

7.0 APPENDICES

Appendix A: Property Specific Land Use Budget

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT				COMMUNITY & EDUCATION				OPEN SPACE					OTHER	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
		ARTERIAL ROAD			OTHER TRANSPORT	POTENTIAL GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	ICP COMMUNITY FACILITIES	AQUATIC CENTRE	SERVICE OPEN SPACE			CREDITED OPEN SPACE		UTILITIES SUB-STATIONS / FACILITIES (ACQUIRED BY RELEVANT AUTHORITY)		
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE					WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	BEATTYS ROAD RESERVE	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL NETWORK PARK (ICP LAND)			
PROPERTY																	
1	12.27	-	11.60	-	-	-	-	-	-	0.57	-	-	-	-	-	0.09	0.75%
2	12.14	-	1.51	-	-	-	-	-	-	0.99	-	-	-	-	-	9.65	79.47%
3	12.34	-	2.44	-	-	-	-	-	-	1.53	-	-	-	-	-	8.37	67.83%
4	12.14	-	2.17	-	-	-	-	-	-	1.66	-	-	-	-	-	8.31	68.44%
5	12.11	-	2.17	-	-	-	-	-	-	4.32	-	-	-	0.50	-	5.12	42.30%
6	12.12	-	0.42	0.03	-	-	-	-	-	1.07	-	-	-	-	-	10.61	87.50%
7	5.50	-	3.21	-	-	-	-	-	-	1.51	-	-	-	-	-	0.78	14.22%
8	15.79	-	12.86	-	-	-	-	-	-	2.91	-	-	-	-	-	0.02	0.11%
9	13.73	-	2.30	0.29	-	-	-	-	-	0.18	-	-	-	-	-	10.96	79.86%
10	12.26	-	-	0.41	-	-	-	-	-	-	-	-	-	0.50	-	11.35	92.56%
11 - R	8.46	-	-	1.09	-	-	-	-	-	1.91	-	-	-	-	-	5.64	63.83%
11 - E	1.36	-	-	0.54	-	-	-	-	-	-	-	-	-	-	-	0.64	65.07%
12 - R	64.70	-	-	2.37	-	-	-	1.01	3.60	6.78	-	-	-	0.25	-	53.66	77.36%
12 - E	45.93	-	-	2.67	-	-	-	-	-	4.34	-	-	-	1.00	-	34.93	84.66%
13	12.09	-	-	0.95	-	-	-	-	-	1.49	-	-	-	0.16	-	9.49	78.48%

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14	12.25	-	-	1.16	-	-	-	-	-	1.52	-	-	-	0.34	-	9.22	75.28%
15	12.11	-	0.04	1.08	-	-	-	-	-	2.65	-	-	-	-	0.40	7.94	65.55%
16	14.61	-	-	0.33	-	-	-	-	-	-	-	-	-	1.00	-	13.28	90.88%
17	14.71	-	-	-	-	-	-	-	-	2.68	-	-	0.91	-	-	11.12	75.57%
18	14.75	-	-	-	-	-	-	0.80	-	1.79	-	-	5.60	-	-	6.55	44.42%
19	14.68	-	-	0.18	-	-	7.00	-	-	-	-	-	-	-	-	7.49	51.06%
20	14.70	-	-	0.05	-	-	-	-	-	-	-	-	-	1.00	-	13.66	92.89%
21	16.38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16.38	100.00%
22	3.09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.09	100.00%
23	15.43	-	-	-	-	-	-	-	-	0.06	1.57	-	-	1.00	-	12.81	83.01%
24	12.61	-	-	0.23	-	-	-	-	-	-	-	-	2.18	-	-	10.19	80.84%
25	14.16	-	-	-	-	-	-	-	-	-	4.65	-	3.11	-	-	6.40	45.21%
26	2.82	-	-	-	-	-	-	-	-	-	0.74	-	-	-	-	2.07	73.59%
27	62.84	-	-	-	-	-	-	-	-	7.75	5.60	-	-	1.00	-	48.49	77.17%
28	62.70	-	-	0.02	-	2.88	-	-	-	1.49	2.49	-	-	1.00	-	54.82	87.44%
29	20.54	-	-	0.97	-	7.13	-	1.20	-	-	-	-	-	-	-	11.23	54.69%
30	20.37	-	-	1.37	-	-	-	-	-	-	-	-	8.18	-	-	10.82	53.12%
31	18.92	-	-	0.64	-	-	-	-	-	5.54	-	-	1.36	0.22	-	11.17	59.03%

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32	22.47	-	-	3.58	-	-	-	-	-	0.63	-	-	-	0.78	-	17.47	77.75%
33	5.68	-	-	1.72	-	-	-	-	-	-	-	-	-	-	-	3.96	69.74%
34	14.83	-	-	-	-	-	-	-	-	-	-	-	-	1.00	-	13.83	93.26%
35	12.00	-	-	-	-	-	-	-	-	-	-	-	5.09	-	-	6.92	57.62%
36	6.03	-	-	-	-	-	-	-	-	-	-	-	2.50	-	-	3.53	58.55%
37	6.03	-	-	-	-	-	-	-	-	-	-	-	2.45	-	-	3.58	59.41%
38	12.28	-	-	-	-	3.52	2.60	0.80	-	0.45	-	-	-	-	-	4.91	40.00%
39 - R	13.89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13.89	100.00%
39 - E	0.54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.54	100.00%
40	10.29	-	5.35	-	-	-	-	-	-	-	-	-	-	-	-	4.94	47.99%
41	14.10	-	6.20	0.41	-	-	-	-	-	-	-	-	-	-	-	7.49	53.14%
42	14.46	-	-	-	-	-	-	-	-	1.04	-	-	-	1.00	-	12.41	85.87%
43	14.41	-	-	0.79	-	-	-	-	-	4.58	-	-	-	-	-	9.05	62.77%
44	12.00	-	-	0.60	-	-	-	-	-	1.14	-	-	-	-	-	10.26	85.52%
45	12.00	-	-	0.33	-	-	-	-	-	1.28	-	-	-	0.50	-	9.89	82.44%
46	12.00	-	-	0.53	-	-	-	-	-	3.43	-	-	-	0.05	-	7.99	66.62%
47	15.93	-	-	0.64	-	-	-	-	-	1.98	-	-	-	0.95	-	12.36	77.63%

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48	93.11	-	-	5.82	-	3.50	-	0.80	-	1.78	-	-	6.50	1.00	-	73.71	79.17%
49	42.07	-	-	1.20	-	-	-	-	-	9.26	2.18	-	-	0.50	-	28.93	68.76%
50	0.08	-	-	-	-	-	-	-	-	-	0.08	-	-	-	-	0.00	0.00%
51	0.06	-	-	-	-	-	-	-	-	-	0.06	-	-	-	-	0.00	0.00%
52	0.21	-	-	0.01	-	-	-	-	-	-	-	-	-	-	-	0.19	93.25%
53	11.98	-	-	0.03	-	-	-	-	-	-	1.97	-	-	-	-	9.99	83.33%
54	12.00	-	-	-	-	-	-	-	-	-	2.13	-	-	1.00	-	8.87	73.94%
55	20.26	-	-	1.54	-	-	-	-	-	-	3.66	-	-	1.00	-	14.07	69.42%
SUB-TOTAL	979.33	0.00	50.27	31.57	0.00	17.02	9.60	4.61	3.60	78.32	25.13	0.00	37.88	15.75	0.40	705.17	72.01%
ROAD RESERVE																	
R1 (Plumpton Road)	6.58	0.57	0.07	-	5.54	-	-	-	-	0.40	-	-	-	-	-	0.00	0.00%
R2 (Tarleton Road)	1.27	0.84	0.30	-	-	-	-	-	-	0.13	-	-	-	-	-	0.00	0.00%
R3 (Beattys Rd)	24.46	0.56	1.55	-	4.30	-	-	-	-	0.92	0.82	16.32	-	-	-	0.00	0.00%
R4 (Saric Ct)	1.36	0.12	-	-	1.24	-	-	-	-	-	-	-	-	-	-	0.00	0.00%
R5 (Taylors Rd)	3.07	2.83	0.11	-	-	-	-	-	-	0.13	-	-	-	-	-	0.00	0.00%
SUB-TOTAL	36.73	4.91	2.03	0.00	11.08	0.00	0.00	0.00	0.00	1.57	0.82	16.32	0.00	0.00	0.00	0.00	0.00%
TOTALS PSP 1078	1016.06	4.91	52.30	31.57	11.08	17.02	9.60	4.61	3.60	79.89	25.95	16.32	37.88	15.75	0.40	705.17	69.40%

Appendix B: Plumpton Major Town Centre key design principles

ATTRACTING THE INVESTMENT AND SUPPORTING THE COMMUNITY	
Principle 1 Create a focal point for a diverse range of uses within the town centre that are fully integrated and connected.	<ul style="list-style-type: none">• Include a mix of retail services such as supermarkets, specialty retailers, discount department stores, mini majors, bulky goods retailing and display based retailing• Provide a range of regional services to the catchment that the town centre serves such as education, health, employment, aged care and civic services• Attract higher order government, community, civic, education and health services and investment• Attract leisure, recreation, art and cultural uses and investment• Provide a range of social and entertainment services such as cafes, restaurants, bars, taverns, hotels, performance venues and regional entertainment facilities• Encourage local employment and business investment• Encourage the establishment of serviced apartments and visitor accommodation• Create a flexible framework which will cater for future growth, expansion and the changing trends for service delivery and investment.
Principle 2 Create a quality and vibrant mixed use town centre that acts as the business and entertainment focal point and economic hub of the regions it serves.	
FOSTERING EMPLOYMENT	
Principle 3 Integrate employment and service opportunities in a business friendly environment.	<ul style="list-style-type: none">• Cater for a substantial amount of employment opportunities including a progressive range of office premises, small scale office/warehouse spaces and office/showroom spaces• Support and promote nearby employment and industrial areas within the region• Attract a range of small, medium and large businesses to provide employment opportunities in high quality built form locations, locations with amenity, transport options and infrastructure and an active and vibrant town centre• Foster the growth of small scale local businesses offering services and products to the local and metropolitan markets• Create an attractive place to conduct business for workers, clients, customers and suppliers• Encourage the development of work-from-home and office/living opportunities.
Principle 4 Support and promote nearby employment and industrial areas within the region.	
CONNECTING THE REGION	
Principle 5 Design the town centre to be pedestrian-friendly and accessible by all modes including public transport, while enabling private vehicle access.	<ul style="list-style-type: none">• Provide strong connections and continuous paths of travel to, from and within the town centre to promote walking and cycling, including to Beattys Road• Provide the town centre with direct access to the arterial road network• Ensure the town centre is well serviced by multiple transport modes and routes and promote their use• Support and do not detract from the network of existing and proposed town centres within the region• Facilitate the safe and efficient operation of bus services (including bus priority access to the proposed Principal Public Transport Network)
Principle 6 Create a town centre that is well served by multiple transport routes and located at a major transit stop.	
Principle 7 Locate the town centre in proximity to arterial roads and intersections.	

CREATING VALUED DESTINATIONS	
Principle 8 Create a sense of place with high quality engaging urban design.	<ul style="list-style-type: none">• Draw on the topography, waterways and historic Beattys Road alignment to develop a sense of place particular to Plumpton Major Town Centre.• Connect the various precincts of the town centre through an interconnected series of public spaces which encourage people to spend time in the town centre and provide opportunities for social interaction• Ensure all public spaces are framed by a variety of uses and are active at various times of the day and night and on weekends• Create a high quality and engaging environment with appropriate urban scale, density and intensity• Create a central public space or ‘town square’ that becomes the meeting place and the ‘heart’ of the community• Create a town centre that is authentic to both the local and regional communities and promotes social activities.
Principle 9 Provide a clear location and cultural identity for the town centre and catchment it serves.	
Principle 10 Provide connections through the town centre through a series of public spaces that are attractive environments to walk and cycle through.	
Principle 11 Focus on a public space as the centre of community life.	
DELIVERING HOUSING OPTIONS	
Principle 12 Include a range of medium and high density housing and other forms of residential uses within and around the town centre.	<ul style="list-style-type: none">• Provide a range of medium and high density housing options within close proximity to the town centre to support the services and facilities on offer• Create a fine grain mixed use environment within the town centre which facilitates the establishment of commercial and residential outcomes• Identify locations of high quality landscape within and surrounding the town centre where high density residential outcomes can be delivered• Provide options for retirement living/aged care/assisted care in close proximity and which are well connected to the services offered by the town centre.
RESPECTING THE ENVIRONMENT	
Principle 13 Locate the town centre in an attractive setting that respects the natural environment and history of the area.	<ul style="list-style-type: none">• Incorporate water efficiencies and WSUD principles into the design of the town centre that will contribute to the creation of green streetscapes.• Ensure the town centre has a strong connection with surrounding natural features, including views to Mt Cottrell and Mt Atkinson, and that appropriate interfaces are created between the town centre and open space including the Beattys Road linear park• Create a regional destination which integrates the heritage of the area into the urban form and streetscapes of the town centre• Provide regional pedestrian and cycle networks that link the natural environment to the town centre, particularly along the waterway• Integrate views to and from the existing landscape and into the design of the town centre.

PROMOTING SUSTAINABILITY AND ADAPTABILITY

Principle 14

Create a town centre which promotes regional specialisation and differentiation.

Principle 15

Ensure the town centre has scope for future development and expansion.

- Promote the localisation and regionalisation of services into the centre that will contribute to a reduction of travel distance to access local services and less dependence on the car
- Design the town centre to be sympathetic to its natural surrounds through integrated water management and through appropriate landscape and construction techniques
- 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.

The following land uses are supported within the Plumpton Major Town Centre

RETAIL	
<ul style="list-style-type: none"> • Supermarkets • Discount department Stores • 'Mini-major' stores • Showrooms • Shops 	<ul style="list-style-type: none"> • Cafes • Restaurants • Bars and clubs • Car parking
COMMERCIAL	
<ul style="list-style-type: none"> • Offices • Local service industry • Child care • Medical services 	<ul style="list-style-type: none"> • Health and beauty services • Higher order and life-long learning services • Community services
MIXED USE	
<ul style="list-style-type: none"> • Ground floor office with upper floor residential • Ground floor retail with upper floor residential or office 	<ul style="list-style-type: none"> • Mix of retail, commercial and residential areas

CIVIC AND COMMUNITY FACILITIES	
<ul style="list-style-type: none"> • Council facilities (library, youth services, planned activity groups) • Emergency services 	<ul style="list-style-type: none"> • Health facilities • Place of assembly
EDUCATION FACILITIES	
<ul style="list-style-type: none"> • Private and independent education facilities 	
RESIDENTIAL	
<ul style="list-style-type: none"> • Medium density residential • High density residential • Retirement living and aged care services 	<ul style="list-style-type: none"> • SOHO (Small Office Home Office) products • Student accommodation • Serviced accommodation/ apartments • Hotels
TOWN SQUARE/PUBLIC SPACE	
<p>A number of public spaces in an urban setting such as town squares, plazas, malls and urban parks.</p>	

Appendix C: Local Town Centre Guidelines

PRINCIPLE	GUIDELINES
Principle 1 Provide every neighbourhood with a viable Local Town Centre as a focus of the community with a fine grain, closely spaced distribution pattern.	<ul style="list-style-type: none"> • Deliver a fine grain distribution pattern of highly accessible Local Town Centres generally on a scale of one Local Town Centre for every neighbourhood of 8,000 to 10,000 people. • Locate Local Town Centres with a distribution pattern of around one Local Town Centre for every square mile (2.58km²) of residential development. • Deliver a network of economically viable Local Town Centres including a supermarket and supporting competitive local shopping business, medical, leisure, recreation and community needs while allowing opportunities for local specialisation.
Principle 2 Locate Local Town Centres on a connector street intersection with access to an arterial road and transit stop.	<ul style="list-style-type: none"> • Locate the Local Town Centre on or with close proximity to an arterial/connector intersection and ensure that the Local Town Centre is central to the residential catchment that it services while optimising opportunities for passing trade. • Locate the Local Town Centre adjacent to future railway stations or other forms of transit stops to benefit the Local Town Centre and to offer convenience for public transport passengers. • Other Local Town Centre locations may be considered where the location results in the Local Town Centre being central to the residential catchment that it serves and/or the location incorporates natural or cultural landscape features such as rivers and creeks, tree rows, topographic features or other heritage structures which assist in creating a sense of place.
Principle 3 Locate Local Town Centres in an attractive setting so that most people live within a walkable catchment of a Local Town Centre and relate to the centre as the focus of the neighbourhood.	<ul style="list-style-type: none"> • Ensure that 80-90% of households are within a 1km walkable catchment of a local or higher order Town Centre. • Locate Local Town Centres in attractive settings and incorporate natural or cultural landscape features such as creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value. • The design of the Local Town Centre should respect/enhance existing views and vistas to and from the Local Town Centre location.

PRINCIPLE	GUIDELINES
<p>Principle 4</p> <p>Provide a full range of local community and other facilities including a supermarket, shops, medical and recreation uses.</p>	<ul style="list-style-type: none"> • Land uses should be located generally in accordance with the locations and general land use terms identified on the Local Town Centre Concept Plan. • Promote designs which encourage a high degree of community interaction and provision of a vibrant and viable mix of retail, recreation and community facilities. • Encourage clustering of uses in precincts such as a 'medical precinct' where similar or synergistic uses should be sited together to promote stronger trading patterns. • Encourage smaller grain scale individual tenancies and land ownership patterns to attract participation of local business investment and encourage opportunities for greater diversity. • Incorporate flexible floor spaces (including floor to ceiling heights) into building design to enable localised commercial uses to locate amongst the activity of the Local Town Centre. • The Local Town Centre should generally be anchored by one full line supermarket and supported by specialty stores unless otherwise noted on the Local Town Centre Concept Plan. • Supermarkets and other commercial or community anchors or secondary anchors within the Local Town Centre should generally be located diagonally opposite one another across the main street and/or town square to promote pedestrian desire lines that maximise movement within the public realm. • A small access mall that address a supermarket/other 'large box uses' may be considered as part of the overall design. Such access malls may have a limited number of internalised shops. The primary access to the mall should be from the main street and/or the town square. • Active building frontages should address the main street and town square to maximise exposure to passing trade, and promote pedestrian interaction. • Provide retail and/or office at ground level, and office, commercial and residential above ground level in Mixed Use precincts • Locate childcare, medical centres and specialised accommodation (e.g. aged care/nursing home, student accommodation, and serviced apartments) within and at the edge of the Local Town Centre to contribute to the activity of the centre and so these uses are close to the services offered by the centre. • Locate car parking areas centrally to development sites and to the rear and or side of street based retail frontages. • Design car parking areas to accommodate flexible uses and allow for long term development opportunities. • Provide public toilets in safe and accessible locations within the managed area of the property.

PRINCIPLE	GUIDELINES
Principle 5 Focus on a public space as the centre of community life.	<ul style="list-style-type: none"> • Provide a public space which acts as the central meeting place within the Local Town Centre. This space may take the form of a town square, town park, public plaza space, public market place or a similar locally responsive option designed to function as the identifiable 'centre' or 'heart' with a distinctive local character for both the Local Town Centre and the broader residential catchment. • Locate the public space in a position where the key uses of the Local Town Centre are directly focused on it to ensure that it is a dynamic and activated place. • Design flexible and adaptable public spaces so that a range of uses can occur within them at any one time. Such uses may include people accessing daily shopping and business needs as well as social interaction, relaxation, celebrations and temporary uses (such as stalls, exhibitions and markets) • Design the public space so that it is well integrated with pedestrian and cycle links around and through the Local Town Centre so that it acts as a 'gateway' to the activity of the centre. • The main public space or town square should have a minimum area of 500square metres. Smaller public spaces which are integrated within the built form design, surrounded by active frontages and facilitate high levels of pedestrian movement are also encouraged. • Footpath widths within and around the public space as well as along the main street should be sufficient to provide for universal access as well as outdoor dining and smaller gathering spaces.
Principle 6 Integrate local employment and service opportunities in a business friendly environment.	<ul style="list-style-type: none"> • Provide a variety of employment and business opportunities through the provision of a broad mix of land uses and commercial activities. • Provide a range of options and locations for office based businesses. • Provide services and facilities to support home based and smaller businesses within the Local Town Centre. • Consider appropriate locations for small office/home office ('SOHO') housing options which maximise the access and exposure to the activity of the Local Town Centre. • Consider using these uses to sleeve loading areas and car parks where feasible.
Principle 7 Include a range of medium and high density housing and other forms of residential uses within and surrounding the Local Town Centre.	<ul style="list-style-type: none"> • Provide medium and high density housing in and around the Local Town Centre for passive surveillance and contributions to the life and amenity of the centre. • Provide medium and high density housing in locations of high amenity in and around the Local Town Centre, connected to the activity of the Local Town Centre through strong pedestrian and cycle links. • Provide a range of housing types for a cross section of the community (such as retirement living) in and around the Local Town Centre. • Provide specialised accommodation (such as aged/nursing care, student accommodation and serviced apartments) at the edge of or adjacent to Local Town Centres with strong pedestrian and cycle links to the central activity area. • Design the Local Town Centre to avoid potential land use conflicts between residential and commercial uses by focusing on retail operations on the main street and around the town square and locating residential uses predominantly at the edge and/or on upper levels. • Refer to the Small Lot Housing Code for further information about housing requirements for small lots around Local Town Centres.

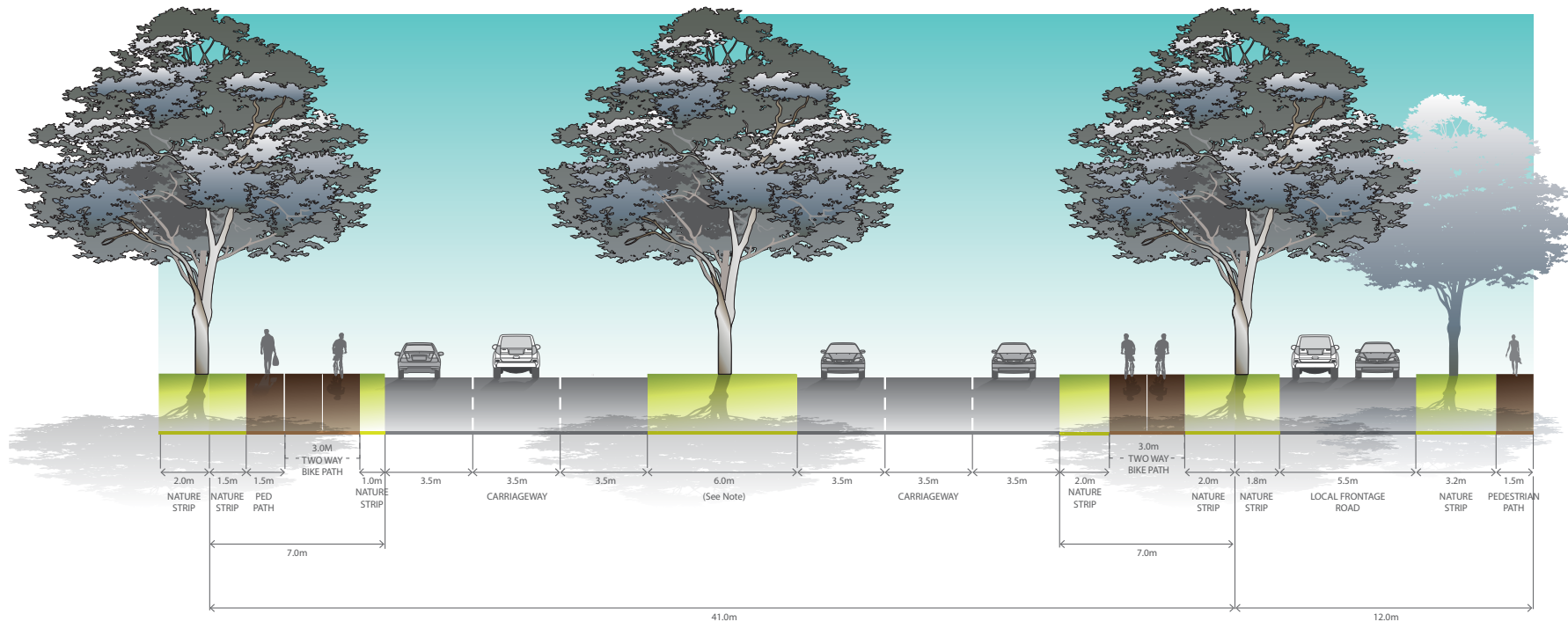
PRINCIPLE	GUIDELINES
<p>Principle 8</p> <p>Design the Local Town Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.</p>	<ul style="list-style-type: none"> • Use universal design principles in the design of all public spaces • Design the Local Town Centre to provide easy, direct and safe access for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety. • Provide a permeable network of streets, walkways and public spaces that provide linkages throughout the centre and designated pedestrian crossing points. • Design the main and other streets to comply with the relevant cross sections found within the Precinct Structure Plan. • A speed environment of 40km/h or less should be designed for the length of the main street. • Provide public transport infrastructure facilities in convenient locations for commuters. • Provide bus stops in accordance with the Department of Transport Public Transport Guidelines for Land Use and Development, to the satisfaction of the 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 Local Town Centre. • Locate key buildings to encourage pedestrian movement along the length of the street and through public spaces. • Design buildings so they have a positive relationship with and interface to the public street network. • Design car parking areas to ensure passive surveillance and public safety through adequate positioning and lighting. • Provide dedicated pedestrian routes and areas of landscaping within off street car park areas. • Provide on-street car parking to encourage short stay/convenience uses. • Group and limit the number of car park access crossovers. • Design heavy vehicle access points to limit the pedestrian/vehicle conflict. Loading and deliveries should be located to the rear and or side of street based retail frontages. • All streets, public spaces and car parks to be lit to Australian standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above.

PRINCIPLE	GUIDELINES
<p>Principle 9</p> <p>Create a sense of place with high quality engaging urban design.</p>	<ul style="list-style-type: none"> • 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 Local Town Centre location and its surrounds. • Minimise amenity and noise impacts resulting from the mix of uses by maintaining appropriate separation and transitional areas between retail and housing activities using open space, road networks and community facilities. • Design each building to contribute to a cohesive and legible character for the Local Town Centre as a whole. • Designate sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) for significant buildings or landmark structures. • Design corner sites, where the main street meets an intersecting and/or arterial road to: • Provide built form that anchors the main street to the intersecting road. This can be achieved through increased building height, scale and articulated frontages; • Incorporate either 2 storey building or 2 storey elements (such as awnings and roof lines); • Provide an active ground floor frontage and active floor space component to the main street frontage; and • Provide a consistent covered walkway or verandah for weather protection in the design of building frontages on major pedestrian routes. • Align built form with the property boundary to define the street edge. • Provide visually rich, interesting and well articulated street facing facades and all visible side or rear facades finished in suitable materials and colours that contribute to the character of the Local Town Centre. • Use materials and design elements which are compatible with the environment and landscape character of the broader precinct. • The design and siting of supermarkets and other 'large format retail uses' should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominantly routes and streets. • Design supermarket and secondary anchors with frontages that directly address the main street and/or town square so that the use integrates with and promotes activity within the main street and public spaces/thoroughfares. • Design supermarkets or large format retail uses with a direct frontage to the main street using clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of "white washed" or frosted glass windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing). • Secondary access to the supermarket from car parking areas should only be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the main street and or town square. • Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street. • Retail and commercial buildings within the Local Town Centre should generally be built to the property line. • Public spaces should be oriented to capture north sun and protect from prevailing winds and weather.

PRINCIPLE	GUIDELINES
Principle 9 Cont'd...	<ul style="list-style-type: none"> Landscaping of all interface areas should be of a high standard as an important element to complement the built form design. Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view. Urban art should be incorporated into the design of the public realm. Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the Local Town Centre. Wrapping or sleeving of car parking edges with built form, to improve street interface, should be maximised. Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares. Screening of centralised waste collection points should minimise amenity impacts on adjoining areas and users of the centre. Where service areas are accessible from car parks, they should present a well designed and secure facade to public areas. Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view.
Principle 10 Create a sense of place with high quality engaging urban design.	<ul style="list-style-type: none"> The Local Town Centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on private vehicles. The Local Town Centre should be designed to be sympathetic to its natural surrounds by: <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 Local Town Centre; » Including options for shade and shelter through a combination of landscape and built form treatments; » Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling; » Promoting passive solar orientation in the configuration and distribution of built form and public spaces; » Grouping waste collection points to maximise opportunities for recycling and reuse; » Promoting solar energy for water and space heating, electricity generation and internal and external lighting; and » Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings. Ensure the Local Town Centre and building design has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve.

Appendix D: Road Cross Sections

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

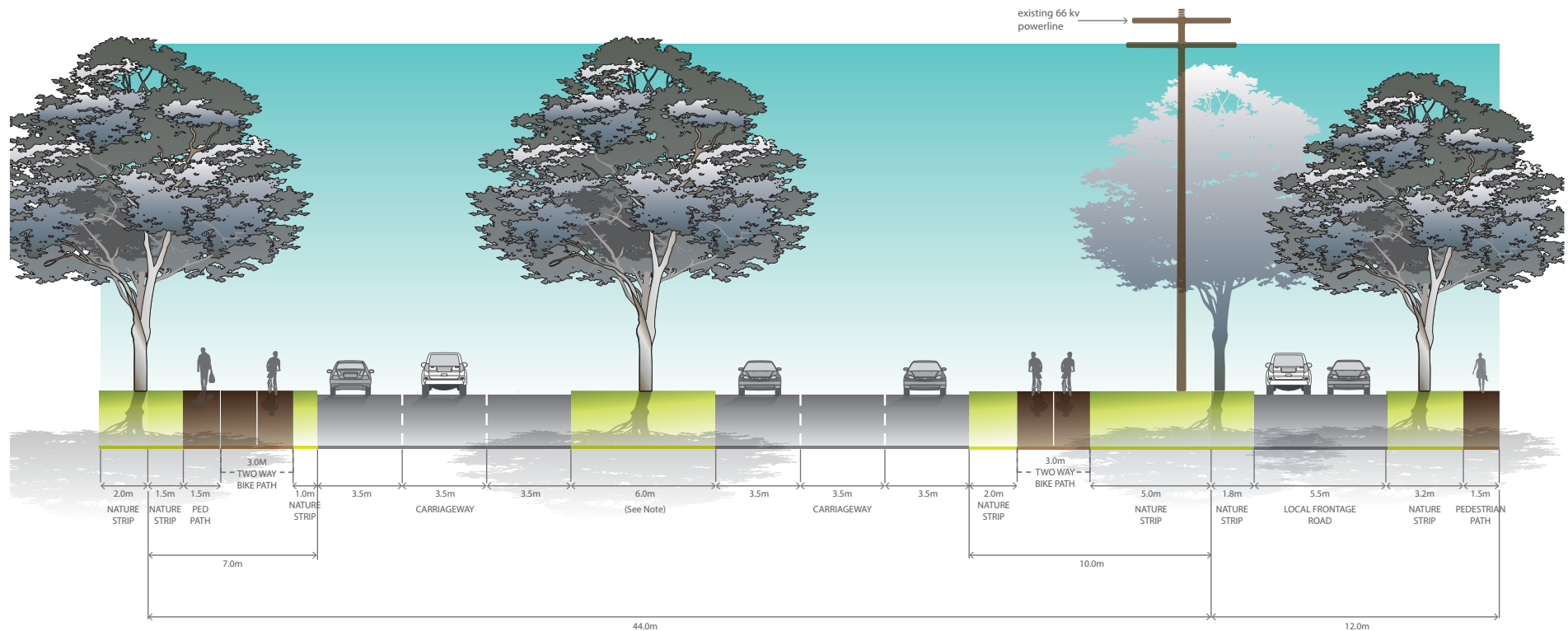


NOTES:

- 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.
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers, else small tree <100mm ø trunk at double spacing)
- Frontage road widths may vary subject to detailed design

Section 1

Primary Arterial Road 6 lane (41.0m) 80km/h

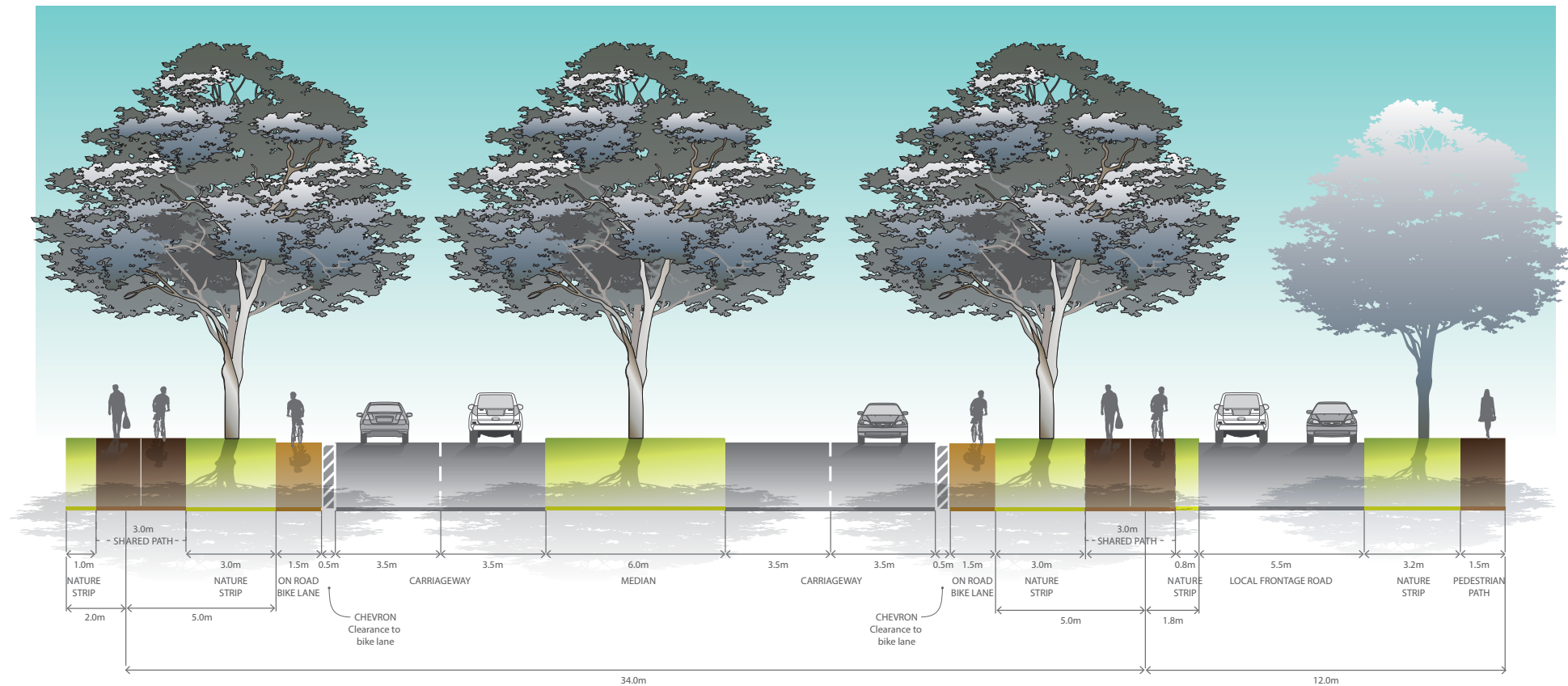


NOTES:

- 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.
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers, else small tree <100mm Ø trunk at double spacing)
- Existing power lines to be relocated where necessary
- Frontage road widths may vary subject to detailed design

Section 2

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

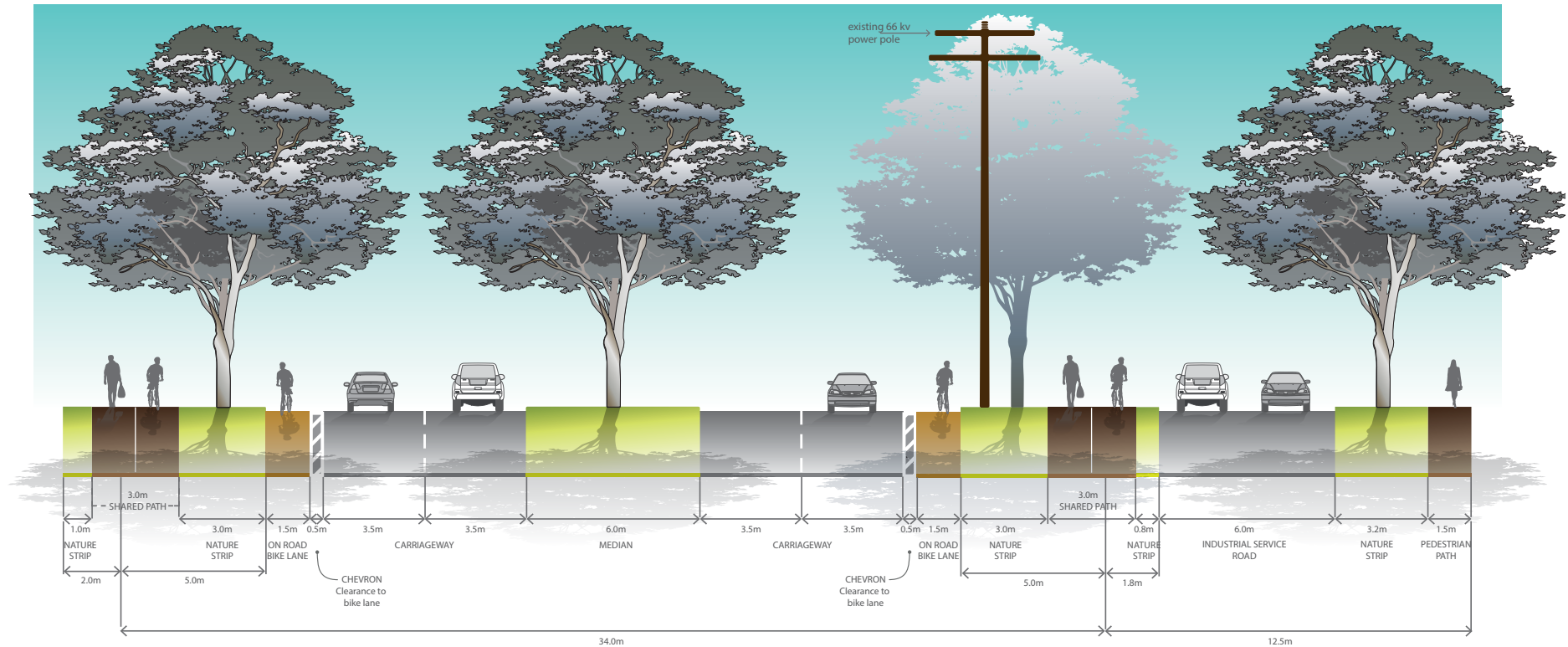


NOTES:

- 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.
- Frontage road widths may vary subject to detailed design

Section 3

Secondary Arterial Road 4 lane (34.0m) 60km/h

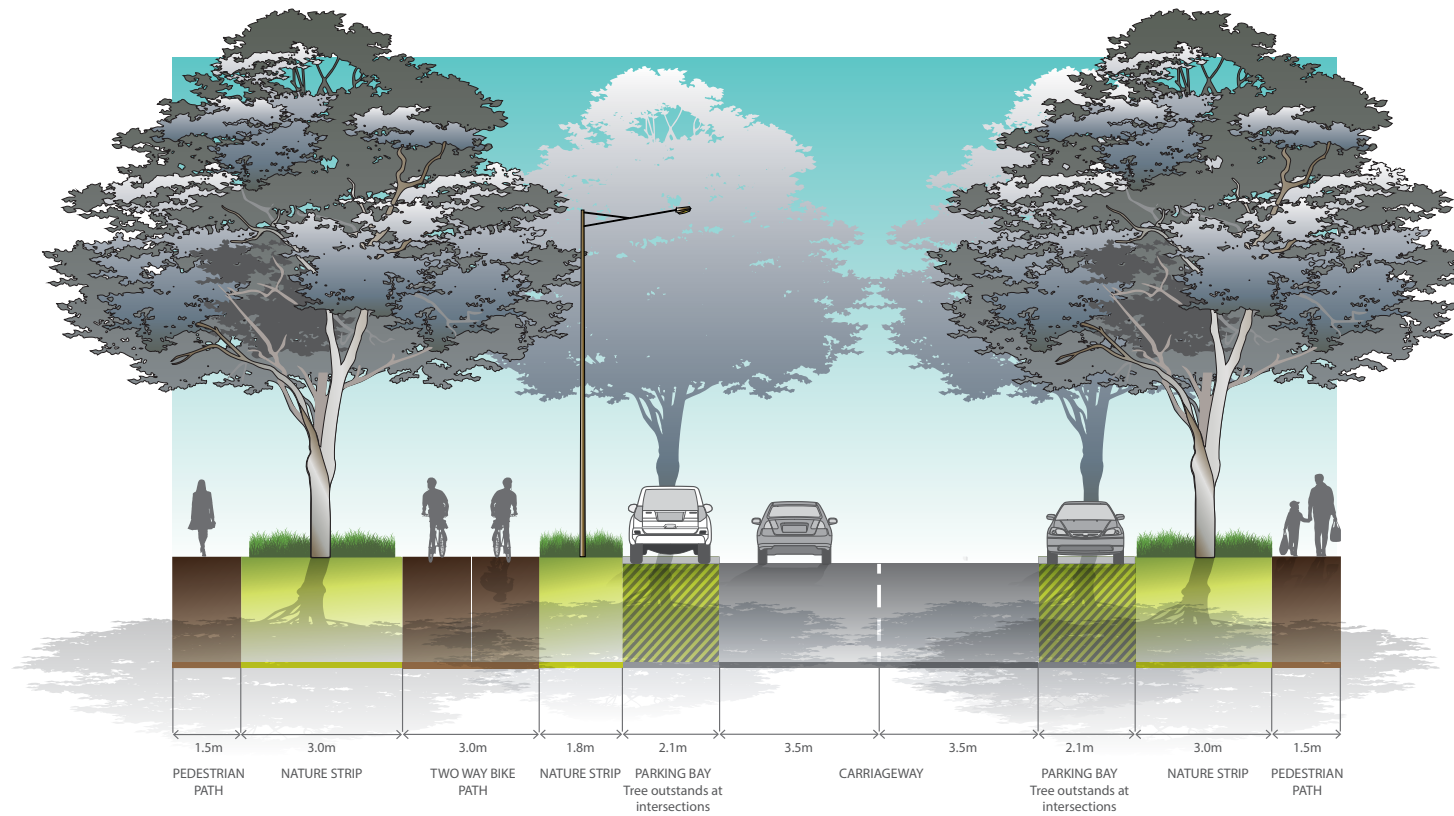


NOTES:

- Includes typical industrial interface.
- 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.
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers, else small tree <100mm ø trunk at double spacing)
- Existing power poles to be relocated where necessary
- Frontage road widths may vary subject to detailed design

Section 4

Secondary Arterial Road 4 lane (34.0m) 60km/h
Industrial interface and 66kv power poles (part)

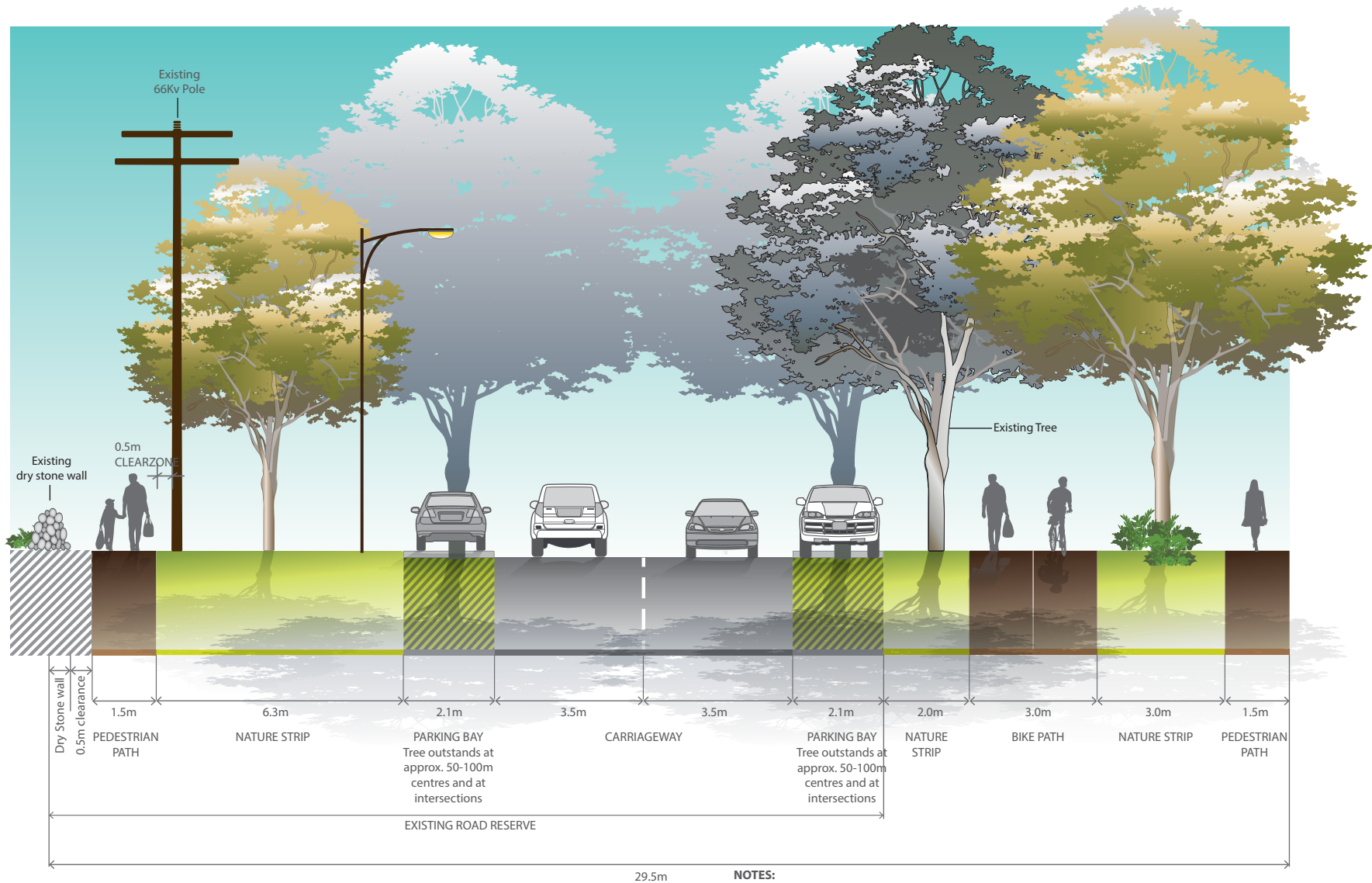


NOTES:

- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas.
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.

Section 4

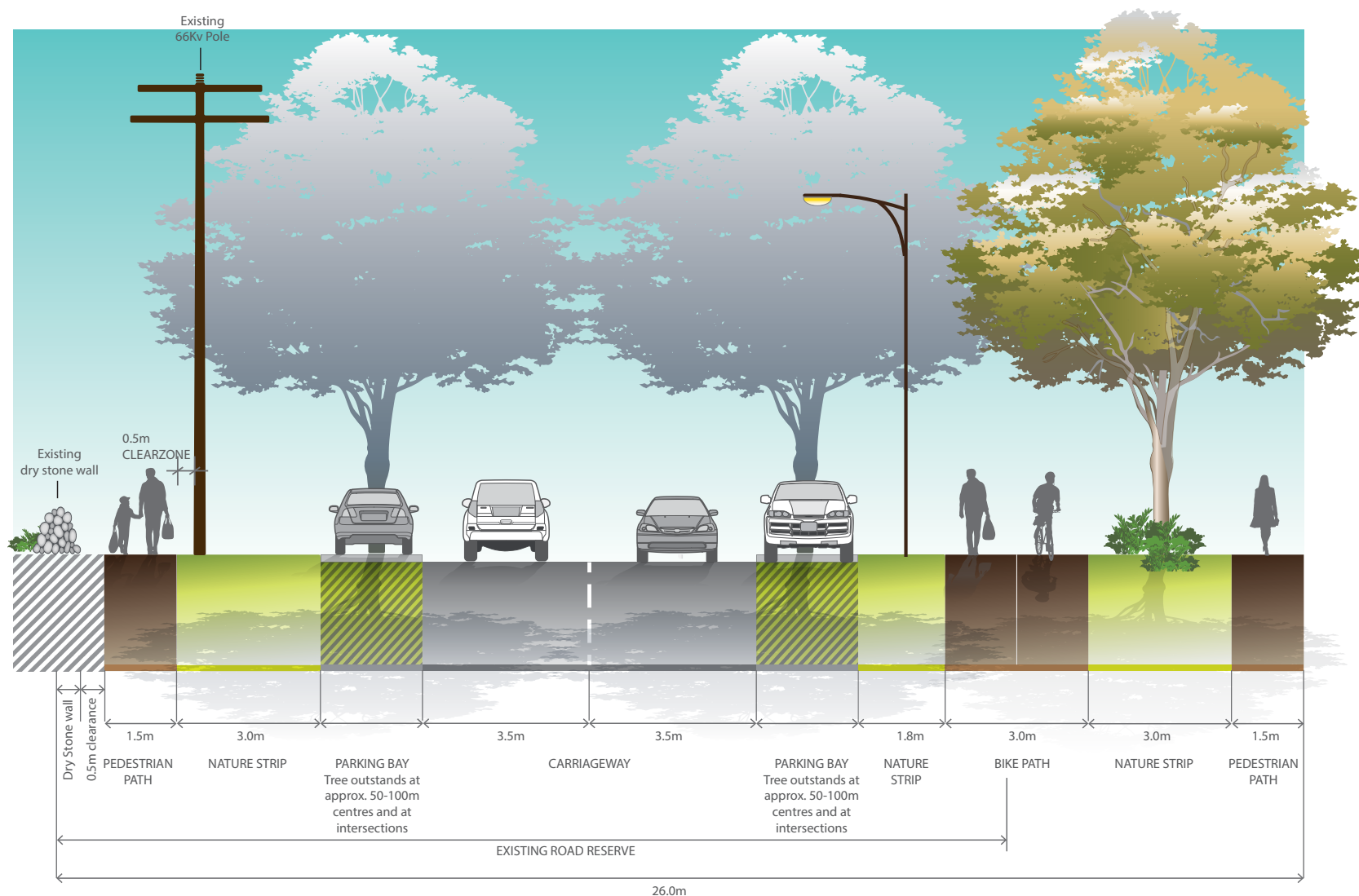
Connector Street (25.0m)



Section 6
Plumpton Road (29.5m)

NOTES:

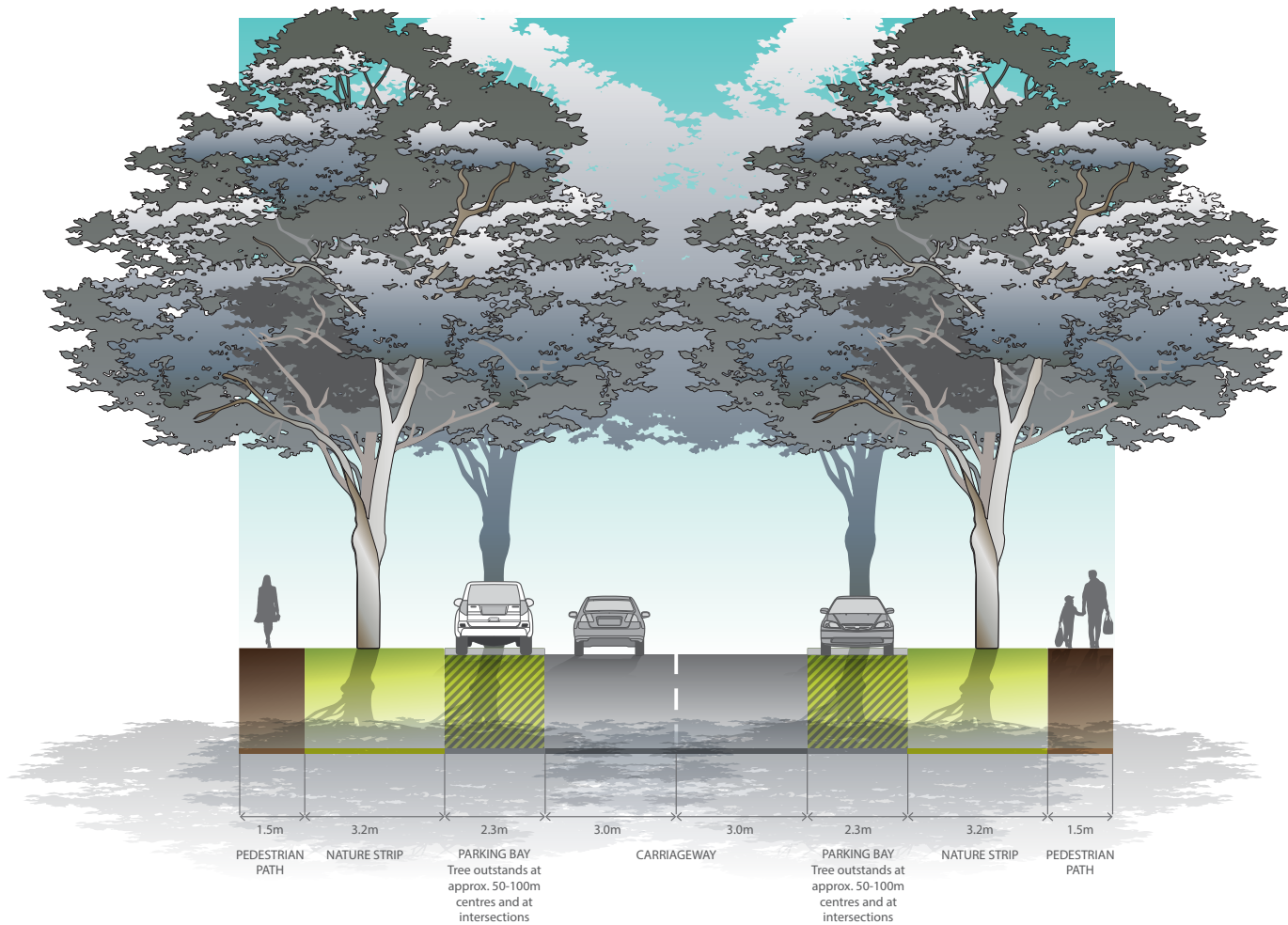
- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



Section 7
Plumptown Road (26m) Connector Street
with Residential Interface (No existing trees)

NOTES:

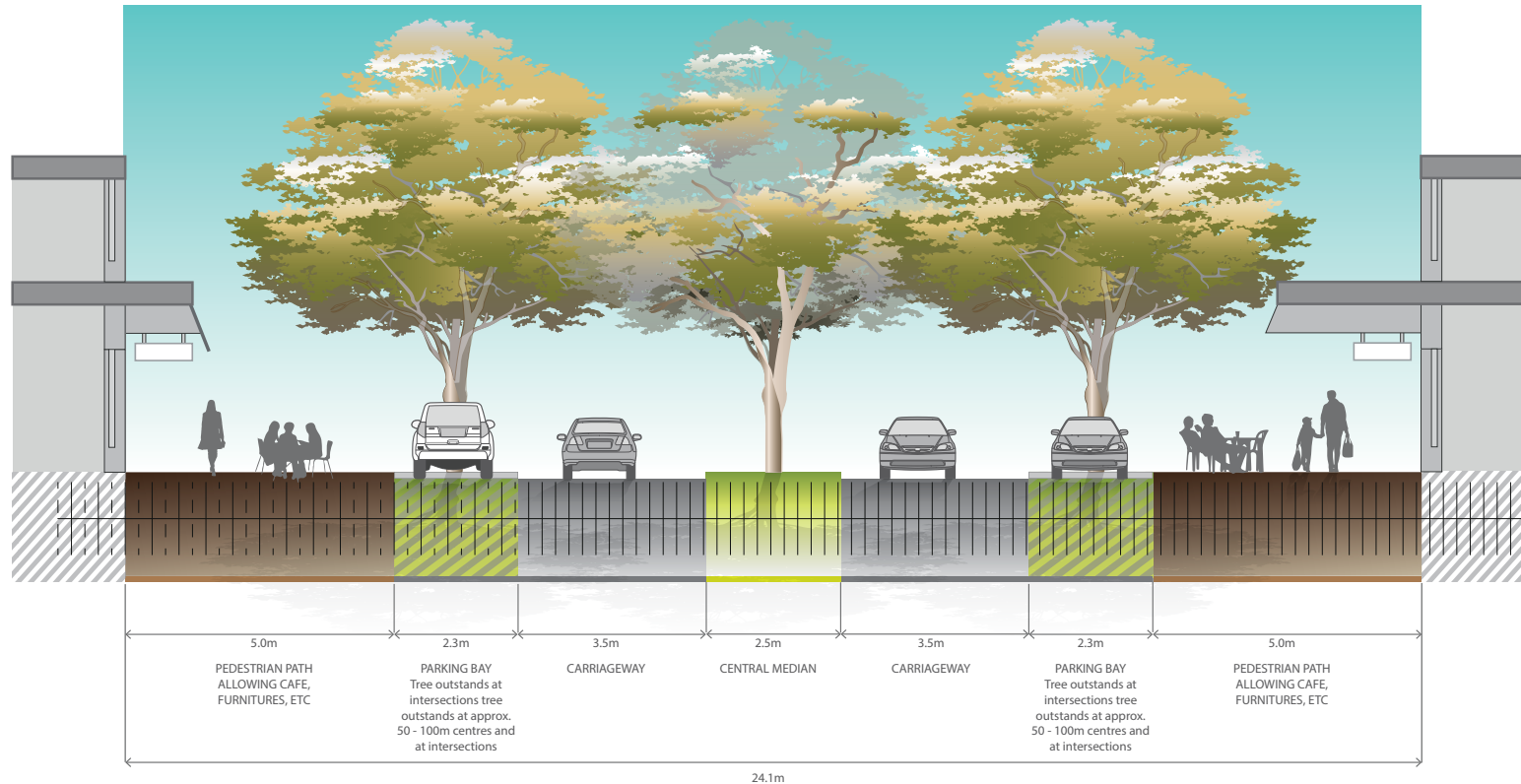
- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas.
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



NOTES:

- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.

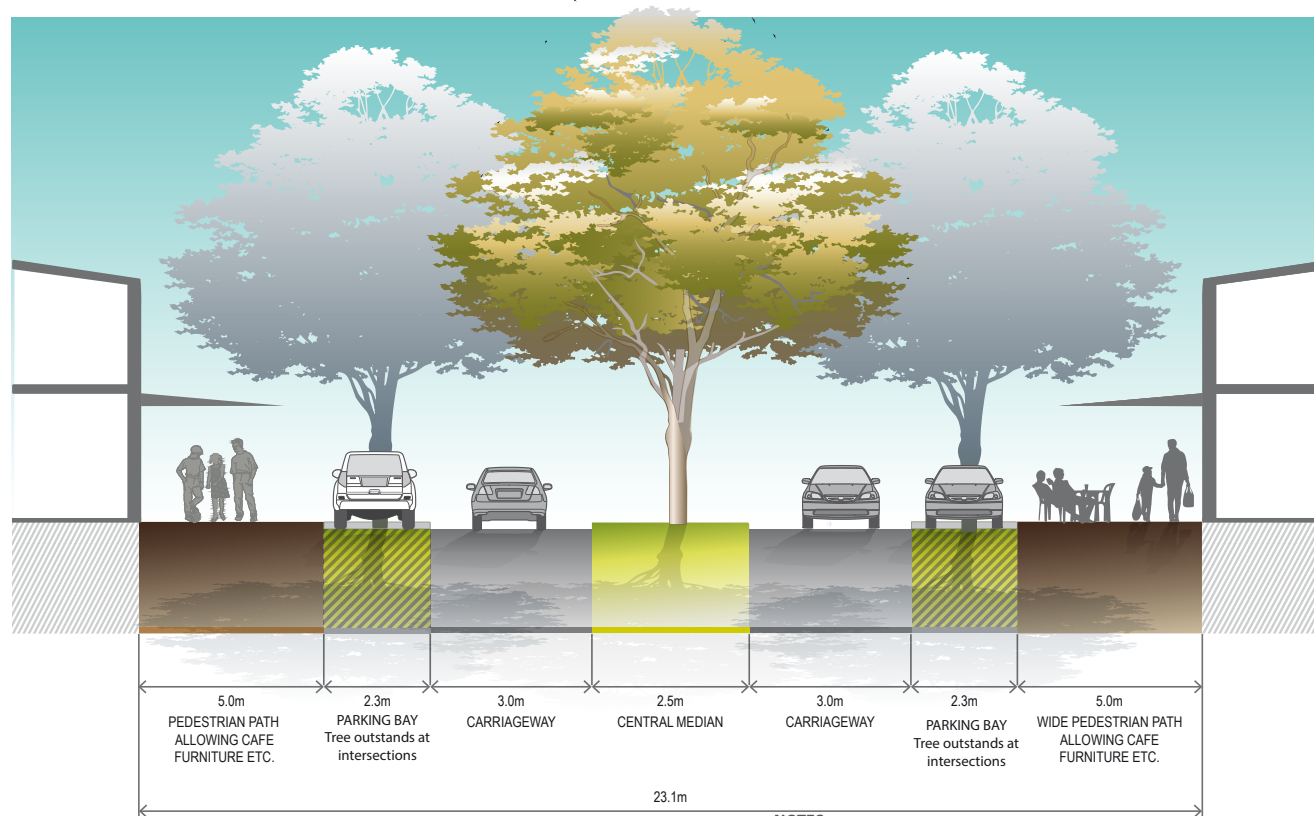
Section 8
Local Access Street Level 2 (20m)



NOTES:

- Minimum street tree mature height 15 metres.
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- Road to be designed with traffic calming devices, including raised pedestrian crossings and roundabouts to achieve a speed limit of 30km/h to allow safe on road cycling.

Section 9
Major Town Centre Connector (24.1m)

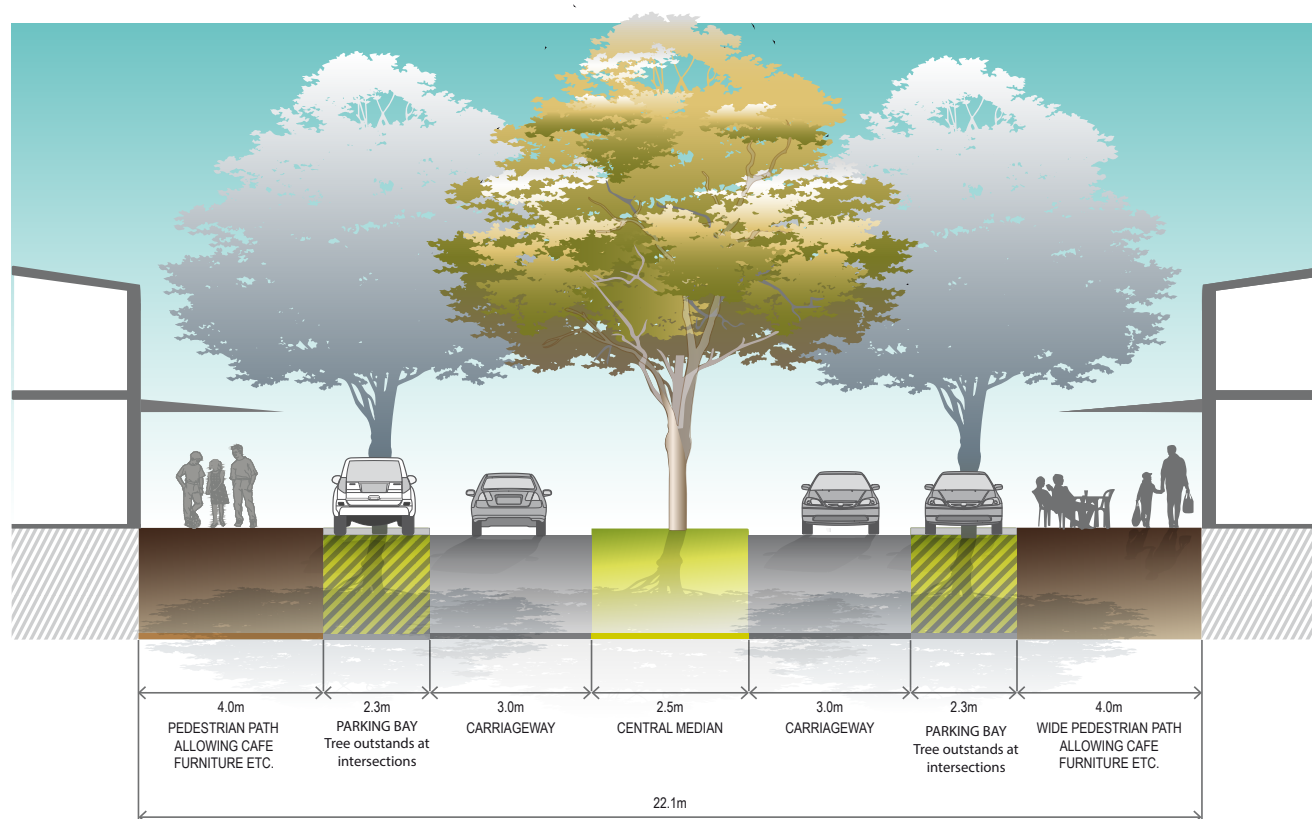


NOTES:

- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Road to be designed with traffic calming devices, including raised pedestrian crossings and roundabouts to achieve a speed limit of 30km/h to allow safe on road cycling

Section 10

Feature Main Street - Major Town Centre (23.1m)



NOTES:

- Minimum street tree mature height 15 metres.
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- Road to be designed with traffic calming devices, including raised pedestrian crossings and roundabouts to achieve a speed limit of 30km/h to allow safe on road cycling.

Section 11

Feature Main Street - Local Town Centre (22.1m)