

Woodlands

Precinct Structure Plan



September 2016

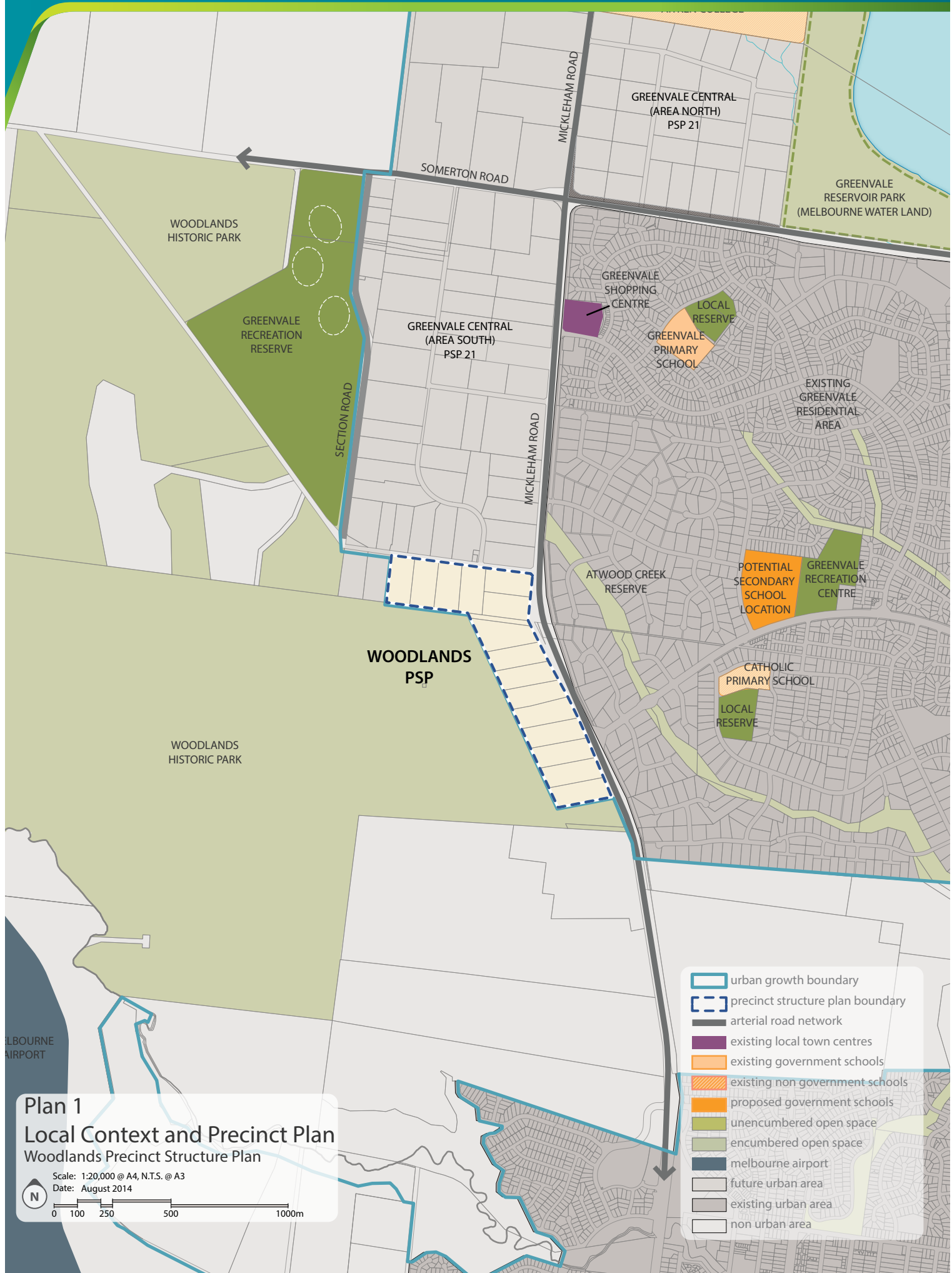
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Note: Any reference to the Metropolitan Planning Authority (MPA) in this document is a reference to the Growth Areas Authority (GAA) as defined under the Planning & Environment Act 1987.



1.0 INTRODUCTION

The Woodlands Precinct Structure Plan (the PSP) has been prepared by the Metropolitan Planning Authority. The PSP is a long-term plan for urban development and describes outcomes established in consultation with Hume City Council, Government agencies, service authorities and major stakeholders.

The PSP:

- Sets out plans to guide delivery of quality urban environments in accordance with the Victorian Government policies and guidelines (listed below)
- Sets the vision for how land should be developed, illustrates the future urban structure and describes the outcomes to be achieved by the future development
- Sets out objectives, requirements and guidelines for land use, development and subdivision
- Provides Government agencies, the Council, developers, investors and local communities with certainty about future development
- Addresses the requirements of the Environment Protection and Biodiversity Conservation (EPBC) Act 1999 in accordance with an endorsed program under Part 10 of the Act.

The PSP is informed by the following policies, guidelines and reports:

- State Planning Policy Framework set out in the Hume Planning Scheme and the Precinct Structure Planning Guidelines
- Local Planning Policy Framework of the Hume Planning Scheme
- Growth Corridor Plans: Managing Melbourne's Growth (Growth Areas Authority, June 2012)
- Biodiversity Conservation Strategy and Sub-regional Species Strategy for Melbourne's Growth Areas (Department of Environment & Primary Industries, June 2013)
- Greenvale Central PSP Background Report that provides information regarding the precinct of which Woodlands PSP was formerly part, including its metropolitan and regional context, and summarises various background information relevant to the preparation of this document.
- National Airports Safeguarding Framework 2012 and its associated Guidelines A-F considered and agreed by Commonwealth, State and Territory Ministers at the Standing Council on Transport and Infrastructure (SCOTI) meeting on 18 May 2012.

1.1 How to Read this Document

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

A planning application and a planning permit must implement the outcomes of the precinct structure plan. The outcomes are expressed as the Vision and Objectives.

Each element of the precinct structure plan contains requirements, guidelines and conditions as relevant.

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

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

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

Development that meets these requirements, guidelines and conditions will be considered to implement the outcomes of the Precinct Structure Plan. Plans are a spatial expression of the outcomes.

Development must also comply with other Acts and approvals where relevant e.g. the Environment Protection and Biodiversity Conservation Act 1999 in the case of biodiversity or the Aboriginal Heritage Act 2006 in the case of cultural heritage, amongst others.

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

1.2 Land to Which this PSP Applies

The PSP applies to 32.42 hectares of land located on the eastern edge of Woodlands Historic Park, Greenvale, as shown on Plan 1 and on the Hume Planning Scheme maps as Schedule 7 to the Urban Growth Zone.

The PSP is bound by Mickleham Road to the east, Providence Road (and Greenvale Central PSP) to the north, and Woodlands Historic Park to the south and west.



Plan 2

Future Urban Structure & Land Use Budget

Woodlands Precinct Structure Plan

2.0 OUTCOMES

2.1 Vision

To promote development that supports the retention of remnant native vegetation and embodies the character of Woodlands Historic Park and the adjacent low density residential character.

The Woodlands Precinct Structure Plan will enable low density urban development that preserves the attractiveness and amenity of this prominent stretch of land.

The precinct is located on the edge of Woodlands Historic Park, which offers extensive walking trails through its 700 hectares of woodland and grassland vegetation. The precinct sits at the foot of Gellibrand Hill, with its panoramic views across Port Phillip Bay and the Great Dividing Range, and in close proximity to the historic Woodlands Homestead complex.

The precinct benefits from the adjoining Greenvale neighbourhood, drawing on facilities including primary schools and community facilities, as well as the Greenvale Shopping Centre. Major Town Centres at Roxburgh Park, Craigieburn and Broadmeadows provide retail, entertainment, commercial, civic, education, recreation and community services of a regional scale.

Positioned on Mickleham Road, the precinct will enjoy convenient access to the Hume Highway and Western Ring Road, Melbourne Airport, the rail network via Roxburgh Park Station, bus services, pedestrian paths and cycling lanes on the arterial road network.

The precinct provides an opportunity to create unique, low-density housing stock at the city-end of the northern growth corridor.

2.2 Objectives

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

IMAGE AND CHARACTER	
01	Recognise the unique lower density character of the area.
02	Encourage low density development that maintains a strong relationship with adjoining parkland.
03	Provide a functional and safe built environment that promotes a strong sense of place, community and civic pride for future residents.
04	Maintain the indigenous landscape character through the retention of scattered remnant trees and woodland vegetation.
05	Recognise local vegetation protection areas as areas of special significance, natural beauty, interest and importance.
06	Retain all indigenous trees identified for protection and significant non-indigenous trees where appropriate.
07	Create an attractive landscaped character along Mickleham Road through the planting of large native trees that serve to frame the precinct.
08	Establish safe and efficient access to Mickleham Road by encouraging use of shared service roads between property boundaries.
09	Promote retention of significant native trees within road reserves.
010	Ensure that every residential lot has constructed road access.
011	Promote the development of a cohesive neighbourhood that is integrated across property boundaries and connects to the surrounding Greenvale neighbourhood.
012	Ensure all lots, to the satisfaction of the relevant authorities, are provided with potable water, electricity, drainage and telecommunications.

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2.3 Summary Land Budget

The Net Developable Area (NDA) is established by deducting the land requirements for arterial roads and encumbered conservation areas from the Gross Developable Area (GDA). The NDA for the Woodlands precinct is 30.45 hectares which equates to approximately 93.93% of the PSP area.

The land budget shows that the PSP will yield approximately 60 lots with an average density of 2 dwellings (one-acre properties) per Net Developable Hectare (NDHa). Assuming an average household size of 2.8 persons for conventional density housing (based on Victoria in Future 2008) translates to an estimated future population of approximately 210 residents.

See Plan 2, 'Future Urban Structure and Land Use Budget', Table 1, 'Summary Land Use Budget' and Appendix 1, 'Property Specific Land Budget' for further details regarding development and population forecasts.

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

Table 1 Summary Land Use Budget

DESCRIPTION	WOODLANDS PSP		
	HECTARES	% OF TOTAL PRECINCT	% OF NDA
TOTAL PRECINCT AREA (HA)	32.42	100.0	
TRANSPORT			
Road widening	0.08	0.25%	0.26%
SUB-TOTAL	0.08	0.25%	0.26%
OPEN SPACE			
ENCUMBERED LAND AVAILABLE FOR RECREATION			
Waterway / Drainage Line / Wetland / Retarding	0.00	0.00%	0.00%
Crown Land	0.54	1.66%	1.76%
SUB-TOTAL	0.54	1.66%	1.76%
UNENCUMBERED LAND AVAILABLE FOR RECREATION			
Active Open Space	0.00	0.00%	0.00%
Passive Open Space	0.00	0.00%	0.00%
SUB-TOTAL	0.00	0.00%	0.00%
TOTALS OPEN SPACE	0.54	1.66%	1.76%
NET DEVELOPABLE AREA (NDA) (HA)	31.80	98.09%	

Residential Lot Yield Breakdown

DESCRIPTION	WOODLANDS PSP		
	HECTARES	DWELL / NDHA	DWELLINGS
RESIDENTIAL			
Residential - Low Density	31.80	2.0	64
SUB-TOTAL AGAINST NET RESIDENTIAL AREA (NRA)	31.80	2.0	64
COMBINED RES/ RETAIL / EMP / OTHER	NDA (HA)	DWELL / NDHA	DWELLINGS
TOTALS RESIDENTIAL YIELD AGAINST NDA	31.80	2.0	64



3.0 IMPLEMENTATION

3.1 Image and Character

IMAGE AND CHARACTER

REQUIREMENTS	
R1	Building setbacks and orientation must be applied in a manner that provides for vegetation screening to Mickleham Road comparable with the existing conditions of the area.
R2	Street tree planting on declared arterial roads must be established in accordance with the clear zone guidelines to the satisfaction of the VicRoads.
R3	Nature strips developed as part of service roads must be planted to the satisfaction of the Responsible Authority.
GUIDELINES	
G1	Siting and design of built form should provide a sensitive interface and view lines to Woodlands Historic Park. This can be achieved through appropriate architectural treatments such as muted colour tones, low scale front fencing and indigenous landscaping.
G2	Front fences should generally be low, partly transparent and of a rural style. Corner lots should address both streets with low fences having a minimum five metre (5m) setback from the front building line.
G3	Development and uses in the precinct should have regard to: <ul style="list-style-type: none"> National Airports Safeguarding Framework 2012 and its associated Guidelines A-F and any subsequent amendments or additions; and Melbourne Airports Master Plan 2013 and subsequent amendments or master plans approved under the Airports Act 1996 (Commonwealth).
G4	Outbuildings should be sited behind dwellings, particularly on lots fronting Mickleham Road.

3.2 Open Space and Natural Systems

OPEN SPACE AND NATURAL SYSTEMS

REQUIREMENTS	
R4	All landscaped areas must be designed to the satisfaction of the Responsible Authority.
R5	Development and design of housing must respond to and minimise impacts on native vegetation shown in Plan 3 with retention of existing non-indigenous trees of arboriculture significance encouraged.
R6	Fencing adjoining Woodlands Historic Park must be low scale, rural in style and permeable to facilitate public safety and surveillance.

R7	<p>For the purpose of Clause 56.06-7, the requirements of the relevant fire authority are, unless otherwise approved by the CFA:</p> <ul style="list-style-type: none"> Constructed roads must be a minimum of 7.3m trafficable width where cars park on both sides, or: <ul style="list-style-type: none"> » A minimum of 5.4m in trafficable width where cars may park on one side only. » A minimum of 3.5m width no parking and 0.5m clearance to structures on either side, and if this width applies, there must be passing bays of at least twenty metres (20m) long, six metres (6m) wide and located not more than two-hundred metres (200m) apart. Roads must be constructed so that they are capable of accommodating a vehicle of 15 tonnes for the trafficable road width. The average grade of a road must be no more than 1 in 7 (14.4% or 8.1°). The steepest grade on a road must be no more than 1 in 5 (20% or 11.3°) with this grade continuing for no more than fifty metres (50m) at any one point. Dips on the road must have no more than 1 in 8 grade (12.5% or 7.1°) entry and exit angle. <p>Constructed dead end roads more than sixty metres (60m) in length from the nearest intersection must have a turning circle with a minimum radius of eight metres (8m) (including roll over curbs if they are provided).</p>
R8	<p>Before the commencement of works for a stage of subdivision, a Construction Management Plan that addresses Bushfire Risk Management must be submitted to and approved by the Responsible Authority and the CFA. The Construction Management Plan must specify, amongst other things:</p> <ul style="list-style-type: none"> Measures to reduce the risk from the fire within the surrounding rural landscape and protect residents from the threat of fire. A separation buffer, consistent with the separation distances specified in AS3959-2009, between the edge of development and non-urban areas. How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles.

GUIDELINES

G5	Landscaping adjacent to retained scattered trees should use appropriate planting (i.e. not planted with species that could behave as environmental weeds, and are complimentary and aesthetic).
G6	A shared path along Swain Street should connect the pedestrian path on Mickleham Road with the trail network within Woodlands Historic Park.
G7	Removal of native vegetation identified for retention on Plan 3 should be minimised where removal is necessary to provide access to the arterial road network via service roads and/or shared driveways.

CONDITIONS

C1	<p>Habitat compensation</p> <p>Before subdivision, the construction of a building or the construction or carrying out of works on land starts, offsets for the loss or deemed loss of native vegetation and threatened species habitat must be secured in accordance with the <i>Biodiversity Conservation Strategy for Melbourne's Growth Corridors</i> (Department of Environment and Primary Industries, 2013) and <i>Habitat compensation under the Biodiversity Conservation Strategy</i> (Department of Environment and Primary Industries, 2013), to the satisfaction of the Secretary to the Department of Environment and Primary Industries.</p>
C2	<p>Salvage and translocation</p> <p>The <i>Salvage and Translocation Protocol for Melbourne's Growth Corridors</i> (Melbourne Strategic Assessment) (Department of Environment and Primary Industries, 2013) must be implemented in the carrying out of development to the satisfaction of the Secretary to the Department of Environment and Primary Industries.</p>

C3

Retention of scattered trees and remnant patches of native vegetation.

Scattered trees and remnant patches of native vegetation will be considered retained if they:

- Are to remain on properties greater than 0.4 hectares in size,
- Are outside of building envelopes and development areas
- have appropriate buffers for protection; and
- protected via a on-title agreement.

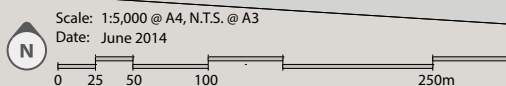
If the native vegetation is considered to be retained to the satisfaction of the Department of Environment and Primary Industries and the responsible authority, no habitat compensation obligation is required to be paid for that portion of the developed land.



Plan 4

Road Network, Public Transport and Walking Trails

Woodlands Precinct Structure Plan



3.3 Transport and Movement

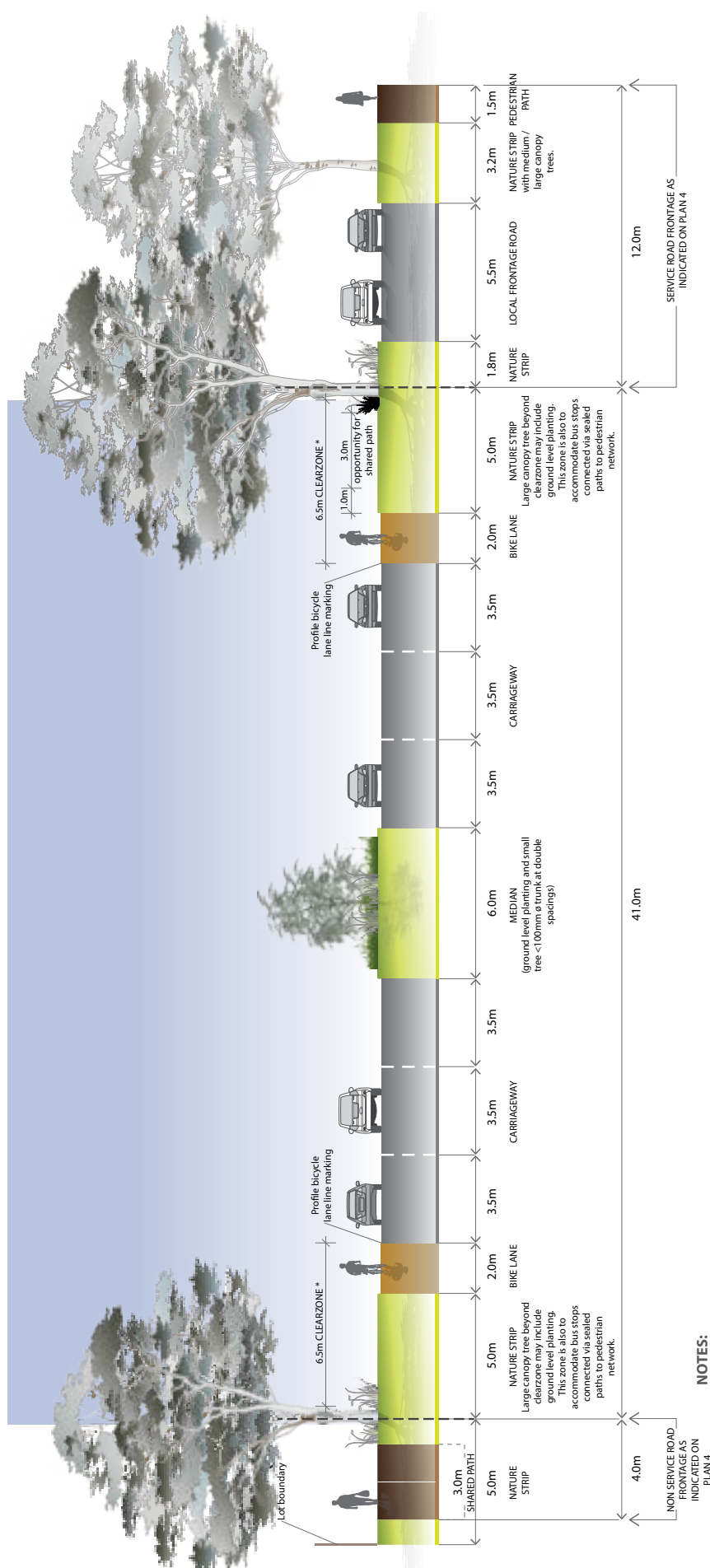
TRANSPORT: STREET NETWORK

REQUIREMENTS	
R9	Access to Mickleham Road from service roads must be to the satisfaction of the coordinating road authority.
R10	Service road access must be constructed to the satisfaction of the coordinating road authority as illustrated on Plan 4.
R11	Driveway access to lots fronting arterial roads must provided via service roads and internal local roads to the satisfaction of the coordinating road authority. New lots must not directly access Mickleham Road, with the exception of property 6.
R12	Staging of subdivisions are to provide for the timely connection of road and pedestrian links between properties, the arterial road network and the off-road pedestrian and bicycle network to the satisfaction of the Responsible Authority.
R13	Service roads must be delivered as per the 12-metre local front road illustrated in Figure 1 (6-lane primary artial road). Where service roads are not required, a 4-metre shared path frontage must be provided and connect directly to pedestrian paths delivered as part of the service road. Shared paths and/or pedestrian paths must be constructed along the full length of all properties fronting Mickleham Road.
GUIDELINES	
G8	Service roads should be developed to allow interim and ultimate access to the precinct, noting potential interim access from Mickleham Road for the initial stages of development. To facilitate initial stages of development, some infrastructure may be required in later stages of development if agreed to by the Responsible Authority.
G9	Service roads should be constructed to a length not exceeding 200 metres.
G10	Construction of service roads illustrated on Plan 4 should be designed to minimise the removal of native vegetation identified for retention, where necessary for access to the arterial road network.
CONDITIONS	
C4	<p>Conditions for subdivision or building and works permits where land is required for road widening</p> <p>Land required for road widening including right of way flaring for the ultimate design of any intersection within an existing or proposed arterial road must be transferred to or vested in Council at no cost to the acquiring agency unless funded by the Greenvale Central Development Contributions Plan.</p>

TRANSPORT: PUBLIC TRANSPORT

CONDITIONS	
C5	<p>Unless otherwise agreed by Public Transport Victoria (PTV), prior to the issue of Statement of Compliance for any subdivision stage, bus stop hard stands with direct and safe pedestrian access to a pedestrian path must be constructed:</p> <ul style="list-style-type: none"> In accordance with the Public Transport Guidelines for Land Use and Development; and compliant with the Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002 <p>At locations approved by PTV, at no cost to PTV, and to the satisfaction of PTV.</p>

Figure 1 Road cross section: primary arterial road (6-lane) and service road interface



NOTES:

- Includes typical residential frontage roads each side.
- Investigation and use of physical barriers such as wire rope fencing is encouraged to enable more extensive canopy tree planting.
- * Clear zone assumes 80 Km/h speed limit > 5,000 VPD.
- Reservation width will be affected by clear zone and service infrastructure clearance requirements.

6 Lane Primary Arterial Road

TRANSPORT: WALKING AND CYCLING

REQUIREMENTS	
R14	<p>Design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:</p> <ul style="list-style-type: none"> • Pedestrian paths of at least 1.5m on both sides of all streets, unless otherwise specified by this PSP • Shared paths and pedestrian paths consistent with the road cross sections outlined in this PSP • Safe and convenient crossing points of connector and local streets at all intersections and on key desire lines • Pedestrian priority crossing at all slip lanes • Safe and convenient transition between the on and off-road bicycle network and existing and proposed signalised intersections <p>All to the satisfaction of the Responsible Authority.</p>
GUIDELINES	
G11	Location of pedestrian or shared paths should consider the need for appropriate lighting and passive surveillance.
G12	Service roads should be designed in a manner that does not adversely affect operation of off-road cycling paths.

3.4 Water and Utilities

WATER

REQUIREMENTS	
R15	Dwellings must provide on-lot water treatment and retention, unless otherwise agreed by Melbourne Water and the Responsible Authority.
R16	Development must be in accordance with the relevant drainage strategy prepared by the Responsible Authority for the precinct.
R17	Stormwater runoff from future development must be controlled to peak flow rates for all rainfall events up to and including the 1 in 100 year ARI event, back to existing flow rates. The future drainage outfall connections must be designed to discharge flows to not exceed the existing culvert capacity under Mickleham Road.
GUIDELINES	
G13	Development should have regard to relevant policies and strategies being implemented by the Responsible Authority, Melbourne Water and Yarra Valley Water, including any approved Integrated Water Management Plan.

UTILITIES

REQUIREMENTS	
R18	<p>Before development commences on a property, plans are to be submitted of the road network showing the location of all:</p> <ul style="list-style-type: none"> • Underground services • Driveways / crossovers • Street lights • Street trees <p>A typical cross section of each street is also to 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 so as to achieve the road reserve width (consistent with the road cross sections outlined in this PSP). If required, the plan and road cross sections will nominate which services will be placed under footpaths or road pavement. The plans and road cross sections are to be approved by the Responsible Authority and all relevant service authorities before development commences.</p>

3.5 Infrastructure Delivery and Development Staging

SUBDIVISION WORKS BY DEVELOPERS

REQUIREMENTS	
R19	<p>Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure:</p> <ul style="list-style-type: none"> • Service roads • Landscaping of all existing and future roads • Appropriately scaled lighting along all roads • Infrastructure as required by utility services providers including water, sewerage, drainage, electricity, gas, and telecommunications, as appropriate.
CONDITIONS	
C6	<p>Use or develop land for a sensitive purpose – Category One Properties – Environmental Site Assessment</p> <p>Before a plan of subdivision is certified under the Subdivision Act 1988, the recommendations of the preliminary site assessment for the properties shown on Map 2 to Schedule 7 to Clause 37.07, lodged with the application, must be carried out to the satisfaction of the Responsible Authority. Upon receipt of the further testing report the owner must comply with any further requirements made by the Responsible Authority after having regard to the guidance set out in the General Practice Note on Potentially Contaminated Land June 2005 (DSE). The plan of subdivision must not be certified until the Responsible Authority is satisfied that the land is suitable for the intended use.</p>
C7	<p>Use or develop land for a sensitive purpose – Category Two Properties – Environmental Site Assessment</p> <p>Before a plan of subdivision is certified under the Subdivision Act 1988, the recommendations of the Phase 2 Environmental Site Assessment for the properties shown on Map 2 to Schedule 7 to Clause 37.07, lodged with the application, must be carried out to the satisfaction of the Responsible Authority. Upon receipt of the further testing report the owner must comply with any further requirements made by the Responsible Authority after having regard to the guidance set out in the General Practice Note on Potentially Contaminated Land June 2005 (DSE). The plan of subdivision must not be certified until the Responsible Authority is satisfied that the land is suitable for the intended use.</p>

LAND BUDGET

REQUIREMENTS	
R20	<p>The detailed land budget included in Section 2.3 clearly sets out the NDA for every property included in the PSP. The NDA will not be amended to respond to minor changes to land budgets that may result from the subdivision process unless the Responsible Authority agrees to a variation.</p>

3.5.1 Precinct Infrastructure Plan

The Precinct Infrastructure Plan (PIP) at Table 2 sets out the infrastructure and services required to meet the needs of proposed development within the precinct. The infrastructure items and services are to be provided through a number of mechanisms including:

- Subdivision construction works by developers
- Agreement under Section 173 of the Planning and Environment Act 1987
- Utility service provider requirements
- Capital works projects by Council, State government agencies and non-government organizations.

The items described in Table 2 relate to infrastructure projects outlined in the **Greenvale Central Precinct Structure Plan** and the **Greenvale Central Development Contributions Plan** that share Providence Road with Woodlands Precinct Structure Plan.

Table 2 Precinct Infrastructure Plan

PROJECT CATEGORY	PSP/DCP PROJECT	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	TIMING	INCLUDED IN GREENVALE CENTRAL DCP?
Transport						
Road	LR12 (Greenvale Central PSP)	Providence Road East	As per Table 3: Local Road Network Implementation in the Greenvale Central Precinct Structure Plan	Hume City Council	As triggered by subdivision associated with Greenvale Central PSP	No
Intersection	IT05 (Greenvale Central PSP)	Mickleham Road and Providence Road: Intersection (ultimate)	Construction of signalised T-intersection (ultimate layout)	VicRoads	L	No
Note: Upgrade to Providence Road to an urban standard will be required as part of development of the Greenvale Central PSP .						
Note: 0.08ha of land is required from Property 5 of the Woodlands PSP for the ultimate construction of IT05. The remainder of the land required for IT05 will be provided from the Greenvale Central PSP.						
Public Transport						
Bus	-	Bus Stops	Provision of bus stops to be delivered with local street system as part of subdivision construction approvals	Public Transport Victoria	L	No
Open Space						
Passive	-	Unencumbered Passive Open Space (contribution to improve local open space network).	Earthworks, drainage works, landscape construction and passive park development	Hume City Council (approvals)	As triggered by subdivision	No

APPENDICES

Appendix 1 Property Specific Land Budget

PROPERTY NUMBER	TOTAL AREA (HECTARES)	ROAD WIDENING	ENCUMBERED LAND AVAILABLE FOR RECREATION				UNENCUMBERED LAND AVAILABLE FOR RECREATION		TOTAL NET DEVELOPABLE AREA (HECTARES)	KEY PERCENTAGES	TOTAL NET RESIDENTIAL AREA Ha (NRA)	LOW DENSITY 2.5 DWELL PER NRHa			TOTAL COMBINED			YIELD PER NET DEVELOPABLE Ha
			WATERWAY / DRAINAGE LINE EASEMENT	CONSERVATION	CROWN LAND		ACTIVE OPEN SPACE	PASSIVE OPEN SPACE				NRHa	DWELL / NRHa	DWELLINGS	NRHa	DWELL / NRHa	DWELLINGS	
PROPERTY																		
1	2.03	-	-	-	-	-	-	-	2.03	100.00%	2.03	2.03	2.5	4	2.03	2.00	4	2.00
2	2.10	-	-	-	-	-	-	-	2.10	100.00%	2.10	2.10	2.5	4	2.10	2.00	4	2.00
3	2.07	-	-	-	-	-	-	-	2.07	100.00%	2.07	2.07	2.5	4	2.07	2.00	4	2.00
4	2.06	-	-	-	-	-	-	-	2.06	100.00%	2.06	2.06	2.5	4	2.06	2.00	4	2.00
5	2.01	0.08	-	-	-	-	-	-	1.93	96.02%	1.93	1.93	2.5	4	1.93	2.00	4	2.00
6	2.01	-	-	-	-	-	-	-	2.01	100.00%	2.01	2.01	2.5	4	2.01	2.00	4	2.00
7	2.61	-	-	-	-	-	-	-	2.61	100.00%	2.61	2.61	2.5	5	2.61	2.00	4	2.00
8	2.03	-	-	-	-	-	-	-	2.03	100.00%	2.03	2.03	2.5	4	2.03	2.00	4	2.00
9	2.06	-	-	-	-	-	-	-	2.06	100.00%	2.06	2.06	2.5	4	2.06	2.00	4	2.00
10	2.03	-	-	-	-	-	-	-	2.03	100.00%	2.03	2.03	2.5	4	2.03	2.00	4	2.00
11	2.24	-	-	-	-	-	-	-	2.24	100.00%	2.24	2.24	2.5	4	2.24	2.00	4	2.00
12	2.21	-	-	-	-	-	-	-	2.21	100.00%	2.21	2.21	2.5	4	2.21	2.00	4	2.00
13	2.19	-	-	-	-	-	-	-	2.19	100.00%	2.19	2.19	2.5	4	2.19	2.00	4	2.00
14	2.14	-	-	-	-	-	-	-	2.14	100.00%	2.14	2.14	2.5	4	2.14	2.00	4	2.00
15	2.10	-	-	-	-	-	-	-	2.10	100.00%	2.10	2.10	2.5	4	2.10	2.00	4	2.00
SUB-TOTAL	31.89	0.08	0.00	0.00	0.00	0.00	0.00	0.00	31.81	99.75%	31.81	31.81	2.5	61	31.81	2.00	60	2.00
ROAD RESERVE																		
Providence Road	0.00	-	-	-	-	-	-	-	0.00	0.00%	0.00	0.00	0.0	0	0.00	n.a.	0.00	0.00
Swain Street	0.54	-	-	-	0.54	-	-	-	0.00	0.00%	0.00	0.00	0.0	0	0.00	n.a.	0.00	0.00
SUB-TOTAL	0.54	0.00	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.00%	0.00	0.00	0.0	0	0.00	n.a.	0.00	0.00
TOTAL	32.43	0.08	0.00	0.00	0.54	0.00	0.00	0.00	31.81	98.09%	31.81	31.81	2.5	61	31.81	2.00	60	2.00

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Woodlands Precinct Structure Plan - August 2014