



TARNEIT NORTH

PRECINCT STRUCTURE PLAN

SEPTEMBER 2014

MPA METROPOLITAN
PLANNING
AUTHORITY

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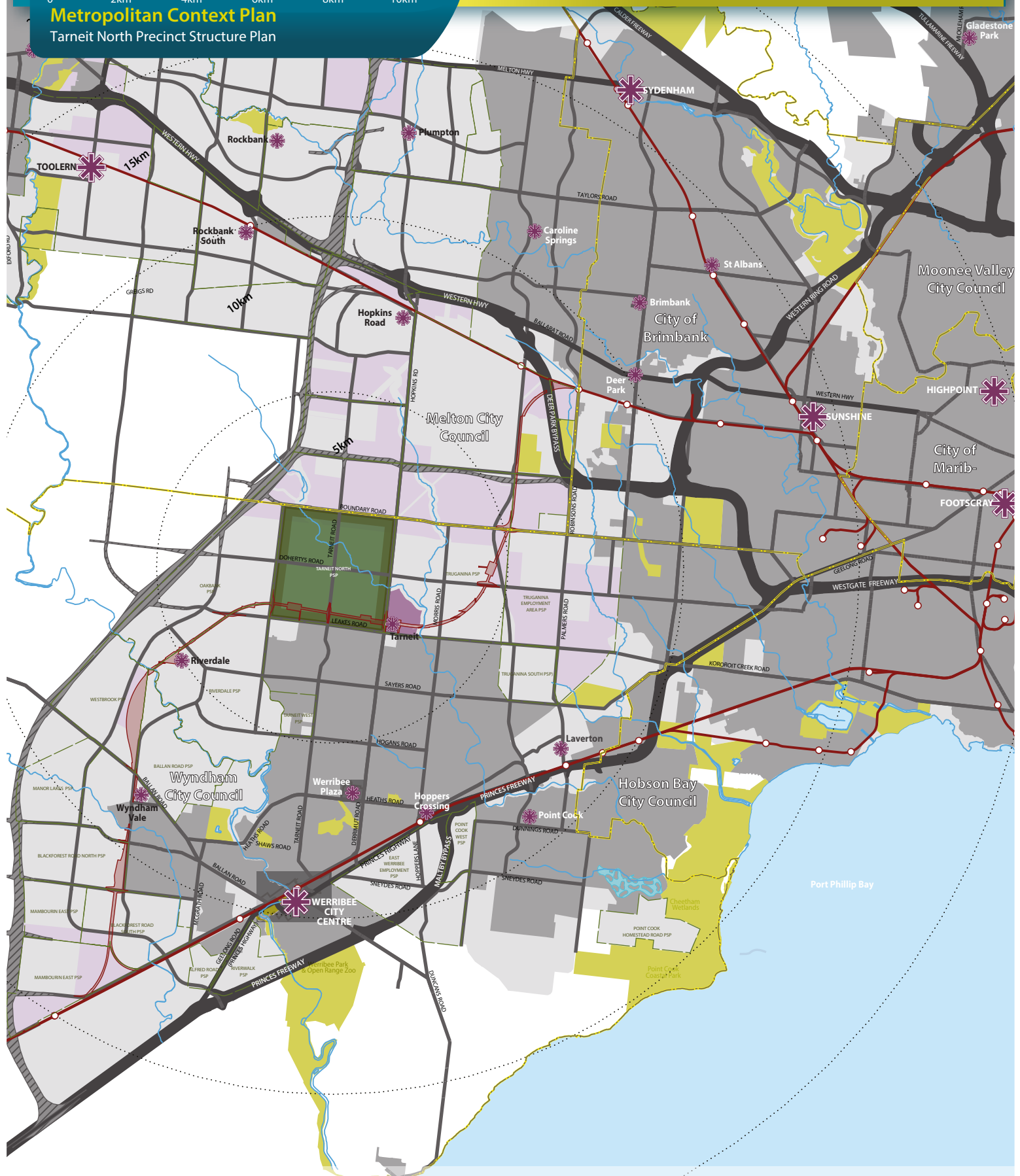
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


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

Metropolitan Context Plan
Tarnet North Precinct Structure Plan

0 2km 4km 6km 8km 10km



-  precinct area
-  existing urban area
-  future urban area
-  principal town centre
-  major town centre
-  employment areas
-  public parkland
-  outer metropolitan ring
-  regional rail link
-  arterial road network
-  rail line & station
-  waterways

1.0 INTRODUCTION

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

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

The PSP:

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

The PSP is informed by the following policies and guidelines:

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

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

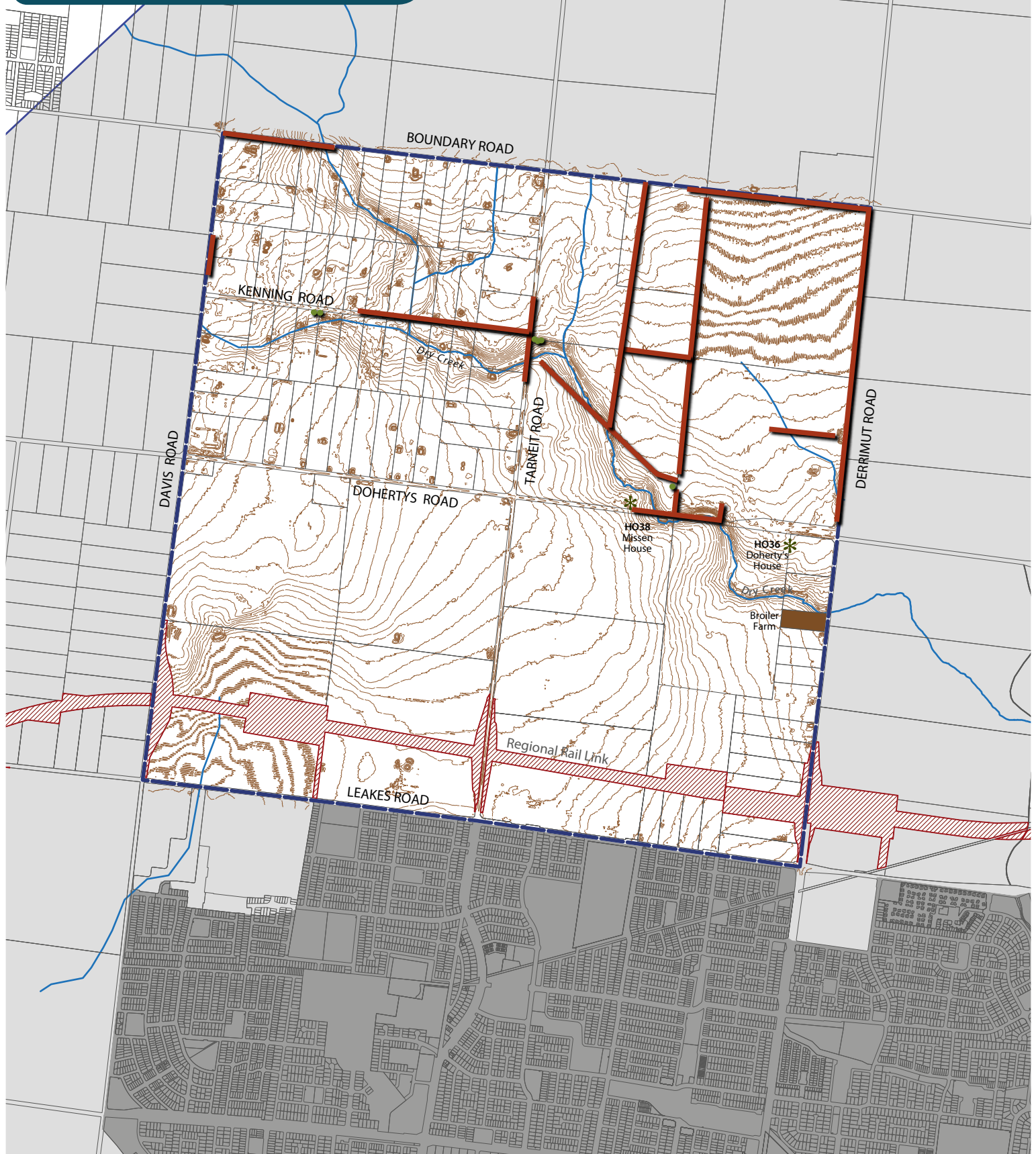
Provided the conditions of the EPBC Act approval are satisfied individual assessment and approval under the EPBC Act is not required.

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

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



Plan 1 - Precinct Features
 Tarneit North Precinct Structure Plan



precinct area	existing dry stone wall	existing vegetation (trees)
heritage site	waterways	broiler farm
contours (0.5m)	rail corridor	

1.1 HOW TO READ THIS DOCUMENT

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

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

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

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

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

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

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

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

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

1.2 LAND TO WHICH THIS PSP APPLIES

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

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

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

Plan 1 identifies the key features of the land.

1.3 BACKGROUND INFORMATION

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

1.4 DEVELOPMENT CONTRIBUTIONS PLAN

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



Plan 2 - Future Urban Structure
 Tarneit North Precinct Structure Plan



NOTES:

• Use of transmission easement: Uses supported within the transmission easement include: car parking for sites adjoining the easement, plant nursery, horticulture, commercial/long term car parking, golf driving range and other outdoor recreation uses. No buildings or structures are permitted within the easement.

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

2.0 OUTCOMES

2.1 VISION

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

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

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

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

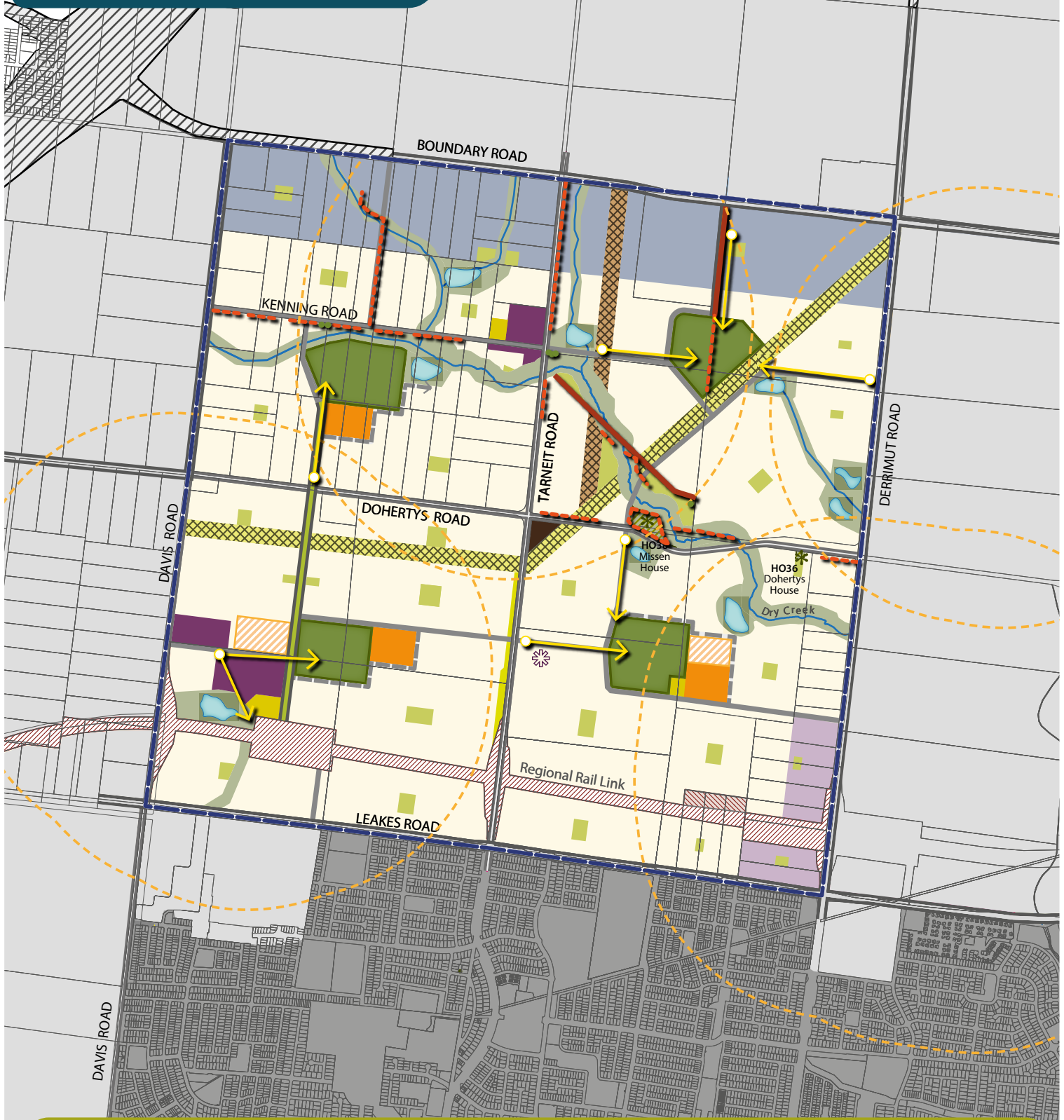
The Tarneit North community will be able to access a range of employment and services in the immediate surrounds and wider western corridor. The office and light industrial areas along Boundary Road will provide for significant local and regional employment opportunities. Access to wider employment will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

2.2 OBJECTIVES

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



Plan 3 - Image, Character, Heritage & Housing
 Tarneit North Precinct Structure Plan



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

3.0 IMPLEMENTATION

3.1 Image, character, heritage & housing

3.1.1 IMAGE & CHARACTER

		REQUIREMENTS								
R1	Street trees must be provided on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity and not exceeding the average intervals below unless otherwise agreed by the responsible authority:	<table border="1"> <thead> <tr> <th>Average Interval</th> <th>Tree Size</th> </tr> </thead> <tbody> <tr> <td>8 – 10 metres</td> <td>Small trees (less than 10 metres)</td> </tr> <tr> <td>10 – 12 metres</td> <td>Medium trees (10 – 15 metres)</td> </tr> <tr> <td>12 – 15 metres</td> <td>Large trees (15 metres or greater)</td> </tr> </tbody> </table>	Average Interval	Tree Size	8 – 10 metres	Small trees (less than 10 metres)	10 – 12 metres	Medium trees (10 – 15 metres)	12 – 15 metres	Large trees (15 metres or greater)
Average Interval	Tree Size									
8 – 10 metres	Small trees (less than 10 metres)									
10 – 12 metres	Medium trees (10 – 15 metres)									
12 – 15 metres	Large trees (15 metres or greater)									
R2	Trees in parks and streets must be: <ul style="list-style-type: none"> • Suitable for local conditions; and • Planted in modified and improved soil as required to support tree longevity. 									
R3	Street tree planting must use locally appropriate species and be consistent with the Wyndham City Street Tree Policy, Subdivision Landscape Works Standards and Specifications Manual and any guidance provided on the relevant cross section within this Precinct Structure Plan.									
R4	Connector roads and access streets must be aligned to create views and direct connections to waterways and open space, as shown on Plan 3.									
		GUIDELINES								
G1	Street networks within subdivisions should be designed to maximise the number of connections and direct views to waterways, open space and town centres.									
G2	Significant elements of the landscape and built form should be used as focal points for view lines along streets. Elements may include items such as public buildings and landmarks.									
G3	Retained windrows, significant trees, heritage buildings and dry stone walls should be located within the public domain, including parks and road reserves, unless otherwise approved by the responsible authority.									
G4	Materials salvaged from dry stone walls in the precinct area should be incorporated into the design and construction of public spaces such as waterways, retaining structures, fences.									
G5	Street trees should be used consistently across neighbourhoods to reinforce movement hierarchy and individual neighbourhood character.									
G6	A consistent suite of lighting and furniture should be used across neighbourhoods, appropriate to the type and role of street or public space, to the satisfaction of the responsible authority.									
G7	Trees in streets and parks should be larger species wherever space allows (to facilitate continuous canopy cover).									

3.1.2 HOUSING

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

Table 1 Housing Type by Lot Size

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

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

Table 2 Housing Delivery Guide

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

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

3.1.3 HERITAGE

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

3.2 TOWN CENTRES & EMPLOYMENT

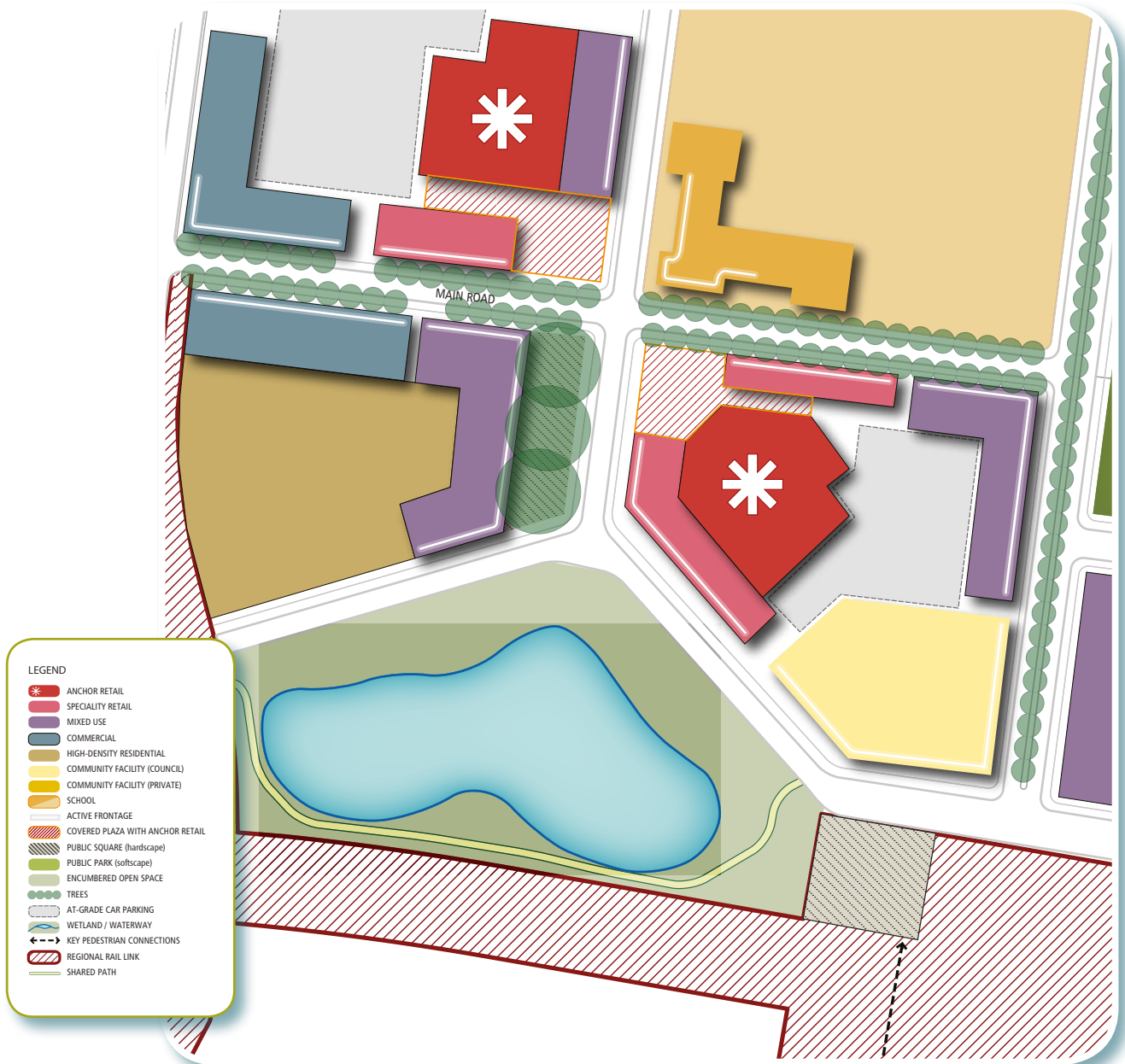


Figure 1 Tarneit West Local Town Centre

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

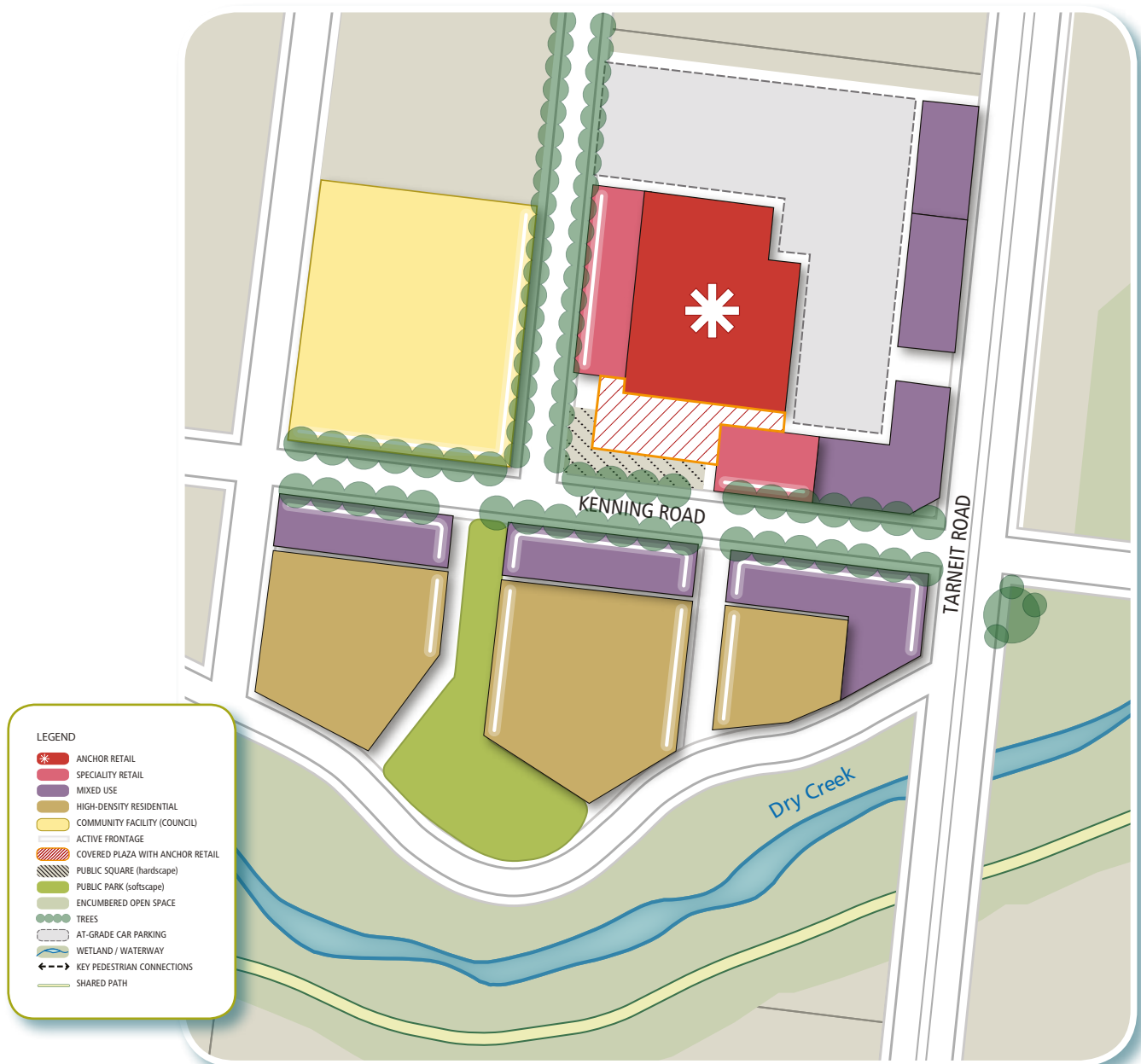


Figure 2 Kenning Road Local Town Centre
Kenning Road Local town Centre

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

3.2.1 LOCAL TOWN CENTRES

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

3.2.2 LOCAL CONVENIENCE CENTRES

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

3.2.3 EMPLOYMENT

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

Table 3 Town centres and employment

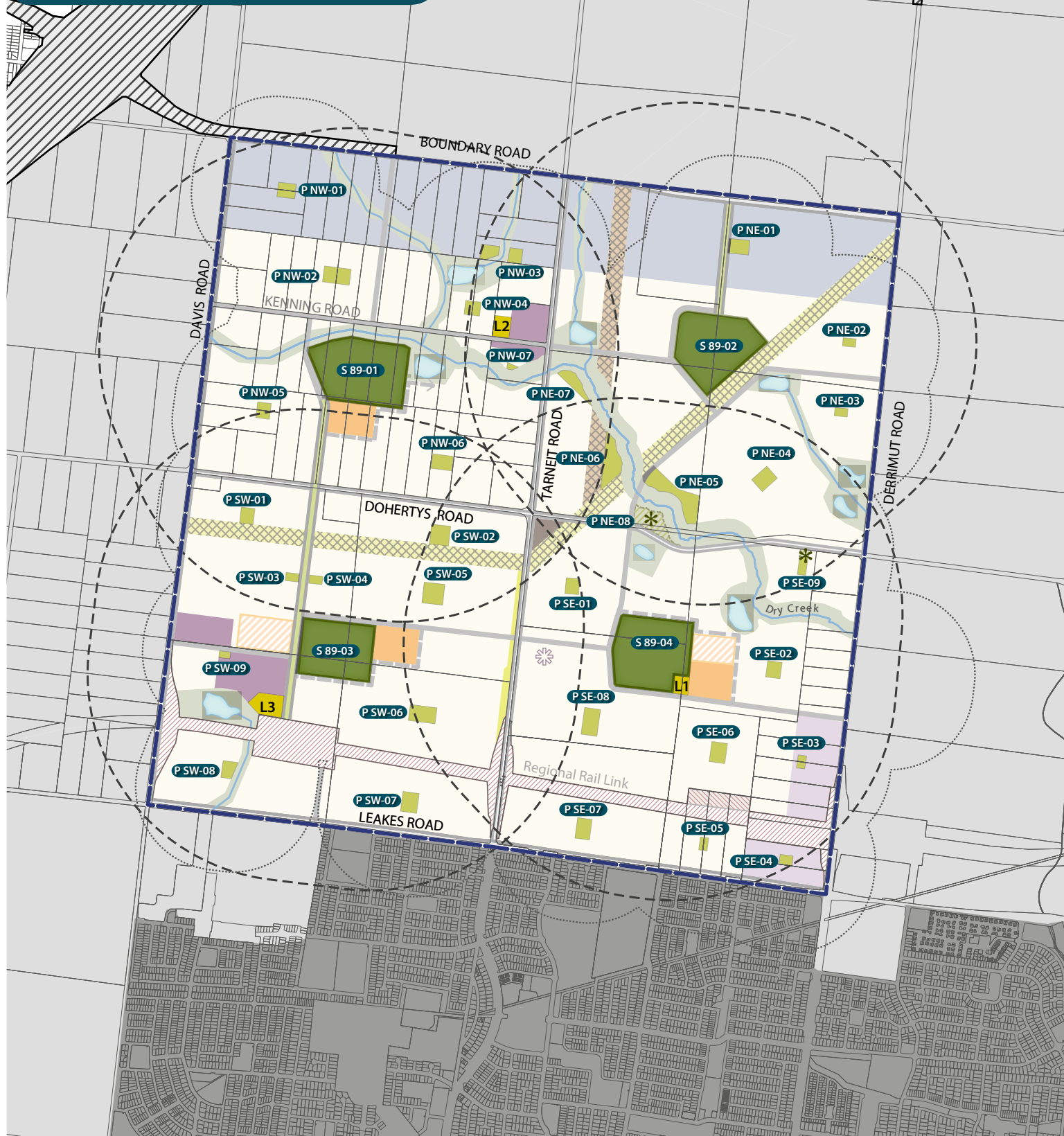
TOWN CENTRE	AREA	LOCATION & ANCILLIARY USES	DESCRIPTION
Tarneit West local town centre	10,000 m ²	North of the future potential train station, east of Davis Road.	Will include a range of community , education, commercial and residential uses, co-located with the future potential train station and bus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

Table 4 Anticipated employment creation in precinct

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



Plan 4 - Open Space
 Tarneit North Precinct Structure Plan



precinct area	heritage conservation zone (encumbered)	community centre
local sports reserve	waterways	L2 community centre level
local sports reserve catchment (1000m)	wetland/retarding basin	
local parks	park ID - refer table 5	
local parks catchment (400m)	outer metropolitan ring road	
drainage open space (encumbered)	heritage site	

3.3 OPEN SPACE & COMMUNITY FACILITIES

3.3.1 OPEN SPACE

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

Table 5 Open space delivery guide

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

PARK ID	AREA (Ha)	TYPE	LOCATION & OTHER ATTRIBUTES	RESPONSIBILITY
P SW-01	0.5	Neighbourhood (small)	Central to surrounding neighbourhood and connected to the electricity easement.	WC
P SW-02	0.87	Neighbourhood (small)	Central to surrounding neighbourhood and connected to the electricity easement.	WC
P SW-03	0.25	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SW-04	0.25	Neighbourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SW-05	1	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SW-06	1	District (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SW-07	0.75	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P-SW-08	0.5	Neighbourhood (medium)	Located adjacent to retarding basin and drainage easement.	WC
P-SW-09	0.17	Town square	Located within Tarneit North town centre	WC
P SE-01	0.5	Neighbourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SE-02	0.55	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SE-03	0.25	Neighbourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P-SE-04	0.3	Neighbourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P-SE-05	0.25	Neighbourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P-SE-06	1	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SE-07	0.7	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SE-08	1	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SE-09	0.35	Neighbourhood (small)	Located to the south of the Dohertys House heritage conservation area.	WC
P NW-01	0.6	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NW-02	1	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NW-03	1	Neighbourhood (medium)	Connects both sides of waterway	WC
P NW-04	0.5	Neighbourhood (small)	Generally located as shown on Plan 4, central to surrounding neighbourhood and Kenning Road local town centre.	WC
P NW-05	0.66	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NW-06	0.7	Neighbourhood (medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NW-07	0.11	Neighbourhood (small)	Small open space located with Kenning Road local town centre, adjacent Dry Creek.	WC

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

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

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

Figure 3 A 89-01 Parkland Concept

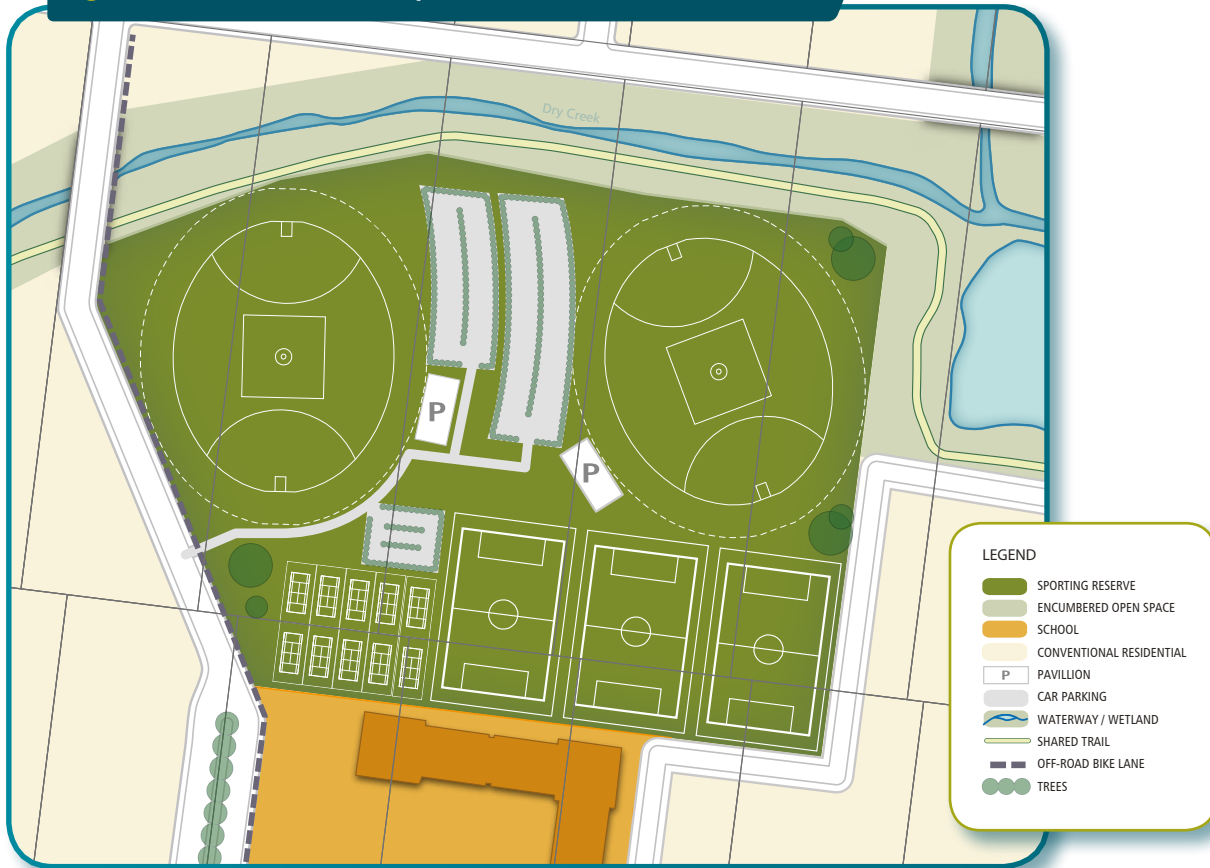


Figure 4 A 89-02 Parkland Concept

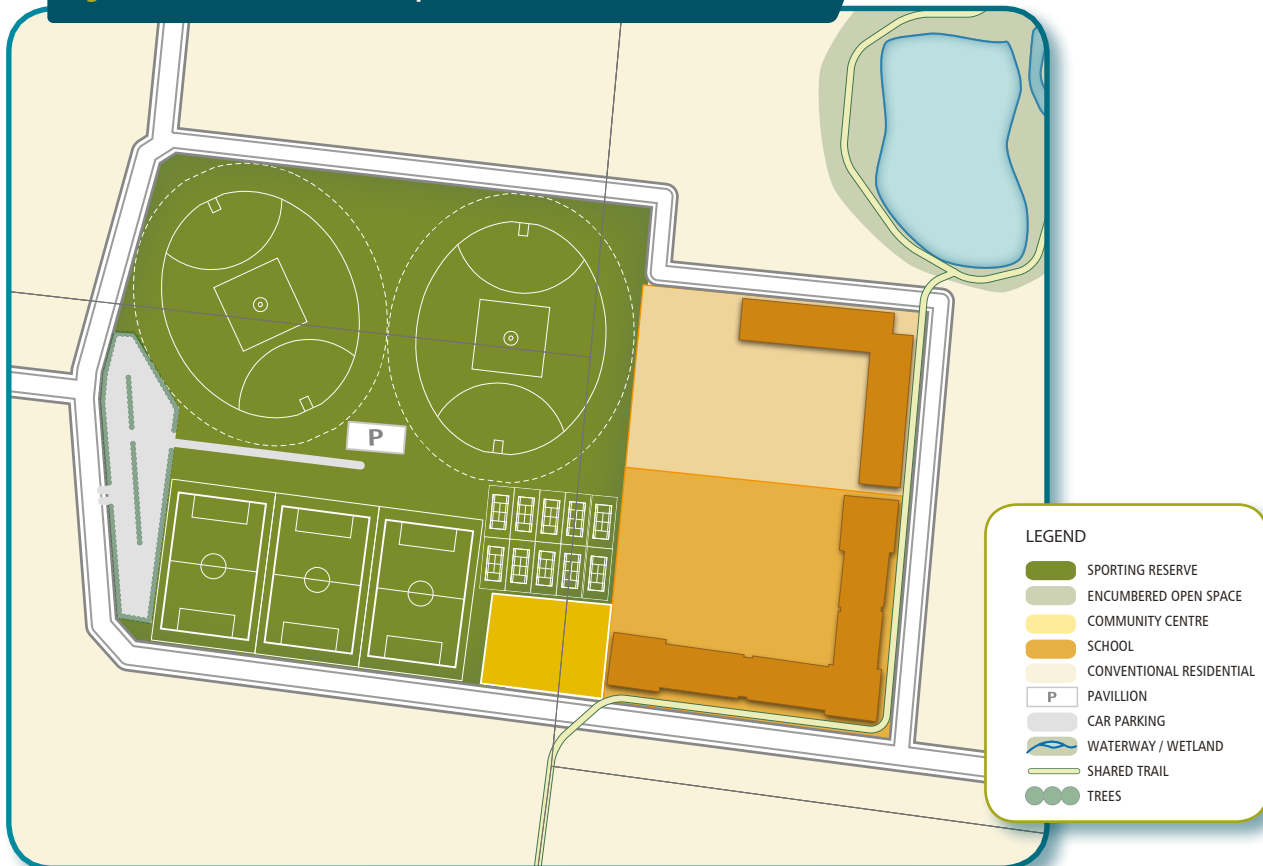


Figure 5 A 89-03 Parkland Concept



Figure 6 A 89-04 Parkland Concept

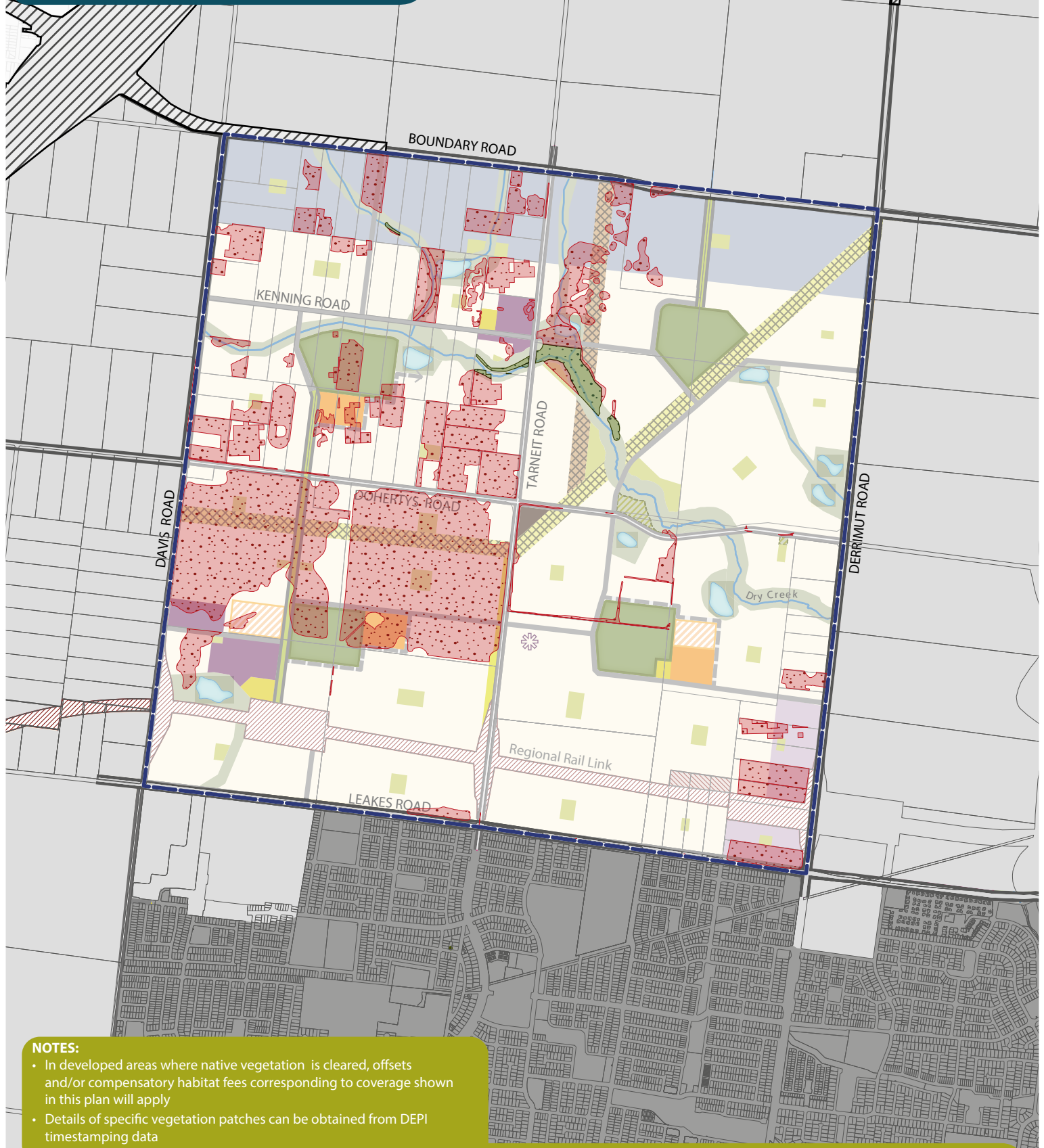


3.3.2 COMMUNITY FACILITIES AND EDUCATION

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







Plan 5 - Native vegetation retention & removal
Tarnait North Precinct Structure Plan



NOTES:

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

-  precinct area
-  native vegetation to be retained
-  native vegetation that can be removed
-  outer metropolitan ring road

3.4 BIODIVERSITY & BUSHFIRE MANAGEMENT

3.4.1 BIODIVERSITY AND NATURAL SYSTEMS

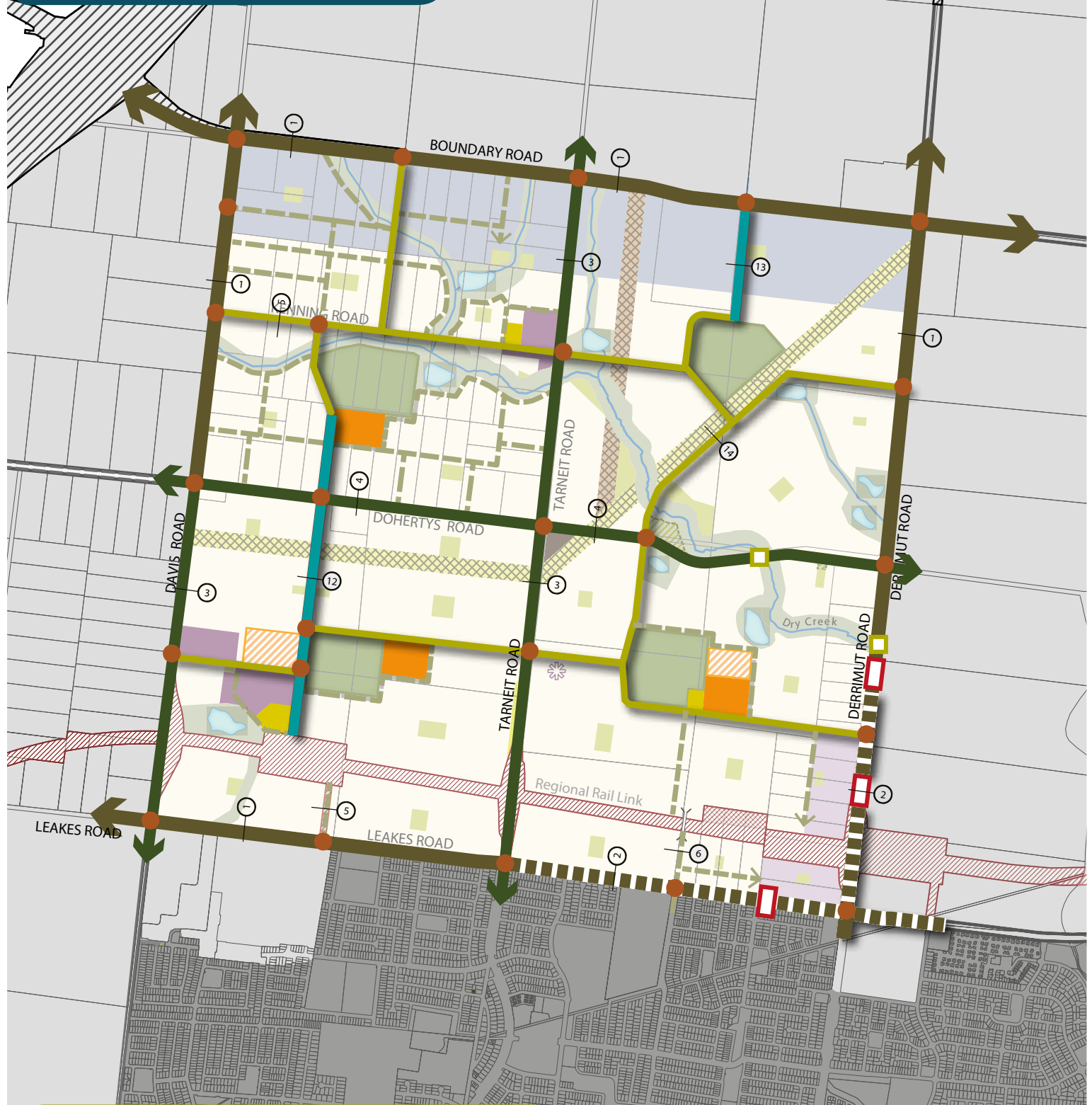
REQUIREMENTS	
R31	Any public infrastructure or trails located within the Dry Creek corridor must be designed to minimise disturbance to existing native vegetation and be placed generally in locations shown on Plan 7.
R32	Prior to the commencement of any subdivision, a Kangaroo Management Plan must be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

3.4.2 BUSHFIRE MANAGEMENT

REQUIREMENTS	
R33	<ul style="list-style-type: none"> • For the purpose of Clause 56.06-7, the requirements of the relevant fire authority are, unless otherwise approved by the CFA: • Constructed roads must be a minimum of 7.3m trafficable width where cars park on both sides, or: <ul style="list-style-type: none"> » A minimum of 5.4m in trafficable width where cars may park on one side only. » A minimum of 3.5m width no parking and 0.5m clearance to structures on either side, and if this width applies, there must be passing bays of at least 20m long, 6m wide and located not more than 200m apart. • Roads must be constructed so that they are capable of accommodating a vehicle of 15 tonnes for the trafficable road width. • The average grade of a road must be no more than 1 in 7 (14.4% or 8.1°). • The steepest grade on a road must be no more than 1 in 5 (20% or 11.3°) with this grade continuing for no more than 50 metres at any one point. • Dips on the road must have no more than 1 in 8 grade (12.5% or 7.1°) entry and exit angle. • Constructed dead end roads more than 60 metres in length from the nearest intersection must have a turning circle with a minimum radius of 8m (including roll over curbs if they are provided).
R34	<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.



Plan 6 - Street Network
 Tarneit North Precinct Structure Plan



NOTES:

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

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

3.5 TRANSPORT & MOVEMENT

3.5.1 STREET NETWORK

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

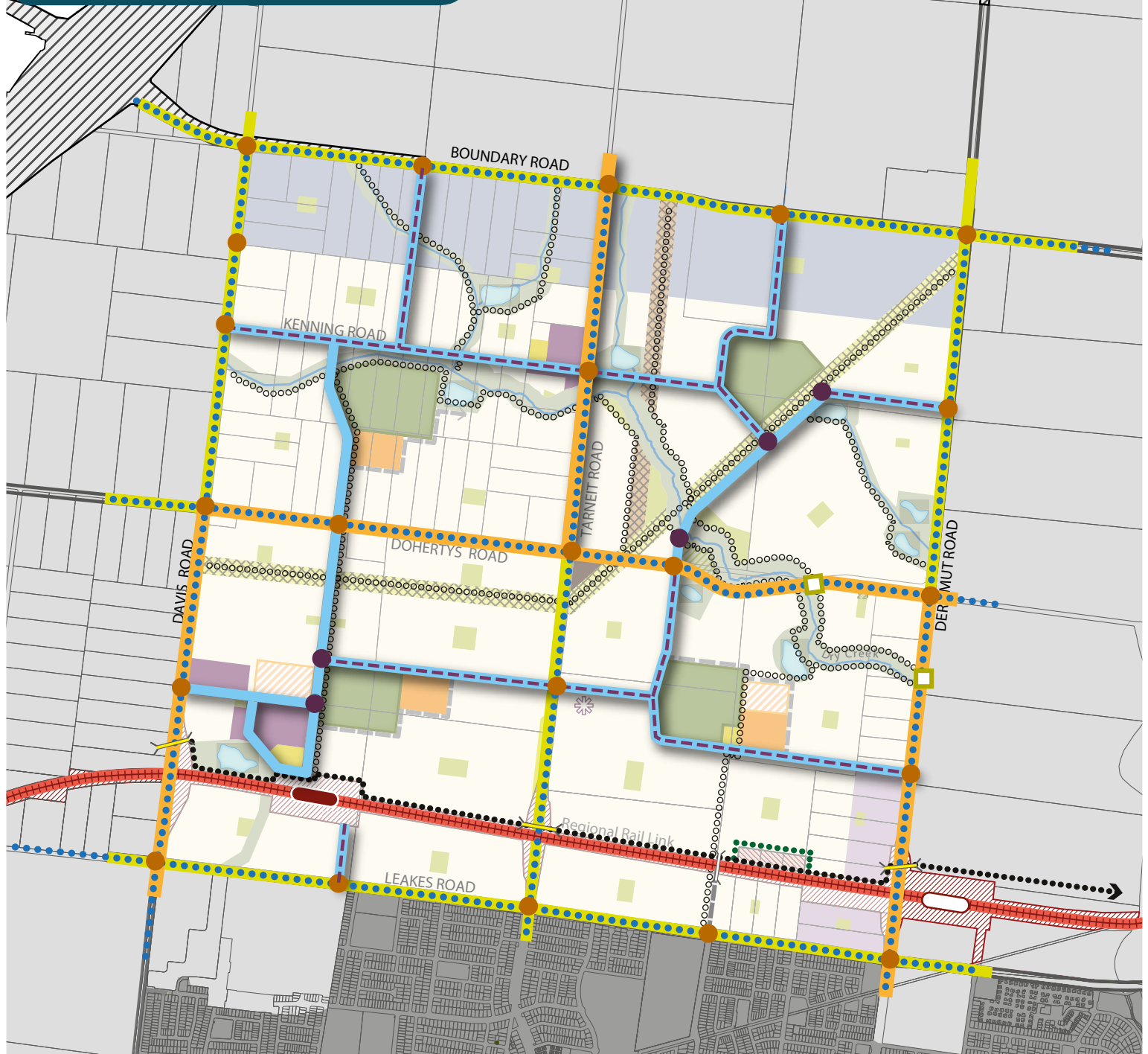
G32	Street block lengths should not exceed 240 metres to ensure a permeable and low speed environment for pedestrians, cyclists, and vehicles is achieved.
G33	Culs-de-sac should not detract from convenient pedestrian and vehicular connections.
G34	Slip lanes should be avoided in areas of high pedestrian activity and only be provided at any other intersection between connector streets and arterial roads where they are necessitated by high traffic volumes, to the satisfaction of the coordinating roads authority.
G35	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: <ul style="list-style-type: none"> • Rear loaded lots with laneway access. • Vehicular access from the side of a lot. • Combined or grouped crossovers. • Increased lot widths.
G36	Streets should be the primary interface between development and waterways. Public open space and lots with a direct frontage may be provided as a minor component of the waterway interface. Where lots with direct frontage are provided, they should be set back up to 5.0 metres from the waterway corridor to provide pedestrian and service vehicle access to the satisfaction of Melbourne Water and the responsible authority.
CONDITIONS	
C6	Conditions for subdivision or building and works permits where land is required for road widening Land required for road widening including right of way flaring for the ultimate design of any intersection within an existing or proposed local road must be transferred to or vested in Council at no cost to the acquiring agency unless funded by the Wyndham North Development Contributions Plan.

Table 6 Feature streets

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



Plan 7 - Public Transport & Path Network
 Tarneit North Precinct Structure Plan



NOTES:

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

- | | | |
|---|-----------------------------------|--|
| principal public transport network | on-road bike lane & shared path | shared pedestrian/cycle underpass |
| railway line & station under construction | dedicated bike path (off-road) | transition point dedicated bike to shared path |
| railway line & potential future station | principal bike network (off-road) | signalised intersections |
| arterial road (bus capable) | shared path (off-road) | pedestrian signals |
| connector road (bus capable) | interim principal bike network | outer metropolitan ring road |
| | shared pedestrian/cycle bridge | |

3.5.2 PUBLIC TRANSPORT

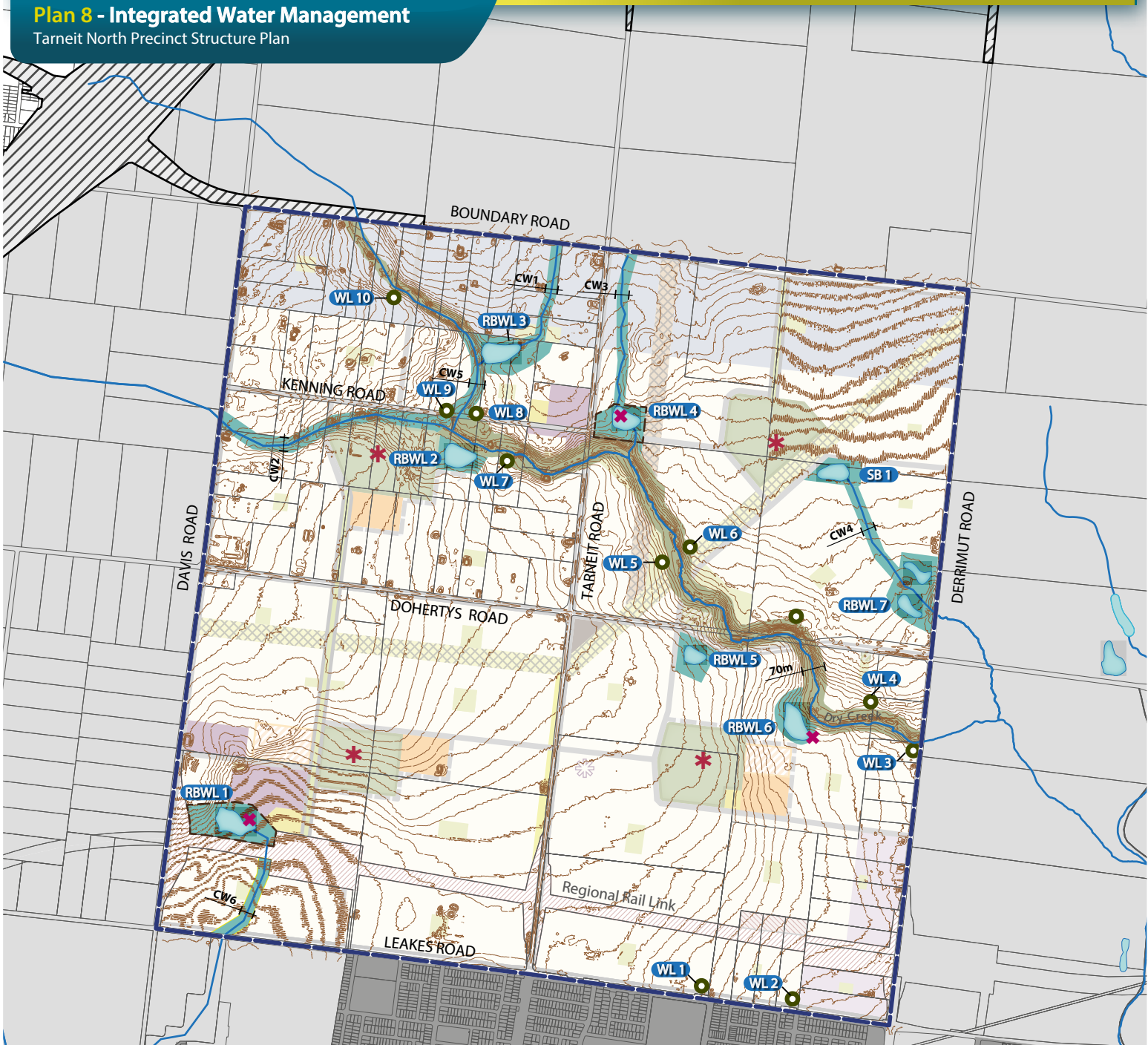
REQUIREMENTS	
R46	Any roundabouts on roads shown as 'bus capable' on Plan 7 must be constructed to accommodate ultra-low-floor buses in accordance with the Public Transport Guidelines for Land Use and Development.
R47	Bus stop facilities must be designed as an integral part of town centres and activity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

3.5.3 WALKING AND CYCLING

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



Plan 8 - Integrated Water Management
Tarneit North Precinct Structure Plan



NOTES:

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

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

3.6 INTEGRATED WATER MANAGEMENT & UTILITIES

3.6.1 INTEGRATED WATER MANAGEMENT

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

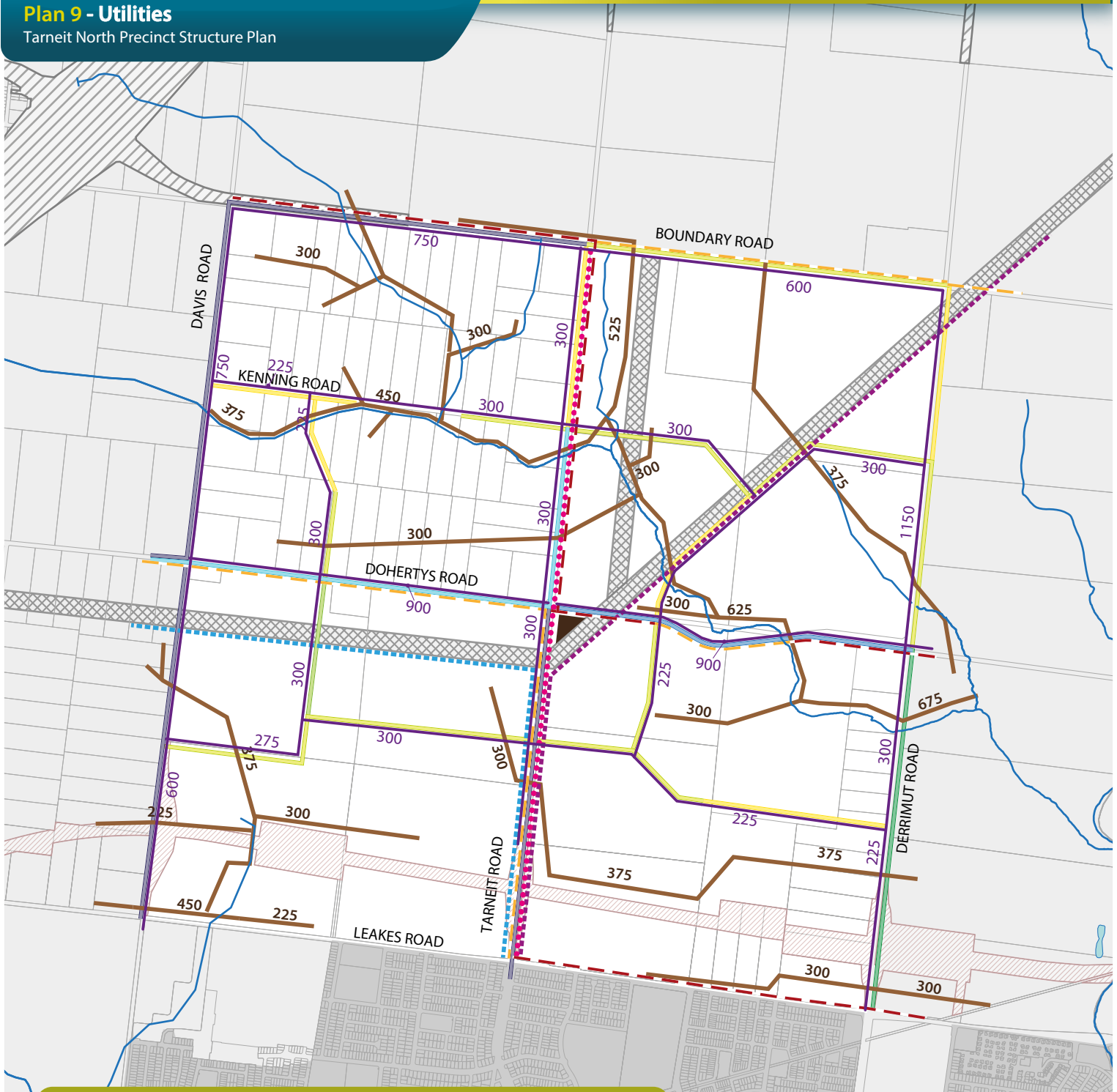
Table 7 Stormwater Drainage and Water Quality Treatment Infrastructure (as shown on Plan 8)

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



Plan 9 - Utilities

Tarneit North Precinct Structure Plan



NOTES:

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

300 sewer mains & pipe diameter (mm)	225mm proposed water main	proposed melbourne water main
existing overhead 66kv powerlines	300mm proposed water main	water easements - barwon water
proposed overhead 66kv powerlines	375mm proposed water main	non-residential/utilities land use
existing overhead 220kv powerline easement	450mm proposed water main	outer metropolitan ring road
300 recycled water main	600mm proposed water main	gas mains extension
	750mm proposed water main	waterways
	900mm proposed water main	

3.6.2 UTILITIES

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

3.7 INFRASTRUCTURE DELIVERY & STAGING

3.7.1 SUBDIVISION WORKS BY DEVELOPERS

REQUIREMENTS

R67

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

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

R68

Open space delivery

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

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

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

3.7.2 DEVELOPMENT STAGING

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

3.7.3 PRECINCT INFRASTRUCTURE PLAN (PIP)

The Precinct Infrastructure Plan (PIP) at Table 8 sets out the infrastructure and services required to meet the needs of proposed development within the precinct. The infrastructure items and services are to be provided through a number of mechanisms including:

- Subdivision construction works by developers.
- Agreement under Section 173 of the Act.
- Utility service provider requirements.
- The Wyndham North DCP.
- Relevant development contributions from adjoining areas.
- Capital works projects by Council, State government agencies and non-government organisations.
- Works In Kind (WIK) projects undertaken by developers on behalf of Council or State government agencies.

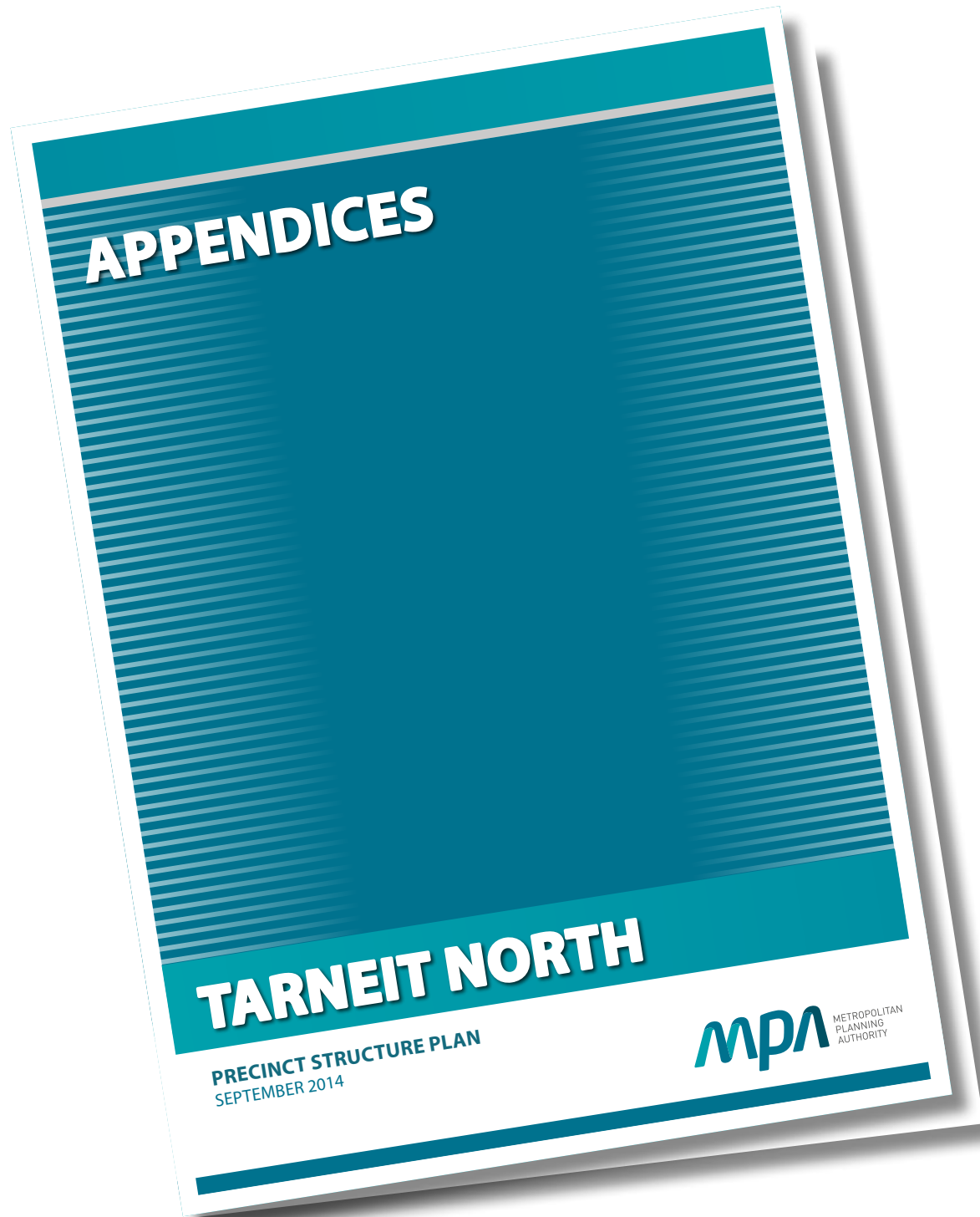
Table 8 Precinct Infrastructure Plan

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

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

Intersection	Derrimut Road / East-West Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Wyndham City (interim) VicRoads (ultimate)	M L	Yes (interim) No (ultimate)	IN-89-12
Intersection	Leakes Road / North-South Connector	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Wyndham City (interim) VicRoads (ultimate)	S L	Yes (interim) No (ultimate)	IN-89-13
Intersection	Leakes Road / Tairneit Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Wyndham City (interim) VicRoads (ultimate)	M L	Yes (interim) No (ultimate)	IN-89-14
Intersection	Leakes Road / Crossway Avenue	Purchase of land for intersection (ultimate treatment) and construction of arterial to connector signalised 4-way intersection (interim treatment)	Wyndham City (interim) VicRoads (ultimate)	S L	Yes (interim) No (ultimate)	IN-89-15
Intersection	Leakes Road / Derrimut Road	Purchase of land for intersection (ultimate treatment) and construction of arterial to arterial signalised 4-way intersection (interim treatment)	Wyndham City (interim) VicRoads (ultimate)	S	Yes (interim) No (ultimate)	IN-89-16
Intersection	Dry Creek pedestrian signals on Derrimut Road	Construction of pedestrian signals on Derrimut Road (interim) at Dry Creek	Wyndham City (interim) VicRoads (ultimate)	S M	Yes (interim) No (ultimate)	IN-89-17
Intersection	Dry Creek pedestrian signals on Dohertys Road	Construction of pedestrian signals on Dohertys Road (interim) at Dry Creek	Wyndham City (interim) VicRoads (ultimate)	S M	Yes (interim) No (ultimate)	IN-89-18
Community Facilities						
Community	Tairneit North Level 1 children's centre	Purchase of land for community centre and construction of two kindergarten rooms attached to a government primary school	Wyndham City	S – M	Yes	CO-89-01
Community	Tairneit North Level 2 multi-purpose community centre	Purchase of land for community centre and construction of multipurpose community centre, including two kindergarten rooms and two maternal child health care rooms	Wyndham City	S – M	Yes	CO-89-02
Community	Tairneit North Level 3 multi-purpose community centre, library & regional performing arts centre	Purchase of land for community centre and construction of multipurpose community centre, including two kindergarten rooms and two maternal child health care rooms	Wyndham City	S – M	Yes	CO-89-03
Community	Tairneit North Level 3 library & regional performing arts centre	Construction of library and regional performing arts centre	Wyndham City	S – M	Yes	CO-89-04
CATEGORY	TITLE	DESCRIPTION	LEAD AGENCY	TIMING S=0-5 YEARS M=5-10 YEARS L=10 YEARS +	INCLUDED IN DCP	DCP REFERENCE NO.
Community	Government Primary	Land and construction of government school.	DEECD	S – M	No	-

Community	Government Primary	Land and construction of government school.	DEECD	S – M	No	-
Community	Government Primary	Land and construction of government school.	DEECD	S – M	No	-
Community	Primary	Land and construction of non-government school.	To be determined	M	No	-
Community	Secondary	Land and construction of non-government school.	To be determined	S	No	-
Active Recreations Reserves						
Active Open Space	A 89-01 - North-Western Reserve	Land and construction of active open space	Wyndham City	S – M	Yes	-
Active Open Space	A 89-02 - North-Eastern Reserve	Land and construction of active open space	Wyndham City	S – M	Yes	-
Active Open Space	A-89-03 - South-Western Reserve	Land and construction of active open space	Wyndham City	S – M	Yes	-
Active Open Space	A-89-04 - South-Eastern Reserve	Land and construction of active open space	Wyndham City	S – M	Yes	-
Other infrastructure						
Transport	Potential future Davis Road station	Train station associated with Davis Road land Tarnet North local town centre.	PTV	L	No	-
Transport	Delivery of bus services	Bus services to and within the precinct	PTV	S-L	No	-



For Streetscape Cross Sections and Appendices, visit:

http://www.mpa.vic.gov.au/Tarneit_North_PSP_appendices



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TARNEIT NORTH
- PRECINCT STRUCTURE PLAN SEPTEMBER 2014