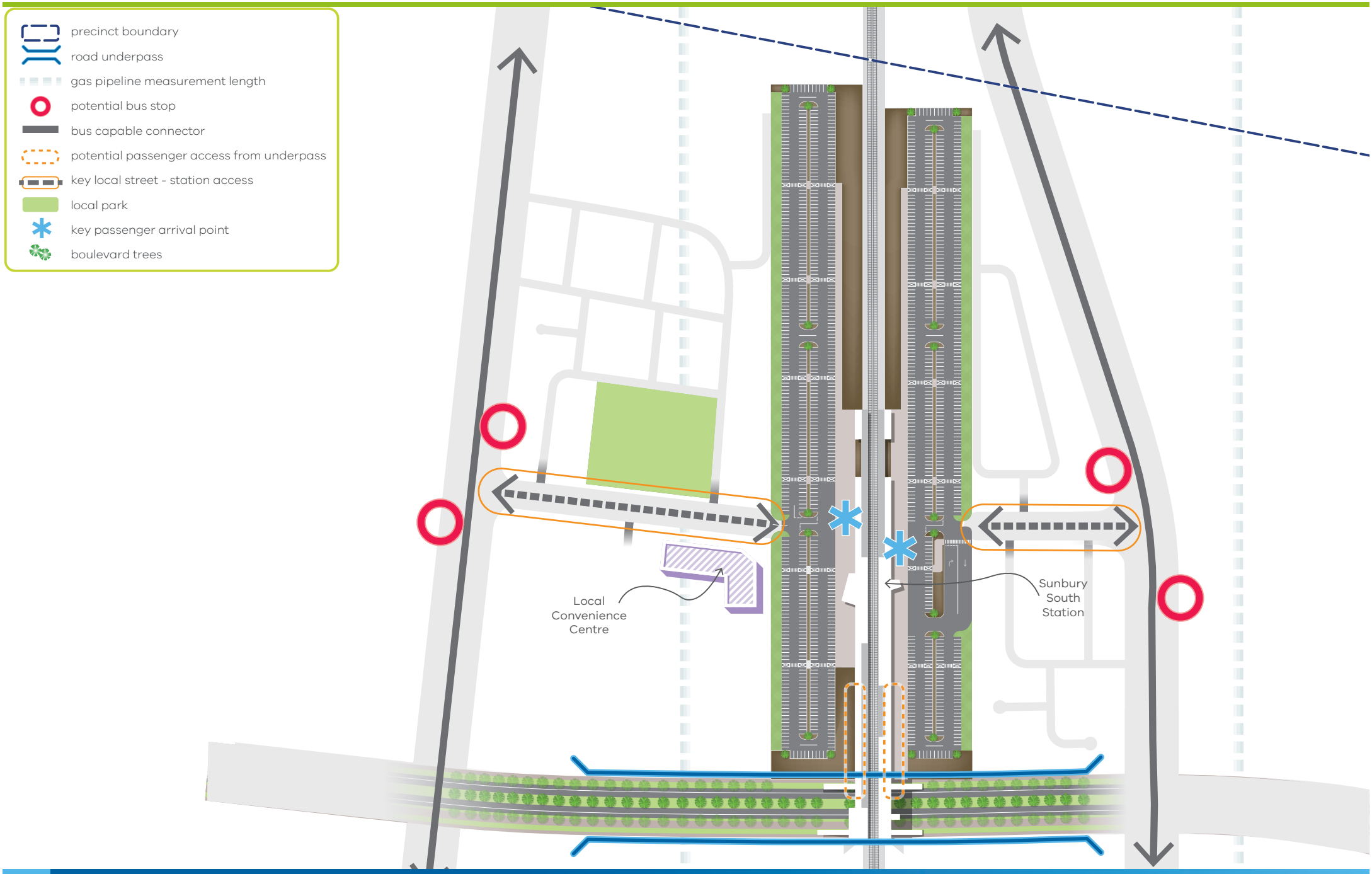
NOT TO SCALE


precinct boundary
road underpass
gas pipeline measurement length
potential bus stop
bus capable connector
potential passenger access from underpass
key local street - station access
local park
key passenger arrival point
boulevard trees
Local Convenience Centre
Sunbury South Station

Plan 11 - Integrated Water Management

Sunbury South Precinct Structure Plan (AMENDED BY C261hume)

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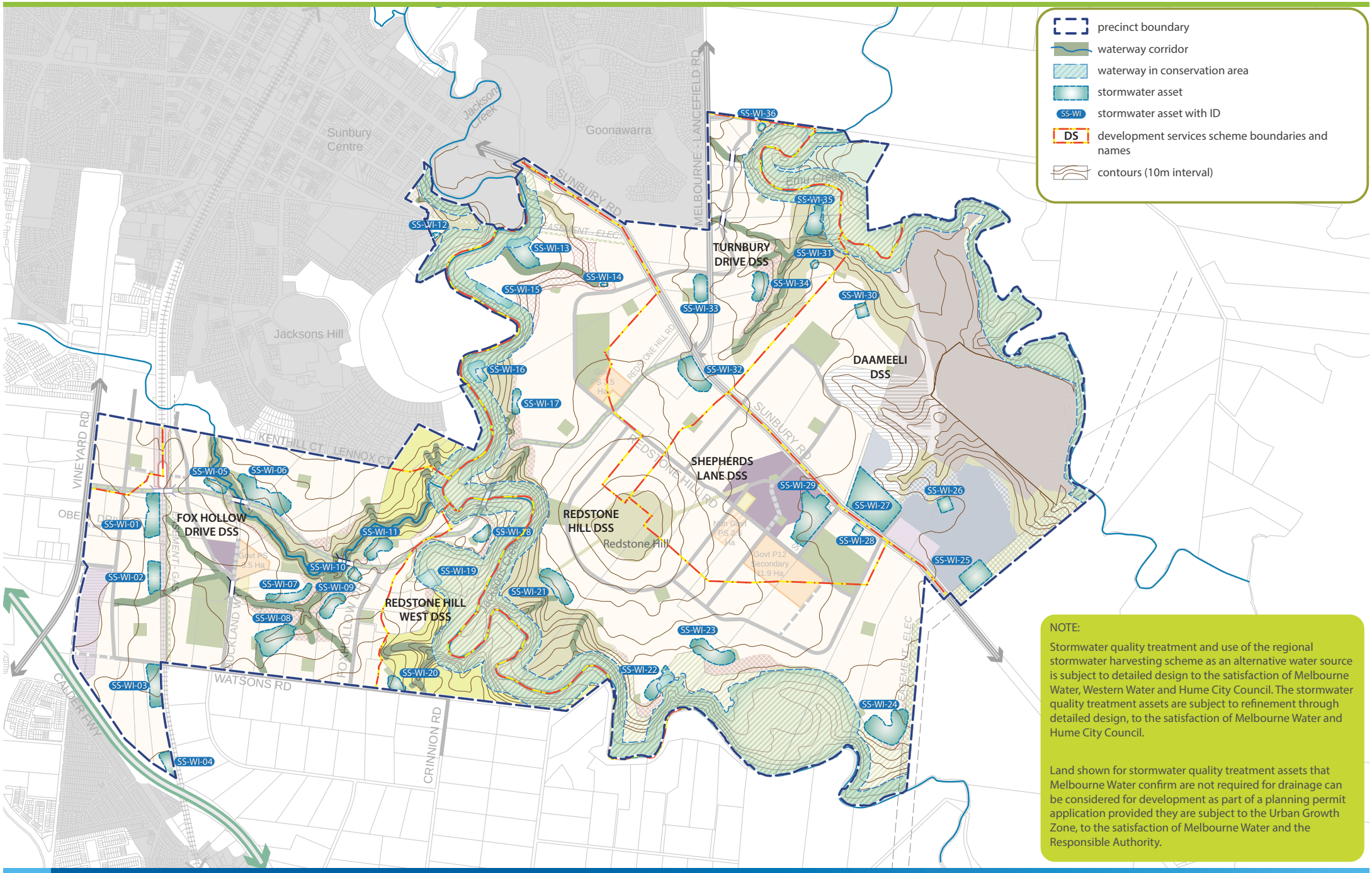

NOTE:

Stormwater quality treatment and use of the regional stormwater harvesting scheme as an alternative water source is subject to detailed design to the satisfaction of Melbourne Water, Western Water and Hume City Council. The stormwater quality treatment assets are subject to refinement through detailed design, to the satisfaction of Melbourne Water and Hume City Council.

Land shown for stormwater quality treatment assets that Melbourne Water confirm are not required for drainage can be considered for development as part of a planning permit application provided they are subject to the Urban Growth Zone, to the satisfaction of Melbourne Water and the Responsible Authority.

3.6 Integrated Water Management & Utilities

3.6.1 Integrated Water Management

Sunbury's urban growth will bring many challenges for not only water supply, security and resilience, but also in managing the detrimental impacts of stormwater and wastewater on the highly valuable Emu and Jacksons Creek catchments. This coupled with the unique landscape of Sunbury means that a holistic approach to water management is necessary.

Jacksons and Emu Creek catchments have been identified as having a diversity of ecological and social values and are designated priority areas within Melbourne Water's Healthy Waterways Strategy, in addition, they are highly valued by the community and have been identified as highly erosive. To protect the value and health of these waterways and not cause downstream impacts, significant flow reductions from the urban catchment are required to protect the receiving waterways. This includes appropriately managing the quality, quantity, timing and location of stormwater and alternative water releases to the waterways from the PSP.

REQUIREMENTS	
R92	Final design and boundary of constructed waterway corridors, retarding basins, wetlands, stormwater quality treatment infrastructure and associated paths, boardwalks, bridges and planting, must be to the satisfaction of Melbourne Water and the responsible authority.
R93	Stormwater conveyance and treatment must be designed in accordance with the relevant development services scheme or drainage strategy, to the satisfaction of Melbourne Water and the responsible authority including: • Overland flow paths and piping within road reserves will be connected and integrated across property/parcel boundaries. • Melbourne Water and the responsible authority freeboard requirements for overland flow paths will be adequately contained within the road reserves.
R94	Stormwater runoff from the development must meet or exceed the performance objectives of the *Best Practice Environmental Management Guidelines for Urban Stormwater Management* (1999) prior to discharge to receiving waterways.
R95	Stormwater conveyance and treatment must ensure impacts to native vegetation and habitat for Matters of National Environmental Significance within Conservation Area 21 and Holden Flora Reserve are minimised to the greatest feasible extent. Where practical natural or pre-development hydrological patterns must be maintained in these areas.
R96	The regional stormwater harvesting scheme designed to reduce the volume of stormwater discharge to receiving waterways and their tributaries must be nominated in the approved regional integrated water management plan for the precinct
R97	Development must have regard to the relevant policies and strategies being implemented by the responsible authority, Melbourne Water and Western Water, including any approved integrated water management plan. A Sunbury Integrated Water Management Plan is being developed by Western Water and Melbourne Water (the Approving Authorities). The developer is responsible for completing an Integrated Water Management Plan that meets the objects of the overall Sunbury Integrated Water Management Plan.
R98	Water management features proposed in conservation areas must accord with the relevant design requirements prepared by the Department of Environment, Water, Land and Planning (DELWP) for water management assets in conservation areas identified in the Biodiversity Conservation Strategy. Approval from DELWP is required for any additional water management features in conservation areas.
R99	Stormwater conveyance and treatment must ensure impacts to significant geomorphic values are minimised to the greatest feasible extent.
R100	A permit for subdivision must ensure that the ultimate stormwater management assets and associated land described in the precinct structure plan are provided by the developer prior to the issue of a statement of compliance. In the event that Melbourne Water and the responsible authority agree to an interim stormwater management solution, the developer must: • Provide the land required for the ultimate drainage solution prior to the issue of a statement of compliance. • Demonstrate that the interim solution will not result in an increase in the cost of achieving the ultimate outcomes.

GUIDELINES	
G87	Development should support and facilitate the use of alternative water supplies nominated in the approved integrated water management plan for the precinct.
G88	Development should maximise the potential for integration of stormwater management infrastructure with recreation and environmental uses in open space where this does not conflict with the primary function of the open space.

Plan 12 - Utilities

Sunbury South Precinct Structure Plan (AMENDED BY C261hume)

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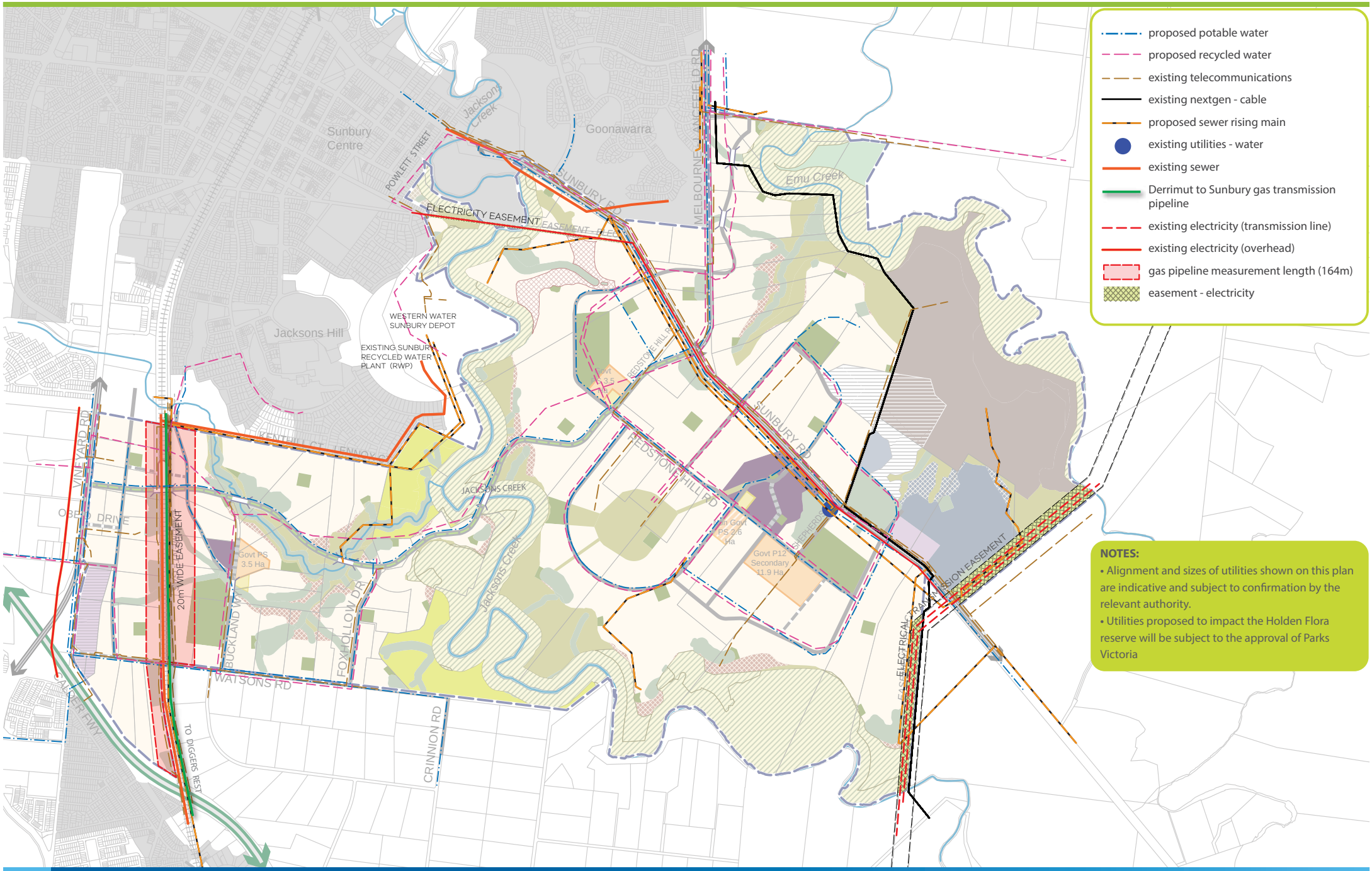

G89	Subdivision in areas containing natural waterways should: • Minimise earthworks and changes to the existing landform. • Retain existing vegetation. • Make provision for appropriate works to stabilise existing erosion (if required) of the waterway (bed and banks) in a manner that is sensitive to the waterway values. • Make provision for appropriate revegetation of indigenous species to improve waterway vales. • Stabilise and rehabilitate all disturbances caused by development works.
G90	The design and layout of roads, road reserves, car parks and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of overland flow paths, water sensitive urban design initiatives such as rain gardens and locally treated stormwater for irrigation.
G91	Development should increase the use of fit-for-purpose alternative water sources such as stormwater, rain water and alternative water.
G92	Integrated water management systems should be designed to: • Support and enhance habitat values for local flora and fauna species. • Enable future harvesting and/or treatment and re-use of stormwater.
G93	Streets should be the primary interface between development and waterways. Public open space and lots with a direct frontage may be provided as a minor component of the waterway interface only where necessary for logical subdivision design. Where lots with direct frontage are provided, they should be set back up to 5.0 metres from the waterway corridor to provide pedestrian and service vehicle access to those lots, to the satisfaction of Melbourne Water and the responsible authority.
G94	Any constructed waterways should be created and landscaped to provide a natural appearance, as practical.
G95	Increase the use of fit-for-purpose alternative water sources such as storm water, rain water, and alternative water.

3.6.2 Utilities

REQUIREMENTS	
R101	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.
R102	All new electricity supply infrastructure (excluding substations and cables of a voltage greater than 66kV) must be provided underground.
R103	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.
R104	All lots must be provided with potable water, electricity, reticulated sewerage, drainage, gas (where available) and telecommunications to the satisfaction of the relevant servicing authority.
R105	Landscaping and development adjacent the existing gas pipeline shown on Plan 12 must not jeopardise the integrity of the pipeline.
R106	Any plan of subdivision must contain a restriction which provides that no dwelling or commercial building may be constructed on any allotment unless the building incorporates dual plumbing for alternative water supply for toilet flushing and garden watering use should it become available.
R107	Where works necessary for the construction of infrastructure assets will require the removal of fencing to an adjacent land parcel, the fencing must not be removed without prior consultation with the adjacent landowner. Fencing must be reinstated at the developers cost.
R108	Utilities must be placed outside conservation areas in the first instance. Where services cannot avoid crossing or being located within a conservation area they must be located to avoid disturbance to existing waterway values, native vegetation, matters for national environmental significance, and significant landform features and heritage sites, to the satisfaction of the Department of Environment, Land, Water and Planning.

GUIDELINES	
G96	Trunk services should be placed along the general alignments shown on Plan 12, subject to any refinements as advised by the relevant servicing authorities.
G97	Above ground utilities should be located outside of key view lines and screened with vegetation, as appropriate.
G98	Existing above ground electricity cables should be removed and re-routed underground as part of a subdivision (excluding cables greater than 66kV).
G99	Design and placement of underground services in new or upgraded streets should utilise the service placement guidelines outlined in Appendix E.
G100	Utility easements to the rear of lots should only be provided where there is no practical alternative.
G101	Vegetation should not be planted within 3 metres of the existing gas pipeline, as shown on Plan 12 where practical. Where vegetation is proposed to be planted within 3 metres of the pipeline alignment, it must be shallow rooted and must not exceed 1.5 metres in height once mature. Line of sight must be maintained between high pressure gas pipeline awareness markers.
G102	Any stormwater infrastructure constructed adjacent to or crossing the 'gas pipeline' shown on Plan 12 should cross the pipeline at 90 degrees and be engineered to protect the integrity of the pipeline.
G103	Any road or utility infrastructure constructed adjacent to or crossing the 'gas pipeline' shown on Plan 12 should cross the pipeline at 90 degrees and be engineered to protect the integrity of the pipeline.
G104	Utilities should be placed outside of natural waterway corridors or on the outer edges these corridors to avoid disturbance to existing waterway values, native vegetation, significant landform features, and heritage sites, to the satisfaction of Melbourne Water and the responsible authority.
G105	Development applications should demonstrate how the development will avoid and minimise impacts to conservation areas through consolidating utilities into dedicated service corridors.
G106	Where practical, utiliities should be co-located within the transmission line easements, to the satisfaction of the relevant servicing authorities and the responsible authority.

Table 8 Stormwater Assets

PARK ID	AREA	TYPE
SS-WI-01	2.62	Stormwater quality treatment
SS-WI-02	1.67	Stormwater quality treatment
SS-WI-03	2.43	Stormwater quality treatment
SS-WI-04	1.04	Stormwater quality treatment
SS-WI-05	0.84	Stormwater quality treatment
SS-WI-06	4.01	Stormwater quality treatment
SS-WI-07	1.77	Stormwater quality treatment
SS-WI-08	3.52	Stormwater quality treatment
SS-WI-09	1.61	Stormwater quality treatment
SS-WI-10	0.62	Stormwater quality treatment
SS-WI-11	1.65	Stormwater quality treatment
SS-WI-12	0.12	Stormwater quality treatment
SS-WI-13	2.70	Stormwater quality treatment
SS-WI-14	0.09	Stormwater quality treatment
SS-WI-15	1.39	Stormwater quality treatment
SS-WI-16	1.34	Stormwater quality treatment
SS-WI-17	0.75	Stormwater quality treatment
SS-WI-18	0.87	Stormwater quality treatment

PARK ID	AREA	TYPE
SS-WI-19	1.23	Stormwater quality treatment
SS-WI-20	0.83	Stormwater quality treatment
SS-WI-21	2.84	Stormwater quality treatment
SS-WI-22	1.93	Stormwater quality treatment
SS-WI-23	2.84	Stormwater quality treatment
SS-WI-24	4.31	Stormwater quality treatment
SS-WI-25	2.60	Stormwater quality treatment
SS-WI-26	0.82	Stormwater quality treatment
SS-WI-27	8.25	Stormwater quality treatment
SS-WI-28	0.33	Stormwater quality treatment
SS-WI-29	5.22	Stormwater quality treatment
SS-WI-30	0.72	Stormwater quality treatment
SS-WI-31	0.24	Stormwater quality treatment
SS-WI-32	2.90	Stormwater quality treatment
SS-WI-33	1.52	Stormwater quality treatment
SS-WI-34	1.72	Stormwater quality treatment
SS-WI-35	1.70	Stormwater quality treatment
SS-WI-36	0.20	Stormwater quality treatment

3.7 Precinct Infrastructure Plan & Staging

3.7.1 Precinct Infrastructure Plan

The Precinct Infrastructure Plan (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 under S173 of the *Planning and Environment Act 1987*.
- Utility service provider requirements.
- The *Infrastructure Contributions Plan*.
- Relevant development contributions for adjoining areas.
- Capital works projects by Council, state government agencies and non government organisations.
- Works in Kind (WIK) projects undertaken by developers on behalf of Council or state Government Agencies.

A key element of the staging set out in the PIP is the early delivery of the Sunbury Ring Road crossing of Jacksons Creek (BR-01 on Plan 13), and associated road upgrades. These projects have been prioritised to provide additional capacity to the Sunbury regional road network in advance of the delivery of the Bulla Bypass (and associated Sunbury Road upgrades).

In the event that these projects have not been delivered prior to a commitment to construct the Bulla Bypass, the relative timing of these projects will need to be reviewed. This may see these projects become longer term priorities.

3.7.2 Subdivision Works

REQUIREMENTS	
R109	Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure: • Connector roads and local streets (excluding any works specifically funded through the ICP). • 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 (excluding any works specifically funded through the ICP). • Council/VicRoads approved fencing and landscaping (where required) along arterial roads, including glare planting. • Local shared, pedestrian and bicycle paths along local arterial roads, connector roads, utilities easements, local streets, escarpment top area 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. • Local street or pedestrian path crossings of waterways unless included in the ICP or outlined as the responsibility of another agency in the Precinct Infrastructure Plan. • Infrastructure as required by utility service providers including water, sewerage, drainage (except where the item is funded through a Development Services Scheme), electricity, gas (where available), and telecommunications. • Provision of water tapping, potable and alternative water connection points for any potential open space on the land located within the electricity transmission line easement.
	• Tree reserves along Vineyard Road and Lancefield Road to achieve boulevard treatments (refer to Appendix B). • Shared paths and bridges for local streets, unless otherwise funded through the Sunbury South ICP. • Shared paths along escarpments and waterways, as generally depicted in Appendix B. • Victrack/PTV approved fencing along railway corridors which have not already been fenced.
R110	**LOCAL OPEN SPACE DELIVERY** All public open space identified in Table 6 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, stockpiles, and contaminated soils. • Clearing of rubbish and weeds. • Levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise). For the district open space, this requirement does not apply to areas identified as 'open landscape' in Figure 9, unless otherwise specified in an approved masterplan. • Provision of water tapping, potable and alternative 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, shelters, furniture, rubbish bins, local/district scale playground equipment, local/district scale play areas, drinking fountains and kick about spaces and appropriate paving to support these facilities, consistent with the type of public open space listed in the open space delivery guide (Table 6) and Figure 9 (where relevant). • Include boundary fencing where the public open space abuts private land, or as required by the responsible authority. • Remediated of any contamination • Protection and interim maintenance of any remnant trees identified for retention.

R111	Local sports reserves identified on Plan 7 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. • Consistent with the ICP, where these works are not considered to be temporary works, these works may be eligible for a works in kind credit against the landowner/ developers ICP obligation to the satisfaction of the collecting agency. Works associated with adjacent road construction (e.g. earthworks for a road embankment) are not eligible for a works in kind credit.

3.7.3 Development Staging

REQUIREMENTS	
R112	Development staging must provide for the timely provision and delivery of: • Arterial road reservations. • Connector streets and connector street bridges. • Street links between properties, constructed to the property boundary. • Connection of the on- and off-road pedestrian and bicycle network to key destinations within and outside the precinct from the early stages of development. • Land for community infrastructure, active recreation and open space.
R113	Development viability and staging in this precinct will be determined largely through the availability and provision of local road infrastructure in order to access and service each development site. Within this context, development must: • Ensure safe and orderly vehicular access to the existing arterial network; and • Provide access from an arterial road to each new lot via a sealed road to service the development and constructed to an urban standard (unless specified elsewhere in the PSP), all to the satisfaction of the responsible authority.
R114	Development of land bound by the Jacksons Hill estate and Harpers Creek must have access to Fox Hollow Drive or Buckland Way prior to commencement of development. No road connection will be approved into the Jacksons Hill estate prior to the construction of the Jacksons Hill Link, unless otherwise agreed with the responsible authority.
GUIDELINES	
G107	Infrastructure projects identified in the Precinct Infrastructure Plan at Table 9 should be delivered as per the timing priority identified in the timing column of Table 9, unless otherwise agreed to with the responsible authority.

Plan 13 - Precinct Infrastructure Plan

Sunbury South Precinct Infrastructure Plan (AMENDED BY C261hume)

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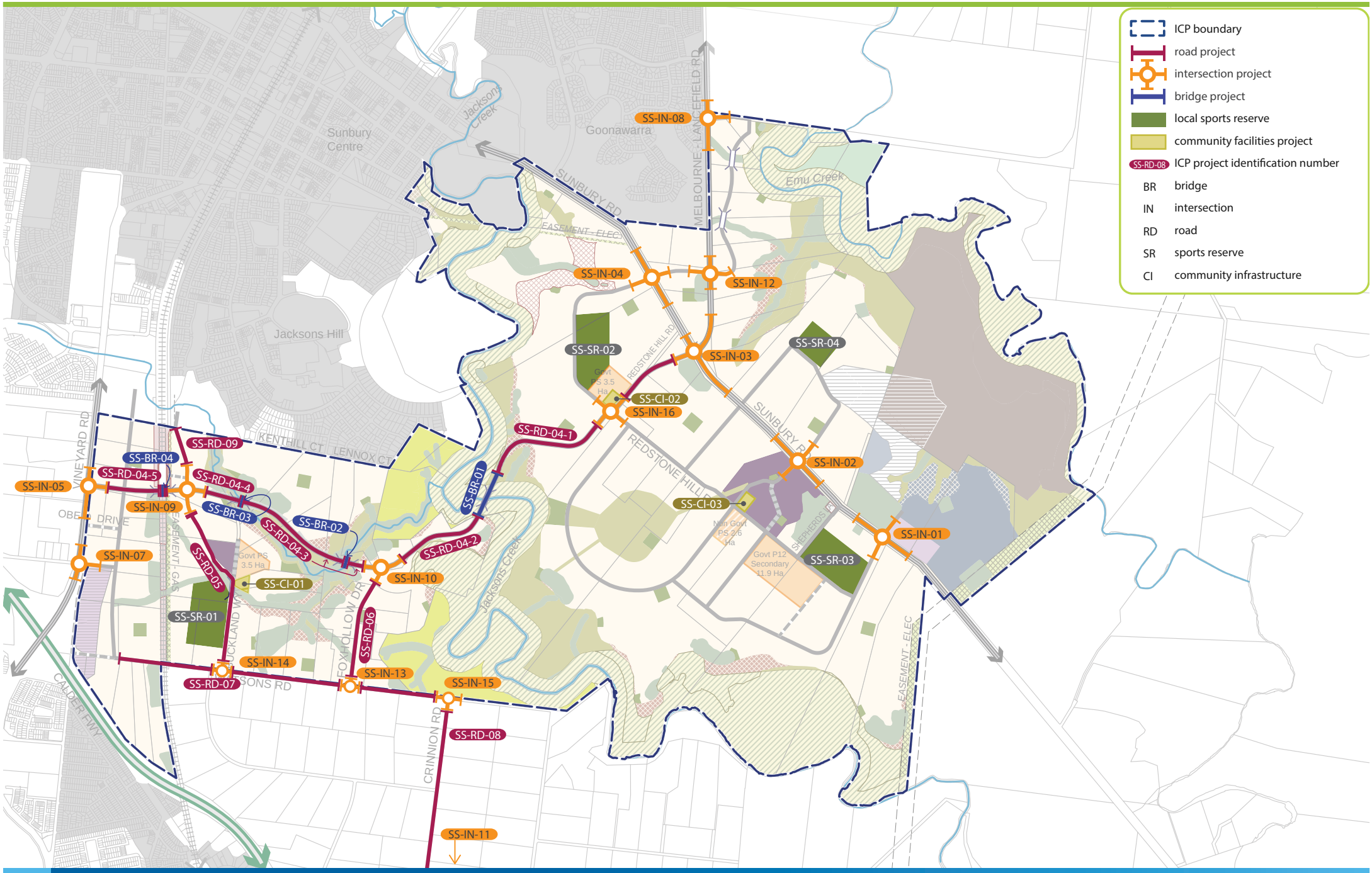


Table 9 Precinct Infrastructure Plan (Amended by C261hume)

CATEGORY	ICP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING*	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
TRANSPORT										
Road	SS-RD-01	Lancefield Road: Gellies Road to Sunbury Road	Interim - Land and construction of upgraded 4-lane divided arterial road within the existing road reserve/ public acquisition overlay	VicRoads	No	No	No	M-L	NA	0%
Road	SS-RD-01	Lancefield Road: Gellies Road to Sunbury Road	Land and construction of ultimate 6-lane arterial road within the existing road reserve/public acquisition overlay	VicRoads	No	No	No	L	NA	0%
Road	SS-RD-02	Sunbury Road: Jacksons Creek to Urban Growth Boundary	Construction of upgraded 4-lane divided arterial road within existing road reserve	VicRoads	No	No	No	S-M	NA	0%
Road	SS-RD-02	Sunbury Road: Jacksons Creek to Urban Growth Boundary	Construction of ultimate 6-lane arterial road within the existing road reserve	VicRoads	No	No	No	L	NA	0%
Road	SS-RD-03	Vineyard Road: Calder Freeway to Elizabeth Drive	Land and construction of ultimate 6-lane arterial road within the existing road reserve/public acquisition overlay	VicRoads	No	No	No	L	NA	0%
Road	SS-RD-04-1	Sunbury Ring Road - Southern Link: Sunbury Road to Jacksons Creek	Land and construction of 2-lane boulevard connector within 34m road reserve	Hume City Council	Yes	No	Yes	S-M*	NA	100%
Road	SS-RD-04-2	Sunbury Ring Road - Southern Link: Jacksons Creek to Fox Hollow Drive	Land and construction of 2-lane boulevard connector within 34m road reserve	Hume City Council	Yes	No	Yes	S-M*	NA	100%
Road	SS-RD-04-3	Sunbury Ring Road - Southern Link: Harpers Creek East to Harpers Creek West	Land and construction of 2-lane boulevard connector within 34m road reserve	Hume City Council	Yes	No	Yes	S-M	NA	100%
Road	SS-RD-04-4	Sunbury Ring Road - Southern Link: Harpers Creek West to Jacksons Creek Link Road (ultimate)	Land and construction of 2-lane boulevard connector within 34m road reserve	Hume City Council	Yes	No	Yes	S-M	NA	100%
Road	SS-RD-04-5	Sunbury Ring Road - Southern Link: Rail Line to Vineyard Road	Land and construction of 2-lane boulevard connector within 34m road reserve	Hume City Council	Yes	No	Yes	S-M	NA	100%
Road	SS-RD-05	Buckland Way: Sunbury Ring Road to Watsons Road	Construction of a 2-lane connector and land to widen the existing reserve to 25m in part and to connect to the Sunbury Ring Road.	Hume City Council	Yes	No	Yes	S-M	NA	100%

CATEGORY	ICP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING*	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
Road	SS-RD-06	Fox Hollow Drive: Sunbury Ring Road to Watsons Road	Construction of 2-lane connector and land to widen the existing reserve to 25m in part and to connect to the Sunbury Ring Road	Hume City Council	Yes	No	Yes	S-M*	NA	100%
Road	SS-RD-07	Watsons Road: Crinion Drive to Vineyard Road	Construction of 2-lane connector within existing road reserve	Hume City Council	No	No	Yes	S-M*	NA	100%
Road	SS-RD-08	Crinion Drive: Watsons Road to Bulla-Diggers Rest Road	Upgrade of existing 2 lane road within existing road reserve	Hume City Council	No	No	Yes	S-M*	NA	100%
Road	SS-RD-09	Jacksons Hill Link Road	Construction of ultimate 2 lane connector and land purchase for 25m road reserve	Hume City Council	Yes	No	Yes	S-M	NA	100%
Intersection	SS-IN-01	Intersection: Sunbury Road and Southern Connector	Land for ultimate configuration and construction of interim configuration 4 way intersection	Hume City Council	Yes	Yes	No	M	NA	100%
Intersection	SS-IN-01	Intersection: Sunbury Road and Southern Connector	Construction of ultimate configuration	VicRoads	No	No	No	L	NA	0%
Intersection	SS-IN-02	Intersection: Sunbury Road and Main Street (Redstone Hill MTC)	Land for ultimate configuration and construction of interim configuration 4 way intersection	Hume City Council	Yes	Yes	No	S-M	NA	100%
Intersection	SS-IN-02	Intersection: Sunbury Road and Main Street (Redstone Hill MTC)	Construction of ultimate configuration	VicRoads	No	No	No	L	NA	0%
Intersection	SS-IN-03	Intersection: Sunbury Road and Lancefield Road/Sunbury Ring Road	Land for ultimate configuration and construction of interim configuration 4 way intersection	Hume City Council	Yes	Yes	No	S-M	NA	100%
Intersection	SS-IN-03	Intersection: Sunbury Road and Lancefield Road/Sunbury Ring Road	Construction of ultimate configuration	VicRoads	No	No	No	L	NA	0%
Intersection	SS-IN-04	Intersection: Sunbury Road and Northern Connector	Land for ultimate configuration and construction of interim configuration 4 way intersection	Hume City Council	Yes	Yes	No	S-M	NA	100%
Intersection	SS-IN-04	Intersection: Sunbury Road and Northern Connector	Construction of ultimate configuration	VicRoads	No	No	No	L	NA	0%
Intersection	SS-IN-05	Intersection: Vineyard Road and Sunbury Ring Road	Land for ultimate configuration and construction of interim configuration 3 way intersection	Hume City Council	Yes	Yes	No	S-M	NA	100%
Intersection	SS-IN-05	Intersection: Vineyard Road and Sunbury Ring Road	Construction of ultimate configuration	VicRoads	No	No	No	L	NA	0%

CATEGORY	ICP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING*	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
Intersection	SS-IN-07	Intersection: Vineyard Road and Moore Road/Old Vineyard Road	Land for ultimate configuration and construction of interim configuration 3 way intersection	Hume City Council	Yes	Yes	No	S-M	NA	100%
Intersection	SS-IN-07	Intersection: Vineyard Road and Moore Road/Old Vineyard Road	Construction of ultimate configuration	VicRoads	No	No	No	L	NA	0%
Intersection	SS-IN-08	Intersection: Gellies Road and Lancefield Road	Land for ultimate configuration and construction of interim configuration 3 way intersection	Hume City Council	Yes	Yes	No	M-L	NA	100%
Intersection	SS-IN-08	Intersection: Gellies Road and Lancefield Road	Construction of ultimate configuration	VicRoads	No	No	No	L	NA	0%
Intersection	SS-IN-09	Intersection: Southern Link, Buckland Way and Jacksons Hill Link	Land and construction of ultimate configuration 4 way intersection	Hume City Council	Yes	No	Yes	S-M	NA	100%
Intersection	SS-IN-10	Intersection: Southern Link and Fox Hollow Drive	Land and construction of ultimate configuration 3 way intersection	Hume City Council	Yes	No	Yes	S-M	NA	100%
Intersection	SS-IN-11	Intersection: Crinion Road and Bulla Diggers Rest	Construction of ultimate configuration 3 way intersection	Hume City Council	No	No	Yes	S-M	NA	100%
Intersection	SS-IN-12	Intersection: Lancefield Road and Central Connector	Land for ultimate configuration and construction of interim configuration 4 way intersection	Hume City Council	Yes	Yes	No	M-L	NA	100%
Intersection	SS-IN-12	Intersection: Lancefield Road and Central Connector	Construction of ultimate configuration	VicRoads	No	No	No	L	NA	0%
Intersection	SS-IN-13	Intersection: Fox Hollow Drive and Watsons Road	Land and construction of ultimate 3 leg roundabout	Hume City Council	Yes	No	Yes	S-M	NA	100%
Intersection	SS-IN-14	Intersection: Buckland Way and Watsons Road	Land and construction of ultimate 3 leg roundabout	Hume City Council	Yes	No	Yes	S-M	NA	100%
Intersection	SS-IN-15	Intersection: Watsons Road and Crinnion Road	Construction of a curved road corner treatment with a traffic island and reverse priority within existing road reserve	Hume City Council	No	No	Yes	S-M	NA	100%
Intersection	SS-IN-16	Intersection: Southern Link and Redstone Hill Road	Land and construction of ultimate 4 leg intersection	Hume City Council	Yes	No	Yes	S-M	NA	100%
Bridge	SS-BR-01 (Standard Levy)	Sunbury Ring Road - Southern Link: Jacksons Creek Crossing	Land and construction of 2 lane bridge	Hume City Council	Yes	No	Yes	S-M*	Supplementary Levy	59%

CATEGORY	ICP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING*	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
Bridge	SS-BR-01 (Supplementary Levy)	Sunbury Ring Road - Southern Link: Jacksons Creek Crossing	Land and construction of 2 lane bridge	Hume City Council	Yes	No	Yes	S-M*	Standard Levy	41%
Bridge	SS-BR-02	Sunbury Ring Road - Southern Link: Harpers Creek East Crossing	Land and construction of 2 lane bridge	Hume City Council	Yes	No	Yes	S-M	NA	100%
Bridge	SS-BR-03	Sunbury Ring Road - Southern Link: Harpers Creek West Crossing	Land and construction of 2 lane bridge	Hume City Council	Yes	No	Yes	S-M	NA	100%
Bridge	SS-BR-04	Sunbury Ring Road - Southern Link: Grade Separation	Land and construction of 2 lane road underpass of rail line	Hume City Council	Yes	No	Yes	S-M	NA	100%
PUBLIC TRANSPORT INFRASTRUCTURE										
Rail	-	Sunbury South Train Station	New two platform train station, including car parking, bus interchange and associated facilities	TfV	No	No	No	S-M	NA	0%
COMMUNITY INFRASTRUCTURE										
Community	SS-CI-01	Level 2 Community Centre	Land and construction of Harpers Creek multipurpose community centre	Hume City Council	Yes	No	Yes	S-M	NA	100%
Community	SS-CI-02	Level 2 Community Centre	Land and construction of Jacksons Creek multipurpose community centre including kindergarten rooms	Hume City Council	Yes	No	Yes	S-M	NA	100%
Community	SS-CI-03	Level 2 Community Centre	Land and construction of Redstone Hill multipurpose community centre including kindergarten rooms	Hume City Council	Yes	No	Yes	S-M	NA	100%
Education	-	Government Primary School (Jacksons Creek)	Land and construction of a government P-6 (primary) school	DET	No	No	No	S-M	NA	0%
Education	-	Government Primary School (Harpers Creek)	Land and construction of a government P-6 (primary) school	DET	No	No	No	L	NA	0%
Education	-	Government P12 School (Redstone Hill MTC)	Land and construction of a government P-12 (primary and secondary) school	DET	No	No	No	L	NA	0%
Education	-	Non-Government Primary School (Redstone Hill MTC)	Land and construction of a non-government P-6 (primary) school	Others	No	No	No	M	NA	0%

CATEGORY	ICP REFERENCE NO.	TITLE	DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING*	APPORTIONMENT FUNDING SOURCE	APPORTIONMENT
					ULTIMATE LAND	INTERIM CONSTRUCTION	ULTIMATE CONSTRUCTION			
RECREATION INFRASTRUCTURE										
Sports Fields	SS-SR-01	Harpers Creek Hub Sports Fields	Land and construction of local sporting fields, including sports pavilion	Hume City Council	Yes	No	Yes	L	NA	100%
Sports Fields	SS-SR-01P	Harpers Creek Hub Sports Fields	Construction sports pavilion	Hume City Council	Yes	No	Yes	L	NA	100%
Sports Fields	SS-SR-02	Jacksons Creek Hub Sports Fields	Land and construction of local sporting fields, including sports pavilion	Hume City Council	Yes	No	Yes	M	NA	100%
Sports Fields	SS-SR-02P	Jacksons Creek Hub Sports Fields	Construction sports pavilion	Hume City Council	Yes	No	Yes	M	NA	100%
Sports Fields	SS-SR-03	Redsone Hill MTC Sports Fields	Land and construction of local sporting fields, including sports pavilion	Hume City Council	Yes	No	Yes	M	NA	100%
Sports Fields	SS-SR-03P	Redsone Hill MTC Sports Fields	Construction sports pavilion	Hume City Council	Yes	No	Yes	M	NA	100%
Sports Fields	SS-SR-04	Northern Hub Sports Fields - Sub District	Land and construction of local sporting fields, including sports pavilion	Hume City Council	Yes	No	Yes	L	NA	100%
Sports Fields	SS-SR-04P	Northern Hub Sports Fields - Sub District	Construction sports pavilion	Hume City Council	Yes	No	Yes	L	NA	100%
LOCAL PARKS										
Local Parks	SS-LP-01 to LP-36	Local Parks	Land for Local Parks and Passive Recreation Nodes	Hume City Council	Yes	No	No	Various	NA	100%

ICP = Funded by Infrastructure Contributions Plan, delivered by Council or as Works in Kind by developers/land owners
DET = Funded and delivered by Department of Education and Training
TFV = Funded and delivered by Transport for Victoria
Project timing indication: S = 0-10 years, M = 11-20 years, L= 21 years +

* Specific timing for these projects is dependant upon the timing of delivery of the Bulla Bypass

4.0 APPENDICES

4.1 Appendix A – Local Town Centre Design Guidelines

LOCAL TOWN CENTRES	
Principle 1 Locate Village Centres in attractive settings and as the focus of the surrounding neighbourhood.	**PERFORMANCE CRITERIA** • Locate Village Centres in attractive settings and incorporate natural or cultural landscape features such as creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value. • The design of the Village Centre should respect existing views and vistas to and from the Village Centre location.
Principle 2 Focus on a public space as the centre of community life.	**PERFORMANCE CRITERIA** • A public space which acts as the central meeting place within the Village Centre must be provided. This public space may take the form of a civic square, town park, foreshore park, public plaza space, public market place or a similar locally responsive option. • The public space should be located in a position where the key uses of the Village Centre are directly focused on this public space to ensure that it is a dynamic and activated space. • The public space should be designed to function as the identifiable 'centre' or 'heart' with a distinctive local character for both the Village Centre and the broader residential catchment. • The public space should be designed as a flexible and adaptable space so that a range of uses can occur within this space at any one time. Such uses may include people accessing their daily shopping and business needs as well as providing a space where social interaction, relaxation, celebrations and temporary uses (such as stalls, exhibitions and markets) can occur. • The public space should be well integrated with pedestrian and cycle links around and through the Village Centre. • The main public space or town square within the Village Centre should have a minimum area of 500sq m. Smaller public spaces which are integrated within the built form design, are surrounded by active frontages and facilitate high levels of pedestrian movement are also encouraged. • Footpath widths within and around the public space as well as along the main street should be sufficient to provide for pedestrian and mobility access as well as provide for outdoor dining and smaller gathering spaces. • Maximise solar passive orientation and providing suitable protection from high winds through suitable siting and design techniques, and • Ensure that this public space remains publicly accessible outside regular business hours.

Principle 3 Provide a range of retail, local community and other facilities within Village Centres.	**PERFORMANCE CRITERIA** • Land uses should be located generally in accordance with the locations and general land use terms identified in Figure 6. • The design of the Village Centre should facilitate development with a high degree of community interaction and provide a vibrant and viable mix of retail, recreation and community facilities. • The design of the Village Centre should encourage a pattern of smaller scale individual tenancies and land ownership patterns to attract investment and encourage greater diversity and opportunities for local businesses. • Active building frontages should address the main street and town square to maximise exposure to passing trade, and promote pedestrian interaction. • Shop fronts should have varying widths and floor space areas to promote a diversity of trading opportunities throughout the Village Centre. • Flexible floor spaces (including floor to ceiling heights) should be incorporated into building design to enable localised commercial uses to locate amongst the activity of the Village Centre. • Childcare, medical centres and specialised accommodation (e.g. aged care/nursing home, student accommodation, and serviced apartments) should be located within the Village Centre and at the edge of the Village Centre to contribute to the activity of the centre and so these uses are close to the services offered by the centre. • 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 accommodate flexible uses and allow for long term development opportunities. • Public toilets should be provided in locations which are safe and accessible and within the managed area of the propertyEnsure that 80-90% of households are within a 1km walkable catchment of a local or higher order Town Centre. • Locate Local Town Centres in attractive settings and incorporate natural or cultural landscape features such creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value. • The design of the Local Town Centre should respect/enhance existing views and vistas to and from the Local Town Centre location. • Tenancies should be designed such that they can transition to a range of uses over time, particularly in multi-storey developments.
Principle 4 Integrate local employment and service opportunities in a business friendly environment.	**PERFORMANCE CRITERIA** • A variety of employment and business opportunities should be planned through the provision of a mix of land uses and commercial activities. • Options for office based businesses should be provided within the Village Centre. • Services and facilities to support home based and smaller businesses are encouraged within the Village Centre. • Appropriate locations for small office/home office ('SOHO') housing options which maximise the access and exposure to the activity of the Village Centre should be considered as part of the design process.
Principle 5 Include a range of medium and high density housing and other forms of residential uses within and surrounding the Village Centre.	**PERFORMANCE CRITERIA** • Medium and high density housing in and around the Village Centre is required to provide passive surveillance, contribute to the life of the centre and to maximise the amenity of the centre. • Medium and high density housing should establish in locations of high amenity around the Village Centre and be connected to the activity of the Village Centre through strong pedestrian and cycle links. • A range of housing types for a cross section of the community (such as retirement living) should be included in and around the Village Centre. • Specialised accommodation (such as aged/nursing care, student accommodation and serviced apartments) is encouraged at the edge of Village Centres with strong pedestrian and cycle links to the central activity area of the Village Centre. • The Village Centre design should avoid potential land use conflicts between residential and commercial uses by focusing on retail operations on the main street and around the town square/public space and locating residential uses predominantly at the edge of the Village Centre and/or on upper levels. • Refer to the Small Lot Housing Code for further information about housing requirements for small lots around Village Centres.

Principle 6	PERFORMANCE CRITERIA
Integrate local employment and service opportunities in a business friendly environment	• The Village 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. • The Village Centre should provide a permeable network of streets, walkways and public spaces that provide linkages throughout the centre and designated pedestrian crossing points. • The main street should be designed to comply with the relevant cross sections found within the Precinct Structure Plan. • A speed environment of 40km/h or less should be designed for the length of the main street. • Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations within the Village Centre. • Bus stops should be provided in accordance with the Department of Transport 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. • Supermarkets and other 'large format' buildings should not impede on the movement of people around the Village Centre. • Key buildings within the Village Centre should be located to encourage pedestrian movement along the length of the street through public spaces. • The design of buildings within the Village Centre should have a relationship with and should interface to the public street network. • Car parking areas should be designated 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. • Car Parking should be provided such that commercial car parking supply doesn't rely on on-street provision on local streets. • Heavy vehicle movements (i.e. loading and deliveries) should be located to the rear and or side of street based retail frontages. • 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. • All public spaces should respond appropriately to the design for mobility access principles.

Principle 7

Create a sense of place with high quality engaging urban design.

PERFORMANCE CRITERIA

- Development should complement and enhance the character of the surrounding area by responding appropriately to key visual cues associated with the topography of the Village Centre location and its surrounds.
- The Village 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 Village 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 main street and be aligned with the property boundary.
- Street facades and all visible side or rear facades should be visually rich, interesting and well articulated and be finished in suitable materials and colours that contribute to the character of the Village Centre.
- Corner sites, where the main street meets an intersecting connector street / arterial road should:
- Be designed to provide built form that anchors the main street to the intersecting road. This can be achieved through increased building height, scale and articulated frontages;
- Incorporate either 2 storey building or 2 storey elements (such as awnings and roof lines);
- Be developed to have a ground floor active frontage and active floor space component to the main street frontage; and
- Not be developed for standard single storey fast food outcomes.
- Materials and design elements should be compatible with the environment and landscape character of the broader precinct.
- Any supermarket and secondary anchors should have frontages that directly address the main street and/or town square so that the use integrates with and promotes activity within the main street and public spaces/thoroughfares.
- Any supermarkets or large format retail uses with a frontage to the main street 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 any supermarket from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of primary access from the main street or town square.
- The design and siting of any supermarkets and other ‘large format retail uses’ should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominantly routes and streets.
- 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 Village Centre should generally be built to the property line.
- Public spaces should be oriented to capture north sun and protect from prevailing winds and weather.
- 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.

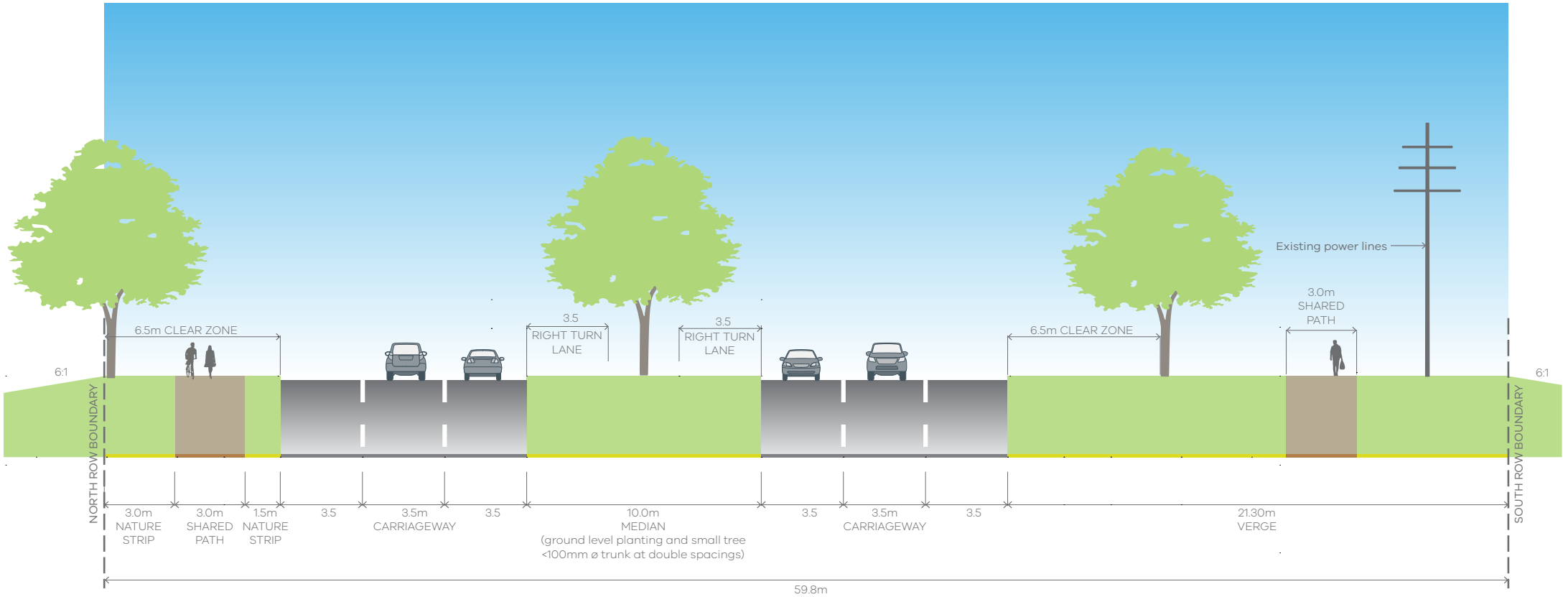
Principle 7 cont.	• Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the Village Centre. • Wrapping of car parking edges with built form, to improve street interface, should be 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. • Landscape buffers should be provided between carparks and adjacent roads. • Landscape buffers should be provided between carparks/commercial uses and medium density housing sites.

Principle 8
Promote localisation, sustainability and adaptability.
	PERFORMANCE CRITERIA
	• The Village 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 Village 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 Village 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;
	  ▪ Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings.
	  ▪ Including suitable locally indigenous plant species in landscape treatments.
	• Encourage building design which can be adapted to accommodate a variety of uses over time.
	• Ensure the Village Centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community change.

HARPERS CREEK LOCAL TOWN CENTRE – DEVELOPMENT PRINCIPLES

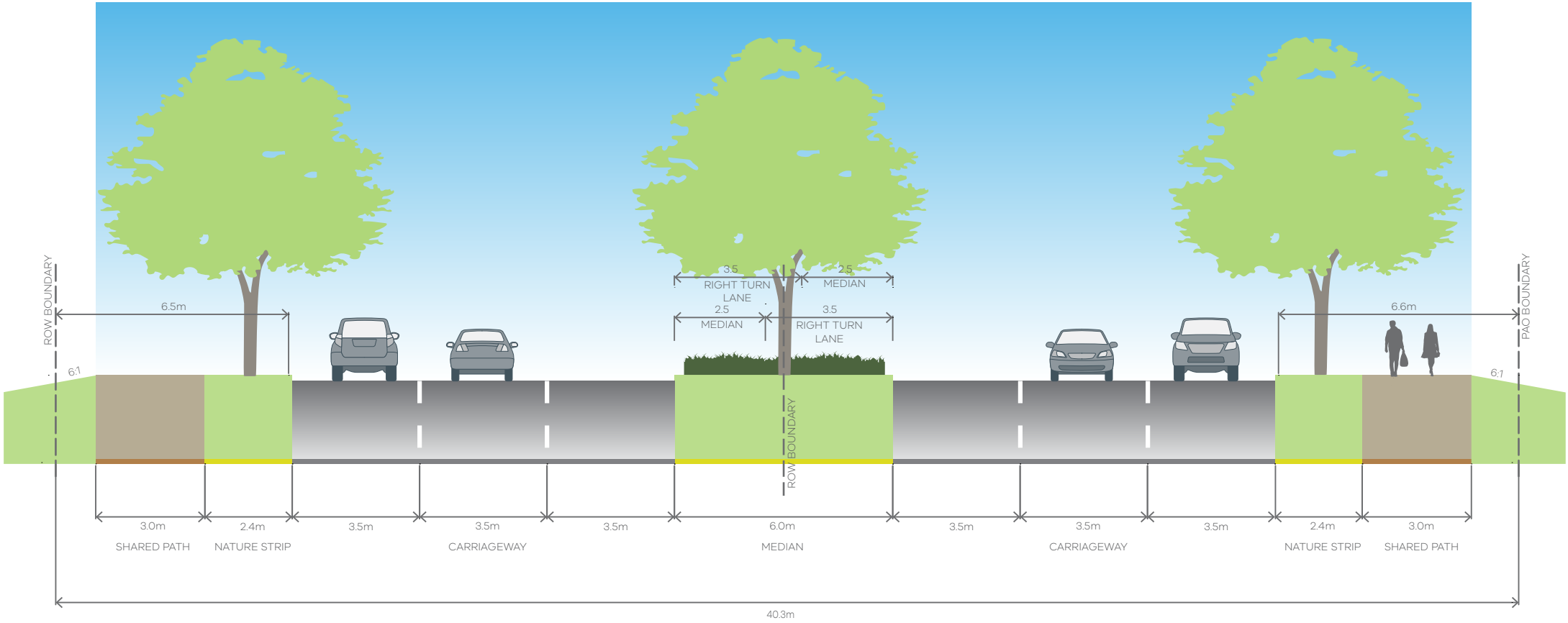
- Locate and orient the town centre to address the connector street, with integration with the community uses to the east, and creation of a 'main street' streetscape on Buckland Way.
- Establish the town centre on the ridgeline, taking advantage or natural and rural outlook towards Harpers Creek, Jacksons Hill and onwards towards the horizon.
- Establish a vibrant and compact main street between the retail core and community facilities.
- Ensure education facilities, open space and retail can be delivered responding appropriately to slope.
- Ensure the northern "island" of specialty retail consists of highly activated frontages on at least three sides.
- Ensure the plaza is located in the heart of the town centre, heavily activated by retail and commercial uses, and linking the various components of the centre.
- Ensure that the centre heart addresses the waterway framing the centre to the south, with opportunities for pedestrian connections from the waterway into the town centre.

4.2 Appendix B – Street Cross Sections



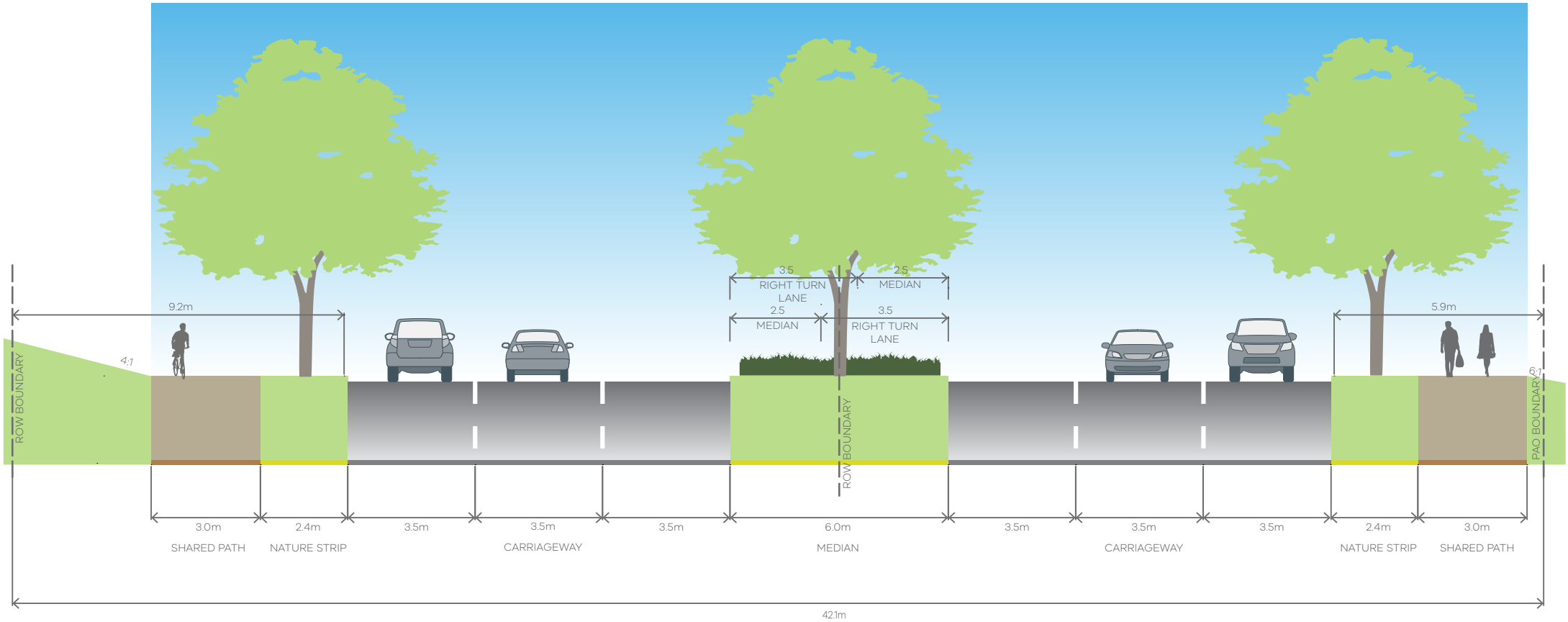
NOTES:

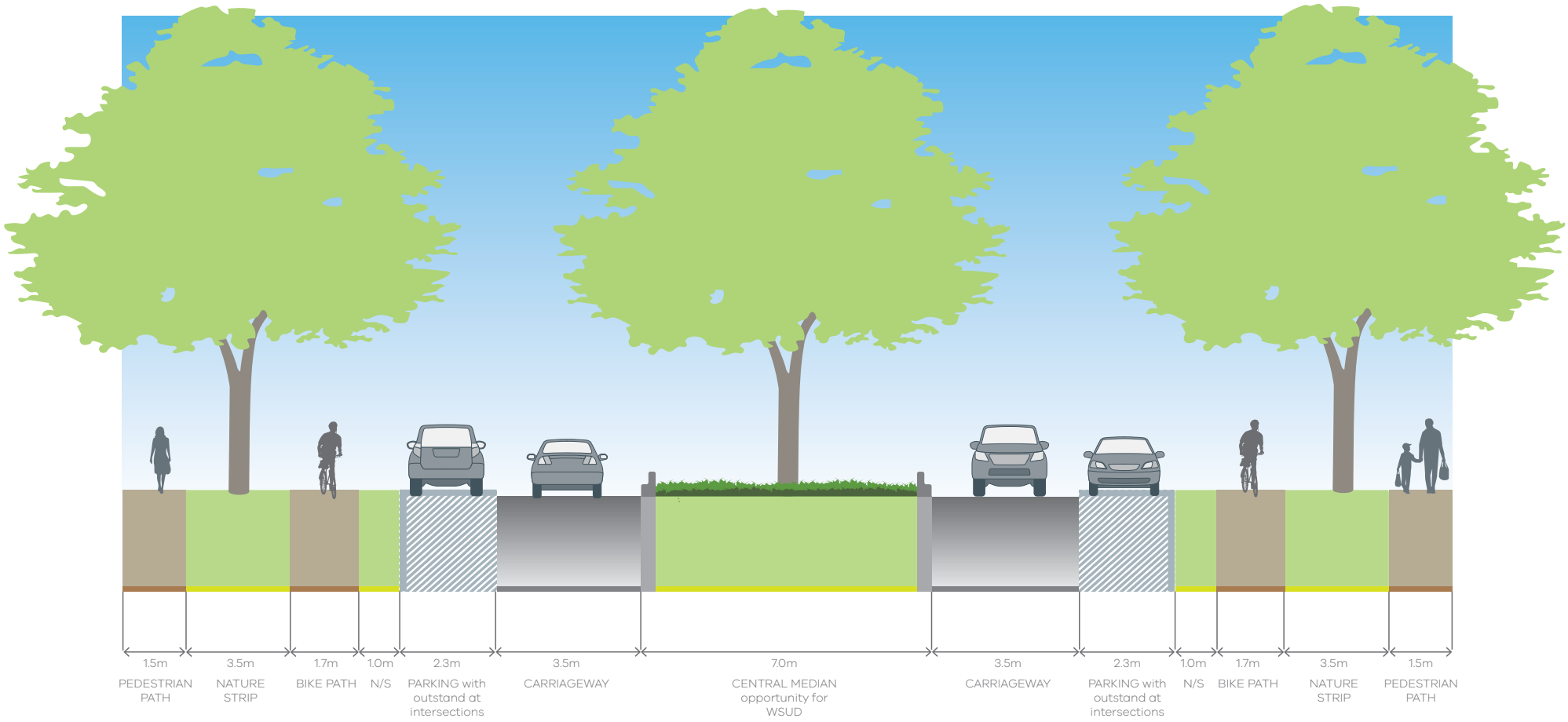
- Cross section may need to be adjusted to accomodate existing and future service infrastructure



NOTES:

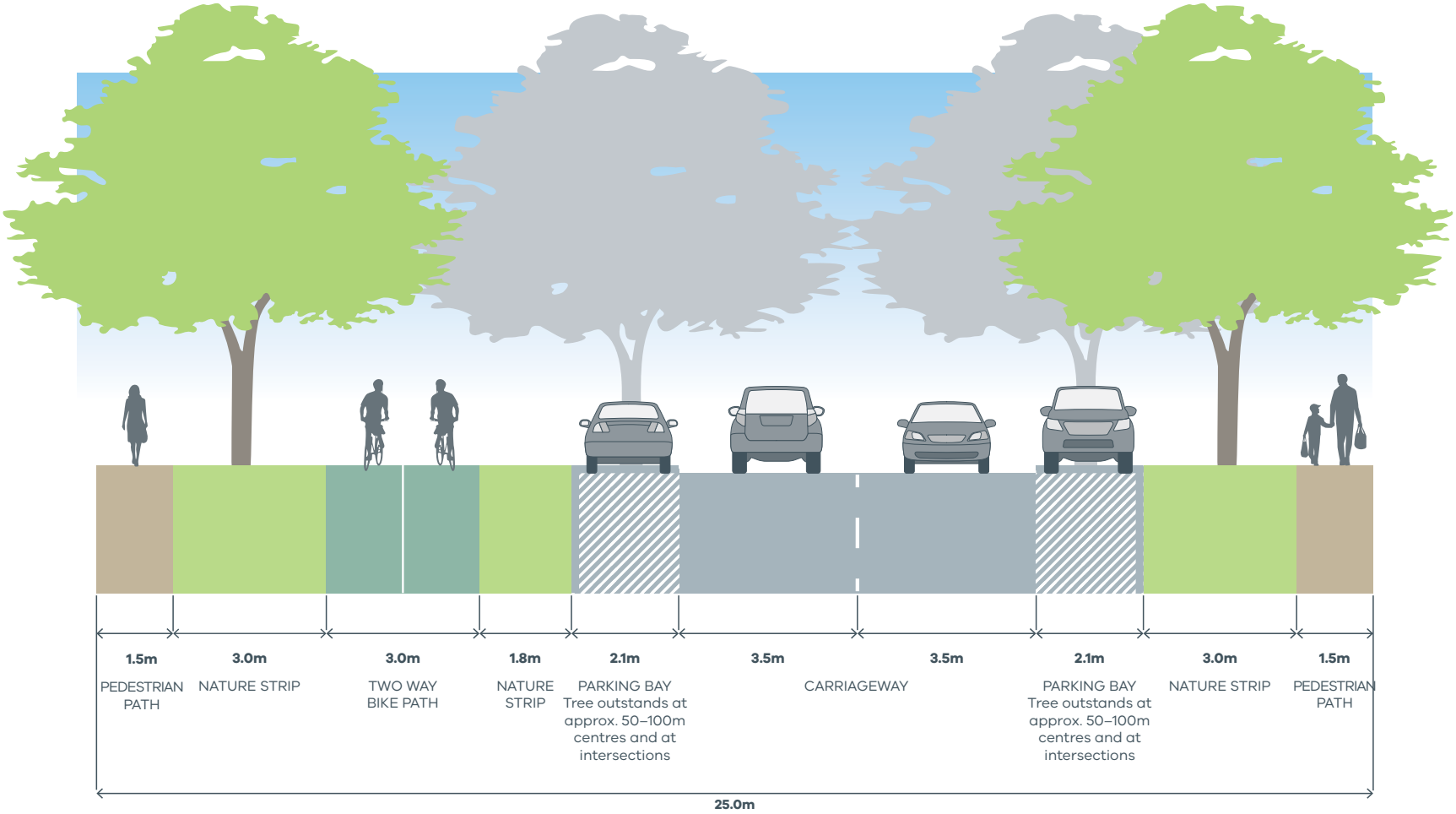
- Potential need for sewerage and water infrastructure within adjacent internal loop roads or parallel connector road network


9.2m
4:1
ROW BOUNDARY
3.5
RIGHT TURN LANE
2.5
MEDIAN
2.5
MEDIAN
3.5
RIGHT TURN LANE
ROW BOUNDARY
5.9m
6:1
PAO BOUNDARY
3.0m
SHARED PATH
2.4m
NATURE STRIP
3.5m
3.5m
CARRIAGEWAY
3.5m
6.0m
MEDIAN
3.5m
3.5m
3.5m
CARRIAGEWAY
3.5m
2.4m
NATURE STRIP
3.0m
SHARED PATH
42.1m



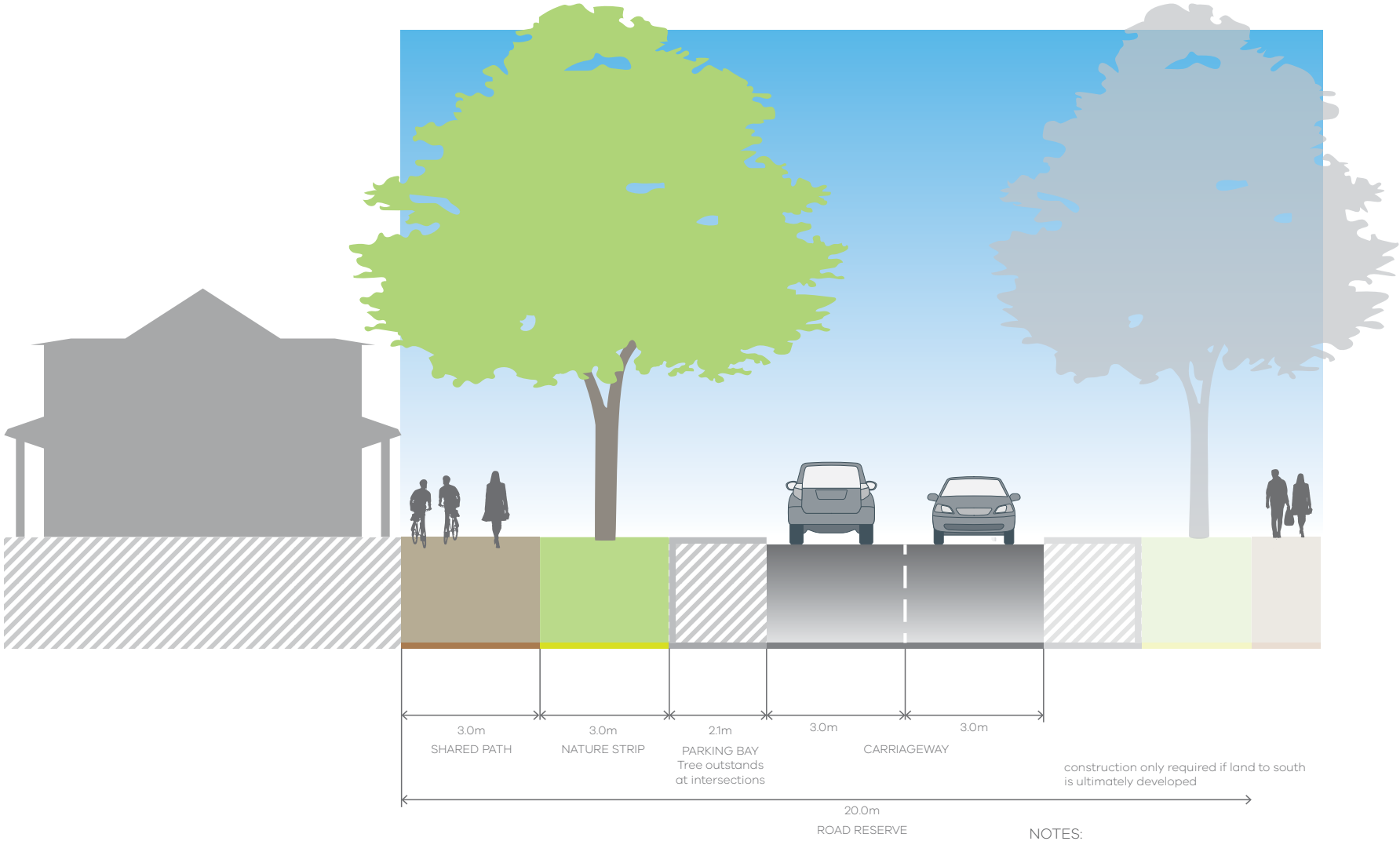
NOTES:

- Direct property access to boulevard connector will be supported where appropriate



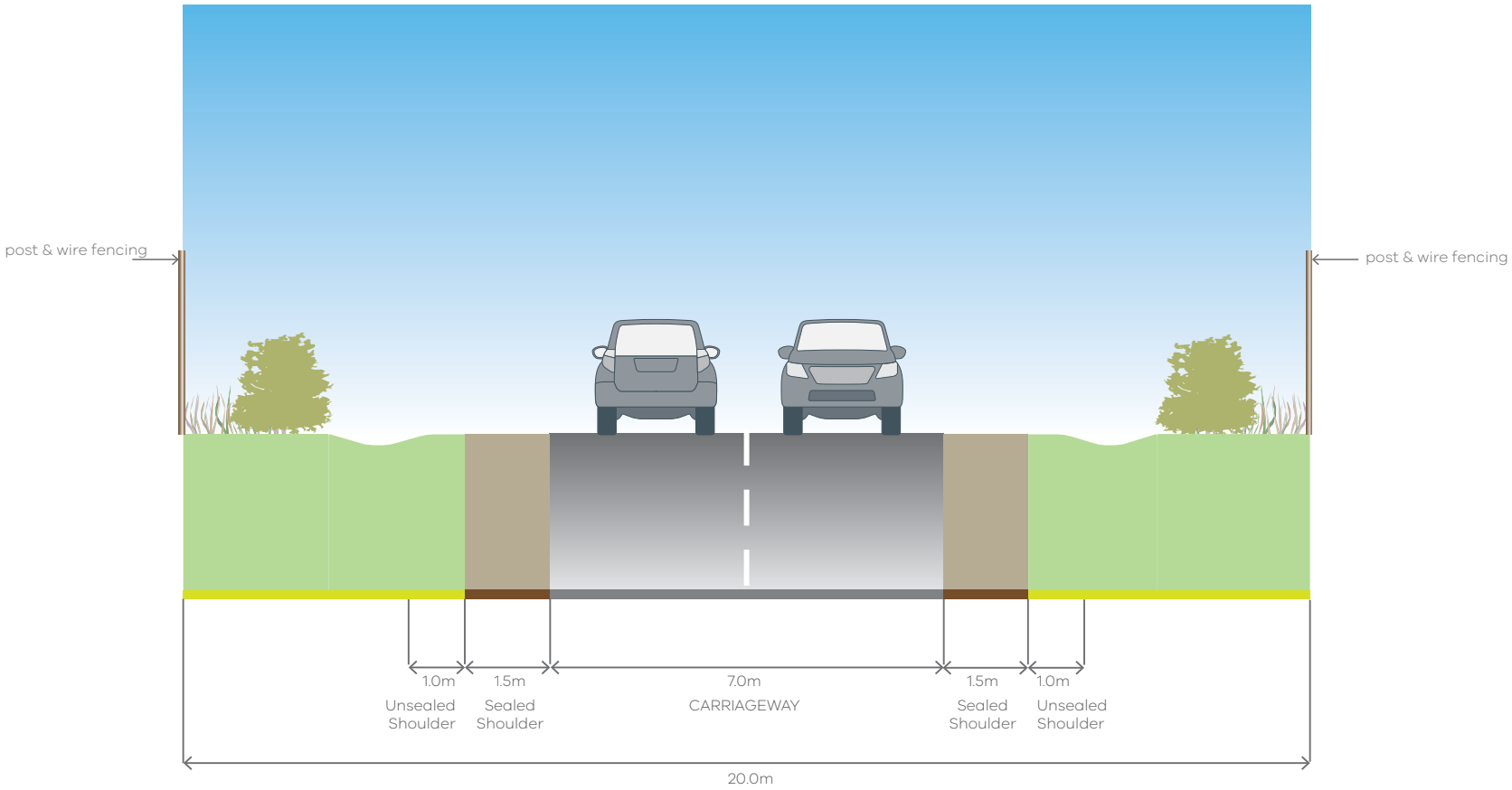
NOTES:

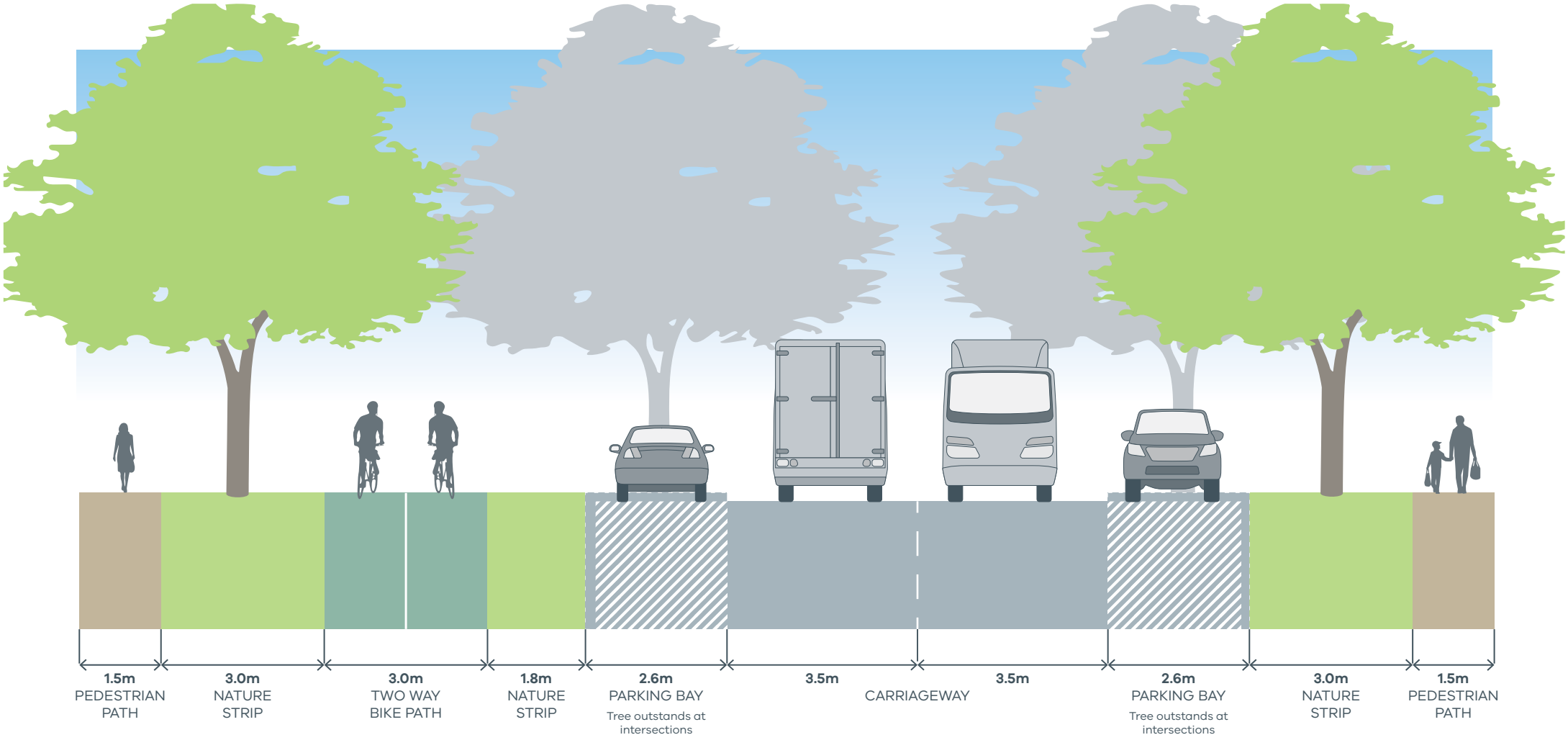
- Minimum street tree mature height 15 metres.
- All kerbs are to be B2 Barrier Kerb.
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcome. 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.



NOTES:

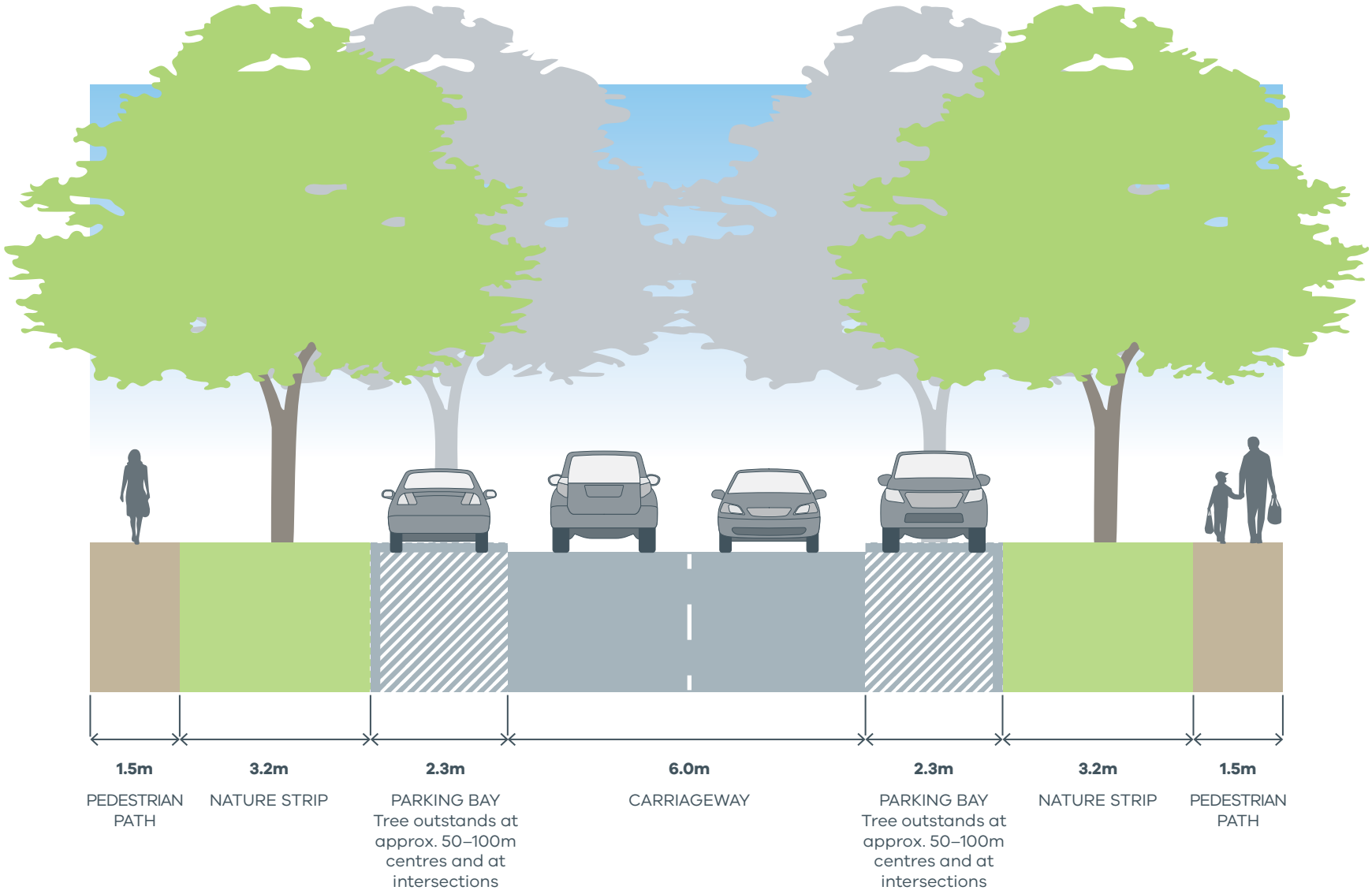
- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)


post & wire fencing
post & wire fencing
1.0m
Unsealed Shoulder
1.5m
Sealed Shoulder
7.0m
CARRIAGEWAY
1.5m
Sealed Shoulder
1.0m
Unsealed Shoulder
20.0m



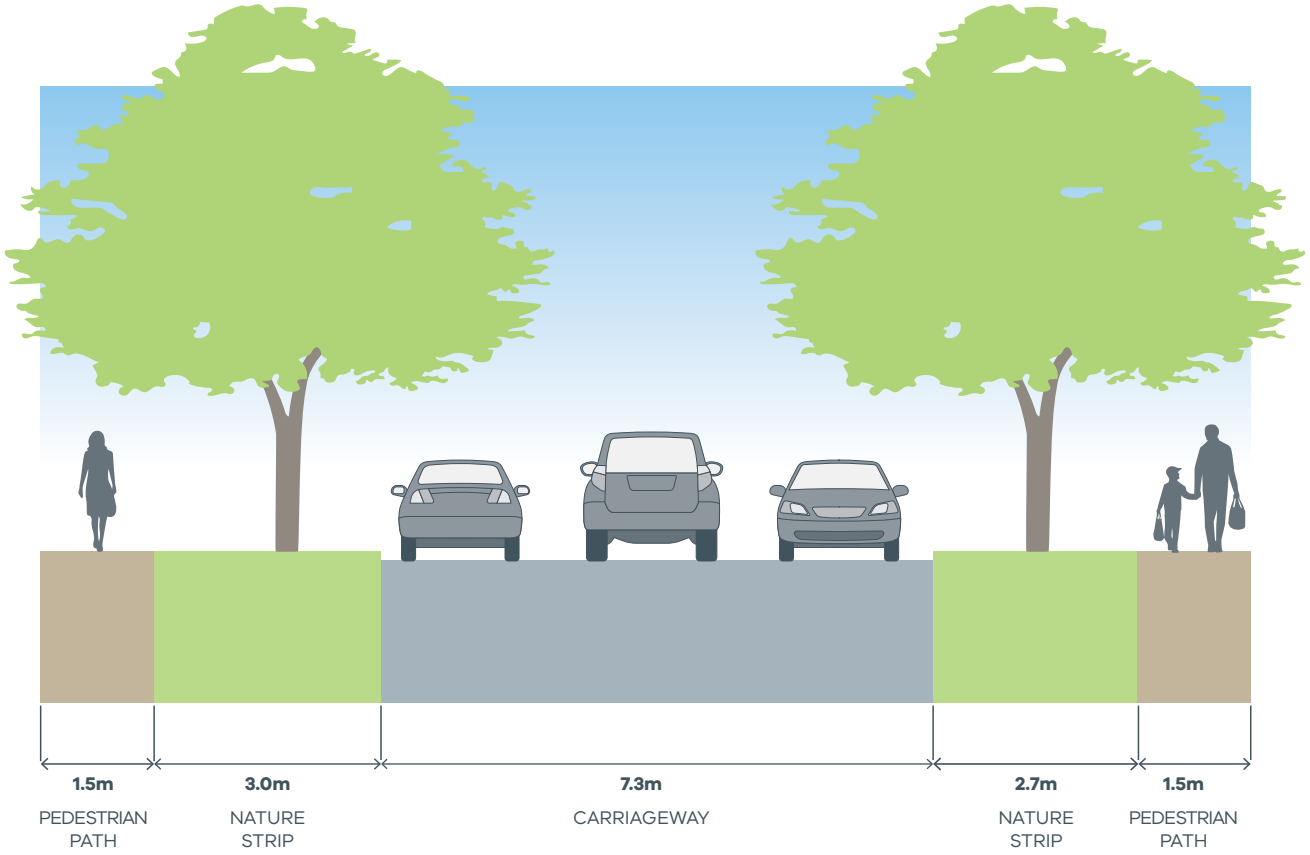
NOTES:

- Minimum street tree mature height 15 metres.
- All kerbs are to be B2 Barrier Kerb.
- Where roads abut thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must in incorporated into any additional pavement.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcome. 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.



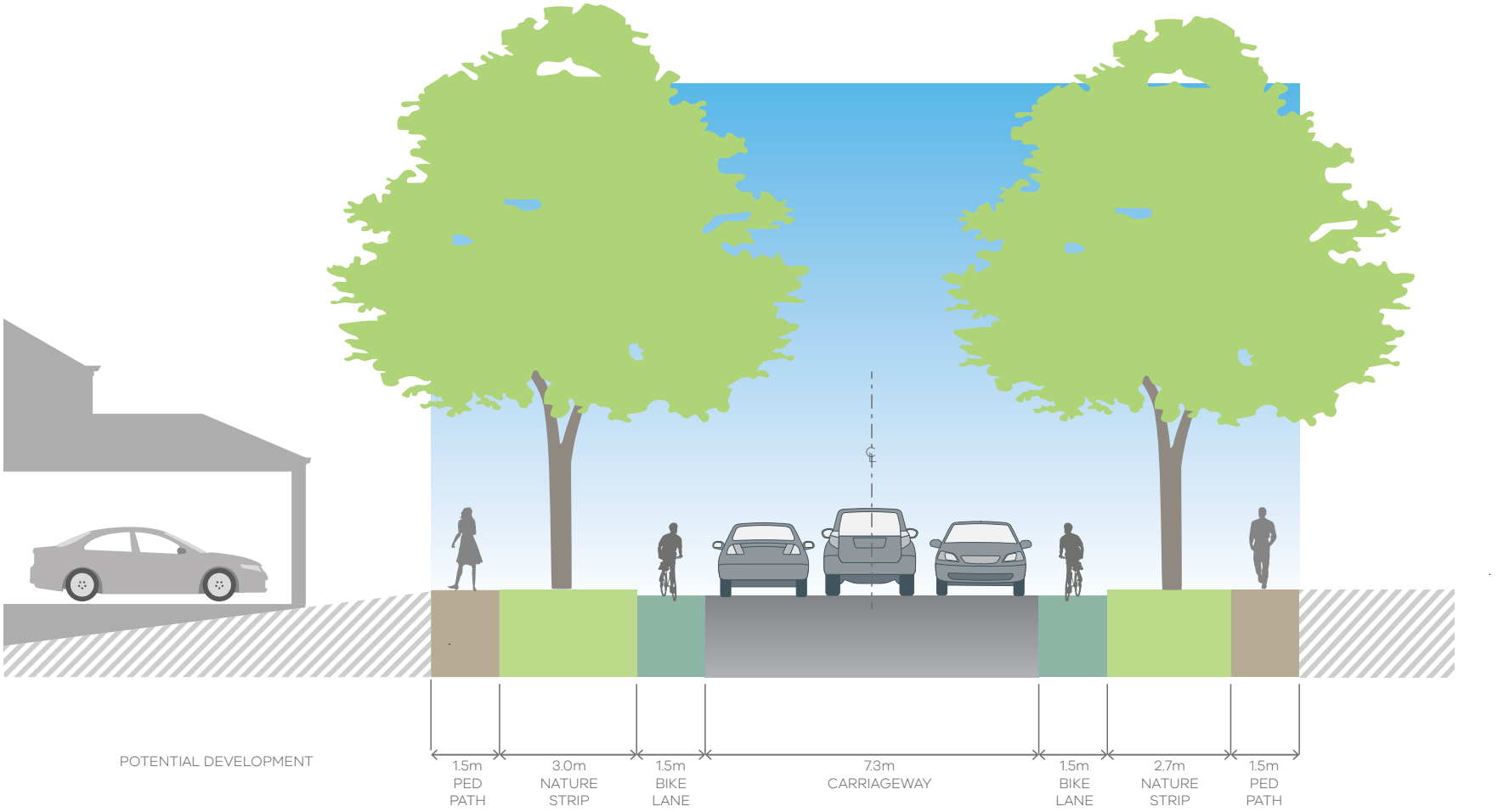
NOTES:

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

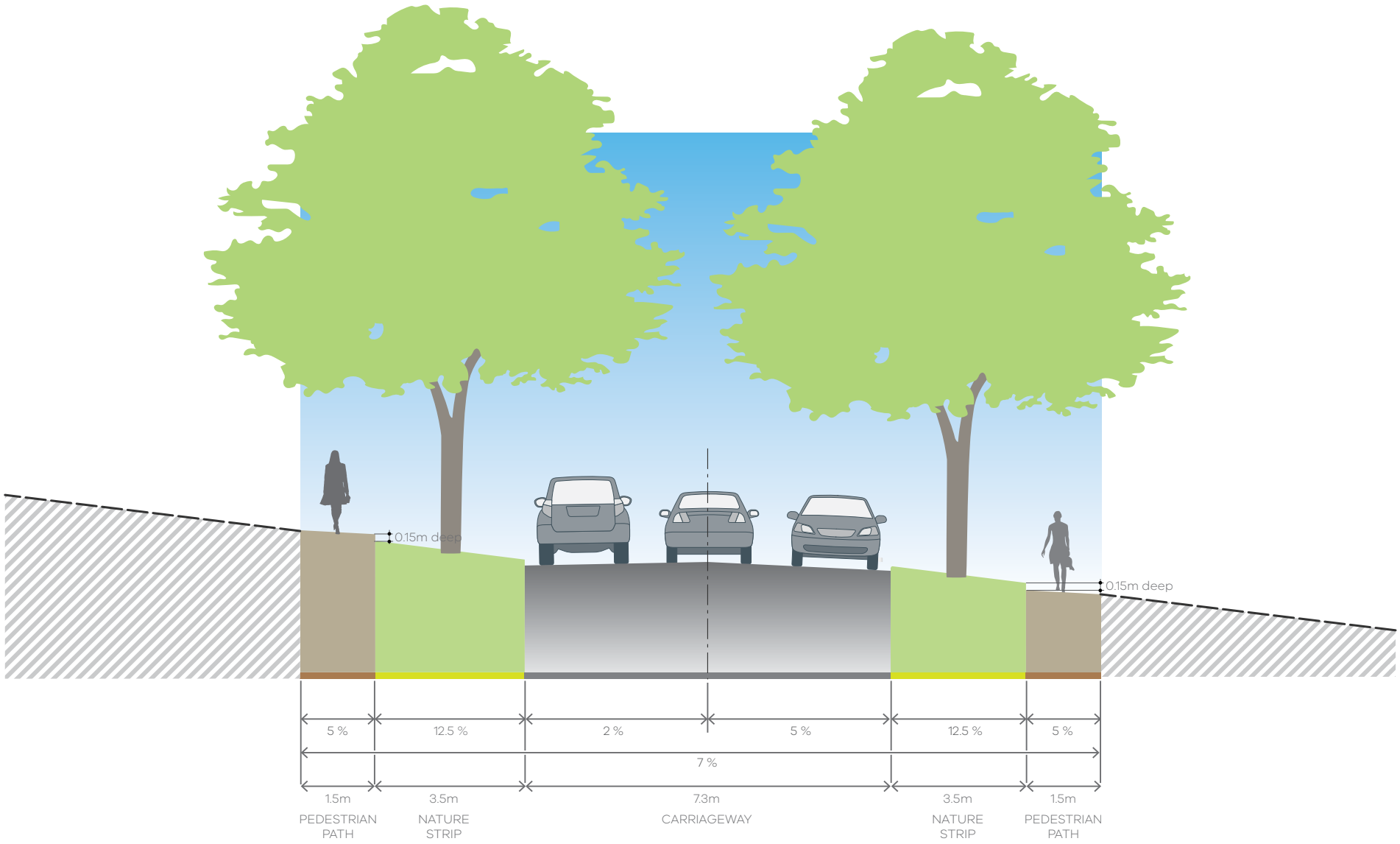


NOTES:

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

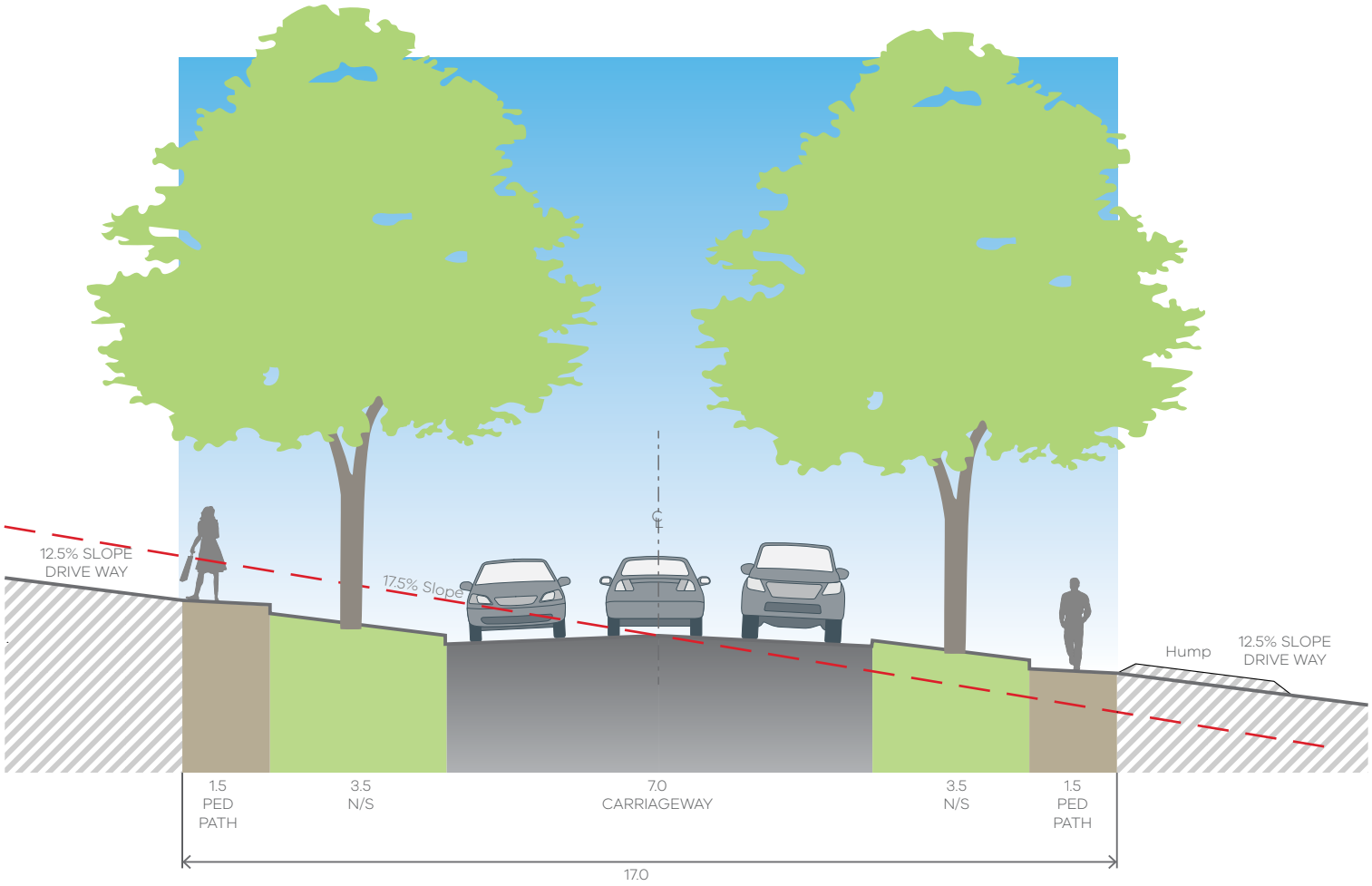


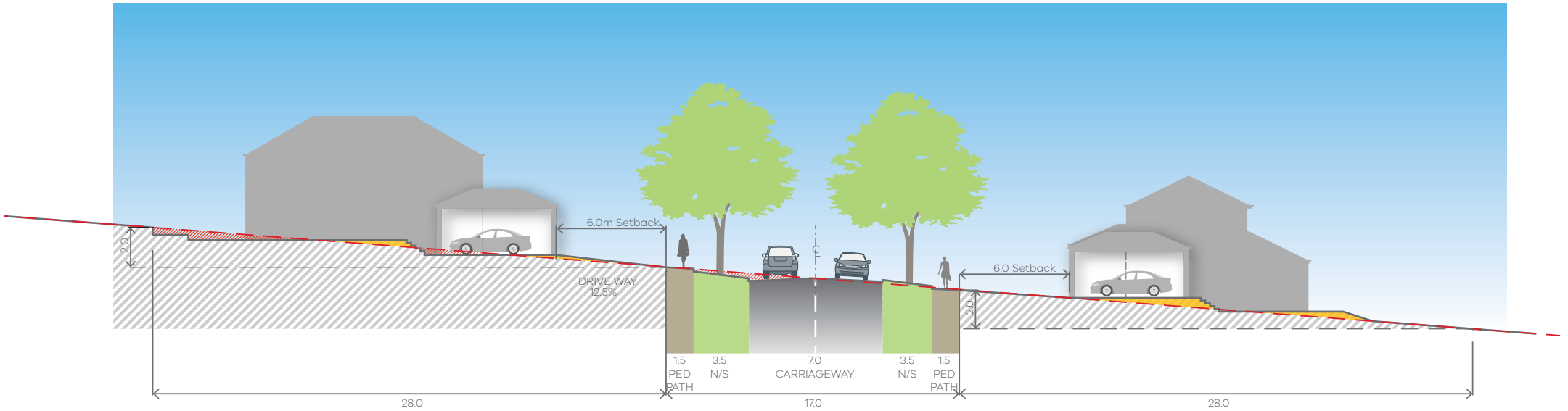
Section 11 - Local Access Street Level 1 (19.0m)
With bike lanes - Interface with potential residential (sloping)



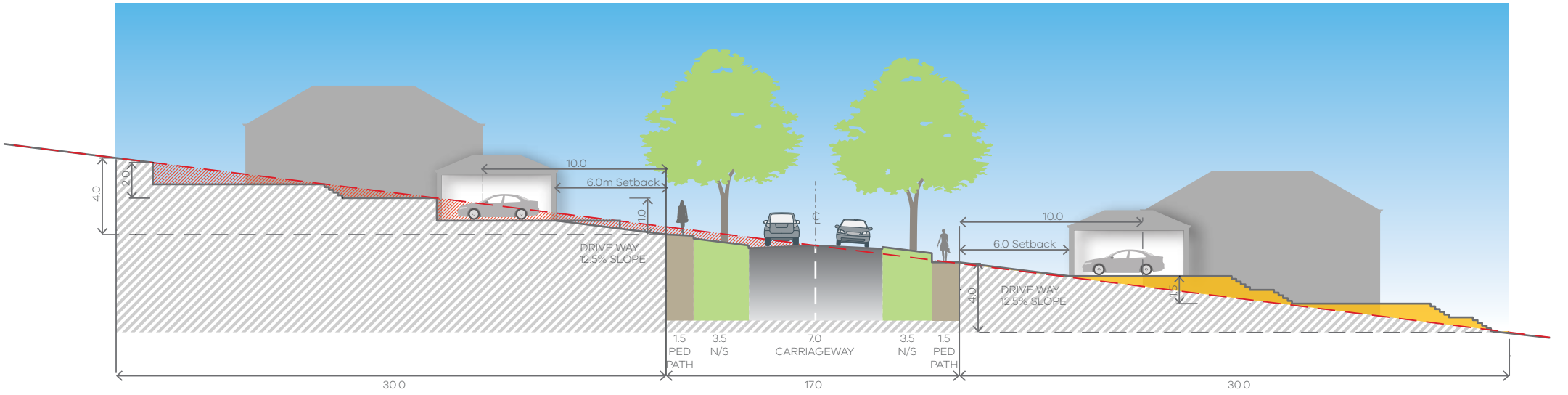
NOTES:

- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb

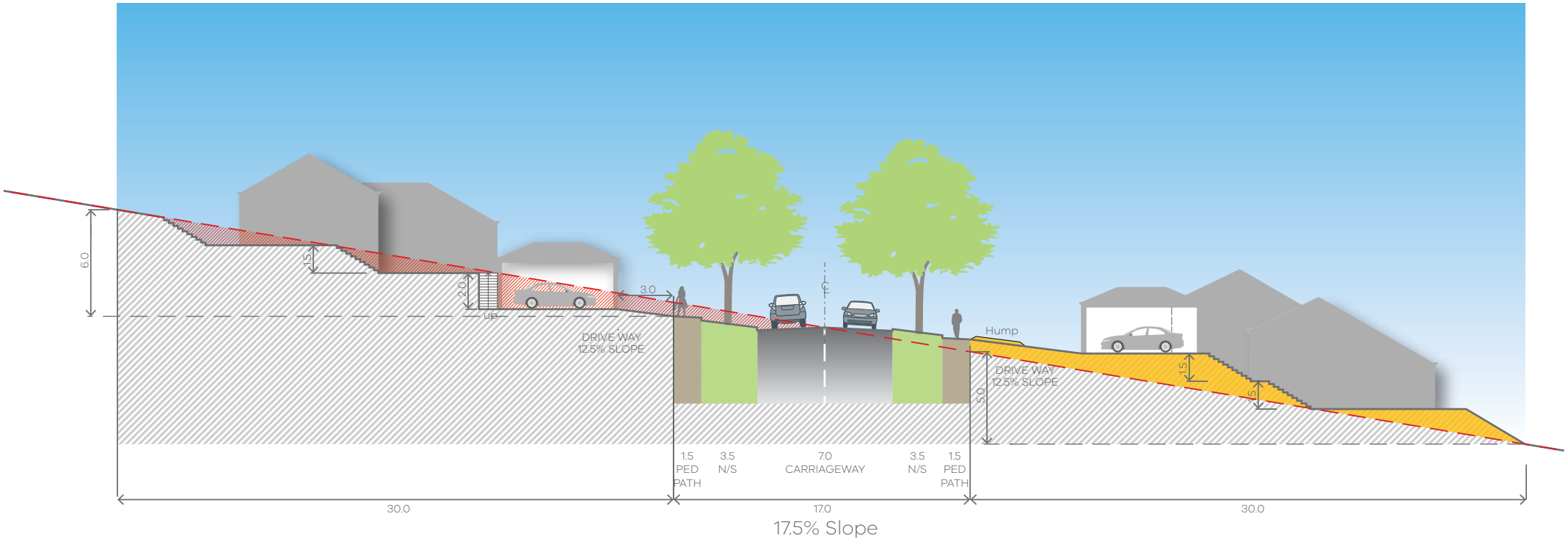

12.5% SLOPE
DRIVE WAY
17.5% Slope
Hump
12.5% SLOPE
DRIVE WAY
1.5
PED
PATH
3.5
N/S
7.0
CARRIAGEWAY
3.5
N/S
1.5
PED
PATH
17.0



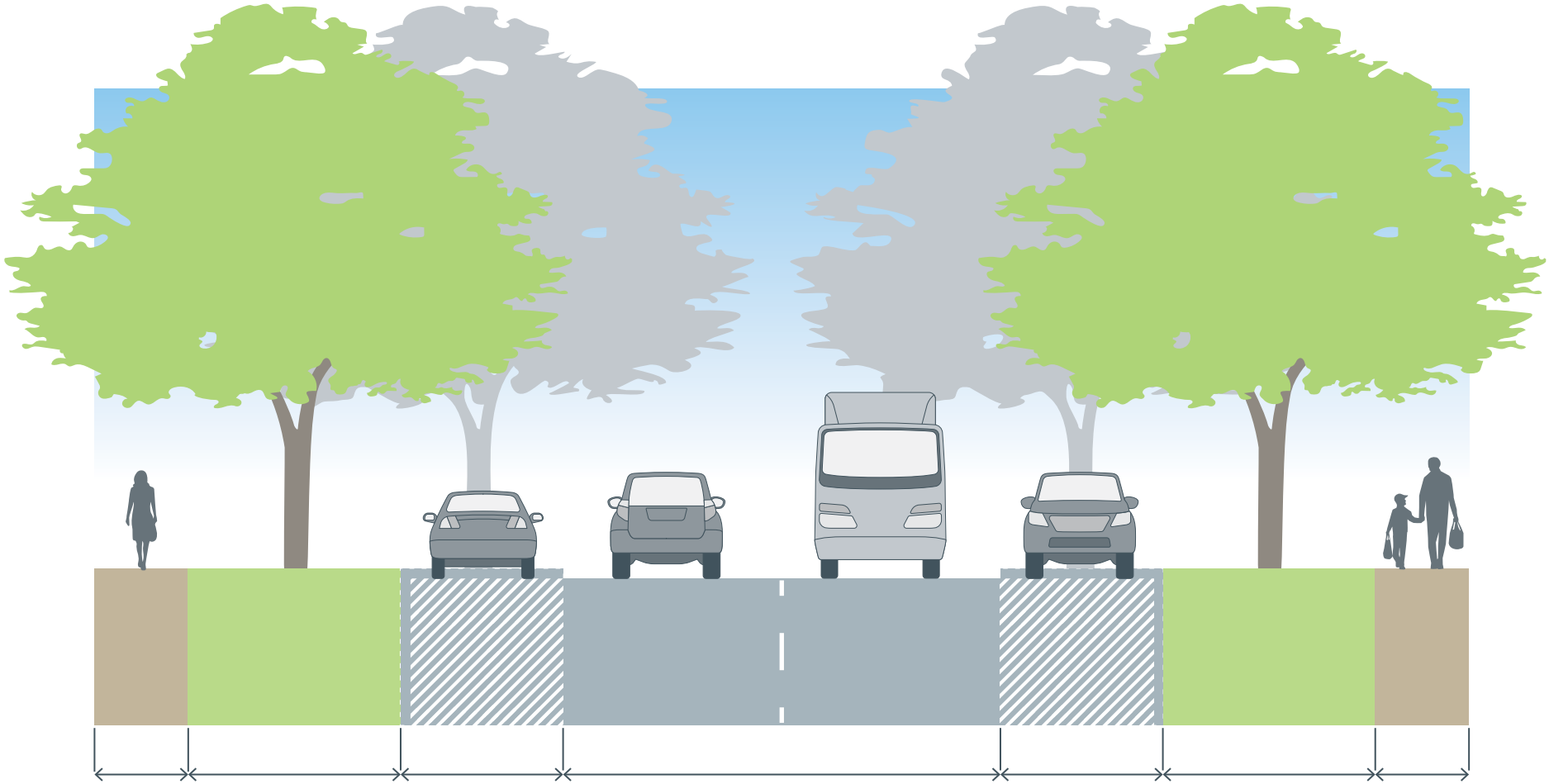
7.5% SLOPE

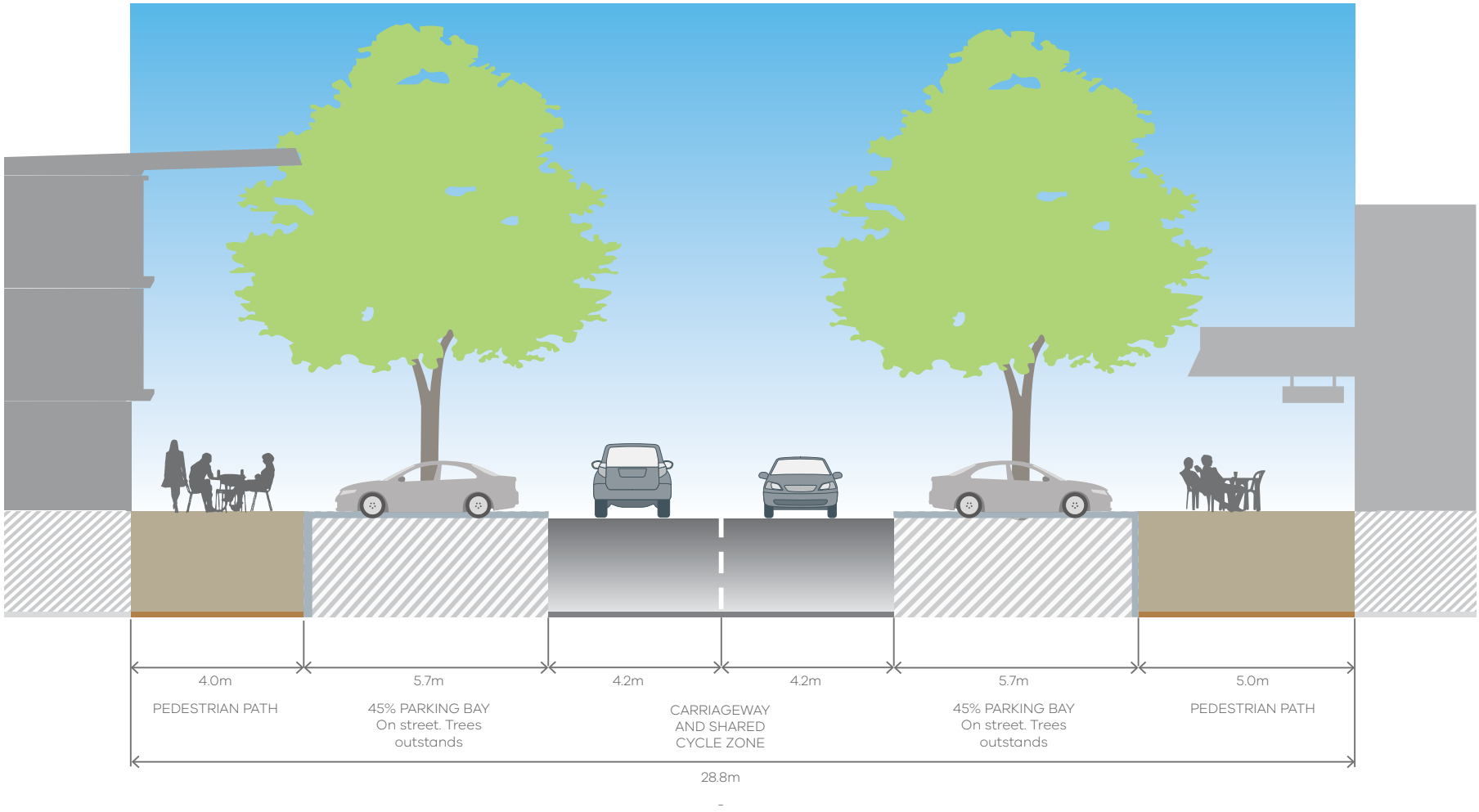


12.5% SLOPE


6.0
1.5
2.0
Up
3.0
DRIVE WAY
12.5% SLOPE
Hump
DRIVE WAY
12.5% SLOPE
1.5
3.0
1.5
1.5
PED
PATH
3.5
N/S
7.0
CARRIAGEWAY
3.5
N/S
1.5
PED
PATH
30.0
17.0
30.0

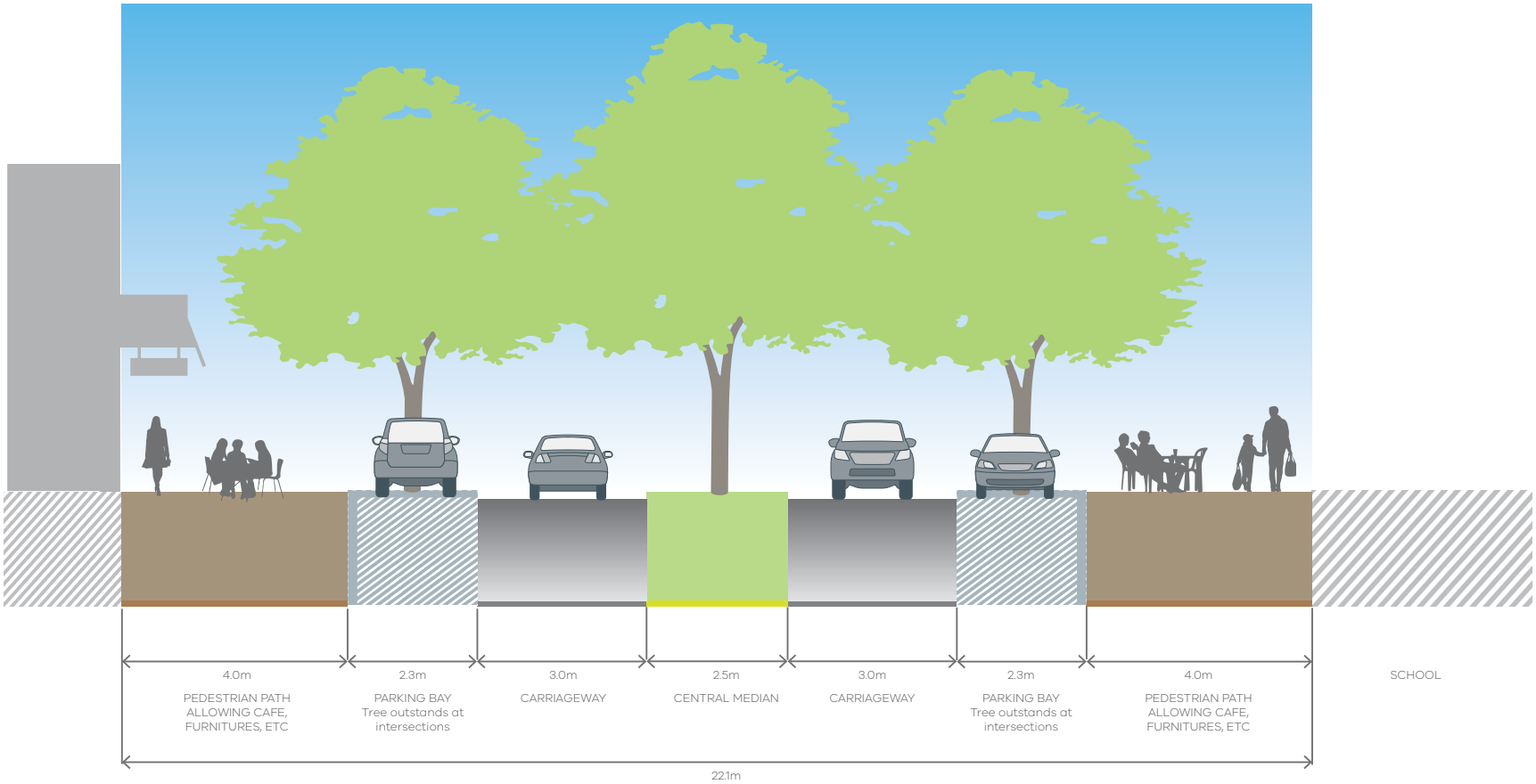
17.5% Slope


1.5m
PEDESTRIAN PATH
3.4m
NATURE STRIP
2.6m
PARKING BAY
Tree outstands at approx. 50–100m centres and at intersections
7.0m
CARRIAGEWAY
2.6m
PARKING BAY
Tree outstands at approx. 50–100m centres and at intersections
3.4m
NATURE STRIP
1.5m
PEDESTRIAN PATH



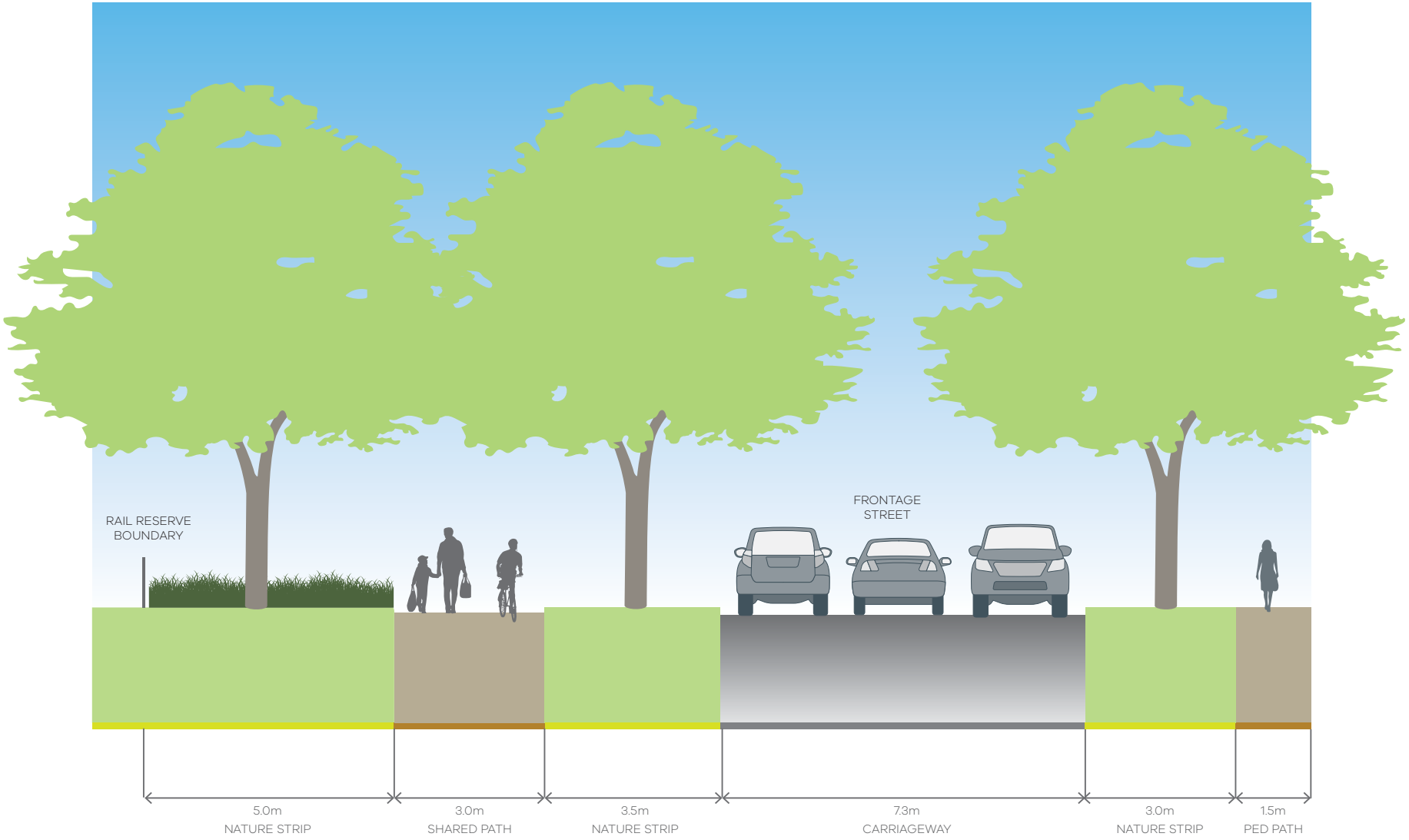
NOTES:

- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)



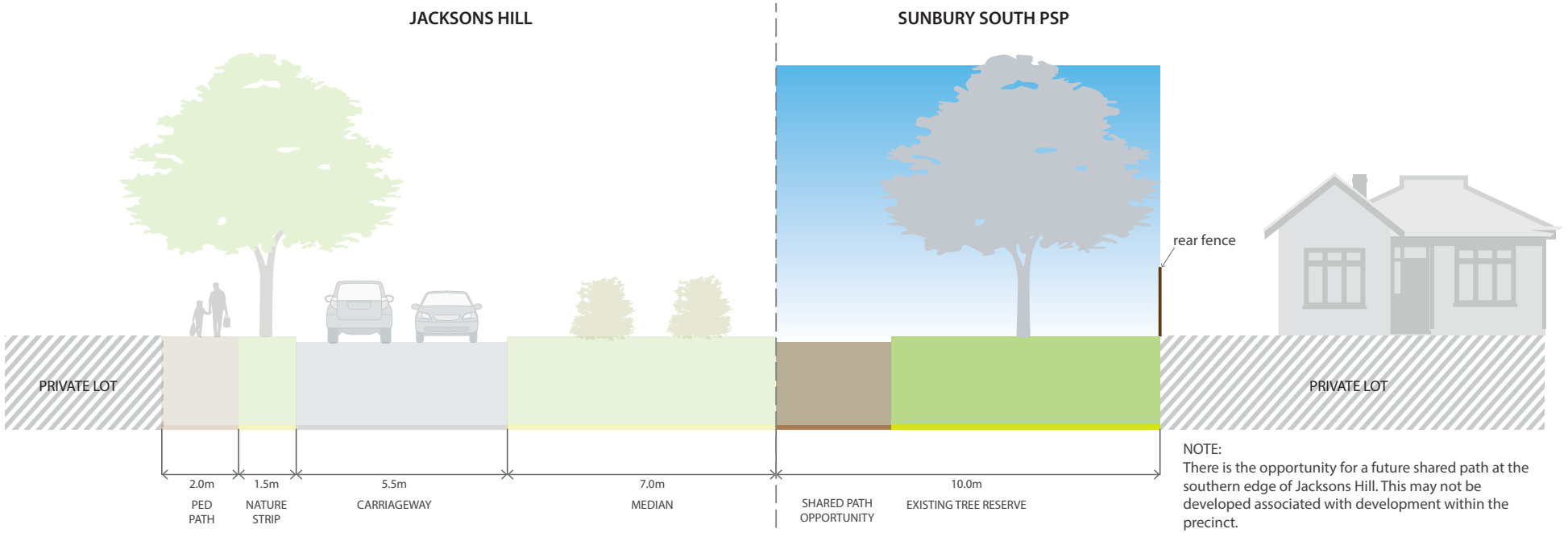
NOTES:

- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Road to be designed with traffic calming devices, including raised pedestrian crossings and roundabouts to achieve a speed limit of 40km/h to allow safe on road cycling



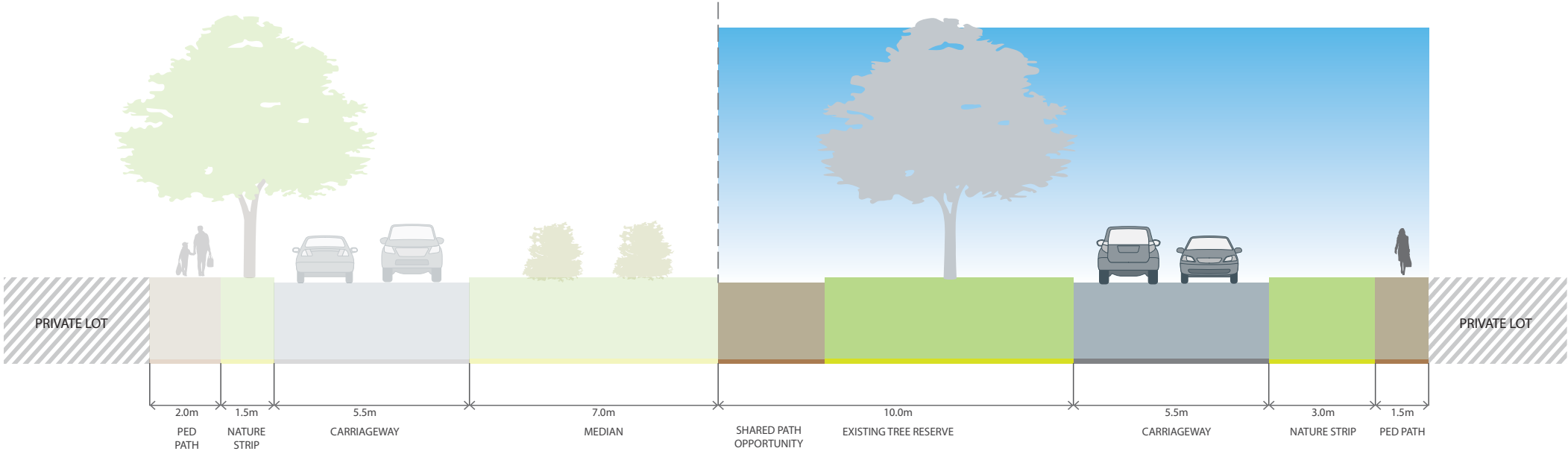
NOTES:

- A shared path is to be provided along the Rail reserve where shown on Plan 9
- The shared path is to be located outside of the rail reserve, unless a proposal to locate the path within the rail reserve is approved in writing by VicTrack
- Fencing to the Rail reserve boundary is to be visually transparent

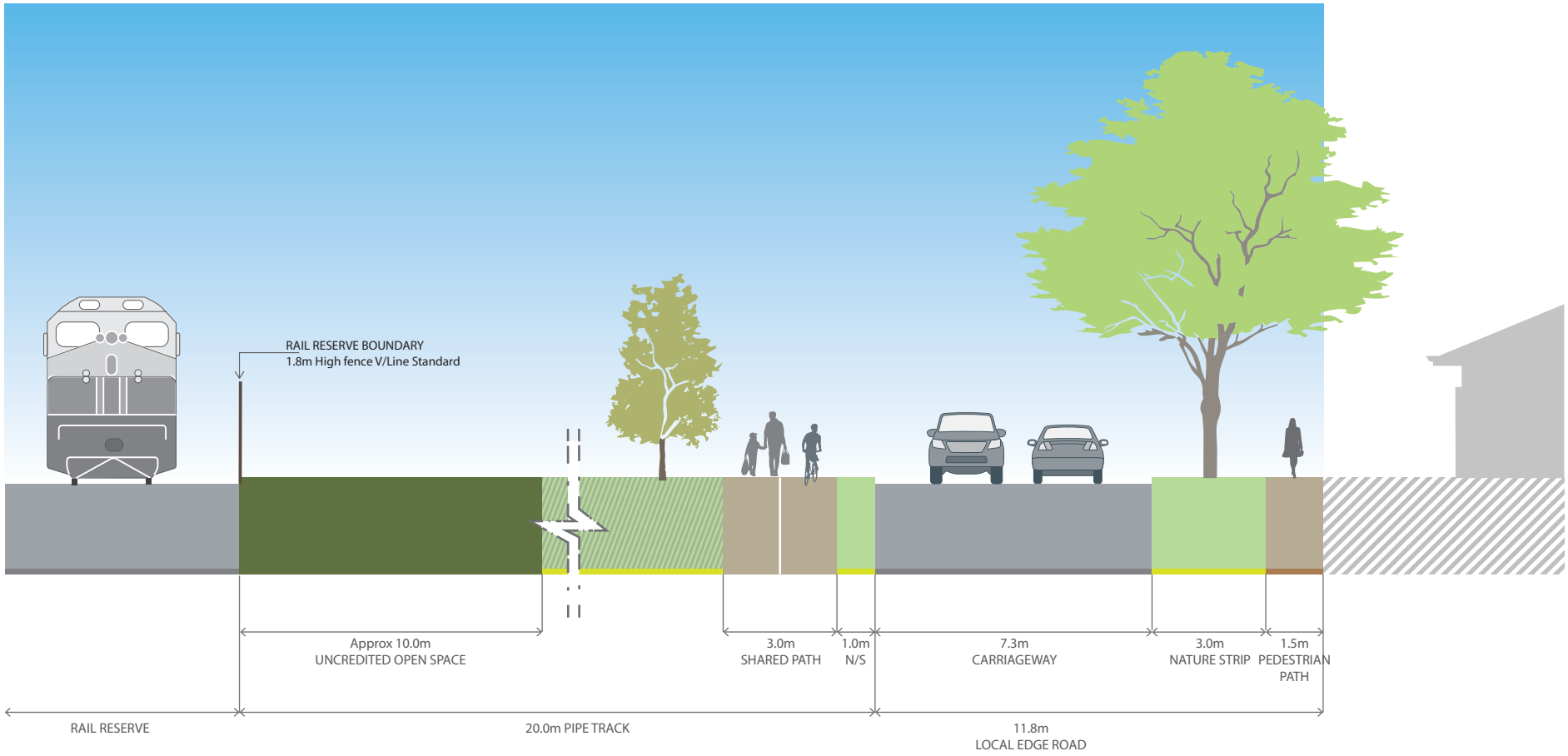


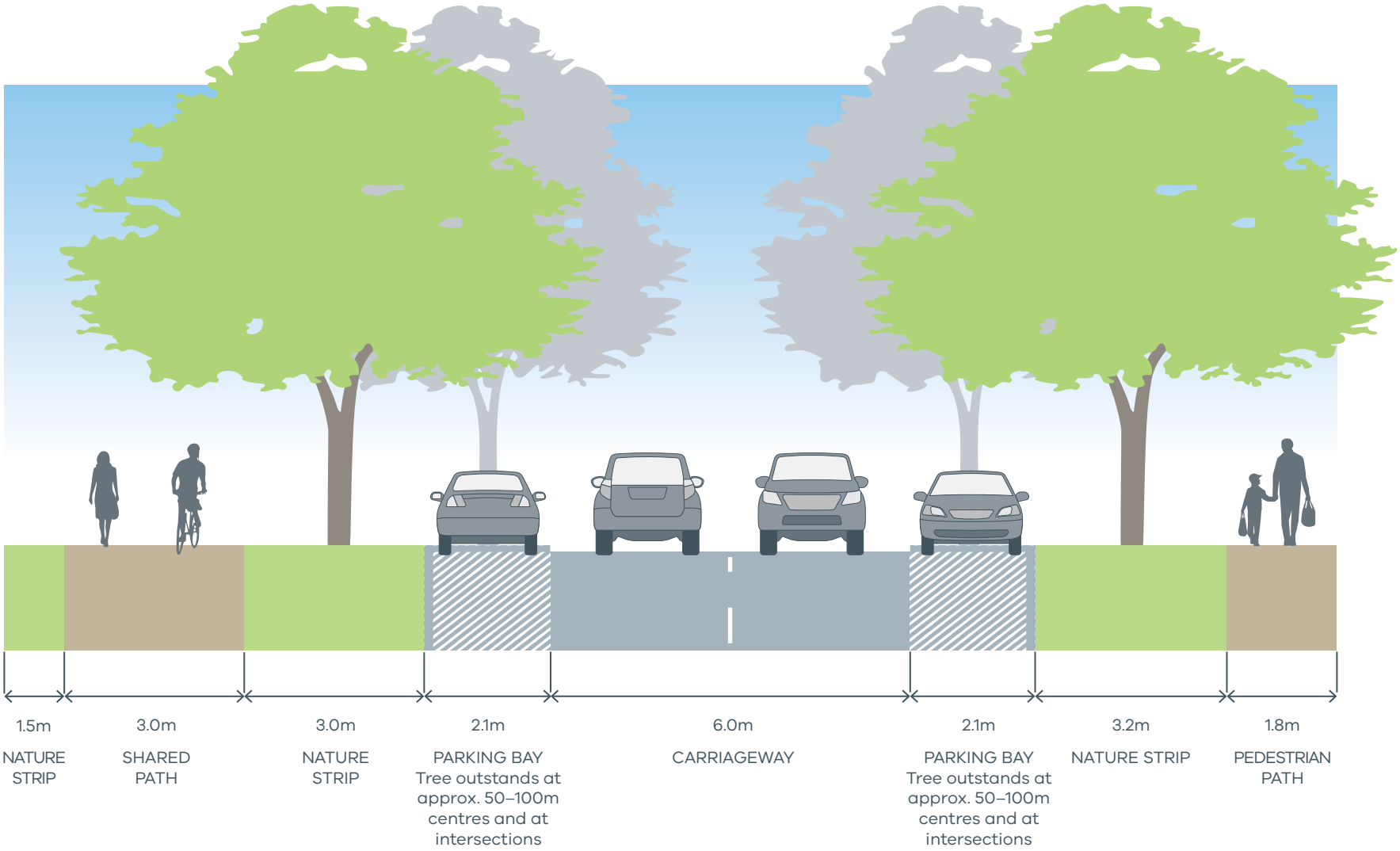
NOTE:
There is the opportunity for a future shared path at the southern edge of Jacksons Hill. This may not be developed associated with development within the precinct.

Interface direct abuttal



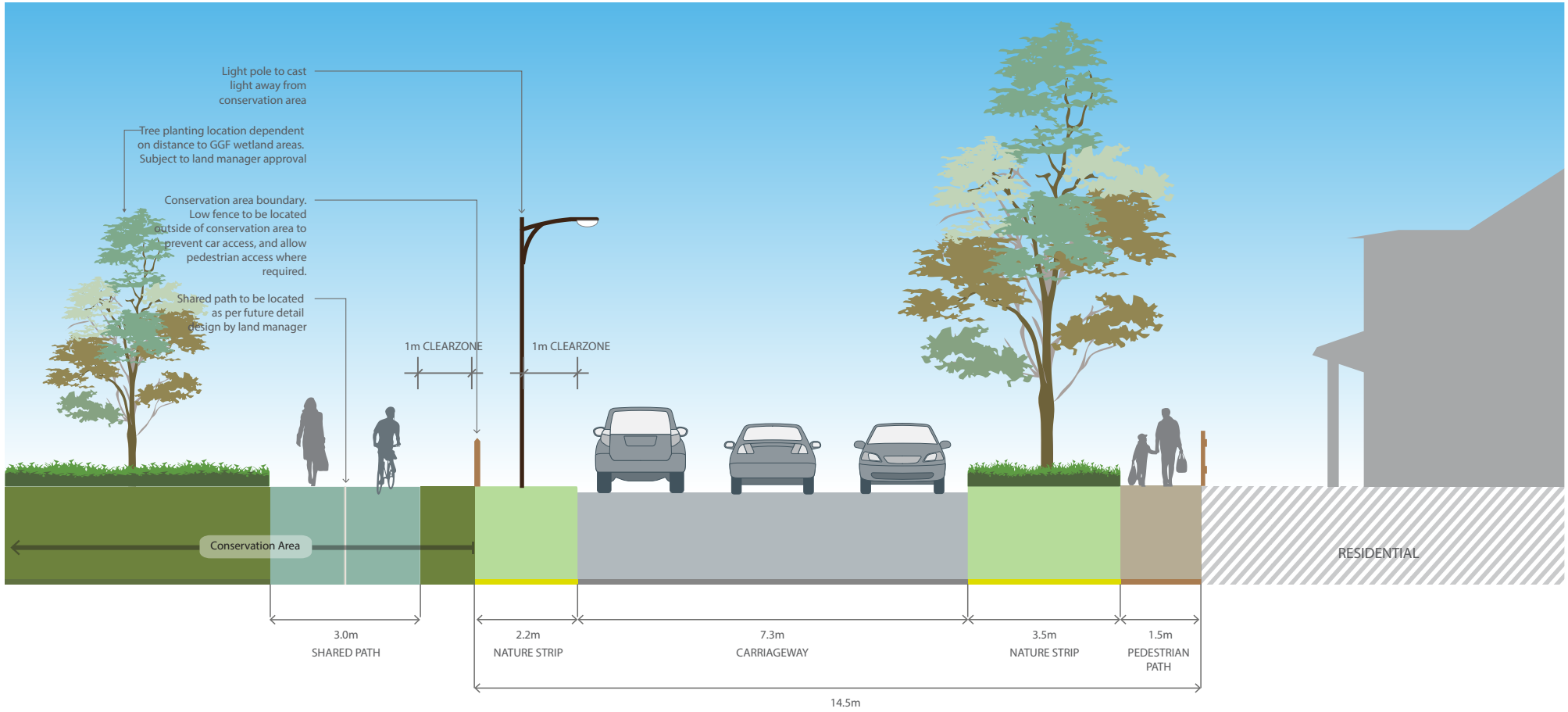
Interface with local access street


RAIL RESERVE BOUNDARY
1.8m High fence V/Line Standard
Approx 10.0m
UNCREDITED OPEN SPACE
3.0m
SHARED PATH
1.0m
N/S
7.3m
CARRIAGEWAY
3.0m
NATURE STRIP
1.5m
PEDESTRIAN
PATH
RAIL RESERVE
20.0m PIPE TRACK
11.8m
LOCAL EDGE ROAD



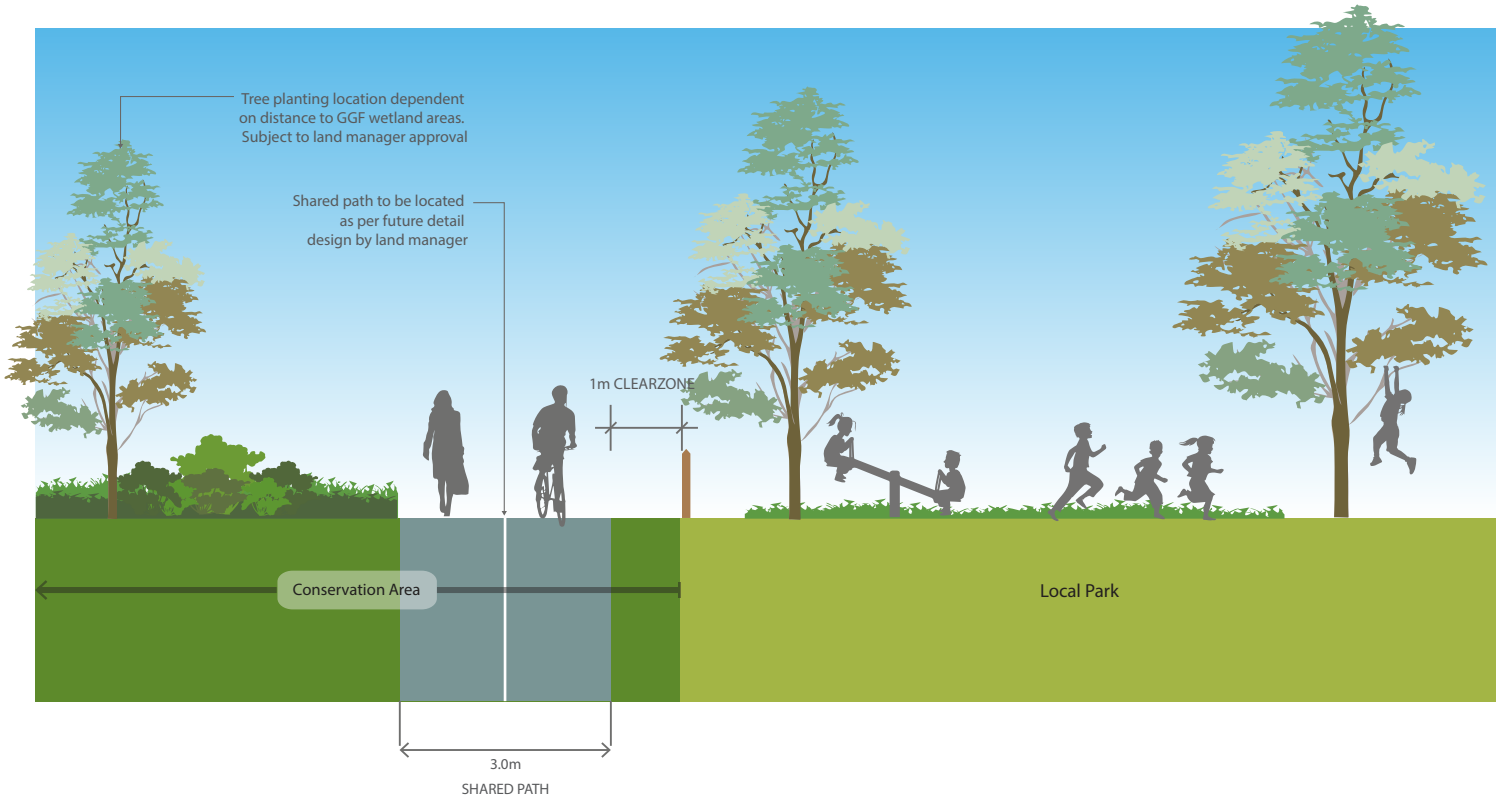
NOTES:

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



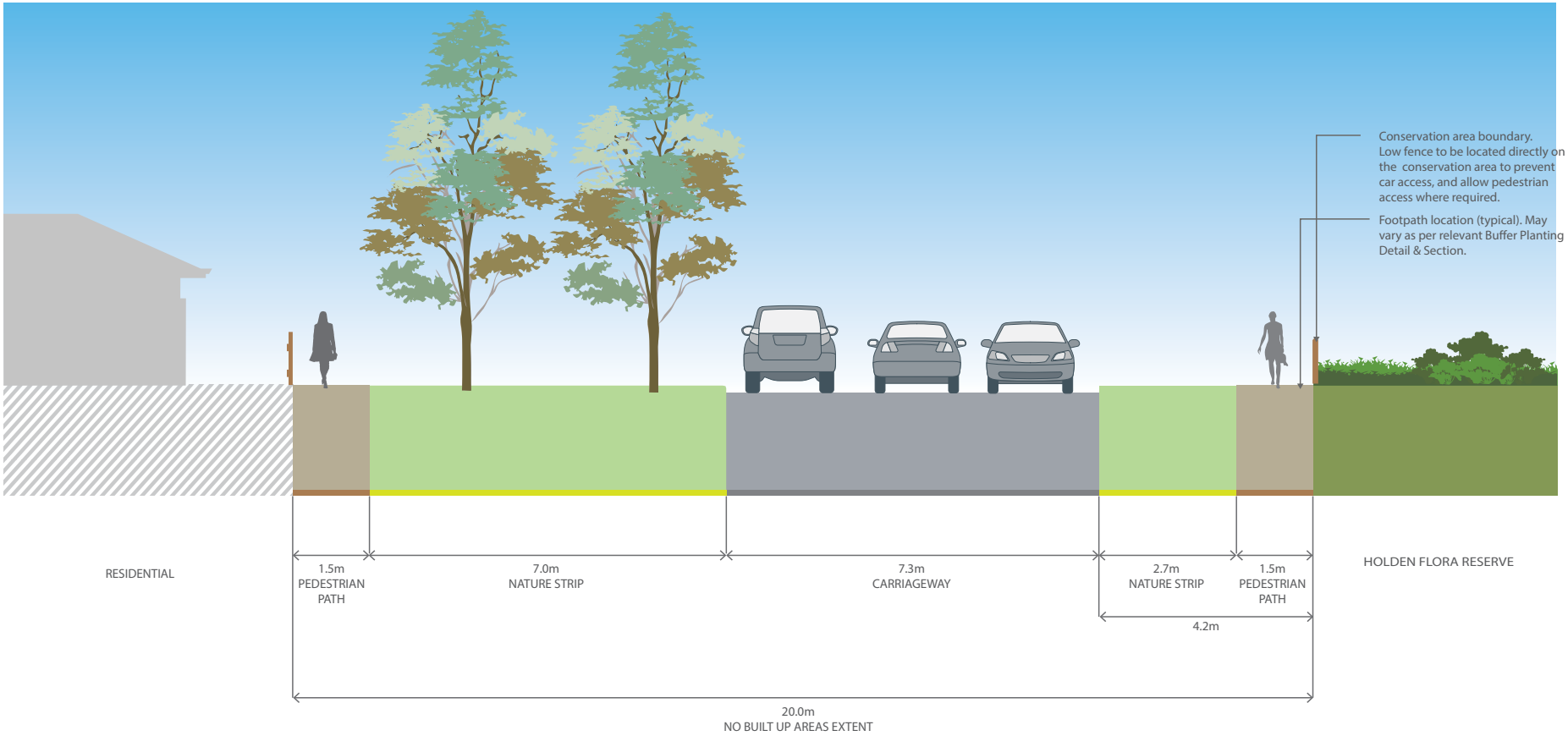
NOTES:

- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Any streetscape lighting required on the conservation area side of the street must cast light away from the conservation area
- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area
- The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment, Land, Water & Planning
- All necessary fire breaks must be located outside the conservation area
- Indigenous grasses preferred on nature strips adjacent to conservation areas
- Streetscape plantings must be Australian natives and should be indigenous to the area.



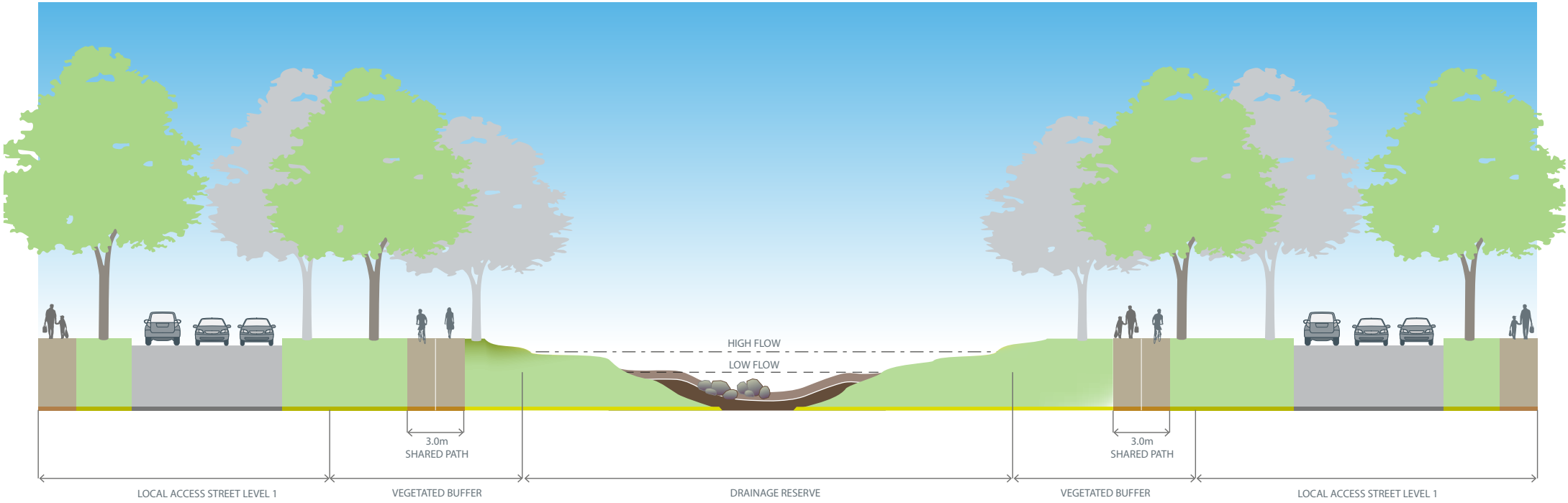
NOTES:

- Tree, shrub, and grass planting within fronting open space must be Australian natives, indigenous to the area, and to the satisfaction of the responsible authority
- All necessary fire breaks must be located outside the conservation area
- The conservation area must have appropriate demarcation of edge to clarify maintenance responsibility, for example bollards at 10m intervals, to the satisfaction of DELWP and the responsible authority
- Indigenous grasses preferred on nature strips and parks adjacent to conservation areas
- Open space and streetscape plantings must be Australian natives and should be indigenous to the area.



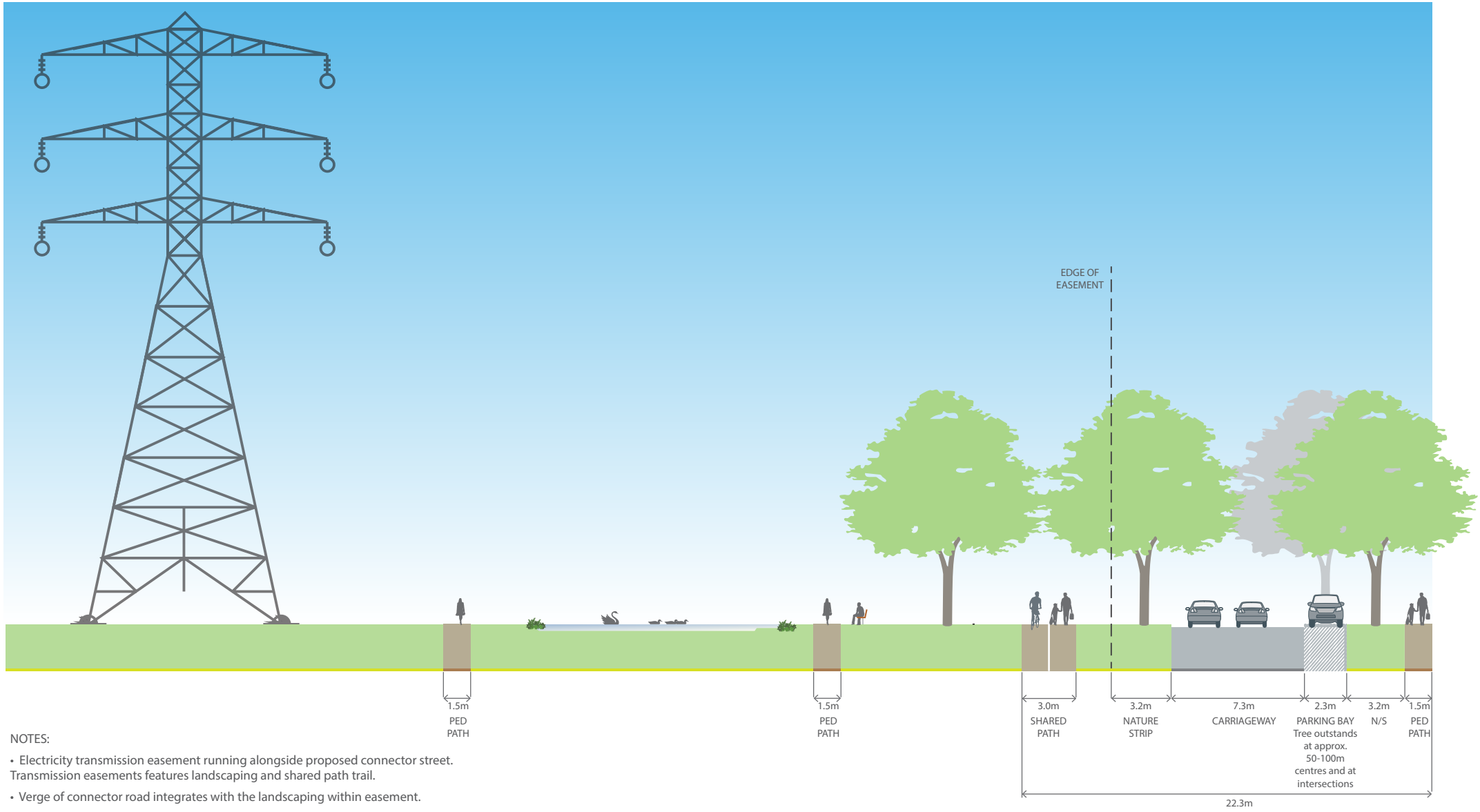
NOTES:

- All kerbs are to be B2 Barrier Kerb as per the Engineering Design and Construction Manual for Subdivision in Growth Areas
- Mature street tree size must be in accordance with Hume City Council's landscaping policy
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Any streetscape lighting required on the conservation area side of the street must cast light away from the conservation area
- Encourage native and indigenous vegetation in the front setback of properties fronting the conservation area.



NOTES:

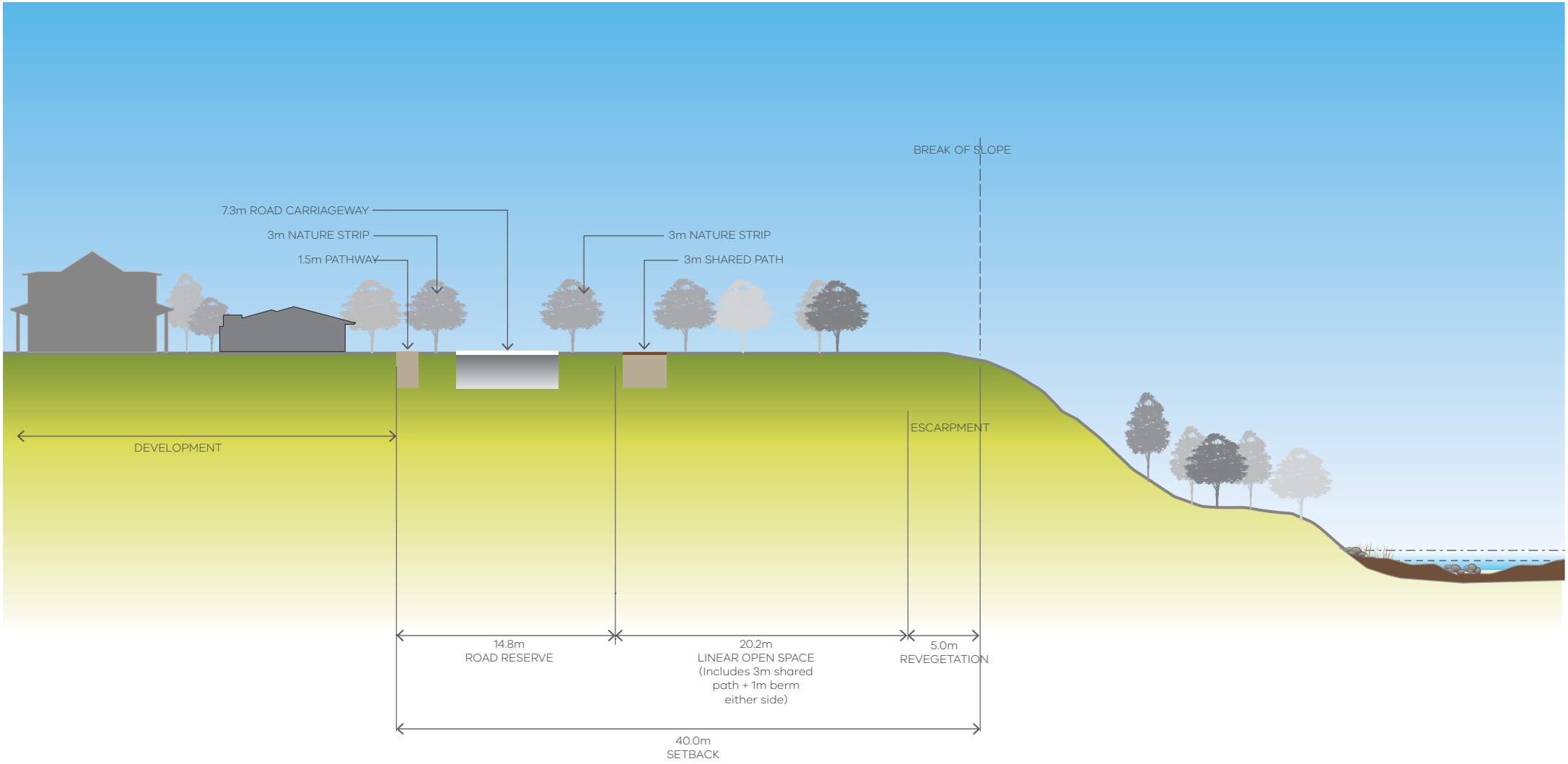
- Waterway widths are to be consistent with Plan 11 and subject to Melbourne Water approval
- Shared path placement is shown for both sports field and local access street interfaces for indicative purposes. The shared path network is shown on Plan 10.
- Indicative open space and road cross section shown abutting waterway.
- Residential subdivision will need to incorporate setbacks to ensure that a BAL-12.5 rating under AS 3959-2000 can be achieved at all dwellings.



NOTES:

- Electricity transmission easement running alongside proposed connector street. Transmission easements features landscaping and shared path trail.
- Verge of connector road integrates with the landscaping within easement.
- Easement to also be a focus for water quality treatment where practical.
- Planting should be small to medium sized indigenous trees to outer edge of electricity easement eg. Red Flowering Gum (Corymbia ficifolia), and planting associated with water quality treatment (wetlands, rain gardens etc).
- The inclusion of roads, paths, utility installations and other infrastructure within the transmission line easement is encouraged in appropriate circumstances, to the satisfaction of the relevant reviewing authorities.

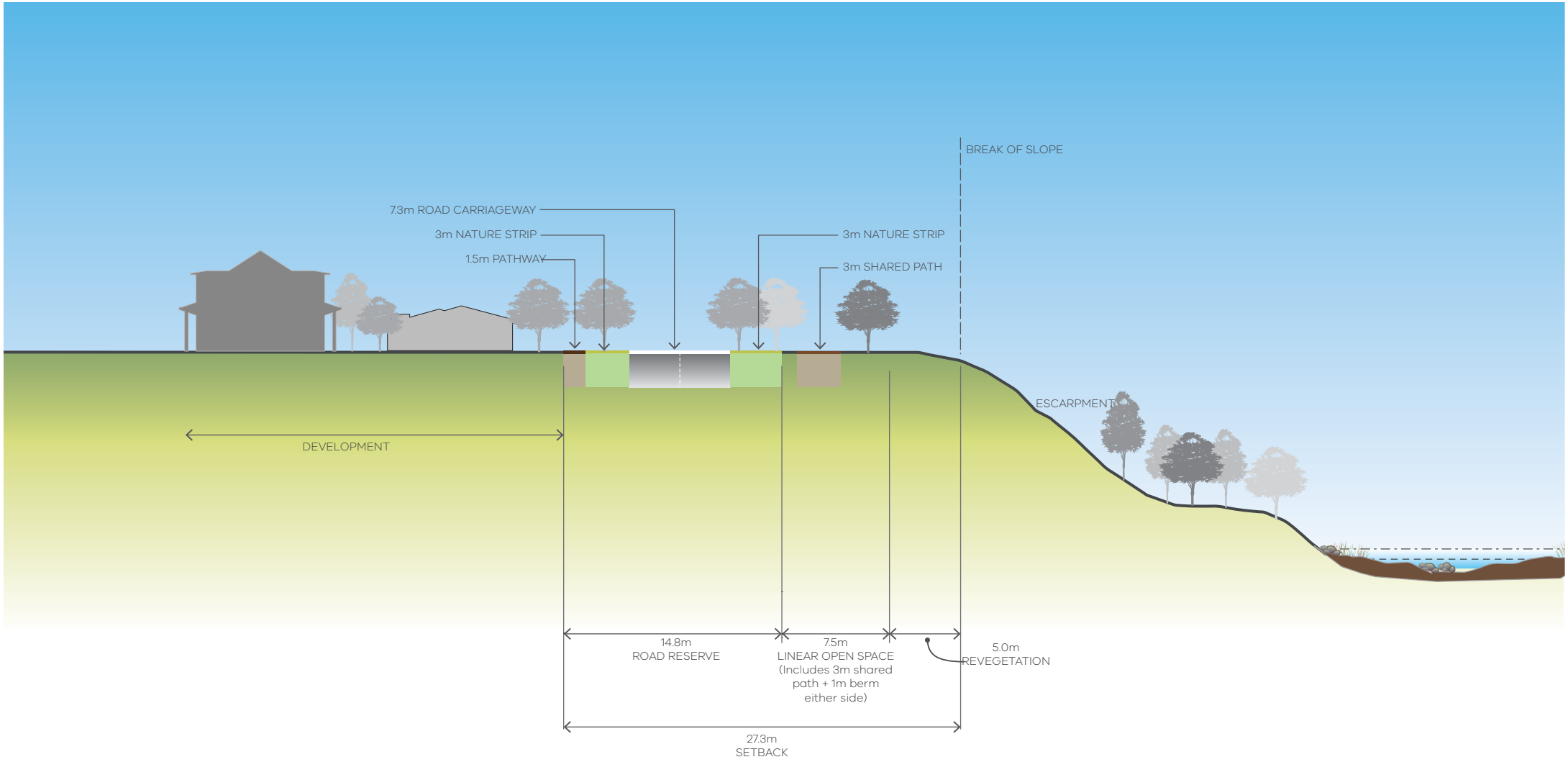
Section 27 - Local Access Street
Interface with High Voltage Transmission Line (Eastern precinct boundary)



um

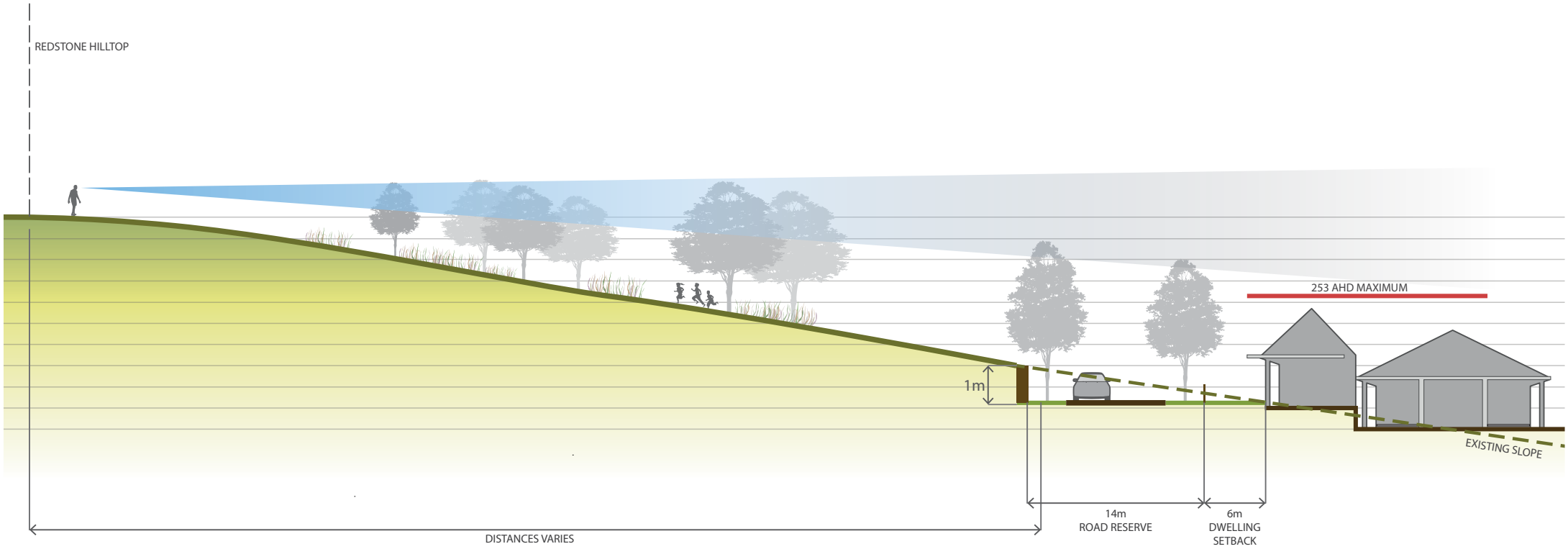
NOTES:

- Growling Grass Frog corridor generally sits below the break of slope



NOTES:

- Growling Grass Frog corridor generally sits below the break of slope



Section 30 - Redstone hill Indicative views across rooftops

4.3 **Appendix C:** Parcel Specific Land Use Budget (Amended by C261hume)

PARCEL ID	TOTAL AREA (HECTARES)	LAND USE	ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	PUBLIC TRANSPORT FACILITIES / RESERVE	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	ICP COMMUNITY FACILITIES	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	LANDSCAPE VALUES	TREE RESERVE	OTHER UNCREDITED IS (ISOLATED LAND BETWEEN RAIL & GAS EASEMENT)	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL NETWORK PARK (ICP LAND)	HOLDEN FLORA & FAUNA RESERVE (EXISTING)*	EXISTING NON-URBAN LAND	UTILITIES SUB-STATIONS / FACILITIES (ACQUIRED BY RELEVANT AUTHORITY)	POTENTIAL RESIDENTIAL	POTENTIAL INDUSTRIAL	POTENTIAL RESIDENTIAL (SLOPING)	FUTURE INVESTIGATION AREA	POTENTIAL RESIDENTIAL EXPANSION	QUARRY/LANDFILL/ ORGANIC WASTE	TOTAL NET DEVELOPABLE AREA (HECTARES)	TOTAL CONTRIBUTION LAND (HECTARES)	TRANSPORT (HECTARES)	RESIDENTIAL COMMUNITY AND RECREATION (HECTARES)
TOTAL PSP [INCLUDING ROAD RESERVE]	**1,792.58**	**-**	**27.88**	**2.01**	**5.19**	**9.57**	**20.70**	**2.97**	**18.88**	**2.60**	**2.35**	**28.87**	**423.67**	**19.49**	**114.41**	**-**	**0.94**	**36.15**	**18.14**	**40.04**	**10.29**	**29.50**	**24.25**	**6.37**	**10.54**	**33.28**	**1.29**	**87.74**	**815.43**	**897.97**	**25.90**	**56.64**
SS-01	7.07	Residential	-	-	-	-	-	0.59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.48	6.48	-	-
SS-02	7.44	Residential	-	-	-	-	-	0.61	-	-	-	-	-	-	-	-	-	-	0.75	-	-	-	-	-	-	-	-	-	6.08	6.83	-	0.75
SS-03	7.73	Residential	-	-	0.49	-	1.51	0.28	-	-	-	-	0.38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.06	7.06	2.00	-
SS-04	0.14	Residential	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.14	-	-	-	-	-	-	-	-	-	-	-	-
SS-05	2.42	Residential	-	-	0.03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.39	2.42	0.03	-
SS-06	6.11	Residential	-	-	-	-	-	-	-	-	-	-	1.06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.05	5.05	-	-
SS-07	4.11	Residential	-	-	-	-	-	-	-	-	-	-	1.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.93	2.93	-	-
SS-08E	0.45	Employment	-	-	0.13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.32	0.45	0.13	-
SS-08R	10.98	Residential	-	-	0.14	-	-	-	-	-	-	-	0.83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10.00	10.14	0.14	-
SS-09	0.59	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.59	0.59	-	-
SS-10	0.56	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.56	0.56	-	-
SS-11	0.14	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.14	-	-	-	-	-	-	-	-	-	-	-	-
SS-12E	3.45	Employment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.45	3.45	-	-
SS-12R	7.71	Residential	-	-	-	-	-	-	-	-	-	-	2.38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.33	5.33	-	-
SS-13E	5.32	Employment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.32	5.32	-	-
SS-13R	4.76	Residential	-	-	-	-	-	-	-	-	-	-	0.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.71	4.71	-	-
SS-14	10.18	Residential	-	-	-	-	-	-	-	-	-	-	0.10	-	-	-	-	-	0.75	-	-	-	-	-	-	-	-	-	9.34	10.09	-	0.75
SS-15	0.84	Employment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.84	0.84	-	-
SS-16E	0.92	Employment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.92	0.92	-	-
SS-16R	5.08	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.08	5.08	-	-
SS-17	6.34	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.34	6.34	-	-
SS-18	6.04	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.04	6.04	-	-
SS-19	8.09	Residential	-	-	-	-	-	-	-	-	-	-	3.47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.62	4.62	-	-
SS-20	9.03	Residential	-	-	-	-	-	-	-	-	-	-	0.00	0.90	-	-	0.43	1.75	-	-	-	-	-	-	-	-	-	-	5.94	7.69	-	1.75
SS-21	9.03	Residential	-	-	-	-	0.32	-	-	-	-	-	-	-	-	-	-	5.98	-	-	-	-	-	-	-	-	-	-	2.73	9.03	0.32	5.98
SS-22	8.99	Residential	-	-	-	-	0.23	-	-	-	-	-	2.20	0.32	-	-	0.15	3.02	-	-	-	-	-	-	-	-	-	-	3.07	6.31	0.23	3.02
SS-23	9.27	Residential	-	-	-	-	0.82	-	-	-	-	-	1.32	0.40	-	-	0.17	-	-	-	-	-	-	-	-	-	-	-	6.55	7.37	0.82	-
SS-24	10.07	Residential	-	-	-	-	1.05	-	-	-	-	-	0.68	0.40	-	-	0.19	-	-	-	-	-	-	-	-	-	-	-	7.74	8.79	1.05	-
SS-25	17.62	Residential	-	-	-	-	3.31	1.49	-	-	-	-	1.11	0.20	0.50	-	0.00	-	0.25	-	-	-	0.34	-	-	-	-	-	10.41	13.98	3.31	0.25
SS-26	19.48	Residential	-	-	-	-	0.40	-	-	-	-	-	6.54	-	1.03	-	-	-	0.25	-	-	-	0.02	-	-	-	-	-	11.24	11.90	0.40	0.25
SS-27	19.14	Residential	-	-	-	-	1.12	-	0.33	-	-	-	3.10	-	1.27	-	-	-	0.75	-	-	-	0.51	-	-	-	-	-	12.06	13.93	1.12	0.75

PARCEL ID	TOTAL AREA (HECTARES)	LAND USE	ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	PUBLIC TRANSPORT FACILITIES / RESERVE	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	ICP COMMUNITY FACILITIES	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	LANDSCAPE VALUES	TREE RESERVE	OTHER UNCREDITED IS (ISOLATED LAND BETWEEN RAIL & GAS EASEMENT)	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL NETWORK PARK (ICP LAND)	HOLDEN FLORA & FAUNA RESERVE (EXISTING)*	EXISTING NON-URBAN LAND	UTILITIES SUB-STATIONS / FACILITIES (ACQUIRED BY RELEVANT AUTHORITY)	POTENTIAL RESIDENTIAL	POTENTIAL INDUSTRIAL	POTENTIAL RESIDENTIAL (SLOPING)	FUTURE INVESTIGATION AREA	POTENTIAL RESIDENTIAL EXPANSION	QUARRY/LANDFILL/ ORGANIC WASTE	TOTAL NET DEVELOPABLE AREA (HECTARES)	TOTAL CONTRIBUTION LAND (HECTARES)	TRANSPORT (HECTARES)	RESIDENTIAL COMMUNITY AND RECREATION (HECTARES)
SS-28	19.35	Residential	-	-	-	-	1.42	-	3.17	-	-	-	3.27	-	2.97	-	-	-	0.75	-	-	-	0.92	-	-	-	-	-	6.84	9.02	1.42	0.75
SS-29	6.26	Residential	-	-	-	-	0.00	-	-	-	0.71	-	0.71	-	0.21	-	-	-	-	-	-	-	0.67	-	-	-	-	-	3.95	4.66	0.00	0.71
SS-30	7.63	Residential	-	-	-	-	0.02	-	-	-	0.09	-	4.50	-	0.09	-	-	-	-	-	-	-	0.91	-	-	-	-	-	2.01	2.12	0.02	0.09
SS-31	9.01	Residential	-	-	-	-	0.24	-	-	-	-	-	0.23	-	-	-	-	-	0.25	-	-	-	0.26	-	-	-	-	-	8.03	8.51	0.24	0.25
SS-32	9.02	Residential	-	-	-	-	-	-	-	-	-	-	4.13	-	-	-	-	-	-	-	-	-	1.11	-	-	-	-	-	3.79	3.79	-	-
SS-33	9.01	Residential	-	-	-	-	-	-	-	-	-	-	2.26	-	0.27	-	-	-	0.75	-	-	-	1.41	-	-	-	-	-	4.31	5.06	-	0.75
SS-34	4.01	Residential	-	-	-	-	-	-	-	-	-	-	0.48	-	0.00	-	-	-	-	-	-	-	0.32	-	-	-	-	-	3.20	3.20	-	-
SS-35	4.00	Residential	-	-	-	-	0.08	-	-	-	-	-	0.95	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.98	3.06	0.08	-
SS-36	4.33	Residential	-	-	-	-	0.02	-	-	-	-	-	0.70	-	-	-	-	-	-	-	-	-	0.07	-	-	-	-	-	3.55	3.57	0.02	-
SS-37	4.06	Residential	-	-	-	-	0.12	-	-	-	-	-	1.11	-	0.30	-	-	-	-	-	-	-	0.71	-	-	-	-	-	1.81	1.93	0.12	-
SS-38	16.16	Residential	-	-	-	-	0.58	-	-	-	-	-	4.10	-	2.74	-	-	-	-	-	-	-	0.77	-	-	-	-	-	7.96	8.54	0.58	-
SS-39	12.50	Residential	-	-	-	-	0.27	-	-	-	-	-	3.33	-	2.35	-	-	-	0.25	-	-	-	0.28	-	-	-	-	-	6.02	6.54	0.27	0.25
SS-40	4.24	Residential	-	-	-	-	1.11	-	-	-	-	-	0.91	-	0.01	-	-	-	0.25	-	-	-	0.01	-	-	-	-	-	1.94	3.30	1.11	0.25
SS-41	30.71	Residential	-	-	-	-	2.14	-	-	-	-	1.61	13.01	-	0.47	-	-	-	0.50	-	-	-	1.90	-	-	-	-	-	11.08	13.73	2.14	0.50
SS-42	4.00	Residential	-	-	-	-	0.12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.88	4.00	0.12	-
SS-43	4.09	Residential	-	-	-	-	0.05	-	-	-	-	-	-	-	-	-	-	-	0.75	-	-	-	-	-	-	-	-	-	3.29	4.09	0.05	0.75
SS-44	1.40	Residential	-	-	-	-	0.01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.39	1.40	0.01	-
SS-45	4.01	Residential	-	-	-	-	0.36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.65	4.01	0.36	-
SS-46	4.01	Residential	-	-	-	-	-	-	-	-	-	-	0.82	-	0.13	-	-	-	0.25	-	-	-	-	-	-	-	-	-	2.81	3.06	-	0.25
SS-47	80.07	Residential	-	-	-	-	-	-	-	-	-	2.13	45.77	-	-	-	-	-	-	32.17	-	-	-	-	-	-	-	-	0.00	0.00	-	-
SS-48	5.86	Residential	-	-	-	-	-	-	-	-	-	-	0.32	-	-	-	-	-	-	5.54	-	-	-	-	-	-	-	-	-	-	-	-
SS-49	8.16	Residential	-	-	-	-	-	-	-	-	-	-	6.10	-	-	-	-	-	-	2.05	-	-	-	-	-	-	-	-	-	-	-	-
SS-50A	5.29	Residential	-	-	-	-	-	-	-	-	-	-	5.29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SS-50B	5.27	Residential	-	-	-	-	-	-	-	-	-	-	5.27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SS-51	0.70	Residential	-	-	-	-	-	-	-	-	-	0.09	0.60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SS-52	2.88	Residential	-	-	-	-	-	-	-	-	-	-	1.60	0.03	0.07	-	-	-	-	-	-	-	-	-	-	-	-	1.17	0.01	0.01	-	-
SS-53	11.77	Residential	-	-	-	-	-	-	-	-	-	0.04	7.75	0.69	2.21	-	-	-	-	-	-	-	-	-	-	-	-	0.12	0.96	0.96	-	-
SS-54	0.82	Residential	-	-	-	-	-	-	-	-	-	-	0.82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SS-55A	1.36	Residential	-	-	-	-	-	-	-	-	-	-	1.36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SS-55B	1.94	Residential	-	-	-	-	-	-	-	-	-	-	1.94	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SS-55C	0.57	Residential	-	-	-	-	-	-	-	-	-	-	0.57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SS-56	5.69	Residential	-	-	-	-	-	-	-	-	-	0.77	2.22	-	1.07	-	-	-	0.25	-	-	-	-	-	-	-	-	-	1.38	1.63	-	0.25
SS-57	7.70	Residential	-	-	-	-	-	-	-	-	-	-	0.61	-	1.68	-	-	-	-	-	-	-	-	-	-	-	-	-	5.41	5.41	-	-

PARCEL ID	TOTAL AREA (HECTARES)	LAND USE	ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	PUBLIC TRANSPORT FACILITIES / RESERVE	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	ICP COMMUNITY FACILITIES	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	LANDSCAPE VALUES	TREE RESERVE	OTHER UNCREDITED IS (ISOLATED LAND BETWEEN RAIL & GAS EASEMENT)	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL NETWORK PARK (ICP LAND)	HOLDEN FLORA & FAUNA RESERVE (EXISTING)*	EXISTING NON-URBAN LAND	UTILITIES SUB-STATIONS / FACILITIES (ACQUIRED BY RELEVANT AUTHORITY)	POTENTIAL RESIDENTIAL	POTENTIAL INDUSTRIAL	POTENTIAL RESIDENTIAL (SLOPING)	FUTURE INVESTIGATION AREA	POTENTIAL RESIDENTIAL EXPANSION	QUARRY/LANDFILL/ ORGANIC WASTE	TOTAL NET DEVELOPABLE AREA (HECTARES)	TOTAL CONTRIBUTION LAND (HECTARES)	TRANSPORT (HECTARES)	RESIDENTIAL COMMUNITY AND RECREATION (HECTARES)
SS-57A	0.67	Residential	-	-	-	-	-	-	-	-	-	-	-	-	0.07	-	-	-	-	-	-	-	-	-	-	-	-	-	0.60	0.60	-	-
SS-58	77.88	Residential	-	-	0.31	-	-	-	-	-	-	-	24.89	0.95	1.89	-	-	1.30	0.25	-	-	-	0.05	-	10.54	-	-	-	37.68	39.54	0.31	1.55
SS-59	100.21	Residential	-	-	0.01	-	4.54	-	3.48	-	0.75	1.09	17.15	-	6.87	-	-	8.90	1.50	-	-	-	2.83	-	-	-	-	-	53.10	68.79	4.55	11.15
SS-60	8.02	Residential	-	-	0.50	-	0.64	-	-	-	-	-	1.72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5.16	6.30	1.14	-
SS-61	71.89	Residential	-	-	0.36	-	0.09	-	-	-	0.80	-	6.34	-	0.57	-	-	-	1.50	-	-	-	-	-	-	-	-	-	62.22	64.98	0.46	2.30
SS-62	0.30	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.30	-	-	-	-	-	-	-	-	-	-
SS-63	1.99	Residential	-	-	-	-	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.98	1.99	0.00	-
SS-64	85.43	Residential	-	-	-	-	0.10	-	-	-	-	-	22.35	-	25.83	-	-	-	2.14	-	-	-	0.08	-	-	-	-	-	34.94	37.18	0.10	2.14
SS-65	8.10	Residential	-	-	-	-	-	-	-	-	-	-	-	-	0.41	-	-	-	-	-	-	-	-	-	-	-	-	-	7.69	7.69	-	-
SS-66	7.31	Residential	-	-	-	-	-	-	-	-	-	-	-	-	2.15	-	-	-	-	-	-	-	-	-	-	-	-	-	5.16	5.16	-	-
SS-67	8.04	Residential	-	-	-	-	-	-	-	-	-	-	-	-	3.20	-	-	-	-	-	-	-	-	-	-	-	-	-	4.84	4.84	-	-
SS-68	114.24	Residential	-	-	-	-	-	-	-	2.60	-	9.92	23.95	-	13.70	-	-	-	2.00	-	-	-	2.31	-	-	-	-	-	59.75	61.75	-	2.00
SS-69	32.50	Residential	-	-	-	-	-	-	6.55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25.95	25.95	-	-
SS-70	101.73	Residential	-	-	0.33	-	-	-	5.35	-	-	4.82	36.25	-	0.73	-	-	10.20	0.25	-	-	-	4.21	-	-	-	-	-	39.59	50.37	0.33	10.45
SS-71	40.35	Residential	-	-	-	-	-	-	-	-	-	0.18	19.30	-	0.02	-	-	-	0.75	-	-	-	-	-	-	-	-	-	20.11	20.87	-	0.75
SS-72	50.24	Residential	-	-	-	-	-	-	-	-	-	6.57	12.70	5.65	-	-	-	-	0.25	-	-	-	0.74	-	-	-	-	-	24.33	24.58	-	0.25
SS-73	6.10	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.10	6.10	-	-
SS-74	6.19	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.19	6.19	-	-
SS-75	6.17	Residential	-	-	0.60	-	-	-	-	-	-	-	1.08	-	-	-	-	-	0.23	-	-	-	-	-	-	-	-	-	4.26	5.08	0.60	0.23
SS-76	6.30	Residential	-	-	0.03	-	-	-	-	-	-	-	0.43	-	-	-	-	-	0.52	-	-	-	-	-	-	-	-	-	5.32	5.87	0.03	0.52
SS-79	7.82	Residential	-	0.17	0.29	-	-	-	-	-	-	0.03	2.47	-	0.03	-	-	-	-	-	-	-	-	-	-	-	-	-	4.82	5.11	0.29	-
SS-80	8.20	Residential	-	-	-	-	-	-	-	-	-	0.05	5.29	-	0.34	-	-	-	0.25	-	-	-	-	-	-	-	-	-	2.27	2.52	-	0.25
SS-82	1.45	Residential	-	-	-	-	-	-	-	-	-	-	1.45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SS-83	8.99	Residential	-	0.37	-	-	-	-	-	-	-	-	4.15	-	0.03	-	-	-	-	-	-	-	-	-	-	-	-	-	4.44	4.44	-	-
SS-84	13.06	Residential	-	-	-	-	-	-	-	-	-	-	9.38	-	-	-	-	-	-	-	-	3.68	-	-	-	-	-	-	-	-	-	-
SS-85	11.44	Residential	-	-	-	-	-	-	-	-	-	-	4.82	-	-	-	-	-	-	-	-	6.61	-	-	-	-	-	-	-	-	-	-
SS-87	13.45	Residential	-	0.36	-	-	-	-	-	-	-	-	3.61	-	1.75	-	-	-	0.25	-	-	-	-	-	-	-	-	-	7.48	7.73	-	0.25
SS-88	13.48	Residential	-	0.27	-	-	-	-	-	-	-	-	5.06	-	1.35	-	-	-	-	-	-	-	-	-	-	-	-	-	6.80	6.80	-	-
SS-89	13.72	Residential	-	0.14	0.27	-	-	-	-	-	-	-	3.91	-	2.98	-	-	-	-	-	-	-	0.58	-	-	-	-	-	5.84	6.11	0.27	-
SS-90	13.91	Residential	-	0.17	0.51	-	-	-	-	-	-	-	2.32	-	3.99	-	-	-	-	-	-	-	1.19	-	-	-	-	-	5.73	6.24	0.51	-
SS-91	12.24	Residential	-	0.37	-	-	-	-	-	-	-	-	1.65	-	2.65	-	-	-	-	-	-	-	1.20	-	-	-	-	-	6.38	6.38	-	-
SS-92	8.78	Residential	-	0.17	0.20	-	-	-	-	-	-	-	1.39	-	3.03	-	-	-	0.25	-	-	-	0.53	-	-	-	-	-	3.22	3.68	0.20	0.25

PARCEL ID	TOTAL AREA (HECTARES)	LAND USE	ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	NON-ARTERIAL ROAD - RETAINED EXISTING ROAD RESERVE	NON-ARTERIAL ROAD - NEW / WIDENING / INTERSECTION FLARING (ICP LAND)	PUBLIC TRANSPORT FACILITIES / RESERVE	GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	ICP COMMUNITY FACILITIES	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	UTILITIES EASEMENTS	LANDSCAPE VALUES	TREE RESERVE	OTHER UNCREDITED IS (ISOLATED LAND BETWEEN RAIL & GAS EASEMENT)	LOCAL SPORTS RESERVE (ICP LAND)	LOCAL NETWORK PARK (ICP LAND)	HOLDEN FLORA & FAUNA RESERVE (EXISTING)*	EXISTING NON-URBAN LAND	UTILITIES SUB-STATIONS / FACILITIES (ACQUIRED BY RELEVANT AUTHORITY)	POTENTIAL RESIDENTIAL	POTENTIAL INDUSTRIAL	POTENTIAL RESIDENTIAL (SLOPING)	FUTURE INVESTIGATION AREA	POTENTIAL RESIDENTIAL EXPANSION	QUARRY/LANDFILL/ ORGANIC WASTE	TOTAL NET DEVELOPABLE AREA (HECTARES)	TOTAL CONTRIBUTION LAND (HECTARES)	TRANSPORT (HECTARES)	RESIDENTIAL COMMUNITY AND RECREATION (HECTARES)
SS-93	7.87	Residential	-	-	0.33	-	-	-	-	-	-	-	0.32	-	1.45	-	-	-	-	-	-	-	-	-	-	-	-	5.77	6.10	0.33	-
SS-94	62.62	Residential	-	-	-	-	-	-	-	-	-	-	9.68	-	12.96	-	-	4.75	0.25	-	-	-	0.23	-	-	-	0.00	34.76	39.76	-	5.00
SS-95	49.66	Residential	-	-	0.33	-	-	-	-	-	-	-	0.02	-	-	-	-	0.25	1.00	-	-	-	-	-	-	11.08	-	-	36.98	38.55	0.33	1.25
SS-96	1.05	Residential	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.05	1.05	-	-
SS-97	36.17	Employment	-	-	0.32	-	-	-	-	-	-	-	9.62	-	3.38	-	-	-	-	-	-	-	-	4.14	-	8.03	-	0.00	10.68	11.00	0.32	-
SS-98	37.43	Employment	-	-	-	-	-	-	-	-	-	-	1.69	0.03	1.65	-	-	-	-	-	-	-	-	2.24	-	-	-	-	31.83	31.83	-	-
SS-99	189.17	Employment	-	-	-	-	-	-	-	-	-	1.21	40.93	9.92	5.87	-	-	-	-	-	-	29.21	-	-	-	14.16	-	87.74	0.13	0.13	-	-
Sub-Total	1,749.13	-	0.00	2.01	5.19	-	20.70	2.97	18.88	2.60	2.35	28.51	419.13	19.49	114.27	-	0.94	36.15	18.14	40.04	10.29	29.50	24.15	6.37	10.54	33.28	1.29	87.74	814.58	897.12	25.90	56.64
SS-R1 (Obeid Dr)	0.52	Residential	-	-	-	0.52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SS-R10 (Melb-Lancefield Rd)	2.84	Residential	2.84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SS-R11 (Gellies Rd)	4.36	Residential	0.41	-	-	0.95	-	-	-	-	-	-	3.01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SS-R2 (Watsons Rd)	1.32	Residential	-	-	-	1.32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SS-R3 (Railway)	0.17	Residential	-	-	-	-	-	-	-	-	-	-	0.17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SS-R4 (Buckland Wy)	2.24	Residential	-	-	-	1.60	-	-	-	-	-	-	0.14	-	0.14	-	-	-	-	-	-	-	0.10	-	-	-	-	-	0.26	0.26	-	-
SS-R5 (Fox Hollow Dr)	1.72	Residential	-	-	-	1.72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SS-R6 (Harker St)	1.69	Residential	-	-	-	0.47	-	-	-	-	-	-	1.22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SS-R7 (Sunbury Rd)	24.99	Residential	24.62	-	-	-	-	-	-	-	-	0.36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SS-R8 (Redstone Hill Rd)	2.71	Residential	-	-	-	2.12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.60	0.60	-	-
SS-R9 (Shepherds Ln)	0.88	Residential	-	-	-	0.88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total	43.45	-	27.87	-	-	9.57	-	-	-	-	-	0.36	4.54	-	0.14	-	-	-	-	-	-	-	0.10	-	-	-	-	-	0.85	0.85	-	-
TOTALS PSP SUNBURY SOUTH	**1,792.58**	**-**	**27.88**	**2.01**	**5.19**	**9.57**	**20.70**	**2.97**	**18.88**	**2.60**	**2.35**	**28.87**	**423.67**	**19.49**	**114.41**	**-**	**0.94**	**36.15**	**18.14**	**40.04**	**10.29**	**29.50**	**24.25**	**6.37**	**10.54**	**33.28**	**1.29**	**87.74**	**815.43**	**897.97**	**25.90**	**56.64**

4.4 Appendix D – Local Convenience Centre Guidelines

LOCALCONVENIENCE CENTRES	
Principle 1 Provide smaller neighbourhoods with a viable Local Convenience Centre which offers accessible services to the surrounding community.	**PERFORMANCE CRITERIA** • 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 which 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.	**PERFORMANCE CRITERIA** • Land uses should be located generally in accordance with the locations and general land use terms identified in Table 4. • 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.	**PERFORMANCE CRITERIA** • 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 Department of Transport Public Transport Guidelines for Land Use and Development, to the satisfaction of the Department of Transport. • 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 designated 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, and treat stormwater runoff • 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.

Principle 4 Design the Local Convenience Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.	• 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 property boundary. • Street facades and all visible side or rear facades 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. • The design and siting of supermarkets should provide an appropriate response to the entire public domain.
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.

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4.5 Appendix E: Service Placement Guidelines

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 B containing grassed nature strips, footpaths and road pavements.

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.

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.

	UNDER PEDESTRIAN PAVEMENT	UNDER NATURE STRIPS	DIRECTLY UNDER TREES1	UNDER KERB	UNDER ROAD PAVEMENT	WITHIN ALLOTMENTS	NOTES
SEWER	Preferred	Possible	Possible	No	Possible	Possible[3]	
POTABLE WATER	Possible[4]	Preferred	Preferred	No	No	No	Can be placed in combined trench with gas
ALTERNATIVE WATER	Possible[4]	Preferred	Preferred	No	No	No	
GAS	Possible[4]	Preferred	Preferred	No	No	No	Can be placed in combined trench with potable 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	Possible	Possible	Possible	Preferred	No	

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

GENERAL PRINCIPLES FOR SERVICE PLACEMENT

- Place gas and water on one side of road, electricity 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 (eg. drainage, street light electricity supply) closer to the road carriageway
- Maintain appropriate services clearances and overlap these clearances wherever possible
- Avoid impact to native vegetation and habitat for matters of national environmental significance within Conservation Area 21.


Victorian Planning Authority


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