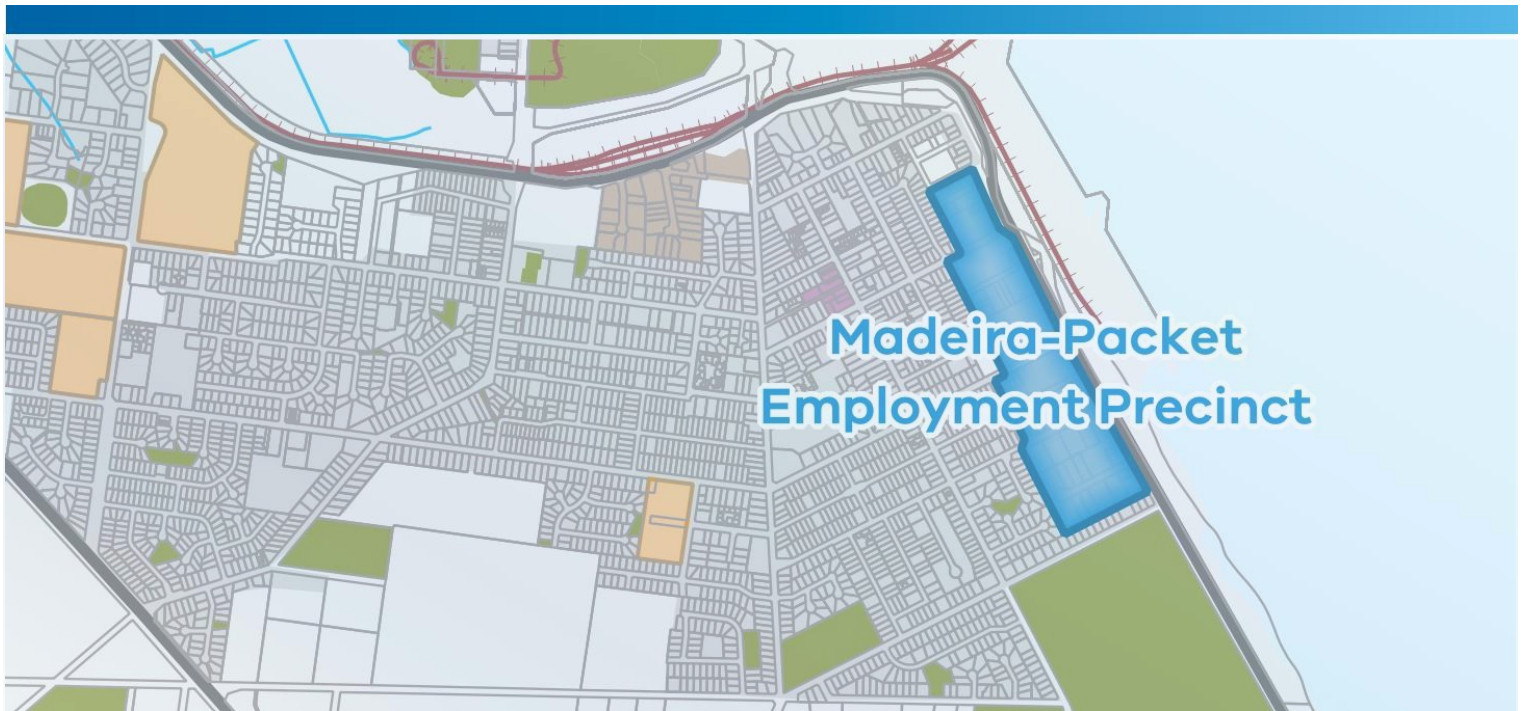


Madeira-Packet Employment Precinct Development Plan



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This plan was prepared by the Glenelg Shire Council with funding and assistance from the Victorian Planning Authority. The Glenelg Shire Council is the planning authority for this plan and the content of this plan has been at the direction of the Council.

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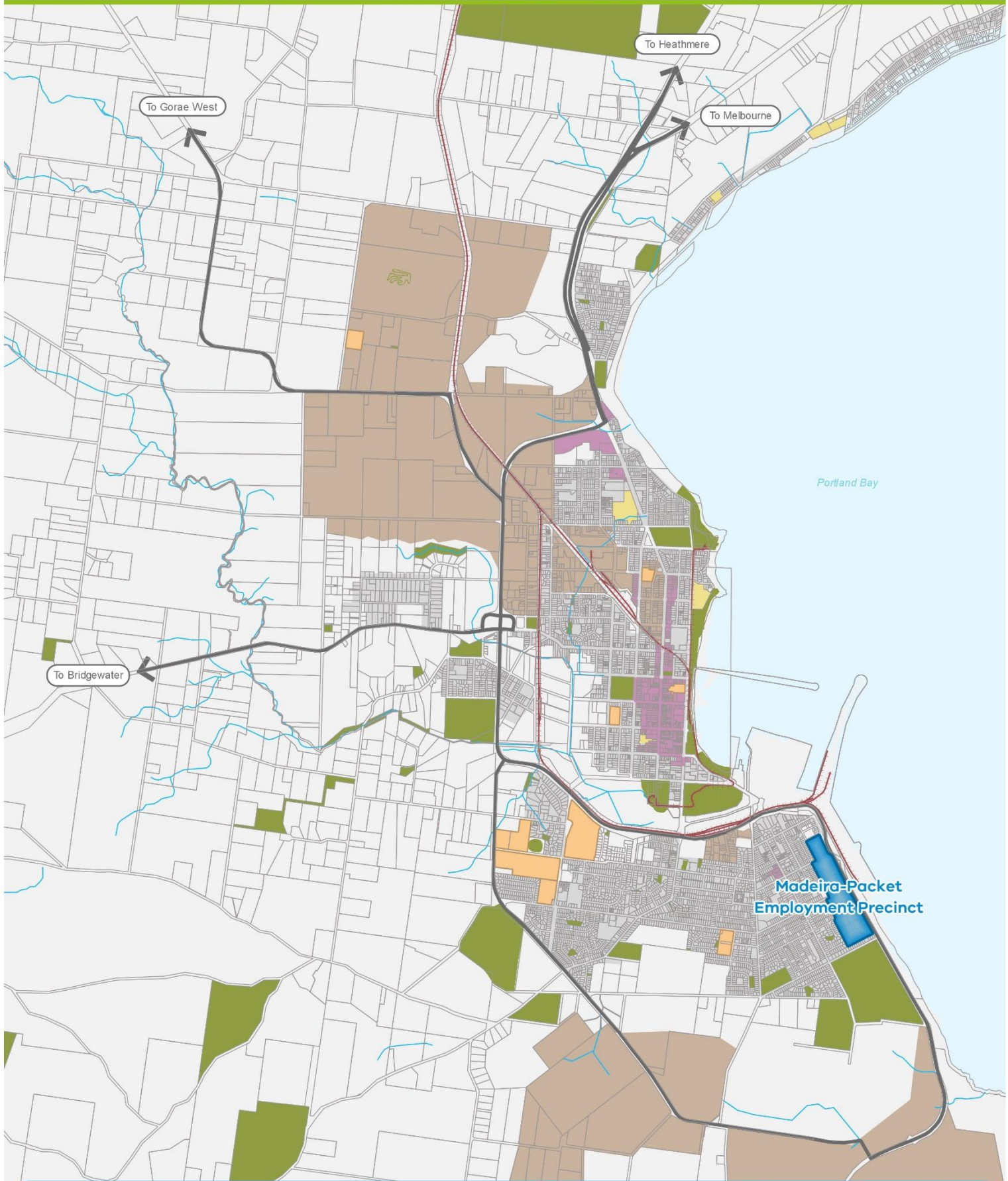
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precinct boundary	industrial area	waterway & drainage
non urban area	education	railway line
existing urban area	community	existing road network
existing retail	open space	

1.0 INTRODUCTION

The Madeira Packet Employment Precinct Development Plan (“the DP”) is a long-term plan to facilitate the redevelopment of one of a number of industrial precincts identified in the *Portland Industrial Land Strategy* (Glenelg Shire Council, 2016). It describes the future layout and use of the partially vacant precinct as a consolidated light industry and commercial precinct intended to support long term industrial and port related use.

The DP is informed by the State and Local Planning Policy Framework set out in the Glenelg Shire Council Planning Scheme, including the *Portland Industrial Land Strategy 2016* and other relevant adopted policies of the Glenelg Shire Council.

This DP responds to the requirements of the Development Plan Overlay, Schedule 8 (DPO8) as found in the Glenelg Planning Scheme.

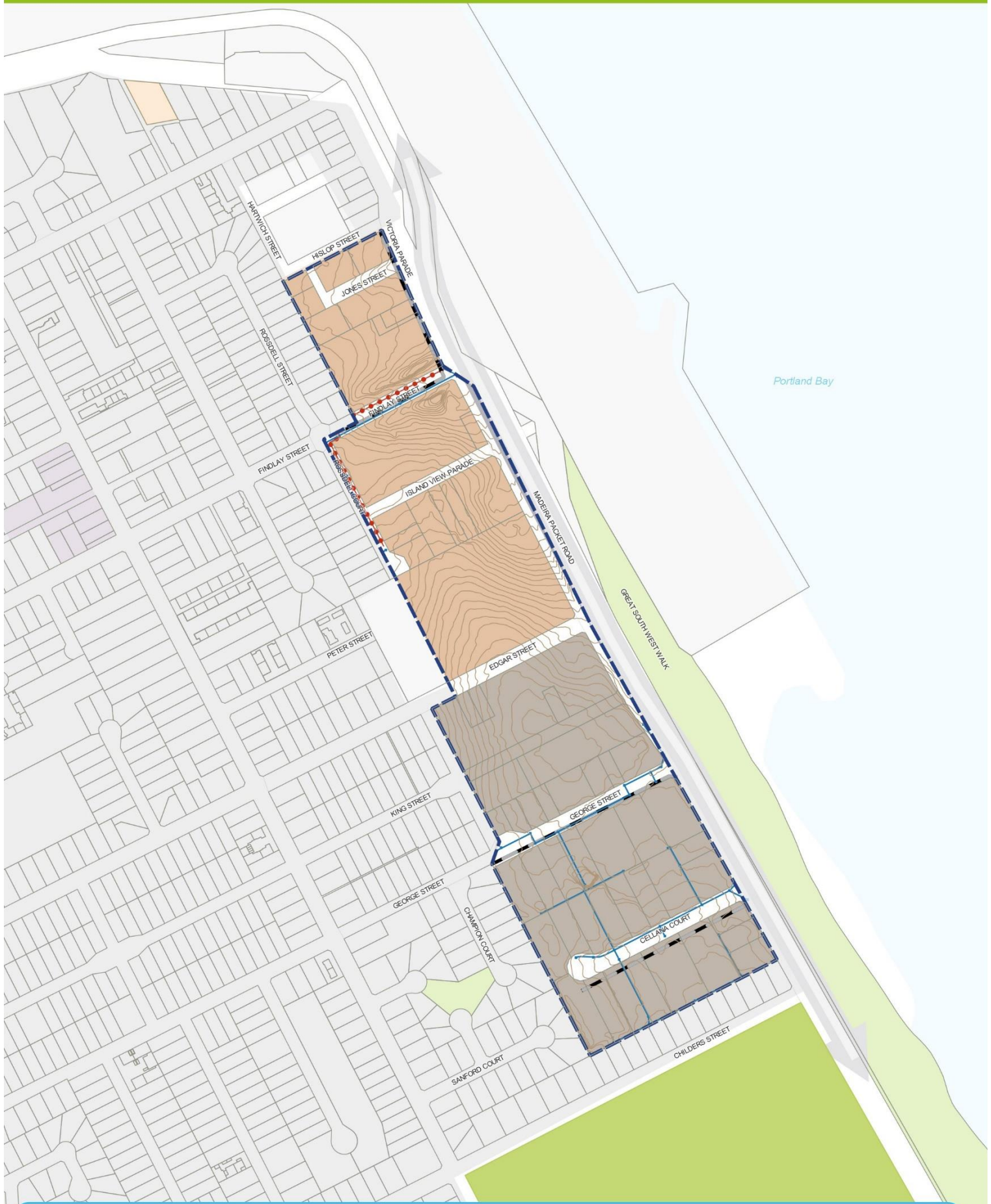
Generally, the DP guides the layout and form of land use and development in the DP area and sets out requirements that must be met by development.

1.1 How to read this document

The DP comprises a number of components including a vision, objectives, plans, diagrams, tables, illustrations, requirements and guidelines. The planning scheme, including the DPO8, directs when and how the DP is to be taken into account in making a planning decision. When the planning scheme directs this, all of these components of the DP should be considered as relevant to the decision at hand and in the manner that the scheme directs.

It is intended by the DP vision, objectives and future urban structure, collectively the DP ‘outcomes’ are achieved by all applications and permits. Requirements in the DP must be met as per the requirement in the controlling schedule to the Development Plan Overlay. The remainder of the content describes how the outcomes can be achieved; this content is not intended to exclude the possibility of a proposal achieving the outcomes of the DP in a different way.

The DP is not an exhaustive planning control; it does not address every aspect of the land’s use and development. A responsible authority must manage development and issue permits as relevant with reference to the broad range of matters it is required to consider when making a decision under the *Planning and Environment Act 1987* and the planning scheme.



precinct boundary	1m contours	industrial area (light IN3Z)	gas
existing urban	existing commercial	open space	electricity
non urban area (port zone)	industrial area (general IN1Z)		existing arterial road

1.2 Land to which the Plan applies

The DP applies to approximately 18.17 hectares of land in the town of Portland, within the municipality of Glenelg Shire Council. Portland is located in the south-west of Victoria, approximately 350kms from Melbourne and approximately 57kms east of the South Australia–Victoria state border. The precinct is bounded to the north by land zoned for residential purposes (GRZ), to the east by Madeira-Packet Road, to the south by a small amount of residential land with the Portland golf course directly beyond that and further residential including a small existing commercial hub to the west.

The topography of the precinct is gently sloped from its south west corner to the north east. A majority of the site is currently vacant land with some existing remnant vegetation located over this land, however some industrial buildings exist, generally located at the southern end of the site. The existing conditions of the precinct are shown in Plan 2.



- precinct boundary
- general industrial (IN1Z)
- light industrial (IN3Z)
- existing roads
- existing arterial road
- key local access street

2.0 OUTCOMES

2.1 Vision

This precinct will facilitate the ongoing provision of light industry and commercial uses for Portland over the long term providing development and expansion opportunities within a key port-related location.

Development will respond to the intended character through quality lot and building design and presentation which will add value to the precinct. Generous landscaping, attractive streetscape treatment and implantation of buffers along its perimeter to ensure protection of existing adjoining residential areas will effectively improve and integrate new development with its environmental setting. Clear and attractive visual features at the entry points to the precinct will establish its specific character and define it from other existing adjacent uses. New links will allow for connections to the surrounding area for both pedestrians and cyclists alike.

2.2 Objectives

- To maintain and strengthen the economic role of the industrial development sector within Portland as key port related and regionally significant focus for industrial activity.
- To achieve full utilisation of industrial land.
- To improve the efficiency of use of industrial allotments.
- To manage the interface between industrial and sensitive uses.
- To create an identifiable attractive character for the industrial precinct.
- To improve the visual quality of the precinct.
- To protect and maximise the available access to existing major transport infrastructure of road and port facilities.
- To improve the safety and efficiency of the internal road traffic system, that also increase the safety for pedestrian and cycle use.
- To improve the overall quality and management of stormwater and environmental quality of all future drainage mechanisms.



3.0 IMPLEMENTATION

3.1 Image and character, land use and built form

REQUIREMENTS									
R1	All public landscaped areas must be planted and designed to the satisfaction of the responsible authority.								
R2	Street tree planting must use species suitable for local conditions which are fast growing, hardy, drought tolerant and will not interfere with underground or overhead utilities and are to the satisfaction of the responsible authority.								
R3	Street trees must be planted on both sides of all roads and streets at regular intervals appropriate to tree size at maturity, unless otherwise agreed by the responsible authority, at an average of: <table border="1" data-bbox="367 672 1133 840"> <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>	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)								
R4	Trees in parks and streets must be: <ul style="list-style-type: none"> • Larger species wherever space allows (to facilitate continuous canopy cover); • Planted in modified and improved soil to support tree establishment; • Appropriate in size to nature strips, nearby utilities and built form; • Used consistently across the precinct to reinforce movement hierarchy and local character; and • Consistent with any guidance provided on the relevant cross section within this CDP unless otherwise approved by the responsible authority. 								
R5	Site landscape treatment must comprise hardy, locally indigenous plant material.								
R6	All landscaped areas to be designed in accordance with relevant Council guidelines and to the satisfaction of the responsible authority, including the use of recycled water and storm water where possible.								
R7	Any industrial development abutting residential zoned land must incorporate a 7.5m open space buffer or landscape buffer to that interface to the satisfaction of the responsible authority.								
R8	A consistent suite of lighting and furniture must be used across the Precinct, as approved by the responsible authority.								
R9	Key locations such as gateway points must incorporate features of interest, clear signage and landscape features.								
GUIDELINES									
G1	High quality and cohesive landscape treatments should be provided throughout the precinct, within the streetscape and in local open spaces, particularly along at key interfaces.								
G2	Variations in street tree species should be used to reinforce and support the road hierarchy or create visual cues in appropriate locations such as gateway points								
G3	Significant trees, where possible, should be retained and located within the public domain, including parks and road reserves, unless otherwise agreed by the responsible authority.								
G4	Subdivision design should preserve the opportunity for additional landscaping in existing road reserves.								

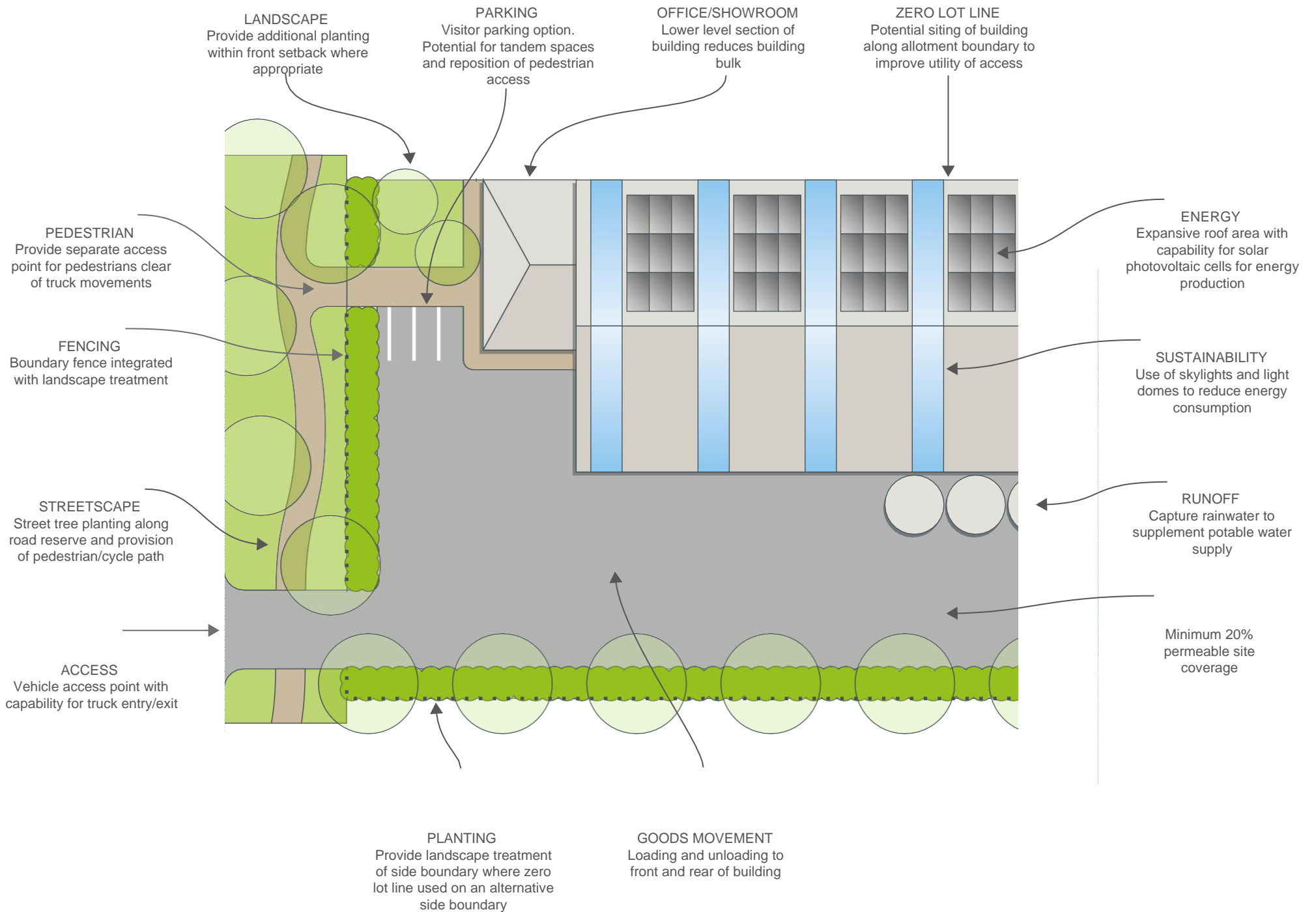


Figure 1 – Design Guidelines: Industrial Development Allotment Layout

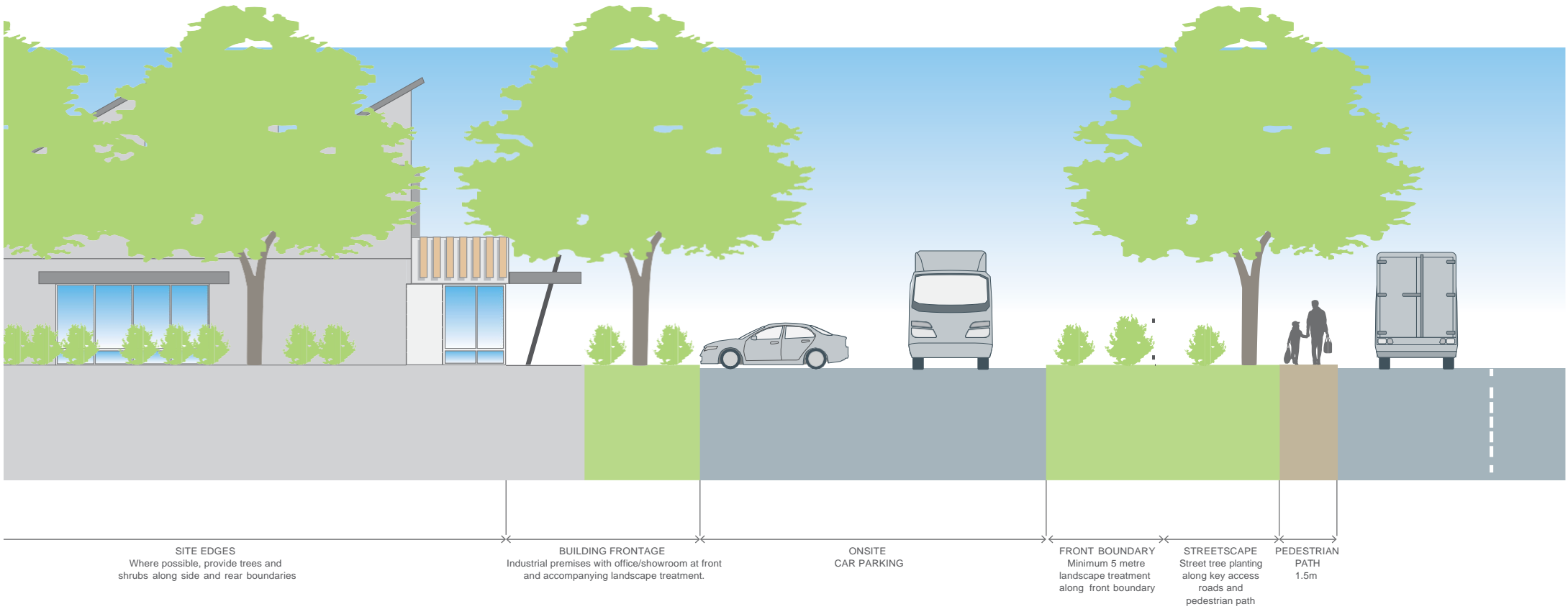


Figure 2 – Design Guidelines: Industrial Development Allotment Treatment



3.2 Land use and built form

REQUIREMENTS	
R10	Industrial lot and building design should conform with guidance provided in Figures 1 and 2 to the satisfaction of the responsible authority.
R11	The location of land uses, building design, and interface treatment within the precinct must minimise negative impacts on the amenity of nearby residents.
R12	Development which fronts Madeira-Packet Road must incorporate features of interest into the built form, including: <ul style="list-style-type: none"> • Variations in built form elements (such as building heights, use of parapets, awnings and roof elements); • Articulation of building facades; and • Feature colours and materials.
R13	Goods and materials storage areas and refuse areas must not be visible from public areas.
R14	Development proposals within the precinct must take into account Crime Prevention Through Environmental Design Guidelines.
R15	Buildings or other areas must be setback a minimum of 10 metres from the street and landscaped for a depth of at least 3 metres within this setback to provide an attractive interface to surrounding areas.
R16	Ancillary offices are to be located at the front of buildings; should include a façade addressing the frontage of the lot; and provide for improved pedestrian access and engagement with the public domain.
R17	Any visitor car parking and access areas in the front setback area should be setback a minimum of 5 metres from the street frontage to enable the provision of sufficient landscape strips at the street frontage.
R18	All vehicles must be able to enter and exit the site in a forward direction.
R19	All development must have a minimum 20% permeable site coverage.
GUIDELINES	
G5	Building heights should be carefully considered when proximate to adjacent sensitive land uses to avoid overshadowing.
G6	External finishes and roof forms of any office/showroom elements of development should be selected to ensure a consistent design theme of the Portland Industrial Park.
G7	Building materials such as corrugated iron, steel and large timber forms which are characteristic of the rural context of the Portland Industrial Park should be used.
G8	Where fencing is required forward of the building lines and along public streets, it should be visually permeable and not greater than 1.8m in height.
G9	Large expanse of continuous wall visible to the street should have appropriate articulation, landscaping and other elements to provide relief and visual interest.
G10	Buildings should be designed to have an integrated appearance so as to avoid the appearance of clutter.

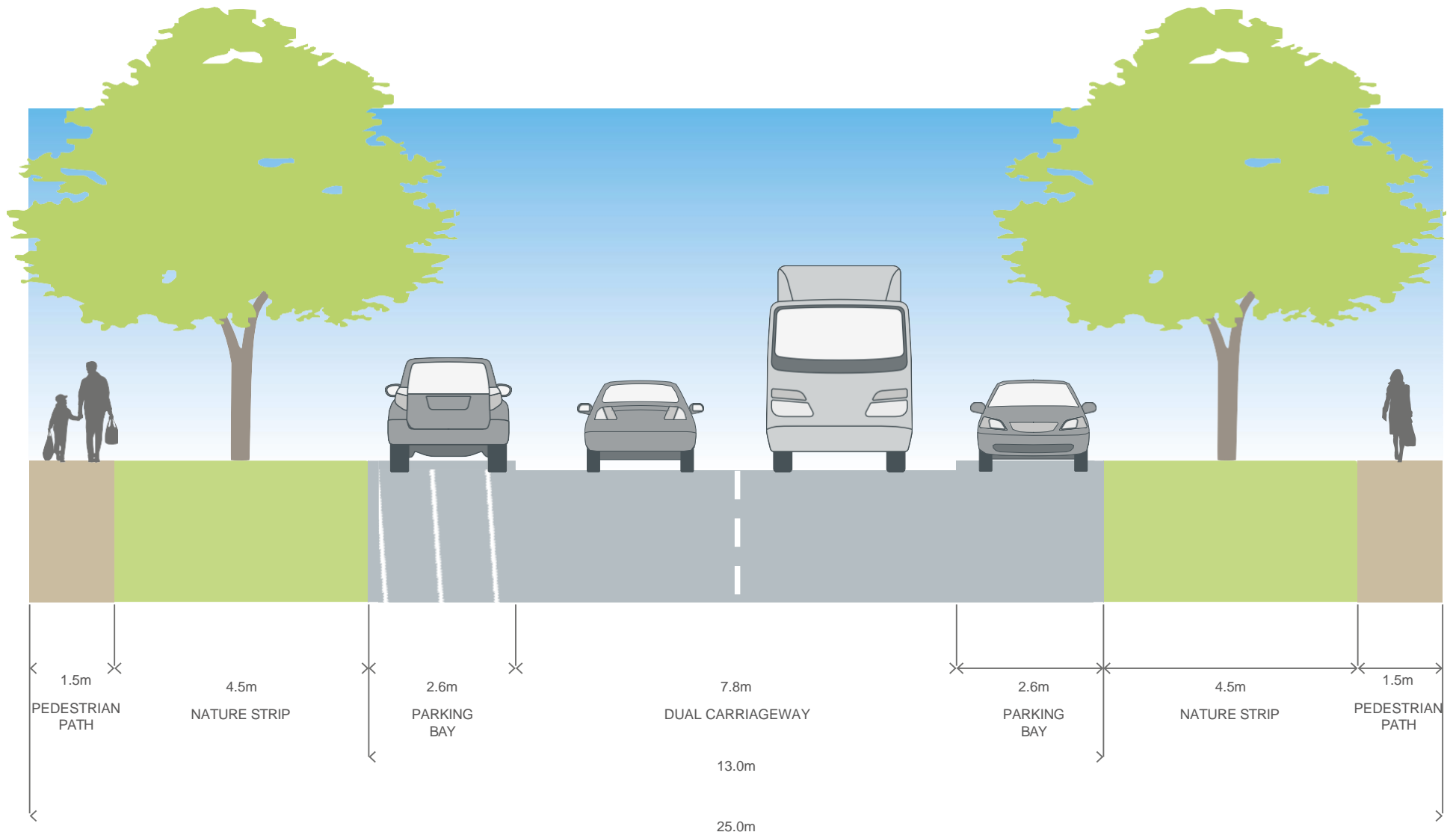
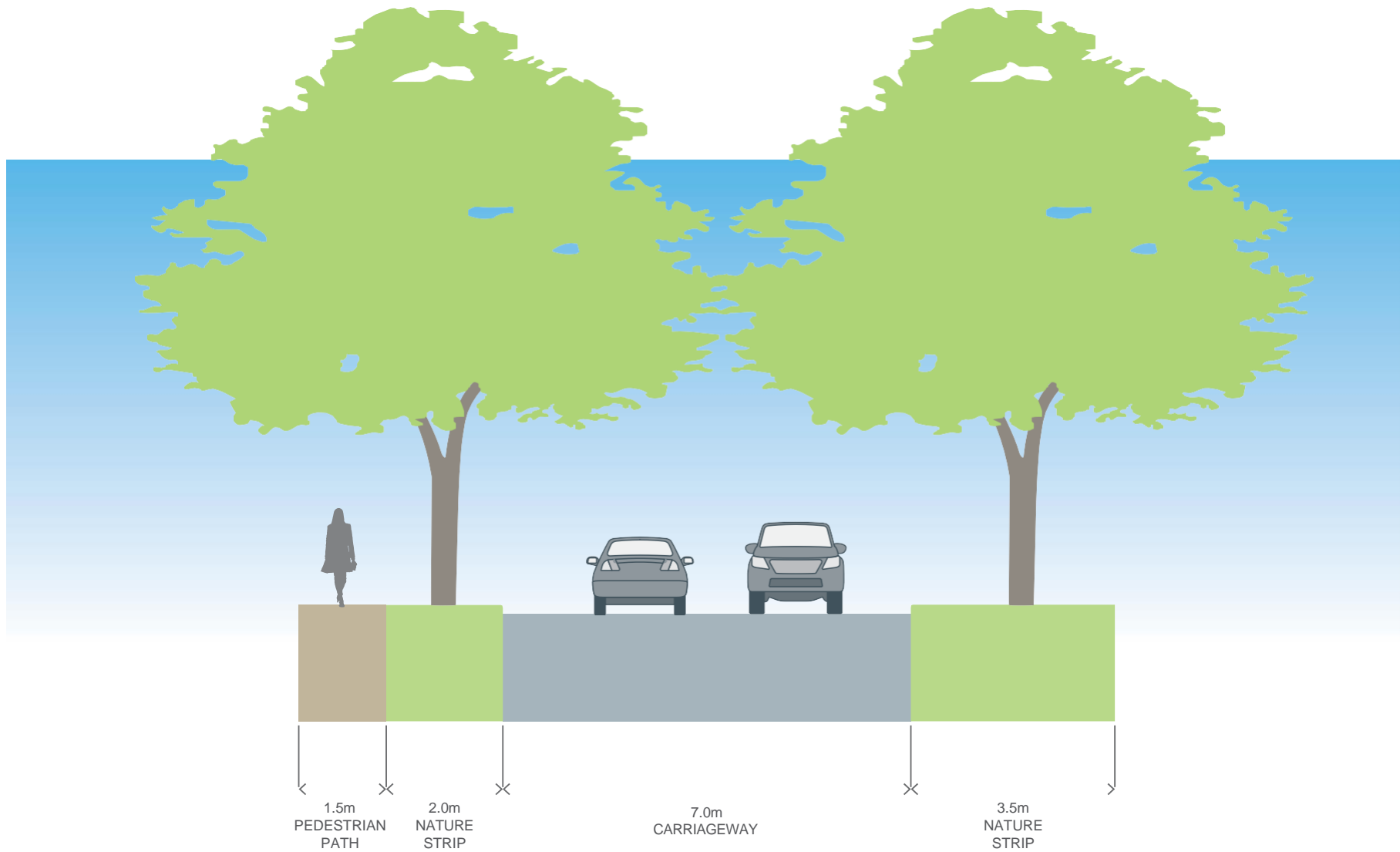


Figure 3 - Industrial Street (25.0m)



NOTES:

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

Figure 4 - Service Road – Madeira Packet Road (4.0m) (North View)

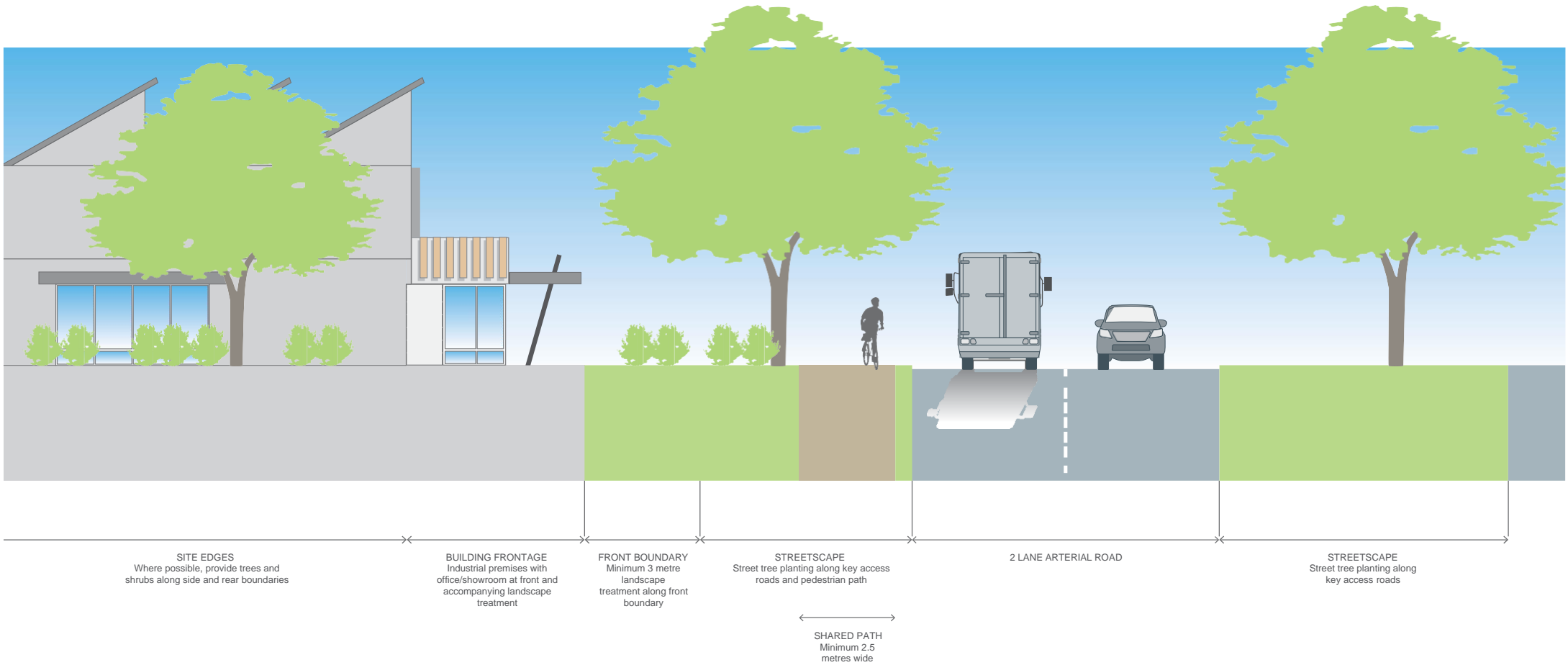


Figure 5 - Design Guidelines: Madeira-Packet Road

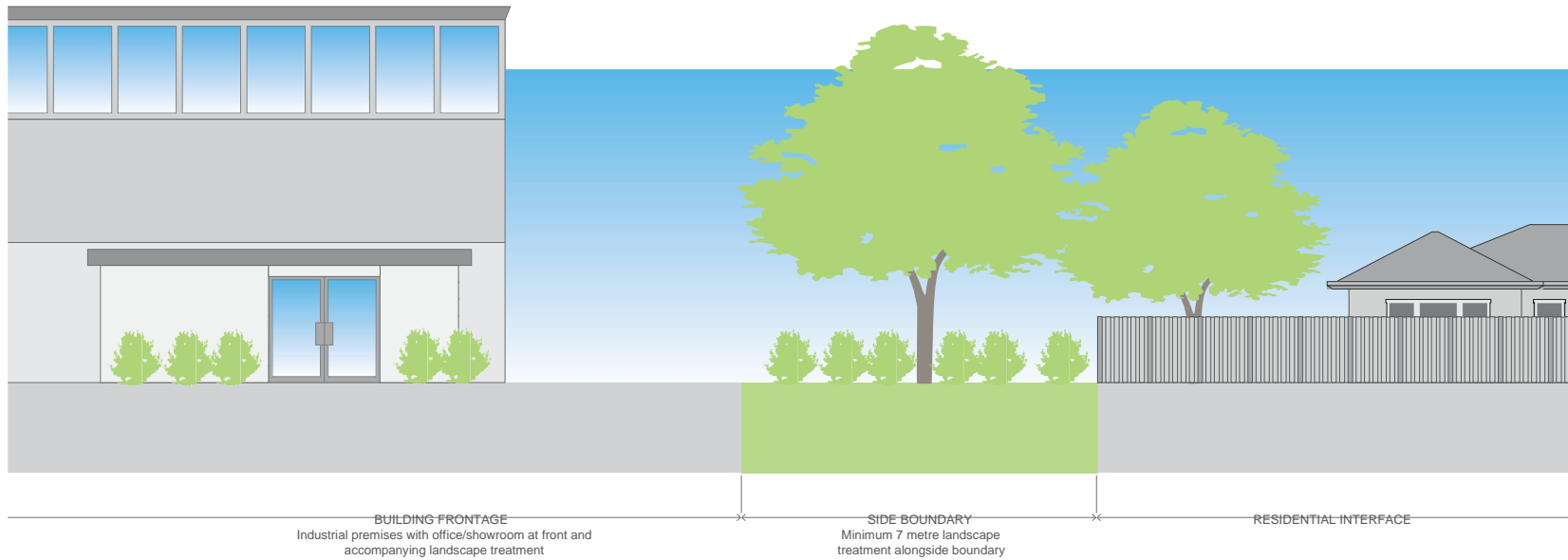
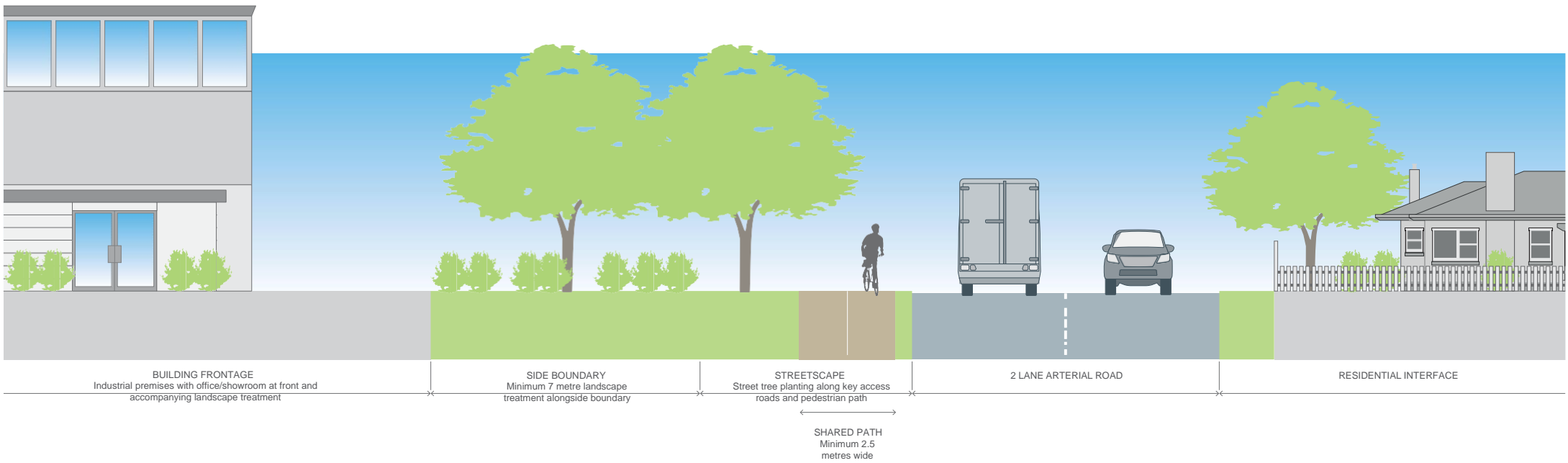


Figure 6 - Design Guidelines Rear Boundary Treatment (West Precinct)

3.3 Integrated Transport & Movement

3.3.1 Public transport

REQUIREMENTS	
R20	Bus stop facilities must be designed to the satisfaction of Public Transport Victoria (PTV).

3.3.2 Walking & cycling

REQUIREMENTS	
R21	<p>Design of all roads must give priority to the requirements of pedestrians and cyclists by providing:</p> <ul style="list-style-type: none"> • Shared paths of at least 1.5 metres on both sides of all streets and roads unless along the western side of Madeira-Packet Road, in which case a shared path of 2.5 metres. • Safe and convenient crossing points of connector roads and local streets at all intersections and on key desire lines. • Safe pedestrian crossings of arterial roads at all intersections, at key desire lines, and on regular intervals appropriate to the function of the road and public transport provision. • Pedestrian priority crossings on all slip lanes. • Safe and convenient transition between on and off-road bicycle networks. <p>All to the satisfaction of the coordinating roads authority and the responsible authority.</p>

GUIDELINES	
G11	Lighting should be installed along shared, pedestrian, and cycle paths linking to key destinations, unless otherwise agreed by the responsible authority.
G12	The alignment of any off-road bicycle path should be designed for cyclists travelling up to 30km/hr.

3.3.3 Road network

REQUIREMENTS	
R22	<p>Staging of subdivisions must provide for the timely connection of:</p> <ul style="list-style-type: none"> • Road links between properties; and • Road links to the connector and arterial road network.
R23	Vehicle access to lots fronting arterial roads must be provided from a service road or local road to the satisfaction of the coordinating road authority.
R24	<p>Subdivision layouts must provide:</p> <ul style="list-style-type: none"> • A permeable, safe and low speed street network that encourages walking and cycling; • Convenient access to local points of interest and destinations; and • For the effective integration with neighbouring properties.

GUIDELINES	
G13	Cul-de-sacs should not detract from convenient pedestrian and vehicular connections.
G14	Slip lanes should be avoided in areas of high pedestrian activity and only be provided at any other intersection between connector roads and arterial roads where they are necessitated by high traffic volumes/turning movements, to the satisfaction of the coordinating road authority.
G15	Vehicle crossovers should be provided so as not to dominate the streetscape and provide the opportunity for nature strip landscaping.



- precinct boundary
- key local access street
- off-road shared path
- arterial road
- existing road network
- Great South West Walk

3.4 Integrated water management, sustainability & utilities servicing

3.4.1 Integrated water management & sustainability

REQUIREMENTS	
R25	Stormwater runoff from new development must meet or exceed the performance objectives of the Infrastructure Design Manual (IDM) prior to discharge to receiving waterways, unless otherwise approved by the responsible authority.
R26	Quantity of stormwater runoff from development must not exceed the runoff generated from the pre-developed site, to the satisfaction of the responsible authority.
R27	Development applications must demonstrate how: <ul style="list-style-type: none"> • Overland flow paths and piping within road or other reserves will be connected and integrated across property/parcel boundaries; • Wannon Water and the responsible authority freeboard requirements for overland flow paths will be adequately contained within road or other reserves; • The development will deliver Integrated Water Management requirements of any approved Integrated Water Management Plan or Strategy; • Development will prevent litter from entering the downstream drainage system through the use of litter traps, as required by the drainage authorities.
R28	Environmentally sustainable principles and initiatives should be considered in the design of buildings, such as solar aspect, crossflow ventilation, materials and finishes, embodied energy, use of solar hot water and on-site collection and reuse of stormwater.
GUIDELINES	
G16	Development should support and facilitate the use of alternative water supplies.
G17	Development should have regard to relevant policies and strategies being implemented by the responsible authority, Wannon Water and water retail authority, including any approved Integrated Water Management Plan.
G18	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.
G19	Where practical, development should include integrated water management initiatives to reduce reliance on potable water and increase utilization of storm and wastewater, contributing to a sustainable and green urban environment.



- precinct boundary
- drainage
- gas - distribution
- electricity - distribution

3.4.2 Utilities

REQUIREMENTS	
R29	Delivery of underground services must be coordinated, located, and bundled (using common trenching) to facilitate the planting of trees and other vegetation within road verges.
R30	All existing above ground electricity cables of less than 66kV voltage must be placed underground as part of the upgrade of existing roads.
R31	All new electricity supply infrastructure (excluding substations and cables of a voltage greater than 66kV) must be provided underground.
R32	Where existing above ground electricity cables of 66kV voltage are retained along roadways, underground conduits are to be provided as part of the upgrade of these roads to allow for future undergrounding of the electricity supply.
R33	Above ground utilities must be identified at the subdivision design stage to ensure effective integration with the surrounding area and to minimise amenity impacts and be designed to the satisfaction of the relevant authority.
R34	All lots must be provided with potable water, electricity, reticulated sewerage, drainage, gas and telecommunications to the satisfaction of the relevant servicing authority.
GUIDELINES	
G20	Above ground utilities should be screened with vegetation, as appropriate.
G21	Existing above ground 66kV electricity cables should be removed and placed underground as part of the upgrade of existing roads.
G22	Design and placement of underground services in new or upgraded streets should utilise the service placement guidelines outlined in Appendix 4.2.
G23	Utility easements to the rear of lots should only be provided where there is no practical alternative.

3.5 Infrastructure delivery & development staging

3.5.1 Development staging

REQUIREMENTS	
R35	<p>Development staging must provide for the timely provision and delivery of:</p> <ul style="list-style-type: none"> • Street links between properties, constructed to the property boundary; and • Connection of the on- and off-road pedestrian and bicycle network.
R36	<p>Development viability and staging in this precinct will be determined largely through the availability and provision of infrastructure in order to access and service each development site. Within this context, development must:</p> <ul style="list-style-type: none"> • Ensure the safe and orderly vehicular access to the existing arterial network; and • Provide access to each lot via a sealed road constructed to an industrial standard to service the development, all to the satisfaction of the responsible authority.
R37	<p>Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the DP, by any date or stage of development required or approved by the responsible authority.</p>

3.5.2 Subdivision

REQUIREMENTS	
R38	<p>Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure:</p> <ul style="list-style-type: none"> • Upgrade of local streets; • Local bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria); • Landscaping of all existing and future roads and local streets; • Intersection works and traffic management measures along arterial roads, connector streets, and local streets; • Landscaping of all existing and future roads and local streets; • Council approved fencing and landscaping (where required) along Madeira Packet Road; • Local shared, pedestrian and bicycle paths along local arterial roads, connector roads, utilities easements, local streets, waterways and within local parks including bridges, intersections, and barrier crossing points; • Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing public open space; • Basic improvements to local parks and other open space; • Local drainage system; and • Infrastructure as required by utility service providers including water, sewerage, drainage (except where the item is funded through a Development Services Scheme), electricity, gas and telecommunications.
GUIDELINES	
G24	<p>Subdivision should provide for a range of lot sizes to cater for a diversity of industrial and commercial uses.</p>

4.0 APPENDIX

4.1 Property specific land budget (Refer Plan4)

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT		TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
		ARTERIAL ROAD – EXISTING ROAD RESERVE	ARTERIAL ROAD – PUBLIC ACQUISITION OVERLAY		
PROPERTY					
1	0.07	-	-	0.07	100.00%
2	0.17	-	-	0.17	100.00%
3	0.17	-	-	0.17	100.00%
4	0.10	-	-	0.10	100.00%
5	0.16	-	-	0.16	100.00%
6	0.31	-	-	0.31	100.00%
7	1.03	-	-	1.03	100.00%
8	0.05	-	-	0.05	100.00%
9	0.08	-	-	0.08	100.00%
10	1.44	-	-	1.44	100.00%
11	0.07	-	-	0.07	100.00%
12	0.14	-	-	0.14	100.00%
13	0.07	-	-	0.07	100.00%
14	0.11	-	-	0.11	100.00%
15	0.23	-	-	0.23	100.00%
16	0.12	-	-	0.12	100.00%
17	0.12	-	-	0.12	100.00%
18	0.47	-	-	0.47	100.00%
19	2.51	-	-	2.51	100.00%
20	1.59	-	-	1.59	100.00%
21	0.07	-	-	0.07	100.00%
22	0.07	-	-	0.07	100.00%
23	0.07	-	-	0.07	100.00%
24	0.33	-	-	0.33	100.00%
25	0.37	-	-	0.37	100.00%
26	0.65	-	-	0.65	100.00%
27	0.07	-	-	0.07	100.00%
28	0.09	-	-	0.09	100.00%
29	0.07	-	-	0.07	100.00%
30	0.21	-	-	0.21	100.00%
31	0.11	-	-	0.11	100.00%
32	0.07	-	-	0.07	100.00%
33	0.23	-	-	0.23	100.00%
34	0.26	-	-	0.26	100.00%

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT		TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY
		ARTERIAL ROAD – EXISTING ROAD RESERVE	ARTERIAL ROAD – PUBLIC ACQUISITION OVERLAY		
35	0.20	-	-	0.20	100.00%
36	0.20	-	-	0.20	100.00%
37	0.20	-	-	0.20	100.00%
38	0.40	-	-	0.40	100.00%
39	0.28	-	-	0.28	100.00%
40	0.37	-	-	0.37	100.00%
41	0.26	-	-	0.26	100.00%
42	0.17	-	-	0.17	100.00%
43	0.20	-	-	0.20	100.00%
44	0.20	-	-	0.20	100.00%
45	0.20	-	-	0.20	100.00%
46	0.20	-	-	0.20	100.00%
47	0.30	-	-	0.30	100.00%
48	0.12	-	-	0.12	100.00%
49	0.25	-	-	0.25	100.00%
50	0.33	-	-	0.33	100.00%
51	0.22	-	-	0.22	100.00%
52	0.22	-	-	0.22	100.00%
53	0.22	-	-	0.22	100.00%
54	0.44	-	-	0.44	100.00%
55	0.36	-	-	0.36	100.00%
56	0.12	-	-	0.12	100.00%
57	0.12	-	-	0.12	100.00%
58	0.16	-	-	0.16	100.00%
SUB-TOTAL	17.37			17.37	100.00%
ROAD RESERVE					
RD1 (Jones Street)	0.22	-	0.22	0.00	0.00%
RD2 (Findlay Street)	0.29	-	0.29	0.00	0.00%
RD3 (Rossdell Court)	0.17	-	0.17	0.00	0.00%
RD4 (Island View Parade)	0.26	-	0.26	0.00	0.00%
RD5 (Madeira Packet Rd)	0.63	0.63	-	0.00	0.00%
RD6 (Edgar Street)	0.36	-	0.36	0.00	0.00%
RD7 (George Street)	0.51	-	0.51	0.00	0.00%
RD8 (Cellana Court)	0.50	-	0.50	0.00	0.00%
SUB-TOTAL	2.93	0.63	2.31	0.00	0.00%
TOTALS PSP	20.31	0.63	2.31	17.37	85.55%

4.2 Service placement guidelines

STANDARD ROAD CROSS SECTIONS

The Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011) outlines placement of services for a typical street environment. This approach is appropriate for the majority of the 'standard' road cross sections outlined in Appendix E 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. This PSP contains suggested non-standard 'variation' road cross sections in Appendix E, however other non-standard outcomes are encouraged.

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

	UNDER PEDESTRIAN PAVEMENT	UNDER NATURE STRIPS	DIRECTLY UNDER TREES	UNDER KERB	UNDER ROAD PAVEMENT	WITHIN ALLOTMENTS	NOTES
SEWER	Possible	Preferred	Possible	No	Possible	Possible ³	
POTABLE WATER	Possible ⁴	Preferred	Possible	No	Possible	No	Can be placed in combined trench with gas
RECYCLED WATER	Possible ⁴	Preferred	Preferred	No	Possible	No	
RETICULATED 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	Possible	Possible ³	
TRUNK SERVICES	Possible	Possible	Possible	Possible	Possible	No	

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 (e.g. drainage, street light electricity supply) closer to the road carriageway
- Maintain appropriate services clearances and overlap these clearances wherever possible
- Services must be placed outside of natural waterway corridors or on the outer edges of these corridors to avoid disturbance to existing waterway values.

TABLE NOTES

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

