Beveridge Central

Precinct Structure Plan

May 2018

Victorian Planning Authority

VICTORIA State Government

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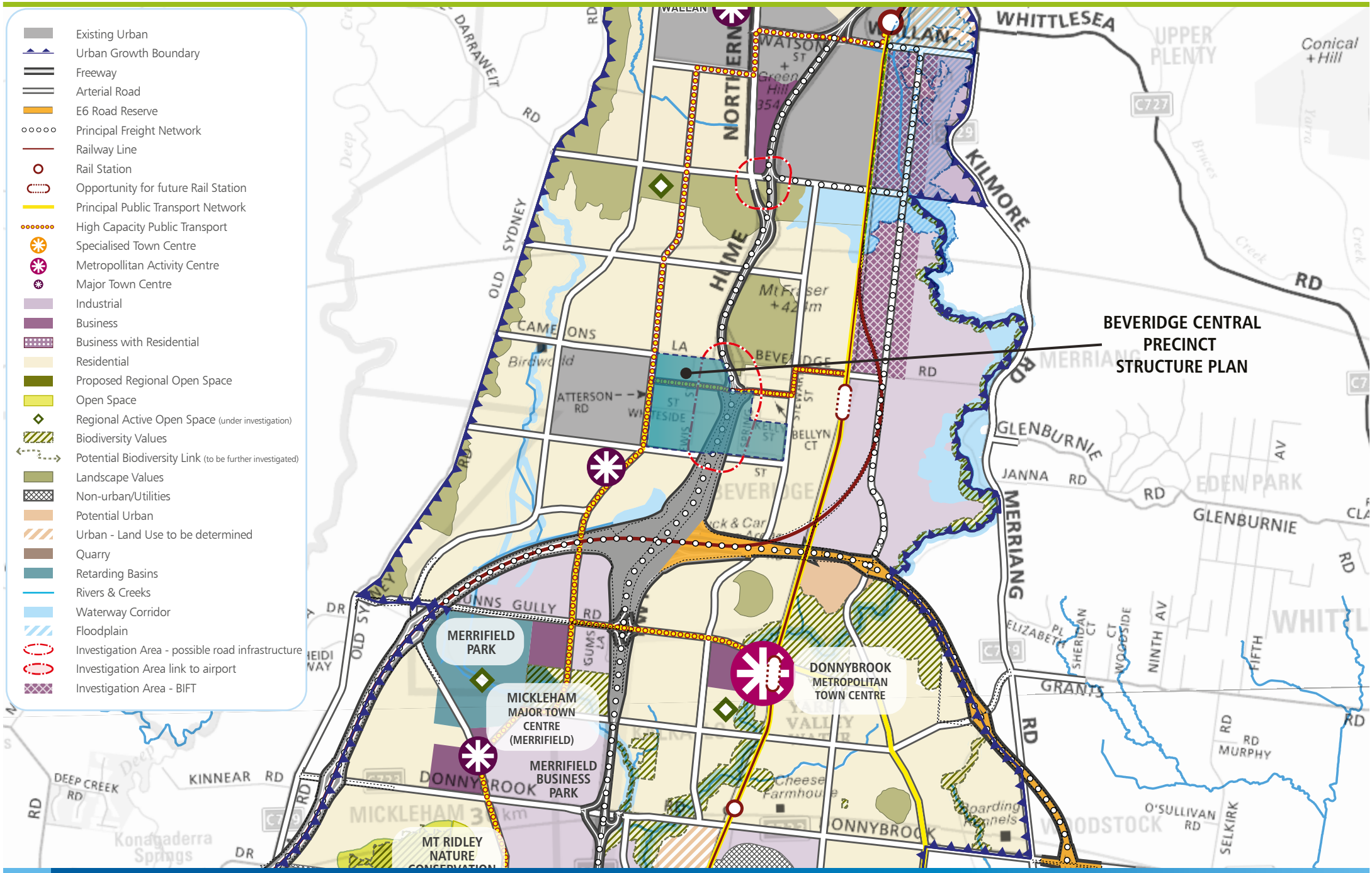
Plan 1 - Regional Context
Beveridge Central Precinct Structure Plan



1.0 INTRODUCTION

The Beveridge Central Precinct Structure Plan ("the PSP") has been prepared by the Victorian Planning Authority (VPA) in consultation with Mitchell Shire Council and with the assistance of Government agencies, service authorities and major stakeholders.

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

The PSP guides proposed development within the Beveridge Central precinct.

Generally, the PSP:

- Sets out plans to guide the delivery of quality urban environments in accordance with relevant Victorian Government guidelines, including the Precinct Structure Planning Guidelines, the *Planning and Environment Act 1987* and the State Planning Policy Framework;
- Enables the transition of non-urban land to urban land;
- Sets the vision for how land should be developed and the outcomes achieved;
- Outlines the projects required to ensure that future residents, visitors and workers within the area can be provided with timely access to services and transport necessary to support a quality, affordable lifestyle;
- Sets out objectives, guidelines and requirements for land use and development;
- Provides Government agencies, the Council, developers, investors and local communities with certainty about future development; and
- Addresses the requirements of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act 1999) in accordance with an endorsed program under Part 10[1].

The PSP is informed by:

- *The State and Local Planning Policy Framework* set out in the Mitchell Planning Scheme;
- *The Northern Growth Corridor Plan*, June 2012;
- *Plan Melbourne 2017–2050*;
- *The Biodiversity Conservation Strategy and Sub Regional Species Strategies for Melbourne's Growth Areas* (Department of Environment, Land, Water and Planning, June 2013);
- *The Precinct Structure Planning Guidelines*, 2008;
- *The Beveridge Central Precinct Background Report*; and
- *The Beveridge Central Infrastructure Contributions Plan* ("the ICP") which sets out the requirements for development proponents to make a contribution towards infrastructure required to support the development of the precinct.

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

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

Plan 2 - Precinct Features

Beveridge Central Precinct Structure Plan

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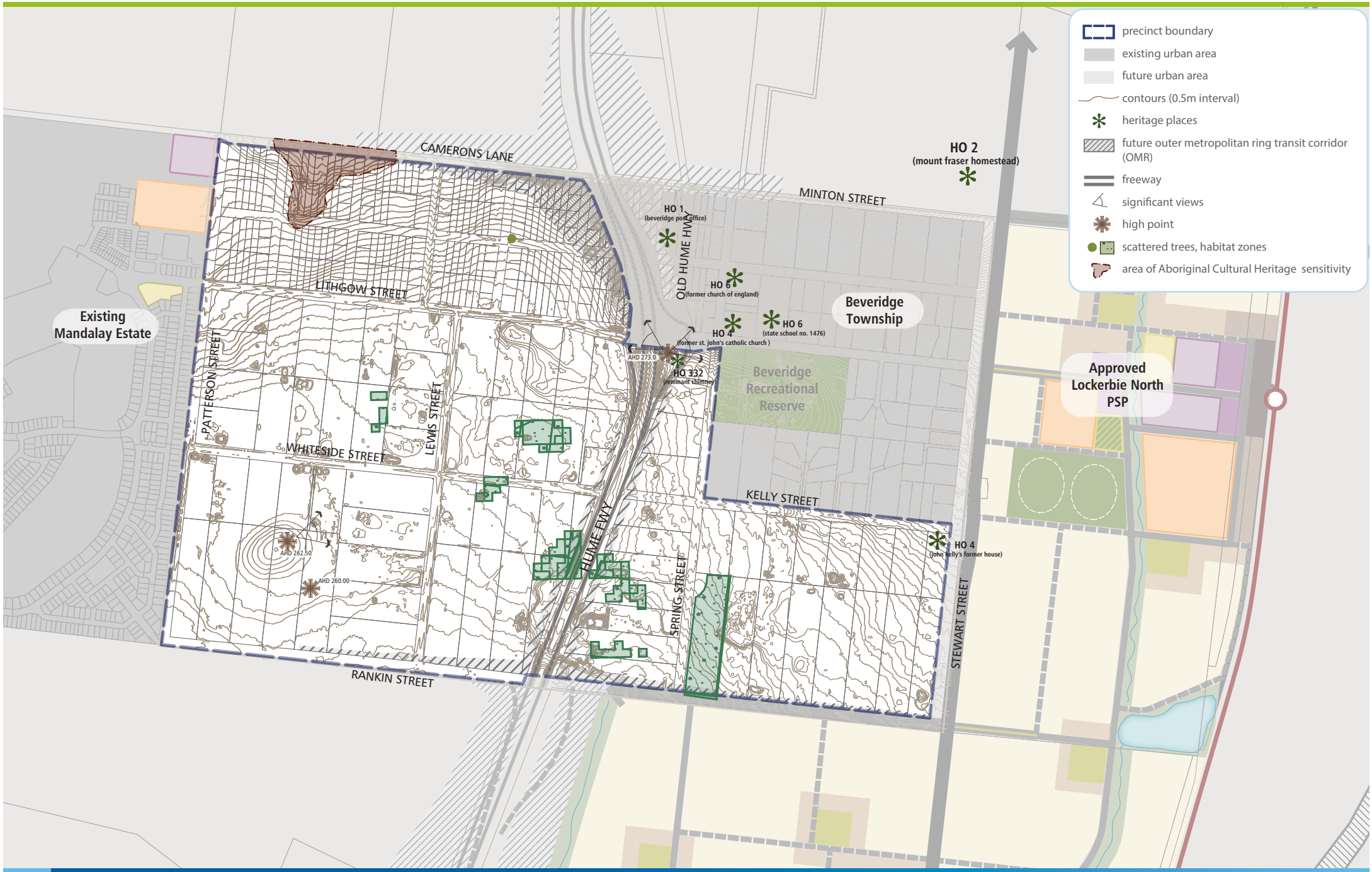

1.1 How to read this document

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

A planning application and planning permit must implement the outcomes of this precinct structure plan. The outcomes are expressed as the vision and objectives.

Each element of the precinct structure plan contains **Requirements** and **Guidelines** as relevant.

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

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

Meeting these **Requirements** and **Guidelines** will implement the desired outcomes of this precinct structure plan.

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

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

1.2 Land to which the Precinct Structure Plan applies

The land to which the PSP applies is shown on Plan 2 and on the Mitchell Planning Scheme maps as Schedule 5 to the Urban Growth Zone. The PSP applies to approximately 292 hectares of land generally bounded by Rankin Street to the south, Camerons Lane and the existing Beveridge Township to the north and north-east, Stewart Street to the east and Patterson Street to the west.

Beveridge Central is bisected by the Hume Freeway which runs north–south through the middle of the precinct. The precinct is surrounded by a number of developing areas, including the Mandalay Estate to the west, the proposed Beveridge North-West precinct to the north and the Lockerbie North precinct to the east and south-east.

1.3 Infrastructure Contribution Plan

Development proponents within Beveridge Central precinct will be bound by the Beveridge Central Infrastructure Contributions Plan (the ICP). The ICP will set out requirements for infrastructure funding across the Beveridge Central precinct.

Once complete, the ICP will be a separate document incorporated in the Mitchell Planning Scheme.

Development proponents wishing to commence works prior to incorporation of the Beveridge Central ICP can enter into agreements with Mitchell Council in order to expedite contributions.

1.4 Background information

Detailed background information on the precinct is available, including the local and metropolitan context, history, biodiversity, heritage, landform and topography, land contamination, drainage, transport, economic and retail provision and community infrastructure. This information is summarised in the Beveridge Central Precinct Background Report and has informed the preparation of the PSP.

Plan 3 - Future Urban Structure

Beveridge Central Precinct Structure Plan

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N

- precinct boundary
- John Kelly's former house
- local convenience centre
- arterial road - existing road reserve
- arterial road - widening/intersection flaring
- public acquisition overlay (within PSP area)
- heritage reserve - post contact
- sports reserve
- local park
- residential
- freeway interface area
- 4 lane arterial
- existing connector street - boulevard
- indicative local access street
- green connector street
- local green street
- local heritage street

outside PSP area

- local community facility
- local town centre
- future government school
- public acquisition overlay

Note: The Freeway Interface Street cross section applies to the 'freeway interface area' shown on this plan

2.0 OUTCOMES

2.1 Vision

Beveridge Central is a precinct that builds upon the existing sense of community and history of the Beveridge Township, while reinforcing its social and physical connections to newer development occurring in this part of the North Growth Corridor.

Beveridge Central is expected to change from a rural-residential community into a well serviced, urban community defined by two future neighbourhoods bisected by the Hume Freeway. The eastern side will have a strong relationship with the existing Beveridge Township and development in the Lockerbie North precinct; the western side connecting to the future Beveridge North-West and Beveridge South-West precincts and existing Mandalay estate.

There is a focus on creating a high amenity landscape character by featuring extensive landscaping opportunities and green streets within the existing wide road reserves.

A cycling and pedestrian path network along streets will connect key destinations such as local parks, the sporting reserve and convenience centres.

Highlighting the precinct's heritage features provides a sense of place for future residents through the preservation and enhancement of Aboriginal and post-contact heritage places and provides mechanisms to ensure the on-going protection of these places.

To service the needs of future residents the precinct will be connected to social and community infrastructure in immediate neighbouring areas. The neighbourhood infrastructure needs of the community will be largely met within the precinct itself, with high quality open spaces and a sports field. Shopping and commercial services will be readily accessible immediately adjacent to the precinct in new town centres in Mandalay and Lockerbie North, with small scale retail needs provided by two local convenience centres within the precinct. In the longer term, the precinct will be accessible to higher-order services, shopping and jobs at the Beveridge Major Town Centre to the southeast of the precinct.

Beveridge Central Precinct will have strong transport connections to key destinations via the Hume Freeway, a potential new railway station at Beveridge, and the future Outer Metropolitan Ring (OMR) road, approximately 2km to the south.

2.2 Objectives

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

IMAGE, CHARACTER, HERITAGE & HOUSING	
O1	Encourage retention and planting of large canopy trees to create comfortable and healthy streets, pedestrian and cycle networks which connect to open space.
O2	Create an attractive urban environment through the provision of well-designed and integrated housing, local services and businesses, well-designed roads, attractive open spaces and park networks.
O3	Create a high-amenity landscape, maximising opportunities for dense landscaping in the existing wide local road reserves, along the arterial road network, and along any proposed acoustic walls and areas adjacent to the Hume Freeway.
O4	Create subdivision layouts and built form that responds to the topographical opportunities and the undulating area in the north of the precinct, including the rise to the Beveridge township to the north-east of the precinct.
O5	Encouraging built form and design layout that demonstrates environmentally sustainable design principles.
O6	Promote greater housing choice through the delivery of a range of lot sizes capable of accommodating a variety of dwelling typologies and densities.
O7	Achieve a diversity of streetscape and open space outcomes to enhance local distinctiveness and amenity.
O8	Deliver a well-connected and integrated precinct with the existing Beveridge township and future urban areas.
O9	Encourage the development of a Heritage Trail and heritage street that provides links between heritage places within the precinct and the Beveridge Township.
O10	Encourage the protection of John Kelly's Former House (VHR940/HO4).
O11	Plan sensitive urban interfaces to historic and Aboriginal Cultural Heritage areas and natural assets such as retained stony rises and post-contact heritage places and buildings.

EMPLOYMENT & LOCAL CONVENIENCE CENTRES	
O12	Provide for local convenience employment opportunities to meet the needs of existing and future residents.
O13	Promote connections to key employment destinations immediately outside the precinct, including the proposed Major Town Centre in the future Beveridge South-West precinct and key industrial employment opportunities within the Northern Corridor.
O14	Support the early provision of local community infrastructure, including convenience retail, to meet the daily needs of residents within the precinct.
OPEN SPACE & COMMUNITY FACILITIES	
O15	Support the development of a local park network to provide local amenity to each part of the precinct.
O16	Ensure strong connections are provided to community facilities and open space networks within surrounding neighbourhoods.
O17	Encourage creation of unique place-making opportunities for natural and heritage features.
O18	Provide an integrated and accessible public open space network offering attractive active and passive recreation opportunities that cater for people of all ages, genders, cultures and abilities.
O19	Link the public open space network via attractive pedestrian and cycling trail networks.
O20	Orientate development towards open spaces to maximise their activation and passive surveillance, and create a catalyst for architectural diversity.

TRANSPORT & MOVEMENT	
O21	Maximise accessibility of the precinct through the strengthening of links to Camerons Lane, Hume Freeway, the future Beveridge train station, the future Beveridge Major Town Centre and the surrounding arterial road network.
O22	Support the upgrade of the Camerons Lane interchange.
O23	Support the interim role of Lithgow Street as a higher order road servicing the broader region, preserving its role as an attractive local boulevard as the strategic arterial road network is rolled out.
O24	Establish an integrated and permeable transport network to encourage walking and cycling, reduced car dependency and maximise safety and connectivity for all road users.
O25	Encourage a high-amenity street network by considering natural and heritage features in street alignments and design.
O26	Support the upgrade of Lithgow Street to facilitate a pedestrian link between the Beveridge Township and the broader Beveridge area, which includes a pedestrian underpass under the Hume Freeway.
O27	Create a range of off-street pedestrian and cycle links within the existing wide road reserves and on key desire lines to create green transport links and connect the two neighbourhoods.
O28	Provide strong external connections to the surrounding transport network to foster accessibility of the precinct.
O29	Create a road network that is permeable and facilitates efficient and direct pedestrian, cyclist and vehicle movement and road based public transport.

INTEGRATED WATER MANAGEMENT & UTILITIES	
O30	Deliver an integrated and resilient water system that supports liveable and sustainable communities, protects the environmental health of urban waterways and bays, provides secure water supplies efficiently, protects public health and delivers affordable, essential water services.
O31	Prepare for the likely impacts of climate change and provide long term environmental, economic and social benefits through encouraging environmentally sustainable design.
O32	Deliver an integrated water management system that reduces reliance on reticulated potable water, increases the re-use of alternative water, minimises flood risk, ensures waterway health, makes use of natural drainage systems and contributes towards a liveable, sustainable and green urban environment.
O33	Maximise the amenity benefits of water assets by integrating them into the urban landscape.
O34	Ensure ultimate flood extents within the PSP are appropriately managed to reduce flooding into properties.
PRECINCT INFRASTRUCTURE PLAN & DEVELOPMENT STAGING	
O35	Encourage development staging to be coordinated with the delivery of key local and state infrastructure which will result in cohesive and integrated neighbourhoods.
O36	Provide a mechanism to deliver local road projects within a highly fragmented precinct.
O37	Install essential services in a way that does not impede the ability to plant canopy trees in streets and along easements and minimises the impact on existing landscape features.
O38	Ensure pre-development property structure does not impede the realisation of cohesive and integrated neighbourhoods.
O39	Support the delivery of the future Camerons Lane interchange through the proposed Public Acquisition Overlay, which is an essential element of the long-term road network in the northern corridor.
O40	Ensure that development adjoining the Hume Freeway does not affect its efficiency as part of the PFN and is appropriately designed to protect urban amenity

Plan 4 - Land Use Budget

Beveridge Central Precinct Structure Plan

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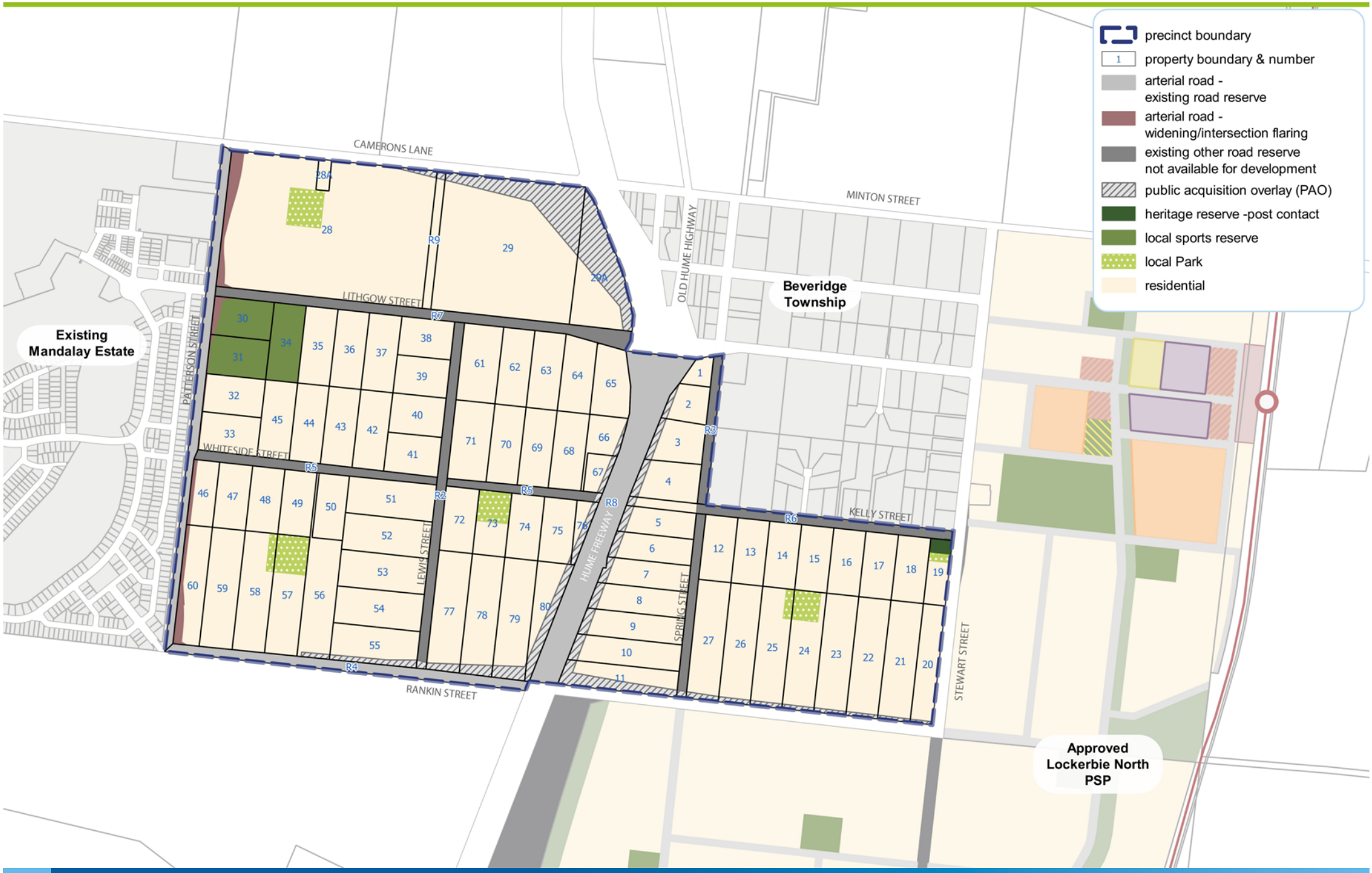

2.3 Land budget

The Beveridge Central PSP land budget in Table 1 provides a summary of the land required for transport and open space and identifies the total amount of land available for development.

The Net Developable Area (NDA) is established by deducting the land requirements for transport and open space (sports reserves and local parks), and other encumbered land from the Gross Developable Area (GDA).

The GDA for the Beveridge Central precinct is 292 hectares. The NDA is 227 hectares, resulting in approximately 78% of the land within the Beveridge Central PSP area available for development.

Based on a residential development yield average of 15 dwellings per net developable hectare, Beveridge Central PSP will generate approximately 3,389 dwellings to accommodate more than 9,489 new local residents.

A parcel-specific land budget is included in Appendix 4.1.

Table 1 Summary Land Use Budget

DESCRIPTION	BEVERIDGE CENTRAL PSP		
	HECTARES	% OF TOTAL	% OF NDA
TOTAL PRECINCT AREA (HA)	**291.97**		
TRANSPORT			
ARTERIAL ROAD			
Existing Road Reserve	18.78	6.43%	8.27%
Public Acquisition Overlay	14.88	5.10%	6.55%
New / Widening / Intersection Flaring (ICP land)	2.37	0.81%	1.04%
NON-ARTERIAL ROAD			
Retained Existing Road Reserve	16.84	5.77%	7.41%
Sub-total Transport	**52.86**	**18.10%**	**23.28%**
OPEN SPACE			
SERVICE OPEN SPACE			
Heritage Reserve – Post Contact	0.33	0.11%	0.15%
Sub-total Service Open Space	**0.33**	**0.11%**	**0.15%**
CREDITED OPEN SPACE			
Local Sports Reserve (ICP land)	6.79	2.33%	2.99%
Local Network Park (ICP land)	4.91	1.68%	2.16%
Sub-total Credited Open Space	**11.70**	**4.01%**	**5.15%**
TOTAL ALL OPEN SPACE	**12.03**	**4.12%**	**5.30%**
TOTAL NET DEVELOPABLE AREA – (NDA) HA	**227.07**	**77.77%**	

3.0 IMPLEMENTATION

3.1 Image, character & housing

3.1.1 Image & character

REQUIREMENTS	
R1	Street trees must be provided on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity, unless otherwise agreed by the responsible authority, at an average of: AVERAGE INTERVAL / TREE SIZE 8–10 metres / Small trees (less than 10 metre canopy) 10–12 metres / Medium trees (10–15 metre canopy) 12–15 metres / Large trees (Canopy larger than 15 metres)
R2	Street trees must be provided on both sides of the Heritage Trail at an interval of every 4 to 6 metres to provide higher streetscape amenity and walkability.
R3	Trees in parks and streets must be: • Suitable for local conditions; and • Planted in modified and improved soil as required to support tree longevity.
R4	Street tree planting must use locally appropriate species and be consistent with any guidance provided on the relevant cross section within this Precinct Structure Plan unless otherwise approved by the responsible authority.
GUIDELINES	
G1	Street networks within subdivisions should be designed to maximise the number of connections and direct views to landscape features and public open spaces.
G2	Street trees should be used consistently across subdivisions and the wider precinct to reinforce movement hierarchy and local character.
G3	Subdivision design should preserve the opportunity for more intensive landscaping in existing wide road reserves.
G4	Significant landscape and built form elements should be used as focal points for view lines along streets.
G5	Significant trees, where possible, should be located within the public domain, including parks and road reserves, unless otherwise agreed by the responsible authority.
G6	A consistent suite of street furniture and energy efficient / smart lighting should be used across neighbourhoods, appropriate to the type and role of street or public space.
G7	Buildings should avoid protruding above significant ridgelines and trees.

3.1.2 Housing

REQUIREMENTS	
R5	Subdivision applications must demonstrate how they will deliver a broad range of lot sizes capable of accommodating a variety of housing types.
R6	Subdivision of land must deliver an overall minimum average density of 15 dwellings per net developable hectare. Where a subdivision proposal represents a single stage or limited number of stages, proponents should demonstrate how the subdivision will contribute to the eventual satisfaction of this guideline through further stages of development.
R7	Subdivision layout and lot diversity must respond to the natural features of the area, including topographical and landscape features identified on Plan 2.
R8	Subdivision applications for any lots developed for medium density, high density and/or integrated housing must include indicative layouts that suitably demonstrate: • Potential dwelling yield; • Active interfaces with adjacent streets and open space; and • Safe and effective internal vehicle and pedestrian circulation.
R9	Subdivision applications that seek to retain larger lots around an existing dwelling must include an indicative plan for the future subdivision of the site. The plan must demonstrate an ability to integrate the existing site with the surrounding subdivision.
R10	Lots must avoid side and rear fencing fronting the public realm and must front (in order of priority where a lot fronts multiple elements): • Public open space; • Landscape areas; • Local access streets; • Connector roads; • Arterial roads.

R11	Development adjacent to the Hume Freeway reservation must consider the VicRoads traffic noise reduction policy and mitigate noise through noise attenuation works and landscaping, to the satisfaction of the coordinating roads authority and the responsible authority.
R12	Where housing is proposed adjacent to an acoustic wall, dwellings must front an internal road which runs directly parallel to the acoustic wall with amenity landscaping, as demonstrated in the Hume Freeway Interface cross section of Appendix 4.3, unless otherwise agreed by the responsible authority.
GUIDELINES	
G8	Specialised housing forms, such as retirement living or aged care should: • Be integrated into the wider urban structure; • Be located in close proximity to community hubs; • Be accessible by public transport; • Meet Universal Design Principles; and • Not present a barrier to movement through the surrounding road network.
G9	Subdivision applications should provide a broad range of lot sizes across the precinct, capable of accommodating a variety of housing as described in Table 2.

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

Table 2 Housing type by lot size

HOUSING TYPES THAT MAY BE SUPPORTED	LOT SIZE CATEGORY		
	LESS THAN 300m²	301–600m²	MORE THAN 600m²
Small lot housing (including townhouses and attached, semi-detached and detached houses – including shop-top)	✓		
Dual occupancies, duplexes	✓	✓	✓
Detached housing		✓	✓
Multi-unit housing sites (including terraces, row houses and villas)		✓	✓
Stacked housing (including apartments, shop-top and walk-up flats)			✓

Plan 5 - Heritage Trail

Beveridge Central Precinct Structure Plan

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3.2 Heritage

The Beveridge Central PSP aims to preserve and reinforce the heritage character of the Beveridge Township and surrounding settlement.

The PSP incorporates two heritage sites within the Mitchell Planning Scheme being John Kelly's Former House (VHR HO940/HO4), which is also placed on the Victorian Heritage Register, and the Remnant Chimney from the Donnybrook and Wallan Wallan Roads Board building (HO332). Both of these sites form part of the story of Beveridge in conjunction with surrounding heritage places within the township.

3.2.1 Heritage Trail

The PSP aims to recognise areas of significance through the opportunity for a Heritage Trail linking each point of interest as shown on Plan 5 in this PSP. The Heritage Trail may include directional signage, information posts and a potential visitor/interpretation centre at the John Kelly's Former House site. A varied pavement treatment, including pavement installations within the path network along Kelly Street and the northern end of Spring Street, could also be used to highlight the significant streets of the Heritage Trail.

The trail commences at the John Kelly's Former House site, continuing along Kelly Street and north into Spring Street and into the township, along Minton Street and south down Stewart Street forming a loop back to the John Kelly's Former House site. The details of each area of significance is detailed in Appendix 4.5 of this PSP.

REQUIREMENTS	
R13	Any subdivision and/or development of land adjoining an identified heritage place subject to the Heritage Overlay must have regard to the heritage significance of the place and propose planning measures to ensure that the subdivision and/or development provides a sensitive interface.
R14	Development of parks, streets and shared paths within or adjacent to a heritage place identified under the Heritage Overlay in the Mitchell Planning Scheme must provide an appropriate interface that does not detract from the heritage significance.
R15	Housing and other development must front the Kelly House park unless otherwise agreed by the responsible authority.
R16	Any subdivision and/or development of land on or adjoining the Kelly House heritage site (VHR HO940/HO4) must have regard to the heritage significance of the heritage place and propose planning measures to ensure that the subdivision and/or development provides a sensitive interface and responses to the concept shown in Figure 1 and Appendix 4.6.
GUIDELINES	
G10	The Beveridge Central PSP seeks to encourage development of land close to areas of Aboriginal Cultural Heritage sensitivity to incorporate prominent interpretation features. The design of local parks proposed in proximity to these areas should incorporate interpretation mediums.
G11	Proponents undertaking development of land identified on the Victorian Aboriginal Heritage Register and/or with high Aboriginal Cultural Heritage values including those identified on Plan 2, should liaise with the designated Registered Aboriginal Party (or Office of Aboriginal Affairs Victoria in its absence) to ascertain whether heritage interpretation is appropriate in these identified locations, and how the heritage site(s) should be incorporated into the design of the subdivision.
G12	A varied pavement treatment including street tree planting, installations and alternative streetscape treatments should be used along the Heritage Trail to highlight significant streets along the trail.

Figure 1 – Kelly House Concept

Beveridge Central Precinct Structure Plan

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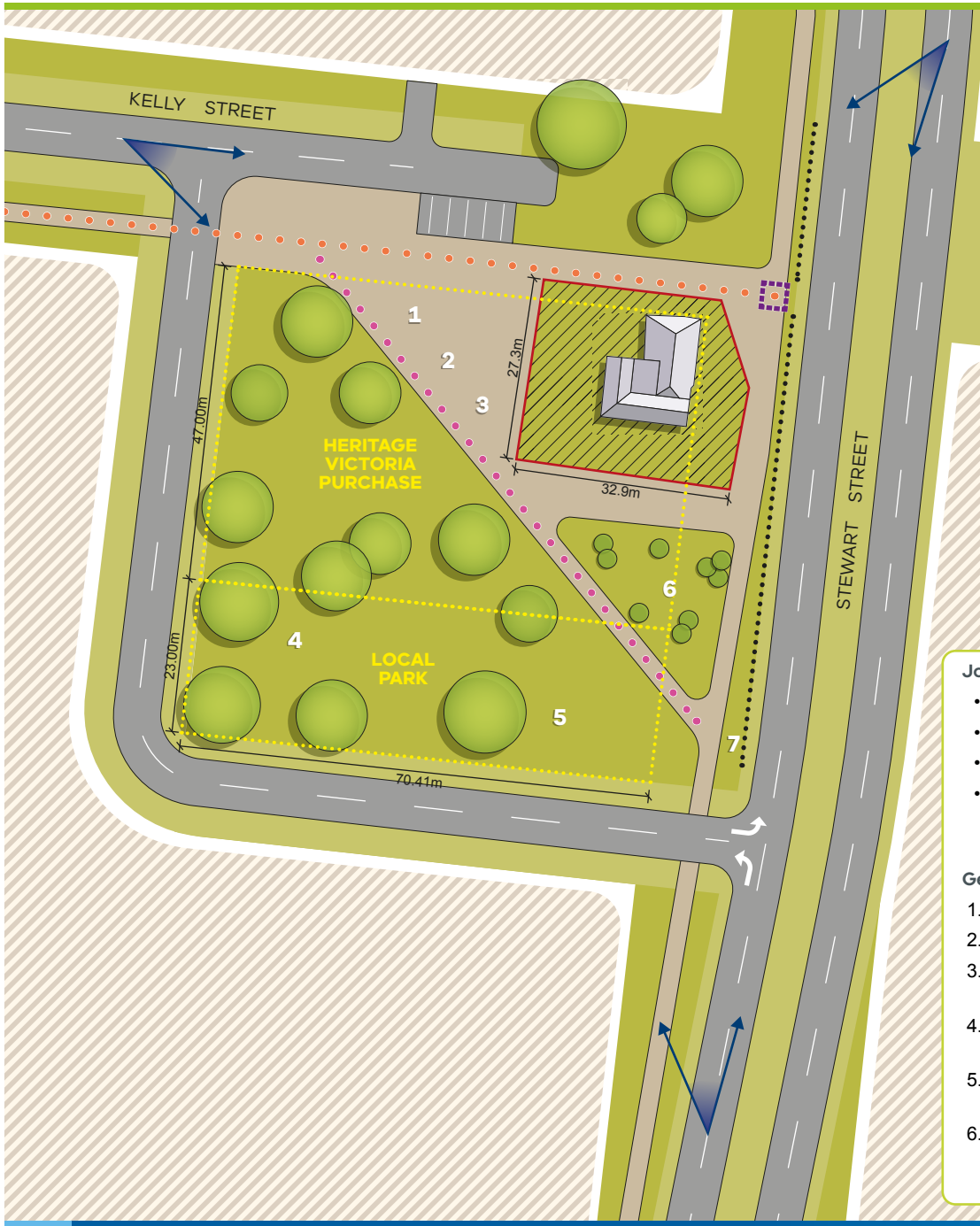

Interpretive environment

1. Interpretive public area (hard landscaping) surrounding heritage conservation area
2. Public WC
3. Interpretation shelter
4. Playground and undercover area connected to vegetation
5. A mix of tall native vegetation in parkland
6. A mix of low native vegetation in parkland
7. Wire rope barrier with low planting behind road (subject to detail with VicRoads)

- John Kelly's Former House
- building curtilage / heritage conservation area
- trees / landscaping
- heritage street
- pedestrian link to heritage street
- pedestrian crossing
- local park
- shared path
- residential
- road
- sightlines to Kelly House
- wire rope barrier
- land to be acquired for heritage reserve and local park

NOTE: Dimensions on plan have been provided through acquisition process and may not correlate with cadastral boundaries. All land use calculations within the PSP have been undertaken using cadastral boundaries.

John Kelly's Former House heritage conservation area:

- Rehabilitated Kelly House to be contained within building curtilage;
- Facilities will potentially include: interpretation and visitors centre, café, playground, and path network;
- Opportunities for interpretation of the Kelly House through public facilities, art, and landscaping;
- Traffic management and traffic safety measures for the land surrounding the heritage conservation area are to be investigated at the same time of more detailed planning for the proposed interpretation space / visitor centre.

General notes:

1. The concept plan is subject to the findings of a feasibility analysis and is a potential option;
2. Access to lots adjacent to Stewart Street and local park area to be provided via frontages and service roads;
3. The strip of local park area shown south of the Heritage Victoria site is to be credited/purchased through the relevant Infrastructure Contributions Plan (ICP);
4. Management of the heritage conservation area (Kelly House and curtilage) to be determined through 'Kelly House feasibility analysis';
5. Development adjacent to the local park should be designed to provide passive surveillance of park and heritage conservation area;
6. Adaptive reuse of the Kelly House site (VHR HO940/HO4) may be appropriate if it is demonstrated that it will contribute to the long term conservation of the heritage place. The Heritage Overlay also enables the potential for prohibited uses to be permitted within this heritage place.

3.2.2 John Kelly's Former House – Heritage Conservation Area

The 'John Kelly's Former House' (VHR HO940/HO4) and property is of state and local significance due to the occupation of the property by the Kelly family, particularly that of Ned Kelly in his childhood. Details of the house itself can be found at Appendix 4.5 of this PSP.

The PSP has delineated the building and curtilage which forms the heritage conservation area as shown in the Kelly House Concept Plan at Figure 1. The surrounding land directly south is planned as a local park to complement and protect the heritage site from intrusive development and provide opportunities for a potential visitor or interpretation centre and adjoining playground and path network.

The concept plan is a high level plan and provides one option for the potential future for the site. A set of principles for the adaptive re-use of the building and interpretation of the heritage in the reserve can be found at Appendix 4.6 of this PSP. These principles will inform the future use of the site with engagement from Council, Heritage Victoria, State Government and other key stakeholders.

Plan 6 - Open Space & Community Facilities

Beveridge Central Precinct Structure Plan

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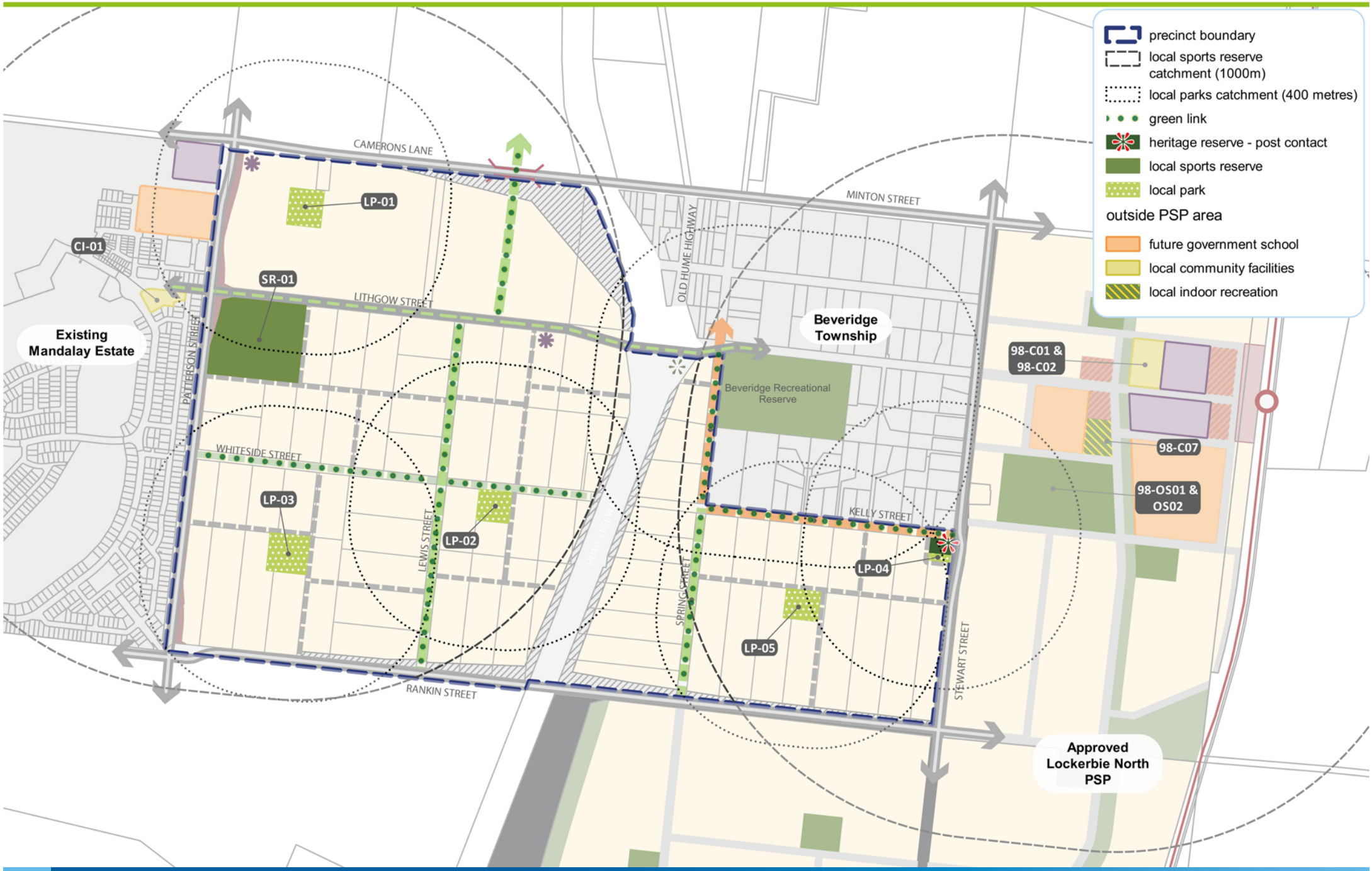

3.3 Open space & community facilities

3.3.1 Open space

REQUIREMENTS	
R17	Open space must be provided generally in accordance with Plan 6 and Table 3 of this PSP.
R18	The open space network must: • Provide flexible recreational opportunities that allow for the anticipated range of sporting reserves and local parks required by the community; and • Maximise the amenity and value of encumbered open space through the provision of shared paths, trails and other appropriate recreation elements.
R19	All public landscaped areas must be designed to be robust and climatically appropriate, consistent with any local street tree or open space strategy.
R20	All local parks must be located, designed and developed in accordance with the relevant description in Table 3 and any local open space strategy to the satisfaction of the responsible authority. An alternative provision of land for local parks to that illustrated on Plan 6 is considered to be generally in accordance with this plan provided the local park: • Is located so as to not reduce the walkable access to local parks demonstrated on Plan 6; • Does not diminish the quality or usability of the space for passive recreation.
R21	Crime Prevention Through Environmental Design principles must guide the design of open spaces and associated infrastructure.
R22	Where a local park as 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 to the satisfaction of the responsible authority. A proponent delivering a master plan for a local park that traverses multiple property ownerships should consult with the landowners of parcels covered by the park to ensure an integrated design.
R23	Where a street frontage to a park is not provided, lots must provide for a 4 metre “Paper Road”. Lots directly fronting open space must provide for a primary point of access from a footpath or shared path proximate to the lot boundary to the satisfaction of the responsible authority.
R24	In exceptional circumstances where lots back onto open space, whether encumbered or unencumbered, fencing must be low scale and visually permeable to facilitate public safety and surveillance.
R25	Open space must reflect the design framework and guidelines from the Mitchell Open Space Strategy 2013–2023 and Mitchell Shire Sports Field Feasibility Study 2014, unless otherwise agreed by the responsible authority.
R26	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.
R27	Any fencing of open space, whether encumbered or unencumbered, must be low scale and visually permeable to facilitate public safety and surveillance
R28	Appropriate scaled energy efficient/smart lighting must be installed along all major pedestrian thoroughfares traversing public open space and the cycling network to the satisfaction of the responsible authority.
R29	Water sensitive urban design principles must be used so that excess runoff water from within, or where appropriate, external to the park, is directed to support park planning and/or rain gardens, rather than being diverted to drains, to the satisfaction of the responsible authority.
GUIDELINES	
G13	Subject to being compatible with Table 3, parks and open space should contain extensive tree planting.
G14	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.
G15	Any pedestrian link along green connector streets should include a provision of park seating at appropriate intervals to the satisfaction of the responsible authority.
G16	Path networks associated with open space located inside and outside of the precinct should include wayfinding signage which clearly identifies key destinations.
G17	Where fencing of local parks and sporting reserves within parks is required, it should be low-scale and be designed to guide appropriate movement and access rather than as an impenetrable barrier. Design and materials should complement the park setting.
G18	Flexibility in the location/configurations of local parks can be provided to ensure that all residents are provided with appropriate open space amenity.

Figure 2 — Sports Reserve Concept

Beveridge Central

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Table 3 Open space delivery guide

TYPE	ID	AREA (HA)	ATTRIBUTES	PROPERTY #
Sports Reserve	SR-01	6.79	**Sports Reserve:** Located on Lithgow Street, west of the Hume Freeway. The sporting reserve will accommodate: one pavilion, three soccer pitches, eight tennis courts, car parking and landscaping as detailed in the Sporting Reserve Concept at Figure 2.	30, 31, 34
Open Space	LP-01	1.23	**Local Park:** Located centrally between Camerons Lane and Lithgow Street	28
Open Space	LP-02	1.00	**Local Park:** Generally located as shown on Plan 6.	73
Open Space	LP-03	1.51	**Local Park:** Located central to south-west catchment, south of Whiteside Street.	57, 58
Open Space	LP-04	0.16	**Kelly House Park:** Located adjacent to the Heritage Conservation Area (John Kelly's Former House (VHR HO940/ HO4) to complement the preservation and enhancement of the heritage conservation area. Open space to include heritage interpretation features as outlined in Appendix 4.6 of this PSP.	19
Open Space	LP-05	1.00	**Local Park:** Generally located as shown on Plan 6.	24, 25

Table 4 Encumbered and Unencumbered Open Space

ENCUMBERED OPEN SPACE	UNENCUMBERED OPEN SPACE	
	ACTIVE	PASSIVE
0.33ha	6.79ha	4.91ha

Table 5 Surrounding Community Infrastructure

FACILITY ID	LOCATION	AREA (HA)	DESCRIPTION
98C01	Lockerbie North PSP (Northern)	0.75ha	• Level 3 Community Centre (land)
98C02	Lockerbie North PSP (Northern)	0.75ha	• Level 2 Community Centre • Multipurpose community facility (1500m^2) • Includes maternal and child health facility, pre-school, consulting suites and multi-purpose space and associated facilities
98C03	Lockerbie North PSP (Southern)	0.80ha	• Level 1 Community Centre • Early years community facility (750m^2) • Includes maternal and child health facility, pre-school, consulting suites and multipurpose space and associated facilities
98C05	Lockerbie North PSP	1.00ha	• Indoor Sports Centre • Indoor recreation precinct adjoining the northern active playing fields
CI01	Mandalay Estate	-	• Level 2 Community Facility • Includes maternal and child health facility, pre-school, consulting suites and multipurpose space and associated facilities

3.3.2 Passive Open Space Contributions

Passive open space provision is equal to 2.1% of the Net Developable Area based on the size and distribution of passive open space illustrated on Plan 6.

Plan 7 - Native Vegetation Retention & Removal

Beveridge Central Precinct Structure Plan

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3.4 Biodiversity & threatened species

The significance of biodiversity within the precinct is of a low level given the area has been highly modified. A significant biosite, the Spring Street Swamp is located within the Beveridge Township to the east of the precinct and has past records of Growling Grass Frog and Brown Quail sightings. Other notable sites of biodiversity values within a close proximity include the Merri and Kalkallo Creeks which have documented populations of Growling Grass Frogs.

The vegetation within the area is predominantly introduced due to planting and farming activities associated with individual properties. Ecological Vegetation Class (EVC) mapping of the precinct found that the area was once covered by Plains Grassland (EVC 132) and Grassy Plains Woodland (EVC 55_61). The Biodiversity Conservation Strategy (BCS) identified that only small patches of varying quality native vegetation (low/medium) can now be found.

3.4.1 Biodiversity & threatened species

REQUIREMENTS	
R30	Native vegetation and scattered trees on Plan 7 can be removed provided the removal, destruction or lopping is carried out in accordance with the 'Final approval for urban development in three growth corridors under the Melbourne urban growth program strategic assessment, 5 December 2013' pursuant to Section 146B of the Environment Protection and Biodiversity Conservation Act 1999 (cth.)
GUIDELINES	
G19	Street trees and public open space landscaping should contribute to habitat for indigenous fauna species, in particular animals and birds that use trees as habitat.

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3.5 Town centres & employment

3.5.1 Town centres

The Beveridge Central PSP allows for two Local Convenience Centres, in the central and western sections of the precinct respectively. The western local convenience centre is located on the corner of Camerons Lane and Patterson Street to complement and provide an orderly extension to the Mandalay Town Centre. A concept of how this centre may develop is located at Figure 3 of this PSP.

The central Local Convenience Centre is designed to provide essential daily needs for residents in the precinct at a smaller scale than at Camerons Lane.

A major town centre will be accommodated to the south, outside of the precinct in the future Beveridge South-West PSP, to service the area with high level retail and commercial opportunities. Although there is no local convenience centre located on the eastern side of the precinct, the area is afforded good access to the northern and southern local town centres planned in the Lockerbie North precinct.

Employment in the PSP will be largely generated through home-based business and small scale retail in the planned local convenience centres.

Table 6 Town Centre Hierarchy – External to Beveridge Central Precinct

TOWN CENTRE	RETAIL FLOOR SPACE	LOCATION & ANCILLARY USES
Mandalay Estate Town Centre (External to the precinct)	5,000m²	Located on the corner of Camerons Lane and Patterson Street west of the precinct to service the community in Beveridge Central and Mandalay Estate. The town centre is located in close proximity to a future State Primary School and future Community Centre.
Lockerbie North Northern Town Centre (External to the precinct)	9,000m²	Located to service the community to the east of the Hume Freeway. Located adjacent to the future Beveridge station.
Lockerbie North Southern Town Centre (External to the precinct)	4,000m²	Located to service the community to the east of the Hume Freeway.

Table 7 Town Centre Hierarchy – Within Beveridge Central Precinct

TOWN CENTRE	RETAIL FLOOR SPACE	LOCATION & ANCILLARY USES
Camerons Lane Local Convenience Centre	3,000m²	Located on the corner of Camerons Lane and Patterson Street, adjacent to the planned town centre in the Mandalay Estate. The centre may include a small line supermarket/speciality retail and small office uses as detailed in concept at Figure 3.
Lithgow Street Local Convenience Centre	1,000m²	Located on Lithgow Street. Location is flexible but should be on a connector road.

Figure 3 — Camerons Lane Local Convenience Centre Concept

Beveridge Central

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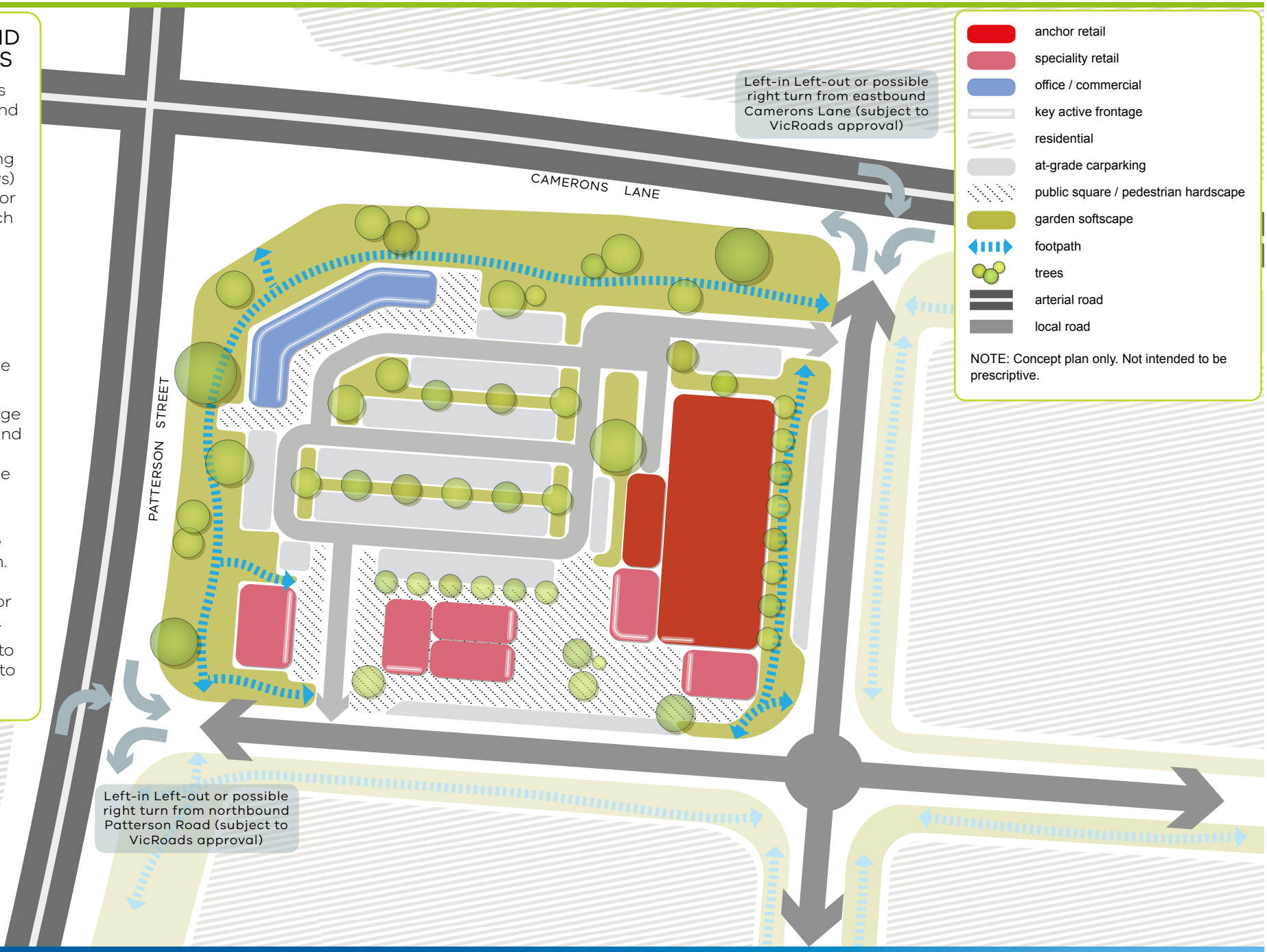
PLACE-MAKING AND DESIGN ELEMENTS

- Create strong visual links along Camerons Lane and Patterson Street.
- Landmark corner building (equivalent to two storeys) could include ground floor and upper floor uses such as offices or gym.
- Supermarket (approx. 1500m²). Supermarket façade facing towards abutting residential development requires strong articulated façade treatment.
- Shops/ Food and Beverage (approx. 1500m²). Food and beverage and speciality shops should address the town square and major street frontages.
- 'Town Square' to provide high quality public realm. Hard surface areas with outdoor dining spaces for community stalls/events.
- Access arrangements into the centre to be subject to VicRoads approval.



3.5.2 Local convenience centre

REQUIREMENTS	
R31	A Local Convenience Centre must be developed on a connector road at or near the location shown on Plan 3 and must be consistent with the guidance provided in relation to the hierarchy of centres in Table 5.
R32	Buildings as part of a Local Convenience Centre must: • Provide primary access to tenancies from the main access street; • Provide active and articulated frontages to the connector roads and local access streets; • Have active frontages and must be designed in a way that contributes to the public domain; and • Incorporate sensitively designed loading areas that do not detract from the design of the centre.
R33	Subdivision, use and/or development within Local Convenience Centres must have regard to the relevant design criteria for Neighbourhood or Local Convenience Centres outlined in Appendix 4.2, as appropriate.
R34	Safe and convenient pedestrian access must be provided to the Local Convenience Centre, including a safe pedestrian street crossing.
GUIDELINES	
G20	The design of the Local Convenience Centre should: • Provide for a mix of tenancies; • Incorporate a range of uses including retail, offices and above ground residential; and • 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.
G21	Land use and development within the Camerons Lane Local Convenience Centre should respond to the relevant concept plan at Figure 3 and address Appendix 4.2.

3.5.3 Public realm

REQUIREMENTS	
R35	Allocation of land uses, building design, and interface treatment in designated Local Convenience Centres shown on Plan 3 must create a positive address to streets and minimise negative impacts on the amenity of adjacent residential areas.
R36	Key locations within the retail and intensive urban areas must incorporate features of interest into the built form and surrounding landscape, including: • Variations in built form elements (such as building heights, use of parapets, awnings, shade structures, balconies, and roof elements); • Articulation of building façades; and • Feature colours and materials.
R37	Vehicular access to properties fronting primary arterial roads must be from service roads, internal loop roads and/or rear laneways. Lots fronting primary arterial roads must provide indented parking lanes to cater for on street parking.
R38	Water tanks, loading service infrastructure refuse storage areas and other structures (including plant and equipment) that are not part of the building must be located behind the front building line. Where this is not possible or practical, it must be located behind constructed screening using durable and attractive materials to the satisfaction of the responsible authority.
R39	Goods and materials storage areas and refuse areas must be screened from public areas.
R40	Development proposals in retail and intensive urban areas must take into account the Crime Prevention Through Environmental Design (CPTED) and Urban Design Guidelines for Victoria.
R41	Subdivision of lots fronting Lithgow Street must submit a plan which demonstrates how the proposed subdivision will minimise removal of existing landscaping in Lithgow Street.

Plan 8 - Street Network

Beveridge Central Precinct Structure Plan

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3.6 Transport & movement

Table 8 Street cross sections

NAME	WIDTH	DESCRIPTION
Secondary Arterial Road – Standard (Camerons Lane/ Patterson Street/ Rankin Street)	34m	Arterial road cross section.
Green Connector Street (Spring Street – south of Kelly Street)	31m	Connector Road within existing road reserve with additional green spaces to accommodate canopy tree planting and off-road pedestrian paths and a two-way bike path.
Whiteside Street (East of Lewis Street)	30.18m	Local access street within the existing road reserve for Whiteside Street to accommodate canopy tree planting, and off-road pedestrian paths. A swale drain is provided on one side of the carriageway for flood mitigation.
Whiteside Street (West of Lewis Street)	30.18m	Local access street within existing road reserve for Whiteside Street to accommodate canopy tree planting and off-road pedestrian paths. A central median is provided to accommodate a swale drain for flood mitigation.
Lewis Street	30.18m	Green Connector Road within existing road reserve with additional green spaces to accommodate canopy tree planting and off-road pedestrian paths and on-road bike path. A central median is provided to accommodate a swale drain for flood mitigation.
Local Heritage Street (Kelly Street, Spring Street – north of Kelly Street)	30.5m	Heritage Street within existing road reserve. Kelly Street: Local access street to accommodate canopy tree planting and off-road pedestrian paths and a two-way bike path. Spring Street (North of Kelly Street): Connector Road within existing road reserve with additional green spaces to accommodate canopy tree planting and off-road pedestrian paths and a two-way bike path. An existing swale drain is provided at the Beveridge Township interface.
Freeway interface street	16.5m	Local access street level 1 for properties adjacent to the Hume Freeway with a residential frontage and off-road shared path to any acoustic wall treatment.

Note: The width of proposed road reserves are minimum requirements and may vary dependent on requirements for road formation works and services integration.

3.6.1 Street network

REQUIREMENTS	
R42	Subdivision layouts must provide: • A street network that builds upon the existing road network within the precinct and generally responds to the local access streets shown on Plan 3; • A permeable and safe network for walking and cycling; • A safe and low speed street network that encourages walking and cycling; and • Convenient access to local points of interest and destinations for the effective integration with neighbouring properties.
R43	The connector street network must provide a safe low speed environment.
R44	Where an alternative cross section to the 'standard' cross section is proposed for streets outlined in Appendix 4.3, alternative cross-sections can include: • Varied street tree placement; • Varied footpath or carriageway placement; • Introduction of elements to create a boulevard effect; • Varied carriageway or parking bay pavement; and • Differing tree outstand treatments. For the purposes of this requirement, changes to street tree species between or within streets do not constitute a variation. Alternative cross sections must ensure that: • Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets; • The performance characteristics of standard cross sections as they relate to pedestrian and cycle use are maintained; and • Relevant minimum road reserve widths for the type of street are maintained, unless otherwise approved by the responsible authority.
R45	Where a single street spans across multiple properties that street may consist of multiple cross sections so long as a suitable transition has been allowed for between each. Where that street has already been constructed or approved for construction to a property boundary, the onus is on the development connecting into that street to adopt a consistent cross-section until that suitable transition can be made.
R46	All properties must be accessed via the connector road system and not directly from the arterial road network.
R47	Convenient and direct access to the connector road network must be provided through neighbouring properties where a parcel does not otherwise have access to the connector network or signalised access to the arterial road network, as appropriate.
R48	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.
R49	Streets must be constructed to parcel boundaries where an interparcel connection is intended or indicated in the PSP, by any date or stage of development required or approved by the responsible authority.
R50	Where determined that roundabouts are required at cross road intersections, they must be designed to slow vehicles, provide for pedestrian visibility and safety, and ensure connectivity/continuity of shared paths and bicycle paths.
GUIDELINES	
G22	Street block lengths should not exceed 240 metres to ensure a safe, permeable and low speed environment for pedestrians, cyclists and vehicles is achieved.
G23	Culs-de-sac should not detract from convenient pedestrian and cycle connections.
G24	All signalised intersections should be designed in accordance with the VicRoads Growth Area Road Network Planning Guidance & Policy Principles handbook.
G25	The frequency of vehicular crossovers on widened verges (a verge in excess of six metres) should be minimised through the use of a combination of: • Rear loaded lots with laneway access; • Vehicular access from the side of a lot; • Combined or grouped crossovers; and • Increased lot widths.
G26	Street layouts should provide multiple convenient routes to major destinations such as the walking trails, parks, sporting reserves, local convenience centres and the arterial road network.
G27	Local street designs should avoid cross intersections to the satisfaction of the responsible authority.

3.6.2 Walking & cycling

REQUIREMENTS	
R51	Design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing: • Footpaths of at least 1.5 metres on both sides of all streets and roads unless otherwise specified by the PSP; • Shared paths or bicycle paths where shown on Plan 9 or as shown on the relevant cross sections in Appendix 4.3 or as specified by another requirement in the PSP; • Safe, accessible and convenient crossing points of connector roads and local streets at all intersections, key desire lines and locations of high amenity (e.g. town centre and open space). Refer to the Greenfield Engineering Design and Construction Manual for typical intersection treatments; • Safe pedestrian/cyclist crossings of arterial roads at all intersections, at key desire lines, and on regular intervals appropriate to the function of the road and public transport provision; • Pedestrian/cyclist priority crossings on all slip lanes; and • Safe and convenient transition between on and off-road bicycle networks. All to the satisfaction of the coordinating roads authority and the responsible authority.
R52	Bicycle parking facilities are to be provided by development proponents in convenient locations at key destinations such as parks and local convenience centres.
R53	Bicycle priority at intersections of minor streets and connector roads with dedicated off-road bicycle paths must be achieved through strong and consistent visual and physical cues and supportive directional and associated road signs, as per the designs in the Greenfield Engineering Design and Construction Manual and to the satisfaction of the responsible authority.
GUIDELINES	
G28	Energy efficient/smart lighting should be installed along shared, pedestrian, and cycle paths linking to key destinations.
G29	The alignment of the off-road bicycle path should be designed for cyclists travelling up to 30 km/hr.

Plan 9 - Public Transport

Beveridge Central Precinct Structure Plan

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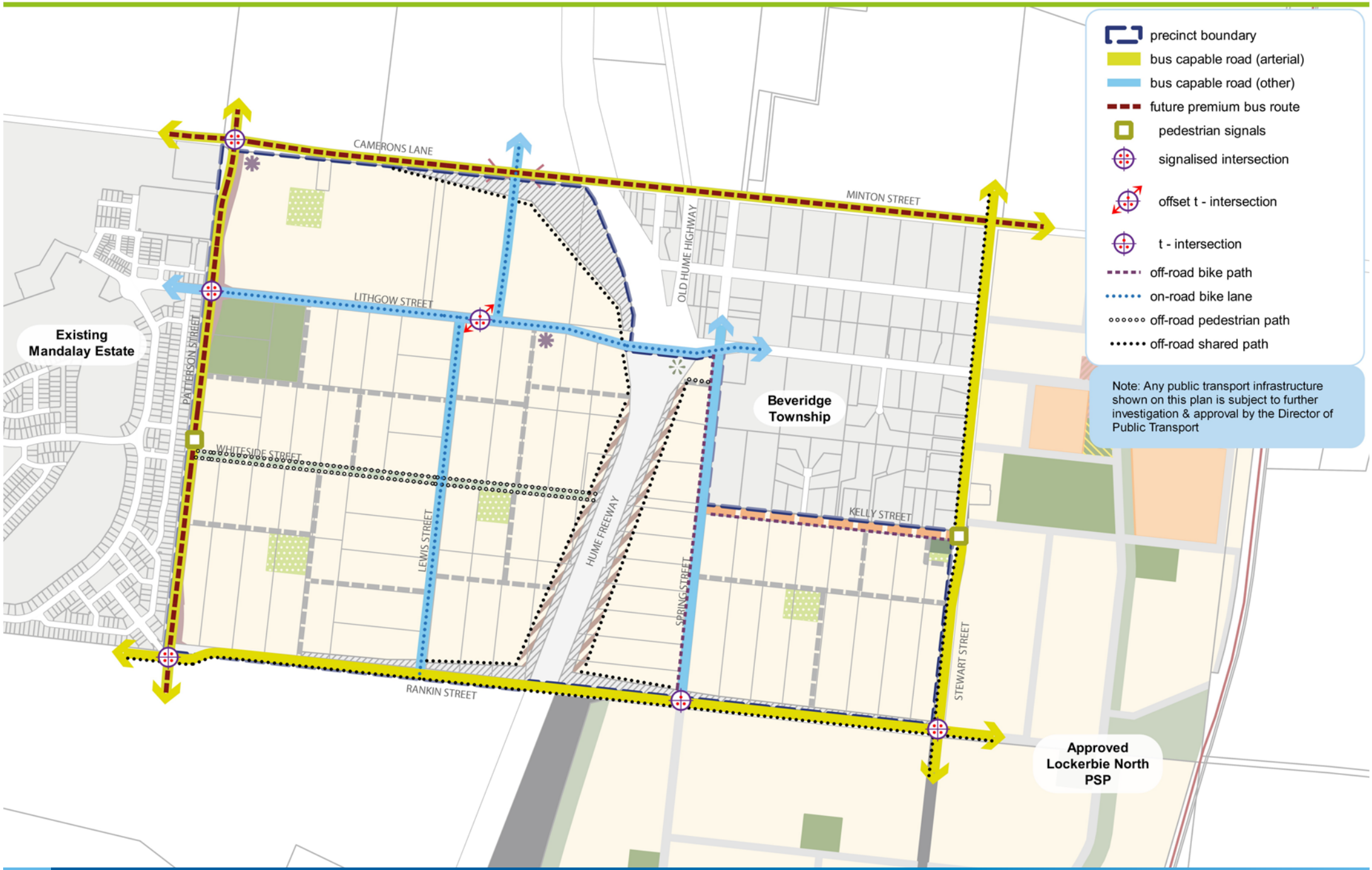

3.6.3 Public transport

REQUIREMENTS	
R54	Roads and intersections including roundabouts shown as bus capable on Plan 9 must be constructed to accommodate ultra-low-floor buses to the satisfaction of PTV and the responsible authority.
R55	Bus stop facilities must be designed as an integral part of the local convenience centres and activity generating land uses such as the sports reserve.
R56	The street network must be designed to ensure all households are able to directly and conveniently walk to public transport services.

Plan 10 - Utilities

Beveridge Central Precinct Structure Plan

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3.7 Integrated water management & utilities

3.7.1 Integrated water management

REQUIREMENTS	
R57	Development must meet best practice stormwater quality treatment in accordance with guidelines published by Melbourne Water, prior to discharge to receiving waterways unless otherwise approved by Melbourne Water and the responsible authority.
R58	Subdivision applications must demonstrate how: • Overland flow paths and piping within road reserves will be connected and integrated across parcel boundaries; and • Melbourne Water freeboard requirements for overland flow paths will be adequately contained within road reserves.
R59	Development staging must provide for the delivery of ultimate waterway and drainage infrastructure, including stormwater quality treatment. Where this is not possible, development proposals 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, to the satisfaction of Melbourne Water.
R60	Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme established by Melbourne Water.
R61	Lots must be filled above the 100-year flood level to the satisfaction of Melbourne Water.
GUIDELINES	
G30	Development should aim to maintain flow regimes (flow intensity, duration etc.) at pre-development levels to achieve waterway protection to the satisfaction of the relevant drainage authority.
G31	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 WSUD initiatives, such as rain gardens and / or locally treated storm water for irrigation to contribute to a sustainable and green urban environment.
G32	Where practical, development should include integrated water management initiatives to reduce reliance on potable water and increase the utilisation of storm and waste water, contributing to a sustainable and green urban environment.
G33	Development should have regard to relevant policies and strategies being implemented by the responsible authority, Melbourne Water and Yarra Valley Water.

3.7.2 Utilities

REQUIREMENTS	
R62	Trunk services are to be placed along the general alignments shown on Plan 10, subject to any refinements as advised by the relevant servicing authorities.
R63	Delivery of underground services must be coordinated, located, and bundled (utilising common trenching) to facilitate the planting of trees and other vegetation within road verges.
R64	All new electricity supply infrastructure (excluding substations and cables of a voltage greater than 66kV) must be provided underground.
R65	Where existing above ground electricity cables of 66kV voltage are retained along road ways, underground conduits are to be provided as part of the upgrade of these roads to allow for future undergrounding of the electricity supply.
R66	Utilities must be placed to avoid disturbance to any existing waterway values, native vegetation, significant landform features and heritage sites, to the satisfaction of Melbourne Water and the responsible authority.
R67	All lots must be provided with potable water, electricity, reticulated sewerage, drainage, gas and telecommunications to the satisfaction of the relevant servicing authority.
GUIDELINES	
G34	Above ground utilities should be located outside of key view lines and screened with vegetation, as appropriate.
G35	Existing above ground electricity cables should be removed and re-routed underground as part of a subdivision (excluding cables greater than 66kV).
G36	Design and placement of underground services in new or upgraded streets should utilise the service placement guidelines outlined in Appendix 4.4.
G37	Utility easements to the rear of lots should only be provided where there is no practical alternative.

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3.8 Precinct Infrastructure Plan & development staging

The Precinct Infrastructure Plan (PIP) at Table 9 sets out the infrastructure and services required to meet the need of the 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 pursuant to S173 of the *Planning and Environment Act 1987*;
- Utility service provider requirements;
- The future Beveridge Central Infrastructure Contributions Plan;
- Relevant development contributions for adjoining areas;
- Capital works projects by Council, state government agencies and non-government organisations; and
- Works in Kind projects undertaken by developers on behalf of Council or state Government Agencies.

3.8.1 Development Service Scheme

Drainage for the precinct is not covered by the Beveridge Central Infrastructure Contributions Plan as the relevant authority for main outfall drainage is Melbourne Water. Melbourne Water has prepared a Development Service Scheme (DSS) which applies to the precinct. Under the DSS, developers are required to pay a levy for each developable hectare of land which is included in a planning permit application.

Alternative stormwater quality treatments may be provided subject to agreement with Melbourne Water. Local drainage is to be constructed by developers in addition to the DSS drainage works.

Plan 11 - Precinct Infrastructure Projects

Beveridge Central Precinct Structure Plan

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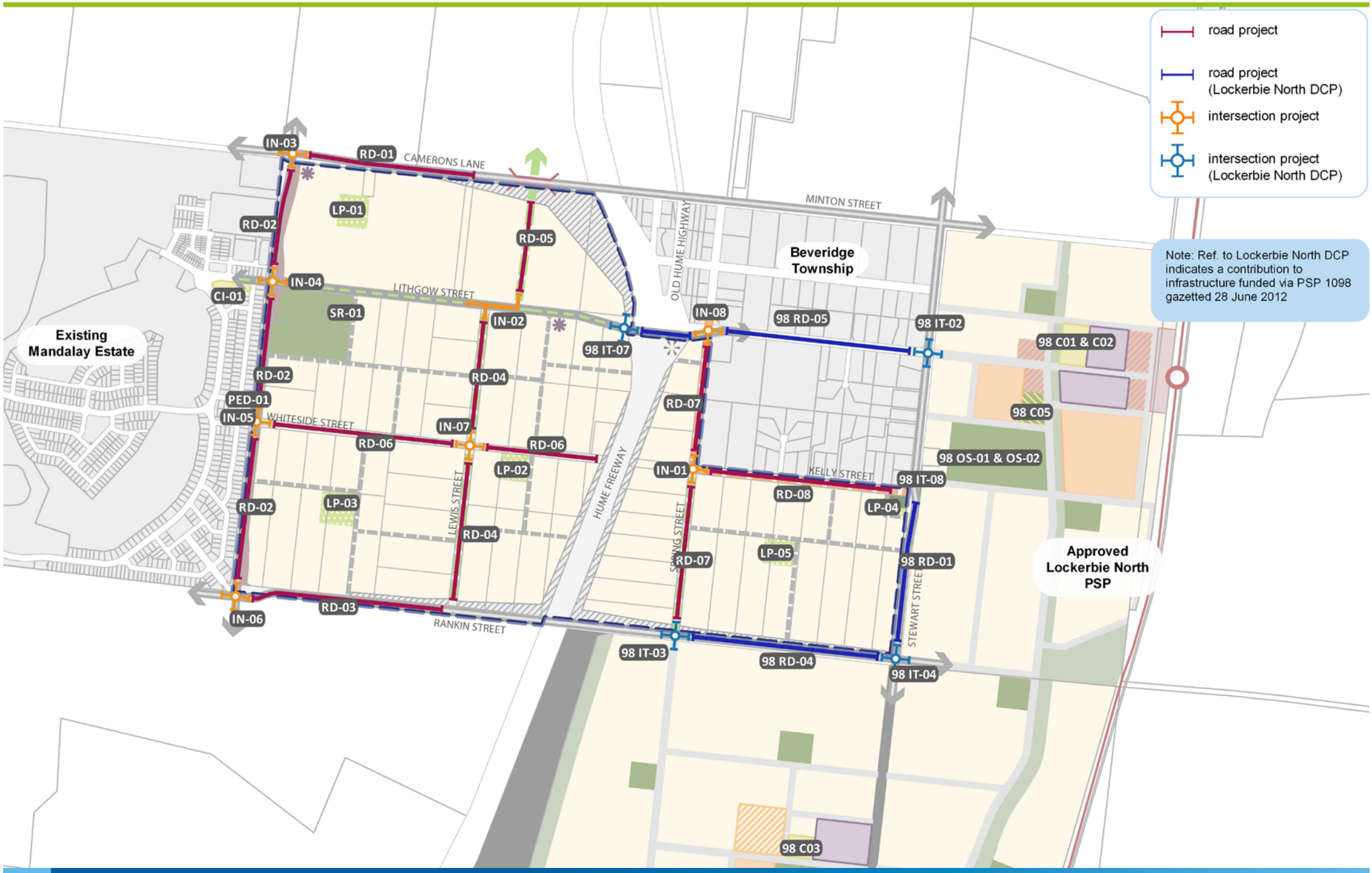


Table 9 Precinct infrastructure plan

ITEM NUMBER	PROJECT CATEGORY	TITLE	DESCRIPTION	LEAD AGENCY	INCLUDED IN ICP	TIMING
TRANSPORT PROJECTS						
INFRASTRUCTURE ITEMS WITHIN THE PSP AREA						
ROADS						
RD01	Road	Camerons Lane: east–west arterial road between Patterson Street and existing Malcolm Street	Land for ultimate configuration and construction of interim configuration	Mitchell Shire Council	Y	M
			Construction of ultimate configuration	Mitchell Shire Council	Y	L
RD02	Road	Patterson Street: north–south arterial road between Camerons Lane and Rankin Street	Land for ultimate configuration and construction of interim configuration	Mitchell Shire Council	Y	M
			Construction of ultimate configuration	VicRoads	N	L
RD03	Road	Rankin Street: east–west arterial road between Patterson Street and Lewis Street	Land for ultimate configuration and construction of interim configuration	Mitchell Shire Council	Y	M
			Construction of ultimate configuration	VicRoads	N	L
RD04	Road	Lewis Street: key local access road between Lithgow Street and Rankin Street	Construction of ultimate configuration	Mitchell Shire Council	Y	S
RD05	Road	Murray Street: key local access street between Lithgow Street and Camerons Lane PAO (excluding intersections)	Construction of ultimate configuration	Mitchell Shire Council	Y	S
RD06	Road	Whiteside Street: key local access street between Patterson Street and edge of Hume Freeway reserve (excluding intersections)	Land and construction of ultimate configuration	Mitchell Shire Council	Y	S
RD07	Road	Spring Street: connector road between Rankin Street to Lithgow Street (excluding intersections)	Construction of ultimate configuration	Mitchell Shire Council	Y	M
RD08	Road	Kelly Street: key local access street between Stewart Street and Spring Street	Construction of ultimate configuration	Mitchell Shire Council	Y	M

INTERSECTIONS						
IN01	Intersection	Kelly Street and Spring Street intersection	Construction of ultimate roundabout	Mitchell Shire Council	Y	S
IN02	Intersection	Murray and Lewis to Lithgow Street Intersections	Construction of a Type C offset intersection	Mitchell Shire Council	Y	S
IN03	Intersection	Patterson Street and Camerons Lane Intersection	Land for ultimate configuration (flaring within PSP area) and construction of interim configuration – signals	Mitchell Shire Council	Y	S–M
			Construction of ultimate configuration	Mitchell Shire Council	Y	L
IN04	Intersection	Patterson Street and Lithgow Street Intersection	Land for ultimate configuration and construction of interim configuration	Mitchell Shire Council	Y	S–M
			Construction of ultimate configuration	VicRoads	N	M–L
IN05	Intersection	Patterson Street and Whiteside Street Intersection	Construction of ultimate left-in-left-out configuration	Mitchell Shire Council	Y	S–M
IN06	Intersection	Patterson Street and Rankin Street Intersection	Land for ultimate configuration (flaring within PSP area) and construction of interim configuration – signals	Mitchell Shire Council	Y	M–L
			Construction of ultimate configuration	VicRoads	N	L
IN07	Intersection	Whiteside Street and Lewis Street Intersection	Land and construction of ultimate roundabout	Mitchell Shire Council	Y	S
IN08	Intersection	Spring Street and Lithgow Street Intersection	Construction of ultimate roundabout	Mitchell Shire Council	Y	S–M
PED01	Pedestrian	Crossing Patterson Street located on the north side of the IN-05	Construction of pedestrian signals	Mitchell Shire Council	Y	M–L
INFRASTRUCTURE ITEMS OUTSIDE OF THE PSP REQUIRED TO SUPPORT THE PRECINCT						
RD-PED01	Pedestrian	Lithgow Street and Hume Freeway underpass between Lewis Street and Spring Street	Construction of pedestrian path along underpass with on-road bike lane	VicRoads	N	S
98-RD01	Road	North–South Secondary Arterial (Stewart Street) between Minton Street and Rankin Street.	Road widening for ultimate configuration and construction of first carriageway	Mitchell Shire Council	Y	S–M
98-RD04	Road	Rankin Street: East–West Secondary Arterial between Hume Freeway and Stewart Street	Construction of the first carriageway	Mitchell Shire Council	Y	S–M
98-RD05	Road	Lithgow Street Upgrade (Boulevard Connector Street)	Upgrade of existing carriageway to an urban standard based on the Lithgow Street (existing Township) Boulevard Connector between Hume Freeway and Stewart Street	Mitchell Shire Council	Y	S
98-IT02	Intersection	Intersection 2: Lithgow Street and Stewart Street	Land for ultimate configuration and construction of interim configuration	Mitchell Shire Council	Y	L
98-IT03	Intersection	Intersection 3: Rankin Street and Spring Street	Land for ultimate configuration and construction of interim configuration	Mitchell Shire Council	Y	M

98-IT04	Intersection	Intersection 4: Rankin Street and Stewart Street	Land for ultimate configuration and construction of interim configuration	Mitchell Shire Council	Y	L
98-IT07	Intersection	Intersection 7: Lithgow Street and Western on/ off Hume Freeway ramps	Construction of an ultimate roundabout.	Mitchell Shire Council	Y	S
98-IT08	Intersection	Intersection 8: Stewart Street, north of Kelly Street	Construction of pedestrian signals.	Mitchell Shire Council	Y	S–M
PUBLIC TRANSPORT						
–	Bus	Precinct bus services	Progressive extension of local bus services and priority bus services to service the precinct.	PTV	N	M–L
–	Bus	Precinct bus stops	Provision of bus stops to be delivered with local street system as part of subdivision and development approvals.	PTV	N	M–L
COMMUNITY						
INFRASTRUCTURE ITEMS OUTSIDE OF THE PSP REQUIRED TO SUPPORT THE PRECINCT						
CI01	Community	Level 2 Community Centre, Mandalay Estate	Contingency funding for the construction of a multipurpose community centre including MCH, pre-school, consulting suites and multi-purpose space and associated facilities, including carparking and landscaping works. Funding not to exceed 15% of the estimated project cost.	Mitchell Shire Council	Y	S
98-C01	Community	Level 3 Community Centre	Land for Northern Level 3 Community Centre.	Mitchell Shire Council	Y	S–M
98-C02	Community	Northern Level 2 Community Centre	Land and construction of multipurpose community centre including MCH, Pre-school, consulting suites and multi-purpose space and associated facilities, including carparking and landscaping works.	Mitchell Shire Council	Y	S–M
98-C03	Community	Southern Level 1 Community Centre	Land and construction of early years community facility including MCH, pre-school, consulting suites and multi-purpose space and associated facilities, including carparking and landscaping works.	Mitchell Shire Council	Y	S–M
98-C05	Community	Northern indoor playing fields	Land acquisition for indoor recreation precinct adjoining northern active playing fields.	Mitchell Shire Council	Y	M–L
OPEN SPACE AND RECREATION						
INFRASTRUCTURE ITEMS WITHIN THE PSP AREA						
SR01	Local Active	Sports Reserve: Lithgow and Patterson Street	Land and construction of local sporting reserve including 3 soccer pitches, 8 tennis courts, 900m^2 pavilion, basic landscape works and car parking	Mitchell Shire Council	Y	S–M
LP01	Local Passive	Local Park: north-west	Land acquisition for local park	Mitchell Shire Council	Y	S–M

LP02	Local Passive	Local Park: Whiteside Street	Land acquisition for local park	Mitchell Shire Council	Y	S–M
LP03	Local Passive	Local Park: south-west	Land acquisition for local park	Mitchell Shire Council	Y	S–M
LP04	Local Passive	Local Park: Kelly House	Land acquisition for local park	Mitchell Shire Council	Y	S–M
LP05	Local Passive	Local Park: south-east	Land acquisition for local park	Mitchell Shire Council	Y	S–M
INFRASTRUCTURE ITEMS OUTSIDE OF THE PSP REQUIRED TO SUPPORT THE PRECINCT						
98-OS01	Local Active	Northern active playing fields	Land and construction of 2 football/cricket ovals, cricket nets, 2 netball courts, 6 tennis courts including lighting, drainage, associated car parking, and landscape works	Mitchell Shire Council	Y	S–M
98-OS03	Local Active	Southern active playing fields	Land and construction of 2 football/cricket ovals, cricket nets, including lighting, drainage and associated car parking and landscape works	Mitchell Shire Council	Y	S–M
98-OS06	Local Active	Northern sports reserve	Land for district level northern playing fields	Mitchell Shire Council	Y	M–L
DRAINAGE						
–	Drainage	Spring Street	Construction of pipeline infrastructure along Spring Street	Melbourne Water	N	S
–	Drainage	Key local access street (north–south road between Lewis Street and Patterson Street)	Construction of pipeline infrastructure along north–south key local access street	Melbourne Water	N	S
–	Drainage	Lewis Street	Construction of pipeline infrastructure along Lewis Street	Melbourne Water	N	S
–	Drainage	Lithgow Street	Construction of pipeline infrastructure north of Lithgow Street along Malcolm Street, Lithgow Street from the Local Access Street to the Hume Freeway and north of Lithgow Street through Parcel 29A and PAO area.	Melbourne Water	N	S
–	Drainage	Whiteside Street / Hume Freeway	Construction of pipeline infrastructure along Whiteside Street, the Hume Freeway interface area and across the freeway to Spring Street	Melbourne Water	N	S

Table notes:

1. The Malcolm Street road reserve will ultimately close as it is not required for a connection to Camerons Lane. Mitchell Shire Council may undertake a land swap with the landowner in order to re-align Lewis Street between Lithgow Street and Camerons Lane.

Project timing indication:
S = 0–5 years
M = 5–10 years
L = 10 years+

3.8.2 Development staging

REQUIREMENTS	
R68	Development staging must provide for the timely provision and delivery of: • Arterial road reservations; • Connector streets; • Street links between properties, constructed to the property boundary; and • Connection of the on- and off-road pedestrian and bicycle network.
R69	Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the structure plan, by any date or stage of development required or approved by the responsible authority.
R70	Due to the capacity issues, access to the existing Beveridge Interchange (at Lithgow Street) will be reviewed at the issue of statement of compliance of 1,100 aggregate lots for Beveridge Central PSP, the Beveridge North-West PSP and the Lockerbie North PSP. Subdivision beyond 1,100 aggregate lots must be referred to VicRoads for their consideration to determine whether a permit can be issued prior to the construction of a new interchange at Rankin Street or Camerons Lane as will be required by clause 2.7 of Schedule 5 to clause 37.07 of the Mitchell Planning Scheme.
GUIDELINES	
G38	Staging will be determined largely by the development proposals on land within the precinct and the availability of infrastructure services. Within this context, the following should be achieved: • Development staging should, to the extent practicable, be integrated with adjoining developments, including the timely provision of connecting roads and walking/cycling paths; and • Access to each new lot must be via a sealed road.
G39	The early delivery of community facilities, local parks and playgrounds is encouraged within each neighbourhood and may be delivered in stages.
G40	Allow for the delivery of interim road cross sections where an ICP funded road is not required up front, to the satisfaction of the responsible authority.

3.8.3 Subdivision works by developers

REQUIREMENTS	
R71	Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure: • 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. • Intersection works and traffic management measures along arterial roads, connector streets, and local streets (except those included in the ICP); • Council approved fencing and landscaping (where required) along arterial roads; • Local shared, pedestrian and bicycle paths along local arterial roads, connector roads, utilities easements, local streets, waterways and within local parks including bridges, intersections, and barrier crossing points (except those included in the ICP); • Bicycle parking as required in this document; • Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing public open space; • Basic improvements to local parks and open space (refer open space delivery below); • Local drainage system; • Infrastructure as required by utility service providers including sewerage, drainage water, (except where the item is funded through a Development Services Scheme), electricity, gas, and telecommunications; and • Provision of water tapping, potable and recycled water connection points for any potential open space on the land located within the electricity transmission line easement.

REQUIREMENTS

R72	**OPEN SPACE DELIVERY** All public open space (where not otherwise provided via the ICP) must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space, including: • Removal of all existing and disused structures, foundations, pipelines, and stockpiles; • Clearing of rubbish and weeds, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise); • Provision of water tapping, potable and recycled water connection points. Sewer and gas connection points must also be provided to land identified as a sports reserve and community facility; • Planting of trees and shrubs; • Provision of vehicular exclusion devices (fence, bollards, or other suitable method); • Maintenance access points; • Installation of park furniture including barbeques, shelters, furniture, rubbish bins, local scale playground equipment, local scale play areas, and appropriate paving to support these facilities, consistent with the type of public open space listed in the open space delivery guide (Table 3); and • Boundary fencing where the public open space abuts private land, or as required by the responsible authority. Note: Where the responsible authority is satisfied, the above list may be varied.
R73	Land designated for the local sports reserve as identified by an ICP must be vested in the relevant authority in the following condition: • Free from surface/protruding rocks and structures; • Reasonably graded and/or topsoiled to create a safe and regular surface (with a maximum 1:6 gradient); • Bare, patchy and newly graded areas seeded, top-dressed with drought resistant grass; and • To the satisfaction of the responsible authority prior to it being transferred. Consistent with the Beveridge Central ICP, where these works are not considered to be temporary works, these works are eligible for a works in kind credit against the landowner/ developers ICP obligation to the satisfaction of the responsible authority. Works associated with adjacent road construction (e.g. earthworks for a road embankment) are not eligible for a works in kind credit.
R74	Land designated for sport reserves or local park must be landscaped and developed to the satisfaction of the responsible authority prior to it being transferred to the responsible authority.

4.0 APPENDICES

4.1 Property specific land budget

PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT				OPEN SPACE			TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA %AGE OF PROPERTY	ICP CONTRIBUTION – TOTAL (HECTARES)	%AGE OF NDAR
		ARTERIAL ROAD			OTHER TRANSPORT	SERVICE OPEN SPACE	CREDITED OPEN SPACE					
		EXISTING ROAD RESERVE	PUBLIC ACQUISITION OVERLAY	NEW/ WIDENING/ INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD – RETAINED EXISTING ROAD RESERVE	HERITAGE RESERVE – POST CONTACT	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL NETWORK PARK (ICP LAND)				
PROPERTY												
1	0.68	–	–	–	–	–	–	–	0.68	100.00%	–	–
2	1.48	–	0.15	–	–	–	–	–	1.33	89.77%	–	–
3	2.13	–	0.26	–	–	–	–	–	1.87	87.67%	–	–
4	2.43	–	0.28	–	–	–	–	–	2.15	88.43%	–	–
5	1.94	–	0.20	–	–	–	–	–	1.74	89.55%	–	–
6	2.13	–	0.20	–	–	–	–	–	1.92	90.49%	–	–
7	2.29	–	0.19	–	–	–	–	–	2.09	91.67%	–	–
8	2.50	–	0.22	–	–	–	–	–	2.28	91.16%	–	–
9	2.70	–	0.24	–	–	–	–	–	2.46	91.27%	–	–
10	2.89	–	0.25	–	–	–	–	–	2.64	91.39%	–	–
11	3.00	–	1.33	–	–	–	–	–	1.67	55.74%	–	–
12	2.11	–	–	–	–	–	–	–	2.11	100.00%	–	–
13	2.08	–	–	–	–	–	–	–	2.08	100.00%	–	–

PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT				OPEN SPACE			TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA %AGE OF PROPERTY	ICP CONTRIBUTION – TOTAL (HECTARES)	%AGE OF NDAR
		ARTERIAL ROAD			OTHER TRANSPORT	SERVICE OPEN SPACE	CREDITED OPEN SPACE					
		EXISTING ROAD RESERVE	PUBLIC ACQUISITION OVERLAY	NEW/ WIDENING/ INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD – RETAINED EXISTING ROAD RESERVE	HERITAGE RESERVE – POST CONTACT	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL NETWORK PARK (ICP LAND)				
14	2.09	–	–	–	–	–	–	–	2.09	100.00%	–	–
15	2.11	–	–	–	–	–	–	–	2.11	100.00%	–	–
16	2.11	–	–	–	–	–	–	–	2.11	100.00%	–	–
17	2.13	–	–	–	–	–	–	–	2.13	100.00%	–	–
18	2.13	–	–	–	–	–	–	–	2.13	100.00%	–	–
19	1.44	–	–	–	–	0.33	–	0.16	0.95	66.27%	0.16	16.74%
20	2.65	–	0.07	–	–	–	–	–	2.58	97.23%	–	–
21	3.89	–	0.12	–	–	–	–	–	3.77	96.94%	–	–
22	3.82	–	0.13	–	–	–	–	–	3.70	96.70%	–	–
23	3.85	–	0.14	–	–	–	–	–	3.71	96.44%	–	–
24	3.83	–	0.14	–	–	–	–	0.77	2.92	76.18%	0.77	26.31%
25	3.82	–	0.15	–	–	–	–	0.24	3.43	89.78%	0.24	6.89%
26	3.81	–	0.16	–	–	–	–	–	3.64	95.75%	–	–
27	3.88	–	0.19	–	–	–	–	–	3.68	95.02%	–	–
28	27.95	–	0.18	1.07	–	–	–	1.23	25.47	91.11%	1.49	5.87%
28A	0.39	–	–	–	–	–	–	–	0.39	100.00%	–	–
29	19.26	–	3.57	–	–	–	–	–	15.69	81.47%	–	–
29A	5.32	–	3.04	–	–	–	–	–	2.28	42.89%	–	–
30	2.29	–	–	0.26	–	–	2.03	–	–	–	2.29	100.00%
31	2.33	–	–	0.06	–	–	2.28	–	–	–	2.33	100.00%
32	2.27	–	–	0.04	–	–	–	–	2.23	98.29%	0.04	1.74%
33	2.29	–	–	0.04	–	–	–	–	2.26	98.45%	0.04	1.58%

PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT				OPEN SPACE			TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA %AGE OF PROPERTY	ICP CONTRIBUTION – TOTAL (HECTARES)	%AGE OF NDAR
		ARTERIAL ROAD			OTHER TRANSPORT	SERVICE OPEN SPACE	CREDITED OPEN SPACE					
		EXISTING ROAD RESERVE	PUBLIC ACQUISITION OVERLAY	NEW/ WIDENING/ INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD – RETAINED EXISTING ROAD RESERVE	HERITAGE RESERVE – POST CONTACT	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL NETWORK PARK (ICP LAND)				
34	2.48	–	–	–	–	–	2.48	–	–	–	2.48	100.00%
35	2.46	–	–	–	–	–	–	–	2.46	100.00%	–	–
36	2.45	–	–	–	–	–	–	–	2.45	100.00%	–	–
37	2.49	–	–	–	–	–	–	–	2.49	100.00%	–	–
38	2.04	–	–	–	–	–	–	–	2.04	100.00%	–	
39	2.05	–	–	–	–	–	–	–	2.05	100.00%	–	–
40	2.12	–	–	–	–	–	–	–	2.12	100.00%	–	–
41	2.13	–	–	–	–	–	–	–	2.13	100.00%	–	–
42	2.50	–	–	–	–	–	–	–	2.50	100.00%	–	–
43	2.48	–	–	–	–	–	–	–	2.48	100.00%	–	–
44	2.45	–	–	–	–	–	–	–	2.45	100.00%	–	–
45	2.49	–	–	–	–	–	–	–	2.49	100.00%	–	–
46	1.70	–	–	0.24	–	–	–	–	1.46	85.98%	0.24	16.31%
47	2.16	–	–	–	–	–	–	–	2.16	100.00%	–	–
48	2.11	–	–	–	–	–	–	–	2.11	100.00%	–	–
49	2.09	–	–	–	–	–	–	–	2.09	100.00%	–	–
50	1.96	–	–	–	–	–	–	–	1.96	100.00%	–	–
51	3.22	–	–	–	–	–	–	–	3.22	100.00%	–	–
52	3.21	–	–	–	–	–	–	–	3.21	100.00%	–	–
53	3.17	–	–	–	–	–	–	–	3.17	100.00%	–	–
54	3.23	–	–	–	–	–	–	–	3.23	100.00%	–	–
55	3.20	–	0.49	–	–	–	–	–	2.71	84.72%	–	–

PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT				OPEN SPACE			TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA %AGE OF PROPERTY	ICP CONTRIBUTION – TOTAL (HECTARES)	%AGE OF NDAR
		ARTERIAL ROAD			OTHER TRANSPORT	SERVICE OPEN SPACE	CREDITED OPEN SPACE					
		EXISTING ROAD RESERVE	PUBLIC ACQUISITION OVERLAY	NEW/ WIDENING/ INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD – RETAINED EXISTING ROAD RESERVE	HERITAGE RESERVE – POST CONTACT	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL NETWORK PARK (ICP LAND)				
56	4.02	–	0.13	–	–	–	–	–	3.89	96.74%	–	–
57	3.86	–	–	–	–	–	–	1.23	2.64	68.29%	1.23	46.43%
58	3.87	–	–	–	–	–	–	0.28	3.59	92.77%	0.28	7.79%
59	3.95	–	–	–	–	–	–	–	3.95	100.00%	–	–
60	3.13	–	–	0.67	–	–	–	–	2.46	78.50%	0.67	27.40%
61	3.02	–	–	–	–	–	–	–	3.02	100.00%	–	–
62	2.41	–	–	–	–	–	–	–	2.41	100.00%	–	–
63	2.42	–	–	–	–	–	–	–	2.42	100.00%	–	–
64	2.41	–	–	–	–	–	–	–	2.41	100.00%	–	–
65	2.46	–	–	–	–	–	–	–	2.46	100.00%	–	–
66	1.48	–	0.11	–	–	–	–	–	1.37	92.85%	–	–
67	0.94	–	0.19	–	–	–	–	–	0.75	79.66%	–	–
68	2.53	–	–	–	–	–	–	–	2.53	100.00%	–	–
69	2.42	–	–	–	–	–	–	–	2.42	100.00%	–	–
70	2.44	–	–	–	–	–	–	–	2.44	100.00%	–	–
71	3.07	–	–	–	–	–	–	–	3.07	100.00%	–	–
72	2.14	–	–	–	–	–	–	–	2.14	100.00%	–	–
73	2.10	–	–	–	–	–	–	1.00	1.09	52.10%	1.00	91.93%
74	2.12	–	–	–	–	–	–	–	2.12	100.00%	–	–
75	2.12	–	0.02	–	–	–	–	–	2.10	99.14%	–	–
76	0.83	–	0.39	–	–	–	–	–	0.44	52.90%	–	–
77	3.99	–	0.25	–	–	–	–	–	3.74	93.71%	–	–

PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT				OPEN SPACE			TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA %AGE OF PROPERTY	ICP CONTRIBUTION – TOTAL (HECTARES)	%AGE OF NDAR
		ARTERIAL ROAD			OTHER TRANSPORT	SERVICE OPEN SPACE	CREDITED OPEN SPACE					
		EXISTING ROAD RESERVE	PUBLIC ACQUISITION OVERLAY	NEW/ WIDENING/ INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD – RETAINED EXISTING ROAD RESERVE	HERITAGE RESERVE – POST CONTACT	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL NETWORK PARK (ICP LAND)				
78	3.90	–	0.33	–	–	–	–	–	3.57	91.51%	–	–
79	3.99	–	0.43	–	–	–	–	–	3.55	89.18%	–	–
80	2.51	–	0.99	–	–	–	–	–	1.51	60.43%	–	–
SUB-TOTAL	**254.29**	**–**	**14.55**	**2.37**	**–**	**0.33**	**6.79**	**4.91**	**225.34**	**88.62%**	**13.26**	**5.84%**
ROAD RESERVE												
R1	4.34	4.34	–	–	–	–	–	–	–	0%	–	
R2	3.41	–	0.07	–	3.34	–	–	–	–	0%	–	
R3	3.15	–	0.07	–	3.09	–	–	–	–	0%	–	
R4	3.62	3.62	–	–	–	–	–	–	–	0%	–	
R5	3.54	–	0.05	–	3.49	–	–	–	–	0%	–	
R6	3.15	–	0.07	–	2.48	0.01	–	–	0.59	18.68%	–	
R7	4.44	–	–	–	4.44	–	–	–	–	0%	–	
R8	10.82	10.82	–	–	–	–	–	–	–	0%	–	
R9	1.21	–	0.07	–	–	–	–	–	1.14	94.37%	–	
SUB-TOTAL	**37.69**	**18.78**	**0.33**	**–**	**16.84**	**0.01**	**–**	**–**	**1.73**	**4.59%**	**–**	
TOTALS PSP	**291.97**	**18.78**	**14.88**	**2.37**	**16.84**	**0.33**	**6.79**	**4.91**	**227.07**	**77.77%**	**–**	

4.2 Local convenience centre – design guidelines

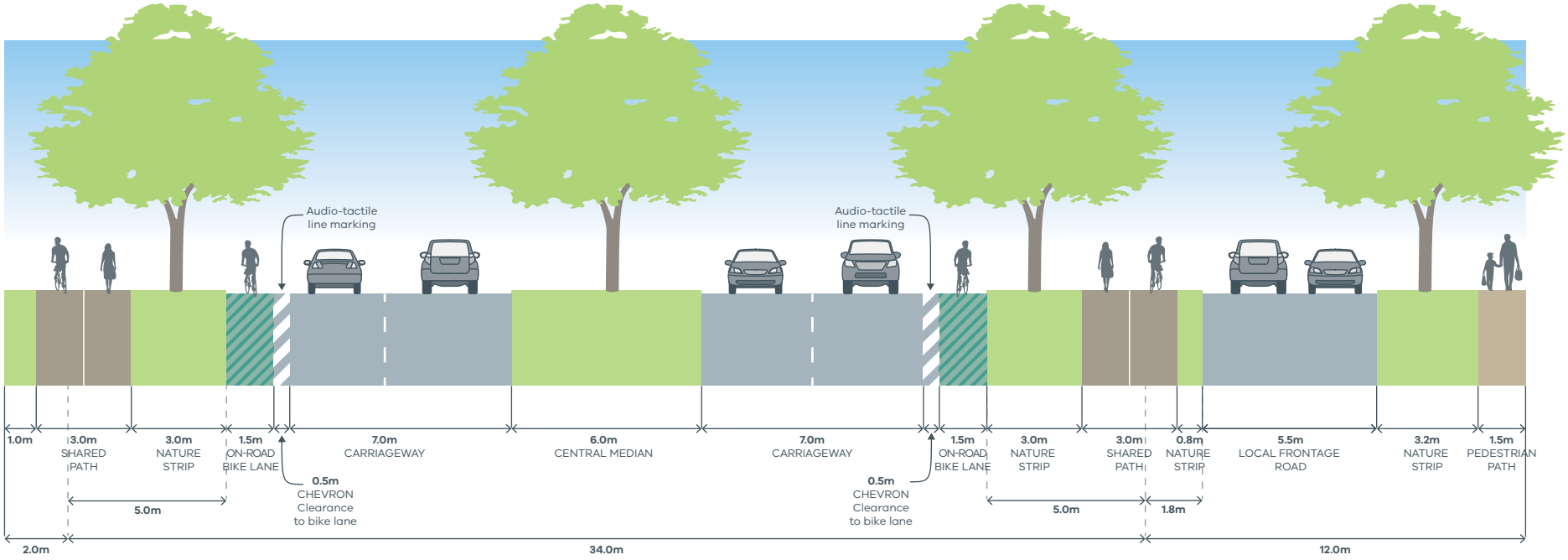
PRINCIPLES	GUIDELINES
Principle 1 Provide smaller neighbourhoods with a viable Local Convenience Centre which offers accessible services to the surrounding community.	• Local Convenience Centres should be planned in conjunction with local town centres in order to deliver a fine grain distribution of town centres within the region. • Local Convenience Centres should be planned for neighbourhoods that contain less than 8,000 people and are located more than 1km away from a local town centre or higher order town centre. • Locate Local Convenience Centres in locations that are central to the residential community they serve and that provide exposure to passing traffic. • Where appropriate, locate Local Convenience Centres in attractive settings and incorporate natural or cultural landscape features such creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value.
Principle 2 Provide a range of local services and facilities which are appropriate to the Local Convenience Centre location and the catchment that it serves.	• Land uses should be located generally in accordance with the locations and general land use terms identified on the Local Convenience Centre Concept Plan. • The design of the Local Convenience Centre should facilitate development with a high degree of community interaction and provide an appropriate mix of retail, commercial and community facilities to suit the catchment that the Local Convenience Centre serves. • The design of the Local Convenience Centre should also encourage a pattern of smaller scale individual tenancies and land ownership patterns within the Local Town Centre to attract investment and encourage greater diversity and opportunities for local business investment. • Active building frontages should address the primary street frontage to maximise exposure to passing trade, and promote pedestrian interaction.
Principle 3 Design the Local Convenience Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access. The Local Convenience Centre should be easily, directly and safely accessible for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety.	• Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations adjacent to the Local Convenience Centre. • Bus stops should be provided in accordance with the Public Transport Victoria Public Transport Guidelines for Land Use and Development, to the satisfaction of the Public Transport Victoria. • Bicycle parking should be provided within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations. • The design of buildings within the Local Convenience Centre should have a relationship with and should interface to the public street network. • Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages. • Car parking areas should be designed to ensure passive surveillance and public safety through adequate positioning and lighting. • Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping. • On street car parking should be provided either as parallel or angle parking to encourage short stay parking. • Car parking ingress and egress crossovers should be grouped and limited. • Car parking ingress or egress and car parking areas accommodating heavy vehicle movements should be designed to limit the pedestrian/vehicle conflict. • Streets, public spaces and car parks should be well lit to Australian Standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above. • Pedestrian movement must be prioritised in the design of main streets while supporting local traffic to assist access and activity. • Pedestrian movement should be prioritised by providing links between destinations within town centres. • Pedestrian permeability and walkability through the centres should be encouraged

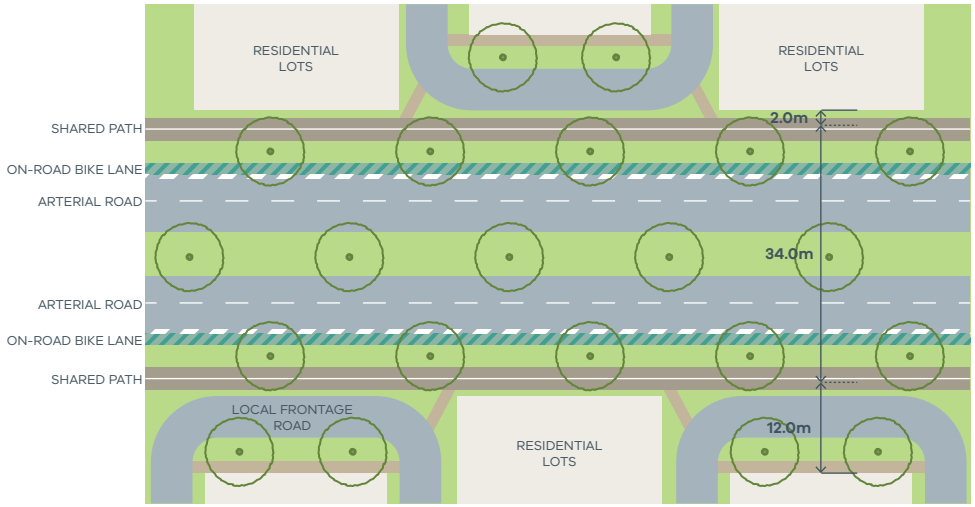
PRINCIPLES	GUIDELINES
Principle 4 Create a sense of place with high quality engaging urban design.	• Development should complement and enhance the character of the surrounding area by responding appropriately to key visual cues associated with the topography of the Local Convenience Centre location and its surrounds. • The Local Convenience Centre design should seek to minimise amenity and noise impacts resulting from the mix of uses by maintaining separation and transitional areas between retail and housing activities, such as open space, road networks and community facilities. • The design of each building should contribute to a cohesive and legible character for the Local Convenience Centre as a whole. • Sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) should be identified for significant buildings or landmark structures. • The design of building frontages should incorporate the use of a consistent covered walkway or verandah to provide for weather protection. • The built form should define the primary street frontage and be aligned with the parcel boundary. • Street façades and all visible side or rear façades should be visually rich, interesting and well articulated and be finished in suitable materials and colours that contribute to the character of the Local Convenience Centre. • Materials and design elements should be compatible with the environment and landscape character of the broader precinct. • If a supermarket is proposed, the supermarket should have a frontage that directly address the primary street frontage so that the use integrates with and promotes activity within the public realm. • Supermarkets with a frontage to the primary street frontage should use clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing). • Secondary access to a supermarket from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the primary street frontage.

PRINCIPLES	GUIDELINES
Principle 4 Cont.	• The design and siting of supermarkets should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominantly routes and streets. • Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street. • Retail and commercial buildings within the Local Convenience Centre should generally be built to the parcel line. • Public spaces should be oriented to capture north sun and protect from prevailing winds and weather. • Landscaping of all interface areas should be of a high standard as an important element to complement the built form design. • Urban art should be incorporated into the design of the public realm. • Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/ gathering spaces and designed to add visual interest to the Local Convenience Centre. • Wrapping of car parking edges with built form, to improve street interface, should be maximised. • Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares. • Screening of centralised waste collection points should minimise amenity impacts with adjoining areas and users of the centre. • Where service areas are accessible from car parks, they should present a well designed and secure facade to public areas. • Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view.

PRINCIPLES	GUIDELINES
Principle 5 Promote localisation, sustainability and adaptability.	• The Local Convenience Centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on the car. The Local Convenience Centre should be designed to be sympathetic to its natural surrounds by: • Investigating the use of energy efficient design and construction methods for all buildings; • Including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation); • Promoting safe and direct accessibility and mobility within and to and from the Local Convenience Centre; • Including options for shade and shelter through a combination of landscape and built form treatments; • Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling; promoting passive solar orientation in the configuration and distribution of built form and public spaces; • Grouping waste collection points to maximise opportunities for recycling and reuse; • Promoting solar energy for water and space heating, electricity generation and internal and external lighting; and • Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings. • Encourage building design which can be adapted to accommodate a variety of uses over time.

4.3 Street cross sections

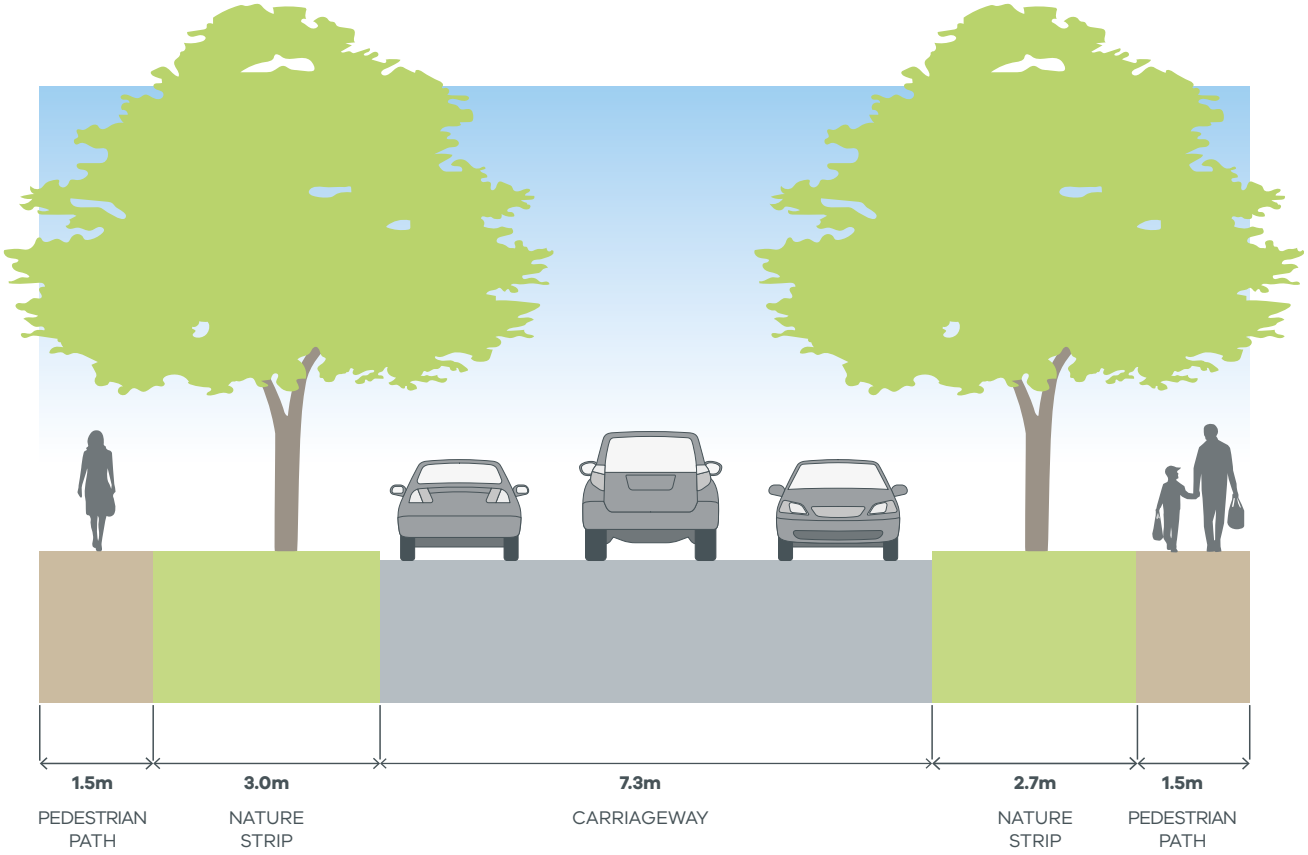




NOTES:

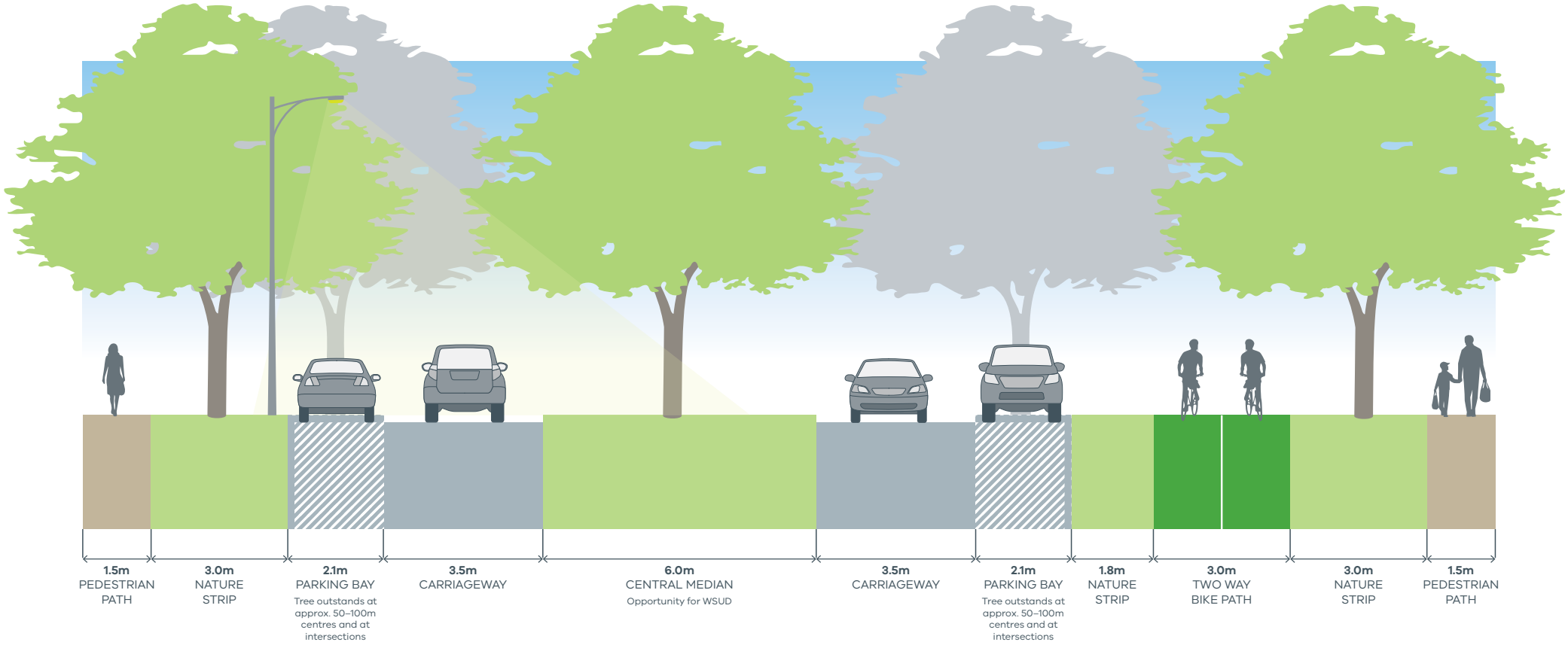
- Includes typical residential interface both sides.
- Minimum street tree mature height 15 metres.
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb.
- Cross section indicative, final location of infrastructure and landscaping to be developed at detailed design stage.
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcomes. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.

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



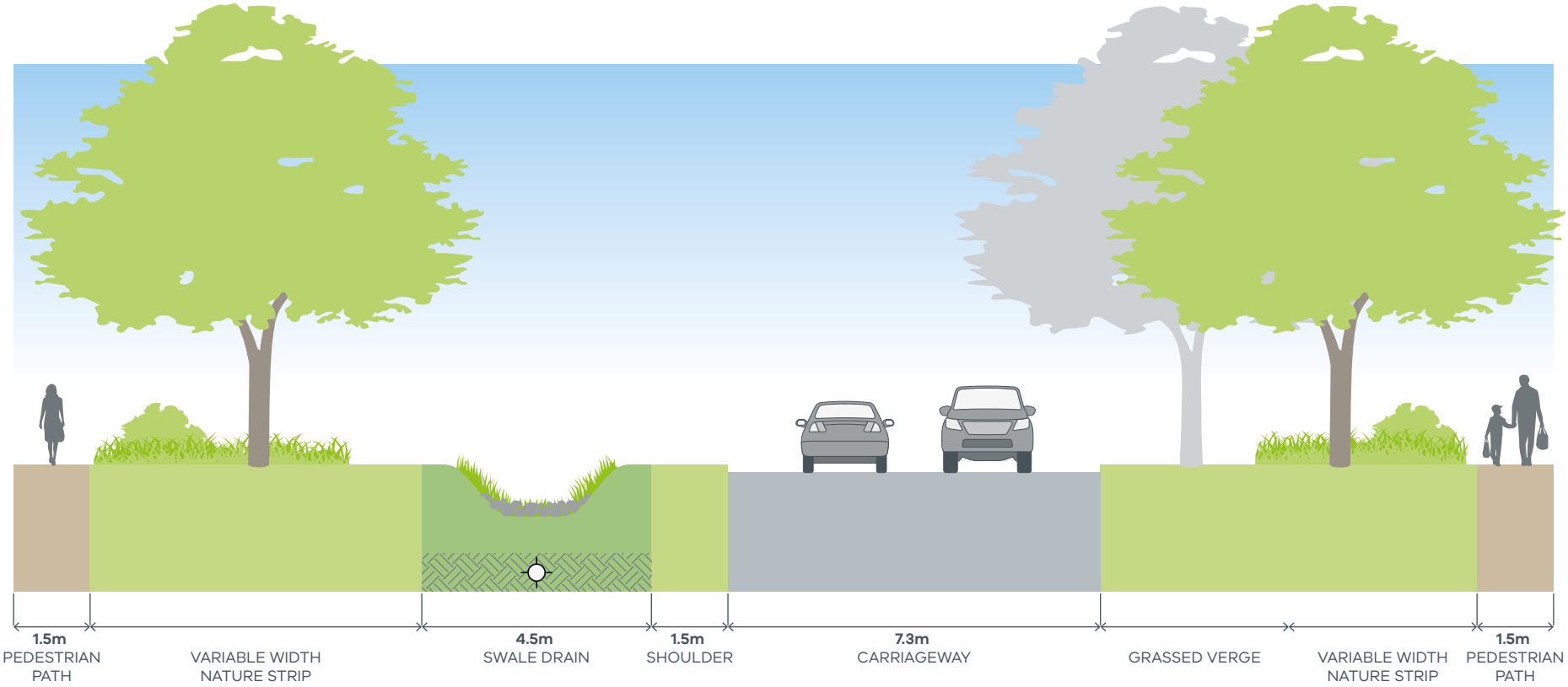
NOTES:

- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb



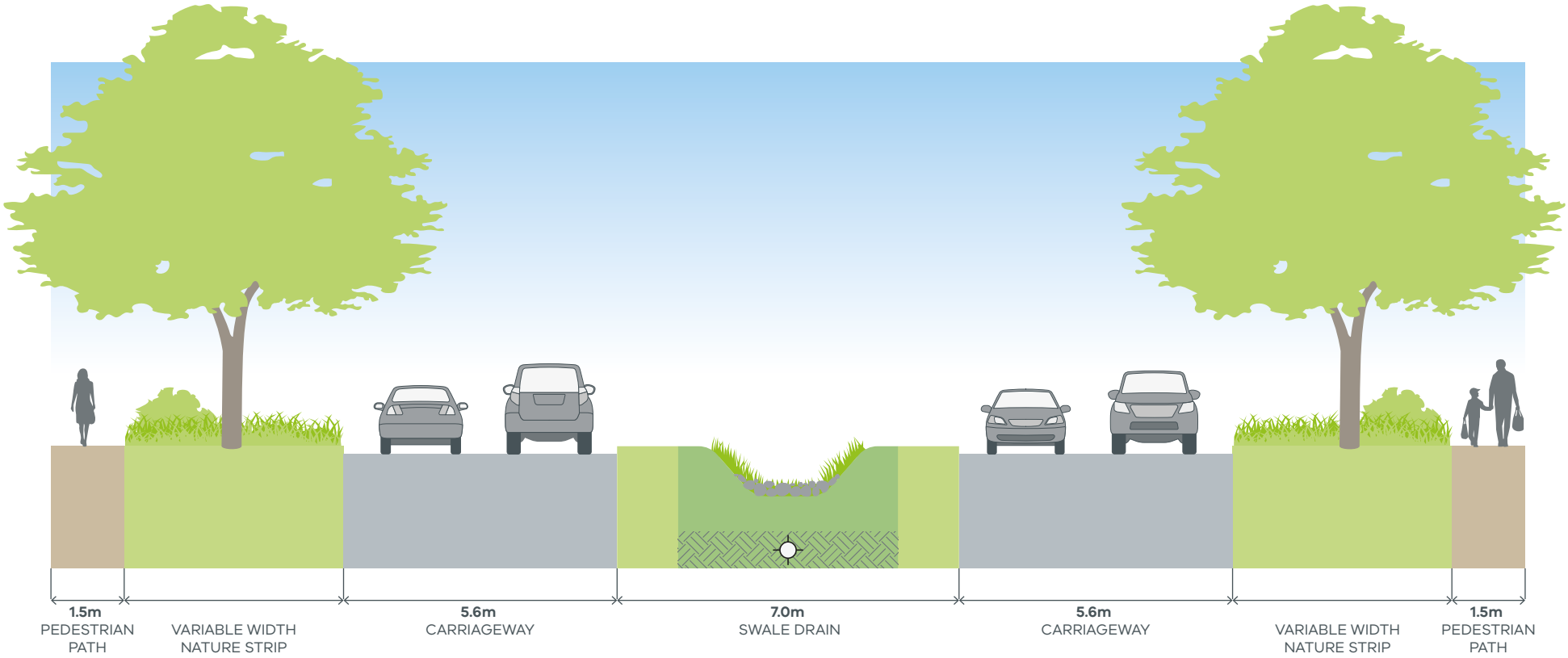
NOTES:

- Minimum street tree mature height 15 metres.
- All kerbs are to be B2 Barrier Kerb.
- Where roads abut school drop-off zones and throroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



NOTES:

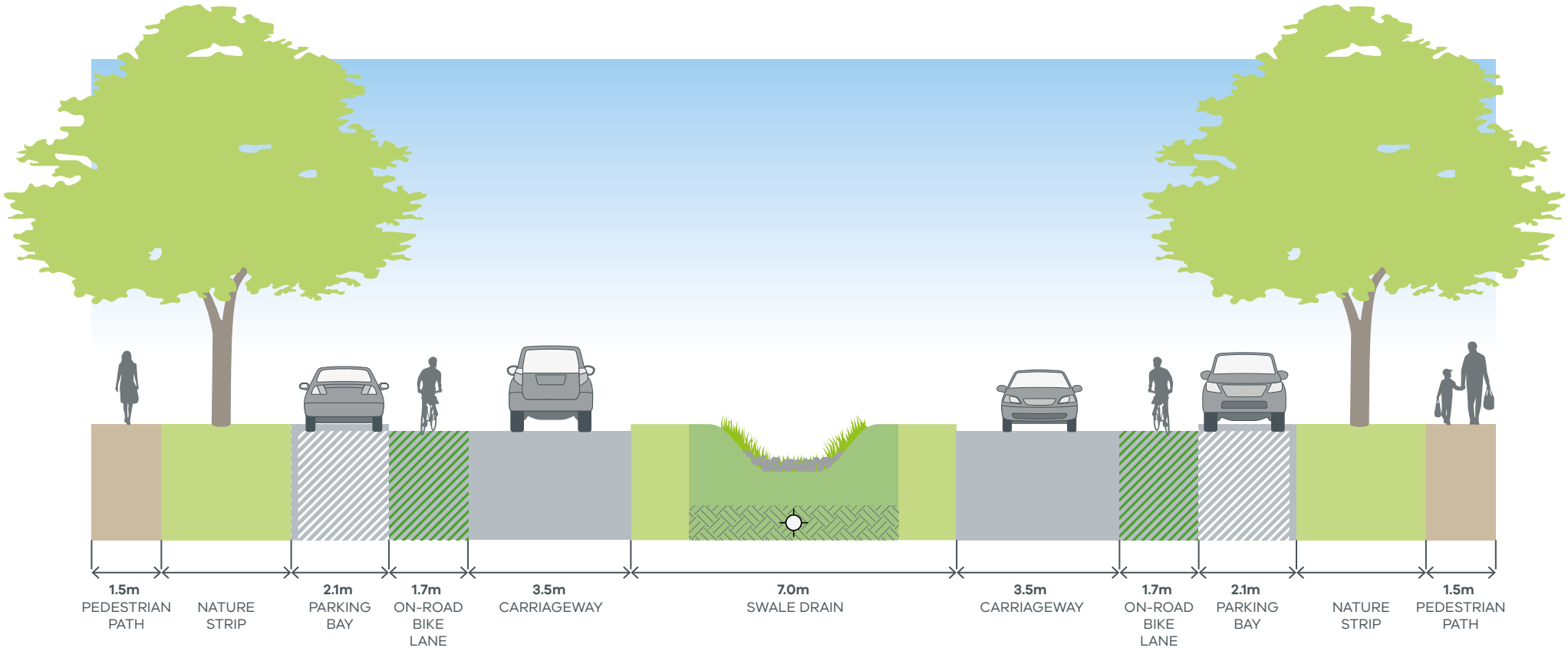
- Minimum street tree mature height 15 metres.
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb (refer Engineering Design and Construction Manual for Subdivision in Growth Areas, April 2011).
- The existing road reserve varies in width, meaning the nature strip size will be variable to match the balance of the road reserve.



NOTES:

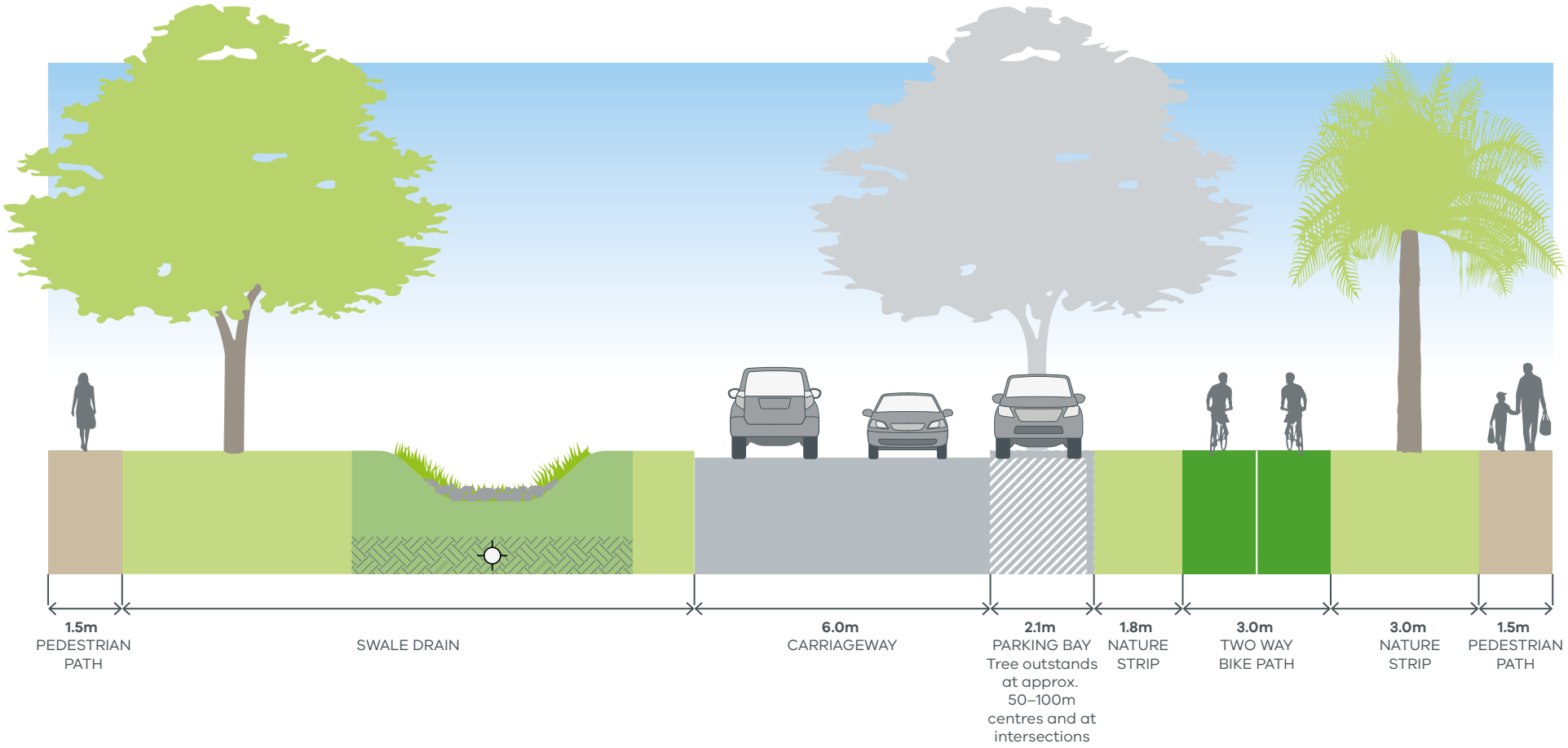
- Minimum street tree mature height 15 metres.
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb (refer Engineering Design and Construction Manual for Subdivision in Growth Areas, April 2011).
- The existing road reserve varies in width, meaning the nature strip size will be variable to match the balance of the road reserve.

Whiteside Street (west of Lewis Street) (30.18m)



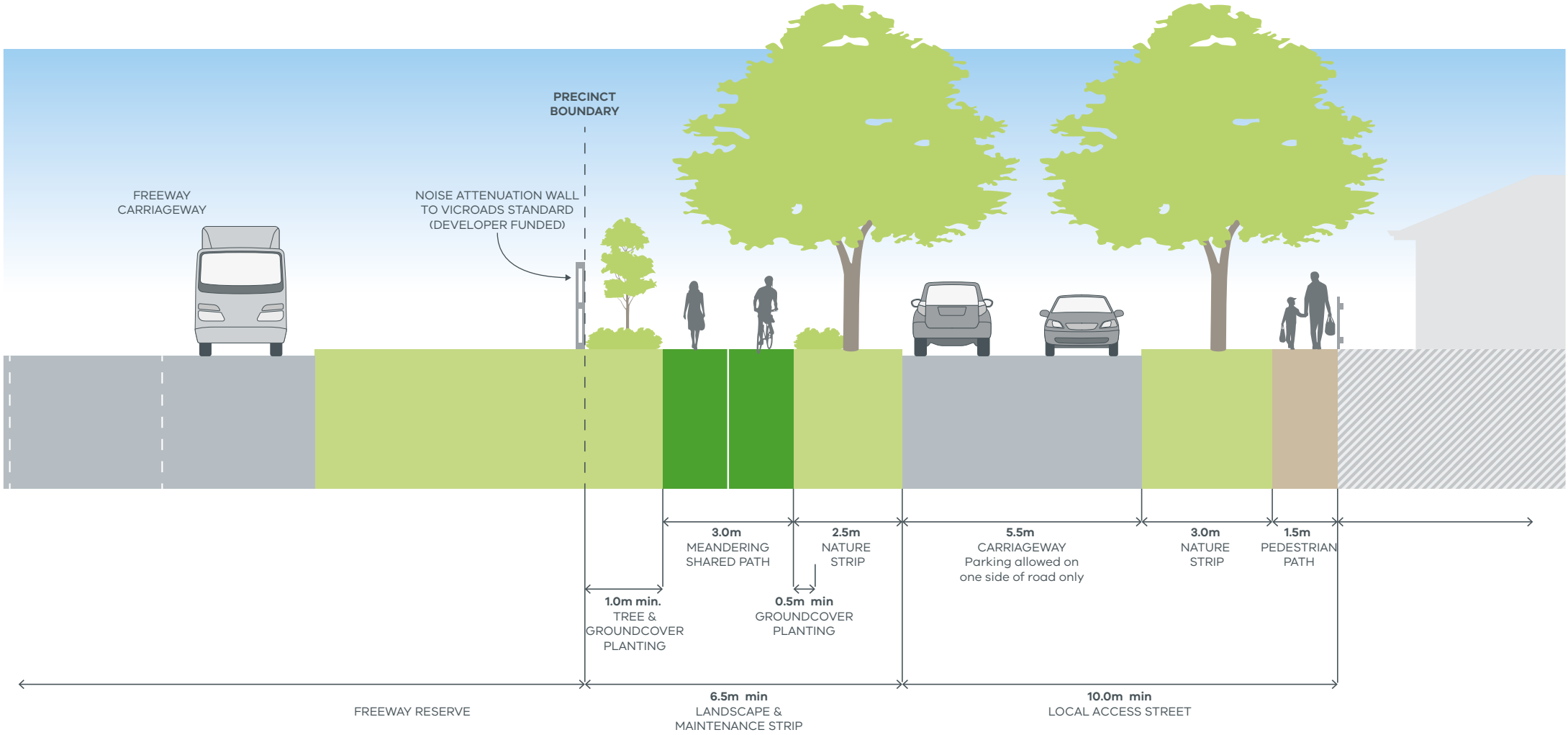
NOTES:

- Minimum street tree mature height 15 metres.
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb (refer Engineering Design and Construction Manual for Subdivision in Growth Areas, April 2011).



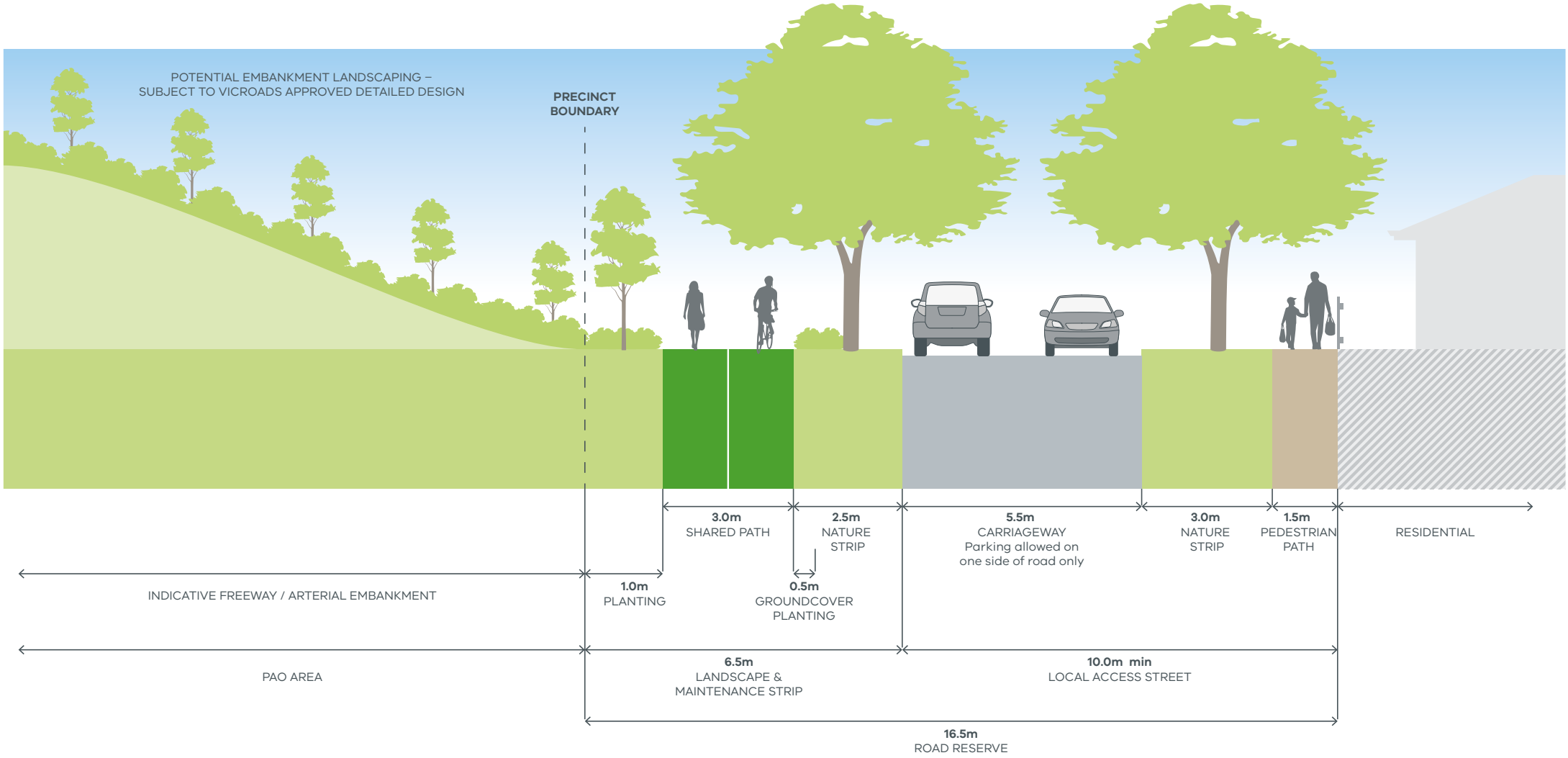
NOTES:

- Heritage trail (footpath) to be constructed with a different material, such as exposed concrete aggregate or granitic sand.
- Tree planting within the verge of the Beveridge township interface should be consistent and use tree species that complement the proposed heritage trail, such as Canary Island Palms.
- Inclusion of interpretive elements that reference the heritage features of the area, such as the Kelly House, should be considered.



NOTES:

- The shared path is to be located outside of the freeway reserve, unless a proposal to locate the path within the freeway reserve is approved in writing by VicRoads.
- The 3 metre meandering shared path is to be located within a 4.5 metre maintenance strip which will include strips of landscaping on both sides. The width of these strips will vary along the extent of the path, and landscaping will be subject to approval by the responsible authority.
- This cross section only applies to land south of Lithgow Street.



NOTES:

- The shared path is to be located outside of the freeway reserve, unless a proposal to locate the path within the freeway reserve is approved in writing by VicRoads.

Freeway / Arterial Embankment Interface Street Residential frontage (16.5m)

4.4 Service placement guidelines

4.4.1 Standard road cross sections

Figures 003 and 004 in the Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011) outline placement of services for a typical residential street environment. This approach is appropriate for the majority of the 'standard' road cross sections outlined in Appendix 4.3 containing grassed nature strips, footpaths and road pavements.

4.4.2 Non-standard road cross sections

To achieve greater diversity of streetscape outcomes, which enhances character and amenity of these new urban areas, non-standard road cross sections are required. Non-standard road cross sections will also be necessary to address local needs, such as fully sealed verges for high pedestrian traffic areas in town centres and opposite schools. This PSP contains suggested non-standard 'variation' road cross sections (refer Appendix 4.3), however other non-standard outcomes are encouraged.

For non-standard road cross sections where service placement guidance outlined in Figure 003 and 004 in the Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011) is not applicable, the following service placement guidelines will apply.

4.4.3 General principles for service placement

- Place gas and water on one side of road, electricity and FTTH/telco on the opposite side;
- Place water supply on the high side of road;
- Place services that need connection to adjacent properties closer to these properties;
- Place trunk services further away from adjacent properties;
- Place services that relate to the road carriageway (e.g., drainage, street light electricity supply) closer to the road carriageway;
- Maintain appropriate services clearances and overlap these clearances wherever possible;
- Services must be placed outside of natural waterway corridors or on the outer edges of these corridors to avoid disturbance to existing waterway values.

	UNDER PEDESTRIAN PAVEMENT	UNDER NATURE STRIPS	DIRECTLY UNDER TREES[1]	BEHIND KERB	UNDER ROAD PAVEMENT[2]	WITHIN ALLOTMENTS	NOTES
SEWER	Preferred	Possible	Possible	No	Possible	Possible[3]	
POTABLE WATER	Possible[4]	Preferred	Preferred	No	Possible	No	Can be placed in combined trench with gas
RECYCLED WATER	Possible[4]	Preferred	Preferred	No	Possible	No	Can be placed in combined trench with gas
GAS	No	Preferred	Preferred	No	No	No	Can be placed in combined trench with potable water/recycled water
ELECTRICITY	Preferred[4]	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
FTTH / TELCO	Preferred[4]	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
DRAINAGE	Possible	Possible	Possible	Preferred	Preferred	Possible[3]	
TRUNK SERVICES	Possible	Preferred	Possible	Possible	Preferred	No	

TABLE NOTES

1. Trees are not to be placed directly over property service connections.
2. Placement of services under road pavement is to be considered when service cannot be accommodated elsewhere in road reserve. Placement of services beneath edge of road pavement/ parking bays is preferable to within traffic lanes.
3. Where allotment size/frontage width allows adequate room to access and work on a pipe.
4. Where connections to properties are within a pit in the pedestrian pavement/ footpath.

4.5 Beveridge self-guided Heritage Trail – areas of significance

HERITAGE SITES	
1 **John Kelly's Former House** **44 KELLY STREET** Heritage Overlay Reference: HO4 Victorian Heritage Register: VHR HO940	**DESCRIPTION:** John Kelly's Former House c.1860 is a vernacular timber cottage with a corrugated iron roof. It was originally a three- room cottage but has had additions most likely during the second half of the nineteenth century. It now has eleven rooms. There is a well on site, water tank, early fence posts and two trees, one on the eastern and one on the western boundary of the property respectively. The plan form of the original section of the house appears to relate to Irish cottage traditions. The construction and detailing of the roof, including the use of bush poles, shingles, transverse split timber boards, gutter details and the absence of eaves are not known elsewhere in Victoria. There is a bluestone chimney with brick-lined sides and a brick paved veranda structure of chamfered posts, a low pitch roof with machine sawn rafters. John Kelly's Former House is historically significant because of its association with Ned Kelly, one of Australia's most infamous bushrangers, and the notorious and influential series of events in Victoria's history known as the 'Kelly outbreak' of the 1870s. John Kelly's Former House is architecturally significant as a rare example of vernacular timber cottage construction based on Irish principles. The plan form of the original section of the house is uncommon in Victoria and relates to Irish cottage traditions. The construction and detailing of the roof, including the use of bush poles, shingles, transverse split timber boards, gutter details and the absence of eaves are not known elsewhere in Victoria. John Kelly's Former House is archaeologically significant for its potential to contain archaeological artefacts and deposits which may provide significant information about the construction and use of the place by Irish settlers in mid-nineteenth century Victoria. The site has the potential to contain artefacts and deposits that relate to Ned Kelly's early family life. **FUTURE USE:** The site of John Kelly's Former House is earmarked for conservation and stabilization works, along with interpretation for visitors. This would comprise a high-quality Visitor Interpretation Centre with associated amenities such as a café, toilets, and picnic shelter. This Interpretation Centre will be immersive, memorable and experiential and make use of digital technology, in line with recent tourism trends. This will increase expenditure not only at the Kelly House/Beveridge, but also in the associated regions. Heritage Victoria now proposes that the house may be open for the general public to enter.
2 **Remnant Chimney** **DONNYBROOK AND WALLAN WALLAN ROADS BOARD BUILDING** Heritage Overlay Reference: HO332	**DESCRIPTION:** The remnant chimney is of rock-faced bluestone with tooled margins, with a dressed bluestone corniced capping. It is a much shortened version of the original hexagonal chimney shaft. The remnant chimney is situated on the south side of Lithgow Street, within the triangle of land created by that road, the Hume Freeway and the on-ramp to the Melbourne-bound carriageway of the freeway. The remnant chimney is historically significant as part of the Donnybrook and Wallan Wallan District Roads Board building which served as a Shire Hall until 1915 (Criteria A & D). It is of social significance to the community who argued for preservation of the distinctive chimney shaft as physical evidence of the former Shire and community Hall, and its original location (Criteria G). **FUTURE USE:** The site is located within the land bounded by the Hume Freeway and on-ramp to the Melbourne bound carriageway. As part of the upgrade to the Hume Freeway interchanges at Camerons Lane and Rankin Street, the on-ramp at Lithgow Street may not be required in the future. The Remnant Chimney will be preserved in road reserve and directional signage will highlight the location of it and its significance from the corner of Spring Street and Lithgow Street.

HERITAGE SITES	
3 **House & Canary Island Palms** **75 STEWART STREET** Heritage Overlay Reference: HO234	**DESCRIPTION:** The farm complex is known as Oakfield. Significant elements of the heritage place are: • Federation timber farmhouse; • Two small timber and corrugated iron farm outbuildings; and • The garden setting, including the four Canary Island palms *Phoenix canariensis*, Monterey cypress *Cupressus macrocarpa* windrow south of the residence, and the apple trees *Malus domestica* east of the residence. **FUTURE USE:** The site is currently occupied and is located within the Lockerbie North Precinct Structure Plan.
4 **State School No. 1476** **120 ARROWSMITH STREET** Heritage Overlay Reference: HO7	**DESCRIPTION:** The construction date of the State School in Beveridge is unclear. Archival records indicate that the State School hosted a variety of extra-scholastic events such as charity dances and war relief fundraising events. **FUTURE USE:** The school is located in the Beveridge Township, outside of the precinct area. Any detailed recommendations for future use of the site and its integration of this site into the heritage network should be considered as part of any future planning of the township.
5 **Former Church of England** **SPRING STREET** Heritage Overlay Reference: HO6	**FUTURE USE:** The Church is located in the Beveridge Township, outside of the precinct area. Any detailed recommendations for future use of the site and its integration of this site into the heritage network should be considered as part of any future planning of the township.
6 **Former St John's Catholic Church** **SPRING STREET** Heritage Overlay Reference: HO5	**DESCRIPTION:** This bluestone Victorian Gothic Revival church was constructed some time between 1857 and 1862, excluding the sacristy and chancel, which were added in 1877. It was originally registered as both a school and church and was where Ned Kelly studied briefly as a young boy in first grade. A surviving description of Ned by his primary schoolmate Frederick Hopkins portrays him as a tall and active boy who frequently outshone his peers at school games. **FUTURE USE:** The Catholic Church is located in the Beveridge Township, outside of the precinct area. Any detailed recommendations for future use of the site and its integration of this site into the heritage network should be considered as part of any future planning of the township.

HERITAGE SITES	
7 **Mount Fraser Homestead** **100 MINTON STREET** Heritage Overlay Reference: HO2	**DESCRIPTION:** The bluestone house is one room deep and three rooms across. It has a high-hipped roof now clad in corrugated iron. The south facade is obscured by a flat roofed brick-veneer addition. The intact side walls have fireplace projections with distinctive octagonal chimney shafts. The rear elevation has double hung windows with two-paned sashes and a doorway at the east end. It is intact but partly obscured by a timber addition. The rock-faced stonework is refined with drafted margins to corner quoin blocks, to window and door openings and the chimneys. Traces of white tuckpointing survive. The picturesque octagonal chimney shafts have carved belled cappings. The homestead setting includes two large cypress in the rear service yard and a long driveway lined with eucalypts, leading to Minton Rd. The 1868 facade faces south to Minton Rd and has a small garden space in front. It is architecturally and aesthetically significant as a rare example of a farm cottage with finely detailed stonework and picturesque octagonal chimneys, and is enhanced by its landscaped setting. **FUTURE USE:** The Homestead is located on Minton Street, outside of the precinct area. Any detailed recommendations for future use of the site and its integration of this site into the heritage network should be considered as part of any future planning for the Beveridge North East PSP.
8 **Post Office** **LOT 1 OLD HUME HIGHWAY** Heritage Overlay Reference: HO1	**DESCRIPTION:** The Beveridge Post Office sits alongside the Hunter's Tryst hotel and tavern in a shared bluestone building. It was opened on 1 January 1865. **FUTURE USE:** The Post Office and adjoining Tavern has good place-making opportunity to provide a community focal point within the Beveridge Township that connects into the Heritage Trail. The Post Office is located outside of the precinct area, therefore any detailed recommendations for future use of the site and its integration of this site into the heritage network should be considered as part of any future planning of the township.

RECOMMENDATIONS: FUTURE WORKS	
Landscaping	**JOHN KELLY'S FORMER HOUSE SITE** Vegetation consistent with previous occupation is appropriate in these areas as identified in the Principles.
	REMNANT CHIMNEY AND OTHER POST-CONTACT HERITAGE SITES OUTSIDE OF THE PRECINCT AREA: Exotic vegetation consistent with the previous occupation is appropriate in these areas, in consultation with the Mitchell Shire Council.
	HERITAGE STREETS: Heritage streets should have formal avenue planting of tree species where appropriate in consultation with the Mitchell Shire Council.
Signage	**INTRODUCTORY AND INTERPRETIVE:** Introductory signage providing an overview of the network and the area's history should be provided at the Post Office site and the Kelly House site. Interpretive signage should be provided at all items upon the Heritage Trail outlining the story of their significance. In addition, interpretive signage telling other notable stories of the area's history should be provided at key nodes of the trail and may be accompanied by drinking fountains and seating.
	DIRECTIONAL: To be provided at all junctions along the Heritage Trail network. Should list information for all items and areas across the trail with time and distance measurements.
RECOMMENDATIONS: RESPONSIBILITIES & FUNDING	
Beveridge Central ICP	The future Beveridge Central Infrastructure Contributions Plan (ICP) will fund the upgrade of: • Spring Street and Kelly Street including streetscape works and the shared trail; and • Basic landscaping along streets.
Future Council Works	Improvements to the heritage sites (where possible), the recommended signage strategy will be the responsibility of the Council or the relevant public land manager.

4.6 John Kelly's Former House – design principles and guidelines

The principles of design relating to a heritage site are based on the need to articulate the site's significance and values through built form and digital media and ensure that its integrity and authenticity are retained in any new development. Interpretive design based on the principles of rights-based heritage, which acknowledges the importance of the site to surrounding communities, will ensure that local people understand the significance of the site and are actively engaged with its future. This in turn strengthens the role of the site in new developments and ensures that it is seen as an asset rather than a liability.

Specific principles and guidelines relating to the John Kelly's Former House are as follows:

PRINCIPLES	GUIDELINES
Principle 1 Conserve and protect the fabric of the site and its surroundings (buildings, structures, trees, well) that contribute to the significance of the place.	• Provide limited interpretation inside the house. • Contain the bulk of the interpretation in a purpose-built interpretation centre/café/playground in the heritage precinct. • Extend the interpretation in the Beveridge Heritage Trail. • Select appropriate site entry points to steer users towards more robust areas and away from sensitive parts of the site's internal and external fabric. • Use discreet barriers to protect the inside of the house and associated external in situ fabric, such as the well. • Introduce hard landscaping in the area surrounding the heritage conservation area to create a visual buffer between the house and adjacent precinct. • Ensure that directional and wayfinding signage is limited in order to retain the original visual setting of the site. • Retain and promote vegetation around the house to retain an open space quality and highlight the original plantings and historic features.
Principle 2 Ensure the heritage site is visible from local streets and approaches.	• Preserve sightlines to the original property from Kelly and Stewart Streets. • Insert a pedestrian path diagonally across Kelly Street and Stewart Street (south) view line to separate John Kelly's Former House and its curtilage from the other areas of the precinct. • Retain open space around the conserved area to preserve original spatial dimensions and relationships. • Promote a historical landscape setting through consideration of view lines within site and edge plantings.
Principle 3 Link the John Kelly's Former House to its new development context.	• Provide a Heritage Trail for Beveridge that enables walkers/cyclists to understand John Kelly's Former House and its architectural and social contexts. • Provide a new café/BBQ/playground/amenities facility for new and incoming residents where the John Kelly's Former House will feature as a setting for recreational activities.
Principle 4 Ensure the nearby development (including medium-density housing as relevant) is sensitive to the values and significance of the heritage conservation area.	• Maintain historic vegetation and enhance aesthetic character by incorporating similar species types in surrounding parks, creek lines, schools, nature strips and private gardens. Ensure development in heritage interface areas does not visually dominate in scale, form or setting. • Encourage sympathetic and high quality development that does not detract from the significance, visual character or streetscape setting of the heritage place. • Provide an interpretive design approach for the surrounding new development that is complementary in form, scale, detailing and materials heritage place. • Avoid new development that distorts historic evidence by copying or reproducing historical styles without reference to their original context to significant heritage features, but is clearly complementary in design. • Ensure that the front elevations of new houses and other developments directly face the street.

Beveridge Central Precinct Structure Plan – May 2018

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