

Local Planning Policy 3.8 – Byford Town Centre Built Form Guidelines - Schedule of Modifications			
No.	Section	Modification	Justification
1.	Figure 3: Byford Destination	Modify Figure 3 to clearly show the bus interchange and train station as being places of attraction by making the markers clearer and more significant.	To clarify the location the bus interchange and train station and to show them as places of attraction.
2.	Section 4.8 Visual and Acoustic Privacy	Insert the following to R4.8.2: <i>Buildings are constructed in accordance with AS 3671: Acoustics – Road Traffic Noise Intrusion, Building Siting and Construction and the State Planning Policy 5.4: Road and Rail Noise. Future development and subdivision applications will require an acoustic assessment in accordance with SPP 5.4 and are to be undertaken by a suitably qualified professional.</i>	To ensure that an acoustic assessment is undertaken so that necessary noise mitigation measures are applied to buildings in trigger distances of rail and road noise.
3.	4.10 Boundary Treatment	Insert the following text to Section 4.10.2: <i>It is acknowledged that ground floor residential premises might require fencing to the street boundary and multiple use corridors. Where such fencing is required, it shall have a solid base not exceeding 0.5 metres in height and may have piers to a maximum height of 1.8 metres, with infill panels which are at least 50% visually permeable to allow facilitate passive surveillance. Green fencing is encouraged. Development Applications (including subdivisions) adjacent to the railway reserve will require suitable fencing installed to the satisfaction of PTA.</i>	To ensure that the correct fencing is installed adjacent to railway reserves for noise mitigation so that amenity is preserved. Additionally, the PTA have control of the rail reserves and referring applications to them, enables them to have some say in the design of the fence.
4.	Section 4.11 Outdoor Eating	Insert the following text to Section 4.11.3: <i>Dining furniture is not to be placed within 3.0 metres of any road corner bus stop or taxi stand or conflict with the PTA's Bus Stop Design Guidelines indicative exclusion zones.</i>	Provision is added so that dining does not occur within the exclusion zone of bus stops and so that the PTA's Bus Stop Design Guidelines are referred to and incorporated for safe use of stops.

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5.	Section 4.12 Weather Protection – 4.12.3	Amend Section 4.12.3 to state: <i>Weather protection devices shall not extend to within 700 millimetres off the road kerb.</i>	To align with PTA's minimum clearance as per the PTA's Bus Stop Design Guidelines.
6.	Section 4.12: Weather Protection	Insert the following additional provision to Section 4.12: <i>4.12.8 The design of bus shelters shall be in accordance with the PTA's Bus Stop Design Guidelines and must meet the PTA's preferred minimum clearance distances.</i>	To ensure that weather protection devices do not adversely impact the provision of public transport and so that the provision of weather protection aligns with the PTA's Bus Stop Design Guidelines.
7.	4.16 Crime Prevention	Insert the following text to Section 4.16 Crime Prevention: <i>The planning and design of places, spaces and buildings can minimise the opportunities for crime and increase the perception of people's safety. Crime prevention through environmental design (CPTED) works by enabling passive surveillance, reinforcing territory, controlling access, managing spaces and limiting opportunities for anti-social behaviour. The drafted Planning Guidelines: Safer Places by Design - Crime Prevention Through Environmental Design is to be considered and incorporated into development applications.</i>	To ensure that the principles of CPTED are considered and so that they align with the Safer Places by Design – CPTED Guidelines.
8.	5.3 South Western Highway Precinct	Amend 5.3.1.5 (c) deleting "shall be shared between uses and will be subject to potential conversion into Park & Ride facilities in the future". The provision shall be as follows: <i>(c) Any parking facilities in the rail reserve will be subject to PTA approval.</i>	To align with PTA legislation that does not allow for reciprocal parking arrangements.