

# PMP Printing Precinct

## Comprehensive Development Plan



August 2019

## MINISTERIAL DIRECTION 18

The Minister for Planning has appointed the Victorian Planning Authority (VPA) as ‘Provider’ for the PMP Printing site.

The VPA, in collaboration with City of Monash and relevant State agencies, has prepared Monash Planning Scheme Amendment C156. The amendment proposes to rezone the PMP Printing Site from Industrial Zone 1 to a Comprehensive Development Zone (CDZ) to allow for residential, commercial and mixed land uses.

The VPA has provided advice to the planning authority (City of Monash) under Ministerial Direction 18 (Victorian Planning Authority Advice on Planning Scheme Amendments), which includes a draft PMP Printing Comprehensive Development Plan (CDP) and draft PMP Printing Development Contributions Plan (DCP). These documents represent the VPA’s advice as provider for this amendment.

The PMP Printing CDP and PMP Printing DCP documents, along with the associated Monash Amendment C156 amendment package, are subject to changes by the planning authority before a final version is released for public exhibition.

As per Ministerial Direction 18, the planning authority must provide an explanatory report, which includes discussions of how the amendment addresses the following matters:

- Whether any advice was provided by the Victorian Planning Authority;
- The planning authority’s response to that advice; and
- How the provisions give effect to the intended outcomes sought by the Victorian Planning Authority or any superseded Authority.

### Document Control

DATE	VERSION	AUTHOR	NATURE OF CHANGE
August 2019	1	VPA	VPA’s version for handover to City of Monash and DELWP

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# Contents

<b>1.0</b>	<b>OUTCOMES</b>	<b>4</b>
1.1	Vision	4
1.2	Objectives	4
<b>2.0</b>	<b>IMPLEMENTATION</b>	<b>6</b>
2.1	Land use	6
2.1.1	Residential uses	6
2.1.2	Mixed use and commercial land use	6
2.2	Built form, building design and siting	8
2.2.1	Residential interface and core sub-precincts	8
2.2.2	Mixed use and employment sub-precincts	8
2.3	Landscape and open space	12
2.3.1	Landscape and trees	12
2.3.2	Open space	12
2.4	Integrated transport	16
2.4.1	Transport	16
2.4.2	Walking and cycling	16
2.5	Sustainability, Water Management and Utilities Servicing	17
2.5.1	Sustainability, water management	17
2.5.2	Utilities	17
2.6	Infrastructure Delivery and Development Staging	18
2.6.1	Infrastructure delivery	18
2.6.2	Development staging	18
2.6.3	Precinct infrastructure plan	18
<b>3.0</b>	<b>LAND BUDGET</b>	<b>20</b>
<b>4.0</b>	<b>STREET CROSS SECTIONS</b>	<b>21</b>
<b>5.0</b>	<b>GLOSSARY</b>	<b>28</b>

## PLANS

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Plan 1	Future urban structure	5
Plan 2	Sub-precincts	7
Plan 3	Open space	11
Plan 4	Transport and movement	15

## TABLES

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Table 1	Built form guidelines by sub-precinct	10
Table 2	Local open space	14
Table 3	Precinct infrastructure plan	19
Table 4	Summary land use budget	20

## STREET CROSS SECTIONS

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Local access street (Browns Road) - 20m	21
Local access street level 2 - 20m	22
Local access street level 1 - 16m	23
Laneway - 8m	24
Shared space street - 16m	25
Shared space street plan - 16m	26

## HOW TO READ THIS DOCUMENT

The PMP Printing Comprehensive Development Plan (CDP) guides land use and development outcomes for the PMP Printing Precinct and should be read in conjunction with the provisions within Clause 37.02 Comprehensive Development Zone (CDZ) and associated schedule within the Monash Planning Scheme.

A planning permit application and planning permit should implement the outcomes of the CDP. The outcomes are expressed as the Vision and Objectives in Part 1 of this CDP.

The way in which the various elements of the CDP are to be applied is as follows:

- **Vision and Objectives:** The vision and objectives must be complied with.
- **Future Urban Structure:** The future urban structure of the site as shown on Plan 1, must be generally complied with, to the satisfaction of the responsible authority. Minor variations may be permitted by the responsible authority, provided the overall vision and objectives for the development of the site are achieved.
- **Requirements:** All requirements must be complied with. Requirements outline matters that must be taken into account in the design of a development.
- **Guidelines:** All guidelines should be complied with. Guidelines outline matters that should be taken into account in the design of a development.

## 1.0 OUTCOMES

### 1.1 Vision

The PMP Printing site will be a contemporary mixed-use place that incorporates diverse housing opportunities, local employment and high-quality public places. This precinct will support a growing local community, complement the Clayton Road shopping strip and enhance connections to local institutions and open spaces.

The area will allow for the conversion of previously industrial lands into a new community in the heart of an existing residential area. Development will respond well to the character of the surrounding area through the provision of low-rise townhouses around the perimeter of the site, transitioning toward some medium rise apartments to the south of the central open space. New development will respond sympathetically to allow existing industrial activities to continue to operate along Bendix Drive.

A green core will mean that pedestrians and cyclists will have clear view-lines and pedestrian links across the precinct, especially between Bimbi Street and Francis Street, a new opportunity for the residents of Clayton. The precinct is well located to access nearby facilities such as Clayton Station and the Clayton to Syndal Strategic Cycling corridor, encouraging active and healthy transport modes. The town square will be surrounded by local shopping and dining opportunities to meet the daily needs of local residents and workers.

Employment-generating uses in the southern part of the precinct and mixed-use buildings surrounding the town centre will support a range of employment uses, the adjoining Bendix Drive mixed-use and employment area will present an attractive and co-ordinated frontage to Centre Road continuing the existing Centre Road shopping strip.

The PMP printing site will become a new community that integrates seamlessly with the existing key destinations within Clayton and provides a quality environment for people to live and work.

### 1.2 Objectives

<b>O1</b>	To create a mixed-use precinct which provides housing, jobs and retail services that contribute to day and night-time activity.
<b>O2</b>	To create an employment hub which is conducive to a range of businesses and industry sectors including health, education and commercial enterprises.
<b>O3</b>	To promote lot and dwelling types that allow for a diversity of households, including affordable housing, within the precinct.
<b>O4</b>	To appropriately manage interfaces with any continuing uses as the area transitions from industrial to commercial, and mixed-use.
<b>O5</b>	To establish an integrated transport network that reduces dependency on private vehicles, maximises access to public transport and encourages active transport walking and cycling.
<b>O6</b>	To deliver safe and accessible public spaces (including a town square, urban streets and a central open space) that have access to sunlight and contribute to a distinct sense of place.
<b>O7</b>	To facilitate the retention of mature vegetation and enable the establishment of new canopy trees within streets, parks and other public and private spaces.
<b>O8</b>	To deliver a system of integrated water management that encourages the re-use of alternative water, minimises flood risk, ensures the environmental health of waterways and bays, protects public health, and contributes towards an environmentally sustainable and green urban environment.



	precinct boundary
	Bendix Drive east
	residential
	commercial
	mixed use
	open space
	utilities easement
	Djerring cycle trail and regional open space
	local access street (20m)
	local access street (16m)
	shared space street (16m)
	pedestrian connection
	off-road shared path
	on-road shared path
	high value trees to be retained



## 2.0 IMPLEMENTATION

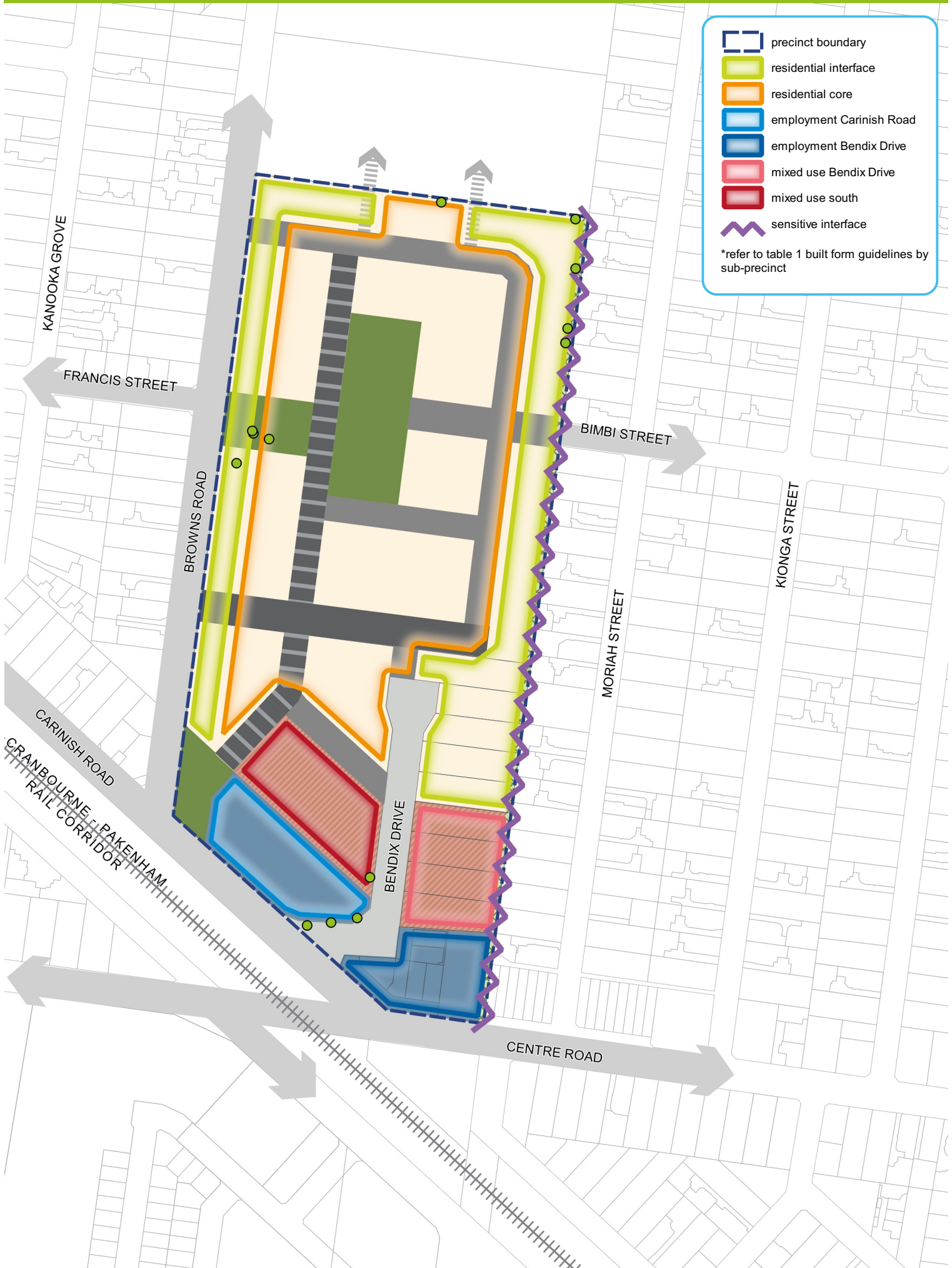
### 2.1 Land use









#### 2.1.1 Residential uses

REQUIREMENTS	
<b>R1</b>	Residential uses must be located in the precincts shown on Plan 1 and may be located in the mixed use precincts.
GUIDELINES	
<b>G1</b>	Applications incorporating residential development should demonstrate a diversity of dwelling sizes, including a mix of one, two and three bedroom apartments and town houses.

#### 2.1.2 Mixed Use and Commercial Land Use

REQUIREMENTS	
<b>R2</b>	Commercial and mixed-use buildings are to be located in the precincts shown on Plan 1.
GUIDELINES	
<b>G2</b>	Land uses which encourage on-street activity, such as restaurants incorporating outdoor dining are encouraged adjacent to the town square in the south-west part of the site.
<b>G3</b>	Buildings should provide a mix of commercial and retail tenancy types and sizes, encouraging small scale, fine grain tenancies fronting the town square.
<b>G4</b>	Uses that add to the developing health and education sectors are encouraged.



-  precinct boundary
-  residential interface
-  residential core
-  employment Carinish Road
-  employment Bendix Drive
-  mixed use Bendix Drive
-  mixed use south
-  sensitive interface

\*refer to table 1 built form guidelines by sub-precinct

## 2.2 Built form, building design and siting

### 2.2.1 Residential interface and core sub-precincts

REQUIREMENTS	
<b>R3</b>	Built form in the Residential Interface sub-precinct must not exceed the maximum height and setbacks contained in Table 1 and Plan 2. A planning permit cannot be issued to vary this requirement.
<b>R4</b>	Town houses along Browns Road must be either rear loaded or side loaded along Browns Road to avoid driveways along a key cycle and pedestrian link.
<b>R5</b>	Town houses must be either rear loaded or side loaded adjacent to the extension of Bimbi Street.
<b>R6</b>	The setbacks of townhouses along Browns Road in the north-west corner of the site must align with the adjacent site at 29 Browns Road.
<b>R7</b>	Residential buildings must establish a fine grain pattern of development along the street, dividing consolidated building sites into single-lot sized proportions. Long extents of buildings must be relieved using a combination of varied setbacks, articulation, materials and colours, as appropriate.
<b>R8</b>	Building setbacks must provide for a landscaped garden setting with deep planted canopy trees and permeable surfaces in front and rear setbacks.
<b>R9</b>	Loading, storage, refuse areas and building services including domestic services, utilities and waste management facilities must be concealed and integrated into building design so as not to be visible from public areas.
<b>R10</b>	Buildings in the residential interface and residential core must be designed to: <ul style="list-style-type: none"> <li>• Ensure that accessways and car parking structures are visually recessive and do not compromise landscaping opportunities.</li> <li>• Minimise the number and width of vehicle crossings and driveways and conceal or recess garage and basement entries.</li> <li>• Vehicle access from side streets or rear lanes is preferred. However, if required on the primary street frontage, driveways/access ramps should provide for landscaping and not dominate the front setback.</li> </ul>
GUIDELINES	
<b>G5</b>	Buildings should incorporate high quality materials. Colours and textures should complement surrounding development.
<b>G6</b>	Apartment developments should provide rooftop landscaping, where practicable. This may include a green roof, or communal rooftop garden area or a combination of both.

### 2.2.2 Mixed Use and employment sub-precincts







REQUIREMENTS	
<b>R11</b>	Commercial and mixed-use buildings must establish a fine grain pattern of development along the street. Long extents of buildings must be relieved using a combination of varied setbacks, articulation, materials and colours, as appropriate.
<b>R12</b>	Buildings in the Employment Carinish Road, Employment Bendix Drive, Mixed Use South, Mixed Use Bendix Drive, must be designed to: <ul style="list-style-type: none"> <li>• Prioritise high quality streetscapes through considered parking and access design that minimises visual and physical impacts.</li> <li>• Maintain active land uses at street level by locating parking structures underground in basements or towards the rear of the building if above ground.</li> <li>• Provide vehicle access from side streets or rear laneways if available.</li> <li>• Minimise access and crossover widths as much as practical.</li> <li>• Ensure that bicycle parking is secure, convenient and readily accessible.</li> <li>• Separate resident and visitor entries from commercial entries, service areas, vehicle accessways and loading zones.</li> </ul>

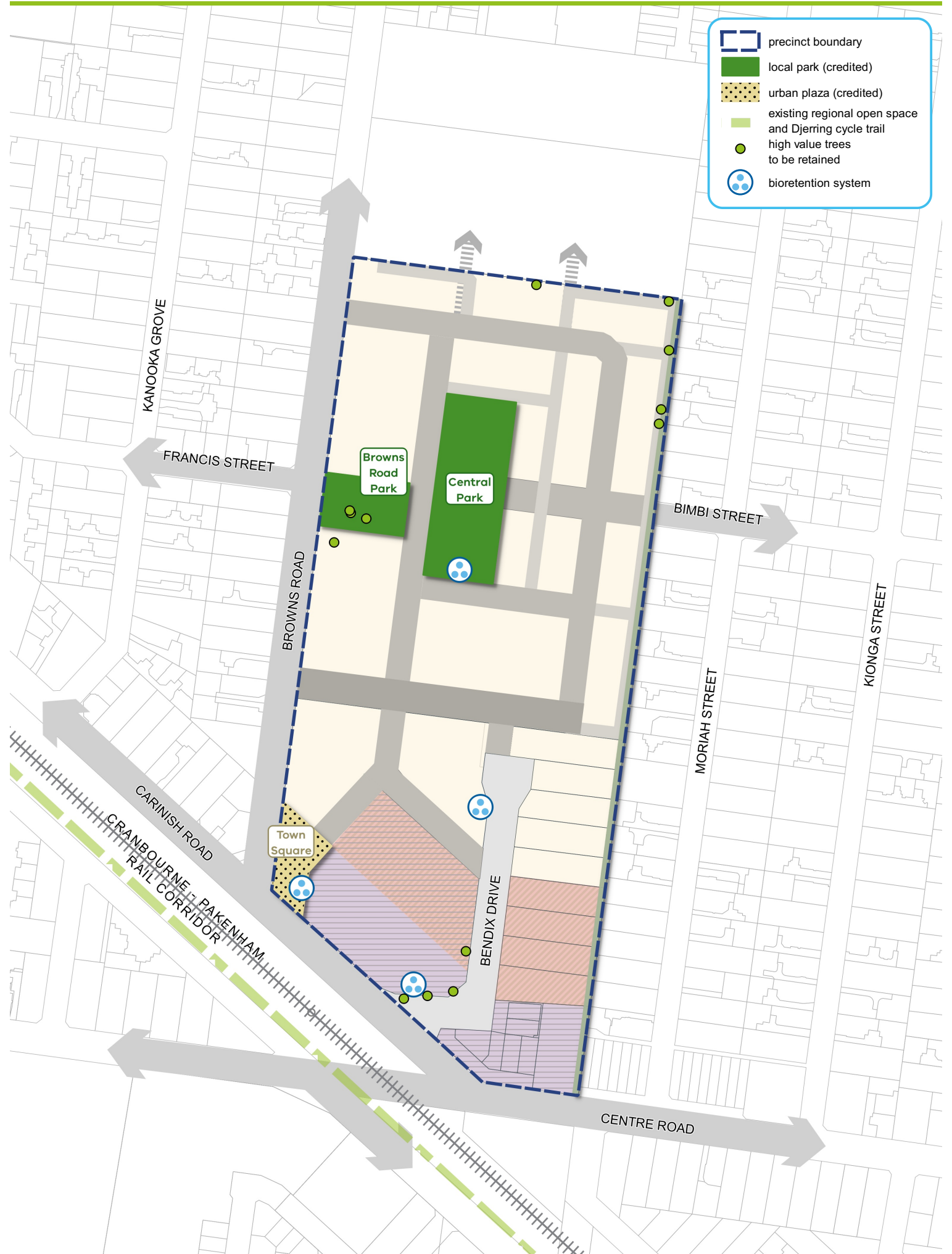
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GUIDELINES	
<b>G7</b>	Buildings should be built to the boundary fronting Carinish Road and Centre Road in the Employment areas.
<b>G8</b>	Development should incorporate high quality materials and finishes on all buildings.
<b>G9</b>	Buildings should incorporate awnings or other weather protection for building entries and abutting pedestrian paths.
<b>G10</b>	Pedestrian entries and external links should have consideration to pedestrian desire lines and connections to the central park and town square.
<b>G11</b>	Buildings abutting the town square should be designed to provide balconies which overlook and provide passive surveillance of the town square
<b>G12</b>	Building entrances should be from a street rather than a rear laneway, and clearly visible. Rear access should be for staff and delivery of goods only.
<b>G13</b>	At least 80% of each building façade at ground level should be maintained as an entry or window with clear glazing.

Table 1 Built form guidelines by sub-precinct

SUB-PRECINCT	PREFERRED MAXIMUM HEIGHT	STREET SETBACKS	OTHER SETBACKS OR SEPARATION DISTANCES
<b>Employment Carinish Road</b>	8 storeys	No setback	
<b>Mixed Use South</b>	8 storeys (with 3 storey podium)	Maximum of 3 storeys for the podium 5m at upper levels above the podium, providing a clear separation between podium and tower	Tower separation: Minimum 15m separation between tower forms (where above 3 storeys)
<b>Employment Bendix Drive</b>	6 storeys	No setback	East side boundary: Minimum setback of 5m from the east boundary at 3 storeys
<b>Mixed Use Bendix Drive</b>	5 storeys	No setback	East side boundary: Minimum setback of 5m from the east boundary at 3 storeys
<b>Residential Core</b>	8 storeys (with 3 storey podium) Building height should gradually transition from the lower scale residential interface towards the centre	Maximum of 3 storeys for the podium. 5m at upper levels above the podium, providing a clear separation between podium and tower	
SUB-PRECINCT	MANDATORY MAXIMUM HEIGHT	STREET SETBACKS	OTHER SETBACKS OR SEPARATION DISTANCES
<b>Residential interface</b>	3 storeys	3m setback The setbacks of townhouses along Browns Road in the north-west corner of the site must align with the adjacent site at 29 Browns Road	East side boundary: Minimum setback of 5m from the east boundary for utilities

-  precinct boundary
-  local park (credited)
-  urban plaza (credited)
-  existing regional open space and Djerring cycle trail
-  high value trees to be retained
-  bioretention system



## 2.3 Landscape and open space

### 2.3.1 Landscape and trees

REQUIREMENTS									
<b>R13</b>	Street trees must be planted on both sides of all new roads and streets at regular intervals appropriate to tree size at maturity, unless otherwise agreed by the responsible authority.								
<b>R14</b>	Trees in parks and streets must be: <ul style="list-style-type: none"> <li>• Larger species wherever space allows (to facilitate canopy cover)</li> <li>• Appropriate in size to nature strips, nearby utilities and built form</li> <li>• Consistent with any guidance provided on the relevant cross section within this CDP</li> </ul>								
<b>R15</b>	The trees shown to be retained on Plan 1 must be retained or to the satisfaction of the responsible authority. Any future design must ensure that the impact to the canopy of retained trees is kept to a minimum and does not encroach on the Tree Protection Zone (TPZ) of any trees to be retained.								
GUIDELINES									
<b>G14</b>	High quality and cohesive landscape treatments should be provided throughout the precinct, within the streetscape and public open spaces, particularly in the Central Park, Browns Road Park, Town Square, the community facility and at key interfaces in gateway locations.								
<b>G15</b>	Variations in street tree species should be used to: <ul style="list-style-type: none"> <li>• Reinforce and support the road hierarchy</li> <li>• Create visual cues in appropriate locations such as forecourts to building entries, pedestrian spaces, the termination of view lines and key intersections</li> <li>• Align with the future preferred vegetation landscape character for the area as noted in the <i>Monash Urban Landscape and Canopy Vegetation Strategy (2018)</i></li> </ul>								
<b>G16</b>	Street trees should be planted at the following average intervals and heights: <table border="1" data-bbox="335 1052 925 1209"> <thead> <tr> <th>Average interval</th> <th>Tree size (in height)</th> </tr> </thead> <tbody> <tr> <td>5–7 metres</td> <td>Small trees (less than 10 metres)</td> </tr> <tr> <td>7–10 metres</td> <td>Medium trees (10–15 metres)</td> </tr> <tr> <td>10–15 metres</td> <td>Large trees (15 metres or greater)</td> </tr> </tbody> </table> Deciduous and evergreen tree species should be selected from the <i>Monash Urban Landscape and Canopy Vegetation Strategy (2018)</i> p89-90.	Average interval	Tree size (in height)	5–7 metres	Small trees (less than 10 metres)	7–10 metres	Medium trees (10–15 metres)	10–15 metres	Large trees (15 metres or greater)
Average interval	Tree size (in height)								
5–7 metres	Small trees (less than 10 metres)								
7–10 metres	Medium trees (10–15 metres)								
10–15 metres	Large trees (15 metres or greater)								
<b>G17</b>	Retention of mature trees throughout the precinct is encouraged.								
<b>G18</b>	Consistent public lighting, furniture, informational and way-finding signage must be used across the precinct, within the town square and along all major shared, pedestrian and cycle paths.								

### 2.3.2 Open space

REQUIREMENTS	
<b>R16</b>	Public open space must be provided in the locations identified on Plan 1 and Table 2 to the satisfaction of the responsible authority.
<b>R17</b>	Buildings adjacent and overlooking public open space areas must be sited and designed to positively address the open space and provide passive surveillance of linear corridors, easements and other public areas through the siting of windows, balconies and access points.
<b>R18</b>	Fencing adjoining open space must be low in scale and visually permeable.
GUIDELINES	
<b>G19</b>	New development should: <ul style="list-style-type: none"> <li>• not unreasonably reduce the amenity of public spaces by casting excessive shadows on any public space, including public parks and gardens, major pedestrian routes including streets and lanes and privately-owned spaces accessible to the public</li> <li>• be designed to avoid casting unreasonable shadows on the Local Open Space areas between 11:00am and 2:00pm on 22 September.</li> </ul>

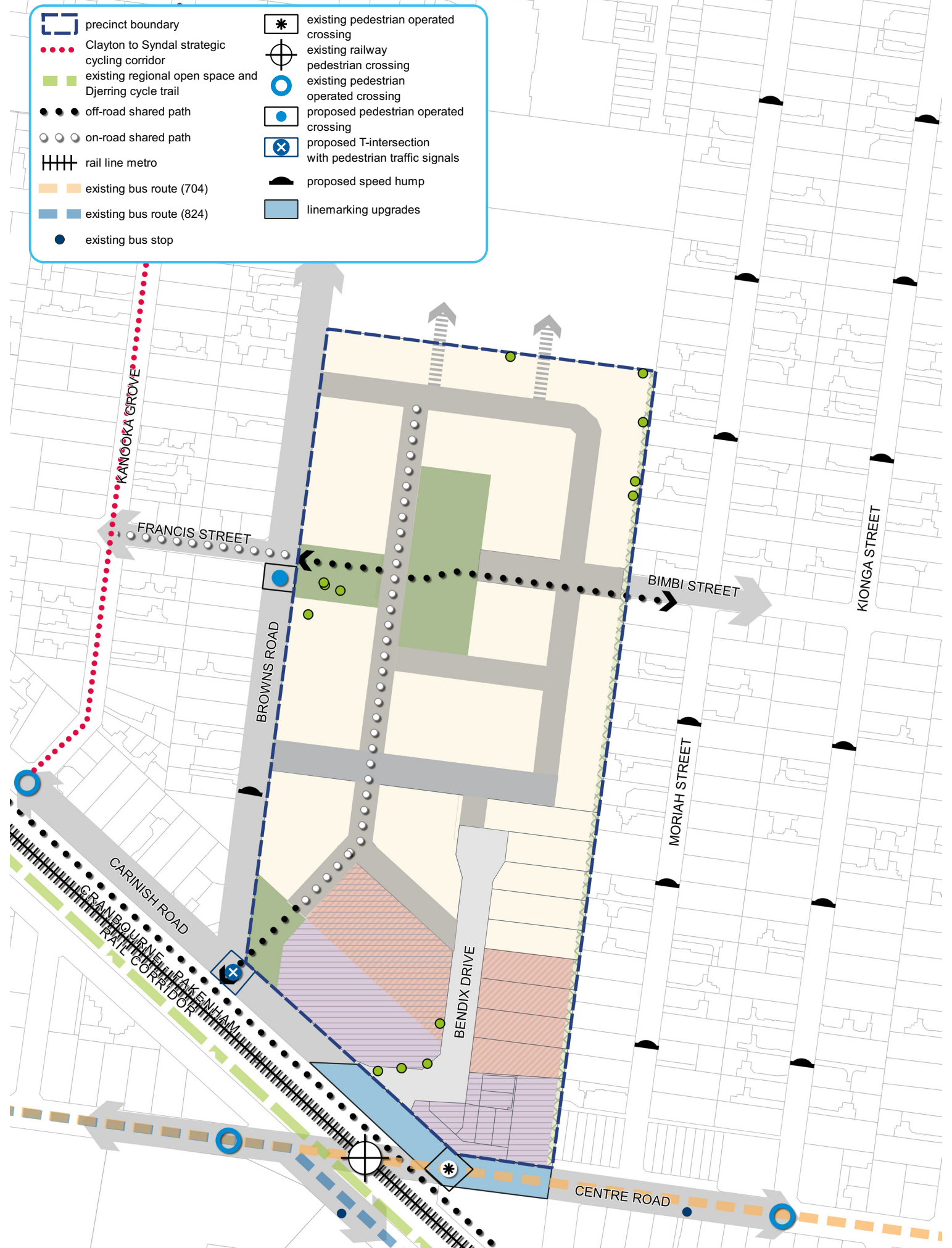
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Table 2 Local open space

LOCAL OPEN SPACE	TYPE	HECTARES	% OF NDA
Central Park	Local Park	0.53	6.19%
Browns Road Park	Local Park	0.19	2.20%
Town Square	Urban Plaza	0.14	1.67%
<b>Total Credited Open Space</b>		<b>0.87</b>	<b>10.06%</b>

- |  |   |  |   |
|--|---|--|---|
|  | precinct boundary                                     |  | existing pedestrian operated crossing                   |
|  | Clayton to Syndal strategic cycling corridor          |  | existing railway pedestrian crossing                    |
|  | existing regional open space and Djerring cycle trail |  | existing pedestrian operated crossing                   |
|  | off-road shared path                                  |  | proposed pedestrian operated crossing                   |
|  | on-road shared path                                   |  | proposed T-intersection with pedestrian traffic signals |
|  | rail line metro                                       |  | proposed speed hump                                     |
|  | existing bus route (704)                              |  | linemarking upgrades                                    |
|  | existing bus route (824)                              |  |   |
|  | existing bus stop                                     |  |   |



## 2.4 Integrated Transport

### 2.4.1 Transport

REQUIREMENTS	
<b>R19</b>	The street network must be designed so that there are no additional vehicular crossovers directly onto Browns Road and reflect the street network and hierarchy shown on Plan 4
<b>R20</b>	The design of streets and public areas must be generally in accordance with the street cross sections shown in section 4 of this CDP, to the satisfaction of the responsible authority.
<b>R21</b>	Bendix Drive interim access arrangements must be provided, to the satisfaction of the responsible authority.
GUIDELINES	
<b>G20</b>	Street networks within subdivisions should be designed to maximise the number of connections and direct views to parks and key public spaces.
<b>G21</b>	Maximise on-street parking and nature strips by minimising individual direct property access for vehicles through rear or side loaded lots and common parking areas.

### 2.4.2 Walking and cycling

REQUIREMENTS	
<b>R22</b>	<p>Design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:</p> <ul style="list-style-type: none"> <li>• Pedestrian paths of at least 1.8 metres in width on both sides of all streets and roads unless otherwise specified in this plan and cross sections.</li> <li>• Safe and convenient pedestrian and cycle crossing points of connector and local streets at all intersections and at key desire lines and locations of high amenity.</li> <li>• Safe pedestrian crossings of arterial roads at key intersections.</li> <li>• Pedestrian priority where local roads intersect with connector roads and across all car park entrances.</li> <li>• Consistent line/lane marking, visual clues and signage identifying cycle priority routes.</li> </ul> <p>The designs must meet the requirements of the relevant road authority and responsible authority.</p>
<b>R23</b>	Pedestrian priority must be achieved at all intersections through appropriate measure such as raised pedestrian crossings and side-street threshold treatments.
GUIDELINES	
<b>G22</b>	Pedestrian priority should be provided across all side roads along main streets and all car park entrances.
<b>G23</b>	Pedestrian movements should be prioritised by providing clear links between key destinations within the precinct.

## 2.5 Sustainability, Water Management and Utilities Servicing

### 2.5.1 Sustainability, water management

REQUIREMENTS	
<b>R24</b>	Stormwater runoff from new development must meet or exceed the performance objectives of the CSIRO <i>Best Practice Environmental Management Guidelines for Urban Stormwater (1999)</i> prior to discharge to receiving waterways, unless otherwise approved by Melbourne Water and the responsible authority.
<b>R25</b>	Quantity of stormwater runoff from development must not exceed the runoff generated from the pre-development site, to the satisfaction of the responsible authority and Melbourne Water.
<b>R26</b>	Design of stormwater drainage retarding and quality treatment infrastructure must be to the satisfaction of the responsible authority and Melbourne Water.
<b>R27</b>	Development applications must demonstrate how: <ul style="list-style-type: none"> <li>• Overland flow paths and piping within road or other reserves will be connected and integrated across property/ parcel boundaries;</li> <li>• Melbourne Water and the responsible authority freeboard requirements for overland flow paths will be adequately contained within road or other reserves;</li> <li>• The development will deliver Integrated Water Management requirements of any approved Integrated Water Management Plan or Strategy;</li> <li>• Development will prevent litter from entering the downstream drainage system through the use of litter traps, as required by the drainage authorities.</li> </ul>
<b>R28</b>	Development on Plan 3 must deliver bioretention systems as referenced in scenario 1 of the <i>Alluvium PMP Printing – Stormwater drainage assessment (February 2018)</i> to the satisfaction of the responsible authority.
GUIDELINES	
<b>G24</b>	The design and layout of roads, road reserves, and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of overland flow paths, Water Sensitive Urban Design initiatives such as rain gardens and/or locally treated storm water for irrigation, where practical.
<b>G25</b>	Developments should include Integrated Water Management systems to diversify water supply, reduce reliance on potable water and increase the utilisation of stormwater that contributes to a sustainable and green urban environment (such as stormwater harvesting, aquifer storage and recharge, grey water recycling etc) should be incorporated.
<b>G26</b>	Ecological Sustainable Development principles should be incorporated in all development, in accordance with Monash Planning Scheme Clause 22.13.

### 2.5.2 Utilities

REQUIREMENTS	
<b>R29</b>	All existing above-ground electricity cables on the land or on the same side as the land in an abutting road reserves less than 66kV voltage must be placed underground as part of the upgrade of existing roads.
<b>R30</b>	All new electricity supply infrastructure (excluding substations and cables with voltage greater than 66kv) must be provided underground.
<b>R31</b>	Above ground utilities (including substations and telecommunication facilities) must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts.
GUIDELINES	
<b>G27</b>	Above-ground utilities should be located outside of key view lines and public open space reserves, and appropriately screened.

## 2.6 Infrastructure delivery and development staging

### 2.6.1 Infrastructure delivery

REQUIREMENTS	
<b>R32</b>	Convenient and direct access to the road network must be provided through neighbouring properties where a property does not have access to the local or connector network, or signalised access to the arterial road network.
<b>R33</b>	Where a street has already been constructed or approved for construction to a property boundary, subsequent development must connect with that street to adopt a consistent cross-section until a suitable transition can be made.
<b>R34</b>	Any land transferred to the responsible authority must be accompanied by a certificate or statement of environmental audit in accordance with Part IXD of the <i>Environment Protection Act 1970</i> .

### 2.6.2 Development staging

REQUIREMENTS	
<b>R35</b>	<p>Development staging must provide for the timely provision and delivery of:</p> <ul style="list-style-type: none"> <li>• Connector streets;</li> <li>• Street links between properties, constructed to the property boundary;</li> <li>• Public land areas, including open space reserves; and</li> <li>• Connection of the on- and off-road pedestrian and bicycle network.</li> </ul>
<b>R36</b>	<p>Staging will be determined largely by the development proposals on land within the precinct and the availability of infrastructure services. Development applications must demonstrate how the development will:</p> <ul style="list-style-type: none"> <li>• Integrate with adjoining developments, including the timely provision of road and walking/cycling path connections, to a practical extent;</li> <li>• How local open space will be provided in the early stages of development;</li> <li>• Provide sealed road access to each new allotment and constructed to a residential standard; and</li> <li>• Deliver any necessary trunk services extensions, including confirmation of the agreed approach and timing by the relevant service provider.</li> </ul>

### 2.6.3 Precinct Infrastructure Plan

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

- Subdivision construction works by developers.
- Agreement under section 173 of the Act.
- Utility service provider requirements.
- The Development Contributions Plan (DCP), including separate charge areas for the provision of residential and non-residential items (see DCP for details).
- Relevant development contributions from adjoining areas.
- Capital works projects by Council, State government agencies and non-government organisations.
- Works-in-kind (WIK) projects undertaken by developers on behalf of Council or State government agencies.

**Table 3** Precinct Infrastructure Plan

PRECINCT INFRASTRUCTURE PLAN						
Project Category	Title	Description	Lead Agency	Timing	Included in DCP	DCP Reference No.
<b>Intersection Projects</b>						
<b>Intersection</b>	Browns Road & Carinish Road T-intersection	The construction of a signalised T-intersection with pedestrian operated crossing. Works include demolition of existing central island median, relocation of existing electricity pole and reconfiguration of kerb alignments	MCC	M	Yes (ultimate)	IN-01
<b>Road Projects</b>						
<b>Linemarking Upgrades</b>	Centre Road & Carinish Road Linemarking Upgrades	Provision of new linemarking and changes to the kerb alignment	VicRoads/ MCC	M	Yes	LU-01
<b>Speed Hump</b>	Browns Road Speed Hump	The construction of a flat top speed hump on Browns Road	MCC	L	Yes	SP-01
<b>Speed Hump</b>	Kionga Street & Moriah Street Speed Humps	The construction of 12 speed humps, 6 speed humps per street	MCC	L	Yes	SP-02
<b>Pedestrian Operated Signals</b>	Browns Road Pedestrian Operated Crossing	The construction of pedestrian operated signals and minor linemarking changes on Francis Street	MCC	M	Yes	PED-01
<b>Community Projects</b>						
<b>Community Building</b>	Community Meeting Space	The construction of an offsite community meeting space (73sqm) which includes a kitchenette, meeting space and toilet.	MCC	M	Yes (ultimate)	CB-01
<b>Stormwater Projects</b>						
<b>Intergrated Water Management</b>	Bioretention Systems	The construction of bioretention systems as referenced in Plan 3 of the PMP Printing Comprehensive Development Plan and Scenario 1 of the Alluvium PMP Printing - Stormwater drainage assessment (February 2018).	Developer works	M	No	-

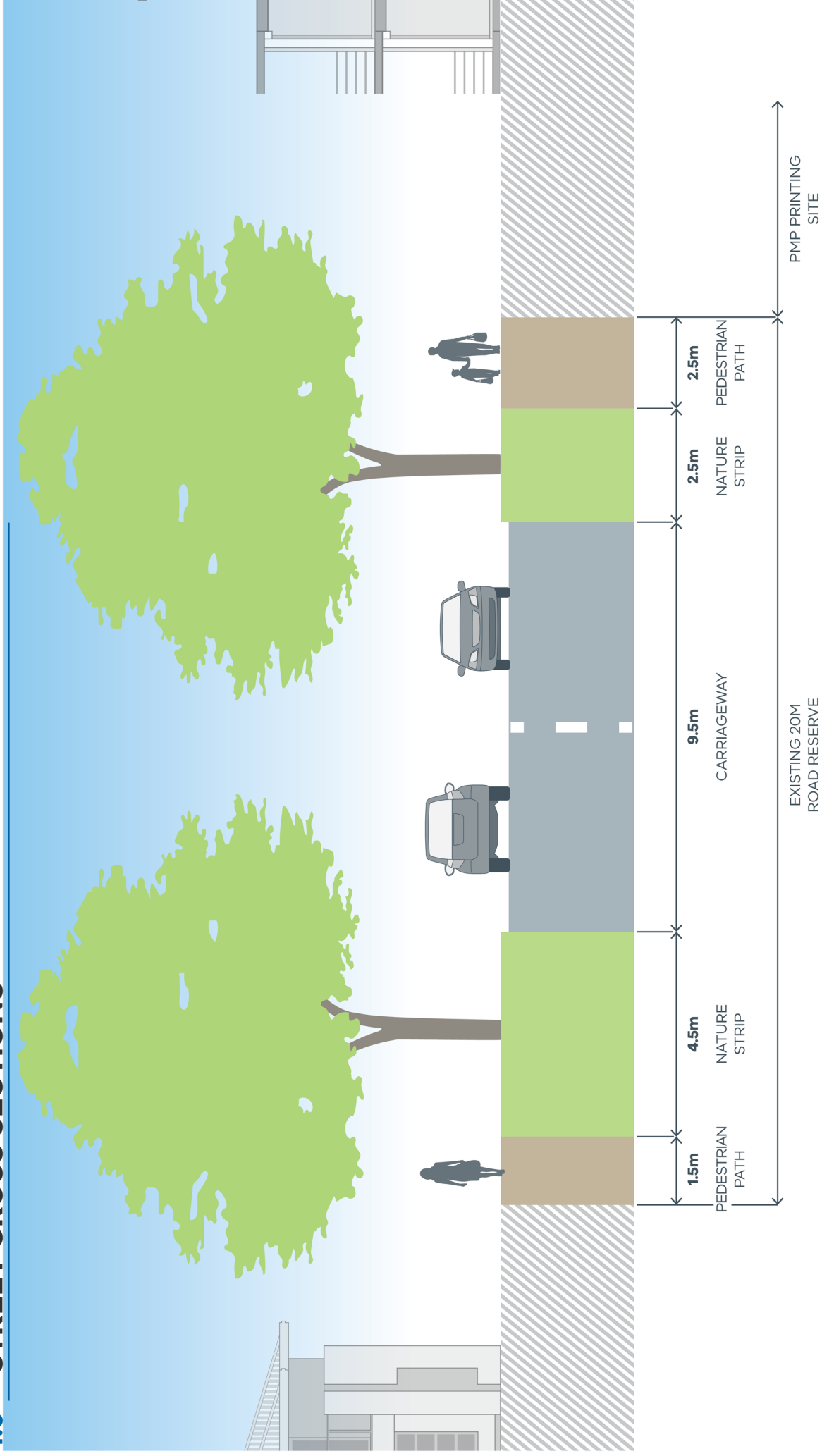
MCC = Monash City Council, M = Medium term (5-10 years), L = Long term (10-15 years)

### 3.0 LAND BUDGET

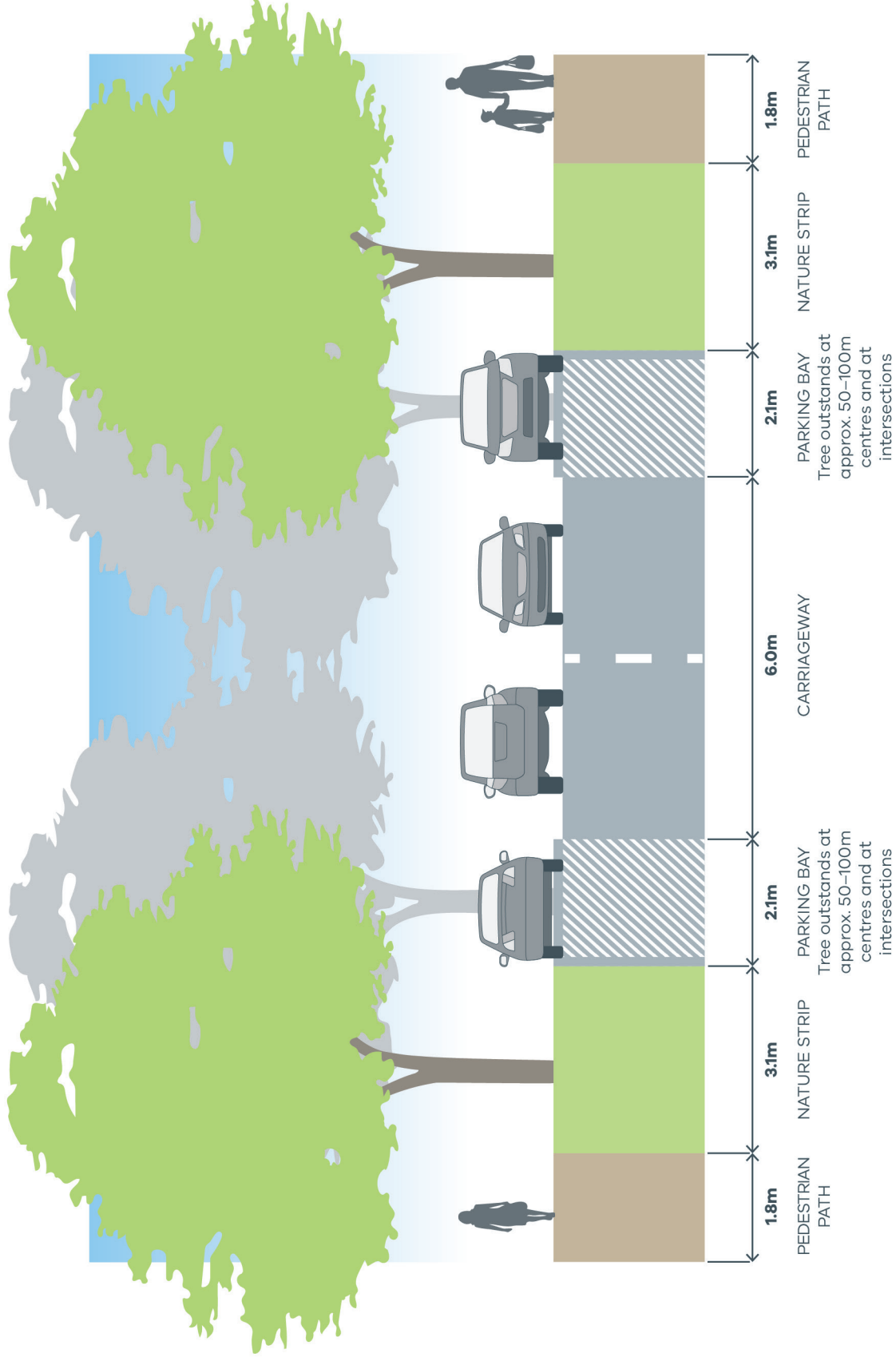
Table 4 Summary land use budget

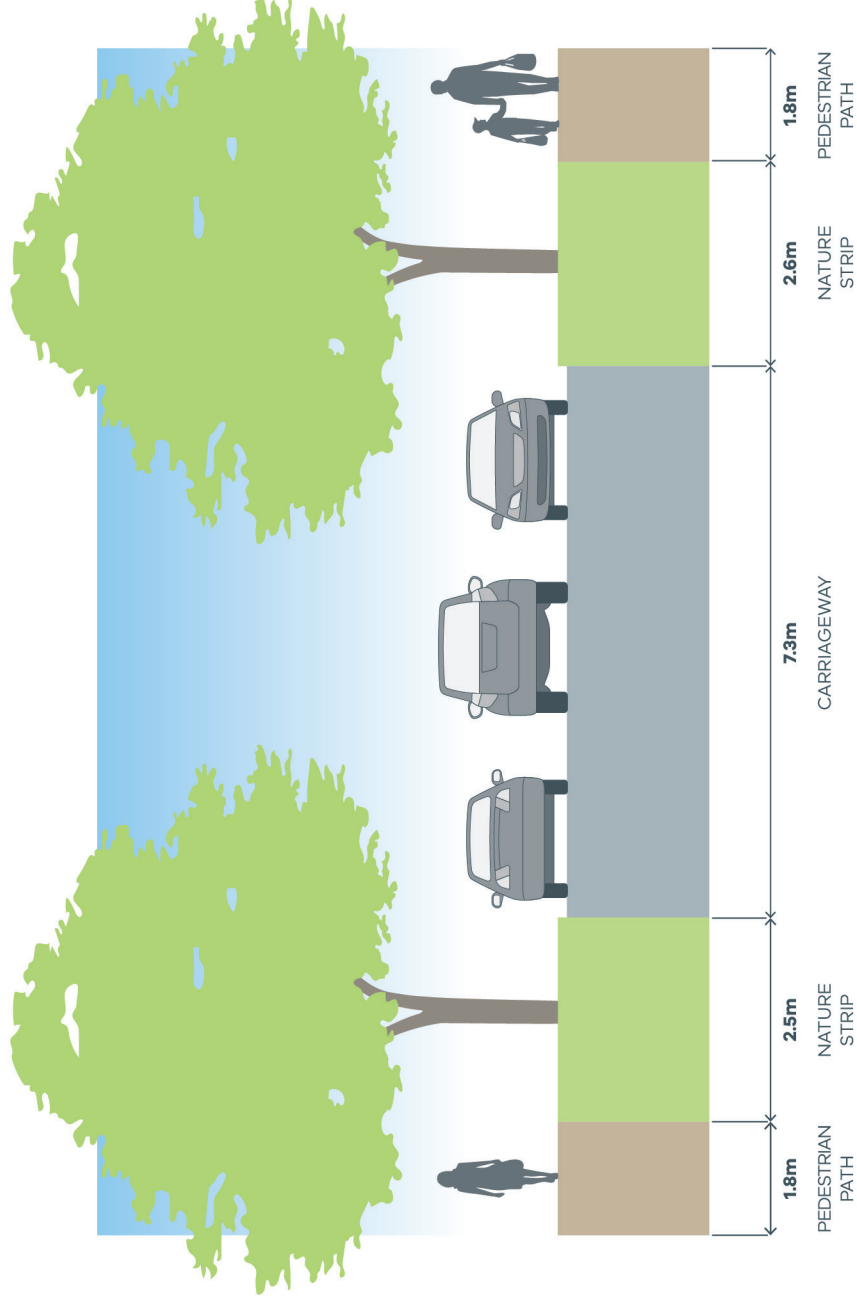
DESCRIPTION	PSP 6565		
	HECTARES	% OF TOTAL	% OF NDA
<b>TOTAL PRECINCT AREA (HA)</b>	<b>10.17</b>		
<b>TRANSPORT</b>			
Non-Arterial Road - Existing Road Reserve (Bendix Drive)	0.47	4.64%	5.47%
<b>Total Transport</b>	<b>0.47</b>	<b>4.6%</b>	<b>5.47%</b>
<b>OPEN SPACE</b>			
Local Open Space (via CI 53.01) (residential areas)	0.87	8.5%	10.06%
<b>TOTAL ALL OPEN SPACE</b>	<b>0.87</b>	<b>8.5%</b>	<b>10.06%</b>
<b>OTHER</b>			
Utilities Easement	0.21	2.03%	2.40%
<b>Sub-total</b>	<b>0.21</b>	<b>2.03%</b>	<b>2.40%</b>
<b>NET DEVELOPABLE AREA - RESIDENTIAL (NDAR) HA</b>	<b>6.80</b>	<b>66.82%</b>	
<b>NET DEVELOPABLE AREA - MIXED USE (NDAR) HA</b>	<b>0.94</b>	<b>9.27%</b>	
<b>NET DEVELOPABLE AREA - EMPLOYMENT (NDAE) HA</b>	<b>0.89</b>	<b>8.71%</b>	
<b>TOTAL NET DEVELOPABLE AREA - (NDA) HA</b>	<b>8.63</b>	<b>84.79%</b>	

## 4.0 STREET CROSS SECTIONS



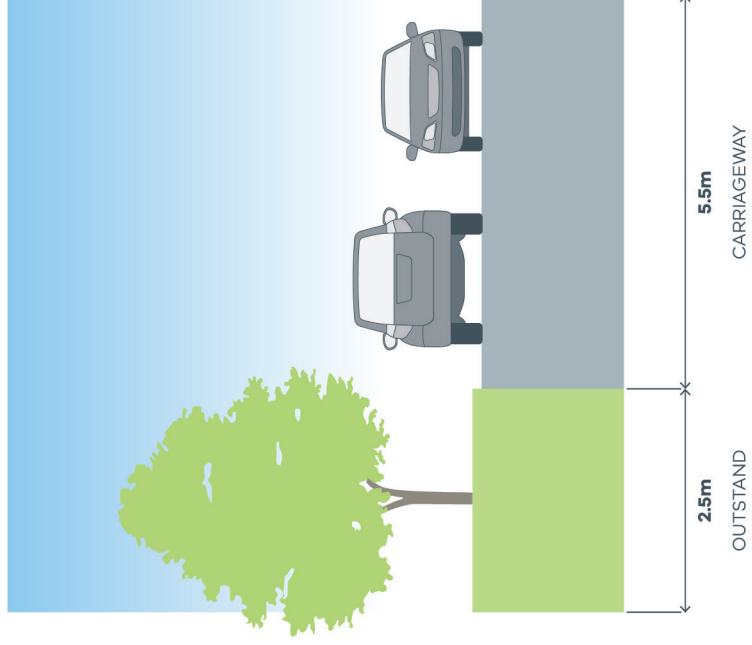


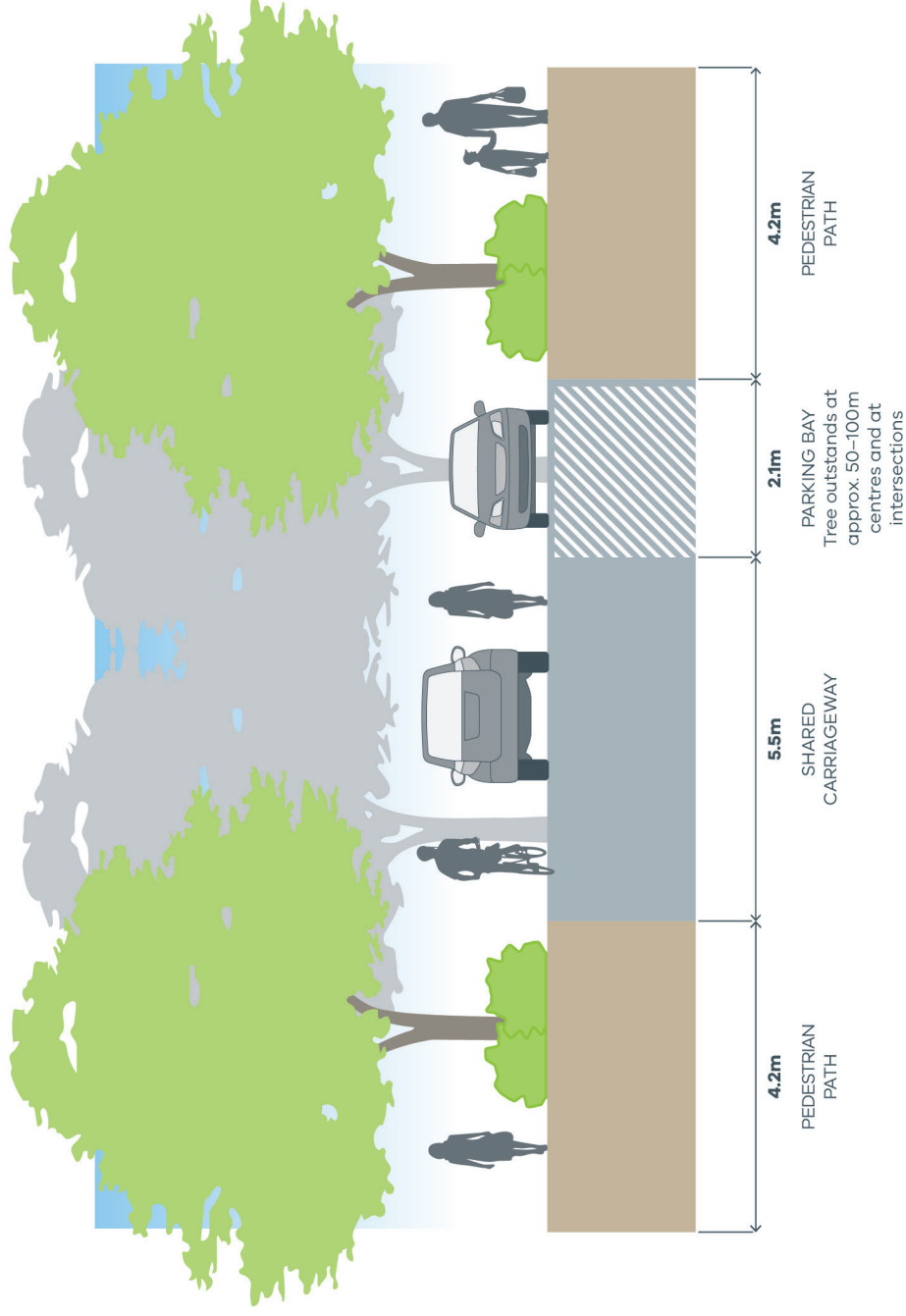




**NOTES:**

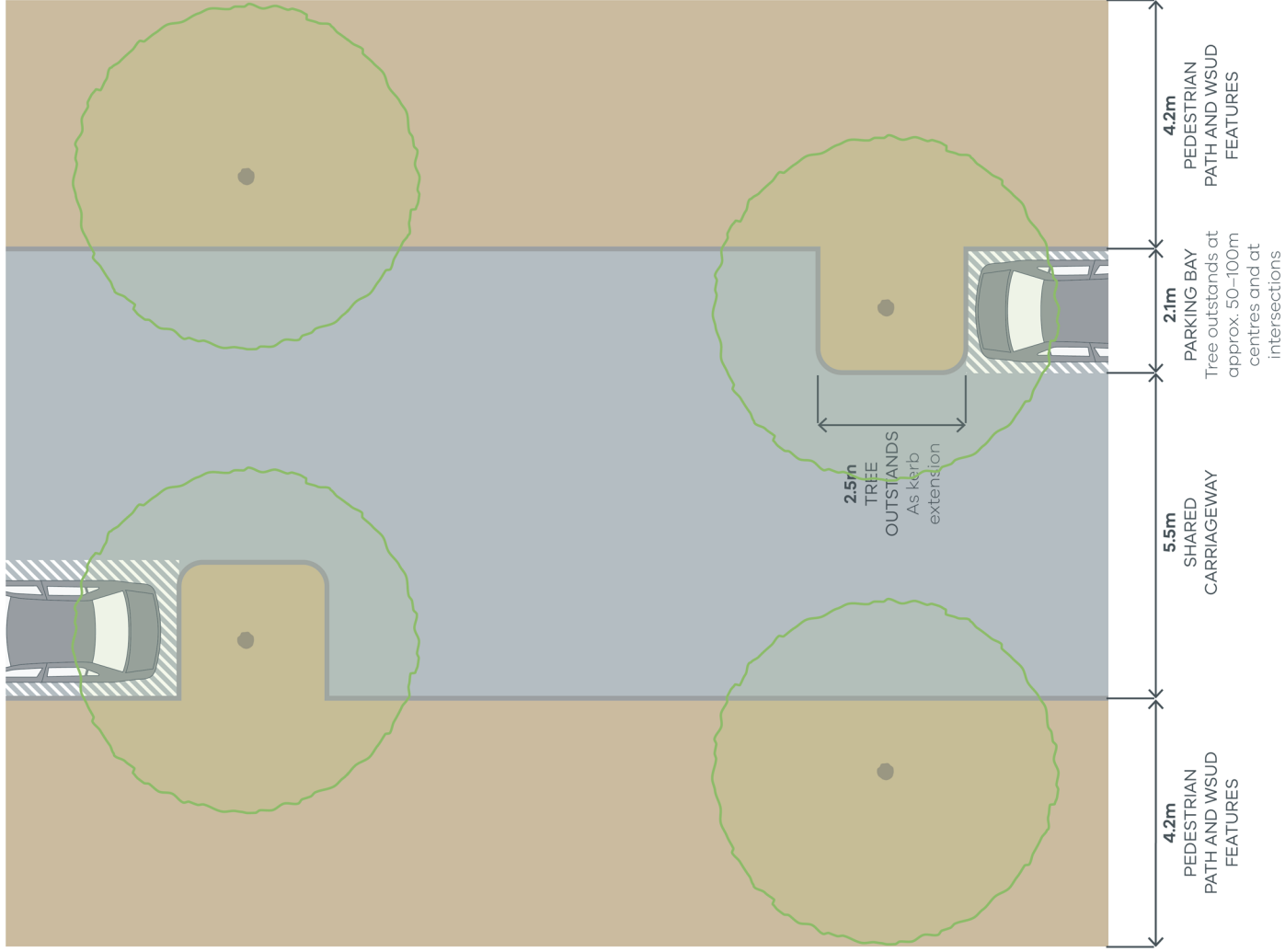
- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb





**NOTES:**

- Minimum street tree mature height 15 metres
- Tree outstand with continuous extension of pedestrian path shown
- The shared carriageway must have no line markings or raised curbs
- Tree outstands and parking to alternate sides to create a chicane effect
- Speed limits are set at 10km per hour and signed as a shared zone to ensure pedestrian priority
- Pedestrian paths are to be surfaced with a higher quality finish than surrounding streets and be a contrasting surface to the 'trafficked' areas
- Vegetation and street furniture should be used to delineate vehicle and pedestrian areas while minimising the need for bollards



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## 5.0 GLOSSARY

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### **Arterial Road**

A higher order road providing for moderate to high volumes at relatively high speeds typically used for inter-suburban journeys and linking to freeways, and identified under the Road Management Act 2004. All declared arterials are managed by the State Government.

### **Land Budget Table**

A table setting out the total Precinct area, net developable area and constituent land uses proposed within the Precinct.

### **Local Parks (Credited Open Space)**

Open space that is set aside for parks, gardens, linear corridors, conservation bushlands, nature reserves, public squares and community gardens that are made available for passive recreation, play and unstructured physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.

### **Net Developable Area**

Land in the Precinct available for private development including local streets. It is the precinct area minus community facilities, schools and educational facilities and open space, arterial roads and encumbered land. Small local parks defined at subdivision stage are included in net developable area.

### **Public Open Space**

Has the same meaning as in the Subdivision Act 1988.

### **Uncredited Open Space**

Land that is constrained for development purposes. Includes easements for power/transmission lines, sewers, gas, waterways, drainage, retarding basins/wetlands, conservation and heritage areas. This land may be used for a range of activities (e.g. walking paths, sports fields).

