

AMENDMENT C175 - TRUGANINA

List of Document Changes for Planning Panels Victoria

Version: 3.0 - For distribution to submitters on 13 March 2014

PSP Items to be added or amended since Version 2.0

Page (Exhibition)	Section (Exhibition)	Objective (Exhibition)	Requirement (Exhibition)	Guideline (Exhibition)	Table (Exhibition)	Plan (Exhibition)	Figure (Exhibition)	Cross Section (Exhibition)	Appendix (Exhibition)	Exhibited version text	Panel version text	Related Submission/s
i												
ii						-				Metropolitan context plan - refer to exhibited document	a) Include reference to Western Intermodal Freight Terminal	07 - Wyndham City
Introduction Document changes										Exhibited wording	Proposed changes	
2						1				Refer to exhibited document	a) Waterway through major town centre to be removed. b) 'Early stone hut & yard' to be shown in Skeleton Creek corridor. c) Label all dry stone walls as 'existing' and remove reference to retention potential. d) Add additional dry stone walls north of Dohertys Road along Skeleton Creek corridor. e) Add existing vegetation identified through localistic agricultural assessment	07 - Wyndham City, 18 - Leakes
3	1.0									Refer to exhibited document	a) a) Add additional point under "The PSP is informed by the following policies and guidelines.": Local policy including: Landscape Context Guidelines (2013), Wyndham North Heritage Strategy (2012), Wyndham Social Infrastructure Plan 2040 (2012), Quality Community Plan (2007), Community Health, Wyndham City Plan 2013 - 2017 (2013), and Wellbeing and Safety Plan 2010-2013 (2010) b) REMOVE: The Truganina-Native-Vegetation-Precinct-Plan (NVPP) that sets out requirements for the protection and management of native vegetation within the PSP area.	07 - Wyndham City, MPA
3	1.1									Refer to exhibited document		
4	1.2									Refer to exhibited document		
4	1.3									Refer to exhibited document		
4	1.4									Refer to exhibited document		
4	1.5									Refer to exhibited document	REMOVE: Guidance previously contained in the NVPP will now be included in Section 3.4 of the PSP where not covered by the Biodiversity conservation strategy.	30 - DEPI, BCS
Outcomes: Document changes										Exhibited wording	Proposed changes	
5	2.1									Refer to exhibited document	a) Amend third paragraph of vision to read: Important biodiversity values will be protected and enhanced within the Truganina Cemetery and Woods Road Conservation Areas, which will may be accessible to the community to allow appreciation of vegetation and habitat characteristics of the Werribee Plains. b) Correct typographical error in final paragraph	30 - DEPI, 07 - Wyndham City
6	2.1					2				Refer to exhibited document	a) Correct scale bar b) Forsyth Road to be shown as 'secondary arterial road' and moved eastward to precinct boundary. c) Extension of Forsyth Road north of Boundary Road to be removed and replaced with arrowhead. d) Updates consistent with exhibited Melbourne Water Development Services Scheme including: - Removal of Dry Creek tributary through major town centre. - Extension of Skeleton Creek tributary through Robertsons Farm local town centre to area of general light industry. - Addition of new wetlands and adjustment to boundaries of retarding basins. e) Skeleton Creek corridor widths to be adjusted consistent with advice provided by Melbourne Water. f) Remove 'potential heritage protection zone as CHMP for area now removed. g) Truganina cemetery conservation area to be adjusted consistent with advice from DEPI. h) 20 metre buffer to be shown around Woods Road conservation area. i) Passive open space sizes and distribution to be adjusted consistent with any changes to Plan 4 and Table 5. j) Indoor recreation facility moved from the corner of Leakes and Derrimut Road to the northern side of the railway line, adjoining Skeleton Creek. k) Remove broiler farm buffer from plan. l) Connector road alignment on western side of Skeleton Creek to be adjusted as per agreement between Melbourne Water and Leakes.	Various
7	2.2	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.	Recognise the history, heritage and character of the Werribee Plains in a new urban environment through the protection of natural waterways corridors, retention of significant vegetation, habitat and dry stone walls, and the promotion of heritage.	07 - Wyndham City
7	2.2	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.		
7	2.2	O3								Ensure pre-development property structure does not impede the realisation of cohesive and integrated neighbourhoods.		
7	2.2	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.		
7	2.2	O5								Achieve a diversity of streetscape and open space outcomes to enhance local character and amenity.		
7	2.2	O6								Establish a landscape of connecting canopies along streets, parks and waterways.		
7	2.2	O7								Ensure that no residents need to cross arterial roads, railway lines or waterways to access a local park.		
7	2.2	O8								Develop a slow-speed and permeable connector road network that links across arterial roads and traverses through the core of each square mile.		
7	2.2	O9								Create a series of neighbourhoods that cluster around public open space, community hubs, and town centres.	REMOVE.	MPA

Page (Exhibition)	Section (Exhibition)	Objective (Exhibition)	Requirement (Exhibition)	Guideline (Exhibition)	Table (Exhibition)	Plan (Exhibition)	Figure (Exhibition)	Cross Section (Exhibition)	Appendix (Exhibition)	Exhibited version text	Panel version text	Related Submission/s
7	2.2	O10								Build high-density and transit-oriented neighbourhoods focussed on railway stations and proposed future railway station sites.		
7	2.2	O11								Promote greater housing choice through the delivery of a range of lots capable of accommodating a variety of dwelling typologies.		
7	2.2	O12								Leverage off the amenity offered by waterways, open space and town centres to deliver medium and high density housing options.		
7	2.2	O13								Deliver sufficient residential densities within a walkable catchment to support vibrant and viable town centres.		
7	2.2	O14								Develop a series of town centres that each has a civic focus and an ability to adapt and evolve with the community.		
7	2.2	O15								Ensure the design of town centres is conducive to a range of commercial enterprises including start-up, small, and home-based businesses.		
7	2.2	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.		
7	2.2	O17								Provide a viable and attractive interface between residential and industrial or commercial land uses.		
7	2.2	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.	Deliver an integrated water management system that encourages reduced reliance on reticulated potable water, encourages increases the re-use of alternative water (stormwater and / or wastewater), minimises flood risk, ensures waterway health, and contributes toward a sustainable and green urban environment.	MPA, 18 - Leakes
7	2.2	O19								Install essential services in a way that does not impede the ability to plant canopy trees in streets and along easements.	REMOVE: Adequately addressed through O6.	MPA
7	2.2	O20								Ensure that development staging is co-ordinated with the delivery of key local and state infrastructure.		
7	2.2	O21								Provide for non government school sites to meet strategically justified education need in the area.	Provide for non government school sites to meet a strategically justified need for Catholic primary and secondary education and other non government education in the area.	08 - Catholic Education Office
										NEW OBJECTIVE		
										Deliver a minimum of 9,450 new homes (16 dwellings residential net developable hectare overall precinct average).	MPA, 31 - PTV	
Image, Character, Housing & Heritage: Document changes										Exhibited wording	Proposed changes	
9	3.1		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...	Street trees must be provided on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity and not exceeding the guidance below unless otherwise agreed by the responsible authority: Average Interval Tree Size 8 – 10 metres Small trees (less than 10 metres) 10 – 12 metres Medium trees (10 – 15 metres) 12 – 15 metres Large trees (15 – 20 metres)	18 - Leakes, 22 - Tameit Dev. Project
9	3.1		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.	Canopy Trees (native, indigenous and exotic) in parks and streets must be: Larger species wherever space allows (to facilitate continuous canopy cover). - Larger species wherever space allows (to facilitate continuous canopy coverage). - Suitable for local conditions and - Planted in modified and improved soil as required to support tree establishment longevity.	MPA
9	3.1		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	Remove reference to Wyndham City Growth Area Streetscape Strategy: 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	18 - Leakes
9	3.1		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.		
9	3.1			G1						Street networks within subdivisions should be designed to maximise the number of connections and direct views to waterways, open space, and town centres.		
9	3.1			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.		
9	3.1			G3						Existing windrows, significant trees, and dry stone walls should be retained within the public domain, including parks and road reserves, as appropriate.	Retained windrows, significant trees, and dry stone walls should be located within the public domain, including parks and road reserves, unless otherwise approved by the responsible authority.	18 - Leakes
9	3.1			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.		
9	3.1			G5						Street trees should be used consistently across individual subdivisions and the wider precinct to reinforce movement hierarchy and individual neighbourhood character.	Street trees should be used consistently across neighbourhoods to reinforce movement hierarchy and local character.	MPA
9	3.1			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.	A consistent suite of lighting and furniture should be used across individual subdivisions and the wider precinct neighbourhoods, appropriate to the type and role of street or public space, to the satisfaction of the Responsible Authority, unless otherwise approved by the responsible authority.	18 - Leakes
9	3.1			G7						Subdivision applications should have regard to the Council-adopted Landscape Context Guidelines (2013) where practical.	REMOVE: Landscape context guidelines now referenced in the front of the document.	MPA, 07 - Wyndham City, 18 - Leakes
										NEW GUIDELINE	Trees in streets and parks should be larger species wherever space allows (to facilitate continuous canopy cover).	MPA
10	3.1					3				Refer to exhibited document	a) Changes as required, consistent with Plan 2. b) Add additional dry stone walls north of Dohertys Road along Skeleton Creek corridor and label as 'potential for retention'. c) Add existing vegetation identified through TreeLogic arboricultural assessment. d) Add 400m and 1km 'catchment circles' around town centres. e) Remove east-west wall being shown as 'to be retained' east of Skeleton Creek and north of Dohertys Road changed. f) Legend item 'potential for retention' to be reviewed. May be amended to improve clarity. g) Identify stone wall and waterhole on Skeleton Creek to be retained.	Various
11	3.1		R5							Planning permit applications must demonstrate how the proposal will deliver a diversity of housing types.	Residential subdivisions must deliver a broad range of lot sizes capable of accommodating a variety of housing types.	07 - Wyndham City, 17 - ID_Land, 18 - Leakes, 22 - Tameit Dev. Project

Page (Exhibition)	Section (Exhibition)	Objective (Exhibition)	Requirement (Exhibition)	Guideline (Exhibition)	Table (Exhibition)	Plan (Exhibition)	Figure (Exhibition)	Cross Section (Exhibition)	Appendix (Exhibition)	Exhibited version text	Panel version text	Related Submission/s
11	3.1									NEW REQUIREMENT	Residential subdivision applications must demonstrate how they will contribute to the satisfaction of minimum housing yields in broad town centre catchments as described on Plan 3 and Table 2.	07 - Wyndham City, 17 - ID_Land, 18 - Leakes, 22 - Tarnet Dev. Project
11	3.1		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.		
11	3.1		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.	Lots must front or side (in order of priority where a lot fronts multiple elements): - Waterways and public open space. - Conservation areas. - Connector Roads. - Arterial roads. - The railway line.	07 - Wyndham City, 18 - Leakes, 30 - DEPI
11	3.1		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 L _{MAX} and 40 dBA (night).	REMOVE (requirement & associated footnote). Replaced by new DDO.	MPA
11	3.1		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.	Subdivision applications must include indicative concept layouts for any lots identified for the future development of medium density, high-density, or integrated housing that suitably demonstrate: - Potential dwelling yield. - Active interfaces with adjacent streets, open space and waterways. - Safe and effective internal vehicle and pedestrian access and internal circulation as appropriate.	MPA
11	3.1			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). 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).	REMOVE. Replaced by new objective.	07 - Wyndham City, 17 - ID_Land, 18 - Leakes, 22 - Tarnet Dev. Project
11	3.1			G9						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 objective.	REMOVE. Property specific yields are no longer referenced in the PSP to improve flexibility and opportunities for developers to explore alternative outcomes.	07 - Wyndham City, 17 - ID_Land, 18 - Leakes, 22 - Tarnet Dev. Project
11	3.1			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.	REMOVE. Property specific yields are no longer referenced in the PSP to improve flexibility and opportunities for developers to explore alternative outcomes.	07 - Wyndham City, 17 - ID_Land, 18 - Leakes, 22 - Tarnet Dev. Project
11	3.1			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.	Residential subdivision should provide across each neighbourhood a broad range of lot sizes capable of accommodating a variety of housing types as described in Table 1.	07 - Wyndham City, 17 - ID_Land, 18 - Leakes, 22 - Tarnet Dev. Project
11	3.1			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.	REMOVE. Sufficiently covered through R6 and G13.	07 - Wyndham City, 17 - ID_Land, 18 - Leakes, 22 - Tarnet Dev. Project
11	3.1			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.	Subdivision of land within a walkable distance of town centres, train stations, potential future station sites, and designated public transport routes should create a range of lot sizes suitable for the delivery of medium and higher density housing types listed in Table 1.	MPA, 22 - Tarnet Dev. Project
11	3.1			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.	REMOVE. Property specific yields are no longer referenced in the PSP to improve flexibility and opportunities for developers to explore alternative outcomes.	07 - Wyndham City, 17 - ID_Land, 18 - Leakes, 22 - Tarnet Dev. Project
11	3.1			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		
12	3.1		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.		
12	3.1				T1					Refer to exhibited document	Table simplified by reducing lot categories from five to three. References to density removed as intent of table is to assist in the understanding of housing diversity.	07 - Wyndham City, 17 - ID_Land, 18 - Leakes, 22 - Tarnet Dev. Project
12	3.1				T2					Refer to exhibited document	Table simplified with columns 2 and 4 removed.	07 - Wyndham City, 17 - ID_Land, 18 - Leakes, 22 - Tarnet Dev. Project
13	3.1		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.	Development of land close to retained heritage items must ensure that heritage becomes a prominent component of the urban structure and conveniently accessible to the wider community.	18 - Leakes
13	3.1		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.	Development of parks, streets, and shared paths within or adjacent areas that form part of the Truganina heritage network must be developed in accordance with the plan and recommendations outlined in Appendix F.	MPA
13	3.1		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.	Second part of the requirement removed as now covered by gazetted Amendment C86: Dry stone walls shown on Plan 3 must be retained as part of any future development unless otherwise agreed by the responsible authority. Any other existing dry stone walls may be removed with the expressed consent of the Responsible Authority.	07 - Wyndham City, 18 - Leakes

Page (Exhibition)	Section (Exhibition)	Objective (Exhibition)	Requirement (Exhibition)	Guideline (Exhibition)	Table (Exhibition)	Plan (Exhibition)	Figure (Exhibition)	Cross Section (Exhibition)	Appendix (Exhibition)	Exhibited version text	Panel version text	Related Submission/s
13	3.1		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).	Dry stone walls which are retained 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).	MPA
13	3.1		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.	Installation of services across the alignment of retained dry stone walls must be undertaken by a method that minimises disturbance to the wall, such as boring rather than open trenching. If open trenching or disturbance to the wall is unavoidable, a minimum section of wall may be temporarily removed and then reinstated to original condition.	18 - Leakes
13	3.1		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		
13	3.1		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.	Where an existing dry stone wall is to be removed and where the stones are not proposed for wall development or maintenance or landscaping on the land and are to be otherwise discarded, if requested by Council the land owner must transport stone to a Council depot or other location nominated by Council for stockpiling and re-use.	18 - Leakes
13	3.1			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	REMOVE: Wyndham North Heritage Strategy now referenced in the front of the PSP.	MPA
Town Centres & Employment: Document changes										Exhibited wording	Proposed changes	
14	3.2						1			Refer to exhibited document	a) Show shared paths consistent with Plan 7. b) Remove tributary of Skeleton Creek. c) 'Dry Creek precinct' to be shown as 'mixed use' rather than 'higher density residential'. d) Delete reference to 'water easement' and replace with 'water main pipe track reserve'. e) Show separate local street network from station access from Darriut Road.	07 - Wyndham City, 22 - Tarnit Dev. Project, 26 - MW, 31 - PTV
15	3.2						2			Refer to exhibited document	a) Show shared paths consistent with Plan 7. b) Remove legend item 'Community facility (private)'. Amend colour of community centre to show as 'Council'.	07 - Wyndham City
16	3.2						3			Refer to exhibited document	a) Show shared paths consistent with Plan 7. b) Fix typographical error in kev design elements.	07 - Wyndham City
17	3.2						4			Refer to exhibited document	a) Remove tributary of Skeleton Creek. b) Correct alignment connector street to link to Permas Way. c) Show Woods Road truncated on northern side of intersection with east-west connector street	07 - Wyndham City

Page (Exhibition)	Section (Exhibition)	Objective (Exhibition)	Requirement (Exhibition)	Guideline (Exhibition)	Table (Exhibition)	Plan (Exhibition)	Figure (Exhibition)	Cross Section (Exhibition)	Appendix (Exhibition)	Exhibited version text	Panel version text	Related Submission/s
18	3.2		R17							<p>An Urban Design Framework Plan (UDF) must be prepared in consultation with the Growth Areas Authority and approved by the Responsible Authority for the Tarnet Major Town Centre. The UDF applies to land within the boundary shown in Figure 1</p> <p>The UDF must address the following:</p> <ul style="list-style-type: none"> - 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 Tarnet 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. <p>Specifically, the UDF must:</p> <ul style="list-style-type: none"> - 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. 	<p>An Urban Design Framework Plan (UDF) must be prepared in consultation with the Metropolitan Planning Authority Growth Areas Authority and approved by the Responsible Authority for the Tarnet Major Town Centre. The UDF applies to land within the boundary shown in Figure 1</p> <p>The UDF must address the following:</p> <ul style="list-style-type: none"> - 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 Tarnet train station and bus interchange into the wider centre. - Interface with the Skeleton Creek heritage conservation area. - Creation of a permeable pedestrian and cyclist friendly road network. - Access arrangements for arterial roads including left-in-left-out intersections or additional signalised intersections where agreed to by VicRoads and the responsible authority. - Feedback received following consultation with infrastructure agencies including VicRoads and PTV. - Any relevant activity centre strategies or design guidelines prepared by the Victorian Government or Wyndham City Council. <p>Specifically, the UDF must:</p> <ul style="list-style-type: none"> - 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. - Identify proposed access for bus services and bus priority measures where appropriate. - Include an overall landscape concept. - Demonstrate how development the interface with Skeleton Creek supports the amenity, river health and conservation objectives of Melbourne Water. <p>The UDF may be prepared in stages for logical components of the major town centre where agreed by the responsible authority.</p> <p>All to the satisfaction of the Metropolitan Planning Authority Growth Areas Authority and Responsible Authority.</p>	18- Leakes, 26 - Melbourne Water, 31 - PTV, MPA
19	3.2		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.	MPA	
19	3.2		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.	MPA	
19	3.2		R20							Subdivision and development within the Local Town Centre must address the design principles and performance criteria outlined in Appendix B.	MPA	
19	3.2			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	MPA	
19	3.2			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	MPA	
20	3.2		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.	MPA	
20	3.2		R22							Provision of retail floor space within a local convenience centre must not exceed 1,500m ² (without a planning permit).		
20	3.2		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.		
20	3.2			G19						Development of any Local Convenience Centre should be proximate to an open space or community hub.		
20	3.2			G20						The design of any Local Convenience Centre must:		
20	3.2		R24							- Provide for a mix of tenancies.		
20	3.2		R25							- Incorporate a range of uses including retail, offices and medium and high density residential.		
20	3.2		R26							- 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.		
20	3.2									Design of subdivisions and development respond to the concept plan shown in Figure 4, as appropriate.	MPA	
20	3.2									Design of subdivisions and development must provide for convenient and safe access to the proposed future Truganina railway station site.	MPA	
20	3.2									Buildings within office or industrial areas shown on Plan 2 must create a positive address to the street.		
20	3.2									Allocation of land uses, building design, and interface treatment must minimise negative impacts on the amenity of adjacent residential areas.		
20	3.2			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.		

Page (Exhibition)	Section (Exhibition)	Objective (Exhibition)	Requirement (Exhibition)	Guideline (Exhibition)	Table (Exhibition)	Plan (Exhibition)	Figure (Exhibition)	Cross Section (Exhibition)	Appendix (Exhibition)	Exhibited version text	Panel version text	Related Submission/s
20	3.2			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		
20	3.2			G23						Car parking and loading facilities should be located to the side or rear of any buildings.		
20	3.2			G24						Fencing forward of building lines and along public streets should be largely transparent and not above 1.5 metres in height.		
20	3.2			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		
										NEW GUIDELINE	Where interfacing with residential uses across a street, buildings in employment areas should be set back a minimum of 6.0 metres with the frontage landscaped, unless otherwise approved by the responsible authority.	07 - Wyndham City
21	3.2				T3					Refer to exhibited document	a) Table simplified by removing column 3 as not necessary for decision making. b) Table expanded to cover three categories of employment area. c) Fix typos/grammatical errors.	MPA
21	3.2				T4					Refer to exhibited document	Reference to Level 3 community centre removed.	MPA
Open Space & Community Facilities: Document changes										Exhibited wording	Proposed changes	
22	3.3				4					Refer to exhibited document	Changes still being considered. MPA to provide advice to submitters as early as possible.	
23	3.3		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	Requirement reworded to improve clarity: All public landscaped areas must be designed and constructed to enable practical maintenance and planted suitable to the local climate and soil conditions.	MPA, 18 - Leakes
23	3.3		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.	All parks must be located, designed and developed generally in accordance with the relevant description in Table 5 unless otherwise approved by the responsible authority 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.	MPA, 18 - Leakes, 22- Tarneit Dev. Project
23	3.3		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.	Where a passive open space shown on Plan 4 spans across multiple properties, the first development proponent to lodge a permit application must prepare an indicative concept master plan for the entire park unless otherwise agreed by the Responsible Authority.	MPA, 22 - Tarneit Dev. Project
23	3.3		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	REMOVE. Sufficiently addressed through G35.	MPA
23	3.3		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	REMOVE. Requirement replaced with new guideline, consistent with R7.	MPA
23	3.3		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.	Design and layout of waterway corridors and other encumbered open space must maximise the potential for the integration of recreation uses, utility infrastructure, and wetlands, where this does not conflict with the primary function of the land	MPA, 18 - Leakes
23	3.3		R34							Parks and squares within town centres must be delivered via the Clause 52.01 passive open space contributions, as appropriate.		
23	3.3		R35							Any fencing of open space, whether encumbered or unencumbered, must be low scale and visually permeable to facilitate public safety and surveillance.		
23	3.3			G26						Active recreation reserves abutting schools or community centres should be designed to maximise efficiencies of co-location.	REMOVE. Sufficiently addressed through G31.	MPA
										NEW GUIDELINE	Lots directly fronting open space must provide for a primary point of access from footpath or shared path proximate the lot boundary.	MPA
										NEW GUIDELINE	Active open space reserves should be developed consistent with Figures 4 & 5 unless an alternative master plan is approved by the responsible authority.	MPA
23	3.3		C2							Conditions for subdivision or building and works permits where land is required for public open space and 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.	Condition adjusted to reflect that it only applies to open space provided that is above and beyond the requirements set out in this PSP: 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 or contributes to satisfaction of required contributions to the PSP.	MPA
24	3.3				T5					Refer to exhibited document	a) Adjustments to passive and active open space sizes to reflect changes to Plan 2. a) Responsibility for Woods Road conservation area and Truganina cemetery conservation area changed to 'TBC'.	07 - Wyndham City, 30 - DEPI
26	3.3						5			Refer to exhibited document		
26	3.3						6			Refer to exhibited document		
-	3.3									NEW FIGURE	A-90-02 parkland concept	07 - Wyndham City
-	3.3									NEW FIGURE	A-90-04 parkland concept	07 - Wyndham City
27	3.3		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		
27	3.3		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.	Schools and community centres must be designed to front, and be directly accessed from, a public street with car parks located away from the main entry.	MPA

Page (Exhibition)	Section (Exhibition)	Objective (Exhibition)	Requirement (Exhibition)	Guideline (Exhibition)	Table (Exhibition)	Plan (Exhibition)	Figure (Exhibition)	Cross Section (Exhibition)	Appendix (Exhibition)	Exhibited version text	Panel version text	Related Submission/s
27	3.3			G27						School sites should be provided with three street frontages where practicable.		
27	3.3			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.	<i>Remove reference to civic infrastructure: Any educational or community or civic infrastructure not shown on Plan 2 should be located within or proximate to a major town centre, local town centre or an existing community hub, as appropriate.</i>	MPA
27	3.3			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.		
27	3.3			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.	<i>Community facilities which are located in a town centre should be designed to maximise efficiency of land use should be maximised through the sharing and overall reduction of car parking.</i>	MPA
27	3.3			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.		
27	3.3			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.	<i>The indicative layout of community facilities, schools, and open space as illustrated in Plan 2 may be altered where approved by of the responsible authority.</i>	MPA
27	3.3		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	<i>REMOVE. Covered by the Wyndham North DCP.</i>	18 - Leakes
Biodiversity, Threatened Species & Bushfire Management: Document changes										Exhibited wording	Proposed changes	
28	3.4					5				Refer to exhibited document	<i>a) Threatened species action plan removed and replaced with plans showing native vegetation to be retained and native vegetation which may be removed to replace the NVPP. b) Plan to be reviewed to determine if more vegetation can be retained within waterway corridors</i>	30 - DEPI
-	3.4						X			<i>NEW FIGURE</i>	<i>Truganina Cemetery Conservation Area concept plan consistent with Biodiversity conservation strategy.</i>	30 - DEPI
-	3.4						Y			<i>NEW FIGURE</i>	<i>Woods Road Conservation Area concept plan consistent with Biodiversity conservation strategy.</i>	30 - DEPI
29	3.4		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.	<i>Development within any Conservation Area must be in accordance with the Concept Plan in Figure X and Y and the relevant Conservation Management Plan to the satisfaction of the Department of Environment & Primary Industries.</i>	30 - DEPI
29	3.4		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.	<i>REMOVE. Sufficiently addressed through G35.</i>	MPA
29	3.4		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		
29	3.4		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.		
29	3.4		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 vigorous rhizomatic grasses.	<i>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 Truganina cemetery conservation area and adjacent development. Street trees in frontage roads must be limited to Sheoaks, Silver Banksias, and Lightwoods. Frontage roads are to contain street trees of indigenous species.</i>	30 - DEPI
29	3.4		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.	<i>REMOVE. Sufficient guidance on open space distribution provided through Plan 4 and Table 5.</i>	MPA
29	3.4		G33							Where appropriate co-locate public recreation and open space areas to assist in buffering significant conservation reserves and waterways.		
29	3.4		G34							Street trees and public open space landscaping should contribute to habitat for indigenous fauna species, in particular arboreal animals and birds, where practical.		
29	3.4		G35							Landscaping adjacent to retained indigenous vegetation and waterways should be complementary to conservation objectives and should use indigenous planting where appropriate.		
29	3.4		G36							Where located adjacent or nearby each other, maximise the integration of linear and conservation open space with local parks.		
29	3.4		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.	<i>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.</i>	30 - DEPI
30	3.4		C4							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.	<i>DEPI to provide updated conditions.</i>	

Page (Exhibition)	Section (Exhibition)	Objective (Exhibition)	Requirement (Exhibition)	Guideline (Exhibition)	Table (Exhibition)	Plan (Exhibition)	Figure (Exhibition)	Cross Section (Exhibition)	Appendix (Exhibition)	Exhibited version text	Panel version text	Related Submission/s
30	3.4		C5							<p>THREATENED SPECIES</p> <p>A permit for subdivision, or to construct a building or construct or carry out works must contain the following condition:</p> <ul style="list-style-type: none"> - 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 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. 	<p><i>DEPI to provide updated conditions.</i></p>	
30	3.4		C6							<p>GOLDEN SUN MOTH</p> <p>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:</p> <ul style="list-style-type: none"> - 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. 	<p><i>DEPI to provide updated conditions.</i></p>	
31	3.4			R44						<p>For the purpose of Clause 56.06-7, the requirements of the relevant fire authority are, unless otherwise approved by the CFA:</p> <ul style="list-style-type: none"> - Constructed roads must be a minimum of 7.3m trafficable width where cars park on both sides, or: <ul style="list-style-type: none"> » A minimum of 5.4m in trafficable width where cars may park on one side only. » A minimum of 3.5m width no parking and 0.5m clearance to structures on either side, and if this width applies, there must be passing bays of at least 20m long, 6m wide and located not more than 200m apart. - Roads must be constructed so that they are capable of accommodating a vehicle of 15 tonnes for the trafficable road width. - The average grade of a road must be no more than 1 in 7 (14.4% or 8.1°). - The steepest grade on a road must be no more than 1 in 5 (20% or 11.3°) with this grade continuing for no more than 50 metres at any one point. - Dips on the road must have no more than 1 in 8 grade (12.5% or 7.1°) entry and exit angle. - Constructed dead end roads more than 60 metres in length from the nearest intersection must have a turning circle with a minimum radius of 8m (including roll over curbs if they are provided). 		
31	3.4			R45						<p>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:</p> <ul style="list-style-type: none"> - Measures to reduce the risk from fire within the surrounding rural landscape and protect residents from the threat of fire. - A separation buffer, consistent with the separation distances specified in AS3959-2009, between the edge of development and non-urban areas. - How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles. 		
31	3.4			R46						<p>A Construction or Engineering Plan required under a subdivision permit must show:</p> <p>The location of static water supplies for fire fighting purposes that are:</p> <ul style="list-style-type: none"> - 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. <p>All to the satisfaction of the CFA.</p>	<p>REMOVE. Note bushfire management reverts to Bushfire Prone Area provisions under the Building Regulations 2006 (regs 810 & 811)</p>	MPA
Transport & Movement: Document changes										Exhibited wording	Proposed changes	
32	3.5					6				<p>Refer to exhibited document</p>	<p>a) Changes as required to match revised structure plan. b) Forsyth Road to be shown as 'arterial road (4 lane)' and cross section 4. c) Show revised cross section number for Morris Road d) Note that east-west connector boulevard between potential future station and Skeleton Creek is to provide a wider verge on one side rather than a central median. e) Show 'connector road bridges' on plan. f) Add note 'The location and number of signalised intersections on Derrimut Road servicing the Tarnait major town centre to be confirmed through the PSP 1089 planning scheme amendment and / or the UDF process, to the</p>	<p>13 - Evans Family, 18 - Leakes, 23 - Mesh, 31- PTV</p>
33	3.5		R47							<p>Street layouts must:</p> <ul style="list-style-type: none"> - Form a coherent movement network across the wider precinct - Ensure equity of access to open space and facilities is provided 	<p>Requirement reworded to improve clarity: Subdivision layouts must form a permeable local street network that provides convenient access to local open space and allows for the effective integration with neighbouring environments.</p>	18 - Leakes

Page (Exhibition)	Section (Exhibition)	Objective (Exhibition)	Requirement (Exhibition)	Guideline (Exhibition)	Table (Exhibition)	Plan (Exhibition)	Figure (Exhibition)	Cross Section (Exhibition)	Appendix (Exhibition)	Exhibited version text	Panel version text	Related Submission/s
33	3.5		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. <i>All to the satisfaction of the Responsible Authority</i>	REMOVE. Sufficiently addressed by R88.	MPA
33	3.5		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 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. <i>All to the satisfaction of the Responsible Authority.</i>	<i>Requirement reworded to improve clarity: Approximately 30% of local streets (including connector streets) within a subdivision must apply an alternative cross section to the 'standard' cross section for these streets outlined in Appendix C.</i> Examples of potential variations are provided in Appendix C, however others are encouraged including but not limited to: • Varied street tree placement, • Varied footpath or carriageway placement, • Introduction of elements to create a boulevard effect, • Varied carriageway or parking bay pavement and • Differing tree outstand treatments For the purposes of this requirement, changes to street tree species between or within streets does not constitute a variation. Alternative cross sections must ensure that: • Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets. • The performance characteristics of standard cross sections as they relate to pedestrian and cycle use are maintained. • Relevant minimum road reserve widths for the type of street (illustrated in Appendix C) are maintained, unless otherwise approved by the responsible authority.	07 - Wyndham City, 17 - ID_Land, 18 - Leakes Pty Ltd, 22 - Tarnett Dev. Project Pty Ltd
33	3.5		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 has been made.		
33	3.5		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.	MOVE to development staging section.	MPA
33	3.5		R52							Where a parcel does not have access to the connector road or signalled access to the arterial road network, subdivision of neighbouring parcels must provide for a convenient connection via a local access level 2 street.	Convenient and direct access to the connector road network must be provided through neighbouring properties where a property does not otherwise have access to the connector network or signalled access to the arterial road network as appropriate.	07 - Wyndham City, 18 - Leakes
33	3.5		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.		
33	3.5		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.	Configuration of vehicle access to lots from a public street must ensure that there is sufficient separation between crossovers to allow for a minimum of one on-street car park for every two residential lots.	18 - Leakes
33	3.5		R55							Vehicle access to a lot that is six metres or less in width must be via rear laneway.	Vehicle access to a lot that is six metres or less in width must be via rear laneway, unless otherwise approved by the responsible authority.	17 - ID_Land
33	3.5		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.	Development must positively address all waterways through the use of frontage roads or lots with a direct frontage, to the satisfaction of Melbourne Water and the responsible authority.	22 - Tarnett Dev. Project Pty Ltd
33	3.5		-							NEW REQUIREMENT	Frontage roads are to be the primary interface provided between development and the Regional Rail Link reserve shown on Plan 8. Public open space and allotments with direct frontages may be provided as a minor component of the rail reserve interface.	31 - PTV
34	3.5		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.	Any connector road or access street abutting a school must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points as required by the responsible authority.	CEOM
34	3.5		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.	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, 90-SW-12, 90-NW-05 or 90-NW-11 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.	17 - ID_Land
34	3.5			G38						Street layouts should provide multiple convenient routes to major destinations such as the Tarnett Railway Station and Tarnett major town centre, the proposed future Truganina railway station site and Truganina local town centre and the arterial road network.		
34	3.5			G39						Street block lengths should not exceed 240 metres to ensure a permeable and low speed environment for pedestrians, cyclists and vehicles is achieved.		
34	3.5			G40						Cul-de-sac should not detract from convenient pedestrian and vehicular connections.		
34	3.5			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.	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 to the satisfaction of the coordinating roads authority.	06 - VicRoads
34	3.5			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.		

Page (Exhibition)	Section (Exhibition)	Objective (Exhibition)	Requirement (Exhibition)	Guideline (Exhibition)	Table (Exhibition)	Plan (Exhibition)	Figure (Exhibition)	Cross Section (Exhibition)	Appendix (Exhibition)	Exhibited version text	Panel version text	Related Submission/s
										NEW GUIDELINE	Streets should be the primary interface between development and waterways. Public open space and lots with a direct frontage may be provided as a minor component of the waterway interface. Where lots with direct frontage are provided, they should be set back up to 5.0 metres from the waterway corridor to provide pedestrian access to those lots, to the satisfaction of Melbourne Water and the responsible authority.	22 - Tarnet Dev. Project Pty Ltd, 26 - Melbourne Water
34	3.5		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.	Condition adjusted to ensure it only applies to local roads: Conditions for subdivision or building and works permits where land is required for road widening Land required for road widening including right of way flaring for the ultimate design of any intersection within an existing or proposed local road must be transferred to or vested in Council at no cost to the acquiring agency unless funded by the Wyndham North Development Contributions Plan.	06 - VicRoads, 18 - Leakes
35	3.5				T6					Refer to exhibited document	Amend features/description of Cross Section 10 to: Existing pipe track reserve to be located in central median with native grassland planting flencing and shared path to Melbourne Water satisfaction. Amend planting description of Cross Section 10: Indigenous grassland planting in median (no trees or shrubs). Large indigenous trees in verges eg Buloke (Allocasuarina luehmannii), Drooping She-oak (Allocasuarina verticillata).	26 - Melbourne Water
35	3.5		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		
35	3.5		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.		
35	3.5		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.		
36	3.5					7				Refer to exhibited document	a) Changes as required to match revised structure plan. b) 'on road bike lane' replaced with 'off-road bike path' in legend. c) Diagonal shared path across Leakes Road to be removed. d) Show connector road between potential future station and Forsyth Road as 'bus capable'. e) Clarify on plan that shared path adjacent rail reserve is outside of the rail reserve unless specifically specified otherwise.	05 - Bicycle Network, 07 - Wyndham City, 14 - Dennis Family, 31 - PTV
37	3.5		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.	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 or bicycle paths where shown on Plan 7 or specified by another requirement in the PSP. - Safe and convenient crossing points of connector roads and local streets at all intersections and on key desire lines. - Safe pedestrian crossings of arterial roads at all intersections, at key desire lines, and on regular intervals appropriate to the function of the road and public transport provision. 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 coordinating roads authority and the responsible authority.	06 - VicRoads, 18 - Leakes
37	3.5		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.	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 to a lesser standard, such as granitic gravel 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.	MPA
37	3.5		R63							Lighting must be installed along all major shared, pedestrian, and cycle paths, to the satisfaction of the Responsible Authority.	REMOVE. Requirement changed to guideline to allow responsible authority to exercise discretion and wording adjusted to better describe which paths require lighting.	18 - Leakes, 22 - Tarnet Dev. Project
37	3.5		R64							Bicycle parking facilities are to be provided by development proponents in convenient locations at key destinations such as parks and activity centres.		
37	3.5		-							NEW REQUIREMENT	Bicycle priority at intersections of minor streets and connector roads with dedicated off-road bicycle paths must be achieved through strong and consistent visual and physical cues and supportive directional and associated road signs.	MPA - Consistent with Westbrook, Ballan Road
										NEW REQUIREMENT	Shared paths shown on Plan 7 adjacent the Regional Rail Link and waterways must be provided either within a road reserve or within open space. Where Plan 7 identifies locations where a shared path may be placed within the Regional Rail Link reserve, the design of the path is to be to the satisfaction of VicTrack.	31 - PTV
										NEW REQUIREMENT	Add any other requirements agreed with PTV for PSP 40/92 regarding connector cross section with off-road bikeway.	31 - PTV

Page (Exhibition)	Section (Exhibition)	Objective (Exhibition)	Requirement (Exhibition)	Guideline (Exhibition)	Table (Exhibition)	Plan (Exhibition)	Figure (Exhibition)	Cross Section (Exhibition)	Appendix (Exhibition)	Exhibited version text	Panel version text	Related Submission/s
37	3.5			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	REMOVE. Sufficiently addressed through new guideline.	
37	3.5			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.	REMOVE. All required crossings to be shown on Plan 7.	
37	3.5									NEW GUIDELINE	Lighting should be installed along shared, pedestrian, and cycle paths linking key destinations, unless otherwise approved by the responsible authority.	
Integrated Water Management: Document changes										Exhibited wording	Proposed changes	
38	3.6					8				Refer to exhibited document	a) Changes as required to match revised structure plan b) Remove 'Opportunity to capture water from adjacent waterway...' from legend and associated star symbol on plan. c) Tributary of Skeleton Creek north of Dohertys Road to be extended consistent with the Melbourne Water Development Services Scheme. d) Include at end of second point in NOTES: "and through detailed design, to the satisfaction of Melbourne Water". e) Amend third point in NOTES: Add "and natural" after "Constructed" to read "Constructed and natural water corridor widths...". f) Changes to reflects land area of drainage assets in current Melbourne Water draft Development Services Schemes (smaller stormwater quality treatment assets represented by symbol). g) Remove first dot point from NOTES.	16 - OLV, 18 - Leakes, 25 - City West Water, 26 - Melbourne Water,
39	3.6		-							NEW REQUIREMENT	Consistent with Clause 56.01-2 and Clause 56.07 of the Wyndham Planning Scheme, VPP Practice Note 39, and any requirements and guidelines in this PSP, a subdivision application of 60 or more lots must include an Integrated Water Management Plan	16 - OLV, 25 - City West Water, 26 - Melbourne Water,
39	3.6		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.	Development must provide meet or exceed best practice stormwater quality treatment standards 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.	07 - Wyndham City, 26 - Melbourne Water
39	3.6		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.	Where a waterway is shown as 'natural' on Plan 8, development works must: - Not encroach past the waterway corridor defined in this PSP top of bank of the existing channel, unless otherwise agreed by the Responsible Authority and Melbourne Water. - Minimise earthworks and impact on the existing landform of the waterway, geomorphological features. - Retain existing vegetation as part of waterway landscaping. All to the satisfaction of Melbourne Water and the responsible authority.	07 - Wyndham City, 26 - Melbourne Water
39	3.6		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.	Final design and boundary of constructed waterways (including widths), waterway corridors, retarding basins, wetlands stormwater quality treatment infrastructure, and associated paths, boardwalks, bridges, and planting, must be to the satisfaction of Melbourne Water and the responsible authority.	MPA, 26 - Melbourne Water
39	3.6		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, in the satisfaction of Melbourne Water.	Development staging must provide for the delivery of ultimate waterway and drainage infrastructure, including stormwater quality treatment. Where this is not possible, development proposals must demonstrate how any interim solution adequately manages and treats stormwater generated from the development and how this will enable delivery of an ultimate drainage solution, all to the satisfaction of Melbourne Water and the responsible authority.	07 - Wyndham City
39	3.6		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	REMOVE. Covered by guidance in section 3.3 or existing Melbourne Water standards.	07 - Wyndham City
39	3.6		R70							Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme established by Melbourne Water.	Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme established by Melbourne Water, to the satisfaction of Melbourne Water.	26 - Melbourne Water
39	3.6		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.	REMOVE. Not required for this precinct.	MPA
39	3.6			G45						Development should exceed best practice environmental standards for stormwater treatment prior to discharge into receiving waters, where practical.	REMOVE. Addressed by revisions to R65.	07 - Wyndham City, 26 - Melbourne Water
39	3.6			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.	The design and layout of roads, road reserves, and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of WSUD initiatives.	MPA - Consistent with Westbrook
39	3.6			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.	REMOVE. Addressed by the revisions to G46.	MPA
39	3.6			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	Where practical, development should include integrated water management initiatives to reduce reliance on potable water and increase the utilisation of storm and waste water, contributing that contributes to a sustainable and green urban environment	MPA
39	3.6			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		
39	3.6			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 requirements outlined in Plan 8.		

Page (Exhibition)	Section (Exhibition)	Objective (Exhibition)	Requirement (Exhibition)	Guideline (Exhibition)	Table (Exhibition)	Plan (Exhibition)	Figure (Exhibition)	Cross Section (Exhibition)	Appendix (Exhibition)	Exhibited version text	Panel version text	Related Submission/s
39	3.6			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, aquifer 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.	Reference to grey water recycling removed: Where practical, and where primary waterway, conservation or recreation functions are not adversely affected, land required for integrated water management initiatives (such as stormwater harvesting, aquifer storage and recharge or 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.	16 - OLV
-	3.6									NEW TABLE	Inventory of drainage assets outlining land area of asset and constructed waterway widths. The following text will be included below the table: " The areas and corridor widths identified in this table are subject to change during detailed design. In the satisfaction of Melbourne Water. "	26 - Melbourne Water
Utilities: Document changes										Exhibited wording	Proposed changes	
40	3.7					9				Refer to exhibited document	a) Realignment of sewers as necessary to minimise waterway crossings and avoid areas of retained native vegetation as previously shown in NVPP. b) Show Melbourne Water pipe track on plan and add to legend 'existing water main within pipe track reserve - 1150mm diameter'	07 - Wyndham City, 18 - Leakes, 26 - Melbourne Water
41	3.7		R72							Trunk services are to be placed along the general alignments shown on Plan 9.	Trunk services are to be placed along the general alignments shown on Plan 9, subject to any refinements as advised by the relevant service authorities.	25 - City West Water
41	3.7		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.	Before development commences on a property, functional layout plans are to be submitted of the road network showing the location of all: - Underground services - Driveways/crossovers - Street lights - Street trees A typical cross section of each street is also to be submitted showing above and below ground placement of services, street lights and trees. The plans and cross sections must demonstrate how services, driveways and street lights will be placed so as to achieve the road reserve width (consistent with the road cross sections outlined in this PSP) and accommodate the minimum level of street tree planting (as outlined in this PSP). If required, the plan and cross sections will nominate which services will be placed under footpaths or road pavement. The plans and cross sections are to be approved by the Responsible Authority and all relevant service authorities before development commences.	22 - Tarnet Dev. Project
41	3.7		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.		
41	3.7		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.	All existing above ground electricity cables of less than 66kv voltage are to must be placed underground as part of the upgrade of existing roads.	MPA
41	3.7		R76							All new electricity supply infrastructure (excluding substations and cables of a voltage greater than 66kv) must be provided underground.	All new electricity supply infrastructure (excluding substations and cables of a voltage greater than of 66kv or greater) must be provided underground.	MPA
41	3.7		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.	Where existing above ground electricity cables of 66kv voltage are retained along road ways, underground conduits are to be included in the associated DCP funding for the provided as part of the upgrade of these roads to allow for future undergrounding of the electricity supply.	18 - Leakes
41	3.7		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.	New electricity substations and sewer pump stations Above-ground utilities must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts, and be designed to the satisfaction of the relevant authority. Where that infrastructure is intended to be located in public open space, the land required to accommodate that infrastructure will not be counted as contributing to open space requirements classified under Clause 52.01 or within the Wyndham North DCP. 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.	07 - Wyndham City, 17 - ID_Land, 18 - Leakes, 22 - Tarnet Dev. Projects,
41	3.7		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.	Utilities must be placed outside any areas shown as protected for conservation any conservation areas shown on Plan 5. Utilities must be placed outside of natural waterway corridors or on the outer edges these corridors to avoid disturbance to existing waterway values native vegetation, significant landform features (eg rock outcrops) and habitant sites to the satisfaction of Melbourne Water and the responsible authority.	07 - Wyndham City, 18 - Leakes
41	3.7		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.	REMOVE. Covered through service authority referrals.	
41	3.7		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.	REMOVE. Covered through service authority referrals.	
										NEW REQUIREMENT	Any road crossings, pathways or open space proposed to be located within the Melbourne Water pipe track reserve shall be to the satisfaction of Melbourne Water.	26 - Melbourne Water
41	3.7			G52						Electricity substations and sewer pump stations should be located outside of key view lines and screened with vegetation.	Electricity substations and sewer pump stations Above-ground utilities should be located outside of key view lines and screened with vegetation, as appropriate.	07 - Wyndham City
41	3.7			G53						Existing above ground 66kv electricity cables should be removed and placed underground as part of the upgrade of existing roads.	REMOVE. Issue to be dealt with by relevant authorities.	18 - Leakes
41	3.7			G54						Design and placement of underground services in new or upgraded streets should utilise the service placement guidelines outlined in Appendix D.		
41	3.7			G54						NEW GUIDELINE	Utility easements to the rear of lots should only be provided where there is no practical alternative.	07 - Wyndham City
Infrastructure delivery & staging: Document changes										Exhibited wording	Proposed changes	

Page (Exhibition)	Section (Exhibition)	Objective (Exhibition)	Requirement (Exhibition)	Guideline (Exhibition)	Table (Exhibition)	Plan (Exhibition)	Figure (Exhibition)	Cross Section (Exhibition)	Appendix (Exhibition)	Exhibited version text	Panel version text	Related Submission/s
42	3.7		R82							<p>Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure:</p> <ul style="list-style-type: none"> - 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. 	<p>Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure:</p> <ul style="list-style-type: none"> - 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 path adjacent or within the rail reserve as shown on Plan 7. - The Werribee River Shared Trail and connections to it. 	07 - Wyndham City, 18 - Leakes
42	3.7		R83							<p>OPEN SPACE DELIVERY</p> <p>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:</p> <ul style="list-style-type: none"> - 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). 	<p>OPEN SPACE DELIVERY</p> <p>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:</p> <ul style="list-style-type: none"> - 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, gas, and electricity connection points must also be provided to land identified as an active reserve or district-level passive open space. - 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 Appendix E). 	07 - Wyndham City, 22 - Tameit Dev. Project
42	3.7		R84							<p>Active open space required to be set aside by the DCP must be vested in the relevant authority in the following condition:</p> <ul style="list-style-type: none"> - 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. 		
42	3.7		R85							<p>Any heritage site or conservation area to be vested in the relevant authority must be done so in a standard that satisfies the requirements of that authority. Works required prior to the transfer include, but may not be limited to:</p> <ul style="list-style-type: none"> - Clearing of rubbish and weeds. - Essential repairs to and stabilisation of any structures. - Any fencing required to ensure the safety of the public. <p>Any works carried out must be consistent with any relevant Cultural Heritage Management Plan</p>		
43	3.7		R86							<p>Further to the public open space contribution required by Clause 52.01 of the Wyndham Planning Scheme, this provision sets out the amount of land to be contributed by each property in the precinct and consequently where a cash contribution is required in lieu of land.</p> <p>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:</p> <ul style="list-style-type: none"> - Where land is required for unencumbered open space purposes as shown 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. <p>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.</p>	<p>Further With respect to the public open space contribution required by Clause 52.01 of the Wyndham Planning Scheme, this provision sets out the amount of land to be contributed by each property in the precinct and consequently where a cash contribution is required in lieu of land.</p> <p>All land owners must provide a public open space contribution equal to 3% of the Net Developable Area (Residential & town centres) (NDAR) upon subdivision of land in accordance with the following:</p> <ul style="list-style-type: none"> - Where land is required for unencumbered open space purposes as shown on Plan 10 and specified in Table 9 and is equal to 3% of NDAR that land is to be transferred to Council at no cost. - Where no land or less than 3% of NDAR 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 NDAR 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 NDAR, Council will pay an amount equivalent to the value of the additional land being provided by that proposed development. <p>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.</p>	17 - ID_Land, 18 - Leakes

Page (Exhibition)	Section (Exhibition)	Objective (Exhibition)	Requirement (Exhibition)	Guideline (Exhibition)	Table (Exhibition)	Plan (Exhibition)	Figure (Exhibition)	Cross Section (Exhibition)	Appendix (Exhibition)	Exhibited version text	Panel version text	Related Submission/s
43	3.7									NEW REQUIREMENT	<p><i>The following requirement has been included to cover the differential rate of open space provision between employment and residential areas:</i> With respect to the public open space contribution required by Clause 52.01 of the Wyndham Planning Scheme, this provision sets out the amount of land to be contributed by each property in the precinct and consequently where a cash contribution is required in lieu of land.</p> <p>All land owners must provide a public open space contribution equal to 2% of the Net Developable Area (Employment) (NDAE) upon subdivision of land in accordance with the following:</p> <ul style="list-style-type: none"> - Where land is required for unencumbered open space purposes as shown on Plan 10 and specified in Table 9 and is equal to 2% of NDAE that land is to be transferred to Council at no cost. - Where no land or less than 2% of NDAE 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 2% of NDAE of that site. - Where land required for unencumbered open space purpose as shown on Plan 10 and specified in Table 9 is more than 2% of NDAE, Council will pay an amount equivalent to the value of the additional land being provided by that proposed development. <p>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.</p>	MPA
43	3.7		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.	REMOVE. RA reserves discretion to refer issue under Clause 66 of the Wyndham Planning Scheme	22 - Tarnet Dev. Project
43	3.7		R88							Development staging must provide for the timely provision and delivery of: <ul style="list-style-type: none"> - Arterial road reservations. - Connector streets and connector street bridges. - Street links between properties, constructed to the property boundary. - Connection of the on- and off-road pedestrian and bicycle network. 		
43	3.7			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: <ul style="list-style-type: none"> - 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. 	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: <ul style="list-style-type: none"> - 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- through the timely provision of connecting roads and walking/cycling paths. - Where development does not directly adjoin the urban edge, local open space should be provided in the early stages to provide new residents with amenity. - Access to each new lot must be via a sealed road. 	MPA
43	3.7.1									Refer to exhibited document	<p>a) Lead agency for Doherty's Road changed from Wyndham City to VicRoads. Included in DCP changed to No.</p> <p>b) Lead agency for Boundary Road second carriageway changed from Melton City to Melton City / VicRoads / State.</p> <p>c) Lead agency for 'Non-government P-12' currently shown as 'To be determined' changed to 'Catholic Education Office'</p> <p>d) Include 'Delivery of bus services (medium to long term)' with lead agency as PTV.</p> <p>e) Add asterisks against all projects that are listed as 'priorities' in the Wyndham North DCP.</p>	04 - Melton City, 07 - Wyndham City, 08 - CEOM, MPA
										REQUIREMENT MOVED FROM R46	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.	
	3.7.2									NEW SECTION	<p>Drainage for the precinct is not covered by the Wyndham North Development Contributions Plan as the relevant drainage authority for outfall drainage is Melbourne Water. Melbourne Water has prepared Development Services Schemes (DSS) which apply to the precinct. Under the DSS developers are required to pay a levy for each developable hectare of land which is included in a planning permit application. The contribution will be used by Melbourne Water to cover the cost of constructing drainage assets provided for in the DSS and also land required for the drainage assets. Melbourne Water has advised that the DSS have been costed as follows:</p> <ul style="list-style-type: none"> • Civil works are based on engineering estimates of the costs of the various drainage works; and • As a principle, land costs are based on the same land values assumed by the Wyndham North DCP for consistency. <p>Like the Wyndham North DCP, the DSS is also subject to indexation and adjustments. Civil works will be adjusted by the adjustment methodology explained in the DSS to keep pace with rising costs and land values will move in line (upwards or downwards) with movement in land values as provided for in the Wyndham North DCP. Alternative stormwater quality treatment arrangements may be provided subject to agreement with Melbourne Water and Council.</p>	26 - Melbourne Water

Page (Exhibition)	Section (Exhibition)	Objective (Exhibition)	Requirement (Exhibition)	Guideline (Exhibition)	Table (Exhibition)	Plan (Exhibition)	Figure (Exhibition)	Cross Section (Exhibition)	Appendix (Exhibition)	Exhibited version text	Panel version text	Related Submission/s
Appendix A - Land budget: Document changes										Exhibited wording	Proposed changes	
46	A									Refer to exhibited document	<p>Add points at end of Notes:</p> <p>a) "The land budget has been prepared to reflect current advice from Melbourne Water regarding land required for drainage assets as part of the preparation of draft Development Services Schemes (DSS) for the PSP area. The land required for DSS drainage assets may be subject to minor refinement through the subdivision process."</p> <p>b) "The land budget has been prepared consistent with the Melbourne Water Development Services Scheme to allow for best practice water quality treatment. The DSS may allow for alternative water quality treatment solutions, subject to Melbourne Water approval."</p> <p>c) "Potential Non Government School" site areas have been removed from the Net Developable Area (NDA) and excluded from the corresponding Development Contributions Plan (i.e. Wyndham North DCP). (Note: If the use of that land is subsequently for a purpose other than a non government school, the owner of that land must pay development contributions in accordance with the provisions of the DCP)."</p>	08 - CEOM, 26 - Melbourne Water
46	A				T8					Refer to exhibited document	<p>a) Changes as required, consistent with Plan 2.</p> <p>b) Changes consistent with Plan 8 and to reflect land area of drainage assets in current draft Melbourne Water Development Services Scheme.</p> <p>c) Change row heading 'Waterways & drainage' to 'Waterways, drainage & water quality treatment'.</p> <p>d) Change area for 'Woods Road conservation area' to '24 01 Ha'</p>	MPA, 26 - Melbourne Water
47	A					10				Refer to exhibited document	<p>a) Changes as required, consistent with Plan 2.</p> <p>b) Changes consistent with Plan 8 and to reflect land area of drainage assets in current draft Melbourne Water Development Services Scheme.</p>	MPA, 26 - Melbourne Water
48	A				T9					Refer to exhibited document	<p>Amend 'conservation area (encumbered)' heading in 'Woods Road Conservation Area'</p> <p>a) Changes as required, consistent with Plan 2.</p> <p>b) Changes consistent with Plan 8 and to reflect land area of drainage assets in current draft Melbourne Water Development Services Scheme.</p> <p>c) Change column heading of 'Encumbered land available for recreation' to 'Encumbered land'</p>	MPA, 26 - Melbourne Water, 30 - DEPI
50	A				T10					Refer to exhibited document	REMOVE	MPA
Appendix B - Town centre design principles: Document changes										Exhibited wording	Proposed changes	
52	B									Refer to exhibited document	<p>a) Change all references to 'Rose Grange neighbourhood centre' to 'Rose Grange town centre'.</p> <p>b) Remove references to 'linear park and waterway'.</p> <p>c) Amend land use table in 'town centre core' to remove '(fronting Derrimut Road only)' after 'Restricted retail – such as small-format premises & showrooms'.</p> <p>d) Add reference to waterway values of Skeleton and Dry Creeks.</p> <p>e) Include in 'Dry Creek precinct' description after the first sentence 'Residential areas will include a full diversity of housing types and densities to reflect proximity to the train station, town centre, and amenity of the nearby waterway'.</p> <p>f) Replace 'Dry Creek precinct' land use table 'Residential - high & medium density' with 'Residential'.</p> <p>g) Amend the first sentence under the heading 'Precincts' to read 'The major town centre is divided into four precincts (as depicted at Figure 1 - Tarnet major town centre concept on page 14 of this PSP)...'.</p> <p>h) Amend first sentence in second paragraph under heading 'Leakes Road precinct' to read 'The Leakes Road</p>	14 - Dennis Family, 18 - Leakes, 26 - Melbourne Water
Appendix C - Street cross sections: Document changes										Exhibited wording	Proposed changes	
61	C				-					NEW TABLE	Street hierarchy & cross section elements	06 - VicRoads
61	C							CS1		Refer to exhibited document		
62	C							CS2		Refer to exhibited document		
63	C							CS3		Refer to exhibited document		
64	C							CS3a		Refer to exhibited document		
65	C							CS3b		Refer to exhibited document		
66	C							CS4		Refer to exhibited document		
								-		NEW CROSS SECTION	New variation for secondary arterials to be applied to Morris Road. (Four-lane arterial with on-street parking, two off-road bike lanes.)	17 - ID_Land, 18 - Leakes
								-		NEW NOTE	All local street cross sections to include note that reads: 'Verge widths may be reduced where roads abut open space with the consent of the responsible authority'.	MPA
67	C							CS5		Refer to exhibited document	a) Amend cross section width to 25.5 metres.	05 - Bicycle Network, 07 - Wyndham City, MPA
68	C							CS5a		Refer to exhibited document	b) Replace on road bike lanes with an off road dedicated bike path on one side.	
69	C							CS5b		Refer to exhibited document		
70	C							CS5c		Refer to exhibited document		
71	C							CS5d		Refer to exhibited document		
72	C							CS5e		Refer to exhibited document	a) Cross section to be amended to have wide verge on one side of road.	17 - ID_Land
73	C							CS6		Refer to exhibited document	b) Update as agreed with PTV for PSP 40/92.	
74	C							CS6a		Refer to exhibited document		
75	C							CS6b		Refer to exhibited document		
76	C							CS7		Refer to exhibited document		
77	C							CS7a		Refer to exhibited document		
78	C							CS7b		Refer to exhibited document		
79	C							CS7c		Refer to exhibited document		
80	C							CS7d		Refer to exhibited document		

Page (Exhibition)	Section (Exhibition)	Objective (Exhibition)	Requirement (Exhibition)	Guideline (Exhibition)	Table (Exhibition)	Plan (Exhibition)	Figure (Exhibition)	Cross Section (Exhibition)	Appendix (Exhibition)	Exhibited version text	Panel version text	Related Submission/s
81	C							CS7e		Refer to exhibited document		
82	C							CS8		Refer to exhibited document	Standard width of laneway to be increased to 7.0 metres and new note added stating that this width can be reduced with approval from the responsible authority.	
83	C							CS9		Refer to exhibited document	a) Reduce footpath width on right hand side of road to 1.5 metres. b) Add note that footpath on left-hand side of road only needs to be 2.9 metres where serving access to pick-up and drop-off areas and site entry associated with school.	18 - Leakes, 31 - PTV
84	C							CS10		Refer to exhibited document	c) Add 3m dimension to shared path shown in park a) Widen central median to 12m, with 1m between edge of median and MW pipe track on both sides. b) Add dot point 'A low fence is to be provided to edges of central median (including at road crossings)' c) Remove shrubs/plants shown in central median d) Show indicative location of water main e) Add dot point 'Shared path placement, fencing and road crossings of median to be to Melbourne Water satisfaction' f) Add dot point 'Melbourne Water pipe track may also form wide verge on one side of connector road where appropriate'	26 - Melbourne Water
85	C							CS11		Refer to exhibited document	a) Add note that fence to rail reserve boundary is to be visually transparent.	31 - PTV
85	C							CS11a		Refer to exhibited document	b) Replace second note with: "Shared path is to be located outside of the rail reserve unless a proposal for the path to be located within the rail reserve is confirmed in writing by VicTrack."	31 - PTV
86	C							CS12		Refer to exhibited document	a) Add note that fence to rail reserve boundary is to be visually transparent.	
-	C							-		NEW CROSS SECTION	Conservation Area Interface cross section (street frontage).	30 - DEPI
-	C							-		NEW CROSS SECTION	Local street interface with waterway cross section.	26 - Melbourne Water
-	C							-		NEW NOTE	Note to be added: "For main streets of local town centres, the cross section outlined Figure 8 in the PSP Note: Our Roads: Connecting People will apply."	31 - PTV
Appendix D - Service placement guidelines: Document changes										Exhibited wording	Proposed changes	
87	D									Refer to exhibited document	a) Update matrix reference 'Sewer' - 'Under pedestrian pavement' to: Possible. b) Update matrix reference 'Sewer' - 'Under nature strips' to: Preferred. c) Update matrix reference 'Potable water' - 'Under road pavement' to: Possible. d) Update matrix reference 'Recycled water' - 'Under road pavement' to: Possible. e) Add dot point under General Principles for Service Placement - "Services must be placed outside of natural waterway corridors or on the outer edge of those corridors to avoid disturbance to existing waterways."	25 - City West Water, 26 - Melbourne Water
Appendix E - Open space delivery guide: Document changes										Exhibited wording	Proposed changes	
86	E									Refer to exhibited document	a) Replace Riverdale with Truganina in page header. b) TOWN SQUARE / URBAN PARK - Remove "(Area equal to or less than 0.3ha or unless otherwise designated)".	07 - Wyndham City
Appendix F - Truganina Heritage network: Document changes										Exhibited wording	Proposed changes	
90	F									Refer to exhibited document	Provide Appendix F plan with title and plan number. a) Changes as required to match plan 2 and 7. b) Additional annotation of well and church north of Dohertys Road on Skeleton Creek. c) Extend shared paths and signage to additional items. d) Additional dry stone walls with potential for retention to be added north of Dohertys Road on Skeleton Creek.	MPA
94	F									Refer to exhibited document	a) Amend title 'Other recommendations for future works' to 'Recommendations: Future works'. b) Amend title 'Responsibilities & funding' to 'Recommendations: Responsibilities & funding'.	MPA