TRUGANINA

PRECINCT STRUCTURE PLAN

SEPTEMBER 2014

Amended May 2022

METROPOLITAN PLANNING AUTHORITY

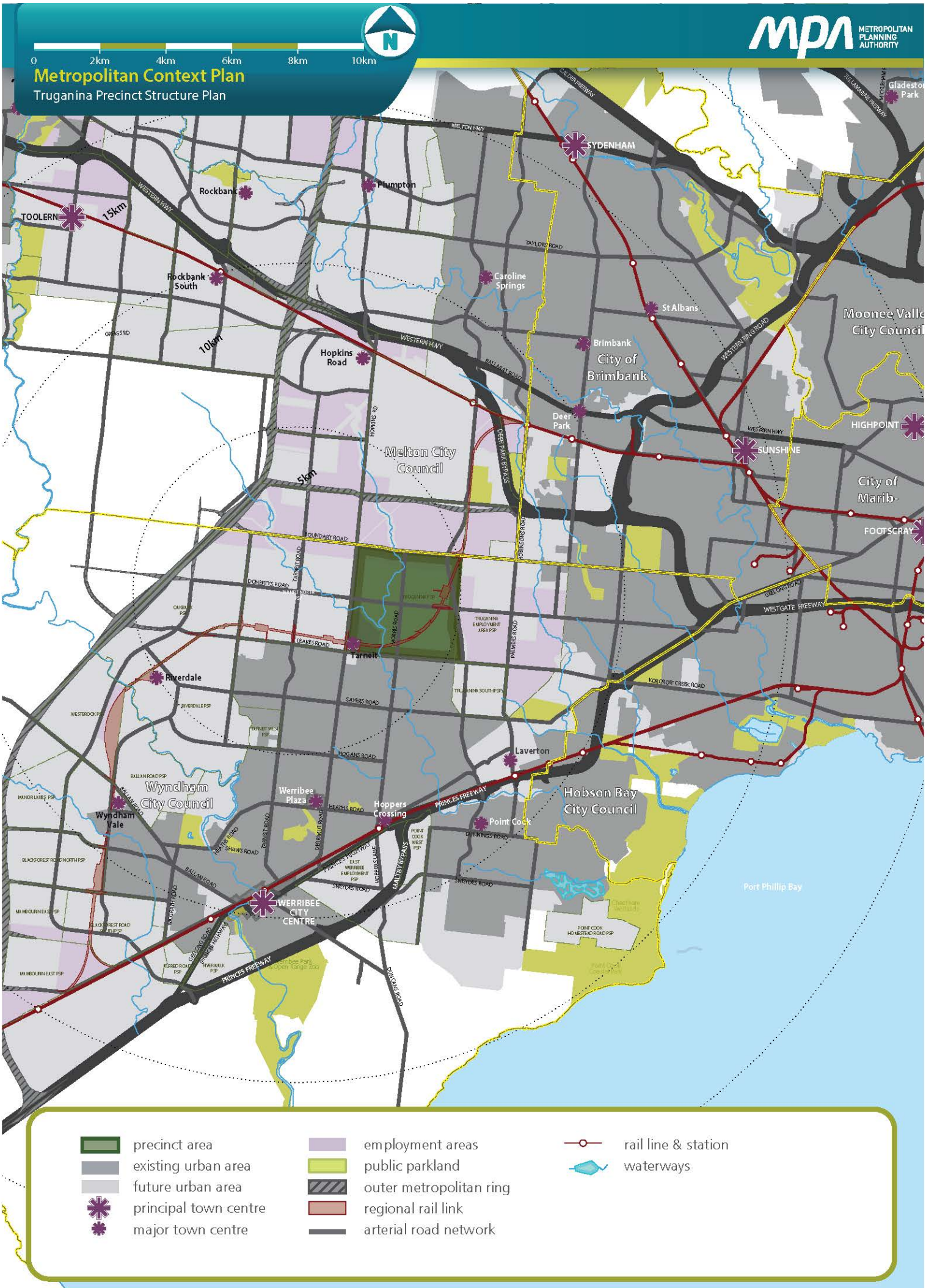
TABLES

FIGURES

Version	Amendment	Date	Description of changes
1	C175	September 2014	N/A
2	VC213	May 2022	Amendment to Biodiversity Condition

Note: Any reference to the Growth Areas Authority (GAA) or the Metropolitan Planning Authority (MPA) in this document is a reference to the Victorian Planning Authority established under section 4 of the *Victorian Planning Authority Act 2017*.

CONTENTS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Metropolitan Context Plan
Truganina Precinct Structure Plan
MPA METROPOLITAN PLANNING AUTHORITY
SYDENHAM
Plumpton
Rockbank
TOOLERN
15km
Rockbank South
10km
Caroline Springs
St Albans
Brimbank
City of Brimbank
Moonee Valley City Council
Hopkins Road
Melton City Council
5km
Deer Park
HIGHPOINT
SUNSHINE
City of Maribyrnong
FOOTSCRAY
Tarneit
Riverdale
Laverton
Werribee Plaza
Hoppers Crossing
Point Cook
Wyndham City Council
Wyndham Vale
Hobson Bay City Council
WERRIBEE CITY CENTRE
Port Phillip Bay
WESTERN HWY
PRINCES FREEWAY
WESTGATE FREEWAY
precinct area
existing urban area
future urban area
principal town centre
major town centre
employment areas
public parkland
outer metropolitan ring
regional rail link
arterial road network
rail line & station
waterways

1.0 INTRODUCTION

The Truganina 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:

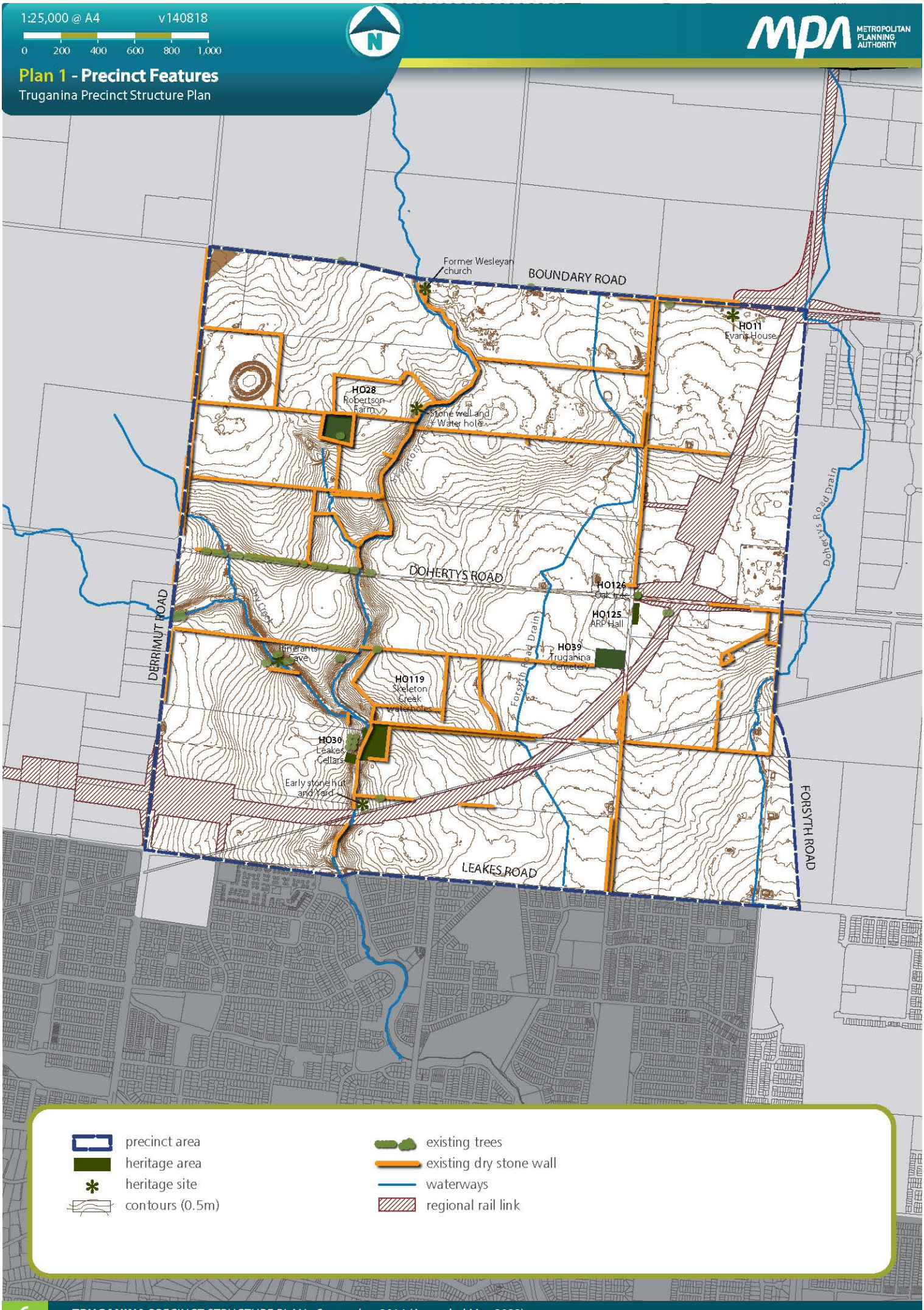
- State Planning Policy Framework set out in the Wyndham Planning Scheme and the Precinct Structure Planning Guidelines.
- Local Planning Policy Framework of the Wyndham Planning Scheme.
- Growth Corridor Plans: Managing Melbourne's Growth (Growth Areas Authority, June 2012).
- Wyndham North Development 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 including: Landscape Context Guidelines (2013), Wyndham North Heritage Strategy (2012), Wyndham Social Infrastructure Plan 2040 (2012), Quality Community Plan (2007), Community Health, Wyndham City Plan 2013-2017 (2013) and Wellbeing and Safety Plan 2013-2013 (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).
- Conservation Management Plan for Conservation Area 11 - Woods Road which sets out the management requirements for areas protected for the Golden Sun Moth
- Conservation Management Plan for Conservation Area 10 - Truganina Cemetery Grassland which sets out the management requirements for matters of national environmental significance within the existing Truganina Cemetery and guides the management of the buffer zone around the existing cemetery.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MPA METROPOLITAN PLANNING AUTHORITY
Plan 1 - Precinct Features
Truganina Precinct Structure Plan
Former Wesleyan church
BOUNDARY ROAD
HO11
Evans House
HO28
Robertson Farm
Stone well and Water hole
DOHERTYS ROAD
Dohertys Road Drain
HO126
Oak tree
HO125
ARP Hall
HO39
Truganina Cemetery
DERRIMUT ROAD
Dry Creek
Emigrants Cave
HO119
Skeleton Creek waterholes
Forsyth Road Drain
HO30
Leakes Cellars
Early stone hut and Yard
FORSYTH ROAD
LEAKES ROAD
precinct area
heritage area
heritage site
contours (0.5m)
existing trees
existing dry stone wall
waterways
regional rail link

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 1089 hectares of land as shown on Plan 1 and on Wyndham Planning Scheme maps as Schedule 10 to the Urban Growth Zone.

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

Skeleton Creek passes through the precinct from north to south, converging with Dry Creek in the south-west corner of the precinct.

The PSP area is east of Skeleton Creek in Truganina, and west of Skeleton Creek in Tarneit.

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 Truganina precinct are 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

Truganina Precinct Structure Plan

2.0 OUTCOMES

2.1 VISION

Settlement on the Werribee Plains has always had an essential reliance on water. The influence of water on the settlement patterns remains evident with indigenous cultural artefact scatters and bluestone ruins lining the banks of Skeleton and Dry Creeks. Under the Truganina Structure Plan, these waterways, dry stone walls, plantings, and other historic remnants become the founding element of a new urban structure that maintains and embraces the character of the plains.

The creeks and their tributaries will link a series of new neighbourhoods across the precinct. Their historical significance will be woven into the urban fabric through a network of trails, streets and parks that tell the story of the area's history. The network will interconnect town centres and community hubs, extending over 20 kilometres within the bounds of the precinct and further into the surrounding region.

Important biodiversity values will be protected and enhanced within the Truganina Cemetery and Woods Road Conservation Areas, which may be accessible to the community to allow appreciation of vegetation and habitat characteristics of the Werribee Plains.

The Regional Rail Link, traversing the precinct from north-east to south-west, represents a large-scale public investment in the future of Wyndham and will provide a connection to the wider metropolitan area, Geelong, and beyond. The new rail line will catalyse the creation of a fully integrated and transit-connected community that contributes to the liveability of greater Melbourne.

Located alongside the Tarneit train station (due to open in 2016) and halfway between Werribee and Footscray, the Tarneit major town centre will become an important cluster servicing the western industrial node. The centre will also form an employment generator in its own right, combining retail, entertainment, community services and business opportunities.

In the north-east the Truganina local town centre, located adjacent to the potential future Truganina station, will complement the major centre with additional local services for the nearby residential neighbourhoods, office parks and industrial areas.

The precinct's proximity to Melbourne, access to rail and freeways, range of retail and commercial services, means it will make a significant contribution to the creation of new jobs through the broader logistics-focussed employment region. In addition, the increased amenity, public transport infrastructure and town centres will lead to a greater variety of housing choices across a series of highly diverse new neighbourhoods.

2.2 OBJECTIVES

	OBJECTIVES
O1	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.
O2	To create an urban landscape that integrates with the existing biodiversity, cultural heritage, drainage and landscape values within the precinct including the Woods Road conservation area and the Truganina Cemetery conservation area.
O3	Capitalise on the significant opportunities of the local context, including the Regional Rail Link, the western employment corridor, and extensive intra-metropolitan motorway connections.
O4	Ensure pre-development property structure does not impede the realisation of cohesive and integrated neighbourhoods.
O5	Deliver an integrated network of local parks, sports reserves and community infrastructure that meets the needs of the new community.
O6	Achieve a diversity of streetscape and open space outcomes to enhance local character and amenity.
O7	Establish a landscape of connecting canopies along streets, parks and waterways.
O8	Ensure that no residents need to cross arterial roads, railway lines or waterways to access a local park.
O9	Develop a slow-speed and permeable connector road network that links across arterial roads and traverses through the core of each square mile.

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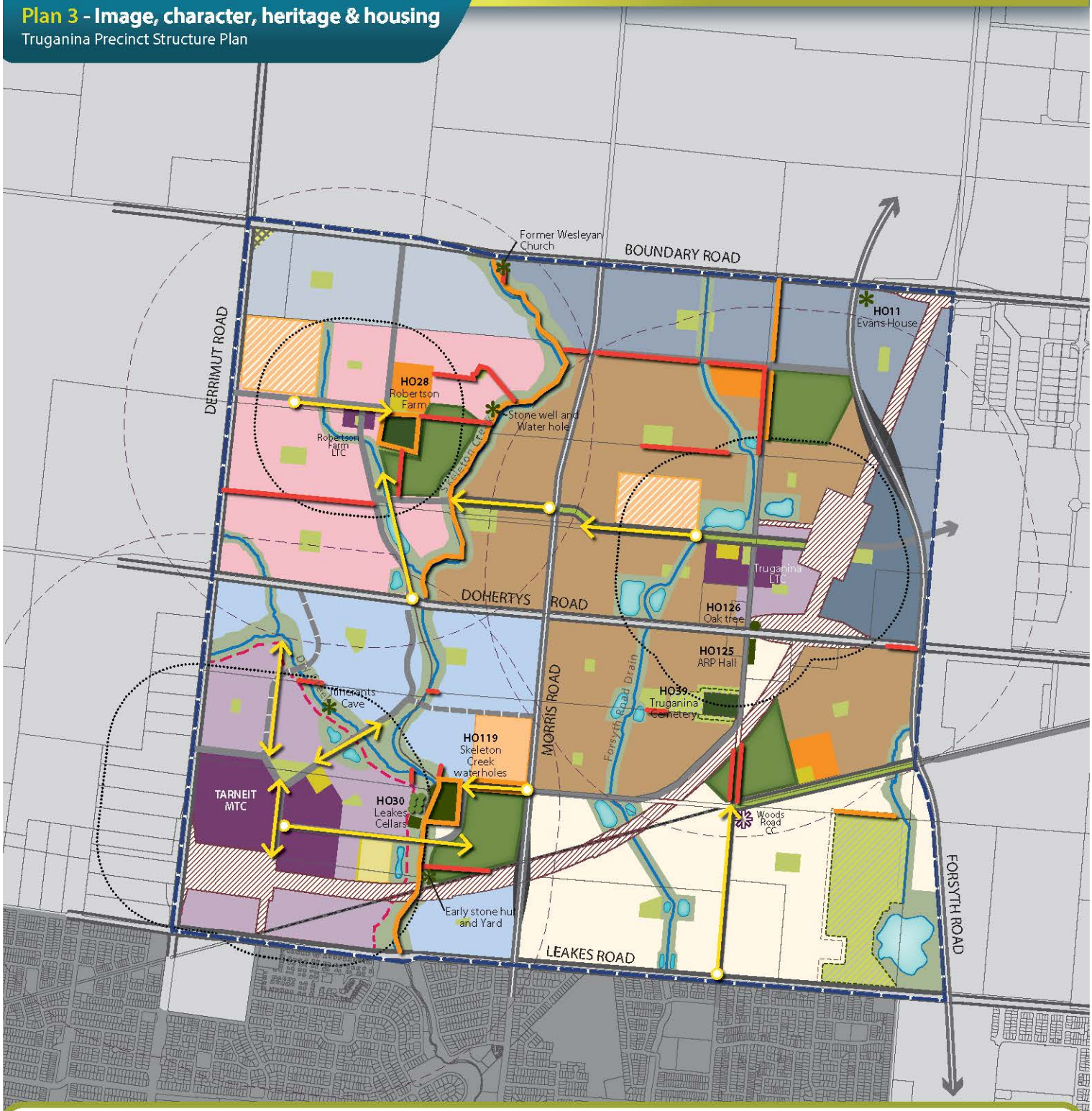
Plan 3 - Image, character, heritage & housing

Truganina Precinct Structure Plan



- precinct area
- town centre
- business & residential
- local convenience centre
- primary walking catchment (town centre)
- office park
- office & light industrial
- general light industrial
- easement
- potential government primary school
- potential government secondary school
- potential non-government school
- indoor recreation facility
- community facilities
- local sports reserve (unencumbered)
- local parks (unencumbered)
- drainage open space (encumbered)
- conservation area (encumbered)
- existing trees to be retained
- heritage area
- heritage site
- view lines
- waterways
- existing dry stone wall to be retained
- existing dry stone wall with potential for retention
- 400m town centre catchment
- 1Km town centre catchment

O10	Build high-density and transit-oriented neighbourhoods focussed on railway stations and proposed future railway station sites.
O11	Promote greater housing choice through the delivery of a range of lots capable of accommodating a variety of dwelling typologies.
O12	Leverage off the amenity offered by waterways, open space and town centres to deliver medium and high density housing options.
O13	Deliver sufficient residential densities within a walkable catchment to support vibrant and viable town centres.
O14	Develop a series of town centres, each with a civic focus and an ability to adapt and evolve with the community.
O15	Ensure the design of town centres is conducive to a range of commercial enterprises including start-up, small, and home-based businesses.
O16	Create high amenity industrial and commercial precincts that can attract a diversity of different businesses and employers and generate a variety of local jobs.
O17	Provide a viable and attractive interface between residential and industrial or commercial land uses.
O18	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.
O19	Ensure that development staging is co-ordinated with the delivery of key local and state infrastructure.
O20	Provide for non-government school sites to meet strategically justified education need for Catholic primary and secondary education and other non government education in the area.
O21	To plan for the long term conservation of significant heritage, vegetation and fauna habitat areas in the Woods Road conservation area and the Truganina Cemetery conservation area.
O22	Deliver a minimum of 9,105 new homes (16 dwellings residential net developable hectare overall precinct average).

3.0 IMPLEMENTATION

3.1 IMAGE, CHARACTER, HERITAGE & HOUSING

3.1.1 Image & Character

	REQUIREMENTS
R1	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: Average Interval — Tree Size 8 – 10 metres — Small trees (less than 10 metres) 10 – 12 metres — Medium trees (10 – 15 metres) 10 – 15 metres — Large trees (15 metres or greater)
R2	Trees in parks and streets must be: • Suitable for local conditions; and • Planted in modified and improved soil as required to support tree longevity.
R3	Street tree planting must use locally appropriate species and be consistent with the Wyndham Street Tree Policy, Subdivision Landscape Works Standards and Specifications Manual and any guidance provided on the relevant cross section within this Precinct Structure Plan.
R4	Connector roads and access streets must be aligned to create views and direct connections to waterways and open space, as shown on Plan 3.

	GUIDELINES
G1	Street networks within subdivisions should be designed to maximise the number of connections and direct views to waterways, open space and town centres.
G2	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.
G3	Retained windrows, significant trees, and dry stone walls should be located within the public domain, including parks and road reserves unless otherwise approved by the responsible authority.
G4	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.
G5	Street trees should be used consistently across neighbourhoods to reinforce movement hierarchy and local character.
G6	A consistent suite of lighting and furniture should be used across neighbourhoods, appropriate to the type and role of street or public space unless otherwise approved by the responsible authority.
G7	Trees in streets and parks should be larger species wherever space allows (to facilitate continuous canopy cover).

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: • Waterways and public open space. • Conservation areas. • Connector roads. • Arterial roads. • The railway line.
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: • Active interfaces with adjacent streets, open space and waterways. • Safe and effective vehicle and pedestrian access and internal circulation, as appropriate.
	GUIDELINES
G8	Residential subdivision 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: • 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 a lot less than 300 square metres must contain the following conditions: • 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 provisions 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 – walkable catchment areas

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 (O12, O13).

CATCHMENT	HOUSING TARGET
Tarneit major town centre	2,670 dwellings (1,079 in precinct)
Truganina local town centre	2600 dwellings
Robertsons Farm local town centre	2,300 dwellings (1,450 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	Development of parks, streets, and shared paths within or adjacent areas that form part of the Truganina heritage network must be developed in accordance with the plan and recommendations outlined in Appendix G and any related heritage strategies or plans.
R12	Dry stone walls which are retained must: • Be situated within public open space or a 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 (eg. 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	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): • 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). A list of professional wallers can be obtained by Council and the Dry Stone Walls Association of Australia.
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 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 Major Town Centre Concept

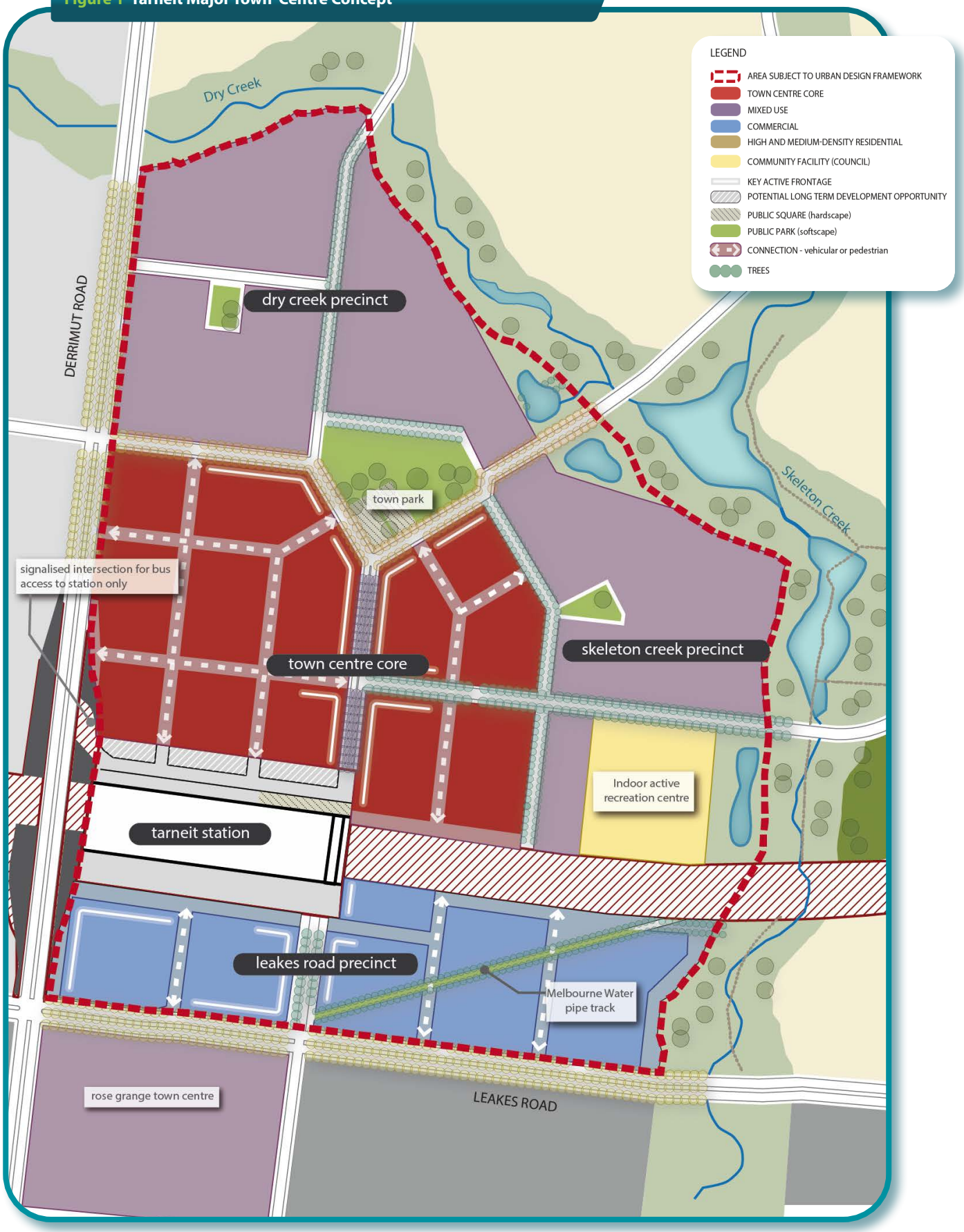
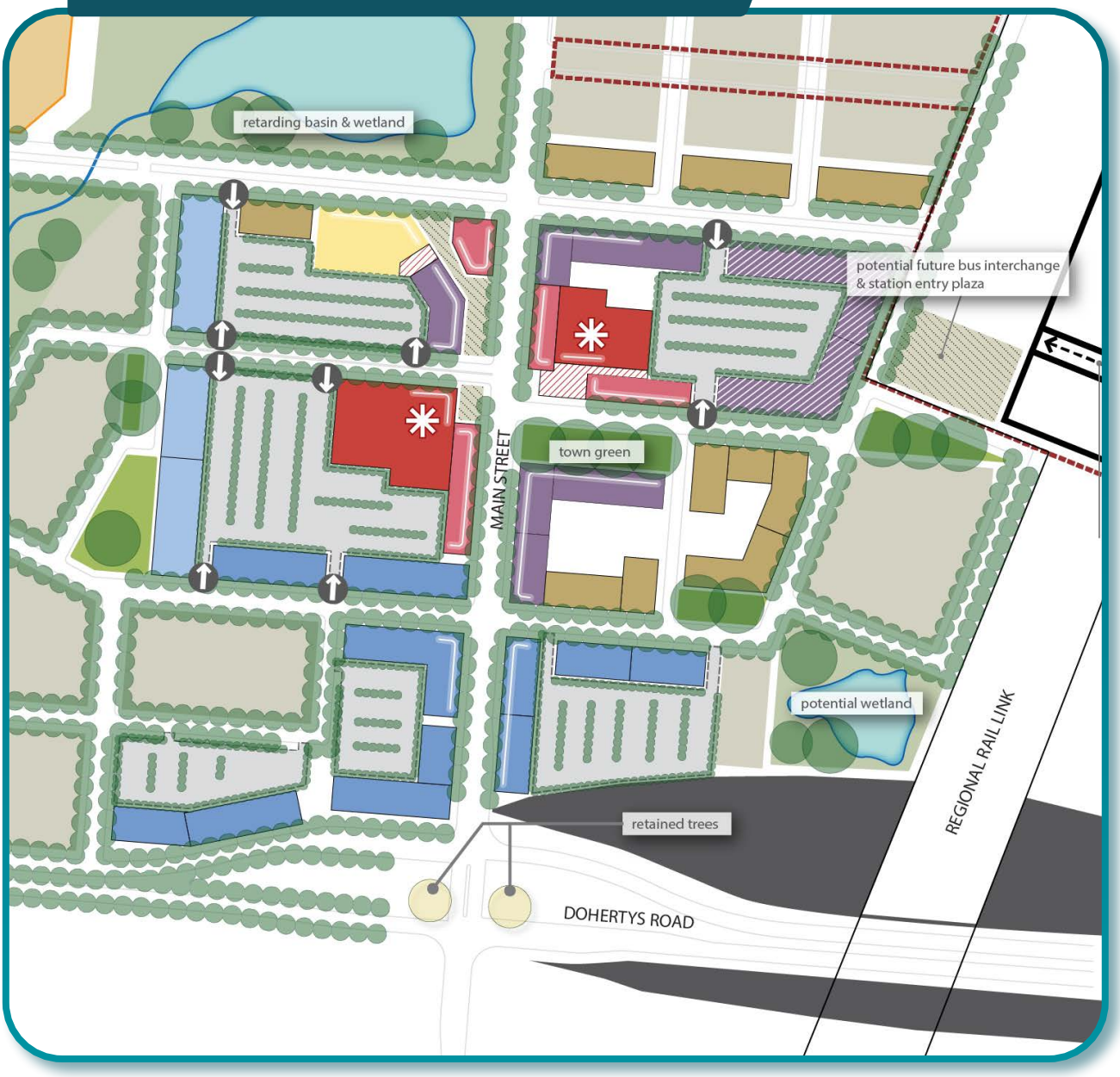


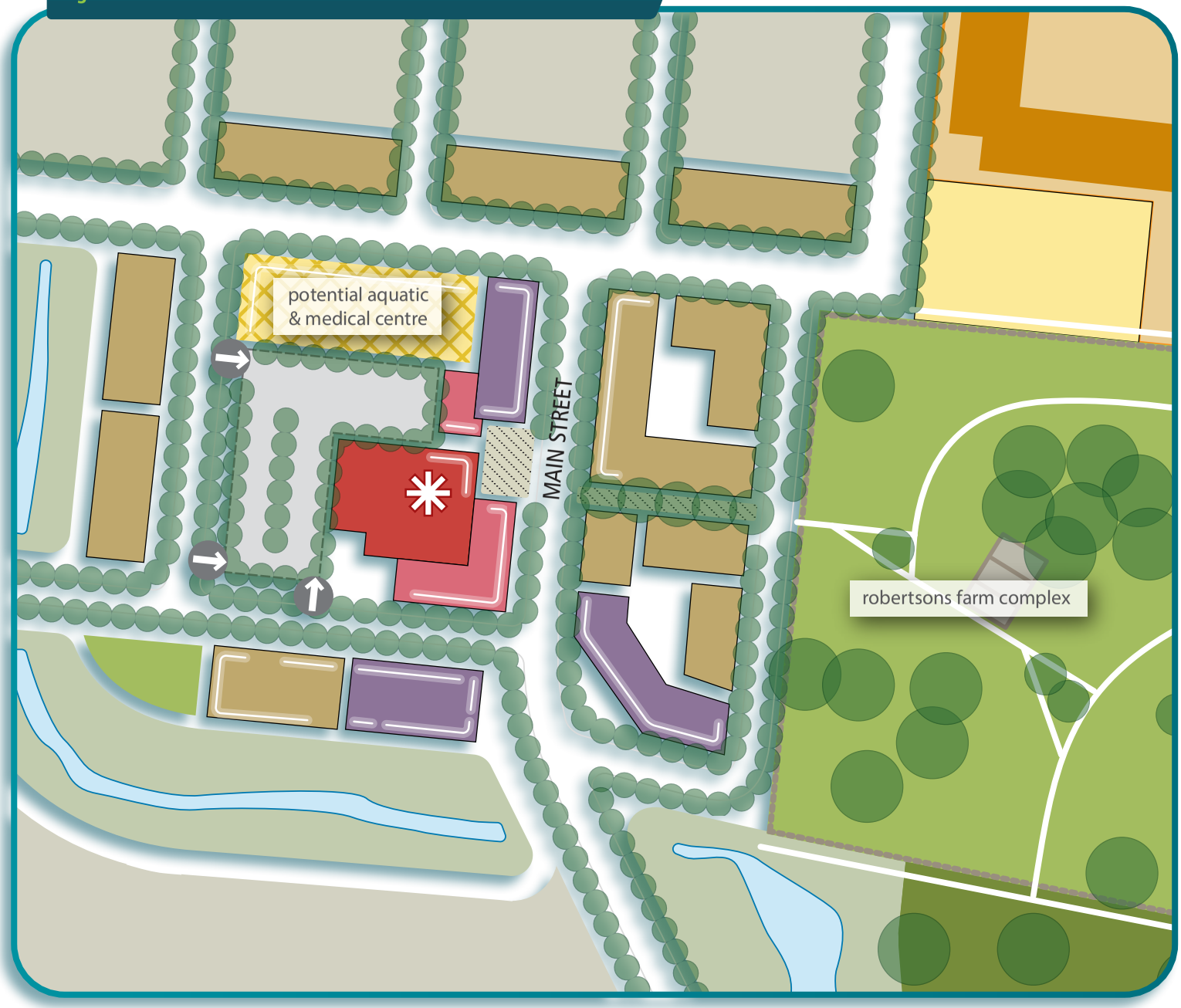
Figure 2 Truganina Local Town Centre Concept



KEY DESIGN ELEMENTS

- 8,000m2 retail floor space (without a planning permit).
- 3,000m2 of open space including plazas and a town green.
- Permanent water body (retarding basin & wetland) north of the centre.
- Woods Road to become the main street, lined with specialty retail and mixed use.
- Focus on east-west connectivity to integrate Forsyth Drain (east) and potential future Truganina railway station (west).
- Network of connected open spaces to provide focus for development on east and west side of the main street, maximising amenity and opportunities for development of high-density residential.
- Potential to create station entry plaza in south-east corner of station site. Railway over / under pass should be integrated with the square providing for an effective and efficient connection to the eastern employment areas.
- 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 southern end of the main street and interfacing Dohertys Road.
- Unique landscaping along the main street to reinforce centre character.

Figure 3 Robertsons Farm Local Town Centre



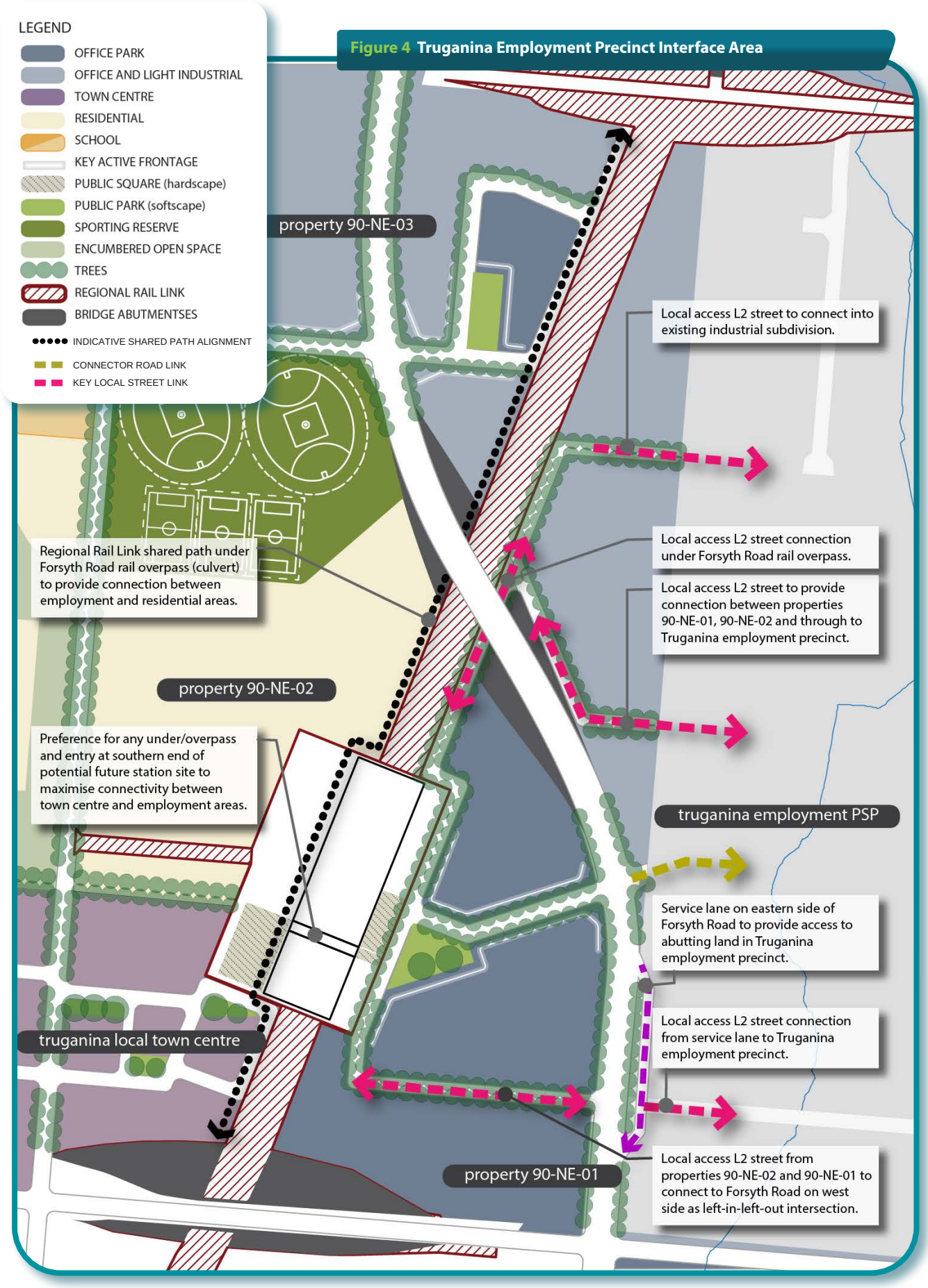
KEY DESIGN ELEMENTS

- 4,500m2 retail floor space (without a planning permit).
- 800m2 town square with pedestrian connection to Robertsons Farm heritage park.
- Mixed use buildings along main street to create opportunities for additional retail and small business.
- High-density residential to create active interface with surrounding open space.
- Potential for private community (aquatic & medical) centre at end of main street.

LEGEND

- ANCHOR RETAIL
- SPECIALITY RETAIL
- MIXED USE
- COMMERCIAL
- COMMERCIAL & HOME OFFICE
- HIGH-DENSITY RESIDENTIAL
- COMMUNITY FACILITY (council)
- POTENTIAL COMMUNITY FACILITY (private)
- SCHOOL
- ACTIVE FRONTAGE
- PUBLIC SQUARE (hardscape)
- PUBLIC PARK (softscape)
- ENCUMBERED OPEN SPACE
- TREES
- AT-GRADE CAR PARKING
- CAR PARK ENTRY

Figure 4 Truganina Employment Precinct Interface Area



3.2.1 Tarneit Major Town Centre

	REQUIREMENTS
R16	An Urban Design Framework Plan (UDF) prepared under Clause 2.8 of Schedule 10 to the Urban Growth Zone must address the following: • A response to the Major Town Centre concept (Figure 1), related information included within Appendix B and the vision and objectives set out in this PSP. • Inclusion of land use appropriate to the centre's role and function including retail, commercial, office, medium and high density residential, education and community space. • Integration of the Tarneit train station and bus interchange into the wider centre. • Interface with the Skeleton Creek heritage conservation area. • Creation of a permeable pedestrian and cyclist friendly road network. • Access arrangements for arterial roads including left-in-left-out intersections or additional signalised intersections where agreed to by VicRoads and the responsible authority. • Feedback received following consultation with infrastructure agencies including VicRoads and PTV. • Any relevant activity centre strategies or design guidelines prepared by the Victorian Government or Wyndham City Council. Specifically, the UDF must: • Demonstrate how the design of the centre integrates and connects with the surrounding residential neighbourhood. • Demonstrate how the design of the centre allows for long-term evolution and growth. • Demonstrate how the design of the centre maximises the opportunities of its location within the western corridor and incorporates the objectives and strategies for transport and land use integration outlined in the Wyndham Planning Scheme. • Outline the intended staging and indicative timing of development. • Set out clear and specific strategies, actions, and guidelines for the development of the centre that may be used as an assessment tool for future development applications within the centre. • Set out provisions for car parking including the location and design of parking areas and a demonstration of how off-street car parking has been minimised through efficiencies in the shared use of off-street facilities. • Set out arrangements for deliveries and waste disposal, including access for larger vehicles and measures to minimise the impact on adjoining neighbourhoods. • Identify proposed access for bus services and bus priority measures where appropriate. • Include an overall landscape concept. • Demonstrate how the development interface with Skeleton Creek supports the amenity, river health and conservation objectives of Melbourne Water.

3.2.2 Local Town Centres

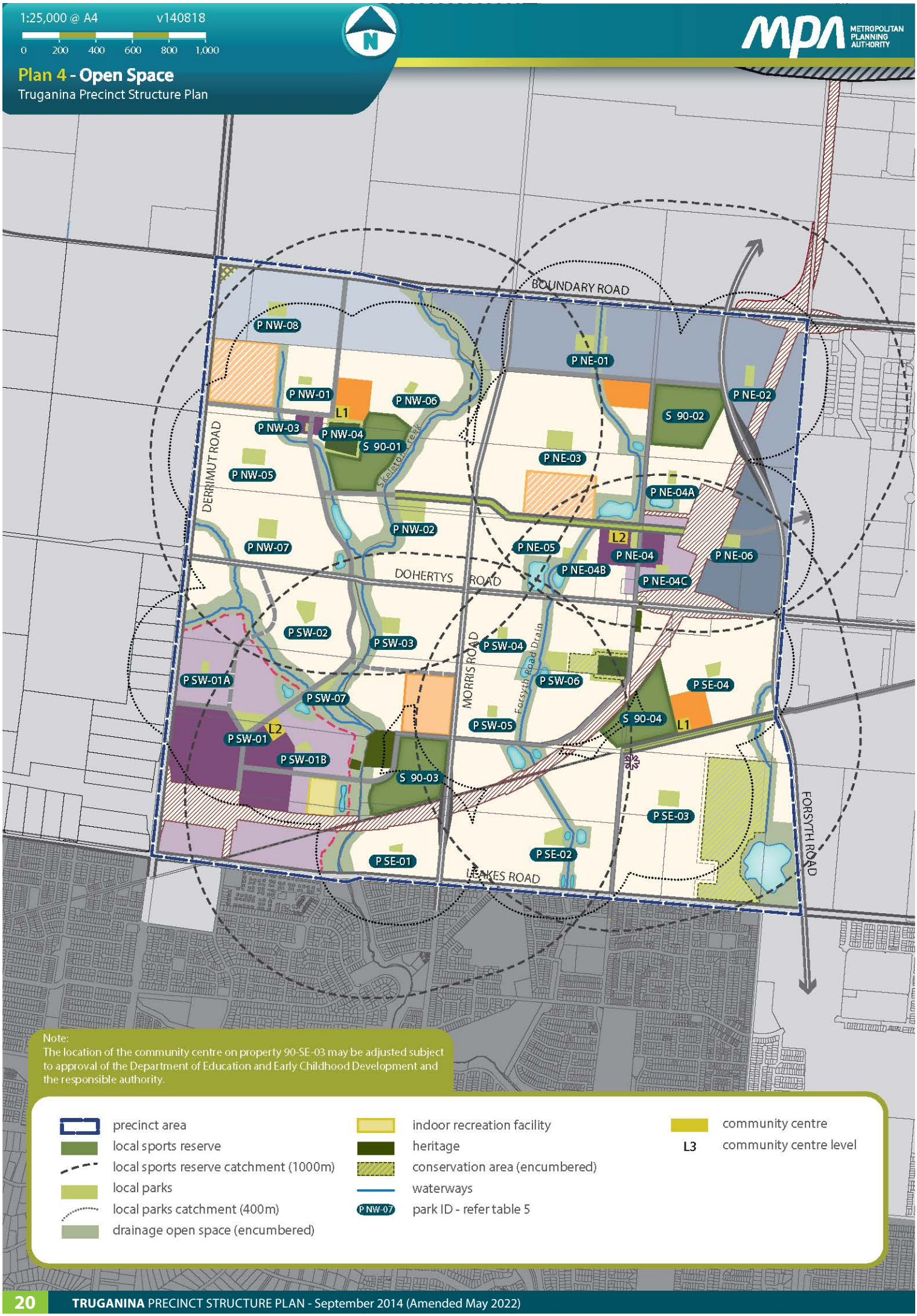
	REQUIREMENTS
R17	Land use and development within each Local Town Centre must respond to the relevant concept plan and key design elements shown in Figures 2 and 3.
R18	Development within the Truganina Local Town Centre must provide for convenient and safe access to the potential future Truganina railway station site.
R19	Development within the Local Town Centre must address the design principles and performance criteria outlined in Appendix B.

3.2.3 Local Convenience Centre

	REQUIREMENTS
R20	Local Convenience Centres may be developed proximate to the locations 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.
R21	Provision of retail floor space within a local convenience centre must not exceed 1,500m2 (without a planning permit).
R22	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 an open space or community hub.
G12	The design of any Local Convenience Centre should: • 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.

3.2.4 Employment

	REQUIREMENTS
	The following requirements apply to areas shown as office park, office & light industry, or general light industry on Plan 2.
R23	Development must respond to the concept plan shown in Figure 4, as appropriate.
R24	Development must provide for convenient and safe access to the potential future railway station site.
R25	Buildings within office or industrial areas shown on Plan 2 must create a positive address to the street.
R26	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 park, office & light industry, or general light industry on Plan 2.
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 to 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.



Note:
The location of the community centre on property 90-SE-03 may be adjusted subject to approval of the Department of Education and Early Childhood Development and the responsible authority.

- precinct area
- local sports reserve
- local sports reserve catchment (1000m)
- local parks
- local parks catchment (400m)
- drainage open space (encumbered)
- indoor recreation facility
- heritage
- conservation area (encumbered)
- waterways
- P NW-07 park ID - refer table 5
- community centre
- L3 community centre level

Table 3. Town centre hierarchy and employment areas

TOWN CENTRE/ EMPLOYMENT USE	PRIMARY USE	LOCATION AND SECONDARY USES
Tarneit major town centre	55,000 m2 retail floor space	Adjacent Tarneit train station, east of Derrimut Road. Should include a full range of community uses, education, business and residential.
Truganina local town centre	8,000 m2 retail floor space (incl. 10% increase in retail floor space to account for employment catchment)	At the intersection of Woods and Dohertys Roads, west of the potential future train station. Includes a community centre and business precinct. Opportunities for high and medium density residential should be incorporated.
Robertsons Farm local town centre	4,500 m2 retail floor space	At the intersection of two connector roads, adjacent the Robertsons Farm heritage complex. Small retail provision complemented by public and private community facilities.
Office park	Office	Between the regional rail link and Forsyth Road, adjacent the potential future train station. Supported by a high level of accessibility via public transport and the road network, and close proximity to the Truganina local town centre. Small component of service retail provision.
Office and light industrial	Mix of office, office-warehouse and light industrial	Adjacent Boundary Road (east of Skeleton Creek) and between Forsyth Road and the eastern PSP boundary. Service retail and limited large format retail adjacent Boundary Road.
General light industrial	Range of light industrial uses	Adjacent Boundary Road (west of Skeleton Creek). Service retail and limited large format retail adjacent Boundary Road.

Table 4. Anticipated employment creation in precinct

LAND USE	MEASURE	JOBS	QTY. IN PRECINCT	ESTIMATED JOBS
Community centre	Jobs / centre	10	4	40
Primary school	Jobs / school	40	4	160
Secondary school	Jobs / school	90	3	270
Town centres (retail)	Jobs / 30 sqm	1	69,000	2,300
Town centres (commercial, mixed use)	Jobs / 20 sqm	1	38,000	1,900
Office & light industry	Jobs / Ha	40	140	5,600
Home-based business	Jobs / Dwelling	0.05	9,129	455
			Total	10,725

3.3 OPEN SPACE & COMMUNITY FACILITIES

3.3.1 Open Space

	REQUIREMENTS
R27	All public landscaped areas must be designed and constructed to enable practical maintenance and planted suitable to the local climate and soil conditions.
R28	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 within the area range for its size category. Where a park is smaller than that 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.
R29	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.
R30	Design and layout of waterway corridors and other encumbered open space must maximise the potential for the integration or recreation uses, utility infrastructure and stormwater quality treatment assets, where this does not conflict with the primary function of the land.
R31	Any fencing of open space, whether encumbered or unencumbered, must be low scale and visually permeable to facilitate public safety and surveillance.

R32	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. 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: • Where 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 to 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: » the relevant land must be transferred to Council at no cost to Council » a cash contribution must to 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. Refer to the Property Specific Land Budget for detailed individual property open space land areas and percentages specified by this precinct structure plan. 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. A subdivider may provide additional public open space in a subdivision to the satisfaction of the responsible authority. There is no onus on Council, the responsible authority or any other party to provide compensation for public open space provide above that required by Clause 52.01 and this precinct structure plan.

GUIDELINES

G19	Residential lots directly abutting open space must provide for a primary point of access from footpath or shared path proximate the lot boundary.
G20	Sports reserves should be developed consistent with Figures 5 - 8 unless an alternative master plan is approved by the responsible authority.

CONDITIONS

C2	Conditions for subdivision or building and works permits where land is required for public open space Land required for public open space as a local or district park, as set out in the Truganina Precinct Structure Plan or the Wyndham North Development Contributions Plan must be transferred to or vested in Council at no cost to Council unless the land is funded by the Wyndham North Development Contributions Plan.

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	1.11	Urban park	Large urban park centrally located within major town centre.	WC
P SW-01A	0.24	Urban park	Small passive park within major town centre. Amenity node for higher-density housing.	WC
P SW-01B	0.28	Urban park	Small passive park within major town centre. Amenity node for higher-density housing.	WC
P SW-02	0.90	Neighourhood	Generally located as shown on Plan 4, central to surrounding neighbourhood. May be provided as a number of smaller parks.	WC
P SW-03	0.77	Neighourhood (medium)	Located adjacent waterway.	WC
P SW-04	0.30	Neighbourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SW-05	0.30	Neighourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SW-06	1.94	District (large)	Parkland including large district park adjacent waterway and local parks on the north and south sides of the Truganina Cemetery (total of 1.94Ha credited open space). Location and layout of parkland is to be consistent with the Truganina Cemetery Conservation Area Concept Plan (refer Appendix I).	WC
P SW-07	0.30	Neighourhood (small)	Located adjacent waterway	WC
P SE-01	0.24	Neighourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SE-02	0.78	Neighbourhood (medium)	Located adjacent waterway.	WC
P SE-03	0.91	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SE-04	0.50	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NW-01	0.28	Neighbourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NW-02	1.68	District (large)	Located adjacent waterway and connector street.	WC

PARK ID	AREA (HA)	TYPE	LOCATION & OTHER ATTRIBUTES	RESPONSIBILITY
P NW-03	0.08	Town square	Located within the Robertsons Farm local town centre.	WC
P NW-04	1.12	Heritage	Robertsons Farm complex. Additional passive open space allowed around edge of Heritage Overlay area to protect existing drystone walls and vegetation.	WC
P NW-05	1.00	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NW-06	0.28	Neighbourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NW-07	1.00	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NW-08	0.70	Neighbourhood (medium)	Open space node within employment area.	WC
P NE-01	1.00	Neighbourhood (medium)	Open space node within employment area. Spans across Forsyth Road drain.	WC
P NE-02	0.50	Neighourhood (small)	Open space node within employment area.	WC
P NE-03	1.37	District (large)	On southern boundary of property 90-NW-05. Opportunity to retain dry stone wall.	WC
P NE-04	0.37	Urban park	Urban open space located adjacent main street of Local Town Centre.	WC
P NE-04A	0.30	Neighourhood (small)	Small passive park within Truganina station precinct. Amenity node for higher-density housing.	WC
P NE-04B	0.20	Neighourhood (small)	Small passive park within Truganina station precinct located adjacent waterway. Amenity node for higher-density housing.	WC
P NE-04C	0.28	Neighourhood (small)	Small passive park within Truganina station precinct. Amenity node for higher-density housing.	WC
P NE-05	0.22	Neighourhood (small)	Located adjacent waterway.	WC
P NE-06	0.61	Urban park	Open space node within employment area. Adjacent Truganina station. To be combined in the future with landscaped station forecourt and connection to Truganina local town centre.	WC

PARK ID	AREA (HA)	TYPE	LOCATION & OTHER ATTRIBUTES	RESPONSIBILITY
S 90-01	11.00	Local sports reserve / Heritage	Located adjacent Skeleton Creekand incorporating Robertson Farm heritage site. Opportunity for heritage site to be adaptively re-used as part of a Community Garden.	WC
S 90-02	11.87	Local sports reserve	Located between Woods Road and Forsyth Road. Intended to provide additional amenity to adjacent employment areas.	WC
S 90-03	12.47	Local sports reserve / Heritage	Located between existing government roadway, Skeleton Creek, rail line and Morris Road.	WC
S 90-04	10.42	Local sports reserve	Located between water easement and rail line. At the termination of Woods Road.	WC
	3.99	Conservation / Heritage	Truganina Cemetery, grassland expansion zone and uncredited open space buffer on north and south side (0.36Ha uncredited on each side). Refer Truganina Cemetery Conservation Area Concept Plan.	TBC
	21.91	Conservation	Woods Road Conservation Area. Refer to Woods Road Conservation Area Concept Plan.	TBC

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

WC = Wyndham City, TBC = To Be Confirmed

Figure 5 S-90-01 Sports Reserve Concept

Figure 6 S-90-02 Sports Reserve Concept

Figure 7 S-90-03 Sports Reserve Concept

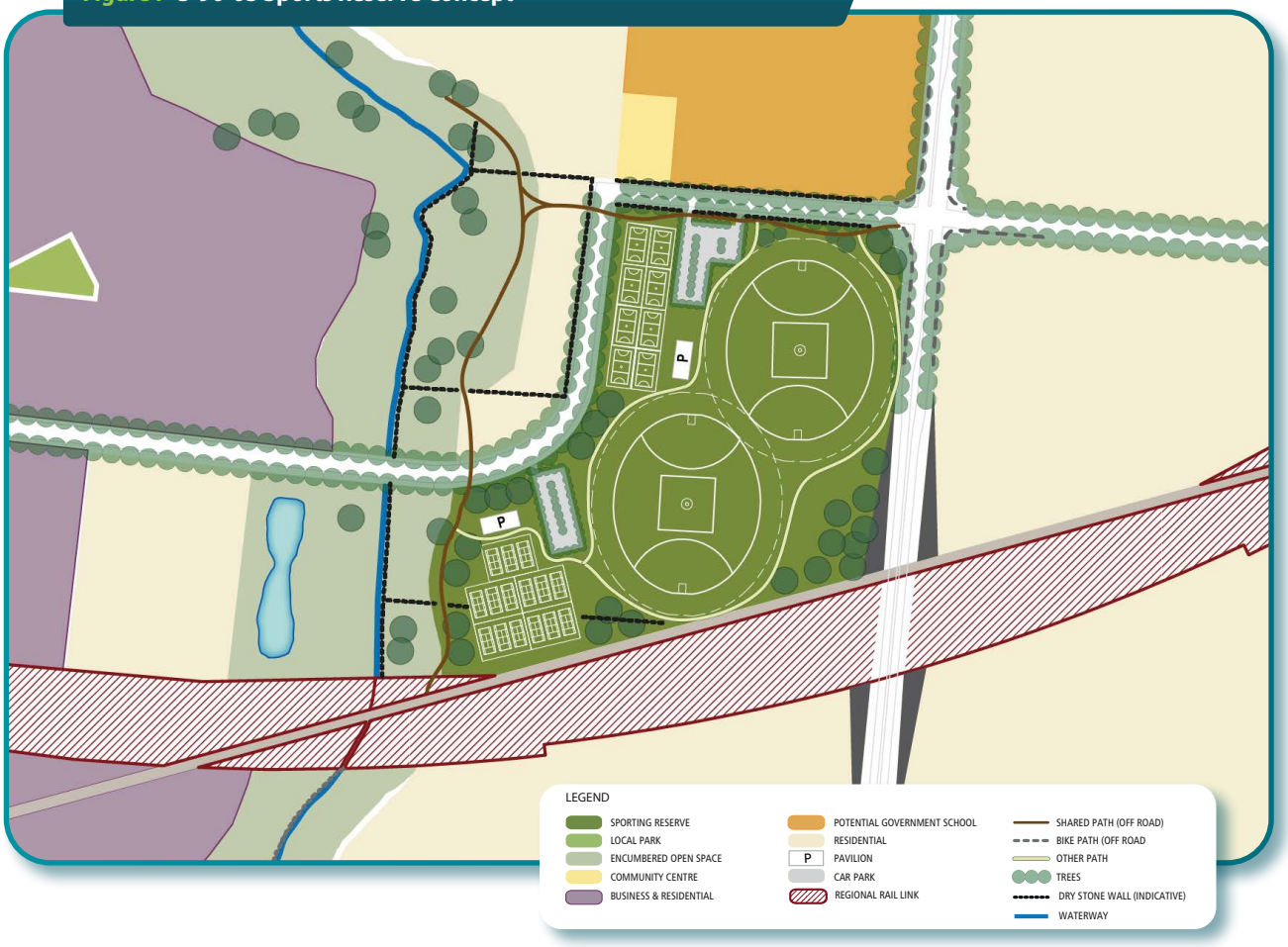
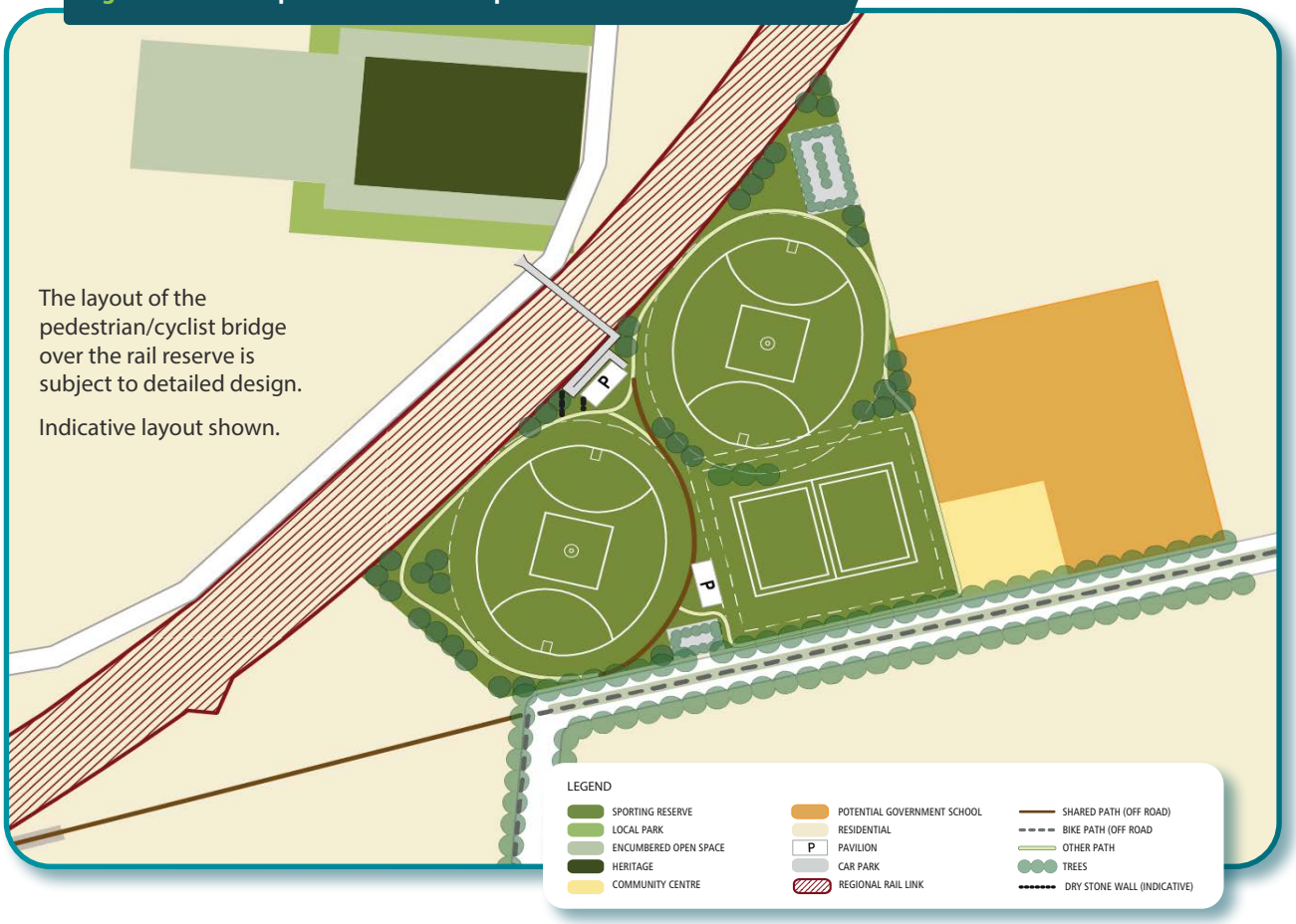
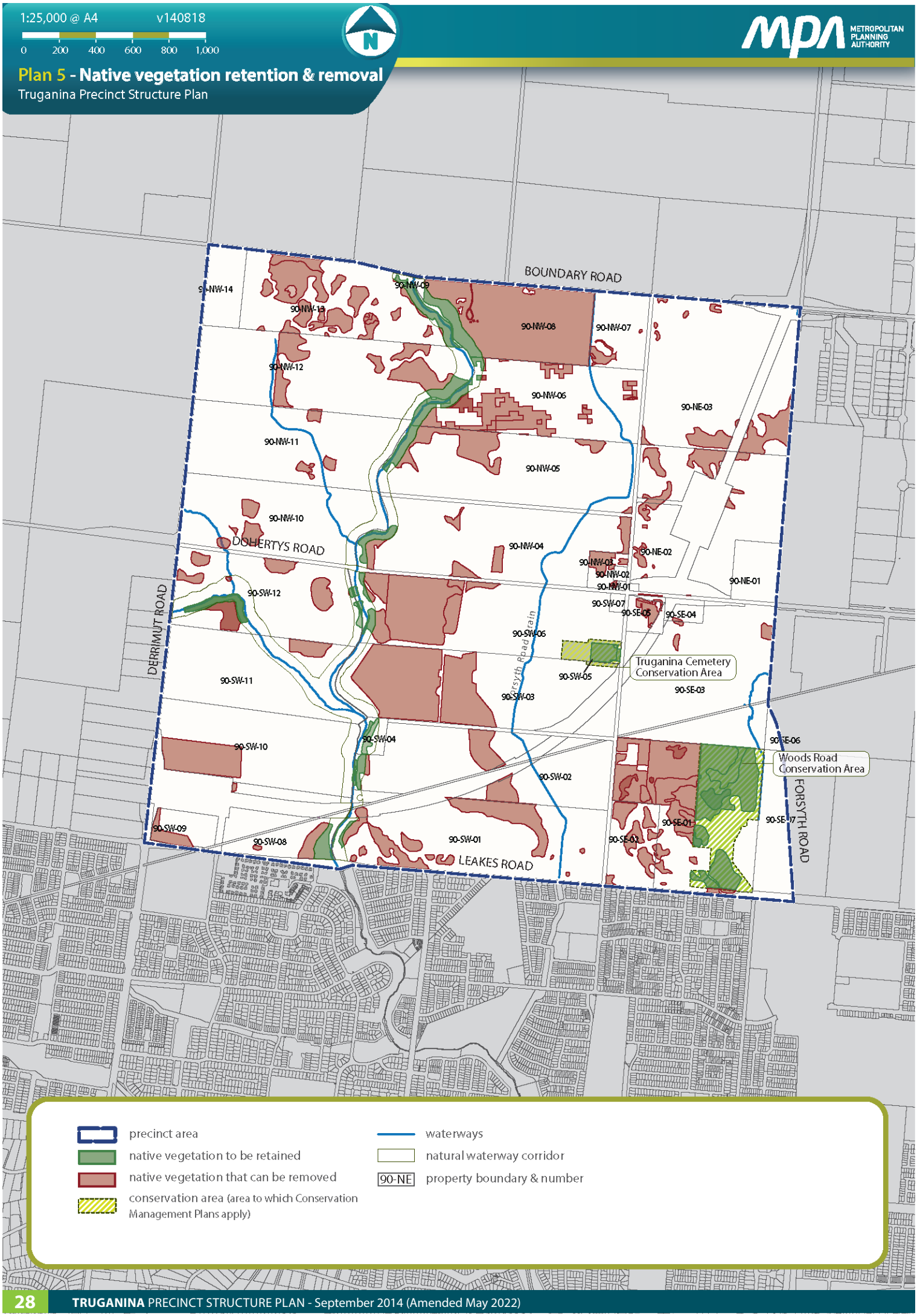


Figure 8 S-90-04 Sports Reserve Concept

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MPA METROPOLITAN PLANNING AUTHORITY
Plan 5 - Native vegetation retention & removal
Truganina Precinct Structure Plan
BOUNDARY ROAD
DOHERTYS ROAD
DERRIMUT ROAD
LEAKES ROAD
FORSYTH ROAD
Truganina Cemetery Conservation Area
Woods Road Conservation Area
90-NW-14
90-NW-13
90-NW-09
90-NW-08
90-NW-07
90-NW-12
90-NW-06
90-NE-03
90-NW-11
90-NW-05
90-NW-10
90-NW-04
90-NW-03
90-NW-02
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90-NE-01
90-SW-12
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90-SW-11
90-SW-03
90-SW-04
90-SE-06
90-SW-10
90-SW-02
90-SE-07
90-SE-01
90-SW-09
90-SW-08
90-SW-01
90-SE-02
precinct area
native vegetation to be retained
native vegetation that can be removed
conservation area (area to which Conservation Management Plans apply)
waterways
natural waterway corridor
90-NE property boundary & number

3.3.2 Community Facilities & Education

	REQUIREMENTS
R33	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.
R34	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 major town centre, local town centre or an existing community hub, as appropriate.
G23	Any private childcare, medical or similar facility should be located proximate to the Major Town Centre, 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.

3.4 BIODIVERSITY, THREATENED SPECIES & BUSHFIRE MANAGEMENT

3.4.1 Biodiversity & Natural Systems

	REQUIREMENTS
R35	Development within any Conservation Area must be in accordance with the Concept Plan and Interface Cross Section/Plan in Appendix H and I, and the relevant Conservation Management Plan to the satisfaction of the Department Environment & Primary Industries.
R36	Any public infrastructure or trails located within the Skeleton Creek and Dry Creek corridors must be designed to minimise disturbance to existing native vegetation and be placed generally in locations shown on Plan 7.
R37	A 20m buffer zone is to be provided around all edges of the Woods Road Conservation Area. This buffer zone is to exclude buildings, but may include roads, paths, nature strips, public open space and drainage infrastructure. A frontage road is to be provided between the conservation area and adjacent development in accordance with the cross section in Appendix H. Frontage roads are to contain street trees of indigenous species and no street trees are to be planted on the Conservation Area side of these roads. Frontage roads are not to include plant species that could behave as environmental weeds including vigorous rhizomatic grasses.
R38	Street trees in frontage roads adjacent the Truganina Cemetery must be limited to Sheoaks, Silver Banksia and Lightwoods.
R39	Design, baffle and locate adjoining lighting to minimise light spill and glare adjacent to a conservation area unless otherwise agreed by the Department of Environment and Primary Industries.
R40	Prior to the commencement of any subdivision, buildings or works within a conservation area a Construction Environment Management Plan must be approved to the satisfaction of the responsible authority and the Department of Environment and Primary Industries.
R41	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.

R42	Any permit granted for land within a conservation area, as described in the Biodiversity Conservation Strategy for Melbourne's Growth Corridors (The State of Victoria Department of Environment and Primary Industries, June 2013) ('the BCS'), must contain a condition that prevents the permit from having force and effect until the Minister administering the Environment Protection and Biodiversity Act 1999 (Cth) ('EPBC Act') has agreed, pursuant to Condition 4 of the 5 September 2013 EPBC Act approval for "All action associated with urban development in the Western growth corridor...", to a conservation area boundary generally in accordance with the incorporated Truganina Precinct Structure Plan. Following the Minister's agreement as decribed above this condition need no longer be included in a permit. Where the Minister's agreement is not forthcoming, the conservation area as described in the BCS applies for the purpose of this precinct structure plan. Note: The conservation areas described in the BCS for the Truganina Precinct Structure Plan are Conservation area No. 11, Woods Road, Truganina and Conservation area 10, Truganina Cemetery Grasslands and Buffer.
	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 conservation areas, waterway corridors and retained indigenous vegetation should be indigenous species.
G29	Where appropriate co-locate public open space areas with conservation areas and waterways to assist with their buffering.
G30	Where located adjacent or nearby each other, design and construct local parks to maximise integration with conservation areas.
G31	Drainage and stormwater wetlands should be designed to minimise the impact of urban stormwater on the biodiversity values of conservation areas.
G32	The Woods Road Conservation Area is to be fenced to provide protection of Golden Sun Moth habitat and other grassland biodiversity values. Fences are to be 1.2m in height.
	CONDITIONS
C3	**Kangaroo Management** A permit granted for subdivision of land north of the rail reserve must include the following conditions: • 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.

Amended by VC213 **C4**

Fencing of conservation areas

A permit granted to subdivide land where works are required to carry out the subdivision, or a permit granted to construct a building or carry out works, on land including or abutting a conservation area as shown in the Precinct Structure Plan, must including the following condition:

- Prior to the commencement of development, a conservation area fencing plan must be submitted to and approved by the Secretary to the Department of Environment, Land, Water, and Planning (as constituted under Part 2 of the Conservation, Forests and Lands Act 1987) (**Secretary**) to ensure the conservation area is adequately protected. The fencing plan must contain the following:

  - The boundaries of any conservation area, and the location of any scattered tree and the boundaries of any patch of native vegetation within the conservation area;

  - The location and alignment of temporary protection fencing showing the following minimum distance from the element to be protected:

Element	Distance
Conservation area	0.5 metres
Scattered tree	12x Diameter at a height of 1.3 metres
Patch of native vegetation	2 metres

  - The timing of installation and removal of temporary protection fencing;
  - The timing of installation of permanent fencing;
  - Location and details of ongoing maintenance vehicle access points;
  - The type of temporary and permanent fencing including materials, heights and spacing of uprights;
  - Frequency of inspections and rectification works for temporary protection fencing.

Amended by VC213 **C5**

Construction environmental management plans

A planning permit to subdivide land, construct a building, or construct or carry out works on or within 50 metres of land shown as a conservation area in the incorporated Precinct Structure Plan must include the following condition:

Before works start, a Construction Environmental Management Plan consistent with *DELWP requirements for Construction Environmental Management Plans under the Melbourne Strategic Assessment* (Department of Environment, Land, Water and Planning, November 2020) must be submitted to and approved by the Secretary to the Department of Environment, Land, Water, and Planning (as constituted under Part 2 of the Conservation, Forests and Lands Act 1987) and the responsible authority, demonstrating how the conservation area will be protected during works.

Once approved the plan will form part of the permit and must be implemented to the satisfaction of the Secretary and the responsible authority.

Amended by VC213 **C6**

Salvage and Translocation

Prior to the commencement of development, a salvage inquiry form must be submitted to the Secretary to the Department of Environment, Land, Water, and Planning (as constituted under Part 2 of the Conservation, Forests and Lands Act 1987) (**Secretary**), and where required the Secretary must be permitted to access the land to conduct salvage operations, in accordance with the requirements of the Salvage and Translocation Protocol for Melbourne's Growth Corridors (Department of Environment, Land, Water and Planning, 2018).

Security of conservation land

A permit to subdivide land containing a 'conservation area' must include the following condition:

Amended by VC213 **C7**

The owner of the land must, as part of the plan of subdivision (or the first plan of subdivision submitted for registration, in the case of any staged subdivision), create the 'conservation area' as a separate lot or reserve. The boundaries of the lot or reserve on the plan of subdivision are subject to the prior satisfaction of the Secretary to the Department of Environment, Land, Water and Planning as constituted under Part 2 of the Conservation, Forests and Lands Act 1987 (**Secretary**). The owner must further secure the conservation area, by causing that lot or reserve to be vested, transferred, or protected in perpetuity in one of the following ways:

- Prior to a statement of compliance being issued for the plan of subdivision (or, in the case of a staged subdivision, the plan of subdivision or masterplan which implements the first stage of the subdivision), enter into an agreement under section 173 of the Planning and Environment Act 1987 by which the owner agrees to transfer ownership of the conservation area to, or to vest the conservation area in, the Minister responsible for section 5 of the Crown Land (Reserves) Act 1978, the Council or Melbourne Water. The transfer or vesting must either be for no or nominal consideration. The Secretary and the person or body to whom the land is to be transferred or vested must also be a party to the agreement. The terms of the agreement must include that the owner pays the reasonable costs of the other parties to the agreement that were incurred for the preparation, execution, and registration of the agreement. The owner must cause the agreement to be registered prior to lodgement of the plan of subdivision for registration; or

- Prior to a statement of compliance being issued for the plan of subdivision (or, in the case of a staged subdivision, the plan of subdivision or masterplan which implements the first stage of the subdivision), enter into an agreement with the Secretary under section 69 of the Conservation, Forests and Lands Act 1987, which provides for the conservation and management of the conservation area by or on behalf of the owner in perpetuity. The terms of the agreement must include that the owner pays the reasonable costs of the Secretary incurred for the preparation, execution, and registration of the agreement. The owner must cause the agreement to be registered prior to lodgement of the plan of subdivision for registration.

The requirement to include the above condition does not apply if the permit applicant provides the responsible authority with a statement in writing from the Secretary, as constituted under Part 2 of the Conservation, Forests and Lands Act 1987, that the condition is not required because the Secretary is satisfied that either:

- the land containing the conservation area is expected to be further subdivided and a further planning permit will be required for that subdivision (to which the above condition requirement will apply); or

- the conservation area has been or will be otherwise secured in perpetuity.

Land management plan for conservation area

A permit to subdivide land containing a conservation area as shown in the Truganina Precinct Structure Plan must include the following condition:

Inserted by VC213 **C8**

Prior to the commencement of development, a land management plan for the conservation area land must be prepared by a suitably qualified consultant, submitted to, and approved by the Secretary to the Department of Environment, Land, Water, and Planning (as constituted under Part 2 of the Conservation, Forests and Lands Act 1987) (Secretary). The land management plan must outline how the biodiversity values for the land identified in the Biodiversity Conservation Strategy for Melbourne's Growth Corridors (Department of Environment and Primary Industries 2013) will be maintained, managed, and improved, including:

- How environmental weeds will be managed up until the securing of the conservation area.

- How any revegetation will be undertaken in coordination with weed management activities to prevent re-colonisation of weed species.

- How rubbish and hazards will be removed, and any contaminated material managed up until the securing of the conservation area.

Once approved the plan will form part of the permit and must be implemented to the satisfaction of the Secretary and the responsible authority.

3.4.2 Bushfire Management

	REQUIREMENTS
R43	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: » 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 8.1º). • The steepest grade on a road must be no more than 1 in 5 (20% or 11.3º) 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 7.1º) 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).
R44	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: • 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

Truganina Precinct Structure Plan

NOTES:

- The location and number of signalised intersections on Derrimut Road between Leakes Road and Dohertys Road will be confirmed through the preparation of the Urban Design Framework for the Tarneit Major Town Centre, to the satisfaction of VicRoads and the responsible authority.

- precinct area
- arterial road (6 lane)
- arterial road (6 lane, 60kph)
- arterial road (4 lane)
- arterial road (2 lane)
- feature connector street (refer table 6)
- connector street
- key access street
- connector road waterway crossing
- signalised intersection
- signalised intersection (bus only)
- pedestrian signals
- possible future signalised intersection
- cross-section number

3.5 TRANSPORT & MOVEMENT

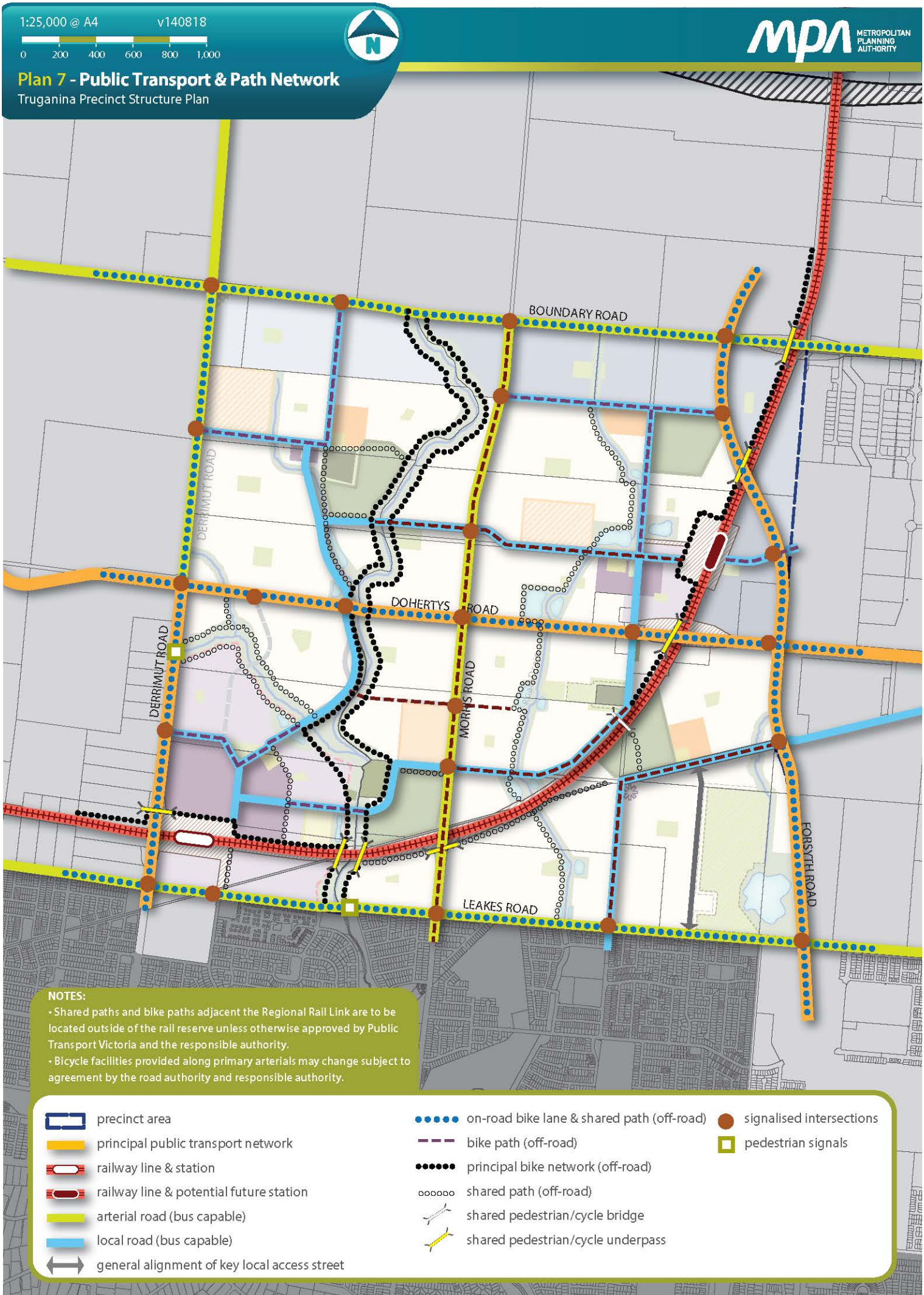
3.5.1 Street Network

	REQUIREMENTS
R45	Subdivisions layouts must form a permeable local street network that provides convenient access to local open space and allows for the effective integration with neighbouring properties.
R46	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. Examples of potential variations are provided in Appendix D, however others are encouraged, including but not limited to: • Varied street tree placement, • Varied footpath or carriageway placement, • Introduction of elements to create a boulevard effect, • Varied carriageway or parking bay pavement and • Differing tree outstand treatments. For the purposes of this requirement, changes to street tree species between or within streets does not constitute a variation. All alternative cross sections must ensure that; • 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 approved by the responsible authority.
R47	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.
R48	Convenient and direct access to the connector street 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.
R49	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.
R50	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.
R51	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.
R52	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.
R53	Frontage roads are to be the primary interface provided between development and the Regional Rail Link reserve shown on Plan 2. Public open space and allotments with direct frontage may be provided as a minor component of the raid reserve interface.
R54	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.
R55	Unless arrangements for the construction of the connector street waterway crossings shown on Plan 6 have been made to the satisfaction of the responsible authority, a permit for subdivision of land shown as property 90-SW-02, 90-SW-03, 90-SW-10, 90-SW-11, 90-SW-12, 90-NW-05, 90-NW-10 or 90-NW-11 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. The connector street crossing of Skeleton Creek north of Dohertys Road is not required to be constructed until the north-south connector road to the west has been constructed, and the cost of the crossing is to be shared between the owners of properties 90-NW-05, 90-NW-10 and 90-NW-11.

	GUIDELINES
G33	Street layouts should provide multiple convenient routes to major destinations such as the Tarneit Railway Station and Tarneit major town centre, the proposed future Truganina railway station site and Truganina local town centre and the arterial road network.
G34	Street block lengths should not exceed 240 metres to ensure a permeable and low speed environment for pedestrians, cyclists, and vehicles is achieved.
G35	Culs-de-sac should not detract from convenient pedestrian and vehicular connections.
G36	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.
G37	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: • Rear loaded lots with laneway access. • Vehicular access from the side of a lot. • Combined or grouped crossovers. • Increased lot widths.
G38	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
C9	Conditions for subdivision or building and works permits where land is required for road widening 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.

Table 6. Feature streets

CROSS SECTION	DESCRIPTION	WIDTH	PLANTING
11	Existing rock walls on either side of existing heritage government roadway retained in verges, linking Morris Road and Skeleton Creek via school and local sports reserve.	20.0m	Indigenous trees eg. Yellow Gum (Eucalyptus leucoxylon ssp connata)
12	Existing pipe track reserve to be located in central median with native grassland planting, fencing and shared path to Melbourne Water satisfaction.	33.6m	Indigenous grassland planting in median (no trees or shrubs). Large indigenous trees in verges eg Buloke (Allocasuarina luehmannii), Drooping She-oak (Allocasuarina verticillata).
7	Central median or wider verge linking Truganina Local Town Centre and train station with local sports reserve and Skeleton Creek.	27.5m	Indigenous/native trees eg. Grey Box (Eucalyptus microcarpa), Narrow-leafed Peppermint (Eucalyptus radiata)



Plan 7 - Public Transport & Path Network

Truganina Precinct Structure Plan

METROPOLITAN PLANNING AUTHORITY

NOTES:

- Shared paths and bike paths adjacent the Regional Rail Link are to be located outside of the rail reserve unless otherwise approved by Public Transport Victoria and the responsible authority.
- Bicycle facilities provided along primary arterials may change subject to agreement by the road authority and responsible authority.

- precinct area
- principal public transport network
- railway line & station
- railway line & potential future station
- arterial road (bus capable)
- local road (bus capable)
- general alignment of key local access street
- on-road bike lane & shared path (off-road)
- bike path (off-road)
- principal bike network (off-road)
- shared path (off-road)
- shared pedestrian/cycle bridge
- shared pedestrian/cycle underpass
- signalised intersections
- pedestrian signals

3.5.2 Public Transport

	REQUIREMENTS
R56	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.
R57	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
C10	Public transport 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: • 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 & Cycling

	REQUIREMENTS
R58	Design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing: • 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. All to the satisfaction of the coordinating roads authority and the responsible authority.
R59	Shared and pedestrian paths along waterways must: • 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. • Where a shared path is to be delivered on one side of a waterway as outlined on 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. All to the satisfaction of Melbourne Water and the responsible authority.
R60	Bicycle parking facilities are to be provided by development proponents in convenient locations at key destinations such as parks and activity centres.
R61	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.
R62	The alignment of off-road bicycle paths must be designed for cyclists travelling up to 30km/h.

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.

- precinct area
- natural waterway corridor
- constructed waterway corridor / drainage asset
- 1 in 100 year retarding basin for flood protection
- contours
- stormwater quality treatment asset (Indicative location).
- 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
- WL4 stormwater drainage & water quality treatment infrastructure (refer table 7)

3.6 INTEGRATED WATER MANAGEMENT & UTILITIES

3.6.1 Integrated Water Management & Utilities

	REQUIREMENTS
R63	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.
R64	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.
R65	Where a waterway is shown as 'natural' on Plan 8, development works must: • Not encroach past the waterway corridor defined in the 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.
R66	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.
R67	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.
R68	Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme, to the satisfaction of Melbourne Water.
	GUIDELINES
G39	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) initiatives.
G40	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.
G41	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.
G42	Where practical, integrated water management systems should be designed to: • 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.
G43	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, to the satisfaction of the responsible authority.

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

ID	DESCRIPTION	AREA (HA)	RESPONSIBILITY
RBWL1	Retarding basin containing stormwater quality treatment assets	3.10	Melbourne Water
RBWL2	Retarding basin containing stormwater quality treatment assets	4.08	Melbourne Water (retarding basin) Wyndham City (stormwater quality treatment assets)
RBWL3	Retarding basin containing stormwater quality treatment assets	2.45	Melbourne Water
RBWL4	Retarding basin containing stormwater quality treatment assets	5.22	Melbourne Water (retarding basin) Wyndham City (stormwater quality treatment assets)
RBWL5	Retarding basin containing stormwater quality treatment assets	2.70	Melbourne Water (retarding basin) Wyndham City (stormwater quality treatment assets)
RBWL6	Retarding basin containing stormwater quality treatment assets	2.63	Melbourne Water (retarding basin) Wyndham City (stormwater quality treatment assets)
RBWL7	Retarding basin containing stormwater quality treatment assets	1.74	Melbourne Water (retarding basin) Wyndham City (stormwater quality treatment assets)
RBWL8	Retarding basin containing stormwater quality treatment assets	0.65	Melbourne Water (retarding basin) Wyndham City (stormwater quality treatment assets)
RBWL9	Retarding basin containing stormwater quality treatment assets	11.90	Melbourne Water
WL1	Stormwater quality treatment asset	0.66	Wyndham City
WL2	Stormwater quality treatment asset	1.70	Wyndham City
WL3	Stormwater quality treatment asset	0.61	Wyndham City
WL4	Stormwater quality treatment asset	0.20	Wyndham City
WL5	Stormwater quality treatment asset	0.35	Wyndham City
WL6	Stormwater quality treatment asset	0.56	Wyndham City
WL7	Stormwater quality treatment asset	0.47	Wyndham City
WL8	Stormwater quality treatment asset	0.54	Wyndham City
WL9	Stormwater quality treatment asset	3.55	Melbourne Water
WL10	Stormwater quality treatment asset	0.78	Wyndham City
WL11	Stormwater quality treatment asset	1.50	Wyndham City
WL12	Stormwater quality treatment asset	0.36	Wyndham City
WL13	Stormwater quality treatment asset	1.20	Wyndham City
WL14	Stormwater quality treatment asset	0.91	Wyndham City
WL15	Stormwater quality treatment asset	0.87	Wyndham City

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

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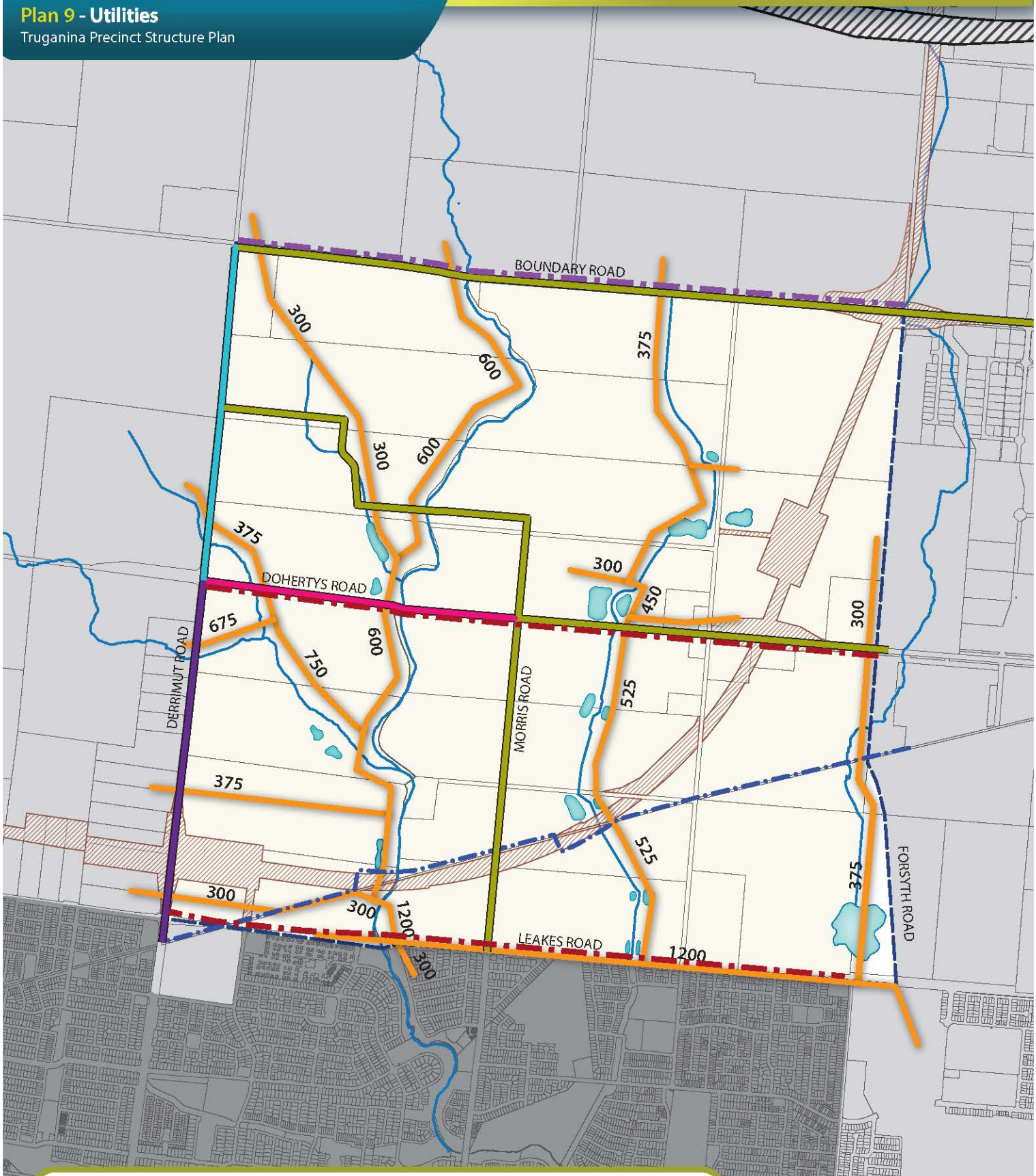
Plan 9 - Utilities

Truganina Precinct Structure Plan



- precinct area
- waterways
- 300 sewer mains & pipe diameter (mm)
- existing overhead 66kv powerlines
- future overhead 66kv powerlines
- existing overhead 220kv powerlines
- potable water main - 300/375mm diameter & recycled water main - 1150mm diameter
- potable water main - 450mm diameter & recycled water main - 300mm diameter
- potable & recycled water main - 450mm diameter
- potable & recycled water main - 300mm diameter
- existing water main within pipetrack reserve - 1150mm diameter

NOTES:

- **The alignment and size of utilities shown on this plan are indicative and subject to confirmation by the relevant service authority**

3.6.2 Utilities

	REQUIREMENTS
R69	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.
R70	Before development commences on a property, functional layout plans are to be submitted of the road network showing the location of all: • Underground services • Driveways/crossovers • Street lights • Street trees A typical cross section of each street is also to be submitted showing above and below ground placement of services, street lights and trees. 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.
R71	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.
R72	All existing above ground electricity cables of less than 66kv voltage must be placed underground as part of the upgrade of existing roads.
R73	All new electricity supply infrastructure (excluding substations and cables of a voltage of 66kv or greater) must be provided underground.
R74	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 contributions to open space requirements classified under Clause 52.01 or within the Wyndham North DCP.
R75	Utilities must be placed outside any conservation areas shown on Plan 5. Utilities must be placed outside of natural waterway corridors or on the outer edges these corridors to avoid disturbance to existing native vegetation, significant landform features (e.g. rock outcrops) and heritage sites to the satisfaction of Melbourne Water and the responsible authority.
R76	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
G44	Above ground utilities should be located outside of key view lines and screened with vegetation, as appropriate.
G45	Design and placement of underground services in new or upgraded streets should utilise the service placement guidelines outlined in Appendix E.
G46	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 Work By Developers

	REQUIREMENTS
R77	Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure: • Connector streets 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 streets, 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.
R78	Open space delivery All public open space (where not otherwise provided via a Development Contributions Plan) must be finished to a standard to the satisfaction of the Responsible Authority, prior to the transfer of the space to Council including but not limited to: • Removal of all existing disused structures, foundations, pipelines or stockpiles. • Cleared 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 to land identified as a sports reserve or district level local park. • Trees and other plantings (drought tolerant unless otherwise approved by Council). • Vehicle 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 F). • 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.

R79	Local sports reserves identified by a Development Contributions Plan must be vested in the relevant authority in a condition that enables: • Safe mowing using standard Council machinery. • Safe public use / access. Generally this may include: • 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. 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. Works associated with adjacent road construction (e.g. earthworks for a road embankment) are not eligible for works in kind credit. Any embankments as a result of abutting road construction should have a maximum 1:6 gradient.
R80	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: • Clearing of rubbish and weeds. • Essential repairs to and stabilisation of any structures. • Any fencing required to ensure the safety of the public. Any works carried out must be consistent with any relevant Cultural Heritage Management Plan and Conservation Management Plan.

3.7.2 Development Staging

REQUIREMENTS	
R81	Development staging must provide for the timely provision and delivery of: • Arterial road reservations. • Connector streets and connector street bridges. • Street links between properties, constructed to the property boundary. • Connection of the on- and off-road pedestrian and bicycle network.
R82	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.
GUIDELINES	
G47	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: • How the development, 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 of the development 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

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

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	Forsyth Road	4 lane arterial road (ultimate), creation of new road reserve.	Wyndham City	M L	Yes (interim) No (ultimate)	RD-90-01
Road	Morris Road	2 lane arterial road (ultimate), creation of new road reserve.	Wyndham City	M L	Yes (interim)* No (ultimate)	RD-90-02
Road	Leakes Road	6 lane arterial road (ultimate), road widening to form 41 metre reserve.	Wyndham City (second carriageway) VicRoads (ultimate)	M L	Yes (interim)* No (ultimate)	RD-90-03
Road	Dohertys Road	4 lane arterial road (ultimate), road widening to form 34 metre reserve.	Wyndham City	S L	Yes (interim)* No (ultimate)	RD-90-04
Road	Boundary Road	6 lane arterial road (ultimate), road widening to form 41 metre reserve.	Wyndham City (first carriageway) Melton City/VicRoads/State (second carriageway) VicRoads (ultimate)	M L L	Yes (interim)* No (ultimate)	RD-90-05
Road	Derrimut Road	6 lane arterial road (ultimate), road widening to form 41 metre reserve.	VicRoads	M	No	-
Bridge and culvert projects						
Bridge	Morris Road bridge over Regional Rail Link	Road bridge over Regional Rail Link and associated land.	Wyndham City	M	Yes (interim)* No (ultimate)	BR-90-04
Bridge	Forsyth Road bridge over Regional Rail Link	Road bridge over Regional Rail Link and associated land.	Wyndham City (land) State (bridge)	L	Yes (land) No (construction)	BR-90-08
Bridge	Boundary Road bridge over Skeleton Creek	Road bridge over Skeleton Creek.	Wyndham City (first carriageway) Melton City/VicRoads/State (second carriageway) VicRoads (ultimate)	M L L	Yes (interim) No (ultimate)	BR-90-01
Bridge	Dohertys Road bridge over Skeleton Creek	Road bridge over Skeleton Creek.	Wyndham City	S L	Yes (interim) No (ultimate)	BR-90-02
Bridge	Leakes Road bridge over Skeleton Creek	Road bridge over Skeleton Creek.	Wyndham City (second carriageway) VicRoads (ultimate)	S M	Yes (interim) No (ultimate)	BR-90-03
Bridge	Derrimut Road bridge over Dry Creek	Road bridge over Dry Creek.	VicRoads	M	No	-

CATEGORY	TITLE	DESCRIPTION	LEAD AGENCY	TIMING S=0-5 YEARS M=5-10 YEARS L=10 YEARS +	INCLUDED IN DCP	DCP REFERENCE NO.
Culvert	Boundary Road culvert crossings	Culvert crossing of Forsyth Drain.	Wyndham City / Melbourne Water (first carriageway) Melton City/VicRoads/State (second carriageway) VicRoads (ultimate)	M L L	No	-
Culvert	Dohertys Road culvert crossings	Culvert crossing of Forsyth Drain and Dry Creek tributary.	Wyndham City	S L	Yes (interim) No (ultimate)	CU-90-01 CU-90-04
Culvert	Leakes Road culvert crossings	Culvert crossing of Forsyth Drain.	Wyndham City (second carriageway) VicRoads (ultimate)	S L	Yes (interim) No (ultimate)	CU-90-02 CU-90-03
Culvert	Forsyth Road culvert crossings	Culvert crossing of Dohertys Drain.	Wyndham City	M	No	-
Bridge	Pedestrian bridge	Pedestrian bridge over Regional Rail Link	Wyndham City	M	Yes	BR-90-05
Intersection Projects						
Intersection	Boundary Road / North-South Connector	Signalised T intersection.	Wyndham City (first carriageway) Melton City/VicRoads/State (second carriageway) VicRoads (ultimate)	M L L	Yes (interim) No (ultimate)	IN-90-01
Intersection	Boundary Road / Morris Road	Signalised T intersection.	Wyndham City (first carriageway) Melton City/VicRoads/State (second carriageway) VicRoads (ultimate)	L L L	Yes (interim) No (ultimate)	IN-90-02
Intersection	Boundary Road / Forsyth Road	Signalised 4-way intersection.	Wyndham City (first carriageway) Melton City/VicRoads/State (second carriageway) VicRoads (ultimate)	M L L	Yes (interim) No (ultimate)	IN-90-03
Intersection	Morris Road / East-West Connector (northern)	Signalised T intersection.	Wyndham City	L L	Yes (interim) No (ultimate)	IN-90-04
Intersection	Forsyth Road / East-West Connector (northern)	Signalised T intersection.	Wyndham City	L L	Yes (interim) No (ultimate)	IN-90-05
Intersection	Morris Road / East-West Connector (north central)	Signalised 4-way intersection.	Wyndham City	M L	Yes (interim) No (ultimate)	IN-90-06
Intersection	Forsyth Road / East-West Connector (central)	Signalised 4-way intersection.	Wyndham City	M L	Yes (interim) No (ultimate)	IN-90-07
Intersection	Dohertys Road / North-South Local Access Level 2	Signalised T intersection.	Wyndham City	S L	Yes (interim) No (ultimate)	IN-90-08
Intersection	Dohertys Road / North-South Connector (western)	Signalised 4-way intersection.	Wyndham City	S L	Yes (interim) No (ultimate)	IN-90-09

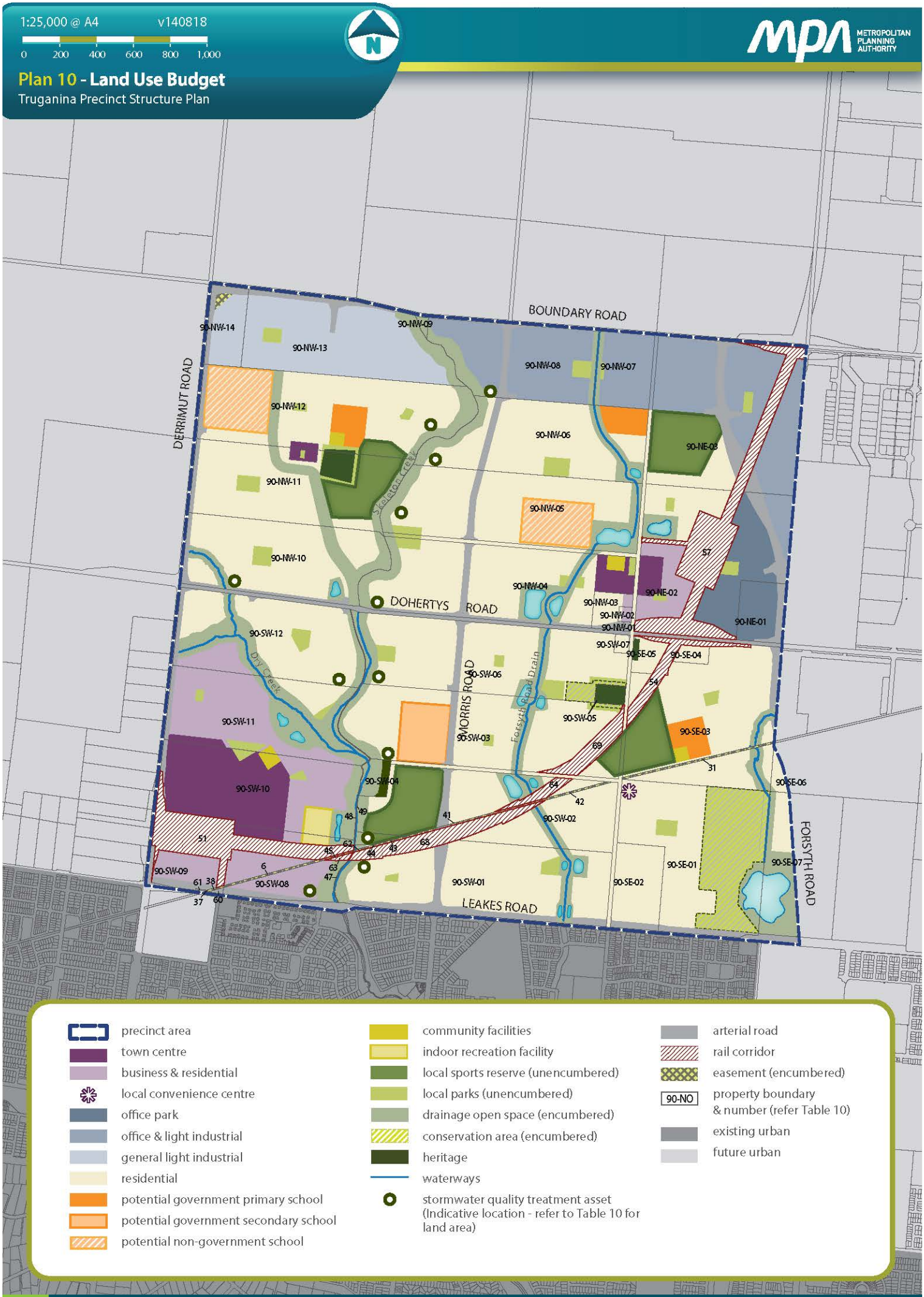
CATEGORY	TITLE	DESCRIPTION	LEAD AGENCY	TIMING S=0-5 YEARS M=5-10 YEARS L=10 YEARS +	INCLUDED IN DCP	DCP REFERENCE NO.
Intersection	Dohertys Road / Morris Road	Signalised 4-way intersection.	Wyndham City	S L	Yes (interim) No (ultimate)	IN-90-10
Intersection	Dohertys Road / Woods Road	Signalised 4-way intersection.	Wyndham City	S L	Yes (interim) No (ultimate)	IN-90-11
Intersection	Dohertys Road / Forsyth Road	Signalised 4-way intersection.	Wyndham City	M L	Yes (interim) No (ultimate)	IN-90-12
Intersection	Morris Road / East-West Local Access Level 2	Signalised 4-way intersection.	Wyndham City	S L	Yes (interim) No (ultimate)	IN-90-13
Intersection	Morris Road / East-West Connector (southern)	Signalised 4-way intersection.	Wyndham City	M L	Yes (interim) No (ultimate)	IN-90-14
Intersection	Leakes Road / Sunset Views Boulevard	Signalised 4-way intersection.	Wyndham City (second carriageway VicRoads (ultimate)	S L	Yes (interim) No (ultimate)	IN-90-15
Intersection	Leakes Road / Morris Road	Signalised 4-way intersection.	Wyndham City (second carriageway) VicRoads (ultimate)	S L	Yes (interim) No (ultimate)	IN-90-16
Intersection	Leakes Road / Woods Road	Signalised 4-way intersection.	Wyndham City (second carriageway) VicRoads (ultimate)	S L	Yes (interim) No (ultimate)	IN-90-17
Intersection	Leakes Road / Forsyth Road	Signalised 4-way intersection.	Wyndham City (second carriageway) VicRoads (ultimate)	S L	No (Truganina Employment DCP)	-
Intersection	Forsyth Road / East-West Connector Blvd (southern)	Signalised 4-way intersection.	Wyndham City	M L	Yes (interim) No (ultimate)	IN-90-19
Intersection	Derrimut Road / Boundary Road	Signalised 4-way intersection.	Wyndham City (interim) Melton City/VicRoads/State (upgrade) VicRoads (ultimate)	M L L	Yes (interim) No (ultimate)	IN-89-04
Intersection	Derrimut Road / East-West Connector (northern)	Signalised 4-way intersection.	Wyndham City (interim) VicRoads (ultimate)	M L	Yes (interim) No (ultimate)	IN-89-06
Intersection	Derrimut Road / Dohertys Road	Roundabout (interim). Signalised 4-way intersection (ultimate).	Wyndham City (interim) VicRoads (ultimate)	S M	Yes (interim)* No (ultimate)	IN-89-10
Intersection	Derrimut Road / East-West Connector (southern)	Signalised 4-way intersection.	Wyndham City (interim) VicRoads (ultimate)	M L	Yes (interim) No (ultimate)	IN-89-12
Intersection	Derrimut Road / Leakes Road	Signalised 4-way intersection.	Wyndham City (interim) VicRoads (ultimate)	M L	Yes (interim) No (ultimate)	IN-89-16

CATEGORY	TITLE	DESCRIPTION	LEAD AGENCY	TIMING S=0-5 YEARS M=5-10 YEARS L=10 YEARS +	INCLUDED IN DCP	DCP REFERENCE NO.
Intersection	Two possible future intersections on Derrimut Road	Located between Dohertys and Leakes Roads as shown on Plan 6.	TBC	TBC	No	-
Pedestrian signals	Leakes Road at Skeleton Creek	Signliased pedestrian crossing	Wyndham City (interim) VicRoads (ultimate)	S L	Yes (interim) No (ultimate)	IN-90-18
Pedestrian signals	Derrimut Road at Dry Creek	Signliased pedestrian crossing	Wyndham City (interim) VicRoads (ultimate)	S L	Yes (interim) No (ultimate)	IN-89-17
Community Facilities						
Community	Childrens Centre (Level 1)	Multi-purpose community centre including kindergarten rooms.	Wyndham City	S – M	Yes	CO-90-01
Community	Childrens Centre (Level 1)	Multi-purpose community centre including kindergarten rooms.	Wyndham City	S – M	Yes	CO-90-02
Community	Multi-purpose Community Centre (Level 2)	Multi-purpose community centre including kindergarten rooms and maternal child health.	Wyndham City	S – M	Yes	CO-90-03
Community	Multi-purpose Community Centre (Level 2)	Multi-purpose community centre including kindergarten rooms and maternal child health.	Wyndham City	S – M	Yes	CO-90-04
Community	Indoor recreation facility	Land and construction of indoor recreation facility.	Wyndham City	S – L	Yes (land) No (construction)	IS-90-01
Community	Government primary school	Land and construction of government school.	DEECD	S – M	No	-
Community	Government primary school	Land and construction of government school.	DEECD	S – M	No	-
Community	Government primary school	Land and construction of government school.	DEECD	S – M	No	-
Community	Government secondary school	Land and construction of government school.	DEECD	S – M	No	-
Community	Non-government P-12 school	Land and construction of non-government school.	Catholic Education Office	M	No	-
Community	Non-government P-12 school	Al-Taqwa Collage (Olive Branch campus)	The Islamic School of Victoria (Werribee College)	S	No	-

CATEGORY	TITLE	DESCRIPTION	LEAD AGENCY	TIMING S=0-5 YEARS M=5-10 YEARS L=10 YEARS +	INCLUDED IN DCP	DCP REFERENCE NO.
Open Space						
Sporting reserve	S 90-01 - North-Western Reserve	Land and construction of sporting reserve	Wyndham City	S – M	Yes	S-90-01
Sporting reserve	S 90-02 - North-Eastern Reserve	Land and construction of sporting reserve	Wyndham City	S – M	Yes	S-90-02
Sporting reserve	S 90-03 - South-Western Reserve	Land and construction of sporting reserve	Wyndham City	S – M	Yes	S-90-03
Sporting reserve	S 90-04 - South-Eastern Reserve	Land and construction of sporting reserve	Wyndham City	S – M	Yes	S-90-04
Other infrastructure						
Transport	Potential future Truganina station	Train station associated with Truganina local town centre and pedestrian crossing of railway line	PTV	L	No	-
Transport	Bus services	Delivery of bus servcies	PTV	M-L	No	-

PTV = Public Transport Victoria, DEECD = Department of Education & Early Childhood Development, TBC = To be confirmed

* = Priority project in the Wyndham North DCP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Plan 10 - Land Use Budget
Truganina Precinct Structure Plan
METROPOLITAN PLANNING AUTHORITY
BOUNDARY ROAD
DERRIMUT ROAD
DOHERTYS ROAD
MORRIS ROAD
FORSYTH ROAD
LEAKES ROAD
Skeleton Creek
Dry Creek
Forsyth Road Drain
90-NW-14
90-NW-13
90-NW-09
90-NW-08
90-NW-07
90-NW-12
90-NW-06
90-NE-03
90-NW-11
90-NW-05
90-NW-10
90-NW-04
90-NW-03
90-NW-02
90-NW-01
90-NE-02
90-NE-01
90-SW-12
90-SW-07
90-SE-05
90-SE-04
90-SW-06
90-SW-11
90-SW-05
90-SE-03
90-SW-03
90-SW-10
90-SW-04
90-SE-06
90-SW-02
90-SW-09
90-SW-08
90-SW-01
90-SE-02
90-SE-01
90-SE-07
precinct area
town centre
business & residential
local convenience centre
office park
office & light industrial
general light industrial
residential
potential government primary school
potential government secondary school
potential non-government school
community facilities
indoor recreation facility
local sports reserve (unencumbered)
local parks (unencumbered)
drainage open space (encumbered)
conservation area (encumbered)
heritage
waterways
stormwater quality treatment asset (Indicative location - refer to Table 10 for land area)
arterial road
rail corridor
easement (encumbered)
90-NO property boundary & number (refer Table 10)
existing urban
future urban

4.0 APPENDICES

4.1 APPENDIX A - LAND BUDGET

The Net Developable Area (NDA) is established by deducting the land requirements for community facilities, public and private education facilities, arterial roads and open space (active and passive) from the Total Precinct Area. The NDA for the Truganina Precinct is 699 hectares which equates to approximately 64% of the PSP area.

Of the 699 NDHa, 558 Ha will be primarily for residential use (NDA-R) and 141 Ha will be dedicated for employment use (NDA-E).

The land budget shows that the PSP will a yield approximately 9,105 lots with an average density of approximately 16 dwellings per Net Developable Hectare (Residential & town centres) (NDA-R).

An average household size of 2.8 persons for conventional density housing (based on Victoria in Future 2012), is used to estimate the future population of the PSP area. On this basis the future population of the PSP is estimated at approximately 25,493 residents.

The PSP is also expected to yield more than 10,725 jobs for future residents.

See Plan 10: Land Use Budget, Table 9 Summary Land Use Budget and Table 10 Property Specific land Use Budget.

DESCRIPTION	HECTARES	% OF PRECINCT	% OF NDA
TOTAL PRECINCT AREA (ha)	1,089.37	100%	
TRANSPORT			
New Arterial Roads / Widening	40.19	3.69%	5.75%
Derrimut Road PAO	6.14	0.56%	0.88%
Existing Other Road Reserve Not Available for Development	18.55	1.70%	2.65%
Railway Reserve	54.70	5.02%	7.83%
SUB-TOTAL	119.58	10.89%	17.11%
EDUCATION & COMMUNITY			
Government Education	18.90	1.73%	2.70%
Non-Government Education	22.10	2.03%	3.16%
Community Centres	2.80	0.26%	0.40%
Indoor Sports	3.00	0.28%	0.43%
SUB-TOTAL	46.80	4.30%	6.70%
OPEN SPACE			
SERVICE OPEN SPACE			
Drainage - Waterways, Retardation & Wetlands	116.81	10.72%	16.71%
Drainage - Stormwater Quality Treatment Asset*	8.34	0.77%	1.19%
Other Conservation	24.30	2.23%	3.48%
Heritage (Post Contact)	5.77	0.53%	0.83%
Utilities Easements	3.60	0.33%	0.51%
SUB-TOTAL	158.82	14.58%	22.73%
CREDITED OPEN SPACE			
Sports Reserves	45.77	4.20%	6.55%
Local Parks (Residential)	16.75	1.54%	2.40%
Local Parks (Employment)	2.81	0.26%	0.40%
SUB-TOTAL	65.33	6.00%	9.35%
SUB-TOTAL ALL OPEN SPACE	**224.15**	**20.58%**	**32.07%**
TOTAL NET DEVELOPABLE AREA (NDA) Ha	**698.84**	**64.15%**	
NET DEVELOPABLE AREA - EMPLOYMENT (NDA-E) Ha	**140.62**	**12.91%**	
NET DEVELOPABLE AREA - RESIDENTIAL (NDA-R) Ha	**558.23**	**51.24%**	

Residential Credited Open Space expressed as % of NDA-R		
DISCRIPTION	PSP 1090 TRUGANINA	
	HECTARES	% OF NDA-R
Sports Reserves	45.77	8.20%
Local Parks (Residential)	16.75	3.00%
TOTAL	62.52	11.20%

Employment Credited Open Space expressed as % of NDA-E		
DISCRIPTION	PSP 1090 TRUGANINA	
	HECTARES	% OF NDA-R
Local Parks (Employment)	2.81	2.00%

Estimated Dwelling Yield and Population			
DISCRIPTION	PSP 1090 TRUGANINA		
	NDA-R (Ha)	Dwell / NDHa-R	Dwellings
Totals - Residential Yield against NDHa-R	558.23	16.31	9,105
Anticipated Population @2.8 PP Dwelling			25,493

Table 9. Summary Land Budget

Notes:

The detailed land budget included in this Appendix clearly sets out the NDA for every property included in the PSP. The NDA will not be amended to respond to minor changes to land budgets that may result from the subdivision process for any other reason than those stated above, unless the variation is agreed to by Responsible Authority.

The land budget has been prepared to reflect current advice from Melbourne Water regarding land required for drainage assets as part of the preparation of draft Development Services Schemes (DSS) for the PSP area (refer Table 7). The land required for DSS drainage assets may be subject to minor refinement through the subdivision process.

The land budget has been prepared consistent with the Melbourne Water Development Services Scheme to allow for best practice water quality treatment. The DSS may allow for alternative water quality treatment solutions, subject to Melbourne Water approval.

The preparation of this PSP has been based on an Aboriginal Cultural Heritage Assessment of a 'Standard' level. Any additional areas of Aboriginal cultural heritage significance identified through the preparation of Cultural Heritage Management Plans for individual properties are to be incorporated into the open space network (where this does not have a significant impact on open space distribution and useability), otherwise additional land will need to be provided on individual properties for the retention of areas of significance.

The area for 'Non Government Education' have been removed from the Net Developable Area (NDA) and excluded from the corresponding Development Contributions Plan (i.e Wyndham North DCP). If the use of that land is subsequently for a purpose other than a non government school, the owner of that land must pay development contributions in accordance with the provisions of the DCP.

*Note: Drainage - stormwater quality treatment assets are shown on plan 8 and 10 as symbols.

Table 10. Property-specific land budget

		TRANSPORT				EDUCATION & COMMUNITY				SERVICE OPEM SPACE					CREDITED OPEN SPACE						
PSP PROPERTY ID	TOTAL PROPERTY AREA (HA)	NEW ARTERIAL ROADS / WIDENING	DERRIMUT ROAD PAO	EXISTING OTHER ROAD RESERVE NOT AVAILABLE FOR DEVELOPMENT	RAILWAY RESERVE	GOVERNMENT EDUCATION	NON-GOVERNMENT EDUCATION	COMMUNITY CENTRES	INDOOR SPORTS	DRAINAGE - WATERWAYS, RETARDATION & WETLANDS	DRAINAGE - STORMWATER QUALITY TREATMENT ASSET*	OTHER CONSERVATION	HERITAGE (POST CONTRACT)	UTILITIES EASEMENTS	SPORTS RESERVES	LOCAL PARKS (RESIDENTIAL)	LOCAL PARKS (EMPLOYMENT)	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
PSP 90 - TRUGANINA																					
PROPERTIES																					
90-NE-01-E	8.101	1.566	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6.54	6.54	0.00	80.67%
90-NE-02-R	20.733	0.007	-	-	-	-	-	-	-	2.450	-	-	-	-	-	0.580	0.610	17.09	0.00	17.09	82.41%
90-NE-02-E	20.783	3.066	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17.72	17.72	0.00	85.25%
90-NE-03-R	18.402	1.148	-	-	-	-	-	-	-	-	-	-	-	-	11.870	-	-	5.38	0.00	5.38	29.26%
90-NE-03-E	40.587	4.212	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.500	35.88	35.88	0.00	88.39%
90-NW-01	0.201	0.188	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.01	0.00	0.01	6.50%
90-NW-02	0.569	0.002	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.57	0.00	0.57	99.72%
90-NW-03	3.495	0.528	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.97	0.00	2.97	84.90%
90-NW-04	52.704	3.233	-	-	-	-	-	0.800	-	8.117	0.560	-	-	-	-	1.371	-	38.62	0.00	38.62	73.28%
90-NW-05	51.402	1.390	-	-	-	-	9.600	-	-	7.715	0.200	-	-	-	-	0.686	-	31.81	0.00	31.81	61.89%
90-NW-06	42.950	2.067	-	-	-	3.500	-	-	-	6.376	0.610	-	-	-	-	1.370	-	29.03	0.00	29.03	67.58%
90-NW-07-E	12.200	0.003	-	-	-	-	-	-	-	1.120	-	-	-	-	-	-	0.140	10.94	10.94	0.00	89.65%
90-NW-08-E	32.852	1.894	-	-	-	-	-	-	-	3.958	0.660	-	-	-	-	-	0.860	25.48	25.48	0.00	77.56%
90-NW-09-E	0.463	-	-	-	-	-	-	-	-	0.445	-	-	-	-	-	-	-	0.02	0.02	0.00	3.81%
90-NW-10	41.663	1.300	0.814	-	-	-	-	-	-	6.942	0.350	-	-	-	-	1.000	-	31.26	0.00	31.26	75.03%
90-NW-11	44.765	-	0.841	-	-	-	-	-	-	5.392	-	-	2.482	-	9.092	1.752	-	25.21	0.00	25.21	56.31%
90-NW-12	57.333	0.113	0.889	-	-	3.500	12.500	0.600	-	5.589	1.700	-	0.207	-	1.914	1.010	-	29.31	0.00	29.31	51.13%
90-NW-13-E	42.735	2.280	-	-	-	-	-	-	-	3.077	-	-	-	-	-	-	0.702	36.68	36.68	0.00	85.82%
90-NW-14-E	8.635	0.663	0.994	-	-	-	-	-	-	-	-	-	-	0.411	-	-	-	6.57	6.57	0.00	76.06%
90-SE-01	52.728	1.122	-	-	-	-	-	-	-	3.344	-	21.960	-	-	-	0.910	-	25.39	0.00	25.39	48.16%
90-SE-02	11.989	0.798	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11.19	0.00	11.19	93.34%
90-SE-03	53.517	1.557	-	-	-	3.500	-	0.600	-	3.174	-	-	-	-	8.238	0.500	-	35.95	0.00	35.95	67.17%
90-SE-04	1.647	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.65	0.00	1.65	100.00%
90-SE-05	2.941	0.022	-	-	-	-	-	-	-	-	-	-	0.355	-	-	-	-	2.56	0.00	2.56	87.19%
90-SE-06	1.565	-	-	-	-	-	-	-	-	0.055	-	-	-	-	-	-	-	1.51	0.00	1.51	96.47%
90-SE-07	12.760	-	-	-	-	-	-	-	-	9.544	-	-	-	-	-	-	-	3.22	0.00	3.22	25.21%
90-SW-01	54.241	6.131	-	-	-	-	-	-	-	5.084	1.270	-	0.084	-	0.864	1.020	-	39.79	0.00	39.79	73.35%
90-SW-02	44.199	1.344	-	-	-	-	-	-	-	4.828	-	-	-	-	11.610	-	-	26.42	0.00	26.42	59.77%
90-SW-03	55.655	1.460	-	-	-	8.400	-	-	-	5.014	0.780	0.360	-	-	1.675	0.785	-	37.18	0.00	37.1 8	66.81%
90-SW-04	2.945	-	-	-	-	-	-	-	-	1.953	-	-	0.993	-	-	-	-	0.00	0.00	0.00	0.00%
90-SW-05	1.648	-	-	-	-	-	-	-	-	-	-	-	1.648	-	-	-	-	0.00	0.00	0.00	0.00%
90-SW-06	53.441	0.883	-	-	-	-	-	-	-	5.793	0.540	1.984	-	-	-	2.529	-	41.71	0.00	41.71	78.05%
90-SW-07	0.807	0.035	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.77	0.00	0.77	95.63%
90-SW-08	9.007	1.234	-	-	-	-	-	-	-	1.784	1.200	-	-	-	-	-	-	4.79	0.00	4.79	53.17%
90-SW-09	14.559	1.179	0.246	-	-	-	-	-	0.802	-	-	-	-	-	-	-	-	12.33	0.00	12.33	84.71%
90-SW-10	42.451	0.004	0.638	-	-	-	-	0.685	2.198	3.133	-	-	-	-	-	0.676	-	35.12	0.00	35.12	82.73%
90-SW-11	40.839	0.134	0.836	-	-	-	-	0.115	-	11.613	-	-	-	-	-	1.240	-	26.90	0.00	26.90	65.87%
90-SW-12	42.210	0.250	0.882	-	-	-	-	-	-	9.253	0.470	-	-	-	-	0.900	-	30.46	0.00	30.46	72.15%
SUB-TOTAL	999.72	39.81	6.14	0.00	0.00	18.90	22.10	2.80	3.00	115.75	8.34	24.30	5.77	0.41	45.26	16.33	2.81	687.99	139.81	548.19	

		TRANSPORT				EDUCATION & COMMUNITY				SERVICE OPEM SPACE					CREDITED OPEN SPACE						
PSP PROPERTY ID	TOTAL PROPERTY AREA (HA)	NEW ARTERIAL ROADS / WIDENING	DERRIMUT ROAD PAO	EXISTING OTHER ROAD RESERVE NOT AVAILABLE FOR DEVELOPMENT	RAILWAY RESERVE	GOVERNMENT EDUCATION	NON-GOVERNMENT EDUCATION	COMMUNITY CENTRES	INDOOR SPORTS	DRAINAGE - WATERWAYS, RETARDATION & WETLANDS	DRAINAGE - STORMWATER QUALITY TREATMENT ASSET*	OTHER CONSERVATION	HERITAGE (POST CONTRACT)	UTILITIES EASEMENTS	SPORTS RESERVES	LOCAL PARKS (RESIDENTIAL)	LOCAL PARKS (EMPLOYMENT)	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
OTHER (ROAD & RAIL RESERVES)																					
6 (gase easement)	0.548	-	-	-	-	-	-	-	-	-	-	-	-	0.548	-	-	-	0.00	0.00	0.00	0.00%
31 (gas easement)	0.848	-	-	-	-	-	-	-	-	-	-	-	-	0.848	-	-	-	0.00	0.00	0.00	0.00%
41 (gas easement)	0.481	-	-	-	-	-	-	-	-	-	-	-	-	0.481	-	-	-	0.00	0.00	0.00	0.00%
37 (gas easement)	0.021	-	-	-	-	-	-	-	-	-	-	-	-	0.021	-	-	-	0.00	0.00	0.00	0.00%
38 (gas easement)	0.084	-	-	-	-	-	-	-	-	-	-	-	-	0.084	-	-	-	0.00	0.00	0.00	0.00%
43 (gas easement)	0.174	-	-	-	-	-	-	-	-	-	-	-	-	0.174	-	-	-	0.00	0.00	0.00	0.00%
45 (gas easement)	0.179	-	-	-	-	-	-	-	-	-	-	-	-	0.179	-	-	-	0.00	0.00	0.00	0.00%
46	0.046	-	-	-	-	-	-	-	-	0.046	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%
47	0.046	-	-	-	-	-	-	-	-	0.046	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%
48	0.223	-	-	-	-	-	-	-	-	0.223	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%
49	0.223	-	-	-	-	-	-	-	-	0.223	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%
42 (gas easement)	0.646	-	-	-	-	-	-	-	-	-	-	-	-	0.646	-	-	-	0.00	0.00	0.00	0.00%
44 (gas easement)	0.140	-	-	-	-	-	-	-	-	-	-	-	-	0.140	-	-	-	0.00	0.00	0.00	0.00%
51	15.506	-	-	-	15.506	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%
54	4.356	-	-	-	4.356	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%
57	21.183	-	-	-	21.183	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%
60	0.145	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.15	0.00	0.15	100.00%
61	0.040	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.04	0.00	0.04	100.00%
62	0.150	-	-	-	0.030	-	-	-	-	0.120	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%
63	0.296	-	-	-	0.296	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%
64	1.674	-	-	-	1.674	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%
68	7.065	-	-	-	7.065	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%
69	4.076	-	-	-	4.076	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%
BOUNDARY ROAD	3.164	-	-	3.164	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%
DERRIMUT ROAD	3.819	-	-	3.819	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%
DOHERTYS ROAD	6.711	-	-	6.711	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00	0.00	0.00%
LEAKES ROAD	5.777	-	-	4.858	-	-	-	-	-	-	-	-	-	-	-	-	-	0.92	0.00	0.92	15.91%
WOODS ROAD-R	5.846	0.042	-	-	0.202	-	-	-	-	-	-	-	-	-	0.507	-	-	5.10	0.00	5.10	87.15%
WOODS ROAD-E	0.809	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.81	0.81	0.00	100.00%
R1 (Between Bndry & Dohertys rd)	2.879	-	-	-	-	-	-	-	-	0.276	-	-	-	-	-	0.418	-	2.18	0.00	2.18	75.89%
R2 (Between Leakes & Dohertys rd)	2.493	0.338	-	-	0.309	-	-	-	-	0.121	-	-	-	0.068	-	-	-	1.66	0.00	1.66	66.48%
SUB-TOTAL	89.64	0.38	0.00	18.55	54.70	0.00	0.00	0.00	0.00	1.05	0.00	0.00	0.00	3.19	0.51	0.42	0.00	10.85	0.81	10.04	
PSP 90 TOTAL	**1089.37**	**40.19**	**6.14**	**18.55**	**54.70**	**18.90**	**22.10**	**2.80**	**3.00**	**116.81**	**8.34**	**24.30**	**5.77**	**3.60**	**45.77**	**16.75**	**2.81**	**698.84**	**140.62**	**558.23**	**64.15%**

* Drainage - Stormwater Quality Treatment Assets are shown as symbols on Plan 8 and 10

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 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.

Principle 5 Focus on a public space as the centre of community life.	• 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.
Principle 6 Integrate local employment and service opportunities in a business friendly environment.	• 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.
Principle 7 Include a range of medium and high density housing and other forms of residential uses within and surrounding the Local Town Centre.	• 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.
Principle 8 Design the Local Town Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.	• 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.

	• 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.

Principle 9
 	
Create a sense of place with high quality engaging urban design.
	• 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:
	  • 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.

	• 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.
	• 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:
	  • 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.

Part 2 – Tarneit major town centre

Guidance for the preparation of an urban design framework

Overview

The Tarneit major town centre is intended to form a dense cluster of employment, retail, and residential uses, leveraging off the rare opportunity of a greenfield location with a high level of inter-regional connectivity through the new railway station and surrounding arterial roads.

Tarneit will be the highest order centre in the Wyndham North sub-corridor and will be one of the most significant centres in the municipality. Given its position in the regional activity-centre hierarchy, Tarneit will be the primary destination for:

- Business services.
- Shopping.
- Entertainment.
- Community, government, and non-government services.
- Medical and healthcare services.
- Tertiary level education and training.
- Metropolitan transport services.

The centre's position in the activity centre hierarchy means that in the medium term it will become a focus for both public and private investment and an important driver of regional growth. The broad range of land uses and functions are targeted to create a range of local job opportunities . In addition, the centre has the capacity to deliver a significant amount of new dwellings across a full spectrum of medium and high density housing typologies over the longer term.

Structurally the centre is to be based on a permeable grid of active, landscaped streets that connect with the amenity of the surrounding creeks and integrate adjacent residential neighbourhoods. These links will be further strengthened by a town green that draws on the existing amenity and forms a focal point in the middle of the centre.

Overall, this design of Tarneit must appropriately respond to the significance of its context and maximise the value of government investment in the Regional Rail Link. To this end, an important factor will be a clear demonstration of its ability to grow, evolve, and diversify with the surrounding community to ensure that the centre can meet its full potential.

Precincts

The major town centre is divided into four precincts, as depicted in Figure 1 of this PSP.

The precincts are characterized by their predominant land uses, structure, and relationships to infrastructure and amenity. The precincts represent a hierarchy ranging from the more intense town centre core to the less intense, largely-residential development interfacing with Skeleton and Dry Creek.

Town centre core

The town centre core will the primary area for retail and entertainment functions. The core is intended to be transit-oriented, sitting alongside Tarneit station on the northern side of the railway line and east of Derrimut Road and cover approximately 27 hectares. The core is to be structured on a permeable grid of public streets with blocks configured to optimize flexibility for a broad range of land uses over the short, medium, and long run.

At the end of the extension of Sunset Views Boulevard the park should expand into a larger civic green that provides the major town centre with a central point of focus.

In the middle the liner park expands into a larger civic green that will provide a central focus for the major town centre and wider community.

A series of connector roads and access streets are intended to form strong landscaped connections between the core and Skeleton and Dry Creek which form the basis of a wider integrated open space network.

Development should leverage off multi-level mixed use development and identification of opportunities for consolidation and intensification to deliver a range of high-density housing typologies. The access to local amenity and employment opportunities and wider metropolitan connectivity means the Tarneit major town centre will be a significant opportunity for the municipality in the long-term realization of alternative housing types largely missing from the local area.

Land uses
• Up to 50,000m2 of retail floor space (without a planning permit). • Retail includes, but is not limited to – supermarkets, department stores, specialty shops, general shops. • Entertainment – cinemas, function & reception centres. • Food & drink premises - restaurants, cafes, bars, and pubs. • Commercial. • Offices. • Accommodation – short-stay, serviced apartments, hotels. • Mixed use: o Active ground-floor uses that include both retail and office. o Upper floor commercial, residential and accommodation. • Civic uses – Law courts & associated services. • Community uses – Levels 4 & 5 (examples include performing art centres & libraries). • Places of assembly. • Restricted retail – such as small-format premises & showrooms.

Leakes Road precinct

The Leakes Road precinct is bound by the railway line, Skeleton Creek, Leakes Road, and Derrimut Road and will become a predominantly employment based hub. Uses are to be focused on maximizing the opportunities created by both the exposure to arterial roads and the railway line and their associated accessibility. The amenity of Skeleton Creek should be used as an additional driver to attract a greater diversity of employers to the precinct.

The Leakes Road precinct will also also act as a link between Rose Grange town centre and the town centre core on the northern side of the railway line. The extension of Sunset Views Boulevard is to be treated as an active and pedestrian-focused spine between the two.

Residential uses should only be introduced over the long-term above ground level as part of large mixed-use developments.

Land uses
• Retail – bulky goods & showrooms. • Office & warehouse. • Convenience retail. • Health & complimentary services. • Educational campuses. • Indoor recreation facility.

Skeleton Creek precinct

This precinct is located on the eastern edge of the town centre core and is intended to cater for a broad range of uses that complement the town centre core. These may include commercial and employment functions that can leverage off proximity to the station. In addition, the precinct will introduce a greater proportion of residential dwellings as well as creating opportunities for small and home-based businesses.

The precinct should be structured to optimize the connectivity between Skeleton Creek and the core. The amenity of the creek and other public open space should be embraced as a driver for delivering greater housing diversity. Development should also be sensitively designed to protect existing values of the waterway corridor.

Land uses
• Residential – high and medium density. • Mixed use – lower floor commercial with upper floor residential. • Office. • Educational campuses. • Accommodation – short-stay, serviced apartments, hotels. • Places of assembly.

Dry Creek precinct

This precinct is peripheral to the town centre core, acting as a transition from high-activity to predominantly residential uses. Residential areas will include a full diversity of housing types and densities to reflect proximity to the train station, town centre core and amenity of the nearby waterway.

Some commercial uses may be introduced along the interface to Derrimut Road. Opportunities for home-based businesses are also encouraged.

The precinct should be structured to optimize the connectivity between Dry Creek and the core. The amenity of the creek and other public open space should be embraced as a driver for delivering greater housing diversity. Development should also be sensitively designed to protect existing values of the waterway corridor.

Land uses
• Residential • Mixed use – lower floor commercial with upper floor residential. • Office (proximate Derrimut Road) • Home office

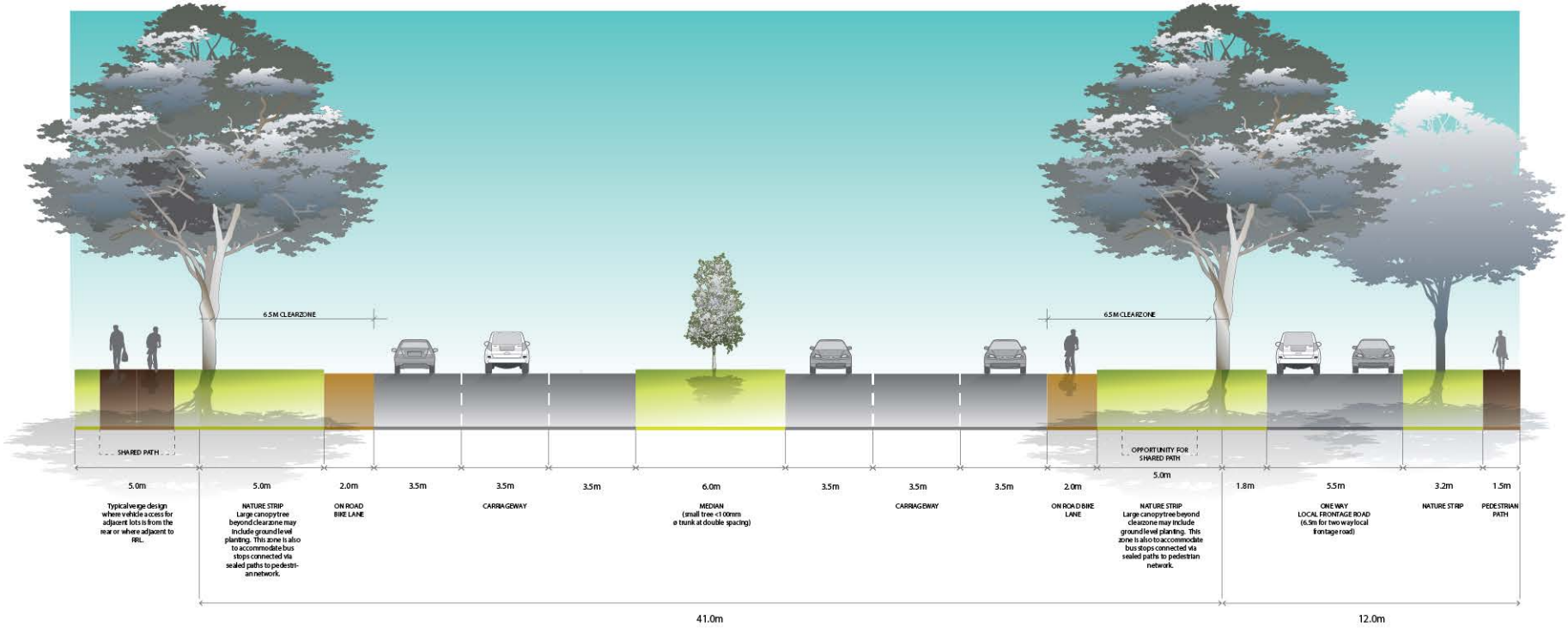
Design criteria

The design criteria and organizing elements listed in this appendix must be addressed through a future urban design framework. The concept plan shown in Figure 1 provides an indication of how the organizing elements and design guidelines might be achieved.

General organizing elements

- Three precincts on the north side of the railway line, centred on a town park and square.
- Precinct to the south of the railway focused on commercial and bulky-good retail activity to take advantage of interface with Leakes Road.
- Town centre core anchored to Tarneit station and Derrimut Road.
- Sunset Views Boulevard extended as a pedestrian connection between the town centre core, civic space, and Rose Grange town centre.
- Three road crossings of Skeleton and Dry Creeks provide suitable level of connection to surrounding neighborhoods. Potential for additional pedestrian and cyclist crossings of the major waterways.
- Derrimut Road and Leakes Road to be designed with boulevard cross section that includes canopy trees within the median and verges.
- Permeable layout of flexible blocks that suit a variety of land uses and allow viable short-term development as well as efficient long-term evolution.
- Retail focused on public streets.
- Design to integrate and complement plans for a Truganina heritage network.

Additional design guidance
Within the town centre core and Leakes Road precinct, street blocks should generally form a regular grid of approximately 200 x 100 metres, appropriate to the land uses listed in precinct descriptions.
Laneways and pedestrian walkways should be used to provide a further layer of permeability.
Where larger floor-plate uses are proposed buildings should be designed such that a similar level of public permeability is provided.
Within the Skeleton and Dry Creek precincts, street block sizes should be flexible and capable of supporting a range of lot and building types, appropriate to the land uses listed in the precinct descriptions.
Within the town centre core, land uses and buildings should be configured such that an active frontage is presented to all public streets.
Orientation of blocks should maximise connections and views between the town centre core and Tarneit Station, Skeleton Creek and Dry Creek.
Street blocks accommodating restricted retail and bulky goods retail must be designed in such a way that the sites represent efficient redevelopment opportunities for higher-density commercial and residential uses should the market develop.
The extension of Sunset Views Boulevard to be treated as the key high-amenity, pedestrian-focused and active street linking the Rose Grange town centre, Tarneit Station, town centre core, and town park.
Within the Leakes Road precinct, any convenience retail uses are to be focussed along the extension of Sunset Views Boulevard.
Where a proposed land use is not viable at the time of application, the lot, block, and street layout should be designed to ensure that it is not precluded from being realised in the future.
Design of the town centre core should allow for the appropriate integration of any excess land included within the Tarneit Station reserve.
Frontage to Skeleton and Dry Creeks should be primary made up of access streets. Direct frontage of lots to the creek may be considered where it does not compromise: o Views and connections to the creeks. o Public access along the creeks.
Within the Leakes Road precinct, the water pipeline easement should be designed as a linear open space with land uses and buildings configured to present an active frontage.
Car parking should be situated to the side and rear of allotments with primary access to buildings provided from public streets.



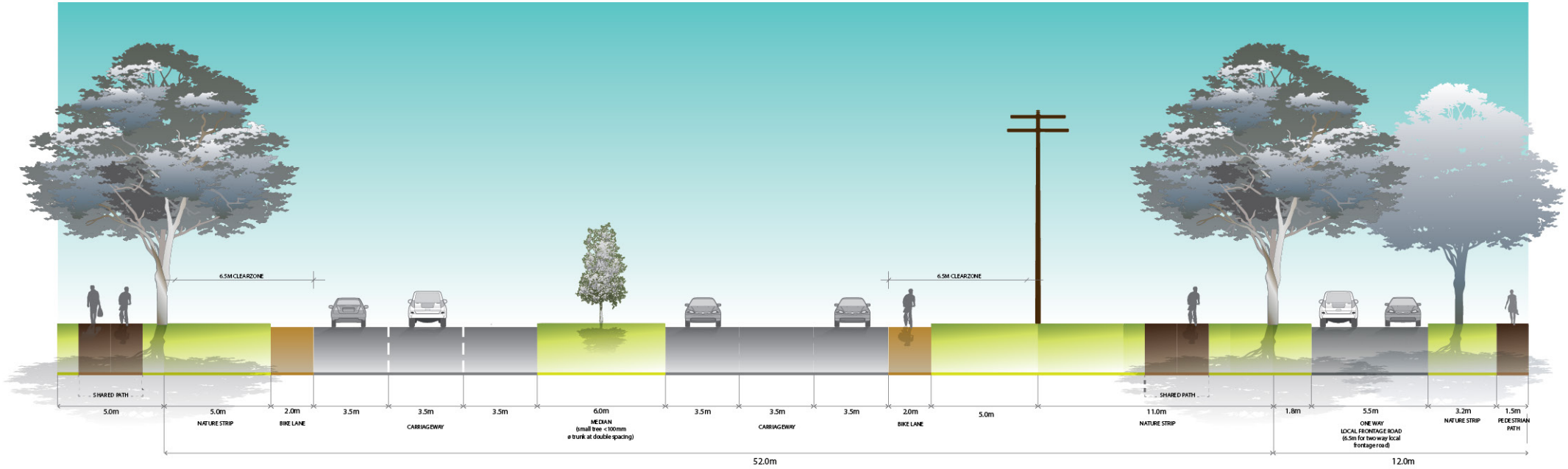
Primary Arterial 6 lane (41m)

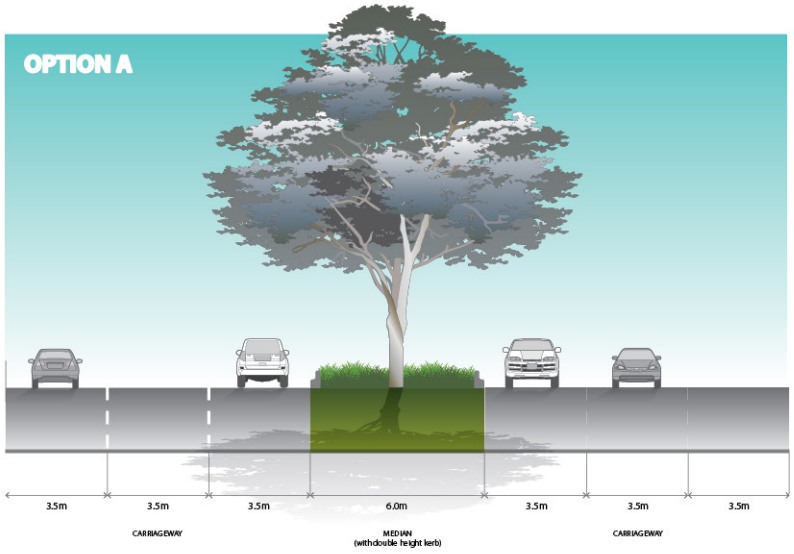
Cross Section 1 - Truganina Precinct

MPA METROPOLITAN PLANNING 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
- 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





NOTES:

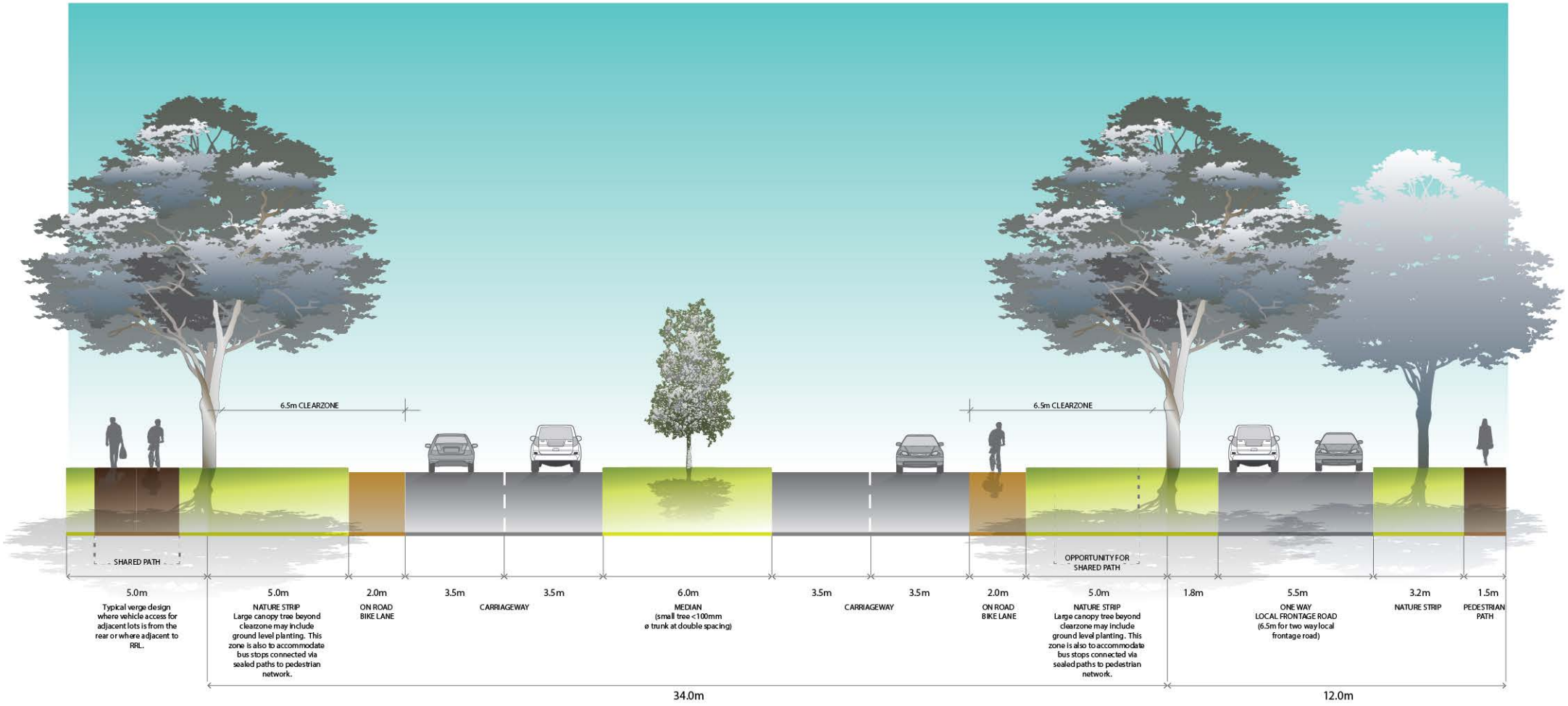
- Includes typical residential interface both sides
- Minimum street tree mature height 15 metres
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in 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
- Opposite the Woods Road Conservation Area, no frontage road or street trees are to be provided and the overall width of Leakes Road is to be reduced to 52.0m.
- The location of 66kv power poles and adjacent street trees in outer separator may be swapped, to the satisfaction of the VicRoads and the responsible authority.

Primary Arterial 6 lane (52m) Existing 66kv Overhead Powerlines

Cross Section 2 - Truganina Precinct

MPA METROPOLITAN PLANNING AUTHORITY

v140813



Secondary Arterial Road 4 lane (34m)

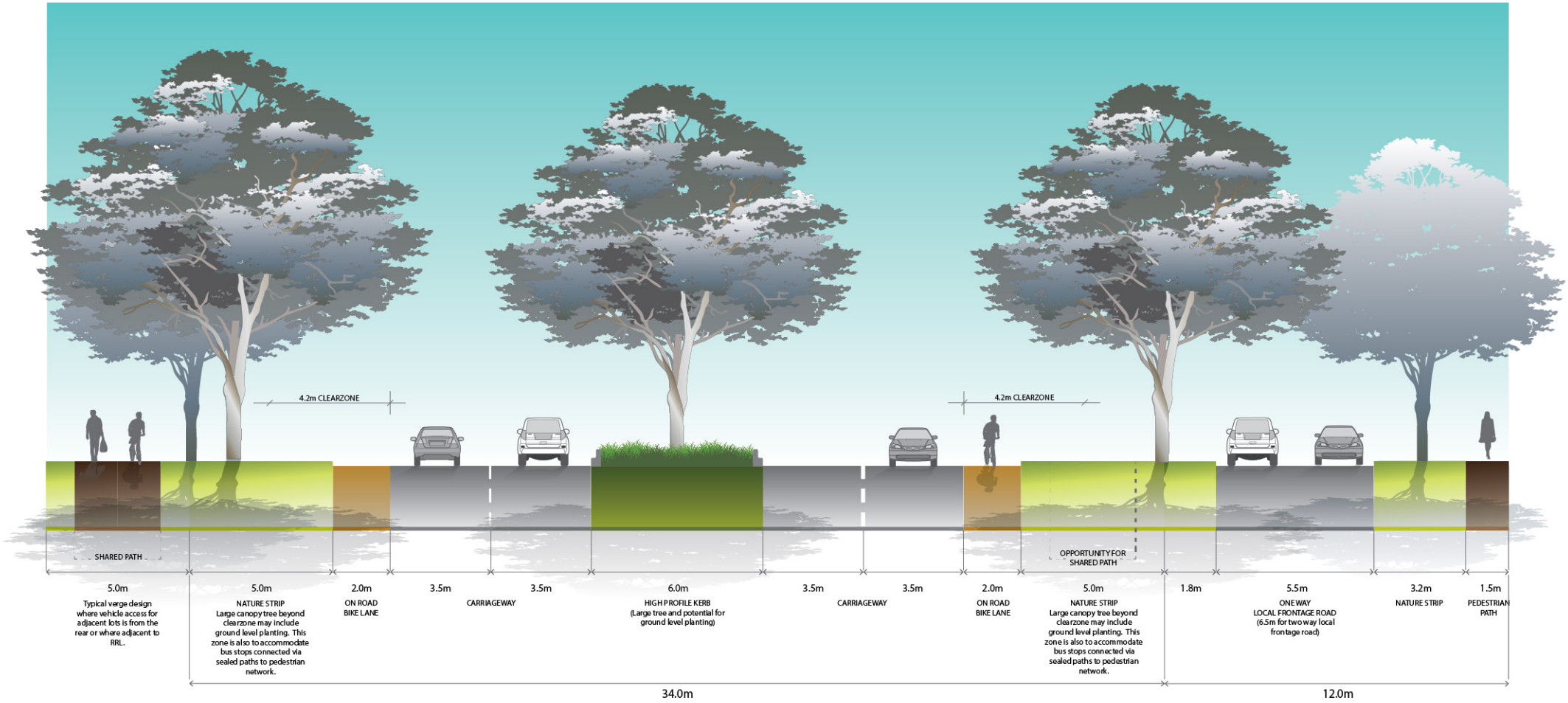
Cross Section 3 - Truganina Precinct

MPA METROPOLITAN PLANNING AUTHORITY

v140813

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 4 lane (34m) High Profile Kerb to Median

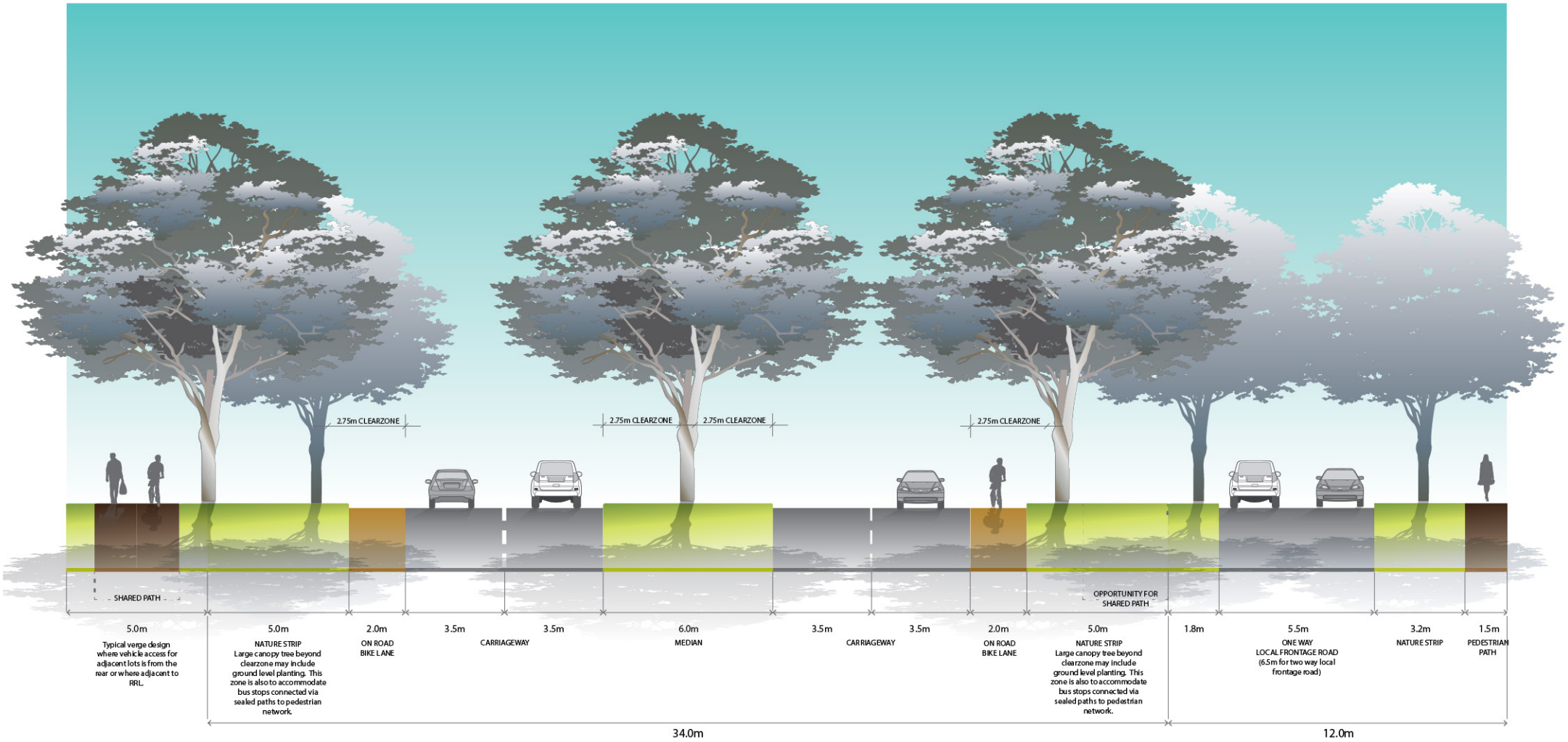
Cross Section 3a - Truganina Precinct

MPA METROPOLITAN PLANNING AUTHORITY

v140813

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:

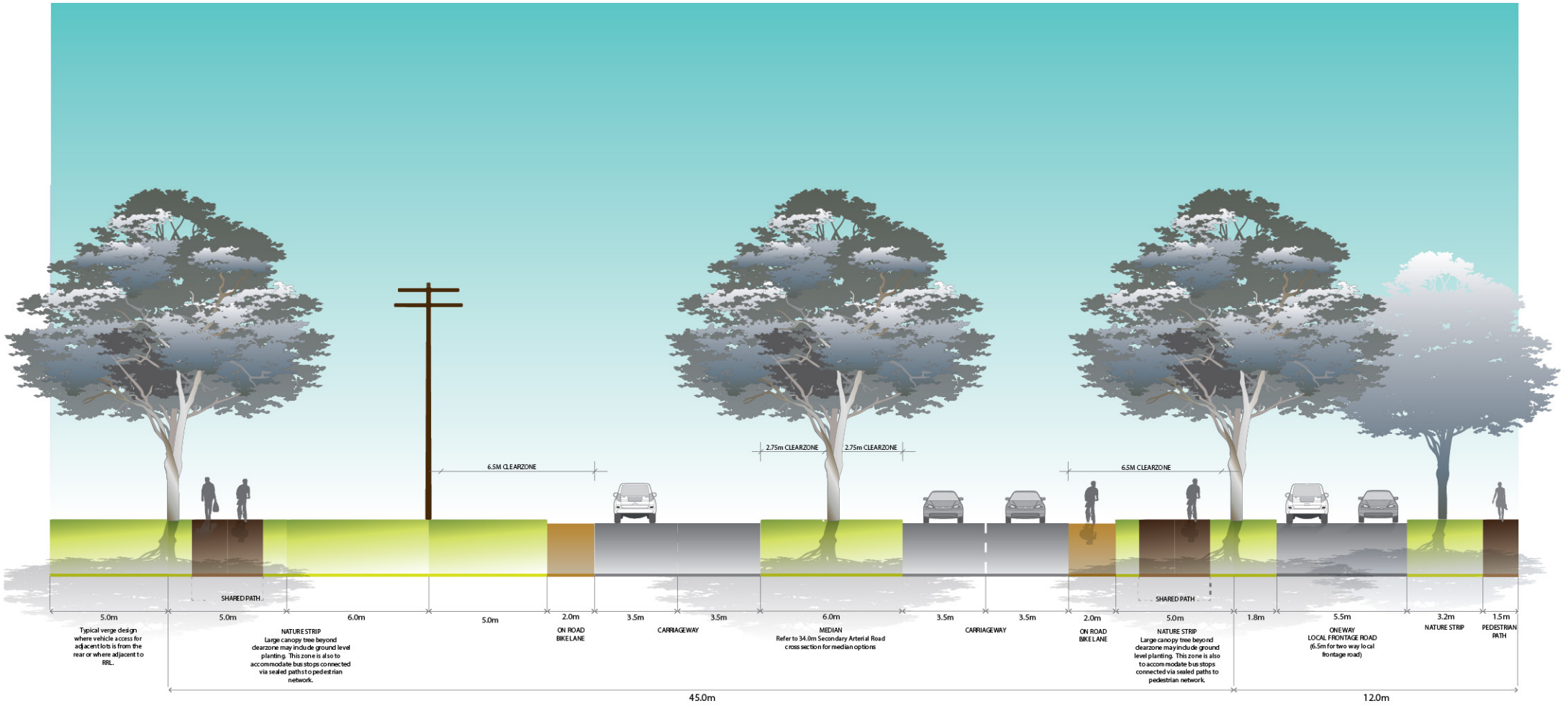
- 60km/hr – adoption of reduced clear zones enables significant increase in tree planting without need for high profile kerb
- Cross section treatment subject to detailed design approval by the responsible authority

Secondary Arterial 4 lane (34m) Modified Clear Zone

Cross Section 3b - Truganina Precinct

MPA METROPOLITAN PLANNING AUTHORITY

v140813



Secondary Arterial 4 lane (45m) Existing 66kv Overhead Powerlines

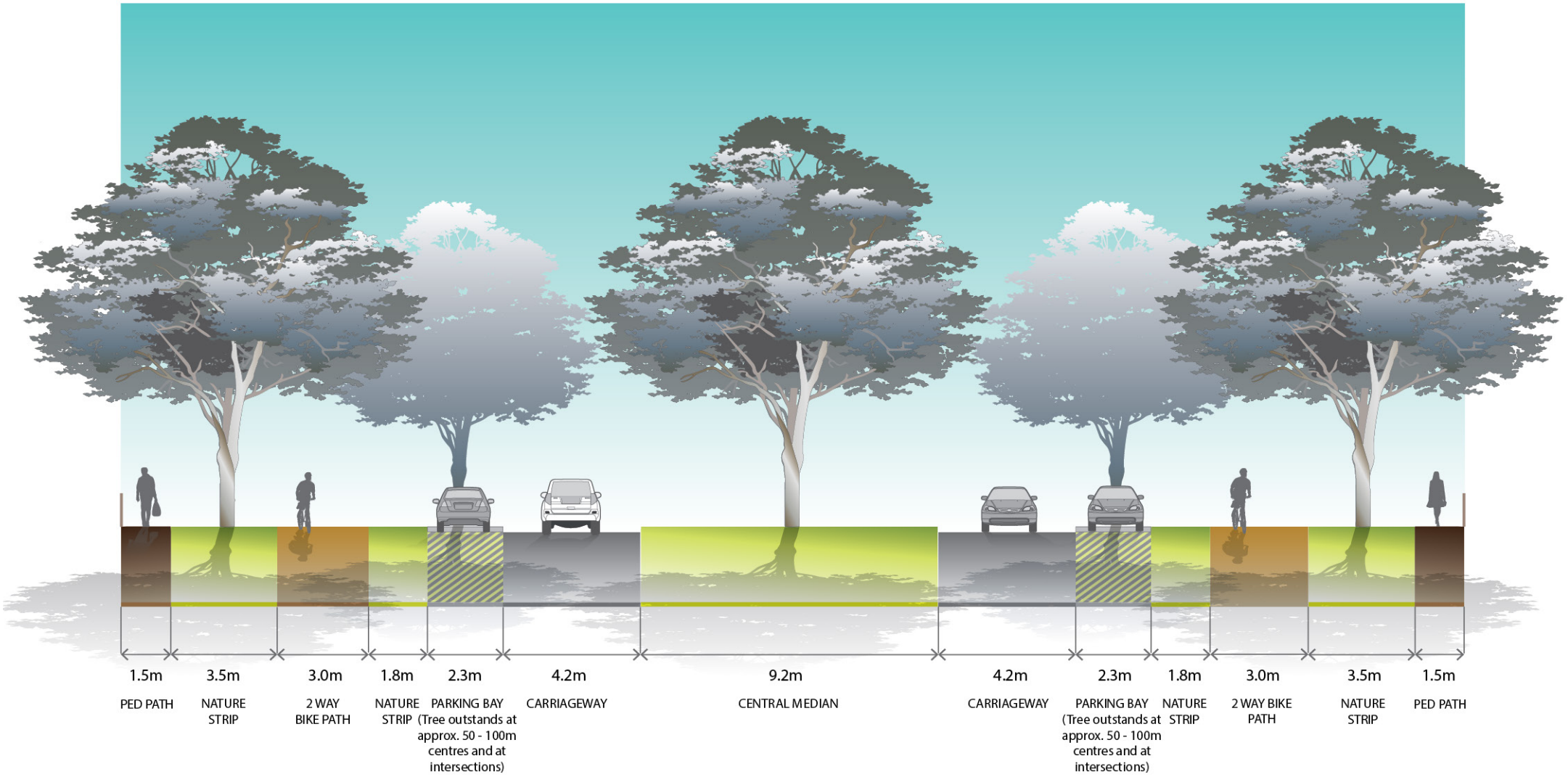
Cross Section 4 - Truganina Precinct

MPA METROPOLITAN PLANNING AUTHORITY

v140813

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
- The location of 66kv power poles and adjacent street trees in outer separator may be swapped, to the satisfaction of the responsible authority.



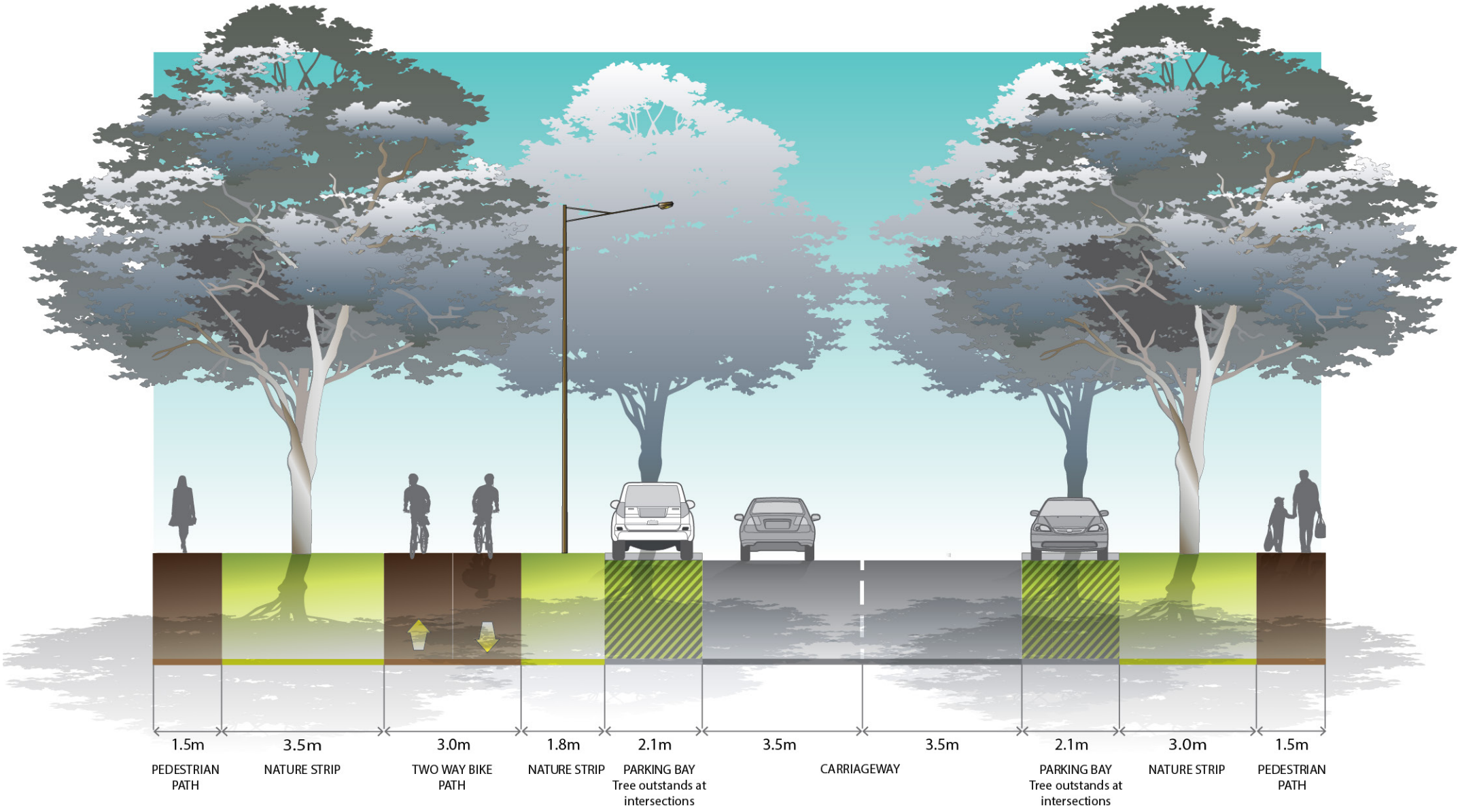
Secondary Arterial 2 Lane (41.8m)

Cross Section 5 - Truganina Precinct

MPA METROPOLITAN PLANNING AUTHORITY

NOTES:

- Allotments to front arterial road, with direct driveway access encouraged.
- Cross section allows road to be upgraded to 4 lanes in the future (if required) with reduction of central median width to 4.0m.
- Minimum street tree mature height 15 metres.
- SM2 Semi-Mountable Kerb to be provided to central median.



Connector Street (25.5m)

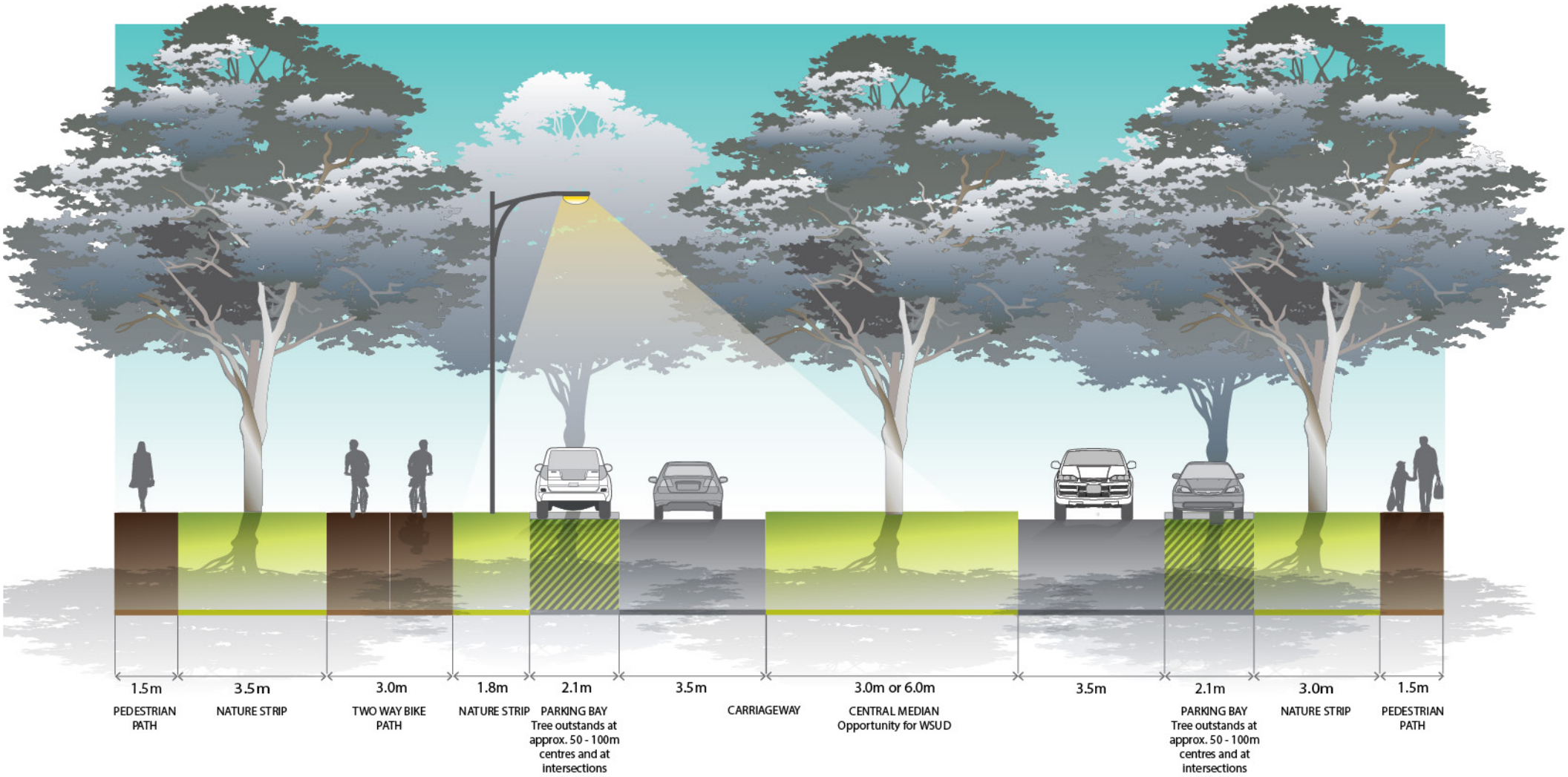
Cross Section 6 - Truganina Precinct

METROPOLITAN PLANNING AUTHORITY

v140813

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 abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must in incorporated into any additional pavement.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



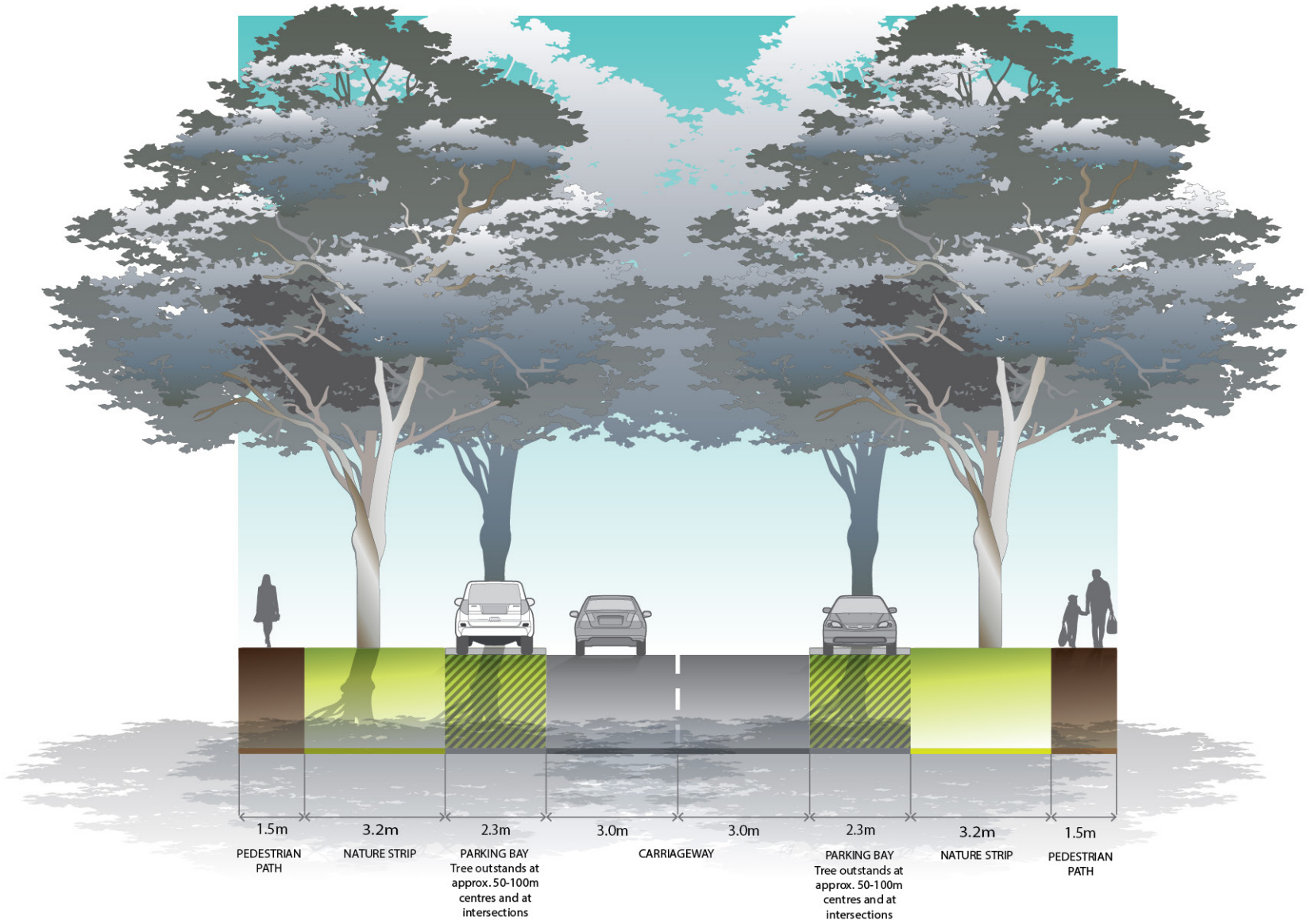
Connector Street (28.5-31.5m) - Boulevard

Cross Section 7 - Truganina Precinct

v140813

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)

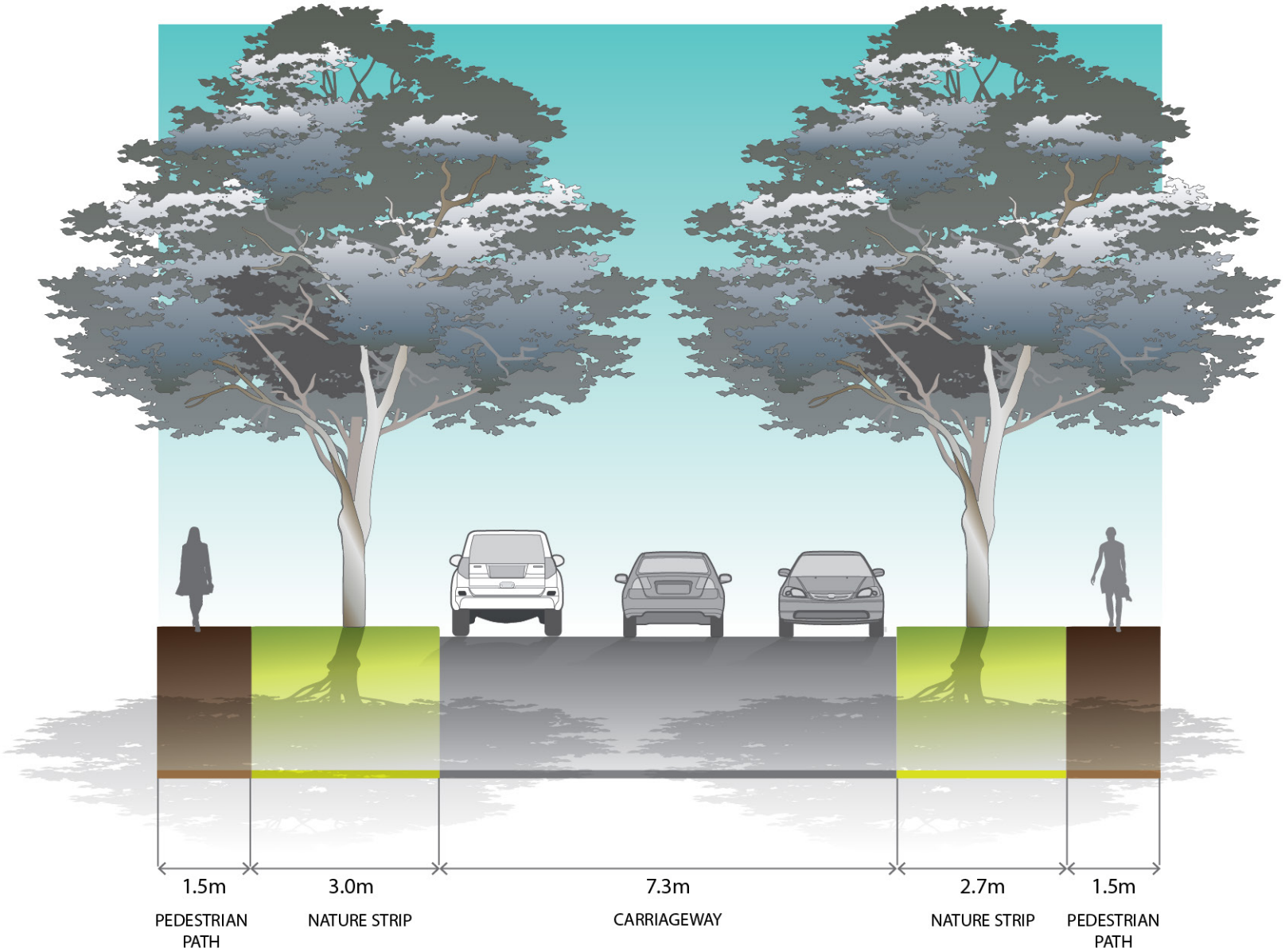
Cross Section 8 - Truganina Precinct

MPA METROPOLITAN PLANNING AUTHORITY

v140813

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.



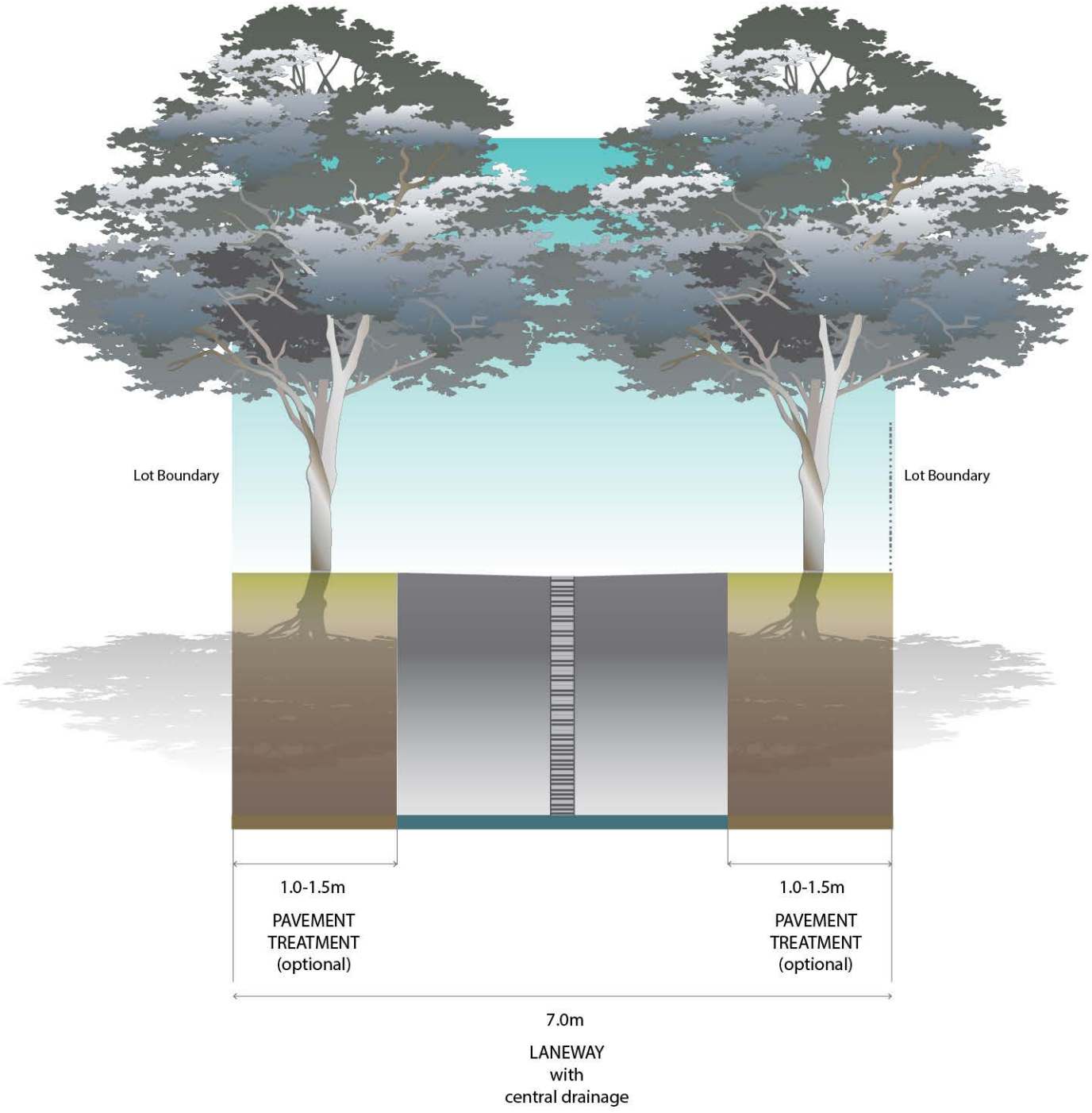
Local Access Level 1 (16m)

Cross Section 9 - Truganina Precinct

v140813

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.



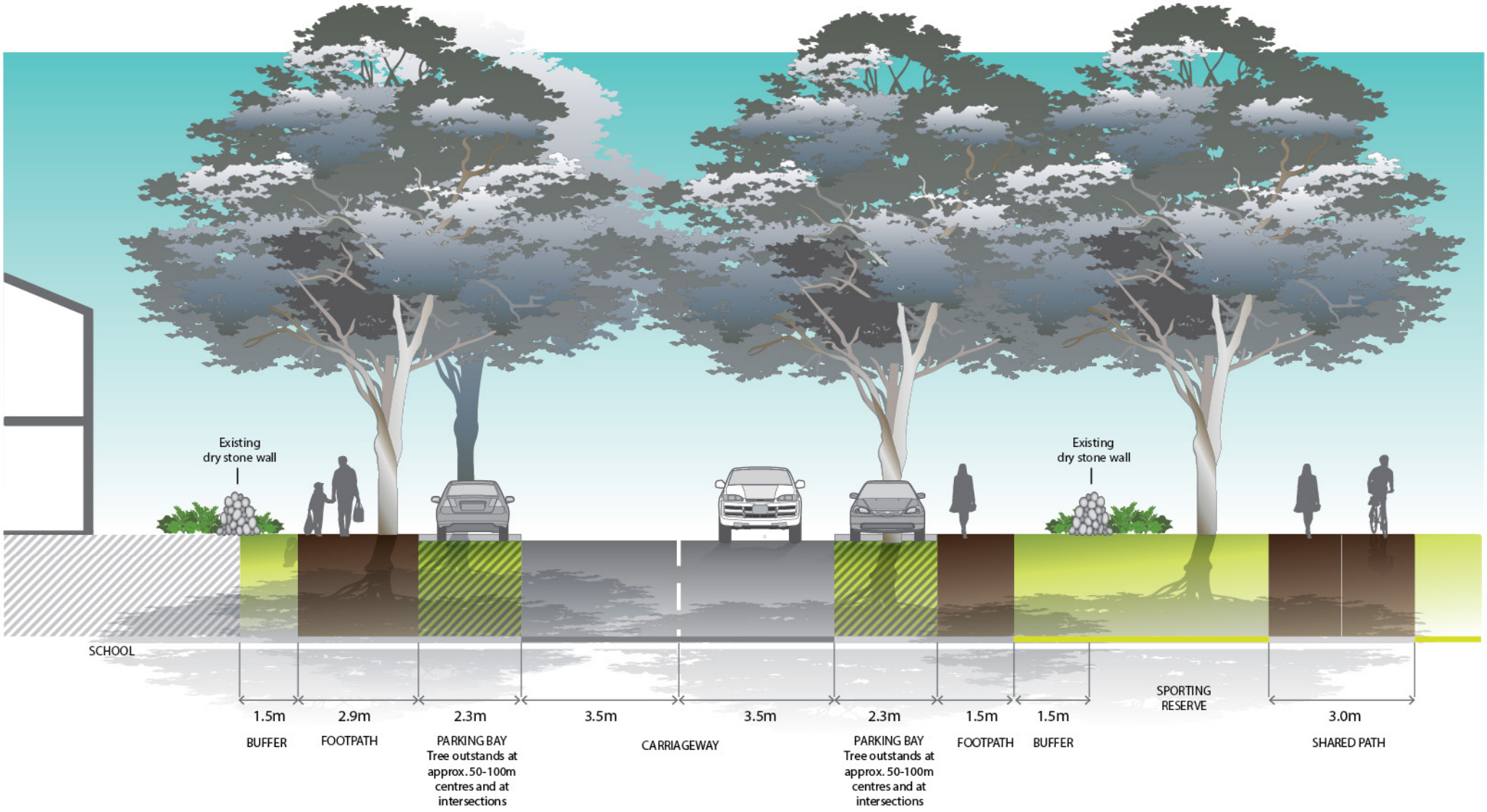
NOTES:

- 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)

MPA METROPOLITAN PLANNING AUTHORITY

v140813



Feature Street Dry Stone Walls

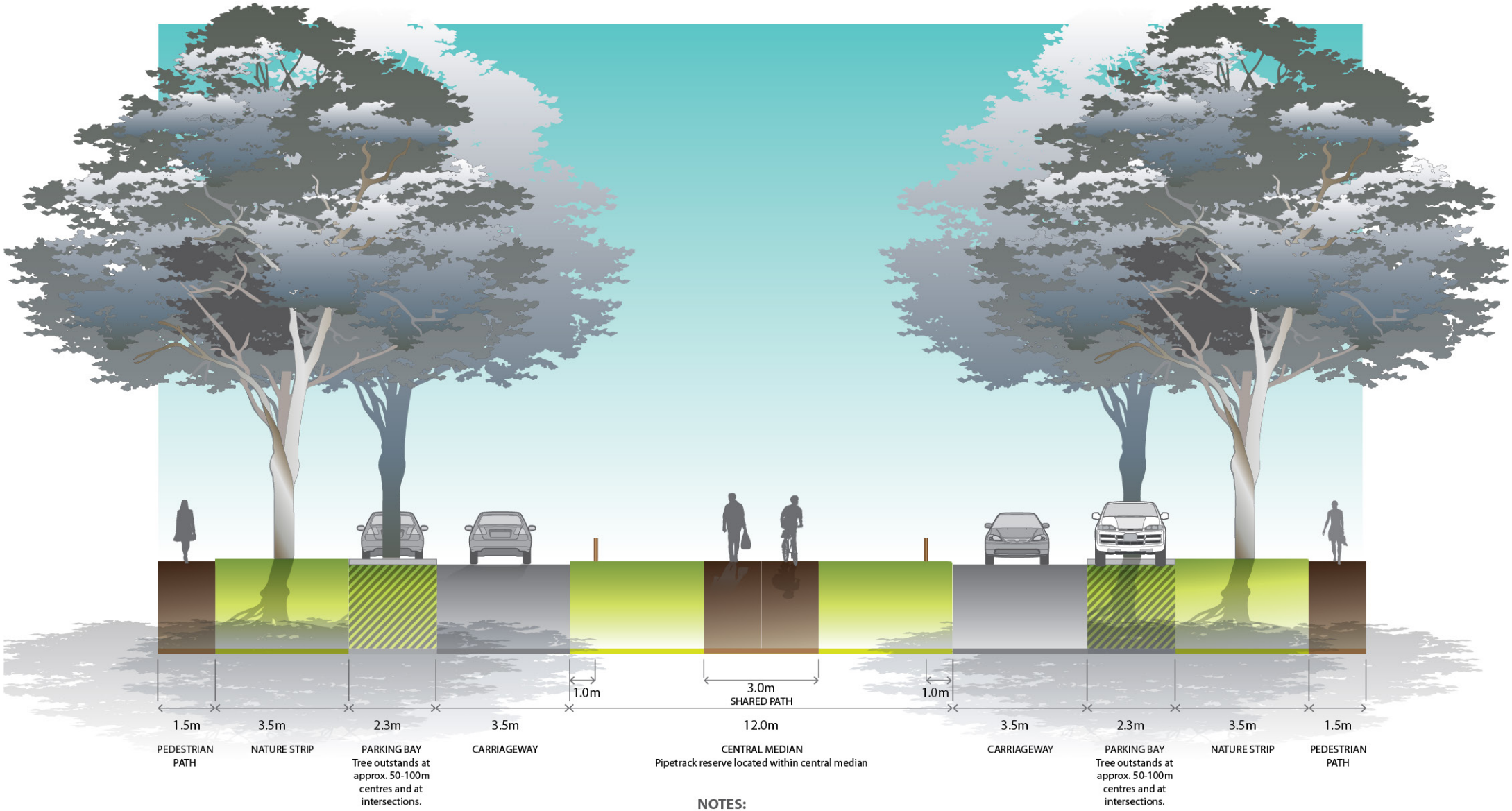
Cross Section 11 - Truganina Precinct

MPA METROPOLITAN PLANNING AUTHORITY

v140807

NOTES:

- Existing dry stone walls along heritage government road to be retained and incorporated into new connector road as shown
- Existing dry stone walls to be retained in current condition with any stones beyond 1.5m buffer removed
- Footpath on school side of street to be 2.9m wide adjacent drop-off / pick-up areas and school entry



NOTES:

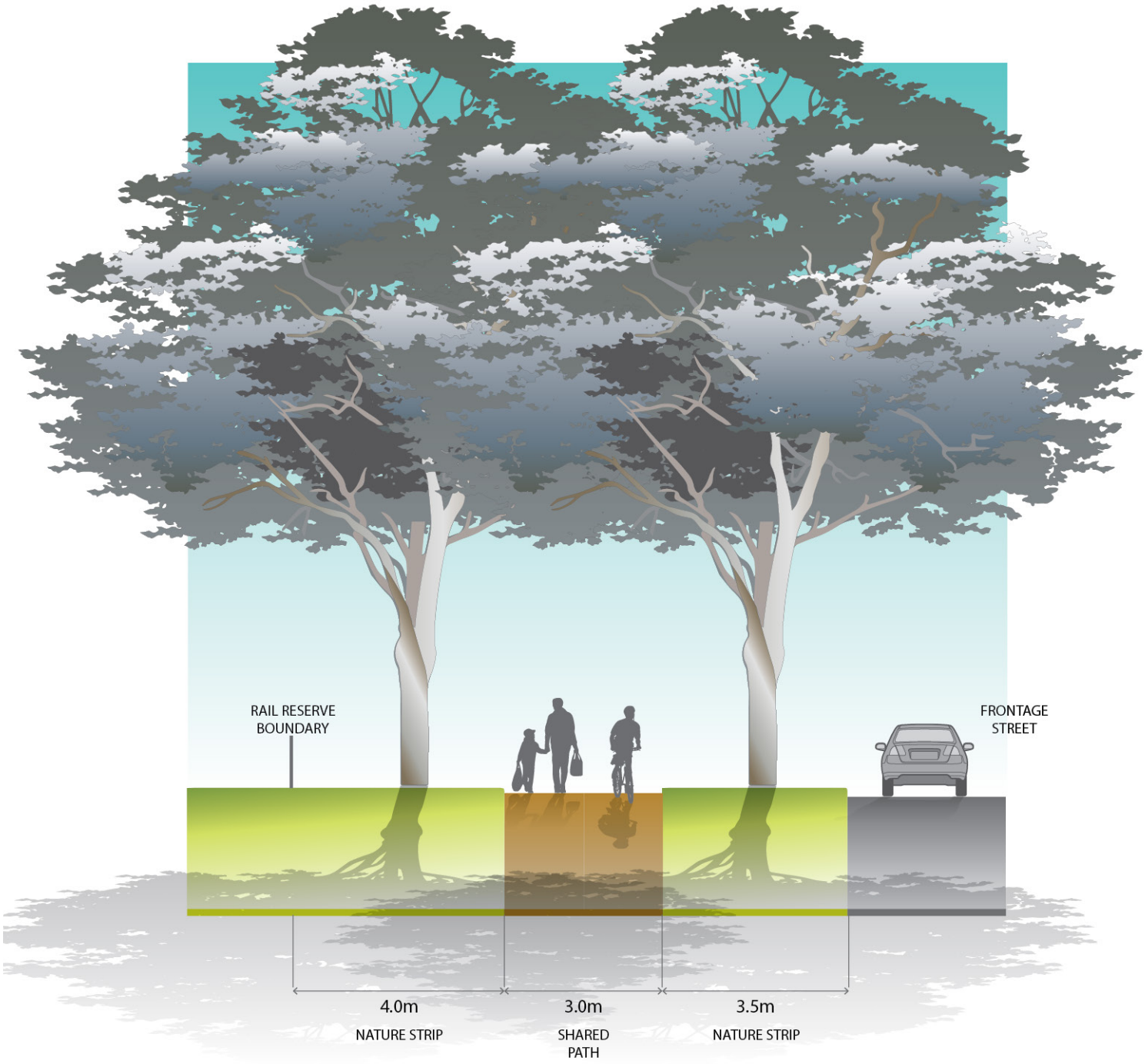
- Existing Melbourne Water pipe-track reserve to be incorporated into central median of new connector road as shown. Pipe-track reserve may also form wide verge on one side of street where appropriate to the satisfaction of Melbourne Water.
- Shared path to be placed clear of underground water main. Shared path placement, fencing and road crossings of pipe-track reserve to the satisfaction of Melbourne Water.
- A low fence is to be provided to edges of central median and at road crossings to prevent vehicle access with regular pedestrian entry points (minimum 10m spacing) and lockable maintenance vehicle gates
- No trees or shrubs are to be located in central median. Minimum 15m high x 15m wide indigenous trees to be planted in natures trips and tree outstands

Feature Street Pipetrack

Cross Section 12 - Truganina Precinct

MPA METROPOLITAN PLANNING AUTHORITY

v140813



Rail Reserve Interface

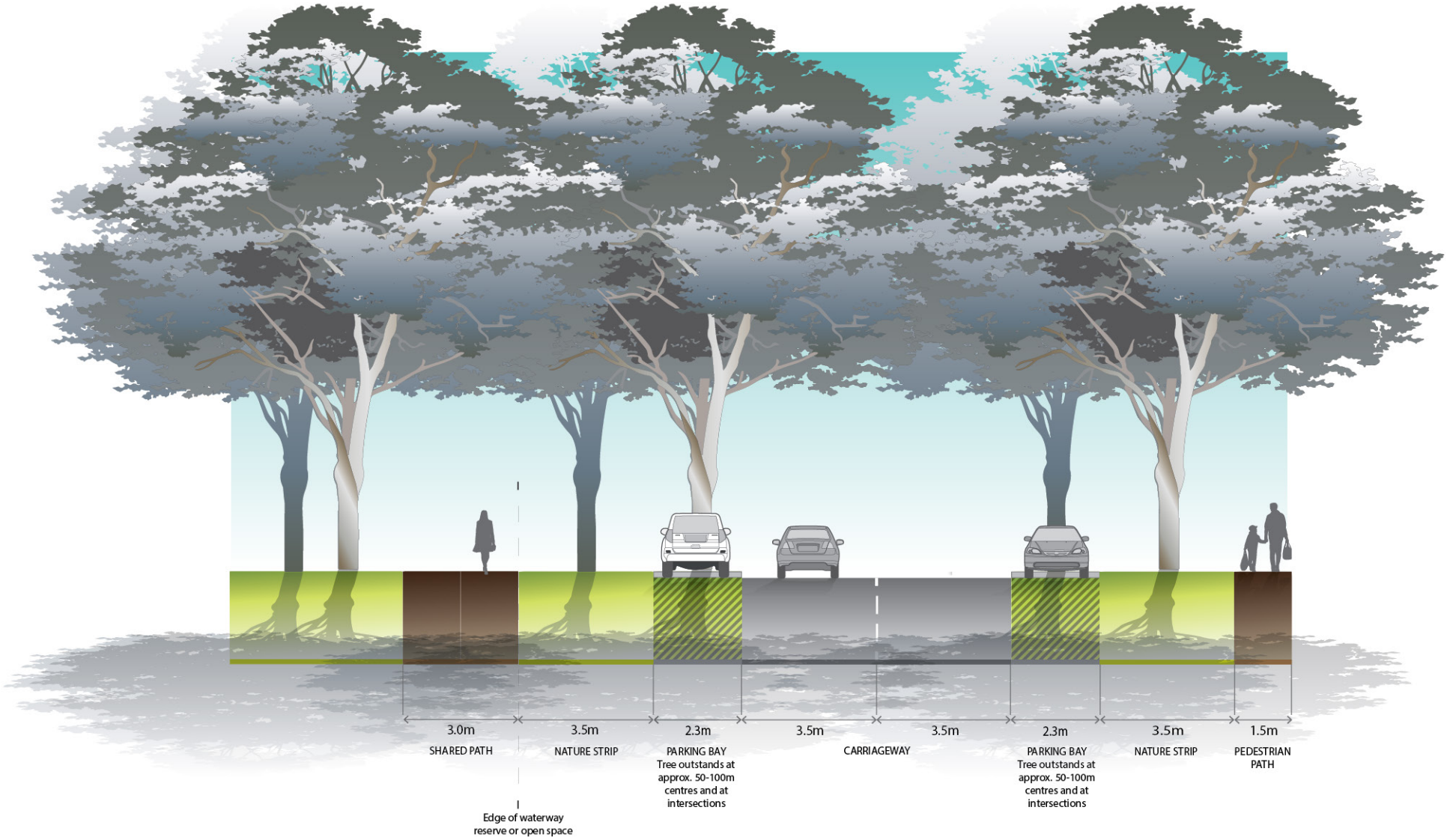
Cross Section 13 - Truganina Precinct

MPA METROPOLITAN PLANNING AUTHORITY

v140813

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



Connector Street (20.1m) - Shared landscape trail

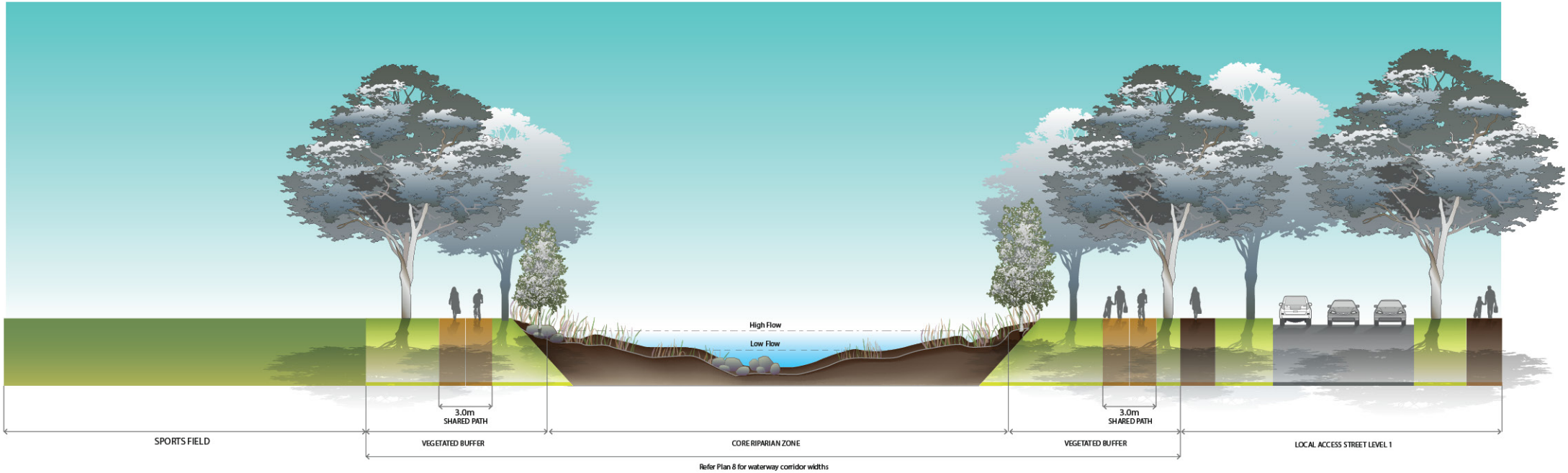
Cross Section 14 - Truganina Precinct

MPA METROPOLITAN PLANNING AUTHORITY

v140813

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)



Constructed Waterway Interface

Cross Section 15 - Truganina Precinct

v140902

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.

Town Centre Main Street

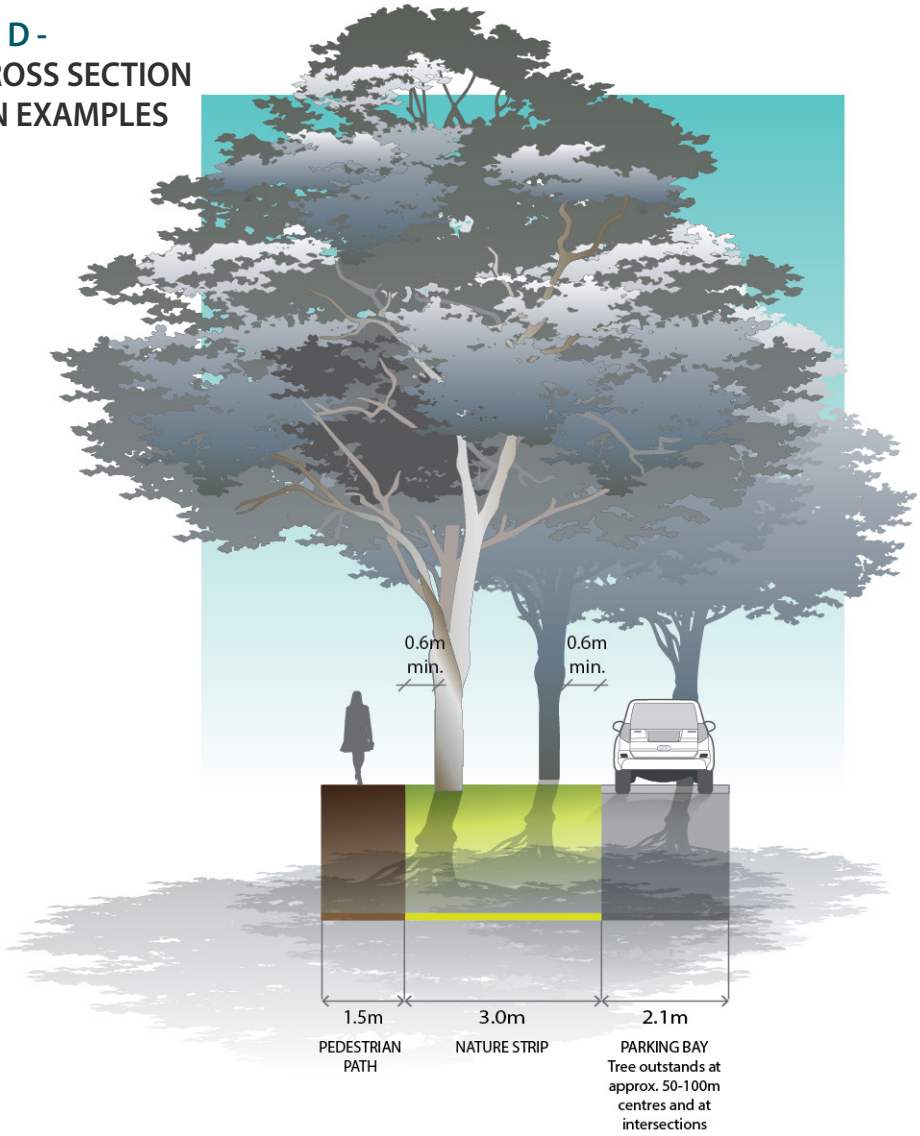
Cross Section 16 - Truganina Precinct

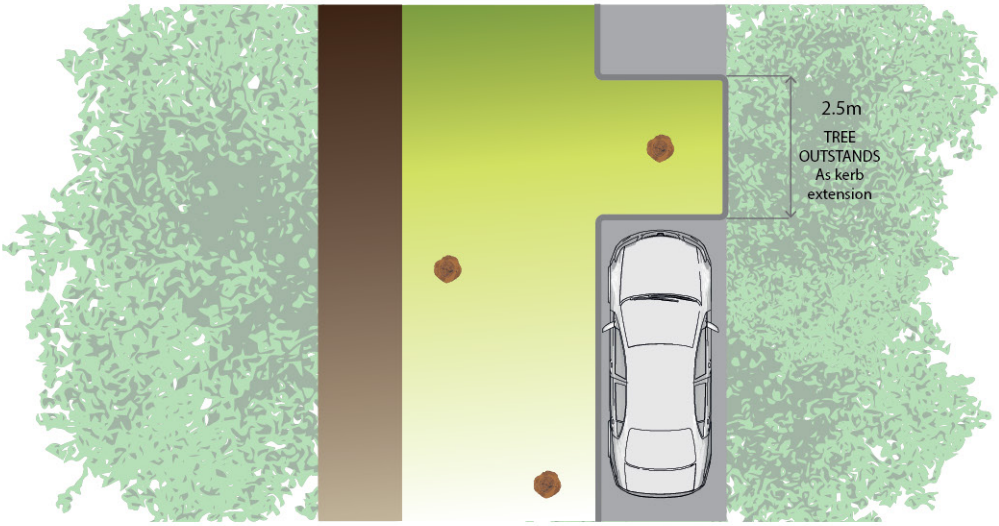
v140902

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

4.3 APPENDIX D - STREET CROSS SECTION VARIATION EXAMPLES





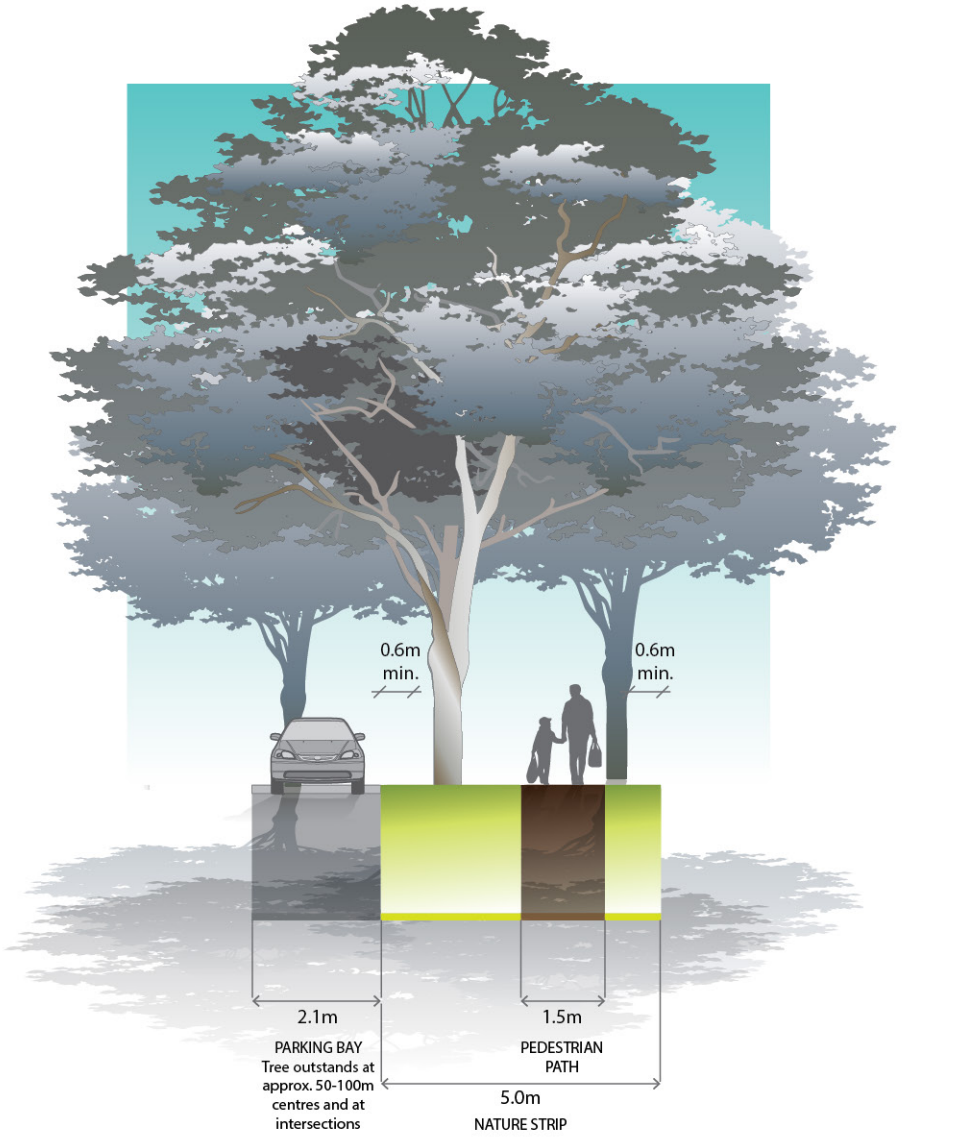
Connector Street (25.5m) Variation 1 - Varying tree placement in naturestrip
Cross Section - Truganina Precinct

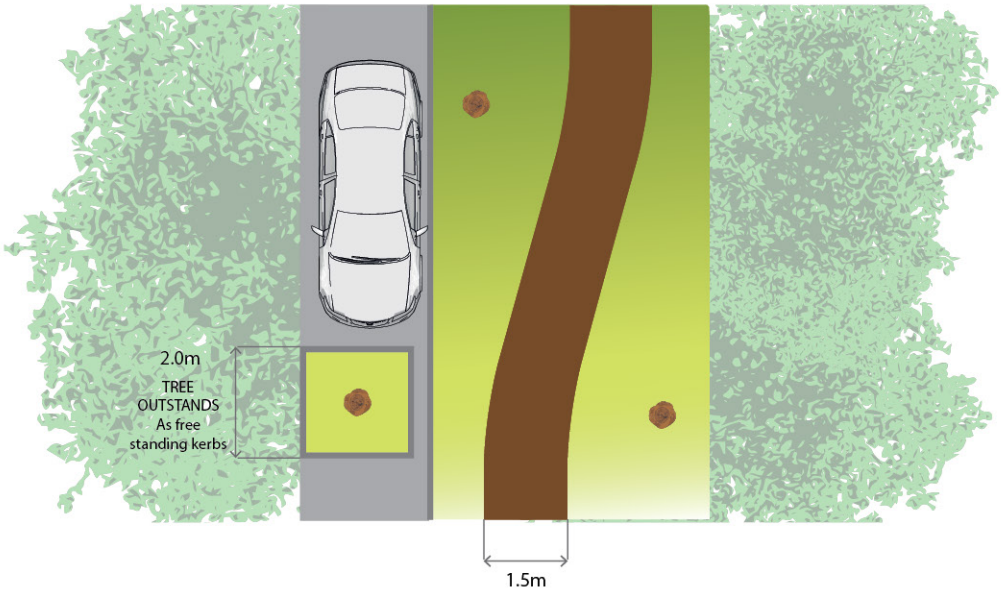
MPA METROPOLITAN PLANNING AUTHORITY

v140813

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 2 - Meandering footpath in naturestrip

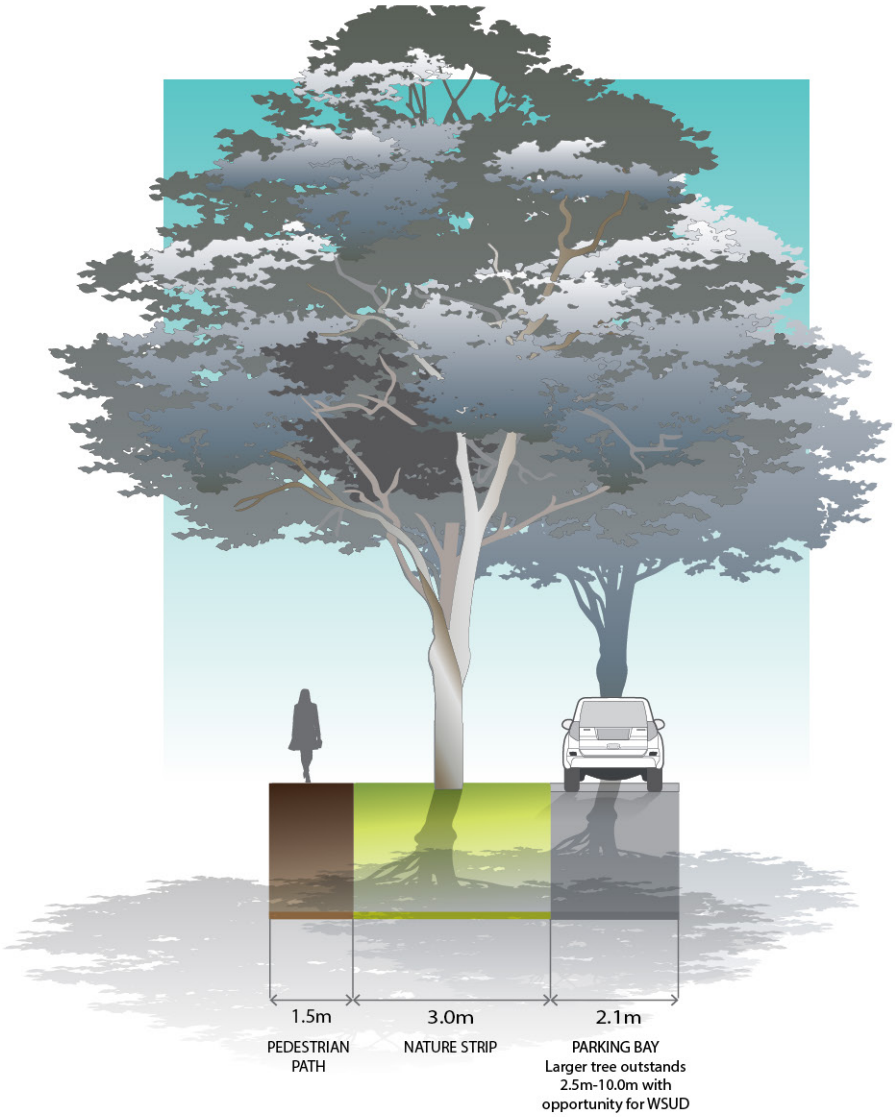
Cross Section - Truganina Precinct

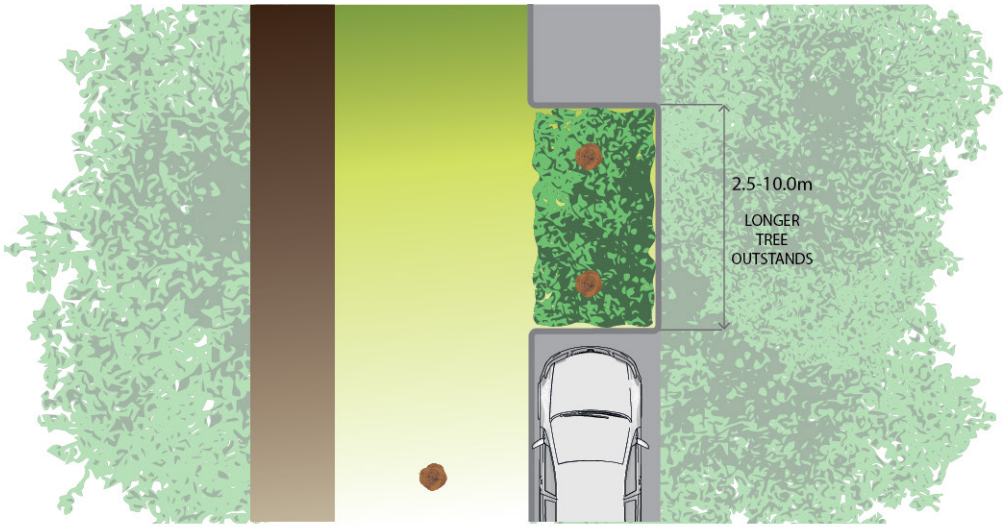
MPA METROPOLITAN PLANNING AUTHORITY

v140813

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 3 - Longer tree outstands

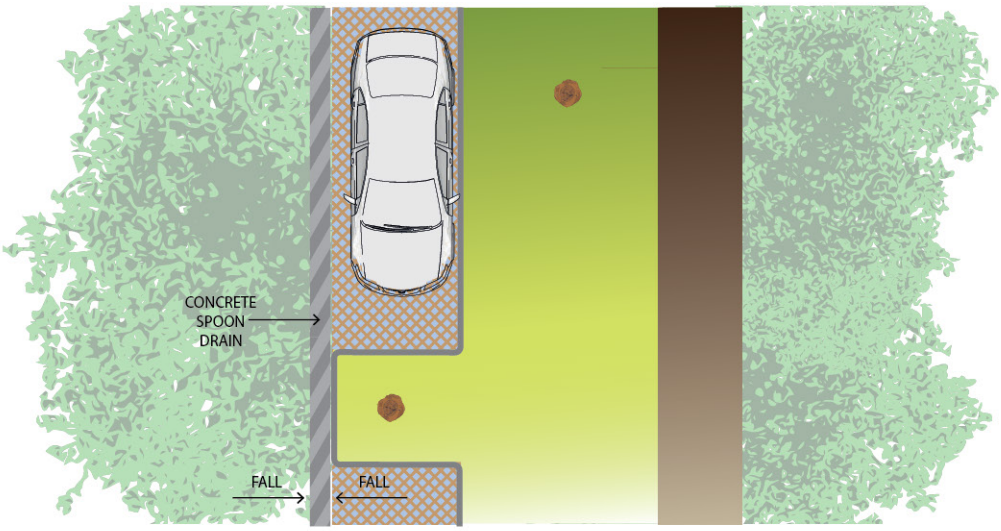
Cross Section - Truganina Precinct

MPA METROPOLITAN PLANNING AUTHORITY

v140813

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 4 - Different pavement in parking bays

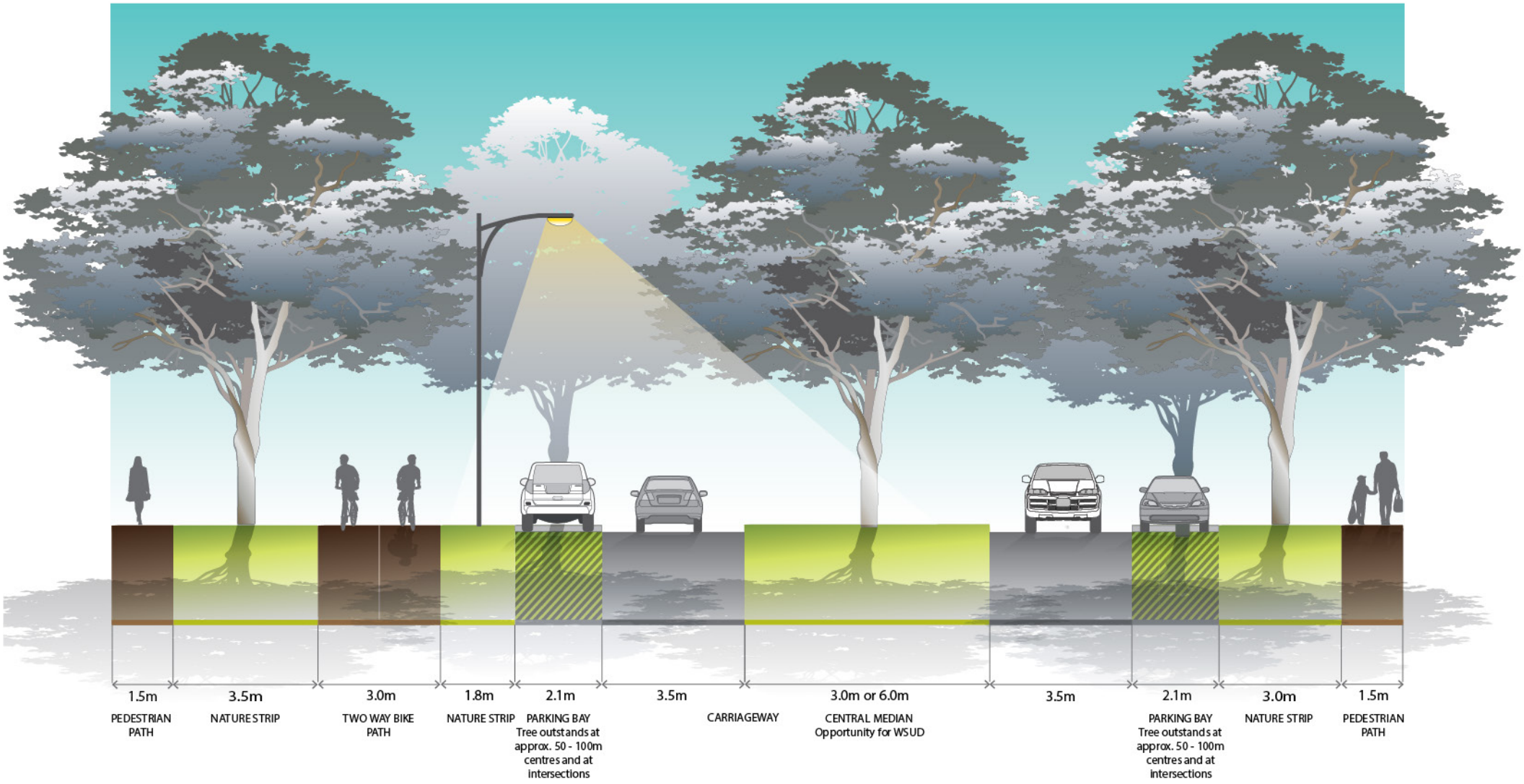
Cross Section - Truganina Precinct

METROPOLITAN PLANNING AUTHORITY

v140813

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 5 - Boulevard

Cross Section - Truganina Precinct

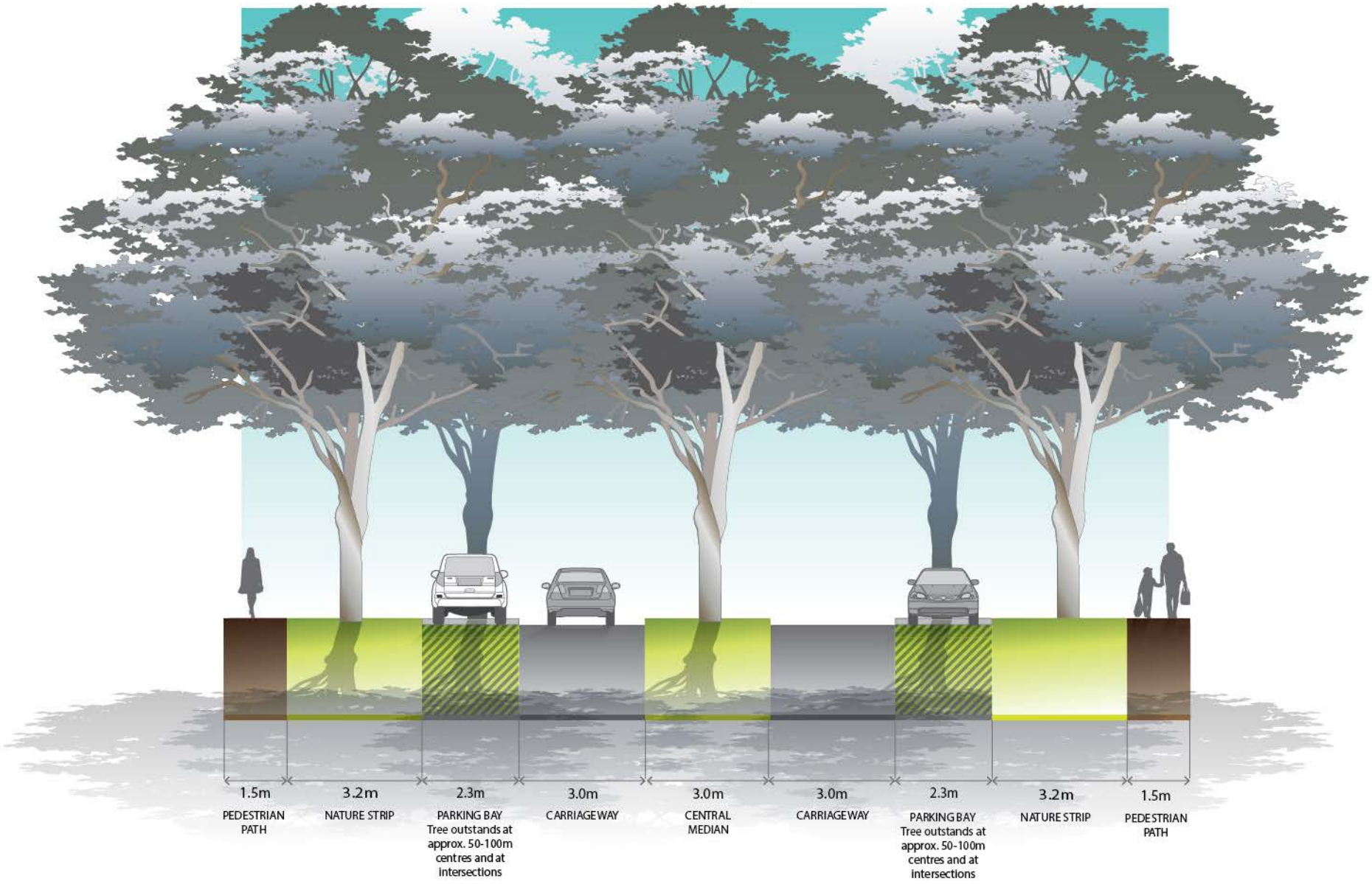
MPA METROPOLITAN PLANNING AUTHORITY

v140813

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



Local Access Level 2 (23m) Variation 5 - Boulevard

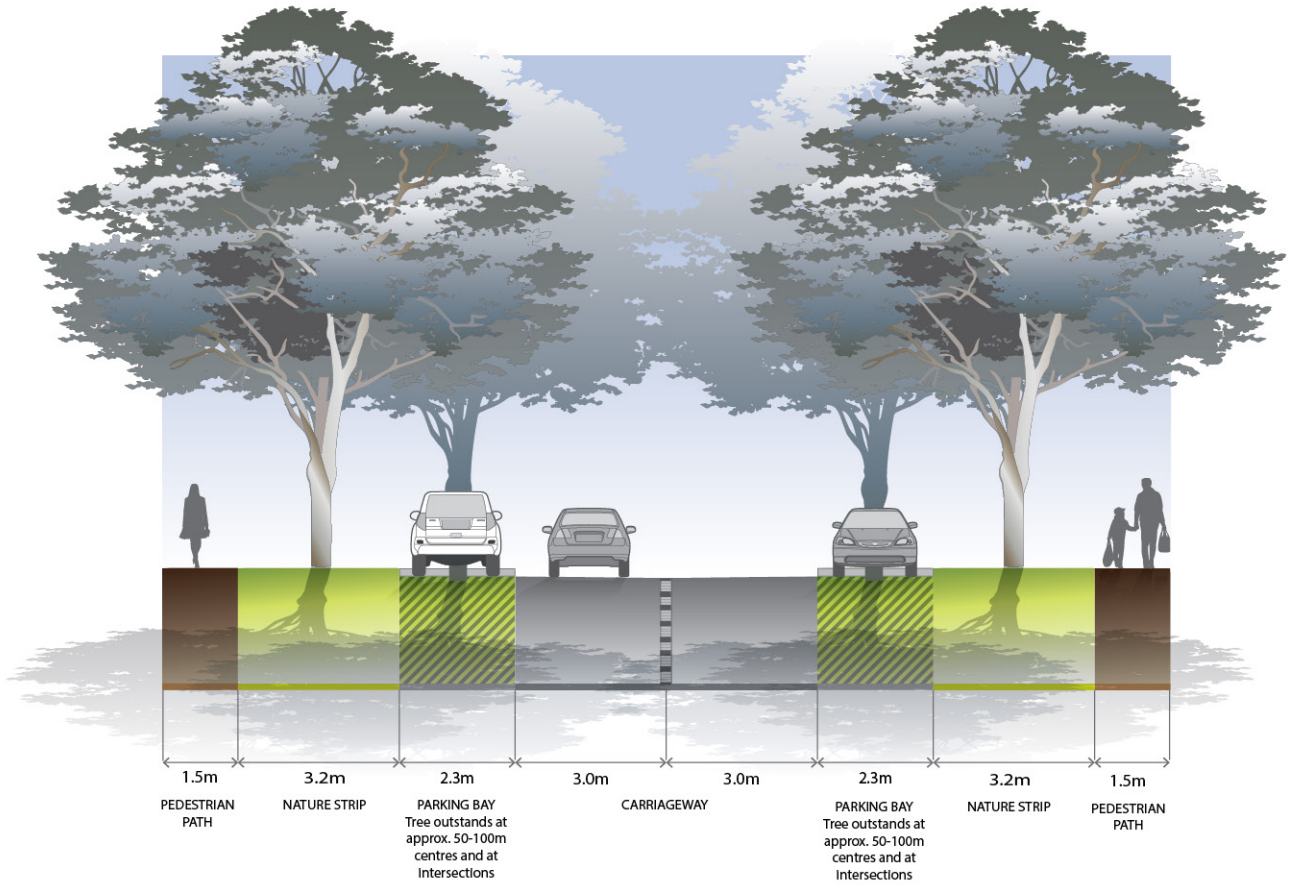
Cross Section - Truganina Precinct

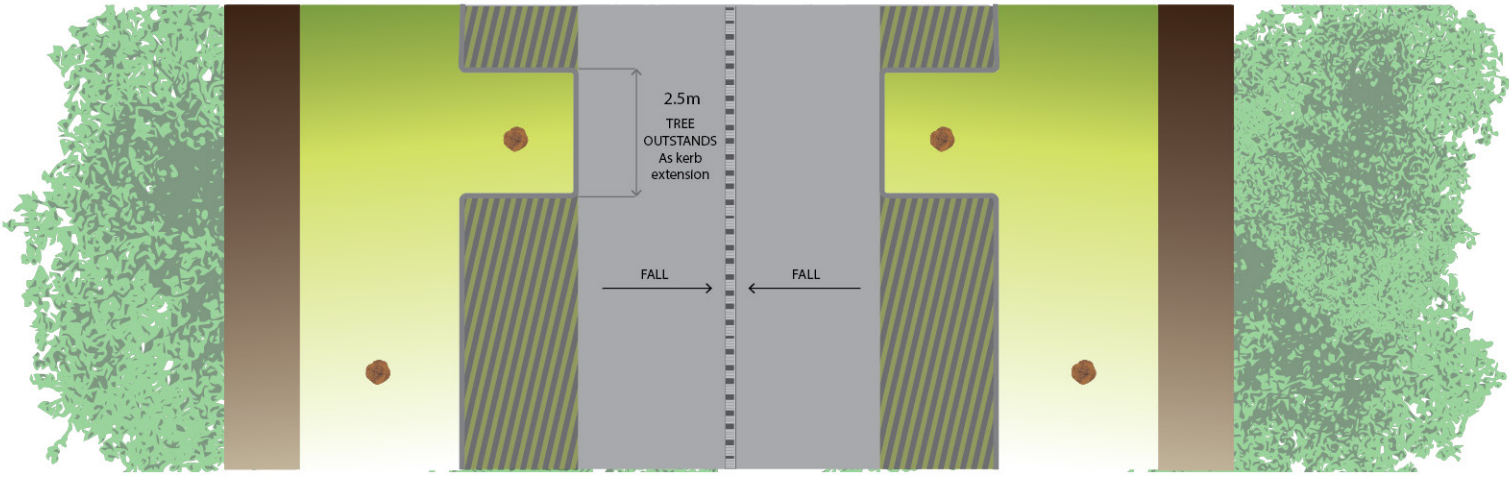
MPA METROPOLITAN PLANNING AUTHORITY

v140806

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.





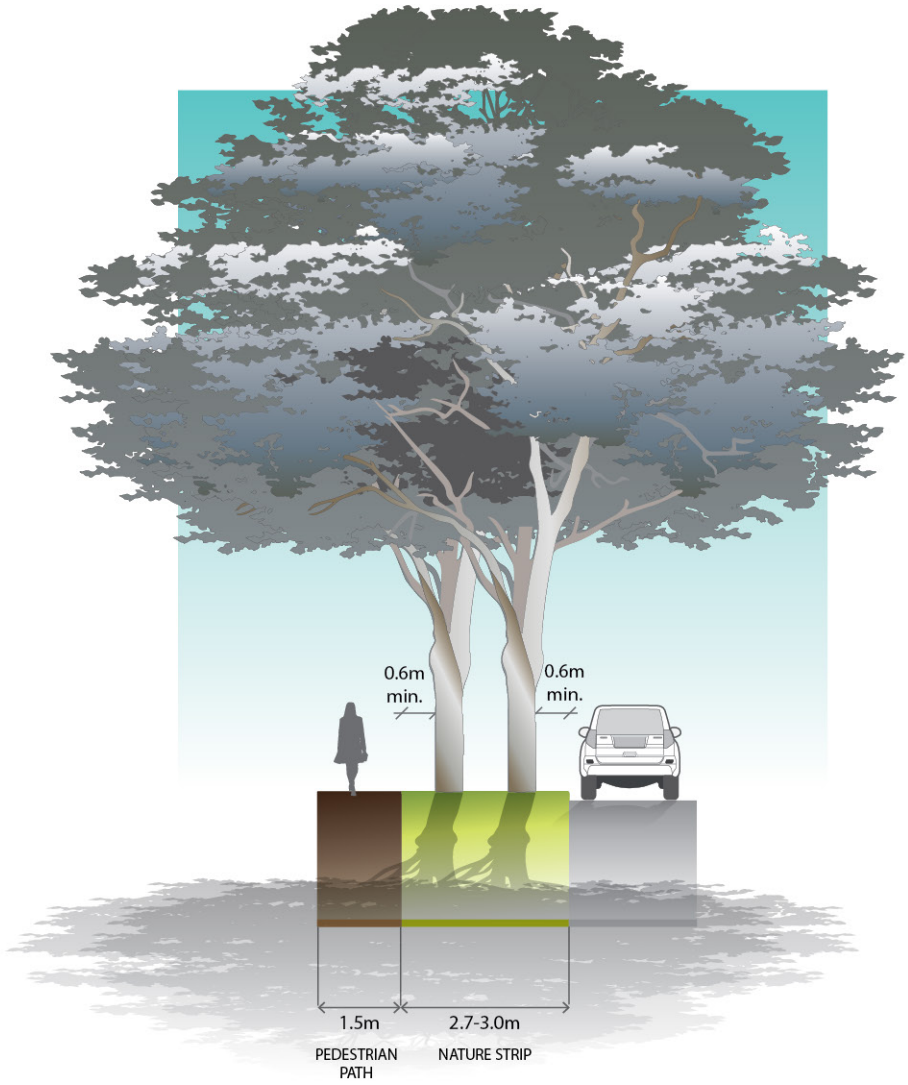
Local Access Level 2 (20m) Variation 6 - Central Drainage

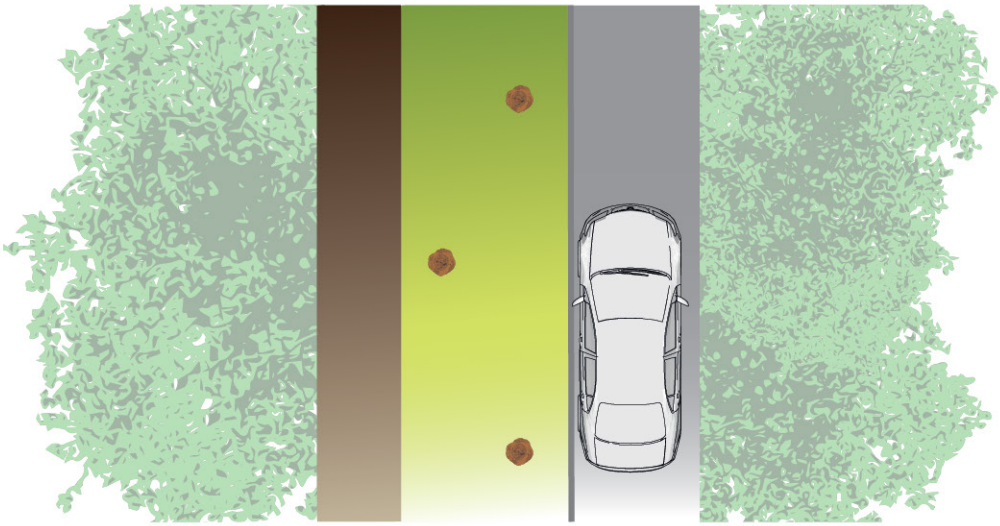
Cross Section - Truganina Precinct

v140813

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)





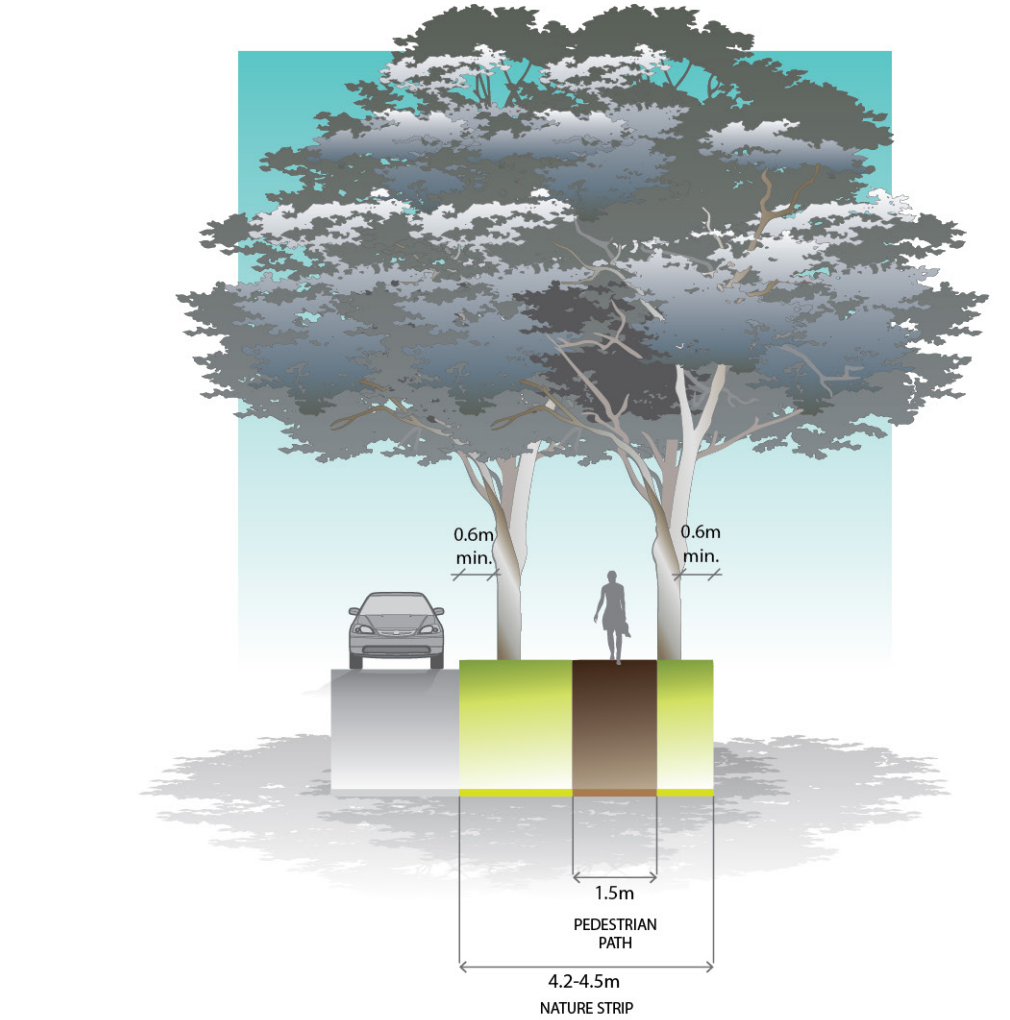
Local Access Level 1 (16m) Variation 1 - Varying tree placement in naturestrip

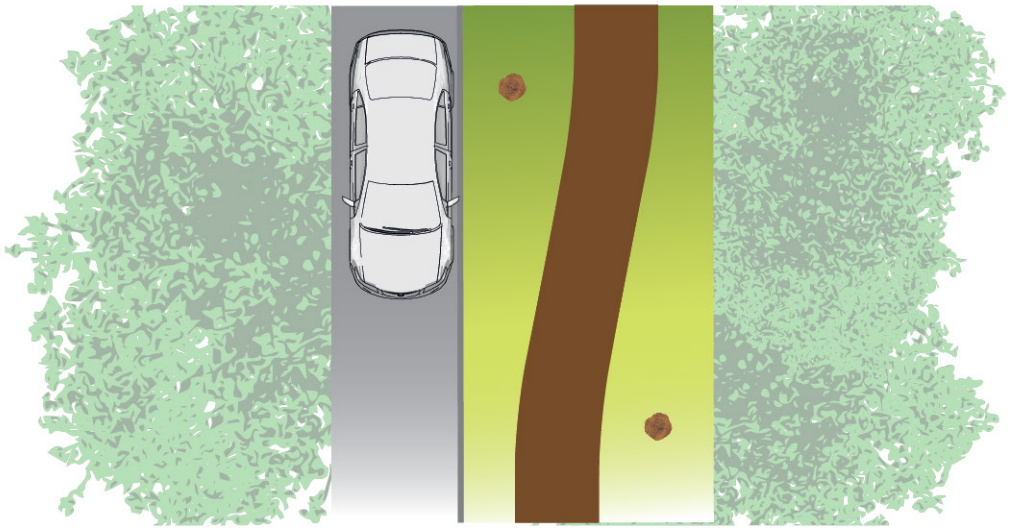
Cross Section - Truganina Precinct

v140814

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 2 - Meandering footpath in naturestrip

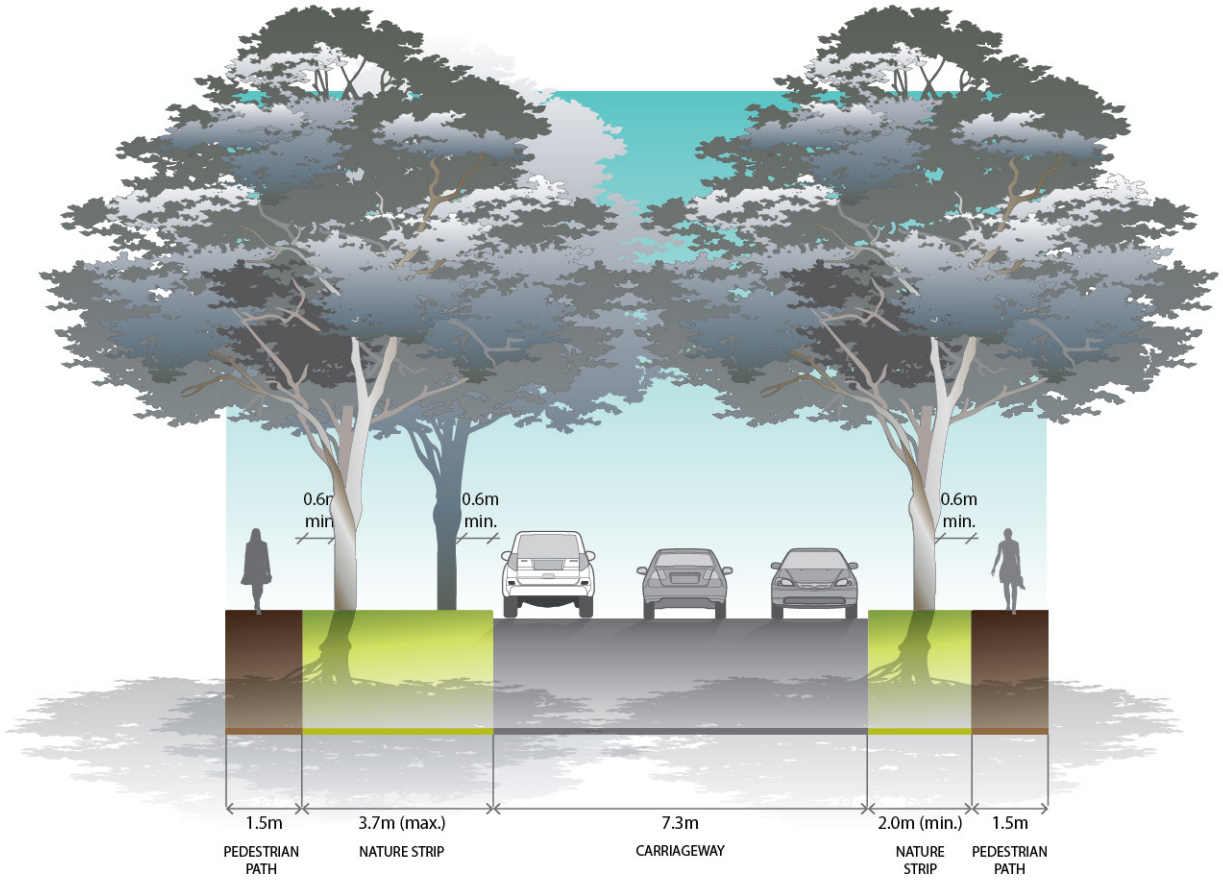
Cross Section - Truganina Precinct

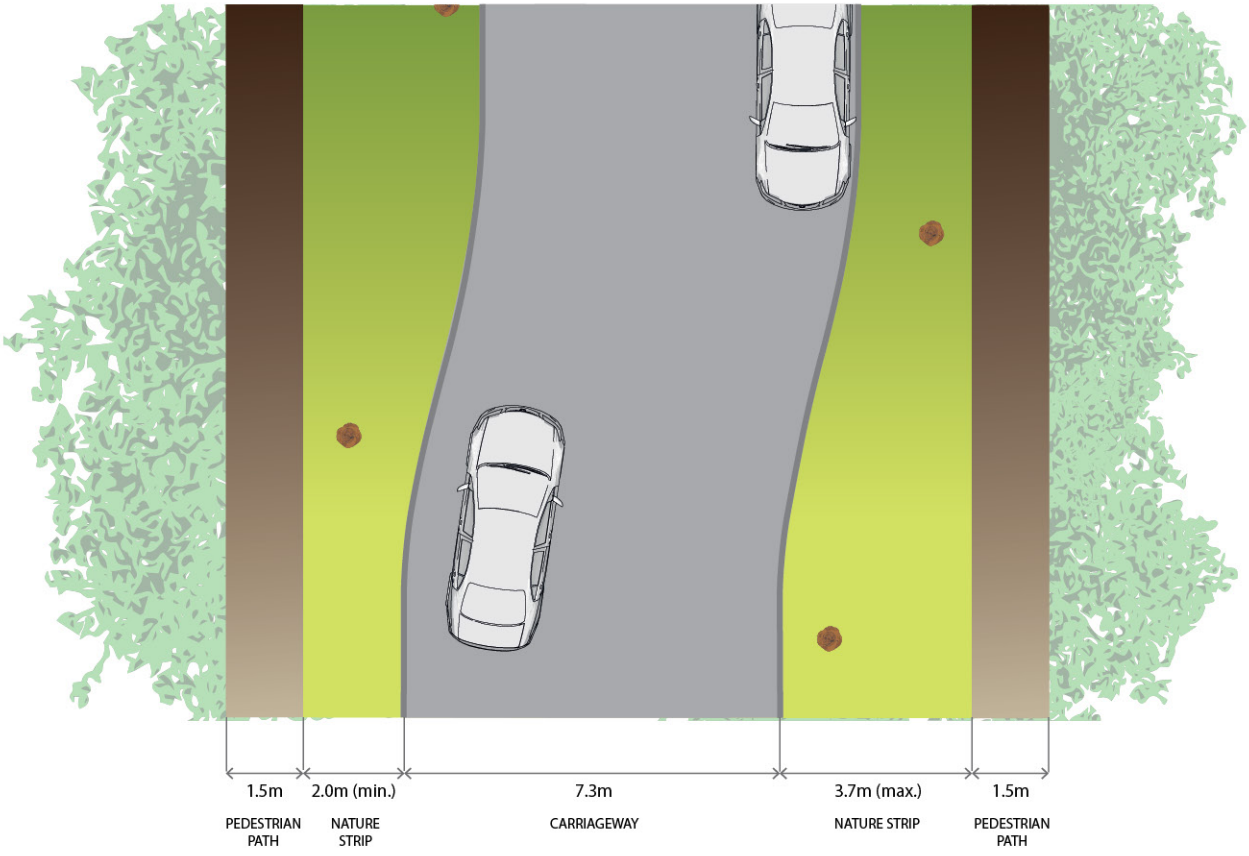
MPA METROPOLITAN PLANNING AUTHORITY

v140814

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 3 - Varying nature strip widths / meandering carriageway

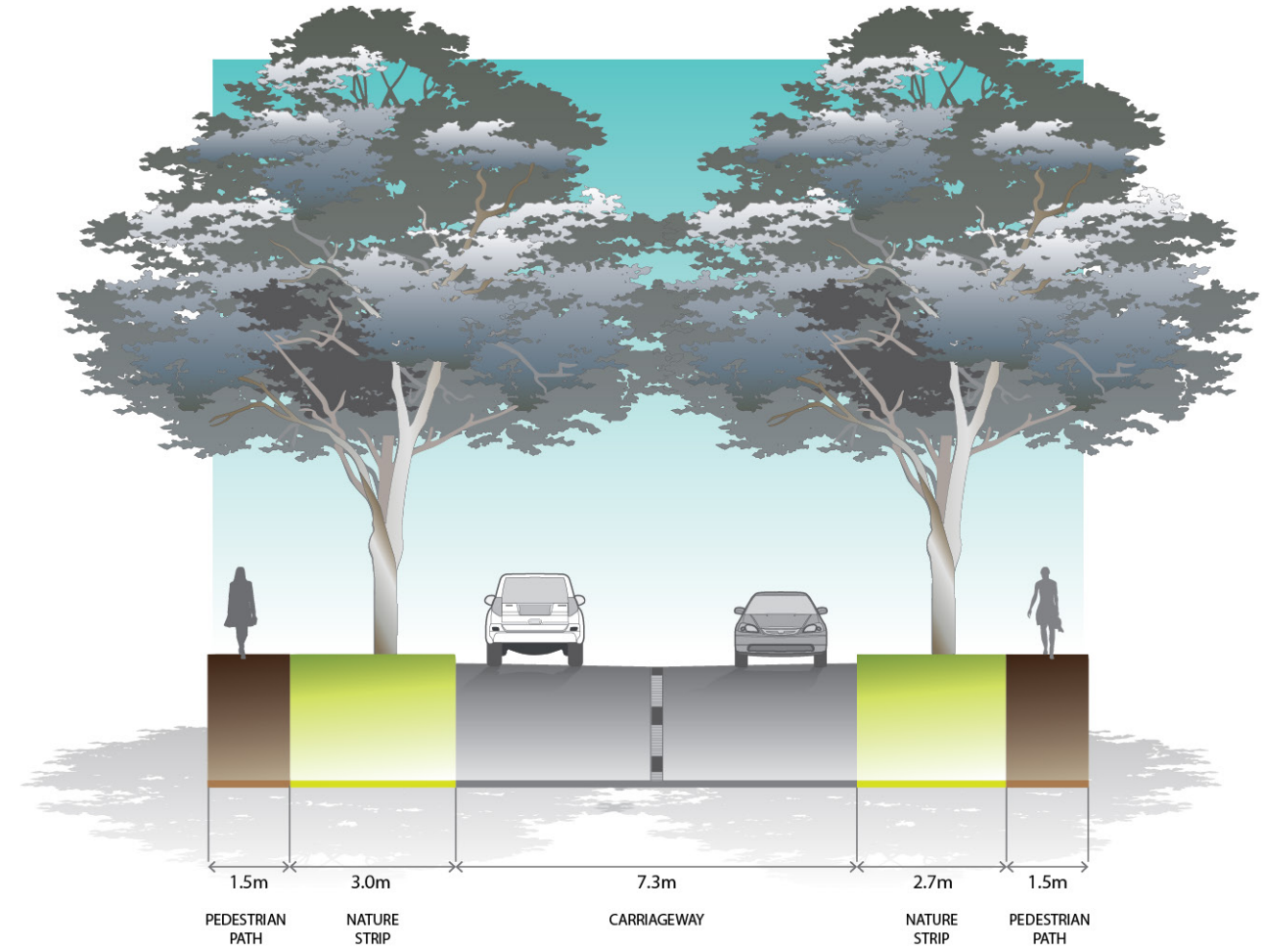
Cross Section - Truganina Precinct

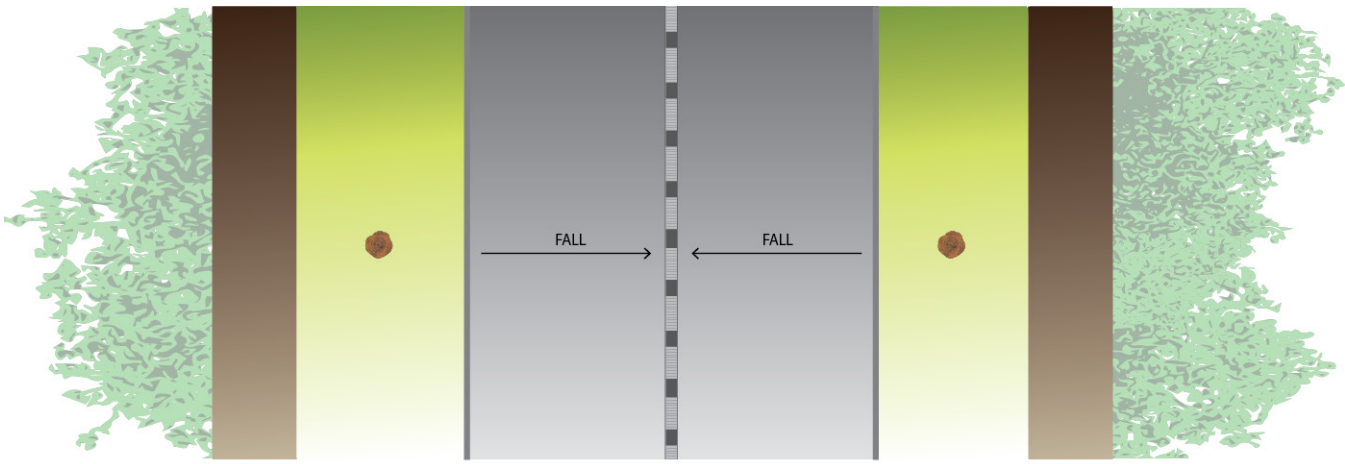
MPA METROPOLITAN PLANNING AUTHORITY

v140814

NOTES:

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





Local Access Level 1 (16m) Variation 4 - Central Drainage

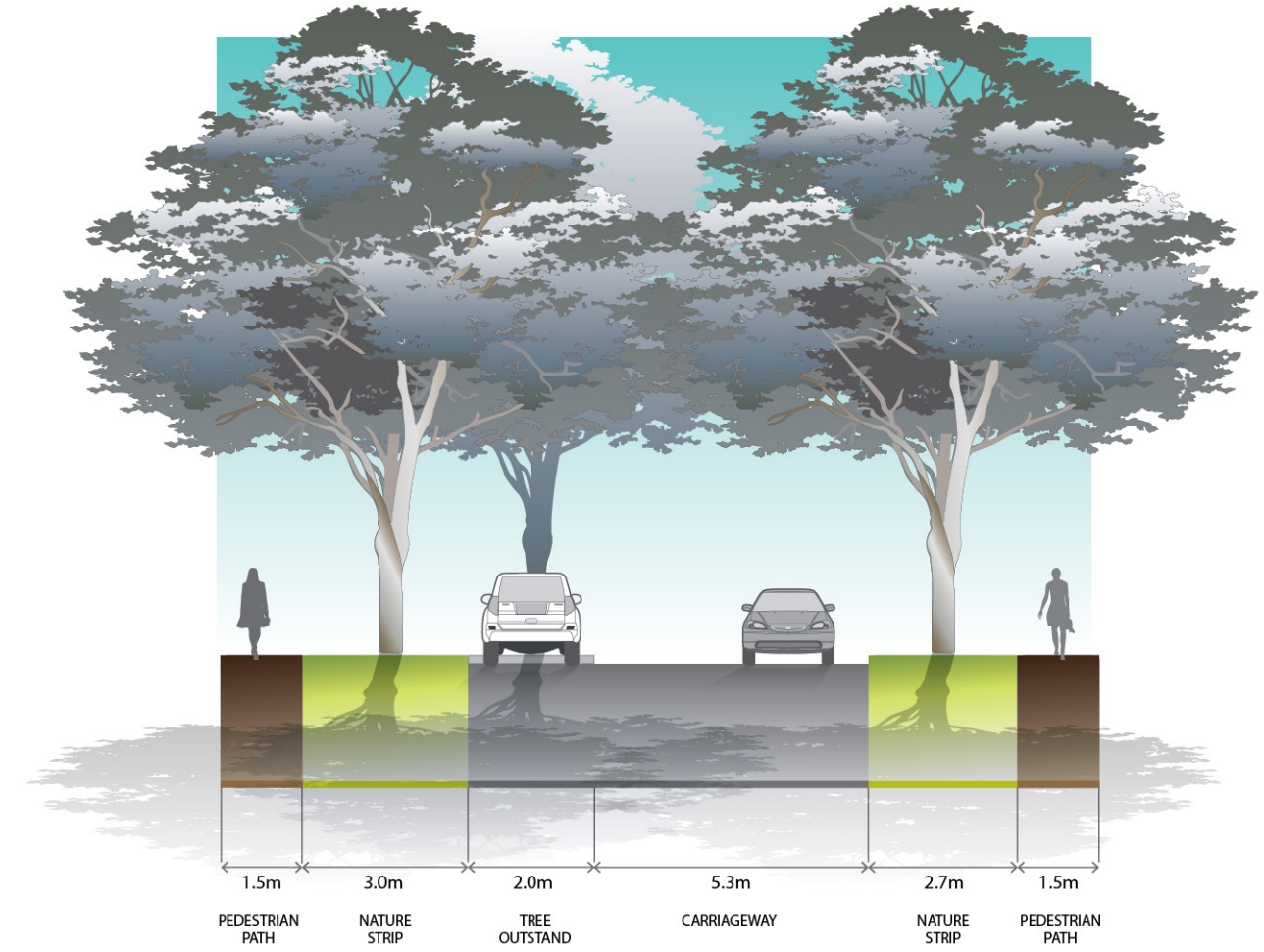
Cross Section - Truganina Precinct

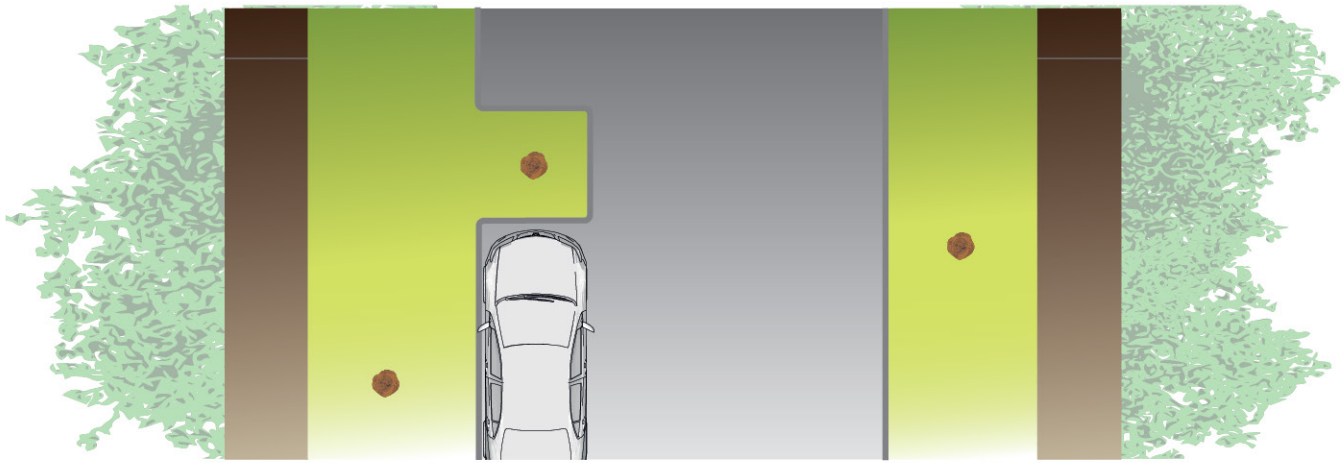
METROPOLITAN PLANNING AUTHORITY

v140814

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 5 - Tree outstands

Cross Section - Truganina Precinct

MPA METROPOLITAN PLANNING AUTHORITY

v140814

NOTES:

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

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.

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

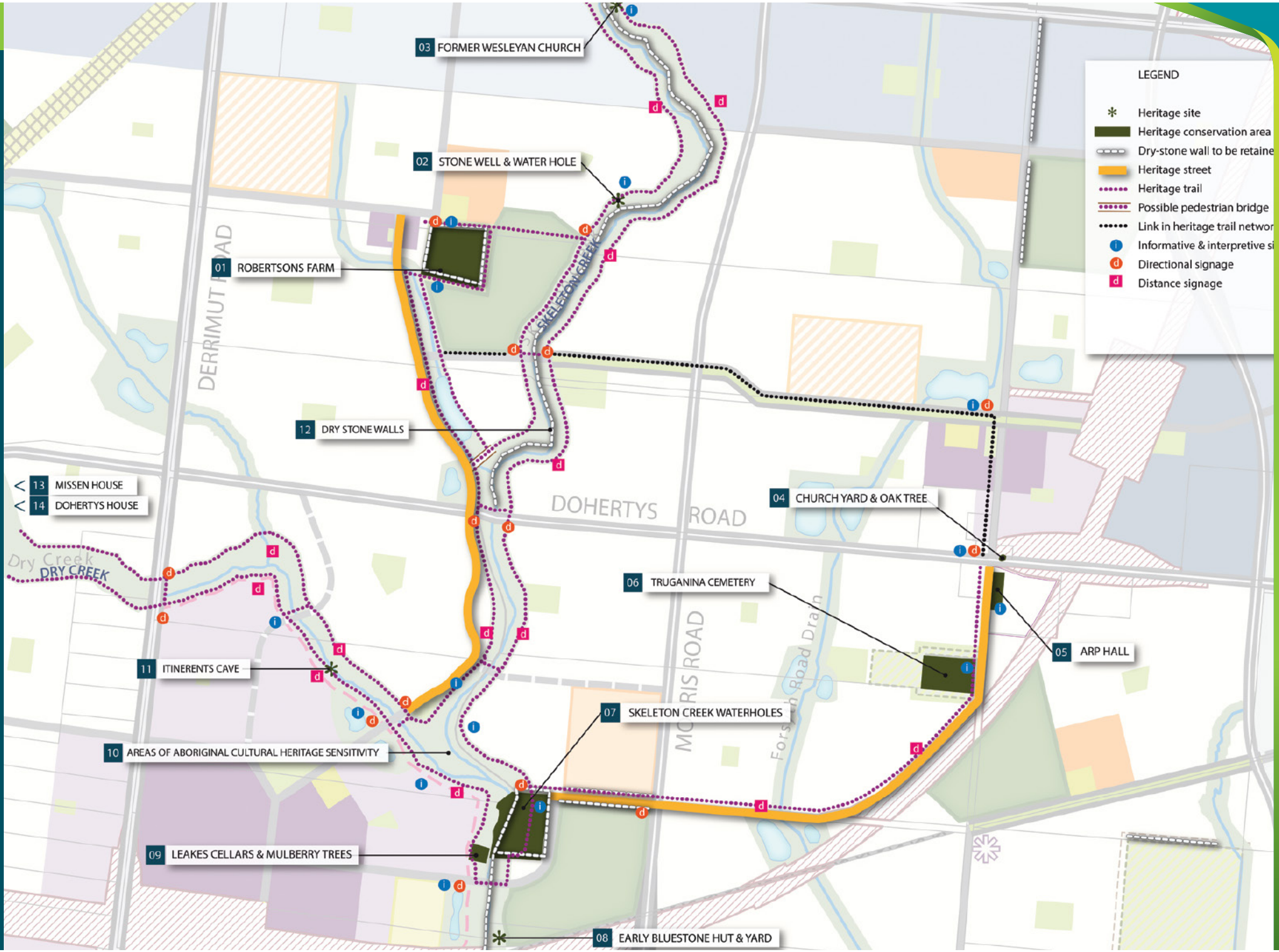
- Major park corridor that provides regional link
- Attracts users from Melbourne/Geelong and surrounding municipalities
- Capacity to sustain high level accessibility over long periods
- High level access facilities eg paths, signage, shade, water fountains
- Footpath/bikeway links
- Public transport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


03 FORMER WESLEYAN CHURCH
02 STONE WELL & WATER HOLE
01 ROBERTSONS FARM
12 DRY STONE WALLS
13 MISSEN HOUSE
14 DOHERTYS HOUSE
04 CHURCH YARD & OAK TREE
06 TRUGANINA CEMETERY
05 ARP HALL
11 ITINERENTS CAVE
07 SKELETON CREEK WATERHOLES
10 AREAS OF ABORIGINAL CULTURAL HERITAGE SENSITIVITY
09 LEAKES CELLARS & MULBERRY TREES
08 EARLY BLUESTONE HUT & YARD
DERRIMUT ROAD
SKELETON CREEK
DOHERTYS ROAD
MORRIS ROAD
Dry Creek
DRY CREEK
LEGEND
Heritage site
Heritage conservation area
Dry-stone wall to be retaine
Heritage street
Heritage trail
Possible pedestrian bridge
Link in heritage trail networ
Informative & interpretive si
Directional signage
Distance signage

APPENDIX G - TRUGANINA HERITAGE NETWORK

Originally settled by pastoralists in the 1840s and '50s, Truganina has had a long and colourful part to play in the building of Melbourne. Yet the area's story extends back far beyond the arrival of Europeans with evidence of continued occupation by Aboriginal communities along Skeleton Creek.

For future urban development to have a depth of character and integrity it is vital that the places, stories, relics, and ruins of the past are retained and recognised through the urban structure.

The purpose of this appendix is to provide context to the variety of heritage items that exist within the Truganina Precinct Structure Plan area. The document complements the detailed recommendations for individual items included within the Wyndham North Heritage Strategy 2012, prepared on behalf of Wyndham City Council by Heritage Alliance, by considering how the items as a collective might be managed and interpreted into the future.

The volume of items and their level of significance represents an opportunity to take a broader approach to heritage retention. Further, the layers of both indigenous and post-contact history in a largely unmodified landscape are a rare chance to explain the interaction of the two populations with a greater degree of authenticity and personal involvement.

The aim is to create a cohesive plan that integrates the many individual pieces to more effectively reflect the story of Truganina and ensure this rich history is not lost.

This appendix will:

- Highlight the items intended to be retained through urban development.
- Recommend appropriate & viable future uses for each of the items.
- Outline the basic components of an integrated heritage strategy that links the individual elements,
- including:
  - o Trail network.
  - o Signage and interpretation.
  - o Streetscapes and landscaping.
- Highlight potential funding sources for works associated with the recommendations.
- Set the direction for the preparation of a detailed heritage management and interpretation strategy to be prepared by Council at a later date.

An effort has been made to balance the sometimes competing interests of heritage protection and urban development. The most important of these interests is connectivity of new communities and the desire to protect the landscape values of Skeleton Creek and Dry Creek. These crossings are vital pieces of infrastructure and cannot be avoided, however they have been located as sensitively as practical to avoid the most significant areas of the waterways. Similarly, where possible complementary land uses have been identified alongside heritage items and waterways to maintain a buffer to intensive development and protect important relationships.

Further information on the history of the Truganina area and each of the specific items can be found in the background reports accompanying this Precinct Structure Plan.

It is strongly recommended that Wyndham City Council in consultation with Heritage Victoria and the Werribee District Historical Society expedite the preparation of a more detailed strategy to ensure the first stages of development can assist in the early realisation of the objectives.

ITEMS & AREAS OF SIGNIFICANCE TO BE RETAINED

01

ROBERTSONS FARM

Heritage Overlay reference: HO28

Description: A dry-stone wall-lined former farm complex 700 metres east of Derrimut Road. The site contains bluestone ruins of a house, cellar as well as stock loading facilities, a greenhouse and bluestone and brick pathways. Vegetation from the original garden also remains within the complex. Future use: The Wyndham North Heritage Strategy recommends the retention of the site for either public or commercial use. The defined nature of the site with intact dry-stone walls and existing vegetation suggest any appropriate use may be a public park. Community gardens, sculpture parks or outdoor performing arts spaces may be a way of differentiating the important site from the wider passive open space network. Any construction inside the walls should be lightweight, low and sympathetic. Access should be confined to pedestrians and cyclists with any required vehicular parking limited to the outside. An active open space reserve directly to the east of the complex is intended to protect the site's relationship with Skeleton Creek by retaining open views.

02

STONE WELL & WATER HOLE

Description: A early well and water hole / dam constructed from local stone located on the western side of Skeleton Creek near the Robertsons Farm complex.

Future use: These features will be incorporated into the Skeleton Creek open space corridor, with access discouraged through indigenous planting and careful placement of paths.

03

WESLEYAN CHURCH

Description: Site of a former Wesleyan Church, on the eastern side of Skeleton Creek just south of Boundary Road. Foundation stones and associated dry stone walls are believed to still be present.

Future use: The future shared path on the eastern side of Skeleton Creek can be placed to run adjacent this site with associated interpretative signage to explain the previous use of the site as a church.

04

CHURCH YARD & OAK TREE

Heritage Overlay reference: HO126

Description: The Truganina Church on the corner of Woods and Dohertys Road stood from 1863 until 1966. After the grass fires of the late 1960s, all that survives of the historic use is a significant oak tree that formally occupied the Church's front yard.

Future use: With the expansion of Dohertys Road most of the property in which the oak tree now stands will be acquired for road widening. The tree will be retained within an expanded central median of approximately 20 metres and become a prominent landmark of both the gateway to the Truganina station precinct and wider heritage network.

05

AIR RAID PRECAUTIONS (ARP) HALL

Heritage Overlay reference: HO125

Description: An iron-clad timber-framed shed on the corner of Dohertys and Woods Road. The building was moved to the site in 1969 for use as a community hall after the Truganina Mechanics Institute was destroyed in the grass fires. The hall has a colourful history in both its original location in central Werribee and on its current site having been used as housing for electricity generation, garage, Council depot, an Air Raid Precautions centre, and community hall.

Future use: The hall continues to serve the local Truganina community and can continue to do so into the future. The hall is recommended for retention and longer-term uses for the hall and site should be identified by Council. As the building itself is the item of significance, the remainder of the property may be redeveloped so long as an appropriate landscape buffer is maintained around the hall.

06

TRUGANINA CEMETERY

Heritage Overlay reference: HO39

Description: Cemetery dating from 1865 associated with early settlement in the area and the original Truganina village. The cemetery remains open however burials have not taken place at the site for a number of years.

Future use: The cemetery is protected under the Biodiversity Conservation Strategy as a place containing critically endangered flora species. The existing cemetery should be retained as an area of historical significance with interpretive signage introduced to tell the story of the former village of Truganina and the grass fires of the 1960s.

07	SKELETON CREEK WATERHOLES Heritage Overlay reference: HO119 Description: The water reserve was formally gazetted in 1869, but has an historical tradition of use by first the European settlers in the 1830s and 1840s, and later as a large stock watering point for local farmers and pastoralists in the latter half of the nineteenth century. The waterholes and dry-stone walls lining the stockyard and unmade access road still retain a high degree of integrity. Future use: The site is of a high degree of significance to the history of settlement in the Truganina area and should be afforded the appropriate level of protection. • Any works within the Skeleton Creek corridor must not disturb the existing water holes. • The unmade access road will be used as the alignment of a new connector street providing a link between the eastern communities and the major town centre. The dry-stone walls along the edge of the reserve will be retained and modifications kept to a minimum. Canopy trees will also be planted along the edge of the reserve. • The stock yard should be retained as a tranquil public reserve. A suitable example would be a local sculpture park that may include interpretative art related to the area's history. Any future use should be of a low intensity. Trees along the boundary should reinforce the edges of the reserve with informal scattered vegetation within the walls to provide shade. Building within the area bound by the dry-stone walls should be avoided.
08	EARLY BLUESTONE HUT & YARD Heritage Inventory reference: H7822-0138 Description: Bluestone platforms and walls associated with early settlement. Amendment C86 to the Wyndham Planning Scheme intended to remove the Heritage Overlay from the item however it will nonetheless be retained and protected through its position within the Skeleton Creek corridor and listing on the Heritage Inventory. Future use: Boxthorn should be removed from the ruins and area landscaped with native vegetation to ensure access is discouraged.
09	LEAKES CELLARS & MULBERRY TREES Heritage Overlay reference: HO30, Heritage Inventory reference: H7822-0137 Description: A depression formed by high bluestone walls on the western banks of Skeleton Creek, opposite the water reserve. The exact use of the cellar is unknown however it is thought to be a associated with a former orchard and vineyard. Seven mature mulberry trees survive to the north of the bluestone ruin. Future use: The site will be protected through the Skeleton Creek waterway corridor. The nature of the site makes reuse difficult. The mulberry trees may be used as part of a recreated small and walled orchard within the waterway corridor.
10	ABORIGINAL CULTURAL HERITAGE Description: The Skeleton and Dry Creek waterways are considered to be areas of high Aboriginal cultural heritage sensitivity, as identified by the cultural heritage assessment undertaken for the PSP area. This study also identified the confluence of Skeleton and Dry Creeks of being of particular cultural significance. Future use: The retention of both Skeleton and Dry Creek waterway corridors in their natural state and carefully management of any works within these corridors, will maximise the ability to retain any areas of Aboriginal cultural heritage sensitivity and significance along these waterways.
11	ITINERANTS CAVE Heritage Inventory reference: H7822-0140 Description: Small cave formed between large stone boulders lining the northern bank of Dry Creek. The cave is known as a historical place of refuge and is recognised as a place of importance by the local community. The cultural heritage assessment also identified the cave as a likely place of historical occupation by indigenous communities. Future use: The cave will be retained through the implementation of the Dry Creek waterway corridor. It is not suitable for public use and land surrounding the cave should be vegetated with indigenous species to discourage access. Trails within the corridor should be placed at least 20 metres away from the cave.
12	DRY STONE WALLS Description: Dry stone walls located within the Skeleton and Dry Creek waterway corridors, and associated with the Skeleton Creek waterholes and Robertsons Farm sites. Future use: Walls along the waterways can be retained in their current form and setting with any paths placed away from the walls to discourage direct public interaction. The walls associated with the Skeleton Creek waterholes and Robertsons Farm can be successfully integrated into the landscape treatment of these areas.

13

MISSEN HOUSE, DOHERTYS HOUSE

Description: Two bluestone ruins on Dohertys Road near the crossing of Dry Creek. These two items sit in the Tarneit North precinct and any detailed recommendations for their retention or the extension of the Truganina heritage network to integrate these items will be included in the relevant PSP.

RECOMMENDATIONS: FUTURE WORKS

1

LANDSCAPING

Waterway corridors & trails: Preference for indigenous and native vegetation in these areas. The landscaping palette may consist of plants used as food sources by indigenous communities so that it may also contribute to the story.
Post-settlement heritage sites: Exotic vegetation consistent with previous occupation is appropriate in these areas.
Heritage streets: Heritage streets should have formal avenue planting of a tree species consistent with their role and position in the work. The heritage street on the western banks of Skeleton Creek should be planted with appropriate indigenous species able to form a continuing canopy along the street. The heritage streets linking Dohertys Road to the major town centre and Morris Road to the Truganina cemetery should be planted with exotics.

2

SIGNAGE

Introductory & interpretive: Introductory signage providing an overview of the network and the area's history should be provided at all gateway locations along the shared trail and street network. Interpretive signage should be provided at all items across the network outlining the story of their significance. In addition, interpretive signage telling other notable stories of the area's history should be provided at key junctions and nodes along the shared trail network. These nodes may be accompanied by seating and drinking fountains.
Directional: To be provided at all junctures along the shared trail network. Should list information for all items and areas across the network with time and distance measurements.
Distance: In the absence of other signage, distance markers should be provided at regular spacings of 200 to 400 metres to provide pedestrians and cyclists with a guide to their progression through the network.

RECOMMENDATIONS: RESPONSIBILITIES AND FUNDING

1

DEVELOPER WORKS

Standard developer works includes:

- Construction of connector streets including waterway crossings and streetscape works.
- Construction of shared trails identified in this Precinct Structure Plan.
- Basic landscaping along streets, waterway corridors, and in parks.

Council should work with development proponents to ensure that those works are undertaken in accordance with this strategy so a consistent outcome can be achieved across the network.

2

FUTURE COUNCIL WORKS

Improvements to the heritage sites, the recommended signage strategy, and any additional waterway crossings not specifically identified as being developer works or included in the Wyndham North DCP will be the responsibility of Council or the relevant public land manager.

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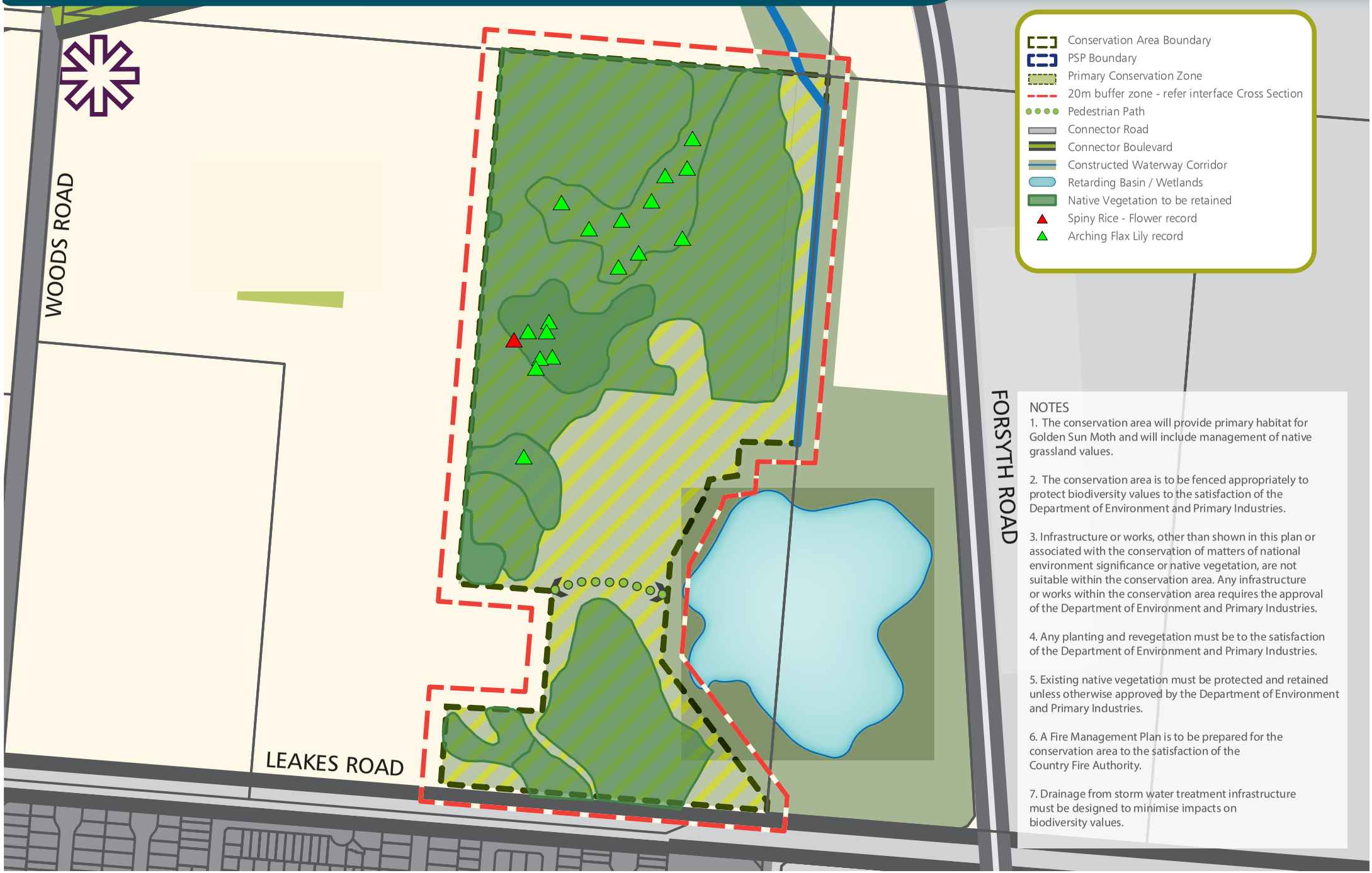
Appendix H - Woods Road conservation area concept plan

Truganina Precinct Structure Plan



NOTES

1. The conservation area will provide primary habitat for Golden Sun Moth and will include management of native grassland values.

2. The conservation area is to be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment and Primary Industries.

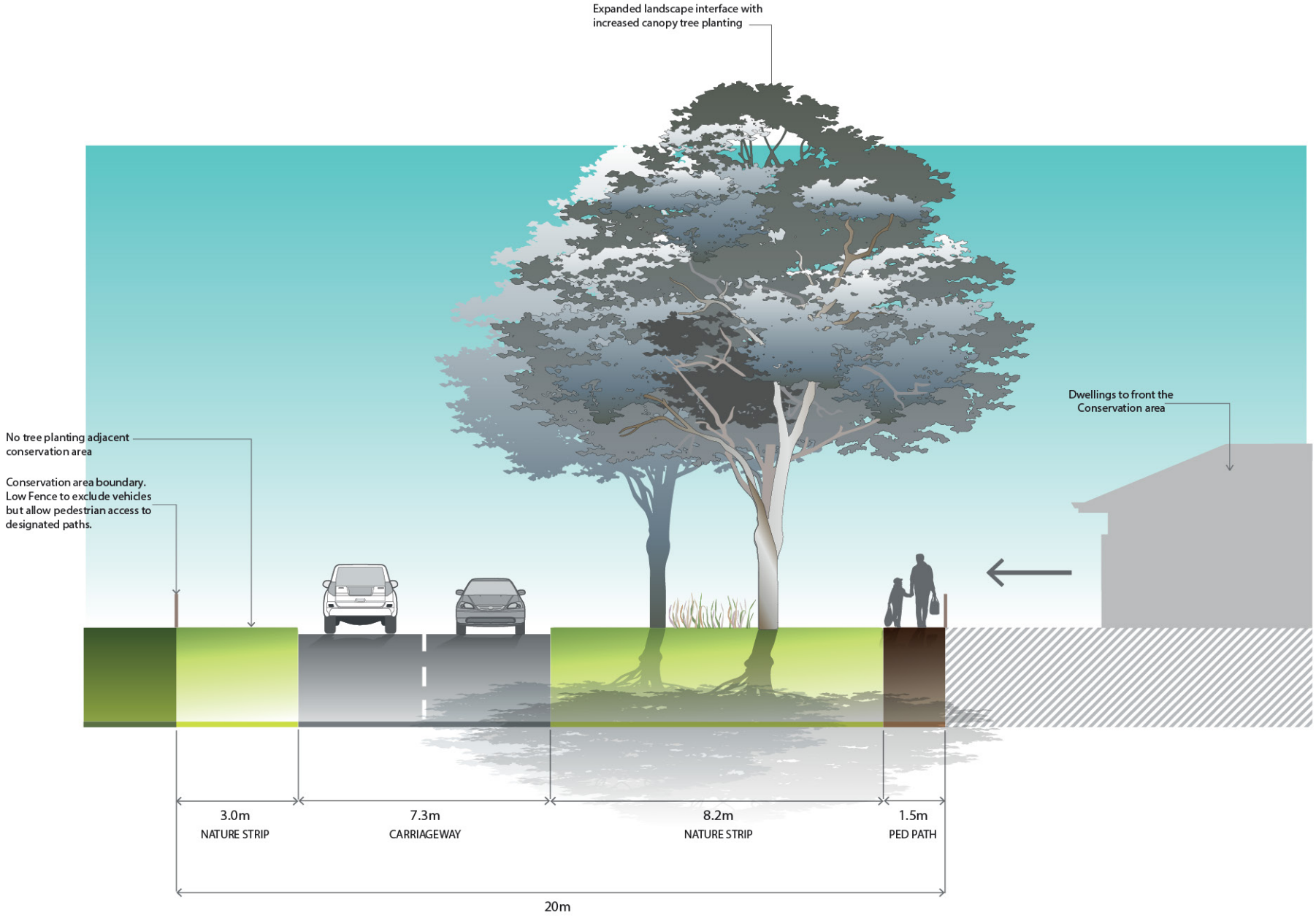
3. Infrastructure or works, other than shown in this plan or associated with the conservation of matters of national environment significance or native vegetation, are not suitable within the conservation area. Any infrastructure or works within the conservation area requires the approval of the Department of Environment and Primary Industries.

4. Any planting and revegetation must be to the satisfaction of the Department of Environment and Primary Industries.

5. Existing native vegetation must be protected and retained unless otherwise approved by the Department of Environment and Primary Industries.

6. A Fire Management Plan is to be prepared for the conservation area to the satisfaction of the Country Fire Authority.

7. Drainage from storm water treatment infrastructure must be designed to minimise impacts on biodiversity values.



Appendix H - Woods Road conservation area interface

Truganina Precinct Structure Plan

METROPOLITAN PLANNING AUTHORITY

Notes:

1. Trees should not be planted within 10 metres of the conservation area boundary.
3. The conservation area must be fenced appropriately to protect biodiversity values to the satisfaction of the Department of Environment and Primary Industries.
2. All necessary fire breaks must be located outside the conservation area.

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APPENDIX I - TRUGANINA CEMETERY CONSERVATION AREA

NOTES

1. The Primary Conservation Zone will protect the existing biodiversity values within the Truganina Cemetery, and allow for continued visitor access to existing graves.
2. The Grassland Expansion Zone will provide additional space for expansion of grassland values and habitat. The Grassland Expansion Zone will be categorised as 'nature conservation' and secured in accordance with this category of conservation area as specified in 'Habitat Compensation' under the Biodiversity Conservation Strategy.
3. Local parks are to be located on the north, south and west sides of the conservation area as shown. The local parks to the north and south are to comprise a gravel or paved surface (min 3.5m wide) where they interface with Primary Conservation Zone and Grassland Expansion Zone to minimise weed encroachment into the conservation area.
4. Local roads are to be provided as the only interface to the conservation area and the associated open space described in Note 3.
5. A 50m buffer zone is to be provided to the Primary Conservation Area as shown, comprising only local parks and local roads.
6. A 200m buffer zone is to be provided on the western side of the Primary Conservation Zone, comprising only the Grassland Expansion Zone, local park and a local crossing point as shown.
7. One local crossing point may cross the 200m buffer zone (on the west side of the Grassland Expansion Zone) comprising a local road of a maximum width of 13m.
8. The Primary Conservation Zone and Grassland Expansion Zone are to be fenced with low transparent fencing (min height 1.2m) to prevent public access to protect habitat values, with the exception of the southern boundary. The southern boundary of these areas is to be fenced with a feature rock wall referencing the traditional dry stone wall styles of the area. The wall is to comprise hidden mortar joints or a concrete core, to act as a physical barrier to weed encroachment.
9. Infrastructure or works, other than shown in this plan or associated with the conservation of existing biodiversity values, are not suitable within the Primary Conservation Zone or Grassland Expansion Zone. Any such infrastructure or works within these zones requires DEPI's approval.
10. Any planting and revegetation must be consistent with DEPI's requirements.
11. Existing native vegetation must be protected and retained unless otherwise approved by DEPI.
12. Trees are not to be planted within 5m of the boundary of the conservation area. Any trees within the buffer zone are to be indigenous to the area and are to be approved by DEPI.
13. A Fire Management Plan is to be prepared for the conservation area to the satisfaction of the Country Fire Authority.

METROPOLITAN
PLANNING
AUTHORITY