



TARNEIT NORTH

PRECINCT STRUCTURE PLAN

SEPTEMBER 2014

Amended December 2014

TABLES

Table 1	Housing Types By Lot Size	12
Table 2	Housing Delivery Guide	13
Table 3	Town Centres and Employment Areas	17
Table 4	Anticipated Employment Creation in Precinct	17
Table 5	Open Space Delivery Guide	20
Table 6	Feature Streets	31
Table 7	Stormwater Drainage & Water Quality Treatment Infrastructure	37
Table 8	Precinct Infrastructure Plan	43
Table 9	Summary Land Budget	51
Table 10	Property Specific Land Budget	50

FIGURES

Figure 1	Tarneit West Local Town Centre	14
Figure 2	Kenning Road Local Town Centre	15
Figure 3	A 89-01 Parkland Concept	22
Figure 4	A-89-02 Parkland Concept	22
Figure 5	A-89-03 Parkland Concept	23
Figure 6	A-89-04 Parkland Concept	23

TABLE OF AMENDMENTS			
Version	Amendment	Date	Change
1	C188	September 2014	N/A
2	C141	December 2014	Correct community facilities part of Table 8

CONTENTS

1.0	INTRODUCTION	3
1.1	How to Read This Document	5
1.2	Land to Which this PSP Applies	5
1.3	Background Information	5
1.4	Development Contributions Plan	5
2.0	OUTCOMES	7
2.1	Vision	7
2.2	Objectives	9
3.0	IMPLEMENTATION	11
3.1	Image, Character, Heritage & Housing	11
3.2	Town Centres & Employment	14
3.3	Open Space & Community Facilities	19
3.4	Biodiversity & Bushfire Management	27
3.5	Transport & Movement	29
3.6	Integrated Water Management & Utilities	35
3.7	Infrastructure Delivery & Staging	40
4.0	APPENDICES	48
Appendix A	Land Budget	48
Appendix B	Town Centre Design Principles	54
Appendix C	Street Cross-sections	58
Appendix D	Street Cross-section Variations	71
Appendix E	Service Placement Guidelines	85
Appendix F	Open Space Delivery Guide	86

PLANS

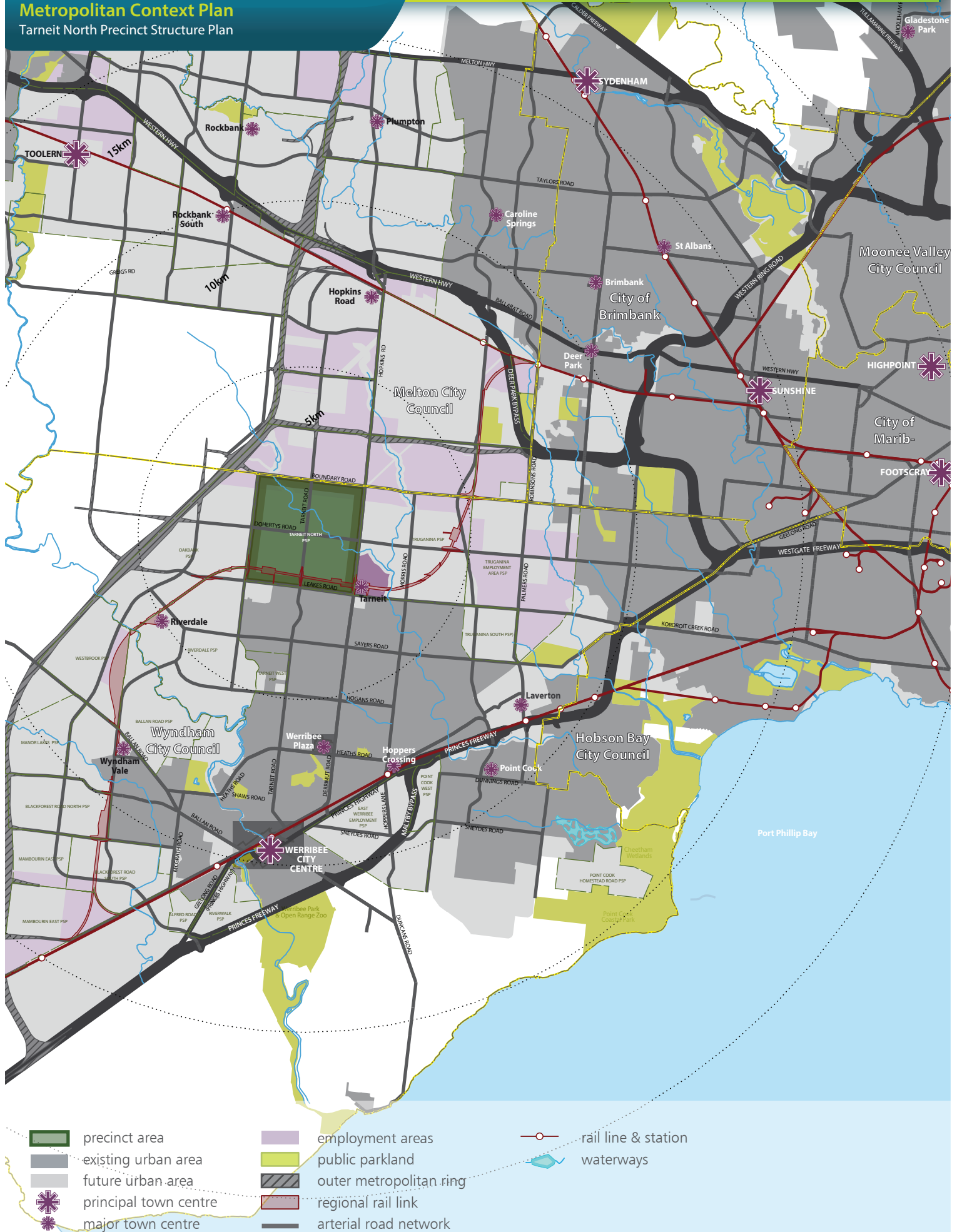
Plan 1	Precinct Features	4
Plan 2	Future Urban Structure	6
Plan 3	Image, Character, Heritage & Housing	10
Plan 4	Open Space	18
Plan 5	Native Vegetation Retention & Removal	26
Plan 6	Street Network	28
Plan 7	Public Transport and Path Network	32
Plan 8	Integrated Water Management	34
Plan 9	Utilities	38
Plan 10	Land Use Budget	48

Note: Any reference to the Metropolitan Planning Authority (MPA) in this document is a reference to the Growth Areas Authority (GAA) as defined under the Planning & Environment Act 1987.



Metropolitan Context Plan
Tarneit North Precinct Structure Plan

0 2km 4km 6km 8km 10km



1.0 INTRODUCTION

The Tarneit North Precinct Structure Plan (the PSP) has been prepared by the Metropolitan Planning Authority in consultation with the Wyndham City Council, Government agencies, service authorities and major stakeholders.

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

The PSP:

- Sets out plans to guide the delivery of quality urban environments in accordance with the Victorian Government policies and guidelines (listed below).
- Enables the transition from non-urban land to urban land.
- Sets the vision for how land should be developed, illustrates the future urban structure and describes the outcomes to be achieved by the future development.
- Outlines projects required to ensure that the future community, visitors and workers within the area are provided with timely access to services and transport infrastructure necessary to support a quality, affordable lifestyle.
- Sets out objectives, requirements and guidelines for land use, development and subdivision.
- Provides Government agencies, the Council, developers, investors and local communities with certainty about future development.
- Addresses the requirements of the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act 1999) in accordance with an endorsed program under Part 10.

The PSP is informed by the following policies and guidelines:

- State Planning Policy Framework set out in the *Wyndham Planning Scheme* and the *Precinct Structure Planning Guidelines*.
- Local Planning Policy Framework of the *Wyndham Planning Scheme*.
- *Growth Corridor Plans: Managing Melbourne's Growth* (Metropolitan Planning Authority, June 2012).
- *Wyndham North Development Contributions Plan* (the DCP) which sets out the requirements for development proponents to make a contribution toward infrastructure required to support the development of the precinct.
- *Biodiversity Conservation Strategy and Sub-regional Species Strategy for Melbourne's Growth Areas* (Department of Environment & Primary Industries, 2013)*.
- Local policy: Landscape Context Guidelines (2013), Wyndham North Heritage Strategy (2012), Wyndham Social Infrastructure Plan 2040 (2012), Quality Community Plan (2007), Community Health, Wyndham City Plan 210-2017 (2013) and Wellbeing and Safety Plan 2010-2013 (2010).

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

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

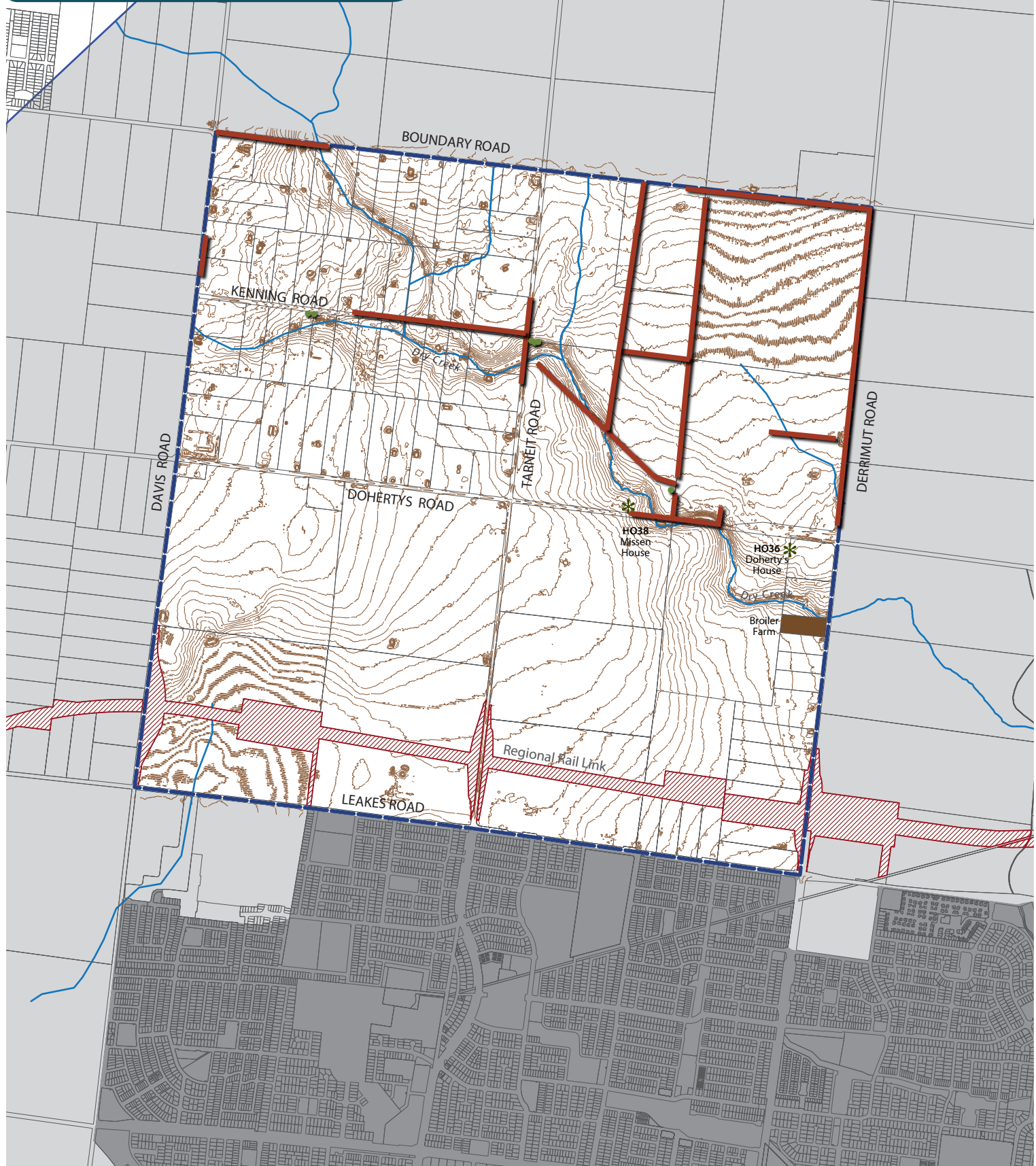
The following planning documents have been developed in parallel with the PSP to inform and direct the future planning and development of the precinct:

- **Wyndham North Development Contributions Plan** that applies the requirements for development proponents to make a contribution toward infrastructure required to support the development of the precinct.
- **Wyndham North PSPs Background Report** (the Background Report).



Plan 1 - Precinct Features

Tarneit North Precinct Structure Plan



precinct area



heritage site



contours (0.5m)



existing dry stone wall



waterways



rail corridor



existing vegetation (trees)



broiler farm

1.1 HOW TO READ THIS DOCUMENT

This structure plan guides land use and development where a planning permit is required under the Urban Growth Zone or another provision in the Wyndham Planning Scheme that references this structure plan.

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

Each element of the precinct structure plan contains requirements, guidelines and conditions as relevant.

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

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

Conditions in this PSP must be included in a permit as relevant.

Development that meets these requirements, guidelines and conditions will be considered to implement the outcomes of the precinct structure plan.

Development must also comply with other Acts and approvals where relevant e.g. the Environment Protection and Biodiversity Conservation Act 1999 in the case of biodiversity or the Aboriginal Heritage Act 2006 in the case of cultural heritage amongst others.

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

1.2 LAND TO WHICH THIS PSP APPLIES

The PSP applies to approximately 1,065 hectares of land as shown on Plan 1 and on Wyndham Planning Scheme maps as Schedule 13 to the Urban Growth Zone.

The PSP area is generally defined by Boundary Road to the north, Davis Road to the west, Leakes Road to the south and Derrimut Road to the east.

Dry Creek passes through the precinct from the north west to the east, converging with Skeleton Creek to the east of the precinct.

Plan 1 identifies the key features of the land.

1.3 BACKGROUND INFORMATION

Detailed background information on the PSP area including its local and metropolitan context, history, landform and topography, drainage, biodiversity, open space and community facilities are contained in the Background Report. This information has informed the preparation of the PSP.

1.4 DEVELOPMENT CONTRIBUTIONS PLAN

Development proponents within the Tarneit North precinct will be bound by the *Wyndham North Development Contributions Plan* (the DCP) incorporated into the *Wyndham Planning Scheme*. The DCP sets out requirements for infrastructure funding across the wider Wyndham North region.



Plan 2 - Future Urban Structure

Tarneit North Precinct Structure Plan



	precinct area		local parks (unencumbered)		outer metropolitan ring road
	town centre		drainage open space (encumbered)		primary arterial road
	mixed use precinct		heritage conservation area (encumbered)		secondary arterial road
	convenience centre		tree reserve / arterial road		boulevard connector street
	office & light industrial		waterways		connector street
	residential		wetland/retarding basin		local access street
	potential government primary school		easement		rail corridor
	potential non-government school		potential transmission easement		existing urban
	community facilities		non-residential/utilities land use		future urban
	local sporting reserve (unencumbered)		subject to urban design framework (UDF)		future potential residential

2.0 OUTCOMES

2.1 VISION

The Tarneit North area has been shaped by its historic settlement patterns and former agricultural uses. This is evident in the dry stone walls, bluestone buildings, and cultural artefacts along Dry Creek, which traverses the precinct's gently undulating landscape.

The Precinct Structure plan will retain and enhance these attractive elements to inform the structure and character for this new community. Natural and heritage features will be incorporated into open space, parks and streets to create vibrant neighbourhoods that are well connected to town centres, housing, schools and community services.

Water will be a key connecting feature of the future urban environment in Tarneit North. Dry Creek and its tributaries will be strengthened through the delivery of linear open space and parks for the local community to enjoy for walking and cycling. A water feature treatment will provide an attractive link from the Tarneit West local town centre to the waterways and community hub to the north. Furthermore, water assets located throughout the precinct will provide additional opportunities for passive recreation and attractive natural features.

The two local town centres, Tarneit West and Kenning Road, will provide for a range of community, commercial, retail and residential uses. The centres will be well connected to the public transport network given their proximity to the proposed Tarneit station to the east and the potential future train station in the south of this precinct. A strong heart for the centres will be created through a central town square integrated with schools and community centres.

The Tarneit North community will be able to access a range of employment and services in the immediate surrounds and wider western corridor. The office and light industrial areas along Boundary Road will provide for significant local and regional employment opportunities. Access to wider employment will be improved through additional major infrastructure in this area, including the Regional Rail Link and road improvements.

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2.2 OBJECTIVES

OBJECTIVES	
01	Recognise the history, heritage and character of the Werribee Plains in a new urban environment through the protection of natural waterway corridors, retention of significant vegetation, habitat and dry stone walls, and the promotion of heritage.
02	Capitalise on the significant opportunities of the local context, including the Regional Rail Link, the western employment corridor, and extensive intra-metropolitan motorway connections.
03	Ensure pre-development property structure does not impede the realisation of cohesive and integrated neighbourhoods.
04	Deliver an integrated network of local passive parks, active recreation reserves, and community infrastructure that meets the needs and aspirations of the new community.
05	Achieve a diversity of streetscape and open space outcomes to enhance local character and amenity.
06	Establish a landscape of connecting canopies along streets, parks and waterways.
07	Ensure that no residents need to cross arterial roads, railway lines or waterways to access a local park.
08	Develop a slow-speed and permeable connector road network that links across arterial roads and traverses through the core of each square mile.
09	Build high-density and transit-oriented neighbourhoods focused on railway stations and proposed future railway station sites.
010	Promote greater housing choice through the delivery of a range of lots capable of accommodating a variety of dwelling typologies.
011	Leverage off the amenity offered by waterways, open space and town centres to deliver medium and high density housing options.
012	Deliver sufficient residential densities within a walkable catchment to support vibrant and viable town centres.
013	Develop a series of town centres with a civic focus and an ability to adapt and evolve with the community.
014	Ensure the design of town centres is conducive to a range of commercial enterprises including start-up, small, and home-based businesses.
015	Create high amenity industrial and commercial precincts that can attract a diversity of different businesses and employers and generate a variety of local jobs.
016	Provide a viable and attractive interface between residential and industrial or commercial land uses.
017	Deliver an integrated water management system that encourages reduced reliance on reticulated potable water, encourages the re-use of alternative water, minimises flood risk, ensures waterway health, and contributes toward a sustainable and green urban environment.
018	Ensure that development staging is co-ordinated with the delivery of key local and state infrastructure.
019	Provide for non government school sites to meet a strategically justified need for Catholic primary and secondary education and other non government education in the area.
020	Deliver a minimum of 10,200 new homes (16 dwellings residential net developable hectare overall precinct average).



Plan 3 - Image, Character, Heritage & Housing

Tarneit North Precinct Structure Plan



- | | | | | | |
|--|---|--|---|--|---|
| | precinct area | | local sports reserve (unencumbered) | | existing trees to be retained |
| | town centre | | local parks (unencumbered) | | heritage site |
| | local convenience centre | | drainage open space (encumbered) | | view lines |
| | primary walking catchment (town centre) | | heritage conservation area (encumbered) | | waterways |
| | office & light industrial | | tree reserve / arterial road | | wetland/retarding basin |
| | potential government primary school | | easement | | dry stone wall to be retained |
| | potential non-government school | | potential transmission easement | | dry stone wall with potential for retention |
| | community facilities | | outer metropolitan ring road | | rail corridor |

3.0 IMPLEMENTATION

3.1 Image, character, heritage & housing

3.1.1 IMAGE & CHARACTER

REQUIREMENTS									
R1	<p>Street trees must be provided on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity and not exceeding the average intervals below unless otherwise agreed by the responsible authority:</p> <table> <tr> <th>Average Interval</th><th>Tree Size</th></tr> <tr> <td>8 – 10 metres</td><td>Small trees (less than 10 metres)</td></tr> <tr> <td>10 – 12 metres</td><td>Medium trees (10 – 15 metres)</td></tr> <tr> <td>12 – 15 metres</td><td>Large trees (15 metres or greater)</td></tr> </table>	Average Interval	Tree Size	8 – 10 metres	Small trees (less than 10 metres)	10 – 12 metres	Medium trees (10 – 15 metres)	12 – 15 metres	Large trees (15 metres or greater)
Average Interval	Tree Size								
8 – 10 metres	Small trees (less than 10 metres)								
10 – 12 metres	Medium trees (10 – 15 metres)								
12 – 15 metres	Large trees (15 metres or greater)								
R2	<p>Trees in parks and streets must be:</p> <ul style="list-style-type: none"> • Suitable for local conditions; and • Planted in modified and improved soil as required to support tree longevity. 								
R3	<p>Street tree planting must use locally appropriate species and be consistent with the Wyndham City Street Tree Policy, Subdivision Landscape Works Standards and Specifications Manual and any guidance provided on the relevant cross section within this Precinct Structure Plan.</p>								
R4	<p>Connector roads and access streets must be aligned to create views and direct connections to waterways and open space, as shown on Plan 3.</p>								
GUIDELINES									
G1	<p>Street networks within subdivisions should be designed to maximise the number of connections and direct views to waterways, open space and town centres.</p>								
G2	<p>Significant elements of the landscape and built form should be used as focal points for view lines along streets. Elements may include items such as public buildings and landmarks.</p>								
G3	<p>Retained windrows, significant trees, heritage buildings and dry stone walls should be located within the public domain, including parks and road reserves, unless otherwise approved by the responsible authority.</p>								
G4	<p>Materials salvaged from dry stone walls in the precinct area should be incorporated into the design and construction of public spaces such as waterways, retaining structures, fences.</p>								
G5	<p>Street trees should be used consistently across neighbourhoods to reinforce movement hierarchy and individual neighbourhood character.</p>								
G6	<p>A consistent suite of lighting and furniture should be used across neighbourhoods, appropriate to the type and role of street or public space, to the satisfaction of the responsible authority.</p>								
G7	<p>Trees in streets and parks should be larger species wherever space allows (to facilitate continuous canopy cover).</p>								

3.1.2 HOUSING

REQUIREMENTS	
R5	Residential subdivisions must deliver a broad range of lot sizes capable of accommodating a variety of housing types.
R6	Residential subdivision applications must demonstrate how they will contribute to the satisfaction of minimum housing yields in broad town centre catchments as described on Plan 3 and Table 2.
R7	Development must appropriately respond to the existing railway station, potential future railway station sites, and future Principle Public Transport Network (PPTN) through the creation of opportunities for high-density residential development.
R8	Lots must front or side: <ul style="list-style-type: none"> • Waterways and public open space. • Conservation areas. • Connector roads. • The railway line. • Arterial roads.
R9	Subdivision applications must include indicative concept layouts for any lots identified for the future development of medium density, high-density, or integrated housing that suitably demonstrate: <ul style="list-style-type: none"> • Active interfaces with adjacent streets, open space and waterways. • Safe and effective vehicle and pedestrian access and internal circulation, as appropriate.
GUIDELINES	
G8	Residential subdivisions should provide across each neighbourhood a broad range of lot sizes capable of accommodating a variety of housing types as described in Table 1.
G9	Subdivision of land within a walkable distance of town centres, train stations, potential future station sites, and designated public transport routes should create a range of lot sizes suitable for the delivery of medium and higher density housing types.
G10	Specialised housing forms such as retirement living or aged care should be: <ul style="list-style-type: none"> • Integrated into the wider urban structure. • Located in close proximity to town centres and community hubs. • Accessible by public transport.
CONDITIONS	
C1	Subdivision permits that allow for the creation of a lot of less than 300 square metres. Any permit for subdivision that allows the creation of a lot less than 300 square metres must contain the following conditions: <ul style="list-style-type: none"> • Prior to the certification of the plan of subdivision for the relevant stage, a plan must be submitted for approval to the satisfaction of the responsible authority. The plan must identify the lot that will include a restriction on title allowing the use of the Small Lot Housing Code incorporated pursuant to Clause 81 of the Wyndham Planning Scheme. • The plan of subdivision submitted for certification must identify whether type A or type B of the Small Lot Housing Code applies to each lot to the satisfaction of the responsible authority.

Table 1 Housing Type by Lot Size

The following table provides an example of the typical housing types that might be provided on a range of lot sizes that support the housing diversity objectives.

HOUSING TYPES THAT MAY BE SUPPORTED	LOT SIZE CATEGORY (m ²)		
	LESS THAN 300m ²	301-700m ²	MORE THAN 600m ²
Small lot housing (including town houses and attached, semi-detached and detached houses)			
Dual occupancies, including duplex			
Detached housing			
Multi-unit housing sites (including terraces, row houses and villas)			
Stacked housing (including apartments and walk-up flats)			

Table 2 Housing Delivery Guide

The following table is intended to provide statutory planners with guidance on the required lot yields across the precinct to underpin the viability of town centres and support the broader town centre objectives (O10, O11).

CATCHMENT	HOUSING TARGET (85% OF OPPORTUNITY)
Tarneit North town centre	(2,784 in precinct) 4,335
Kenning Road town centre	2,600
Tarneit major town centre (Truganina PSP 1090)	(1,591 in precinct) 2,670
Robertsons Farm local town centre (Truganina PSP 1090)	(801 in precinct)

3.1.3 HERITAGE

REQUIREMENTS	
R10	Development of land close to retained heritage items must ensure that heritage becomes a prominent component of the urban structure and conveniently accessible to the wider community.
R11	Dry stone walls shown on Plan 3 must be retained as part of any future development unless otherwise agreed by the responsible authority
R12	<p>Dry stone walls which are retained must:</p> <ul style="list-style-type: none"> • Be situated within public open space or road reserve to the satisfaction of the responsible authority. • Have a suitable landscape interface to minimise maintenance requirements (for example mulch, garden bed or gravel) and which does not encourage public access immediately adjacent the retained walls. • Be checked by a professional waller for any loose stones. Any loose stones are to be reinstated in the wall in secure positions. • Retain post and wire or post and rail fences situated within the walls, with any wire protruding beyond the vertical face of the wall reinstated to original position or removed. • Be incorporated into subdivision design to minimise disturbance to the walls (e.g. utilisation of existing openings for vehicle and pedestrian access).
R13	Installation of services across the alignment of retained dry stone walls must be undertaken by a method that minimises disturbance to the wall, such as boring rather than open trenching. If open trenching or disturbance to the wall is unavoidable, a minimum section of wall may be temporarily removed and then reinstated to original condition.
R14	<p>Any reinstatement or repair of walls is to be undertaken by a professional waller and is to be consistent with the construction style of the original wall. Reinstatement is to use stone from (in order of priority):</p> <ul style="list-style-type: none"> • The original wall in that location (including fallen stone adjacent to the wall). • A nearby section of the wall approved to be removed. • From the adjacent paddock. • From walls approved to be removed in the nearby area (including stone stockpiled by Council). <p>A list of professional wallers can be obtained by Council and the Dry Stone Walls Association of Australia.</p>
R15	Where an existing dry stone wall is to be removed and where the stones are not proposed for wall development or maintenance or landscaping on the land and are to be otherwise discarded, if requested by Council the land owner must transport stone to a Council depot or other location nominated by Council for stockpiling and re-use.

3.2 TOWN CENTRES & EMPLOYMENT

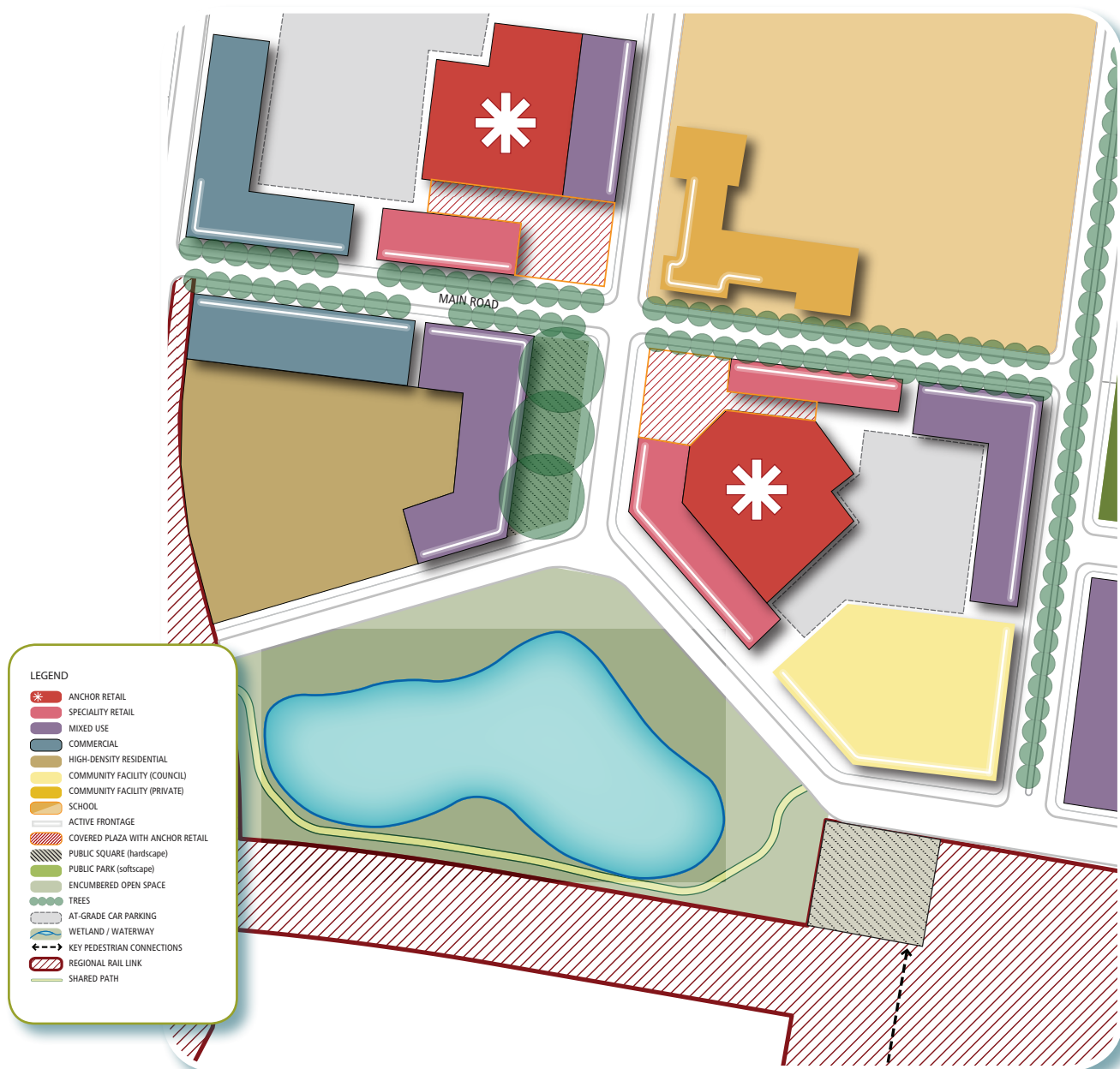


Figure 1 Tarneit West Local Town Centre

- 10,000m² retail floor space (without a planning permit).
- Open space including town square and a wetland and passive open space.
- Integration of permanent water body (retarding basin & wetland) to the south of the centre.
- Connector road off Davis Road to become the main street lined with speciality retail and mixed use.
- Focus on east-west connectivity to integrate constructed waterway and potential future railway station (south).
- Community uses and schools (primary and secondary) to the immediate east of the centre
- Connection through to network of open space, including active open space to the north and the transmission easement.
- Focus on water as a feature for this area of the precinct, with a landscaped water corridor to be provided from the town centre through to the active open space to the north.
- Appropriate landscaping along the RRL embankment will provide for additional visual amenity to the centre.
- Opportunities to expand retail provision in the future with additional convenience offerings adjacent the railway station.
- Opportunities for additional office, commercial and service industry at the eastern end of the main street.
- Unique landscaping along the main street to reinforce centre character.

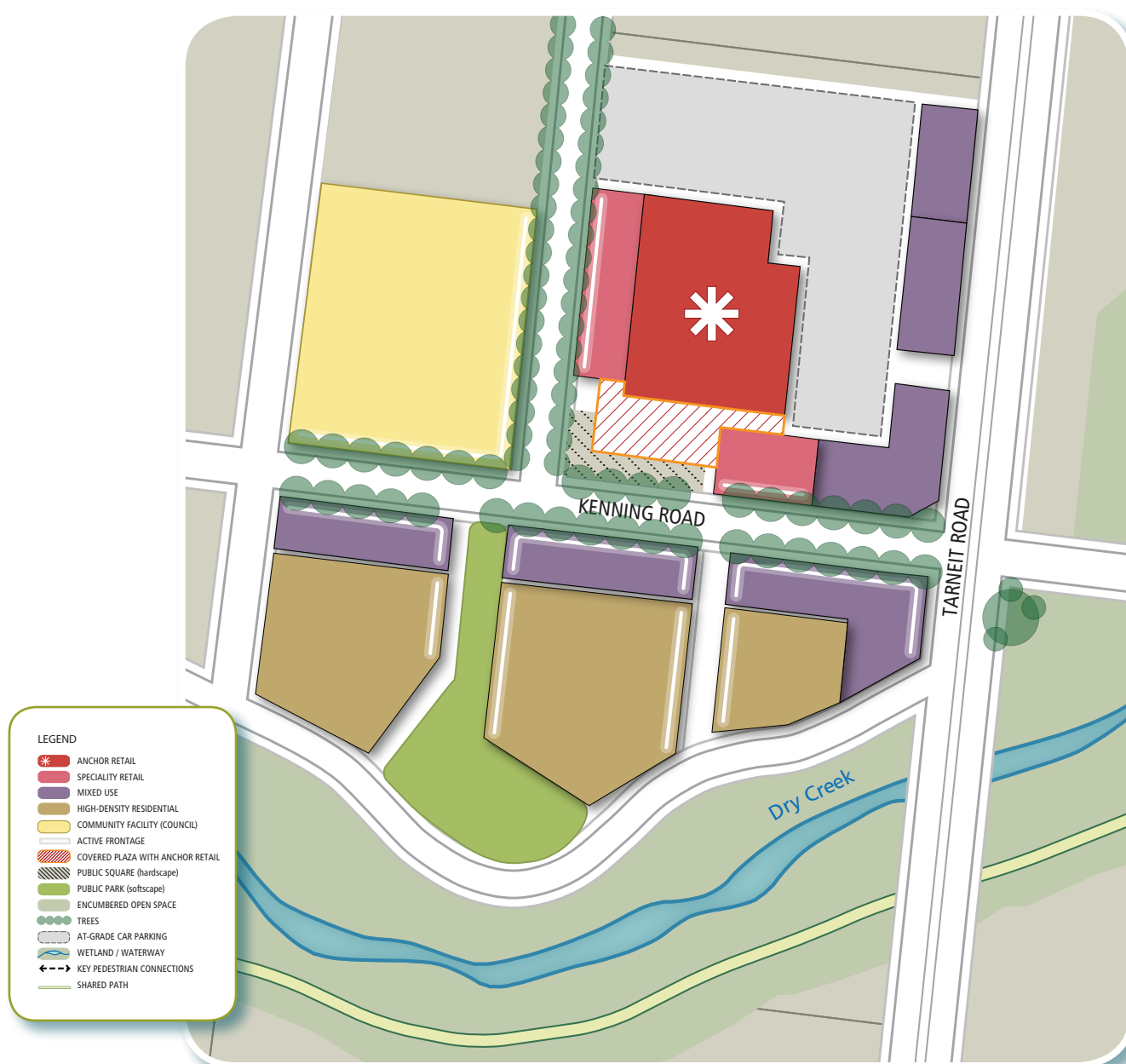


Figure 2 Kenning Road Local Town Centre

- 6,000m² retail floor space (without a planning permit).
- Town square with pedestrian connection through to the south.
- Pedestrian and cycling link with Dry Creek to the south.
- Potential for medium density along Dry Creek to create active interface with linear open space.
- Links to network of active open space to the south west and passive open space east of the precinct, including transmission easement and connected parks along Dry Creek.
- Mixed use buildings to the south of Kenning Road to create opportunities for additional retail and small business.

3.2.1 LOCAL TOWN CENTRES

REQUIREMENTS	
R16	Land use and development within each Local Town Centre must respond to the relevant concept plan and key design elements shown in Figures 1 and 2.
R17	Development within the Local Town Centre must address the design principles and performance criteria outlined in Appendix B.

3.2.2 LOCAL CONVENIENCE CENTRES

REQUIREMENTS	
R18	Local Convenience Centres may be developed proximate to the location shown on Plan 2 and consistent with the guidance provided in Table 3. Any Local Convenience Centre development must be located on a connector road.
R19	Provision of retail floor space within a Local Convenience Centre must not exceed 1,500m ² (without a planning permit).
R20	Development within Local Convenience Centres must have regard to the design principles and performance criteria for Local Town Centres outlined in Appendix B, as appropriate.
GUIDELINES	
G11	Development of any Local Convenience Centre should be proximate to an open space or community hub.
G12	The design of any Local Convenience Centre should: <ul style="list-style-type: none"> • Provide for a mix of tenancies. • Incorporate a range of uses including retail, offices and medium and high density residential where practical. • Locate any servicing infrastructure or car parking to the rear or centre of the allotment in a manner that protects the amenity of the surrounding neighbourhood.

3.2.3 EMPLOYMENT

REQUIREMENTS	
The following requirements apply to areas shown as office & light industry on Plan 3.	
R21	Buildings within office or industrial areas shown on Plan 2 must create a positive address to the street.
R22	Allocation of land uses, building design, and interface treatment must minimise negative impacts on the amenity of adjacent residential areas.
GUIDELINES	
The following guidelines apply to areas shown as office & light industry on Plan 3.	
G13	Subdivision should create a range of lot sizes that are conducive to attracting a range of business types and creating a diversity of local jobs.
G14	Administrative components should be placed at the front of the allotment for improved pedestrian access and engagement with the public domain.
G15	Car parking and loading facilities should be located to the side or rear of any buildings.
G16	Fencing forward of building lines and along public streets should be largely transparent and not above 1.5 metres in height.
G17	To assist in the presentation of a positive address to the street, water tanks, service infrastructure, plant material, and other structures should be located behind the building line; or where this is not possible behind constructed screening using durable and attractive materials, to the satisfaction of the responsible authority.
G18	Where interfacing with residential uses across a street, buildings in employment areas should be set back a minimum of 6.0 metres with the frontage landscaped, unless otherwise approved by the responsible authority.

Table 3 Town centres and employment

TOWN CENTRE	AREA	LOCATION & ANCILLIARY USES	DESCRIPTION
Tarneit West local town centre	10,000 m ²	North of the future potential train station, east of Davis Road.	Will include a range of community , education, commercial and residential uses, co-located with the future potential train station and bus interchange.
Kenning local town centre	6,000 m ²	At the intersection of Kenning Road and Tarneit Road.	Includes a Level 2 community centre and commercial uses. Opportunities for medium density residential exist south of the precinct adjacent to the waterways.
Tarneit Major Town Centre interface area (mixed use precinct)	16 ha	To the immediate west of the Tarneit Major Town centre and extends along Derrimut Road to Leakes Road, both north and south of Regional Rail Link.	Mixed-use, higher-density area that will take advantage of the future Tarneit rail station and the Tarneit Major Town Centre. The following uses will be encouraged: office, residential (medium/high-density), accommodation, health and complementary services and education. This precinct will function as an interface between the residential uses to the west and the retail core of the major town centre. Retail uses, aside from limited convenience retail and food and drink premises, will be discouraged.
Boundary Road employment area	113 ha	Employment area extending from Derrimut to Davis Roads.	Commercial precinct providing a buffer function to the heavy industrial area to the north, characterised by high-quality business and low-impact industrial development. Uses will include office, industry, restricted retail, trade supplies, warehouse and some food and drink premises and convenience retail.
Tarneit Road local convenience centre (potential)	1,500m ²	May be located anywhere between Tarneit Road intersection and active open space to the east.	Potential for convenience centre in this location, to a maximum footprint of 1,500m ² . An application that does not show the convenience centre will still be generally in accordance with the PSP.

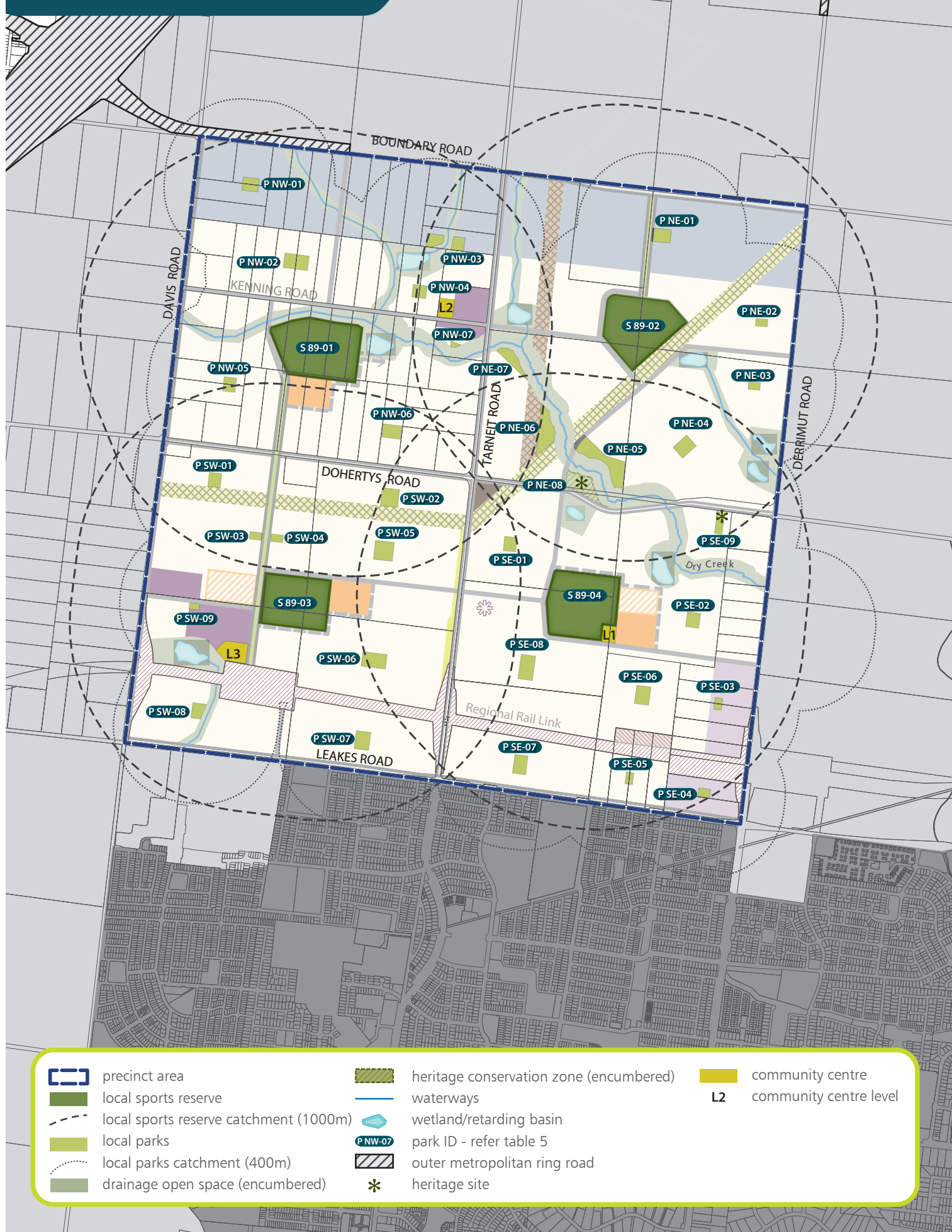
Table 4 Anticipated employment creation in precinct

LAND-USE BASED EMPLOYMENT	MEASURE	JOBS	QTY. IN PRECINCT	ESTIMATED JOBS
Community centre (Level 1)	Jobs / centre	10	1	10
Community centre (Level 2)	Jobs / centre	10	1	10
Community centre (Level 3)	Jobs / centre	10	1	10
Primary school	Jobs / school	40	2	80
Primary school (non-government)	Jobs / school	40	1	40
Secondary school (non-government)	Jobs / school	90	1	90
Town centres (retail)	Jobs / 30 sqm	1	16,000	533
Town centres (commercial, mixed use)	Jobs / 20 sqm	1	15,000	750
Office & light industry	Jobs / Ha	40	113	4,520
Mixed use precinct	Jobs / Ha	40	17	680
Home-based business	Jobs / Dwelling	0.05	10,192	496
TOTAL				7,219



Plan 4 - Open Space

Tarneit North Precinct Structure Plan



3.3 OPEN SPACE & COMMUNITY FACILITIES

3.3.1 OPEN SPACE

REQUIREMENTS	
R23	All public landscaped areas must be designed and constructed to enable practical maintenance and planted suitable to the local climate and soil conditions.
R24	All parks must be located, designed and developed generally in accordance with the relevant description in Table 5 unless otherwise approved by the responsible authority. The area of the park may vary so long as it remains inside within the area range for its size category. Where a park is smaller than outlined in the table, the land must be added to another park. Where a proposed park is larger than outlined in the table it may be accepted so long as it does not result in the removal of another park allocation.
R25	Where a local park shown on Plan 4 spans across multiple properties, the first development proponent to lodge a permit application for land containing the park must prepare an indicative concept master plan for the entire park to the satisfaction of the responsible authority, unless otherwise agreed by the responsible authority.
R26	Design and layout of waterway corridors and other encumbered open space must maximise the potential for the integration of recreation uses, utility infrastructure and stormwater quality treatment assets, where this does not conflict with the primary function of the land.
R27	Any fencing of open space, whether encumbered or unencumbered, must be low scale and visually permeable to facilitate public safety and surveillance.
R28	<p>Further to the public open space contribution required by Clause 52.01 of the Wyndham Planning Scheme, this provision sets out the amount of land to be contributed by each property in the precinct and consequently where a cash contribution is required in lieu of land.</p> <p>For the purposes of Clause 52.01 a local park or town square in this PSP is public open space. A contribution must be made as follows:</p> <ul style="list-style-type: none"> Where a public open space shown on the lot in Plan 5 of this precinct structure plan is equal to 3% (or 2% for employment land) of the lot's NDA that land must be transferred to Council at no cost to Council. Where a public open space shown on the lot in Plan 5 of this precinct structure plan is equal to 3% or less than 3% (or 2% for employment land) of the lot's NDA: <ul style="list-style-type: none"> the relevant land must be transferred to Council at no cost to Council a cash contribution must be made to Council to bring total public open space contribution to a value equal to 3% (or 2% for employment land) of NDA. Where a public open space shown on the land in Plan 5 of this precinct structure plan is greater than 3% (or 2% for employment land) of the lot's NDA, the relevant land must be transferred to Council at no cost to Council. In this case Council will compensate the landowner, at a time to be agreed, for the amount of land provided in excess of 3% (or 2% for employment land) but no greater than difference between 3% (or 2% for employment land) and the amount of land shown as local park on Plan 5. <p>Refer to the Property Specific Land Budget for detailed individual property open space land areas and percentages specified by this precinct structure plan.</p> <p>The responsible authority may alter the distribution of public open space as shown in this precinct structure plan provided the relevant vision and objectives of this precinct structure plan are met.</p> <p>A subdivider may provide addition public open space in a subdivision to the satisfaction of the responsible authority. There is on onus on Council, the responsible authority or any other party to provide compensation for public open space provided above that required by Clause 52.01 and this precinct structure plan.</p>
GUIDELINES	
G19	Residential lots directly abutting open space must provide for a primary point of access from footpath or shared path proximate to the lot boundary.
G20	Sports reserves should be developed consistent with Figures 3-6 unless an alternative master plan is approved by the responsible authority.
CONDITIONS	
C2	<p>Conditions for subdivision or building and works permits where land is required for public open space</p> <p>Land required for public open space as a local or district park, as set out in the <i>Tarneit North Precinct Structure Plan</i> or the <i>Wyndham North Development Contributions Plan</i> must be transferred to or vested in Council at no cost to Council unless the land is funded by the <i>Wyndham North Development Contributions Plan</i>.</p>

Table 5 Open space delivery guide

The following table sets out the open space provision expected to be delivered within the PSP area. The table is linked to Appendix F, Open Space Delivery Guide.

PARK ID	AREA (Ha)	TYPE	LOCATION & OTHER ATTRIBUTES	RESPONSIBILITY
P SW-01	0.5	Neighbourhood (small)	Central to surrounding neighbourhood and connected to the electricity easement.	WC
P SW-02	0.87	Neighbourhood (small)	Central to surrounding neighbourhood and connected to the electricity easement.	WC
P SW-03	0.25	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SW-04	0.25	Neighbourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SW-05	1	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SW-06	1	District (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SW-07	0.75	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P-SW-08	0.5	Neighbourhood (medium)	Located adjacent to retarding basin and drainage easement.	WC
P-SW-09	0.17	Town square	Located within Tarneit North town centre	WC
P SE-01	0.5	Neighbourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SE-02	0.55	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SE-03	0.25	Neighbourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P-SE-04	0.3	Neighbourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P-SE-05	0.25	Neighbourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P-SE-06	1	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SE-07	0.7	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SE-08	1	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SE-09	0.35	Neighbourhood (small)	Located to the south of the Dohertys House heritage conservation area.	WC
P NW-01	0.6	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NW-02	1	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NW-03	1	Neighbourhood (medium)	Connects both sides of waterway	WC
P NW-04	0.5	Neighbourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood and Kenning Road local town centre.	WC
P NW-05	0.66	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NW-06	0.7	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC

PARK ID	AREA (Ha)	TYPE	LOCATION & OTHER ATTRIBUTES	RESPONSIBILITY
P NW-07	0.11	Neighbourhood (small)	Small open space located with Kenning Road local town centre, adjacent Dry Creek.	WC
P NE-01	0.6	Neighbourhood (medium)	Open space located adjacent to the connector road and bluestone feature wall.	WC
P NE-02	0.34	Neighbourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NE-03	0.25	Neighbourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NE-04	0.75	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NE-05	2.4	District (large)	Large passive park connected to dry creek, providing a wider area for connected passive open space.	WC
P NE-06	1.32	District (large)	Large passive park connected to dry creek, providing a wider area for connected passive open space.	WC
P NE-07	0.8	District (medium)	Medium passive park connected to dry creek, providing a wider area for connected passive open space.	WC
P NE-08	1.5	Encumbered large park/ heritage	Large heritage conservation area which includes bluestone building, walls and passive park connected to Dry Creek.	WC
S 89-01	13.66	Sports reserve	Located adjacent to waterway and primary school. Linear waterway corridor will link the park to the Tarneit North local town centre to the south.	WC
S 89-02	11.43	Sports reserve	Located between the electricity transmission easement and at the termination of a waterway. Connected to the north through connector street featuring existing heritage drystone wall.	WC
S -89-03	10	Sports reserve	Located immediately adjacent to the Tarneit North local town centre, proposed primary school and non-government secondary school. View lines will be provided towards the open space (A-89-01) to the north via a landscaped water corridor.	WC
S -89-04	12.6	Sports reserve	Located to the south of Dry Creek corridor and immediately adjacent to Level 1 community centre, non-government and government primary schools.	WC

Park size range: Small = 0.25 – 0.50Ha, Medium = 0.5 – 1.2Ha, Large = 1.2 + Ha

WC = Wyndham City, DEPI = Department Environment & Primary Industries, PV = Parks Victoria, TBC = To be confirmed

Figure 3 A 89-01 Parkland Concept

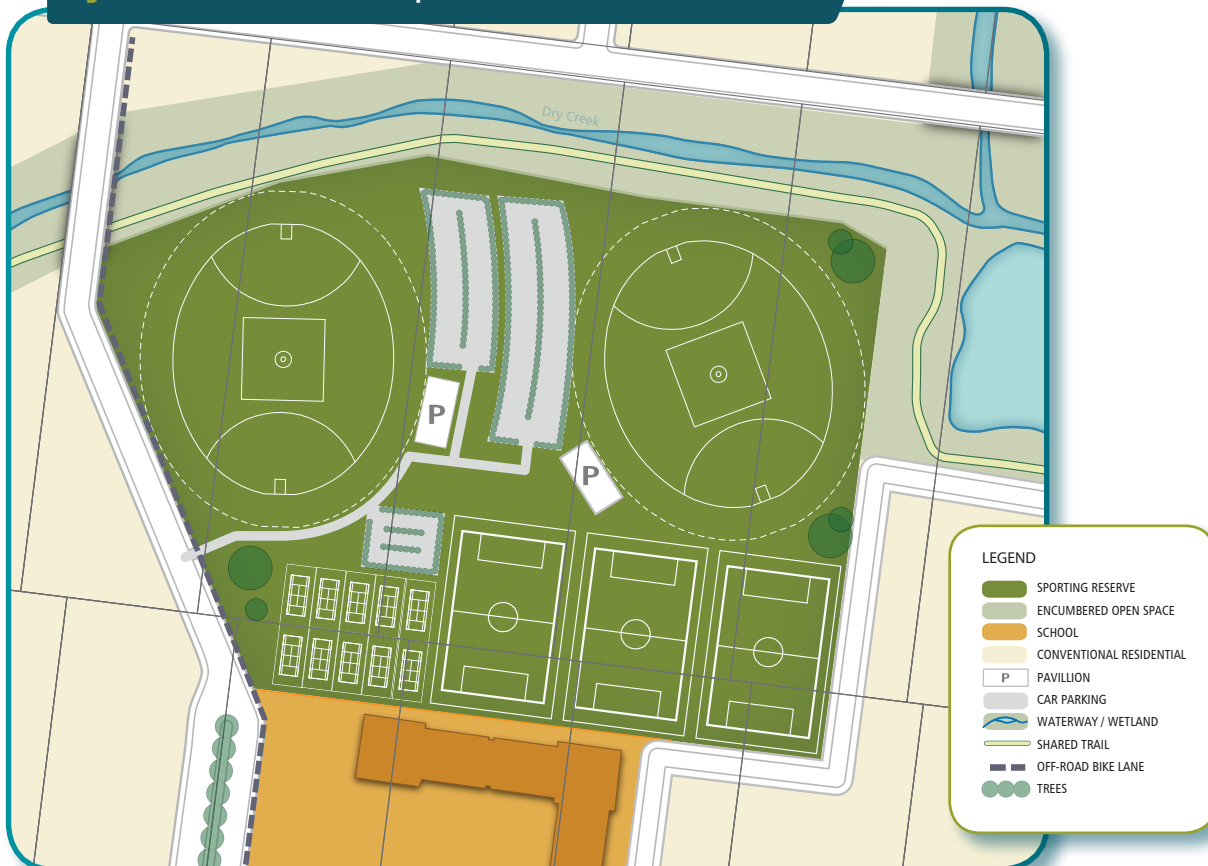


Figure 4 A 89-02 Parkland Concept



Figure 5 A 89-03 Parkland Concept



Figure 6 A 89-04 Parkland Concept



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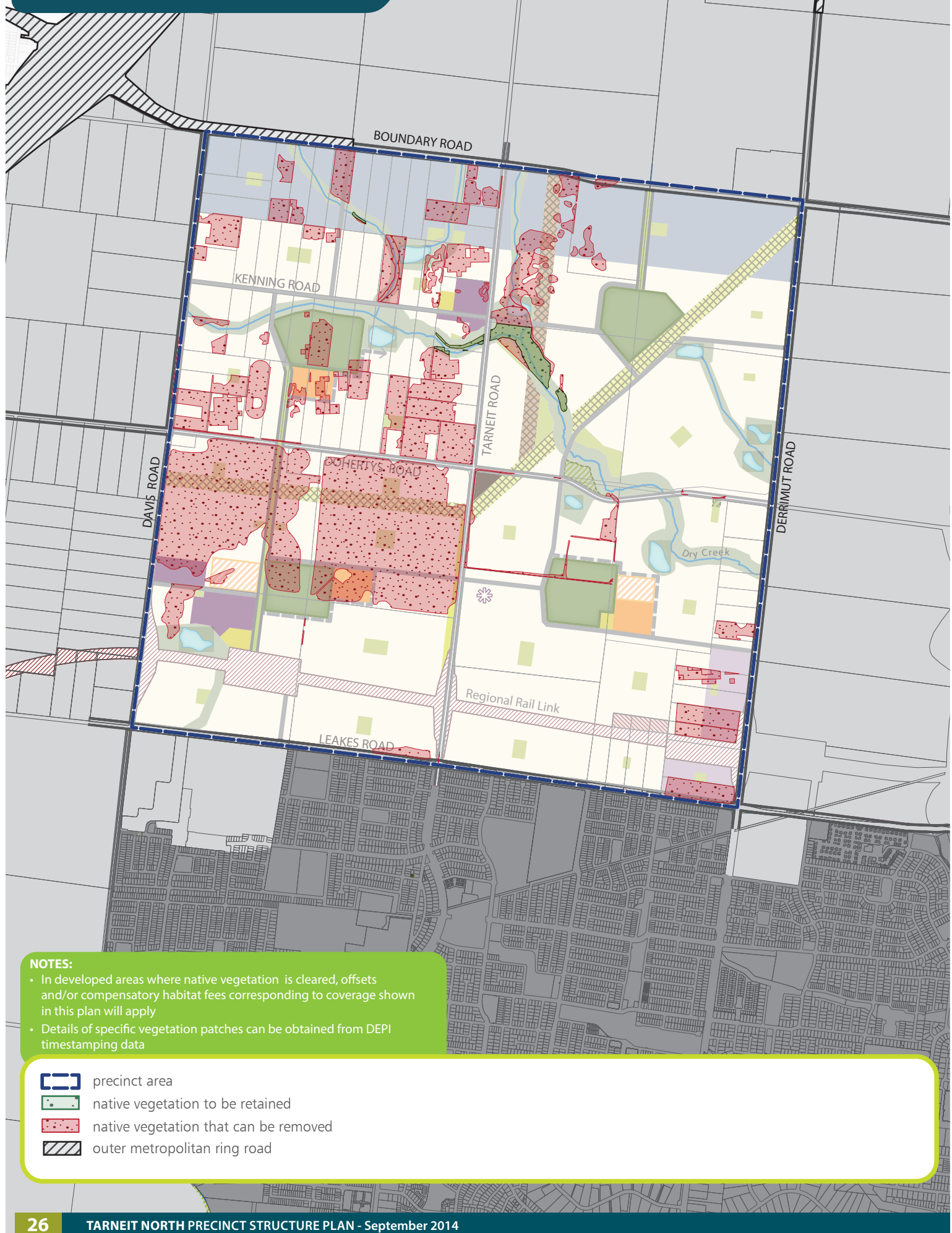
3.3.2 COMMUNITY FACILITIES AND EDUCATION

REQUIREMENTS	
R29	Where the responsible authority is satisfied that land shown as a non-government school site is unlikely to be used for a non-government school, that land may be used for an alternative purpose which is generally consistent with the surrounding land uses and the provisions of the applied zone.
R30	Schools and community centres must be designed to front and be directly accessed from a public street with car parks located away from the main entry.
GUIDELINES	
G21	School sites should be provided with three street frontages where practicable.
G22	Any educational or community infrastructure not shown on Plan 2 should be located within or proximate to a local town centre or an existing community hub, as appropriate.
G23	Any private childcare, medical, or similar facility should be located proximate to any Local Town Centre, Local Convenience Centres, or nominated community hub, as appropriate.
G24	Community facilities which are located in a town centre should be designed to maximise efficiency of land use through the sharing and overall reduction of car parking spaces.
G25	Community facilities, schools, and sporting reserves which are co-located should be designed to maximise efficiencies through the sharing of car parking spaces and other complementary infrastructure.
G26	The indicative layout of community facilities, schools, and open space as illustrated in Plan 2 may be altered where approved by the responsible authority.



Plan 5 - Native vegetation retention & removal

Tarneit North Precinct Structure Plan



NOTES:

- In developed areas where native vegetation is cleared, offsets and/or compensatory habitat fees corresponding to coverage shown in this plan will apply
- Details of specific vegetation patches can be obtained from DEPI timestamping data



precinct area



native vegetation to be retained



native vegetation that can be removed



outer metropolitan ring road

3.4 BIODIVERSITY & BUSHFIRE MANAGEMENT

3.4.1 BIODIVERSITY AND NATURAL SYSTEMS

REQUIREMENTS	
R31	Any public infrastructure or trails located within the Dry Creek corridor must be designed to minimise disturbance to existing native vegetation and be placed generally in locations shown on Plan 7.
R32	Prior to the commencement of any subdivision, a Kangaroo Management Plan must be approved in respect to the land that the permit relates, to the satisfaction of the Department of Environment and Primary Industries.
GUIDELINES	
G27	Street trees and public open space landscaping should contribute to habitat for indigenous fauna species, in particular animals and birds that use trees as habitat.
G28	Planting adjacent to waterway corridors and retained indigenous vegetation should be indigenous species.
G29	Where appropriate co-locate public open space areas with waterways to assist with their buffering.
CONDITIONS	
C3	Kangaroo Management Plan A permit granted for subdivision of land north of the rail reserve must include the following conditions: <ul style="list-style-type: none"> Before the certification of the plan of subdivision, a Kangaroo Management Plan must be approved by the Secretary to the Department of Environment and Primary Industries. Once approved, the plan will be endorsed by the responsible authority and form part of the permit. The endorsed Kangaroo Management Plan must be implemented to the satisfaction of the responsible authority.
C4	Environmental Management Plans A planning permit for subdivision, buildings, or works on land shown as a conservation area must include the following condition: <ul style="list-style-type: none"> The subdivision, buildings or works must not commence until an Environmental Management Plan for the relevant works has been approved to the satisfaction of the Department of Environment and Primary Industries, unless otherwise agreed by the Department of Environment and Primary Industries.
C5	Salvage and Translocation The Salvage and Translocation Protocol for Melbourne's Growth Corridors (Department of Environment and Primary Industries, 2014) must be implemented in the carrying out of development to the satisfaction of the Secretary to the Department of Environment and Primary Industries.

3.4.2 BUSHFIRE MANAGEMENT

REQUIREMENTS	
R33	<ul style="list-style-type: none"> For the purpose of Clause 56.06-7, the requirements of the relevant fire authority are, unless otherwise approved by the CFA: Constructed roads must be a minimum of 7.3m trafficable width where cars park on both sides, or: <ul style="list-style-type: none"> » A minimum of 5.4m in trafficable width where cars may park on one side only. » A minimum of 3.5m width no parking and 0.5m clearance to structures on either side, and if this width applies, there must be passing bays of at least 20m long, 6m wide and located not more than 200m apart. Roads must be constructed so that they are capable of accommodating a vehicle of 15 tonnes for the trafficable road width. The average grade of a road must be no more than 1 in 7 (14.4% or 8.1°). The steepest grade on a road must be no more than 1 in 5 (20% or 11.3°) with this grade continuing for no more than 50 metres at any one point. Dips on the road must have no more than 1 in 8 grade (12.5% or 7.1°) entry and exit angle. Constructed dead end roads more than 60 metres in length from the nearest intersection must have a turning circle with a minimum radius of 8m (including roll over curbs if they are provided).
R34	Before the commencement of works for a stage of subdivision, a Construction Management Plan that addresses Bushfire Risk Management must be submitted to and approved by the responsible authority and the CFA. The Construction Management Plan must specify, amongst other things: <ul style="list-style-type: none"> Measures to reduce the risk from fire within the surrounding rural landscape and protect residents from the threat of fire. A separation buffer, consistent with the separation distances specified in AS3959-2009, between the edge of development and non-urban areas. How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles.



Plan 6 - Street Network

Tarneit North Precinct Structure Plan



NOTES:

- Any 'possible future signalised intersections' must be agreed to by the relevant landowners and to the satisfaction of VicRoads and the responsible authority.

	arterial road (6 lane)		connector street		government primary school
	arterial road (6 lane, 60kph)		local access street		potential non-government school
	arterial road (4 lane)		cross-section number		community facilities
	feature street (refer table 6)		signalised intersection		outer metropolitan ring road
			pedestrian signals		possible future signalised intersection (non DCP funded)

3.5 TRANSPORT & MOVEMENT

3.5.1 STREET NETWORK

REQUIREMENTS	
R35	Subdivision layouts must form a permeable local street network that provides convenient access to local open space and allows for effective integration with neighbouring properties.
R36	<p>Approximately 30% of local streets (including connector streets) within a subdivision must apply an alternative cross section to the 'standard' cross section for these streets outlined in Appendix C.</p> <p>Examples of potential variations are provided in Appendix C, however others are encouraged including but not limited to:</p> <ul style="list-style-type: none"> • Varied street tree placement, • Varied footpath or carriageway placement, • Introduction of elements to create a boulevard effect, • Varied carriageway or parking bay pavement material, and • Differing tree outstand treatments <p>For the purposes of this requirement, changes to street tree species between or within streets does not constitute a variation.</p> <p>All alternative cross sections must ensure that:</p> <ul style="list-style-type: none"> • Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets. • The performance characteristics of standard cross sections as they relate to pedestrian and cycle use are maintained. • Relevant minimum road reserve widths for the type of street (illustrated in Appendix C) are maintained, unless otherwise approval by the responsible authority.
R37	Where a single street spans across multiple properties that street may consist of multiple cross sections so long as a suitable transition has been allowed for between each. Where that street has already been constructed or approved for construction to a property boundary, the onus is on the development connecting into that street to adopt a consistent cross-section until that suitable transition can be made.
R38	Convenient and direct access to the connector road network must be provided through neighbouring properties where a property does not otherwise have access to the connector network or signalised access to the arterial road network, as appropriate.
R39	Vehicle access to lots fronting arterial roads must be provided from a service road, local road, or rear lane only, to the satisfaction of the road authority.
R40	Configuration of vehicle access to lots from a public street must ensure that there is sufficient separation between crossovers to allow for a minimum of one on-street car park for every two residential lots.
R41	Where a lot that is six metres or less in width, vehicle access must be via rear laneway, unless otherwise approved by the responsible authority.
R42	Development must positively address all waterways through the use of frontage roads or lots with a direct frontage to the satisfaction of Melbourne Water and the responsible authority.
R43	Frontage roads are to be the primary interface provided between development and the Regional Rail Link reserve shown on Plan 2. Public open space allotments with direct frontages may be provided as a minor component of the rail reserve interface.
R44	Any connector street or access street abutting a school must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points as required by the responsible authority.
R45	Unless arrangements for the construction of connector road bridges have been made to the satisfaction of the responsible authority, a permit for subdivision of land shown as property 89-NE-03 or 89-NE-04 on Plan 10 must provide for the construction of the crossing or include a requirement that the owner of the land under permit enter into an agreement under Section 173 of the Planning and Environment Act 1987 to contribute towards the construction of the bridge.
GUIDELINES	
G30	Street layouts should provide multiple convenient routes to major destinations such as the future potential rail station, Tarneit West local town centre, Kenning Road local town centre and the arterial road network.
G31	Street layouts should deliver the kind of connectivity demonstrated by key access connections on Plan 6.
G32	Street block lengths should not exceed 240 metres to ensure a permeable and low speed environment for pedestrians, cyclists, and vehicles is achieved.

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G33	Culs-de-sac should not detract from convenient pedestrian and vehicular connections.
G34	Slip lanes should be avoided in areas of high pedestrian activity and only be provided at any other intersection between connector streets and arterial roads where they are necessitated by high traffic volumes, to the satisfaction of the coordinating roads authority.
G35	<p>The frequency of vehicular crossovers on widened verges (a verge in excess of six metres) should be minimised through the use of a combination of:</p> <ul style="list-style-type: none"> • Rear loaded lots with laneway access. • Vehicular access from the side of a lot. • Combined or grouped crossovers. • Increased lot widths.
G36	Streets should be the primary interface between development and waterways. Public open space and lots with a direct frontage may be provided as a minor component of the waterway interface. Where lots with direct frontage are provided, they should be set back up to 5.0 metres from the waterway corridor to provide pedestrian and service vehicle access to the satisfaction of Melbourne Water and the responsible authority.
CONDITIONS	
C6	<p>Conditions for subdivision or building and works permits where land is required for road widening</p> <p>Land required for road widening including right of way flaring for the ultimate design of any intersection within an existing or proposed local road must be transferred to or vested in Council at no cost to the acquiring agency unless funded by the Wyndham North Development Contributions Plan.</p>

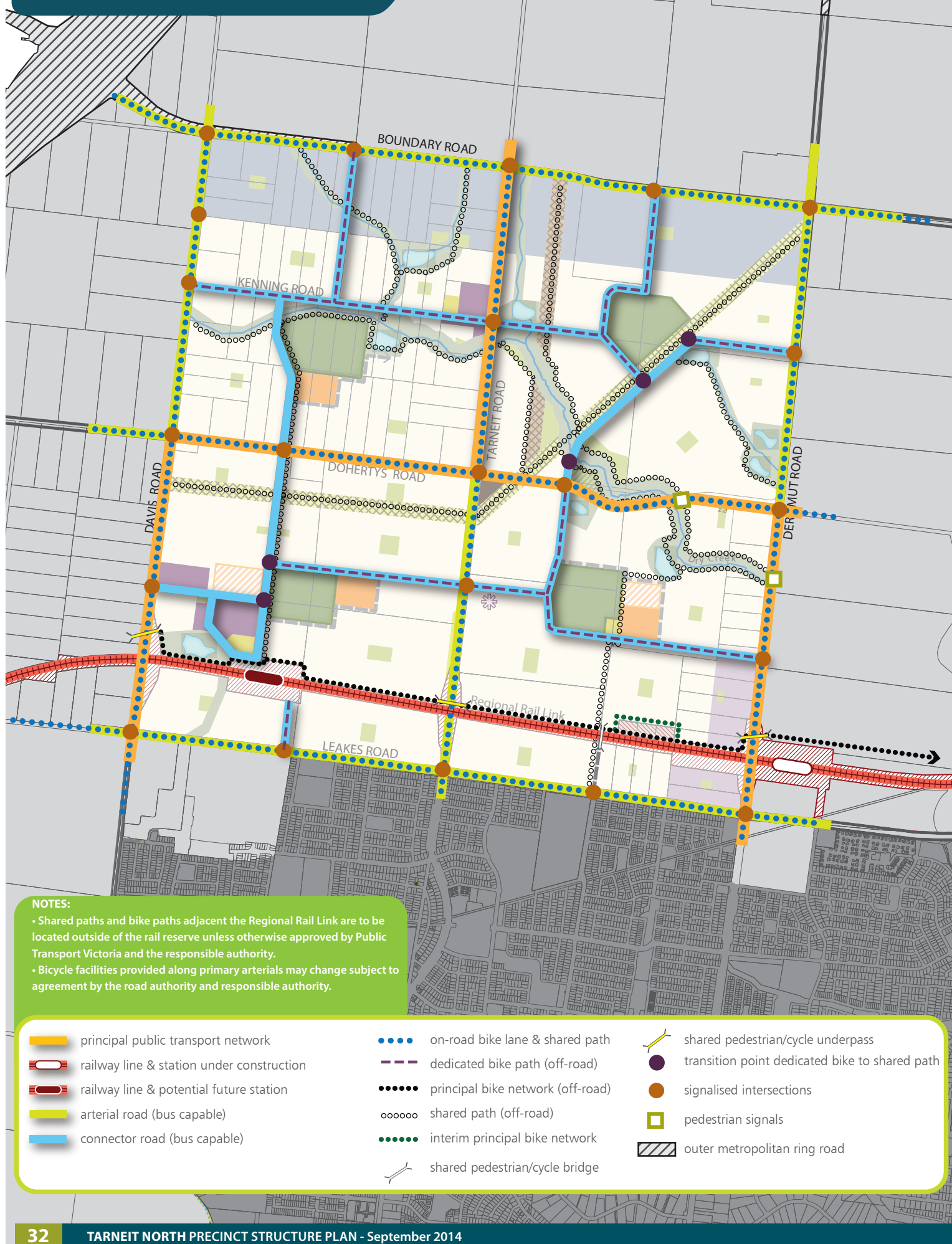
Table 6 Feature streets

CROSS SECTION	DESCRIPTION	WIDTH	PLANTING
1	Existing dry stone wall retained as a feature in median of new local connector street. Median to also provide a shared path linking Boundary Road with active open space to the south.	30.6m	Feature trees along central median eg. Red Spotted Gum (<i>Eucalyptus mannifera</i> ssp. <i>maculosa</i>) or Wallangarra White Gum (<i>Eucalyptus scoparia</i>)
3	Water feature connection along connector street between the Tarneit North town centre and the active open space and creek tributaries to the north. Cross section features a widened verge or central median with landscaping and WSUD feature treatment.	29m	Trees and plants tolerant of wetter conditions and periodic inundation eg Water Gum (<i>Tristanopsis laurina</i>).



Plan 7 - Public Transport & Path Network

Tarneit North Precinct Structure Plan



3.5.2 PUBLIC TRANSPORT

REQUIREMENTS	
R46	Any roundabouts on roads shown as 'bus capable' on Plan 7 must be constructed to accommodate ultra-low-floor buses in accordance with the Public Transport Guidelines for Land Use and Development.
R47	Bus stop facilities must be designed as an integral part of town centres and activity generating land uses such as schools, sports fields and employment areas.
CONDITIONS	
C7	<p>Public transport</p> <p>Unless otherwise agreed by Public Transport Victoria, prior to the issue of a Statement of Compliance for any subdivision stage, bus stop hard stands with direct and safe pedestrian access to a pedestrian path must be constructed:</p> <ul style="list-style-type: none"> • In accordance with the Public Transport Guidelines for Land Use and Development; and compliant with the Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002. • At locations approved by Public Transport Victoria, at no cost to Public Transport Victoria, and to the satisfaction of Public Transport Victoria.

3.5.3 WALKING AND CYCLING

REQUIREMENTS	
R48	<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"> • Footpaths of at least 1.5 metres on both sides of all streets and roads unless otherwise specified by the PSP. • Shared paths or bicycle paths where shown on Plan 7 or specified by another requirement in the PSP. • 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>
R49	<p>Shared and pedestrian paths along waterways must:</p> <ul style="list-style-type: none"> • Be delivered by development proponents consistent with the network shown on Plan 7. • Be above 1:10 year flood level with any crossing of the waterway designed to maintain hydraulic function of the waterway. • Be constructed to a standard that satisfies the requirements of Melbourne Water and the responsible authority. • Where a shared path is to be delivered on one side of a minor waterway as outlined in Plan 7, a path is also to be delivered on the other side of the waterway but may be constructed to a lesser standard, such as granitic gravel or similar granular material. <p>All to the satisfaction of Melbourne Water and the responsible authority.</p>
R50	Bicycle parking facilities are to be provided by development proponents in convenient locations at key destinations such as parks and activity centres.
R51	Bicycle priority at intersections of minor streets and connector roads with dedicated off-road bicycle paths must be achieved through strong and consistent visual and physical cues and supportive directional and associated road signs.
R52	The alignment of off-road bicycle paths must be designed for cyclists travelling up to 30km/h.



Plan 8 - Integrated Water Management

Tarneit North Precinct Structure Plan



NOTES:

- Stormwater quality treatment assets shown on this plan are subject to confirmation through preparation of Melbourne Water Development Services Schemes and through detailed design to the satisfaction of Melbourne Water.
- The final design and location for Retarding Basin WL1 will be subject to further detailed design and discussion between Melbourne Water, the Responsible Authority and the landowner.
- An alternative approach for stormwater quality treatment and an associated change to land area may be adopted at 774 Leakes Road, Tarneit provided that best practice water quality treatment standards are met, to the satisfaction of the Responsible Authority and Melbourne Water.

- | | |
|---|--|
| precinct area | 50m waterway width |
| natural waterway corridor | 0.75 area (Ha.) |
| constructed waterway corridor | outer metropolitan ring road |
| 1 in 100 year retarding basin for flood protection | contours |
| stormwater quality treatment asset | WL4 stormwater drainage & water quality treatment infrastructure (refer table 7) |
| Opportunity to utilise water from adjacent stormwater quality treatment asset to irrigate active open space | |
| Opportunity to capture water from adjacent stormwater quality treatment asset and treat to higher level for distribution through the recycled water network | |

3.6 INTEGRATED WATER MANAGEMENT & UTILITIES

3.6.1 INTEGRATED WATER MANAGEMENT

REQUIREMENTS	
R53	Consistent with Clause 56.01-2 and Clause 56.07 of the Wyndham Planning Scheme, a subdivision application of 60 or more lots must include an Integrated Water Management Plan.
R54	Development must meet or exceed best practice stormwater quality treatment standards prior to discharge to receiving waterways as outlined on Plan 8, unless otherwise approved by Melbourne Water and the responsible authority.
R55	Where a waterway is shown as 'natural' on Plan 8, development works must: <ul style="list-style-type: none"> • Not encroach past the waterway corridor defined in this PSP, unless otherwise agreed by the responsible authority and Melbourne Water. • Minimise earthworks and impact on the existing landform of the waterway. • Retain existing vegetation as part of waterway landscaping. All to the satisfaction of Melbourne Water and the responsible authority.
R56	Final design and boundary of constructed waterways, waterway corridors, retarding basins, stormwater quality treatment infrastructure and associated paths, boardwalks, bridges, and planting must be to the satisfaction of Melbourne Water and the responsible authority.
R57	Development staging must provide for the delivery of ultimate waterway and drainage infrastructure, including stormwater quality treatment. Where this is not possible, development proposals must demonstrate how any interim solution adequately manages and treats stormwater generated from the development and how this will enable delivery of an ultimate drainage solution, all to the satisfaction of Melbourne Water and the responsible authority.
R58	Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme to the satisfaction of Melbourne Water.
GUIDELINES	
G37	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 Water Sensitive Urban Design (WSUD) or other initiatives.
G38	Where practical, development should include integrated water management initiatives to reduce reliance on potable water and increase the utilisation of storm and waste water, contributing to a sustainable and green urban environment.
G39	Development should have regard to relevant policies and strategies being implemented by the responsible authority, Melbourne Water and City West Water, including any approved Integrated Water Management Plan.
G40	Where practical, integrated water management systems should be designed to: <ul style="list-style-type: none"> • Maximise habitat values for local flora and fauna species. • Enable future harvesting and/or treatment and re-use of stormwater, including those options outlined in Plan 8.
G41	Where practical, and where primary waterway, conservation or recreation functions are not adversely affected, land required for integrated water management initiatives (such as stormwater harvesting, aquifer storage and recharge, sewer mining etc) should be incorporated within the precinct open space system as depicted on Plan 4, subject to the responsible authority.

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Table 7 Stormwater Drainage and Water Quality Treatment Infrastructure (as shown on Plan 8)

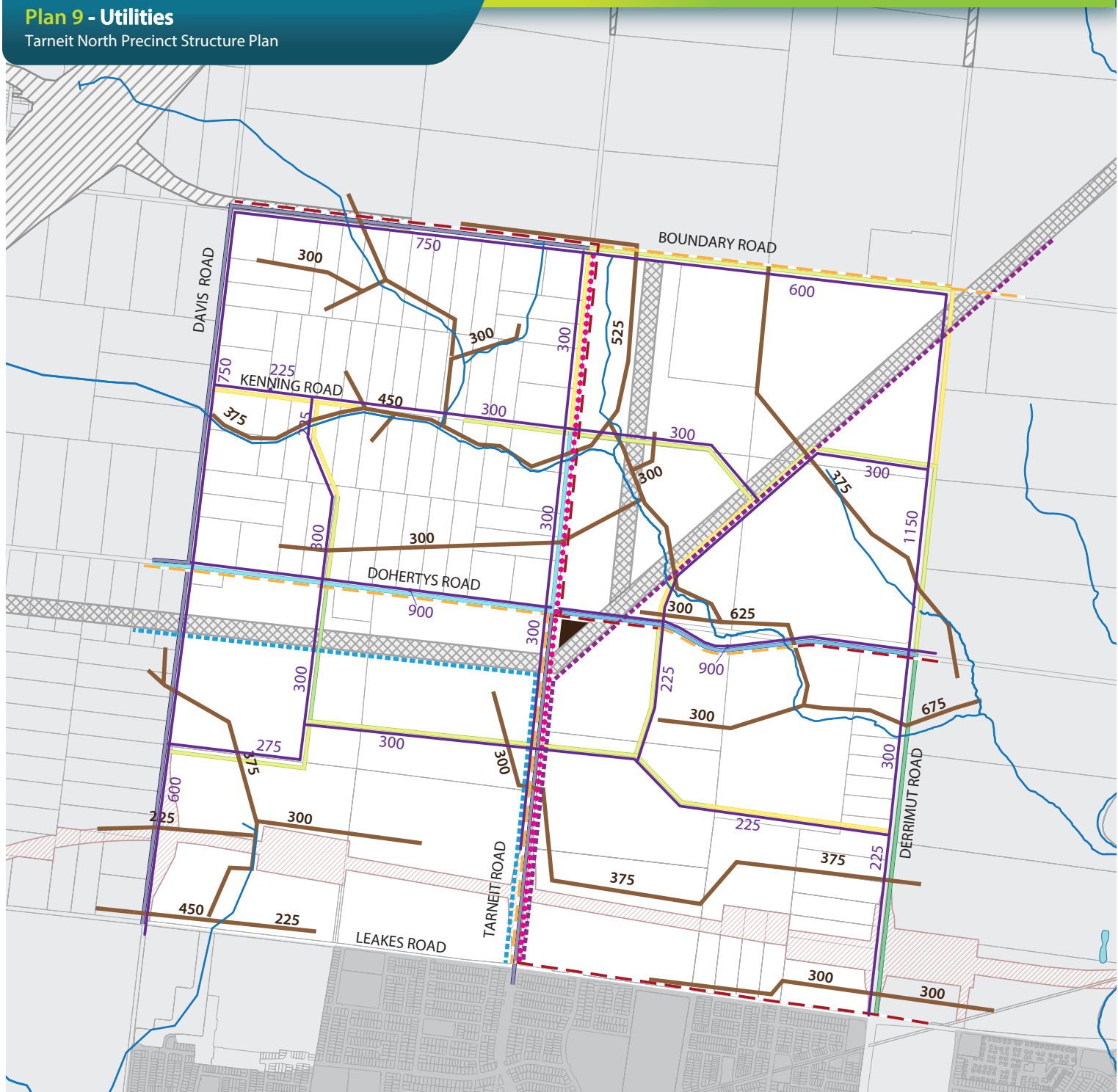
ID	DESCRIPTION	LOCATION	AREA/WIDTHS	RESPONSIBILITY
CW1	Constructed waterway	Constructed waterways north of Kenning Road	As shown on Plan 8, subject to detailed design: 50m	Melbourne Water
CW2	Constructed waterway	Constructed waterway from WL2 to Davis Road	50m	Melbourne Water
CW3	Constructed waterway	Constructed waterway from WL4 to Boundary Road	55m	Melbourne Water
CW4	Constructed waterway	Constructed waterway from Derrimut Road to north-west	50m	Melbourne Water
CW5	Constructed waterway	Tributary running through 80 Kenning Road	65m	Melbourne Water
CW6	Constructed waterway	Constructed waterway running to the south from RRL	50m	Melbourne Water
RBWL1	Wetland/Retarding basin	Located immediately to the north of RRL, east of Davis Road and	5.8 m	Melbourne Water
RBWL2	Wetland/Retarding basin	As per plan 8	2.4 ha	Melbourne Water
RBWL3	Wetland/Retarding basin	As per plan 8	2.9 ha	Melbourne Water
RBWL4	Wetland/Retarding basin	As per plan 8	3.26 ha	Melbourne Water
RBWL5	Wetland/Retarding basin	As per plan 8	2.63 ha	Melbourne Water
RBWL6	Wetland/Retarding basin	As per plan 8	3.7 ha	Melbourne Water
RBWL7	Wetland/Retarding basin	As per plan 8	5.7 ha	Melbourne Water
SB1	Sediment Basin	As per plan 8	2.32 ha	Melbourne Water
WL1	Stormwater quality asset	As per plan 8	0.79 ha	Wyndham City
WL2	Stormwater quality asset	As per plan 8	0.78 ha	Wyndham City
WL3	Stormwater quality asset	As per plan 8	0.26 ha	Wyndham City
WL4	Stormwater quality asset	As per plan 8	0.3 ha	Wyndham City
WL5	Stormwater quality asset	As per plan 8	0.27 ha	Wyndham City
WL6	Stormwater quality asset	As per plan 8	0.29 ha	Wyndham City
WL7	Stormwater quality asset	As per plan 8	0.37 ha	Wyndham City
WL8	Stormwater quality asset	As per plan 8	0.41 ha	Wyndham City
WL9	Stormwater quality asset	As per plan 8	0.42 ha	Wyndham City
WL10	Stormwater quality asset	As per plan 8	0.26 ha	Wyndham City

Note: Responsibility for stormwater drainage and water quality infrastructure to be agreed between Melbourne Water and Wyndham City



Plan 9 - Utilities

Tarneit North Precinct Structure Plan



NOTES:

- The alignment and size of utilities shown on this plan are schematic and subject to confirmation by the relevant service authority
- 'Non-residential/utilities' land use: Future required utilities are subject to further agreement with Powercor, City West Water and the relevant land owner. Should agreement not be reached between the relevant authority and landowner the site may be made available for land uses as per the underlying zone.

- 300 sewer mains & pipe diameter (mm)
- existing overhead 66kv powerlines
- proposed overhead 66kv powerlines
- existing overhead 220kv powerline easement
- 300 recycled water main

- 225mm proposed water main
- 300mm proposed water main
- 375mm proposed water main
- 450mm proposed water main
- 600mm proposed water main
- 750mm proposed water main
- 900mm proposed water main

- proposed melbourne water main
- water easements - barwon water
- non-residential/utilities land use
- outer metropolitan ring road
- gas mains extension
- waterways

3.6.2 UTILITIES

REQUIREMENTS	
R59	Trunk services are to be placed along the general alignments shown on Plan 9, subject to any refinements as advised by the relevant service authorities.
R60	<p>Before development commences on a property, functional layout plans are to be submitted of the road network showing the location of all:</p> <ul style="list-style-type: none"> • Underground services • Driveways/crossovers • Street lights • Street trees <p>A typical cross section of each street is also to be submitted showing above and below ground placement of services, street lights and trees.</p> <p>The plans and cross sections must demonstrate how services, driveways and street lights will be placed so as to achieve the road reserve width (consistent with the road cross sections outlined in this PSP) and accommodate the minimum level of street tree planting (as outlined in this PSP). If required, the plan and cross sections will nominate which services will be placed under footpaths or road pavement. The plans and cross sections are to be approved by the responsible authority and all relevant service authorities before development commences.</p>
R61	Delivery of underground services must be coordinated, located, and bundled (utilising common trenching) to facilitate the planting of trees and other vegetation within road verges.
R62	All existing above ground electricity cables of less than 66kv voltage must be placed underground as part of the upgrade of existing roads.
R63	All new electricity supply infrastructure (excluding substations and cables of a voltage of 66kv or greater) must be provided underground.
R64	Above-ground utilities must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts, and be designed to the satisfaction of the relevant authority. Where that infrastructure is intended to be located in public open space, the land required to accommodate that infrastructure will not be counted as contributing to open space requirements classified under Clause 52.01 or within the Wyndham North DCP.
R65	Utilities must be placed outside of natural waterway corridors or on the outer edges of these corridors to avoid disturbance to existing native vegetation, significant landform features (eg. rock outcrops) and heritage sites, to the satisfaction of Melbourne Water and the responsible authority.
R66	Any road crossings, pathways or open space proposed to be located within the Melbourne Water pipe track reserve shall be to the satisfaction of Melbourne Water.
GUIDELINES	
G42	Above-ground utilities should be located outside of key view lines and screened with vegetation, as appropriate.
G43	Design and placement of underground services in new or upgraded streets should utilise the service placement guidelines outlined in Appendix D.
G44	Utility easements to the rear of lots should only be provided where there is no practical alternative.

3.7 INFRASTRUCTURE DELIVERY & STAGING

3.7.1 SUBDIVISION WORKS BY DEVELOPERS

REQUIREMENTS

R67

Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure:

- Connector roads and 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 roads, and local streets (except those included in the DCP).
- Council approved fencing and landscaping (where required) along arterial roads.
- Local shared, pedestrian and bicycle paths along local arterial roads, connector roads, local streets, waterways and within local parks including bridges, intersections, and barrier crossing points (except those included in the DCP).
- Bicycle parking as required in this document.
- Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing public open space.
- Basic improvements to local parks and open space (refer open space delivery below).
- Local drainage system.
- Local street or pedestrian path crossings of waterways unless included in the DCP or outlined as the responsibility of another agency in the Precinct Infrastructure Plan.
- Infrastructure as required by utility services providers including water, sewerage, drainage (except where the item is funded through a Development Services Scheme), electricity, gas, and telecommunications.
- Remediation and / or reconstruction of dry stone walls where required.
- Shared path adjacent the rail reserve as shown on Plan 7

R68

Open space delivery

All public open space (where not otherwise provided via the DCP) must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space to council, including but not limited to:

- Removal of all existing disused structures, foundations, pipelines, and stockpiles.
- Clearing of rubbish and environmental weeds and rocks, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise).
- Provision of water tapping, potable and recycled water connection points.
- Sewer, gas and electricity connection points must also be provided to land identified as a sports reserve or district level local park.
- Trees and other plantings (drought tolerant unless otherwise approved by Council)
- Vehicule exclusion devices (fence, bollards, or other suitable method) and maintenance access points.
- Construction of minimum 1.5m wide pedestrian paths around the perimeter of the reserve connecting and linking into any other surrounding paths or points of interest, except where shown as a shared path on Plan 7.
- Installation of park furniture including BBQs, shelters, tables, local scale playgrounds and other local scale play elements such as ½ basketball courts and hit-up walls, rubbish bins and appropriate paving to support these facilities, consistent with the type of public open space listed in the open space delivery guide (Appendix E).
- Additionally, for town squares and urban parks – paving and planters, furniture including seating, shelters and bollards, tree and other planting, lighting, waterway and water tapping.

R69	<p>Local sports reserves identified by a Development Contributions Plan must be vested in the relevant authority in a condition that enables:</p> <ul style="list-style-type: none"> • Safe mowing using standard Council machinery. • Safe public use / access. <p>Generally this may include:</p> <ul style="list-style-type: none"> • Removal of loose surface / protruding rocks and built structures. • Targeted topsoiling of holes left by rocks and / or minor grading to create a safe and reasonably regular surface. • Bare, patchy and newly graded areas being seeded, top-dressed with drought resistant grass. <p>Consistent with the Wyndham North DCP, where these works are not considered to be temporary works, these works are eligible for a works in kind credit against a landowner / developers DCP obligation.</p> <p>Works associated with adjacent road construction (e.g. earthworks for a road embankment) are not eligible for works in kind credit.</p> <p>Any embankments as a result of abutting road construction should have a maximum 1:6 gradient.</p>
R70	<p>Any heritage site or conservation area to be vested in the relevant authority must be done so in a standard that satisfies the requirements of that authority. Works required prior to the transfer include, but may not be limited to:</p> <ul style="list-style-type: none"> • Clearing of rubbish and weeds. • Essential repairs to and stabilisation of any structures. • Any fencing required to ensure the safety of the public. <p>Any works carried out must be consistent with any relevant Cultural Heritage Management Plan and Conservation Management Plan.</p>

3.7.2 DEVELOPMENT STAGING

REQUIREMENTS	
R71	<p>Development staging must provide for the timely provision and delivery of:</p> <ul style="list-style-type: none"> • Arterial road reservations. • Connector streets and connector street bridges. • Street links between properties, constructed to the property boundary. • Connection of the on- and off-road pedestrian and bicycle network.
R72	<p>Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the structure plan, by any date or stage of development required or approved by the responsible authority.</p>
R73	<p>An Urban Design Framework (UDF) must be prepared in consultation with and approved by the responsible authority, prior to the issue of a permit for subdivision and/or buildings and works. The UDF applies to the properties 605-635 Derrimut Road, on the western side of Derrimut Road only. Specifically the UDF must address the following:</p> <ul style="list-style-type: none"> • Creation of a permeable pedestrian and cyclist friendly road network • Interface with Derrimut Road <p>All to the satisfaction of the responsible authority.</p>
GUIDELINES	
G45	<p>Development staging will be determined largely by the development proposals on land within the precinct and the availability of infrastructure services. Development applications should demonstrate:</p> <ul style="list-style-type: none"> • How the development staging, to the extent practicable, will be integrated with adjoining developments, through the timely provision of connecting roads and walking/cycling paths. • Where development does not directly adjoin the urban edge, how local open space will be provided in the early stages to provide new residents with amenity. • How sealed road access will be provided to each new allotment. • How any necessary trunk service extensions will be delivered, including confirmation of the agreed approach and timing by the relevant infrastructure/service provider.

3.7.3 PRECINCT INFRASTRUCTURE PLAN (PIP)

The Precinct Infrastructure Plan (PIP) at Table 8 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 Wyndham North DCP.
- 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 8 Precinct Infrastructure Plan
*Amended C141

CATEGORY	TITLE	DESCRIPTION	LEAD AGENCY	TIMING S=0-5 YEARS M=5-10 YEARS L=10 YEARS +	INCLUDED IN DCP	DCP REFERENCE NO.
Road Projects						
Road	Tarneit Road	4 lane arterial road (ultimate). Road widening to form 34m wide reserve	Wyndham City	M L	Yes (interim) No (ultimate)	RD-89-01
Road	Leakes Road (Derrimut Road to Davis Road)	6 lane arterial road (ultimate). Road widening to form 41m wide reserve	Wyndham City (interim) VicRoads (ultimate)	M L	Yes (interim) No (ultimate)	RD-89-02
Road	Doherty's Road (Derrimut Road to Davis Road)	4 lane arterial road (ultimate). Road widening to form 34m wide reserve	Wyndham City	M L	Yes (interim) No (ultimate)	RD-89-03
Road	Doherty's Road (deviation from existing reserve)	4 lane arterial road (ultimate). Road widening to form 34m wide reserve	Wyndham City	M L	Yes (interim) No (ultimate)	RD-89-04
Road	Boundary Road (Derrimut to Davis)	6 lane arterial road (ultimate). Road widening to form 41m wide reserve	VicRoads	M L L	Yes (interim) No (ultimate)	RD-89-05
Road	Davis Road (Doherty's Road to Boundary Road)	6 lane arterial road (ultimate). Road widening to form 41m wide reserve	Wyndham City	M L	Yes (interim) No (ultimate)	RD-88-01
Road	Davis Road (Doherty's Road to RRL)	4 lane arterial road (ultimate). Road widening to form 34m wide reserve	Wyndham City	M L	Yes (interim) No (ultimate)	RD-88-02
Bridge & culvert projects						
Bridge	Boundary Road bridge over Dry Creek	2 lane bridge crossing of Dry Creek	Wyndham City	M	Yes (interim) No (ultimate)	BR-89-01
Bridge	Tarneit Road bridge over Dry Creek	2 lane bridge crossing of Dry Creek	Wyndham City	M	No	BR-89-02
Bridge	Doherty's Road bridge over Dry Creek	4 lane bridge crossing of Dry Creek	Wyndham City	M	Yes (interim) No (ultimate)	BR-89-03
Bridge	Pedestrian bridge across Regional Rail Link	Pedestrian bridge over Regional Rail Link	Wyndham City	S L	Yes (interim) No (ultimate)	BR-89-04
Bridge	Leakes Road crossing of waterway	Culvert waterway crossing	Wyndham City	M L	Yes	CU-89-01
Culvert	Boundary Road crossing of waterway	2 X Culvert waterway crossing	Melbourne Water	M L	No	
Culvert	Davis Road crossing of Dry Creek	Culvert waterway crossing	Melbourne Water	M L	No	
Intersection Projects						
Intersection	Boundary Road / North-South Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised T intersection (interim treatment)	Wyndham City (interim) VicRoads (ultimate)	M L L	Yes (interim) No (ultimate)	IN-89-01

CATEGORY	TITLE	DESCRIPTION	LEAD AGENCY	TIMING S=0-5 YEARS M=5-10 YEARS L=10 YEARS +	INCLUDED IN DCP	DCP REFERENCE NO.
Intersection	Boundary Road / Tarneit Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Wyndham City (interim) VicRoads (ultimate)	L L L	Yes (interim) No (ultimate)	IN-89-02
Intersection	Boundary Road / North-South Connector Blvd	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised T intersection (interim treatment)	Wyndham City (interim) VicRoads (ultimate)	M L L	Yes (interim) No (ultimate)	IN-89-03
Intersection	Boundary Road / Derrimut Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Wyndham City (interim) VicRoads (ultimate)	S	Yes (interim) No (ultimate)	IN-89-04
Intersection	Tarneit Road / Kenning Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to industrial connector signalised 4-way intersection (interim treatment)	Wyndham City	L L	Yes (interim) No (ultimate)	IN-89-05
Intersection	Derrimut Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Wyndham City	M L	Yes (interim) No (ultimate)	IN-89-06
Intersection	Dohertys Road / North-South Connector Boulevard	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Wyndham City	M L	Yes (interim) No (ultimate)	IN-89-07
Intersection	Dohertys Road / Tarneit Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Wyndham City	S L	Yes (interim) No (ultimate)	IN-89-08
Intersection	Dohertys Road / North-South Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Wyndham City	S L	Yes (interim) No (ultimate)	IN-89-09
Intersection	Dohertys Road / Derrimut Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Wyndham City	S	Yes (interim) No (ultimate)	IN-89-10
Intersection	Tarneit Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Wyndham City	S L	Yes (interim) No (ultimate)	IN-89-11

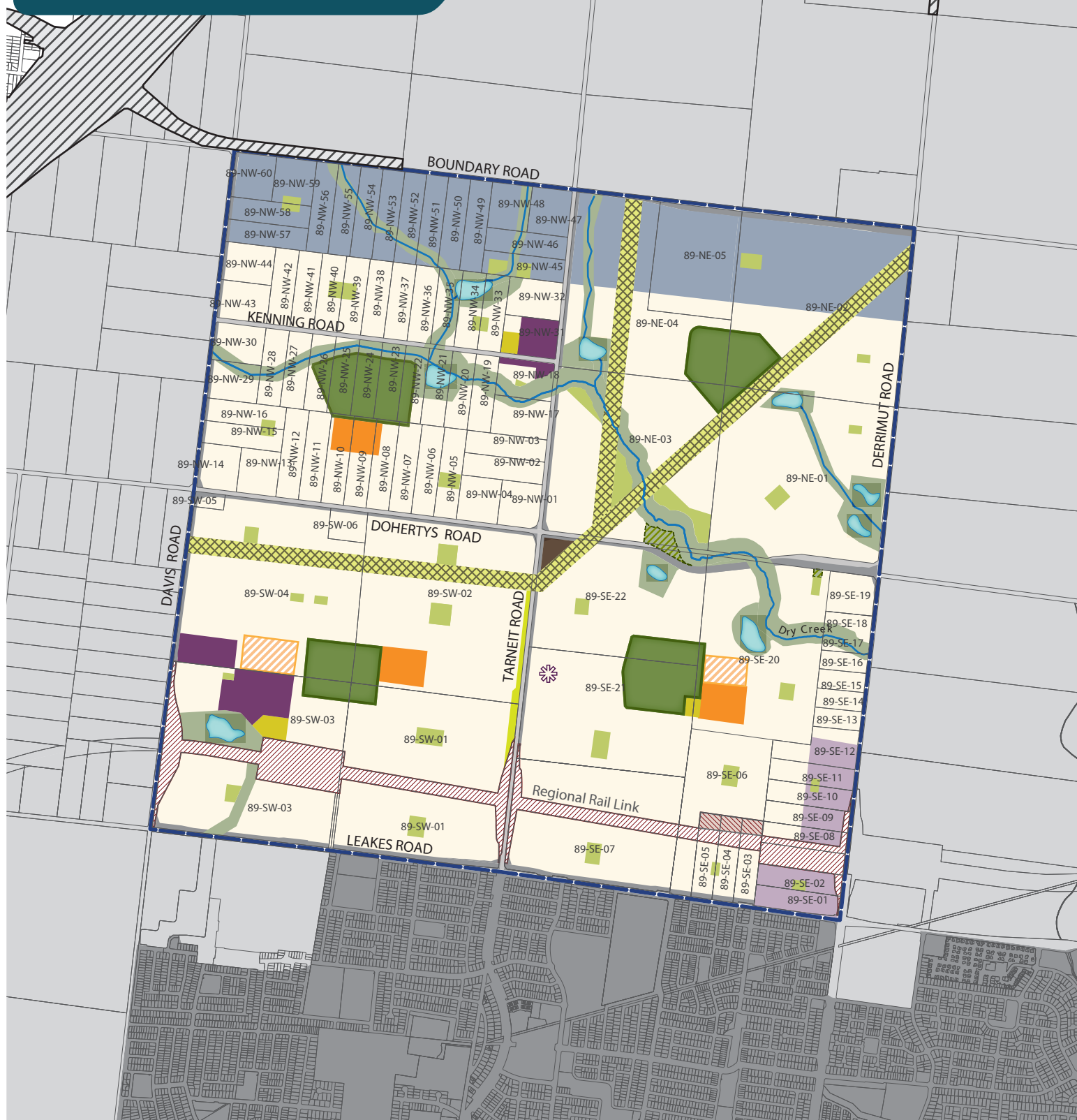
Intersection	Derrimut Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Wyndham City (interim) VicRoads (ultimate)	M L	Yes (interim) No (ultimate)	IN-89-12
Intersection	Leakes Road / North-South Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Wyndham City (interim) VicRoads (ultimate)	S L	Yes (interim) No (ultimate)	IN-89-13
Intersection	Leakes Road / Tarneit Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Wyndham City (interim) VicRoads (ultimate)	M L	Yes (interim) No (ultimate)	IN-89-14
Intersection	Leakes Road / Crossway Avenue	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Wyndham City (interim) VicRoads (ultimate)	S L	Yes (interim) No (ultimate)	IN-89-15
Intersection	Leakes Road / Derrimut Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Wyndham City (interim) VicRoads (ultimate)	S	Yes (interim) No (ultimate)	IN-89-16
Intersection	Dry Creek pedestrian signals on Derrimut Road	Construction of pedestrian signals on Derrimut Road (interim) at Dry Creek	Wyndham City (interim) VicRoads (ultimate)	S M	Yes (interim) No (ultimate)	IN-89-17
Intersection	Dry Creek pedestrian signals on Dohertys Road	Construction of pedestrian signals on Dohertys Road (interim) at Dry Creek	Wyndham City (interim) VicRoads (ultimate)	S M	Yes (interim) No (ultimate)	IN-89-18
Community Facilities						
Community	Tarneit North Level 1 children's centre	Purchase of land for community centre and construction of two kindergarten rooms attached to a government primary school	Wyndham City	S – M	Yes	CO-89-01
Community	Tarneit North Level 2 multi-purpose community centre	Purchase of land for community centre and construction of multipurpose community centre, including two kindergarten rooms and two maternal child health care rooms	Wyndham City	S – M	Yes	CO-89-02
Community	Tarneit North Level 3 multi-purpose community centre, library & regional performing arts centre	Purchase of land for community centre and construction of multipurpose community centre, including two kindergarten rooms and two maternal child health care rooms	Wyndham City	S – M	Yes	CO-89-03
Community	Tarneit North Level 3 library & regional performing arts centre	Construction of library and regional performing arts centre	Wyndham City	S – M	Yes	CO-89-04

CATEGORY	TITLE	DESCRIPTION	LEAD AGENCY	TIMING S=0-5 YEARS M=5-10 YEARS L=10 YEARS +	INCLUDED IN DCP	DCP REFERENCE NO.
Community	Government Primary	Land and construction of government school.	DEECD	S – M	No	-
Community	Government Primary	Land and construction of government school.	DEECD	S – M	No	-
Community	Government Primary	Land and construction of government school.	DEECD	S – M	No	-
*Community	Primary	Land and construction of non-government school.	Catholic Education Office Melbourne (CEOM)	M	No	-
*Community	Secondary	Land and construction of non-government school.	Catholic Education Office Melbourne (CEOM)	S	No	-
Active Recreations Reserves						
Active Open Space	A 89-01 - North-Western Reserve	Land and construction of active open space	Wyndham City	S – M	Yes	-
Active Open Space	A 89-02 - North-Eastern Reserve	Land and construction of active open space	Wyndham City	S – M	Yes	-
Active Open Space	A-89-03 - South-Western Reserve	Land and construction of active open space	Wyndham City	S – M	Yes	-
Active Open Space	A-89-04 - South-Eastern Reserve	Land and construction of active open space	Wyndham City	S – M	Yes	-
Other infrastructure						
Transport	Potential future Davis Road station	Train station associated with Davis Road land Tarnit North local town centre.	PTV	L	No	-
Transport	Delivery of bus services	Bus services to and within the precinct	PTV	S-L	No	-



Plan 10 - Land Use Budget

Tarneit North Precinct Structure Plan



- | | | | | | |
|--|-------------------------------------|--|-------------------------------------|--|------------------------------|
| | precinct area | | local sports reserve (unencumbered) | | arterial road widening |
| | town centre | | local parks (unencumbered) | | road reserve |
| | convenience centre | | drainage open space (encumbered) | | property boundary & number |
| | office & light industrial | | heritage conservation area | | existing urban |
| | residential | | waterways | | future urban |
| | potential government primary school | | non residential / utilities | | outer metropolitan ring road |
| | potential non-government school | | easement | | rail corridor |
| | community facilities | | future potential residential | | |

Table 9 Summary Land Budget

DESCRIPTION	HECTARES	% OF PRECINCT	% OF NDA
TOTAL PRECINCT AREA (ha)	1,065.11	100%	
TRANSPORT			
New Arterial Roads / Widening	27.16	2.55%	3.64%
Derrimut Road PAO	0.40	0.04%	0.05%
Existing Other Road Reserve Not Available for Development	29.36	2.76%	3.93%
Railway Reserve	37.79	3.55%	5.06%
SUB-TOTAL	94.72	8.89%	12.69%
EDUCATION & COMMUNITY			
Government Education	10.50	0.99%	1.41%
Non-Government Education	7.36	0.69%	0.99%
Community Centres	2.90	0.27%	0.39%
SUB-TOTAL	20.76	1.95%	2.78%
OPEN SPACE			
SERVICE OPEN SPACE			
Drainage - Waterways, Retardation & Wetlands	84.40	7.92%	11.31%
Drainage - Stormwater Quality Treatment Asset*	7.85	0.74%	1.05%
Heritage (Post Contract)	1.66	0.16%	0.22%
Utilities Easements	40.53	3.81%	5.43%
SUB-TOTAL	134.45	12.62%	18.02%
CREDITED OPEN SPACE			
Sports Reserves	47.67	4.48%	6.39%
Local Parks (Residential)	19.11	1.79%	2.56%
Local Parks (Employment)	2.19	0.21%	0.29%
SUB-TOTAL	68.97	6.48%	9.24%
SUB-TOTAL ALL OPEN SPACE	203.42	19.10%	27.26%
TOTAL NET DEVELOPABLE AREA (NDA) Ha	746.22	70.06%	0.00%
NET DEVELOPABLE AREA - EMPLOYMENT (NDA-E) Ha	109.23	10.26%	0.00%
NET DEVELOPABLE AREA - RESIDENTIAL(NDA-R) Ha	636.98	59.80%	0.00%
Residential Credited Open Space expressed as % of NDA-R			
DISCRIPTION	PSP 1089 Tarneit North		
	NDA-R (Ha)	Dwell / NDHa-R	Dwellings
Sports Reserves	47.67	7.48%	0.00%
Local Parks (Residential)	19.11	3.00%	0.00%
Total	66.78	10.48%	0.00%
Employment Credited Open Space expressed as % of NDA-E			
DISCRIPTION	PSP 1089 Tarneit North		
	NDA-R (Ha)	Dwell / NDHa-R	Dwellings
Local Parks (Employment)	2.19	2.00%	0.00%
Estimated Dwelling Yield and Population			
DISCRIPTION	PSP 1089 Tarneit North		
	NDA-R (Ha)	Dwell / NDHa-R	Dwellings
Totals - Residential Yield against NDHa-R	636.98	16.00	10,192
Anticipated Population @2.8 PP Dwelling			28,537

Table 10 Property Specific Land Budget

PSP PROPERTY ID	TOTAL AREA (HA)	TRANSPORT				EDUCATION & COMMUNITY			SERVICED OPEN SPACE						CREDITED OPEN SPACE				TOTAL NET DEVELOPABLE AREA (NDA) (HECTARES)	NET DEVELOPABLE AREA - EMPLOYMENT (NDA-E) (HECTARES)	NET DEVELOPABLE AREA - RESIDENTIAL (NDA-R) (HECTARES)	TOTAL NDA AS % OF TOTAL PROPERTY	
		NEW ARTERIAL ROADS / WIDENING	DERRIMUT ROAD PAO	EXISTING OMR ROAD RESERVE (NOT AVAILABLE FOR DEVELOPMENT)	RAILWAY RESERVE	GOVERNMENT EDUCATION	NON-GOVERNMENT EDUCATION	COMMUNITY CENTRES	DRAINAGE - WATERWAYS, RETARDATION & WETLANDS	DRAINAGE - STORMWATER QUALITY TREATMENT ASSET*	HERITAGE (POST CONTRACT)	UTILITIES EASEMENTS	SPORTS RESERVES	LOCAL PARKS (RESIDENTIAL)	LOCAL PARKS (EMPLOYMENT)								
PSP 1089 - TARNEIT NORTH																							
PROPERTIES																							
89-NE-01	61.812	0.018	0.075	-	-	-	-	-	11.729	-	-	1.907	0.662	1.000	-	-	46.42	0.00	46.42	75.10%			
89-NE-02-R	35.184	0.068	0.057	-	-	-	-	-	0.541	-	-	4.262	4.820	0.340	-	-	25.10	0.00	25.10	71.33%			
89-NE-02-E	32.381	2.654	0.085	-	-	-	-	-	-	-	-	3.215	-	-	0.592	-	25.84	25.84	0.00	79.79%			
89-NE-03	61.940	1.107	-	-	-	-	-	-	12.238	0.560	1.043	9.255	1.144	4.505	-	-	32.09	0.00	32.09	51.80%			
89-NE-04-R	28.721	0.565	-	-	-	-	-	-	4.434	-	-	3.171	4.807	-	-	-	15.74	0.00	15.74	54.82%			
89-NE-04-E	16.406	0.769	-	-	-	-	-	-	2.190	-	-	3.440	-	-	-	-	10.01	10.01	0.00	61.00%			
89-NE-05-R	4.549	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.55	0.00	4.55	100.00%			
89-NE-05-E	15.826	1.228	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14.60	14.60	0.00	92.24%			
89-NW-01	4.066	0.052	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.01	0.00	4.01	98.73%			
89-NW-02	4.097	0.212	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.89	0.00	3.89	94.83%			
89-NW-03	4.052	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.05	0.00	4.05	100.00%			
89-NW-04	4.121	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.12	0.00	4.12	100.00%			
89-NW-05	4.586	-	-	-	-	-	-	-	-	-	-	-	-	0.700	-	-	3.89	0.00	3.89	84.74%			
89-NW-06	4.583	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.58	0.00	4.58	100.00%			
89-NW-07	4.592	-	-	-	-	-	-	-	-	-	-	-	0.096	-	-	-	4.50	0.00	4.50	97.91%			
89-NW-08	4.600	-	-	-	-	0.455	-	-	-	-	-	-	0.211	-	-	-	3.93	0.00	3.93	85.52%			
89-NW-09	4.587	-	-	-	-	1.636	-	-	-	-	-	-	0.209	-	-	-	2.74	0.00	2.74	59.76%			
89-NW-10	4.585	0.047	-	-	-	1.409	-	-	-	-	-	-	0.209	-	-	-	2.92	0.00	2.92	63.71%			
89-NW-11	4.580	0.074	-	-	-	-	-	-	-	-	-	-	0.005	-	-	-	4.50	0.00	4.50	98.28%			
89-NW-12	4.602	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.60	0.00	4.60	100.00%			
89-NW-13	4.013	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.01	0.00	4.01	100.00%			
89-NW-14	4.034	0.369	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.66	0.00	3.66	90.85%			
89-NW-15	4.030	0.139	-	-	-	-	-	-	-	-	-	-	-	0.3305	-	-	3.56	0.00	3.56	88.34%			
89-NW-16	4.062	0.142	-	-	-	-	-	-	-	-	-	-	-	0.3305	-	-	3.59	0.00	3.59	88.37%			
89-NW-17	4.920	-	-	-	-	-	-	-	0.731	-	-	-	-	-	-	-	4.19	0.00	4.19	85.14%			
89-NW-18	4.806	0.027	-	-	-	-	-	-	2.331	-	-	-	-	0.110	-	-	2.34	0.00	2.34	48.65%			
89-NW-19	4.009	-	-	-	-	-	-	-	1.240	0.370	-	-	-	-	-	-	2.40	0.00	2.40	59.84%			
89-NW-20	4.058	-	-	-	-	-	-	-	1.867	-	-	-	-	-	-	-	2.19	0.00	2.19	54.00%			
89-NW-21	4.043	-	-	-	-	-	-	-	2.646	-	-	-	-	-	-	-	1.40	0.00	1.40	34.54%			
89-NW-22	4.051	-	-	-	-	-	-	-	1.594	-	-	-	1.854	-	-	-	0.60	0.00	0.60	14.88%			
89-NW-23	4.048	-	-	-	-	-	-	-	0.761	-	-	-	3.287	-	-	-	0.00	0.00	0.00	0.00%			

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		NEW ARTERIAL ROADS / WIDENING	DERRIMUT ROAD PAO	EXISTING OMR ROAD RESERVE (NOT AVAILABLE FOR DEVELOPMENT)	RAILWAY RESERVE	GOVERNMENT EDUCATION	NON-GOVERNMENT EDUCATION	COMMUNITY CENTRES	DRAINAGE - WATERWAYS, RETARDATION & WETLANDS	DRAINAGE - STORMWATER QUALITY TREATMENT ASSET*	HERITAGE (POST CONTRACT)	UTILITIES EASEMENTS	SPORTS RESERVES	LOCAL PARKS (RESIDENTIAL)	LOCAL PARKS (EMPLOYMENT)				
PSP 1089 - TARNEIT NORTH																			
PROPERTIES																			
89-NW-24	3.977	-	-	-	-	-	-	-	0.688	-	-	-	3.289	-	-	0.00	0.00	0.00	0.00%
89-NW-25	4.100	-	-	-	-	-	-	-	0.664	-	-	-	3.228	-	-	0.21	0.00	0.21	5.06%
89-NW-26	4.041	-	-	-	-	-	-	-	0.835	-	-	-	1.238	-	-	1.97	0.00	1.97	48.69%
89-NW-27	4.040	-	-	-	-	-	-	-	0.947	-	-	-	-	-	-	3.09	0.00	3.09	76.57%
89-NW-28	4.051	-	-	-	-	-	-	-	0.831	-	-	-	-	-	-	3.22	0.00	3.22	79.48%
89-NW-29	4.290	0.245	-	-	-	-	-	-	1.092	-	-	-	-	-	-	2.95	0.00	2.95	68.85%
89-NW-30	4.269	0.185	-	-	-	-	-	-	0.705	-	-	-	-	-	-	3.38	0.00	3.38	79.16%
89-NW-31	4.733	0.028	-	-	-	-	-	0.800	-	-	-	-	-	-	-	3.91	0.00	3.91	82.51%
89-NW-32	4.633	0.003	-	-	-	-	-	-	0.421	-	-	-	-	-	-	4.21	0.00	4.21	90.85%
89-NW-33	4.047	-	-	-	-	-	-	-	1.538	-	-	-	-	0.247	-	2.26	0.00	2.26	55.90%
89-NW-34	4.043	-	-	-	-	-	-	-	1.943	-	-	-	-	0.253	-	1.85	0.00	1.85	45.68%
89-NW-35	4.045	-	-	-	-	-	-	-	2.739	0.410	-	-	-	-	-	0.90	0.00	0.90	22.15%
89-NW-36	4.062	-	-	-	-	-	-	-	0.123	0.420	-	-	-	-	-	3.52	0.00	3.52	86.63%
89-NW-37	4.066	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.07	0.00	4.07	100.00%
89-NW-38	3.977	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.98	0.00	3.98	100.00%
89-NW-39	4.078	-	-	-	-	-	-	-	-	-	-	-	-	0.500	-	3.58	0.00	3.58	87.74%
89-NW-40	4.125	-	-	-	-	-	-	-	-	-	-	-	-	0.500	-	3.63	0.00	3.63	87.88%
89-NW-41	4.053	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.05	0.00	4.05	100.00%
89-NW-42	4.058	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.06	0.00	4.06	100.00%
89-NW-43	4.319	0.271	-	-	-	-	-	-	-	-	-	-	-	-	-	4.05	0.00	4.05	93.72%
89-NW-44	4.363	0.270	-	-	-	-	-	-	-	-	-	-	-	-	-	4.09	0.00	4.09	93.82%
89-NW-45E	4.252	0.005	-	-	-	-	-	-	0.629	-	-	-	-	-	1.000	2.62	2.62	0.00	61.57%
89-NW-46E	4.185	0.009	-	-	-	-	-	-	0.552	-	-	-	-	-	-	3.63	3.63	0.00	86.62%
89-NW-47E	4.201	0.120	-	-	-	-	-	-	-	-	-	-	-	-	-	4.08	4.08	0.00	97.14%
89-NW-48E	4.117	-	-	-	-	-	-	-	1.085	-	-	-	-	-	-	3.03	3.03	0.00	73.64%
89-NW-49E	4.533	0.003	-	-	-	-	-	-	-	-	-	-	-	-	-	4.53	4.53	0.00	99.94%
89-NW-50E	4.533	0.006	-	-	-	-	-	-	0.211	-	-	-	-	-	-	4.32	4.32	0.00	95.22%
89-NW-51E	4.506	0.022	-	-	-	-	-	-	0.727	-	-	-	-	-	-	3.76	3.76	0.00	83.37%
89-NW-52E	4.5092	0.289	-	-	-	-	-	-	0.725	-	-	-	-	-	-	3.50	3.50	0.00	77.52%
89-NW-53E	4.479	0.209	-	-	-	-	-	-	0.626	0.130	-	-	-	-	-	3.52	3.52	0.00	78.47%
89-NW-54E	4.489	0.011	-	-	-	-	-	-	0.792	0.130	-	-	-	-	-	3.56	3.56	0.00	79.21%

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		NEW ARTERIAL ROADS / WIDENING	DERMINT ROAD PAO	EXISTING OMR ROAD RESERVE (NOT AVAILABLE FOR DEVELOPMENT)	RAILWAY RESERVE	GOVERNMENT EDUCATION	NON-GOVERNMENT EDUCATION	COMMUNITY CENTRES	DRAINAGE - WATERWAYS, RETARDATION & WETLANDS	DRAINAGE - STORMWATER QUALITY TREATMENT ASSET*	HERITAGE (POST CONTRACT)	UTILITIES EASEMENTS	SPORTS RESERVES	LOCAL PARKS (RESIDENTIAL)	LOCAL PARKS (EMPLOYMENT)					
PSP 1089 - TARNEIT NORTH																				
PROPERTIES																				
89-NW-55-E	4.525	-	-	-	-	-	-	-	0.896	-	-	-	-	-	-	3.63	3.63	0.00	80.19%	
89-NW-56-E	4.474	-	-	-	-	-	-	-	0.290	-	-	-	-	-	-	4.18	4.18	0.00	93.51%	
89-NW-57-E	4.079	0.717	-	-	-	-	-	-	-	-	-	-	-	-	-	3.36	3.36	0.00	82.43%	
89-NW-58-E	4.085	0.189	-	-	-	-	-	-	-	-	-	-	-	-	0.297	3.60	3.60	0.00	88.12%	
89-NW-59-E	4.067	-	-	-	-	-	-	-	-	-	-	-	-	-	0.297	3.77	3.77	0.00	92.71%	
89-NW-60-E	4.104	0.378	-	-	-	-	-	-	-	-	-	-	-	-	-	3.73	3.73	0.00	90.78%	
89-SE-01	3.921	1.376	0.060	-	-	-	-	-	-	-	-	-	-	-	-	2.49	0.00	2.49	63.38%	
89-SE-02	3.728	-	0.003	-	-	-	-	-	-	-	-	-	-	0.300	-	3.43	0.00	3.43	91.87%	
89-SE-03	2.567	0.288	-	-	-	-	-	-	-	0.780	-	-	-	-	-	1.50	0.00	1.50	58.39%	
89-SE-04	2.634	0.330	-	-	-	-	-	-	-	-	-	-	-	-	0.129	2.17	0.00	2.17	82.55%	
89-SE-05	2.667	0.426	-	-	-	-	-	-	-	-	-	-	-	-	0.121	2.12	0.00	2.12	79.49%	
89-SE-06	18.545	0.386	-	-	-	-	-	-	-	-	-	-	-	-	0.738	17.42	0.00	17.42	93.94%	
89-SE-07	37.309	2.203	-	-	-	-	-	-	-	0.790	-	-	-	-	0.700	33.62	0.00	33.62	90.10%	
89-SE-08	2.596	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.60	0.00	2.60	100.00%	
89-SE-09	3.783	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.78	0.00	3.78	100.00%	
89-SE-10	4.003	-	-	-	-	-	-	-	-	-	-	-	-	-	0.125	3.88	0.00	3.88	96.87%	
89-SE-11	4.048	-	0.007	-	-	-	-	-	-	-	-	-	-	-	0.125	3.92	0.00	3.92	96.76%	
89-SE-12	5.549	0.099	0.025	-	-	-	-	-	-	-	-	-	-	-	-	5.42	0.00	5.42	97.76%	
89-SE-13	2.036	0.015	0.015	-	-	-	-	-	-	-	-	-	-	-	-	2.01	0.00	2.01	98.54%	
89-SE-14	2.035	0.009	0.013	-	-	-	-	-	-	-	-	-	-	-	-	2.01	0.00	2.01	98.92%	
89-SE-15	2.034	-	0.011	-	-	-	-	-	-	-	-	-	-	-	-	2.02	0.00	2.02	99.46%	
89-SE-16	1.998	-	0.009	-	-	-	-	-	0.137	0.260	-	-	-	-	-	1.59	0.00	1.59	79.70%	
89-SE-17	2.032	-	0.007	-	-	-	-	-	1.576	-	-	-	-	-	-	0.45	0.00	0.45	22.09%	
89-SE-18	2.041	-	0.006	-	-	-	-	-	0.584	-	-	-	-	-	-	1.45	0.00	1.45	71.11%	
89-SE-19	4.176	0.101	0.030	-	-	-	-	-	-	-	-	-	-	-	-	4.05	0.00	4.05	96.87%	
89-SE-20	47.799	0.739	-	-	-	3.500	3.000	0.281	6.181	4.000	0.150	-	0.861	0.896	-	28.19	0.00	28.19	58.98%	
89-SE-21	42.674	0.779	-	-	-	-	-	0.319	-	-	-	-	7.961	1.000	-	32.61	0.00	32.61	76.43%	
89-SE-22	42.419	2.525	-	-	-	-	-	-	3.317	-	0.243	2.324	3.778	0.500	-	29.73	0.00	29.73	70.09%	
89-SW-01	56.471	1.889	-	-	-	-	-	-	0.842	-	-	-	1.174	1.750	-	50.82	0.00	50.82	89.99%	
89-SW-02	64.969	1.116	-	-	-	3.500	-	-	1.253	-	-	6.437	2.402	1.870	-	48.39	0.00	48.39	74.48%	
89-SW-03	53.222	1.817	-	-	-	-	-	1.500	7.675	-	-	-	2.102	0.670	-	39.46	0.00	39.46	74.14%	

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PSP 1089 - TARNEIT NORTH																				
PROPERTIES																				
89-SW-04	64.132	1.884	-	-	-	-	4.360	-	-	-	-	6.523	4.336	1.370	-	45.66	0.00	45.66	71.20%	
89-SW-05	1.015	0.364	-	-	-	-	-	-	-	-	-	-	-	-	-	0.65	0.00	0.65	64.10%	
89-SW-06	2.558	0.256	-	-	-	-	-	-	-	-	-	-	-	-	-	2.30	0.00	2.30	90.01%	
SUB-TOTAL	995.40	27.03	0.40	0.00	0.00	10.50	7.36	2.90	82.92	7.85	1.44	40.53	47.67	19.11	2.19	745.50	109.23	636.27		
OTHER (ROAD & RAIL RESERVES)																				
BOUNDARY ROAD	3.408	-	-	2.990	-	-	-	-	0.042	-	-	-	-	-	-	0.38	0.00	0.38	11.04%	
DOHERTY'S ROAD	8.427	-	-	7.287	-	-	-	-	0.902	-	0.226	-	-	-	-	0.01	0.00	0.01	0.14%	
DOHERTY'S ROAD	0.012	0.012	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%	
LEAKES ROAD	0.108	0.028	-	-	-	-	-	-	-	-	-	-	-	-	-	0.08	0.00	0.08	73.82%	
DOHERTY'S ROAD	0.005	0.005	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%	
DOHERTY'S ROAD	0.002	0.002	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%	
DOHERTY'S ROAD	0.049	0.049	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%	
DOHERTY'S ROAD	0.035	0.035	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%	
LEAKES ROAD	0.046	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.05	0.00	0.05	100.00%	
LEAKES ROAD	0.108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.11	0.00	0.11	100.00%	
KENNING ROAD	3.362	-	-	3.161	-	-	-	-	0.201	-	-	-	-	-	-	0.0000	0.00	0.00	0.00%	
LEAKES ROAD	3.746	-	-	3.680	-	-	-	-	0.021	-	-	-	-	-	-	0.04	0.00	0.04	1.20%	
RAILWAY RESERVE	10.737	-	-	-	10.737	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%	
RAILWAY RESERVE	20.855	-	-	-	20.855	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%	
RAILWAY RESERVE	6.202	-	-	-	6.202	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%	
DAVIS ROAD	2.956	-	-	2.877	-	-	-	-	0.078	-	-	-	-	-	-	0.0000	0.00	0.00	0.00%	
TARNEIT ROAD	6.379	-	-	6.142	-	-	-	-	0.237	-	-	-	-	-	-	0.00	0.00	0.00	0.00%	
DERRIMUT ROAD	3.224	-	-	3.224	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%	
SUB-TOTAL	69.71	0.13	0.00	29.36	37.79	0.00	0.00	0.00	1.48	0.00	0.23	0.00	0.00	0.00	0.00	0.72	0.00	0.72		
PSP 1089 TOTAL	1065.11	27.16	0.40	29.36	37.79	10.50	7.36	2.90	84.40	7.85	1.66	40.53	47.67	19.11	2.19	746.22	109.23	636.98	70.06%	

4.2 Appendix B- TOWN CENTRE DESIGN PRINCIPLES

LOCAL TOWN CENTRES

Principle 1

Provide every neighbourhood with a viable Local Town Centre as a focus of the community with a fine grain, closely spaced distribution pattern.

- Deliver a fine grain distribution pattern of highly accessible Local Town Centres generally on a scale of one Local Town Centre for every neighbourhood of 8,000 to 10,000 people.
- Locate Local Town Centres with a distribution pattern of around one Local Town Centre for every square mile (2.58km²) of residential development.
- Deliver a network of economically viable Local Town Centres including a supermarket and supporting competitive local shopping business, medical, leisure, recreation and community needs while allowing opportunities for local specialisation.

Principle 2

Locate Local Town Centres on a connector street intersection with access to an arterial road and transit stop.

- Locate the Local Town Centre on an arterial/connector intersection and ensure that the Local Town Centre is central to the residential catchment that it services while optimising opportunities for passing trade.
- Locate the Local Town Centre with future railway stations or other forms of transit stops to benefit the Local Town Centre, to offer convenience for public transport passengers, and to minimise walking distance between transit stops and the town centre core.
- Other Local Town Centre locations may be considered where the location results in the Local Town Centre being central to the residential catchment that it serves and/or the location incorporates natural or cultural landscape features such as rivers and creeks, tree rows, topographic features or other heritage structures which assist in creating a sense of place.

Principle 3

Locate Local Town Centres in an attractive setting so that most people live within a walkable catchment of a Local Town Centre and relate to the centre as the focus of the neighbourhood.

- Ensure that 80-90% of households are within a 1km walkable catchment of a local or higher order Town Centre.
- Locate Local Town Centres in attractive settings and incorporate natural or cultural landscape features such as creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value.
- The design of the Local Town Centre should respect existing views and vistas to and from the Local Town Centre location.

Principle 4

Provide a full range of local community and other facilities including a supermarket, shops, medical and recreation uses.

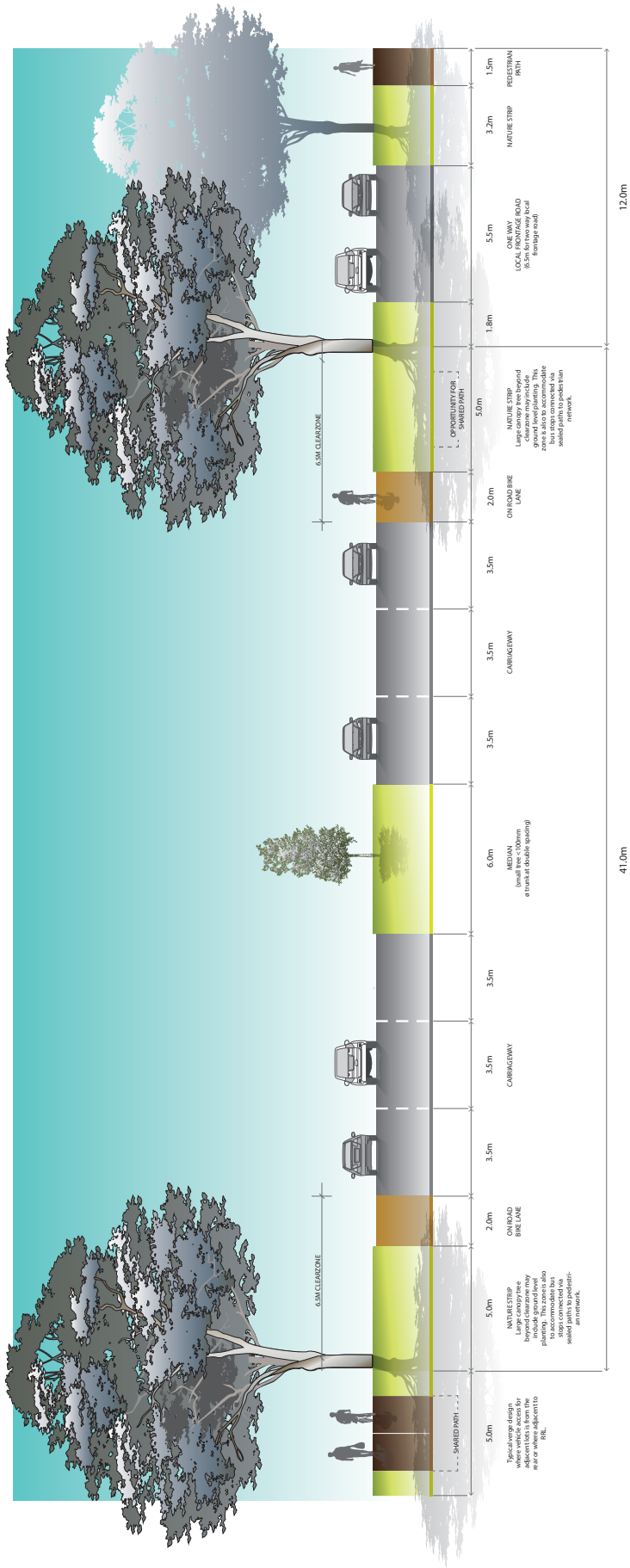
- Land uses should be located generally in accordance with the locations and general land use terms identified on the Local Town Centre Concept Plan.
- The design of the Local Town Centre should facilitate development with a high degree of community interaction and provide a vibrant and viable mix of retail, recreation and community facilities.
- The creation of land use precincts within the centre is encouraged to facilitate the clustering of uses. For example a 'medical precinct' where similar or synergistic uses should be sited together to promote stronger trading patterns.
- The design of the Local Town Centre should also encourage a pattern of smaller scale individual tenancies and land ownership patterns within the Local Town Centre to attract investment and encourage greater diversity and opportunities for local business investment.
- The Local Town Centre should generally be anchored by one full line supermarket and supported by specialty stores unless otherwise noted on the Local Town Centre Concept Plan.
- Supermarkets and other commercial or community anchors or secondary anchors within the Local Town Centre should be located diagonally opposite one another across the main street and/or town square to promote desire lines that maximise pedestrian movement within the public realm.
- A small access mall that address a supermarket/other 'large box uses' may be considered as part of the overall design. Such access malls may have a limited number of internalised shops. The primary access to the mall should be from the main street and/or the town square.
- Active building frontages should address the main street and town square to maximise exposure to passing trade, and promote pedestrian interaction.
- Shopfronts should have varying widths and floor space areas to promote a diversity of trading opportunities throughout the Local Town Centre.
- Flexible floor spaces (including floor to ceiling heights) should be incorporated into building design to enable localised commercial uses to locate amongst the activity of the Local Town Centre.
- Mixed Use precincts should provide retail and/or office at ground level, and office, commercial and residential above ground level.
- Childcare, medical centres and specialised accommodation (e.g. aged care/nursing home, student accommodation, and serviced apartments) should be located within the Local Town Centre and at the edge of the Local Town Centre to contribute to the activity of the centre and so these uses are close to the services offered by the centre.
- Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages.
- Car parking areas should be designed to accommodate flexible uses and allow for long term development opportunities.
- Public toilets should be provided in locations which are safe and accessible and within the managed area of the property.

<p>Principle 5</p> <p>Focus on a public space as the centre of community life.</p>	<ul style="list-style-type: none"> • A public space which acts as the central meeting place within the Local Town Centre must be provided. This public space may take the form of a town square, town park, public plaza space, public market place or a similar locally responsive option. • The public space should be located in a position where the key uses of the Local Town Centre are directly focuses on this public space to ensure that it is a dynamic and activated space. • The public space should be designed to function as the identifiable 'centre' or 'heart' with a distinctive local character for both the Local Town Centre and the broader residential catchment. • The public space should be designed as a flexible and adaptable space so that a range of uses can occur within this space at any one time. Such uses may include people accessing their daily shopping and business needs as well as providing a space where social interaction, relaxation, celebrations and temporary uses (such as stalls, exhibitions and markets) can occur. • The public space should be well integrated with pedestrian and cycle links around and through the Local Town Centre so that the public space acts as a 'gateway' to the activity of the centre. • The main public space or town square within the Local Town Centre should have a minimum area of 500sq m. Smaller public spaces which are integrated within the built form design, are surrounded by active frontages and facilitate high levels of pedestrian movement are also encouraged. • Footpath widths within and around the public space as well as along the main street should be sufficient to provide for pedestrian and mobility access as well as provide for outdoor dining and smaller gathering spaces.
<p>Principle 6</p> <p>Integrate local employment and service opportunities in a business friendly environment.</p>	<ul style="list-style-type: none"> • A variety of employment and business opportunities should be planned through the provision of a broad mix of land uses and commercial activities. • A range of options and locations for office based businesses should be provided within the Local Town Centre. • Services and facilities to support home based and smaller businesses are encouraged within the Local Town Centre. • Appropriate locations for small office/home office ('SOHO') housing options which maximise the access and exposure to the activity of the Local Town Centre should be considered as part of the design process.
<p>Principle 7</p> <p>Include a range of medium and high density housing and other forms of residential uses within and surrounding the Local Town Centre.</p>	<ul style="list-style-type: none"> • Medium and high density housing in and around the Local Town Centre is required to provide passive surveillance, contribute to the life of the centre and to maximise the amenity of the centre. • Medium and high density housing should establish in locations of high amenity around the Local Town Centre and be connected to the activity of the Local Town Centre through strong pedestrian and cycle links. • A range of housing types for a cross section of the community (such as retirement living) should be included in and around the Local Town Centre. • Specialised accommodation (such as aged/nursing care, student accommodation and serviced apartments) is encouraged at the edge of Local Town Centres with strong pedestrian and cycle links to the central activity area of the Town Centre. • The Local Town Centre design should avoid potential land use conflicts between residential and commercial uses by focusing on retail operations on the main street and around the town square and locating residential uses predominantly at the edge of the Local Town Centre and/or on upper levels. • Refer to the Small Lot Housing Code for further information about housing requirements for small lots around Local Town Centres.
<p>Principle 8</p> <p>Design the Local Town Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.</p>	<ul style="list-style-type: none"> • The Local Town Centre should be easily, directly and safely accessible for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety. • The Local Town Centre should provide a permeable network of streets, walkways and public spaces that provide direct linkages throughout the centre, particularly to transit stops and to designated crossing points. • The main street should be designed to comply with the relevant cross sections found within the Precinct Structure Plan. • A speed environment of 40km/h or less should be designed for the length of the main street. • Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations within the Local Town Centre. • Bus stops should be provided in accordance with the Department of Transport Public Transport Guidelines for Land Use and Development, to the satisfaction of the Department of Transport. • Bicycle parking should be provided within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations. • Supermarket and other 'large format' buildings should not impede on the movement of people around the Local Town Centre. • Key buildings within the Local Town Centre should be located to encourage pedestrian movement along the length of the street through public spaces.

	<ul style="list-style-type: none"> • The design of buildings within the Local Town Centre should have a relationship with and should interface to the public street network. • Car parking areas should be designated to ensure passive surveillance and public safety through adequate positioning and lighting. • Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping. • On street car parking should be provided either as parallel or angle parking to encourage short stay parking. • Car parking ingress and egress crossovers should be grouped and limited. • Car parking ingress or egress and car parking areas accommodating heavy vehicle movements should be designed to limit the pedestrian/vehicle conflict. • Heavy vehicle movements (i.e. loading and deliveries) should be located to the rear and or side of street based retail frontages • Streets, public spaces and car parks should be well lit to Australian standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above. • All public spaces should respond appropriately to the design for mobility access principles.
<p>Principle 9</p> <p>Create a sense of place with high quality engaging urban design.</p>	<ul style="list-style-type: none"> • Development should complement and enhance the character of the surrounding area by responding appropriately to key visual cues associated with the topography of the Local Town Centre location and its surrounds. • The Local Town Centre design should seek to minimise amenity and noise impacts resulting from the mix of uses by maintaining separation and transitional areas between retail and housing activities, such as open space, road networks and community facilities. • The design of each building should contribute to a cohesive and legible character for the Local Town Centre as a whole. • Sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) should be identified for significant buildings or landmark structures. • The design of building frontages should incorporate the use of a consistent covered walkway or verandah to provide for weather protection. • The built form should define the main street and be aligned with the property boundary. • Street facades and all visible side or rear facades should be visually rich, interesting and well articulated and be finished in suitable materials and colours that contribute to the character of the Local Town Centre. • Corner sites, where the main street meets an intersecting and/or arterial road should: <ul style="list-style-type: none"> • Be designed to provide built form that anchors the main street to the intersecting road. This can be achieved through increased building height, scale and articulated frontages; • Incorporate either 2 storey building or 2 storey elements (such as awnings and roof lines); • Be developed to have a ground floor active frontage and active floor space component to the main street frontage; and • Not be developed for standard single storey fast food outcomes. • Materials and design elements should be compatible with the environment and landscape character of the broader precinct. • The supermarket and secondary anchors should have frontages that directly address the main street and/or town square so that the use integrates with and promotes activity within the main street and public spaces/ thoroughfares. • Supermarkets or large format retail uses with a frontage to the main street should use clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing). • Secondary access to the supermarket from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the main street and or town square. • The design and siting of supermarkets and other 'large format retail uses' should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominantly routes and streets. • Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street. Retail and commercial buildings within the Local Town Centre should generally be built to the property line.

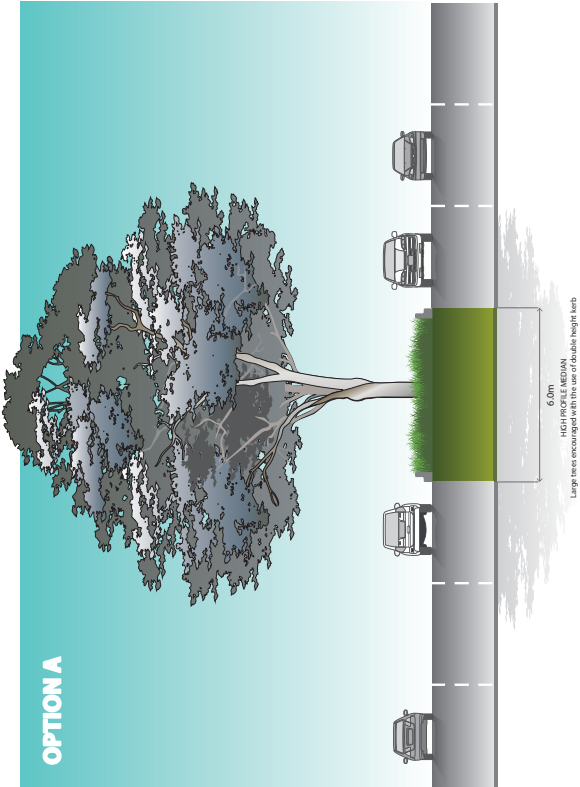
	<ul style="list-style-type: none"> Public spaces should be oriented to capture north sun and protect from prevailing winds and weather. Landscaping of all interface areas should be of a high standard as an important element to complement the built form design. Urban art should be incorporated into the design of the public realm. Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the Local Town Centre. Wrapping of car parking edges with built form, to improve street interface, should be maximised. Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares. Screening of centralised waste collection points should minimise amenity impacts with adjoining areas and users of the centre. Where service areas are accessible from car parks, they should present a well designed and secure facade to public areas. Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view. Align roads and locate buildings and public spaces to increase the visibility of station sites and provide direct sightlines to future station sites to maximise opportunities for casual/informal surveillance. Encourage future stations to incorporate a high quality of design and landscaping to provide a focal point for the town centre and better integrate with the adjoining land use.
Principle 10 Promote localisation, sustainability and adaptability.	<ul style="list-style-type: none"> The Local Town Centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on the car. The Local Town Centre should be designed to be sympathetic to its natural surrounds by: <ul style="list-style-type: none"> Investigating the use of energy efficient design and construction methods for all buildings; Including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation); Promoting safe and direct accessibility and mobility within and to and from the Local Town Centre; Including options for shade and shelter through a combination of landscape and built form treatments; Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling; Promoting passive solar orientation in the configuration and distribution of built form and public spaces; Grouping waste collection points to maximise opportunities for recycling and reuse; Promoting solar energy for water and space heating, electricity generation and internal and external lighting; and Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings. Encourage building design which can be adapted to accommodate a variety of uses over time. Ensure the Local Town Centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve.

4.3 Appendix C- STANDARD STREET CROSS-SECTIONS



NOTES:

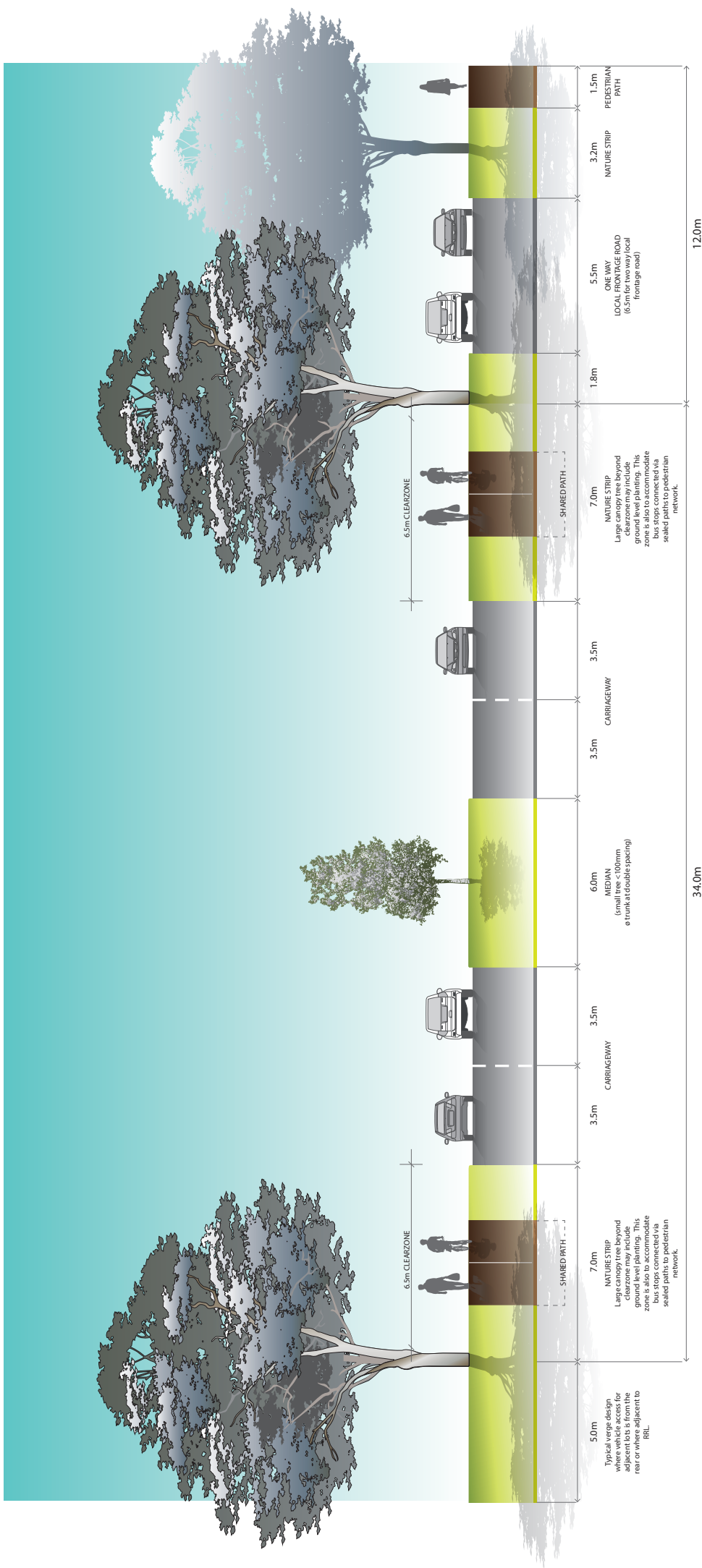
- Includes typical residential interface both sides
- Minimum street tree mature height 15 metres
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- 6.5m Clearzone assumes 80km/hr speed limit - where required clearzones are to be consistent with VicRoads guidelines
- Option A (60km/hr) – opportunity for high profile barrier kerb in strategic locations such as adjacent town centres or significant parkland, to enable large canopy tree planting



Primary Arterial 6 lane (41m)

Cross Section 1 - Tarnet North Precinct Structure Plan

mpa METROPOLITAN AUTHORITY

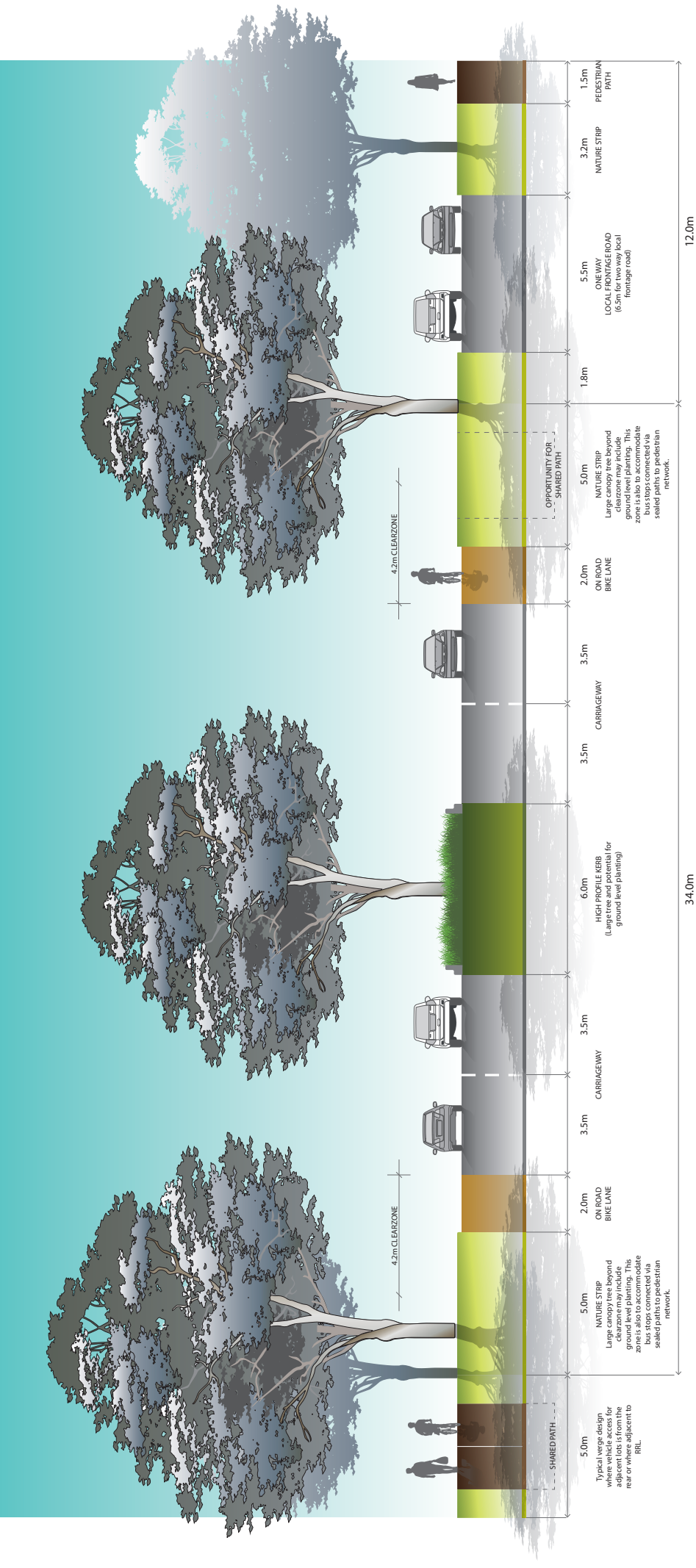


NOTES:

- Includes typical residential interface both sides
- Minimum street tree mature height 15 metres
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- 6.5m Clearzone assumes 80km/hr speed limit - where required clearzones are to be consistent with VicRoads guidelines

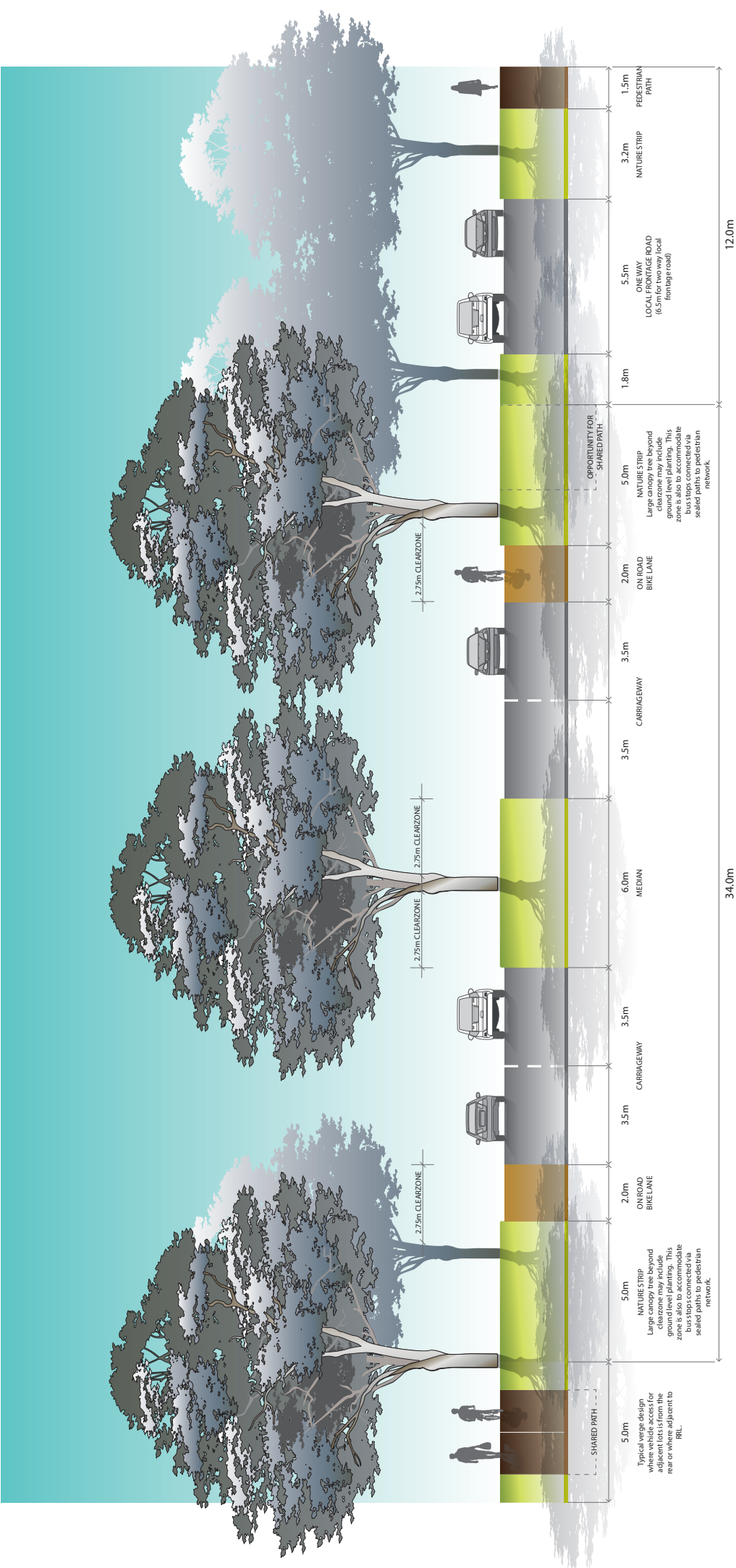
Secondary Arterial Road 4 lane (34m)

Cross Section 3 - Tarnait North Precinct Structure Plan



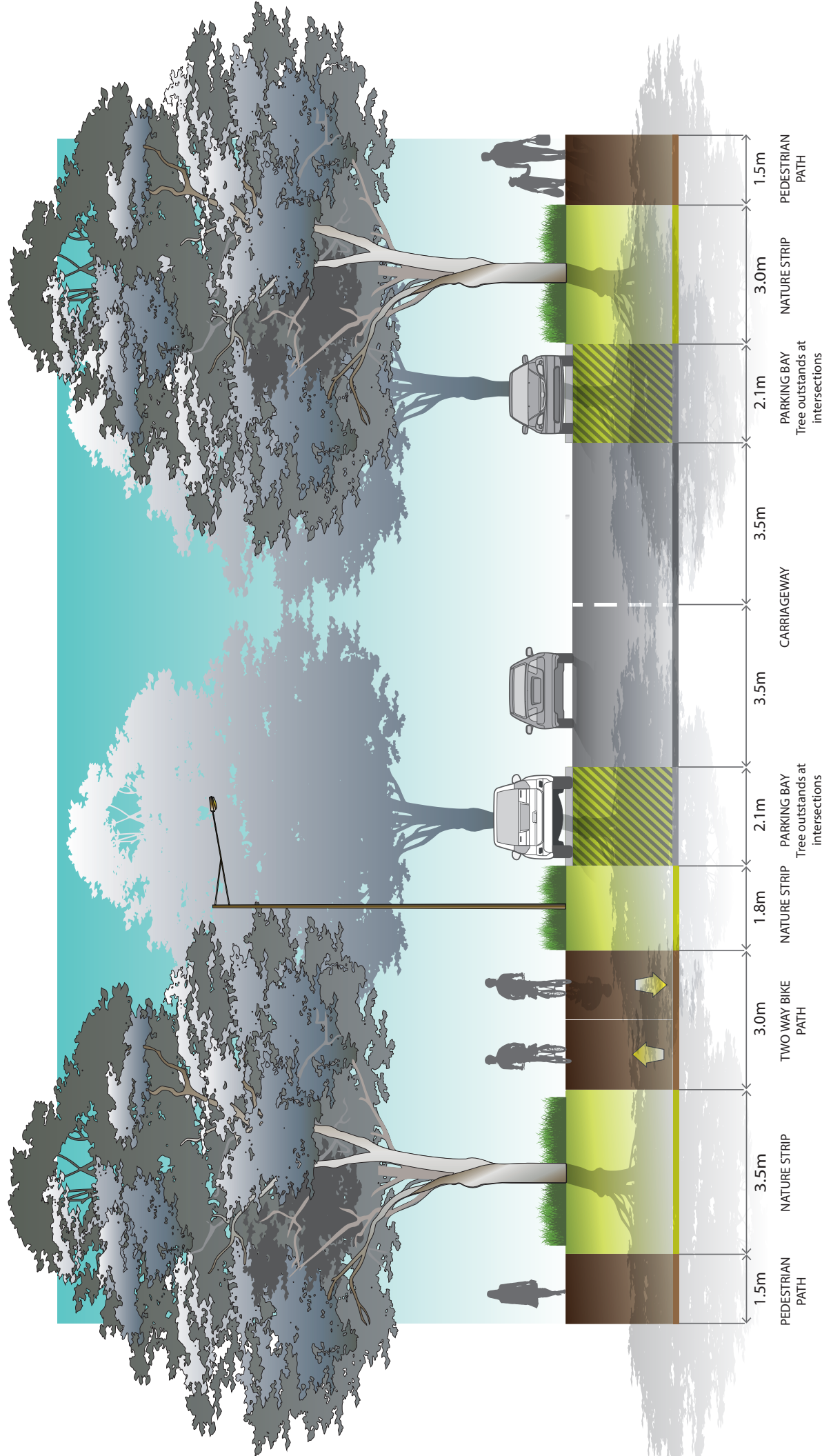
NOTES:

- 60km/hr – enables large canopy trees to median and increased tree planting to verge
- Cross section treatment subject to detailed design approval by the responsible authority



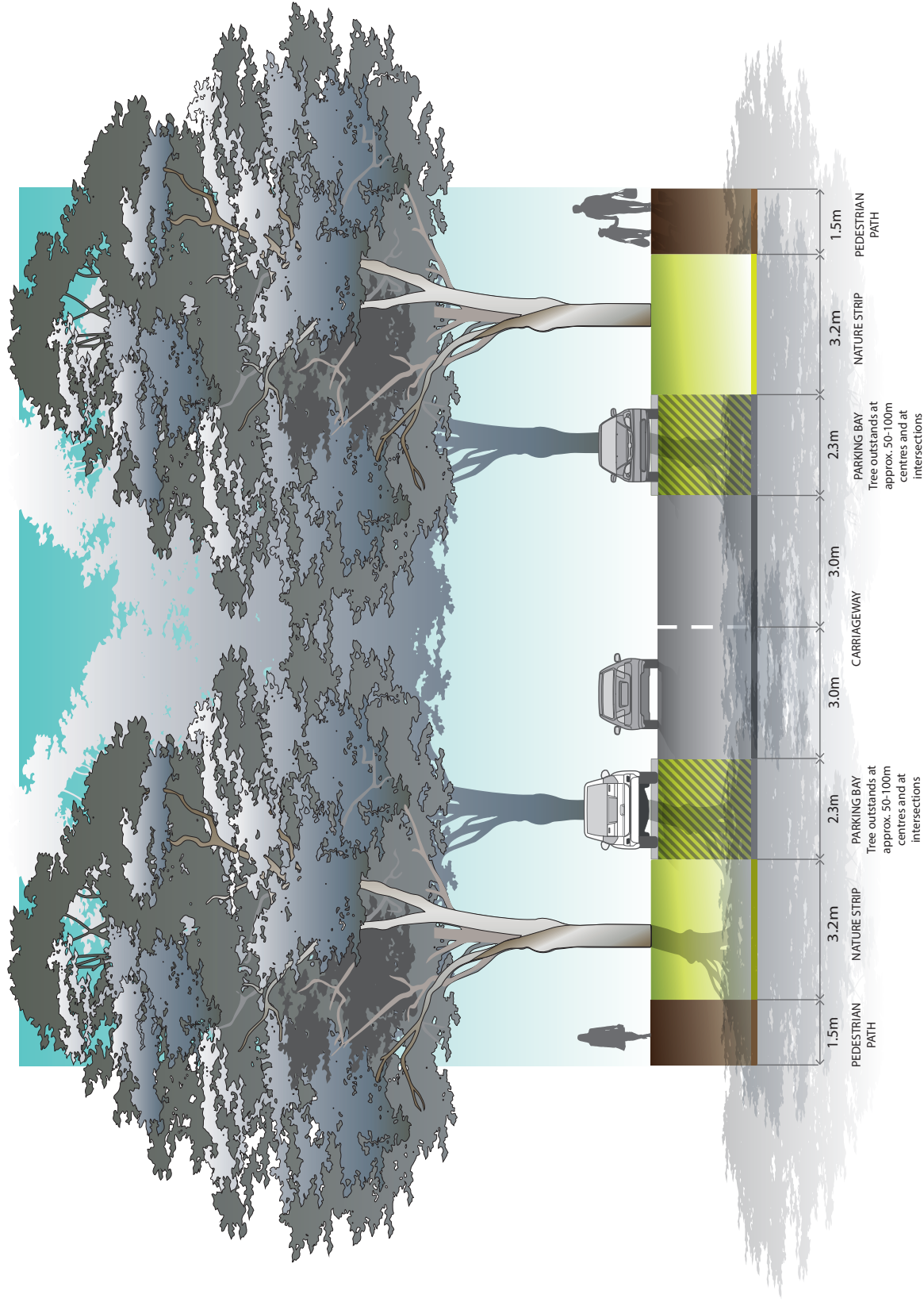
NOTES:

- 60km/hr – adoption of reduced clear zones enables significant increase in tree planting without need for high profile kerb
- Cross section treatment subject to detailed design approval by the responsible authority



NOTES:

- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Where roads about school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verge widths may be reduced where roads about open space with the consent of the responsible authority.

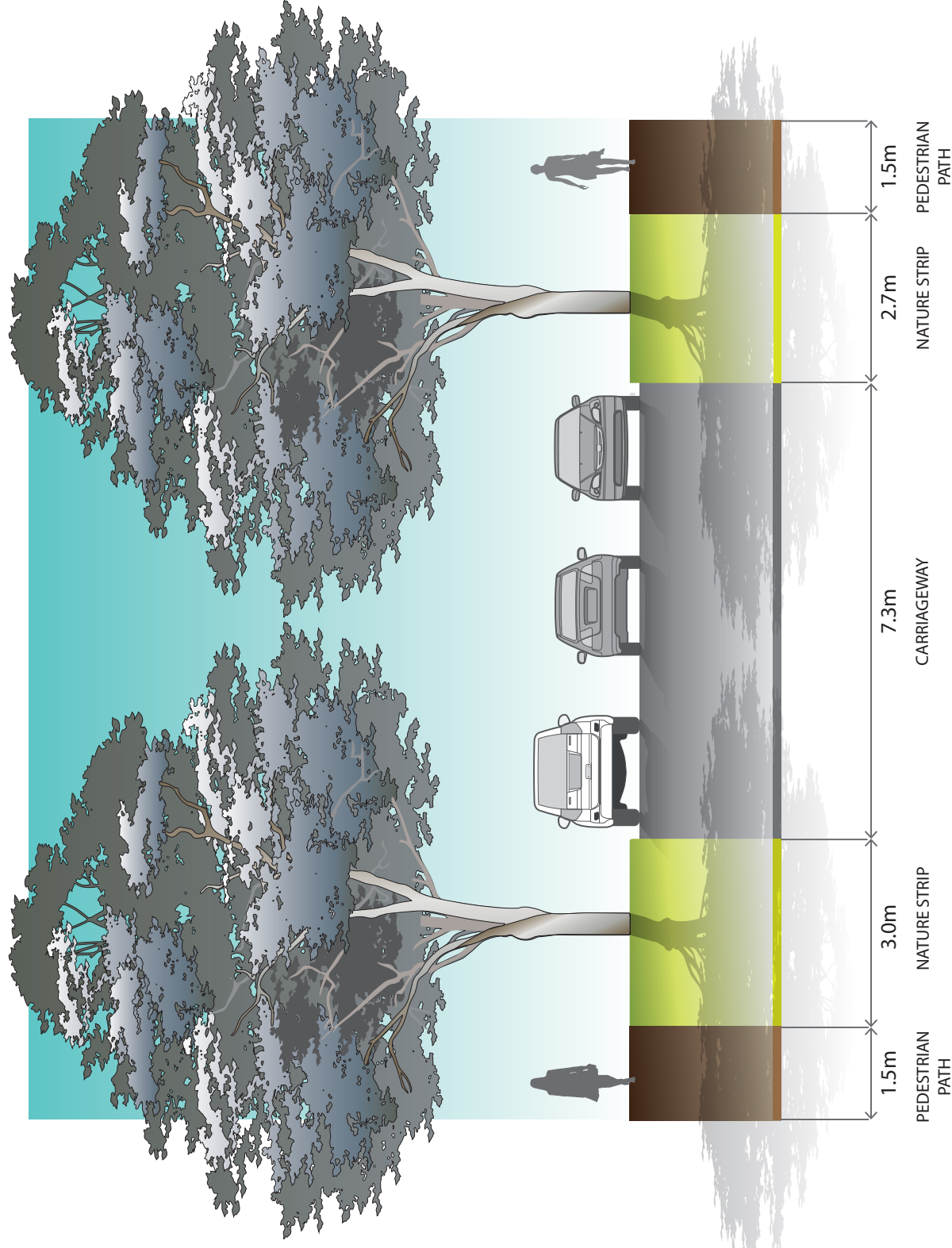


NOTES:

- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.

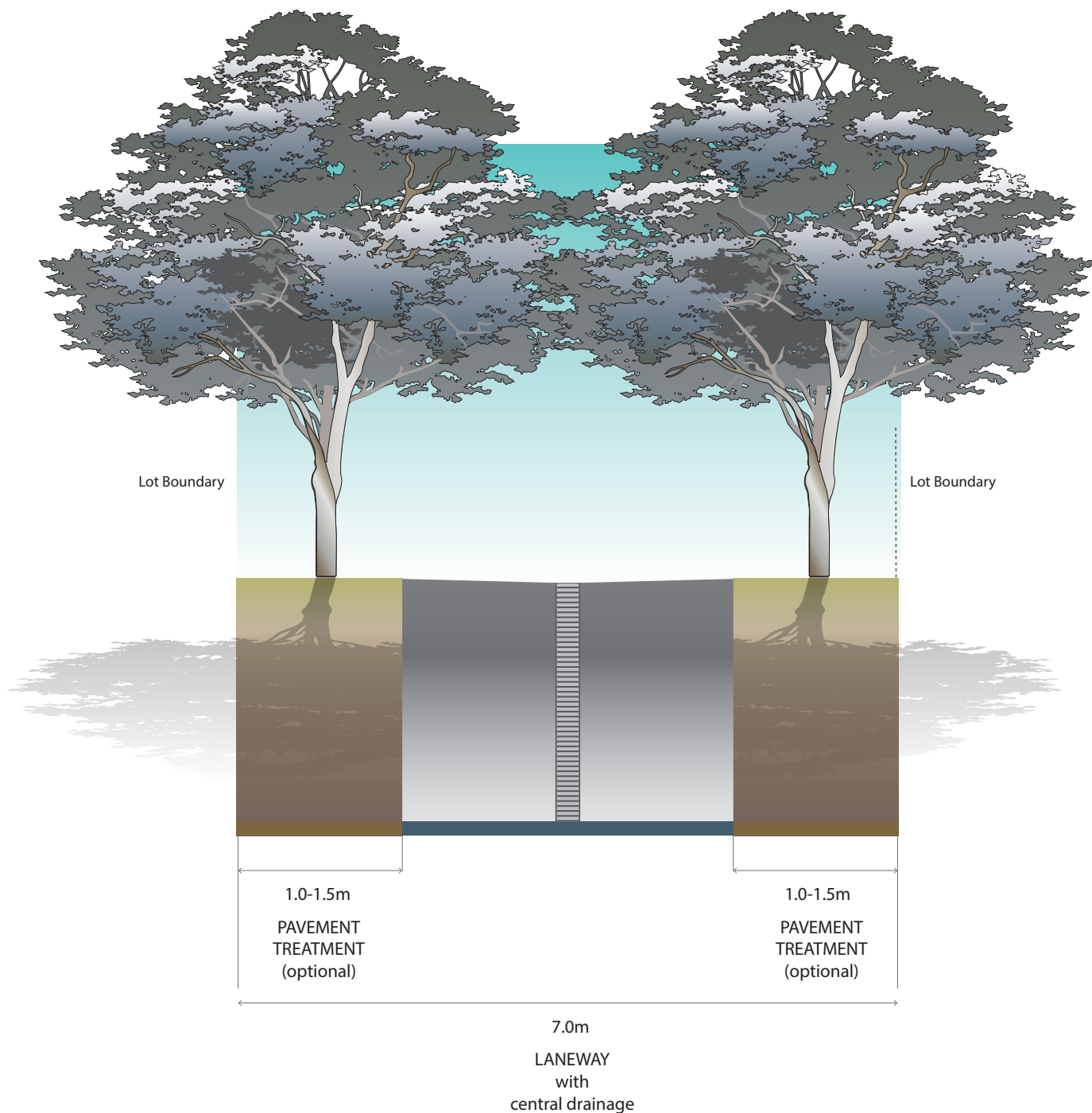
Local Access Level 2 (20m)

Cross Section 6 - Tarnait North Precinct Structure Plan



NOTES:

- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



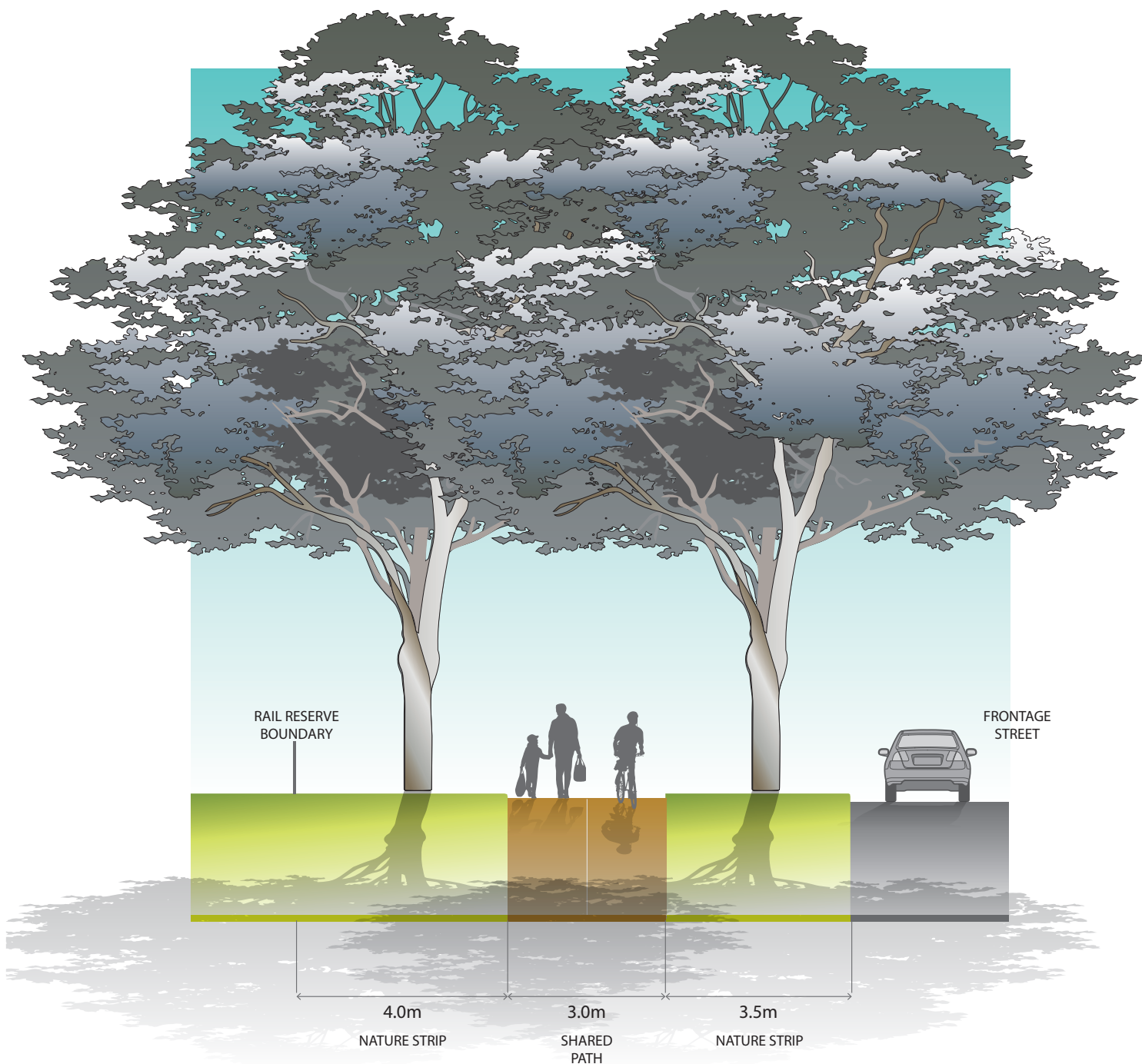
NOTES:

- Different pavement treatment to sides of laneway is optional
- Where different pavement treatment to sides is not provided, central drainage line is to include a different pavement treatment
- Small tree planting to sides of laneway is optional
- Laneway width may be reduced with the consent of the responsible authority.

Laneway (7.0m)

Cross Section 8 - Tarneit North Precinct Structure Plan

MPA METROPOLITAN
PLANNING
AUTHORITY

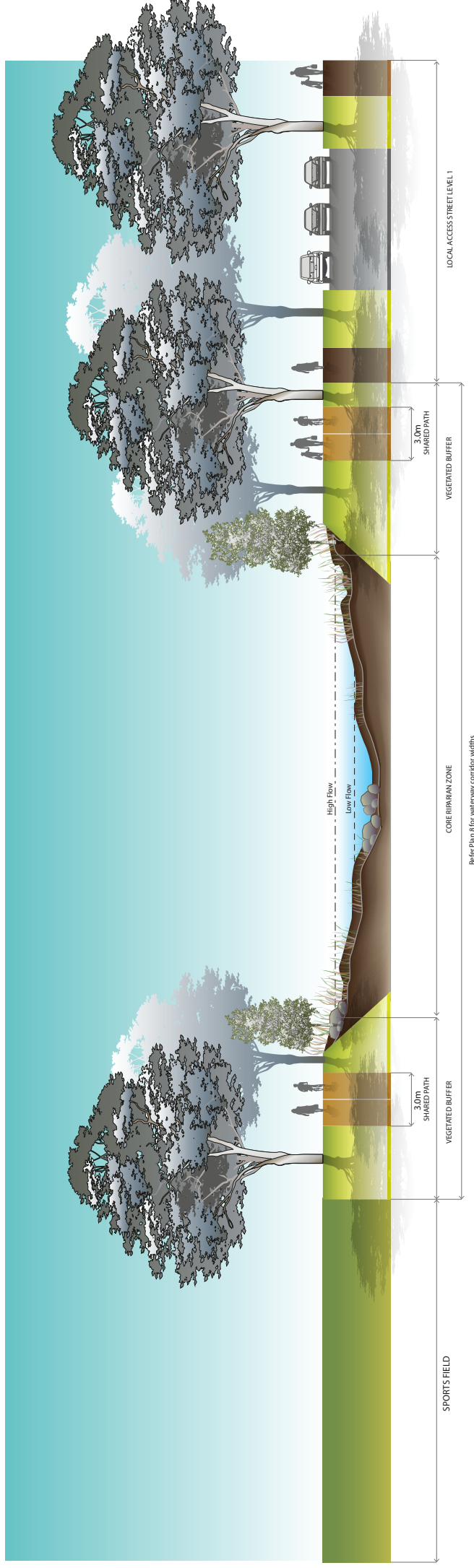


Rail Reserve Interface

Cross Section 9 - Tarneit North Precinct Structure Plan

NOTES:

- A shared path is to be provided along the Regional Rail Link reserve where shown on Plan 7
- The shared path is to be located outside of the rail reserve, unless a proposal to locate the path within the rail reserve is approved in writing by VicTrack
- Fencing to the Regional Rail Link reserve boundary is to be visually transparent



NOTES:

- Waterway widths are to be consistent with Plan 8 and subject to Melbourne Water approval
- Shared path placement is shown for both sports field and local access street interfaces for indicative purposes. The shared path network is shown on Plan 7.

mpa METROPOLITAN PLANNING AUTHORITY

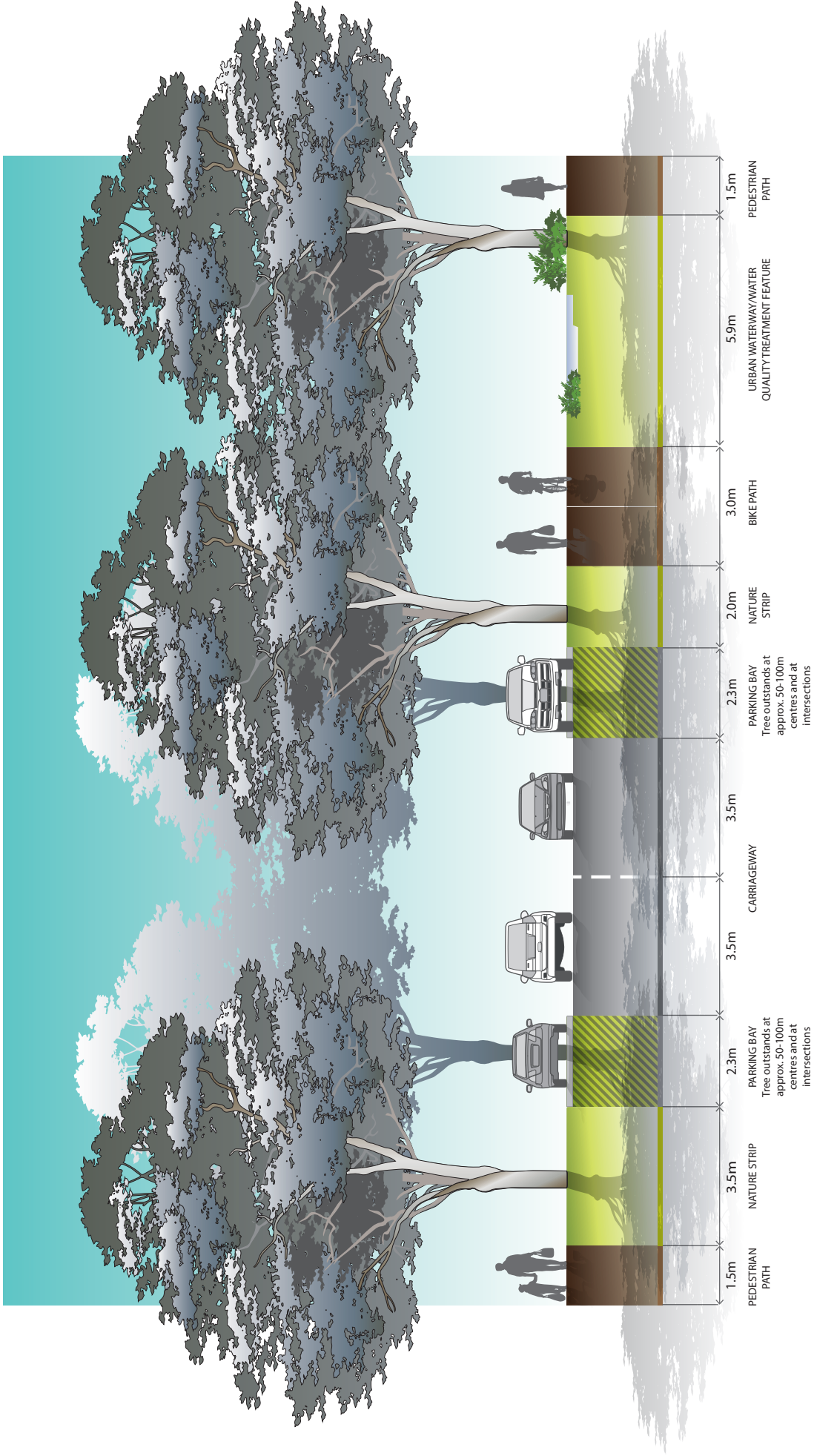
Constructed Waterway Interface
Cross Section 10 - Tarneit North Precinct Structure Plan

NOTES:

- For main streets of local town centres, the cross section outlined in Figure 8 in the *PSP Note: Our Roads: Connecting People* will apply

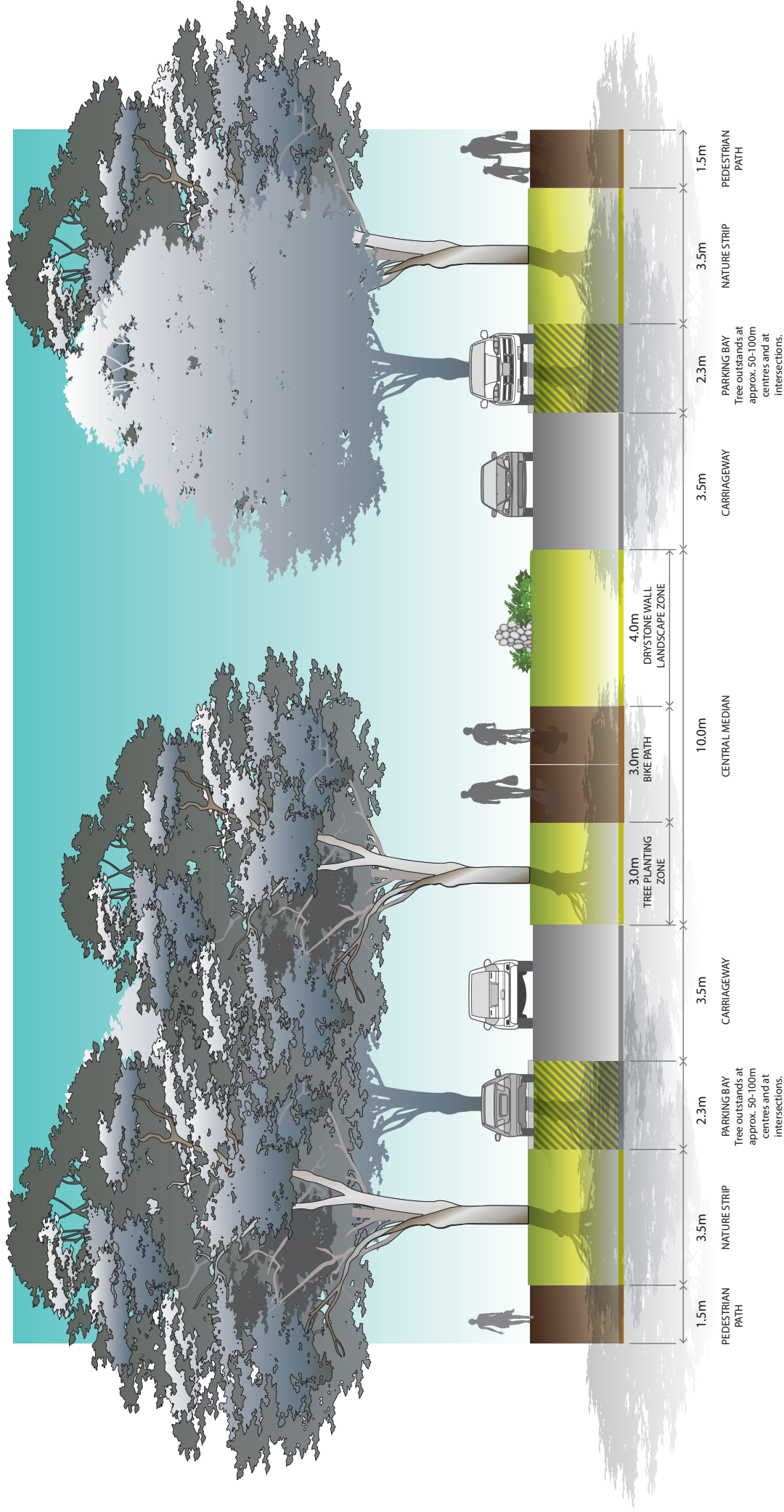
mpa METROPOLITAN PLANNING AUTHORITY

Town Centre Main Street
Cross Section 11 - Tarneit North Precinct Structure Plan



NOTES:

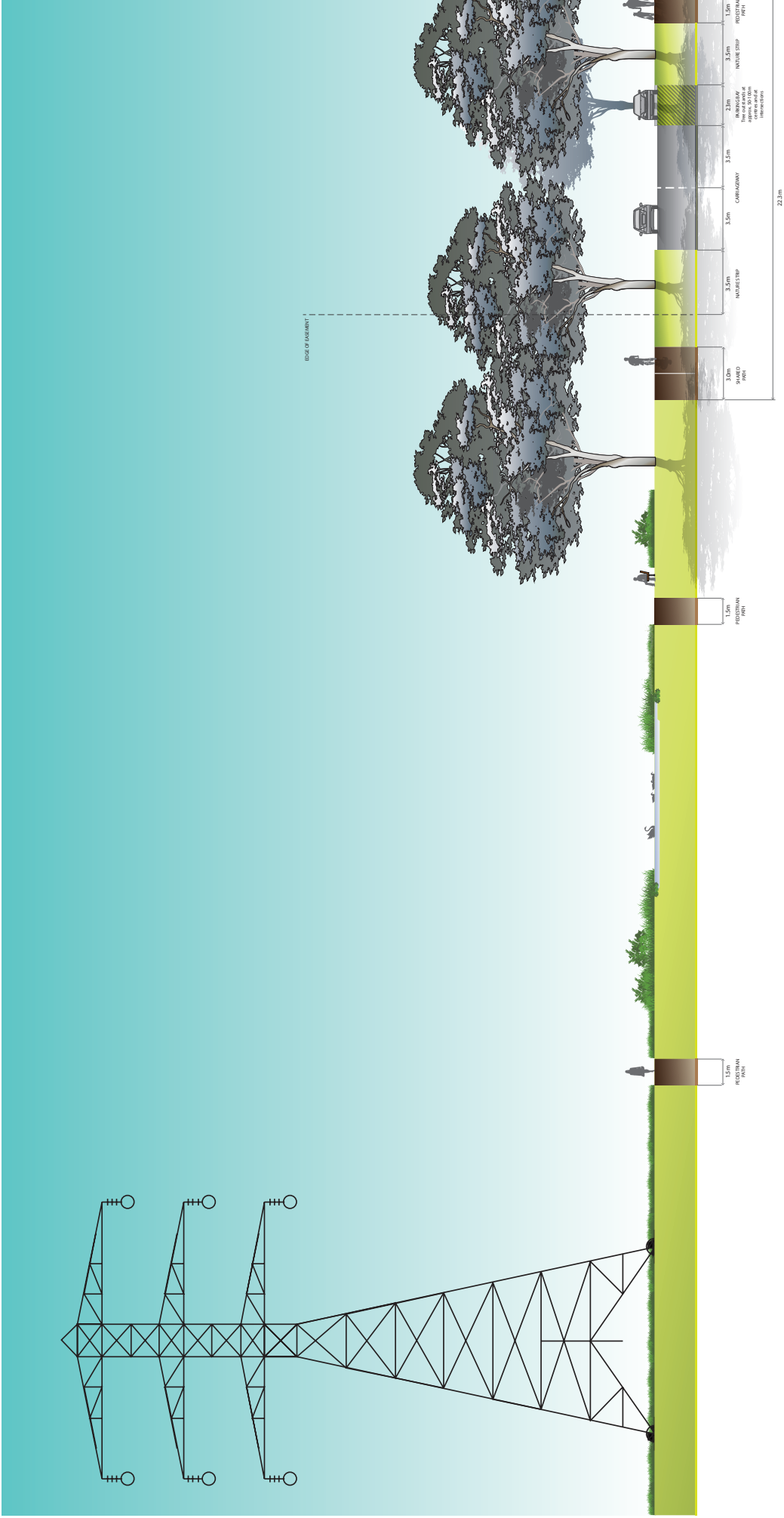
- Final design for the water feature / water quality treatment is flexible and can be determined with responsible authority waterway does not need to be continuous.



NOTES:

For stone wall in median:

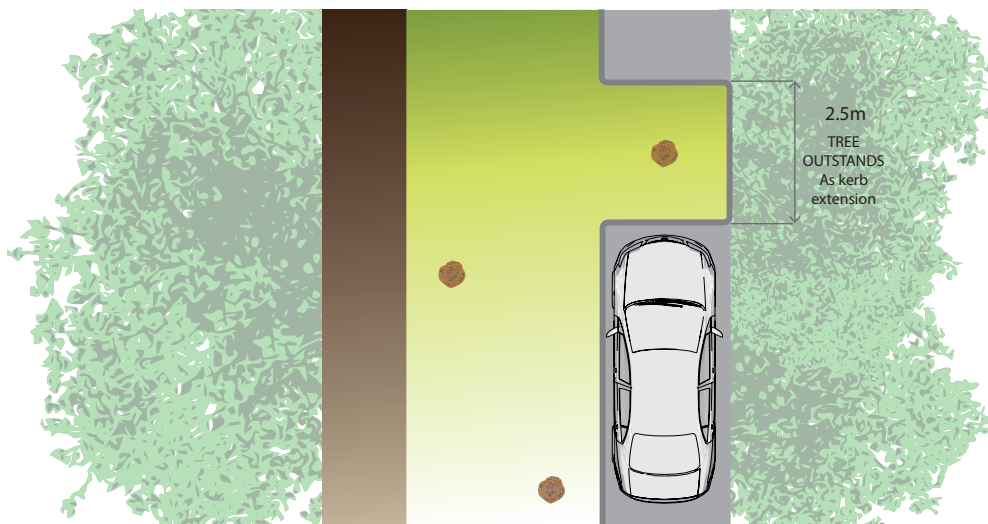
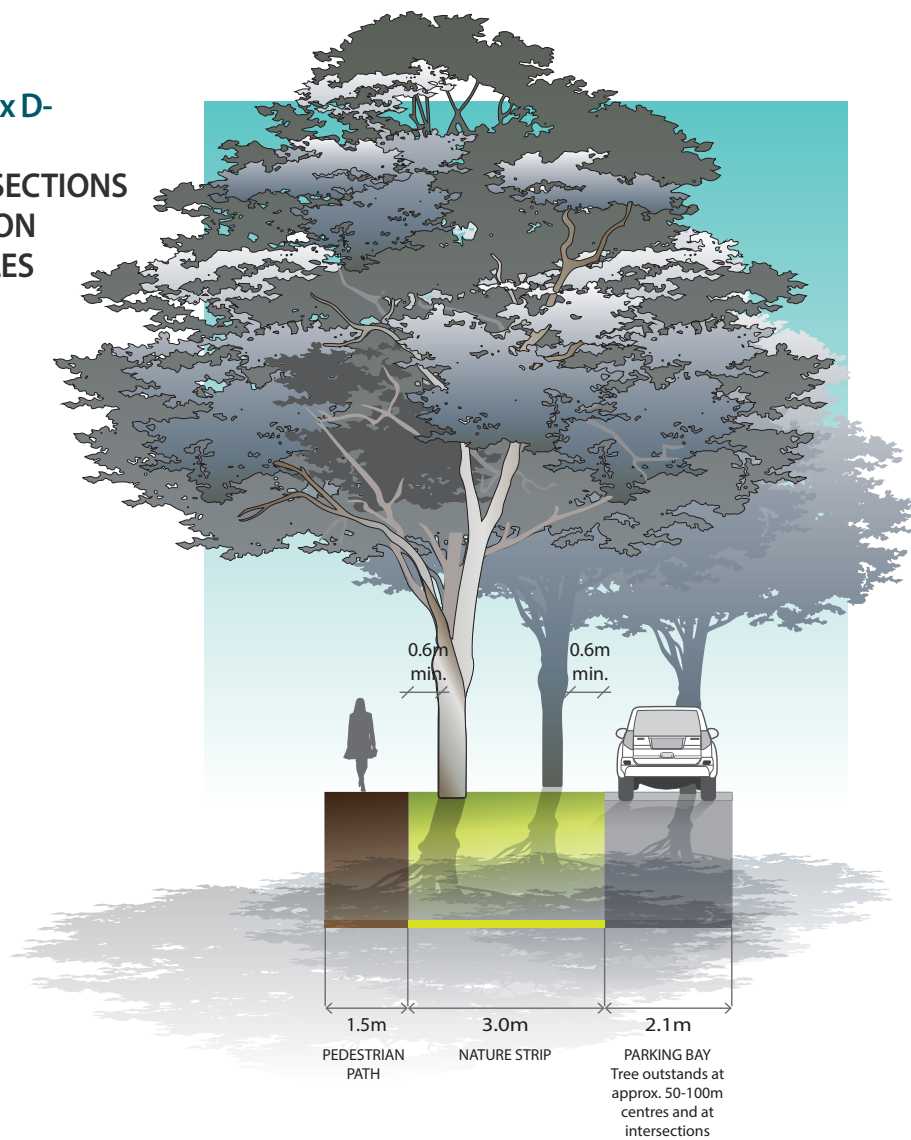
- Breaks (not more than two in any 150m stretch) to accommodate street / pedestrian crossings may be provided.
- Construction methods to protect wall should be utilised.
- As an alternative, a cross section which accommodates the dry stone wall within a widened verge may be considered (as an adaptation of the connector two-way bike path cross-section). This is subject to breaks in the wall being minimised via rear loaded dwellings (eliminating cross-overs) and subject to approval by Council.



NOTES:

- Electricity transmission easement running alongside proposed connector street. Transmission easements features landscaping and shared path trail.
- Verge of connector road integrates with the landscaping within easement.
- Easement to also be a focus for water quality treatment where practical.
- Planting should be small to medium sized indigenous trees to outer edge of electricity easement eg. Red Flowering Gum (*Corymbia ficifolia*), and planting associated with water quality treatment (wetlands, rain gardens etc).

4.4 Appendix D- STREET CROSS-SECTIONS VARIATION EXAMPLES



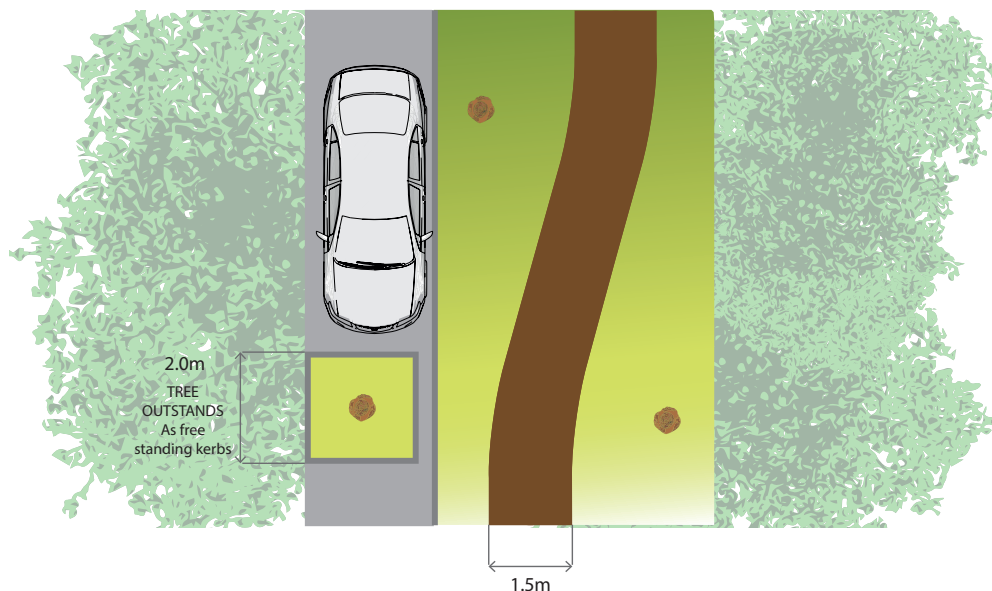
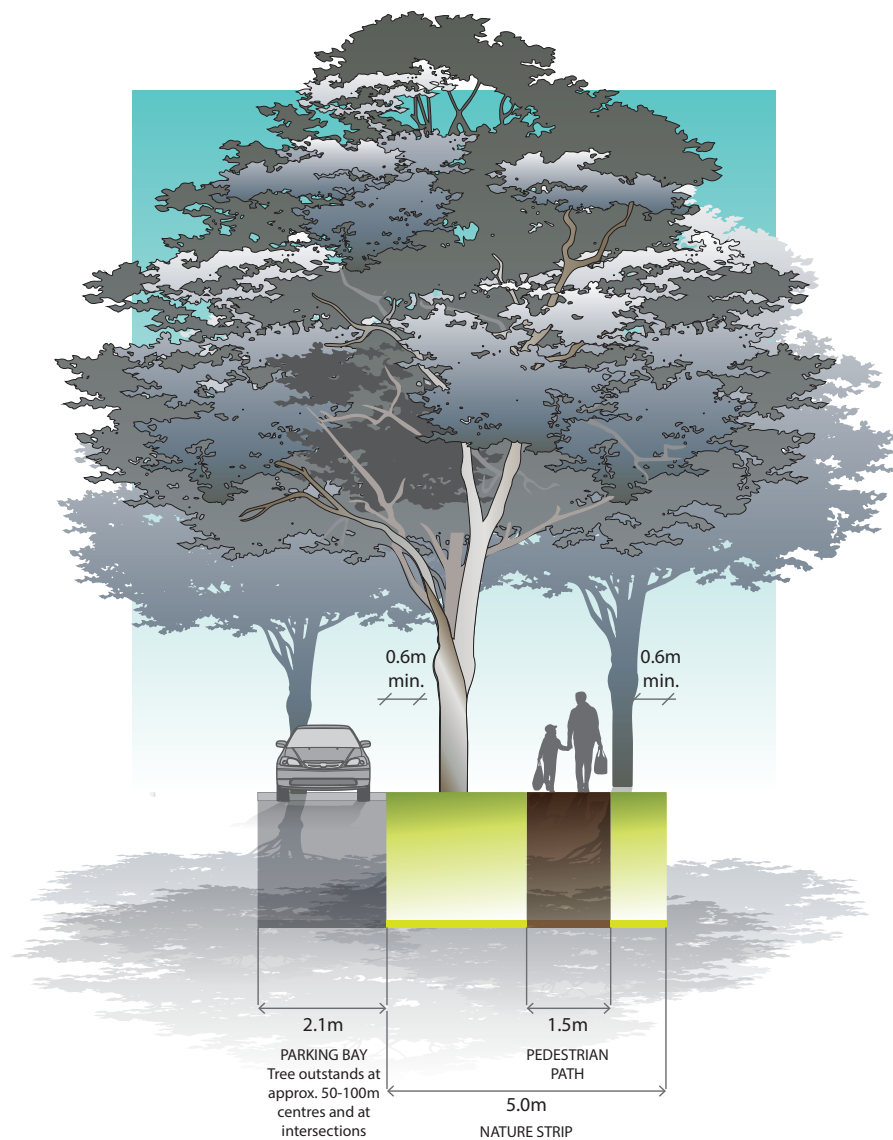
Connector Street (25.5m) Variation - Varying tree placement in naturestrip

Cross Section VARIATION 1 - Tarneit North Precinct Structure Plan



NOTES:

- Tree planting in varying locations in nature strip not containing bike path, in groups or clusters
- Minimum offset of tree trunks 0.6m from back of kerb and footpath edge
- Tree outstand with continuous extension of kerb shown



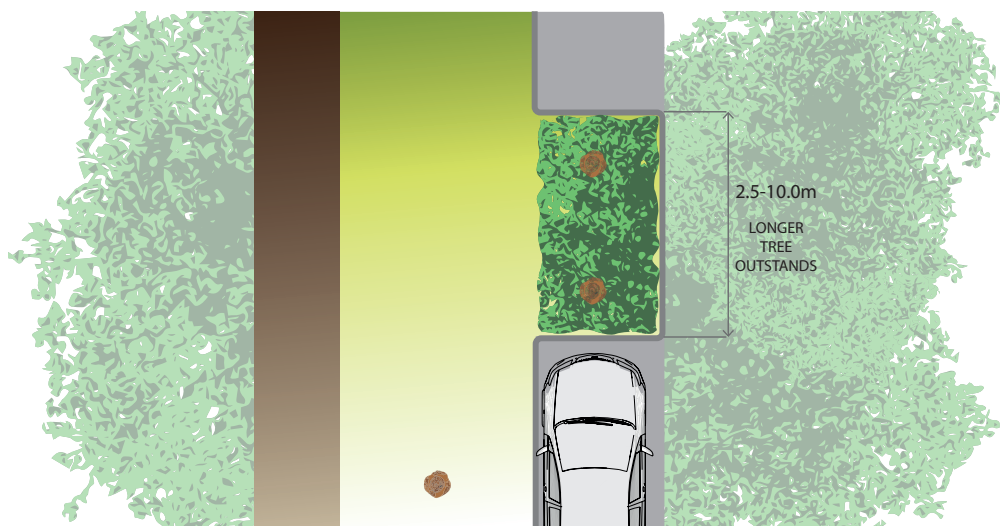
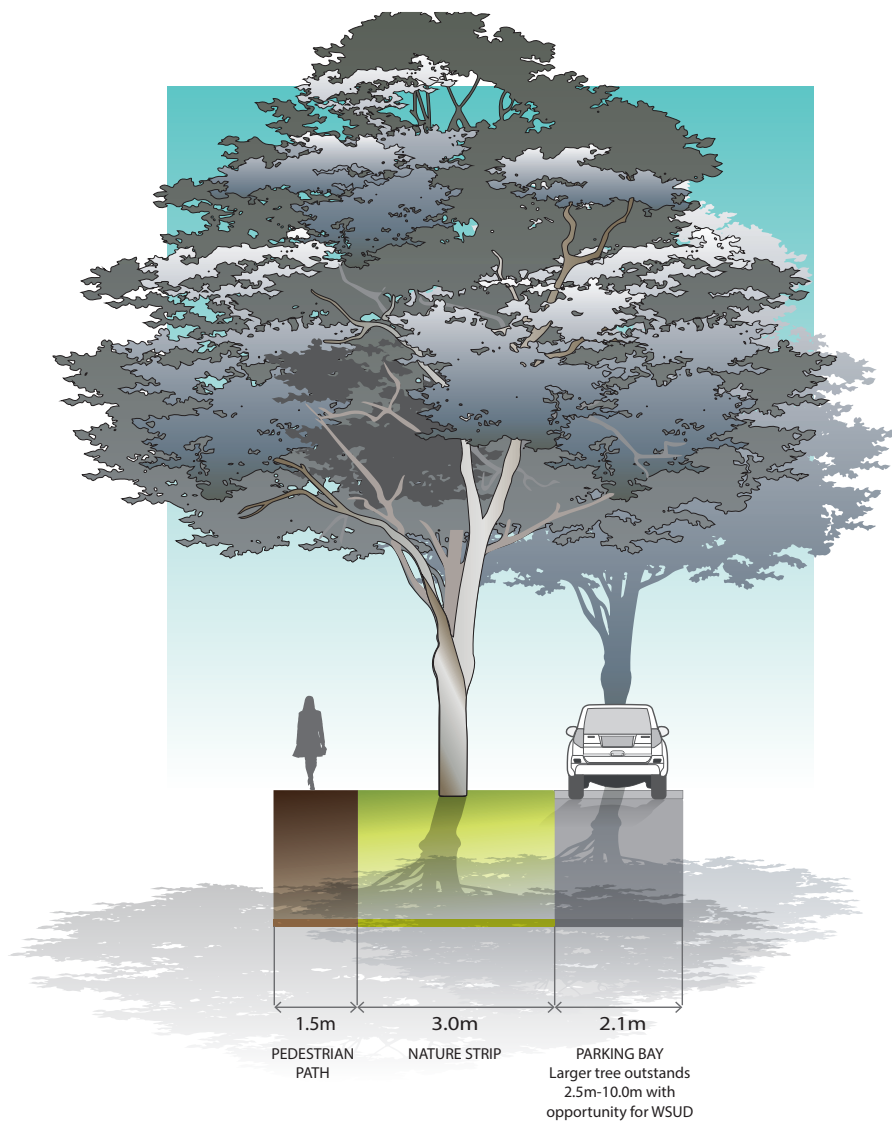
Connector Street (25.5m) Variation - Meandering footpath in naturestrip

Cross Section VARIATION 2 - Tarneit North Precinct Structure Plan

MPA METROPOLITAN PLANNING AUTHORITY

NOTES:

- Footpath in varying locations in nature strip
- Tree placement adjusts in response to footpath location
- Minimum offset of footpath 1.0m from back of kerb and 0.6m from tree trunks
- Design of meandering footpath is to consider bin placement on nature strips, access to letter boxes for mail delivery, interface with driveways, definition of front allotment boundary and accommodation of bus stops
- Tree outstand with separate kerb surround shown

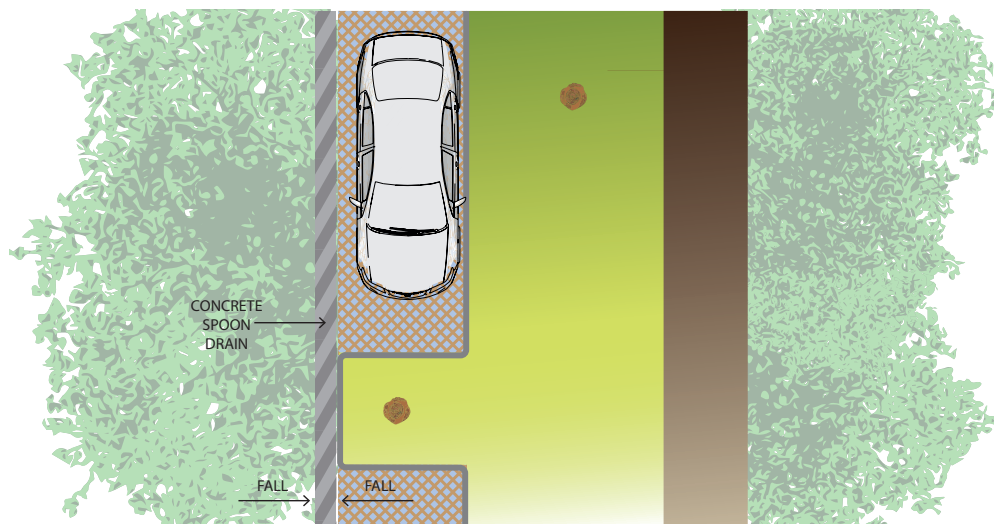


Connector Street (25.5m) Variation - Longer tree outstands

Cross Section VARIATION 3 - Tarneit North Precinct Structure Plan

NOTES:

- For allotments with frontages of 13m or greater tree outstand lengths can be increased to accommodate more trees, garden bed planting and WSUD treatments
- Provide a minimum distance of 6.0m between outstands and adjacent driveways



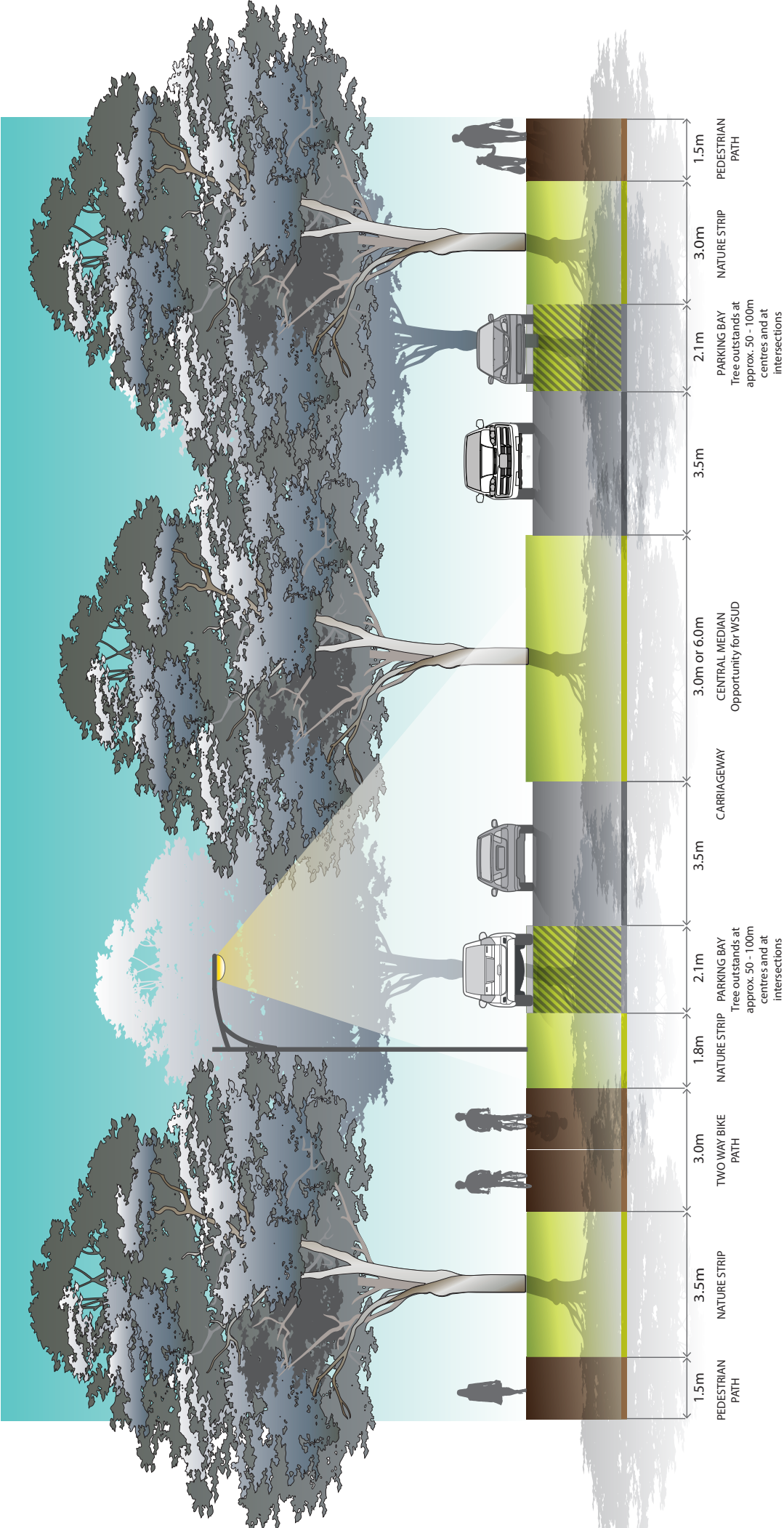
Connector Street (25.5m) Variation - Different pavement in parking bays

Cross Section VARIATION 4 - Tarneit North Precinct Structure Plan



NOTES:

- A pavement treatment other than asphalt applied to parking bays
- Spoon drain between carriageway and parking bay shown as an alternative drainage treatment



Connector Street (28.5-31.5m) Variation - Boulevard

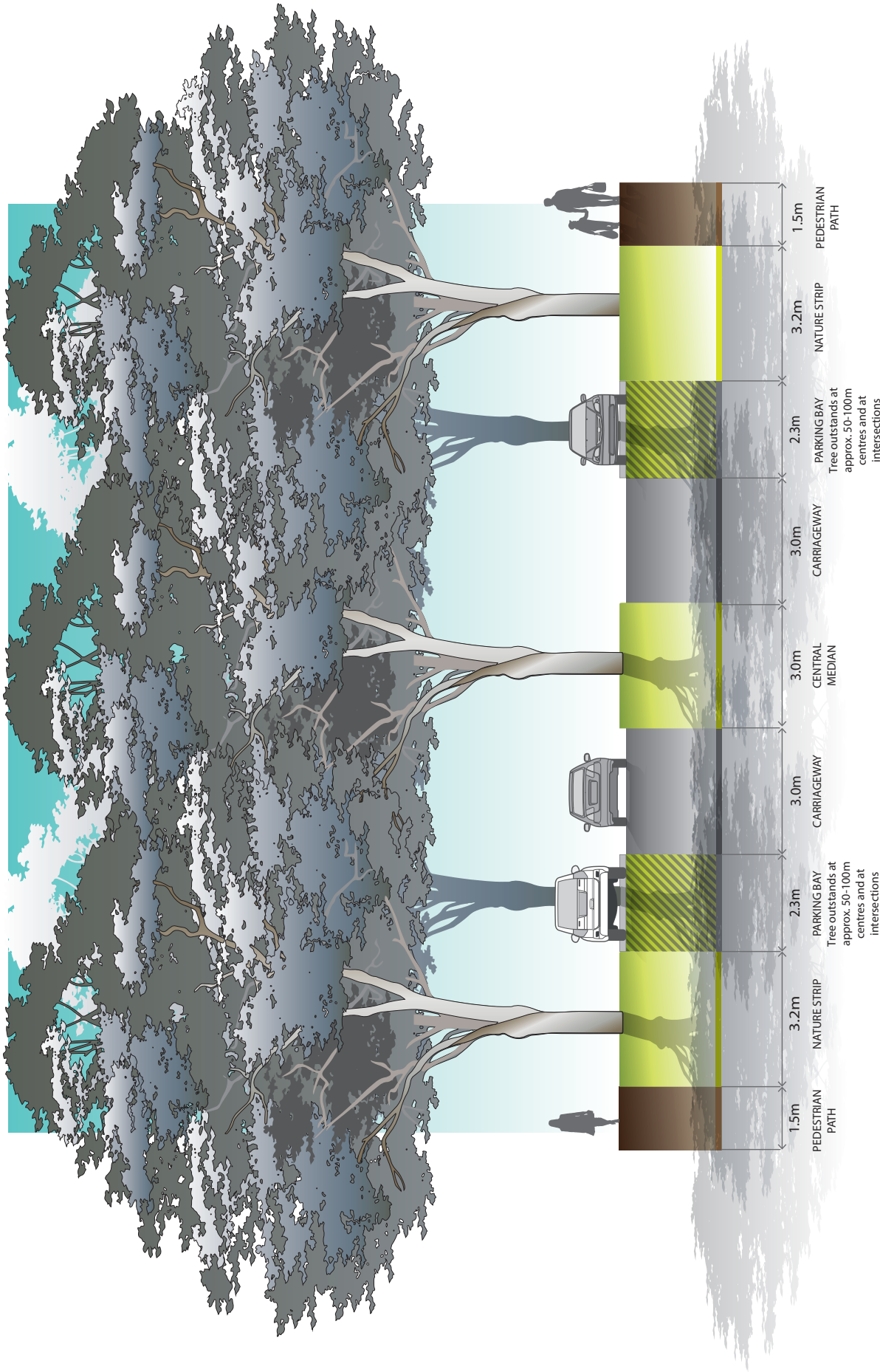
Cross Section VARIATION 5 - Tarneit North Precinct Structure Plan



NOTES:

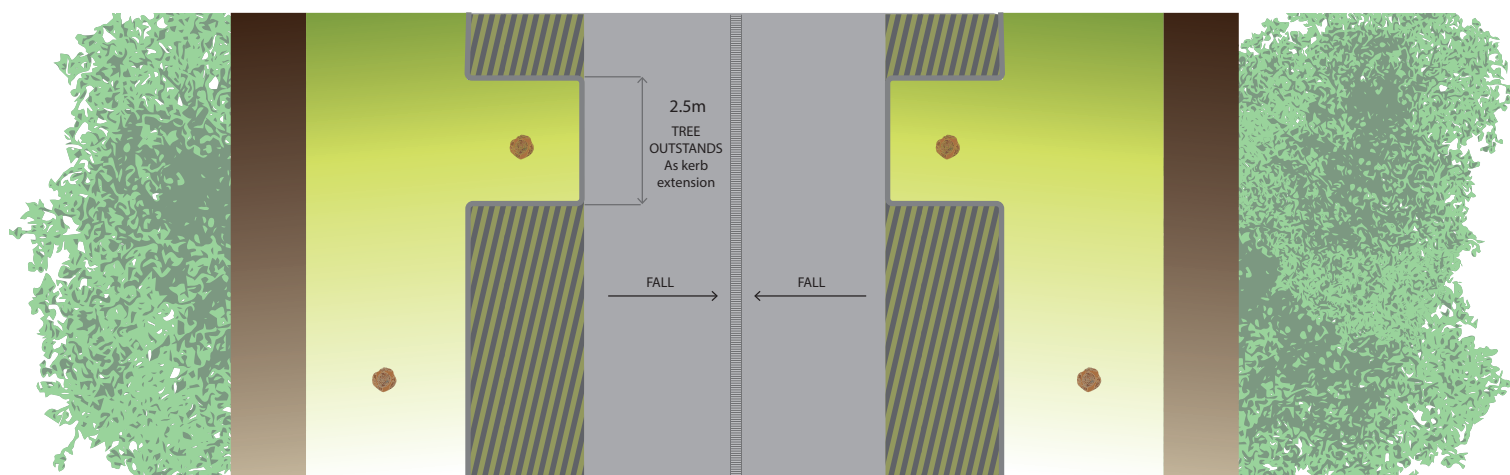
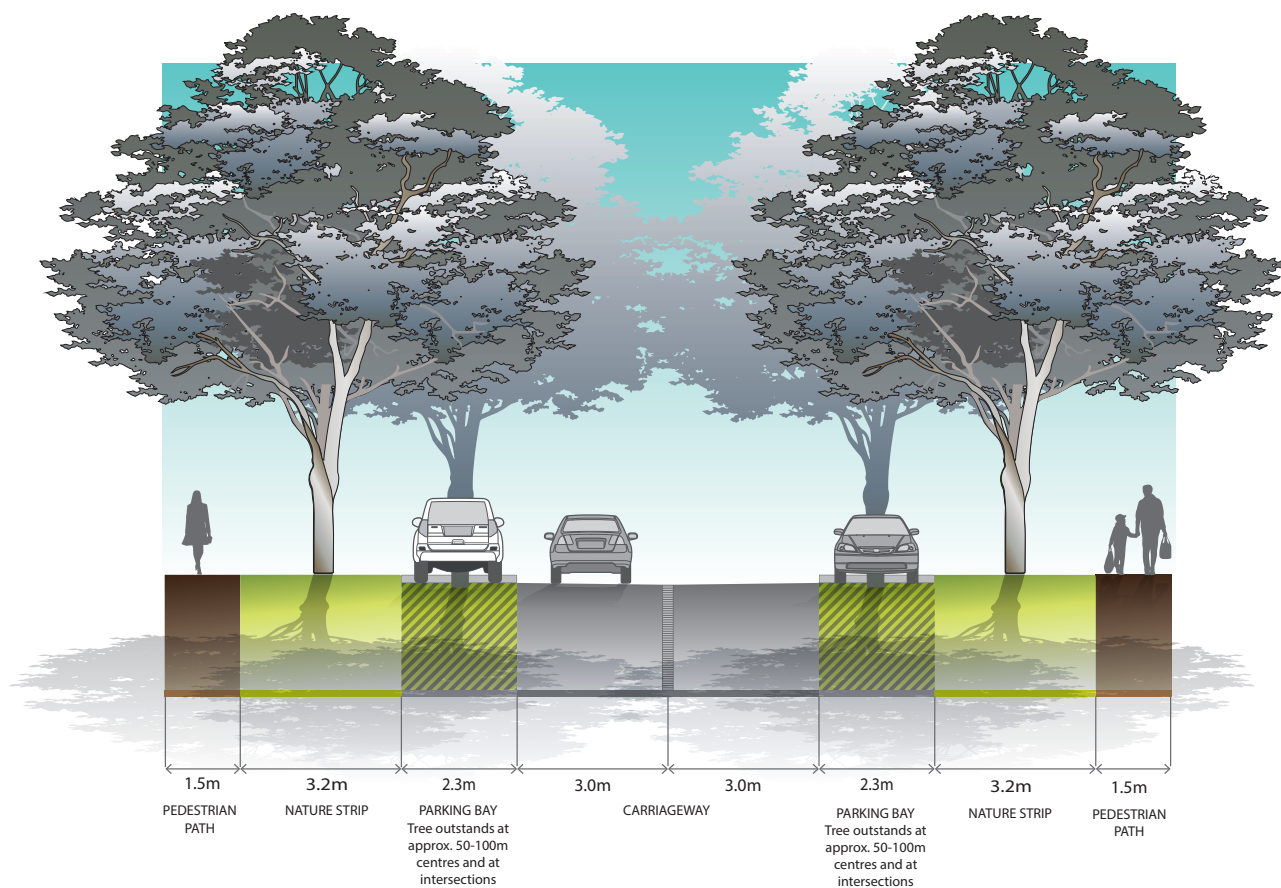
- Include a central median with large canopy trees to create a boulevard effect. Trees are to be centrally planted in median.
- Topsoil used in central medians is to be sandy loam, with a minimum depth of 200mm. The surface of medians is to be free-draining with a minimum cross fall of 2%, and is to be planted with warm season grasses.
- In areas where high pedestrian volumes are expected (e.g. around schools and town centres), central medians should be paved with harder wearing surfaces such as granitic sand or other pavements.
- Any garden beds in central medians are to be offset 1.5m from back of kerb.
- Kerb to central median is to be SM2 Semi-mountable kerb.
- Depending on the location of breaks in the median, provide intermediate pedestrian crossing points to accommodate mid-block crossings
- An alternative boulevard treatment can be achieved through a wider verge on one side capable of accommodating a double row of canopy trees.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.

Local Access Level 2 (20m) Variations 1, 2, 3 & 4 - as per Connector Street Variations 1, 2, 3 & 4



NOTES:

- Include a central median with canopy trees to create a boulevard effect
- Depending on the location of breaks in the median, provide intermediate pedestrian crossing points to accommodate mid-block crossings
- An alternative boulevard treatment can be achieved through a wider verge on one side capable of accommodating a double row of canopy trees
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.

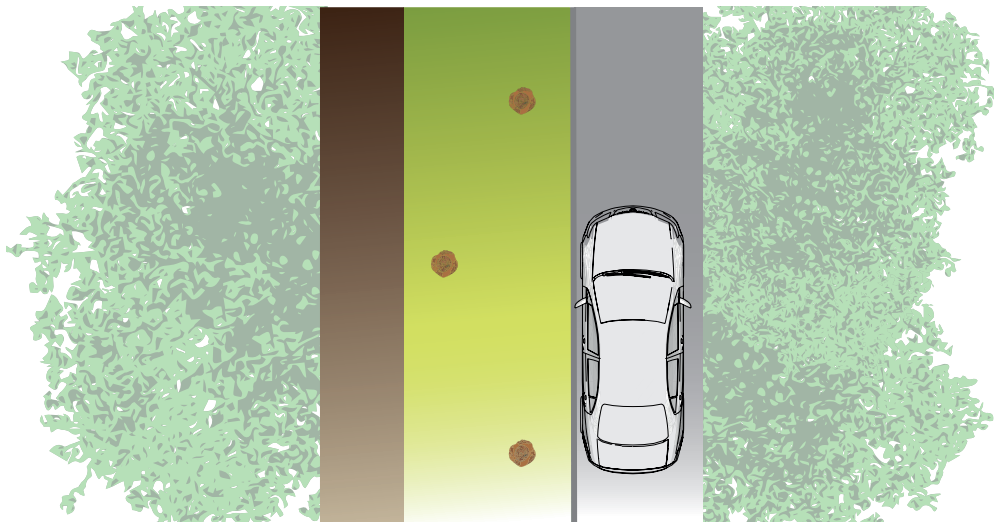
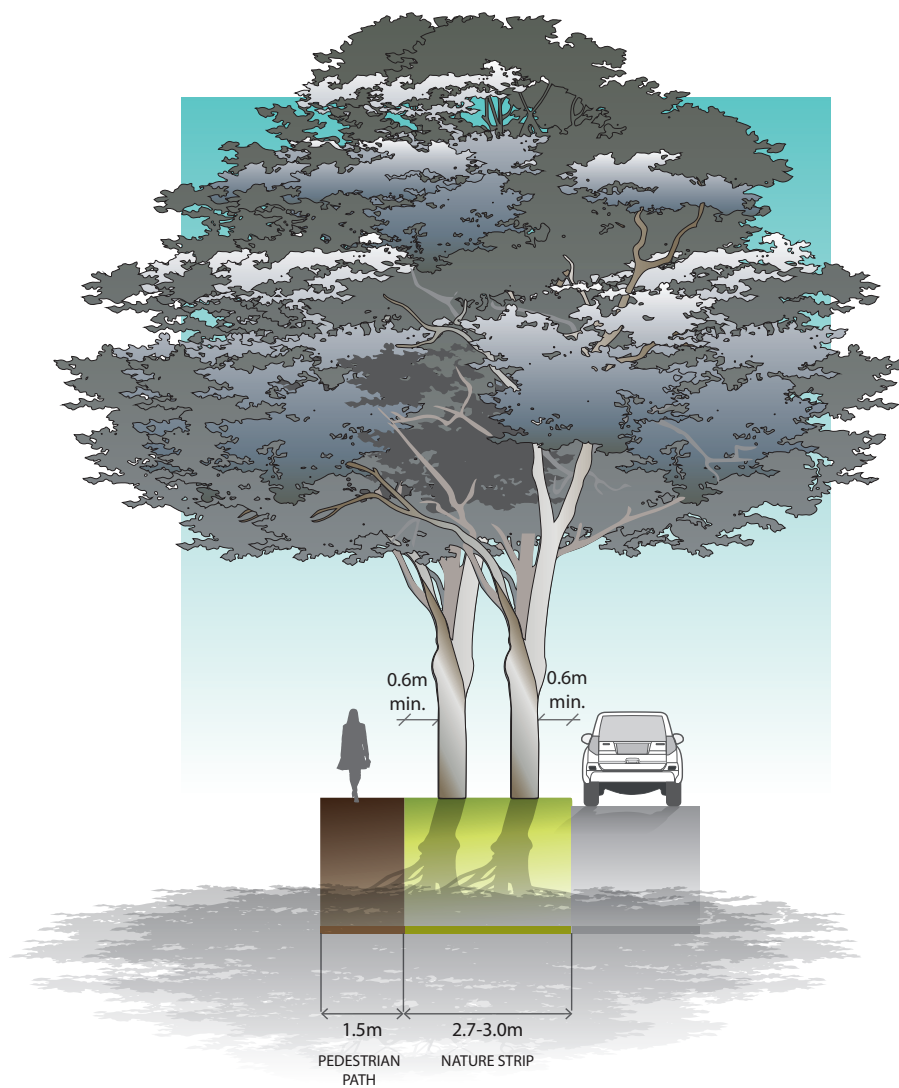


Local Access Level 2 (20m) Variation - Central Drainage

Cross Section VARIATION 7 - Tarneit North Precinct Structure Plan

NOTES:

- Carriageway drains to central drainage line rather than sides
- Central drainage line to include pavement treatment other than asphalt
- Kerbs are to be B1 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)



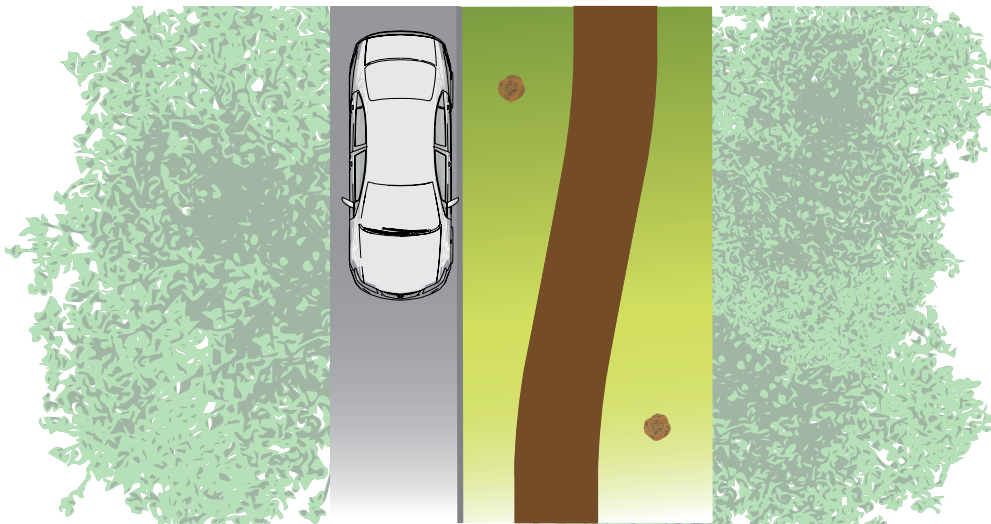
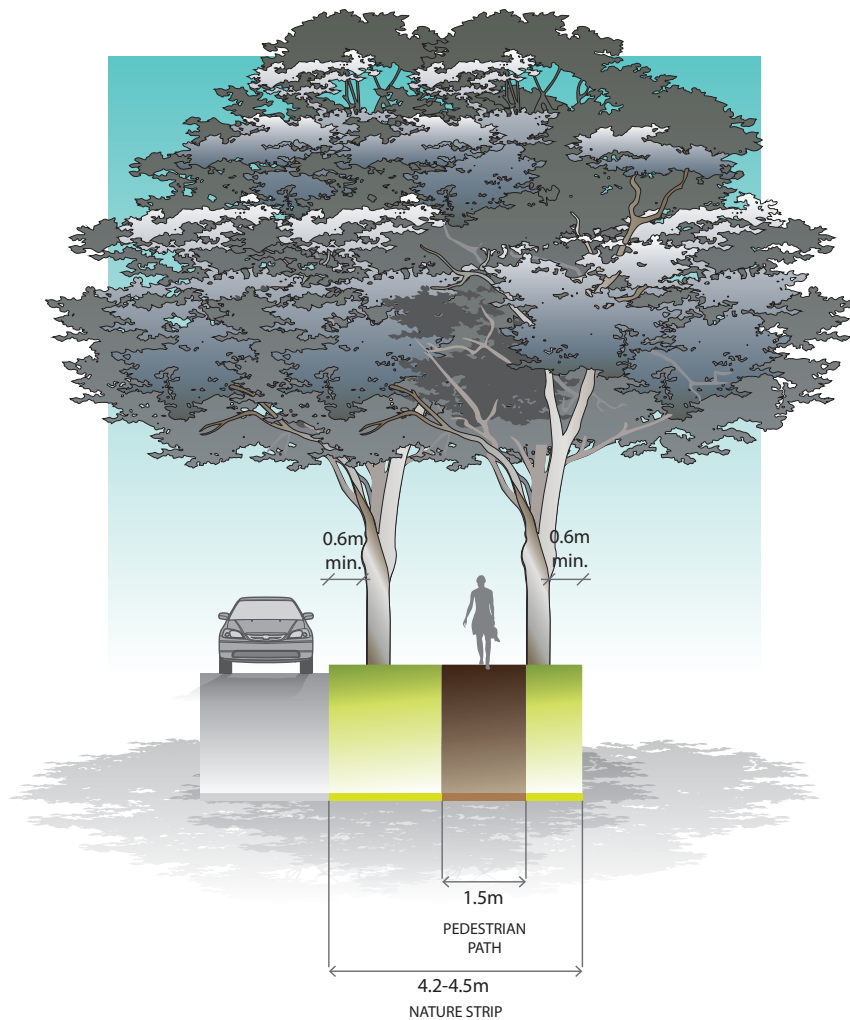
Local Access Level 1 (16m) Variation - Varying tree placement in naturestrip

Cross Section VARIATION 8 - Tarneit North Precinct Structure Plan

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PLANNING
AUTHORITY

NOTES:

- Tree planting in varying locations in nature strip, in groups or clusters
- Minimum offset of tree trunks 0.6m from back of kerb and footpath edge

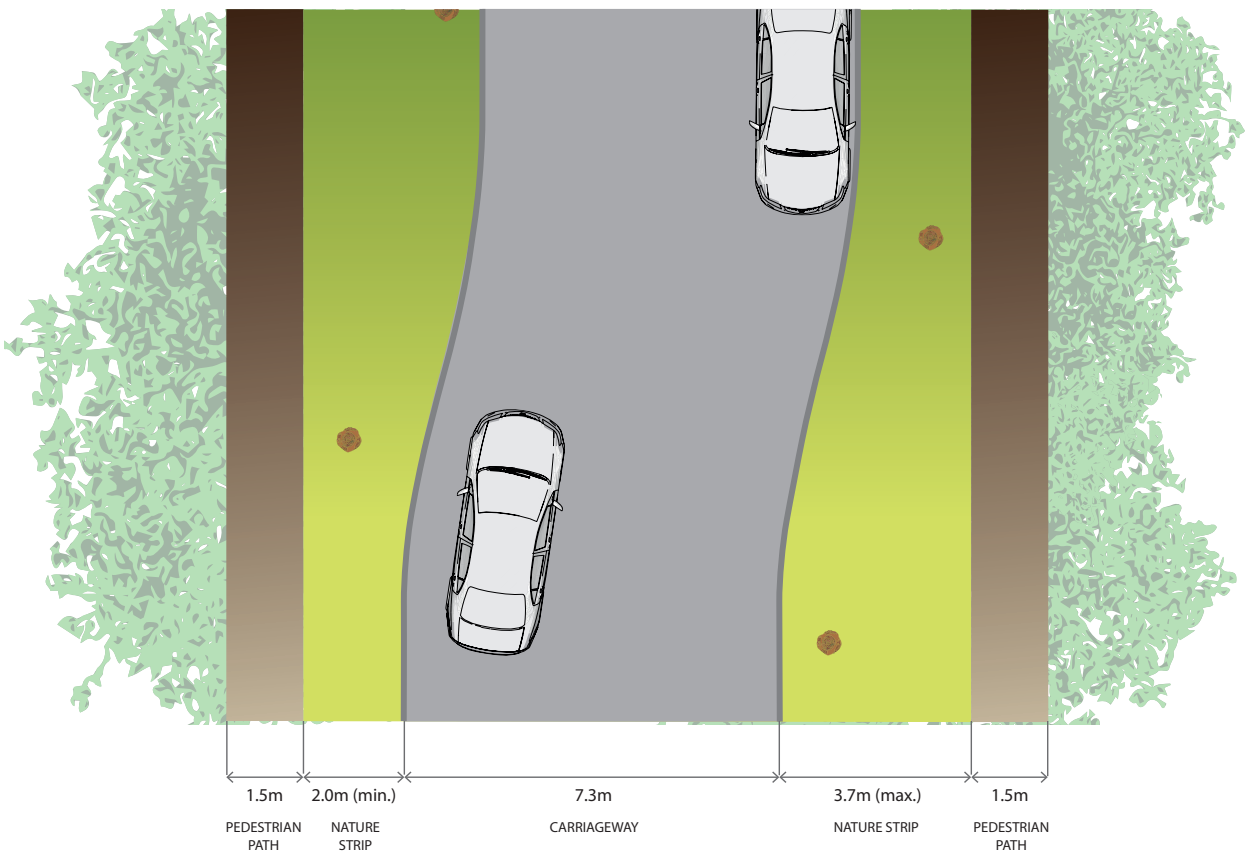
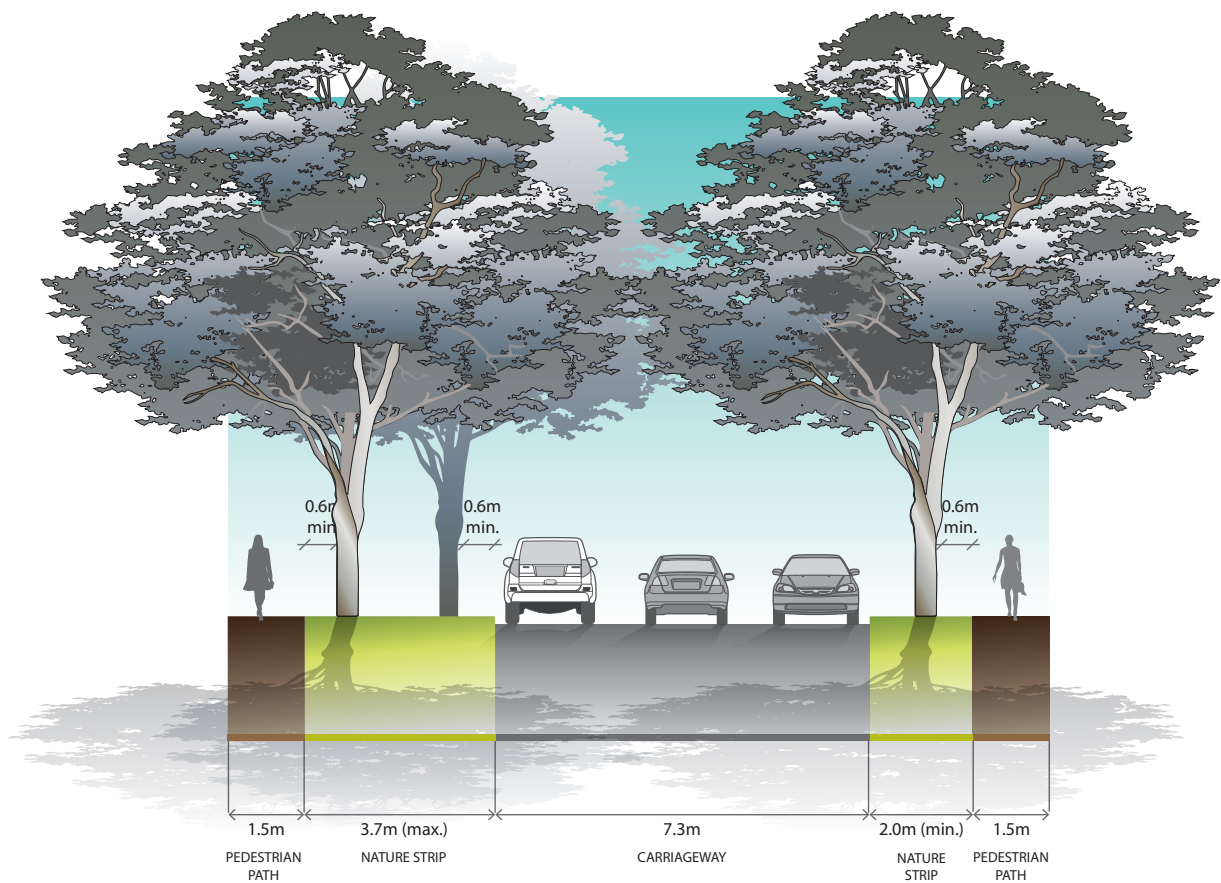


Local Access Level 1 (16m) Variation - Meandering footpath in naturestrip

Cross Section VARIATION 9 - Tarneit North Precinct Structure Plan

NOTES:

- Footpath in varying locations in nature strip
- Tree placement adjusts in response to footpath location
- Minimum offset of footpath 1.0m from back of kerb and 0.6m from tree trunks
- Design of meandering footpath is to consider bin placement on nature strips, access to letter boxes for mail delivery, interface with driveways, definition of front allotment boundary and accommodation of bus stops

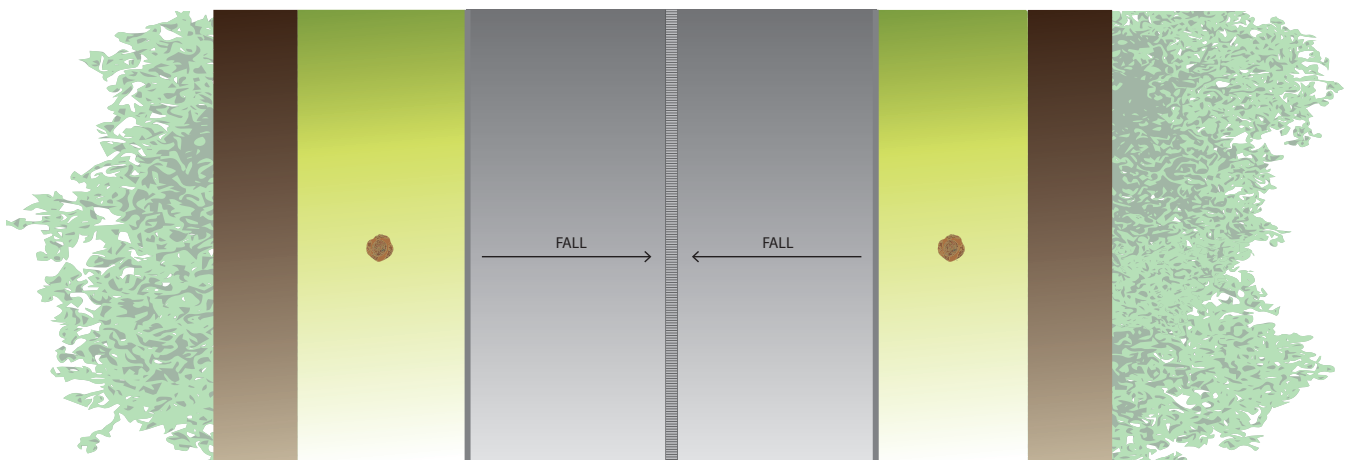
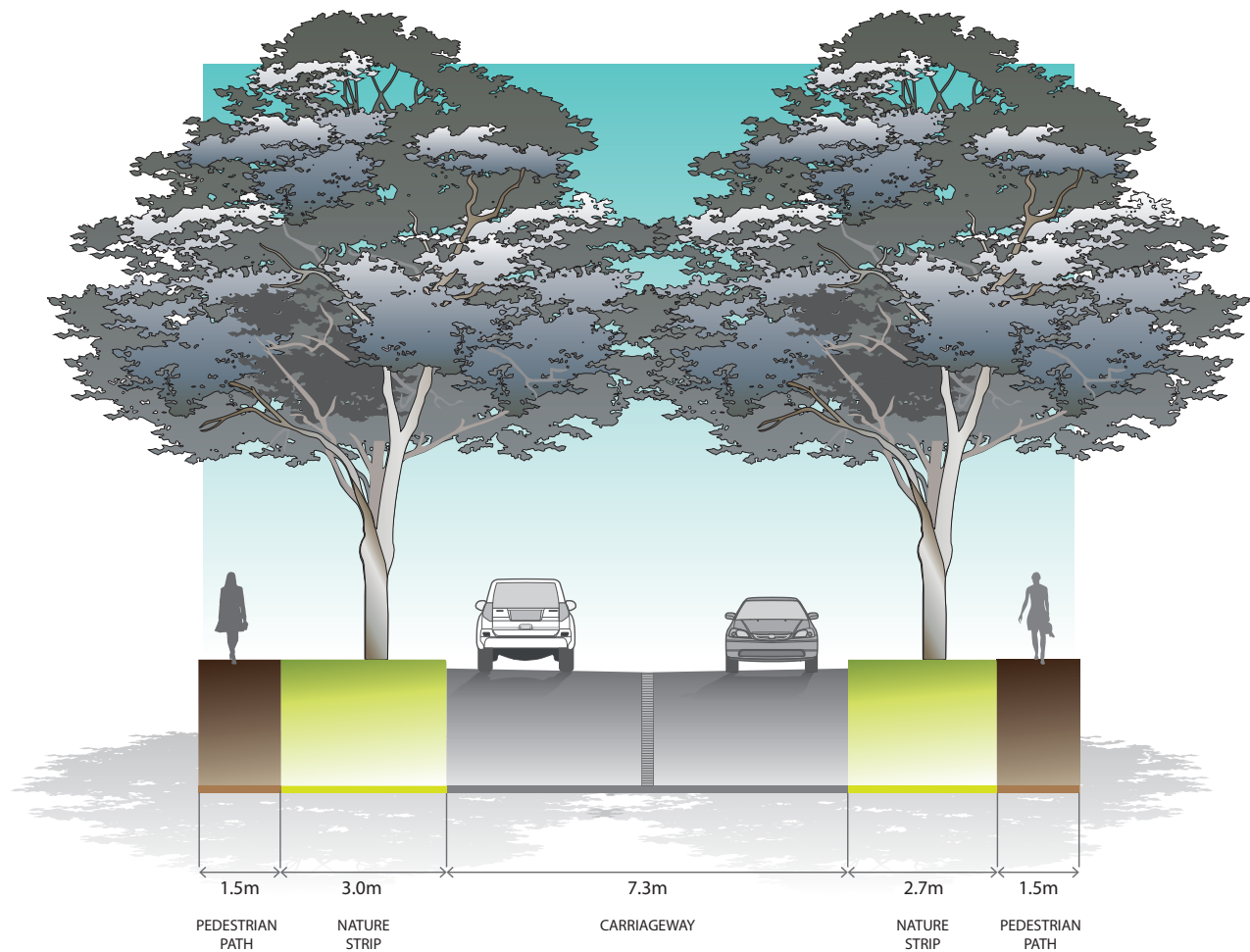


Local Access Level 1 (16m) Variation - Varying nature strip widths / meandering carriageway

Cross Section VARIATION 10 - Tarneit North Precinct Structure Plan

NOTES:

- Varying carriageway placement in road reserve
- Tree placement adjusts in response to carriageway location

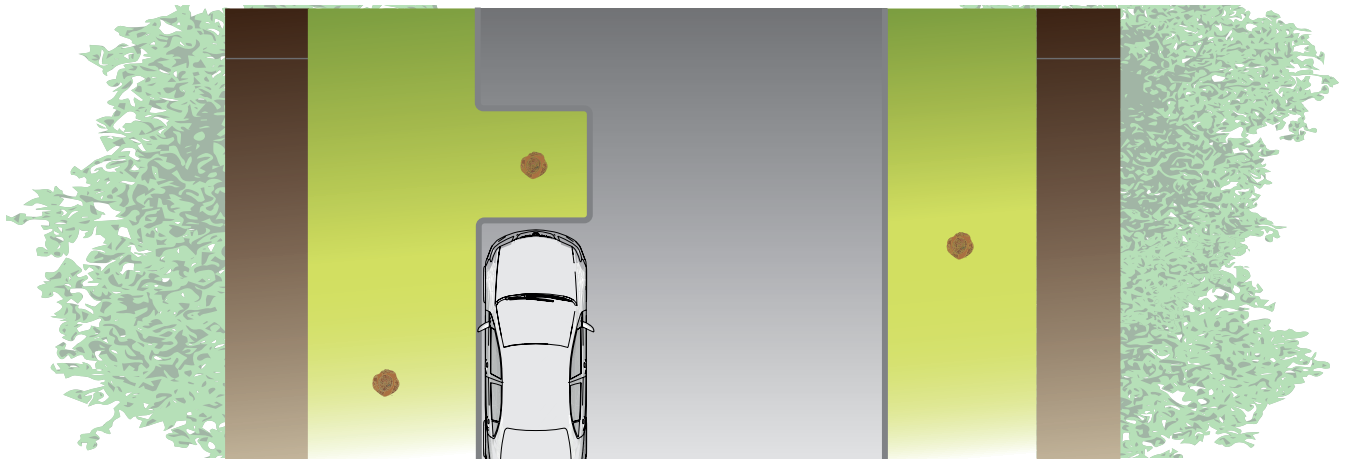
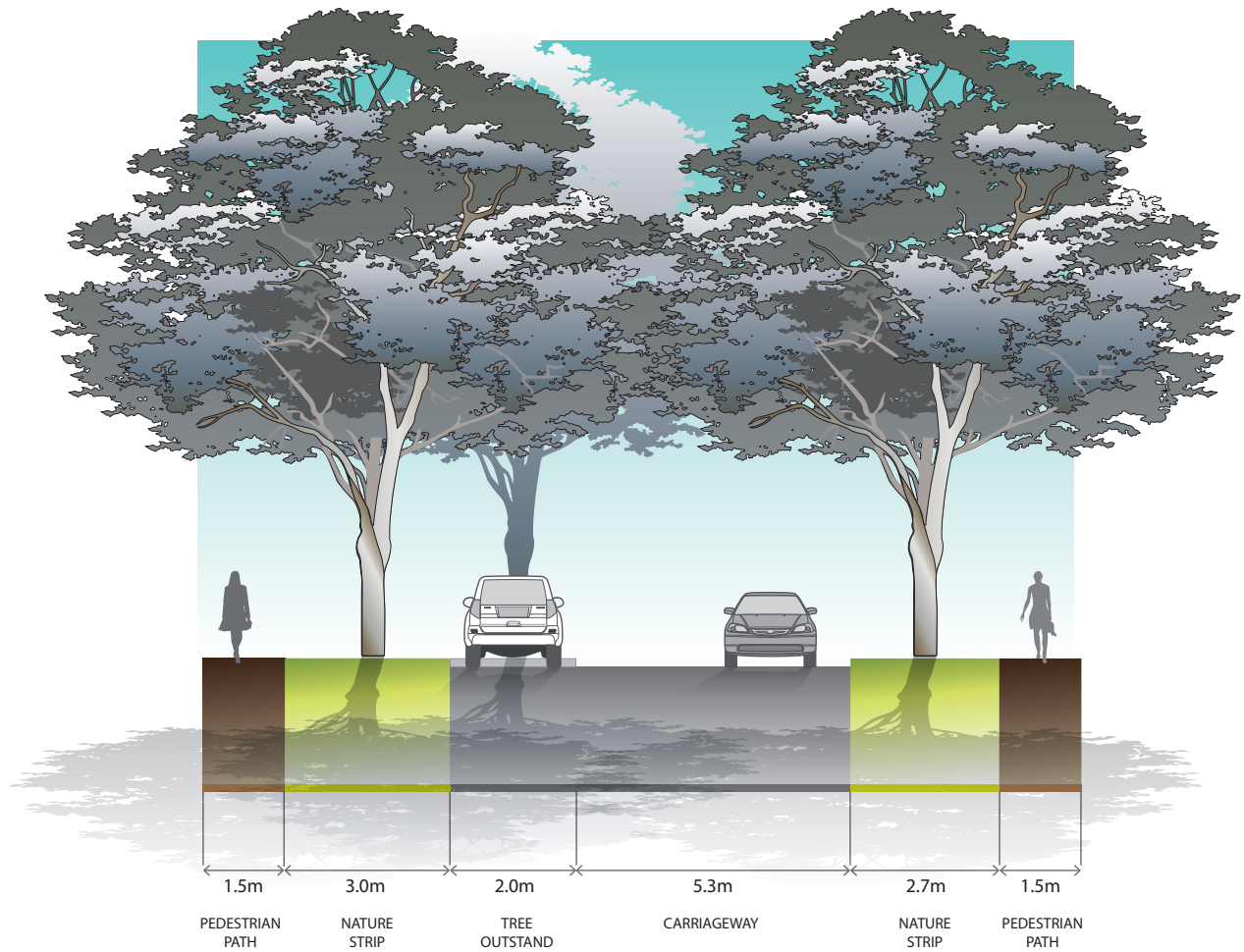


Local Access Level 1 (16m) Variation - Central Drainage

Cross Section VARIATION 11 - Tarneit North Precinct Structure Plan

NOTES:

- Carriageway drains to central drainage line rather than sides
- Central drainage line to include pavement treatment other than asphalt
- Kerbs are to be B1 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Appropriate for short streets (less than 60m) with minimal through traffic or for frontage roads



Local Access Level 1 (16m) Variation - Tree outstands

Cross Section VARIATION 12 - Tarneit North Precinct Structure Plan

NOTES:

- Include tree outstands at approx 50 – 100m centres on one side only
- Road design to ensure passage of emergency vehicles is accommodated

4.5 Appendix E- SERVICE PLACEMENT GUIDELINES

Standard road cross sections

Figures 003 and 004 in the *Engineering Design and Construction Manual for Subdivision in Growth Areas* (April 2011) outline placement of services for a typical residential street environment. This approach is appropriate for the majority of the 'standard' road cross sections outlined in Appendix C 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 (refer Appendix D), 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.

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

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

General principles for service placement

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

4.6 Appendix F- OPEN SPACE DELIVERY GUIDE

PASSIVE RECREATION PARK

A park that provides opportunities for a variety of recreational and social activities in a green space setting. Passive Recreation park's come in a variety of landforms, and in many cases provide opportunities to protect and enhance landscape amenity.

NEIGHBOURHOOD LOCAL PARK

- Passive recreation park suitable for local recreation/social activities
- Junior play emphasis
- Attracts users from the local area (ie 400m catchment)
- Recreational/social facilities suitable for local activities/events.
- Minimal support facilities (seats, bin etc)
- Footpath/bikeway links

DISTRICT LOCAL PARK (1HA OR GREATER)

- Passive recreation park suitable for district-level recreation/social activities
- Junior and youth play emphasis
- Attracts users from the district (ie 2km catchment)
- Recreational/social facilities suitable for district activities/events.
- Basic support facilities eg. amenities, BBQ, Picnic tables, shelters, seats etc)
- Footpath/bikeway links

MUNICIPAL PARK (5HA OR GREATER)

- Major passive recreation park suitable for Citywide recreation/social events
- Attracts users from municipality and adjacent municipalities
- Capacity to sustain high level recreational/social use (5000+) over long periods
- High level recreational/social facilities suitable for Citywide events.
- Junior and youth play emphasis
- High level support facilities eg parking, amenities (toilets), signage
- Footpath/bikeway links
- Public transport
- Car spaces (on and off street)
- Bus Spaces (on and off street)

REGIONAL PARK

- Major passive recreation park suitable for regional recreation/social events
- Attracts users from Melbourne/Geelong and surrounding municipalities
- Capacity to sustain high level recreational/social use (10000+) over long periods
- High level recreational/social facilities suitable for regional events.
- Junior and youth play emphasis
- High level support facilities eg parking, amenities, signage
- Footpath/bikeway links
- Public transport
- Car spaces (off street)
- Bus Spaces (off street)

LINEAR PARK

To provide pedestrian/cyclist links in a parkland setting.

A park that is developed and used for pedestrian and cyclist access, both recreational and commuter, between residential areas and key community destinations such as recreational facilities, schools and other community facilities, public transport and places of work. Linear Reserves are generally linear in nature and follow existing corridors such as water courses and roads. They usually contain paths or tracks (either formal or informal) that form part of a wider path/track network. While the primary function of Linear Reserve is pedestrian & cyclist

access, these parks may serve additional purpose such as storm water conveyance, fauna movement and ecological/biodiversity protection.

NEIGHBOURHOOD

- Park corridor that provides local link
- Attracts users from the local area (ie 400m catchment)
- Capacity to sustain low level accessibility over short periods
- Minor access facilities eg path
- Footpath/bikeway links

DISTRICT

- Major park corridor that provides district link
- Attracts users from the district (ie 2 km catchment)
- Capacity to sustain moderate level accessibility over long periods
- Basic access facilities eg path, signage
- Footpath/bikeway links

MUNICIPAL

- Major park corridor that provides metropolitan link
- Attracts users from municipality and adjacent municipalities
- Capacity to sustain high level accessibility over long periods
- High level access facilities eg paths, signage, shade, water fountains
- Footpath/bikeway links
- Public transport
- Car spaces (on street)
- Bus Spaces (on street)

REGIONAL

- Major park corridor that provides regional link
- Attracts users from Melbourne/Geelong and surrounding municipalities
- Capacity to sustain high level accessibility over long periods
- High level access facilities eg paths, signage, shade, water fountains
- Footpath/bikeway links
- Public transport
- Car spaces (on and off street)
- Bus Spaces (on and off street)

TOWN SQUARE/URBAN PARK

A passive recreation park providing opportunities for a variety of recreational and social activities in an urban setting. They are located predominantly in medium to high density residential area and mixed use centres or corridors. They provide an important role in meeting the passive recreation needs of residents, workers and visitors in activity centres and/or medium to high density residential areas.

Town squares are to be predominately hard landscaped, while urban parks have less hardstand than town squares, but more than traditional neighbourhood passive recreation parks. Urban parks also offer the opportunity for low key kick and throw activities with a small turfed area.

Both parks are to integrate within their design a number of skate / scooter'able furniture pieces, rails, stairs, ledges, ramps and / or other 'plaza' type elements.

