GUIDELINES
G1	Street networks should be designed to maximise the number of connections and direct views to waterways, open space, and surrounding landscape.
G2	Significant elements of the landscape and built form should be used as focal points for view lines along streets. Elements may include items such as hill tops, ridge lines, public buildings, prominent vegetation and other landmarks.
G3	A frontage road should generally be provided along the township boundary. In areas where the responsible authority permits lots directly adjoining the township boundary, road reserves and open spaces terminating on the boundary should be provided at regular intervals to provide open views of and access to the rural landscape.
G4	Where lots directly adjoin the township boundary, the interface should be softened through increased length of rear yards, low fences, and vegetation to create a positive visual connection with the rural landscape.
G5	Existing windrows and significant vegetation should be retained within the public domain, including parks and road reserves, where practical.
G6	A consistent suite of lighting and furniture should be used across neighbourhoods, appropriate to the type and role of the street or public space, unless otherwise approved by the responsible authority.
G7	Trees in streets and parks should be larger species wherever space allows to facilitate increased canopy cover.
G8	Development fronting a prominent town gateway should contribute toward the creation of a positive sense of arrival into the town and be consistent with any local gateway strategies.
G9	Development should address any of the relevant local design considerations included in Appendix A.

HOUSING

	REQUIREMENTS
R6	Residential subdivisions must deliver a broad range of lot sizes capable of accommodating a variety of housing types.
R7	Residential subdivision applications must demonstrate how they will contribute to the satisfaction of the overall dwelling yield in the PSP area (refer Table 11 - Summary land budget) and address the objective for the efficient use of land intended for urban growth.
R8	Lots must front or side: • All public open space, including waterways and parks. • Utility easements that form part of the open space network. • Connector roads. • Arterial roads.
R9	Residential subdivision applications must demonstrate how lots intended for median-density, high-density, or integrated housing can be practically developed by providing indicative layouts that suitably demonstrate: • Connections to and active interfaces with adjacent streets, open space and waterways. • Safe and effective internal vehicle and pedestrian circulation. Unless otherwise agreed by the responsible authority.
R10	Residential subdivision applications must demonstrate how the subdivision has been designed to minimise adverse amenity impacts on any existing low-density lots directly abutting the development, as appropriate.
	GUIDELINES
G10	Residential subdivision should provide across each neighbourhood a broad range of lot sizes capable of accommodating a variety of housing types as described in Table 1 and reinforcing the relevant desired character area as described in Table 2.
G11	Subdivision of land within a walkable distance of neighbourhood centres, public transport or areas of high amenity should create a range of lot sizes suitable for the delivery of medium- and higher-density housing.
G12	Specialised housing forms such as retirement living or aged care should be: • Integrated into the wider urban structure. • Located in close proximity to neighbourhood centres and community hubs. • Accessible by public transport.
G13	The design of residential subdivisions abutting existing low-density areas should provide for a sensitive interface to those existing low-density areas by minimising the number of new lots abutting an existing low-density lot and providing sufficient space within new lots to allow screen planting along the interface.
	CONDITIONS
C1	**Conditions for subdivision permits that allow for the creation of a lot of less than 300 square metres** Any permit for subdivision that allows the creation of a lot less than 300 square metres must contain the following conditions: • Prior to the certification of the plan of subdivision for the relevant stage, a plan must be submitted for approval to the satisfaction of the Responsible Authority. The plan must identify the lots that will include a restriction on title allowing the use of the provisions of the Small Lot Housing Code incorporated pursuant to Clause 81 of the Baw Baw Planning Scheme; and • The plan of subdivision submitted for certification must identify whether type A or type B of the Small Lot Housing Code applies to each lot to the satisfaction of the responsible authority.

Table 1 Housing type by lot size

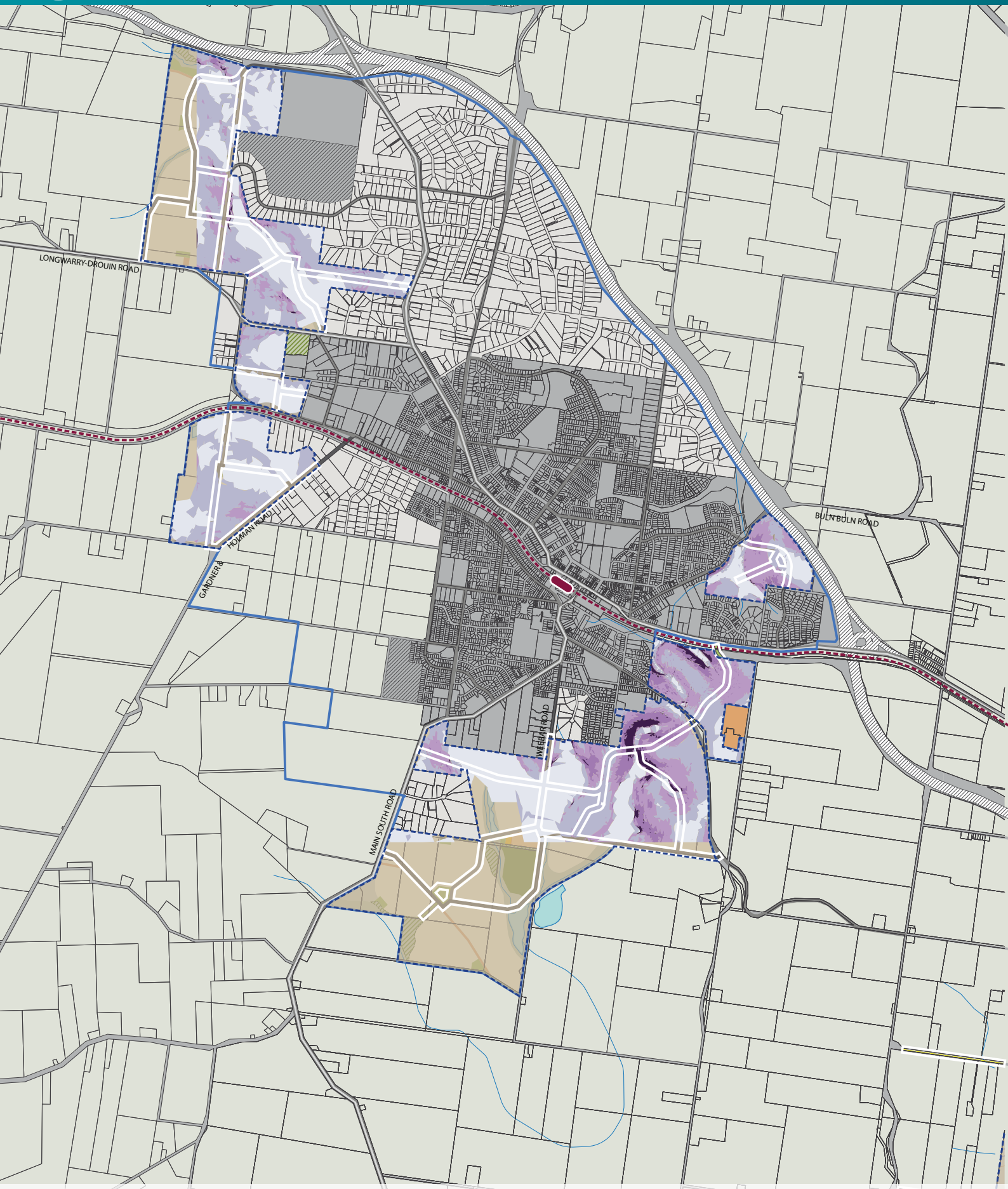
The following table is intended to provide statutory planners with guidance on the achievement of housing diversity objectives by providing an example of how variation in lot sizes supports a diversity of housing types.

INDICATIVE HOUSING TYPE	TYPICAL LOT SIZE (M^2)				
	0– 350	350-500	500-800	800-2,000	2,000+
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 2 Housing delivery guide

The following table is intended to provide statutory planners with 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 areas are shown in Plan 2 in areas where there is a desire to protect the existing landscape. Lot sizes must be greater than 2,000m^2 and housing placement should be sensitive to topography.



township boundary
precinct boundary
flat land (< 5% slope)
moderate slope (5% - 10% slope)
steep land (10% - 15%)
very steep land (15% - 20% slope)
extremely steep land (> 20% slope)
street network outline
slope information not available

plan 4_sloping land
drouin precinct structure plan

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LANDSCAPE AND TOPOGRAPHY

	REQUIREMENTS
R11	Subdivision applications must demonstrate how the proposal will respond to natural topography by minimising the extent of modification to existing ground levels and the risk of erosion through consideration of: • Alignment of roads and streets. • Orientation and size of lots. • Location and design of any open space.
R12	Subdivision applications for land of a slope greater than 10-per-cent must be accompanied by the following information, as appropriate: • A plan showing lot boundaries, contours, and slope. • An indication of the type, location and approximate depth of any proposed earthworks. • An indication of the type, location and approximate height for proposed retaining structures. • Design concept plans, prepared by a suitably qualified engineer, addressing the appropriateness of the depth of proposed earthworks and use of retaining structures where they are to exceed 1.0 metres in height. The location and approximate grade of any proposed roads and paths. • Indicative building envelopes. • Indicative lot access arrangements consistent with Council standards for crossover design
R13	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.
	GUIDELINES
G14	Unless addressed through responsive building design or site engineering, subdivision should prevent excessive earthworks through slope responsive lot layouts with larger lots on steeper land (greater than 10-per-cent slope gradient) and increased densities in flatter areas (less than 10-per-cent slope gradient). Slope gradients are shown in Table 3.
G15	Any retaining structures (with the exception of those which are part of building) should be: • 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. • Positioned so that associated drainage infrastructure and structural foundations are fully located within the same lot.

Table 3 Sloping land

The following table provides assistance in interpreting the definition and categories of slope. It should be referred to in conjunction with Plan 4 and the requirements and guidelines above.

COLOUR KEY:

FLAT	Land with a slope gradient less than 5%
MODERATE SLOPE	Land with a slope gradient of between 5% and 10%
STEEP	Land with a slope gradient of between 10% and 15%
VERY STEEP	Land with a slope gradient of between 15% and 20%
EXTREMELY STEEP	Land with a slope gradient of more than 20%

SLOPE GRADIENT (RISE : RUN)	SLOPE GRADIENT (%)	SLOPE ANGLE (DEGREES)
1:3	33%	18.43
1:4	25%	14.04
1:5	20%	11.31
1:6.7	15%	8.49
1:10	10%	5.71
1:20	5%	2.86

3.2 Neighbourhood centres & employment

NEIGHBOURHOOD CENTRES

	REQUIREMENTS
R14	Permit applications for retail or commercial uses associated with a neighbourhood centre must be accompanied by an Urban Design Framework (UDF) that responds to the performance criteria included in Appendix C. (A UDF should be concise and predominantly plan / drawing based documents that should not unnecessarily repeat text and guidance already included within the PSP)
R15	Provision of retail floor space within a neighbourhood centre must not exceed 5,000m^2 (without a planning permit).
	GUIDELINES
G16	Neighbourhood centres should be located consistent with the indication on Plan 2 and the information provided in Table 4.

VILLAGE CONVENIENCE CENTRES

	REQUIREMENTS
R16	Permit applications for retail or commercial uses associated with a village convenience centre must be accompanied by an Urban Design Framework (UDF) that responds to the performance criteria included in Appendix C. (A UDF should be concise and predominantly plan / drawing based documents that should not unnecessarily repeat text and guidance already included within the PSP)
R17	Provision of retail floor space within a village convenience centre must not exceed 1,500m^2 (without a planning permit).
	GUIDELINES
G17	Village convenience centres should be located consistent with the indication on Plan 2 and the information provided in Table 4.

EMPLOYMENT

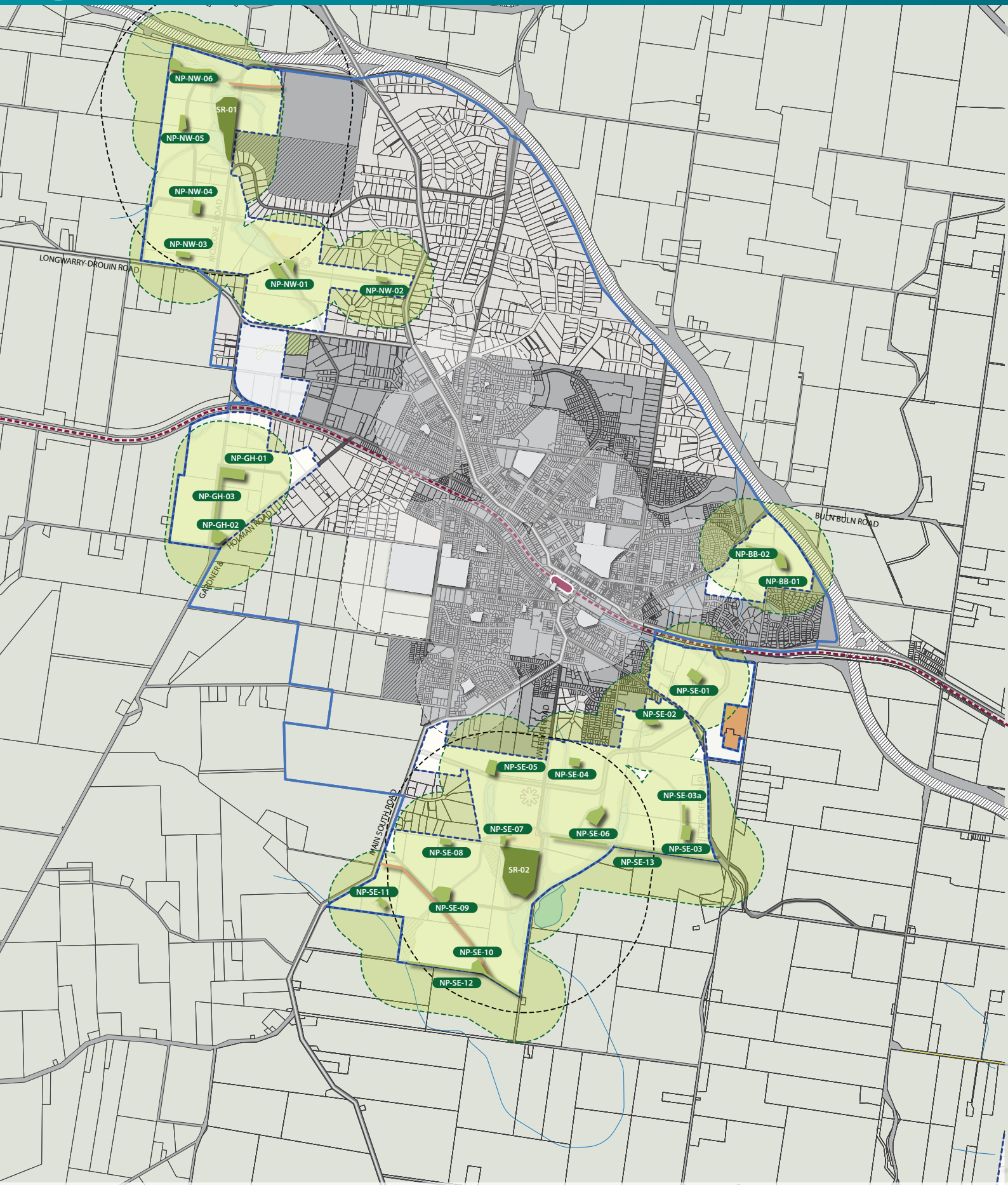
	REQUIREMENTS
	The following requirements apply to areas shown as business & industry on Plan 2.
R18	Allocation of land uses, building design, and interface treatment must minimise negative impacts on the amenity of adjacent sensitive uses.
R19	Development must integrate with surrounding neighbourhoods including the provision of convenient connections to the shared path network.
R20	Buildings must create a positive address to all public streets, public open space, and waterways.
	GUIDELINES
	The following guidelines apply to areas shown as business & industry on Plan 2.
G18	Subdivision should create a range of lot sizes that are conducive to attracting a range of business types and creating a diversity of local jobs.
G19	Any developments with an administrative component should provide for that administrative component to be placed at the front of the allotment for improved pedestrian access and engagement with the street.
G20	Car parking and loading facilities should be located to the side or rear of any buildings.
G21	Service infrastructure, plant material, water tanks, and other structures should be located behind the building line; or where this is not possible behind constructed screening using durable and attractive materials, to the satisfaction of the Responsible Authority.
G22	Fencing forward of building lines and along public streets should be largely transparent and not above 1.5 metres in height.

Table 4 Centre hierarchy

TOWN CENTRE	RETAIL FLOOR SPACE	BASE CATCHMENT	LOCATION & ANCILLARY USES
Existing Drouin town centre	40,000 m^2	90,000 people 37,500 dwellings	The existing Drouin town centre will continue to be an important driver of economic growth for the township. Over the long term redevelopment and expansion has the potential to increase the existing services and employment opportunities for the growing population. New neighbourhood centres on the outskirts of the town will complement the existing centre by catering for the local needs of new residents.
Weebar neighbourhood centre	5,000 m^2	7,000 people 2,900 dwellings	Small neighbourhood centre located south of the existing township on Weebar Road. Centre should complement the services of the existing Drouin town centre with a small supermarket, specialty retail, cafes, and opportunities for local businesses
Wellwood village convenience centre	1,500 m^2	2,000 people 800 dwellings	Located in the neighbourhood of Wellwood, central to the northern catchment. Intended to meet convenience needs of local population.

Table 5 Anticipated employment creation in precinct

LAND-USE BASED EMPLOYMENT	MEASURE	JOBS	QTY IN PRECINCT	ESTIMATED JOBS
Primary school	Jobs / school	40	2	80
Community centre (L1)	Jobs / centre	10	2	20
Neighbourhood centres (retail)	Jobs / 30 sqm	1	6,500	217
Neighbourhood centres (associated commercial uses)	Jobs / 20 sqm	1	2,600	130
Business & industry	Jobs / Ha	40	32	1,280
Home-based business	Jobs / Dwelling	0.05	7,418	371
TOTAL				2,098



township boundary
precinct boundary
existing park
existing park catchment (400m)
neighbourhood park
neighbourhood park catchment (400m)
sporting reserve
sporting reserve catchment (1km)
easement forming part of open space network

plan 5_open space
drouin precinct structure plan

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3.3 Open space & community facilities

OPEN SPACE

	REQUIREMENTS
R21	All neighbourhood parks and sporting reserves must be located, designed and developed generally in accordance with Plan 2 and the relevant description in Table 6 unless otherwise agreed 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 that outlined in the table, the land must added to another park or used to create a new park in addition to those outlined on Plan 2. 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 allocation.
R22	All public landscaped areas must be designed and constructed to enable practical maintenance and planted suitable to the local climate and soil conditions.
R23	Where a neighbourhood park shown on Plan 5 spans across multiple properties, the first development proponent to lodge a permit application must provide an indicative concept master plan for the entire park unless otherwise agreed by the responsible authority.
R24	Lots directly fronting a neighbourhood park or sporting reserve must provide for a primary point of access from footpath or shared path proximate the lot boundary.
R25	Any fencing of open space, whether encumbered or unencumbered, must be low scale (less than 1.2 metres in height) and visually permeable to facilitate public safety and surveillance.
R26	Large neighbourhood parks and sporting 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.
	GUIDELINES
G23	Design and layout of waterway corridors and all other encumbered open space must 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.
	CONDITIONS
C2	**Conditions for subdivision or building and works permits where land is required for public open space** Land required for public open space as a local or district park, as set out in the *Drouin Precinct Structure Plan* or the *Drouin Development Contributions Plan* must be transferred to or vested in Council at no cost to Council unless the acquisition of the land is funded through a development contributions plan.

Table 6 Open Space Delivery Guide

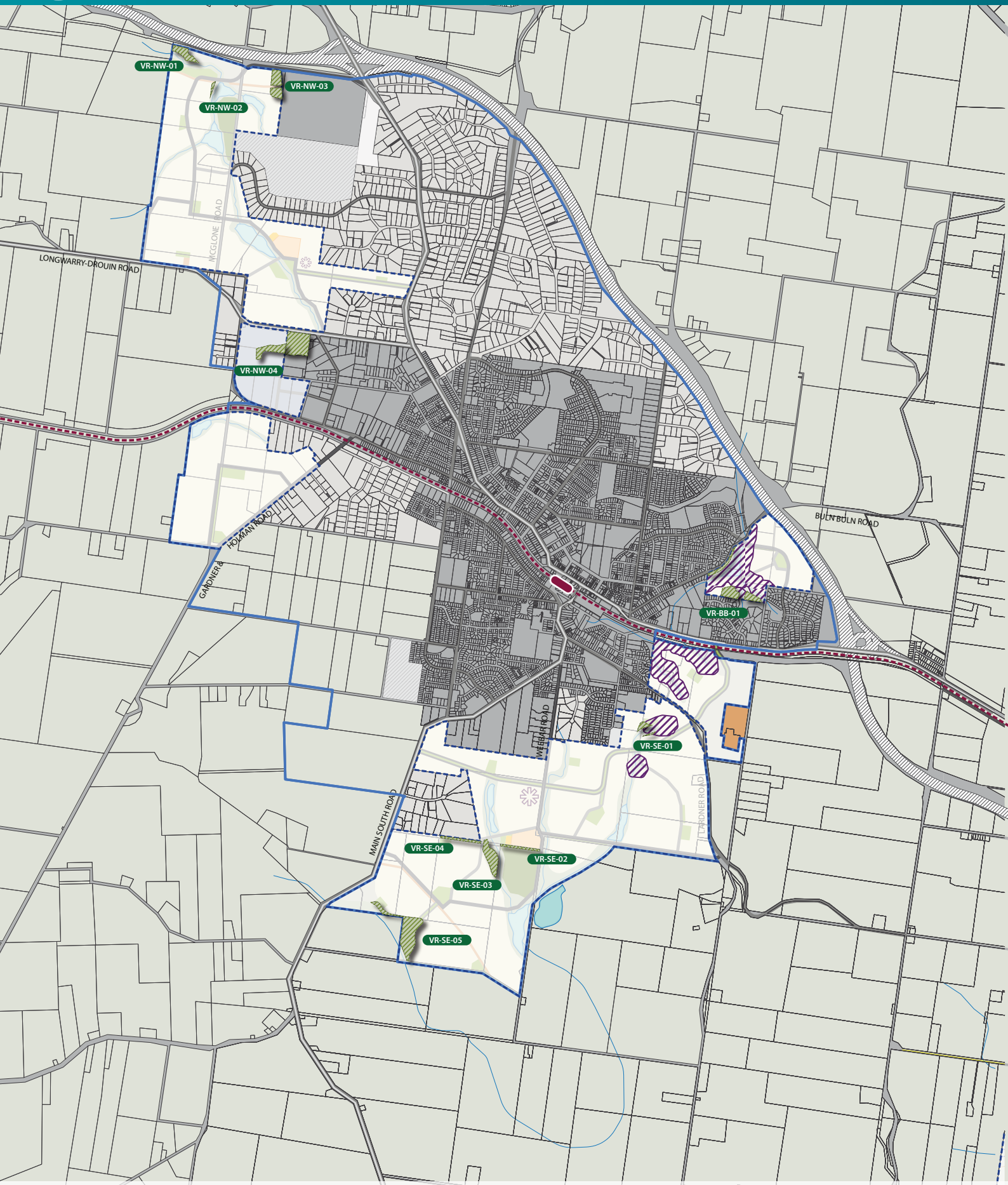
The following table sets out the open space provision expected to be delivered within the PSP area. The table is linked to Appendix E, Open Space Delivery Guide.

PARK ID	AREA (HA)	TYPE	LOCATION & OTHER ATTRIBUTES
NP-NW-01	2.21	Neighbourhood park (Large)	Located across waterway as central focus for the Wellwood neighbourhood.
NP-NW-02	0.42	Neighbourhood park (Small)	Small neighbourhood park to provide amenity for eastern end of Wellwood neighbourhood.
NP-NW-03	0.60	Neighbourhood park (Small)	Small neighbourhood park proximate Drouin-Longwarry Road intended to retain existing wind row.
NP-NW-04	1.10	Neighbourhood park (Medium)	Located on hill top at the intersection of two connector streets.
NP-NW-05	0.70	Neighbourhood park (Medium)	Generally located as shown on Plan 5.
NP-NW-06	3.16	Neighbourhood park (Large)	Large district park retaining scattered trees between utility easement and waterway.
NP-GH-01	1.75	Neighbourhood park (Large)	Located on hill top at bend on connector road. Integrated with retained vegetation in unmade road reserve.
NP-GH-02	0.91	Neighbourhood park (Medium)	Generally located as shown on Plan 5.
NP-GH-03	1.34	Neighbourhood park Linear (Medium)	Unmade road reserve maintained as linear neighbourhood park connection between NP-GH-01 on hill top and NP-GH-02 on old Drouin Road. Retains existing scattered vegetation.
NP-SE-01	1.00	Neighbourhood park (Medium)	Located on ridge line.
NP-SE-02	0.70	Neighbourhood park (Small)	Located alongside waterway. Potential to retain existing dam and vegetation.
NP-SE-03	1.20	Neighbourhood park (Medium)	Located on hill top.
NP-SE-03a	0.51	Neighbourhood park - Linear (Small)	Located alongside access road linking to park NP-SE-03. Potential to retain existing windrow.
NP-SE-04	0.66	Neighbourhood park (Medium)	Generally located as shown on Plan 5.
NP-SE-05	1.20	Neighbourhood park (Medium)	Generally located as shown on Plan 5.
NP-SE-06	1.54	Neighbourhood park (Medium)	Located on hill top and end of access boulevard.
NP-SE-07	0.40	Neighbourhood park (Small)	Park integrated with school, community centre, and sporting reserve.
NP-SE-08	0.49	Neighbourhood park (Medium)	Located adjacent Dyall Road with potential to integrate retained vegetation.
NP-SE-09	1.76	Neighbourhood park (Large)	Located on ridge line at intersection of connector and access streets, central to Cowan neighbourhood.
NP-SE-10	1.00	Neighbourhood park (Medium)	Located adjacent Cooks Track with potential to integrate retained vegetation.
NP-SE-11	0.60	Neighbourhood park (Small)	Integrated with waterway and retained vegetation.
NP-SE-12	2.04	Neighbourhood park Linear (Large)	Cook Track road reserve maintained as linear neighbourhood park connection to retain existing vegetation and create soft urban edge.
NP-SE-13	2.09	Neighbourhood park Linear (Large)	Unmade road reserve between Weebar Road and Lardner Road maintained as linear neighbourhood park connection to retain existing vegetation and create soft urban edge.
NP-BB-01	1.10	Neighbourhood park - District (Large)	Located on hill top. Connection to unmade road reserve with retained vegetation and access road link to small neighbourhood park on waterway.
NP-BB-02	0.30	"Neighbourhood park - Linear (Small)"	Unmade road reserve maintained as linear neighbourhood park connection between waterway corridor and park NP-BB-01. Retains existing scattered vegetation.
SR-01	6.30	Sporting reserve	McGlone sporting reserve. Located between McGlone Road and waterway. Potential for single oval and two soccer pitches.
SR-02	11.10	Sporting reserve	Weebar sporting reserve. Located at intersection of Dyall and Weebar Roads. District level facility with potential for multiple ovals and rectangular fields.

SMALL = 0.25 - 0.7 Ha, MEDIUM = 0.7 - 1.5 Ha, LARGE = 1.5 Ha+,

COMMUNITY FACILITIES & EDUCATION

	REQUIREMENTS
R27	Where the responsible authority is satisfied that land shown as a potential government or non-government school site is unlikely to be used for that purpose, that land may be used for an alternative purpose which is generally consistent with the surrounding land uses and the provisions of the applied zone.
R28	Schools and community centres must be designed to front and be directly accessed from a public street with off-street car parks located away from the main building entry. Site design must ensure that any other adjoining streets or public spaces are positively addressed and the use of fencing is minimised.
	GUIDELINES
G24	School sites should be provided with three street frontages, where practical.
G25	Any education or community infrastructure not shown on Plan 2 should be located within or proximate to a neighbourhood centre, village convenience centre, or an existing community hub, as appropriate.
G26	Any private childcare, medical, or similar facility should be located proximate to a neighbourhood centre, village convenience centres, or nominated community hub, as appropriate.
G27	Community facilities, schools, and active recreation reserves which are co-located should be designed to maximise efficiencies through the sharing of car parking and other complementary infrastructure.
G28	The indicative location and layout of community facilities and schools as illustrated in Plan 2 may be altered to the satisfaction of the responsible authority.
	CONDITIONS
C3	**Conditions for subdivision or building and works permits where land is required for community facilities** Conditions for subdivision or building and works permits where land is required for community facilities Land required for community facilities, as set out in the *Drouin Precinct Structure Plan* or the *Drouin Development Contributions Plan*, must be transferred to or vested in Council at no cost to Council unless the acquisition of the land is funded through a development contributions plan.



township boundary

precinct boundary

potential earthworm habitat (ESO4)

retained native vegetation

VR-SE-00 vegetation patch id (refer table 7)

plan 6_biodiversity
drouin precinct structure plan

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3.4 Biodiversity & bushfire management

BIODIVERSITY & NATURAL SYSTEMS

	REQUIREMENTS
R29	Development applications for land covered by Giant Gippsland Earthworm (GGE) Environmental Significance Overlay 4 (ESO4) must be accompanied by an assessment of the potential impact on GGE habitat, following the requirements of Schedule 4 to the ESO. For land where GGE is either confirmed or assumed to be present, applications must indicate how negative impact on GGE habitat has been avoided, minimised or offset. The GGE Reference Document to the ESO4 can be used to assist applications in assessing impact and for identifying measures to mitigate negative impact on GGE habitat.
R30	Development applications for land covered by natural waterways, drainage lines or seepages must be accompanied by an assessment of the potential impact of the development on the habitat of Warragul Burrowing Crayfish (WBC). For land where WBC is either confirmed or assumed to be present, applications must indicate how negative impact on WBC habitat has been avoided, minimised or offset.
R31	Development applications which include the upgrading, modification or construction of wetland and/or retardation basins must be accompanied by a plan that examines the feasibility of incorporating threatened species habitat requirements (e.g., Dwarf Galaxias, Growling Grass Frog) into the wetland/retardation basin design. Habitat construction guidelines for threatened species can be obtained from the responsible authority.
R32	Development applications for land containing potential habitat for Southern Brown Bandicoot (SBB) must be accompanied by an assessment of the potential impact of the development on SBB habitat and mitigation measures to avoid, mitigate, or offset those impacts.
R33	Any public infrastructure to be located adjacent to retained biodiversity assets must be designed and located in a manner so as to avoid or minimise current and future negative impacts.
R34	To evaluate the success of approved building or works within or adjacent to biodiversity assets, threatened species monitoring/management must be undertaken at specific locations, at the discretion of the responsible authority.
R35	When relevant, developers must take into consideration Significant Impact Guidelines and mitigation measures for nationally threatened species listed under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (Strzelecki Gum, Giant Gippsland Earthworm, Growling Grass Frog, Dwarf Galaxias, Southern Brown Bandicoot).
R36	Development adjacent to retained native vegetation or species habitat must be located and designed in a manner so as to avoid or minimise negative impacts. Permanent buffers must be established around all retained native vegetation, including buffers to ensure the protection of trees (Tree Protection Zone) and those to protect residents and assets from potential tree failure (Tree Safety Buffer). Tree Protection Zones must follow the Australian Standard for the protection of trees on development sites (AS 4970-2009), unless otherwise agreed by the responsible authority. Adequate Tree Safety Buffer distances can be obtained from the responsible authority.
	GUIDELINES
G29	Through appropriate restoration and rehabilitation techniques, improve the long-term health and habitat value of retained native vegetation. Information on restoration and rehabilitation techniques can be obtained from the responsible authority.
G30	Public open space landscaping should contribute to habitat for indigenous fauna species, in particular arboreal animals (animals that inhabit trees) and birds.
G31	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. Waterway rehabilitation, protection and construction guidelines and strategies provided by Melbourne Water and the Port Phillip and Western Port Catchment Management Authority should be used to guide waterway revegetation and restoration activities, unless agreed to by the relevant waterway manager or responsible authority.
G32	Development should retain aquatic habitat, indigenous remnant native vegetation and scattered trees (predominantly Strzelecki Gum, Mountain Grey Gum, Swamp Gum, Manna Gum, Messmate and Blackwood) in public open space or other reserves.
G33	Landscaping adjacent to retained native vegetation or habitat should be complementary to conservation objectives and should use indigenous planting where appropriate.

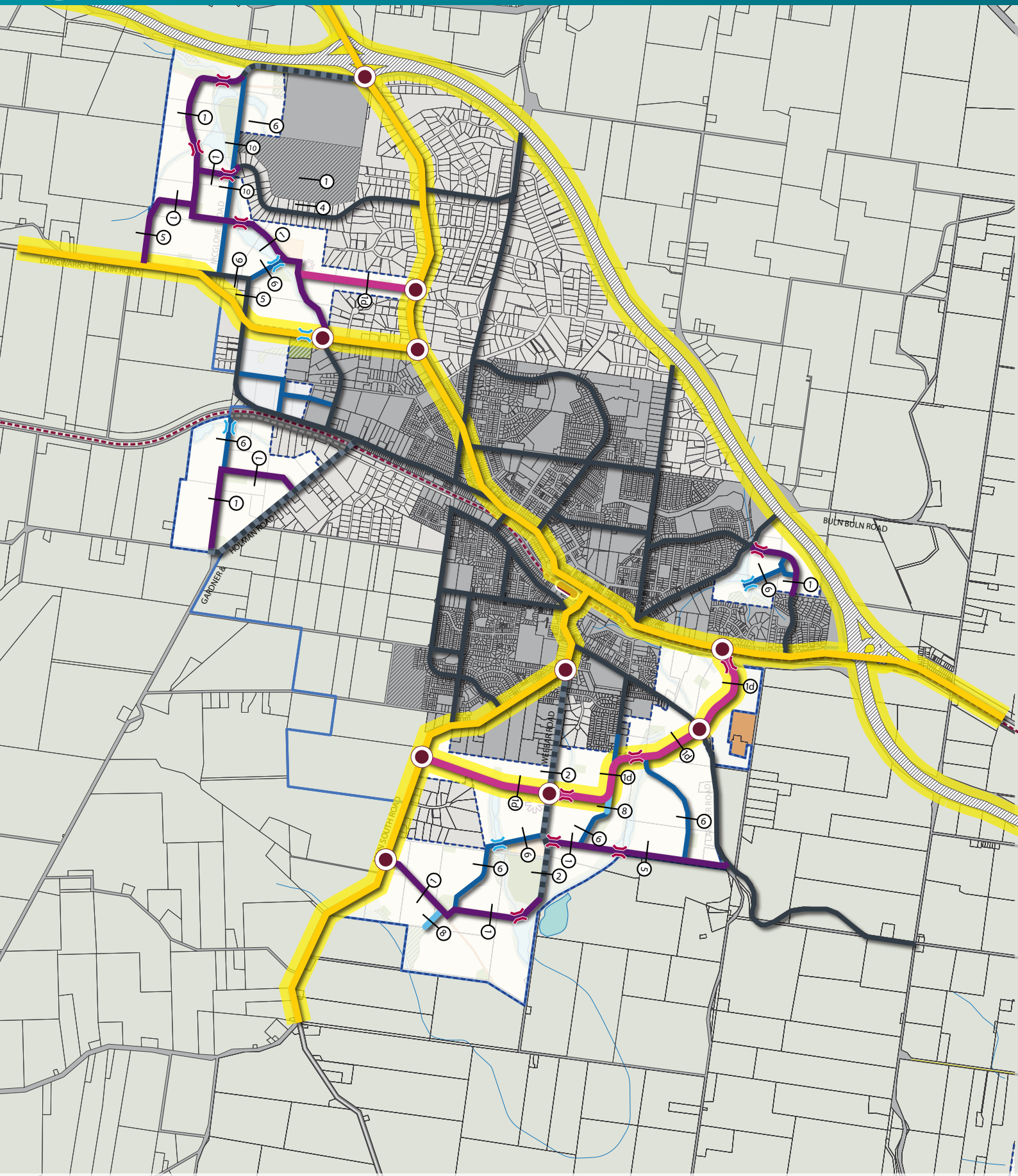
	GUIDELINES (continued)
G34	Passive or low impact recreational activities should be located closest to retained native vegetation or habitat, with active or higher impact activities to be located further away.
G35	Strategic revegetation or restoration should link and develop retained native vegetation or habitat areas with emphasis on enhancing corridors along and around waterways and wetlands.
	CONDITIONS
C4	**Conditions for subdivision or building works permits where land is covered by Environmental Significance Overlay Schedule 4** Prior to the commencement of any works in a stage of subdivision a Giant Gippsland Earthworm Management Plan must be submitted for approval to the Department of Environment & Primary Industries. The plan must include: • Strategies (e.g. staging) to avoid altering the Giant Gippsland Earthworm habitat drainage. • Management solutions and actions to respond to the protection of Giant Gippsland Earthworm populations in an area with no reasonable likelihood of their continued safe existence. For land where Gippsland Earthworm (GGE) is confirmed or assumed to be present, revegetation standards must follow the State Government's Guidelines for revegetation of GGE habitat.
C5	A Vegetation Protection Zone (VPZ) must be established around all retained vegetation or biodiversity assets prior to commencement of building or works. The VPZ must be established at a distance of 2.0 metres or greater from the retained vegetation, or if trees are present, be based on the Tree Protection Zone (12 x the diameter at breast height) identified in the Australian Standard for the protection of trees (AS 4970-2009). The VPZ must be fenced with highly visible, durable fencing and include a notice on the fence advising of the purpose of the Zone and the need to retain and maintain the fence. Fenced Vegetation Protection Zones must be maintained until works on the land are completed.

Table 7 Areas for the retention of native vegetation

ID	LAND AREA (HA)	LOCATION
VR-NW-01	1.5	Remnant patch of Swampy Woodland (EVC 937) adjacent waterway in Fairway
VR-NW-02	0.2	Remnant patch of Swampy Woodland (EVC 937) adjacent waterway in Fairway
VR-NW-03	2.1	Remnant patch of Lowland Forest (EVC 16) adjacent golf course in Fairway
VR-NW-04	1.8	Remnant patch of Damp Forest (EVC 29) and Lowland Forest (EVC 16) in business & industry adjacent vegetation reserve
VR-BB-01	2.6	Remnant patch of Damp Forest (EVC 29) and Swampy Riparian Woodland (EVC 83) adjacent vegetation reserve and waterway in Gabbott
VR-SE-01	0.8	Scattered trees of Damp Forest (EVC 29) adjacent waterway in Simper
VR-SE-02	0.7	Remnant patch of Damp Forest (EVC 29) and Swampy Riparian Woodland (EVC 83) between primary school and sporting reserve SR-02
VR-SE-03	2.4	Remnant patch of Swampy Riparian Woodland (EVC 83) adjacent waterway and sporting reserve SR-02
VR-SE-04	0.7	Remnant patch of Damp Forest (EVC 29) and Swampy Riparian Woodland (EVC 83) adjacent neighbourhood park NP-SE-08 in Cowan
VR-SE-05	6.2	Remnant patch of Damp Forest (EVC 29) and Swampy Riparian Woodland (EVC 83) adjacent waterway and neighbourhood park NP-SE-11 in Cowan

BUSHFIRE MANAGEMENT

	REQUIREMENTS
R37	For the purpose of Clause 56.06-7, the requirements of the relevant fire authority are, unless otherwise approved by the CFA: • Constructed roads must be a minimum of 7.3 metres trafficable width where cars park on both sides, or: » A minimum of 5.4 metres in trafficable width where cars may park on one side only. » A minimum of 3.5 metres width no parking and 0.5 metres clearance to structures on either side, and if this width applies, there must be passing bays of at least 20 metres long, 6.0 metres wide and located not more than 200 metres apart. • Roads must be constructed so that they are capable of accommodating a vehicle of 15 tonnes for the trafficable road width. • The average grade of a road must be no more than 1 in 7 (14.4% or 8.1º). • The steepest grade on a road must be no more than 1 in 5 (20% or 11.3º) with this grade continuing for no more than 50 metres at any one point. • Dips on the road must have no more than 1 in 8 grade (12.5% or 7.1º) entry and exit angle. • Constructed dead end roads more than 60 metres in length from the nearest intersection must have a turning circle with a minimum radius of 8.0 metres (including roll over curbs if they are provided).
R38	Before the commencement of works for a stage of subdivision, a Construction Management Plan that addresses Bushfire Risk Management must be submitted to and approved by the Responsible Authority and the CFA. The Construction Management Plan must specify, amongst other things: • Measures to reduce the risk from fire within the surrounding rural landscape and protect residents from the threat of fire. • A separation buffer, consistent with the separation distances specified in AS3959-2009, between the edge of development and non-urban areas. • How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles.



township boundary
precinct boundary
arterial road (existing)
connector street (existing)
existing street requiring upgrade

connector street
connector boulevard
access street
access boulevard
freight capable network

potential future street connection
controlled intersection
cross section reference
bridge / culvert (dcp funded)
bridge / culvert (not dcp funded)

plan 7_street network
drouin precinct structure plan

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3.5 Transport & movement

STREET NETWORK

	REQUIREMENTS
R39	Subdivision layouts must form a permeable local street network that provides convenient access to local open space and allows for the effective integration with neighbouring properties and wider urban area.
R40	The gradient of a street must not exceed the limitations for the relevant standard outlined in Table 8.
R41	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 F. Examples of potential variations are provided in Appendix F, which include but are not limited to: • Varied street tree placement • Varied footpath or carriageway placement • Introduction of elements to create a boulevard effect • Differing tree outstand treatments For the purposes of this requirement, changes to street tree species between or within streets does not constitute a variation. Alternative cross section must ensure that: • 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. • The performance characteristics of standard cross sections as they relate to pedestrian and cycle use are maintained. • Relevant minimum road reserve widths for the type of street (illustrated in Appendix F) are maintained.
R42	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. Where that street has already been constructed or approved for construction to a property boundary, the onus is on the development connecting into that street to adopt a consistent cross-section until that suitable transition can be made.
R43	Vehicle access to lots must be provided from a service road, local road or rear lane only where fronting: • Main South Road • Princes Way • Longwarry-Drouin Road • Buln Buln Road All to the satisfaction of the coordinating roads authority.
R44	Vehicle access to a lot that is six metres or less in width must be via rear laneway unless otherwise agreed by the responsible authority. Configuration of vehicle access to all other lots must ensure that there is sufficient separation between crossovers to allow for: • A minimum of one on-street car park for every two residential lots. • The planting of street trees in accordance with the objectives and requirements of this document.
R45	Any connector road or access street abutting a school, neighbourhood centre, village 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.
R46	The width of streets within subdivisions must be consistent with the mininmum dimensions provided on the relevant cross section included within this document, unless otherwise agreed by the responsible authority. Where existing vegetation is to be retained in a street, reserve widths may need to be widened to ensure that the provision of footpaths, services, and drainage does compromise the health of that vegetation.
R47	Subdivision applications must be accompanied by a Transport Impact Assessment that considers the current and future speed environment of any existing roads interfacing with the development.

	GUIDELINES
G36	The alignment and layout of streets as illustrated in Plan 2 may be adjusted so long as connectivity and function are maintained, the satisfaction of the Responsible Authority.
G37	Subdivisions adjacent existing low-density areas should consider how additional street or pedestrian connections can be delivered in the long-term to improve permeability and integration should those low-density areas redevelop.
G38	Street block lengths should not exceed 240 metres to ensure a permeable and low speed environment for pedestrians, cyclists and vehicles is achieved.
G39	Culs-de-sac should not detract from convenient pedestrian and vehicular connections.
G40	Slip lanes should be avoided in areas of high pedestrian activity and only be provided at any other intersection between connector roads and arterial roads where they are necessitated by high traffic volumes, to the satisfaction of the coordinating roads authority.
G41	The use of roundabouts on arterial or connector roads should not detract from the safe and convenient crossing of those roads by pedestrians and cyclists.
G42	The frequency of vehicular crossovers on widened verges (a verge in excess of six metres) or verges where existing vegetation is to be retained should be minimised through the use of a combination of: • Rear loaded lots with laneway access. • Vehicular access from the side of a lot. • Vehicular access via a service lane. • Combined or grouped crossovers. • Increased lot widths.
	CONDITIONS
C6	**Conditions for subdivision or building and works permits where land is required for road widening** Land required for road widening including right of way flaring for the ultimate design of any intersection within an existing or proposed arterial road must be transferred to or vested in Council at no cost to the acquiring agency unless funded by the *Drouin Development Contributions Plan*.

Table 8 Streets & slope

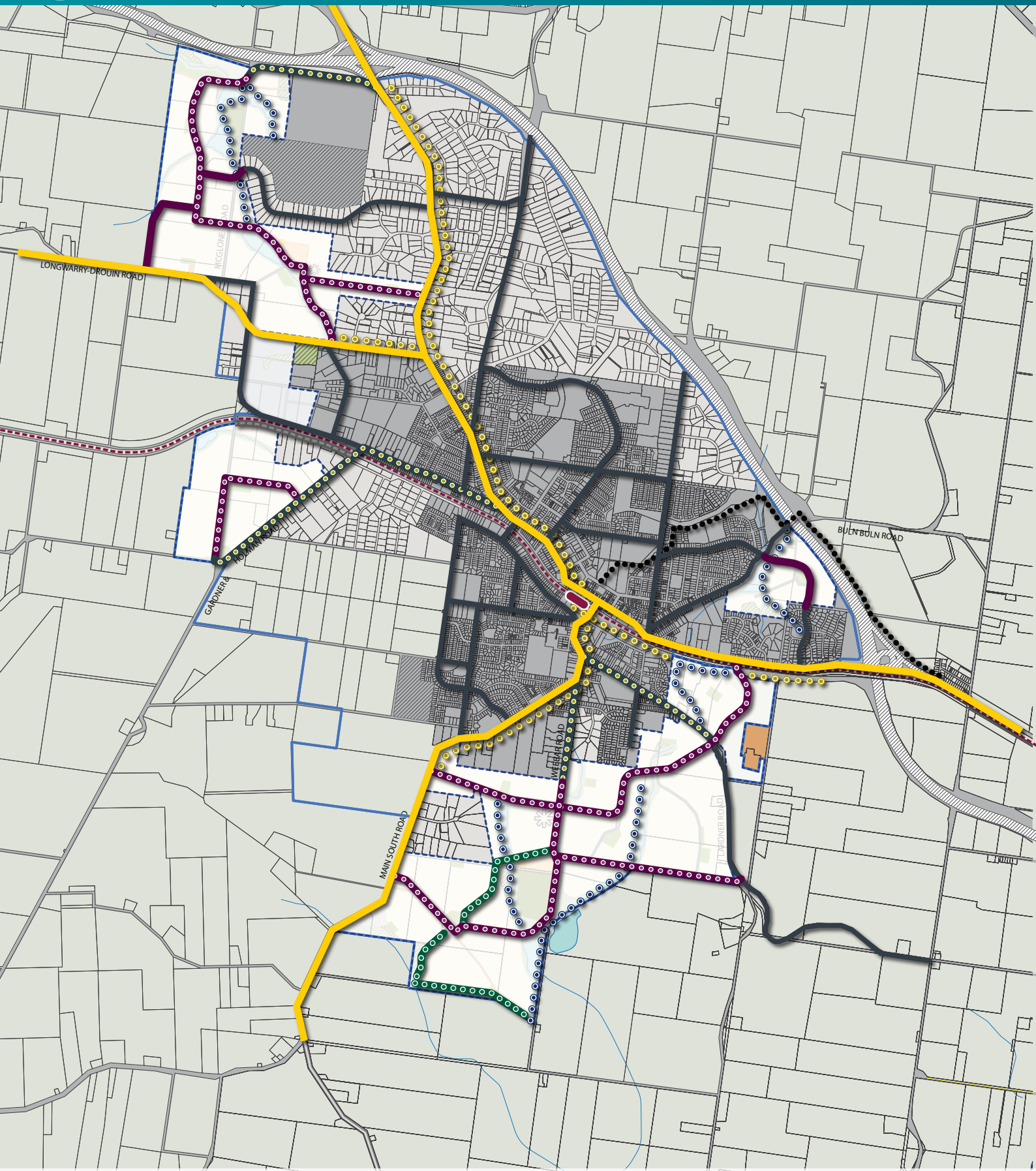
The following table is intended to provide statutory planners with guidance on the appropriate grade for different types of streets.

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

Table 9 Street cross sections

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

NUMBER	NAME	WIDTH	DESCRIPTION
1	Connector Street - Standard	25.5m	Standard connector street cross section (20 metres where adjoining open space or waterway corridor)
1a, 1b, 1c	Connector Street - Variations	25.5m+	Alternative cross section options for connectors roads
1d	Connector Street - Boulevard variation	29.5m+	Alternative cross section option for connector roads incorporating a central median to create a local feature street
2	Connector Street - Existing road reserve with vegetation contained in nature strips	20.0m	Connector road cross section where a road reserve currently exists and extensive vegetation is to be retained in the nature strips to retain existing roadside character
3	Connector Street - Existing road reserve with vegetation and drainage retained in nature strips	20.0m	Connector road cross section at edge of township boundary where a road reserve currently exists and extensive vegetation and swale drains are to be retained in the nature strips to retain existing roadside character
4	Connector Street - Constrained cross section	15.0m+	Connector street built in existing road reserve that connot be widened
5	Connector Street - Urban / rural interface	19.0 - 20.5m	Connector street at township boundary
6	Local Access Street Level 2 - Standard	20.0m	Standard Loal Access Street Level 2 cross section
6a	Local Access Street Level 2 - Boulevard variation	23.0m+	Alternative cross section option for Local Access Street Level 2 incorporating a central median to create a local feature street
7	Local Access Street Level 2 - Shared path	21.0m+	Local Access Level 2 road cross section where a shared path is to be provided in one nature strip as part of the shared path network
8	Local Access Street Level 2 - Ridgeline boulevard	26.0m+	Local Access Level 2 road cross section to be placed along an existing ridgeline with tall tree planting in a central median, to create a local feature and to provide a notable landscape feature visible from the surrounding area
9	Local Access Street Level 1 - Standard	16.0m	Local Access Level 1 street cross section where no road reserve currently exists
9a, 9b, 9c, 9d	Local Access Street Level 1 - Variations	16.0m	Alternative cross section options for Local Access Level 1 streets
10	Local Access Street Level 1 - Existing road reserve with vegetation retained in nature strips	20.0m	Access Street Level 1 road cross section where a road reserve currently exists and extensive vegetation is to be retained in the nature strips to retain existing roadside character
11	Local Access Street Level 1 - Low density style variation	20m	Local access street for low density residential areas
12	Rural Road	20.0m	Rural road street cross section for roads outside the town boundary
13	Laneway	6.0m	Laneway cross section providing a number of alternative treatment options



township boundary
precinct boundary
drouin train station

bus capable street network
arterial road
existing street
connector street
existing street (with potential cycling facility improvements)
connector street (with cycling facilities)

off-road shared path network
'two towns' shared path
existing shared path
shared path along access street
shared path within waterway corridor
potential shared path network extension

plan 8_public transport & path network
drouin precinct structure plan

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PUBLIC TRANSPORT

	REQUIREMENTS
R48	Any roundabouts on roads shown as 'bus capable' on Plan 8 must be constructed to accommodate ultra-low-floor buses in accordance with the *Public Transport Guidelines for Land Use and Development*.
R49	Bus stop facilities must be designed as an integral part of neighbourhood centres and other activity generating land uses such as schools, sports fields and employment areas.
	CONDITIONS
C7	**Public transport** Unless otherwise agreed by Public Transport Victoria, prior to the issue of a Statement of Compliance for any subdivision stage, bus stop hard stands with direct and safe pedestrian access to a pedestrian path must be constructed: • In accordance with the Public Transport Guidelines for Land Use and Development; and compliant with the *Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002*. • At locations approved by Public Transport Victoria, at no cost to Public Transport Victoria, and to the satisfaction of Public Transport Victoria.

WALKING & CYCLING

	REQUIREMENTS
R50	Design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing: • Footpaths of at least 1.5 metres on both sides of all streets and roads unless otherwise specified by the PSP. • Shared paths or bicycle paths where shown on Plan 8, included in the relevant cross section, or specified by another requirement in the PSP (Shared or bicycle paths must be a minmum of 2.5 metres in width unless otherwise specificed). • Safe and convenient crossing points of connector roads and local streets at all intersections and on key desire lines. • Pedestrian priority crossings on all slip lanes. • Safe and convenient transition between on and off-road bicycle networks. All to the satisfaction of the responsible authority.
R51	Shared and pedestrian paths along waterways must: • Be delivered by development proponents consistent with the network shown on Plan 8. • Be above 1:10 year flood level with any crossing of the waterway designed to maintain hydraulic function of the waterway. • Be constructed to a standard that satisfies the requirements of the Responsible Authority and the Catchment Management Authority. • Where a shared path is to be delivered on one side of a minor waterway as outlined in Plan 8, a path is also to be delivered on the other side of the waterway but may be constructed to a lesser width (min. 1.8 metres) and standard (such as granitic gravel) where it does not form part of the wider shared-path network. All to the satisfaction of the responsible authority and catchment management authority.
R52	Bicycle parking facilities are to be provided by development proponents in convenient locations at key destinations such as parks and neighbourhood centres.
	GUIDELINES
G43	Lighting should be installed along shared, pedestrian, and cycle paths linking areas of high pedestrian activity, unless otherwise approved by the responsible authority.
G44	In addition to the crossing locations shown on Plan 8, development proponents should provide formal pedestrian crossings of creeks and minor waterways at regular intervals of no greater than 400 metres where this level of connectivity is not already satisfied by the street network.