

Campbells Creek South

Development Plan Framework and Infrastructure Funding

Mount Alexander Shire



mesh

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Project	Campbells Creek South
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DEVELOPMENT PLAN FRAMEWORK

1 Introduction

The purpose of this report is to clearly describe the development context and proposed development of the Campbells Creek south area. The report outlines the key design elements and assumptions that underpin the Development Plan Framework and provides guidance to Council regarding the key defining features and edges that permits must respond to. Based on the proposed Development Plan Framework the local and shared infrastructure requirements are identified and potential contribution costs estimated.

This report is not a formal development plan but rather an internal document for Council to use to assess future applications in the area and inform any requirement for cash contributions towards higher order shared infrastructure.

2 Development Context

2.1 Introduction

Campbells Creek is a residential and semi-rural area on the urban fringe of Castlemaine. Castlemaine is the main population centre within Mount Alexander Shire which has developed as a relatively small residential township of 6,757 people (2016 Census Data). Campbells Creek is located immediately south of Castlemaine, home to 1,786 people (2016 Census Data).

The Mount Alexander Planning Scheme identifies Campbells Creek as an appropriate location for residential expansion. Campbells Creek is considered one of two primary urban growth areas to Castlemaine, with Diamond Gully being the second.

2.2 Site Analysis

The Campbells Creek subject site area is characterised by distinct features which provide both opportunities and constrains for the design process. The following features contribute to the rural, treed character of the area that help to establish a sense of place. The design prepared for Campbells Creek south seeks to display how the site features can be incorporated into the design of future development, and ensure it respects and enhances this character.

The key site features include:

- > Two gullies which run east-west through the site
- > A ridgeline of high points
- > A railway line isolating the western portion of land between the railway line and Midland Highway
- > Patches of dense vegetation of varying quality and significance
- > Highly fragmented landholdings, with limited landholdings in consolidated ownership, including a number of Crown land parcels

- > A number of existing dwellings and residential subdivisions in the northern portion of the site area
- > Interfaces to a range of different land uses, including bushfire prone land

Figure 1 Site Analysis Plan



2.3 Existing Ownership Pattern

The subject site includes properties of varying sizes, depicted in. Land in consolidated ownership is represented by the same colour. As can be seen, land ownership is highly fragmented with very limited areas of consolidated ownership.

Further complexifying the land ownership scenario is the prevalence of Crown land within the subject area. For the purpose of the development plan framework, the Crown land (which is clearly identifiable as not for public purpose) is assumed developable. Please note that Crown land ownership is not identified in

Figure 2.

In addition to the privately-owned land, the publicly owned Campbells Creek Recreation Reserve is located in the subject area.

Figure 2 Land Ownership



2.4 Development Rates

Development rates in Mount Alexander Shire have been modest for example between 2017 and 2018 the population grew by 217 residents (Community Profile), however the population is expected to increase by 25% by the year 2031.

Figure 3 illustrates the number of subdivision applications council has received within the study area (light purple) along with applications for vegetation removal (light green) which make up the majority of applications.

Figure 3 Permit Applications in Subject Area



3 Development Plan Framework Design Principles

The Development Plan Framework is shown in Figure 4 below and provided as Appendix 1. The design principles underpinning the framework are detailed in the following sections.

Figure 4 Campbells Creek South Development Plan Framework



3.1 Open Space, Natural Systems and Biodiversity

The design of the development plan framework responds to the significant natural features of the area, including the two east-west gullies, the ridge line and the patches of native vegetation. The plan has sought to incorporate these features seamlessly into the design through the orientation of roads and the inclusion of key natural features as open space.

The gullies are included as linear open spaces, providing green spines through the core of future residential development. Where possible, lots are designed to front open spaces.

While the open spaces perform a variety of functions and purposes, each open space has been categorised according to its primary function in Table 1 Indicative Land Budget.

3.2 Movement Network

The movement network has been designed as a modified grid pattern, responding to site features. Where possible, road reserves are oriented to run down slopes to accommodate site drainage and minimise cut and fill.

The framework plan has been prepared having regard to the following design principles: -

- > The subject area does not require any significant through traffic which allows the movement network to be directed towards Midland Highway and Campbells Creek-Fryers Road. One key area for consideration is a further rail crossing which will unlock movement in the south of the subject area and ensure the Campbells Creek-Fryers Road/Main Road intersection does not become a bottleneck.
- > Shared path alignment is possible along the retained gullies which will allow for active transport.
- > Public transport (bus) routes can be accommodated in larger road reserves.
- > The movement network has been designed in accordance with the following key principles:
 - > To create viewlines towards open spaces, particularly the south-central ridgeline, through the use of edge roads and road orientation.
 - > To maximise the retention of existing vegetation through its inclusion as open space and the alignment of roads around these open spaces.
 - > To utilise existing road reserves where appropriate
 - > To minimise the extent of four-way intersections
 - > To allow for active transport opportunities in high amenity green spaces

3.3 Indicative Land Budget

An indicative land budget has been prepared to estimate the likely yield as well as begin to quantify the potential encumbrances throughout the plan. Table 1 sets out the land budget which shows there may be approximately 44.6 hectares of net developable area (in addition to the existing 47.9 hectares) with a yield of potentially 627 lots. Appendix 1 includes a copy of the plan which shows the designation of land use types.

Table 1: Campbells Creek Development Plan Framework – Indicative Land Budget

	Mesh Design Option	PA167/2019 Design Option
Site Area	177.4ha	177.4ha
Existing/Encumbered	68.0	68.0
Developed Area	47.9	47.9
Open Space	11.7	11.7
Existing PCRZ Land	1.9	1.9
Campbells Creek Recreation Reserve	9.8	9.8
Rail Reserve	4.2	4.2
Road Zone Category 1	4.2	4.2
Gross Developable Area (GDA)	109.5	109.5
Unencumbered Passive Open Space	0.9	1.3
Encumbered Open Space	32.7	30.6
Drainage Reserve/Overland Flow Path	20.4	20.9
Vegetation Conservation Reserve	6.5	6.4
Bushfire Defendable Space	3.6	1.1
Road Reserve for Vegetation Conservation	2.2	2.1
Road Reserve (Existing & Indicative Proposed)	31.3	32.3
Net Developable Area (NDA) - Residential	44.6	45.3
Standard Residential Area	39.7	38.5
Indicative average lot size - 650m2		
Land Yield (lots)	611	593
Large Lots	4.9	6.8
Indicative average lot size - 3000m2		
Land Yield (lots)	16	23
Total Indicative Land Yield (lots)	627	615

Disclaimers:

1. This land budget is based on a concept plan and is for preliminary analysis purposes only. Detailed studies and surveys are required to achieve more accurate calculations.
2. All hectare figures are rounded to the nearest 1 decimal place.
3. Retarding basin locations and sizes on the Mesh Proposal were identified in the Spiire Drainage Study.
4. The Mesh proposal has assumed a 50m Bushfire Defendable Space Offset for all areas adjacent to classifiable bushfire threat, further investigation is required to understand slope and vegetation context and provide more detailed and varied offsets.

3.4 Projected Yield

The projected yield of the Development Plan Framework (Figure 4) is shown in Table 2 below.

Table 2: Campbells Creek Development Plan Framework Potential Yield

	Estimated lots/dwellings		Projected Population
	Mesh Design Option	PA167/2019 Design Option	Based on 3 persons per dwelling
Lots created through existing permits*	250	250	723
Additional proposed development	627	615	1,845 - 1,881
TOTAL	877	865	2,595 - 2,631

* Land identified by 'white' colour in Development Plan Framework

Source: Mesh

4 Subdivision Layout, Housing and Neighbourhood Design

The Development Plan Framework can be grouped into precincts, each characterised by their defining features and edges. Each precinct will require a different design approach at the planning permit stage with regard to the design principles embedded in the Development Plan Framework.

Figure 5 Development Plan Precincts



Table 3: Neighbourhood Precinct Defining Features and Edges

Precinct	Defining Features + Edges	Permit Response Required
A	<ul style="list-style-type: none"> - Interface to Midland Highway - Interface to railway line - Isolated from balance of DP area by railway line - Existing residential development in north - Farm properties in south 	<ul style="list-style-type: none"> - Local roads to align north south through entire precinct, providing connections between properties - Frontage to Midland Highway, where possible - Plans to allow for potential future railway crossing
B	<ul style="list-style-type: none"> - Existing residential development - Campbells Creek Reserve - East-west gully - Interface north and east to existing vegetation - Interface west to railway line - Interface south to future residential development (Precinct C) 	<ul style="list-style-type: none"> - Local road connections to existing road reserves - Provide for bushfire defendable space - Provide direct access to Campbells Creek-Fryers Road - East-west gully to become a green spine.
C	<ul style="list-style-type: none"> - Existing native vegetation - Ridge line running east-west, culminating in a central high point - East-west gully - Interface north to existing residential development (Precinct B) - Interface west to railway line - Interface south and east to existing native vegetation 	<ul style="list-style-type: none"> - Connect to existing and future road reserves - Retain existing vegetation as features within open space - Local roads to provide physical and visual connection to open space and landscape features - Provide for bushfire defendable space - Active frontages to open space

5 Drainage and infrastructure

During the course of development, it is expected that developers will deliver infrastructure and services to the area such as roads, intersections, drainage and services. Some infrastructure items, such as drainage, will benefit multiple properties and developments allowing funding obligations to be shared.

Mount Alexander Shire is the drainage authority for the area. On completion of the Draft Development Framework and Infrastructure Funding Report, Spiire were engaged to prepare a drainage strategy. This strategy was reviewed by Mesh and has been incorporated into the final Development Framework, ensuring drainage infrastructure is appropriately located with regard to future development.

It is assumed that local drainage required for development will be directly delivered by the development proponent.

6 Assessment of current applications

It is understood through liaison with Council that the below Planning Scheme Amendments and Applications are the key ones within the subject area. An assessment of each application/amendment is provided below.

PA136/2017

Permit 136/2017 allows for a 47 lot subdivision abutting Midland Highway and the railway corridor. The permit conditions require all local roads and drainage to be delivered by the developer along with building a 1.5 metre footpath to connect into the existing footpath network and to provide a 5% monetary contribution for open space. These permit conditions are considered typical for an application of this nature.

The endorsed layout is characterised by two cul-de-sacs, with only one “future road extension” provided to the properties north of the PA136/2017 area. The proposed Development Plan Framework adopts the endorsed layout and identifies the “future road extension” on the endorsed plan as a future green link or local road.

PA167/2019

Permit Application 167/2019 is a live application which proposes a subdivision of 194 lots. The land is in the south-central area of the subject area, rezoned from Farm Zone to General Residential Zone as part of Planning Scheme Amendment C078.

PA167/2019 must be prepared in accordance with Development Plan Overlay Schedule 10 which applies to the C078 land.

It is expected that permit conditions for PA167/2019 will require roads and drainage to be delivered by the developer along with a 5% monetary contribution for open space.

A layer of complexity to this application is provided by the DELWP referral response which suggests defendable space may not be provided on adjoining Crown land and will not enter into agreement with adjoining land owners to manage public land in perpetuity to enable development on private land. DELWP’s decision is not to support the application.

In contrast to DELWP’s referral response, Council’s mapping database suggests that Crown land is not being used for PA167/2019 defendable space. Rather, the Crown land is entirely outside of the permit area.

In light of the above, two options are presented to Council:

1. A design option which adopts the proposed PA167/2019 layout
2. A design which Mesh consider the best urban design outcome.

Option 1 does not provide a significant bushfire defendable space setback, while Mesh have adopted a 50m defendable space setback.

PA029/2019

Permit Application 029/2019 was an application for subdivision in the south-west of the Development Plan area. It is understood that through liaison with Council that this application has been pulled and is no longer live.

It is expected that permit conditions for PA167/2019 will require roads and drainage to be delivered by the developer along with a 5% monetary contribution for open space.

INFRASTRUCTURE IDENTIFICATION + FUNDING

7 Introduction

The purpose of this section is to identify the infrastructure required to enable development of the Campbells Creek south area and nominate shared infrastructure projects that will benefit the entire area and should therefore be contributed to by development.

Section 2 clearly sets out the development context and Section 3 describes the key design principles that underpin the proposed Development Plan Framework for Campbells Creek south. The proposed Development Plan Framework identifies and forms the basis for the need for the shared infrastructure projects required to support the planned growth of the area.

8 Potential Infrastructure Projects

As noted earlier in Section 3 the Campbells Creek south growth area covers approximately 177 hectares and will ultimately accommodate up to 865-877 dwellings or 2,595-2,631 residents (applying an average of 3 persons per dwelling).

Based on the scale and rate of growth and type of infrastructure required the majority of the infrastructure projects are local in nature and will be provided directly by each developer. However, there are several higher order shared infrastructure projects that benefit the broader area and therefore these costs should be shared across the Campbells Creek south area and potentially beyond.

8.1 Infrastructure Provision to date

Mesh reviewed planning permit 136/2017-1 and note that it includes conditions requiring all local roads and drainage to be delivered by the developer along with building a 1.5 metre footpath to connect into the existing footpath network and to provide a 5% monetary contribution for open space. These permit conditions are considered typical and based on the proposed Development Plan Framework it is anticipated that these types of items would continue to be provided as permit condition requirements.

8.2 Infrastructure Required

Upon review of the development context and the proposed Development Plan Framework Mesh have identified several potential shared infrastructure projects. These projects have been identified based on the following assumptions: -

Transport

- > All roads proposed within the Campbells Creek south area are local access roads, no collector or higher order roads are proposed therefore all road infrastructure is to be directly delivered by the respective development proponents.
- > Controlled intersections with arterial roads are considered a shared infrastructure item, given these intersections will serve the entire Campbells Creek south area. These intersections can only be included in a funding arrangement if they have been appropriately designed and scoped. The only such intersection in the Development Plan Framework is the intersection of Main Road

and Campbells Creek – Fryers Road, which is proposed to be funded as a shared infrastructure project.

Drainage

- > Spiire prepared a drainage strategy for the study area. It is assumed that the local drainage infrastructure required for each development is provided directly by the development proponent.

Community Facilities

- > No new community centre is required, although a cash contribution could be sought to upgrade a nearby existing facility if required and justified.

Open Space

- > The area benefits from being in close proximity to the Campbells Creek recreation reserve, therefore no active open space is required; however, upgrade of the existing Campbells Creek recreation reserve is pending. This upgrade will service the growth of Campbells Creek south and beyond, so it is considered appropriate to seek a cash contribution from the growth area towards this upgrade.
- > Local open space is typically provided via Section 18 of the Subdivision Act and implemented via permit conditions requiring 5%. Cash contributions will be directed to embellishment of local open space however if a proposal does include the provision of local public open space Council can negotiate how this is dealt with in terms of meeting the 5% requirement.
- > As noted earlier the subject land is challenged by topographical features including several high points, and gullies as well as native vegetation – these areas are treated as encumbered open space and not 'creditable' under the 5% requirement. However, the Development Plan Framework seeks to connect these areas with walking and cycling trails.
- > The Development Plan Framework proposes one additional unencumbered open space which is adjacent to the proposed retention of existing trees in the southern portion of the site and it is anticipated that this area will be recognised as open space and 'credited' under the 5% requirement.

Shared Paths

- > The extension of the district shared path along Campbell's Creek south boundary is proposed, the total length of this is 650 linear metres. However, this portion of shared path is a long way north of the study area, thus has no nexus to new development.
- > Local shared paths within estates are to be provided directly by the developer.

Landscape Works

- > A single landscape project is considered a potential shared infrastructure item; the Campbells Creek Avenue Honour Tree works. This work involves the purchase, planting and two year tree establishment (watering) period of 50 trees at a cost of \$22,000. However, given the low cost

and the lack of clear nexus to new development, it is not recommended that this work be funded as a shared infrastructure project.

Considering the above it is recommended that Council consider the following infrastructure projects as shared projects with the view to collect a cash contribution from development towards these items: -

- > Upgrade of the intersection of Main Road and Campbells Creek – Fryers Road.
- > Upgrade of the Campbells Creek Recreation Reserve – potentially contributing towards the upgrade of these facilities which includes resurfacing the netball court, upgrading the playground, paths and pavilion. Given this reserve services a wider catchment that extends beyond the Campbell's Creek south area only a partial contribution can be sought having regard to the amount of external apportionment.

Table 4 illustrates the potential order of costs (where known) that may be able to recouped from development of the Campbells Creek south area.

When reviewing Table 4 it is important to note that the total attributed cost to the Campbells Creek south growth area is based on the total yield of 865 lots which comprises the 250 existing lots and 615 new lots. The two infrastructure items benefit the entire area and whilst the planning permit for the existing 250 lots does not require a contribution from this development towards the two shared infrastructure items the existing 250 lots generate equal demand for this infrastructure.

Therefore, 71% of the total cost attributed to the Campbell's Creek south growth area will be recouped via the future 615 lots. Council will need to pick up the cost attributed to the existing 250 lots. As a result, \$1.8M of the \$2.6M worth of infrastructure costs is able to be recouped through future development.

The overall charge of \$3,000 per lot is considered reasonable, this equates to \$36,000 per hectare based on an average density of 12 dwellings per hectare, or \$45,000 per hectare based on an average density of 15 dwellings per hectare. This amount is considered reasonable when compared with other regional growth area development contribution charges.

Table 4: Campbells Creek Potential Shared Infrastructure Income

	Estimated Total Cost	Estimated internal usage	Estimated Cost Attributable to Catchment Area	Estimated lots/ dwellings	DC Charge per lot	Total projected income	Notes
Shared Infrastructure Item					Estimated Attributable Cost divided by 865 lots	DC Charge per lot multiplied by 615 lots	
Upgrade of the intersection of Main Road and Campbells Creek – Fryers Road.	\$798,390	100% the development of the area generates the requirement for the upgrade	\$798,390	865	\$923	\$567,645 (71.1% of total cost attributable to growth area)	Scope of project as per One Mile Grid Report for a signalised intersection
Upgrade of the Campbells Creek Recreation Reserve	\$5-6M	30% of the overall catchment (based on a catchment of approximately 2,600 dwgs)	\$1.8M	865	\$2,080.92	\$1,279,765.80 (71.1% of total cost attributable to growth area)	Total cost as provided by Council.
TOTAL	\$6,798,390		\$2,598,390		\$3,003.92	\$1,847,410.80	

Source: Mount Alexander Shire Council and Mesh Planning

Notes:

- > A total of 865 lots has been used for the purposes of calculations in Table 4. This total is the sum of 250 existing lots and 615 new lots.
 - The figure of 615 lots represents the 194 lots attributed to PA167/2019 and an estimated further 421 new lots in the development plan area
 - The estimated 615 new lots represents 71.1% of a possible total 865 lots
- > The DC Charge per lot should be applied to new development, as there is no ability to apply it retrospectively to existing development.

9 Recommendations

This section summaries the key recommendations of the Development Plan Framework and this report.

9.1 Infrastructure Projects

The Campbells Creek south growth area is relatively confined. The development context of the site together with the location and amount of growth proposed means that the majority of infrastructure required to service the proposed growth is local in nature and accordingly will be directly delivered by the respective development proponents, however there are several higher order items that council may wish to seek a cash contribution towards. The following sections list the infrastructure to be directly delivered by developers and potential high order shared projects.

9.1.1 Directly delivered infrastructure by development proponent

In accordance with current practice the following infrastructure is to be constructed and funded by developers during the normal course of development in accordance with agreements reached with Council and the respective servicing agencies.

Transport and intersections - Internal roads and intersections

Drainage – all local drainage

Shared Paths – within road reserves and estates

Local open Space – 5% requirement as per the Subdivision Act, to be provided as land and/or cash. Only unencumbered land for passive open space is to be credited under this provision.

Services – Services such as water, sewer, electricity and telecommunications.

9.1.2 Potential Shared Infrastructure

The following projects service the broader Campbells Creek south area, and in some cases an even larger catchment and therefore Council may wish to consider seeking cash contributions from development for the following items: -

Transport – Intersections with arterial roads are a shared infrastructure item, given these intersections will serve the entire Campbells Creek south area. The intersection of Main Road and Campbells Creek – Fryers Road is required to be updated due to the development of the area as indicated by the One Mile Grid report.

Based on the One Mile Grid traffic modelling, there are two scenarios

1. Retention of the unsignalized arrangement, with the introduction of a staged median crossing.
2. Signalisation of the intersection

Scenario 2 is the advised approach as it can be largely recovered by new development in the study area.

N.B. Scenario 1 only caters for the full development scenario if the additional rail crossing is provided

Active Recreation - Upgrade of Campbells Creek Recreation Reserve including resurfacing of netball court, provision of a shared path, upgrade of playground and paths, upgrade of pavilion including female friendly change rooms, public toilets.

Table 4 sets out the likely order of development contribution charge required to deliver the upgrade to the intersection and Campbells Creek recreation reserve. This comes to approximately \$3,000 per lot, this level of charge is considered reasonable given all other local infrastructure is to be directly delivered by the development proponents and there is a very strong nexus between the two infrastructure items and development of the Campbells Creek south growth area.

9.2 Implementation Approach

Whilst the majority of infrastructure required to facilitate the development of the Campbells Creek south area is local in nature there are some higher order projects. Based on the type of shared projects and benefit to the surrounding catchment it is considered reasonable to seek a contribution from the new development towards these items.

In determining the level of cash contribution to be sought Council will need to have regard to the following factors: -

- > Recognising the impact such a charge will have on affordability and viability of development;
- > Given a formal DCP is not intended to be applied any such requirement for a cash contribution is able to be challenged at VCAT; and
- > The importance of consistency across the municipality in terms of contributions being sought i.e. Diamond Creek is seeking \$6,000 per lot but it is a larger growth area and is required to fund more shared infrastructure.

Appendix 1 – Development Plan Framework (Mesh Proposal)

DRAWING KEY

- STUDY BOUNDARY
- CADASTE
- CONTOURS (1M)
- PA 136 DEVELOPMENT PLAN

MOVEMENT

- HIGHWAY
- KEY LOCAL ROADS
- LOCAL ROADS
- INDICATIVE PROPOSED LOCAL ROADS
- PROPOSED TREE RETENTION LOCAL ROAD
- UNSEALED TRACKS
- REGIONAL TRAIN LINE
- SHARED PATH
- GREEN LINK OR LOCAL ROAD
- PROPOSED BUS ROUTE

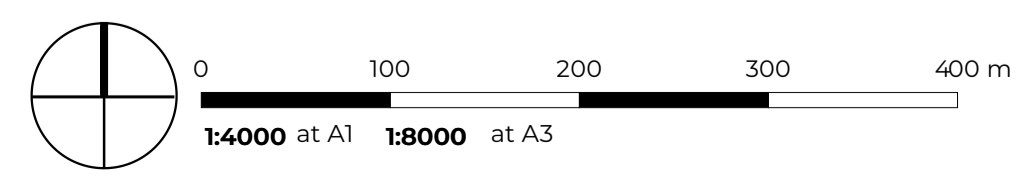
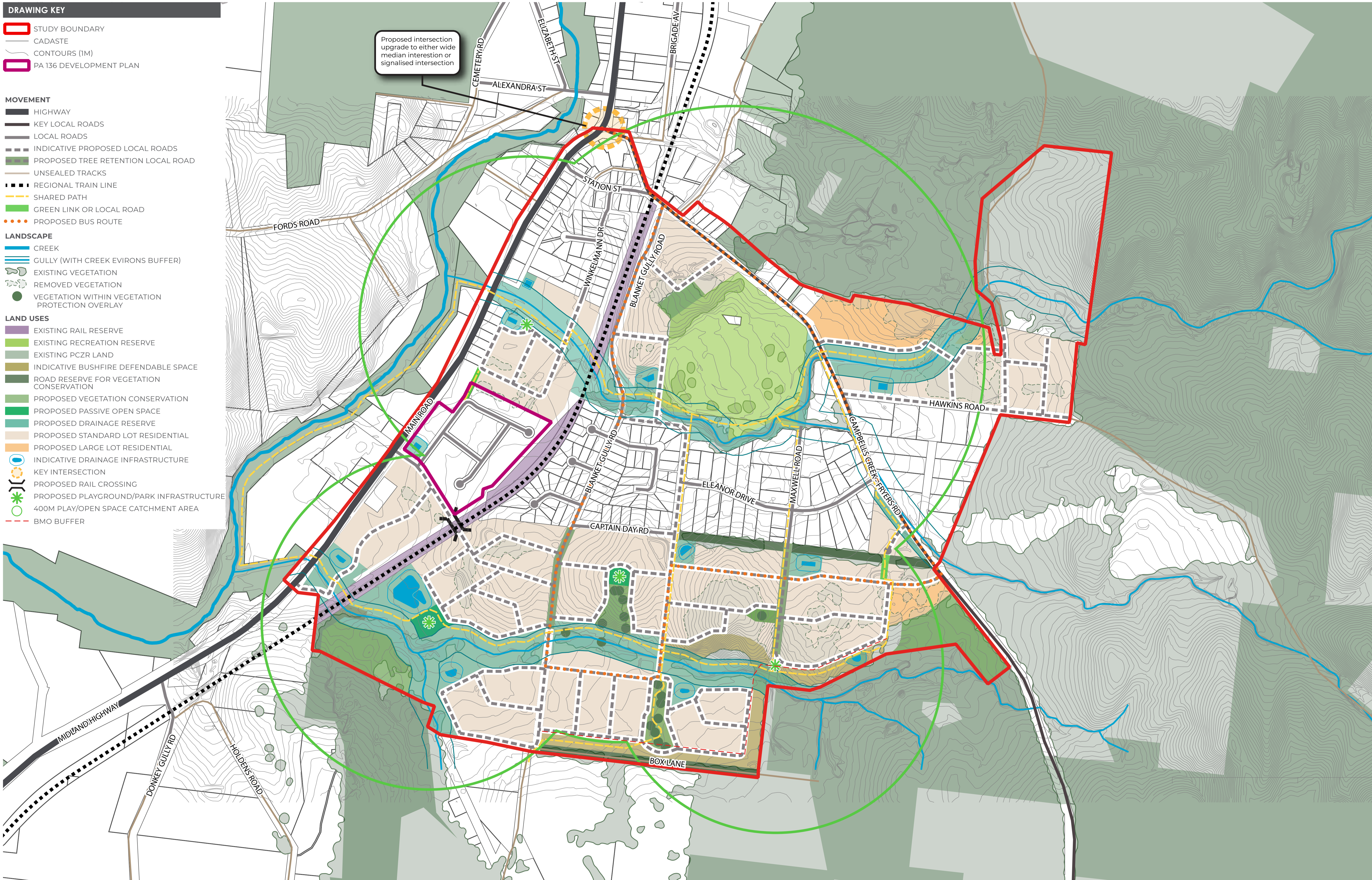
LANDSCAPE

- CREEK
- GULLY (WITH CREEK EVIRONS BUFFER)
- EXISTING VEGETATION
- REMOVED VEGETATION
- VEGETATION WITHIN VEGETATION PROTECTION OVERLAY

LAND USES

- EXISTING RAIL RESERVE
- EXISTING RECREATION RESERVE
- EXISTING PCZR LAND
- INDICATIVE BUSHFIRE DEFENDABLE SPACE
- ROAD RESERVE FOR VEGETATION CONSERVATION
- PROPOSED VEGETATION CONSERVATION
- PROPOSED PASSIVE OPEN SPACE
- PROPOSED DRAINAGE RESERVE
- PROPOSED STANDARD LOT RESIDENTIAL
- PROPOSED LARGE LOT RESIDENTIAL
- INDICATIVE DRAINAGE INFRASTRUCTURE
- KEY INTERSECTION
- PROPOSED RAIL CROSSING
- PROPOSED PLAYGROUND/PARK INFRASTRUCTURE
- 400M PLAY/OPEN SPACE CATCHMENT AREA
- BMO BUFFER

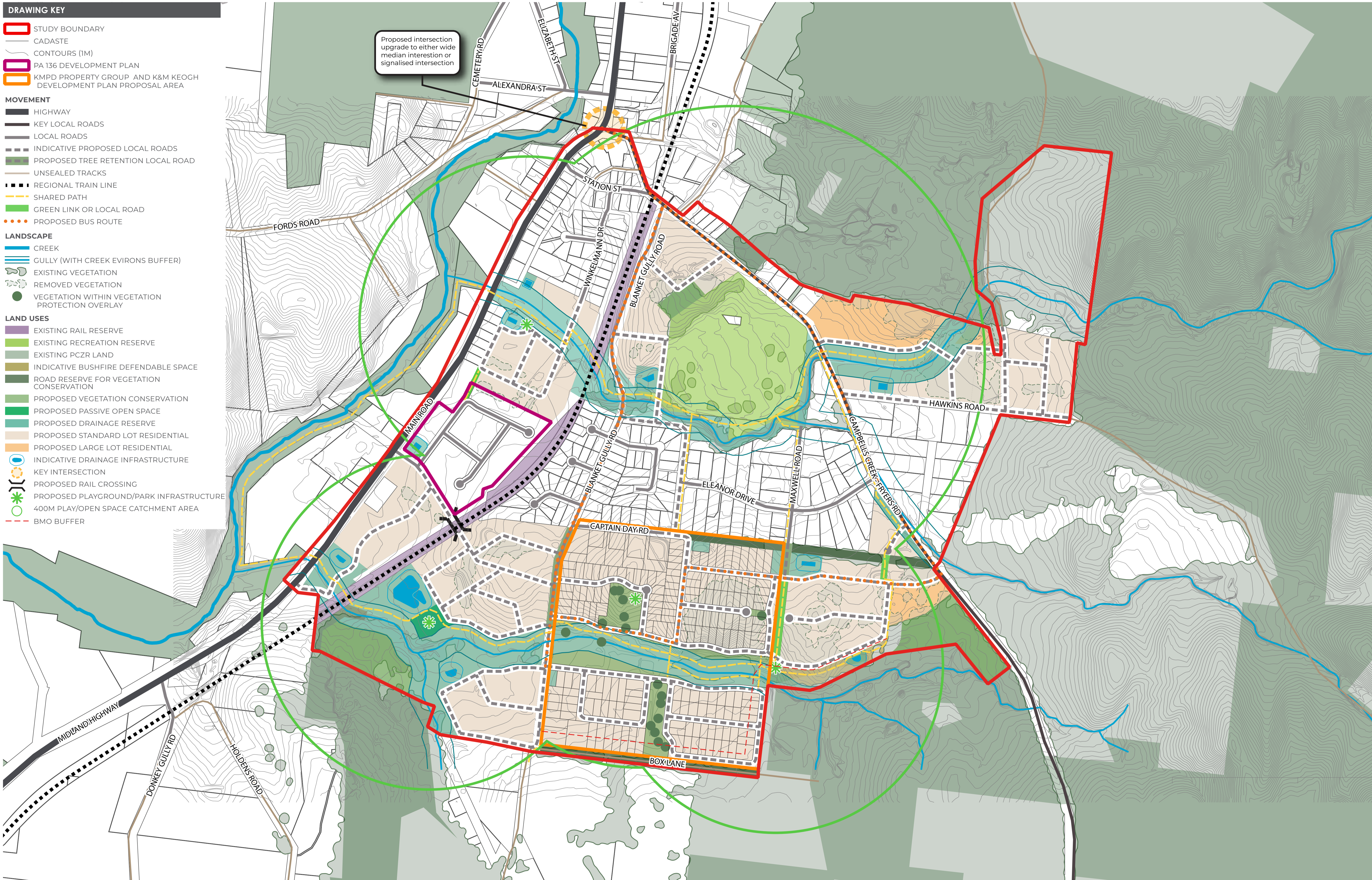
Proposed intersection upgrade to either wide median intersection or signalised intersection



Appendix 2 – Development Plan Framework (PA136/2017 Proposal)

DRAWING KEY

- STUDY BOUNDARY
 - CADASTE
 - CONTOURS (1M)
 - PA 136 DEVELOPMENT PLAN
 - KMPD PROPERTY GROUP AND K&M KEOGH DEVELOPMENT PLAN PROPOSAL AREA
- MOVEMENT**
- HIGHWAY
 - KEY LOCAL ROADS
 - LOCAL ROADS
 - INDICATIVE PROPOSED LOCAL ROADS
 - PROPOSED TREE RETENTION LOCAL ROAD
 - UNSEALED TRACKS
 - REGIONAL TRAIN LINE
 - SHARED PATH
 - GREEN LINK OR LOCAL ROAD
 - PROPOSED BUS ROUTE
- LANDSCAPE**
- CREEK
 - GULLY (WITH CREEK EVIRONS BUFFER)
 - EXISTING VEGETATION
 - REMOVED VEGETATION
 - VEGETATION WITHIN VEGETATION PROTECTION OVERLAY
- LAND USES**
- EXISTING RAIL RESERVE
 - EXISTING RECREATION RESERVE
 - EXISTING PCZR LAND
 - INDICATIVE BUSHFIRE DEFENDABLE SPACE
 - ROAD RESERVE FOR VEGETATION CONSERVATION
 - PROPOSED VEGETATION CONSERVATION
 - PROPOSED PASSIVE OPEN SPACE
 - PROPOSED DRAINAGE RESERVE
 - PROPOSED STANDARD LOT RESIDENTIAL
 - PROPOSED LARGE LOT RESIDENTIAL
 - INDICATIVE DRAINAGE INFRASTRUCTURE
 - KEY INTERSECTION
 - PROPOSED RAIL CROSSING
 - PROPOSED PLAYGROUND/PARK INFRASTRUCTURE
 - 400M PLAY/OPEN SPACE CATCHMENT AREA
 - BMO BUFFER



Proposed intersection upgrade to either wide median intersection or signalised intersection

