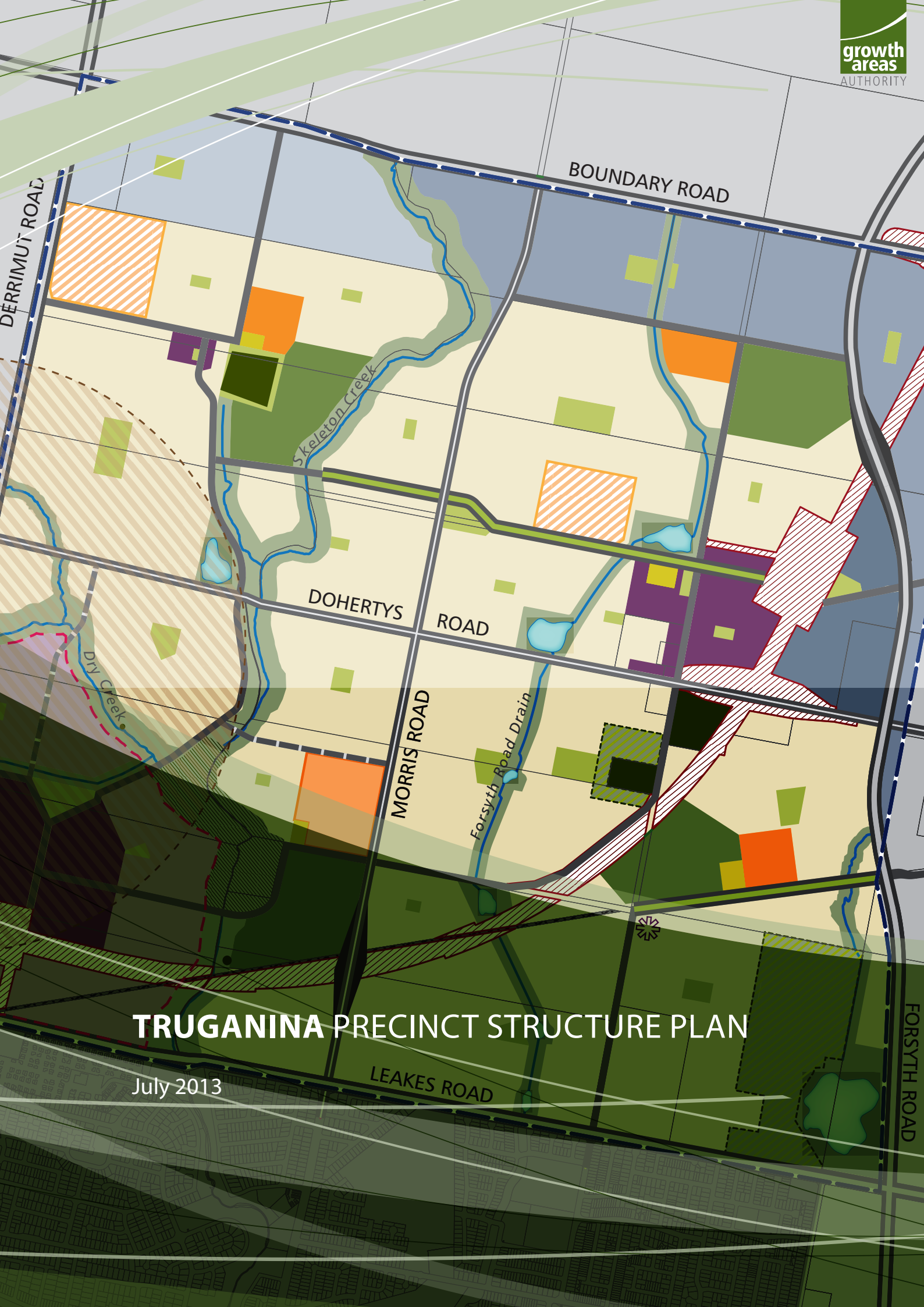
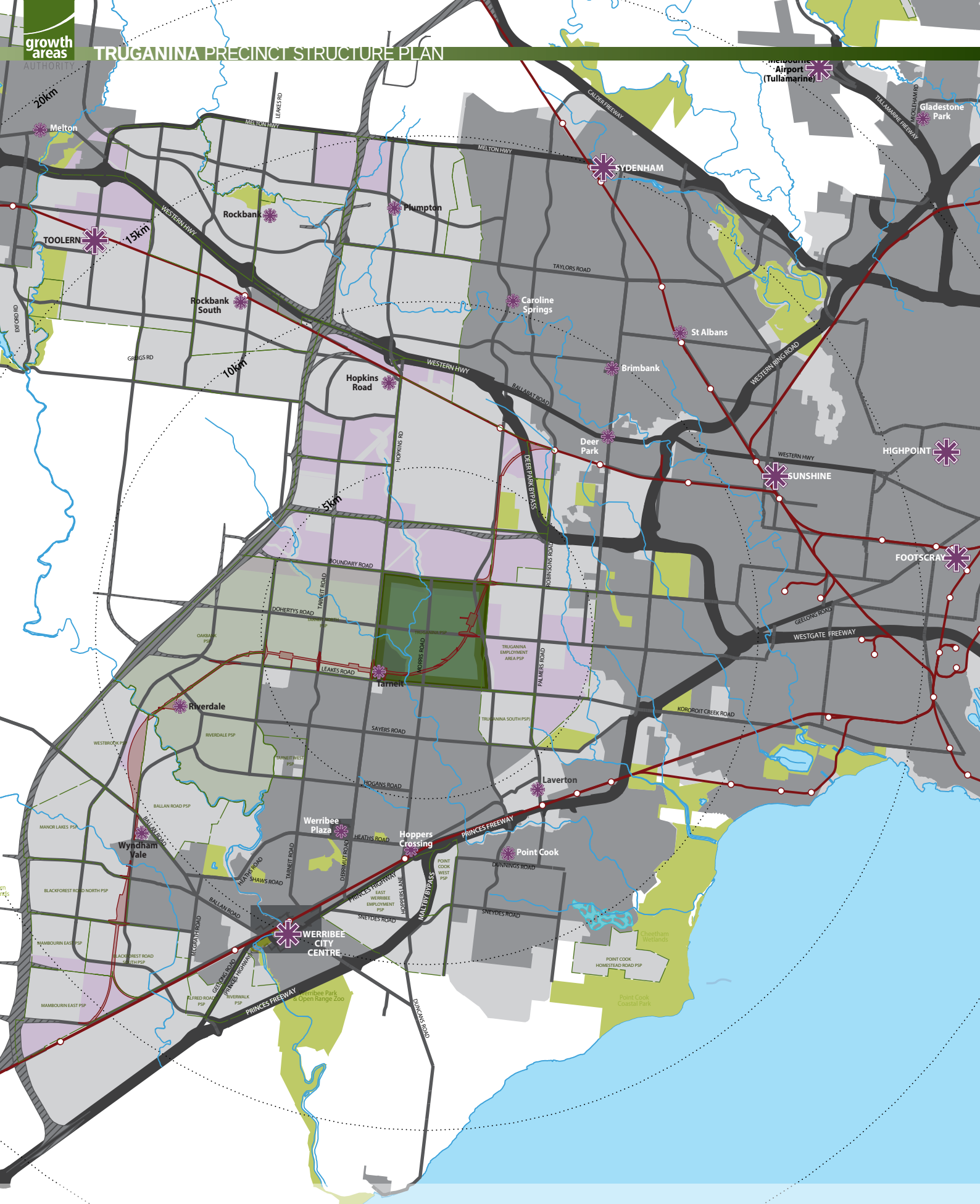


TRUGANINA PRECINCT STRUCTURE PLAN

July 2013



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

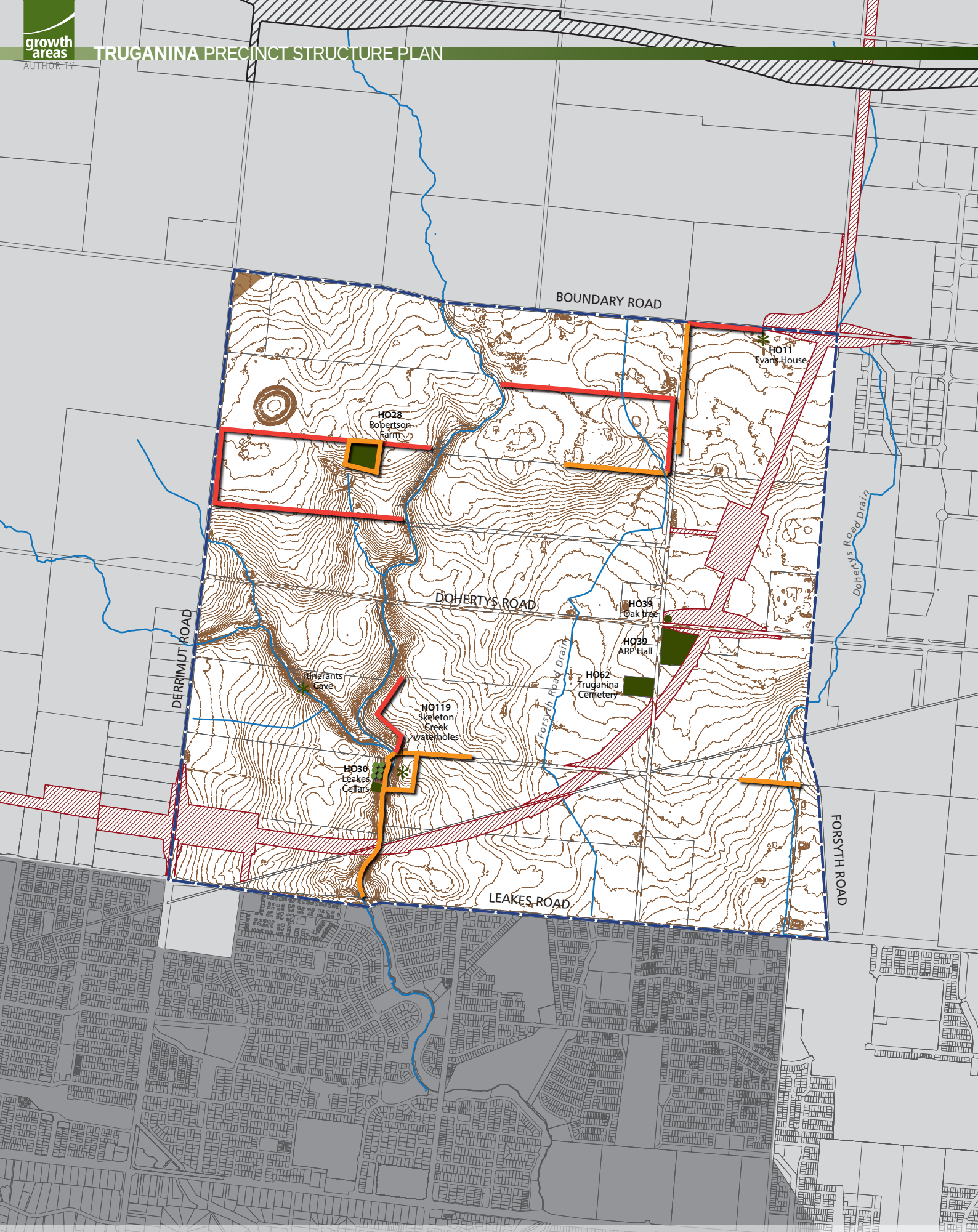
metropolitan context plan
truganina precinct structure plan

V130703

0 2km 4km 6km 8km 10km

N

CONTENTS



precinct area
heritage area
heritage site
contours (0.5m)
existing dry stone wall to be retained
existing dry stone wall with potential for retention
waterways
regional rail link

plan 1_precinct features
truganina precinct structure plan

1:25,000 @ A4
0 200 400 600 800 1,000

V130703

N

1.0 INTRODUCTION

The Truganina Precinct Structure Plan (the PSP) has been prepared by the Growth Areas 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.
- *Draft Biodiversity Conservation Strategy and Sub-regional Species Strategy for Melbourne's Growth Areas* (Department of Environment & Primary Industries, 2013).

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.
- *Truganina Native Vegetation Precinct Structure Plan* (the NVPP) that sets out requirements for the protection and management of native vegetation within the precinct.
- *Wyndham North PSPs Background Report* (the background report).
- *Woods Road Conservation Management Plan* which sets out the management requirements for areas protected for the Golden Sun Moth
- *Truganina Cemetery Conservation Management Plan* 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.

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 1073 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 Forysth 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 majority of the PSP area is within Truganina, however the land to the west of Skeleton Creek is technically known as 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 will be bound by the *Wyndham North Development Contributions Plan* (the DCP). The DCP sets out requirements for infrastructure funding across the wider Wyndham North region and will be finalised and implemented separately to the PSP.

Once complete, the DCP will be a separate document incorporated into the *Wyndham Planning Scheme* and implemented through a Development Contributions Plan Overlay (DCPO)

Development proponents wishing to commence works prior to approval and gazettal of this instrument have the opportunity to enter into agreements with Wyndham City Council under Section 173 of the *Planning and Environment Act 1987* to expedite contributions.

1.5 Native Vegetation Precinct Plan

The *Truganina Native Vegetation Precinct Plan* (the NVPP) has also been prepared concurrently with the PSP. The NVPP identifies:

- Native vegetation which may be removed without a planning permit.
- The offsets that must be provided by development proponents wishing to commence works prior to removing the native vegetation which can be removed.

The NVPP is a separate document that is incorporated into the *Wyndham Planning Scheme.*

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 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 will be accessible to the community to allow appreciation of vegetation and habitat characteristics of the Werribee Plains.

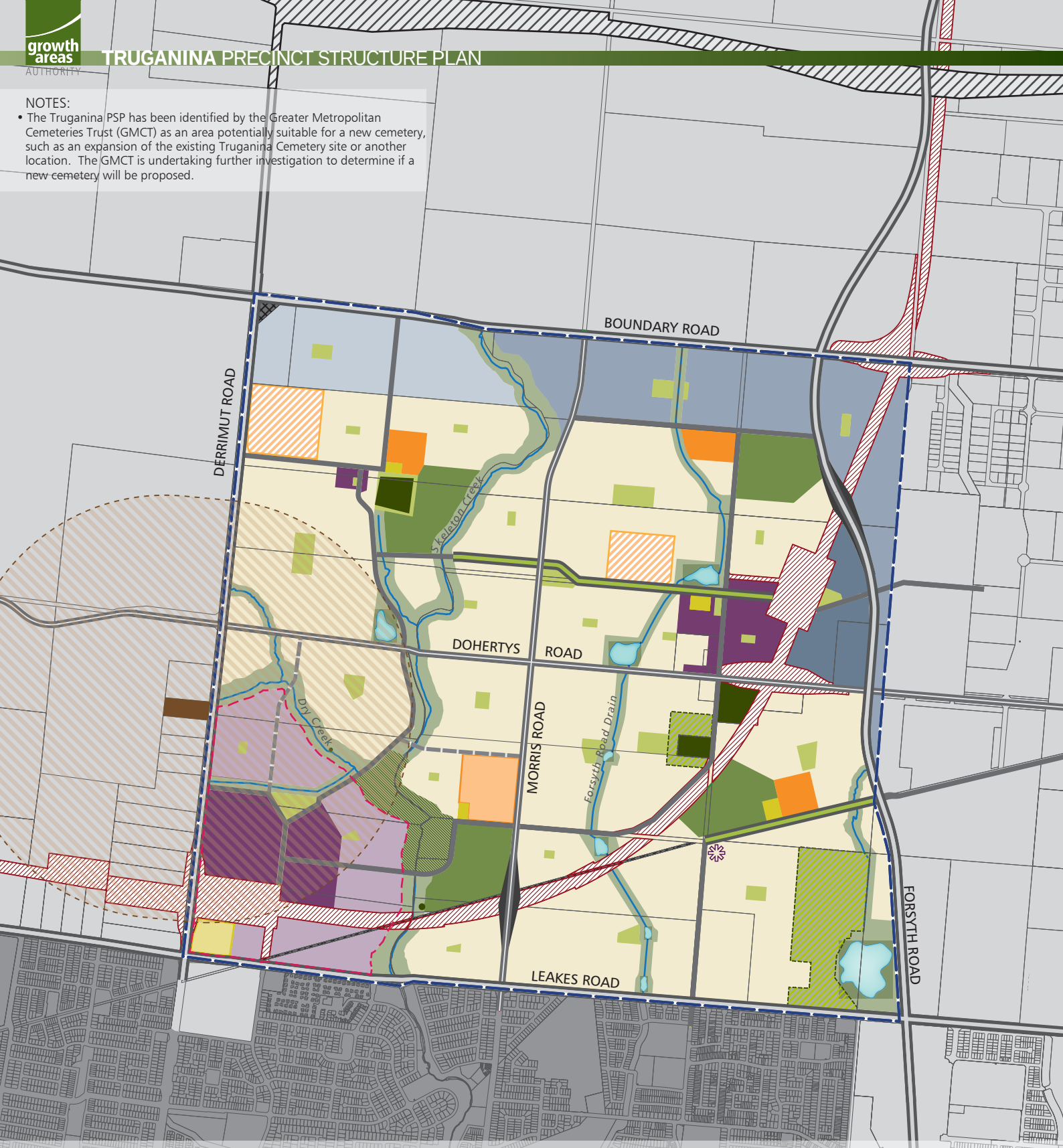
The Regional Rail Link, traversing the precinct from north-east to south-west, represents a large-scale public investment in the future of Wyndham and will provide a connection to the wider metropolitan area, Geelong, and beyond. The new rail line will be catalyst for the creation of a fully integrated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

Located alongside the Tarneit 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' 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.

NOTES:
- The Truganina PSP has been identified by the Greater Metropolitan Cemeteries Trust (GMCT) as an area potentially suitable for a new cemetery, such as an expansion of the existing Truganina Cemetery site or another location. The GMCT is undertaking further investigation to determine if a new cemetery will be proposed.



- precinct area
- town centre
- business & residential
- local convenience centre
- office park
- office & light industrial
- general light industrial
- residential
- government primary school
- government secondary school
- potential non-government school
- community facilities
- indoor recreation facility
- active open space (unencumbered)
- passive open space (unencumbered)
- drainage open space (encumbered)
- conservation area (encumbered)
- heritage
- potential heritage protection zone
- waterways
- existing broiler farm
- 1km broiler farm buffer
- easement
- outer metropolitan ring
- primary arterial road
- secondary arterial road
- boulevard connector street
- connector street
- local access street level 2
- regional rail link
- existing urban
- future urban
- plan subject to UDF (refer Figure 1, Appendix B for details

plan 2_future urban structure
truganina precinct structure plan

1:25,000 @ A4
V130703
0 200 400 600 800 1,000
N

2.2 Objectives

The following points describe the desired outcomes of development of the precinct and guide the implementation of the vision.

	OUTCOMES
O1	Recognise the history, heritage and character of the Werribee Plains in a new urban environment through the protection of natural waterways, retention of significant vegetation, habitat and dry stone walls, and the promotion of heritage.
O2	Capitalise on the significant opportunities of the local context, including the Regional Rail Link, the western employment corridor, and extensive inter-metropolitan motorway connections.
O3	Ensure pre-development property structure does not impede the realisation of cohesive and integrated neighbourhoods.
O4	Deliver an integrated network of local passive parks, active recreation reserves, and community infrastructure that meets the needs and aspirations of the new community.
O5	Achieve a diversity of streetscape and open space outcomes to enhance local character and amenity.
O6	Establish a landscape of connecting canopies along streets, parks and waterways.
O7	Ensure that no residents need to cross arterial roads, railway lines or waterways to access a local park.
O8	Develop a slow-speed and permeable connector road network that links across arterial roads and traverses through the core of each square mile.
O9	Create a series of neighbourhoods that cluster around public open space, community hubs, and town centres.
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 that each has 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 reduces reliance on reticulated potable water, increases the re-use of alternative water (stormwater and / or wastewater) and contributes toward a sustainable and green urban environment.
O19	Install essential services in a way that does not impede the ability to plant canopy trees in streets and along easements.
O20	Ensure that development staging is co-ordinated with the delivery of key local and state infrastructure.
O21	Provide for non government school sites to meet strategically justified education need in the area.

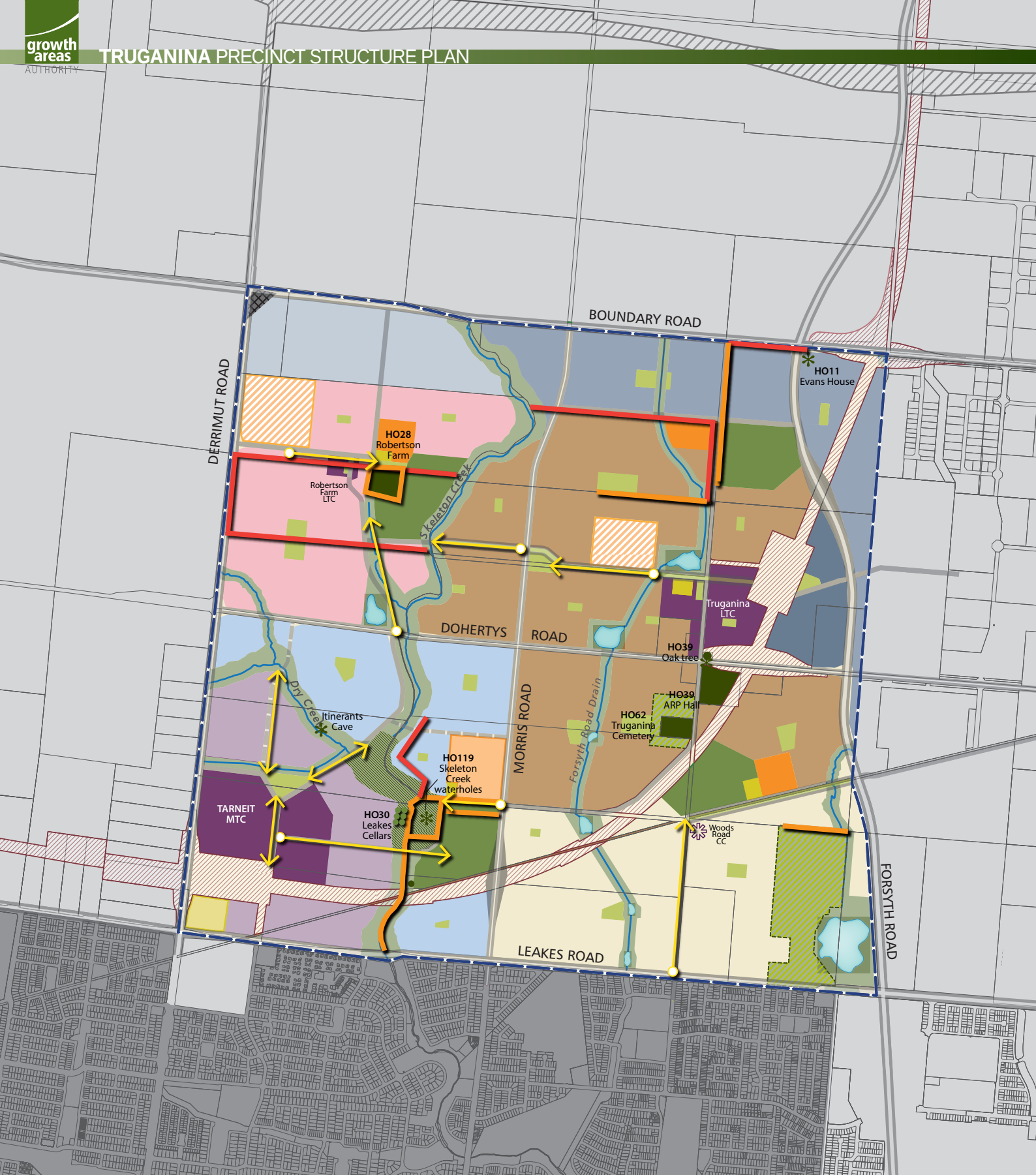
This page has been left intentionally blank

3.0 IMPLEMENTATION

3.1 Image, character, housing & heritage

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: **INTERVAL** — **TREE SIZE** 8 – 10 metres — Small trees (less than 10 metre canopy) 10 – 12 metres — Medium trees (10 – 15 metre canopy) 12 – 15 metres — Large trees (Canopy larger than 15 metres)
R2	Canopy trees (native, indigenous and exotic) in parks and streets must be: • Larger species wherever space allows (to facilitate continuous canopy cover). • Suitable for local conditions. • Planted in modified and improved soil as required to support tree establishment.
R3	Street tree planting must use locally appropriate species and be consistent with the *Wyndham City Growth Area Streetscape Strategy, 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	Existing windrows, significant trees, and dry stone walls should be retained within the public domain, including parks and road reserves, as appropriate.
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 individual subdivisions and the wider precinct to reinforce movement hierarchy and individual neighbourhood character.
G6	A consistent suite of lighting and furniture should be used across individual subdivisions and the wider precinct, appropriate to the type and role of street or public space, to the satisfaction of the Responsible Authority.
G7	Subdivision applications should have regard to the Council-adopted *Landscape Context Guidelines (2013)* where practical.



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

plan 3_image, character, heritage & housing
truganina precinct structure plan

1:25,000 @ A4
V130703

0 200 400 600 800 1,000

N

HOUSING

	REQUIREMENTS
R5	Planning permit applications must demonstrate how the proposal will deliver a diversity of housing.
R6	Development must appropriately respond to the potential future railway station site and future Principle Public Transport Network through the creation of opportunities for high-density residential development.
R7	Lots must front (in order of priority where a lot fronts multiple elements): • Waterways and public open space. • Connector roads. • Arterial roads. • The railway line.
R8	A use or development that contains a bedroom and is located on land that is reasonably likely, in the opinion of the Responsible Authority, to be impacted by noise from the train operations in the RRL corridor must be designed to ensure that internal noise levels in bedrooms is less than 65 dB ^{LAMAX} and 40 dB $^{Leq9h(night)}$*
R9	Subdivision applications must include indicative layouts for any lots identified for the future development of medium density, high-density, or integrated housing that suitably demonstrate: • Potential dwelling yield. • Active interfaces with adjacent streets, open space and waterways. • Safe and effective internal vehicle and pedestrian circulation.

*This requirement does not apply where a Design and Development Overlay Schedule (DDO) is included in the *Wyndham Planning Scheme* to manage noise effects from train operations on the Regional Rail Link and the DDO is applied to relevant land in this Precinct.

	GUIDELINES
G8	Achieve a minimum of 9,461 dwellings across the precinct (for a breakdown of dwellings across individual parcels refer to the property-specific yield table in Appendix A).
G9	Subdivision of an individual property should create a total number of lots that is generally in accordance with the guidance provided in the property-specific yield table (Appendix A Table 10). Where a subdivision proposal represents a single stage or limited number of stages, proponents should demonstrate how the subdivision will contribute to the eventual satisfaction of that guidance.
G10	Subdivision of land creating a total number of lots greater than is outlined in the property-specific yield table (Appendix A Table 10) is encouraged close to town centres and public transport; however, substantially increased residential densities should also consider the need for any additional provision of public or communal open space and other relevant community infrastructure, to the satisfaction of the Responsible Authority.
G11	Subdivisions should, for each stage, cater for the provision of three or more dwelling types listed in Table 1, as appropriate, or demonstrate an alternative lot range that achieves the housing diversity objectives.
G12	Subdivision of land within a town centre catchment area on Plan 3 should deliver a lot range consistent with the recommended mix of housing types within Table 2.
G13	Subdivision of land within 400 metres 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 listed in Table 1.
G14	Where a development cannot reasonably achieve the property specific lot yield at the time of subdivision and where that yield is above 15 dwellings per NDHa, proponents should clearly demonstrate what measures have been put in place to ensure that those targets can likely and efficiently be achieved in the future. Examples include large lots for medium or high density development and specific sites intended for an interim use that are capable of accommodating alternative development forms in the longer-term.
G15	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	**Ensuring the Small Lot Housing Code is an approved building envelope under Part 4 of the *Building Regulations 2006*** The Small Lot Housing Code incorporated into the *Wyndham Planning Scheme* is endorsed under this planning permit. The Small Lot Housing Code must be shown as a restriction (on a plan of subdivision certified under the *Subdivision Act 1988*) that is recorded on the register under the *Transfer of Land Act 1958* in relation to an allotment that is less than 300 square metres in area

Table 1 Housing type by lot size

The following table is intended to provide statutory planners with guidance on the achievement of housing diversity objectives by providing an example of how variation in lot sizes supports a diversity of housing types.

INDICATIVE HOUSING TYPE	TYPICAL LOT SIZE (M2)				
	0 - 150	150 – 250	250-350	350-450	450+
STANDARDDETACHED HOUSING					
SMALL DETACHED HOUSING					
SEMI-DETACHED, DUPLEXES					
ROW HOUSES					
TERRACES					
WALK UP FLATS					
APARTMENTS					

COLOUR KEY:

STANDARD DENSITY	MEDIUM DENSITY	HIGH DENSITY

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 (O11, O12).

CHARACTER AREA	AREA (HA)	HOUSING YIELD	HOUSING TYPE RANGE
Tarneit major town centre	169 (68.3 in precinct)	2,670 (1,079 in precinct)	The most significant opportunity for the delivery of high and medium density housing options across the corridor. Residential development within the town centre should consist of apartments, terraces, and other high density options with a mixture of medium density and small-lot detached housing in the surrounding area.
Truganina local town centre	200	2,600	Conventional and small-lot detached housing with a mixture of medium density options around areas of amenity. Approriate sites for apartments and other high-density housing types should be identified closer to the townc entre and station.
Robertsons Farm local town centre	138 (86.59 in precinct)	2,300 (1,450 in precinct)	Predominently detached housing with opportunities for terraces and row houses along waterways and parks as well as apartments closer to the town centre.

HERITAGE

	REQUIREMENTS
R10	Subdivision of land close to 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 principles outlined in Appendix F and any related heritage strategies or plans.
R12	Dry stone walls shown on Plan 3 must be retained as part of any future development. Any other existing dry stone walls may be removed with the expressed consent of the Responsible Authority.
R13	Retained dry stone walls must: • Be situated within public open space or road reserve to the satisfaction of the Responsible Authority. • Have a suitable landscape interface to minimise maintenance requirements (for example mulch, garden bed or gravel) and which does not encourage public access immediately adjacent the retained walls. • Be checked by a professional waller for any loose stones. Any loose stones are to be reinstated in the wall in secure positions. • Retain post and wire or post and rail fences situated within the walls, with any wire protruding beyond the vertical face of the wall reinstated to original position or removed. • Be incorporated into subdivision design to minimise disturbance to the walls (eg. utilisation of existing openings for vehicle and pedestrian access).
R14	Installation of services across the alignment of retained dry stone walls must be undertaken by 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.
R15	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.
R16	Where an existing dry stone wall is to be removed, 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.
	GUIDELINES
G16	Subdivision and development of land close to an item of historical significance should be consistent with any requirements or guidelines outlined in the Wyndham City Council *Wyndham North heritage strategy 2012*.

3.2 Town centres & employment

Figure 1 Tarneit major town centre concept

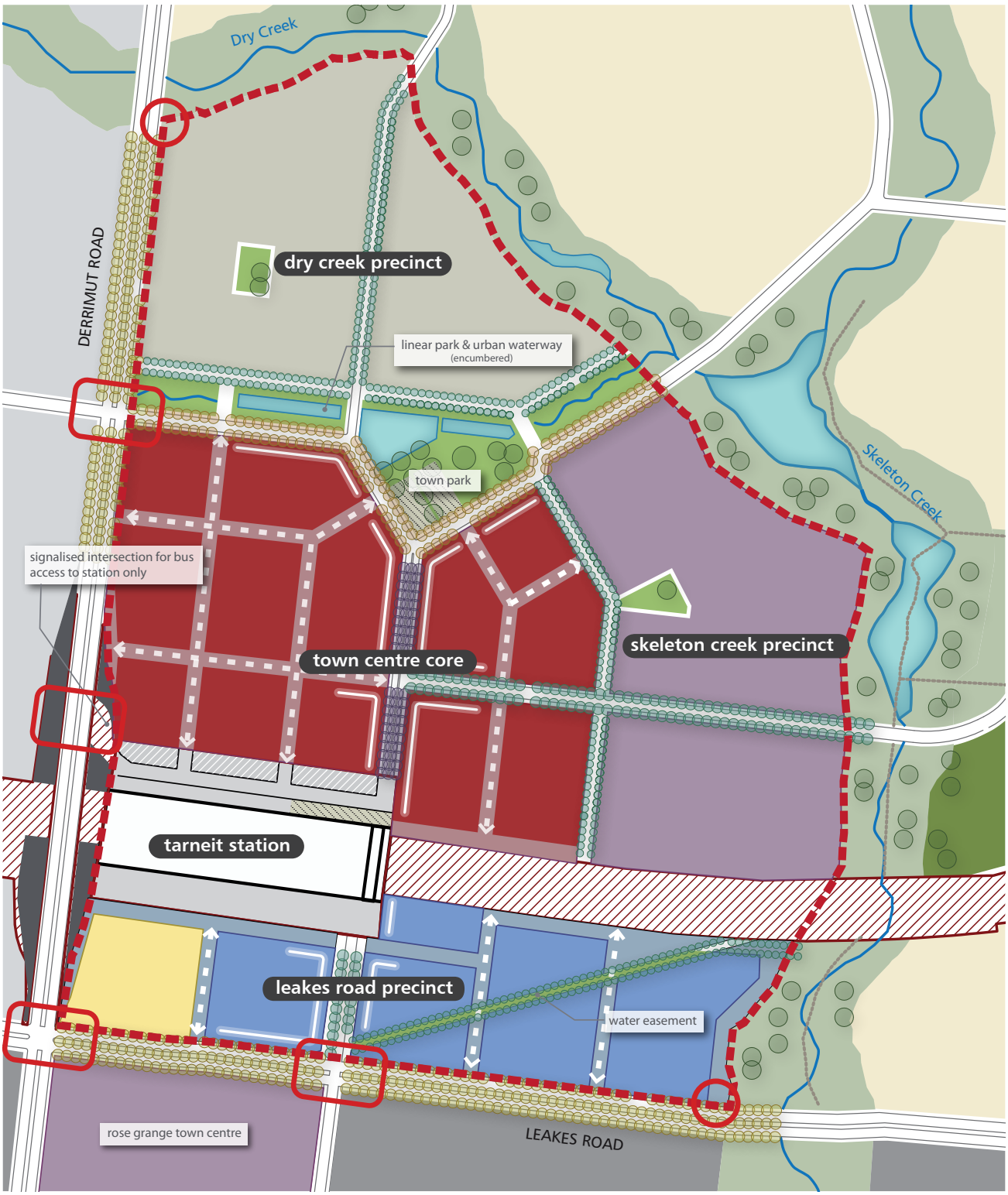
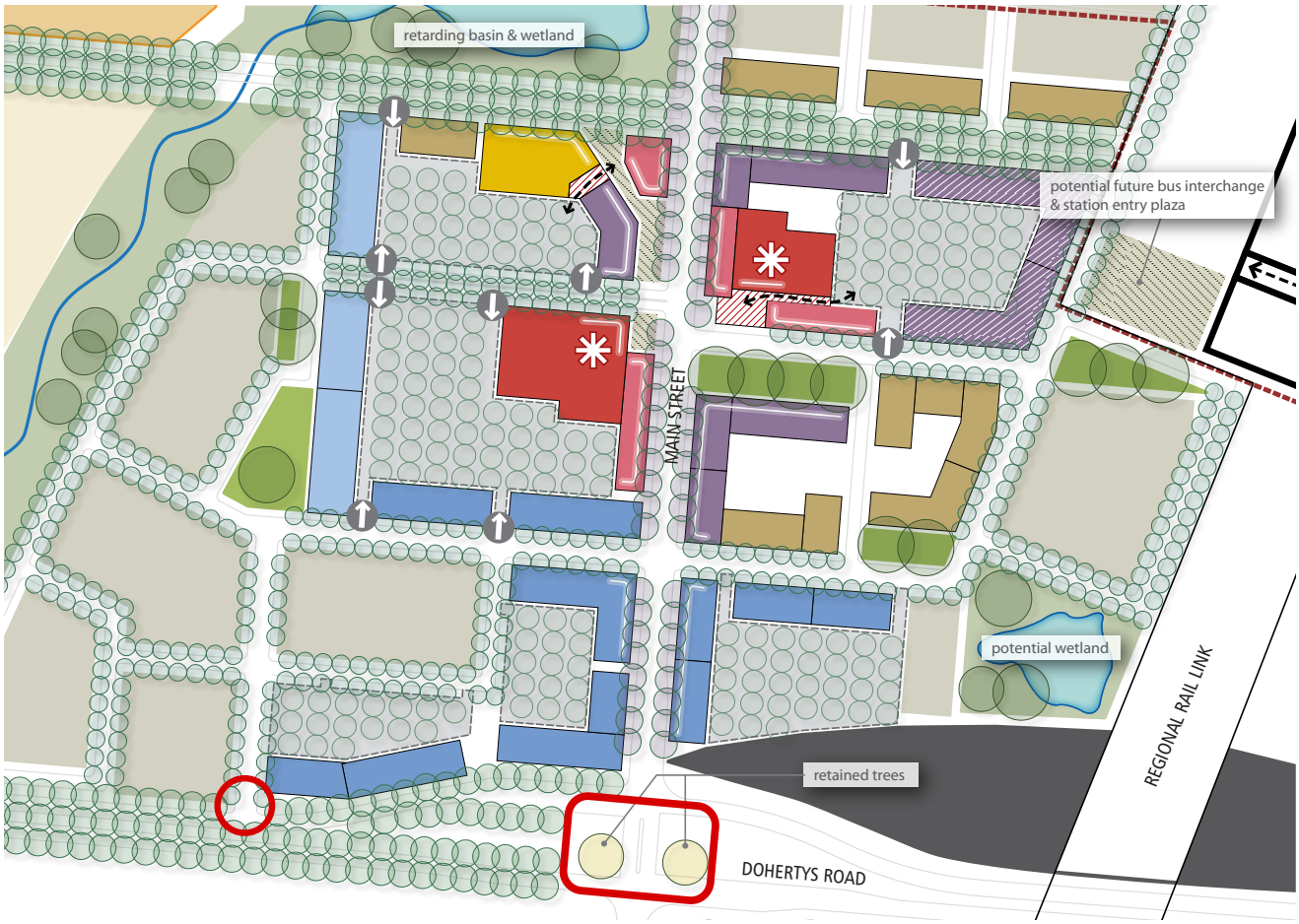


Figure 2 Truganina Local Town Centre concept



LEGEND

- ANCHOR RETAIL
- SPECIALITY RETAIL
- MIXED USE
- MIXED USE - potential long-term development site
- COMMERCIAL
- COMMERCIAL & HOME OFFICE
- HIGH-DENSITY RESIDENTIAL
- MEDIUM-DENSITY RESIDENTIAL
- COMMUNITY FACILITY (COUNCIL)
- COMMUNITY FACILITY (PRIVATE)
- SCHOOL
- ACTIVE FRONTAGE
- COVERED PLAZA WITH ANCHOR RETAIL
- PUBLIC SQUARE (hardscape)
- PUBLIC PARK (softscape)
- ENCUMBERED OPEN SPACE
- MAIN STREET TREE PLANTING
- STANDARD STREET TREE PLANTING
- BOULEVARD STREET TREE PLANTING
- LARGE FEATURE TREE
- AT-GRADE CAR PARKING
- VEHICLE ACCESS TO CAR PARKING
- SIGNALISED INTERSECTION - on arterial road
- LEFT-IN, LEFT-OUT INTERSECTION - on arterial road
- KEY PEDESTRIAN CONNECTIONS

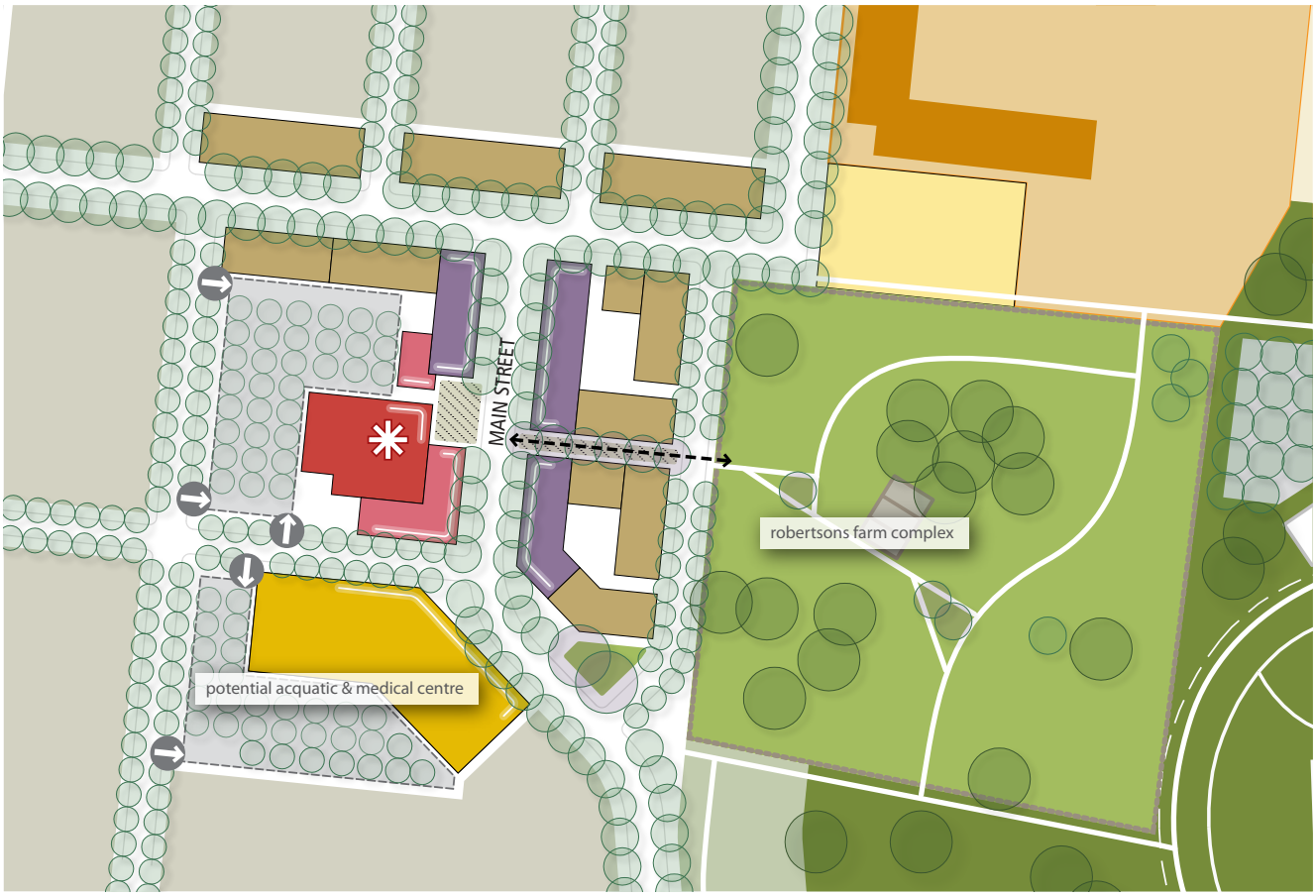
TRUGANINA LOCAL TOWN CENTRE

Key design elements:

- 8,000m2 retail floor space (without a planning permit).
- 3,500m2 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 sub-precincts on east and west side of the main street, maximising amenity and opportunities for development of high-density residential.
- Potential to create transit square 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.

0 50 100 150 N

Figure 3 Robertsons Farm Local Town Centre



LEGEND

- ANCHOR RETAIL
- SPECIALITY RETAIL
- MIXED USE
- HIGH-DENSITY RESIDENTIAL
- MEDIUM-DENSITY RESIDENTIAL
- COMMUNITY FACILITY (COUNCIL)
- COMMUNITY FACILITY (PRIVATE)
- SCHOOL
- ACTIVE FRONTAGE
- PUBLIC SQUARE (hardscape)
- PUBLIC PARK (softscape)
- ENCUMBERED OPEN SPACE
- FEATURE TREE PLANTING
- STANDARD STREET TREE PLANTING
- AT-GRADE CAR PARKING
- VEHICLE ACCESS TO CAR PARKING
- KEY PEDESTRIAN CONNECTIONS

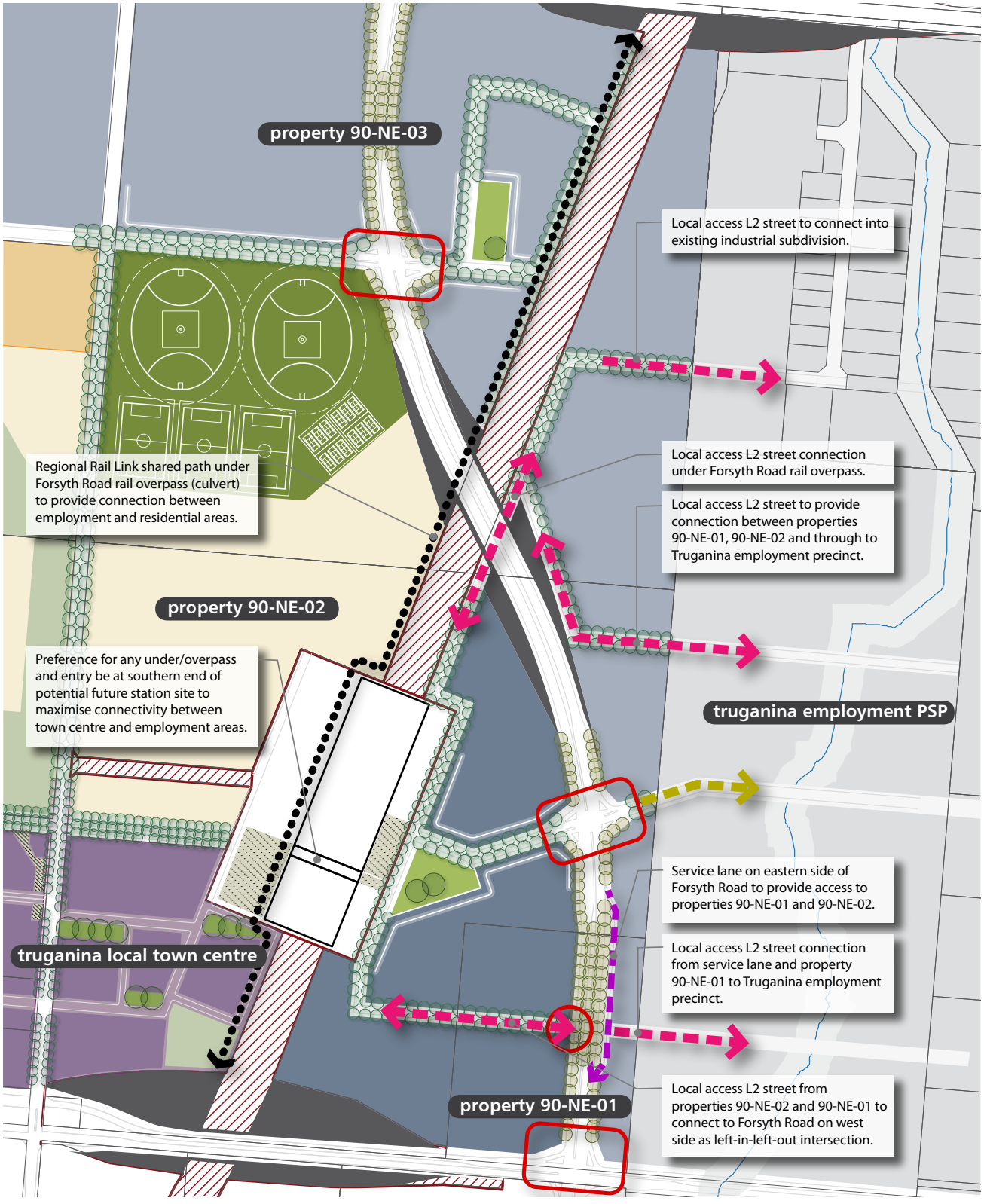
ROBERTSONS FARM LOCAL TOWN CENTRE

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 (acqutic & medical) centre at end of main street.

0 50 100 150 N

Figure 4 Truganina Employment Precinct interface area



TARNEIT MAJOR TOWN CENTRE

	REQUIREMENTS
R17	An Urban Design Framework Plan (UDF) must be prepared in consultation with the Growth Areas Authority and approved by the Responsible Authority for the Tarneit Major Town Centre. The UDF applies to land within the boundary shown in Figure 1 The UDF must address the following: • A response to the Major Town Centre concept (Figure 1), related information included within Appendix B 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. • 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 principles 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 the provision of service areas for the deliveries and waste disposal, including access for larger vehicles and measures to minimise the impact on adjoining neighbourhoods. • Include an overall landscape concept. All to the satisfaction of the Growth Areas Authority and Responsible Authority.

LOCAL TOWN CENTRE

	REQUIREMENTS
R18	Subdivision and development within each Local Town Centre must respond to the relevant concept plan and key design elements shown in Figures 2 and 3.
R19	Design of subdivisions and development within the Truganina Local Town Centre must provide for convenient and safe access to the potential future Truganina railway station site.
R20	Subdivision and development within the Local Town Centre must address the design principles and performance criteria outlined in Appendix B.
	GUIDELINES
G17	Residential densities surrounding the Truganina Local Town Centre should be sufficient to ensure that 85% of the minimum catchment (2,975 dwellings) is within a comfortable walking distance (approximately 1 kilometre, as shown on Plan 3), consistent with the recommended yield outlined in Table 2.
G18	Residential densities surrounding the Robertsons Farm Local Town Centre should be sufficient to ensure that 85% of the minimum catchment (1,500 dwellings) is within a comfortable walking distance (approximately 1 kilometre, as shown on Plan 3), consistent with the recommended yield outlined in Table 2.

LOCAL CONVENIENCE CENTRE

	REQUIREMENTS
R21	Local Convenience Centres may be developed proximate to the locations shown on Plan 2 and consistent with the guidance provided in Table 3, to the satisfaction of the Responsible Authority. Any Local Convenience Centre development must be located on a connector road.
R22	Provision of retail floor space within a local convenience centre must not exceed 1,500m^2 (without a planning permit).
R23	Subdivision and 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
G19	Development of any Local Convenience Centre should be proximate to an open space or community hub.
G20	The design of any Local Convenience Centre must: • Provide for a mix of tenancies. • Incorporate a range of uses including retail, offices and medium and high density residential. • 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.

EMPLOYMENT

	REQUIREMENTS
	The following requirements apply to areas shown as office, office & light industry, or general light industry on Plan 3.
R24	Design of subdivisions and development respond to the concept plan shown in Figure 4, as appropriate.
R25	Design of subdivisions and development must provide for convenient and safe access to the proposed future Truganina railway station site.
R26	Buildings within office or industrial areas shown on Plan 2 must create a positive address to the street.
R27	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, office & light industry, or general light industry on Plan 3.
G21	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.
G22	Any developments with an administrative component should provide for that administrative component to be placed at the front of the allotment for improved pedestrian access and engagement with the public domain.
G23	Car parking and loading facilities should be located to the side or rear of any buildings.
G24	Fencing forward of building lines and along public streets should be largely transparent and not above 1.5 metres in height.
G25	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.

Table 3 Town centre hierarchy

TOWN CENTRE	RETAIL FLOOR SPACE	CATCHMENT	LOCATION & ANCILLARY USES
Tarneit major town centre	55,000 m^2	50,000 people 17,850 dwellings	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 m^2 (incl. 10% increase in retail floor space to account for employment catchment.)	8,800 people 3,150 dwellings	At the intersection of Woods and Doherys Roads, east of the future Truganina train station. Includes a L2 community centre and business precinct. Opportunities for high and medium density residential should be incorporated.
Robertsons Farm local town centre	4,500 m^2	6,500 people 2,300 dwellings	At the intersection of two connector roads, adjacent the Robertsons Farm heritage complex. Small retail provision complemented by public and private community facilities.
Woods Road local convenience centre	1,500 m^2	2,000 people 700 dwellings	Adjacent Woods Road, servicing the population to the south of the railway line. Location flexible but should be on a connector road and proximate the active recreation reserve.

Table 4 Anticipated employment creation in precinct

LAND-USE BASED EMPLOYMENT	MEASURE	JOBS	QTY IN PRECINCT	ESTIMATED JOBS
Community centre (L1)	Jobs / centre	10	1	10
Community centre (L2)	Jobs / centre	10	2	20
Community centre (L3)	Jobs / centre	10		0
Primary school	Jobs / school	40	3	120
Primary school (non-government)	Jobs / school	40	1	40
Secondary school	Jobs / school	90	1	90
Secondary school (non-government)	Jobs / school	90	2	180
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	9,461	473
TOTAL				10,733

precinct area
active open space
active OS catchment (1000m)
passive open space
passive OS catchment (400m)
drainage open space (encumbered)
indoor recreation facility
heritage
potential heritage protection zone
conservation zone (encumbered)
waterways
retarding basin
P EA-02 park ID - refer table 5

plan 4_open space
truganina precinct structure plan

1:25,000 @ A4
0 200 400 600 800 1,000
V130703
N

3.3 Open space & community facilities

OPEN SPACE

	REQUIREMENTS
R28	All public landscaped areas must be designed to be robust and climatically appropriate, consistent with any local street tree or open space strategies and to the satisfaction of the Responsible Authority.
R29	All parks must be located, designed and developed in accordance with the relevant description in Table 5 and any local open space strategies. The area of the park may vary so long as it remains inside the guidance for the relevant type of park. Where a park is smaller than that outlined in the table, the land must be added to another park or used to create a new park in addition to those outlined on Plan 4. 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. All to the satisfaction of the Responsible Authority.
R30	Where a passive park shown on Plan 4 spans across multiple properties, the first development proponent to lodge a permit application must undertake a master plan for the entire park to the satisfaction of the Responsible Authority unless otherwise agreed by the Responsible Authority.
R31	If parks interface with a drainage corridor, conservation area or encompass remnant native vegetation, the design of that open space must demonstrate that it has integrated the relevant environmental constraints into the design of the park.
R32	Where a street frontage to a park is not provided, lots must: • Directly front the open space and allow for vehicular access via a rear laneway. • Allow for a primary point of access from a footpath or shared path of a minimum width of 1.5 metres along the frontage of the lot.
R33	Design of waterway corridors, conservation areas, and any other encumbered open space must maximise the amenity value of that open space and provide for flexible recreational opportunities.
R34	Parks and squares within town centres must be delivered via the Clause 52.01 passive open space contributions, as appropriate.
R35	Any fencing of open space, whether encumbered or unencumbered, must be low scale and visually permeable to facilitate public safety and surveillance.
	GUIDELINES
G26	Active recreation reserves abutting schools or community centres should be designed to maximise efficiencies of co-location.
	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 E, Open Space Delivery Guide.

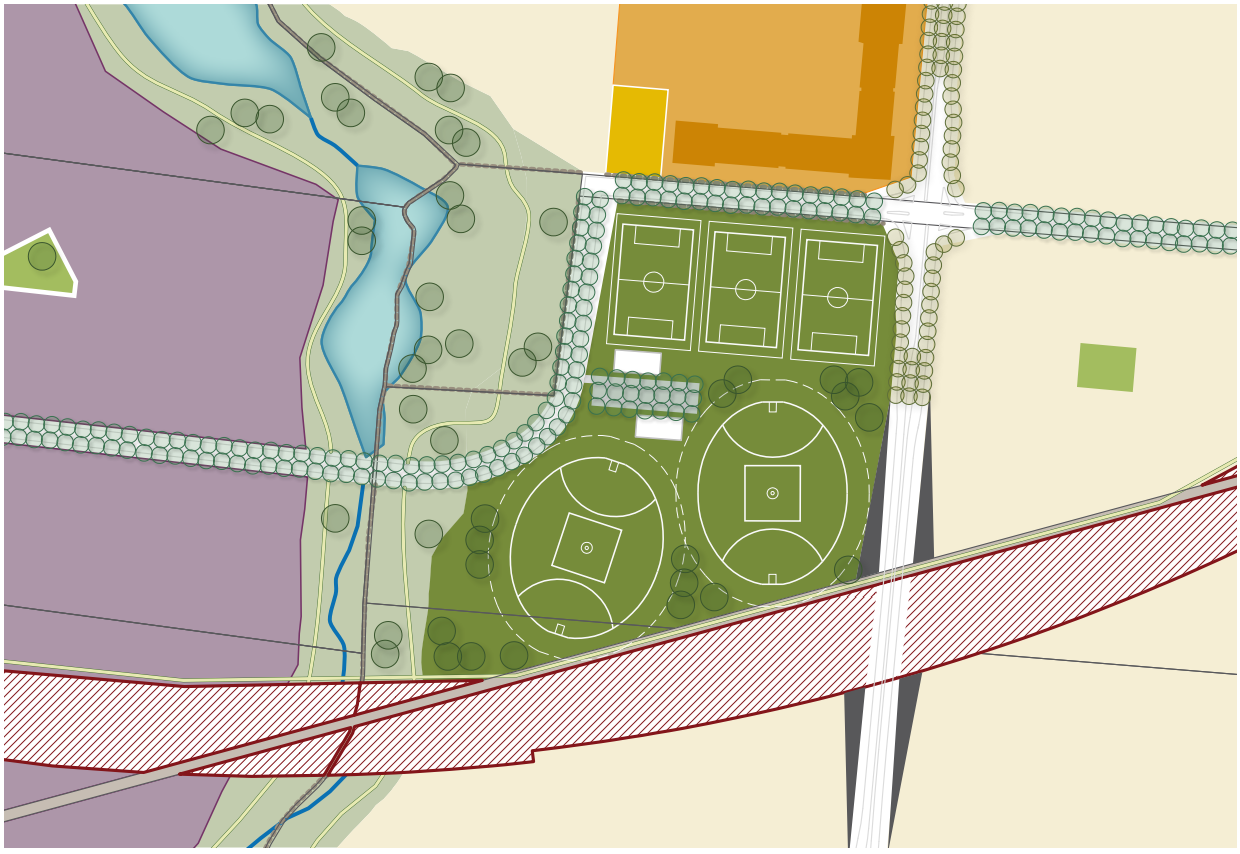
PARK ID	AREA (HA)	TYPE	LOCATION & OTHER ATTRIBUTES	RESPONSIBILITY
P SW-01	1.65	Urban park / District	Urban open space located adjacent to main street of Major Town Centre. Forms node on larger linear open space along waterway.	WC
P SW-01A	0.24	Neighourhood (small)	Small passive park within major town centre. Amenity node for higher-density housing product.	WC
P SW-01B	0.28	Neighourhood (small)	Small passive park within major town centre. Amenity node for higher-density housing product.	WC
P SW-02	0.90	Neighourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SW-03	0.55	Neighourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SW-04	0.20	Neighourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SW-05	0.80	Neighbourhood (medium)	Located adjacent waterway.	WC
P SW-06	0.20	Neighourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SW-07	1.50	District (large)	Located adjacent Truganina cemetery.	WC
P SE-01	0.23	Neighourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SE-02	0.70	Neighourhood (medium)	Located adjacent waterway.	WC
P SE-03	0.70	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SE-04	1.00	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	0.28	Neighbourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NW-03	0.08	Town square	Located within the Robertsons Farm local town centre.	WC
P NW-04	0.75	Heritage	Robertsons Farm complex. Additional passive open space allowed for at edge of Heritage Overlay aera to protect existing drystone walls and vegetation.	WC
P NW-05	2.00	District (large)	"Centred on boundary of property 90-NW-10 and 90-NW-11."	WC
P NW-06	0.28	Neighbourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NW-07	0.26	Neighbourhood (small)	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. Spans across Forsyth Road drain."	WC
P NE-01	1.01	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	1.80	District (large)	On southern boundary of property 90-NW-05. Opportunity to retain dry stone wall.	WC
P NE-04	0.30	Urban park	"Urban open space located adjacent main street of Local Town Centre. Includes plazas linking to community centre and retarding basin."	WC
P NE-04A	0.28	Neighourhood (small)	"Small passive park within Truganina station precinct. Amenity node for higher-density housing product."	WC

PARK ID	AREA (HA)	TYPE	LOCATION & OTHER ATTRIBUTES	RESPONSIBILITY
P NE-04B	0.20	Neighourhood (small)	"Small passive park within Truganina station precinct. Amenity node for higher-density housing product."	WC
P NE-04C	0.21	Neighourhood (small)	"Small passive park within Truganina station precinct. Amenity node for higher-density housing product."	WC
P NE-05	1.20	Neighbourhood (large)	On connector boulevard road between Skeleton Creek and Truganina local town centre.	WC
P NE-06	0.28	Neighourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NE-07	0.61	Neighbourhood (medium)	"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
A 90-01	11.00	Active recreation / 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
A 90-02	11.87	Active recreation	Located between Woods Road and Forsyth Road. Intended to provide additional amenity to adjacent employment areas.	WC
A 90-03	12.11	Active recreation / Heritage	"Located between existing government roadway, Skeleton Creek, rail line and Morris Road. Adjoins Skelelton Creek heritage conservatiob area. Dry-stone wall on northern boundary to be retained. Recommended location for a Regional Playground."	WC
A 90-04	10.42	Active recreation	Located between water easement and rail line. At the termination of Woods Road.	WC
	6.32	Conservation / Heritage	Truganina Cemetery and adjacent passive open space buffer.	DEPI / GMCT
	21.96	Conservation	Woods Road Conservation Area. Will include an east-west pedestrian connection through middle.	DEPI / PV

WC = Wyndham City, DEPI = Department Environment & Primary Industries, PV = Parks Victoria, GMCT = General Metropolitan Cemeteries Trust

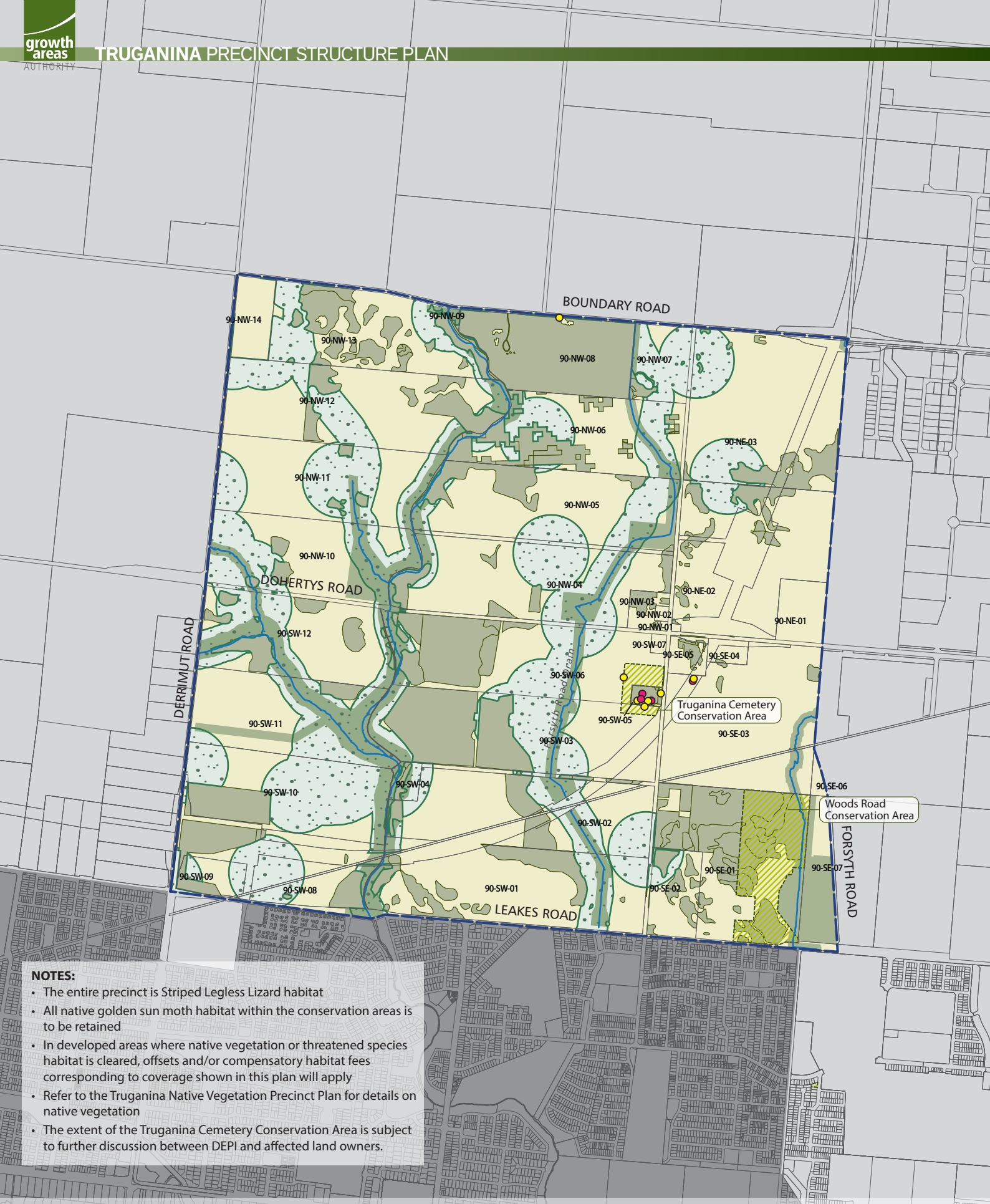
Figure 5 A-90-01 parkland concept

Figure 6 A-90-03 parkland concept



COMMUNITY FACILITIES & EDUCATION

	REQUIREMENTS
R36	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.
R37	Schools and community centres must be designed to front, and be directly accessed from, a public street with car parks located to the side and rear of the allotment.
	GUIDELINES
G27	School sites should be provided with three street frontages where practicable.
G28	Any educational, community, or civic infrastructure not shown on Plan 2 must be located within or proximate to a major town centre, local town centre or an existing community hub, as appropriate.
G29	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.
G30	Where a community centre is located within a town centre, efficiency of land use should be maximised through the sharing and overall reduction of car parking.
G31	Community facilities, schools, and active recreation reserves which are co located should be designed to maximise efficiencies through the sharing of car parking and other complementary infrastructure.
G32	The indicative layout of community facilities, schools, and open space as illustrated in Plan 2 may be altered to the satisfaction of the Responsible Authority.
	CONDITIONS
C3	**Conditions for subdivision or building and works permits where land is required for community facilities** Land required for community facilities, 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*.



NOTES:

- The entire precinct is Striped Legless Lizard habitat
- All native golden sun moth habitat within the conservation areas is to be retained
- In developed areas where native vegetation or threatened species habitat is cleared, offsets and/or compensatory habitat fees corresponding to coverage shown in this plan will apply
- Refer to the Truganina Native Vegetation Precinct Plan for details on native vegetation
- The extent of the Truganina Cemetery Conservation Area is subject to further discussion between DEPI and affected land owners.

- precinct area
- growling grass frog category 2 habitat
- conservation area (area to which Conservation Management Plans apply)
- native golden sun moth habitat and assumes presence of spiny rice flower
- non-native golden sun moth habitat
- spiny rice flower record
- button wrinklewort record
- waterways
- waterway corridor

plan 5_biodiversity & threatened species action plan
truganina precinct structure plan

1:25,000 @ A4

0 200 400 600 800 1,000

V130703

N

3.4 Biodiversity & bushfire management

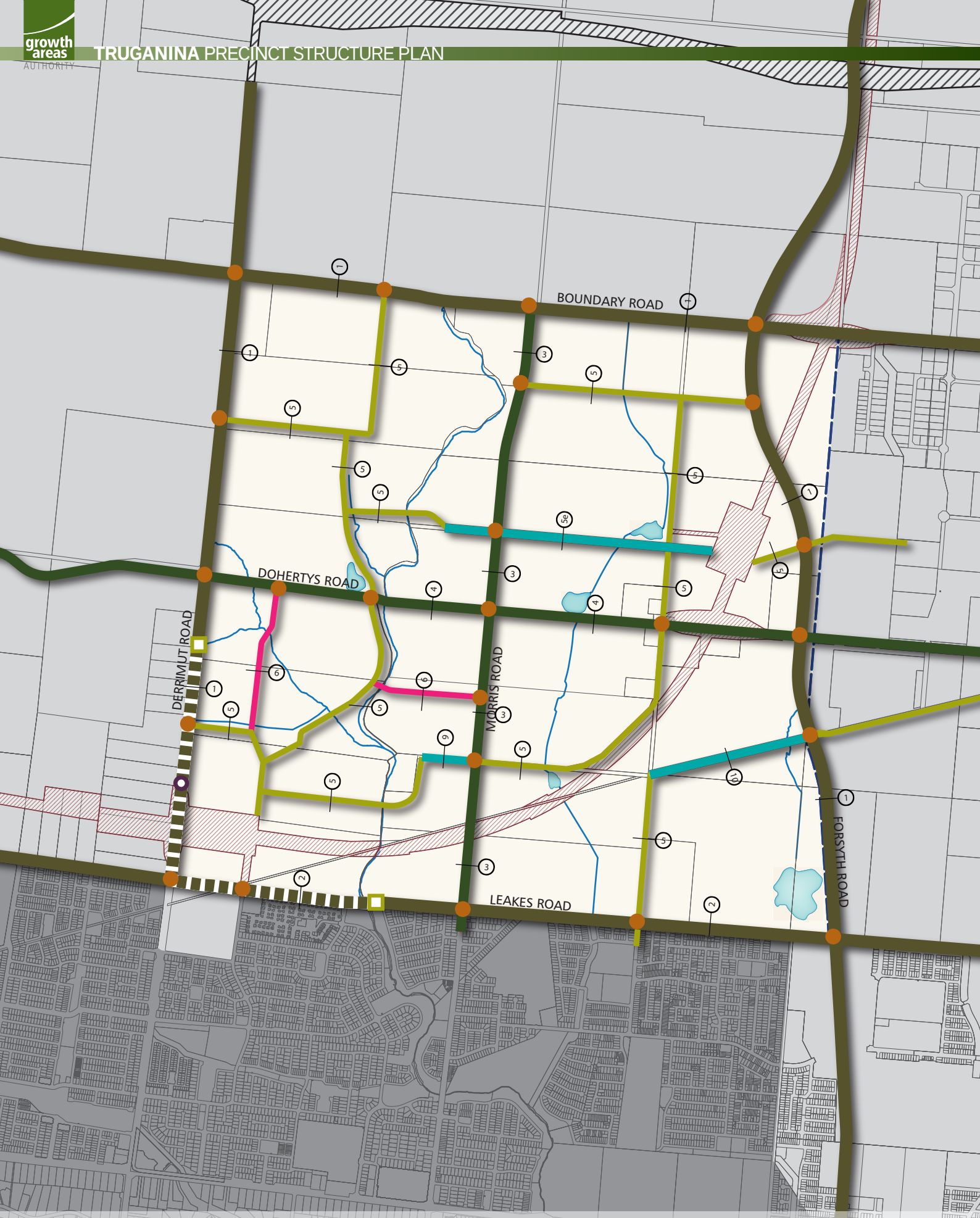
BIODIVERSITY & NATURAL SYSTEMS

	REQUIREMENTS
R38	Development within any Conservation Area must be in accordance with the relevant Conservation Management Plan to the satisfaction of the Department of Environment & Primary Industries.
R39	Streetscapes addressing waterways shown as 'natural' on Plan 8 are to use indigenous species consistent with the existing vegetation class in the immediate area, to the satisfaction of Melbourne Water and the Responsible Authority.
R40	Any public paths or infrastructure located within a conservation area must be designed to avoid /minimise disturbance to existing native vegetation or flora species of significance as shown in Plan 5. Public paths are to be placed generally as shown in Plan 7 and must also meet the requirements outlined in the relevant Conservation Management Plan.
R41	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.
R42	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. 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 vigourous rhizomatic grasses.
R43	A 20m buffer zone is to be provided around all edges of the Truganina Cemetery 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. Frontage roads are to contain street trees of indigenous species.
	GUIDELINES
G33	Where appropriate co-locate public recreation and open space areas to assist in buffering significant conservation reserves and waterways.
G34	Street trees and public open space landscaping should contribute to habitat for indigenous fauna species, in particular arboreal animals and birds, where practical.
G35	Landscaping adjacent to retained indigenous vegetation and waterways should be complementary to conservation objectives and should use indigenous planting where appropriate.
G36	Where located adjacent or nearby each other, maximise the integration of linear and conservation open space with local parks.
G37	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 a maximum of 1.2m in height and provide access to any trails shown on Plan 7.

	CONDITIONS
C4	**KANGAROO MANAGEMENT PLAN** Prior to the commencement of any works in a stage of subdivision a Kangaroo Management Plan must be submitted for approval to the Department of Environment and Primary Industries. The plan must include: • Strategies (e.g. staging) to avoid land locking Kangaroos; and • Management solutions and action to respond to their containment in an area with no reasonable likelihood of their continued safe existence.
C5	**THREATENED SPECIES** A permit for subdivision, or to construct a building or construct or carry out works must contain the following condition: • The Protocol for the *Salvage Translocation of Threatened Species in Melbourne's Growth Corridors* (Department of Environment and Primary Industries, 2012) must be implemented to the satisfaction of Department of Department of Environment and Primary Industries. • Prior to the issue of a Statement of Compliance under the *Subdivision Act 1988* fees for the clearing of threatened species habitat and/or native vegetation within the lot must be provided to the satisfaction of the Department of Environment and Primary Industries. The fees are to be calculated in accordance with the Draft Habitat Compensation under the *Biodiversity Conservation Strategy*, May 2013, current at the date that the fees are paid.
C6	**GOLDEN SUN MOTH** Any permit which would allow subdivision, buildings or works that will impact on land identified as Golden Sun Moth habitat on Plan 5 – Threatened Species Action Plan in the Truganina Precinct Structure Plan must contain the following condition unless otherwise agreed to in writing by the Department of Environment and Primary Industries: • Prior to the commencement of any buildings or works or the removal of any vegetation offsets for Golden Sun Moth habitat on land, must be provided, to the satisfaction of the Secretary of the Department of Sustainability an Environment.

BUSHFIRE MANAGEMENT

	REQUIREMENTS
R44	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).
R45	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.
R46	A Construction or Engineering Plan required under a subdivision permit must show: The location of static water supplies for fire fighting purposes that are: • Accessible to fire fighting vehicles. • Have sufficient volume to support effective fire fighting; or • Strategically positioned fire hydrants installed on the potable water supply system in addition to the fire hydrants installed on the recycled water supply system (where present); and • Water supply design, connections and flow rates. All to the satisfaction of the CFA.



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

plan 6_street network
truganina precinct structure plan

1:25,000 @ A4
V130703

0 200 400 600 800 1,000

N

3.5 Transport & movement

STREET NETWORK

	REQUIREMENTS
R47	Street layouts must: • Form a coherent movement network across the wider precinct • Ensure equity of access to open space and facilities is provided.
R48	Staging of subdivisions must provide for the timely connection of: • Road links between properties. • Road links to the connector and arterial road network. • Pedestrian and cyclist links to the off-road pedestrian and bicycle network. All to the satisfaction of the Responsible Authority.
R49	Where a subdivision contains more than one connector street, the 'standard' cross section for connector streets outlined in Appendix C is to be applied to not more than 70% of the total number of connector streets in a subdivision. Alternative cross section treatments are to be applied to the remaining connector streets. For the purposes of this requirement, a single connector street is defined as the length of road between intersections with other connector streets and arterial roads. Alternative cross sections for connector streets must ensure that the street remains suitable for the safe operation of buses. Where a subdivision contains more than one local access level 2 street, the 'standard' cross section for local access level 2 streets outlined in Appendix C is to be applied to not more than 70% of the total number of local access level 2 streets in a subdivision. Alternative cross section treatments are to be applied to the remaining local access level 2 streets. For the purposes of this requirement, a local access level 2 street is defined as the length of street between intersections with other local access 2 streets, connector roads, or arterial roads. The 'standard' cross section for local access level 1 streets outlined in Appendix C is to be applied to no more than 70% of the total number of local access level 1 streets in a subdivision. Alternative cross section treatments are to be applied to the remaining local access level 1 streets. For all of the above, alternative cross sections may take to the form of example variations provided in Appendix C or a mixture of: changes in street tree placement, changes in footpath or carriageway placement, introduction of a central median or wider verge on one side to create a boulevard, changes in carriageway or parking bay pavement and differing tree outstand treatments. For the purposes of this requirement, changes in street tree species between or within streets does not constitute a variation. Expansions of the standard width of the road reserve are acceptable but not required and do not in themselves represent an alternative. All to the satisfaction of the Responsible Authority.
R50	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.
R51	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.
R52	Where a parcel does not have access to the connector road or signalised access to the arterial road network, subdivision of neighbouring parcels must provide for a convenient connection via a local access level 2 street.
R53	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 coordinating road authority.
R54	Configuration of vehicle access to lots 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.
R55	Vehicle access to a lot that is six metres or less in width must be via rear laneway.
R56	Frontage roads are to be the primary interface provided between development and waterways shown on Plan 8. Public open space and allotments with direct frontages may be provided as a minor component of a waterway interface.

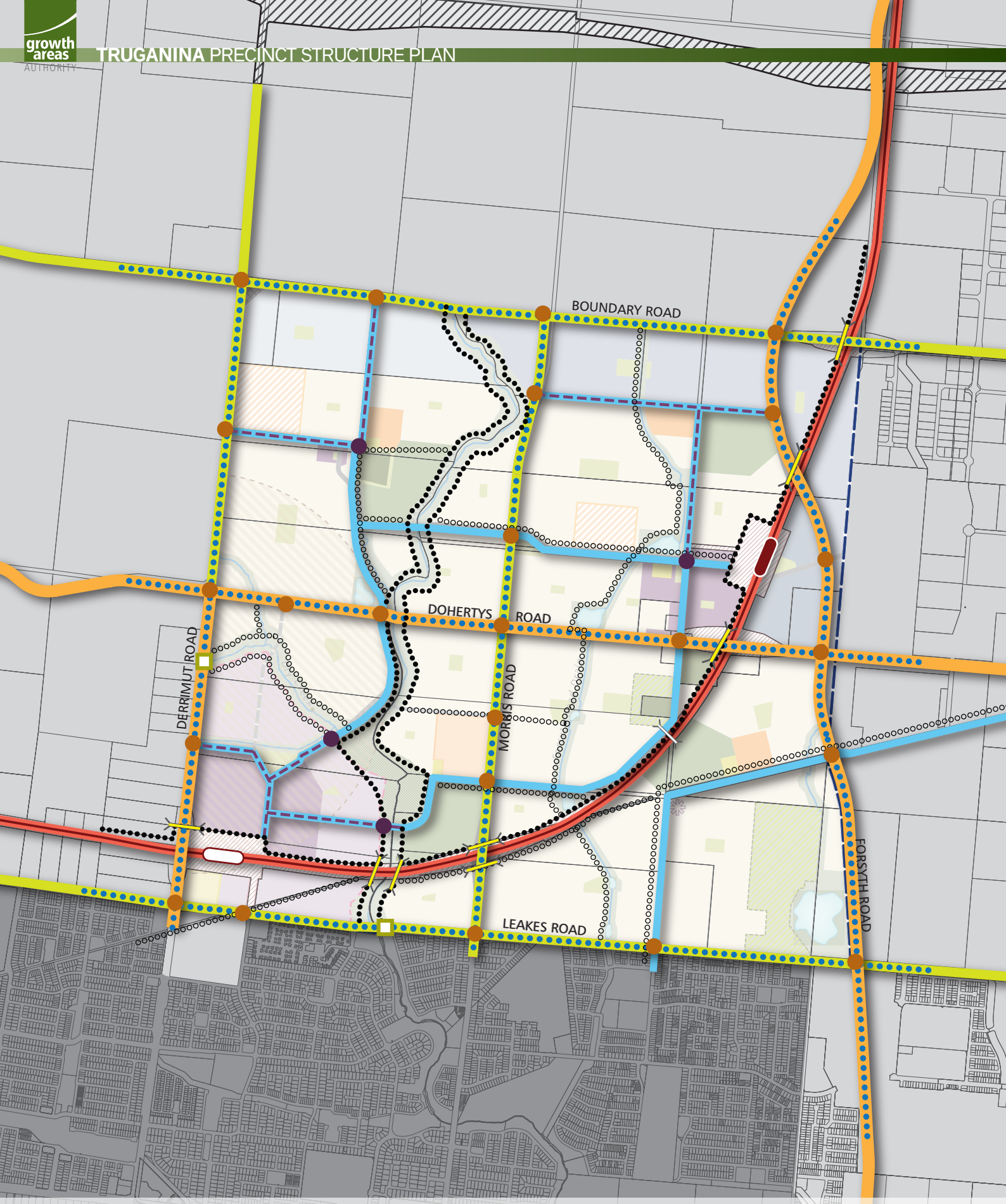
	REQUIREMENTS (continued)
R57	The cross section of any connector road separating a school and active open space or community facility is to be designed to achieve reduced vehicle speed and provide designated pedestrian crossing points as required by the responsible authority.
R58	Unless arrangements for the construction of the connector road bridges shown on Plan 2 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, or 90-SW-12 on Plan 10 must provide for the construction of the bridge or include a requirement that the owner of the land under permit enter into an agreement under Section 173 of the *Planning and Environment Act 1987* to contribute towards the construction of the bridge.
	GUIDELINES
G38	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.
G39	Street block lengths should not exceed 240 metres to ensure a permeable and low speed environment for pedestrians, cyclists and vehicles is achieved.
G40	Culs-de-sac should not detract from convenient pedestrian and vehicular connections.
G41	Slip lanes should be avoided in areas of high pedestrian activity and only be provided at any other intersection between connector roads and arterial roads where they are necessitated by high traffic volumes.
G42	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.
	CONDITIONS
C7	**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 arterial 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	FEATURES / DESCRIPTION	WIDTH	PLANTING
9	Existing rock walls on either side of existing heritage government roadway retained in verges, linking Morris Road and Skeleton Creek via school and active open space.	20.0m	Indigenous trees eg. Yellow Gum (Eucalyptus leucoxylon ssp connata)
10	Existing pipe track reserve to be located in central median with native grassland planting and shared path to Melbourne Water satisfaction.	31.6m	Indigenous grassland planting in median. Large indigenous trees in verges eg Buloke (Allocasuarina luehmannii), Drooping She-oak (Allocasuarina verticillata).
5e	Central median (2.5m) with single row of trees linking Truganina Local Town Centre and train station with active open space and Skeleton Creek.	27.5m	Indigenous/native trees eg. Grey Box (Eucalyptus microcarpa), Narrow-leafed Peppermint (Eucalyptus radiata)

PUBLIC TRANSPORT

	REQUIREMENTS
R59	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*.
R60	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
C8	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.



- precinct area
- principal public transport network
- railway line & station under construction (open 2016)
- railway line & potential future station
- arterial road (bus capable)
- local road (bus capable)
- on-road bike lane & shared path
- on-road bike lane
- principal bike network (off-road)
- shared path (off-road)
- shared pedestrian/cycle bridge
- shared pedestrian/cycle underpass
- transition point between on & off road networks
- signalised intersections
- pedestrian signals

plan 7_public transport & path network
truganina precinct structure plan

1:25,000 @ A4

0 200 400 600 800 1,000

V130703

N

WALKING & CYCLING

	REQUIREMENTS
R61	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 of 3.0 metres in width 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 of no greater than 400 metres. • Pedestrian priority crossings on all slip lanes. • Safe and convenient transition between on and off-road bicycle networks. All to the satisfaction of the Responsible Authority.
R62	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. Shared paths identified on Plan 7 are to be constructed with a concrete surface. • Where a shared path is to be delivered on one side of a minor waterway as outlined in Plan 7, a path is also to be delivered on the other side of the waterway but may be constructed with crushed rock or similar granular material where it does not form part of the wider shared-path network. All to the satisfaction of Melbourne Water and the Responsible Authority.
R63	Lighting must be installed along all major shared, pedestrian, and cycle paths, to the satisfaction of the Responsible Authority.
R64	Bicycle parking facilities are to be provided by development proponents in convenient locations at key destinations such as parks and activity centres.
	GUIDELINES
G43	Location of walkways or pedestrian and cycle paths in addition to those described through the standard cross sections should consider the need for appropriate lighting and passive surveillance.
G44	In addition to the crossing locations shown on Plan 7, development proponents should provide formal pedestrian crossings of creeks and minor waterways at regular intervals of no greater than 400 metres where this level of connectivity is not already satisfied by the street network.

NOTES:

- Stormwater quality treatment assets shown on this plan are to be implemented through Melbourne Water Development Services Schemes, which will adopt relevant land valuation rates established in the Wyndham North Development Contributions Plan for land valuation purposes. Alternative stormwater quality treatment arrangements may be provided subject to agreement with Melbourne Water and Council.
- Stormwater quality treatment assets shown on this plan are subject to confirmation through preparation of Melbourne Water Development Services Schemes.
- Constructed waterway corridor widths shown on this plan are minimum widths and are subject to confirmation and Melbourne Water approval through the subdivision process.

- precinct area
- natural waterway corridor
- constructed waterway corridor
- 1 in 100 year retarding basin for flood protection
- contours
- stormwater quality treatment asset (Melbourne Water maintenance responsibility)
- stormwater quality treatment asset (Council maintenance responsibility)

- 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
- Opportunity to capture water from adjacent waterway and treat to higher level for distribution through the recycled water network

plan 8_integrated water management
truganina precinct structure plan

1:25,000 @ A4

0 200 400 600 800 1,000

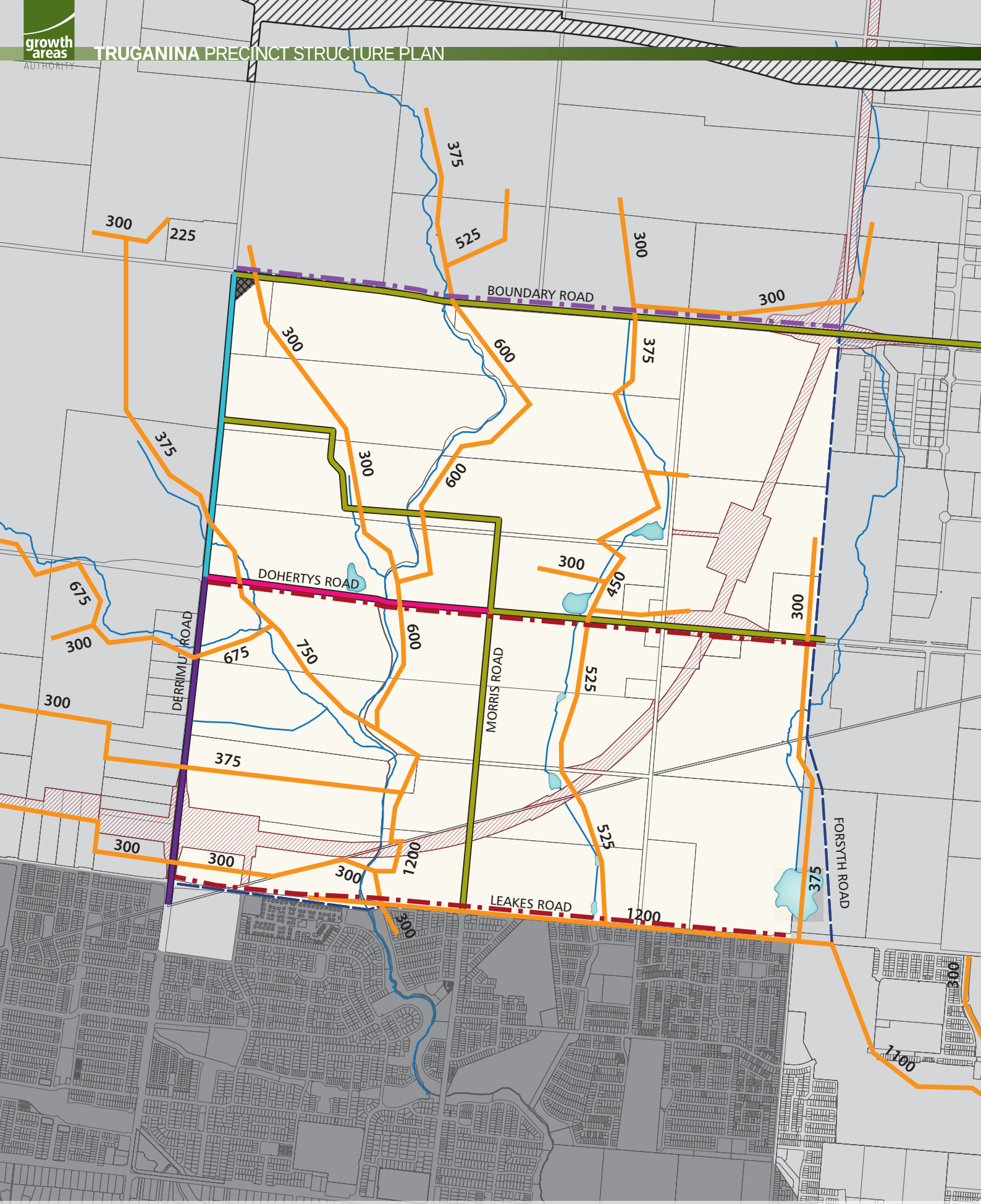
V130703

N

3.6 Integrated Water Management & utilities

INTEGRATED WATER MANAGEMENT

	REQUIREMENTS
R65	Development must provide best practice stormwater quality treatment in accordance with guidelines published by Melbourne Water prior to discharge to receiving waterways as outlined on Plan 8, unless otherwise approved by Melbourne Water and the Responsible Authority.
R66	Where a waterway is shown as 'natural' on Plan 8, development works must: • Not encroach past the top of bank of the existing channel, unless otherwise agreed by the Responsible Authority and Melbourne Water. • Minimise earthworks and impact on existing geomorphological features. • Retain existing vegetation as part of waterway landscaping. All to the satisfaction of Melbourne Water and the Responsible Authority.
R67	Final design of constructed waterways (including widths), waterway corridors, retarding basins, wetlands, and associated paths, boardwalks, bridges, and planting, must be to the satisfaction of Melbourne Water and the Responsible Authority.
R68	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, to the satisfaction of Melbourne Water.
R69	Subdivision applications must demonstrate how: • Waterways and integrated water management design enables land to be used for multiple recreation and environmental purposes. • Overland flow paths and piping within road reserves will be connected and integrated across property / parcel boundaries. • Melbourne Water freeboard requirements for overland flow paths will be adequately contained within road reserves.
R70	Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme established by Melbourne Water.
R71	Treatment standards for water draining into the Werribee River specified in the *Werribee River CMP* must be met to the satisfaction of the Department of Environment and Primary Industries.
	GUIDELINES
G45	Development should exceed best practice environmental standards for stormwater treatment prior to discharge into receiving waters, where practical.
G46	The design and layout of open space should maximise water use efficiency and long term viability of vegetation through the use of Water Sensitive Urban Design initiatives, including use of locally treated stormwater for irrigation purposes.
G47	Water Sensitive Urban Design initiatives should be implemented to direct runoff water into nature strips, medians, and other planted areas to support sustainable and robust landscapes with extensive tree cover, where practical.
G48	Where practical, development should include integrated water management initiatives to reduce reliance on potable water and increase the utilisation of storm and waste water that contributes to a sustainable and green urban environment.
G49	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.
G50	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 or opportunities outlined in Plan 8.
G51	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, acquifer storage and recharge, sewer mining, grey water recycling etc) should be incorporated within the precinct open space system as depicted on Plan 4, subject to the Responsible Authority.



- 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

NOTES:

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

plan 9_utilities
truganina precinct structure plan

1:25,000 @ A4

0 200 400 600 800 1,000

V130703

N

UTILITIES

	REQUIREMENTS
R72	Trunk services are to be placed along the general alignments shown on Plan 9.
R73	Before development commences on a property, 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.
R74	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.
R75	All existing above ground electricity cables of less than 66kv voltage are to be placed underground as part of the upgrade of existing roads.
R76	All new electricity supply infrastructure (excluding substations and cables of a voltage greater than 66kv) must be provided underground.
R77	Where existing above ground electricity cables of 66kv voltage are retained along road ways, underground conduits are to be provided as part of the upgrade of these roads to allow for future undergrounding of the electricity supply.
R78	New electricity substations and sewer pump stations 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. These facilities must not be located on land forming part of a park or reserve contributing to open space classified under Clause 52.01 or within the *Wyndham North DCP,* unless otherwise agreed with the Responsible Authority.
R79	Utilities must be placed outside any areas shown as protected for conservation on Plan 5. Utilities must be placed outside of natural waterway corridors or on the outer edges these corridors to avoid disturbance to existing waterway values, to the satisfaction of Melbourne Water.
R80	Subject to City West Water agreeing to do so, the developer must enter into an agreement with City West Water requiring the subdivision to be reticulated with a dual pipe recycled water system to provide for the supply of recycled water from a suitable source or scheme to all lots and open space reserves within the subdivision.
R81	Irrespective of whether City West Water has entered into an agreement as contemplated (R80), any plan of subdivision must contain a restriction which provides that no dwelling or commercial building may be constructed on any lot unless the building incorporates dual plumbing for the use of recycled water in toilet flushing and garden watering should it become available.
	GUIDELINES
G52	Electricity substations and sewer pump stations should be located outside of key view lines and screened with vegetation.
G53	Existing above ground 66kv electricity cables should be removed and placed underground as part of the upgrade of existing roads.
G54	Design and placement of underground services in new or upgraded streets should utilise the service placement guidelines outlined in Appendix D.

3.7 Infrastructure delivery & staging

SUBDIVISION WORKS BY DEVELOPERS

	REQUIREMENTS
R82	Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure: • Connector roads and local streets. • Local bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria). • Landscaping of all existing and future roads and local streets. • Intersection works and traffic management measures along arterial roads, connector 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 service 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. • The Regional Rail Link shared path and connections to it. • The Werribee River Shared Trail and connections to it.
R83	**OPEN SPACE DELIVERY** All public open space (where not otherwise provided via the DCP) must be finished to a standard that satisfies the requirements of the Responsible Authority prior to the transfer of the public open space, including but not limited to: • Removal of all existing and disused structures, foundations, pipelines, and stockpiles. • Clearing of rubbish and weeds, 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 and gas connection points must also be provided to land identified as an active reserve. • Planting of trees and shrubs. • Provision of vehicular exclusion devices (fence, bollards, or other suitable method) and maintenance access points. • Installation of park furniture including barbeques, shelters, furniture, rubbish bins, local scale playground equipment, local scale play areas, and appropriate paving to support these facilities, consistent with the type of public open space listed in the open space delivery guide (Table 5).
R84	Active open space required to be set aside by the DCP must be vested in the relevant authority in the following condition: • Free from surface / protruding rocks and structures. • Reasonably graded and / or topsoiled to create a safe and regular surface (with a maximum 1:6 gradient). • Bare, patchy and newly graded areas seeded, top-dressed with drought resistant grass.
R85	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.

PROVISION OF PASSIVE OPEN SPACE

	REQUIREMENTS
R86	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. All land owners must provide a public open space contribution equal to 3% of the Net Developable Area (NDA) upon subdivision of land in accordance with the following: • Where land is required for unencumbered open space purposes as show on Plan 10 and specified in Table 9 and is equal to 3% of NDA that land is to be transferred to Council at no cost. • Where no land or less than 3% of NDA is shown Plan 10 and specified in Table 9, as required for unencumbered open space purposes a cash contribution is to be made to Council to bring the total open space contribution to a value equal to 3% of NDA of that site. • Where land required for unencumbered open space purpose as shown on Plan 10 and specified in Table 9 is more than 3% of NDA, Council will pay an amount equivalent to the value of the additional land being provided by that proposed development. The value of land for equalisation purposes is to be assessed as an equivalent proportion of the value of the whole of the land, in accordance with Section 18 of the *Subdivision Act 1988*.

DEVELOPMENT STAGING

	REQUIREMENTS
R87	Development of sensitive uses on land within the broiler farm buffer area shown on Plan 2 will not be permitted so long as the broiler farm remains operational. The area designated as a buffer may be adjusted where a risk assessment and environmental audit has been approved by the Responsible Authority.
R88	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.
	GUIDELINES
G55	Staging will be determined largely by the development proposals on land within the precinct and the availability of infrastructure services. Within this context, the following should be achieved: • Development staging should not create circumstances in which residents will be unreasonably isolated from community facilities. • Development staging should, to the extent practicable, be integrated with adjoining developments, including the timely provision of connecting roads and walking/cycling paths. • Access to each new lot must be via a sealed road.

3.7.1 Precinct Infrastructure Plan

The Precinct Infrastructure Plan (PIP) at Table 7 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*, including separate charge areas for local items.
- 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 7 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
ROAD PROJECTS						
Road	Forsyth Road	6 lane arterial road (ultimate), creation of new road reserve.	Wyndham City	M L	Yes (interim) No (ultimate)	RD-90-01
Road	Morris Road	4 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	M 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 (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 PROJECTS						
Bridge	Morris Road bridge over Regional Rail Link	Road bridge over Regional Rail Link.	Wyndham City	M	Yes (interim) No (ultimate)	BR-90-04
Bridge	Forsyth Road bridge over Regional Rail Link	Road bridge over Regional Rail Link.	State	L	No	-
Bridge	Boundary Road bridge over Skeleton Creek	Road bridge over Skeleton Creek.	Wyndham City (first carriageway) Melton City (second carriageway) VicRoads (ultimate)	M L L	Yes (interim) No (ultimate)	BR-90-01
Bridge	Dohertys Road 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	Boundary Road culvert crossings	Culvert crossing of Forsyth Drain.	Wyndham City (first carriageway) Melton City (second carriageway) VicRoads (ultimate)	M L L	Yes (interim) No (ultimate)	BR-90-C1
Bridge	Dohertys Road culvert crossings	Culvert crossing of Forsyth Drain and Dry Creek tributary.	Wyndham City	S L	Yes (interim) No (ultimate)	BR-90-C2
Bridge	Leakes Road culvert crossings	Culvert crossing of Forsyth Drain.	Wyndham City (second carriageway) VicRoads (ultimate)	S L	Yes (interim) No (ultimate)	BR-90-C3
Bridge	Forsyth Road culvert crossings	Culvert crossing of Dohertys Drain.	Wyndham City	M L	Yes (interim) No (ultimate)	BR-90-C4
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 (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 (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 (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 L2	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
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 L2	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)	IN-90-18
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 (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
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	Multi-purpose indoor active recreation facility.	Wyndham City	S – L	Yes (land) No (construction)	-
Community	Government Primary	Land and construction of government school.	DEECD	S – M	No	-
Community	Government Primary	Land and construction of government school.	DEECD	S – M	No	-
Community	Government Primary	Land and construction of government school.	DEECD	S – M	No	-
Community	Government Secondary	Land and construction of government school.	DEECD	S – M	No	-
Community	Non-government P-12	Land and construction of non-government school.	To be determined	M	No	-
Community	Non-government P-12	Al-Taqwa Collage (Olive Branch campus)	The Islamic School of Victoria (Werribee College)	S	No	-
ACTIVE RECREATIONS RESERVES						
Active Open Space	A 90-01 - North-Western Reserve	Land and construction of active open space	Wyndham City	S – M	Yes	-
Active Open Space	A 90-02 - North-Eastern Reserve	Land and construction of active open space	Wyndham City	S – M	Yes	-
Active Open Space	A-90-03 - South-Western Reserve	Land and construction of active open space	Wyndham City	S – M	Yes	-
Active Open Space	A-90-04 - South-Eastern Reserve	Land and construction of active open space	Wyndham City	S – M	Yes	-
OTHER INFRASTRUCTURE						
Transport	Potential future Truganina station	Train station associated with Truganina local town centre and pedestrian crossing of railway line	PTV	L	No	-

PTV = Public Transport Victoria, DEECD = Department of Education & Early Childhood Development