

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 Plumpton Major Town Centre organising elements

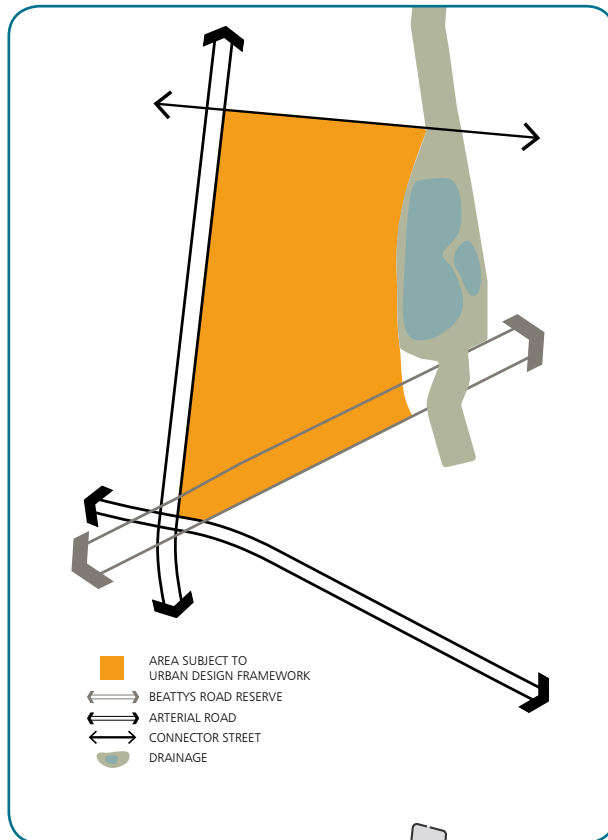


Figure 6a Urban design framework extent

- 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.

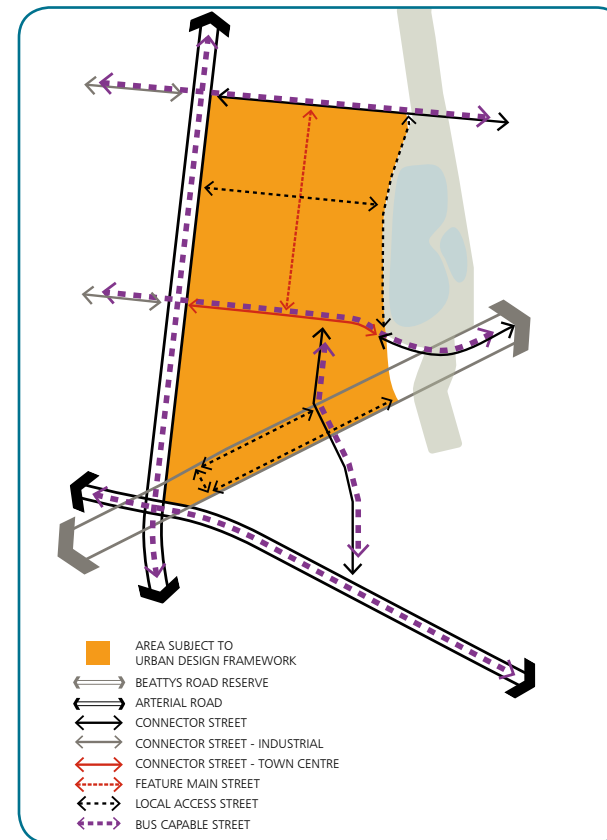
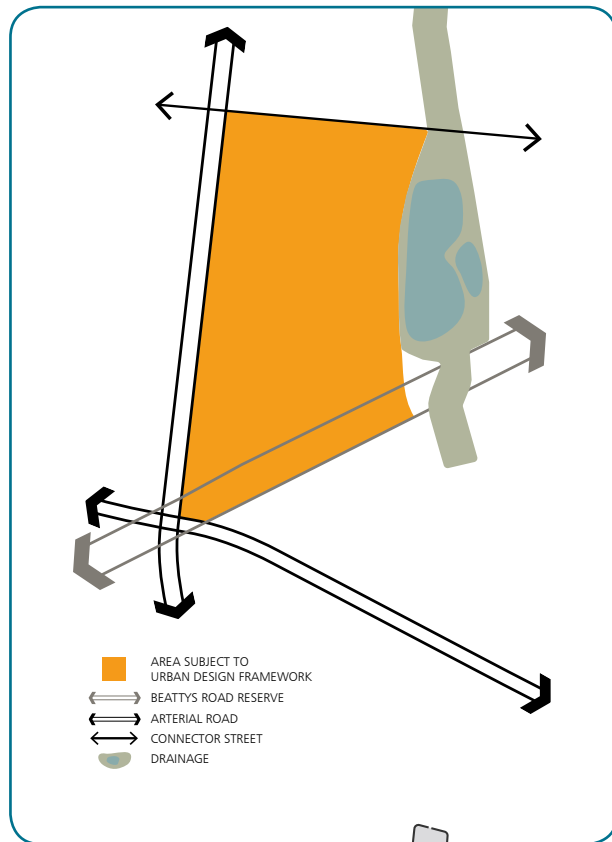


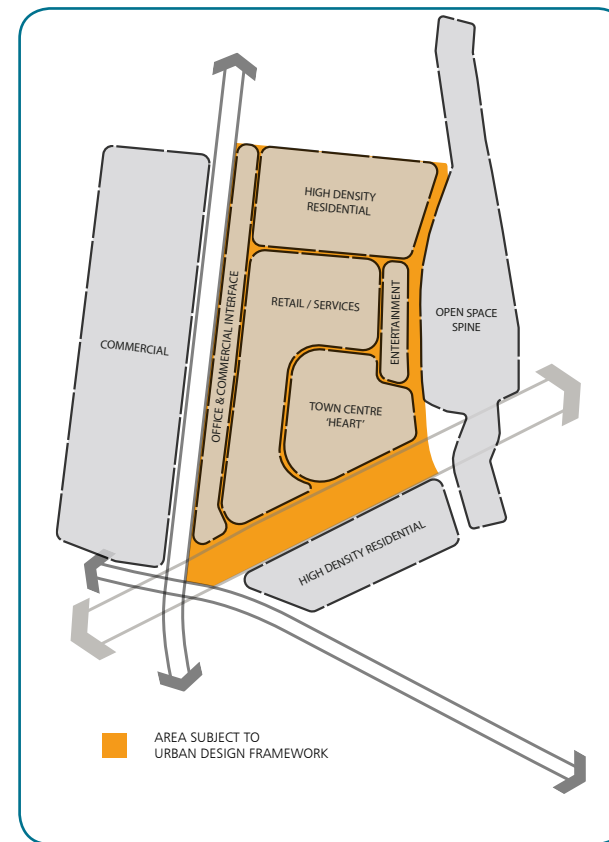
Figure 6b Road & transport network

- 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.

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


Figure 6c Placemaking

- 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


Figure 6d Character precincts

- 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.

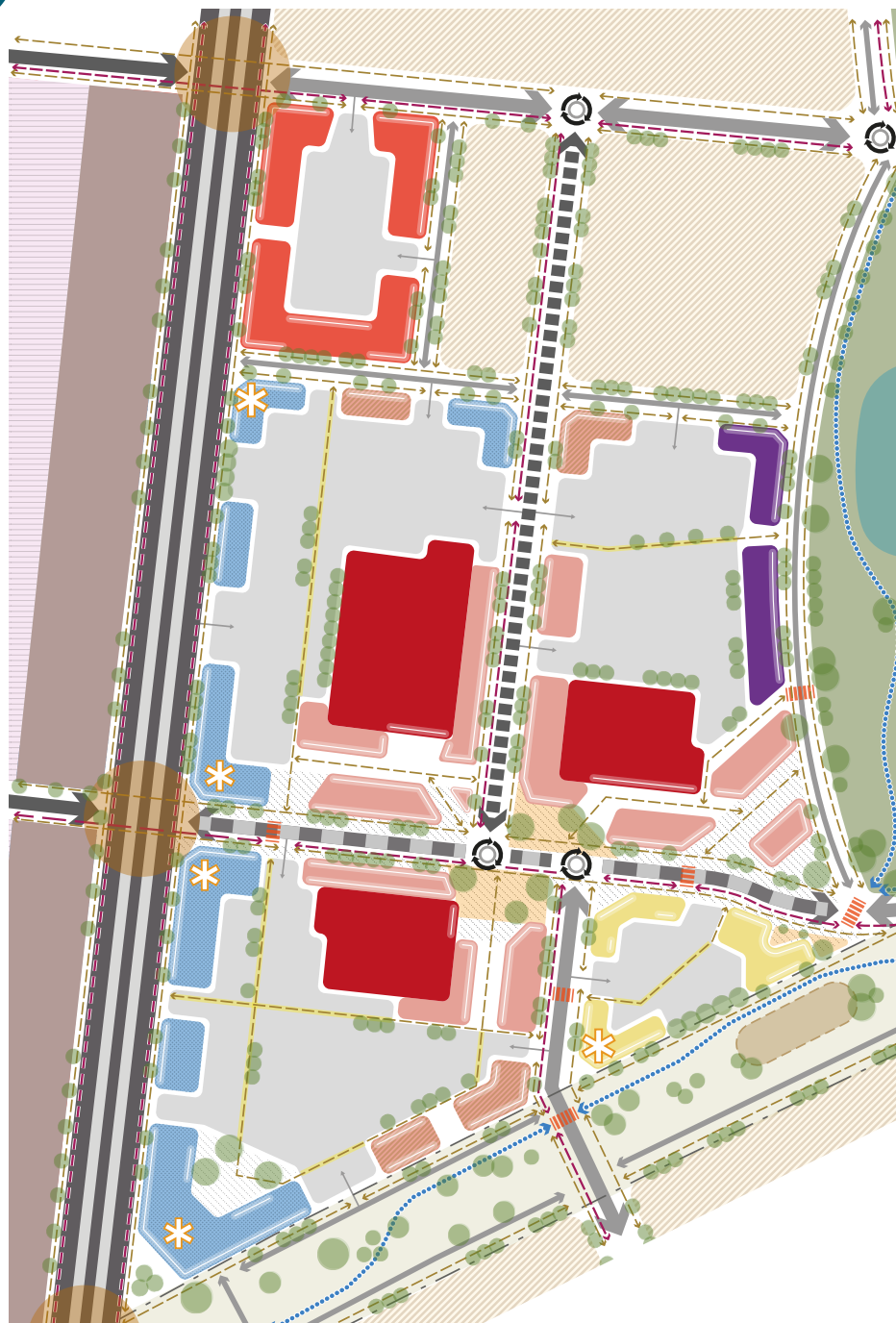
Figure 7
Major Town Centre Concept Plan

Plumpton Precinct Structure Plan

0 10 20 50 100m



- anchor retail
- retail (commercial / mixed use / residential over)
- mix of commercial uses (residential over)
- mixed use (must have business / other employment use on ground floor at minimum) with loop road frontage
- entertainment / food
- commercial (residential over)
- business
- large format retail
- car parking
- community facilities
- high density residential
- residential
- active frontage
- accentuated height
- plaza
- high quality public realm
- pedestrian priority (e.g. pavement treatment)
- active playspace (e.g. skatepark)
- retarding basin / waterway
- beattys road linear park
- extent of beattys road reserve
- arterial road (6 lanes)
- connector street
- connector street - town centre
- connector street - industrial
- feature main street
- local access street
- roundabout (including pedestrian / cycle crossing points)
- signalised intersection
- priority crossing (e.g. raised path)
- bike route
- shared path
- key pedestrian circulation
- car park access point



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.

The MTC concept plan is a concept plan and is not intended to be prescriptive.

REQUIREMENTS	
R19	Shop floor space within the Major Town Centre (excluding 'restricted retail') must not exceed 45,000m ² 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	<p>The UDF must address the following:</p> <ul style="list-style-type: none"> • 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

R21 cont	<ul style="list-style-type: none"> • 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. <p>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.</p>
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Table 4 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 m ²	58,500 m ²	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)	7,200 m ²	5,400 m ²	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 m ²	500 m ²	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 Anticipated employment creation in precinct

LAND USE BASED EMPLOYMENT	MEASURE	JOBS	TOTAL IN PSP	ESTIMATED 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)	1 job/50sqm	0.02	21240	425
Retail	1 job/ 30sqm	0.03	84960	2,832
Commercial/ mixed use	1 job/ 20 sqm	0.05	42400	2,120
Industrial/ commercial employment area	1 job/ 60sqm	0.17	38200	6,367
Home-based business	1 job/ 20 dwellings	0.05	10,680	534
TOTAL				12,657

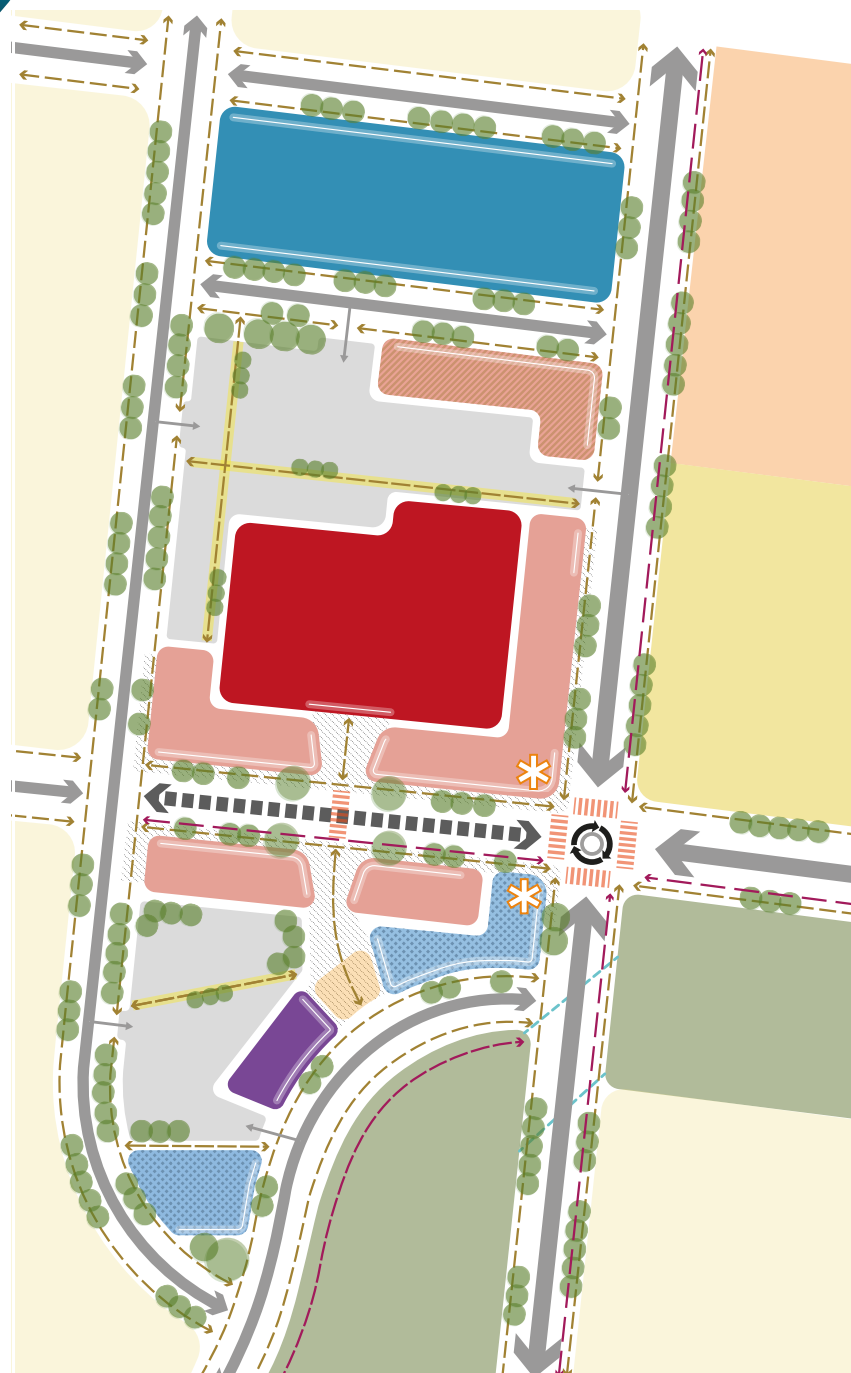
Figure 8
Local Town Centre Concept Plan

Plumpton Precinct Structure Plan

0 5 10 25 50m 100m



- anchor retail
- retail (commercial / mixed use / residential over)
- mix of commercial uses (residential over)
- small local enterprises
- commercial (residential over)
- entertainment / food
- car parking
- community facilities
- government primary school
- residential
- active frontage
- accentuated height
- constructed waterway (indicative)
- drainage culvert (indicative)
- plaza
- high quality public realm treatment
- pedestrian priority (e.g. pavement treatment)
- connector street
- feature main street
- local access street
- roundabout (including pedestrian / cycle crossing points)
- pedestrian priority crossing
- key pedestrian circulation
- bike route
- car park access



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.

The LTC concept plan is a concept plan and is not intended to be prescriptive.

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).

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.

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 500m ² without a planning permit.
R26	Buildings as part of a local convenience centre must: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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.

Figure 9
Business & Industrial Precinct Concept Plan
 Plumpton Precinct Structure Plan



0 25 50 100 200m

- precinct boundary
- lot outline (indicative only)
- industrial
- business
- mixed use (must have business / other employment use on ground floor at minimum) with loop road frontage
- town centre
- local convenience
- residential
- oom public acquisition overlay
- substation
- waterway
- local park
- landscaping & setback requirement at interface to residential areas
- attractive frontage to waterway / arterial road
- beatlys road linear park
- road bridge
- arterial road (6 lanes)
- arterial road (4 lanes)
- connector street
- connector street - town centre
- connector street - industrial
- key local access street
- key local access street - industrial (indicative only)
- signalised intersection
- shared path



3.2.4 Business & 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.

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: <ol style="list-style-type: none"> 1. Variations in built form elements (such as building heights, use of parapets, awnings, shade structures, balconies, and roof elements); 2. Articulation of building facades; 3. 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	<p>The UDF must address the following:</p> <ul style="list-style-type: none"> • 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

R38 cont	<ul style="list-style-type: none"> • 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. <p>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.</p>
GUIDELINES	
G23	<p>Buildings in the following locations should address (in order of priority where a lot fronts multiple elements), and provide an attractive frontage to:</p> <ul style="list-style-type: none"> • 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.

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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 & education

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 <i>Development of Non-Government School Sites for an Alternative Purpose</i> (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 6 - Open Space

Plumpton Precinct Structure Plan

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3.4 Open space and biodiversity

3.4.1 Open space

REQUIREMENTS	
R42	<p>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.</p> <p>The location of land for a local park is considered to be 'generally in accordance', provided:</p> <ul style="list-style-type: none"> • 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 <p>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.</p>
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 <i>A Guide to Living with Transmission Line Easements</i> (SP AusNet).
G47	Where landscaping in the powerlines easement is required as part of subdivision, this should be provided as follows: <ul style="list-style-type: none"> • Planting of indigenous grasses and shrubs with full coverage over the area required to be landscaped • In accordance with Appendix H and SP Ausnet – <i>A Guide to Living with Transmission Easements</i>.
G48	Where landscaping in the gas easement is required as part of subdivision, this should be provided as follows: <ul style="list-style-type: none"> • Planting of indigenous grasses and shrubs with full coverage over the area required to be landscaped • In accordance with Appendix H and APA guidance.

Figure 10 Powerlines Easement Concept Plan

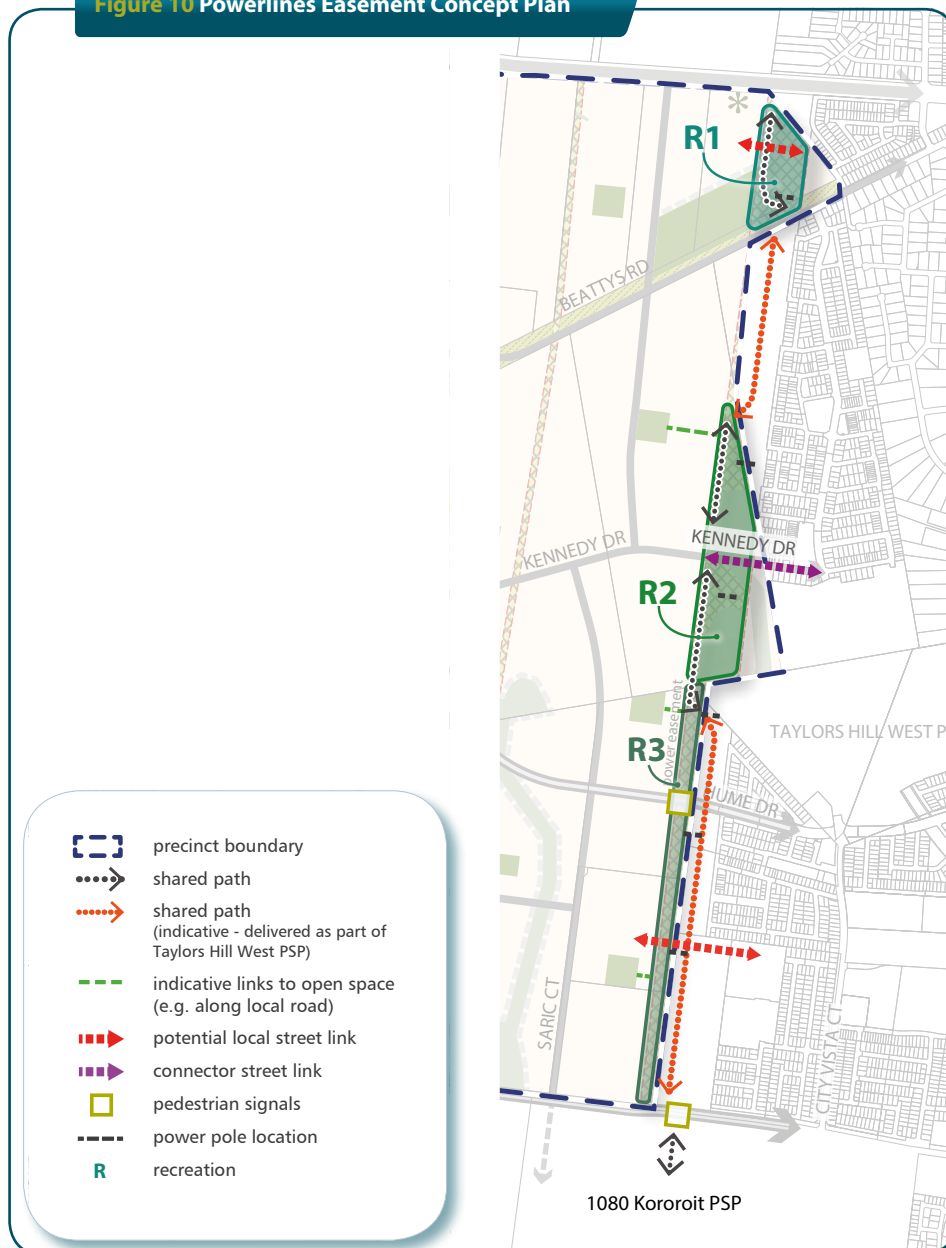


Table 6 Powerlines Easement Possible Use and Development

SUB-AREA (refer 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

Table 7 Open space delivery guide

OPEN SPACE ID	TYPE	SUB-CATEGORY/SCALE	ATTRIBUTES	AREA			LOCATION (PROPERTY NO.)
				CREDITED	UNCREDITED	TOTAL	
LP-01	Local Park	Neighbourhood Park	Located within the industrial/business precinct abutting the waterway. Its location is associated with cultural values. Its design should respond to the area's local heritage and cultural values through appropriate interpretation.	0.50		0.50	13, 14
LP-02	Local Park	Neighbourhood Park	Located within the industrial/business precinct abutting the waterway. Its location is associated with high geomorphic and ecological values.	1.00		1.00	12-E
LP-03	Local Park	Neighbourhood Park	Located within the industrial/business precinct abutting the waterway. Its location is associated with cultural values. Its design should respond to the area's local heritage and cultural values through appropriate interpretation.	0.50		0.50	5
LP-04	Local Park	Neighbourhood Park	Stand alone park.	0.50		0.50	10
LP-05	Local Park	Town Square	Town square centrally located within the Plumpton Major Town Centre, centred on the east-west feature main street near civic facilities and retail anchors. Public art to be incorporated as part of its design. Amenity node for higher density housing.	0.25		0.25	12-R
LP-06	Local Park	Neighbourhood Park	Stand alone park.	1.00		1.00	16
LP-07	Local Park	Neighbourhood Park	Stand alone park.	1.00		1.00	20
LP-08	Local Park	Neighbourhood Park	Stand alone park.	1.00		1.00	23
LP-09	Local Park	Neighbourhood Park	Stand alone park.	1.00		1.00	34
LP-10	Local Park	Neighbourhood Park	Located adjacent to waterway. Includes a pedestrian bridge across the waterway to increase its accessibility.	1.00		1.00	31, 32
LP-11	Local Park	Neighbourhood Park	Stand alone park.	1.00		1.00	28
LP-12	Local Park	Community Park	Stand alone park.	1.00		1.00	27
LP-13	Local Park	Neighbourhood Park	Stand alone park.	1.00		1.00	55
LP-14	Local Park	Neighbourhood Park	Stand alone park.	0.50		0.50	49
LP-15	Local Park	Community Park	Stand alone park.	1.00		1.00	54
LP-16	Local Park	Neighbourhood Park	Stand alone park. Its location is associated with Aboriginal cultural values. Its design should respond to the area's local heritage and cultural values through appropriate interpretation.	1.00		1.00	48
LP-17	Local Park	Community Park	Located adjacent to waterway. Includes a pedestrian bridge across the waterway to increase its accessibility.	1.00		1.00	46, 47
LP-18	Local Park	Neighbourhood Park	Stand alone park.	0.50		0.50	45

OPEN SPACE ID	TYPE	SUB-CATEGORY/SCALE	ATTRIBUTES	AREA			LOCATION (PROPERTY NO.)
				CREDITED	UNCREDITED	TOTAL	
LP-19	Local Park	Neighbourhood Park	Stand alone park.	1.00		1.00	42
LP-20	Local Park	Neighbourhood Park	Located within the Beattys Road Reserve and adjoining the linear open space.		1.00	1.00	R3
LP-21	Local Park	Urban Park	Urban park which links higher density housing with town centre and provides an opportunity for a skate park in a highly visible location close to government P-12 school and along the linear open space of the Beattys Road Reserve.		1.00	1.00	R3
LP-22	Local Park	Neighbourhood Park	Located within the Beattys Road Reserve and adjoining the linear open space.		1.00	1.00	R3
LOS-01	Linear Open Space	District Linear Park	Power easement - including landscaping and shared path creation.				25, 26, 27, 53, 54, 55
LOS-02	Linear Open Space	District Linear Park	Gas easement - including landscaping and shared path creation.				23, 28, 49
LOS-03	Linear Open Space	District Linear Park	Beattys Road Reserve - including landscaping and shared path creation (also includes partial street function).				R3
SR-01	Local Sports Reserve	District	Sports reserve, pavilion and associated infrastructure located adjacent to the waterway and potential non-government secondary school.	6.52		6.52	17, 18
SR-02	Tennis & Multi-Court Facility	District	Tennis/multi-courts (6 court facility) and associated infrastructure co-located with SR-01.				17, 18
SR-03	Local Sports Reserve	District	Sports reserve, pavilion and associated infrastructure located adjacent to the powerlines and partially within the Beattys Road Reserve.	5.29	0.71	6.00	24, 25, R3
SR-04	Local Sports Reserve	District	Sports reserve, pavilion and associated infrastructure located adjacent to the government P-12 school, community centre and waterway and partially within the Beattys Road Reserve.	9.53	0.48	10.02	30, 31, R3
SR-05	Local Sports Reserve	District	Sports reserve, pavilion and associated infrastructure located adjacent to the government and potential non-government primary schools and the Beattys Road Reserve.	10.03		10.03	35, 36, 37
SR-06	Local Sports Reserve	District	Sports reserve, pavilion and associated infrastructure located adjacent to the government primary school and community centre.	6.50		6.50	48
SR-07	Tennis & Multi-Court Facility	District	Tennis/multi-courts (8 court facility) and associated infrastructure co-located with SR-06.				48
AC-01	Aquatics Centre	District	Aquatics Centre co-located with community centre and partially located within the Beattys Road Reserve.		4.00	4.00	12-E, R3

Plan 7 - Native Vegetation Retention & Removal

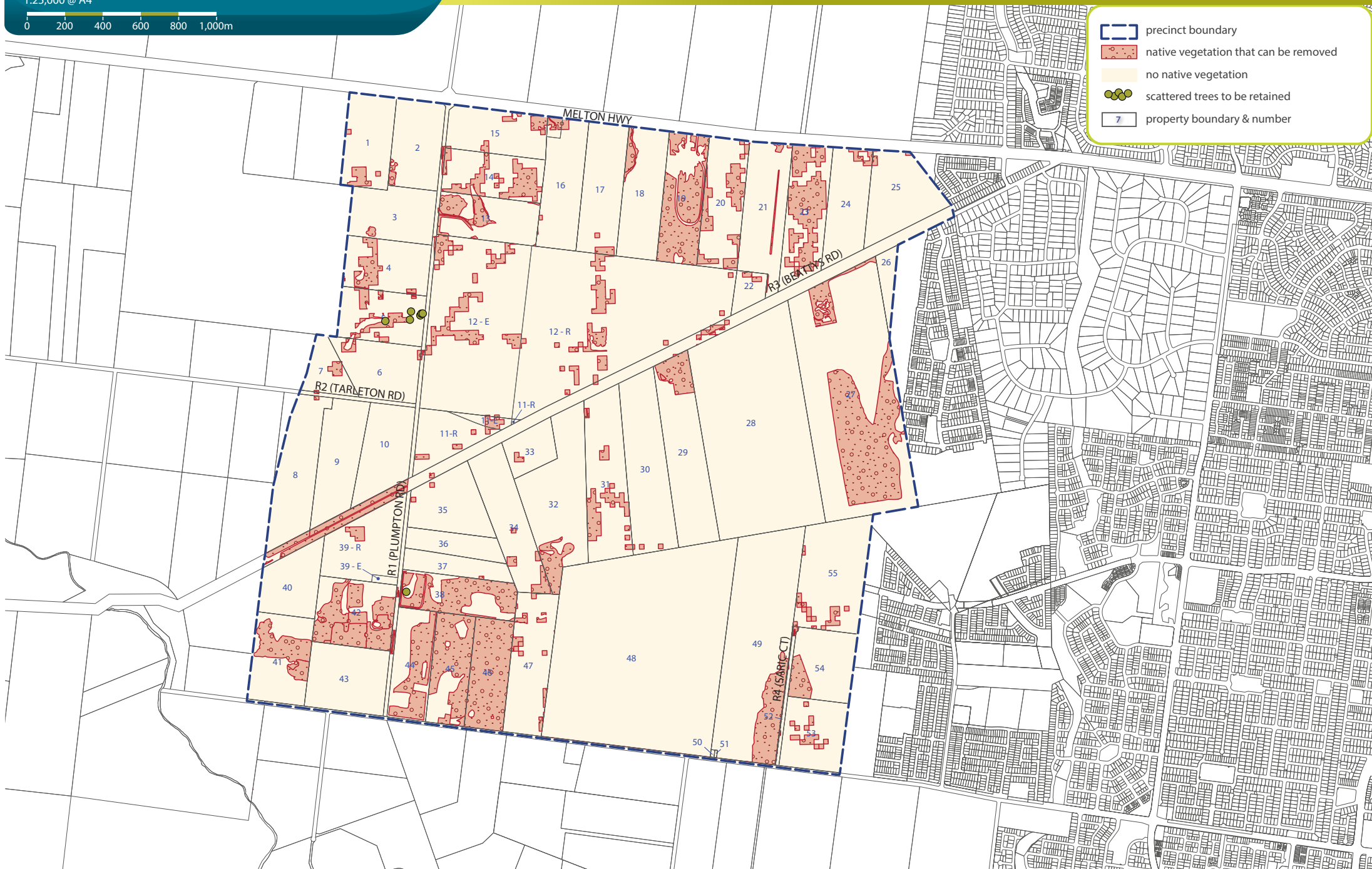
Plumpton Precinct Structure Plan

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- precinct boundary
- native vegetation that can be removed
- no native vegetation
- scattered trees to be retained
- property boundary & number



3.4.2 Biodiversity and threatened species

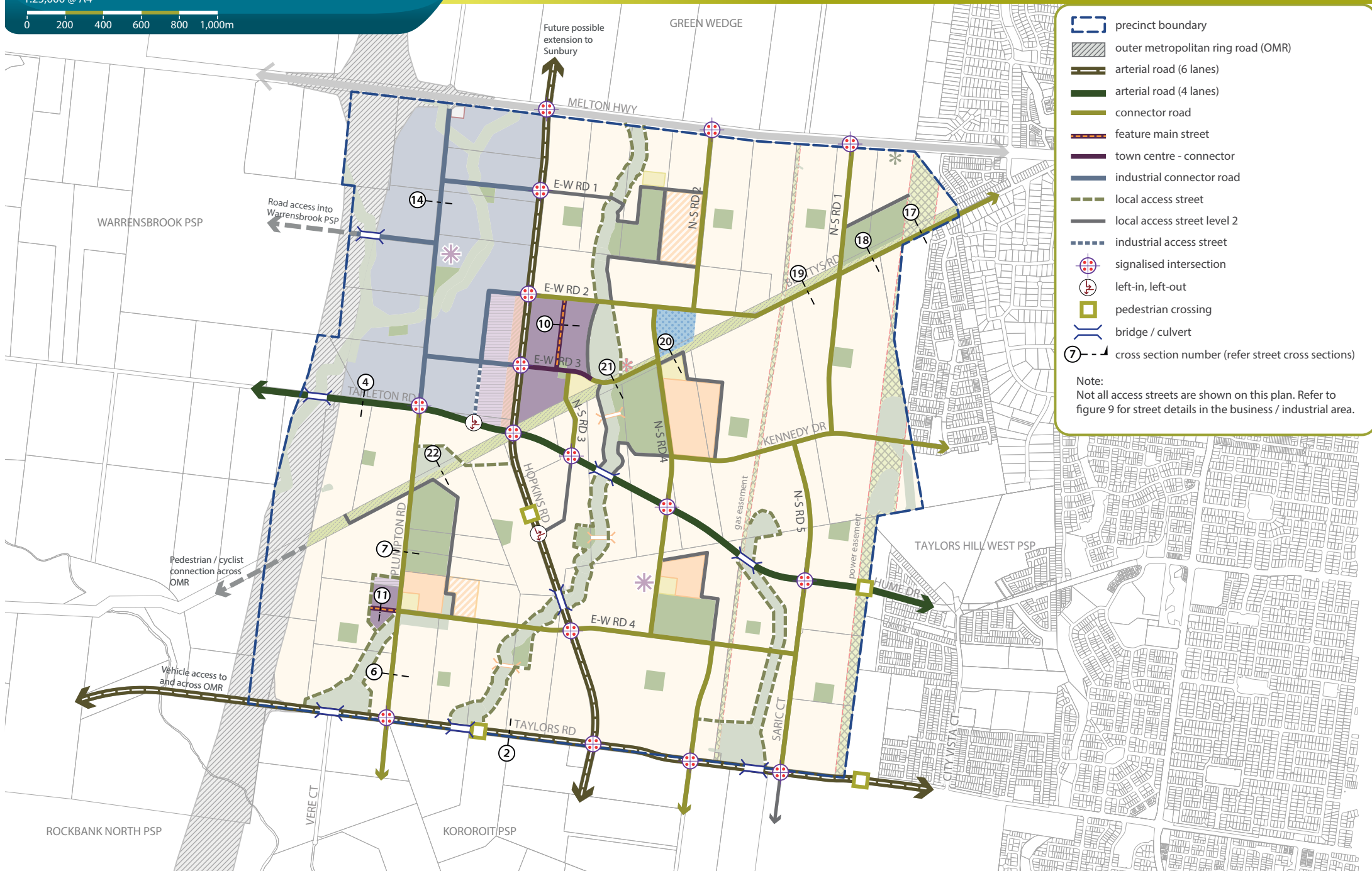
REQUIREMENTS	
R51	Native vegetation may be removed as illustrated on Plan 7. At the time of publication, the scattered trees identified as to be retained have not been approved for retention in accordance with the <i>Guidance Note: Implementing the Biodiversity Conservation Strategy for Melbourne's Growth Corridors</i> (DELWP, 2015) for the purposes of the approval under Part 10 of the <i>Environment Protection and Biodiversity Conservation Act 1999 (Cth)</i> 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 - Road Network Plan

Plumpton Precinct Structure Plan

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3.5 Transport & movement

3.5.1 Street network

REQUIREMENTS	
R52	<p>Subdivision layouts must provide:</p> <ul style="list-style-type: none"> • 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	<p>Alternative street cross sections such as illustrated in Appendix E must be to the satisfaction of the responsible authority and ensure that:</p> <ul style="list-style-type: none"> • Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets • 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 Appendix D
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.

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GUIDELINES	
G51	<p>Approximately 30% of streets (including connector streets) within a subdivision should apply an alternative cross section to the standard street cross sections outlined in Appendix D, 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:</p> <ul style="list-style-type: none"> • 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. <p>For the purposes of this guideline, variation to tree species between or within streets does not constitute a standard street cross section variation.</p>
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	<p>The frequency of vehicular crossovers on widened verges (in excess of six metres) should be minimised through the use of a combination of:</p> <ul style="list-style-type: none"> • 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' <i>Growth Area Road Network Planning Guidance & Policy Principles</i> (2015).

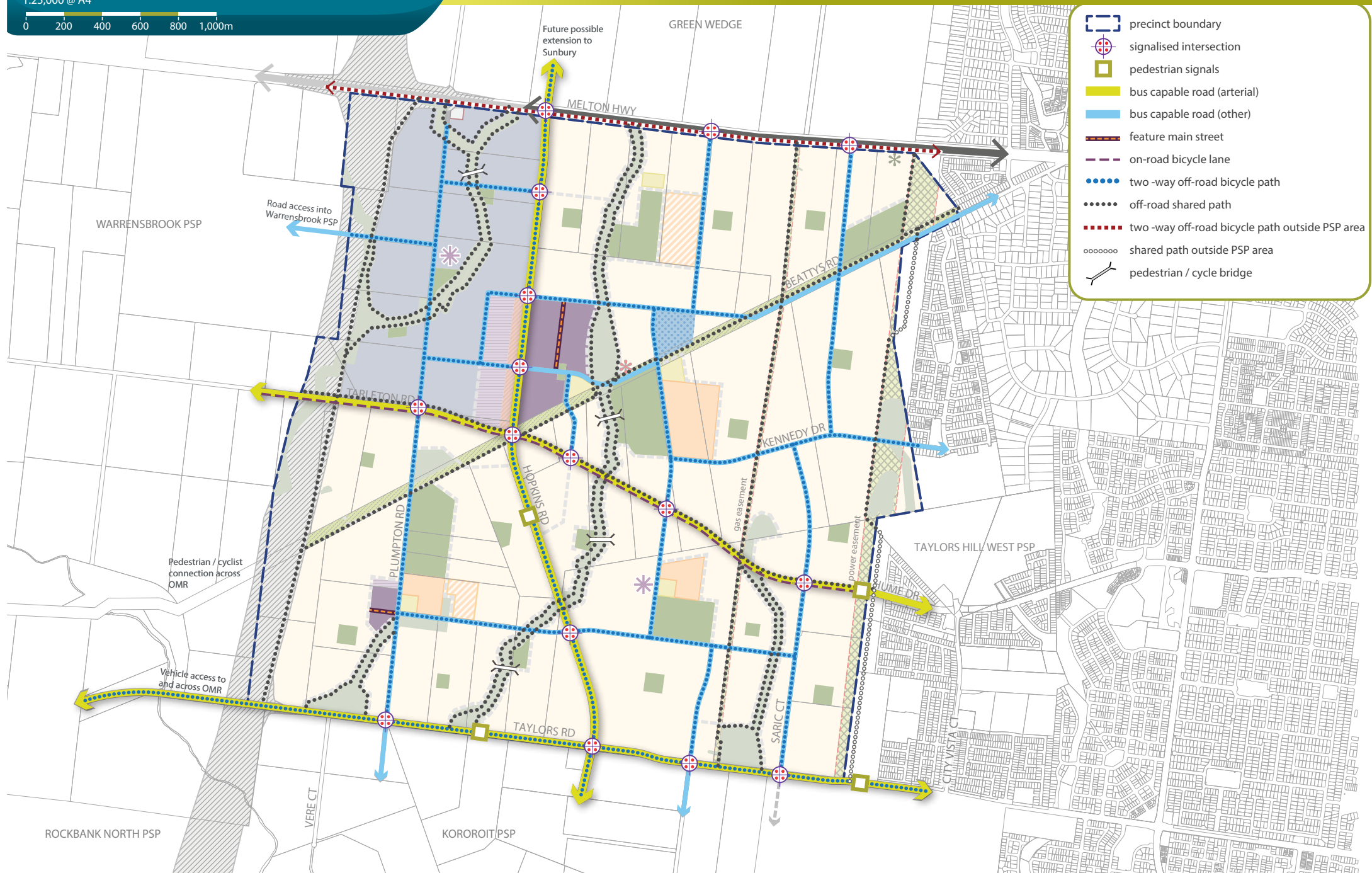
Plan 9 - Public Transport and Path Network

Plumpton Precinct Structure Plan

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3.5.2 Public transport

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 <i>Public Transport Guidelines for Land Use and Development</i> .

3.5.3 Walking and cycling

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	<p>Design of all subdivisions, streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:</p> <ul style="list-style-type: none"> • 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. <p>All to the satisfaction of the coordinating road authority and the responsible authority.</p>
R71	Pedestrian and cyclist bridges must be provided in accordance with Plan 9 to provide pedestrian and cyclist connectivity throughout the precinct.
R72	<p>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:</p> <ul style="list-style-type: none"> • 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.

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R73	<p>Shared and pedestrian paths along waterways, to the satisfaction of Melbourne Water and the responsible authority, must be:</p> <ul style="list-style-type: none"> 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. <p>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).</p>
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.

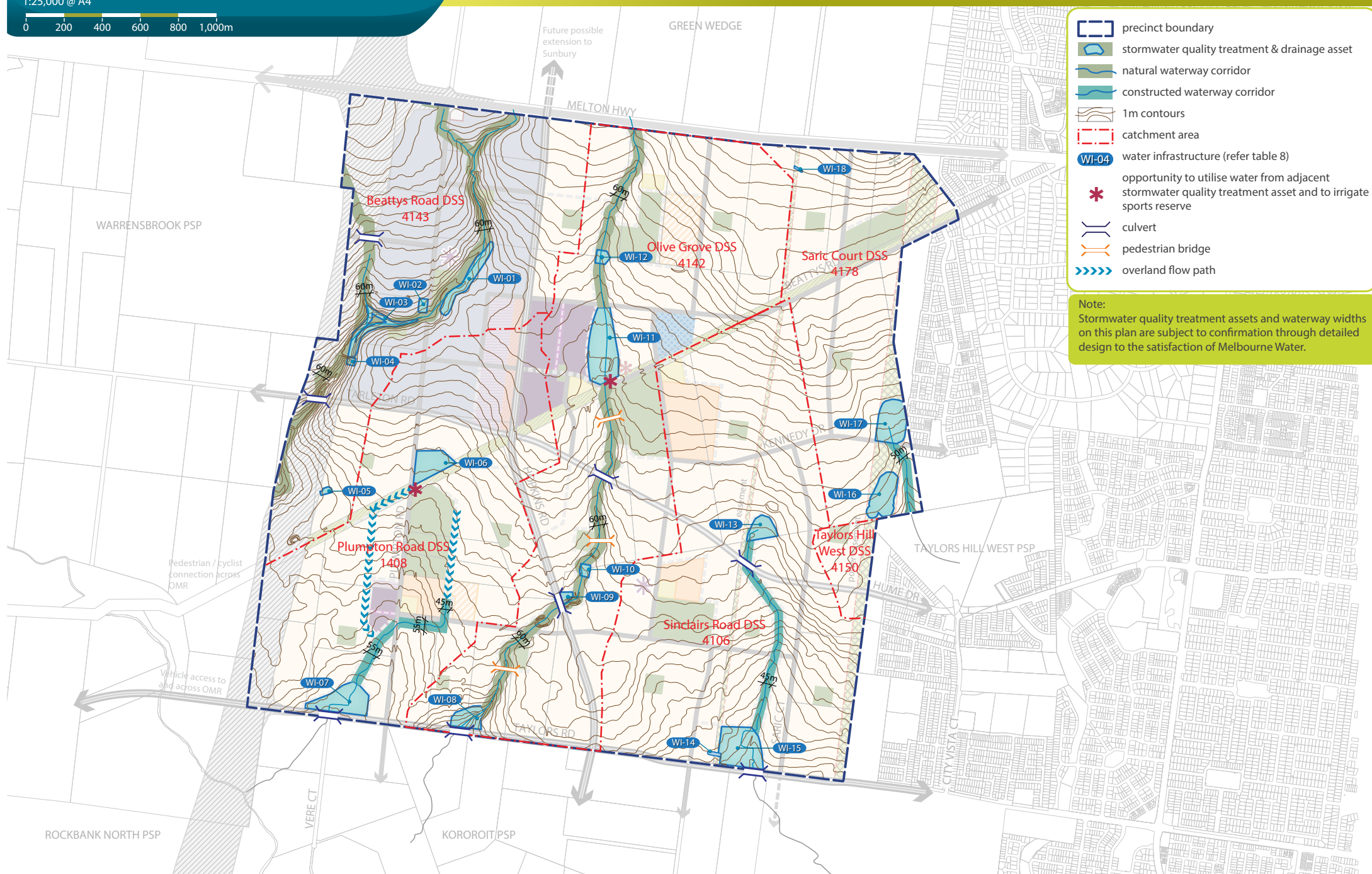
3.5.4 Town centre transport, access and connectivity

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 - Integrated Water Management

Plumpton Precinct Structure Plan

1:25,000 @ A4



- precinct boundary
- stormwater quality treatment & drainage asset
- natural waterway corridor
- constructed waterway corridor
- 1m contours
- catchment area
- water infrastructure (refer table 8)
- opportunity to utilise water from adjacent stormwater quality treatment asset and to irrigate sports reserve
- culvert
- pedestrian bridge
- overland flow path

Note:
Stormwater quality treatment assets and waterway widths on this plan are subject to confirmation through detailed design to the satisfaction of Melbourne Water.

4.0 INTEGRATED WATER MANAGEMENT & UTILITIES

4.1 Integrated water management

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	<p>Applications must demonstrate how:</p> <ul style="list-style-type: none"> Waterways and integrated water management design enables land to be used for multiple recreation and 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. <p>Drainage assets must be designed to the satisfaction of Western Water and/or City West Water (where relevant), Melbourne Water and the responsible authority.</p>
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 Table 8 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	<p>Where practical, integrated water management systems should be designed to:</p> <ul style="list-style-type: none"> 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.

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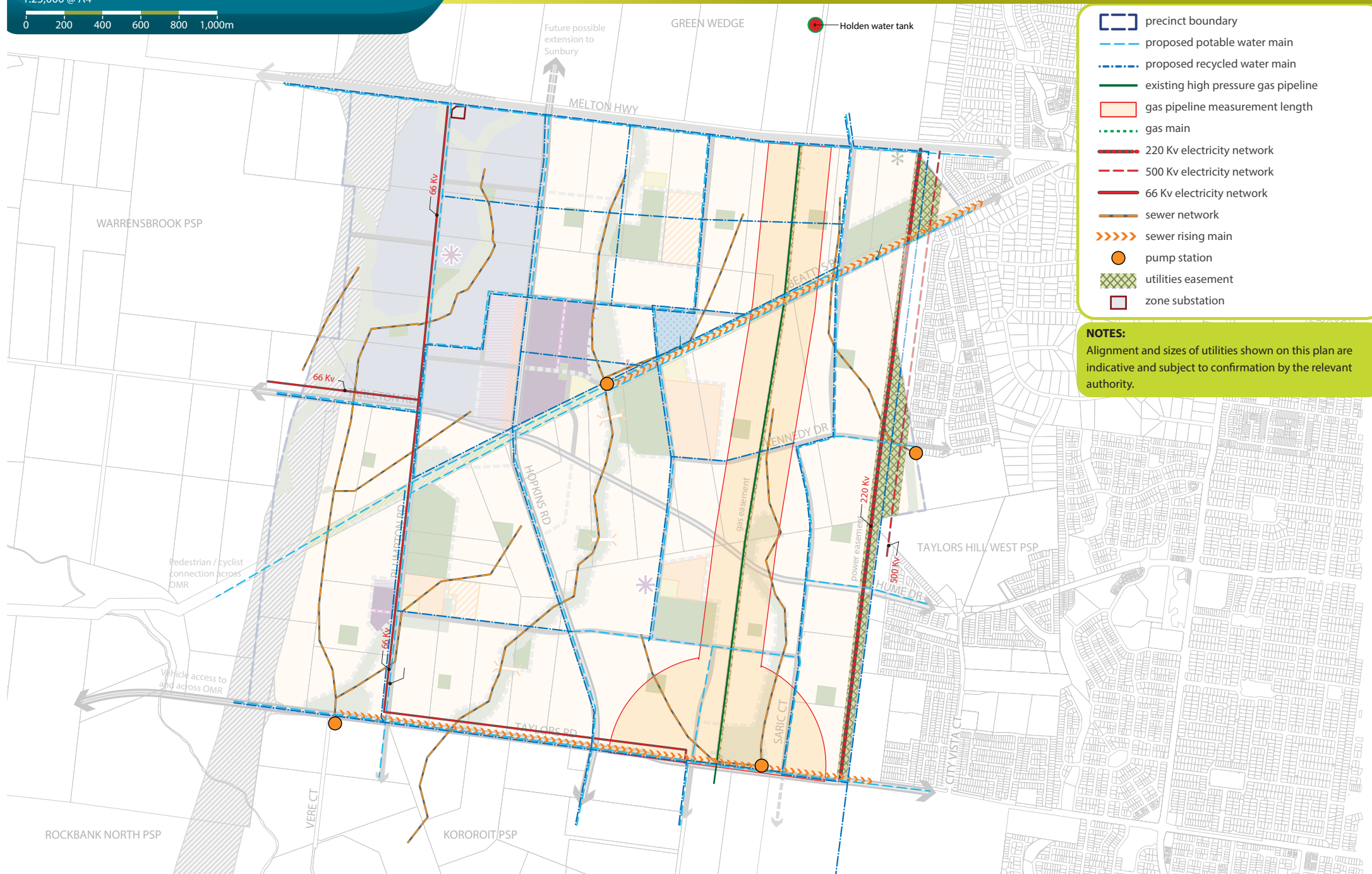
Table 8 Water infrastructure

ID (REFER PLAN 10)	DESCRIPTION OF WATER INFRASTRUCTURE	RESPONSIBILITY	PROPERTY NO.	AREA (HA)	DSS
WI-01	Wetland - associated with geomorphic value waterways with riparian values.	Melbourne Water	12-E	2.03	Beattys Road
WI-02	Sediment basin and bio-retension basin.	Melton City Council	5	0.33	Beattys Road
WI-03	Retarding Basin.	Melbourne Water	5, 6		Beattys Road
WI-04	Sediment basin.	Melton City Council	6	0.17	Beattys Road
WI-05	Sediment basin and bio-retension basin.	Melton City Council	9	0.18	Beattys Road
WI-06	Retarding basin and wetland - partially located within Beattys Road reservation.	Melton City Council	11-R, R3	2.40	Plumpton Road
WI-07	Retarding basin and wetland.	Melton City Council	43	3.67	Plumpton Road
WI-08	Retarding basin and wetland.	Melbourne Water	45, 46	1.58	Olive Grove
WI-09	Sediment basin.	Melton City Council	32, 48	0.45	Olive Grove
WI-10	Sediment basin.	Melton City Council	32, 48	0.33	Olive Grove
WI-11	Retarding basin - edges to have attractive landscaping and grasses to provide appealing interface with Major Town Centre even when holding minimal water. Embankment of the retarding basin to be clearly separate from road structure in Beattys Road reservation.	Melbourne Water	12-R	5.11	Olive Grove
WI-12	Sediment basin.	Melton City Council	12-R, 17	0.44	Olive Grove
WI-13	Retarding basin - adjacent to high pressure gas transmission pipeline and gas city gate. Consult with pipeline owner prior to design as per requirements.	Melbourne Water	28	1.55	Sinclairs Road
WI-14	Swale - across the high pressure gas transmission pipeline. Consult with pipeline owner prior to design as per requirements.	Melton City Council	48, 49	4.36	Sinclairs Road
WI-15	Retarding basin - adjacent to high pressure gas transmission pipeline. Consult with pipeline owner prior to design as per requirements.	Melbourne Water	49	2.64	Sinclairs Road
WI-16 WI-17	Retarding basin - located in powerlines easement. Consult with powerlines easement owner prior to design as per requirements.	Melton City Council	27	3.12	Saric Court
WI-18	Swale - across the high pressure gas transmission pipeline. Consult with pipeline owner prior to design as per requirements.	Melbourne Water	23	0.06	Saric Court

Plan 11 - Utilities

Plumpton Precinct Structure Plan
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4.2 Utilities

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	<p>Before development commences on a property, functional layout plans of the road network must be submitted that illustrate the location of all:</p> <ul style="list-style-type: none"> • Underground services • Driveways and crossovers • Intersection devices • Shared, pedestrian and bicycle paths • Street lights • Street trees. <p>A typical cross section of each street must also be submitted showing above- and below-ground placement of services, street lights and trees.</p> <p>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.</p> <p>The plans and cross sections are to be approved by the responsible authority and all relevant service authorities before development commences.</p>
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	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 and garden watering use should it become available.
R93	<p>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.</p> <p>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 <i>Plumpton and Kororoit Infrastructure Contributions Plan</i>.</p>
R94	Utilities must be placed on the outer edges of waterway corridors to avoid disturbance 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 should be located outside of key view lines and screened with vegetation, as appropriate.
G73	Existing above ground electricity cables should be removed and re-routed underground as part of a subdivision (excluding cables greater than 66kv).
G74	All temporary infrastructure must be removed once permanent infrastructure is connected and operating.

5.0 INFRASTRUCTURE DELIVERY & DEVELOPMENT STAGING

5.1 Subdivision works by developers

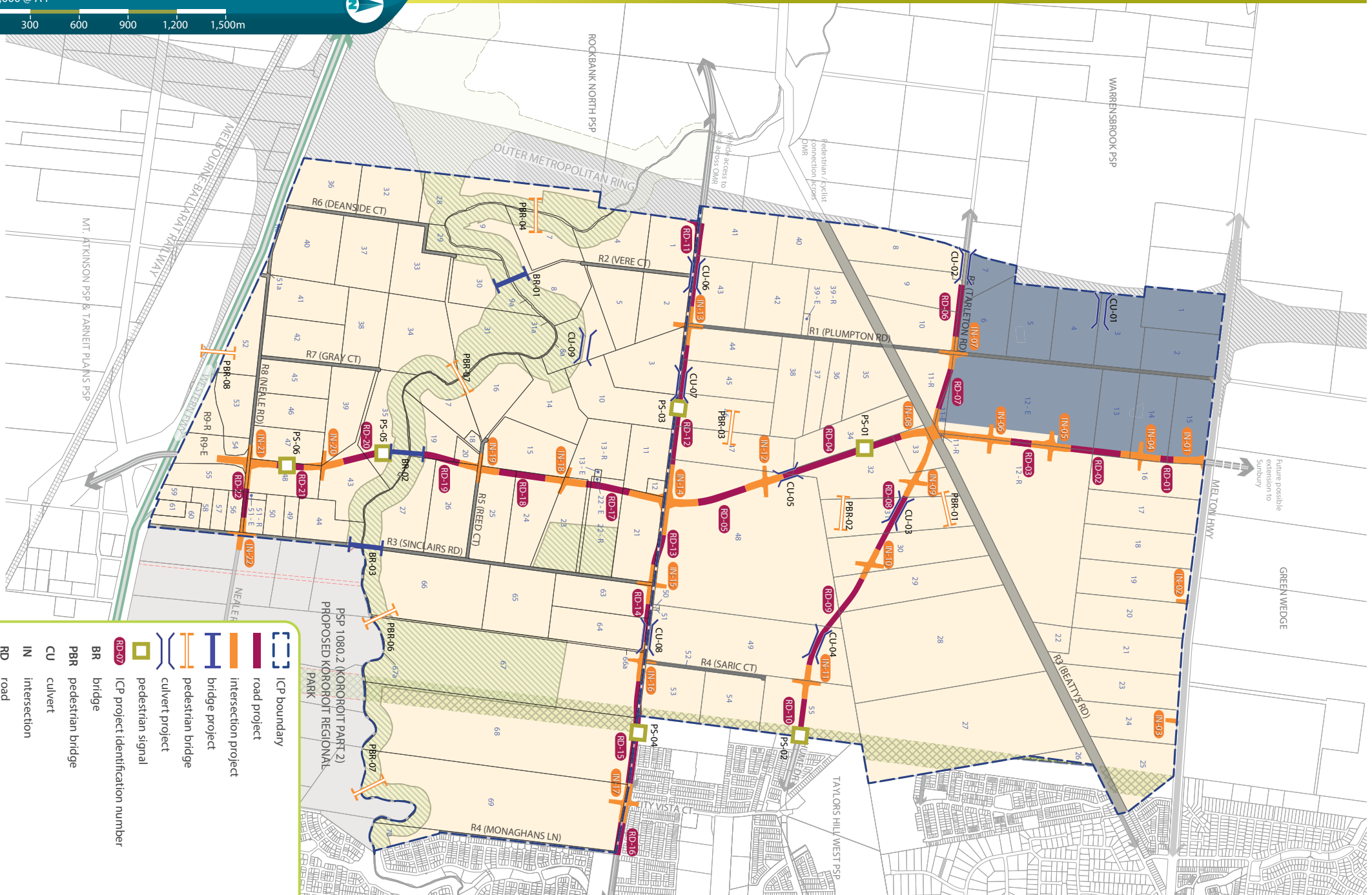
REQUIREMENTS	
R95	<p>Subdivision of land within the Precinct must provide and meet the total cost of delivering the following infrastructure (other than where indicated otherwise in Table 9):</p> <ul style="list-style-type: none"> • Connector streets and local streets • Local bus stop infrastructure (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	<p>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:</p> <ul style="list-style-type: none"> • 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	<p>Local sports reserves identified in Table 9 must be vested in the relevant authority in the following condition:</p> <ul style="list-style-type: none"> • 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	<p>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 signalled access to the arterial road network, as appropriate.</p>

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 <i>Developers – Noise Sensitive Uses</i> document must respond to its requirements to the satisfaction of the responsible authority and VicRoads.

5.2 Development staging

REQUIREMENTS	
R101	Development staging must provide for the timely provision and delivery of: <ul style="list-style-type: none"> • 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.
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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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 13 - Precinct Infrastructure - Community & Open Space (ICP)

Plumpton & Kororoit Infrastructure Contributions Plan

1:30,000 @ A4

0 300 600 900 1,200 1,500m

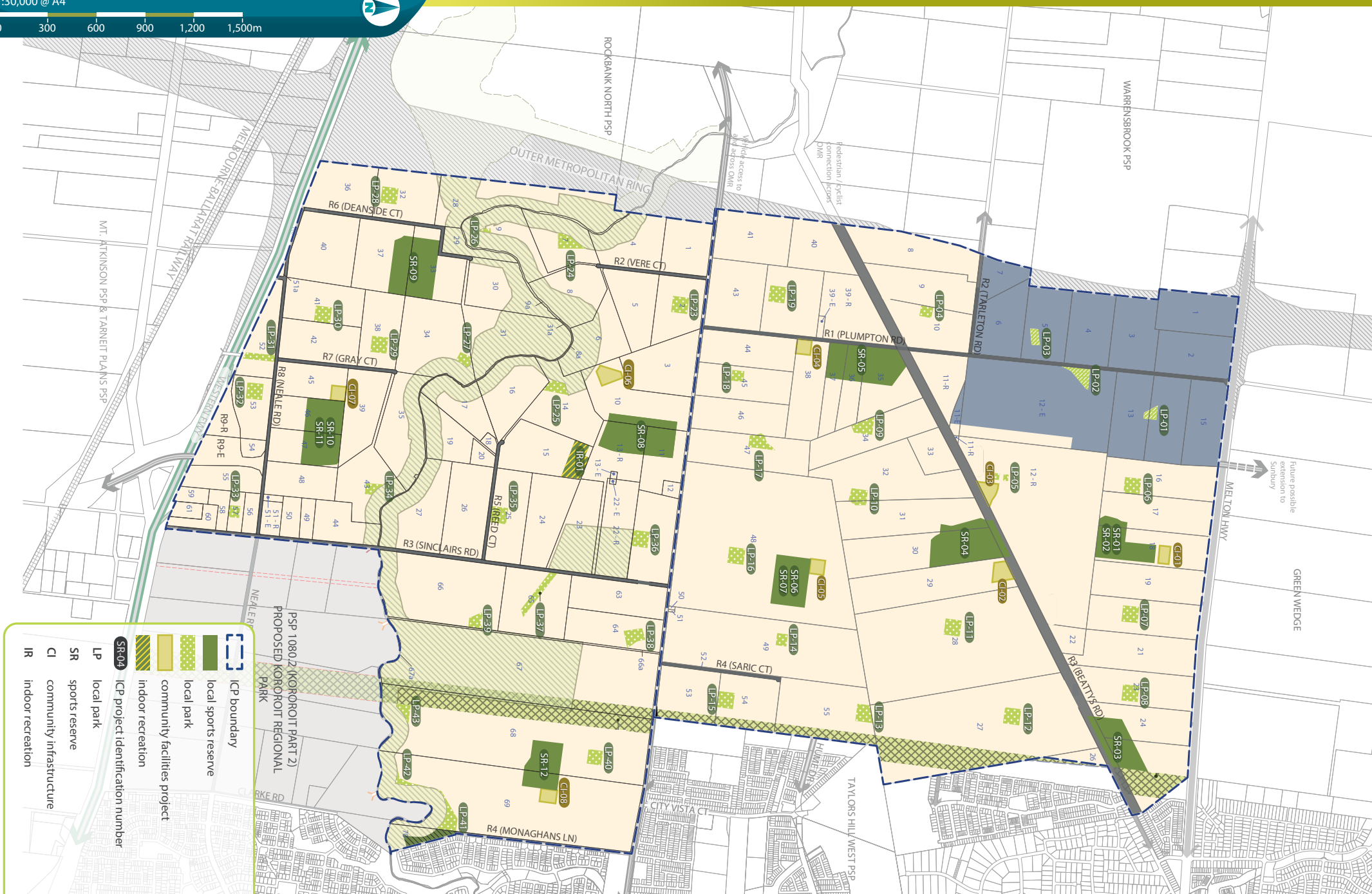


Table 9 Precinct Infrastructure

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

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
TRANSPORT PROJECTS										
ROAD PROJECTS										
Road	RD-01	Hopkins Road: Melton Highway (IN-01) to East-West Road (IN-04)	Purchase of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	S	0.33		14, 15	
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L				
Road	RD-02	Hopkins Road: East-West Road 1 (IN-04) to East-West 2 Road (IN-05)	Purchase of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	S	1.26		12, 13	
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L				
Road	RD-03	Hopkins Road: East-West Road 2 (IN-05) to East-West 3 Road (IN-06)	Purchase of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	M	0.52		12	
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L				
Road	RD-04	Hopkins Road: Tarleton Road (IN-08) to East-West Road 4 (IN-12)	Purchase of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	S	2.77		32, 33, 47, 48	
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L				
Road	RD-05	Hopkins Road: East-West Road 4 (IN-12) to Taylors Road (IN-14)	Purchase of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	S	1.30		48	
			Construction of a 6-lane arterial road (ultimate standard)	No	VicRoads	L				
Road	RD-06	Tarleton Road: PSP Western Boundary to Plumpton Road (IN-07)	Purchase of land to construct new road reserve 34m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	M	0.55		9, 10, R2	
			Construction of a 4-lane arterial road (ultimate standard).	No	Melton City Council	L				

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
Road	RD-07	Tarleton Road: Plumpton Road (IN-07) to Hopkins Road (IN-08)	Purchase of land to construct new road reserve 34m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	M	0.86		11, 12	
			Construction of a 4-lane arterial road (ultimate standard).	No	Melton City Council	L				
Road	RD-08	Tarleton Road: North-South Road 3 (IN-09) to North-South Road 4 (IN-10)	Purchase of land to construct new road reserve 34m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	M	1.02		30, 31, 32	
			Construction of a 4-lane arterial road (ultimate standard).	No	Melton City Council	L				
Road	RD-09	Tarleton Road: North-South Road 4 (IN-10) to North-South Road 5 (IN-11)	Purchase of land to construct new road reserve 34m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	M	1.93		28, 29, 48, 49	
			Construction of a 4-lane arterial road (ultimate standard).	No	Melton City Council	L				
Road	RD-10	Tarleton Road: North-South Road 5 (IN-11) to Hume Drive/Eastern PSP Boundary	Purchase of land to construct new road reserve 34m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	M	0.80		55	
			Construction of a 4-lane arterial road (ultimate standard).	No	Melton City Council	L				
Road	RD-11	Taylors Road: PSP Western PSP Boundary to Plumpton Road (IN-13)	Purchase of land to construct new road reserve 44m wide (ultimate standard), construction of a 2-lane arterial road (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	s	0.94		41, 43, R5	
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L				
Road	RD-12	Taylors Road: Plumpton Road (IN-13) to Hopkins Road (IN-14)	Purchase of land to construct new road reserve 44m wide (ultimate standard), construction of a 2-lane arterial road (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	M	1.72		44, 45, 46, 47, 48, R5	
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L				

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
Road	RD-13	Taylors Road: Hopkins Road (IN-14) to Sinclairs Road (IN-15)	Purchase of land to construct new road reserve 44m wide (ultimate standard), construction of a 2-lane arterial road (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S	0.29	0.20	48, R5	21
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L				
Road	RD-14	Taylors Road: Sinclairs Road (IN-15) to Saric Court (IN-16)	Purchase of land to construct new road reserve 44m wide (ultimate standard), construction of a 2-lane arterial road (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S		0.47		63, 64
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L				
Road	RD-15	Taylors Road: Saric Court (IN-16) to City Vista Court (IN-17)	Purchase of land to construct new road reserve 44m wide (ultimate standard), construction of a 2-lane arterial road (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S	0.03	1.04	53, R5	67, 68
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L				
Road	RD-16	Taylors Road: City Vista Court (IN-17) to Eastern PSP Boundary	Purchase of land to construct new road reserve 44m wide (ultimate standard), construction of a 2-lane arterial road (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S		0.16		69
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L				
Road	RD-17	Hopkins Road: Taylors Road (IN-14) to East-West Road 5 (IN-18)	Purchase of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	S		1.11		11, 13, 21, 22, 23
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L				
Road	RD-18	Hopkins Road: East-West Road 5 (IN-18) to Reed Court (IN-19)	Purchase of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	S		1.17		24, 25
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L				

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
Road	RD-19	Hopkins Road: Reed Court (IN-19) to Hopkins Road Bridge (BR-02)	Purchase of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	S		0.87		19, 20, 26, 27
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L				
Road	RD-20	Hopkins Road: Hopkins Road Bridge (BR-02) to East-West Road 6 (IN-20)	Purchase of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	S		1.24		35
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L				
Road	RD-21	Hopkins Road: East-West Road 6 (IN-20) to Neale Road (IN-21)	Purchase of land to construct new road reserve 41m wide (ultimate standard) and construction of a 2-lane arterial road (interim standard).	Yes	Melton City Council	S		0.69		47, 48
			Construction of a 6-lane arterial road (ultimate standard).	No	VicRoads	L				
Road	RD-22	Neale Road: Hopkins Road (IN-21) to Sinclairs Road (IN-22)	Purchase of land to construct new road reserve 34m wide (ultimate standard), construction of a 2-lane arterial road (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S		0.26		48, 51, 55, 56
			Construction of a 4-lane arterial road (ultimate).	No	VicRoads	L				
INTERSECTION PROJECTS										
Intersection	IN-01	Intersection: Hopkins Road and Melton Highway	Purchase of land (ultimate standard) and construction of primary arterial to primary arterial T-intersection (interim standard).	Yes	Melton City Council	S	1.06		15, 16	
			Construction of signalised 4-way intersection (ultimate standard).	No	VicRoads	L				
Intersection	IN-02	Intersection: North-South Road 1 and Melton Highway	Purchase of land (ultimate standard - connector leg only) and construction of connector road to primary arterial T-intersection (interim standard).	Yes	Melton City Council	S	0.23		19	
			Construction of signalised T-way intersection (ultimate standard).	No	VicRoads	L				

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
Intersection	IN-03	Intersection: North-South Road 2 and Melton Highway	Purchase of land (ultimate standard - connector leg only) and construction of connector road to primary arterial T-intersection (interim standard).	Yes	Melton City Council	S	0.23		24	
			Construction of signalised T-way intersection (ultimate standard).	No	VicRoads	L				
Intersection	IN-04	Intersection: Hopkins Road and East-West Road 1	Purchase of land (ultimate standard) and construction of primary arterial to connector road/local road 4-way intersection (interim standard).	Yes	Melton City Council	S	1.44		13, 14, 16	
			Construction of 4-way intersection (ultimate standard).	No	VicRoads	L				
Intersection	IN-05	Intersection: Hopkins Road and East-West Road 2	Purchase of land (ultimate standard) and construction of primary arterial to connector road 4-way intersection (interim standard).	Yes	Melton City Council	S	1.52		12	
			Construction of 4-way intersection (ultimate standard).	No	VicRoads	L				
Intersection	IN-06	Intersection: Hopkins Road and East-West Road 3	Purchase of land (ultimate standard) and construction of primary arterial to connector road 4-way intersection (interim standard).	Yes	Melton City Council	S	1.50		12	
			Construction of 4-way intersection (ultimate standard).	No	VicRoads	L				
Intersection	IN-07	Intersection: Plumpton Road and Tarleton Road	Purchase of land (ultimate standard), construction of connector road to secondary arterial 4-way intersection (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	M	0.64		6, 10, 11, 12, R1, R2	
			Construction of 4-way intersection (ultimate standard).	No	Melton City Council	L				
Intersection	IN-08	Intersection: Hopkins Road and Tarleton Road	Purchase of land (ultimate standard), construction of primary arterial to secondary arterial 4-way intersection (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S	3.12		11, 12, 33, R3	
			Construction of 4-way intersection (ultimate standard).	No	VicRoads	L				

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
Intersection	IN-09	Intersection: North-South Road 3 and Tarleton Road	Purchase of land (ultimate standard) and construction of connector road/local road to secondary arterial 4-way intersection (interim standard).	Yes	Melton City Council	M	1.23		32, 33	
			Construction of 4-way intersection (ultimate standard).	No	Melton City Council	L				
Intersection	IN-10	Intersection: North-South Road 4 and Tarleton Road	Purchase of land (ultimate standard) and construction of connector road to secondary arterial 4-way intersection (interim standard).	Yes	Melton City Council	M	1.14		29, 30	
			Construction of 4-way intersection (ultimate standard).	No	Melton City Council	L				
Intersection	IN-11	Intersection: North-South Road 5 and Tarleton Road	Purchase of land (ultimate standard) and construction of connector road to secondary arterial 4-way intersection (interim standard).	Yes	Melton City Council	M	1.17		49, 55	
			Construction of 4-way intersection (ultimate standard).	No	Melton City Council	L				
Intersection	IN-12	Intersection: Hopkins Road and East West Road 4	Purchase of land (ultimate standard) and construction of primary arterial to connector road 4-way intersection (interim standard).	Yes	Melton City Council	S	1.50		47, 48	
			Construction of 4-way intersection (ultimate standard).	No	VicRoads	L				
Intersection	IN-13	Intersection: Plumpton Road and Taylors Road	Purchase of land (ultimate standard), construction of connector road to primary arterial 4-way intersection (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S	0.62	0.25	43, 44, R1, R5	2, 3
			Construction of 4-way intersection (ultimate standard).	No	VicRoads	L				
Intersection	IN-14	Intersection: Hopkins Road and Taylors Road	Purchase of land (ultimate standard), construction of primary arterial to primary arterial 4-way intersection (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S	2.12	1.11	48, R5	11, 12, 21
			Construction of 4-way intersection (ultimate standard).	No	VicRoads	L				

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
Intersection	IN-15	Intersection: Sinclairs Road and Taylors Road	Purchase of land (ultimate standard), construction of connector road to primary arterial 4-way intersection (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S	0.23	0.63	48, R5	21, 63
			Construction of 4-intersection (ultimate standard).	No	VicRoads	L				
Intersection	IN-16	Intersection: Saric Court and Taylors Road	Purchase of land (ultimate standard), construction of connector road/local road to primary arterial 4-way intersection (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S	0.08	0.80	49, 52, 53, R4, R5	64, 66a, 67
			Construction of 4-way intersection (ultimate standard).	No	VicRoads	L				
Intersection	IN-17	Intersection: City Vista Court and Taylors Road	Purchase of land (ultimate standard), construction of connector road to primary arterial 4-way intersection (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S		0.56		68, 69
			Construction of 4-way intersection (ultimate standard).	No	VicRoads	L				
Intersection	IN-18	Intersection: Hopkins Road and East-West Road 5	Purchase of land (ultimate standard) construction of connector road to primary arterial 4-way intersection (interim standard).	Yes	Melton City Council	S		1.49		13, 15, 23, 24
			Construction of 4-way intersection (ultimate standard).	No	VicRoads	L				
Intersection	IN-19	Intersection: Hopkins Road and Reed Court	Purchase of land (ultimate standard), construction of connector road to primary arterial 4-way intersection (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S		1.13		15, 20, 25, 26
			Construction of 4-way intersection (ultimate standard).	No	VicRoads	L				
Intersection	IN-20	Intersection: Hopkins Road and East-West Road 6	Purchase of land (ultimate standard) and construction of connector road to primary arterial 4-way intersection (interim standard).	Yes	Melton City Council	S		1.46		39, 43, 47, 48
			Construction of 4-way intersection (ultimate standard).	No	VicRoads	L				

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
Intersection	IN-21	Intersection: Hopkins Road and Neale Road	Purchase of land (ultimate standard), construction of secondary arterial/connector road to primary arterial 4-way intersection (interim standard) and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S		1.09		47, 47, 54, 55
			Construction of 4-way intersection (ultimate standard).	No	VicRoads	L				
Intersection	IN-22	Intersection: Sinclairs Road and Neale Road	Purchase of land (ultimate standard), construction of connector road/local road to primary arterial signalised 4-way intersection (interim standard) and native vegetation and habitat compensation obligations. Note: eastern leg subject to future PSP 1080.2.	Yes	Melton City Council	S		0.17		51, 56, 73, 83
			Construction of 4-way intersection (ultimate standard).	No	Melton City Council	L				

BRIDGE PROJECTS

Bridge	PBR-01	Pedestrian Bridge	Construction of pedestrian bridge across a natural waterway associated with the Olive Grove DSS.	Yes	Melton City Council	S				
Bridge	PBR-02	Pedestrian Bridge	Construction of pedestrian bridge across a natural waterway associated with the Olive Grove DSS.	Yes	Melton City Council	L				
Bridge	PBR-03	Pedestrian Bridge	Construction of pedestrian bridge across a natural waterway associated with the Olive Grove DSS.	Yes	Melton City Council	L				
Bridge	PBR-04	Pedestrian Bridge	Construction of a pedestrian bridge across the Kororoit Creek in accordance with Growling Grass Frog Conservation Area requirements.	Yes	Melton City Council	L				
Bridge	PBR-05	Pedestrian Bridge	Construction of a pedestrian bridge across the Kororoit Creek in accordance with Growling Grass Frog Conservation Area requirements.	Yes	Melton City Council	M				
Bridge	PBR-06	Pedestrian Bridge	Construction of a pedestrian bridge across the Kororoit Creek in accordance with Growling Grass Frog Conservation Area requirements.	Yes	Melton City Council	L				
Bridge	PBR-07	Pedestrian Bridge	Construction of a pedestrian bridge across the Kororoit Creek in accordance with Growling Grass Frog Conservation Area requirements.	Yes	Melton City Council	L				

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
Bridge	PBR-08	Pedestrian Bridge	Construction of a pedestrian bridge across the Western Freeway to the future proposed Mt Atkinson station.	Apportioned	Melton City Council	L				
Bridge	BR-01	Vere Court Bridge	Purchase of land and construction of a connector road bridge over the Kororoit Creek and native vegetation and habitat compensation obligations.	Yes	Melton City Council	L		0.87		8, 9, 30
Bridge	BR-02	Hopkins Road Bridge	Purchase of land (ultimate standard) and construction of a primary arterial road bridge (interim standard) over the Kororoit Creek and native vegetation and habitat compensation obligations.	Yes	Melton City Council	S		1.06		19, 27, 35
			Construction of a primary arterial road bridge (ultimate standard).	No	VicRoads	L				
Bridge	BR-03	Sinclairs Road Bridge	Purchase of land and construction of a connector road bridge over the Kororoit Creek and native vegetation and habitat compensation obligations.	Yes	Melton City Council	M		0.97		27, 44, 66, 71
CULVERT PROJECTS										
Culvert	CU-01	East-West Road 5 Drainage Culvert	Construction of a culvert at waterway associated with the Beattys Road DSS (ultimate standard).	Yes	Melton City Council	L				
Culvert	CU-02	Tarleton Road Drainage Culvert	Upgrade of a culvert at waterway associated with the Beattys Road DSS.	No	Melbourne Water	M				
			Construction of a culvert to the interim road width as part of the construction of RD-06.	Yes	Melton City Council	M				
			Construction of a culvert to the ultimate road width as part of the upgrade of RD-06.	No	Melton City Council	L				
Culvert	CU-03	Tarleton Road Drainage Culvert	Construction of a culvert at waterway associated with the Olive Grove DSS. To be constructed as part of RD-08 (interim standard).	Yes	Melton City Council	M				
			Construction of a culvert as part of the construction of RD-08 (ultimate standard).	No	Melton City Council	L				

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
Culvert	CU-04	Tarleton Road Drainage Culvert	Construction of a culvert at waterway associated with the Sinclairs Road DSS. To be constructed as part of RD-09.	Yes	Melton City Council	M				
			Construction of a culvert as part of RD-09 (ultimate standard).	No	Melton City Council	L				
Culvert	CU-05	Hopkins Road Drainage Culvert	Construction of a culvert at waterway associated with the Olive Grove DSS. To be constructed as part of RD-04 (interim standard).	Yes	Melton City Council	S				
			Construction of culvert as part of the construction of RD-04 (ultimate standard).	No	VicRoads	L				
Culvert	CU-06	Taylors Road Drainage Culvert	Upgrade of a culvert at waterway associated with the Plumpton Road DSS.	No	Melbourne Water	S				
			Construction of culvert to the interim road width as part of the construction of RD-11 (interim standard).	Yes	Melton City Council	S				
			Construction of culvert to the ultimate road width as part of the construction of RD-11.	No	VicRoads	L				
Culvert	CU-07	Taylors Road Drainage Culvert	Upgrade of a culvert at waterway associated with the Olive Grove DSS.	No	Melbourne Water	M				
			Construction of culvert to the interim road width as part of the construction of RD-12.	Yes	Melton City Council	M				
			Construction of culvert to the ultimate road width as part of the construction of RD-12.	No	VicRoads	L				
Culvert	CU-08	Taylors Road Drainage Culvert	Upgrade of a culvert at waterway associated with the Sinclairs Road DSS.	No	Melbourne Water	S				
			Construction of culvert to the interim road width as part of the construction of RD-14.	Yes	Melton City Council	S				
			Construction of culvert to the ultimate road width as part of the upgrade of RD-14.	No	VicRoads	L				
Culvert	CU-09	Taylors Road Drainage Culvert	Construction of a connector road culvert at waterway associated with the Olive Grove DSS.	Yes	Melton City Council	L				5, 10
PEDESTRIAN SIGNALS PROJECTS										
Signals	PS-01	Pedestrian Signals	Construction of pedestrian signals at Hopkins Road as part of RD-04 (interim standard).	Yes	Melton City Council	S				
			Construction of pedestrian signals at Hopkins Road as part of RD-04 (ultimate standard).	No	VicRoads	L				

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
Signals	PS-02	Pedestrian Signals	Construction of pedestrian signals at Tarletons Road as part of RD-10 (interim standard).	Yes	Melton City Council	M				
			Construction of pedestrian signals at Tarletons Road as part of RD-10 (ultimate standard).	No	VicRoads	L				
Signals	PS-03	Pedestrian Signals	Construction of pedestrian signals at Taylors Road as part of RD-12 (interim standard).	Yes	Melton City Council	M				
			Construction of pedestrian signals at Taylors Road as part of RD-12 (ultimate standard).	No	VicRoads	L				
Signals	PS-04	Pedestrian Signals	Construction of pedestrian signals at Taylors Road as part of RD-15 (interim standard).	Yes	Melton City Council	S				
			Construction of pedestrian signals at Taylors Road as part of RD-15 (ultimate standard).	No	VicRoads	L				
Signals	PS-05	Pedestrian Signals	Construction of pedestrian signals at Hopkins Road as part of RD-20 (interim standard).	Yes	Melton City Council	S				
			Construction of pedestrian signals at Hopkins Road as part of RD-20 (ultimate standard).	No	VicRoads	L				
Signals	PS-06	Pedestrian Signals	Construction of pedestrian signals at Hopkins Road as part of RD-21 (interim standard).	Yes	Melton City Council	S				
			Construction of pedestrian signals at Hopkins Road as part of RD-21 (ultimate standard).	No	VicRoads	L				
PUBLIC TRANSPORT PROJECTS										
Public Transport	-	Bus services	Delivery of bus services	No	Public Transport Victoria	S (part)				
COMMUNITY FACILITIES AND OPEN SPACE										
COMMUNITY FACILITY PROJECTS										
Community	CO-01	Plumpton Community Centre (Plumpton North Community Hub)	Purchase of land and construction of a multi-purpose community centre including community rooms and additional facilities to cater for childcare and maternal health.	Yes	Melton City Council	M	1.01		12	
Community	CO-02	Plumpton Community Centre & Neighbourhood House (Plumpton Major Town Centre Community Hub)	Purchase of land and construction of a multi-purpose community centre and neighborhood house facilities. This will include community rooms, childcare and maternal health, youth space, additional classroom space and specialist facilities.	Yes	Melton City Council	S	1.20		29	

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
Community	CO-03	Plumpton Library (Plumpton Major Town Centre Community Hub)	Purchase of land and construction of a library.	Yes	Melton City Council	M	1.01		12	
Community	CO-04	Plumpton West Community Centre (Plumpton Local Town Centre Community Hub)	Purchase of land and construction of a multi-purpose community centre including community rooms and additional facilities to cater for childcare and maternal health.	Yes	Melton City Council	L	0.80		38	
Community	CO-05	Plumpton East Community Centre (Plumpton Local Convenience Community Hub)	Purchase of land and construction of a multi-purpose community centre including community rooms and additional facilities to cater for childcare and maternal health.	Yes	Melton City Council	M	0.80		48	
Community	CO-06	Deanside Community Centre & Neighbourhood House (Deanside Local Town Centre Community Hub)	Purchase of land and construction of a multi-purpose community centre and neighborhood house facilities. This will include community rooms, childcare and maternal health, youth space, additional classroom space and specialist facilities.	Yes	Melton City Council	M		1.21		10
Community	CO-07	Kororoit Community Centre (Kororoit Local Town Centre Community Hub)	Purchase of land and construction of a multi-purpose community centre including community rooms and additional facilities to cater for childcare and maternal health.	Yes	Melton City Council	S		0.80		45
Community	CO-08	Kororoit East Community Centre (Kororoit East Local Convenience Community Hub)	Purchase of land and construction of a multi-purpose community centre including community rooms and additional facilities to cater for childcare and maternal health.	Yes	Melton City Council	L		0.80		69
INDOOR RECREATION PROJECTS										
Community	AC-01	Plumpton Aquatics Centre (Plumpton Major Town Centre Community Hub)	Purchase of land and construction of an aquatics centre.	No	Melton City Council	M	4.00		12-R, R3	
Community	IR-01	Deanside Indoor Recreation Facility (Deanside Local Town Centre Community Hub)	Purchase of land for a indoor recreation facility.	Yes	Melton City Council	M		2.50		15
			Construction of an indoor recreation facility.	Yes	Melton City Council	L				

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
SPORTS RESERVE PROJECTS										
Sports Reserve	SR-01	Plumpton North Sports Reserve (Plumpton North Community Hub)	Purchase of land and construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure. Construction of a pavilion to serve the Plumpton North sports reserve, including all building works, landscaping and related infrastructure.	Yes	Melton City Council	S	6.52		17, 18	
Sports reserve	SR-02	Plumpton North Tennis & Multi-Court Facility (Plumpton North Community Hub)	Purchase of land and construction of a tennis/ multi-court facility co-located with SR-01, incorporating 6 courts with lighting and parking, including all construction works, landscaping and related infrastructure.	Yes	Melton City Council	M			17, 18	
Sports reserve	SR-03	Plumpton East Sports Reserve	Purchase of land and construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure. Construction of a pavilion to serve the Plumpton East sports reserve, including all building works, landscaping and related infrastructure.	Yes	Melton City Council	S	6.00		24, 25, R3	
Sports reserve	SR-04	Plumpton Sports Reserve (Plumpton Major Town Centre Community Centre)	Purchase of land and construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure. Construction of a pavilion to serve the Plumpton sports reserve, including all building works, landscaping and related infrastructure.	Yes	Melton City Council	M	10.02		30, 31, R3	
Sports reserve	SR-05	Plumpton West Sports Reserve (Plumpton Road Local Town Centre)	Purchase of land and construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure. Construction of a pavilion to serve the Plumpton West sports reserve, including all building works, landscaping and related infrastructure.	Yes	Melton City Council	M	10.03		35, 36, 37	

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
Sports reserve	SR-06	Plumpton South Sports Reserve (Plumpton Local Convenience Community Hub)	Purchase of land and construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure. Construction of a pavilion to serve the Plumpton South sports reserve, including all building works, landscaping and related infrastructure.	Yes	Melton City Council	S	6.50		48	
Sports reserve	SR-07	Plumpton South Tennis & Multi-Court Facility (Plumpton Local Convenience Community Hub)	Purchase of land and construction of a tennis/ multi-court facility collocated with SR-06, incorporating 8 courts with lighting and parking, including all construction works, landscaping and related infrastructure.	Yes	Melton City Council	M			48	
Sports reserve	SR-08	Deanside Sports Reserve (Deanside Local Town Centre Community Hub)	Purchase of land and construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure. Construction of a pavilion to serve the Deanside sports reserve, including all building works, landscaping and related infrastructure.	Yes	Melton City Council	M		10.00		10,11,13-R
Sports reserve	SR-09	Kororoit West Sports Reserve (Kororoit West Local Convenience Community Hub)	Purchase of land and construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure. Construction of a pavilion to serve the Kororoit West sports reserve, including all building works, landscaping and related infrastructure.	Yes	Melton City Council	L		10.00		33,37
Sports reserve	SR-10	Kororoit Sports Reserve (Kororoit Local Town Centre Community Hub)	Purchase of land and construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure. Construction of a pavilion to serve the Kororoit sports reserve, including all building works, landscaping and related infrastructure.	Yes	Melton City Council	S		9.00		46,47
Sports reserve	SR-11	Kororoit Tennis & Multi-Court Facility (Kororoit Local Town Centre Community Hub)	Purchase of land and construction of a tennis/ multi-court facility at the Kororoit Community Hub, incorporating 6 courts with lighting and parking, including all construction works, landscaping and related infrastructure.	Yes	Melton City Council	M		0.40		46,47

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
Sports reserve	SR-12	Kororoit East Sports Reserve (Kororoit East Community Hub)	Land purchase and construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure. Construction of a pavilion to serve the Kororoit East sports reserve, including all building works, landscaping and related infrastructure.	Yes	Melton City Council	S		6.00		68, 69
OPEN SPACE AND LOCAL PARK PROJECTS										
Open Space	LP-01	Local Park	Purchase of land for a local park	Yes	Melton City Council	M	0.50		13, 14	
			Construction and embellishment of local park.	No	Developer works	M				
Open Space	LP-02	Local Park	Purchase of land for a local park	Yes	Melton City Council	L	1.00		12-E	
			Construction and embellishment of local park	No	Developer works	L				
Open Space	LP-03	Local Park	Purchase of land for a local park	Yes	Melton City Council	L	0.50		5	
			Construction and embellishment of local park	No	Developer works	L				
Open Space	LP-04	Local Park	Purchase of land for a local park	Yes	Melton City Council	L	0.50		10	
			Construction and embellishment of local park	No	Developer works	L				
Open Space	LP-05	Local Park	Purchase of land for a local park	Yes	Melton City Council	M	0.25		12-R	
			Construction and embellishment of local park	No	Developer works	M				
Open Space	LP-06	Local Park	Purchase of land for a local park	Yes	Melton City Council	S	1.00		16	
			Construction and embellishment of local park	No	Developer works	S				
Open Space	LP-07	Local Park	Purchase of land for a local park	Yes	Melton City Council	S	1.00		20	
			Construction and embellishment of local park	No	Developer works	S				
Open Space	LP-08	Local Park	Purchase of land for a local park	Yes	Melton City Council	S	1.00		23	
			Construction and embellishment of local park	No	Developer works	S				
Open Space	LP-09	Local Park	Purchase of land for a local park	Yes	Melton City Council	M	1.00		34	
			Construction and embellishment of local park	No	Developer works	M				
Open Space	LP-10	Local Park	Purchase of land for a local park	Yes	Melton City Council	L	1.00		31, 32	
			Construction and embellishment of local park	No	Developer works	L				
Open Space	LP-11	Local Park	Purchase of land for a local park	Yes	Melton City Council	S	1.00		28	
			Construction and embellishment of local park	No	Developer works	S				
Open Space	LP-12	Local Park	Purchase of land for a local park	Yes	Melton City Council	S	1.00		27	
			Construction and embellishment of local park	No	Developer works	S				

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
Open Space	LP-13	Local Park	Purchase of land for a local park	Yes	Melton City Council	M	1.00		55	
			Construction and embellishment of local park	No	Developer works	M				
Open Space	LP-14	Local Park	Purchase of land for a local park	Yes	Melton City Council	M	0.50		49	
			Construction and embellishment of local park	No	Developer works	M				
Open Space	LP-15	Local Park	Purchase of land for a local park	Yes	Melton City Council	S	1.00		54	
			Construction and embellishment of local park	No	Developer works	S				
Open Space	LP-16	Local Park	Purchase of land for a local park	Yes	Melton City Council	S	1.00		48	
			Construction and embellishment of local park	No	Developer works	S				
Open Space	LP-17	Local Park	Purchase of land for a local park	Yes	Melton City Council	M	1.00		46, 47	
			Construction and embellishment of local park	No	Developer works	M				
Open Space	LP-18	Local Park	Purchase of land for a local park	Yes	Melton City Council	M	0.50		45	
			Construction and embellishment of local park	No	Developer works	M				
Open Space	LP-19	Local Park	Purchase of land for a local park	Yes	Melton City Council	S	1.00		42	
			Construction and embellishment of local park	No	Developer works	S				
Open Space	LP-20	Local Park - Beattys Road Reserve	Construction and embellishment of local park	No	Developer works	M			R3	
Open Space	LP-21	Local Park - Beattys Road Reserve	Construction and embellishment of local park	No	Developer works	M			R3	
Open Space	LP-22	Local Park - Beattys Road Reserve	Construction and embellishment of local park	No	Developer works	L			R3	
Open Space	LP-23	Local Park	Purchase of land for a local park	Yes	Melton City Council	L		1.00		2
			Construction and embellishment of local park	No	Developer works	L				
Open Space	LP-24	Local Park	Purchase of land for a local park	Yes	Melton City Council	L		1.00		7
			Construction and embellishment of local park	No	Developer works	L				
Open Space	LP-25	Local Park	Purchase of land for a local park	Yes	Melton City Council	L		0.85		14
			Construction and embellishment of local park	No	Developer works	L				
Open Space	LP-26	Local Park	Purchase of land for a local park	Yes	Melton City Council	L		0.12		9
			Construction and embellishment of local park	No	Developer works	L				
Open Space	LP-27	Local Park	Purchase of land for a local park	Yes	Melton City Council	M		0.50		34
			Construction and embellishment of local park	No	Developer works	M				
Open Space	LP-28	Local Park	Purchase of land for a local park	Yes	Melton City Council	M		1.00		32
			Construction and embellishment of local park	No	Developer works	M				
Open Space	LP-29	Local Park	Purchase of land for a local park	Yes	Melton City Council	M		1.00		38
			Construction and embellishment of local park	No	Developer works	M				

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
Open Space	LP-30	Local Park	Purchase of land for a local park	Yes	Melton City Council	M		1.00		41
			Construction and embellishment of local park	No	Developer works	M				
Open Space	LP-31	Local Park	Purchase of land for a local park	Yes	Melton City Council	L		0.76		52
			Construction and embellishment of local park	No	Developer works	L				
Open Space	LP-32	Local Park	Purchase of land for a local park	Yes	Melton City Council	L		1.00		53
			Construction and embellishment of local park	No	Developer works	L				
Open Space	LP-33	Local Park	Purchase of land for a local park	Yes	Melton City Council	L		0.50		57
			Construction and embellishment of local park	No	Developer works	L				
Open Space	LP-34	Local Park	Purchase of land for a local park	Yes	Melton City Council	M		0.50		43
			Construction and embellishment of local park	No	Developer works	M				
Open Space	LP-35	Local Park	Purchase of land for a local park	Yes	Melton City Council	S		1.00		25
			Construction and embellishment of local park	No	Developer works	S				
Open Space	LP-36	Local Park	Purchase of land for a local park	Yes	Melton City Council	S		1.00		21
			Construction and embellishment of local park	No	Developer works	S				
Open Space	LP-37	Local Park	Purchase of land for a local park	Yes	Melton City Council	L		1.27		65
			Construction and embellishment of local park	No	Developer works	L				
Open Space	LP-38	Local Park	Purchase of land for a local park	Yes	Melton City Council	S		1.00		64
			Construction and embellishment of local park	No	Developer works	S				
Open Space	LP-39	Local Park	Purchase of land for a local park	Yes	Melton City Council	L		0.62		66
			Construction and embellishment of local park	No	Developer works	L				
Open Space	LP-40	Local Park	Purchase of land for a local park	Yes	Melton City Council	S		0.80		68
			Construction and embellishment of local park	No	Developer works	S				
Open Space	LP-41	Local Park	Purchase of land for a local park	Yes	Melton City Council	M		1.18		69
			Construction and embellishment of local park	No	Developer works	M				
Open Space	LP-42	Local Park	Purchase of land for a local park	Yes	Melton City Council	M		0.35		69
			Construction and embellishment of local park	No	Developer works	M				
Open Space	LP-43	Local Park	Purchase of land for a local park	Yes	Melton City Council	M		0.50		68
			Construction and embellishment of local park	No	Developer works	M				

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
Open Space	LOS-01	Linear Open Space - Power Easement	Construction of a shared path, landscape and embellishment of linear open space.	No	Developer works	S-M			25, 26, 27, 53, 54, 55	
Open Space	LOS-02	Linear Open Space - Gas Easement	Construction of a shared path, landscape and embellishment of linear open space.	No	Developer works	S-M			23, 28, 49	
Open Space	LOS-03	Linear Open Space - Beattys Road Reserve	Construction of a shared path, landscape and embellishment of linear open space.	No	Developer works	M			R3	
Open Space	LOS-04	Linear Open Space - Power easement	Construction of a shared path, landscape and embellishment of linear open space.	No	Developer works	S-M				67, 68
Open Space	LOS-05	Linear Open Space - Gas easement	Construction of a shared path, landscape and embellishment of linear open space.	No	Developer works	M-L				63, 65, 66
Open Space	-	Melton Highway Shared Path	Construction of a 2-way bike path within the south side of the existing Melton Highway Road Reservation.	No	Developer works	S-M				
EDUCATION PROJECTS										
School	-	Non-Government Secondary School	Purchase of land and construction of a potential non-government secondary school in the Plumpton North Community Hub.	No	Catholic Education Office	L	7.00		10	
School	-	Government P-12 School	Land and construction of a government P-12 school in the Plumpton Major Town Centre Community Hub.	No	Department of Education and Training	M	10.00		28, 29	
School	-	Government Primary School	Land and construction of a government primary school in the Plumpton Local Town Centre Community Hub.	No	Department of Education and Training	L	3.50		38	
School	-	Government Primary School	Land and construction of a government primary school in the Plumpton Local Convenience Centre Community Hub	No	Department of Education and Training	L	3.50		48	
School	-	Non-Government Primary School	Land and construction of a potential non-government primary school in the Plumpton Local Town Centre Community Hub	No	Catholic Education Office	L	2.60		38	
School	-	Government Secondary School	Land and construction of a government secondary school in the Deanside Local Town Centre Hub	No	Department of Education and Training	L		10.00		14, 15

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	INCLUDED IN ICP	LEAD AGENCY	STAGING	SIZE (HA)		PROPERTY	
							PLUMPTON	KOROROIT	PLUMPTON	KOROROIT
School	-	Government Primary School	Land and construction of a government primary school in the Deanside Local Town Centre Hub	No	Department of Education and Training	L		3.50		10
School	-	Non-Government Primary School	Land and construction of a potential non-government primary school in the Kororoit Local Town Centre Hub	No	Catholic Education Office	L		2.60		39
School	-	Government Primary School	Land and construction of a government primary school in the Kororoit Local Town Centre Hub	No	Department of Education and Training	M		3.50		45
School	-	Government Primary School	Land and construction of a government primary school in the Kororoit East Local Convenience Hub	No	Department of Education and Training	S		3.50		69
CONSERVATION PROJECTS										
Conservation	-	Conservation Area 1	Nature conservation area (abutting local road including path and naturestrip on both sides of the road are developer works)	No	Department of Environment, Land, Water and Planning & developer works	L		13.29		13-R, 22-R, 23
Conservation	-	Conservation Area 2	Nature conservation area (abutting local road including path and naturestrip on both sides of the road are developer works)	No	Department of Environment, Land, Water and Planning & developer works	L		45.02		66, 66a, 67, 68
Conservation	-	Conservation Area 15 - Growling Grass Frog Conservation Area	Nature conservation area (abutting local road including path and naturestrip on both sides of the road are developer works)	No	Department of Environment, Land, Water and Planning & developer works	L				4, 6, 7, 8, 81, 9, 9A, 10, 14, 16, 17, 19, 27, 28, 29, 30, 31, 31a, 32, 34, 35, 43, 44, 66, 67, 67a, 68, 69, 70
Conservation	-	Deanside Homestead Complex	Heritage Conservation	No	Developer works	L				14, 16