PSP 1078

Plumpton

Precinct Structure Plan

Prepared by the Metropolitan Planning Authority

June 2016

*This is an accessible version of the PSP and does not include plans, figures, excel tables or the appendices. Please contact the Structure Planning Manager at the MPA (telephone (03) 9651 9600) if you require accessible versions of plans, figures, tables and the appendices.*

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Note: Any reference to the Metropolitan Planning Authority (MPA) in this document is a reference to the Growth Areas Authority (GAA) as defined under the Planning and Environment Act 1987.

Plan 1 is the Regional Context of the Plumpton PSP. Please contact MPA for an accessible version of this plan.

# 1.0 Introduction

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

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

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

Generally, the PSP:

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

The PSP is informed by:

* The State and Local Planning Policy Framework set out in the Melton Planning Scheme.
* The West Growth Corridor Plan, June 2012.
* Plan Melbourne, May 2014.
* The Biodiversity Conservation Strategy and applicable Sub-Regional Strategies for Melbourne’s Growth Areas, June 2013.
* The MPA Precinct Structure Planning Guidelines, 2008.

The following document has been developed in parallel with the PSP to inform and direct the future planning and development of the Precinct: PSP 1078 Plumpton and PSP 1080 Kororoit Background Report.

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

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

## 1.1 How to read this document

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

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

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

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

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

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

Plan 2 is the Precinct Features of the Plumpton PSP. Please contact MPA for an accessible version of this plan.

Development must also comply with other Acts and approvals where relevant. For example, the *Environmental Protection and Biodiversity Act 1999* in the case of biodiversity or the *Aboriginal Heritage Act 2006* in the case of cultural heritage amongst others.

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

## 1.2 Land to which the Precinct Structure Plan applies

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

## 1.3 Plumpton & Kororoit Infrastructure Contributions Plan (ICP)

The Plumpton and Kororoit ICP will set out the requirements for infrastructure funding across both Plumpton and Kororoit PSP areas. The ICP will be a separate document incorporated into the Melton Planning Scheme and will be implemented through an Infrastructure Contributions Plan Overlay (ICPO). The ICP is the subject of recent legislation, and final ministerial direction is still to be resolved. Therefore, the Plumpton and Kororoit ICP is still under preparation and will be developed following finalisation of the ministerial direction.

The infrastructure projects that are expected to be included in the ICP are listed in Table 9 of the PSP and shown on Plan 12 and Plan 13.

## 1.4 Background Information

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

Plan 3 is the Future Urban Structure of the Plumpton PSP. Please contact MPA for an accessible version of this plan.

# 2.0 Outcomes

## 2.1 Vision

The Plumpton Precinct will provide over 12,000 jobs close to where people live, with synergies between the Major Town Centre and adjacent commercial and industrial areas encouraging a diversity of employment. The library, council facilities and nearby aquatic centre will complement the retail and commercial offer in the Major Town Centre, with a thriving café/ entertainment area making the most of the outlook onto the adjacent waterway.

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

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

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

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

## 2.2 Key Objectives

The development of the Plumpton PSP area is guided by a set of key development objectives. Development within Plumpton will seek to:

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| OBJECTIVES |
| IMAGE, CHARACTER, HERITAGE & HOUSING |
| **O1** | Deliver a minimum of 10,600 new homes across the Precinct at a density that promotes housing choice through the delivery of a range of lot sizes capable of accommodating a variety of dwellings (16.5 dwellings per residential net developable hectare average in residential areas, with medium to higher densities within and adjacent to town centre areas and areas identified in Plan 5). |
| **O2** | Identify, retain and celebrate Aboriginal cultural heritage places within the Precinct. |
| **O3** | Encourage a strong sense of place through the protection, enhancement and interpretation of places of post-contact cultural heritage significance, in particular Beattys Road former goldfields route, Melton Highway House (HO68) and dry stone walls. |
| **O4** | Deliver a high quality landscaped interface between residential areas and the Plumpton Business and Industrial Precinct bordered by Hopkins and Tarleton Roads, to minimise potential impacts of industrial uses on residential amenity, and to ensure viability of industrial and commercial land uses. |
|  EMPLOYMENT AND TOWN CENTRES  |
| **O5** | Deliver over 12,000 local jobs through capitalising on the significant opportunities of the local context including the growing residential population; existing and proposed roads, including the future extension of Hopkins Road which will connect the Princes Highway to the Melton Highway (and possibly through to Sunbury in future); the future Outer Metropolitan Ring road; the possible future rail station at Mt Atkinson; and connections to the future industrial area in Warrensbrook PSP. |
| **O6** | Attract a diversity of businesses and employers to Plumpton and in particular to the Business and Industrial Precinct; the Major Town Centre; and the Local Town Centre, through creating a range of lot sizes which respond to local conditions including topography, environmental features and the street network. |
| **O7** | Develop the Major Town Centre at the ‘pinwheel’ intersection of Beattys, Hopkins and Tarleton Roads, using the connections of Beattys Road to maximise the catchment to the Town Centre, drawing visitation from the broader communities of Plumpton and Kororoit PSP and beyond.  |
| **O8** | Ensure the Major Town Centre and the Local Town Centre deliver high quality public spaces and civic uses as well as retail and commercial uses, and attract visitors through clear identification at gateway sites along Plumpton Road, Hopkins Road, Beattys Road and connector streets. |
| **O9** | Develop a high quality interface between the Plumpton Business and Industrial Precinct and the Plumpton Major Town Centre, to maximise connections and synergies between the two areas. |
|  **O10** | Deliver high amenity town centres by prioritising access for walking, cycling and public transport. |
| **O11** | Deliver lower-cost, flexible space in and adjacent to the Major Town Centre and Local Town Centre for a range of small local enterprises, and to ensure these centres have an ability to adapt and evolve over time. |
| **O12** | Encourage the provision of a Local Convenience Centre in the south east of the Precinct without compromising the functions and roles of nearby town centres. |
| OPEN SPACE AND COMMUNITY FACILITIES |
| **O13** | Develop an open space network which connects to local and regional destinations including the proposed Kororoit Regional Park, the Kororoit Creek, the Mt Atkinson volcanic cone area and the Western Grasslands Reserve.  |
| **O14** | Encourage walking, cycling and other recreation opportunities by providing connections between the various elements of the open space network including along streets, local parks, sports reserves, public plazas, waterways, gas and powerlines easements, and the historic Beattys Road goldfields route. |
| **O15** | Retain the street function of Beattys Road reserve while delivering a continuous linear park function along its length, with development fronting the reserve and maximising use of the linear park for walking, cycling, play, community facilities and as a direct connection to the Major Town Centre. |
| **O16** | Maximise the open space and conservation benefits of the powerlines and gas easements, which run north-south through the Precinct, through developing a shared path within each, and complemented by indigenous landscaping and recreational uses within the easements. |
| **O17** | Provide for government and non-government school sites to meet the strategically justified need for state and private education in the area. |
| **O18** | Promote the health and wellbeing of residents by developing a built environment with facilities and amenities to enable healthy lifestyles. |
| BIODIVERSITY AND THREATENED SPECIES  |
| **O19** | Contribute to the long term conservation of significant flora and fauna species through protection of habitat, particularly along waterways which flow into the Kororoit Creek. |
| TRANSPORT AND MOVEMENT |
| **O20**  | Provide safe, continuous and inviting paths of travel for pedestrians and cyclists to key destinations and trails, including the Major Town Centre and Local Town Centre; schools and community hubs; shared paths along waterways and easements; and to the Kororoit Creek and proposed Kororoit Regional Park to the south.  |
| **O21** | Create a clear and legible street network that provides straightforward connections to the wider public transport and road network. |
| **O22** | Maximise use of public transport by providing an efficient bus-capable road network that services key destinations throughout the Precinct.  |
| INTEGRATED WATER MANAGEMENT AND UTILITIES |
| **O23**  | Deliver an integrated water management system that reduces reliance on reticulated potable water, increases the re-use of alternative water, responds to local soil types, minimises flood risk, ensures waterway health, and contributes towards a sustainable and green urban environment. |
| **O24** | Ensure sensitive land uses are located outside the measurement length of the high pressure gas transmission pipelines where possible and that construction is managed to minimise risk of any adverse impacts. |
| PRECINCT INFRASTRUCTURE PLAN AND STAGING |
| **O25** | Deliver Hopkins Road and associated waterway crossings early in the staging of the Precinct, to open up access to the Major Town Centre and the Business and Industrial Precinct, and to reduce pressure on existing and proposed connector streets. |
| **O26** | Provide all lots with potable water, third pipe, electricity, reticulated sewerage, drainage, gas and telecommunications to the satisfaction of the relevant authority. |
| **O27**  | Deliver cohesive and integrated neighbourhoods by co-ordinating development with the delivery of key local and state infrastructure. |

Plan 4 is the Land Use Budget of the Plumpton PSP. Please contact MPA for an accessible version of this plan.

## 2.3 Summary Land Use Budget

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

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

The GDA for the Plumpton Precinct is 1016.06 hectares, with a total NDA of 705.17 hectares. The residential NDA is 599.47 hectares, meaning approximately 59.00% of the land within the Plumpton PSP area is available for residential development, while 105.70 hectares, or 10.40% of the land, is available for predominantly employment uses.

Based on a typical residential development yield average of 16.5 dwellings per net developable hectare, and including higher densities of up to 25 - 30 dwellings per hectare as per Plan 5 in some locations, the Plumpton PSP will generate at least 10,680 dwellings to accommodate 29,900 residents.

Refer to Excel Spreadsheet Table 1 for the Summary Land Use Budget. Please contact MPA to see an accessible version of this table.

Plan 5 is the Image, Character, Housing, Community and Employment Plan of the Plumpton PSP. Please contact MPA for an accessible version of this plan.

# 3.0 Implementation

## 3.1 Image, character, heritage & housing

### 3.1.1 Image and character

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| REQUIREMENTS |
| R1 | All public landscaped areas must be planted and designed to the satisfaction of the responsible authority. |
| R2 | Street trees must be planted on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity, unless otherwise agreed by the responsible authority and in accordance with Melton City Council Landscape Guidelines, at an average of:

|  |  |
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| **Average interval** | **Tree size (in height)**  |
| 8 – 10 metres | Small trees (less than 10 metres) |
| 10 – 12 metres | Medium trees (10 – 15 metres) |
| 10 – 15 metres | Large trees (15 metres or greater) |

 |
| R3 | Street tree planting on declared arterial roads must be established in accordance with the clear zone guidelines to the satisfaction of the coordinating road authority. |
| R4 | Trees in parks and streets must be:* Suitable for local conditions
* Planted in modified and improved soil to support tree establishment and longevity
* Consistent with any guidance provided on the relevant cross section within this PSP unless otherwise approved by the responsible authority.
 |
| R5 | Boundary fences forward of the building line must not exceed 1.2 metres in height. |
| guidelines |
| G1  | Streets should be provided directly abutting waterway reserves, open spaces and utilities easements to ensure houses generally face these public spaces. |
| G2 | In locations where the responsible authority is satisfied it is not feasible to locate a street adjacent to the open space network (including waterway reserve, open space or utilities easement), then houses should face the path within the open space network path and be ‘rear-loaded’. |
|  G3 | High quality landscape treatments should be provided throughout the Precinct, most particularly in streetscapes and along creek and drainage waterway corridors. |
| G4  | Street networks within subdivisions should be designed to maximise the number of connections and direct views to the open space network and town centres. |
| G5 | Subdivision design should incorporate natural and built design elements which respond to local heritage and topography to assist in place making and the achievement of a “sense of place”. |
| G6  | To reinforce neighbourhood character and the role of the street or public place, a consistent suite of lighting and furniture should be used across neighbourhoods, appropriate to the type and role of street or public space, unless otherwise approved by the responsible authority. |
| G7  | Salvaged rocks should be retained on site where possible and incorporated in the design of waterways, retaining structures, fences and other landscape features. |
| G8 | Existing trees shown on Plan 2 should be retained where possible along streets and in subdivisions. |
| G9 | Built form on corner lots should provide a positive address to both frontages. This can be achieved through the use of appropriate placement of glazing, location of architectural treatments and appropriate and high quality boundary fencing. |
| G10 | Built form should add to the Precinct character by providing an attractive street address that encourages passive surveillance and visual interest. |
| G11 | Sites in prominent locations, such as Plumpton Major Town Centre and major intersections, should be developed to respond to their strategic location and preferably have greater height, density and architectural quality (refer Appendix B) |

### 3.1.2 Heritage

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| REQUIREMENTS |
|  R6 | Any subdivision and/or development of land adjoining a heritage site identified under the Heritage Overlay in the Melton Planning Scheme and/or of post-contact cultural heritage significance, must have regard to the heritage significance of the site and provide a sensitive interface. |
| R7 | Beattys Road Reserve must be retained for public use with connector road and local road functions as per concept plans in Figure 1 to Figure 5 and as per sections located on Plan 8 and in Appendix D, with a continuous off-road shared path and local parks and community uses at designated locations, and dry stone walls retained as required by this PSP. |
| **R8** | Dry stone walls illustrated on Plan 2 must be retained unless otherwise agreed by the responsible authority. Dry stone walls to be retained must:* Be situated within public open space or road reserve to the satisfaction of the responsible authority
* Have a suitable landscape interface
* Be checked by a suitably qualified dry stone waller for any loose stones. Any loose stones are to be reinstated in the wall in secure positions
* Retain post and wire or post and rail fences situated within the walls, with any wire protruding beyond the vertical face of the wall reinstated to its original position or removed
* Be incorporated into subdivision design to minimise disturbance to the walls (e.g. utilisation of existing openings for vehicle and pedestrian access).
 |
| **R9** | Any reinstatement or repair of walls must be undertaken by a suitably qualified dry stone waller and is to be consistent with the construction style of the original wall. |
| **R10** | Installation of services across the alignment of retained dry stone walls must be undertaken by boring rather than open trenching. If open trenching or disturbance to the wall is unavoidable, a minimum section of wall may be temporarily removed and then reinstated to original condition under the supervision of a suitably qualified dry stone waller to the satisfaction of the responsible authority.  |
| R11 | Reinstatement of walls must use stone from (in order of priority): * The original wall in that location (including fallen stone adjacent to the wall)
* A nearby section of the wall approved to be removed
* Any adjacent paddock containing wall parts which can be recovered
* Walls approved to be removed in the nearby area (including any stone which has been stockpiled by Council).
 |
| R12 | Housing and other development must front Beattys Road Reserve unless agreed by the responsible authority. |
| GUIDELINES |
| G12 | Identify opportunities for interpretation of local history within the Beattys Road Reserve. |
| G13 | Development of land subject to the Heritage Overlay in the Melton Planning Scheme should ensure that the heritage place is recognised within, and well integrated with, the subdivision. |
| **G14** | Proponents undertaking development of land identified on the Victorian Aboriginal Heritage Register, and/or with high Aboriginal cultural heritage values including those identified on Plan 2, should liaise with the designated Registered Aboriginal Party (or the Office of Aboriginal Affairs Victoria in its absence) to ascertain whether heritage interpretation is appropriate in these identified locations, and how the heritage site(s) should be incorporated into the design of the subdivision. |
| **G15** | Land uses abutting retained dry stone walls should enhance public visibility of the walls. Relevant uses include open space, conservation reserve, road verge or property boundary wall.  |
| **G16** | Where it has been agreed with the responsible authority that an existing dry stone wall is to be removed, land owners should consult with Council to determine whether the material can be retained for use elsewhere. |
| **G17** | Adaptive reuse of Melton Highway House (HO68) may be appropriate if it is demonstrated that it will contribute to the long term conservation of this heritage place. |

Please refer to Figure 1 to Figure 5. Please contact MPA for accessible versions of these figures.

Figure 1 is Beattys Road Reserve, the Powerlines Easement Interface.

Figure 2 is Beattys Road Reserve, the Local Sports Reserve Interface.

Figure 3 is Beattys Road Reserve, the Connector Street and Direct Frontage Interface.

Figure 4 is Beattys Road Reserve – Local Access Street and Community Facilities Interface.

Figure 5 Beattys Road Reserve – Retarding Basin Interface.

### 3.1.3 Housing

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| REQUIREMENTS |
|  **R13** | Residential subdivisions must deliver a broad range of lot sizes capable of accommodating a variety of housing types. |
| **R14**  | Subdivision of land must deliver an overall minimum average density of 16.5 dwellings per net developable hectare. Where a subdivision proposal represents a single stage or limited number of stages, proponents should demonstrate how the subdivision will contribute to the eventual satisfaction of this guideline through further stages of development. |
|  **R15** |  Medium density and higher density housing must be maximised within and adjacent to key amenity areas of the Precinct, as illustrated on Plan 5 and in Table 3. |
| **R16** | Subdivision of land within a 400 metre walkable distance of Plumpton Major Town Centre, the Local Town Centre, community hubs and the Principal Public Transport Network, and as indicated on Plan 5, must create a range of lot sizes suitable for the delivery of medium or higher density housing types listed in Table 2. |
|  **R17** | Lots and dwellings where possible must front or side:* Drainage channels, waterways
* All open space and utilities easements (including the historic Beattys Road Reserve)
* Arterial and connector roads, including the future Outer Metro Ring road (refer Appendix F)

The siding of lots to the above must be kept to a minimum. |
|  **R18** | Subdivision applications must include layouts for any lots identified for future development of medium density, high density or integrated housing that suitably demonstrate:* Potential dwelling yield
* Active interfaces with adjacent street, open space and waterways
* Safe and effective internal vehicle and pedestrian circulation
* The delivery of dwelling diversity and lot sizes
* Servicing arrangements
* Treatments for sensitive interfaces.
 |
| GUIDELINES |
| **G18** | Subdivisions should cater for the provision of a range of dwelling types and lot frontages to achieve housing diversity and create choice at each stage of development. |
| **G19** | Subdivisions should, for each stage, cater for the provision of three or more dwelling types, as listed in as appropriate, or demonstrate an alternative lot range that achieves the housing diversity objectives. |
| **G20**  | Specialised housing forms such as lifestyle communities, retirement living or aged care facilities should:* Be integrated into the wider urban structure
* Be located in close proximity to town centres and community hubs
* Be accessible by public transport
* Not present a barrier to movement through the surrounding road network.
 |

Table 2 provides an example of the typical housing types that might be provided on a range of lot sizes that support the housing diversity objectives.

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| **HOUSING TYPES THAT MAY BE SUPPORTED** | LOT SIZE CATEGORY (m2) |
| LESS THAN 300m2 | 301-600m2 | MORE THAN 600m2 |
| Small lot housing (including town houses and attached, semi-detached and detached houses) |  |  |  |
| Dual occupancies, including duplex |  |  |  |
| Detached housing |  |  |  |
| Multi-unit housing sites (including terraces, row houses and villas) |  |  |  |
| Stacked housing (including apartments andwalk-up flats) |  |  |  |

Refer to Excel Spreadsheet Table 3 for the Housing Delivery Guide. Please contact MPA to see an accessible version of this table.

## 3.2 Employment and Town Centres

### 3.2.1 Major Town Centre

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

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

Figure 6 shows the Major Town Centre Organising Elements. Please contact MPA to see an accessible version of this figure.

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

Refer to UDF extent diagram for the following:

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

Refer to the Road and Transport Network diagram for the following:

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

Please refer to the Place-making diagram for the following:

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

Please refer to the Precincts diagram for the following:

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

Figure 7 is the Major Town Centre Concept Plan. Please contact MPA to see an accessible version of this figure.

#### Place-making and Design Elements

The historic Beattys Road Reserve meets with the new street grid of the PSP to shape the structure of the Plumpton Major Town Centre.

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

 **Please note that the MTC concept plan is a concept plan and is not intended to be prescriptive.**

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| REQUIREMENTS |
|  **R19** | Shop floor space within the Major Town Centre (excluding ‘restricted retail’) must not exceed 45,000m² without a planning permit. |
|  **R20** | An Urban Design Framework Plan (UDF) must be approved by the responsible authority for the Major Town Centre within the UDF area as illustrated on Figure 6.  |
| **R21** | The UDF must address the following:* A response to Figure 6, Figure 7 and Appendix B
* Relevant design guidelines prepared by the Victorian Government and Melton City Council
* A land use plan that identifies the appropriate location for all supported land uses and considers the relationship between these uses, including the integration of community facilities and services
* A fine-grain street network that identifies direct connectivity within, to and from the town centre, including measures to slow down speeds along main streets
* Measures to prioritise pedestrians along and across the main streets, and provide a continuous path of travel for pedestrians and cyclists to key destinations
* Locations of public transport services, including bus stops
* A diversity of sizes and types of commercial tenancies
* Higher density housing within and surrounding the town centre, and its design
* Staging and indicative development timing of the town centre
* Provisions for car parking including the location and design of parking areas, car parking rates and a demonstration of how off-street car parking has been minimised through efficiencies in the shared use of off-street facilities
* Provision of service areas for deliveries and waste disposal including access for larger vehicles, including measures to minimise negative impacts on the amenity of the town centre and adjoining neighbourhoods
* Design of the interface with the Plumpton Business and Industrial Precinct; Beattys Road Reserve; the Hopkins Road/ Tarleton Road/ Beattys Road ‘pinwheel’ structure; the waterway corridor; and surrounding residential uses
* Key views to the surrounding area and open space and the creation of vistas through the town centre to create interest in the streetscape and provide opportunities for fine grained urban design outcomes
* A public space plan that identifies a hierarchy of public spaces including local parks, pedestrian and cycling links, urban spaces and landscape nodes, showing links to the broader open space network
* Location and design of active uses, signage and treatment of ground floor windows (ie frosting and advertising should not cover windows, to ensure views in and out of ground floor tenancies are maintained)
* Visual interest at the pedestrian scale with active and activated façade treatments, avoiding long expanses of unarticulated façade treatments
* Place-making elements, character precincts and destinations within the town centre including a hierarchy of public spaces that provide opportunities for social interaction and local events
* Requirements for a variety of building materials and form.

The UDF must set out clear and specific guidelines for the development of the centre, responding to the above, and will be used as an assessment tool for future development applications within the centre. |

Table 4 is the Town Centre Hierarchy.

|  |  |  |  |
| --- | --- | --- | --- |
| **TOWN CENTRE** | **SHOP FLOOR SPACE** (excluding ‘restricted retail’ uses)\* | **COMMERCIAL FLOOR SPACE** (indicative only – includes medical, non-government organisations etc.) | **LOCATION AND ANCILLARY USES** |
| Plumpton Major Town Centre (MTC) | 45,000 m2 | 58,500 m2 | Provides a full range of retail, commercial, mixed use and higher-order community facilities including library and youth/ senior facilities. Includes high density housing and a high amenity food and beverage/ entertainment area located along an attractive waterway corridor and wetland connecting to the open space network. |
| Plumpton Local Town Centre (LTC) | 6,300 m2 | 5,400 m2 | Provides a range of local services for the community in the south-west of the Precinct. Co-located with a government primary school, non-government primary school, community facilities and sporting reserve and on the open space network. |
| Plumpton Local Convenience Centre(LCC) | 500 m2 | 500 m2 | To provide top-up groceries and local services for the area in the south-east of the Precinct, where residents are beyond a comfortable walk to the LTC or MTC. Co-located with a government primary school, community facilities and a sporting reserve. |

\*Note that this does not imply that restricted uses are not permitted, but they are not included within this floor space figure.

Table 5 is the anticipated employment creation in Precinct.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Land Use** | **Measure** | **Jobs** | **Qty in PSP** | **Est. Jobs** |
| Community centre | Jobs / Centre | 10 | 4 | 40 |
| Primary School | Jobs / School | 40 | 4 | 160 |
| Secondary School | Jobs / School | 90 | 2 | 180 |
| Other community services (medical, NGO etc) | 1 Job / 50 sqm | 0.02 | 21,240 | 425 |
| Retail  | 1 Job / 30 sqm | 0.03 | 84,960 | 2,832 |
| Commercial/ mixed use | 1 Job/ 20 sqm | 0.05 | 42,400 | 2,120 |
| Industrial/ commercial employment area | 1 Job/ 60 sqm | 0.17 | 38,200 | 6,367 |
| Home based business | 1 Job / 20 dwellings | 0.05 | 10,680 | 534 |
| **Total estimated** |  |  |  | **12,657** |

Refer to Figure 8 - the Local Town Centre concept plan.

### 3.2.2 Local Town Centre

Plumpton Local Town Centre will service local needs and will provide opportunities for ‘small local enterprises’ to develop and form part of the LTC and community hub. It is located close to a future sports reserve and adjacent to community facilities and a government and non-government school, and will enable a strong sense of place through responding to an attractive landscaped waterway swale and the existing Plumpton Road.

‘Small local enterprises’ are supporting services and ancillary uses which are typically on the periphery of, or near, Local Town Centres in traditional inner and middle ring areas in Melbourne. Uses may include, but are not limited to the following (subject to planning permit requirements):

* Printers, craft centres, storage, equipment repairs and servicing, studio/ workrooms, veterinary clinics, dance studios.

They can require many different layout options, varied floor space sizes, servicing, storage and lower-order rentals than in the core retail areas. These are integral to the creation of LTCs and help support three of the principles in Appendix C, by:

* Providing a full range of local services (Principle 4 - adapted)
* Integrating local employment and service opportunities (Principle 6 - adapted)
* Promoting sustainability, adaptability and localisation (Principle 10 - adapted).

#### Place-making and Design Elements

* Activity is focused along the central, pedestrian-priority main street
* Specialty retail shops provide an active and attractive interface to the street, ‘sleeved’ around a supermarket anchor
* A high quality connection across the connector road provides strong links to community and education uses to the east
* Built form along the edges of the LTC provide an attractive interface to surrounding residential uses
* The waterway shapes the LTC and provides an attractive outlook for cafes/ entertainment and a public plaza, as well as office workers
* Opportunities for height along Plumpton Road draw attention to the LTC within the surrounding residential area
* The adjacent constructed waterway/swale links to the broader open space network and will be an attractive part of the landscape
* Small local enterprises located on the periphery of the LTC provide for diverse local businesses and services.

Please note that the LTC concept plan is a concept plan and is not intended to be prescriptive.

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| REQUIREMENTS |
| **R22** | Land use and development within the Local Town Centre must respond to the concept plan in Figure 8 and address Appendix C. |
| **R23** | Design of buildings in the Local Town Centre must provide visual interest at the pedestrian scale, with active and activated façade treatments. Long expanses of unarticulated façade treatments must be avoided. |

### 3.2.3 Local Convenience Centre

The Local Convenience Centre will service local needs and will provide opportunities for some small local enterprises to develop. The LCC will develop into a community hub as it is co-located with future sporting reserves, primary school and community facilities.

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| REQUIREMENTS |
| **R24**  | The Local Convenience Centre must be oriented towards the connector street and consider the relationship and interface with surrounding uses. |
| **R25**  | Shop floor space within the local convenience centre must not exceed 500m² without a planning permit.  |
| **R26**  | Buildings as part of a local convenience centre must:* Provide primary access to tenancies from the connector street
* Provide active and articulated frontages to the adjoining street network
* Have active frontages and must be designed in a way which contributes to the public domain
* Locate any servicing infrastructure or car parking to the rear or centre of the allotment in a manner that protects the amenity of the surrounding neighbourhood.
 |
| **R27** | Safe and convenient pedestrian access must be provided to the local convenience centre, including a safe pedestrian street crossing and proximity to bus stop locations. |
| GUIDELINES |
| **G21** | A local convenience centre should be located as illustrated on Plan 3, unless otherwise agreed by the responsible authority, and should be consistent with the guidance provided in relation to the hierarchy of centres in Table 4.  |
| **G22** | The design of the Local Convenience Centre should:* Feature clear circulation and a high degree of permeability for pedestrians
* Provide for a mix of tenancies
* Incorporate a range of uses including retail, offices and medium density residential use.
 |

Refer to Figure 9 - Business and Industrial Precinct concept plan

### 3.2.4 Business and Industrial Precinct

The Business and Industrial Precinct will service the emerging residential communities in Plumpton and areas to the south and west. Its strategic location between the Plumpton Major Town Centre/ Hopkins Road, Melton Highway and the future Outer Metro Ring road will make it a highly accessible location for a range of businesses, as well as a highly accessible location in which to work.

The focus will be on local and sub-regional businesses which can benefit from the location close to emerging residential communities and provide services to these communities – such as storage, printing, automotive and equipment repairs and supplies; ‘factoryettes’; distribution and postal services; workshops and studios for emerging local businesses; as well as dance studios, gyms and other uses which need larger floor plates than typically available in town centres.

With a variety of lot sizes available, the Business and Industrial Precinct will support a diversity of businesses. An attractive waterway and local parks will provide workers with places to lunch, play informal sport and walk along, as well as providing connections to neighbouring non-urban and future PSP areas.

Smaller lots with higher density job figures will be encouraged in areas closer to the Major Town Centre and public transport services, and are also likely on the more sloping topography adjacent the waterway.

Medium-density live-work options will be encouraged along the western side of Hopkins Road to facilitate a diversity of employment and development options and provide an active interface to the MTC. Housing must only occur on upper floors, with employment uses on the ground floor. Frontage to adjacent existing and proposed arterial roads will provide a high degree of exposure for new businesses, facilitating early development. The interface of the Business and Industrial Precinct to residential areas in particular will require well-designed buildings with landscaped setbacks.

The following requirements apply to the Business and Industrial Precinct on Plan 5.

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| REQUIREMENTS |
| **R28** | Development proposals in the Business and Industrial Precinct must respond to Figure 9 and the City of Melton Industrial Guidelines, as well as the Crime Prevention Through Environmental Design (CPTED) and Safer Design Guidelines. |
| **R29** | Location of land uses, building design, and interface treatment in industrial, mixed use and business areas shown on Plan 3 must minimise negative impacts on the amenity of nearby residential areas. |
| **R30** | A shared path must be provided on both sides of the waterway, and a street must be provided along at least one side of the waterway. This enables greater flexibility of lot sizes and ensures the developability and feasibility of development in the Business and Industrial Precinct, while ensuring pedestrian and cyclist connectivity is maintained and that buildings present an attractive address to the waterway. |
| **R31** | Buildings must be located at the front of any site to present an attractive address to the street. |
| **R32** | Car parking and loading facilities must be located to the side or rear of any buildings to present an attractive address to the street. |
| **R33** | Goods and materials storage areas and refuse areas must not be visible from public areas. |
| **R34** | Buildings and car parking or other areas along Hopkins Road and/ or Tarleton Road in the Business and Industrial Precinct must be set back a minimum of 5 metres and landscaped to provide an attractive interface to surrounding areas. |
| **R35** | Key locations including arterial and connector/ arterial intersections; and adjacent to local parks must incorporate features of interest into the built form and surrounding landscape, including:* Variations in built form elements (such as building heights, use of parapets, awnings, shade structures, balconies, and roof elements)
* Articulation of building facades
* Feature colours and materials.
 |
| **R36** | Vehicular access to properties fronting Tarleton Road and Hopkins Road must be from service roads, internal loop roads and/or rear laneways. Service roads and internal loop roads must provide indented parking lanes to cater for on street parking. |
|  **R37** | An Urban Design Framework Plan (UDF) must be approved by the responsible authority for the part of the Business and Industrial Precinct indicated in Plan 5. |
| **R38** | The UDF must address the following:* A response to Figure 9.
* Relevant design guidelines prepared by the Victorian Government and Melton City Council
* A land use plan that identifies the appropriate location for all supported land uses and considers the relationship between these uses
* Ground floor uses along Hopkins Road (must be ‘employment’ uses eg offices, business, studios, workshops, retail)
* Locations for medium and higher density housing – permitted along Hopkins Road only, and only on upper floors, and only where there are ‘employment’ uses on the ground floor
* Entries to Hopkins Road housing and employment uses
* The interface between mixed use and business areas
* A street network that identifies direct connectivity to and from the Major Town Centre, including measures to slow down speeds along main streets
* Measures to prioritise pedestrians along and across the main streets, and provide a continuous path of travel for pedestrians and cyclists to key destinations
* Locations of public transport services, including bus stops
* A diversity of sizes and types of commercial tenancies
* Staging and indicative development timing
* Provisions for car parking including the location and design of parking areas, car parking rates and a demonstration of how off-street car parking has been minimised through efficiencies in the shared use of off-street facilities
* Provision of service areas for deliveries and waste disposal including access for larger vehicles, including measures to minimise negative impacts on the amenity of the area
* Design of the interface with the Plumpton Major Town Centre; Beattys Road Reserve; the Hopkins Road/ Tarleton Road/ Beattys Road ‘pinwheel’ structure; and surrounding residential and industrial/ business uses
* Location and design of active uses, signage and treatment of ground floor windows (ie frosting and advertising should not cover windows, to ensure views in and out of ground floor tenancies are maintained)
* Visual interest at the pedestrian scale with active and activated façade treatments, avoiding long expanses of unarticulated façade treatments
* Requirements for a variety of building materials and form.

The UDF must set out clear and specific guidelines for the development of the area, responding to the above, and will be used as an assessment tool for future development applications within the area. |
| GUIDELINES |
| **G23** | Buildings in the following locations should address (in order of priority where a lot fronts multiple elements), and provide an attractive frontage to:* Arterial Roads
* Waterways and public open space
* Connector roads
* Local access roads.
 |
| **G24** | Subdivision should provide for the creation of a range of lots sizes to cater for a diversity of commercial uses.  |
| **G25** | Ancillary offices should be located at the front of buildings; should include a façade addressing the street frontage of the lot; and provide for improved pedestrian access and engagement with the public domain.  |
| **G26** | Any visitor car parking and access areas in the front setback area should be setback a minimum of 3 metres from the street frontage to enable provision of sufficient landscape strips at the street frontage. All vehicles should be able to enter/exit the site in a forward direction. |
| **G27** | Front fencing is discouraged. Where fencing is required forward of building lines and along public streets, it should be visually permeable and not greater than 1.2 metres in height. |
| **G28** | Buildings should be designed to have an integrated appearance so as to avoid the appearance of clutter.  |
| **G29** | Large expanses of continuous wall visible to the street should have appropriate articulation, landscaping and other elements to provide relief and visual interest.  |
| **G30** | A consistent landscaping theme should be developed along streets and access ways. Variations in street tree species should be used to create visual cues in appropriate locations such as at the termination of view lines, key intersections, and in parks.  |
| **G31** | Streets should be aligned to create views and direct connections to local parks and waterways.  |
| **G32** | Water tanks, service infrastructure and other structures (including plant and equipment) that are not part of the building should be located behind the building line or where this is not possible, behind constructed screening using durable and attractive materials. |

## 3.3 Community Facilities and Education

### 3.3.1 Community Facilities and Education

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| REQUIREMENTS |
| **R39** | Schools and community facilities must be designed to front and be directly accessed from a public street and any adjoining public spaces, with car parks located away from the main entry. |
| **R40** | Where the responsible authority is satisfied that land shown as a potential non-government school site is unlikely to be used for a non-government school, 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, and in accordance with, ‘*Development of Non-Government School Sites for an Alternative Purpose*’ (GAA 2013). |
| **R41** | Connector or local access streets abutting a school must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points as required by the responsible authority. |
| GUIDELINES |
| **G33** | The design and layout of schools, community facilities and sports reserves should include extensive canopy tree planting; be integrated where possible with neighbouring facilities, and fencing minimised, to enable community use of facilities out of hours; to deliver continuous pedestrian paths of travel; and to achieve efficiencies such as sharing and overall reduction of car parking spaces. |
| **G34** | Community facilities should be planned and designed to have the flexibility and capacity to meet the changing needs of the community and provide for a range of community uses. |
| **G35** | Any private childcare, medical, or similar facility is encouraged to locate in or near Plumpton Major Town Centre, Local Town Centre, Local Convenience Centre and community hubs. |
| **G36** | Detailed design of community hubs should include opportunities for the development of community gardens and associated infrastructure including garden beds, garden sheds, seating and water tanks. |
| **G37** | The location of key entries to community facilities should allow for activation of the street and safe and convenient pedestrian and cyclist access for all ages and abilities. |
| **G38** | Schools should be provided with three street frontages where practical. |

Plan 5 is the Open Space of the Plumpton PSP. Please contact MPA for an accessible version of this plan.

## 3.4 Open Space and Biodiversity

### 3.4.1 Open Space

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| REQUIREMENTS |
| **R42** | All parks must be located, designed and developed to the satisfaction of the responsible authority in accordance with Plan 6 and Table 7 of this PSP.The location of land for a local park is considered to be ‘generally in accordance’, provided:* The location does not reduce the walkable access to local parks demonstrated on Plan 6
* The design does not diminish the quality or usability of the space for passive recreation
* The land area is equal to or more than the local park provision outlined in Table 7 or:
* 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

Subject to the approval of the responsible authority, where a proposed park is smaller than outlined in Table 7 the land must be added to another park and the responsible authority must be assured that this will be delivered. |
| **R43** | All open space and public landscaped areas must contain extensive planting of robust large-canopy trees appropriate to the local climate and soil conditions that are suitable to the urban environment, to the satisfaction of the responsible authority. |
| **R44** | Where fencing of open space is required, it must be low scale and/or visually permeable to facilitate public safety and surveillance.  |
| **R45** | Where a local park shown on Plan 6 spans across multiple properties, the first development proponent to lodge a permit application must undertake a master plan for the entire park unless otherwise agreed by the responsible authority. |
| **R46** | Land designated for local parks must be finished and maintained to a suitable standard, prior to the transfer of land, to the satisfaction of the responsible authority. |
| **R47** | Design of service open space including waterway corridors, utilities easements and any other encumbered open space must maximise the amenity value of that open space and provide for flexible recreational opportunities, particularly when such land also abuts unencumbered open space. |
| **R48** | Appropriately scaled lighting must be installed along all major pedestrian thoroughfares traversing public open space and along the cycling network to the satisfaction of the responsible authority. |
| **R49** | Development of land in a subdivision which includes the powerlines easement must include landscaping for a width of at least 10 metres along both edges, to the satisfaction of the responsible authority. |
| **R50** | Development of land in a subdivision which includes the high pressure gas transmission pipeline easement must include landscaping of the full easement width to the satisfaction of the responsible authority.  |
| GUIDELINES |
| **G39** | Local parks should cater for a broad range of users by providing a mix of spaces and planting to support both structured and unstructured recreational activities and play opportunities for all ages and abilities, as well as supporting biodiversity. |
| **G40** | Any existing vegetation, including grassland, that can be viably maintained, should be protected and enhanced through open space networks which facilitate habitat and movement corridors for species found within the region of the Precinct. |
| **G41** | Design of local parks and sporting reserves should demonstrate integration with the values of adjoining encumbered land including Aboriginal and post-contact heritage and drainage waterways (for example through adopting a similar planting palette, through minimising fencing or through landscape design). |
| **G42** | To enable good passive surveillance, open space should have a street frontage to at least 75% of its edge. |
| **G43**  | CPTED principles, and in particular the provision of positive frontage and good passive surveillance from adjoining development, should guide the design of open spaces and associated infrastructure. |
| **G44**  | Path networks associated with open space located inside and outside of the Precinct should include way finding signage which clearly identifies key destinations. |
|  **G45** | Water-sensitive urban design principles should enable excess run-off water to be directed to support park planting and/ or rain gardens, to the satisfaction of the responsible authority. |
| **G46** | Land in the powerlines easement should be utilised for open space, recreation and other activities including those outlined in Figure 10 and Table 6 and in accordance with *A Guide to Living with Transmission Line Easements* (SP AusNet). |
| **G47** | Where landscaping in the powerlines easement is required as part of subdivision, this should be provided as follows:* Planting of indigenous grasses and shrubs with full coverage over the area required to be landscaped
* In accordance with Appendix H and *SP Ausnet – A Guide to Living with Transmission Easements*.
 |
| **G48** | Where landscaping in the gas easement is required as part of subdivision, this should be provided as follows:* Planting of indigenous grasses and shrubs with full coverage over the area required to be landscaped
* In accordance with Appendix H and APA guidance.
 |

Refer to Figure 10 for the Powerlines Easement Concept Plan.

Refer to Table 6 for the Powerlines Easement Possible Use and Development table.

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| **SUB-AREA****(Refer to Figure 10)** | **POSSIBLE USE AND DEVELOPMENT** |
| **Passive recreation opportunities** | **Active recreation opportunities** | **Transport opportunities** | **Utilities/ servicing opportunities** |
| Recreation (R1) | Market, community space | Mountain bike circuit, fitness circuit/other | Local roads, 'park and ride’ facility associated with future Melton Highway bus services.Bus stops are discouraged within the powerlines easement. | Potable and recycled water mains. |
| Recreation (R2) | Dog off leash area, community gardens. | Fitness circuit/ other | Local roads | Stormwater management; potable and recycled water mains. |
| Recreation (R3) | Dog off leash area, community gardens. | Fitness circuit/ other | Local roads, 'park and ride’ facility associated with future Tarleton Road bus services.Bus stops are discouraged within the powerlines easement. | Stormwater management; potable and recycled water mains. |

Refer to Excel Spreadsheet Table 7 for the Open Space Delivery Guide.

Plan 7 is the Native Vegetation Retention and Removal of the Plumpton PSP. Please contact MPA for an accessible version of this plan.

### 3.4.2 Biodiversity and Threatened Species

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| REQUIREMENTS |
| **R51** | Native vegetation may be removed as illustrated on Plan 7. *At the time of publication, the scattered trees identified as to be retained have not been approved for retention in accordance with the* Guidance Note: Implementing the Biodiversity Conservation Strategy for Melbourne's Growth Corridors (DELWP, 2015) *for the purposes of the approval under Part 10 of the* Environment Protection and Biodiversity Conservation Act 1999 (Cth) *dated 5 September 2013. The habitat compensation obligations of the 5 September 2013 approval continue to apply to these scattered trees.* |
| GUIDELINES |
| **G49** | Planting in the open space network including streets, parks, utilities easements and waterways should make use of indigenous species to the satisfaction of the responsible authority (and Melbourne Water as relevant). |
| **G50** | The layout and design of the waterways, wetlands and retarding basins (including the design of paths, bridges and boardwalks and the stormwater drainage system) connecting to the Kororoit Creek to the south should integrate with biodiversity and natural systems to the satisfaction of the responsible authority, and Melbourne Water as relevant. |

Plan 8 is the Road Network of the Plumpton PSP. Please contact MPA for an accessible version of this plan.

## 3.5 Transport and Movement

### 3.5.1 Street Network

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| REQUIREMENTS |
| **R52** | Subdivision layouts must provide:* + A permeable, direct and safe street network for walking and cycling
	+ A safe and low speed street network that encourages walking and cycling
	+ Convenient access to local points of interest and destinations for effective integration with neighbouring properties.
 |
| **R53** | Properties abutting the future Hopkins Road must prioritise delivery of the road in the early stages of development, to the satisfaction of the responsible authority. |
| **R54** | Properties abutting Melton Highway must deliver interim intersection works to Melton Highway as per Plan 9 in the early stages of development; and a continuous bicycle path within the road reserve; both to the satisfaction of the responsible authority. |
| **R55** | Configuration of vehicle access to lots from a public street 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 and canopy tree planting in accordance with Appendix D. |
| **R56** | Vehicle access to lots fronting arterial roads must be provided from a local internal loop road, rear lane, or service road to the satisfaction of the road authority. |
| **R57** | Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the PSP by any date or stage of development required or approved by the responsible authority. |
| **R58** | Where a lot is 7.5 metres or less in width, vehicle access must be via rear laneway, unless otherwise approved by the responsible authority. |
| **R59** | Development must positively address all waterways through the use of frontage roads or lots with a direct frontage and rear access to the satisfaction of Melbourne Water and the responsible authority. |
| **R60** | Roundabouts, where determined to be required at cross road intersections, must be designed to reduce vehicle speeds and ensure safe crossings for pedestrians and cyclists and continuity of shared paths and bicycle paths. |
| **R61** | Where a connector street crosses a waterway on Plan 8 and is not an Infrastructure Contributions Plan item, the developer proponent must construct a connector street bridge prior to the issue of statement of compliance for the initial stage of subdivision on the opposite side of the waterway, whether or not that residential subdivision directly abuts the waterway. |
| **R62** | Road networks and street types must be designed and developed in accordance with the street cross sections in Appendix D unless otherwise agreed by the responsible authority. |
| **R63** | Alternative street cross sections such as illustrated in Appendix E must be to the satisfaction of the responsible authority and 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 street cross sections as they relate to pedestrian and cycling use are maintained
* Relevant minimum road reserve widths for the type of street are maintained as illustrated in
 |
| **R64** | Any changes required to the design of roads and intersections in the PSP at the time of development must be accommodated within the land take identified in Plan 4 and Appendix A. |
| GUIDELINES |
| **G51** | Approximately 30% of streets (including connector streets) within a subdivision should apply an alternative cross section to the standard street cross sections outlined in , to the satisfaction of the responsible authority. Examples of potential variations are provided in Appendix E. Other non-standard variations are encouraged regarding, but not limited to:* Varied street tree placement
* Varied footpath or carriageway placement
* Varied carriageway or parking bay pavement material
* Introduction of elements to create a boulevard effect
* Differing tree outstand treatments.

For the purposes of this guideline, variation to tree species between or within streets does not constitute a standard street cross section variation. |
| G52 | Street layouts should provide multiple convenient routes to key destinations such as schools, community facilities, sports reserves, Plumpton Major Town Centre and the Local Town Centre. |
| G53 | Street block lengths should not exceed 240 metres to ensure a safe, permeable and low speed environment for pedestrians, cyclists and vehicles is achieved. |
| G54 | Culs-de-sac should not detract from convenient pedestrian, cycle and vehicular connections. |
| G55 | The frequency of vehicular crossovers on widened verges (in excess of six metres) should be minimised through the use of a combination of:* + Rear loaded lots with laneway access
	+ Vehicular access from the side of a lot
	+ Combined or grouped crossovers
	+ Increased lot widths.
 |
| G56 | Slip lanes should be avoided in areas of high pedestrian activity and only be provided at any intersection between connector streets and arterial roads where they are necessitated by unusually high traffic volumes, and to the satisfaction of the coordinating road authority. |
| G57 | Alignment of future primary arterial roads may be altered so long as the intended performance and function of the roads are maintained to the satisfaction of the coordinating road authority and in consultation with affected landowners. |
| G58 | Access onto arterial roads from local streets should be left-in, left-out only and generally no closer than 200m to an intersection, to the satisfaction of the coordinating road authority. |
| G59 | Streets should be the primary interface between development and waterways, with open space and lots with a direct frontage allowed only as a minor component of the waterway interface. |
| G60 | Where lots with direct frontage are provided, they should be set back five metres from the waterway corridor (as defined in Appendix G) to provide pedestrian and service vehicle access to those lots, to the satisfaction of Melbourne Water and the responsible authority. |
| G61 | All signalised intersections should be designed in accordance with the VicRoads’ *Growth Area Road Network Planning Guidance & Policy Principles* (2015). |

Plan 9 is the Public Transport and Path Network of the Plumpton PSP. Please contact MPA for an accessible version of this plan.

### 3.5.2 Public Transport

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| REQUIREMENTS |
| **R65** | The street network must be designed to ensure 95% of all households are located within 400 metres of public transport services, and all households are able to directly and conveniently walk to public transport services. |
| **R66** | Subdivision design must enable passive surveillance to the public transport network by designing buildings which front on to streets on the public transport network. |
| **R67**  | Bus stops must be provided which enable convenient access to Plumpton Major Town Centre and activity-generating land uses such as schools, community facilities, the Local Town Centre, sports reserves and destinations beyond. |
| **R68** | All road and intersections (including roundabouts) on roads shown as ‘bus capable’ on Plan 9 must be constructed to accommodate ultra-low-floor buses in accordance with the *Public Transport Guidelines for Land Use and Development*. |

### 3.5.3 Walking and Cycling

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| REQUIREMENTS |
| **R69** | All subdivisions must deliver a simple street network which is easy to navigate and provides direct and convenient pedestrian access to connector and arterial roads and to key destinations. |
| **R70** | Design of all subdivisions, streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing: * Footpaths of at least 1.5 metres in width on both sides of all streets, roads and bridges unless otherwise specified by the PSP
* Shared paths or bicycle paths of 3.0 metres in width where shown on Plan 9 or as shown on the relevant cross sections illustrated at Appendix D or as specified in another requirement in the PSP
* Safe and convenient crossing points of connector and local streets at all intersections and at key desire lines
* Pedestrian and cyclist priority crossings on all slip lanes
* Safe and convenient transition between on- and off-road bicycle networks

All to the satisfaction of the coordinating road authority and the responsible authority. |
| **R71** | Pedestrian and cyclist bridges must be provided in accordance with Plan 9 to provide pedestrian and cyclist connectivity throughout the Precinct. |
| **R72** | Road bridges within the Precinct and to areas outside the Precinct (such as Hopkins Road Freeway Interchange, and the future Taylors Road crossing of the OMR) must:* Include off-road pedestrian and cyclist paths (and/or shared path as relevant)
* Provide sufficient clearance over creeks and waterways to allow for a shared path under the bridge where relevant.
 |
| **R73** | Shared and pedestrian paths along waterways, to the satisfaction of Melbourne Water and the responsible authority, must be: * Delivered by development proponents consistent with the network shown on Plan 9
* Positioned above 1:10 year flood levels with a crossing of the waterway designed above 1:100 year flood level to maintain hydraulic function of the waterway
* Constructed to a standard that satisfies the requirements of Melbourne Water.

Where a shared path is to be delivered on only one side of a minor waterway, a path must also be delivered on the other side of the waterway, but may be constructed to a lesser standard (i.e. crushed rock or similar granular material). |
| **R74** | Safe, accessible and convenient pedestrian and cycle crossing points must be provided at all intersections, key desire lines and locations of high amenity. |
| **R75** | Bicycle priority at intersections of minor streets and connector streets with dedicated off-road bicycle paths must be achieved through strong and consistent visual clues and supportive directional and associated road signs. |
| **R76** | Alignment of the off-road bicycle path must be designed for cyclists to travel up to 30km/h to the satisfaction of the responsible authority. |
| **R77** | Bicycle parking facilities including bicycle hoops and way-finding signage must be provided by development proponents in, and to, key destinations such as Plumpton Major Town Centre, the Local Town Centre, schools, community facilities and across the open space network. |
| GUIDELINES |
| G62 | Lighting should be installed along shared, pedestrian and cycle paths linking to key destinations, unless otherwise agreed by the responsible authority.  |

### 3.5.4 Town centre transport, access and connectivity

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| requirements |
| **R78** | Heavy vehicle movements (loading and deliveries) must not front the main streets and should be located to the rear and/or side street and screened, or ‘sleeved’ by more active uses.  |
| **R79** | Town Centre main streets must be designed for a low speed environment of 40km/h or less such that vehicles and cyclists share the carriageway and pedestrians can safely cross the road.  |
| **R80** | Increased permeability in the road network within and surrounding the Major Town Centre and Local Town Centre should be delivered via shorter block lengths and the avoidance of culs-de-sac. |
| **R81** | Safe and easy access for pedestrian and cycle trips must be provided to town centres through the layout and design of the surrounding street network, including connections to the Beattys Road Reserve linear path and paths along waterways. |
| guidelines |
| G63 | Pedestrian priority should be provided across all side roads along main streets and all car park entrances. |
| G64 | Bicycle parking should be provided at entry points to the town centre and designed to include weather protection, passive surveillance and lighting to the satisfaction of the responsible authority. |
| G65 | Car park entrances directly from main streets should be minimised and alternative access should be provided from other streets. |
| G66 | Car parking should be provided efficiently through use of shared, consolidated parking areas. |
| G67 | A safe, clearly identified and continuous path of pedestrian travel should be provided throughout all car parking areas. |

Plan 10 is the Integrated Water Management of the Plumpton PSP. Please contact MPA for an accessible version of this plan.

# 4.0 Integrated Water Management and Utilities

## 4.1 Integrated Water Management

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| REQUIREMENTS |
|  **R82**  | Stormwater runoff from the development must meet or exceed the performance objectives of the CSIRO *Best Practice Environmental Management Guidelines for Urban Stormwater* prior to discharge to receiving waterways and as outlined on Plan 10, unless otherwise approved by Melbourne Water and the responsible authority. |
|  **R83** | Final design and boundary of constructed wetlands, retarding basins, stormwater quality treatment infrastructure, and associated paths, boardwalks, bridges, and planting, must be to the satisfaction of both the responsible authority and Melbourne Water. |
| **R84** | Applications must demonstrate how:* + Waterways and integrated water management design enables land to be used for multiple recreation and environmental purposes
	+ Overland flow paths and piping within road reserves will be connected and integrated across property/parcel boundaries
	+ Melbourne Water and the responsible authority freeboard requirements for overland flow paths will be adequately contained within the road reserves
	+ Relevant integrated water management (IWM) requirements of this PSP will be achieved, to the satisfaction of the retail water authority, including the supply of recycled water.

Drainage assets must be designed to the satisfaction of Western Water and/or City West Water (where relevant), Melbourne Water and the responsible authority. |
|  **R85** | Development staging must provide for delivery of ultimate waterway and drainage infrastructure including stormwater quality treatment. Where this is not possible, development must demonstrate how any interim solution adequately manages and treats stormwater generated from the development and how this will enable delivery of an ultimate drainage solution, all to the satisfaction of the responsible authority. |
| **R86** | Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme, Plan 10 and to the satisfaction of Melbourne Water and the responsible authority. |
| GUIDELINES |
| G68 | Development should have regard to relevant policies and strategies being implemented by the responsible authority, Melbourne Water, City West Water and Western Water including any approved Integrated Water Management Plan.  |
| G69 | Where practical, integrated water management systems should be designed to: * Maximise habitat values for local flora and fauna species
* Enable future harvesting and/or treatment and re-use of stormwater, including those options or opportunities outlined on Plan 10.
 |
| G70 | The design and layout of roads, road reserves, and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of overland flow paths, Water Sensitive Urban Design initiatives such as rain gardens and/or locally treated storm water for irrigation to contribute to a sustainable and green urban environment. |
| G71 | Development should reduce reliance on potable water by increasing the utilisation of fit-for-purpose alternative water sources such as storm water, rain water and recycled water. |

Refer to Excel Spreadsheet Table 8 for the Water Infrastructure table.

**Note**: The areas and corridor widths identified in this table are subject to refinement during detailed design to the satisfaction of Melbourne Water and the responsible authority.

Plan 11 is the Utilities Plan of the Plumpton PSP. Please contact MPA for an accessible version of this plan.

## 4.1 Utilities

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| REQUIREMENTS |
| **R87** | Trunk services are to be placed along the general alignments shown on Plan 11 subject to any refinements as advised by the relevant servicing authorities. |
| **R88**  | Before development commences on a property, functional layout plans of the road network must be submitted that illustrate the location of all: * Underground services
* Driveways and crossovers
* Intersection devices
* Shared, pedestrian and bicycle paths
* Street lights
* Street trees.

A typical cross section of each street must also be submitted showing above- and below-ground placement of services, street lights and trees.The plans and cross sections must demonstrate how services, driveways and street lights will be placed to achieve the required road reserve width (consistent with the road cross sections outlined in Appendix D) and accommodate at least the minimum street tree planting requirements. The plans and cross sections must nominate which services will be placed under footpaths or road pavement, as relevant. The plans and cross sections are to be approved by the responsible authority and all relevant service authorities before development commences. |
| **R89** | Delivery of underground services must be coordinated, located and bundled (utilising common trenching) to facilitate tree and other planting within road verges. |
| **R90** | All existing above ground electricity cables (excluding substations and cables with voltage 66kv or greater) must be placed underground as part of the upgrade or subdivision of existing roads. |
| **R91** | All new electricity supply infrastructure (excluding substations and cables with voltage 66kv or greater) must be provided underground. |
| **R92**  | Above ground utilities must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts, and be designed to the satisfaction of the responsible authority.Where that infrastructure is intended to be located in public open space, the land required to accommodate that infrastructure will not be counted as contribution to public open space requirements classified under the *Plumpton and Kororoit Infrastructure Contributions Plan*. |
| **R93** | Any plan of subdivision must contain a restriction which provides that no dwelling or commercial building may be constructed on any allotment unless the building incorporates dual plumbing for recycled water supply for toilet flushing, laundry and garden watering use, should it become available. |
| **R94** | Utilities must be placed on the outer edges of waterway corridors to avoid disturbance as far as reasonably practical to existing waterway values, native vegetation, significant landform features and heritage sites, to the satisfaction of Melbourne Water and the responsible authority. |
| GUIDELINES |
| G72 | Above-ground utilities, including temporary utilities, should be located outside of key view lines and screened with vegetation, as appropriate. |
| **G73**  | Substations may be included in local parks to the satisfaction of the responsible authority and their location and design should be integrated with park design. |
| G74 | All temporary infrastructure must be removed once permanent infrastructure is connected and operating. |

# 5.0 Infrastructure Delivery and Staging

## 5.1 Subdivision works by developers

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| requirements  |
| **R95**  | Subdivision of land within the Precinct must provide and meet the total cost of delivering the following infrastructure (other than where indicated otherwise in Table 9):* Connector streets and local streets
* Local bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria)
* Landscaping of all existing and future roads and local streets, including canopy tree planting.
* Intersection works and traffic management measures along arterial roads, connector streets, and local streets
* Local shared, pedestrian and bicycle paths along local roads, connector streets, utilities easements, local streets, waterways and within local parks including bridges, intersections, and barrier crossing points
* Council-approved fencing and landscaping along arterial roads, where required
* Bicycle parking
* Appropriately scaled lighting along all roads and major shared and pedestrian paths across the open space network
* Basic improvements to local parks and open space as outlined in this PSP
* Local drainage system
* Connector and local street or pedestrian/cycle path crossings of waterways
* Infrastructure as required by utility services providers, including water, sewerage, drainage (except where the item is funded through a DSS), electricity, gas and telecommunications
* Remediation and/or reconstruction of dry stone walls, where required.
 |
| **R96** | All public open space (other than where improvements are included in Table 9) must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space, including but not limited to:* Removal of all existing disused structures, foundations, pipelines and stockpiles
* Clearing of rubbish and environmental weeds and rocks, levelled, topsoiled and grassed with warm climate grass
* Provision of water tapping, potable and recycled water connection points
* Sewer, gas and electricity connection points to land identified as sports reserves and community facilities
* Trees and other plantings
* Vehicle exclusion devices (fence, bollards or other suitable methods) and maintenance access points
* Construction of pedestrian paths to a minimum 1.5 metres in width around the perimeter of the reserve and connecting to the surrounding path network (and/or a 3.0m wide shared path where required by Plan 10 and connecting to the surrounding path network)
* Installation of park furniture, including barbecues, shelters, furniture, rubbish bins, local-scale play areas, and appropriate paving to support these facilities, consistent with the type of open space listed in Table 7 and Appendix J, and in accordance with any relevant adopted Council open space/ landscape document.
 |
| **R97** | Local sports reserves identified in Table 9 must be vested in the relevant authority in the following condition:* Free from surface and/or protruding rocks and structures
* Reasonably graded and/or topsoiled to create a safe and regular surface with a maximum 1:6 gradient
* Seeded and top-dressed with drought-resistant grass in bare, patchy and newly-graded areas.
 |
| **R98** | Convenient and direct access to the connector road network must be provided through neighbouring properties where a property does not otherwise have access to the connector network or signalised access to the arterial road network, as appropriate. |
| **R99** | Where a street has already been constructed or approved for construction to a property boundary, subsequent development must connect with that street to adopt a consistent cross-section until a suitable transition can be made. |
| **R100** | Any development in proximity to the Melton Highway that triggers the VicRoads *Requirements of Developers – Noise Sensitive Uses* document must respond to its requirements to the satisfaction of the responsible authority and VicRoads. |

## 5.2 Development Staging

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| DEVELOPMENT STAGING REQUIREMENTS |
| **R101** | Development staging must provide for the timely provision and delivery of:* Arterial road reservations
* Connector streets
* Street links between properties, constructed to the property boundary
* Connection of the on- and off-road pedestrian and bicycle network.
 |
| **R102** | Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in this precinct structure plan, by any date or stage of development required or approved by the responsible authority. |
| DEVELOPMENT STAGING GUIDELINES |
| G75 | Staging of development will be determined largely by the development proposals on land within the Precinct and the availability of infrastructure services. Development applications should demonstrate how the development will:* Integrate with adjoining developments, including the timely provision of road and path connections, to a practical extent
* Provide open space and amenity to new residents in the early stages of the development, where relevant
* Provide sealed road access to each new allotment
* Deliver any necessary trunk services extensions, including confirmation of the agreed approach and timing by the relevant service provider.
 |
| **G76** | Staging of transport infrastructure should prioritise early delivery of a connected arterial road network to:* Ensure that subdivisions are designed to access the future arterial network rather than the existing road network
* Reduce pressure on existing roads which were built to cater for rural, not urban use
* Reduce pressure on the existing low standard crossing of Kororoit Creek at Sinclairs Road in the draft Kororoit PSP area to the south.
 |
| **G77**  | The early delivery of community facilities, local parks and playgrounds is encouraged within each neighbourhood and may be delivered in stages, to the satisfaction of the responsible authority. |

# 6.0 Precinct Infrastructure

The Precinct Infrastructure Table at Table 9 sets out the infrastructure and services required to meet the needs of proposed development within the Precinct, as illustrated on Plans 12 and 13. Indicative timing is designated as ‘S’ (short term); ‘M’ (medium term); and ‘L’ (long term). The infrastructure items and services are to be provided through a number of mechanisms which may include:

* Subdivision construction works by developers.
* Agreement under Section 173 of the Act
* Utility service provider requirements
* The future Plumpton and Kororoit ICP
* Relevant development contributions from adjoining areas
* Capital works projects by Council, State government agencies and non-government organisations
* Works In Kind (WIK) projects undertaken by developers on behalf of Council or State government agencies.

Plan 12 is the Precinct Infrastructure Plan for Transport of the Plumpton PSP.

Plan 13 is the Precinct Infrastructure Plan for Community Infrastructure of the Plumpton PSP. Please contact MPA for an accessible version of these plans.

Refer to Excel Spreadsheet Table 9 for the Precinct Infrastructure table.

As there will be a single Plumpton and Kororoit ICP, ICP projects in both PSPs are listed in Table 9. Items located partly or wholly on properties in Plumpton PSP are highlighted in blue shaded rows in Table 9.

# 7.0 Appendices

Please contact MPA for accessible versions of the appendices.