

Suzanne  
Cory School

Heritage  
Area

East Werribee  
Town Centre

DES ROAD

PRINCES FREEWAY

HORS LANE

# EAST WERRIBEE EMPLOYMENT PRECINCT PRECINCT STRUCTURE PLAN

October 2013

Government  
Primary  
School  
(P-6)

Convenience  
Centre





Artist's Impression Only



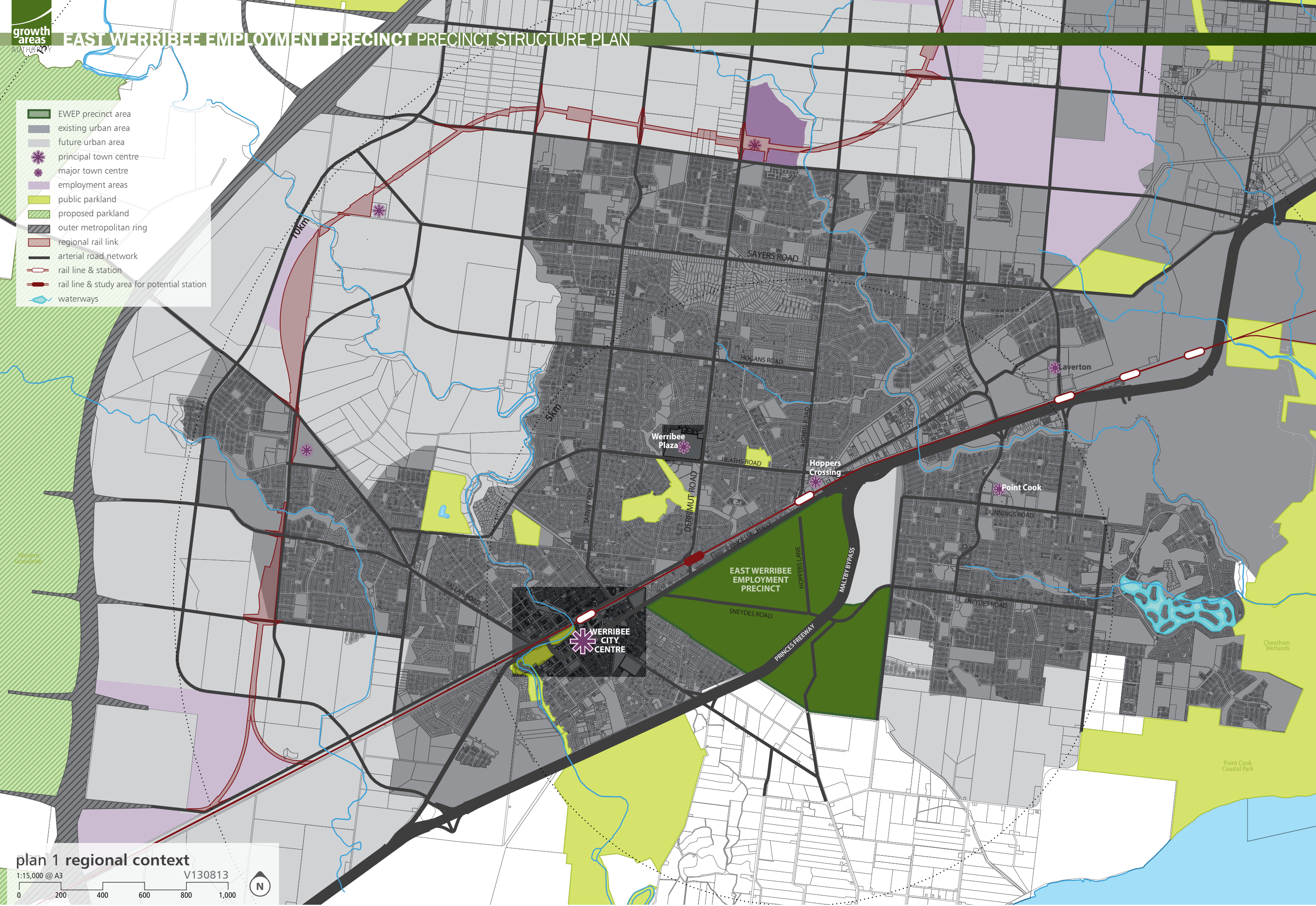
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# FAST WERRIBEE EMPLOYMENT PRECINCT PRECINCT STRUCTURE PLAN

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



plan 1 regional context

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## 1.0 INTRODUCTION

The East Werribee Employment Precinct Structure Plan (the “PSP”) has been prepared by the Growth Areas Authority in consultation with the Wyndham City Council, Government agencies, service authorities and major stakeholders.

The PSP:

- Is a strategic plan which guides the delivery of a quality urban environment over the next 20 or 30 years;
- 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 future workers, residents and visitors within and to the area are provided with timely access to services and transport infrastructure necessary to support a quality, affordable business environment and lifestyle;
- Details the form and conditions that must be met by future land use and development;
- Provides the framework for the use and development controls that apply in the schedule to the Urban Growth Zone and planning permits which may be granted under the schedule to the zone;
- Provides developers, investors and local businesses, organisations and communities with guidance about future development.

The PSP is informed by:

- The State Planning Policy Framework set out in the Wyndham Planning Scheme, including the Western Growth Corridor Plan and the Precinct Structure Planning Guidelines;
- The Local Planning Policy Framework of the Wyndham Planning Scheme.

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

- East Werribee Employment Precinct Development Contributions Plan (the “DCP”) which sets development and community infrastructure levies in relation to development of the precinct; and
- East Werribee Employment Precinct Native Vegetation Precinct Plan (the “NVPP”) which sets out requirements for the protection and management of native vegetation within the precinct.

### 1.1 How to read this document

This precinct structure plan guides land use and development where a planning permit is required (or where it is subject to conditions in the schedule for development where a permit is not required) under the Urban Growth Zone or another zone where that zone references this precinct structure plan. It includes an overarching vision, objectives, requirements and guidelines for the whole precinct as well as a vision, requirements and guidelines for each employment hub and residential community within the precinct.

A planning application and a planning permit or development plan must implement the outcomes of the precinct structure plan as a whole, as well as for each hub or community. 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 include or reference a plan, table or figure in the precinct 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 precinct structure plan.

**CONDITIONS** in this PSP must be included in a permit or development plan as relevant.

Development that meets these requirements and guidelines will 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 land’s use and development is addressed in this structure plan and a Responsible Authority may manage development and issue permits as relevant under its general discretion.

### 1.2 Application of the PSP

The PSP applies to approximately 775 hectares of land as shown on Plan 1. The PSP area is generally bounded by:

- the Princes Highway to the north;
- the Princes Freeway (Maltby Bypass) to the north east;
- Hacketts Road, Point Cook and the urban growth boundary to the south east; and
- Wattle Avenue and the rear of properties on the northern side of Nantilla Drive and Willowtree Crescent to the south west.

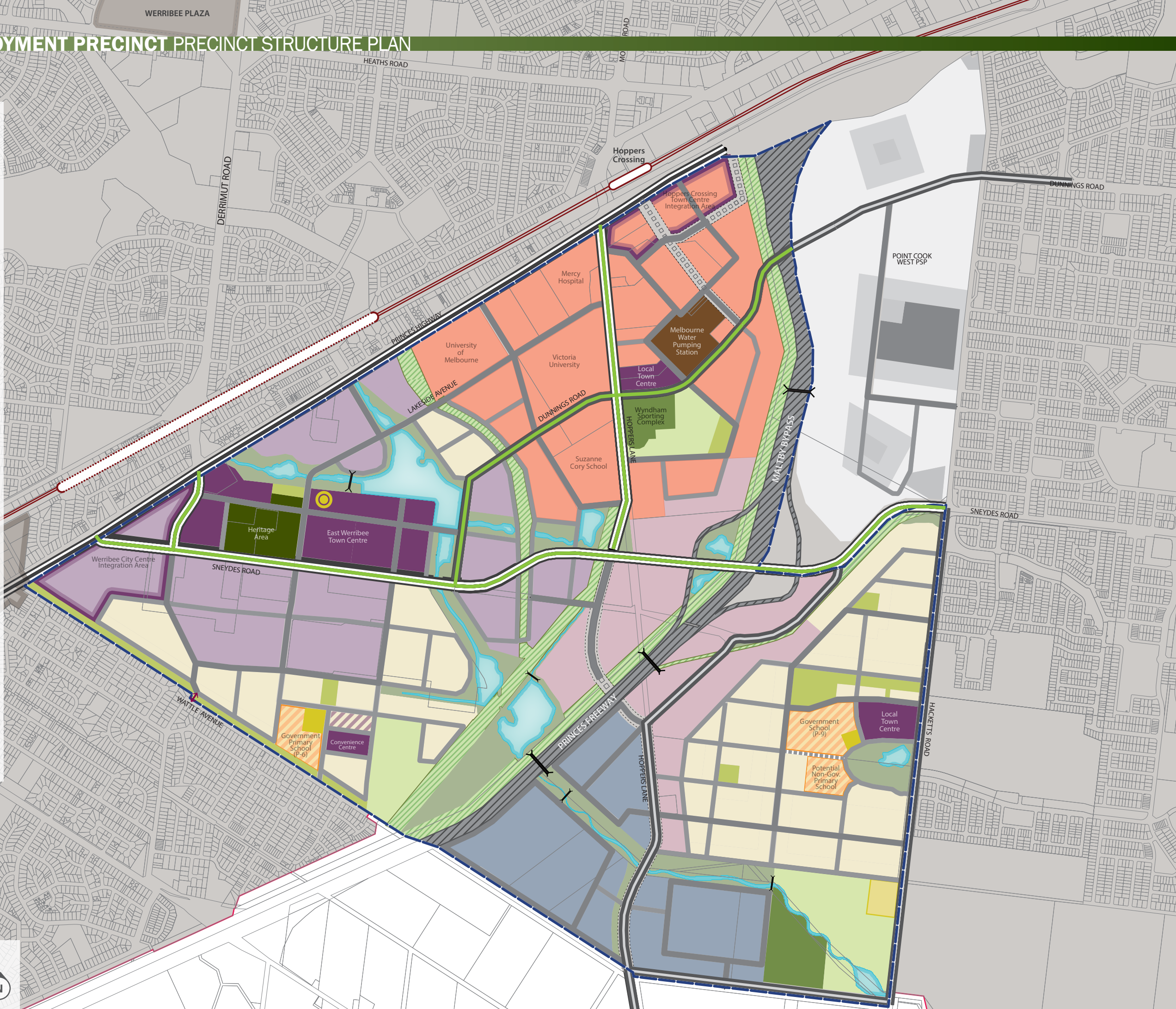
### 1.3 Background information

Detailed background information on the PSP area including its history, landform, topography, drainage, biodiversity, servicing infrastructure and potential contamination are contained in background reports. This information has informed the preparation of the PSP, and these reports are publicly available.



# EAST WERRIBEE EMPLOYMENT PRECINCT PRECINCT STRUCTURE PLAN

- precinct area
- urban growth boundary
- town centre/convenience centre
- commercial hub
- health and learning hub
- interchange business hub
- enterprise hub
- residential/town centre expansion opportunity
- residential community
- school
- community facilities
- community facility within town centre
- indoor sporting facility
- district open space
- regional open space
- passive open space
- waterway corridor/retarding basin
- open space - other
- heritage
- permanent water (indicative only)
- freeway & interchange
- primary arterial road
- primary arterial road - boulevard
- secondary arterial road
- secondary arterial road - boulevard
- connector street
- access street (indicative location)
- key public access link
- potential bus only connection
- reserve for potential future grade separation of arterial road
- rail line & station
- rail line & study area for potential station
- shared pedestrian/cycle bridge
- easement
- utilities



plan 2 future urban structure

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## 2.0 OUTCOMES

### 2.1 Vision

*East Werribee will combine with Werribee City Centre and develop to form the Capital of Melbourne's New West. East Werribee will be a place in which people live, learn, work and play. It will be a vibrant, mixed use community precinct that is a focal point of economic, social, cultural and environmental excellence.*

*The broader area will be serviced and supported by a range of transport and infrastructure options. These include three train stations, potentially including a new station at Derrimut Road, and a new freeway interchange at Sneydes Road.*

*East Werribee will feature highly attractive tree lined boulevards specially designed for pedestrians, cyclists and public transport users. It will be a regional centre for high skilled employment and services with an emphasis on research, technology, education, health, business services and advanced clean manufacturing.*

*Employment opportunities at East Werribee will be integrated with a diverse range of high quality supporting dwellings, community infrastructure, and a unique waterway and parkland setting. The waterway/parkland area will include an innovative and highly sustainable lake and a new heritage park/botanic gardens. The environment will be designed to encourage business leaders, workers and students to live and connect locally.*

*East Werribee consists of the following five employment hubs and three residential communities:*

- East Werribee Town Centre
- Commercial Hub
- Health and Learning Hub
- Enterprise Hub
- Interchange Business Hub
- Lakeside Community
- Wattle Village Community
- Point Cook South West Community

*A Vision for each of these hubs and communities is set out in the relevant section of the Precinct Structure Plan.*

### 2.2 Objectives

The following objectives describe the desired outcomes of the precinct's development, and guide the implementation of the vision.

OUTCOMES	
<b>01</b>	Create a high density employment area west of the Princes Freeway, supported by residential development.
<b>02</b>	Ultimately deliver at least 8 new jobs for every new home across the East Werribee precinct.
<b>03</b>	Create a high level of amenity throughout the precinct through the provision of lakes, waterways and other permanent water features, designed as part of a public open space network. The major lake should be located at the confluence of the current D1 drain and P1 pipe, and this should be surrounded by a range of high density and multi-storey uses.
<b>04</b>	Focus the highest employment densities: <ul style="list-style-type: none"> <li>• around the lake (other than the Lakeside Community); and</li> <li>• close to the existing Hoppers Crossing station and proposed Derrimut Road station.</li> </ul>
<b>05</b>	Create a new East Werribee Town Centre aimed at servicing the needs of local workers and residents, and including retail, high quality entertainment, food and beverage opportunities at lower floor levels, with apartments and further commercial floorspace from first floor level.

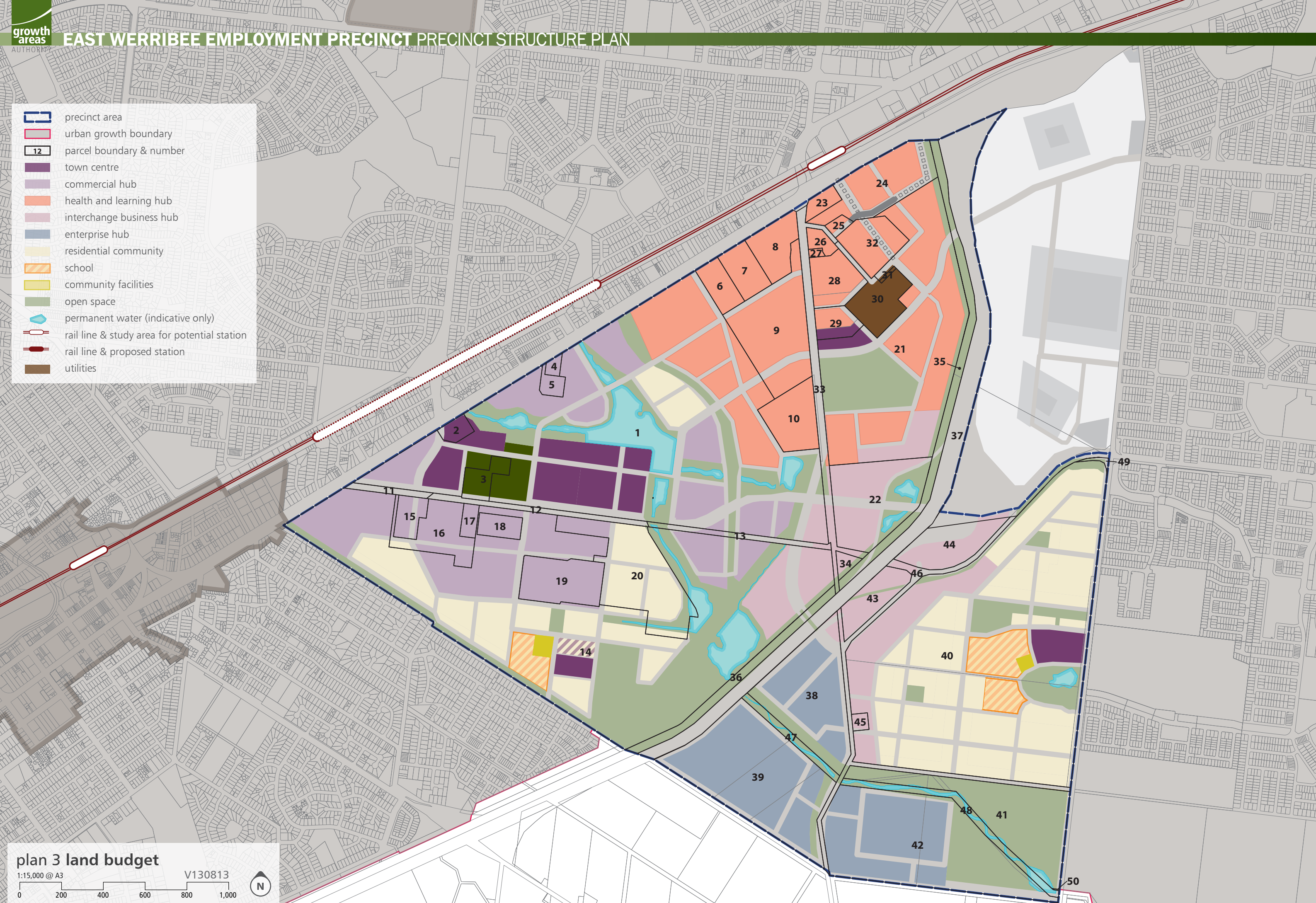
<b>06</b>	Integrate the East Werribee Town Centre with the Werribee City Centre through the provision of civic and commercial development in the Werribee City Centre Integration Area. Multi-storey developments should ultimately predominate in this area, with residential development above ground floor level providing vitality and vibrancy outside business hours. Public, private and active transport networks should be designed to facilitate east-west movements between the East Werribee Town Centre and the Werribee City Centre.
<b>07</b>	Develop the Commercial Hub to a high standard of design and amenity to provide opportunities for "white collar" jobs in high density office/office warehouse/high tech research and development type developments, suitable for occupation by a range of local, national and multi-national organisations. Provide high quality apartment style residential opportunities above ground floor level to provide vitality and vibrancy outside business hours.
<b>08</b>	Create a new Health and Learning Hub providing for additional medical, educational (particularly tertiary), and research and development opportunities to the west of the Princes Freeway, focused on Hoppers Lane, and integrated with the existing medical and educational uses on Princes Highway and Hoppers Lane. Provide higher density development across the precinct, but particularly in the north and west of the precinct. Improve the vitality and vibrancy of the area through the provision of medium and high density residential developments designed to enable students and workers to live locally, focused away from the Princes Freeway.
<b>09</b>	Create new Interchange Business and Enterprise Hubs focused on a new Princes Freeway interchange at Sneydes Road, and running south along Hoppers Lane to buffer residential development from the horticultural industry at Werribee South. These Hubs should provide a range of opportunities for businesses that will benefit from freeway exposure. Research and development and light manufacturing businesses that require a larger footprint should be focused in these precincts rather than the commercial precincts or East Werribee Town Centre. Large scale storage and distribution uses are not favoured in these Hubs however. The Enterprise Hub provides an opportunity for horticultural based research and development to integrate with the existing market gardens at Werribee South.
<b>010</b>	Create a new and varied residential community, based around a new community hub which includes a P-6 school, a multi-purpose community centre/integrated early years centre and a convenience centre, between Wattle Avenue and the commercial areas, to provide: <ul style="list-style-type: none"> <li>• an appropriate interface between these two uses;</li> <li>• a high proportion of medium and high density housing;</li> <li>• a proportion of executive style housing.</li> </ul>
<b>011</b>	Extend Point Cook towards the Princes Freeway through the creation of a new Point Cook South West residential community to the south of Sneydes Road and between Hacketts Road and Hoppers Lane based around a new local town centre, and an integrated community hub incorporating a P-9 school, a potential non-government school and an integrated early years centre.
<b>012</b>	Enable improved access to employment and leisure opportunities at East Werribee from its wider Wyndham and west of Melbourne catchment, and for Point Cook West residents to access these and other employment and leisure opportunities.
<b>013</b>	Reduce reliance on reticulated potable water and increase the use of storm and waste water to achieve desired sustainability targets.
<b>014</b>	Recognise and protect the heritage values of the Former State Research Farm.

In addition to the above, the structure plan has been designed to achieve the general objectives and standards set out in the Precinct Structure Planning Guidelines as well as requirements from State and Local planning frameworks. The Guidelines are available for download from the Growth Areas Authority website.



# EAST WERRIBEE EMPLOYMENT PRECINCT PRECINCT STRUCTURE PLAN

- precinct area
- urban growth boundary
- parcel boundary & number
- town centre
- commercial hub
- health and learning hub
- interchange business hub
- enterprise hub
- residential community
- school
- community facilities
- open space
- permanent water (indicative only)
- rail line & study area for potential station
- rail line & proposed station
- utilities



plan 3 land budget

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## 2.3 Summary land budget

The Gross Developable Area (680.3 hectares) is calculated by deducting the land currently occupied by uses expected to remain in the long-term (94.8 hectares) from the Total Precinct Area (775 hectares).

The Net Developable Area (NDA) is established by deducting the land requirements for arterial roads, drainage infrastructure, community facilities, public and private education facilities, and open space (active and passive) from the Gross Developable Area (GDA). The NDA for the East Werribee Precinct is 443.1 hectares which equates to approximately 65% of the Gross Developable Area (see Table 1 for more details).

The PSP is expected to yield approximately 58,000 new jobs and 7,000 new dwellings.

Based on an average household size of between 1.9 and 2.8 persons, depending on the planned housing types in each hub or community, the future population of the PSP is estimated at approximately 15,500 people (see Table 2 for more details).

Table 1 Summary Land Budget

DESCRIPTION	HECTARES		
<b>TOTAL PRECINCT AREA</b>	<b>775.1</b>		
Princes Freeway (incl proposed interchange off-ramps)	32.2		
Existing uses expected to remain <sup>1</sup> :	62.6		
Agrifoods	3.1		
CSIRO (F&NS)	4.3		
Dairy Innovation	0.6		
Goulburn Ovens TAFE	1.2		
Incitec Pivot	0.7		
Melbourne Water Pumping Station	6.5		
Wyndham Private Medical Centre (242 Hoppers Lane)	1.2		
South Stone Lodge (276-290 Princes Hwy)	3.8		
Suzanne Cory Select Entry School	6.6		
University of Melbourne Vet School	9.1		
Proposed Private Hospital Site (incl part of 242 Hoppers Lane)	5.0		
Victoria University (west of Hoppers Lane)	14.0		
Werribee Mercy Hospital/ University of Notre Dame (300-310 Princes Hwy)	5.0		
Werribee Police Station	1.2		
DESCRIPTION	HECTARES	% OF GROSS DEVELOPABLE AREA	% OF NDA
<b>GROSS DEVELOPABLE AREA</b>	<b>677.8</b>	<b>100%</b>	
<b>TRANSPORT</b>			
Arterial Roads/Reservations for Future Arterials	55.4	8.1%	12.5%
Key Collectors (funded through DCP)	1.7	0.3%	0.4%
<b>SUB-TOTAL - TRANSPORT</b>	<b>57.1</b>	<b>8.4%</b>	<b>12.9%</b>
<b>COMMUNITY FACILITIES</b>			
Community Services Facilities <sup>2</sup>	1.2	0.2%	0.3%
<b>SUB-TOTAL</b>	<b>2.0</b>	<b>0.30%</b>	<b>0.47%</b>
<b>EDUCATION</b>			
Government Education	8.9	1.3%	2.0%
Non-Government Education	2.6	0.4%	0.6%
<b>SUB-TOTAL - EDUCATION</b>	<b>11.5</b>	<b>1.7%</b>	<b>2.6%</b>
<b>OPEN SPACE</b>			
<b>UNENCUMBERED LAND AVAILABLE FOR RECREATION</b>			
Active Open Space - District	29.1	4.3%	6.6%
Active Open Space - Regional - Proposed	7.7	1.1%	1.7%
Active Open Space - Regional - Existing	3.9	0.6%	0.9%
Regional Indoor Sports Facility	1.8	0.3%	0.4%
Passive Open Space	13.1	1.9%	3.0%
<b>SUB-TOTAL - UNENCUMBERED OPEN SPACE</b>	<b>55.6</b>	<b>8.2%</b>	<b>12.5%</b>
<b>ENCUMBERED LAND AVAILABLE FOR RECREATION</b>			
Waterway/ Drainage Line/ Wetland/ Retarding	66.1	9.7%	14.9%
Easements (Melbourne Water Trunk Sewer, APA Gasnet high pressure pipeline, Shell WAG Pipeline)	17.9	2.6%	4.0%
Heritage (Former State Research Farm)	6.8	1.0%	1.5%
Heritage (Historic Sewer)	13.2	1.9%	3.0%
Other encumbered open space <sup>3</sup>	7.9	1.2%	1.8%
<b>SUB-TOTAL - ENCUMBERED OPEN SPACE</b>	<b>111.8</b>	<b>16.4%</b>	<b>25.2%</b>
<b>SUB-TOTAL - OPEN SPACE</b>	<b>167.3</b>	<b>24.6%</b>	<b>37.8%</b>
<b>NET DEVELOPABLE AREA (NDA)</b>	<b>443.1</b>	<b>65.1%</b>	<b>100.0%</b>

Notes:

- 1 These uses include only those expected to remain in the long-term. Other existing uses are expected to remain for the short to medium-term.
- 2 Excludes level 3 centre proposed to be integrated within the East Werribee Town Centre rather than delivered as a stand alone building.
- 3 North-South Access Link



FAST WERRIBEE EMPLOYMENT PRECINCT PRECINCT STRUCTURE PLAN

Table 2 Jobs and Dwellings table

DESCRIPTION	TOTAL PRECINCT AREA (HECTARES) *	PROPORTION OF TOTAL PRECINCT AREA (%)	ESTIMATED JOB NUMBERS	ESTIMATED DWELLING NUMBERS	ESTIMATED POPULATION
EMPLOYMENT	356.3	46%	57,400	3,000	5,900
Health & Learning Hub	118.7	15%	17,900	800	1,500
East Werribee Town Centre	25.0	3%	13,900	1,100	2,200
Commercial Hub	93.1	12%	17,500	1,100	2,200
Interchange Business Hub	53.3	7%	5,500	0	0
Enterprise Hub	66.2	9%	2,600	0	0
NEW COMMUNITIES	142.9	18%	900	4,100	9,600
Point Cook South West Community	88.1	11%	500	2,200	5,300
Wattle Village Community	48.2	6%	400	1,500	3,500
Lakeside Community	6.6	1%	0	400	800
EXCLUSIONS	275.9	36%			
Freeway Reserve (including interchange)	32.2	4%			
Melbourne Water Pumping Station	6.5	1%			
Community Infastructure	12.7	2%			
Roads (arterials and key collectors)	57.1	7%			
Open Space	167.3	22%			
TOTALS	775.1	100%	58,300	7,100	15,500

\* Includes some existing uses expected to remain excluded from Gross Developable Area in Table 1.

Table 3 Property Specific Land Budget

PARCEL NUMBER	TOTAL AREA (HECTARES)	PRINCES FREEWAY (INCL PROPOSED FREEWAY OFF-RAMPS)	USES EXPECTED TO REMAIN	GROSS DEVELOPABLE AREA	TRANSPORT		COMMUNITY	EDUCATION		OPEN SPACE										TOTAL NET DEVELOPABLE AREA (NDA)	KEY PERCENTAGES				PASSIVE OPEN SPACE DELIVERY TARGET %	DIFFERENCE	EQUIVALENT LAND AREA (HECTARES.
					ARTERIAL ROADS/ RESERVATIONS FOR FUTURE ARTERIALS	KEY COLLECTORS (FUNDED THROUGH DCP)	COMMUNITY SERVICES FACILITIES	GOVERNMENT EDUCATION	NON-GOVERNMENT EDUCATION	ENCUMBERED LAND AVAILABLE FOR RECREATION					UNENCUMBERED LAND AVAILABLE FOR RECREATION												
										WATERWAY/DRAINAGE LINE/WETLAND/ RETARDING	EASEMENTS (MELBOURNE WATER TRUNK SEWER, APA GAS/NET HIGH PRESSURE PIPELINE, SHELL WAG PIPELINE)	HERITAGE (FORMER STATE RESEARCH FARM)	HERITAGE (HISTORIC SEWER)	OTHER ENCUMBERED OPEN SPACE	ACTIVE OPEN SPACE - DISTRICT	ACTIVE OPEN SPACE - REGIONAL - PROPOSED	ACTIVE OPEN SPACE - REGIONAL - EXISTING	REGIONAL INDOOR SPORTS FACILITY	PASSIVE OPEN SPACE								
1	141.0		9.2	131.8	14.0	0.7				24.4	1.7	4.4		5.6					0.6	80.4	57.1	0.0%	0.7%	0.7%	3.0%	-2.2%	-1.78
2	1.4		1.2	0.1	0.1															0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3	2.7			2.7	0.3							2.4								0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4	0.6		0.6	0.0																0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5	1.2		1.2	0.0																0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
6	3.1		3.1	0.0																0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	3.8		3.8	0.0																0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8	5.0		5.1	0.0																0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9	16.2		14.1	2.1	1.1	1.1														0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10	6.7		6.7	0.0																0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
11	1.2			1.2	1.2															0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
12	2.7			2.7	2.7															0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
13	2.2			2.2	0.5									0.1						1.6	72.7%	0.0%	0.0%	0.0%	3.0%	-3.0%	-0.05
14	131.5			131.4	1.9		0.8	3.5		20.1	9.4			0.8	8.4				6.0	80.5	61.3%	10.4%	7.4%	17.9%	3.0%	4.5%	3.59



Table 3 Property Specific Land Budget (continued)

Parcel Number	Total Area (Hectares)	Princes Freeway (Incl Proposed Freeway Off-Ramps)	Uses Expected to Remain	Gross Developable Area	Transport		Community	Education		Open Space										Total Net Developable Area (NDA)	Key Percentages				Passive Open Space Delivery Target %	Difference	Equivalent Land Area (Hectares).
					Arterial Roads/ Reservations for Future Arterials	Key Collectors (Funded Through DCP)	Community Services Facilities	Government Education	Non-Government Education	Encumbered Land Available for Recreation					Unencumbered Land Available for Recreation						% of Parcel in NDA	% of NDA Identified for Active Open Space	% of NDA Identified for Passive Open Space	% of NDA Identified for Open Space			
										Waterway/Drainage Line/Wetland/ Retarding	Easements (Melbourne Water Trunk Sewer, APA Gasnet High Pressure Pipeline, Shell Wag Pipeline)	Heritage (Former State Research Farm)	Heritage (Historic Sewer)	Other Encumbered Open Space	Active Open Space - District	Active Open Space - Regional - Proposed	Active Open Space - Regional - Existing	Regional Indoor Sports Facility	Passive Open Space								
15	2.5		0.6	2.0																2.0	77.8%	0.0%	0.0%	0.0%	3.0%	-3.0%	-0.06
16	6.9		3.8	3.1																3.1	45.3%	0.0%	0.0%	0.0%	3.0%	-3.0%	-0.09
17	1.2			1.2																1.2	100.0%	0.0%	0.0%	0.0%	3.0%	-3.0%	-0.03
18	2.2		0.7	1.5																1.5	69.4%	0.0%	0.0%	0.0%	3.0%	-3.0%	-0.04
19	8.1			8.1																8.1	100.0%	0.0%	0.0%	0.0%	3.0%	-3.0%	-0.24
20	17.5			17.5						1.4										16.1	91.9%	0.0%	0.0%	0.0%	3.0%	-3.0%	-0.48
21	56.3			56.3	4.6						3.0				5.8		3.9		1.0	37.9	67.4%	15.3%	2.6%	17.9%	3.0%	-0.3%	-0.12
22	15.8	0.8		15.0	1.8					3.0	1.0									9.2	58.3%	0.0%	0.0%	0.0%	3.0%	-3.0%	-0.27
23	1.5			1.5	0.0															1.5	99.9%	0.0%	0.0%	0.0%	3.0%	-3.0%	-0.04
24	11.9			11.9	3.4						0.6									7.9	66.2%	0.0%	0.0%	0.0%	3.0%	-3.0%	-0.23
25	0.7			0.7																0.7	100.0%	0.0%	0.0%	0.0%	3.0%	-3.0%	-0.02
26	1.2		1.2	0.0																0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
27	0.3		0.3	0.0																0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
28	5.3		4.8	0.6																0.6	10.7%	0.0%	0.0%	0.0%	3.0%	-3.0%	-1.7%
29	2.9			2.9																2.9	100.0%	0.0%	0.0%	0.0%	3.0%	-3.0%	-8.6%
30	6.1		6.1	0.0																0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
31	0.2		0.2	0.0																0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
32	5.9			5.9	1.0															4.9	83.7%	0.0%	0.0%	0.0%	3.0%	-3.0%	-0.15
33	7.8			7.8	5.1					0.4										2.3	30.0%	0.0%	0.0%	0.0%	3.0%	-3.0%	-0.07
34	0.9			0.9							0.3									0.6	66.8%	0.0%	0.0%	0.0%	3.0%	-3.0%	-0.02
35	9.0	0.4		8.6									8.4							0.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A
36	5.1			5.1	0.2								4.7							0.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A
37	29.5	28.9		0.7	0.7															0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
38	19.5			19.5	2.1					2.6										14.8	76.0%	0.0%	0.0%	0.0%	3.0%	-3.0%	-0.44
39	31.1			31.1	0.7									1.2						29.2	93.8%	0.0%	0.0%	0.0%	3.0%	-3.0%	-0.86
40	123.4			123.3	3.0		0.4	5.4	2.6	5.1	1.5								5.5	99.8	80.9%	0.0%	5.5%	5.5%	3.0%	2.6%	2.58
41	19.1			19.1	0.6					3.8					12.9			1.8		-0.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A
42	36.9			36.9	5.0					0.2					1.6	7.0				23.0	62.5%	7.0%	0.0%	7.0%	3.0%	-3.0%	-0.68
43	5.1	0.0		5.1	0.3						0.3									4.6	88.5%	0.0%	0.0%	0.0%	3.0%	-3.0%	-0.13
44	7.4	2.1		5.2	0.2															5.0	67.6%	0.0%	0.0%	0.0%	3.0%	-3.0%	-0.15
45	0.6			0.6																0.6	100.0%	0.0%	0.0%	0.0%	3.0%	-3.0%	-0.02
46	7.6			7.6	4.7															2.9	38.6%	0.0%	0.0%	0.0%	3.0%	-3.0%	-0.09
47	2.1			2.1	0.1					2.0										0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
48	4.1			4.1	0.1					3.0					0.3	0.6				0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
49	0.3			0.3	0.1					0.0	0.1			0.0						0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
50	0.0			0.0	0.0					0.0					0.0					0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TOTALS	775.1	32.2	62.6	680.3	55.4	1.7	1.2	8.9	2.6	59.5	17.9	6.8	13.2	7.9	29.1	7.7	3.9	1.8	13.1	443.1	57.2%	7.0%	3.0%	9.9%	3.0%	0.0%	0.0



# EAST WERRIBEE EMPLOYMENT PRECINCT PRECINCT STRUCTURE PLAN

- Lake, waterways & open space**
- Significant attractive waterway and open space network
  - Large lake to north of town centre surrounded by open space and active uses
  - Waterways throughout with shared trails and passive recreation opportunities alongside

- Lakeside Community**
- High quality homes overlooking the lake
  - High rise apartments
  - Some well designed larger townhouses

- Commercial Hub**
- High rise area
  - Modern commercial towers, apartment blocks and conference facilities overlooking lake and State Research Farm Heritage Park/ Botanic Gardens

- East Werribee Town Centre**
- High rise centre
  - Active retail, entertainment and commercial uses at ground floor level
  - Upper level apartments and office space
  - Bars, restaurants and cafes overlooking waterways and lake
  - New State Research Farm Heritage Park/ Botanic Gardens surrounded by active uses
  - Maximise opportunities for short and long distance views

- Health and Learning Hub**
- Intensive, high rise development along Hoppers Lane and towards the western edge of the hub
  - Rest of hub more "institutional" - larger footprint medical and educational uses surrounded by attractive landscaped spaces
  - Focused on a new 'University Village' centre

- Boulevard Road Network**
- Wide tree lined boulevard style streets
  - Attractive walking and cycling environment
  - Active uses alongside and cafes and restaurants spilling out onto footpaths at key locations

- Point Cook South West Community**
- Wide range of housing types
  - Conventional housing and executive style homes, as well as apartments and small lot housing
  - Focused on a new local town centre, state and non-government schools and a community centre

- Wattle Village Community**
- Modern lower medium & higher density community
  - Mix of apartments, small lot housing, conventional housing and executive style homes
  - Focused on a new local town centre, state primary school and a community centre

- Enterprise and Interchange Business Hubs**
- Range of employment uses
  - Some active frontages; some larger footprint uses in attractive landscaped spaces



## 3.0 IMPLEMENTATION

### 3.1 Precinct Wide Implementation Provisions

#### 3.1.1 Image, Character and Density

##### Image, Character and Density Objectives

The objectives for each of the employment hubs and residential communities within the East Werribee Employment Precinct are:

- **East Werribee Town Centre** is proposed to be a multi-storey centre with active retail, entertainment and commercial uses at ground floor level and residential and commercial uses above. The northern edge will include food and beverage uses spilling out onto the paved promenade along the water's edge. Similarly, the wider Sneydes Road footpaths with the inclusion of trees in planters rather than a nature strip on the northern side provides the opportunity for cafes and restaurants to spill out onto the footpath. The civic and commercial uses towards the western end of the Town Centre will link well with the proposed Derrimut station, Wyndham Civic Centre and Werribee City Centre, as well as providing an active frontage to the State Research Farm Heritage Park/ Botanic Gardens, and to the Town Centre Lake to the north. The Town Centre will be based on a street and lane way grid reminiscent of Melbourne's CBD. Views to the lake will be maximised through increasing building heights from the north to the south. Tall buildings will be encouraged.
- The **Commercial Hub** is proposed to be a multi-storey precinct including modern commercial towers and apartments. Taller buildings will generally be focused closer to the proposed Derrimut station and in other key locations highlighted, although ultimately the entire Sneydes Road frontage will ideally be multi-storey. The smaller commercial area between the Town Centre Lake and Princes Highway may include a conference and hotel precinct overlooking the lake.
- The **Health and Learning Hub** is proposed to include some multi-storey buildings focused along Hoppers Lane, particularly towards the northern end in and around the Hoppers Crossing Town Centre Integration Area, and towards the western edge of the Hub. While the Hoppers Crossing Town Centre Integration Area is proposed to be of a multi-storey, high density built form, the Hub will generally present more of an "institutional" feel than the Commercial Hub, with larger footprint medical and educational uses surrounded by attractive green spaces and well designed and planted car parking areas (where possible located to the rear of the buildings). The Hub will be connected to the north by the Federation Trail, which will be relocated to run along a wide green link incorporating the historic sewer and APA Gasnet easement along the eastern edge of the Hub, and by a new north-south access link running along the western edge of the Hub. These green links will be fronted by active uses.
- The **Enterprise and Interchange Business Hubs** are proposed to include a range of medium and small footprint uses, some of which will be more institutional in style, and others will present a more active street frontage. The area west of the Freeway will be connected to the wider area by the Federation Trail, incorporating the historic sewer and APA Gasnet easement. The area east of the Freeway will be connected to the wider area by a trail network incorporating the Shell WAG pipeline easement, the proposed pedestrian and cycle bridge south of the new interchange.
- The **Lakeside Community** is proposed to be a modern high value residential area incorporating high quality homes overlooking the lake. Most of these homes will be in the form of multi-storey apartments, although some well designed townhouses may be appropriate. Homes will front both the Town Centre Lake and the north-south access link to the east of the precinct.
- The **Wattle Village Community** is proposed to be a modern residential community with a higher than average density, including some apartments and small lot housing as well as executive style homes. The area will be linked to Werribee City Centre by a wide treed linear park running along its southern edge, and will be connected to the East Werribee City Centre and Health and Learning Hub by a waterway trail network and shared path running along the trunk sewer easement, as well as by shared trails incorporated into the street network. Homes and other active uses will front these green links as well as fronting the sports fields in the south east corner.
- The **Point Cook South West Community** is proposed to include a wide range of housing types. The Community will be linked to the wider area by a shared trail network connected across the Freeway via the interchange and a new pedestrian/cycle bridge, and incorporating the waterway corridor, the Shell WAG Pipeline easement and shared paths on connector streets. Homes and other active uses will front these green links, as well as fronting the sports fields in the south east corner of the precinct.

#### REQUIREMENTS

- R1** The East Werribee Employment Precinct must be designed to achieve a high standard of amenity throughout the site, through the design of public open space, street cross sections, urban design and architecture.
- R2** Sneydes Road will be designed as a boulevard style road incorporating treed central and separator medians, two way bike paths, nature strips (or trees in planters at the Town Centre), and wide footpaths. Hoppers Lane, the extensions to Derrimut Road and Dunning Road, and Lakeside Avenue will present a similar treed boulevard style as shown in the road cross sections in Appendix 4.1.
- The following minimum average dwelling densities must be achieved for any planning permit in the Point Cook South West or Wattle Village communities:
- Character Area 1: average dwelling density of at least 40 dwellings per net developable hectare
  - Character Area 2: average dwelling density of at least 22 dwellings per net developable hectare
  - Character Area 3: average dwelling density of at least 17 dwellings per net developable hectare
- Proponents can demonstrate this either through:
- a) The subdivision layout, i.e. by demonstrating that the subdivision lot density achieves at least the average minimum dwelling density; or
  - b) Demonstrating that the dwelling density will be achieved through a combination of lot density and the development of multi-dwelling developments on one or more lots within the subdivision.
- The table below gives an indication of dwellings estimated in each Character Area in Plan 5.
- R3**
- | Area  | Estimated No. of Dwellings |
|---|----------------------------|
| Point Cook South West                                       | 2,200                      |
| Character Area 1 - northern parcel                          | 400                        |
| Character Area 1 - including and south of local town centre | 450                        |
| Character Area 2 - north of linear park                     | 350                        |
| Character Area 2 - western parcel                           | 550                        |
| Character Area 3 - southern parcel                          | 450                        |
| Wattle Village  | 1,500                      |
| Character Area 1  | 1,250                      |
| Character Area 3 - western linear interface                 | 100                        |
| Character Area 3 - south of convenience centre              | 50                         |
| Character Area 3 - eastern parcel                           | 100                        |
- R4** Interface treatments in the locations shown on the Design Guidelines Plan must be designed as shown in the interface cross section drawings in Appendix 4.2 for land within the East Werribee Employment Precinct.



# EAST WERRIBEE EMPLOYMENT PRECINCT PRECINCT STRUCTURE PLAN

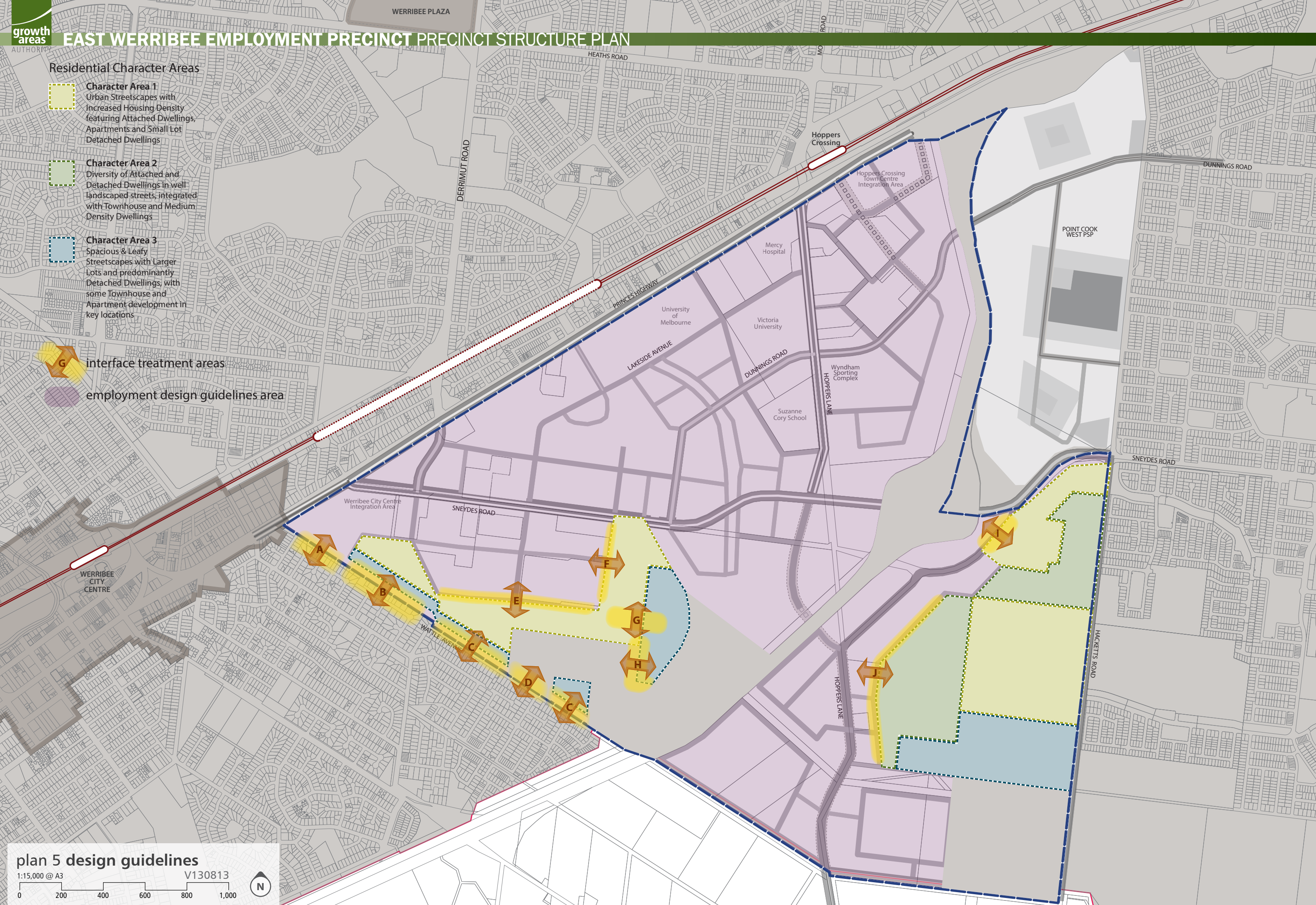
## Residential Character Areas

**Character Area 1**  
Urban Streetscapes with Increased Housing Density featuring Attached Dwellings, Apartments and Small Lot Detached Dwellings

**Character Area 2**  
Diversity of Attached and Detached Dwellings in well landscaped streets, integrated with Townhouse and Medium Density Dwellings

**Character Area 3**  
Spacious & Leafy Streetscapes with Larger Lots and predominantly Detached Dwellings, with some Townhouse and Apartment development in key locations

**Interface treatment areas**  
**employment design guidelines area**



plan 5 design guidelines

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REQUIREMENTS

R5

Before a planning permit is granted or a development plan is approved for the use and development of any land within the “Employment Design Guidelines Area” shown on the Design Guidelines Plan, Design Requirements and Guidelines must be produced for the employment hub (i.e. East Werribee Town Centre, Commercial Hub, Health and Learning Hub, Interchange Business Hub, Enterprise Hub) within which the development proposal is located.

Demonstrably high quality developments on key sites may be exempt from this requirement, subject to the approval of the Responsible Authority.

The Design Requirements and Guidelines must address the following items:

- A response to any relevant concept plans and the vision and organising elements set out in this PSP;
- The role and function of the employment hub as a whole;
- Appropriate land uses, their locations and relationships;
- The location and integration of community facilities and services;
- The grain of the road network and how the network fosters connectivity within, to and from the employment hub;
- Appropriate building heights;
- The incorporation of public transport services, including bus stops, into the design of the employment hub;
- The retention and enhancement of the natural environment and its integration into the employment hub design;
- A hierarchy of public spaces including active recreation, passive recreation, conservation areas, pedestrian and cycle links, urban spaces and landscape nodes. An overall landscape concept must be included within the Design Requirements and Guidelines;
- Placemaking elements, character precincts and nodal destinations within the employment hub, including a central meeting space within the core of the Town Centre;
- Opportunities for higher density housing in the Town Centre and Commercial Hub, and medium and high density housing opportunities designed primarily for students and medical workers in the Health and Learning Hub, and how this can be incorporated into the design; and
- The staging and indicative development timing of the employment hub.

Specifically the Design Requirements and Guidelines for the employment hub must:

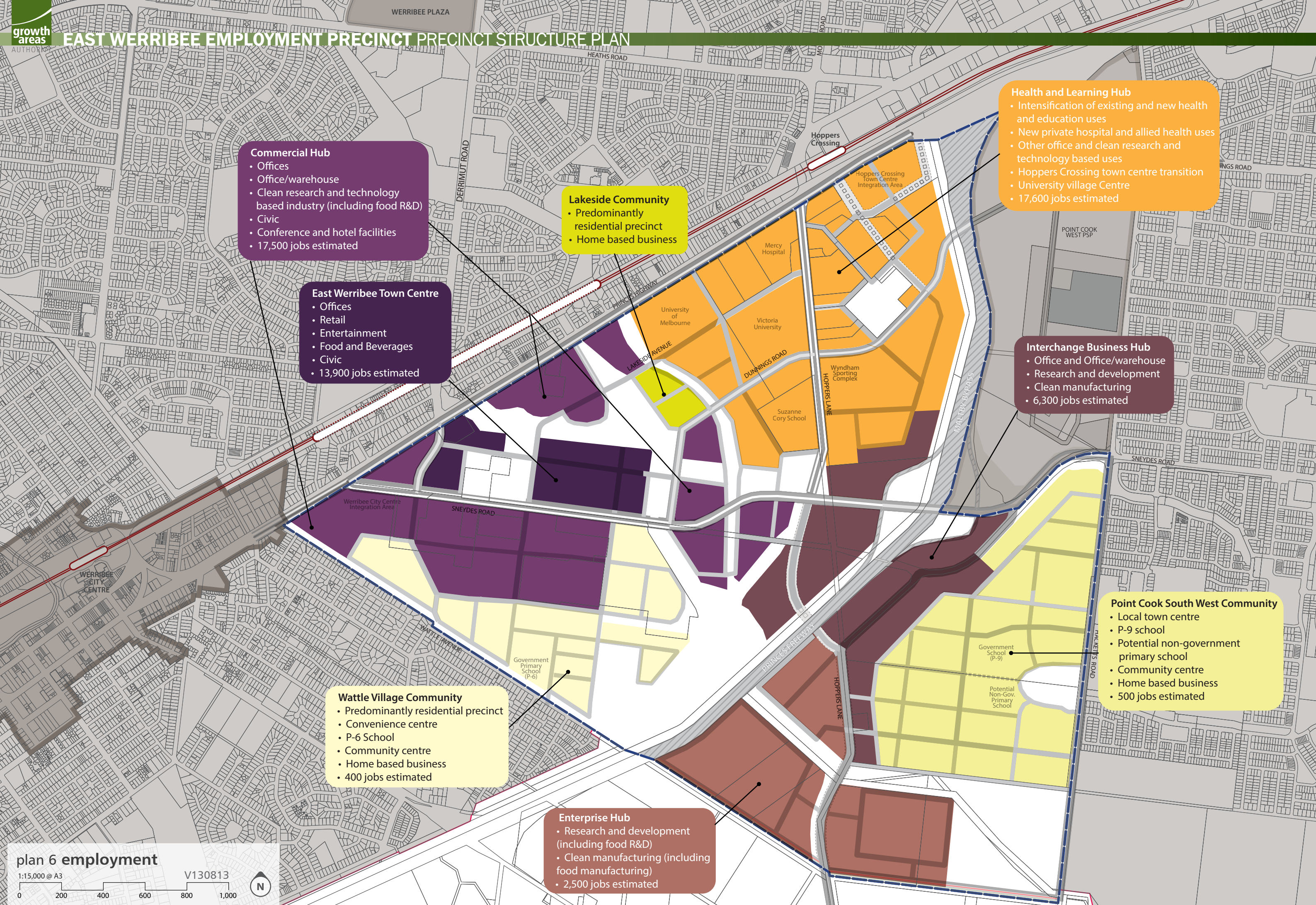
- Demonstrate an appropriate design response that addresses the vision, principles, objectives and organising elements and requirements outlined for the employment hub within this document;
- Address any relevant design guidelines prepared by the Victorian Government or by Wyndham City Council;
- Explain how the Design Requirements and Guidelines respond to feedback received following consultation with infrastructure agencies including VicRoads, Public Transport Victoria, the Department of Transport, Wyndham City Council and the Growth Areas Authority;
- Show how the employment hub relates to the existing or approved developments in the area;
- Set out guidelines to positively address environmental sustainability including integrated water management and energy conservation;
- Set out provisions for car parking including the location and design of the car parking areas and car parking rates for proposed uses within the employment hub;
- Set out arrangements for the provision of service areas for deliveries and waste disposal including access for larger vehicles and measures to minimise the impact on the amenity of the employment hub and adjoining neighbourhoods;
- Set out design guidelines for the provision of advertising signs; and
- Set out clear and specific strategies, actions and guidelines for the development of the employment hub which will form the assessment tool for future development applications for the employment hub.

GUIDELINES

- |           |  |
|-----------|--|
| <b>G1</b> | The precinct should be designed to maximize opportunities for views towards the East Werribee Town Centre, lakes and water features.   |
| <b>G2</b> | The East Werribee Town Centre, Commercial Hub and the Health and Learning Hub should be characterised by higher densities and taller buildings. This should particularly be the case for sites in prominent locations in the East Werribee Town Centre, gateway locations and around the lake.   |
| <b>G3</b> | A range of dwelling densities should be provided throughout the residential areas to cater for a range of household types and provide built form diversity and interest in streetscapes, as indicated in Design Guidelines Plan.   |
| <b>G4</b> | Consideration should be given to the roofs of buildings and their design and appearance from above to ensure that the precinct looks attractive from multi-storey buildings. The use of roofs for the following will be encouraged: <ul style="list-style-type: none"><li>• Solar and wind power generation;</li><li>• Solar water heating;</li><li>• Rain water collection; and</li><li>• Roof top gardens, decks and terraces.</li></ul> |



# EAST WERRIBEE EMPLOYMENT PRECINCT PRECINCT STRUCTURE PLAN



**Commercial Hub**

- Offices
- Office/warehouse
- Clean research and technology based industry (including food R&D)
- Civic
- Conference and hotel facilities
- 17,500 jobs estimated

**Lakeside Community**

- Predominantly residential precinct
- Home based business

**Health and Learning Hub**

- Intensification of existing and new health and education uses
- New private hospital and allied health uses
- Other office and clean research and technology based uses
- Hoppers Crossing town centre transition
- University village Centre
- 17,600 jobs estimated

**East Werribee Town Centre**

- Offices
- Retail
- Entertainment
- Food and Beverages
- Civic
- 13,900 jobs estimated

**Interchange Business Hub**

- Office and Office/warehouse
- Research and development
- Clean manufacturing
- 6,300 jobs estimated

**Point Cook South West Community**

- Local town centre
- P-9 school
- Potential non-government primary school
- Community centre
- Home based business
- 500 jobs estimated

**Wattle Village Community**

- Predominantly residential precinct
- Convenience centre
- P-6 School
- Community centre
- Home based business
- 400 jobs estimated

**Enterprise Hub**

- Research and development (including food R&D)
- Clean manufacturing (including food manufacturing)
- 2,500 jobs estimated



### 3.1.2 Employment

#### Employment Objectives

- To increase opportunities for white collar employment in the region.
- To ultimately provide at least 58,000 new jobs.
- To facilitate the development of office based businesses, high tech research and development including food research and development based light industries, and regional health and education uses.
- To create high quality amenity designed to encourage white collar businesses to the East Werribee Employment Precinct.
- To facilitate the intensification of existing employment uses to be retained along Princes Highway and Hoppers Lane.
- To provide for the needs of the precinct's workers when determining the need for infrastructure including transport, recreation opportunities and community facilities.
- To ensure that employment hubs remain vibrant outside business hours through the provision of entertainment, and in some hubs, residential development and other facilities, as appropriate.
- To ensure that the employment hubs are permeable and accessible for all users.
- To foster modern and innovative businesses and business areas.
- To encourage a diverse range of employment types and employers.

#### REQUIREMENTS

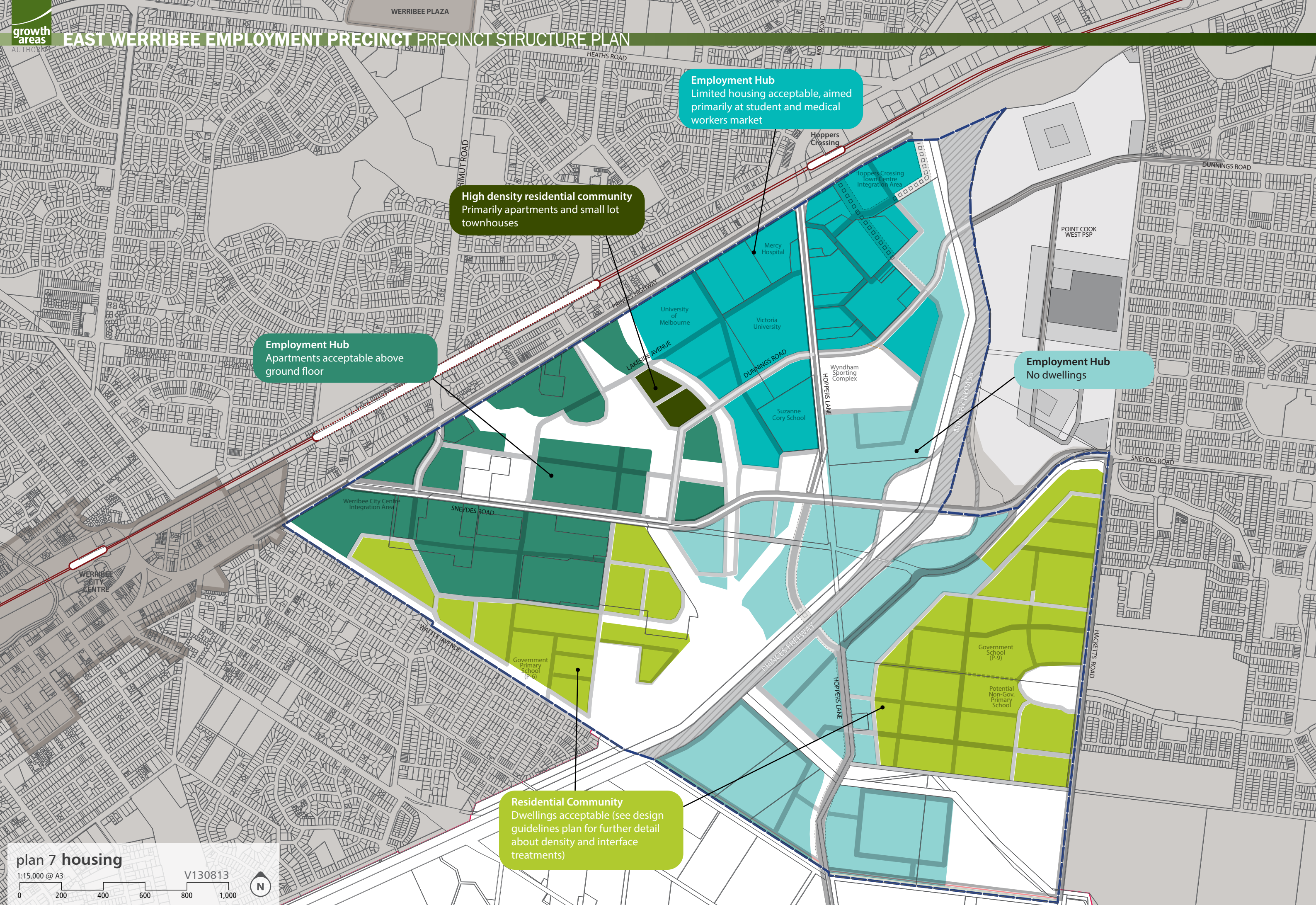
<b>R6</b>	Employment based development must focus primarily on providing white collar jobs.
<b>R7</b>	A high level of amenity and design, and a good range of open spaces and facilities appropriate for the needs of professional workers must be provided throughout the precinct.

#### GUIDELINES

<b>G5</b>	The built form of new employment development in the East Werribee Town Centre or Commercial Hub should either provide for substantial new employment opportunities or be designed in such a way as to enable future intensification.
<b>G6</b>	Opportunities for home based business should be provided throughout the residential parts of the precinct, and particularly in locations proximate to town centres.
<b>G7</b>	Employment developments should reflect the employment types specified for the East Werribee Town Centre or employment hub in the Employment Plan (plan 6).
<b>G8</b>	Single storey large scale, large footprint uses with low employment densities such as storage and distribution should not be located in the precinct.



# EAST WERRIBEE EMPLOYMENT PRECINCT PRECINCT STRUCTURE PLAN



plan 7 housing

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0 200 400 600 800 1,000  
V130813





### 3.1.3 Housing

#### Housing Objectives

- To provide housing that complements and integrates well with the modern, high density employment precinct.
- To provide housing that enables East Werribee Employment Precinct's business leaders, workers and students to live locally.
- To create distinct neighbourhood identity via local level design diversity whilst creating a distinctive East Werribee character and sense of place.
- To provide a wide range of housing types and lot sizes to meet the needs of a diverse population.
- To create a lively and vibrant precinct outside office hours by providing upper level apartments within the East Werribee Town Centre and commercial hub and medium to high density homes primarily for students and medical workers in the Health and Learning Hub.
- To create a modern, distinctive medium and higher density residential community at Wattle Village Community that provides a transition between the Commercial Hub and the existing residential development to the south.
- To create a distinctive extension to Point Cook at Point Cook South West, to the east of the Princes Freeway.
- To create a high density, high amenity residential community at Lakeside.
- To provide high quality walking, cycling and public transport opportunities for residents to reach the jobs, services and facilities across the East Werribee Employment Precinct.

#### REQUIREMENTS

<b>R8</b>	Planning permit applications must demonstrate how the proposal will deliver a diversity of housing.
<b>R9</b>	Subdivision applications must include indicative layouts for any lots identified for the future development of medium density, high density or other multi-unit housing development that suitably demonstrate: <ul style="list-style-type: none"> <li>• Potential dwelling yield;</li> <li>• Active interfaces with adjacent streets, open spaces and waterways; and</li> <li>• Safe and effective internal vehicle and pedestrian circulation.</li> </ul>
<b>R10</b>	Housing must be designed to high standards to create a distinctive East Werribee character, for example through the use of locally distinctive materials and landscaping themes within private and public spaces.

#### GUIDELINES

<b>G9</b>	Housing developments for each residential community should reflect the housing types described in the Housing Plan (Plan 7).
<b>G10</b>	Housing development in the Precinct, and in particular to the west of the Princes Freeway, should integrate well with, and complement, the high quality, high density professional businesses and organisations that are to be encouraged in the Precinct.

#### CONDITIONS

<b>C1</b>	<p><b>Ensuring the Small Lot Housing Code is an approved building envelope under Part 4 of the Building Regulations 2006.</b></p> <p>The Small Lot Housing Code incorporated into the Wyndham Planning Scheme is endorsed under this planning permit.</p> <p>The Small Lot Housing Code must be shown as a restriction (on a plan of subdivision certified under the <i>Subdivision Act 1988</i>) that is recorded on the register under the <i>Transfer of Land Act 1958</i> in relation to an allotment that is less than 300 square metres in area ensuring that:</p> <ul style="list-style-type: none"> <li>• the Small Lot Housing Code to apply to each relevant lot, and</li> <li>• all buildings to conform to the Small Lot Housing Code on the relevant lot, and</li> <li>• the Small Lot Housing Code to cease to apply to any building on the lot affected by the envelope after the issue of a certificate of occupancy for the whole of a dwelling on the land.</li> </ul>
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3.1.4 Community Facilities

Community Facilities Objectives

- To provide a good range of community facilities designed to serve the needs of East Werribee Employment Precinct’s workers, visitors and residents.
- To provide regional level community facilities (regional level health, tertiary education, justice, regional sports and recreation facilities) in the precinct, and to focus the highest density community uses in and around the East Werribee Town Centre.
- To provide community facilities within the residential communities that meet the existing and anticipated needs of the local population and that complement town centre built form objectives.
- To plan for community facilities to be accessible by public transport, walking and cycling.

REQUIREMENTS

R11	Schools and community centres must be designed to front, and be directly accessed from, a public street with car parks located to the side and rear of the allotment.
R12	The Point Cook South West P-9 school must be bounded on at least two sides by a connector street.
R13	The Wattle Village P-6 School and the non-government school in Point Cook West must be bounded on at least two sides by an Access Street Level 2 (i.e. with parking on both sides) or a connector street.

GUIDELINES

G11	Regional level community facilities should be encouraged to locate within the precinct. Large scale regional health facilities and tertiary education facilities should be located in the Health and Learning Hub. Smaller scale, higher density regional community uses should be located in the East Werribee Town Centre, particularly in the civic precinct at its western end.
G12	Consideration should be given to the needs of East Werribee Employment Precinct’s workers and visitors, as well as its residents, when considering the need for, and location of, new community facilities at East Werribee.
G13	Community facilities should be planned and designed to have the flexibility and capacity to meet the changing needs of the workforce and the community and provide for a range of community uses.
G14	Where appropriate, private community services should integrate with Council community centres and/or town centres.

CONDITIONS

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



Table 4 Community Facilities Inventory

FACILITY (AS IDENTIFIED ON PLAN 8)	FACILITY TYPE	LOCATION	SIZE (HA)	RESPONSIBILITY
S (P-6)	State Primary School P-6	Wattle Village Community Hub	3.5 hectares	DEECD
S (P-9)	State Primary School P-9	Point Cook South West Community Hub	5.4 hectares	DEECD
S (NG)	Potential Non-Government Primary School Site	Point Cook South West Community Hub	2.6 hectares	To be determined
CC-L3	<b>Level 3 Community Centre:</b> <ul style="list-style-type: none"><li>library</li><li>multi-purpose meeting space</li><li>higher order services e.g. community learning, neighbourhood house, community/performing arts, and space for NGOs/Community Service organisations.</li></ul>	East Werribee Town Centre	To be integrated within the East Werribee Town Centre	Wyndham City Council
CC-L2	<b>Level 2 Community Centre:</b> <ul style="list-style-type: none"><li>multi-purpose meeting space</li><li>early years centre (with 2 kindergarten rooms, a dual maternal and childhood health facility, specialist consulting rooms and playgroup space).</li></ul>	Wattle Village Community Hub	0.8 hectares	Wyndham City Council
CC-L1	<b>Level 1 Early Years Centre:</b> <ul style="list-style-type: none"><li>2 kindergarten rooms</li><li>specialist consulting rooms and</li><li>playgroup space</li></ul>	Point Cook South West Community Hub	0.4 hectares	Wyndham City Council
RISF	Regional Indoor Sports Facility	Point Cook South West Community (integrated with AOS1 and RAOS)	1.8 hectares	Wyndham City Council



# EAST WERRIBEE EMPLOYMENT PRECINCT PRECINCT STRUCTURE PLAN

WERRIBEE PLAZA

HEATHS ROAD

DERRIMUT ROAD

PRINCES HIGHWAY

LAKEIDE AVENUE

DUNNINGS ROAD

DUNNINGS ROAD

POINT COOK  
WEST PSP

SNEYDES ROAD

WERRIBEE  
CITY  
CENTRE

WATTLE AVENUE

PRINCES FREEWAY

HOPPERS LANE

HACKETT'S ROAD

- precinct area
- urban growth boundary
- district open space
- regional open space
- 1km active open space catchment
- passive open space
- 400m open space catchment
- open space - other
- heritage
- permanent water (indicative only)
- primary school
- community facilities
- community facility within town centre
- indoor sporting facility
- rail line & station
- rail line & study area for potential station
- shared pedestrian/cycle bridge

P1

HP

CC-L3

AOS3

P4

HOPPERS LANE

WYNDHAM  
SPORTING  
COMPLEX

MALDEN BYPASS

P5

P2

CC-L2

S(P-6)

AOS2

P6

S(P-9)

S(NG)

CC-L1

P7

RISF

AOS1

RAOS

plan 8 open space & community facilities

1:15,000 @ A3 V130813

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Table 5 Open Space Inventory

FACILITY (AS IDENTIFIED ON PLAN 8)	PARK FUNCTION <sup>1</sup>	LOCATION AND OTHER ATTRIBUTES	SIZE (HA) UNENCUMBERED	RESPONSIBILITY
RAOS	<b>Regional Active Open Space</b>	<b>Point Cook South West Community</b> (integrated with AOS1 and RISF) Potential sports provision to be determined	7.7 hectares	Wyndham City Council
AOS1	<b>District Active Open Space</b>	<b>Point Cook South West Community</b> (integrated with RAOS and RISF) Indicative sports provision: <ul style="list-style-type: none"> <li>2 x cricket/football ovals</li> <li>3 x soccer pitches</li> <li>6 x netball courts or 12 tennis courts</li> <li>Pavilions as appropriate</li> <li>car parking</li> </ul>	15.0 hectares	Wyndham City Council
AOS2	<b>District Active Open Space</b>	<b>Wattle Village Community</b> Indicative sports provision: <ul style="list-style-type: none"> <li>2 x Cricket/Football Ovals</li> <li>Pavilions as appropriate</li> <li>car parking</li> </ul>	8.4 hectares	Wyndham City Council
AOS3	<b>District Active Open Space</b>	<b>Health and Learning Hub</b> (expanded Wyndham Sporting Complex) Indicative sports provision: <ul style="list-style-type: none"> <li>Existing athletics track</li> <li>Existing rugby/soccer pitch</li> <li>Throw sports</li> <li>1 x Cricket/Football Oval</li> <li>6 x netball courts and/or 12 tennis courts</li> <li>Pavilions as appropriate</li> <li>Car parking</li> </ul>	9.6 hectares (incorporating 3.9 ha existing Wyndham Sports Complex plus 5.8 ha additional AOS3). 1.0 hectares passive open space P4 provided in addition.	Wyndham City Council
HP & P1	<b>Municipal Community Use Park</b>	Existing Heritage Overlay, including Former State Research Farm Buildings, plus extension to form a larger State Research Farm Heritage Park/Botanic Gardens linking through to waterway.	7.4 hectares (incorporating 6.8 hectares at HP and 0.6 hectares at P1)	Wyndham City Council
P2	<b>Neighbourhood Passive Recreation Park</b>	North of Wattle Village Centre, linking through to commercial precinct and East Werribee Town Centre.	0.7 hectares	Wyndham City Council
P3	<b>District Linear Park</b>	Along southern edge of Wattle Village Community, providing connections through to Werribee City Centre.	5.3 hectares	Wyndham City Council
P4	District Passive Recreation Park	<b>Health and Learning Hub.</b> Passive recreation extension to AOS3.	1.0 hectares	Wyndham City Council
P5*	Neighbourhood Passive Recreation Park	Northern neighbourhood within Point Cook South West Community.	0.6 hectares	Wyndham City Council
P6	District Linear/Passive Recreation Park	To north of Point Cook South West Town Centre. Utilising existing line of trees and wetland to provide a link to East Werribee Town Centre via pedestrian/cycle bridge across Freeway.	4.3 hectares	Wyndham City Council
P7*	Neighbourhood Passive Recreation Park	Western neighbourhood within Point Cook South West Community.	0.6 hectares	Wyndham City Council

\* The location of these parks is flexible provided that 95% of all dwellings are within 400m safe walking distance of a park, subject to the approval of the Responsible Authority.

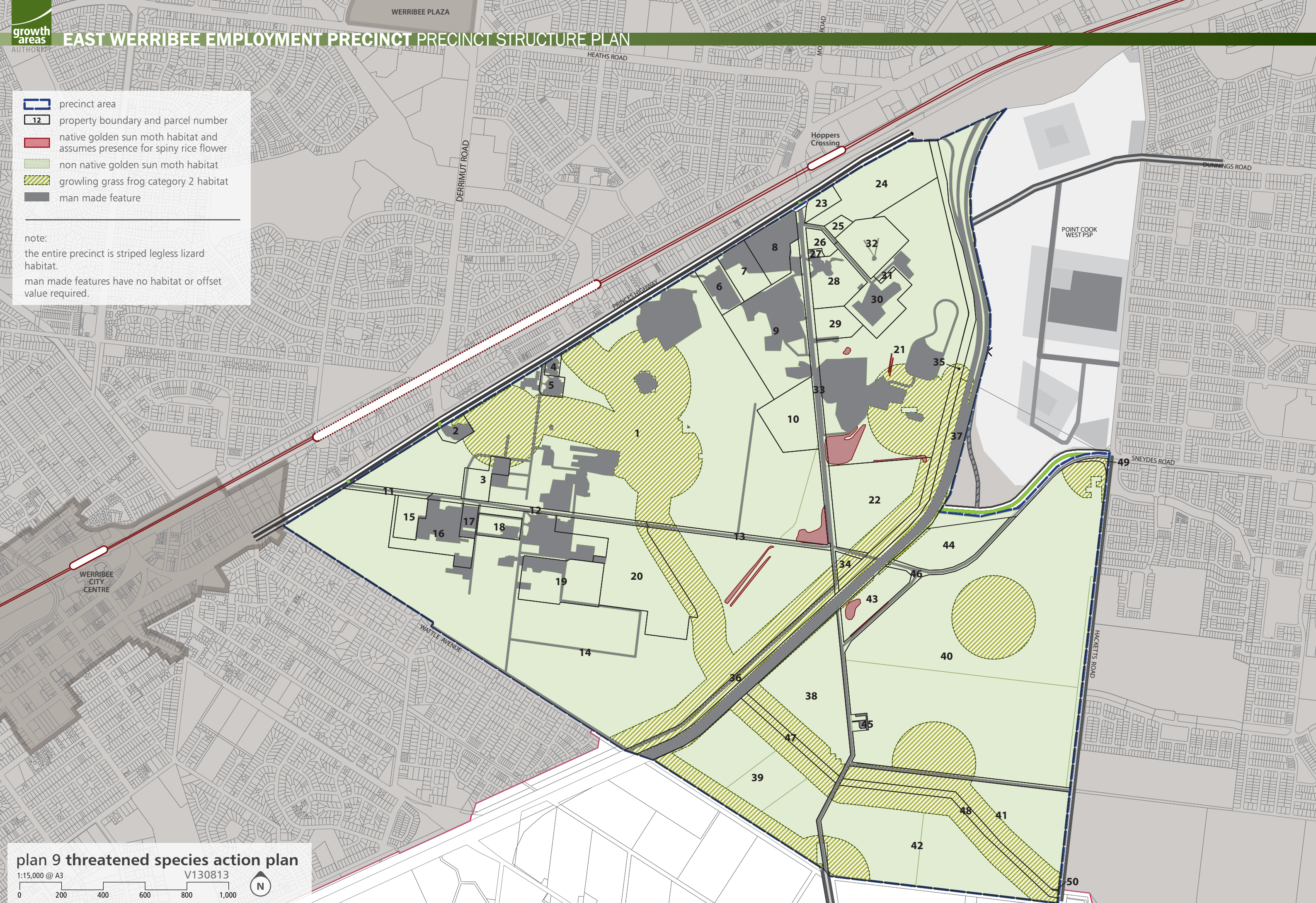
<sup>1</sup>See Appendix 4.4 - Wyndham City Council Park Classification



# EAST WERRIBEE EMPLOYMENT PRECINCT PRECINCT STRUCTURE PLAN

- precinct area
- property boundary and parcel number
- native golden sun moth habitat and assumes presence for spiny rice flower
- non native golden sun moth habitat
- growing grass frog category 2 habitat
- man made feature

note:  
the entire precinct is striped legless lizard habitat.  
man made features have no habitat or offset value required.



plan 9 threatened species action plan

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### 3.1.5 Open Space, Drainage, Biodiversity and Heritage

#### Open Space, Drainage, Biodiversity and Heritage Objectives

- To provide a range of passive and active open space opportunities that meet the needs of East Werribee's workers, visitors and residents.
- To provide a high quality shared trail network throughout the precinct, alongside waterways and along existing easements (where appropriate) and elsewhere to connect the various precincts and to connect residents with jobs, services and facilities and to provide recreational opportunities for workers, visitors and residents.
- To utilise the heritage listed State Research Farm and buildings as a high quality open space opportunity with a range of public uses, whilst protecting and enhancing the heritage values of the area.
- To provide an innovative Integrated Water Cycle Management strategy that meets the targets set out below and incorporates water efficiencies and Water Sensitive Urban Design principles.
- To retain significant trees and other vegetation within the open space network wherever possible and reasonably practical.
- To enhance the biodiversity of the Precinct through the creation of appropriate habitats within the open space and waterways network.
- To provide significant new tree planting within major road reserves.

### 3.1.6 Integrated Water Cycle Management Targets

The State Government has outlined a smarter way to manage our water as part of its Living Victoria policy of urban water reform. The consultation draft Melbourne's Water Future strategy, released in July 2013, outlines a plan to lower costs, secure drinking water supplies, improve the environment, and keep our neighbourhoods green. This approach aims to maximise the appropriate use and reuse of all water from a development site with the overall aims of reducing potable water demands, improving resilience in times of uncertain rainfall and improving stream water quality. The East Werribee Employment Precinct will need to manage water, including waste water, generated and used on the site as well as the stormwater flows passing through the site.

As part of developing the precinct, the following Integrated Water Management objectives will drive the development of the precinct and its supporting infrastructure:

1. reduce potable water demand for supply of new development within the site by 60% from typical 2006 demands for a given land use;
2. reduce the wastewater discharged by 50% from typical 2006 levels;
3. maintain the average number of stormwater runoff days at pre-European levels;
4. control peak stormwater discharges to be no worse than pre-European conditions;
5. achieve a 45% reduction in average total annual nitrogen loads;
6. achieve a 60% reduction in average total annual phosphorous loads;
7. achieve an 80% reduction in average total annual suspended solids loads;
8. control salinity of waterways and soils to be no worse than pre-urban levels.

Achievement of these objectives can be delivered through a combination of on-site and off-site works including:

- retention, treatment, storage and reuse of stormwater flows;
- recycling and potable water substitution;
- water-efficient development, including maximising stormwater capture, infiltration and reuse;
- the use of water-efficient appliances.

The PSP provides the planning controls and sets aside sufficient land required to deliver the expected ultimate management of water on the site. However, the final technical solutions required to deliver the desired outcomes will be developed alongside the further development of the precinct in conjunction with various stakeholders including Melbourne Water, City West Water, Wyndham City Council and the Office of Living Victoria. In particular, the staged development of water infrastructure may require more conventional interim solutions pending further development that provides the necessary connecting infrastructure or critical mass to allow local integrated water solutions. Consideration will also need to be given to the need for stormwater for downstream uses.



## REQUIREMENTS

<b>R14</b>	Buildings adjacent to open space must be located and designed to front or otherwise address the open space. This development must be designed to provide passive surveillance to the open space, through the siting of windows, balconies and pedestrian access points.
<b>R15</b>	All open space reserves must have road frontages on a minimum of 2 sides. Linear parks must have a road frontage on at least one long side.
<b>R16</b>	All public landscaped areas must be designed to the satisfaction of the Responsible Authority.
<b>R17</b>	Appropriately scaled lighting must be installed along all footpaths and shared paths traversing public open space.
<b>R18</b>	For the Wattle Village and Point Cook South West new communities, an alternative passive open space layout to that identified in plan 8 is generally in accordance with this plan if: <ul style="list-style-type: none"> <li>It is located so as not to reduce the walkable access to local parks demonstrated in plan 8; and</li> <li>It is generally of a similar size, shape and function as that shown on Plan 8.</li> </ul>
<b>R19</b>	An appropriate mix of infrastructure (i.e. playspace, shelters, toilets and barbecues) in parks and at appropriate locations along the waterways and around permanent water must be provided to cater for a broad range of users and to support both structured and informal recreation activities, to the satisfaction of Wyndham City Council and the Responsible Authority.
<b>R20</b>	Land designated for active and passive recreation must be finished to the satisfaction of Wyndham City Council and the Responsible Authority prior to the transfer of land.
<b>R21</b>	Fencing of open space must facilitate surveillance as well as public safety, to the satisfaction of Wyndham City Council and the Responsible Authority.
<b>R22</b>	All land owners must provide a public open space contribution equal to 3.0% of Net Developable Area (NDA) upon subdivision of land in accordance with the following: <ul style="list-style-type: none"> <li>Where land is required for unencumbered open space purposes as shown in Plan 8 and specified in Table 3 and is less or equal to 3.0% of NDA as per Table 1) that land is to be transferred to Council at no cost.</li> <li>Where no land or less than 3.0% of NDA is shown in Plan 8 and specified in Table 3, a cash contribution is to be made to Council to bring total open space contribution to a value equal to 3.0% of NDA.</li> <li>Where land required for unencumbered open space purposes as shown in Plan 8 and specified in Table 3 is more than 3.00% of NDA, Council will pay an amount equivalent to the value of the additional land being provided by that property.</li> </ul> <p>The value of land for equalisation purposes is to be assessed as an equivalent proportion of the value of the whole of the land, in accordance with Section 18 of the Subdivision Act 1988.</p>
<b>R23</b>	The layout and design of the constructed waterway and water features must be to the satisfaction of Melbourne Water and the Responsible Authority.
<b>R24</b>	Constructed waterways and green open space links (including the north-south access link) should be designed to accommodate walking and cycling networks by providing shared paths of three metres in width.
<b>R25</b>	Design of paths, bridges and boardwalks in the drainage corridors must be above the 1:10 year flood level (if running parallel to the corridor). Pedestrian bridges across the waterways must be above the 1:10 year flood level consistent with Melbourne Water's Shared Pathways Guidelines. Where a 1:10 year flood level is not achievable, measures on the approach to the waterway must be installed to the satisfaction of Melbourne Water.
<b>R26</b>	Subdivision applications must demonstrate how integrated water cycle management initiatives have been incorporated to reduce reliance on potable water and increase the utilisation of storm and waste water that contributes to a sustainable and green urban environment. See Integrated Water Cycle Management Targets on page 23.
<b>R27</b>	Subdivision applications must demonstrate how drainage and integrated water cycle management initiatives maximise the multiple use of land for recreation and/or environmental purposes.

## GUIDELINES

<b>G15</b>	The State Research Farm heritage overlay and waterway to the north should be combined to provide an attractive amenity and public open space for workers, visitors and residents.
<b>G16</b>	The ultimate layout of the Point Cook South West Community open space area, incorporating: <ul style="list-style-type: none"> <li>District Active Open Space Area 1 (AOS1);</li> <li>Regional Active Open Space Area (RAOS); and</li> <li>Regional Indoor Sports Facility (RISF),</li> </ul> described in Table 4 can be rearranged, providing that the area of each of the three parts is as indicated in Table 4, and that the rearranged layout is approved by Wyndham City Council and the Responsible Authority.
<b>G17</b>	The Federation Trail should be realigned to run within the reservation of the existing historic sewer, between the APA Gasnet easement and the Princes Freeway, and to divert away from this reserve to follow the Sneydes Road Interchange western ramps and at Princes Highway as indicated on Plan 10.
<b>G18</b>	Crossing of waterways for pedestrians and cyclists should be provided to improve accessibility and permeability within the precinct. If these are provided in locations other than those shown on the Future Urban Structure Plan, then the overall permeability should not be reduced.
<b>G19</b>	Opportunities for public use and enjoyment of the waterways and permanent water bodies should be maximised.
<b>G20</b>	Subdivision applications should demonstrate how the plan is consistent with approved State integrated water cycle management policies and / or strategies.
<b>G21</b>	Active recreation reserves should be designed to maximize co-location opportunities between complementary sports and adjoin school facilities.
<b>G22</b>	Where possible, revegetation of waterways should include areas of native vegetation including local indigenous species that create habitat for fauna.
<b>G23</b>	The design and layout of open space should maximize water use efficiency, storm water quality and long term viability of vegetation through the use of WSUD initiatives.
<b>G24</b>	Passive open space should cater for a broad range of users and support both structured and informal recreation activities.
<b>G25</b>	Cricket wickets and/or football ovals should be designed with a general north-south alignment.
<b>G26</b>	Pavilions should be located so as to minimise the number required by maximising sharing opportunities between sports fields and between sports, and to maximise the opportunity to shelter from the sun.



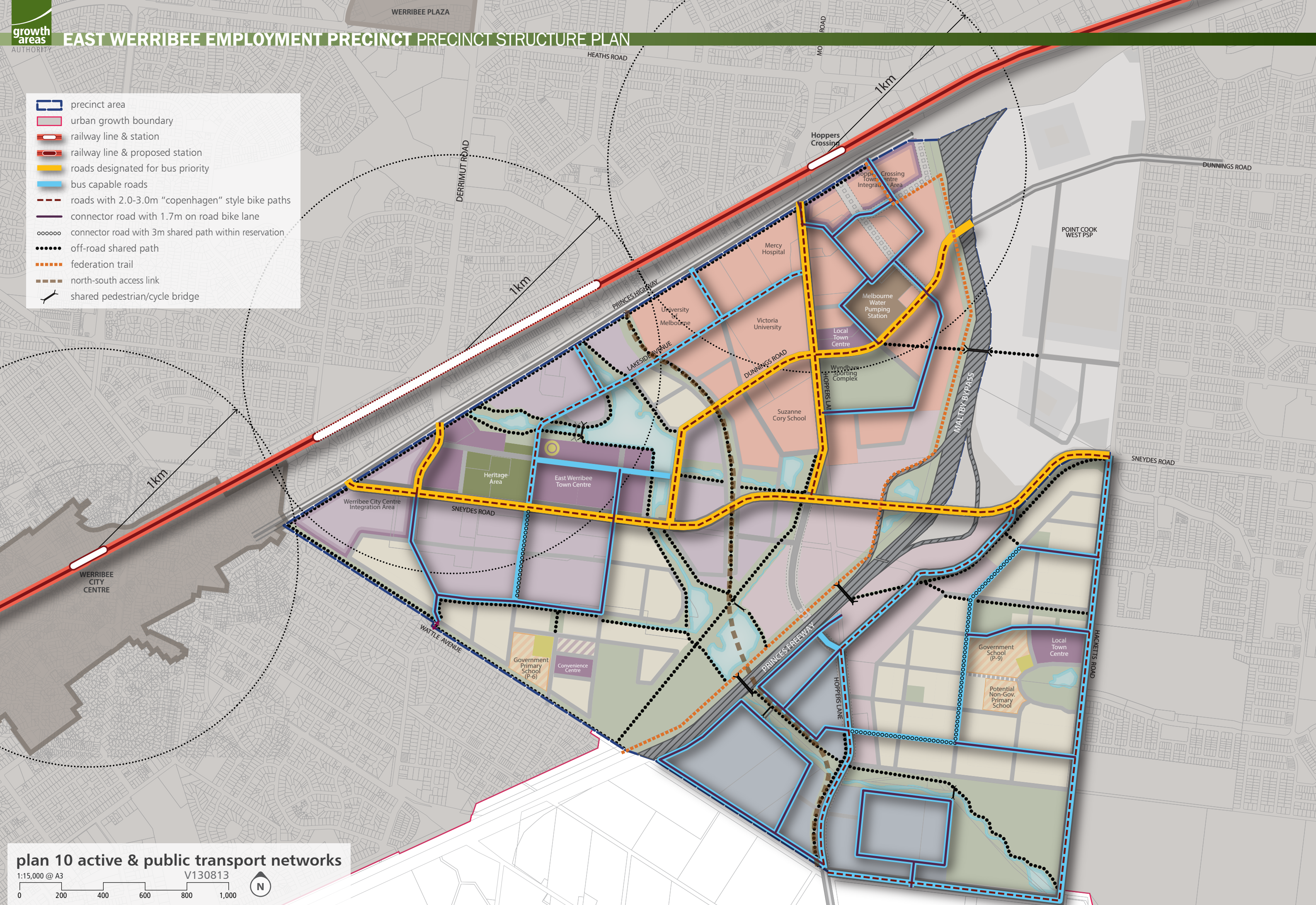
CONDITIONS

	<b>Conditions for subdivision or building and works permits where land is required for public open space</b>
C3	Land required for public open space as a local or district park, as set out in the East Werribee Precinct Structure Plan or the East Werribee Development Contributions Plan must be transferred to or vested in Council at no cost to Council unless the land is funded by the East Werribee Development Contributions Plan.
	<b>Conditions for subdivision or building and works permits where land is required for community facilities</b>
C4	Land required for community facilities, as set out in the Truganina Precinct Structure Plan or the Wyndham North Development Contributions Plan, must be transferred to or vested in Council at no cost to Council unless the land is funded by the Wyndham North Development Contributions Plan.
	<b>THREATENED SPECIES</b>
	A permit for subdivision, or to construct a building or construct or carry out works must contain the following condition:
C5	<ul style="list-style-type: none"><li>• The Protocol for the <i>Salvage Translocation of Threatened Species in Melbourne's Growth Corridors</i> ( Department of Environment and Primary Industries, 2012) must be implemented to the satisfaction of Department of Environment and Primary Industries.</li><li>• Prior to the issue of a Statement of Compliance under the <i>Subdivision Act 1988</i> fees for the clearing of threatened species habitat and/or native vegetation within the lot must be provided to the satisfaction of the Department of Environment and Primary Industries. The fees are to be calculated in accordance with the Draft Habitat Compensation under the <i>Biodiversity Conservation Strategy</i>, May 2013, current at the date that the fees are paid.</li></ul>
	<b>GOLDEN SUN MOTH</b>
C6	<p>Any permit which would allow subdivision, buildings or works that will impact on land identified as Golden Sun Moth habitat on Plan 5 – Threatened Species Action Plan in the Truganina Precinct Structure Plan must contain the following condition unless otherwise agreed to in writing by the Department of Environment and Primary Industries:</p> <ul style="list-style-type: none"><li>• Prior to the commencement of any buildings or works or the removal of any vegetation offsets for Golden Sun Moth habitat on land, must be provided, to the satisfaction of the Secretary of the Department of Sustainability an Environment.</li></ul>



# EAST WERRIBEE EMPLOYMENT PRECINCT PRECINCT STRUCTURE PLAN

- precinct area
- urban growth boundary
- railway line & station
- railway line & proposed station
- roads designated for bus priority
- bus capable roads
- roads with 2.0-3.0m "copenhagen" style bike paths
- connector road with 1.7m on road bike lane
- connector road with 3m shared path within reservation
- off-road shared path
- federation trail
- north-south access link
- shared pedestrian/cycle bridge



plan 10 active & public transport networks

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### 3.1.7 Transport

#### Transport Objectives

- To establish an integrated and sustainable transport network that reduces dependency on the use of private vehicles, maximises access to public transport and encourages walking and cycling within and to the East Werribee Employment Precinct.
- To prioritise public transport, pedestrian and cycling movements, along with amenity benefits together with other modes of transport on public streets and public spaces.
- To provide a high level of amenity through street design, including boulevard tree planting, wide footpaths and opportunities for cafes and restaurants to spill out onto pavements.
- To provide high quality walking and cycling networks in the form of footpaths, bike paths and off-road shared trails both to provide links between key origins and destinations, and to provide recreational opportunities for workers, visitors and residents.
- To plan for improved rail provision in the form of a new station at Derrimut Road.
- To encourage and preserve opportunities for higher density development around the existing Hoppers Crossing and planned Derrimut Road stations.



**Table 6** Road Hierarchy Table (see Appendix 4.1 for cross section drawings)

PLAN 11 REF CODE	ROAD/ STREET	EXISTING RESERVE	ULTIMATE RESERVE	TRAFFIC FUNCTION	INTERIM TRAFFIC LANES	ULTIMATE TRAFFIC LANES	MEDIANS	SPEED LIMIT	PROPERTY ACCESS	ON-STREET PARKING	PUBLIC TRANSPORT PROVISION	CYCLE PROVISION	NATURE STRIP	FOOTPATH
S1	Sneydes Road	West of Heritage Park – 30.0m	Princes Hwy to Heritage Park – 58.0m & D1 Drain to North-South Access Link – 58.0m	Primary Arterial	4 x 3.5m through lanes plus 2 x 3.2m access lanes.	6 x 3.5m through lanes plus 2 x 3.2m access lanes.	Central – 5.4m treed (separated from traffic in ultimate by 300mm High Profile Barrier Kerbs with 300mm from HPBK to through lane). Outer – 2.9m treed (separated from traffic in ultimate & interim by 300mm High Profile Barrier Kerbs with 300mm from HPBK to through lane).	60kph	Via access lanes. None from through lanes.	2.1m wide on access lanes. None on through	Provision in ultimate cross section for dedicated on road bus lane/ guided busway etc as part of through lanes & bus stand up lanes at intersections.	3.0m “Copenhagen” style two way off-road bike path including buffer to prevent “dooring” by parked vehicles.	2.5m treed, between bike path & footpath.	1.5m on each side.
S2	Sneydes Road	Heritage Park & East – 25.0m	Heritage Park to Town Centre – 52.7m	Primary Arterial	4 x 3.5m through lanes plus a 3.2m access lane on south side.	6 x 3.5m through lanes plus a 3.2m access lane on south side.	Central – 5.4m treed (separated from traffic in ultimate by 300mm High Profile Barrier Kerbs with 300mm from HPBK to through lane). South side only - outer – 2.9m treed (separated from traffic in ultimate & interim by 300mm High Profile Barrier Kerbs with 300mm from HPBK to through lane).	60kph	Via access lane. None from through lanes.	2.1m wide on access lane. None on through lanes. Parking for heritage park will be within park rather than on north side of Sneydes Road.	Provision in ultimate cross section for dedicated on road bus lane/ guided busway etc as part of through lanes & bus stand up lanes at intersections.	South side - 3.0m “Copenhagen” style two way off-road bike path including buffer to prevent “dooring” by parked vehicles. North side – 3.0m two way off-road bike path provided within heritage park.	2.5m treed, between bike path & footpath. South side only - 2.9m treed, between bike path & through lane (separated from traffic in ultimate & interim by 300mm High Profile Barrier Kerbs with 300mm from HPBK to through lane).	1.5m on each side. Provided within heritage park on north side.
S3	Sneydes Road	Heritage Park & East – 25.0m	Town Centre to D1 Drain – 61.0m	Primary Arterial	4 x 3.5m through lanes plus 2 x 3.2m access lanes.	6 x 3.5m through lanes plus 2 x 3.2m access lanes.	Central – 5.4m treed (separated from traffic in ultimate by 300mm High Profile Barrier Kerbs with 300mm from HPBK to through lane). Outer – 2.9m treed (separated from traffic in ultimate & interim by 300mm High Profile Barrier Kerbs with 300mm from HPBK to through lane).	60kph	Via access lanes. None from through lanes.	2.1m wide on access lanes. None on through lanes.	Provision in ultimate cross section for dedicated on road bus lane/ guided busway etc as part of through lanes & bus stand up lanes at intersections.	3.0m “Copenhagen” style two way off-road bike path including buffer to prevent “dooring” by parked vehicles.	South side - 2.5m treed, between bike path & footpath. North side – trees within planters in hardstand. 2.5m width assumed.	South side - 3.0m on each side. North side – 5.5m footpaths, including 2.5m to accommodate trees in planters within hardstand.
S4	Sneydes Road	Heritage Park & East – 25.0m	North-South Access Link to Princes Fwy – 46.6m	Primary Arterial	4 x 3.5m through lanes.	6 x 3.5m through lanes.	Central – 5.4m treed (separated from traffic in ultimate by 300mm High Profile Barrier Kerbs with 300mm from HPBK to through lane).	60kph	Via connector roads. No direct property access.	None.	Provision in ultimate cross section for dedicated on road bus lane/ guided busway etc as part of through lanes. Potential for bus stand up lanes at intersections.	3.0m “Copenhagen” style two way off-road bike path between two rows of trees.	2.5m treed, between bike path & footpath. 2.9m treed, between bike path & through lane (separated from traffic in ultimate & interim by 300mm High Profile Barrier Kerbs with 300mm from HPBK to through lane).	1.5m on each side.
S5	Sneydes Road	Heritage Park & East – 25.0m	Princes Fwy to Hacketts Road – 44.2m	Primary Arterial	4 x 3.5m through lanes.	6 x 3.5m through lanes.	Central – 5.4m treed (separated from traffic in ultimate by 300mm High Profile Barrier Kerbs with 300mm from HPBK to through lane).	60kph	Via connector roads. No direct property access.	None.	Provision in ultimate cross section for dedicated on road bus lane/ guided busway etc as part of through lanes. Potential for bus stand up lanes at intersections.	3.0m “Copenhagen” style two way off-road bike path.	1.6m vegetated nature strip between traffic lanes & bike path. 2.5m treed, between bike path & footpath.	1.5m on each side.



PLAN 11 REF CODE	ROAD/ STREET	EXISTING RESERVE	ULTIMATE RESERVE	TRAFFIC FUNCTION	INTERIM TRAFFIC LANES	ULTIMATE TRAFFIC LANES	MEDIANS	SPEED LIMIT	PROPERTY ACCESS	ON-STREET PARKING	PUBLIC TRANSPORT PROVISION	CYCLE PROVISION	NATURE STRIP	FOOTPATH
S6	Hoppers Lane (West of Freeway) & Dunnings Road	Hoppers Lane 40.0m Dunnings Road 0.0m	40.0m	Primary Arterial	2	6 x 3.5m traffic lanes.	Central – 5.4m treed (separated from traffic in ultimate by 300mm High Profile Barrier Kerbs with 300mm from HPBK to through lane).	60kph	Limited left turns only.	None.	Provision in ultimate cross section for dedicated on road bus lane/ guided busway etc & bus stand up lanes at intersections.	2.0m “Copenhagen” style one way off-road bike path.	3.0m treed, between bike path & footpath.	1.5m on each side.
S7	Derrimut Road Extension	0.0m	40.2m	Primary Arterial	6 x 3.5m through lanes.	6 x 3.5m through lanes.	Central – 6.0m treed (separated from traffic in ultimate & interim by 300mm High Profile Barrier Kerbs with 300mm from HPBK to through lane).	60kph	Limited left turns only	None.	Provision in ultimate cross section for dedicated on road bus lane/ guided busway etc & bus stand up lanes at intersections.	3.0m shared pedestrian & bicycle path.	3.0m treed, between bike path & footpath.	1.5m on each side.
S8	Hoppers Lane (east of Freeway), Hacketts Road & Southern Boundary Arterial	Hoppers Lane - 20.0m Hacketts Road - 22.0m Southern Boundary Arterial - 0.0m	34.0m	Secondary Arterial	2	4 x 3.5m traffic lanes.	Central – 5.4m treed (separated from traffic in ultimate by 300mm High Profile Barrier Kerbs with 300mm from HPBK to through lane).	60kph	Left turns only	None	Buses use traffic lane. Potential for bus stand up lanes at intersections.	2.0m “Copenhagen” style one way off-road bike path plus buffer from traffic lane.	5m treed to edge of road reserve	1.5m on each side.
S9	Town Centre Main Street	0.0m	25.0m	Town Centre Main Street	2 x 4.2m traffic lanes.	2 x 4.2m traffic lanes.	None	40kph	Yes, subject to impact on main street function & urban design.	2.3m wide, indented with trees in outstands	Buses use traffic lane.	On-road. Wider traffic lane to accommodate cyclists.	No – trees within outstands in parking lane	6.0m on each side.
S10	Lakeside Avenue – Western section	0.0m	25.6m	Modified Town Centre Main Street	2 x 3.5m traffic lanes.	2 x 3.5m traffic lanes.	None	40kph	Yes, subject to impact on street function & urban design.	2.3m wide, indented with trees in outstands	Buses use traffic lane.	2.0m “Copenhagen” style one way off-road bike path.	No – trees within outstands in parking lane	5.0m on each side.
S11	Lakeside Ave – Eastern section, & connections through to Princes Hwy	0.0m	24.6m	Collector	2 x 3.5m traffic lanes.	2 x 3.5m traffic lanes.4	None	50kph	Yes, subject to impact on street function & urban design.	2.3m wide, indented with trees in outstands	Buses use traffic lane.	2.0m “Copenhagen” style one way off-road bike path between two rows of trees.	No – two rows of trees: one in hardstand between bike path & footpath, & one in outstands in parking lane	1.5m on each side.
S12	Connector Street – residential	0.0m	25.0m	Collector Street	2 x 3.5m traffic lanes.	2 x 3.5m traffic lanes.	None	50kph	Yes, except near intersections	2.3m wide, indented, potentially with trees in outstands	Buses use traffic lane.	1.7m on-road bike lane	3.5m treed between parking lane & footpath.	1.5m on each side.
S13	Connector Street - employment	0.0m	25.0m	Collector Street	2 x 3.5m traffic lanes.	2 x 3.5m traffic lanes.	None	50kph	Yes, except near intersections	2.6m wide, indented, potentially with trees in outstands	Buses use traffic lane.	1.7m on-road bike lane	3.2m treed between parking lane & footpath.	1.5m on each side.
S14	Connector Street with Shared Path	0.0m	30.0m	Collector Street	2 x 3.5m traffic lanes.	2 x 3.5m traffic lanes.	None	50kph	Yes, except near intersections	2.3m wide, indented, potentially with trees in outstands	Buses use traffic lane.	1.7m on-road bike lane plus 3.0m wide shared bicycle & pedestrian path on one side.	3.5m treed between parking lane & footpath/shared path. Additional 3.5m treed, between shared path & property boundary.	1.5m on one side. 3.0m shared path on the other.

NOTE: Roads marked with a \* on Plan 11 include an additional 5m reserve width to enable the provision of a treed landscaped strip to the south of the footpath and/or to enable the footpath to be replaced with a shared path.



# EAST WERRIBEE EMPLOYMENT PRECINCT PRECINCT STRUCTURE PLAN












WERRIBEE PLAZA

HEATHS ROAD

MO  
ROAD

Hoppers  
Crossing

POINT COOK  
WEST PSP

-  precinct area
-  freeway
-  primary arterial road
-  secondary arterial road (S8)
-  lakeside avenue & connections to highway
-  town centre main street (S9)
-  connector street - residential (S12)
-  connector street - employment (S13)
-  connector street - shared landscape trail (S14)
-  access street (indicative only)
-  reserve for potential grade separation

DERMUT ROAD

PRINCES HIGHWAY

Mercy Hospital

University of Melbourne

LAKESIDE AVENUE

DUNNINGS ROAD

Suzanne Cory School

Hoppers Lane

Wyndham Sporting Complex

MALDEN BYPASS

PRINCES FREEWAY

SNEYDES ROAD

WERRIBEE CITY CENTRE

WERRIBEE PLAZA

WERRIBEE PLAZA

WERRIBEE PLAZA

WERRIBEE PLAZA

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WERRIBEE PLAZA

WERRIBEE PLAZA

plan 11 road network

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## REQUIREMENTS

	Sneydes Road, Hoppers Lane, Derrimut Road, Dunnings Road and Lakeside Avenue must be designed to create a boulevard character as shown in the street cross-sections in Appendix 4.1, through the use of wider medians and separators including substantial street trees, “Copenhagen” style off-road bike paths or shared paths and wider footpaths with treed nature strips or trees in planters to:
<b>R28</b>	<ul style="list-style-type: none"> <li>reinforce the movement hierarchy and character of the precinct;</li> <li>frame view corridors;</li> <li>provide shade to streetscapes.</li> </ul> <p>Between Princes Highway and the north-south access link, Sneydes Road should generally include access lanes parallel with the general traffic lanes that continue through the intersections (as shown on the street cross sections in Appendix 4.1 and intersection drawings included in the Development Contributions Plan).</p>
<b>R29</b>	Bus stop facilities must be constructed by development proponents as part of the subdivision works (before the issue of a Statement of Compliance for the relevant stage) in accordance with the requirements of the <i>Public Transport Guidelines for Land Use and Development</i> to the satisfaction of the Director of Public Transport.
<b>R30</b>	The bus stop facilities must be provided with DDA compliant direct and safe pedestrian access connected to an existing pedestrian/shared path.
<b>R31</b>	A safe and attractive off-road walking and cycling network must be provided that links key destinations within and outside the precinct, including public transport nodes, and incorporates landscaped linear links along the waterway network, the north-south access link and easements for the Melbourne Water Trunk Sewer, the historic outfall sewer and Shell’s WAG pipeline, as well as a circuit around the Town Centre Lake incorporating a pedestrian/cycle bridge connecting the East Werribee Town Centre to the peninsula to the north.
	Street layouts of individual subdivisions must:
<b>R32</b>	<ul style="list-style-type: none"> <li>Integrate to form a coherent movement and access network across the wider precinct; and</li> <li>Ensure equal access to open space and facilities is provided.</li> </ul>
<b>R33</b>	Staging of subdivisions must provide for timely connection of road links between properties. It must also provide for off-road pedestrian and bicycle networks.
<b>R34</b>	In each stage, roads must be constructed to property boundaries where inter-parcel connections are indicated in the structure plan, by any date or stage of development required or approved by the Responsible Authority.
<b>R35</b>	Street block lengths must not exceed 200 metres. Intervals between blocks may take the form of either a trafficable street or pedestrian passage of no less than four metres in width. Where larger institutional uses are proposed (such as in part of the Health and Learning Hub or the integrated schools/community centre hub in Point Cook South West), a similar level of public walking and cycling permeability should be provided.
<b>R36</b>	Pedestrian paths must be provided on both sides of connector and access streets in accordance with the cross-sections in this PSP, unless adjacent to open space areas, where pedestrian paths may be incorporated into the open space design.
<b>R37</b>	Pedestrian and cycle crossing points must be provided at all intersections and on key desire lines.
<b>R38</b>	Bicycle parking facilities must be provided by development proponents in convenient locations at key destinations such as parks and town centres.
<b>R39</b>	Road cross sections must be designed in accordance with the requirements of the “Public Transport Guidelines for Land Use and Development” to the satisfaction of the Director of Public Transport and the Responsible Authority.
<b>R40</b>	Road cross sections and traffic control devices must be designed in accordance with the DTPLI <i>Public Transport Guidelines for Land Use and Development</i> .

## GUIDELINES

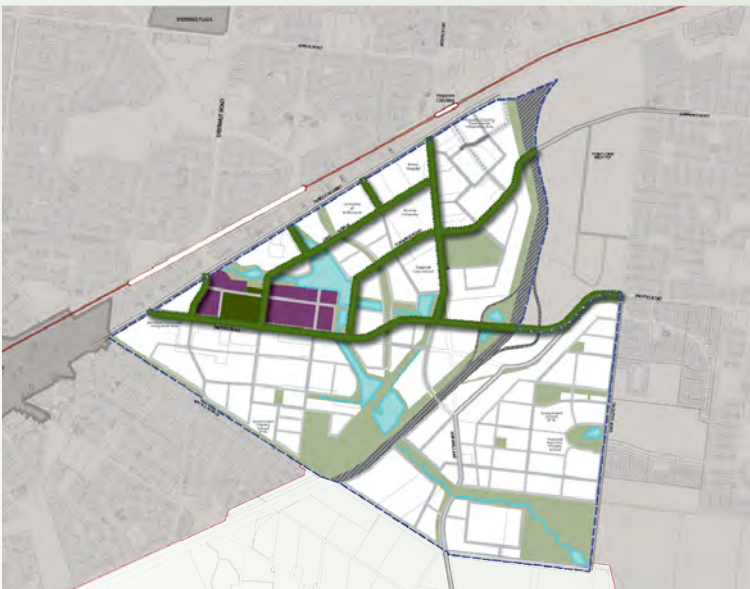
<b>G27</b>	High quality pedestrian, cycling and public transport links should be provided to employment opportunities at East Werribee from its local and wider catchments.
	Street layouts and subdivision patterns should be aligned to provide high quality connections and views to key destination points such as:
<b>G28</b>	<ul style="list-style-type: none"> <li>the East Werribee Town Centre and the Town Centre Lake to its north;</li> <li>Werribee City Centre via Sneydes Road; and</li> <li>the Health and Learning Hub gateway at Hoppers Crossing.</li> </ul>
<b>G29</b>	Street design and subdivision layout should provide for buildings to front or otherwise address all roads, including all arterial roads. For arterial roads, these options include internal street network access, rear loaded lots and access carriageways/service roads (subject to the street cross sections shown in Appendix 4.1).
<b>G30</b>	Street layouts should provide multiple convenient routes to East Werribee Town Centre and other major employment locations to disperse traffic across the precinct and reduce the potential for congestion.
<b>G31</b>	Use of culs-de-sac should not detract from convenient pedestrian and vehicular connections.
<b>G32</b>	Intersections of local connector streets and arterial roads should be designed to facilitate the safe and convenient movement of all transport modes.
<b>G33</b>	Alignment of primary arterial roads may be altered so long as intended performance is maintained to the satisfaction of VicRoads and the Responsible Authority.
<b>G34</b>	Cycle connections should be designed to allow for the safe and convenient transition between on-road and off-road networks.

## CONDITIONS

	<b>Conditions for subdivision or building and works permits where land is required for road widening</b>
<b>C7</b>	Land required for road widening including right of way flaring for the ultimate design of any intersection within an existing or proposed arterial road must be transferred to or vested in Council at no cost to the acquiring agency unless funded by the <i>East Werribee Development Contributions Plan</i> .
	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:
<b>C8</b>	<ul style="list-style-type: none"> <li>In accordance with the Public Transport Guidelines for Land Use and Development; and compliant with the <i>Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002</i>.</li> <li>At locations approved by Public Transport Victoria, at no cost to Public Transport Victoria, and to the satisfaction of Public Transport Victoria.</li> </ul>



3.2 East Werribee Town Centre



East Werribee Town Centre Vision

The East Werribee Town Centre will complement the Werribee City Centre and provide an employment, service, retail and entertainment focus for the region.

The East Werribee Town Centre is planned to be the key and iconic destination for workers, visitors and residents to East Werribee. The new town centre will offer a vibrant and active retail, cafe and restaurant experience and provide local social and leisure opportunities. Quality office developments in prime locations will support this vision.

The East Werribee Town Centre will be part of a network of town centres within the western growth corridor. As such it will support, integrate and link people and activity to the existing Werribee City Centre.

The East Werribee Town Centre will be well connected to the nearby proposed Derrimut station by a range of high quality walking and cycling routes.

The Town Centre will be serviced primarily by Sneydes Road located on its southern boundary. Sneydes Road provides a regional vehicular connection to the western growth corridor and connects the Town Centre to the East Werribee employment hubs and residential communities. Sneydes Road will also provide regular bus services and dedicated pedestrian and cycle thoroughfares making this centre easily accessible by public and active transport modes.

The East Werribee Town Centre will incorporate and be surrounded by high amenity locations such as the Town Centre Lake and waterway and the State Research Farm Heritage Park and Botanic Gardens. The Town Centre's northern boundary will overlook the Town Centre Lake which will provide opportunities for destination cafes and restaurants, boardwalks and attractive public spaces. The Town Centre's western end will feature high

quality office and civic uses, high density residential and mixed use developments. These developments will be based around a new Botanic Gardens style park that incorporates the State Research farm heritage area.

Distinctive and iconic retail outcomes will occur towards the east, adding to Town Centre's the character and identity. The Town Centre as a whole, and in particular the east-west main street, public spaces and street based activity, will promote a sense of community and socialising opportunities during the day, at night and on weekends. In total the Town Centre is expected to provide 13,900 jobs and 1,100 apartments.

The integration of a range of services and facilities with quality public spaces within the East Werribee Town Centre will attract residents, workers and visitors. The Town Centre will provide physical and visual connections to water. These connections will include the Town Centre Lake and the public spaces that will link the Town Centre's internal areas to the lake. A town square or park located within the Town Centre's core will act as the 'heart' and as a key destination node within this town centre. The town square or park will have a relationship to water, a northern aspect and be capable of activating the space for multiple purposes.

As the Town Centre Lake frames the East Werribee Town Centre to the north, the views and amenity of the lake will benefit the Town Centre. A network of pedestrian and cycle paths will connect the Town Centre with the broader East Werribee precinct. The pedestrian/cycle network will integrate with the road network and linear open space. A series of destination nodes will be incorporated in a walking and cycling circuit around the lake which will start and end at the Town Centre.

The built form within the East Werribee Town Centre will be both iconic and sympathetic to its surrounds. The streets and public spaces will be dominated by attractive and engaging built form outcomes providing active and articulated frontages. Car parking areas will be screened from public view and incorporated into the design of the Town Centre's buildings either as basement, podium or multi storey car parking areas. In the interim, at grade parking will be appropriate. Multi storey office and residential developments will define the Town Centre, creating a distinctive skyline for East Werribee. These developments will maximise views from upper level offices and apartments to the surrounding lakes, waterway and parklands, as well as taking in longer distance views to the Melbourne CBD, Port Phillip Bay, the You Yangs and Macedon Ranges.

The staging and timing of the Town Centre's development will allow for early establishment of services and facilities. At the same time, long term development opportunities will be protected to ensure the delivery of a sustainable and viable Town Centre in the western growth corridor.

PRINCIPLES

The following principles apply to the East Werribee Town Centre:

ATTRACTING INVESTMENT AND SUPPORTING THE COMMUNITY		
Principle 1	Creating a focal point for a diverse range of uses within the Town Centre that are fully integrated and connected.	<ul style="list-style-type: none"><li>To provide a mix of commercial/office floorspace in a sophisticated urban setting;</li><li>To include a mix of retail services such as supermarkets, specialty retailers, discount department stores, mini majors, and display based retailing to meet the needs of workers and residents at East Werribee and the wider catchment;</li><li>To provide a range of regional services to the East Werribee Town Centre's catchment, such as health and education facilities (on a smaller scale than in the Health and Learning Hub) and civic services aimed at meeting the needs of local workers as well as residents;</li><li>To attract higher order government, community, civic, education and health services (to complement provision in the Health and Learning Hub) and investment aimed at meeting the needs of local workers as well as residents;</li><li>To attract a significant amount of leisure, entertainment, art and cultural uses and investment;</li><li>To encourage a significant scale of employment and business investment;</li><li>To encourage the establishment of conference/convention facilities, serviced apartments and visitor accommodation in and around the Town Centre;</li><li>To promote regional specialisation and differentiation such as the precinct's current focus on food and agricultural research; and</li><li>To create a flexible framework that will cater for future growth, expansion and the changing trends for service delivery and investment.</li></ul>
Principle 2	Creating a quality and vibrant mixed use Town Centre that acts as the business and entertainment focal point and economic hub of the region.	



## FOSTERING BUSINESS DEVELOPMENT AND EMPLOYMENT

<b>Principle 3</b>	Integrate employment and service opportunities in a business friendly environment.	<ul style="list-style-type: none"> <li>To provide employment opportunities to enable approximately 14,000 jobs including a progressive range of office premises and office/showroom spaces;</li> <li>To support and promote nearby employment and industrial areas within the region, for example by encouraging local industrial companies to locate their head office at East Werribee;</li> <li>To attract a range of small, medium and large businesses to provide employment opportunities in high quality built form locations, locations with amenity, transport options and infrastructure and an active and vibrant Town Centre;</li> <li>To foster the growth of small scale local businesses offering services and products to the local and metropolitan markets; and</li> <li>To create an attractive place to conduct bus</li> </ul>
<b>Principle 4</b>	Support and promote nearby employment and industrial areas within the region.	

## CONNECTING THE REGION

<b>Principle 5</b>	Design the Town Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.	<ul style="list-style-type: none"> <li>To provide the Town Centre with direct access to the arterial road network and Princes Freeway via Sneydes Road;</li> <li>To locate the Town Centre on the intersection of Sneydes Road and Lakeside Avenue, and with good access to Dunnings and Derrimut Roads for ease of access and to maximise exposure;</li> <li>To ensure the Town Centre is well serviced by multiple transport modes and routes and promote their use;</li> <li>To support the network of existing and proposed Town Centres within the region, particularly Werribee City Centre;</li> <li>To provide strong connections to, from and within the Town Centre to promote walking and cycling; and</li> <li>To support future investment in public transport services and infrastructure through the delivery of higher density development and provision of facilities for public transport.</li> </ul>
<b>Principle 6</b>	Create a Town Centre that is well served by multiple transport routes and served by major transit stops.	
<b>Principle 7</b>	Locate the Town Centre on or close to arterial/arterial intersections.	

## CREATING VALUED DESTINATIONS

<b>Principle 8</b>	Create a sense of place with high quality engaging urban design.	<ul style="list-style-type: none"> <li>To connect the various precincts of the Town Centre through a interconnected series of public spaces that are attractive environments to walk and cycle through;</li> <li>To ensure all public spaces are framed by a variety of uses and are active at various times of the day and night and on weekends;</li> <li>To create a high quality and engaging environment with appropriate urban scale, density and intensity;</li> <li>To create well linked high quality destinations in and around the Town Centre, including the Town Centre Lake, the State Research Farm Heritage Park and Botanic Gardens and a central public space within the Town Centre that become meeting places and the 'heart' of the business precincts and the community; and</li> <li>To create a Town Centre that is authentic to both the local and regional communities and promotes social interaction and exchange.</li> </ul>
<b>Principle 9</b>	Provide a clear location and cultural identity for the catchment that the Town Centre serves.	
<b>Principle 10</b>	Focus on a public space as the centre of community life.	

## DELIVERING HOUSING OPTIONS

<b>Principle 11</b>	Include a range of medium and high density housing and other forms of residential uses within and around the Town Centre.	<ul style="list-style-type: none"> <li>To provide a range of high density housing options within the Town Centre (above ground floor level) to support the services and facilities on offer;</li> <li>To create a fine grain mixed use environment within the Town Centre that facilitates the establishment of commercial and residential outcomes; and</li> <li>To provide options for retirement living/aged care/assisted care in close proximity and well connected to the services offered by the Town Centre.</li> </ul>
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## RESPECTING THE ENVIRONMENT

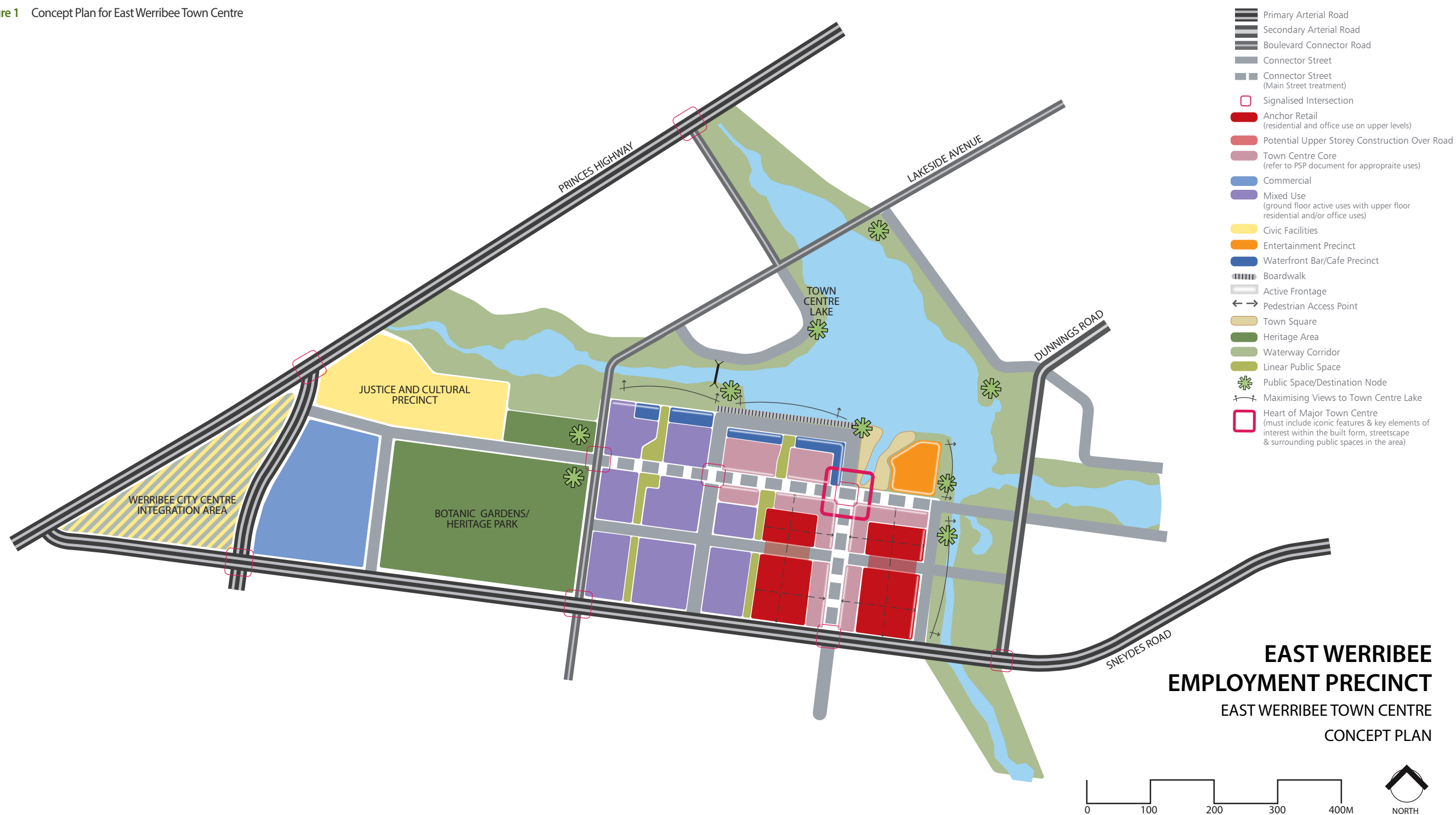
<b>Principle 12</b>	Locate the Town Centre in an attractive setting which respects the natural environment and history of the area.	<ul style="list-style-type: none"> <li>To incorporate the state research farm and D1 Drain into the town centre design through the creation of the Town Centre Lake and State Research Farm Heritage Park and Botanic Gardens, and to create a high level of amenity on surrounding roads through the boulevard tree planting, all of which assist in creating a sense of place;</li> <li>To incorporate water efficiencies and WSUD principles in the town centre to ensure minimum impact to surrounding waterways;</li> <li>To create a regional destination which links the natural elements with the urban fabric of the Town Centre;</li> <li>To provide regional pedestrian and cycle links that link the natural environment to the Town Centre; and</li> <li>To integrate views to the Town Centre Lake, State Research Farm Heritage Park, Macedon Ranges, You Yangs, Port Phillip Bay and the Melbourne CBD into the design of the Town Centre.</li> </ul>
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## PROMOTING SUSTAINABILITY AND ADAPTABILITY

<b>Principle 13</b>	Creating a Town Centre which promotes regional specialisation and differentiation.	<ul style="list-style-type: none"> <li>To promote the localisation and regionalisation of services into the Town Centre that will contribute to a reduction of travel distance to access local services and less dependence on the car;</li> <li>To design the Town Centre to be sympathetic to its natural surrounds through integrated water management and through appropriate landscape and construction techniques; and</li> <li>To ensure the Town Centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the businesses and community evolve.</li> </ul>
<b>Principle 14</b>	Ensuring the Town Centre has scope for future development and expansion.	



Figure 1 Concept Plan for East Werribee Town Centre





APPROPRIATE USES IN CONCEPT PLAN AREAS

TOWN CENTRE CORE – RETAIL AND SERVICE USES PRIMARILY AIMED AT BUSINESS USERS, INCLUDING:

- Approx 20,000m<sup>2</sup> of retail floorspace including:
  - Supermarkets
  - Discount Department Stores
  - Mini Major stores
  - Showrooms (particularly for office based uses)
  - Specialty shops and stores
- Entertainment and leisure uses including:
  - Cafes
  - Restaurants
  - Bars and clubs
  - Hotels
  - Cinemas
  - Arts facilities
- Place of assembly
- Ground floor commercial and office uses which result in active shop front outcomes
- Apartments (not ground floor)
- Offices
- Short stay accommodation and serviced apartments
- Car parking

ENTERTAINMENT PRECINCT

- Restaurants and cafes
- Bars and pubs

WATERFRONT BAR/CAFE FACILITIES

- Restaurants and cafes
- Bars and pubs
- Upper floor apartments or office uses

COMMERCIAL PRECINCT

- Offices
- Office/warehouses
- Child care
- Private kindergartens
- Local medical and specialist services
- Health services
- Community services
- Short stay accommodation (such as hotels and serviced accommodation)
- Conference centres
- Restaurants, cafes and bars
- Car parking

MIXED USE PRECINCT

- Ground floor offices with upper floor residential or office uses
- Ground floor retail shop fronts with upper floor residential uses
- Ground floor retail shop fronts with upper floor offices
- Short stay accommodation
- Restaurants, cafes and bars
- Car parking

CIVIC PRECINCT

- Council and State Government Facilities (including a level 3 Council community centre) performing arts centres, leisure centres, community centres, local government offices etc
- Police
- Emergency services
- Law courts
- Galleries and museums
- Convention and exhibition centres
- Arts facilities
- Places of assembly
- Restaurants, cafes and bars
- Private kindergartens
- Car parking

TOWN SQUARE/PUBLIC SPACE

- A number of public places in urban settings such as town squares, plazas malls and urban parks
- A central destination node which acts as the central meeting space and the 'heart' of the East Werribee Major Town Centre
- Heritage Area and botanical gardens

REQUIREMENTS

R41

- Development within the East Werribee Town Centre must demonstrate how it meets the East Werribee Town Centre Design Requirements and Guidelines (that must be produced prior to the development of land) along with the Concept Plan and Organising Elements set out above.



ORGANISING ELEMENTS

REQUIREMENTS

Development proposals within the East Werribee Town Centre must demonstrate how the following **transport network** factors have been considered:

- Access to Princes Freeway via Sneydes Road.
- Sneydes Road designed as a major boulevard with five rows of large trees - forms the southern boundary.
- Well connected to surrounding employment and residential communities via:
  - » Derrimut Road and Dunnings Road, also designed as boulevards with three rows of large trees; and
  - » Lakeside Avenue, designed as a narrower boulevard with four rows of trees east of the bridge across the lake
- Proximity and linkages to proposed Derrimut rail station.
- Direct frontage to regional bus networks, primarily on Sneydes Road but also via Lakeside Avenue and Dunnings Road, and with high quality pedestrian links from these stops to major nodes within the town centre.
- Activity focused around an east-west main street.
- Grid based town centre road network to promote street based activity, circulation and movement.
- Terminating internal town centre road network with views to Town Centre Lake, State Research Farm Heritage Park and Botanic Gardens and surrounding public spaces.

R42

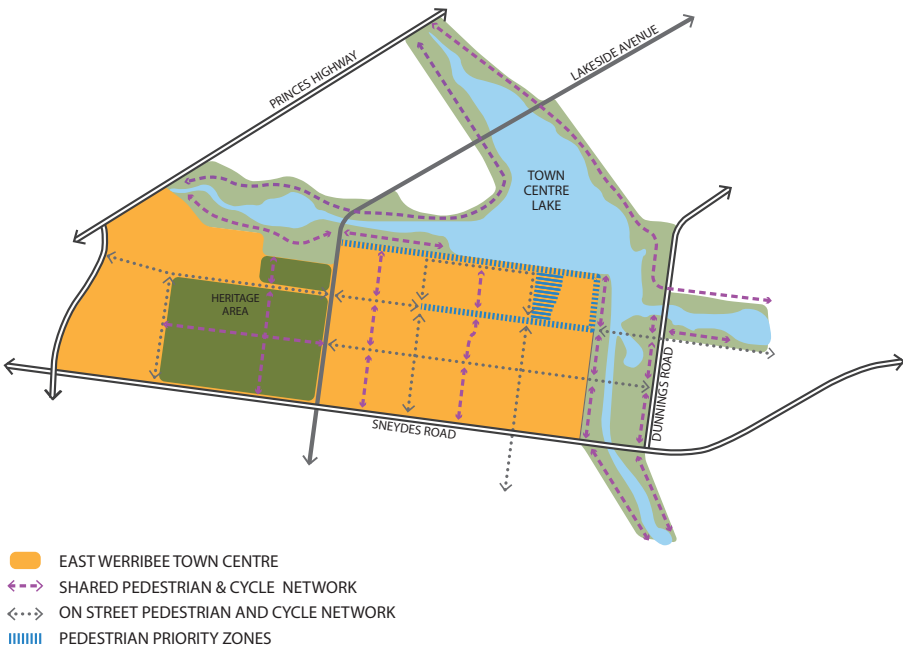


REQUIREMENTS

Development proposals within the East Werribee Town Centre must demonstrate how the following **Pedestrian and Cycle Movement** factors have been considered:

- Grid based network of approximately 200 metres by 100 metres formed by streets, laneways and hard and soft urban landscaped walkways to create a permeable town centre.
- Linear public spaces to act as dedicated urban pedestrian and cycle links through town centre.
- A series of interconnected spaces which create an enjoyable and walkable town centre.
- Footpath and bike path network along arterial roads and through the State Research Farm Heritage Park, and a shared path network around the Town Centre Lake and along the waterways connecting the town centre to the wider employment and residential precincts.
- A series of walking and cycling circuits around the Town Centre Lake connecting public space nodal destinations, all connecting to the town square at the 'heart' of the town centre.

R43

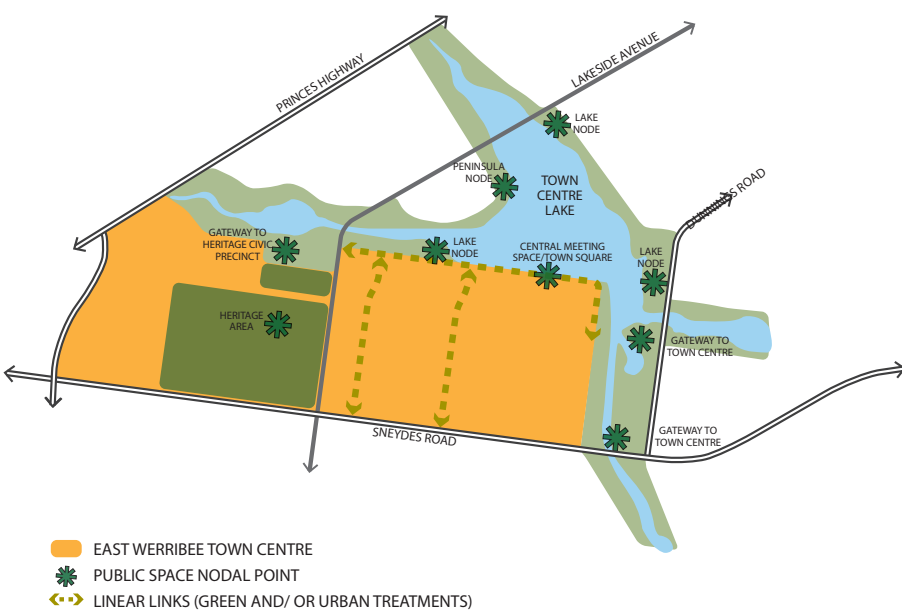


REQUIREMENTS

Development proposals within the East Werribee Town Centre must demonstrate how the following **Open Space** factors have been considered:

- Strong links to and from the lake system, in particular the Town Centre Lake.
- A series of public spaces within the town centre linking to the Town Centre Lake, State Research Farm Heritage Park and lake system to provide quality and attractive places within the town centre.
- Providing high quality and high amenity public spaces as settings for medium and high density office outcomes and apartment living.
- Strong connections between the town centre core and State Research Farm Heritage Park through the east-west main street with a green urban character.
- Visual and physical connections between the town centre, the Town Centre Lake and the State Research Farm Heritage Park
- A series of public space nodal points located around the Town Centre Lake and within the State Research Farm Heritage Park/ Botanic Gardens to encourage walking and cycling and to create a series of destinations that are attractive and active.
- Appropriate interfaces between the town centre, Town Centre Lake and Heritage Area.
- Providing active ground floor uses fronting all streets, laneways and open spaces.

R44



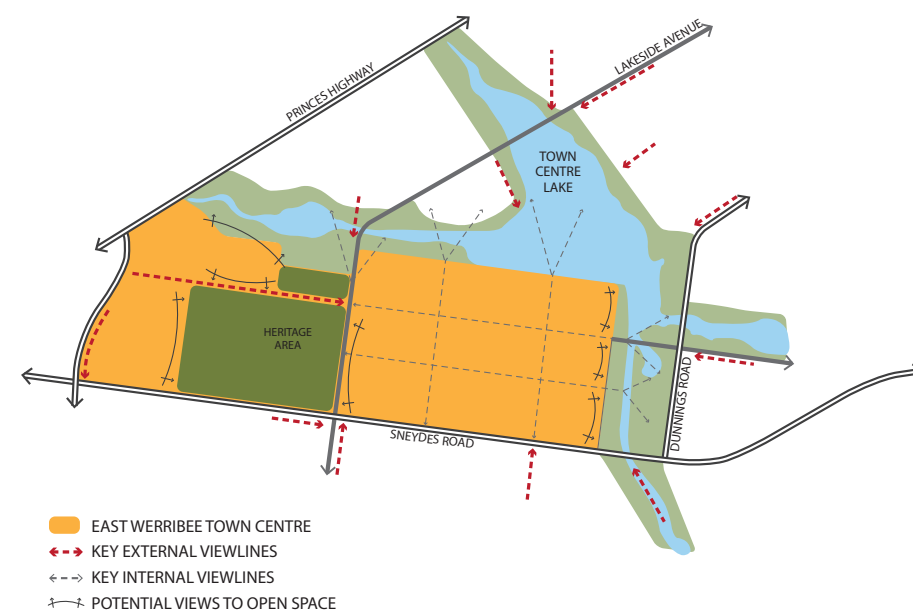


## REQUIREMENTS

R45

Development proposals within the East Werribee Town Centre must demonstrate how the following **Views and Vistas** factors have been considered:

- Maximising views to the Town Centre Lake, surrounding waterway system and State Research Farm Heritage Park and Botanic Gardens.
- Consider views to Town Centre Lake from the street level and upper levels of multi storey buildings.
- Consider long range views to Port Phillip Bay, Melbourne CBD, the You Yangs and Macedon Ranges from multi storey buildings.
- Terminating view lines along street network with 'green' and 'blue' outlooks.
- Appropriate land uses and built form outcomes to maximise views and view lines both from the town centre and to the town centre.
- Maintaining long term views and vistas while the town centre develops in stages.
- Balancing use and location of iconic buildings with potential views and vistas.
- Ensuring hints of water and parkland features are viewed from all major entrances or gateways to the town centre.
- Maximise views back to the Town Centre from Princes Highway along the waterway and parks across the Lake.

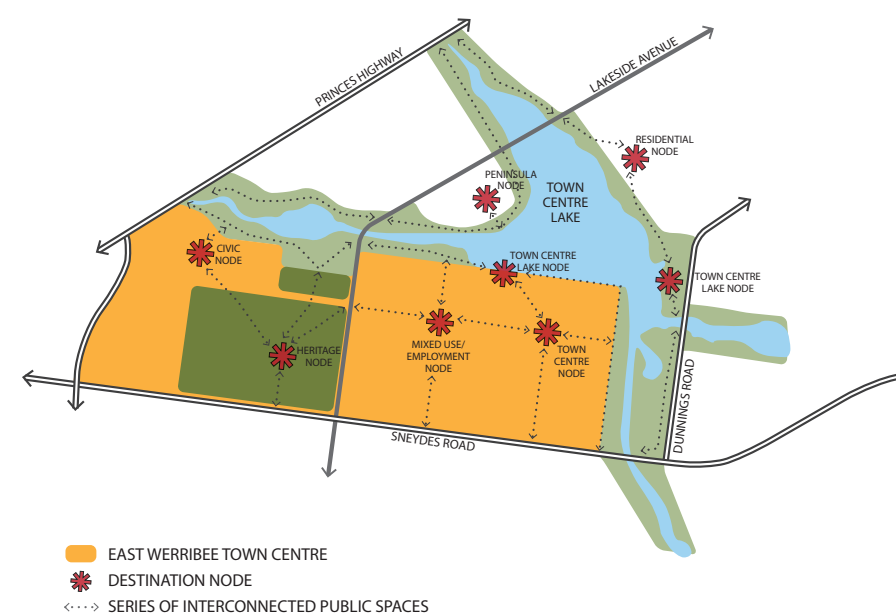


## REQUIREMENTS

R46

Development proposals within the East Werribee Town Centre must demonstrate how the following **Placemaking** factors have been considered:

- Significant, iconic, high quality buildings, ultimately with significant height and density.
- Creating a strong central meeting place or 'heart' for the business and residential communities.
- Creating a series of public spaces each with a distinctive character and focus.
- Appropriate treatment and interface with key place making nodes, particularly the Town Centre Lake, Main Street, State Research Farm Heritage Park and Botanic Gardens and town square.
- Ensuring community gathering spaces are included within the first stages of development.
- Respecting the environmental, cultural and agricultural history of the place.
- Creating an authentic character for a 'greenfield' town centre.
- Staged development which ages and evolves appropriately.
- State Research Farm Heritage Park and Botanic Gardens to become a high quality open space designed to protect and enhance the heritage values of the area. Buildings to be put to an appropriate adaptive reuse, with some additional small-scale enabling development.
- Town Centre Lake, and the open space surrounding it, to provide a range of passive and active recreation opportunities.

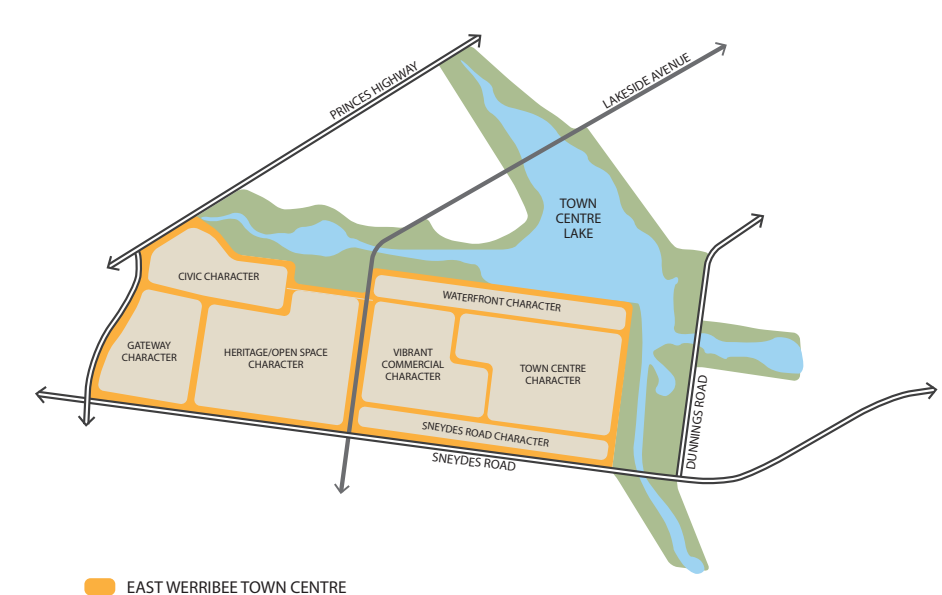


## REQUIREMENTS

R47

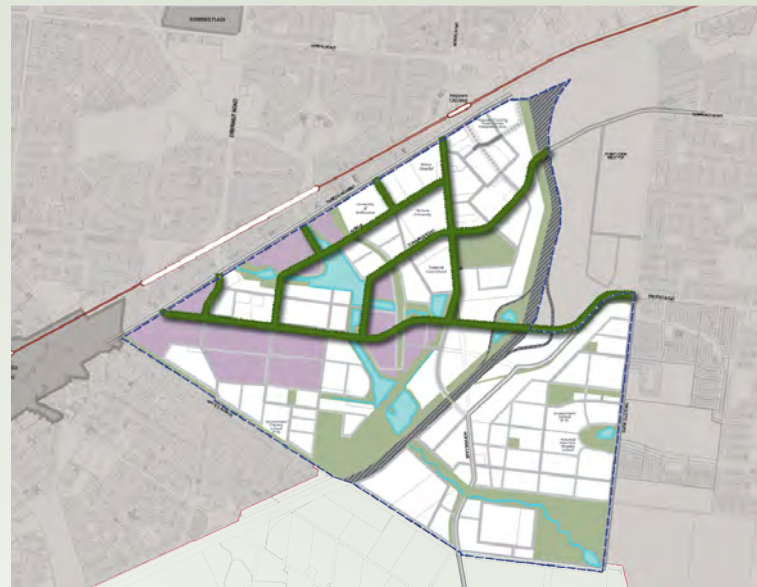
Development proposals within the East Werribee Town Centre must demonstrate how the following **Character Precincts** factors have been considered:

- Maximising views, outlook and amenity of the Town Centre Lake and parklands.
- Maximising exposure to passing traffic on Sneydes Road.
- Highlighting the entrance to the town centre and East Werribee precinct from Princes Freeway through a gateway character precinct.
- Providing a dedicated heritage/open space character precinct which reflects the history and agricultural importance of the area.
- Creating a compact and multi storey urban core which acts as the 'heart' of the centre and has a strong active and vibrant character.
- Supporting the urban core with a commercial character precinct dominated by activated streets and multi storey developments.
- Creating a civic precinct which maximises proximity to urban core and heritage/open space character precinct whilst maximising views to the surrounding lake system and open space.





3.3 Commercial Hub



**Commercial Hub Vision**

*The East Werribee Town Centre will be surrounded by a new commercial precinct focused on the Sneydes Road boulevard, and between the Princes Highway and the Town Centre Lake. This commercial hub will incorporate offices and clean research and technology based industries, as well as conference and hotel facilities overlooking the lake.*

*The Town Centre and commercial hub will be well served by rail via a proposed new Derrimut station and by high quality and frequent bus services focused on Sneydes Road and Lakeside Avenue.*

*The Commercial Hub includes the Werribee City Centre Integration Area that provides a visual and physical connection between the East Werribee Town Centre and the*

*Werribee City Centre. This Area will include high quality buildings that link the two centres, and will provide an opportunity to extend the civic uses currently focused on Princes Highway into the Precinct. The design of the road and path network in this Area will enable and encourage movement between the Werribee City Centre and East Werribee Town Centre.*

*Apartments providing residential opportunities will be located within the commercial precincts. Residential accommodation within the commercial areas will promote vitality and vibrancy outside of work hours and support a mix of uses surrounding the lake and waterways. The extent of this residential development will enhance the ability of the area to provide substantial high quality employment opportunities. Conventional low rise houses will not be located in the commercial precincts.*

*In total, the precinct is expected to provide in the order of 17,500 jobs and 1,100 homes.*

3.3.1 Image, Character and Density

REQUIREMENTS	
<b>R48</b>	Development within the Commercial Hub must demonstrate how it meets the Commercial Hub Design Requirements and Guidelines (that must be produced prior to the development of land).
GUIDELINES	
<b>G35</b>	The Commercial Hub should be highly urban in nature, and developed with significant, iconic, high quality buildings, with significant height (including some buildings of six or more storeys), particularly in prominent locations as defined on the Image and Character Plan.
<b>G36</b>	Active ground floor uses are encouraged, particularly on Sneydes Parade, Dunnings Road, Lakeside Avenue, Derrimut Road and Princes Highway.
<b>G37</b>	Intensification of existing uses within the Commercial Hub is encouraged.

3.3.2 Employment

GUIDELINES	
<b>G38</b>	Employment development within the Commercial Hub should be focused on development that provides “white collar” job opportunities.
<b>G39</b>	A new Justice and Cultural Precinct, incorporating an integrated police station and law courts, should be developed to the north west of the Heritage Park, in the vicinity of the existing Werribee Police Station.
<b>G40</b>	Conference and hotel facilities should be located within the Commercial Hub, either to the north of, and overlooking, the lake, and/or to the west of the State Research Farm Heritage Park/ Botanic Gardens.
<b>G41</b>	Civic uses are encouraged to locate within the area shown for civic facilities on the East Werribee Town Centre Concept Plan (Figure 1, page 34) or within the Werribee City Centre Integration Area.

3.3.3 Housing

REQUIREMENTS	
<b>R49</b>	Housing within the Commercial Hub must take the form of apartments above ground floor level. This should be designed to provide passive surveillance with appropriately sited windows and balconies, and where possible should provide direct pedestrian access and egress.

3.3.4 Open Space, Drainage, Biodiversity and Heritage

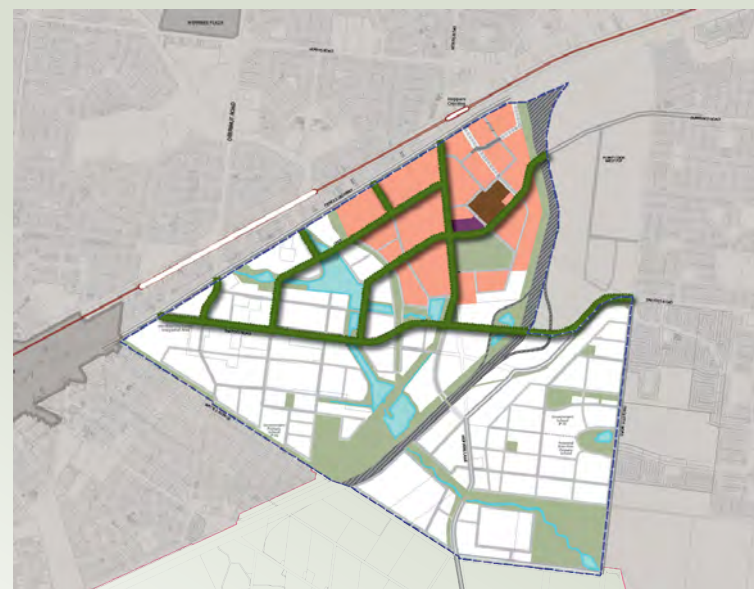
GUIDELINES	
<b>G42</b>	High quality passive and active recreation opportunities should be provided within the waterway corridor. Consideration should be given to the provision of recreation facilities for use by workers that would normally be provided within active recreation reserves, such as lawn bowls, tennis courts and netball courts.
<b>G43</b>	The interface between the Town Centre Lake/parklands and the Commercial Hub should include a range of hard and soft landscaped edge treatments.
<b>G44</b>	High value trees in the waterway corridor to the west of the lake should be retained where practicable.
<b>G45</b>	A 3 metre wide shared path should be provided linking Princes Highway to the shared path around the lake and onto the waterway corridors running to the north of Sneydes Road and towards the south east.
<b>G46</b>	A 3 metre wide shared path should be provided within the green corridor running along the southern edge of the Commercial Hub and Wattle Village Community. Additional recreational opportunities, including barbecue areas and children’s playgrounds should be encouraged within this corridor.

3.3.5 Transport

GUIDELINES	
<b>G47</b>	Rapid access onto the Princes Highway should be provided for police vehicles, either by enabling right turn movements for police vehicles only from the East Werribee Town Centre main street or from the police station itself into Derrimut Road (with a mountable median), or by providing a direct access onto the Princes Highway to the east of the Princes Highway/ Derrimut Road intersection, to the satisfaction of VicRoads and the Responsible Authority.



### 3.4 Health and Learning Hub



#### Health and Learning Hub Vision

The Health and Learning Hub will provide facilities of regional, state and national significance to support quality health, education and employment outcomes. The Werribee Mercy public hospital, medical clinics, select entry high school and university campuses provide a substantial core of existing facilities. These established institutions and services will be further developed and complemented by new facilities including St Vincents Private Hospital, allied medical services, university and other education facilities.

The Health and Learning Hub includes the Hoppers Crossing Integration Area that will be a key gateway to the East Werribee Employment Precinct. The Integration Area provides a visual and physical connection between Hoppers Crossing Town Centre and

train station and the Health and Learning Hub. This Area will include iconic, high quality, and potentially high rise medical, educational or other uses that link the Hoppers Crossing with the East Werribee Employment Precinct via the Health and Learning Hub.

The Health and Learning Hub will be focused on a new "University Village" town centre. The town centre will offer the local students, education and medical workers convenience retail and entertainment opportunities. In addition, it will complement the larger scale opportunities available at Werribee City Centre, East Werribee Town Centre and Hoppers Crossing Town Centre.

Opposite the "University Village" town centre, an opportunity is provided for a sports complex. This is seen as an expansion of the existing Wyndham Sporting Complex that provides a small number of courts or pitches for a wide range of sports, to provide sports opportunities for local workers and students and residents.

The Hub's north eastern corner will provide opportunities to integrate the existing Hoppers Crossing town centre with the wider Health and Learning Hub to the south and west. This Integration Area will comprise a range of retail, commercial and allied health and other medical facilities.

The Health and Learning Hub's accessibility will be enhanced by road, public transport and active transport developments. These include a new freeway interchange and arterial road connections to surrounding areas. Residents, workers, students and visitors to the Hub will also be well served by public transport, including the Hoppers Crossing rail station, high quality and frequent bus services servicing Hoppers Lane, Dunnings Road and Lakeside Avenue, and by well connected pedestrian and cycling routes.

To provide additional vibrancy and vitality, particularly outside standard office hours, a small amount of housing will be available in the Health and Learning Precinct. Much of this housing will be appropriate for occupation by students and medical workers and will typically be in medium density/apartment form.

In total, the Health and Learning Hub is expected to provide in the order of 17,900 jobs and 800 homes.

#### 3.4.1 Image, Character and Density

##### REQUIREMENTS

- R50** Development within the Health and Learning Hub must demonstrate how it meets the Health and Learning Hub Design Requirements and Guidelines (that must be produced prior to the development of land).
- R51** Development near to the Melbourne Water Pumping Station must provide an appropriate interface with the Pumping Station. This can either be in the form of buildings fronting a perimeter road around and adjacent to the pumping station, or for the back fences of properties to abut the pumping station.

##### GUIDELINES

- G48** The Health and Learning Hub is expected to include large footprint "institutional" style uses surrounded by attractive green landscaping. Smaller footprint uses are also appropriate. In either case, the Hub should be developed with significant, high quality buildings, ideally with significant height (including some buildings of five or more storeys), particularly close to Hoppers Crossing station, along Hoppers Lane and towards the western edge of the Hub.
- G49** The western edge of the Health and Learning Hub should be more fine grained in nature.
- G50** Residential uses in the Health and Learning Hub should primarily be designed to be occupied by students and educational and health workers. These uses should be focused near to the major town centres to the west and north of the Hub, and around the University Village Centre.
- G51** The area of the Health and Learning Hub closest to the Princes Freeway (within approximately 200 metres) should be occupied by uses that are not noise sensitive and that would benefit from Freeway visibility. Noise sensitive uses should not be permitted unless some form of noise attenuation is provided, in the form of either sound barriers or building related noise attenuation.

#### 3.4.2 Employment

##### GUIDELINES

- G52** Employment uses in the Health and Learning Hub should either be, or have an association with, health or educational uses. This includes allied health and high tech research and development. Alternative uses are acceptable in the Hoppers Crossing Integration Area if these uses provide a demonstrably high quality design outcome that links Hoppers Crossing to the East Werribee Employment Precinct.

#### 3.4.3 Health and Learning Precinct "University Village" Town Centre

##### "University Village" Centre Vision

The University Village Centre (Local Town Centre) will be located within the heart of the Health and Learning Hub in East Werribee. As the local town centre, it will be a unique destination for workers, students, residents and visitors within this precinct and for those using the regional sports complex on the southern side of Dunnings Road. The University Village Centre will be an important destination located on the intersection of two major arterial roads, Hoppers Lane and Dunnings Road. The University Village centre's location will allow easy access, particularly by public transport, and provides exposure to passing traffic.

The "University Village" centre will focus around a village green. The village green will be designed as a vibrant urban space and the central meeting place for the centre. It will provide day, evening and weekend social and leisure opportunities for workers, students, residents and visitors. A collection of hard landscaped and green areas will create meeting places, event spaces and overflow areas for cafes, restaurants and bars.

The village green will have a northern aspect that daytime uses (such as cafes and restaurants) will utilise by locating to the south of the village green. Night time uses and indoor uses (such as gyms and retail premises) will locate to the north of the village green to frame it and provide a sense of enclosure.

Uses that will benefit from a street frontage and exposure to passing traffic will be located to face Hoppers Lane and Dunnings Road, with internal connections through the town centre and village green back to the central car park. A small supermarket will be situated towards the south-east corner of the town centre to provide a convenience retail component to the town centre and further activate the village green.

Medium/high density residential will be located to the north of the Local Town Centre, which will be connected to the "University Village" centre through a mews and plaza space, providing amenity and services to this residential community. High density residential may also occur on the upper levels of the commercial and retail premises within the town centre as future stages of development.



## REQUIREMENTS

<b>R52</b>	Land use and development must be generally in accordance with the University Village Centre Concept and Character Plan shown in Figure 2 and as follows: <ul style="list-style-type: none"> <li>• A supermarket and supporting specialty stores;</li> <li>• Cafe, restaurant, bar, entertainment and take-away food premises;</li> <li>• Commercial uses which could include office, medical, childcare, service provider and SOHO (Small Office Home Office) uses;</li> <li>• Village green and other open space;</li> <li>• Car parking; and</li> <li>• Medium/high density housing.</li> </ul>
	<b>R53</b> Land use and development must respond to the Local Town Centre Design Guidelines in Appendix 4.3.
	<b>R54</b> The supermarket or anchor retailer must be directly accessed via the village green and/or surrounding pedestrian thoroughfares.
	<b>R55</b> The University Village Centre (Local Town Centre) design must include provision for commercial uses including offices.
	The design of the University Village Centre (Local Town Centre) must respond to the key view lines through and around the town centre including: <ul style="list-style-type: none"> <li>• The corner of Hoppers Lane and Dunnings Road;</li> <li>• The views towards the village green from the north (along the mews), from the east (through the town centre car park), from the west (from Hoppers Lane) and from the south (from Dunnings Road) and</li> <li>• The treatment of the landscape nodes within the village green as nominated on the University Village Centre Concept and Character Plan shown.</li> </ul>
<b>R56</b>	
<b>R57</b>	Ensure sites on street corners present active built form to the corner boundary.
<b>R58</b>	Building facades on side streets and continuous walls must not exceed 10 metres without articulation, fenestration, activity or visual interest.
<b>R59</b>	Key locations within the University Village Centre (Local Town Centre) must incorporate features of interest into the built form and surrounding landscape (refer to Figure 2). Features of interest include: <ul style="list-style-type: none"> <li>• Two storey construction or elements of two storey construction (such as higher floor to ceiling heights, parapets, awnings, shade structures or roof elements);</li> <li>• Sculptured facades which include recesses and projections to provide variation and segmentation to the building facade;</li> <li>• Strong vertical elements;</li> <li>• Balconies;</li> <li>• Roof and/or wall articulation; and</li> <li>• Feature colours and materials that are sympathetic to the site's surrounds.</li> </ul>
<b>R60</b>	Buildings within the University Village Centre (Local Town Centre) must: <ul style="list-style-type: none"> <li>• Provide primary access for tenancies from the village green. Where the active frontage has been nominated to front either Hoppers Lane or Dunnings Road, primary access can be provided from these frontages (refer to Local Town Centre Concept and Character Plan for active frontages);</li> <li>• Be built to the street front. Where buildings are set back from the street front, the frontage of the building must be active and must be designed in a way which contributes to the public domain; and</li> <li>• Locate car parking and service infrastructure along either Dunnings Road or the local access street located on the eastern boundary of the Local Town Centre.</li> </ul>
<b>R61</b>	Provide direct and safe walking and cycling connections between the village green, the commercial and retail uses, the regional sports complex, high density residential precinct, the car park and the surrounding roads, including crossings of arterial roads.
<b>R62</b>	The final configuration of the village green must consider passive surveillance opportunities, key pedestrian circulation and design outcomes which create an attractive destination and supports a range of uses. The minimum area of the town square must not be less than 500 sq m.

## GUIDELINES

<b>G53</b>	Refer to Figure 2 University Village Centre concept and character plan for potential activities, events and treatments of the University Village Centre (Local Town Centre) .
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### 3.4.4 Housing

## GUIDELINES

<b>G54</b>	Housing in the Health and Learning Hub should be focused towards the western and northern edges of the precinct and around the University Village Centre, and be designed primarily to accommodate students, educational or medical workers.
<b>G55</b>	Housing in the Health and Learning Hub should be in medium/high density form.

### 3.4.5 Open Space, Drainage, Biodiversity and Heritage

## REQUIREMENTS

<b>R63</b>	Buildings adjacent to open space corridors running along the eastern and western edge of the precinct must be located and designed to front or otherwise address the open space. This development must be designed to provide passive surveillance to the open space, through the siting of windows, balconies and pedestrian access points.
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### 3.4.6 Transport

## REQUIREMENTS

<b>R64</b>	The existing historic outfall sewer easement will be used to enable the future relocation of the Federation Bicycle Trail along the eastern boundary. This will include the construction of a 3m wide shared path constructed to the satisfaction of VicRoads and the Responsible Authority.
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## GUIDELINES

<b>G56</b>	The north-south access link running along the western edge of the precinct, and the waterway corridor running parallel with Sneydes Road to the south should include a 3 metre wide shared path.
<b>G57</b>	A green corridor incorporating a 3 metre (minimum) shared trail must be provided to connect the pedestrian/cycle bridge over the Freeway between Dunnings Road and Sneydes Road with the University Village Centre.
<b>G58</b>	Buildings intended for noise sensitive uses located adjacent or near to the Princes Freeway should incorporate measures to attenuate noise (e.g. acoustic insulation and double glazing).



Figure 2 Concept and Character Plan for the University Village Centre





3.5 Enterprise and Interchange Business Hubs



Enterprise and Interchange Business Hubs Vision

The Enterprise and Interchange Business Hubs will make optimum use of the excellent freeway exposure and access to substantial employment and business opportunities at the new Sneydes Road interchange.

The area will be occupied by a mix of high quality employment opportunities including office and office warehouse, research and development, high tech industries and clean, advanced manufacturing. Potentially high tech and high intensity horticultural uses could be located in the Enterprise Hub.

Housing will not be appropriate in these precincts.

In total, the Interchange Business Hub and the Enterprise Hub are expected to provide in the order of 5,500 and 2,600 jobs respectively.

3.5.1 Image, Character and Density

REQUIREMENTS

**R65** Development within the Enterprise and Interchange Business Hubs must demonstrate how it meets the Enterprise Interchange Business Hubs Design Requirements and Guidelines (that must be produced prior to the development of land).

GUIDELINES

- G59** The Interchange Business Hub is expected to include a mix of large and small footprint uses surrounded by attractive green landscaping. The Precinct must be developed with significant, high quality buildings that provide an attractive gateway to the East Werribee Employment Precinct.
- G60** The Enterprise Hub is expected to include large footprint uses surrounded by attractive green landscaping. Smaller footprint uses are also appropriate. In either case, the Precinct must be developed with significant, high quality buildings.
- G61** Buildings adjacent to the roads running along the Urban Growth Boundary to the south of the Enterprise precinct must be located and designed to front or otherwise address the road and horticultural land to the south.

3.5.3 Employment

GUIDELINES

- G62** Large scale storage and distribution and heavy industrial uses should not be located in the Enterprise or Interchange Business Hubs.
- G63** Office and office warehouse, research and development, high tech industries and advanced, clean manufacturing are appropriate in these Hubs.

3.5.4 Open Space, Drainage, Biodiversity and Heritage

REQUIREMENTS

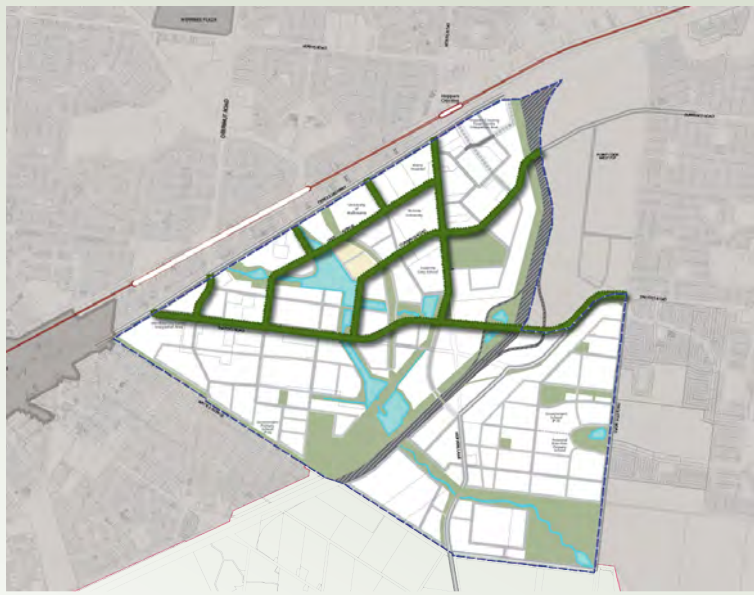
**R66** Buildings adjacent to the Federation Trail, “D1 Drain” waterway corridor and any other open space corridors must be located and designed to front or otherwise address the open space. This development must be designed to provide passive surveillance to the open space, through the siting of entries, windows, balconies and pedestrian access points.

3.5.5 Transport

GUIDELINES

- G64** The Shell WAG Pipeline easement should be used to create a shared path linking the Interchange Business and Enterprise Hubs to the high intensity employment uses to the west of the (freeway via a new pedestrian/cycle bridge to the south of Sneydes Road) and to Point Cook South West.
- G65** Buildings intended for noise sensitive uses located adjacent or near to the Princes Freeway should incorporate measures to attenuate noise (e.g. acoustic insulation and double glazing).

3.6 Lakeside Community



Lakeside Community Vision

*The Lakeside Community will be a small high density residential development situated at the lake's eastern edge. This Community will provide high amenity and high value residential opportunities for business leaders and other precinct employees to live. The residential development will be a point of difference from the commercial and town centre based uses overlooking and surrounding the remainder of the lake.*

*Generally, the built form in Lakeside Community will be apartments and small lot townhouses, potentially in a terraced format, with some opportunity for well designed larger lot townhouses.*

*In total, this precinct is expected to provide in the order of 400 homes.*

3.6.1 Image, Character and Density

REQUIREMENTS

**R67** Residential development in the Lakeside Community must demonstrate a high quality urban design outcome, and be in keeping with its lakeside setting.

GUIDELINES

- G66** Residential buildings in the Lakeside Community should predominantly be high density apartment blocks, although some may be larger lot townhouses providing that they are of a high design quality.
- G67** Views to the lake should be maximized.

3.6.2 Housing

REQUIREMENTS

- R68** A majority of new dwellings in the Lakeside Community must be high density apartments.
- R69** Housing in the Lakeside Community must be designed to provide an attractive interface with the lake, and to provide passive surveillance to the lake and associated open space.

3.6.3 Open Space, Drainage, Biodiversity and Heritage

REQUIREMENTS

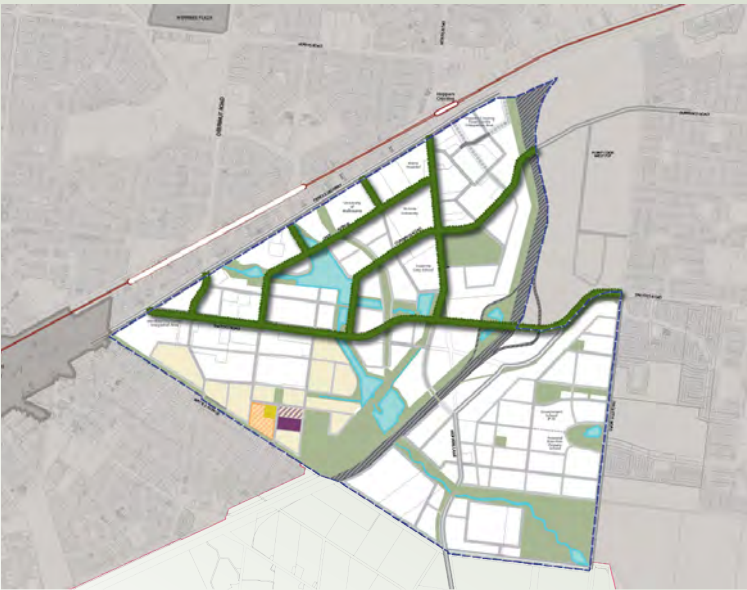
**R70** Buildings adjacent to the north-south access link running along the eastern edge of the precinct must be located and designed to front or otherwise address the open space. This development must be designed to provide passive surveillance to the open space, through the siting of entries, windows, balconies and pedestrian access points.

GUIDELINES

**G68** The interface between the lake and the Lakeside Community should include a range of hard and soft landscaped edge treatments.



### 3.7 Wattle Village Community



#### Wattle Village Community Vision

The Wattle Village Community will be a high quality residential area providing local living options for East Werribee’s business leaders and employees. It will be designed to provide a transition between the existing community to its south and the high intensity employment opportunities to the north.

Wattle Village will be focused on a new convenience centre, P-6 primary school and community centre. A mix of housing types including a substantial proportion of higher density small lot housing and apartments, as well as larger executive style homes and retirement homes.

A network of high quality green links and shared trails will connect the Wattle Village Community to Werribee City Centre, East Werribee Town Centre and other local destinations, as well as provide leisure and recreation opportunities.

In total, the precinct is expected to provide in the order of 1,500 homes and 400 jobs.

#### 3.7.1 Image, Character and Density

##### REQUIREMENTS

**R71** The Wattle Village Community must include a range of housing sizes and types, with higher densities closer to the commercial uses to its north, and more conventional densities (including executive style homes) closer to existing properties to the south.

##### GUIDELINES

**G69** The Wattle Village Community should be designed to enable the convenience centre, P-6 school and community centre to become a key focus for the existing and new local community.

**G70** If specialised housing forms such as retirement living or aged care are proposed, this should be located in areas of high amenity and in close proximity to the East Werribee Town Centre or Wattle Village Convenience Centre.

#### 3.7.2 Employment

##### Wattle Village Convenience Centre Vision

The Wattle Village Convenience Centre is located to service the future residential and employment population in East Werribee’s south and the existing residential community located to the south of Wattle Avenue.

The Wattle Village Convenience Centre will be designed around an east-west main street. The main street will provide street based retail and commercial opportunities and connections between existing and future residential communities and the proposed employment areas. The main street will be further activated by a node on its western end incorporating the proposed state primary school and community centre and by an eastern node incorporating active open space. This active open space will connect people to main street activities. A strong east-west pedestrian and cycle connection between the retail core, town square, community facility, state primary school and active open space will encourage these connections.

Along the southern edge of the Wattle Village Community, a linear park will connect the Centre to the regional pedestrian and cycle network, provide high quality recreational opportunities and provide a safe and attractive pedestrian space in between parallel parking on Wattle Avenue and the activity of the Village Centre. This linear park will act as a safe drop off and pick up area for the state primary school and other uses such as a child care centre.

The Wattle Village Town Square will provide a central meeting space for local residents and workers and act as the entrance into the anchor retail premises. To the north of the Village Centre will be the town park which will provide a meeting space for the local community. The park will include a children’s playground and be further activated as a destination for community events and weekend markets.

##### REQUIREMENTS

Land use and development must be generally in accordance with the Wattle Village Convenience Centre Concept and Character Plan shown in Figure 3 and as follows:

- A smaller footprint supermarket/convenience store and other specialty stores;
- Cafe, restaurant and take-away food premises;
- Commercial uses which could include office, medical, childcare, service providers and SOHO (small office home office) uses;
- R72**
  - State Primary (P-6) School;
  - Community centre;
  - Town square;
  - Town park;
  - Car parking; and
  - Medium and high density housing (subject to Design Guidelines Plan).

**R73** Land use and development must respond to the Local Town Centre Design Guidelines in Appendix 4.3.

**R74** The supermarket/convenience store must be directly accessed from the main street or from the town square.

The design of the Village Centre must respond to the key view lines around and through the town centre including:

- The view line along the connector street from Wattle Avenue and the treatment of the Passive Park which terminates this road to the north;
- R75**
  - The view line east-west along the Convenience Centre Main Street to the community centre/ school node to the west and the active open space to the east; and
  - The view lines along the linear park south of the Village Centre particularly around the intersection of Wattle Avenue and the north-south connector street.

**R76** Ensure sites on street corners present active built form to the corner site boundary.

**R77** Building facades on side streets and continuous walls must not exceed 10 metres without articulation, fenestration, activity or visual interest.

<b>R78</b>	<p>Key locations within the Convenience Centre must incorporate features of interest into the built form and surrounding landscape (refer to Figure 3 - Wattle Village Centre Concept and Character Plan). Features of interest include:</p> <ul style="list-style-type: none"> <li>Two storey construction or elements of two storey construction (such as higher floor to ceiling heights, parapets, awnings, shade structures or roof elements);</li> <li>Sculptured facades which include recesses and projections to provide variation and segmentation to the building facade;</li> <li>Strong vertical elements;</li> <li>Balconies;</li> <li>Roof and/or wall articulation; and/or</li> <li>Feature colours and materials which are sympathetic to the site's surrounds.</li> </ul>
<b>R79</b>	<p>Buildings within the Village Centre must:</p> <ul style="list-style-type: none"> <li>Provide primary access to tenancies from either the Connector Road, town square or town park;</li> <li>Be built to the street front. Where buildings are set back from the street front, the frontage of the building must be active and must be designed in a way which contributes to the public domain; and</li> <li>Locate car parking and service infrastructure to the rear or side of the Connector Road or town square frontage.</li> </ul>
<b>R80</b>	Provide direct walking and cycling connections between the retail core, the town square, the town park, the green link, community facility, state primary school and the active recreation facilities.
<b>R81</b>	The final configuration of the town square must consider passive surveillance opportunities, key pedestrian circulation and design outcomes which create an attractive destination and supports a range of uses.

#### GUIDELINES

<b>G71</b>	Refer to Figure 4 Wattle Village Convenience Centre Concept and Character Plan for potential activities, events and treatments of the Convenience Centre.
<b>G72</b>	The Village Convenience Centre design should include provision for commercial uses including offices.
<b>G73</b>	The area of the town square should be within the range 50m <sup>2</sup> to 100m <sup>2</sup> .
<b>G74</b>	Footpaths in the main street should be a minimum width of 4.0 metres.
<b>G75</b>	Large expanses of blank walls along streets should be avoided. Blank walls must be treated to discourage graffiti.
<b>G76</b>	Encourage and provide opportunities for home based businesses throughout the precinct, particularly in close proximity to town centres.

### 3.7.3 Community Facilities

#### REQUIREMENTS

<b>R82</b>	Space must be provided within the Wattle Village Community to enable the provision of a Level 2 Community Centre incorporating multi-purpose meeting space integrated with an early years centre (with 2 kindergarten rooms, a dual maternal and childhood health facility, specialist consulting rooms and playgroup space).
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#### GUIDELINES

<b>G77</b>	Any private kindergartens should be integrated well with the Level 2 Community Centre.
<b>G78</b>	Co-location of the Wattle Village community centre with proposed children's playgrounds, recreation infrastructure and kindergartens is encouraged.
<b>G79</b>	The Wattle Village community centre should be located proximate to the Wattle Village Convenience Centre.

### 3.7.4 Open Space, Drainage, Biodiversity and Heritage

#### REQUIREMENTS

<b>R83</b>	New access points across the Melbourne Water trunk sewer to the undesignated open space between the trunk sewer and the Princes Freeway must be designed to the satisfaction of Melbourne Water and the Responsible Authority.
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#### GUIDELINES

<b>G80</b>	The 30 metre wide treed strip to the rear of properties on Nantilla Crescent and Willowtree Drive and along Wattle Avenue should be designed as a landscaped linear park incorporating a shared path to Wyndham Civic Centre and Werribee City Centre. This should also be designed to provide an appropriate interface between existing dwellings to its south west and new commercial and residential development to its north east, as demonstrated in the Design Guidelines Plan.
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### 3.7.5 Transport

#### REQUIREMENTS

	The road network linking Wattle Avenue and Sneydes Road must be designed to:
<b>R84</b>	<ul style="list-style-type: none"> <li>enable shorter vehicular journeys from Wattle Avenue through to the local town centre and East Werribee Town Centre; and</li> <li>actively discourage longer vehicular journeys from Duncans Road to Sneydes Road.</li> </ul>

#### GUIDELINES

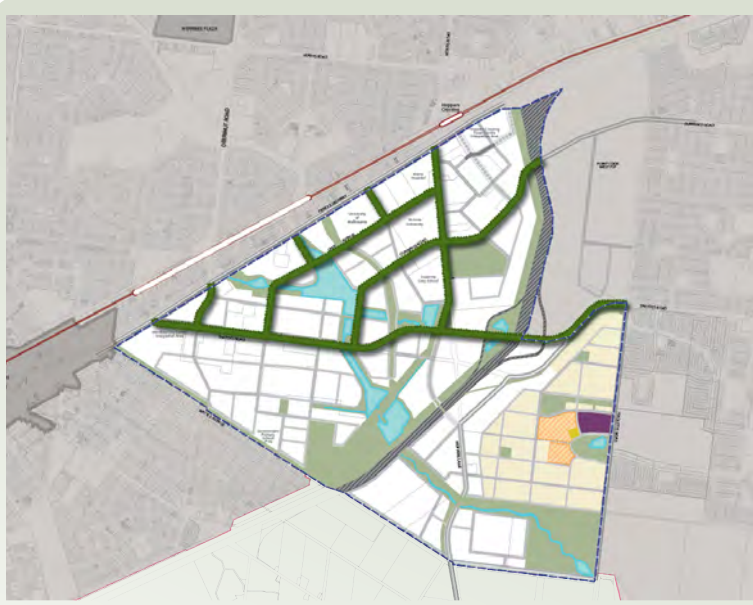
<b>G81</b>	Facilitate and actively encourage local trip making on foot and bicycle.
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Figure 3 Concept and Character Plan for Wattle Village Centre



3.8 Point Cook South West Community



Point Cook South West Community Vision

The Point Cook South West community will extend and complete Point Cook’s western edge before transitioning to employment opportunities close to and beyond the Princes Freeway.

The Community will be focused on a new local town centre, and an integrated community hub incorporating a P-9 primary school, a community centre, and potentially a non-government primary school. In addition, the area will provide local residential options for East Werribee’s business leaders and employees, with a mix of housing types ranging from small lot housing and apartments to larger lot executive style homes.

In total, the precinct is expected to provide in the order of 2,200 homes and 500 jobs.

3.8.1 Image, Character and Density

REQUIREMENTS

**R85** The Point Cook South West Community must include a wide range of dwelling densities and housing types, including reasonable proportions of apartments, and housing on small, conventional and larger lots.

GUIDELINES

- G82** If specialised housing forms such as retirement living or aged care are proposed, this should be located in areas of high amenity and in close proximity to the Point Cook South West Local Town Centre.
- G83** The Point Cook South West Community should be designed to enable the local town centre, P-9 school and community centre to become a key focus for the local community.

3.8.2 Employment

Point Cook South West Local Town Centre Vision

The Point Cook South West Local Town Centre will be located to service the future residential community within East Werribee as well as the existing and future residential community east of Hacketts Road. This Local Town Centre will be located at the intersection of Hacketts Road and the main street to maximise exposure from passing traffic.

An active street based outcome with a variety of retail and commercial shop fronts will be achieved by orienting the Local Town Centre. The amenity provided by the open space to the north and south of the town centre will be maximized by the orientation of the Centre, and through the provision of double fronted residential lots.

To further activate the Local Town Centre, the proposed State P-9 School, potential non-Government school and community facility will be located adjacent to the Local Town Centre. These three facilities will be designed to maximize integration and sharing opportunities, whilst providing safe and attractive pedestrian and cycle access through the site to the Town Centre. Strong connections to the supermarket car park will promote shared usage of the space, which will be well designed to provide safe access and use.

Residential development (double fronted) is proposed to the north of the Local Town Centre fronting the open space. This will result in a residential outcome along the linear open space and a commercial frontage to the main street which will maximise exposure to passing traffic visiting the Local Town Centre. Further west, the linear open space is also fronted by the State P-9 primary school.

The Point Cook South West Local Town Centre will be well connected to the surrounding residential community through a series of on and off road pedestrian and cycle connections. These connections include the linear link located to the north of the Local Town Centre and the waterway corridor/retarding basin located to the south of the Local Town Centre. These spaces, as well as the proposed town square, provide a series of public destinations for residents, local employees and visitors to interact in. They will also provide spaces for community activities and events such as community gardens, markets and play facilities.

A Potential Non-Government School site has been shown in the Point Cook South West New Community. If delivered, this will assist the Catholic Education Office Melbourne in establishing a Catholic Primary School to meet a strategically justified need for Catholic education in the area.



## REQUIREMENTS

<b>R86</b>	Land use and development must be generally in accordance with the Point Cook South West Local Town Centre Concept and Character Plan shown in Figure 4 and as follows: <ul style="list-style-type: none"> <li>• A supermarket and supporting specialty stores;</li> <li>• Cafe, restaurant and take-away premises;</li> <li>• Commercial uses which could include office, medical, childcare, service providers and SOHO (small office home office) uses;</li> <li>• State P-9 School;</li> <li>• Community facility;</li> <li>• Town square;</li> <li>• Car parking; and</li> <li>• Medium and high density housing.</li> </ul>
<b>R87</b>	Land use and development must respond to the Local Town Centre Design Guidelines in Appendix 4.3.
<b>R88</b>	The supermarket or anchor retailer must be directly accessed from the Connector Street or from the town square.
<b>R89</b>	The Local Town Centre design must include provision for commercial uses including offices.
<b>R90</b>	The design of the Local Town Centre must respond to the key view lines around and through the town centre including: <ul style="list-style-type: none"> <li>• The view line along the main street from Hacketts Road and the treatment of the Hacketts Road and main street intersection;</li> <li>• The treatment of the facades of the community facility and proposed state primary school terminating the view line along the main street;</li> <li>• The facades of the commercial uses fronting Hacketts Road; and</li> <li>• The treatment of the landscape nodes within the waterway corridor/retarding basin as nominated on the Local Town Centre Concept and Character plan shown.</li> </ul>
<b>R91</b>	Ensure sites on street corners present active built form to the corner site boundary.
<b>R92</b>	Building facades on side streets and continuous walls must not exceed 10 metres without articulation, fenestration, activity or visual interest.
<b>R93</b>	Key locations within the Local Town Centre must incorporate features of interest into the built form and surrounding landscape (refer to Figure 4: Point Cook South West Local Town Centre Concept and Character Plan). Features of interest include: <ul style="list-style-type: none"> <li>• Two storey construction or elements of two storey construction (such as higher floor to ceiling heights, parapets, awnings, shade structures or roof elements);</li> <li>• Sculptured facades which include recesses and projections to provide variation and segmentation to the building facade;</li> <li>• Strong vertical elements;</li> <li>• Balconies;</li> <li>• Roof and/or wall articulation; and/or</li> <li>• Feature colours and materials that are sympathetic to the site's surrounds.</li> </ul>
<b>R94</b>	Buildings within the Local Town Centre must: <ul style="list-style-type: none"> <li>• Provide primary access for retail tenancies from either the main street or town square;</li> <li>• Provide primary access to commercial or SOHO/commercial premises from the street frontages rather than from car parks;</li> <li>• Be built to the street front. Where buildings are set back from the street front, the frontage of the building must be active and must be designed in a way which contributes to the public domain; and</li> <li>• Locate car parking and service infrastructure to the rear or side of the main street or town square frontage.</li> </ul>
<b>R95</b>	Provide direct walking and cycling connections between the retail core, the town square, the waterway corridor/retarding basin, linear open space, community facility and state primary school.
<b>R96</b>	The final configuration of the town square must consider passive surveillance opportunities, key pedestrian circulation and design outcomes which create an attractive destination and supports a range of uses. The minimum area of the town square must not be less than 500 sq m.

## GUIDELINES

<b>G84</b>	Refer to Figure 4 Point Cook South West Local Town Centre Concept and Character Plan for potential activities, events and treatments of the Local Town Centre.
<b>G85</b>	Large expanses of blank walls along streets should be avoided. Blank walls must be treated to discourage graffiti.
<b>G86</b>	Encourage and provide opportunities for home based businesses throughout the precinct, particularly in close proximity to town centres.

### 3.8.3 Transport

## REQUIREMENTS

<b>R97</b>	A 3.0 metre wide shared path must be provided along the green space to the north of the Point Cook South West Local Town Centre and government P-9 school.
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### 3.8.4 Community Facilities

## REQUIREMENTS

<b>R98</b>	Space must be provided within the Point Cook South West Community to enable the provision of a Level 1 Early Years Centre (with 2 kindergarten rooms, a dual maternal and childhood health facility, specialist consulting rooms and playgroup space).
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## GUIDELINES

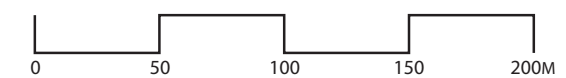
<b>G87</b>	Integration and sharing opportunities between the State P-9 primary school, community centre and non-government primary school should be investigated to create a single, coherent community hub. Public access, for at least pedestrians and cyclists, must be provided through this large site to enable access to the town centre by residents to the west.
<b>G88</b>	Any private kindergartens should be integrated well with the Early Years Centre.
<b>G89</b>	Co-location of the Point Cook South West Early Years Centre with proposed children's playgrounds, recreation infrastructure and kindergartens is encouraged.
<b>G90</b>	The Point Cook South West Early Years Centre should be located proximate to the Point Cook South West Local Town Centre.
<b>G91</b>	Where a 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 in accordance with the Precinct Structure Plan and consistent with the provisions of the applied zones.

Figure 4 Concept and Character Plan for Point Cook South West Local Town Centre



- ① School and residential buildings to frame and terminate views along the main street and to contribute to the overall activity and character of the town centre. Entrance to the school should orientate towards the main street.
- ② Local park located to the north of the town centre for large community events such as concerts, festivals and markets.
- ③ Off road pedestrian and cycle paths linking the local town centre to surrounding residential communities.
- ④ Main street with active frontages to the south and double fronted residential buildings to the north that frame views to the local park.
- ⑤ Water collection and landscaping within car parks.
- ⑥ Dedicated pedestrian path integrated with landscaping to provide a connection from the local park, through the town square to the wetland park to the south of the town centre. This connection promotes opportunities for shared car parking.
- ⑦ SOHO development where the office component maximises exposure to passing traffic and contributes to the character of the town centre. Residential component maximises the amenity offered by the passive open space to the south.
- ⑧ Urban nodal destination within the passive open space with strong visual and physical connections to the town centre. Activities at this node may include a children's playground, picnic areas and a community garden..
- ⑨ Walking school bus stop

## EAST WERRIBEE EMPLOYMENT PRECINCT POINT COOK SOUTH WEST LOCAL TOWN CENTRE CONCEPT AND CHARACTER PLAN





# EAST WERRIBEE EMPLOYMENT PRECINCT PRECINCT STRUCTURE PLAN

WERRIBEE PLAZA

HEATHS ROAD

DERMUT ROAD

ROAD

DUNNINGS ROAD

POINT COOK  
WEST PSP

SNEYDES ROAD

HACKETT'S ROAD

HOPPERS LANE

PRINCES FREEWAY

LAKEVIEW AVENUE

DUNNINGS ROAD

Government  
School  
(P-9)

Potential  
Non-Gov.  
Primary  
School

Victoria  
University

Mercy  
Hospital

University  
of  
Melbourne

Suzanne  
Cory School

Wardham  
Porting  
Complex

HO PERS LANE

Werribee City Centre  
Integration Area

SNEYDES ROAD

Government  
Primary  
School  
(P-6)

WATTLE AVENUE

WERRIBEE  
CITY  
CENTRE

- precinct area
- city west water sewer
- melbourne water sewer main
- abandoned sewer main
- city west water recycled water
- city west water potable water
- vernet optic fibre cable
- optus optic fibre cable
- shell oil pipeline
- tenix gas
- apa gas main
- apa gas net/SP ausnet city gate (indicative location)
- powercor electric
- melbourne water stormwater channel
- melbourne water underground pipe
- telstra trunk infrastructure

plan 12 utilities

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V130808





### 3.9 Servicing and Utilities

#### REQUIREMENTS

<b>R99</b>	Final design of constructed and modified waterways, retarding basins and wetlands must be approved by Melbourne Water.
<b>R100</b>	Stormwater drainage must be designed in accordance with any Development Services Scheme established by Melbourne Water. The current extent of retarding basins, wetlands and waterway corridors shown in this PSP are indicative only and the final size and alignment of the drainage system will need to be determined through further detailed investigation.
<b>R101</b>	Stormwater quality treatment must be to the satisfaction of Melbourne Water and the Responsible Authority. The treatment must consider Best Practice Environmental Management targets for discharge into waterways within any developed site and both distributed and end of pipe systems. Sediment must be removed prior to discharge to any waterway. (See Integrated Water Cycle Management targets)
<b>R102</b>	Development must conform to relevant policies and strategies being implemented by the Responsible Authority, Melbourne Water and the Water Retail Authority, including any approved Integrated Water Management Plan.
<b>R103</b>	All new electricity supply infrastructure (excluding substation and cables with a voltage greater than 66kV) must be provided underground.
<b>R104</b>	Any new zone substations must be identified at the subdivision design response stage to ensure effective integration with the surrounding land uses and to minimize amenity impacts.
<b>R105</b>	All businesses, organisations and dwellings must have access to broadband.
<b>R106</b>	Provision must be made for an APA Gasnet/SP Ausnet CityGate in close proximity to the existing high pressure gas main that runs along the western side of the historic outfall sewer. Subject to further discussion with SP Ausnet and APA GasNet, it should be approximately 40 metres by 40 metres and should ideally be located within otherwise encumbered land.
<b>R107</b>	Any part of a new building must not be located within 5 metres of the Melbourne Water trunk sewer. The "University Village" Concept and Character plan takes this into account.
<b>R108</b>	Vegetation proposed within 3 metres of the Melbourne Water trunk sewer must be to the satisfaction of Melbourne Water and meet the requirements of "Planting near Sewers, Drains and Water Mains Guide".
<b>R109</b>	Vegetation proposed near the Shell WAG and BOPL Pipeline easement must not be planted closer than two-thirds of the mature height from the edge of the easement.
<b>R110</b>	The Stormwater Strategy for the precinct is based on the use of distributed water sensitive urban design treatment measures across a range of spatial scales including allotment, streetscapes, passive parks, neighbourhood and estates. Development cannot occur within the 1:100 year floodplain where there will be impacts to flood storage or conveyance. Any encroachment into the 1:100 year floodplain must be approved by Melbourne Water.
<b>R111</b>	Where the APA GasNet pipeline easement identified on plan 12 is proposed to be crossed by a new road, the pipeline must be recoated in accordance with APA GasNet standard procedures and specifications and AS4822-2008, to the satisfaction of APA GasNet and the Responsible Authority.

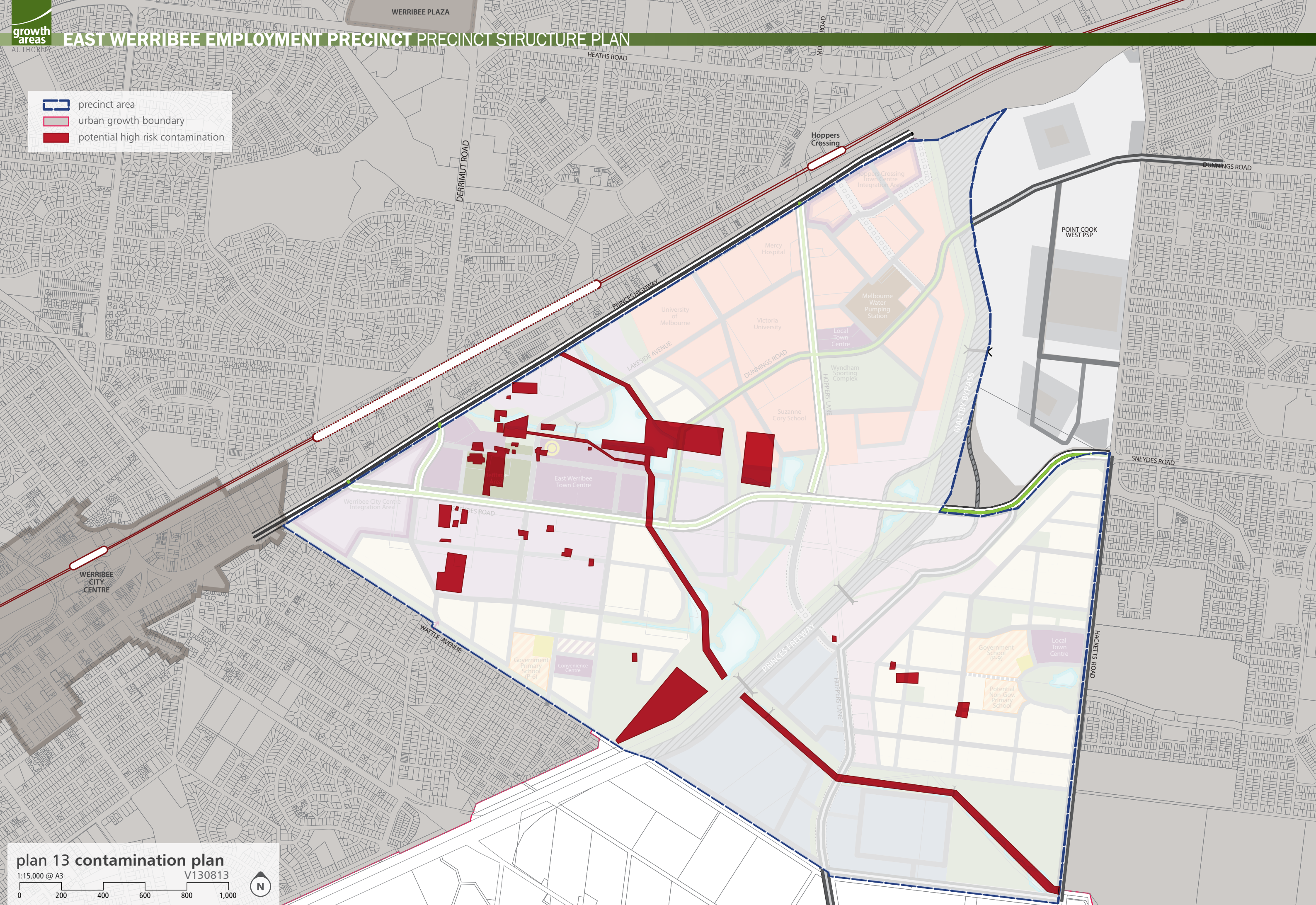
#### GUIDELINES

<b>G92</b>	Corridors and buffers along waterways should be managed to protect water quality and public health and safety.
<b>G93</b>	Integrated water cycle management systems should be designed to maximize habitat values for local flora and fauna species.
<b>G94</b>	Development should aim to maintain existing flow regimes (flow intensity, direction) at the pre-development level to the satisfaction of Melbourne Water.
<b>G95</b>	Electricity substations should be located outside of key view lines and screened with vegetation.
<b>G96</b>	The design of electricity infrastructure at the time of subdivision should consider the practicality of removing existing above ground electricity lines in the local and arterial road network both within and abutting the subdivision and re-routing lines underground through the subdivision.  Staging will be determined largely by the development program of proponents within the precinct and the availability of infrastructure services. Within this context, the following should be achieved: <ul style="list-style-type: none"> <li>Development staging should not create circumstances in which residents will be unreasonably isolated from community facilities or public transport;</li> <li>Development staging should, to the extent practicable, be integrated with adjoin developments, including the timely provision of connecting roads and walking/ cycling paths;</li> <li>Access to each new lot must be via a sealed road.</li> </ul>
<b>G97</b>	
<b>G98</b>	The early delivery of active open space, community facilities, local parks and playgrounds should be encouraged within each neighbourhood and may be delivered in stages.
<b>G99</b>	The new zone substation required by PowerCor should be located within either the Enterprise hub or the Interchange Business hub. If an appropriate site cannot be found within the Enterprise or Business Interchange hubs, then the zone substation may be located between the Melbourne Water pumping station and the Maltby Bypass in the Health and Education hub.  In all cases, the zone substation should be located on a non-prominent corner site.
<b>G100</b>	800m <sup>2</sup> of land adjacent to the Melbourne Water Trunk Sewer, with road access, should be set aside to enable the provision of a sewage pump station.
<b>G101</b>	Design and placement of underground services in new or upgraded streets should utilise the service placement guidelines outlined in Appendix 4.5.



# EAST WERRIBEE EMPLOYMENT PRECINCT PRECINCT STRUCTURE PLAN

- precinct area
- urban growth boundary
- potential high risk contamination



plan 13 contamination plan

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### 3.10 Contamination

As a result of the site's former use as a State Research Farm, limited parts of the site may to be subject to contamination.

Studies conducted by Compass Environmental for VicUrban in 2009 and by Coffey for DPCD in 2010 indicated the level of risk across the site, including a number of high risk areas and point sources. The reports recommend a Phase 2 Environmental Assessment. (See GAA website for more details).

The UGZ Schedule 12 alongside this Precinct Structure Plan set out requirements for a Phase 2 Environmental Assessment for sensitive uses proposed anywhere in the precinct.

### 3.11 Precinct Infrastructure

The Precinct Infrastructure Table at Table 7 below sets out the infrastructure and services required to meet the needs of development of the precinct. The infrastructure items and services are to be provided through a number of mechanisms including:

- Subdivision construction works by developers;
- Agreements under Section 173 of the Act;
- Utility service provider requirements;
- The East Werribee Employment Precinct DCP including separate charge areas for local items;
- Relevant development contributions from adjoining areas;
- Capital works projects by Council, State government agencies and non-government organisations; and
- Works in kind (WIK) projects undertaken by developers on behalf of Council or State government agencies.

#### SUBDIVISION WORKS BY DEVELOPERS

	REQUIREMENTS
<b>R112</b>	<p>Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure:</p> <ul style="list-style-type: none"> <li>• Connector roads and local streets.</li> <li>• Bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria).</li> <li>• Landscaping of all existing and future roads and local streets.</li> <li>• Intersection works and traffic management measures along arterial roads, connector streets, and local streets (except those included in the DCP).</li> <li>• Council approved fencing and landscaping (where required) along arterial roads.</li> <li>• 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).</li> <li>• Bicycle parking as required in this document.</li> <li>• Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing public open space.</li> <li>• Basic improvements to local parks and open space (refer open space delivery below).</li> <li>• Local drainage system.</li> <li>• 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.</li> <li>• Infrastructure as required by utility service providers including water, sewerage, drainage (except where the item is funded through a Development Services Scheme), electricity, gas, and telecommunications.</li> <li>• Remediation and / or reconstruction of dry stone walls where required.</li> <li>• The Regional Rail Link shared path and connections to it.</li> <li>• The Werribee River Shared Trail and connections to it.</li> </ul>

	<p><b>OPEN SPACE DELIVERY</b></p> <p>All public open space (where not otherwise provided via the DCP) must be finished to a standard that satisfies the requirements of the Responsible Authority prior to the transfer of the public open space, including but not limited to:</p> <ul style="list-style-type: none"> <li>• Removal of all existing and disused structures, foundations, pipelines, and stockpiles.</li> <li>• Clearing of rubbish and weeds, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise).</li> </ul>
<b>R113</b>	<ul style="list-style-type: none"> <li>• Provision of water tapping, potable and recycled water connection points. Sewer and gas connection points must also be provided to land identified as an active reserve.</li> <li>• Planting of trees and shrubs.</li> <li>• Provision of vehicular exclusion devices (fence, bollards, or other suitable method) and maintenance access points.</li> <li>• Installation of park furniture including barbeques, shelters, furniture, rubbish bins, local scale playground equipment, local scale play areas, and appropriate paving to support these facilities, consistent with the type of public open space listed in the open space delivery guide (Table 5).</li> </ul>
<b>R114</b>	<p>Active open space required to be set aside by the DCP must be vested in the relevant authority in the following condition:</p> <ul style="list-style-type: none"> <li>• Free from surface / protruding rocks and structures.</li> <li>• Reasonably graded and / or topsoiled to create a safe and regular surface (with a maximum 1:6 gradient).</li> <li>• Bare, patchy and newly graded areas seeded, top-dressed with drought resistant grass.</li> </ul>
<b>R115</b>	<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"> <li>• Clearing of rubbish and weeds.</li> <li>• Essential repairs to and stabilisation of any structures.</li> <li>• Any fencing required to ensure the safety of the public.</li> </ul> <p>Any works carried out must be consistent with any relevant Cultural Heritage Management Plan and Conservation Management Plan.</p>

#### PROVISION OF PASSIVE OPEN SPACE

	REQUIREMENTS
<b>R116</b>	<p>Further to the public open space contribution required by Clause 52.01 of the <i>Wyndham Planning Scheme</i>, this provision sets out the amount of land to be contributed by each property in the precinct and consequently where a cash contribution is required in lieu of land.</p> <p>All land owners must provide a public open space contribution equal to 3% of the Net Developable Area (NDA) upon subdivision of land in accordance with the following:</p> <ul style="list-style-type: none"> <li>• Where land is required for unencumbered open space purposes as show on Plan 10 and specified in Table 9 and is equal to 3% of NDA that land is to be transferred to Council at no cost.</li> <li>• Where no land or less than 3% of NDA is shown Plan 10 and specified in Table 9, as required for unencumbered open space purposes a cash contribution is to be made to Council to bring the total open space contribution to a value equal to 3% of NDA of that site.</li> <li>• Where land required for unencumbered open space purpose as shown on Plan 10 and specified in Table 9 is more than 3% of NDA, Council will pay an amount equivalent to the value of the additional land being provided by that proposed development.</li> </ul> <p>The value of land for equalisation purposes is to be assessed as an equivalent proportion of the value of the whole of the land, in accordance with Section 18 of the <i>Subdivision Act 1988</i>.</p>

#### DEVELOPMENT STAGING

	REQUIREMENTS
<b>R117</b>	<p>Development staging must provide for the timely provision and delivery of:</p> <ul style="list-style-type: none"> <li>• Arterial road reservations.</li> <li>• Connector streets and connector street bridges.</li> <li>• Street links between properties, constructed to the property boundary.</li> <li>• Connection of the on- and off-road pedestrian and bicycle network.</li> </ul>
	GUIDELINES
<b>G102</b>	<p>Staging will be determined largely by the development proposals on land within the precinct and the availability of infrastructure services. Within this context, the following should be achieved:</p> <ul style="list-style-type: none"> <li>• Development staging should not create circumstances in which residents will be unreasonably isolated from community facilities.</li> <li>• Development staging should, to the extent practicable, be integrated with adjoining developments, including the timely provision of connecting roads and walking/cycling paths.</li> <li>• Access to each new lot must be via a sealed road.</li> </ul>



Table 7 Precinct Infrastructure Table

TITLE	PROJECT DESCRIPTION	LEAD AGENCY	TIMING S = 2012-2017 M = 2018-2025 L = 2025+	INCLUDED IN DCP	DCP PROJECT NUMBER
ROAD PROJECTS					
Derrimut Road Extension	6 lane duplicated arterial road (ultimate). Creation of new 40.2m road reserve.	VicRoads/ Wyndham City	S-M	Construction only	RD-01
Sneydes Road - Princes Hwy to Heritage Park	2 lane 2 way road (preliminary).	VicRoads	S	No	-
	4 lane duplicated arterial (interim). Road widening to form 58.0m road reserve.	Wyndham City	S-M	Construction only	RD-02
	6 lane duplicated arterial road (ultimate).	VicRoads	L	No	-
	2 lane 2 way road (preliminary).	VicRoads	S	No	-
Sneydes Road - Heritage Park	4 lane duplicated arterial (interim). Road widening to form 52.7m road reserve.	Wyndham City	S-M	Construction only	RD-03
	6 lane duplicated arterial road (ultimate).	VicRoads	L	No	-
	2 lane 2 way road (preliminary).	VicRoads	S	No	-
Sneydes Road - Town Centre	4 lane duplicated arterial (interim). Road widening to form 61m road reserve.	Wyndham City	S-M	Construction only	RD-04
	6 lane duplicated arterial road (ultimate).	VicRoads	L	No	-
	2 lane 2 way road (preliminary).	VicRoads	S	No	-
Sneydes Road - D1 Drain to N-S Access Link	4 lane duplicated arterial (interim). Creation of new 58m road reserve.	Wyndham City	S-M	Construction only	RD-05
	6 lane duplicated arterial road (ultimate).	VicRoads	L	No	-
	2 lane 2 way road (preliminary).	VicRoads	S	No	-
Sneydes Road - N-S Access Link to Fwy	4 lane duplicated arterial (interim). Creation of new 46.6m road reserve.	Wyndham City	S-M	Construction only	RD-06
	6 lane duplicated arterial road (ultimate).	VicRoads	L	No	-
	4 lane duplicated arterial (interim). Creation of new 44.2m road reserve.	Wyndham City	S	Construction only	RD-07
Sneydes Road - Fwy to Hacketts Rd	6 lane duplicated arterial road (ultimate).	VicRoads	L	No	-
	2 lane 2 way road (interim). Road widening to form 40m road reserve.	Wyndham City	S-M	Construction only	RD-08
Hoppers Lane - Princes Hwy to Suzanne Cory School	Construction of ultimate carriageway - six lane duplicated road		L	No	-
	2 lane 2 way road (interim). Creation of new 40m road reserve.	Wyndham City	S	Construction only	RD-09
	Construction of ultimate carriageway - six lane duplicated road		L	No	-
	2 lane 2 way road (interim). Creation of new 34m road reserve.	Wyndham City	M	Construction only	RD-10
Hoppers Lane - east of Fwy - southern section	Construction of ultimate carriageway - four lane duplicated road		L	No	-
Hoppers Lane - east of Fwy - northern section	2 lane 2 way road (interim). Creation of new 40m road reserve.	Wyndham City	M	Construction only	RD-11
	Construction of ultimate carriageway - four lane duplicated road		L	No	-
Dunnings Road - Sneydes Rd to Victoria University	2 lane 2 way road (interim). Creation of new 40m road reserve.	Wyndham City	M	Construction only	RD-12
	Construction of ultimate carriageway - six lane duplicated road		L	No	-
Dunnings Road - Victoria University	2 lane 2 way road (interim). Creation of new 40m road reserve.	Wyndham City	M	Yes	RD-13
	Construction of ultimate carriageway - six lane duplicated road		L	No	-
Dunnings Road - Hoppers Ln to Fwy	2 lane 2 way road (interim). Creation of new 40m road reserve.	Wyndham City	M	Construction only	RD-14
	Construction of ultimate carriageway - six lane duplicated road		L	No	-
Dunnings Road - East of Fwy	2 lane 2 way road (interim). Creation of new 34m road reserve.	Wyndham City	M	Construction only	RD-15
	Construction of ultimate carriageway - four lane duplicated road		L	No	-
Lakeside Avenue (West of D1 Drain)	2 lane 2 way road (ultimate). Creation of new 25.6m road reserve.	Wyndham City	S-M	No	-
Lakeside Avenue (East of D1 Drain)	2 lane 2 way road (ultimate). Creation of new 24.6m road reserve.	Wyndham City	M	Yes (part)	RD-16

TITLE	PROJECT DESCRIPTION	LEAD AGENCY	TIMING S = 2012-2017 M = 2018-2025 L = 2025+	INCLUDED IN DCP	DCP PROJECT NUMBER
ROAD PROJECTS (CONTINUED)					
Secondary Arterial - southern boundary	2 lane 2 way road (interim). Creation of new 34m road reserve.	Wyndham City	M	Construction only	RD-17
	Construction of ultimate carriageway - four lane duplicated road		L	No	-
Hacketts Road - Grassland Dr/Research Farm Rd to RD-18	2 lane 2 way road (interim). Creation of new 34m road reserve.	Wyndham City	M	Construction only	RD-18
	Construction of ultimate carriageway - four lane duplicated road		L	No	-
Boulevard Connector Road - University of Melbourne	Purchase of land to create road reserve 24.6m wide, and construction of 2 lane carriageway including one way bike paths, pedestrian paths and landscaping (4 rows of trees) (ultimate treatment)	Wyndham City	M	Yes	RD-19
Bus gate from Wattle Avenue	Construction of bus only road and provision of bus gate/bollards	PTV	M	Yes	RD-20
INTERSECTION PROJECTS					
Princess Highway / Derrimut Road	Upgrade to 4-way signalised intersection (interim treatment)	VicRoads	S-M	Construction only	IN-01
	Upgrade of 4-way signalised intersection (ultimate treatment)		L	No	-
Derrimut Road Extension / Sneydes Road	Construction of 4-way signalised intersection (interim treatment)	Wyndham City	S-M	Construction only	IN-02
	Upgrade of 4-way signalised intersection (ultimate treatment)	VicRoads	L	No	-
Princess Highway / Sneydes Road	Upgrade to 4-way signalised intersection (interim treatment)	VicRoads	S	Construction only	IN-03
	Upgrade of 4-way signalised intersection (ultimate treatment)		L	No	-
Princes Highway / connector west of D1 Drain	Construction of signalised T intersection (ultimate treatment)	Wyndham City	S-M	No	-
Princes Highway / RD-19	Construction of signalised T intersection (ultimate treatment)	Wyndham City	M	Construction only	IN-04
Sneydes Road / Dunnings Road	Construction of 4-way signalised intersection (interim treatment)	Wyndham City	M	Construction only	IN-05
	Upgrade of 4-way signalised intersection (ultimate treatment)	Wyndham City	L	No	-
Sneydes Road / N-S Town Centre Main Street	Construction of 4-way signalised intersection (interim treatment)	Wyndham City	S-M	No	-
	Upgrade of 4-way signalised intersection (ultimate treatment)	Wyndham City	L	No	-
Sneydes Road / Lakeside Ave	Construction of 4-way signalised intersection (interim treatment)	Wyndham City	S-M	No	-
	Upgrade of 4-way signalised intersection (ultimate treatment)	Wyndham City	L	No	-
Sneydes Road / Hoppers Lane	Construction of 3-way intersection (preliminary treatment).	VicRoads	S	No	-
	Construction of 4-way signalised intersection (interim treatment)	Wyndham City	S	Construction only	IN-06
	Upgrade of 4-way signalised intersection (ultimate treatment)	VicRoads	L	No	-
Princes Highway / Hoppers Lane	Upgrade of 4-way signalised intersection (interim treatment)	VicRoads	S	Construction only	IN-07
Hoppers Lane / Lakeside Ave	Construction of signalised T intersection (interim treatment)	Wyndham City	M	Construction only	IN-08
	Upgrade of signalised T intersection (ultimate treatment).	Wyndham City	L	No	-
Lakeside Avenue / RD-19	Construction of 4-way intersection (ultimate treatment)	Wyndham City	M	Construction only	IN-09
Hoppers Lane / Dunnings Road	Construction of 4-way signalised intersection (interim treatment)	Wyndham City	M	Construction only	IN-10
	Upgrade of 4-way signalised intersection (ultimate treatment)	Wyndham City	L	No	-
Hoppers Lane / Connector Opp. Suzanne Cory High School	Construction of arterial to connector 4-way signalised intersection (interim treatment)	Wyndham City	M	Construction only	IN-11
	Upgrade of 4-way signalised intersection (ultimate treatment)	Wyndham City	L	No	-
Dunnings Road / E-W Town Centre Main Street	Construction of 4-way signalised intersection (interim treatment)	Wyndham City	M	Construction only	IN-12
	Upgrade of 4-way signalised intersection (ultimate treatment)	Wyndham City	L	No	-
Dunnings Road / Connector along west of Suzanne Cory High School	Construction of 4-way signalised intersection (interim treatment)	Wyndham City	M	Construction only	IN-13
	Upgrade of 4-way signalised intersection (ultimate treatment)	Wyndham City	L	No	-
Hacketts Road / Connector (North of Point Cook SW Local Town Centre)	Construction of 4-way signalised intersection (interim treatment)	Wyndham City	S-M	Construction only	IN-14
	Upgrade of 4-way signalised intersection (ultimate treatment)	Wyndham City	L	No	-
New Sneydes Road / RD-12 (east of interchange)	Construction of signalised T intersection (interim treatment)	Wyndham City	S	Construction only	IN-15
	Upgrade of 4-way signalised intersection (ultimate treatment)	Wyndham City	L	No	-
Dunnings Road / Connector (West of Pumping Station)	Construction of 4-way signalised intersection (interim treatment)	Wyndham City	M	Construction only	IN-16
	Upgrade of 4-way signalised intersection (ultimate treatment)	Wyndham City	L	No	-
Princes Hwy / Gateway Collector	Construction of signalised T intersection (ultimate treatment)	Wyndham City	S	Construction only	IN-17
Freeway Off Ramp Works associated with IN-17	Realignment of freeway off-ramp.	VicRoads	S	Construction only	IN-18



TITLE	PROJECT DESCRIPTION	LEAD AGENCY	TIMING S = 2012-2017 M = 2018-2025 L = 2025+	INCLUDED IN DCP	DCP PROJECT NUMBER
BRIDGE & DRAINAGE PROJECTS					
Sneydes Road - Trunk Sewer bridge	Construction of bridging structure to carry 2 lane 2 way Sneydes Road over existing trunk sewer (preliminary treatment)	VicRoads	S	No	-
	Upgrade of bridging structure to carry 4 lane duplicated Sneydes Road over existing trunk sewer (interim treatment)	Wyndham City	S-M	Construction only	BR-01
	Upgrade of bridging structure to carry 6 lane duplicated Sneydes Road over existing trunk sewer (ultimate treatment)	VicRoads	L	No	-
Sneydes Road - D1 Drain bridge	Construction of a bridge to carry 2 lane 2 way Sneydes Road over D1 drain (preliminary treatment)	VicRoads	S	No	-
	Construction of a bridge to carry 4 lane duplicated Sneydes Road over D1 drain (interim treatment)	Wyndham City	S-M	Construction only	BR-02
	Construction of a bridge to carry 6 lane duplicated Sneydes Road over D1 drain (ultimate treatment)	VicRoads	L	No	-
Hoppers Lane - Trunk Sewer bridge	Construction of bridging structure to carry 2 lane 2 way Hoppers Lane over existing trunk sewer (interim treatment)	Wyndham City	M	Construction only	BR-03
	Construction of bridging structure to carry 6 lane duplicated Hoppers Lane over existing trunk sewer (ultimate treatment)	Wyndham City	L	No	-
Dunnings Road - Fwy overpass bridge	Construction of overpass bridge to carry Dunnings Road over freeway (ultimate treatment)	Wyndham City	M	Construction only	BR-04
Pedestrian/cycle Fwy bridge - south of interchange	Construction of pedestrian/cycle bridge across freeway south of interchange (ultimate treatment)	Wyndham City	M	Construction only	BR-05
Pedestrian/cycle Fwy bridge - btwn Dunnings Rd and interchange	Construction of pedestrian/cycle bridge across freeway between Dunnings Road and Sneydes Rd interchange (ultimate treatment)	Wyndham City	M	Construction only	BR-06
Pedestrian/cycle Fwy bridge - D1 Drain	Construction of pedestrian/cycle bridge across freeway at D1 Drain (ultimate treatment)	Wyndham City	M	Construction only	BR-07
Pedestrian/cycle bridge - lake	Construction of pedestrian / cycle bridge across lake from East Werribee Town Centre (ultimate treatment)	Wyndham City	S-M	No	-
Dunnings Road - D1 Drain culvert	Construction of a culvert to carry 2 lane 2 way Dunnings Road over D1 drain (interim treatment)	Wyndham City	M	Construction only	BR-08
	Construction of a culvert to carry 6 lane duplicated Dunnings Road over D1 drain (ultimate treatment)	Wyndham City	L	No	-
Lakeside Avenue - lake bridge	Construction of a bridge to carry Lakeside Avenue over the northern extent of the lake (ultimate treatment)	Wyndham City	S-M	No	-
Pedestrian/cycle bridge - D1 Drain - east of freeway	Construction of timber and steel pedestrian / cycle bridge across D1 Drain east of freeway (ultimate treatment)	Wyndham City	M	Construction only	BR-09
Pedestrian/cycle bridge - D1 Drain - east of Hoppers Lane	Construction of timber and steel pedestrian / cycle bridge across D1 Drain east of Hoppers Lane (ultimate treatment)	Wyndham City	M	Construction only	BR-10
Pedestrian/cycle bridge - D1 Drain - west of freeway	Construction of timber and steel pedestrian/cycle bridge across drainage line next to trunk sewer (ultimate treatment)	Wyndham City	M	Construction only	BR-11
Dunnings Road - Trunk Sewer bridge	Construction of bridging structure to carry 2 lane 2 way Dunnings Road over existing trunk sewer (interim treatment)	Wyndham City	M	Construction only	BR-12
	Construction of a culvert to carry 6 lane duplicated Dunnings Road over D1 drain (ultimate treatment)	Wyndham City	L	No	-
Lakeside Avenue - D1 Drain culvert	Construction of culvert under Lakeside Avenue to west of lake (ultimate treatment)	Wyndham City	S-M	No	-
North-South Access Link - waterway culvert	Construction of culvert under North-South Access Link (ultimate treatment)	Wyndham City	M	Construction only	BR-13
Hoppers Lane - D1 Drain culvert	Construction of culvert to carry 2 lane 2 way Hoppers Lane over D1 Drain (interim treatment)	Wyndham City	M	Construction only	BR-14
	Construction of culvert to carry 4 lane duplicated Hoppers Lane over D1 Drain (interim treatment)	Wyndham City	L	No	-
Lake	Construction of lake in town centre (ultimate treatment)	To be determined	M	No	-
OTHER TRANSPORT PROJECTS					
Derrimut Road railway station	Land and construction of rail station	PTV	L*	No	-
COMMUNITY FACILITIES					
Point Cook South West Level 1 children's centre	Construction of level 1 children's centre in Point Cook South West	Wyndham City	M	Construction only	CO-01
Wattle Village Level 2 multi-purpose community centre	Construction of level 2 community centre in Wattle Village	Wyndham City	M	Construction only	CO-02
East Werribee Town Centre Level 3 library	Construction of level 3 community centre in East Werribee Town Centre, which includes a library but not a kindergarten or maternal childhood health	Wyndham City	S-M	Construction only	CO-03
Government P-9 school	Land and construction of government school	DEECD	M	No	-
Government P-6 school	Land and construction of government school	DEECD	M	No	-
No Government P-6 school	Land and construction of non-government school	To be determined	M	No	-

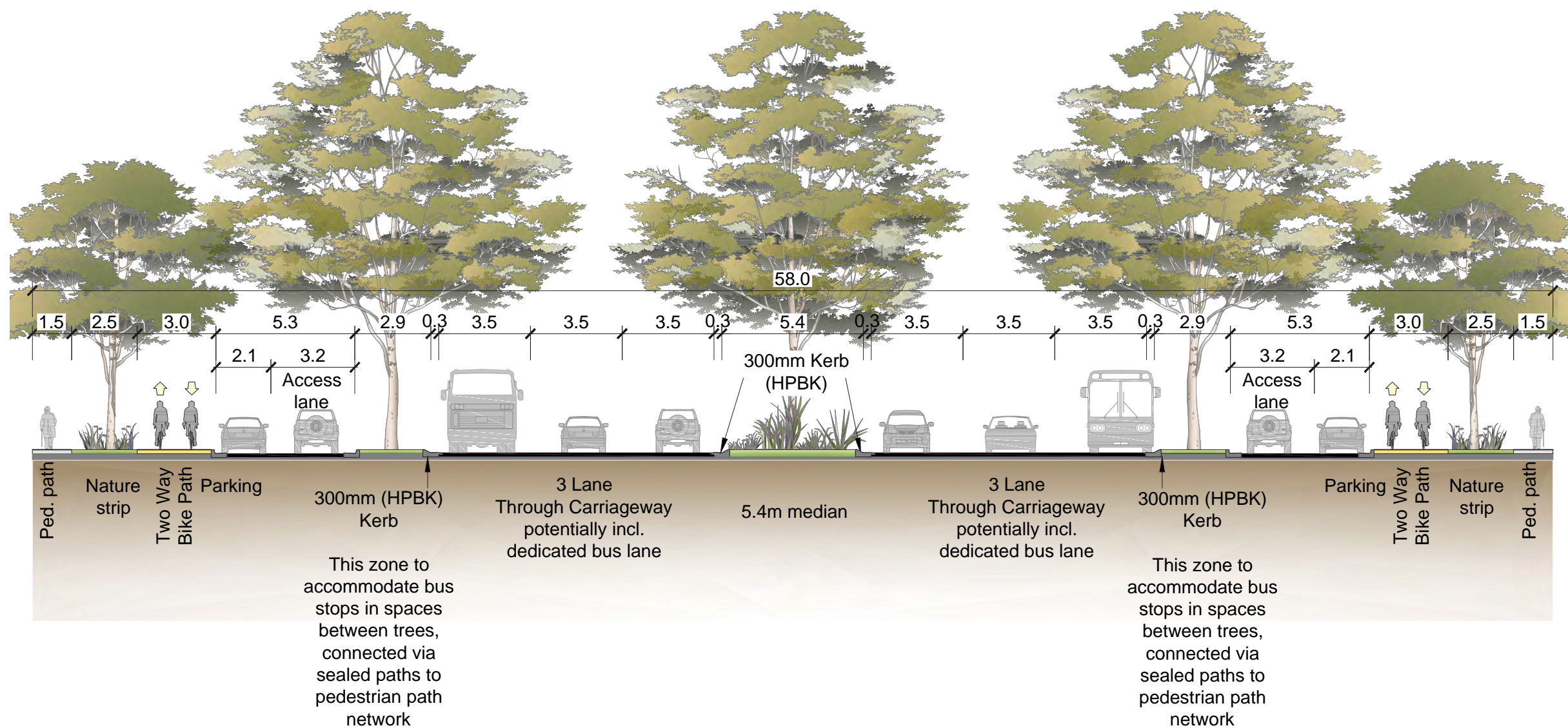
\* potential to bring forward subject to delivery of development, particularly in the East Werribee Town Centre and Commercial Hub

TITLE	PROJECT DESCRIPTION	LEAD AGENCY	TIMING S = 2012-2017 M = 2018-2025 L = 2025+	INCLUDED IN DCP	DCP PROJECT NUMBER
RECREATION					
District active open space - Health and Learning Hub	Land and construction of active open space	Wyndham City	M	Construction only	RE-01 & RE-02
District active open space - Wattle Village	Land and construction of active open space	Wyndham City	M	Construction only	RE-01 & RE-02
District active open space - Point Cook South West	Land and construction of active open space	Wyndham City	M	Construction only	RE-01 & RE-02
Regional active open space - Point Cook South West	Land and construction of active open space	Wyndham City	M	No	-
Indoor sports facility - Point Cook South West	Land and construction of facility	Wyndham City	M	No	-
Heritage Park	Contribution towards improvements to Heritage Park	Wyndham City	S-M	Yes (part)	RE-03
SHARED TRAIL PROJECTS					
Shared Trail 1 - Wattle Village south	Construction of a 1,956m shared pedestrian/cycle trail (including landscaping) along southern edge of Wattle Village Community	Wyndham City	M	Construction only	ST-01
Shared Trail 2 - D1 Drain east of Fwy	Construction of a 1,811m shared pedestrian/cycle trail (including landscaping) along D1 Drain east of freeway	Wyndham City	M-L	Construction only	ST-02
Shared Trail 3 - trunk sewer	Construction of a 1,703m shared pedestrian/cycle trail (including landscaping) along trunk sewer	Wyndham City	M	Construction only	ST-03
Shared Trail 4 - realigned Federation Trail	Construction of a 1,998m shared pedestrian/cycle trail (including landscaping) to realign Federation Trail along interchange western ramps and along historic outfall sewer easement to Princes Hwy	Wyndham City	S-M	Construction only	ST-04
Shared Trail 5 - Health and Learning Hub	Construction of a 387m shared pedestrian/cycle trail (including landscaping) from realigned Federation Trail and pedestrian/cycle bridge to University Village Centre	Wyndham City	M	Construction only	ST-05
Shared Trail 6 - Dunnings Rd to Hoppers Ln	Construction of a 477m shared pedestrian/cycle trail (including landscaping) along waterway from Dunnings Road to Hoppers Lane	Wyndham City	M	Construction only	ST-06
Shared Trail 7 - north of Point Cook SW	Construction of a 103m shared pedestrian/cycle trail (including landscaping) from northern passive park in Point Cook South West to Sneydes Road	Wyndham City	S-M	Construction only	ST-07
Shared Trail 8 - Point Cook SW linear park	Construction of a 757m shared pedestrian/cycle trail (including landscaping) from Hacketts Road to WAG Pipeline easement	Wyndham City	S-M	Construction only	ST-08
Shared Trail 9 - east of lake and D1 Drain	Construction of a 1,368m shared pedestrian/cycle trail (including landscaping) along eastern edge of lake and waterway west of freeway	Wyndham City	S-M	Construction only	ST-09
Shared Trail 10 - Hoppers Lane	Construction of a 664m shared pedestrian/cycle trail (including landscaping) west of Hoppers Lane from southern arterial to Point Cook South West east-west connector	Wyndham City	M-L	Construction only	ST-10
Shared Trail 11 - North-South Access Link	Construction of a 1,377m shared pedestrian/cycle trail (including landscaping) along North-South Access Link	Wyndham City	M-L	Construction only	ST-11
Shared Trail 12 - WAG Pipeline easement	Construction of a 1,388m shared pedestrian/cycle trail (including landscaping) along WAG Pipeline easement	Wyndham City	M	Construction only	ST-12
Shared Trail 13 - west of D1 Drain	Construction of a 841m shared pedestrian/cycle trail (including landscaping) along western edge of D1 Drain between Sneydes Road and freeway	Wyndham City	M	Construction only	ST-13
Shared Trail 14 - Wattle Village waterway	Construction of a 504m shared pedestrian/cycle trail (including landscaping) along waterway in Wattle Village Community	Wyndham City	M	Construction only	ST-14
Shared Trail 15 - western lake	Construction of a 1,961m shared pedestrian/cycle trail (including landscaping) around southern, western and northern side of Wattle Village Community	Wyndham City	S-M	Construction only	ST-15
Shared Trail 16 - Princes Hwy	Construction of a 3,005m shared pedestrian/cycle trail (including landscaping) along Princes Highway	Wyndham City	S-M	Construction only	ST-16



## 4.0 APPENDICES

### 4.1 Street Cross Sections (see Plan 11 - Road Network Plan for locations)



### Section 1 (S1) - Sneydes Road 58m

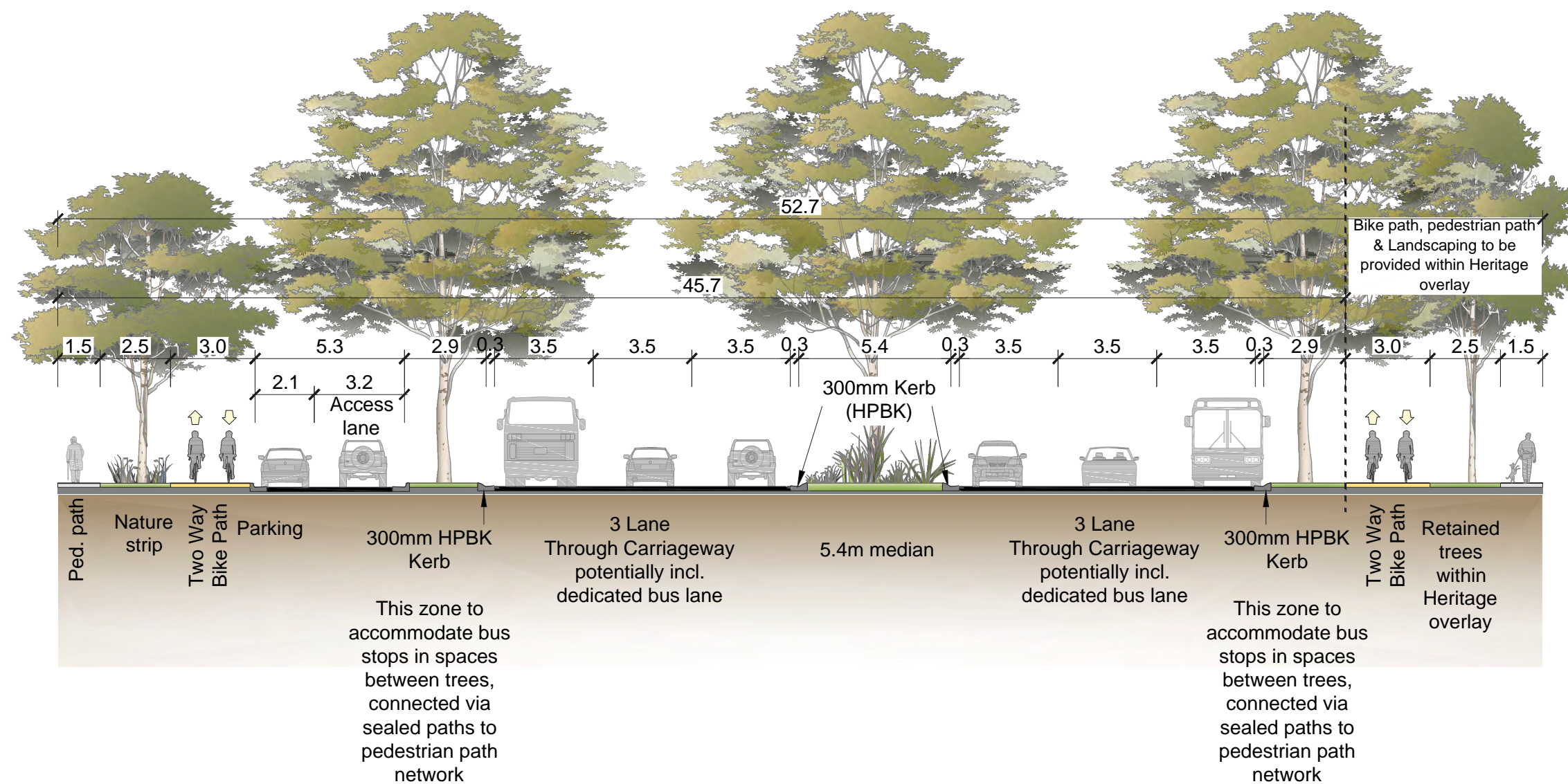
- Princes Highway to Heritage Overlay

- D1 drain to north-south access link - service road to become part of local road network at eastern end.

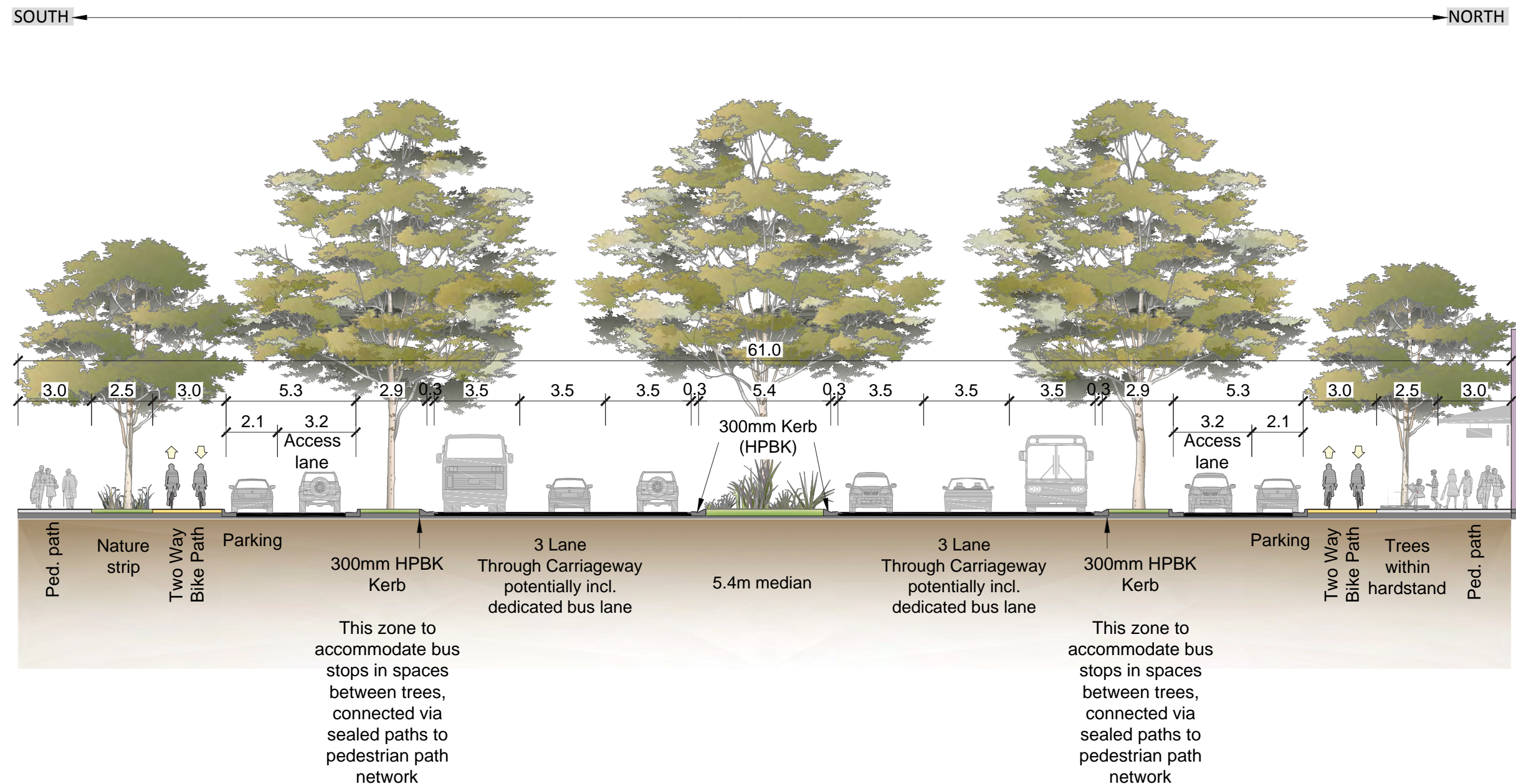
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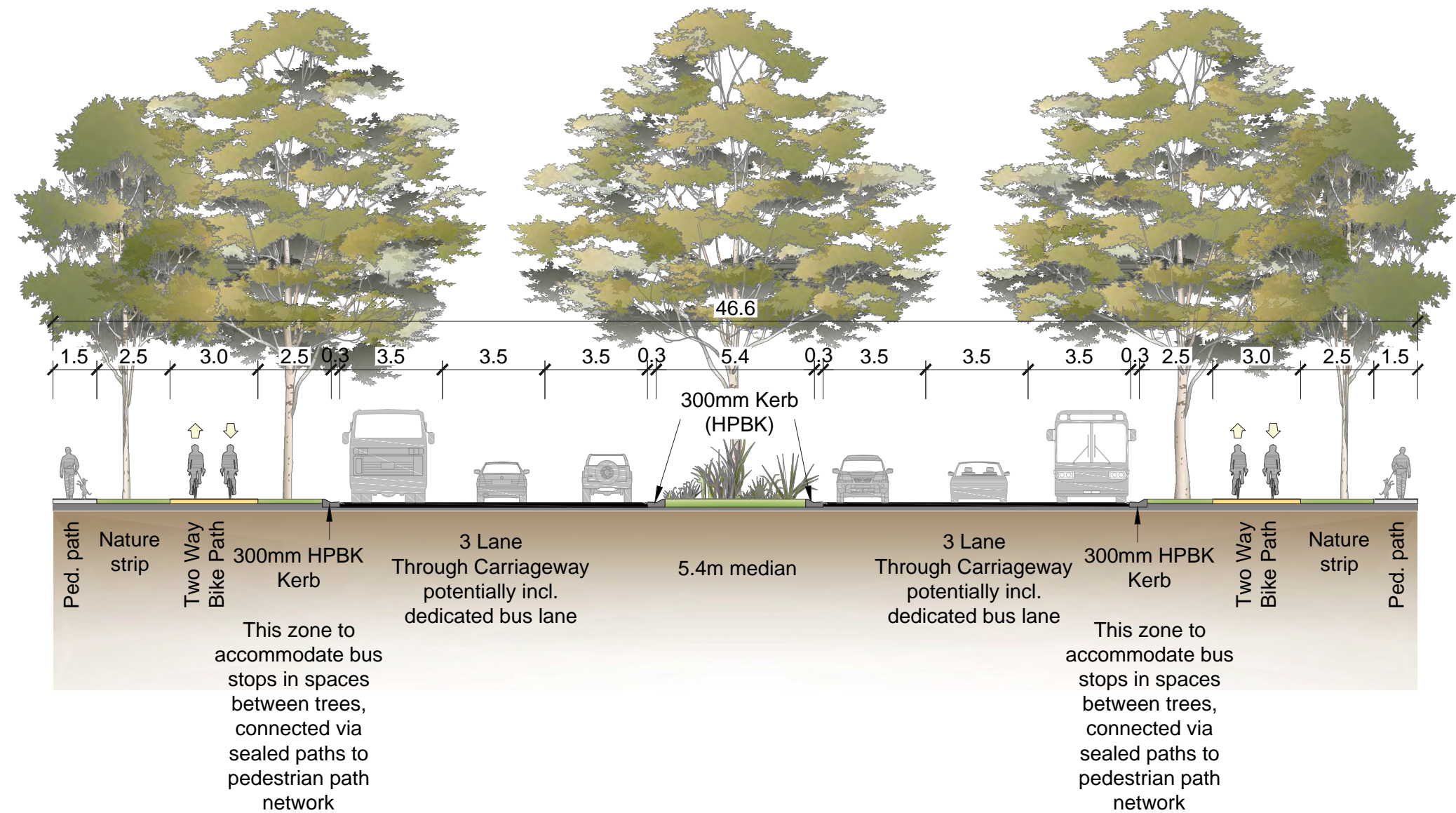
SOUTH

NORTH





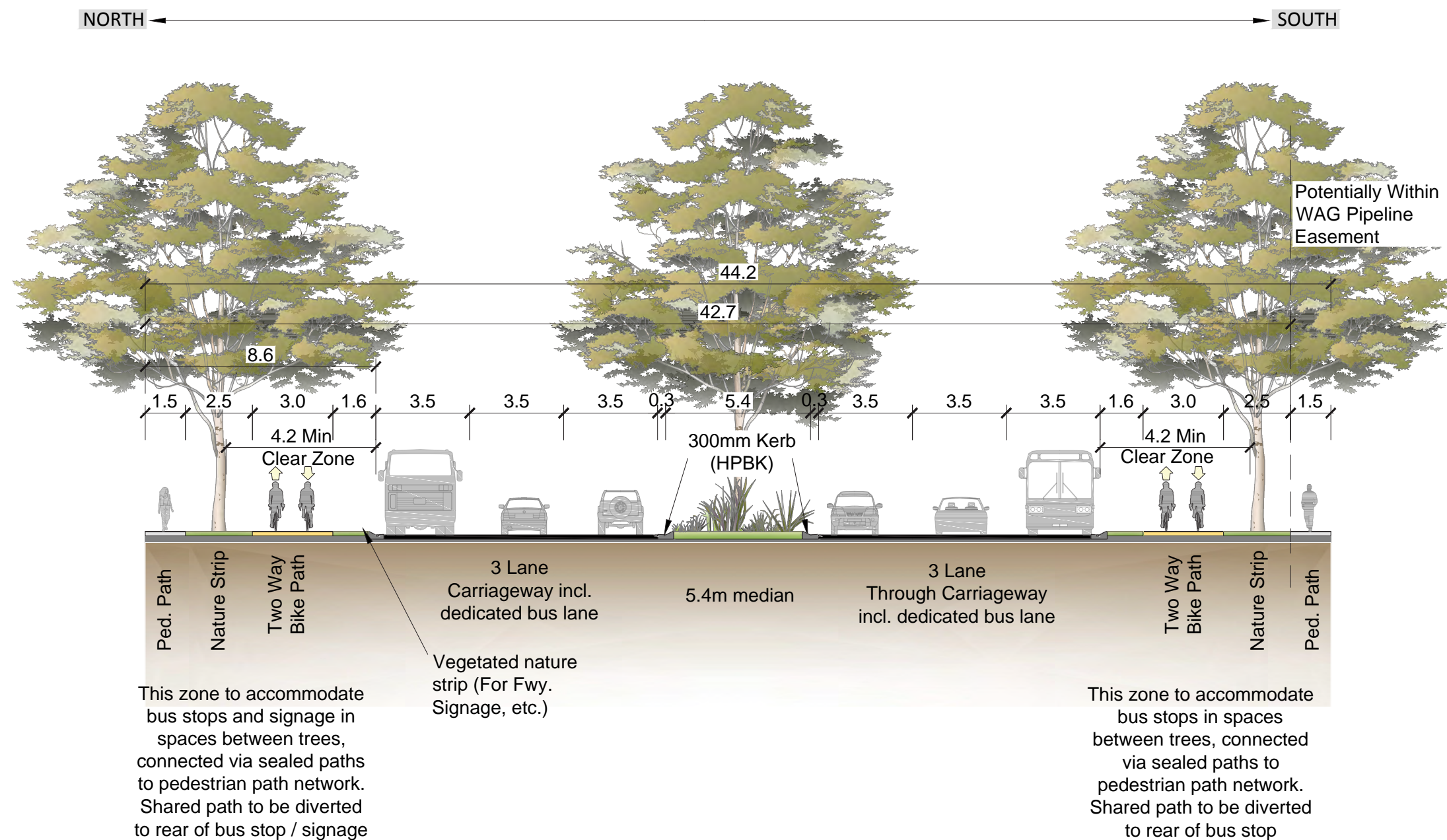


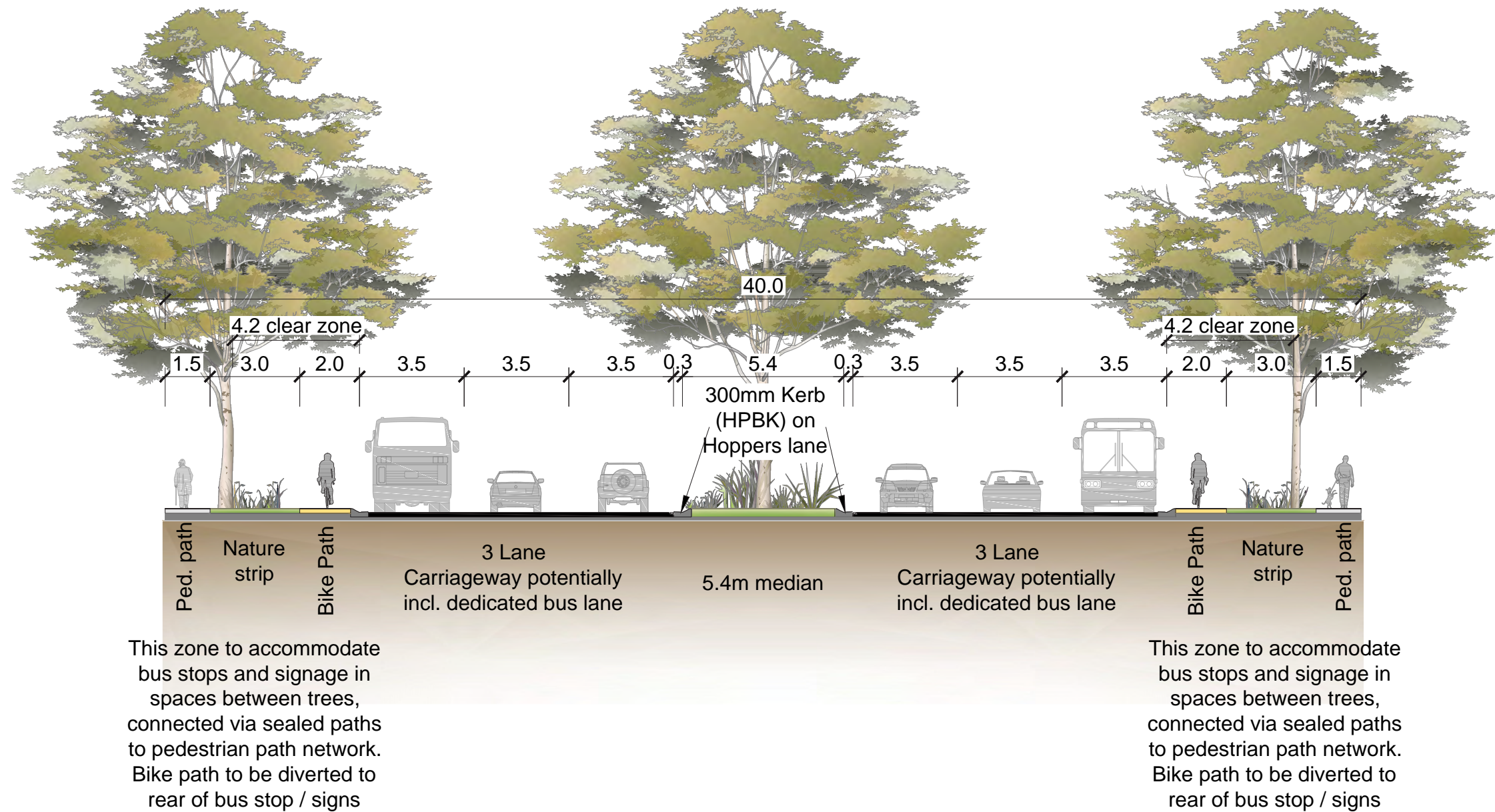


## Section 4 (S4) - Sneydes Road 46.6m

- North-south access link to freeway
- D1 drain beyond bridge



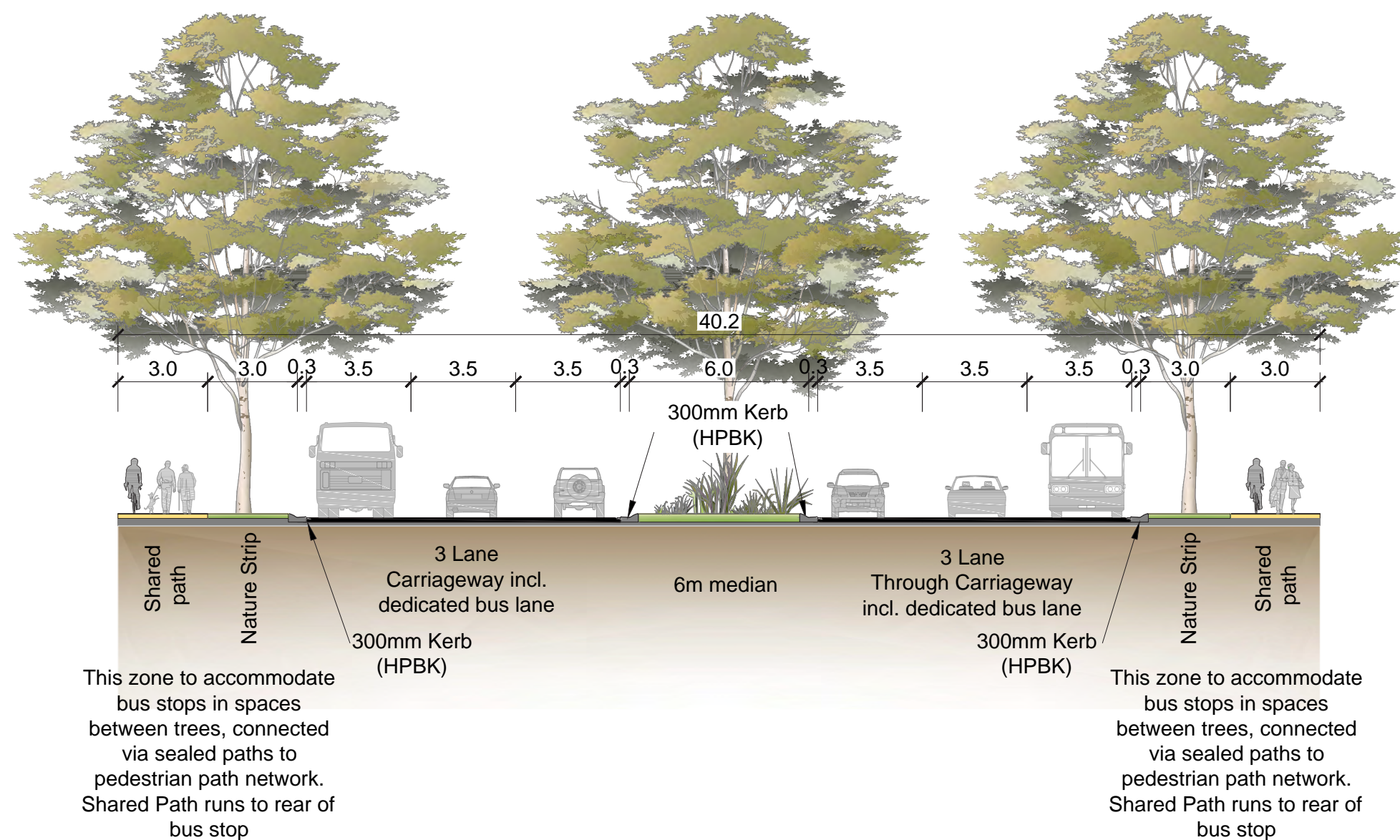


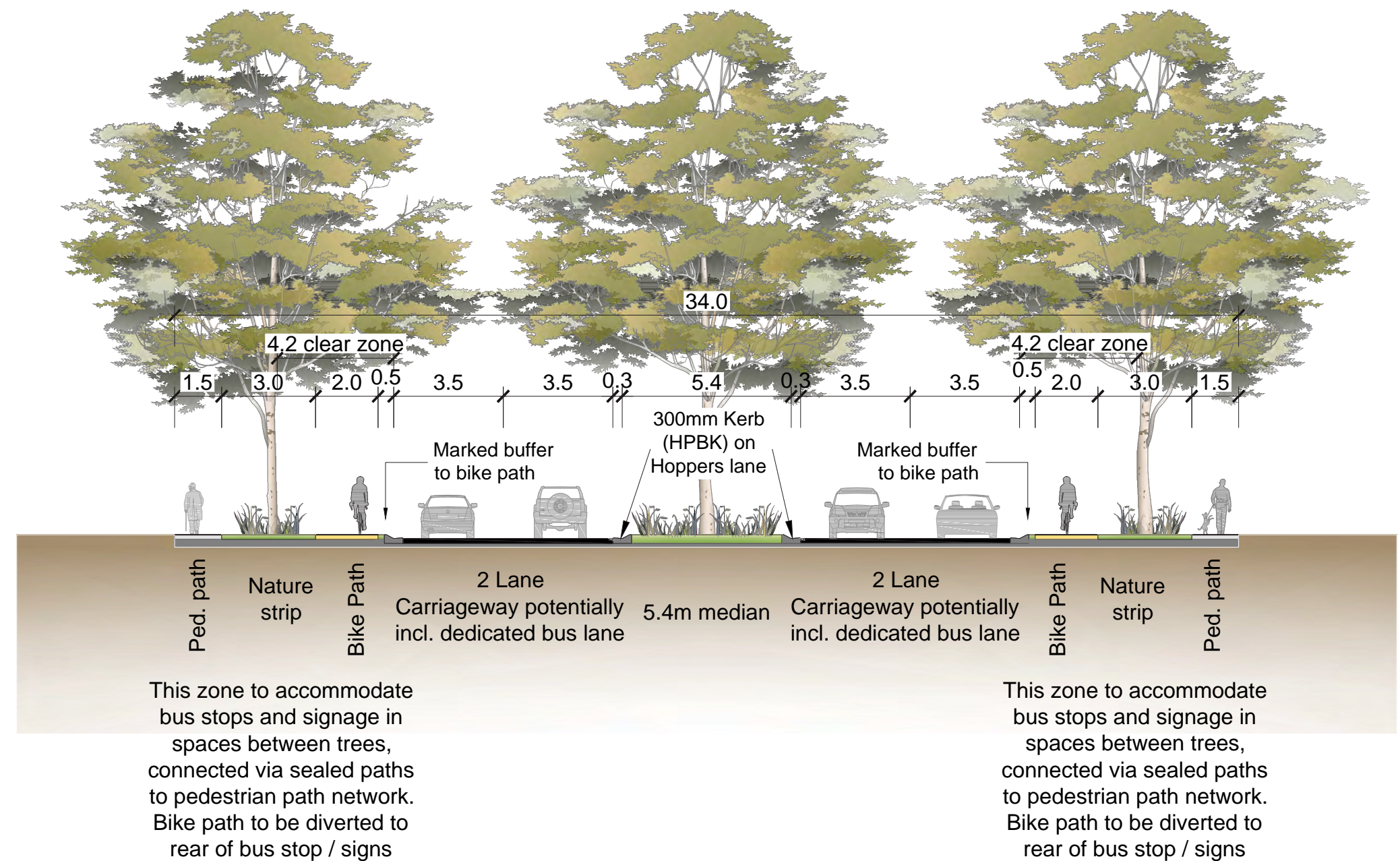


## Section 6 (S6) - Hoppers Lane 40m

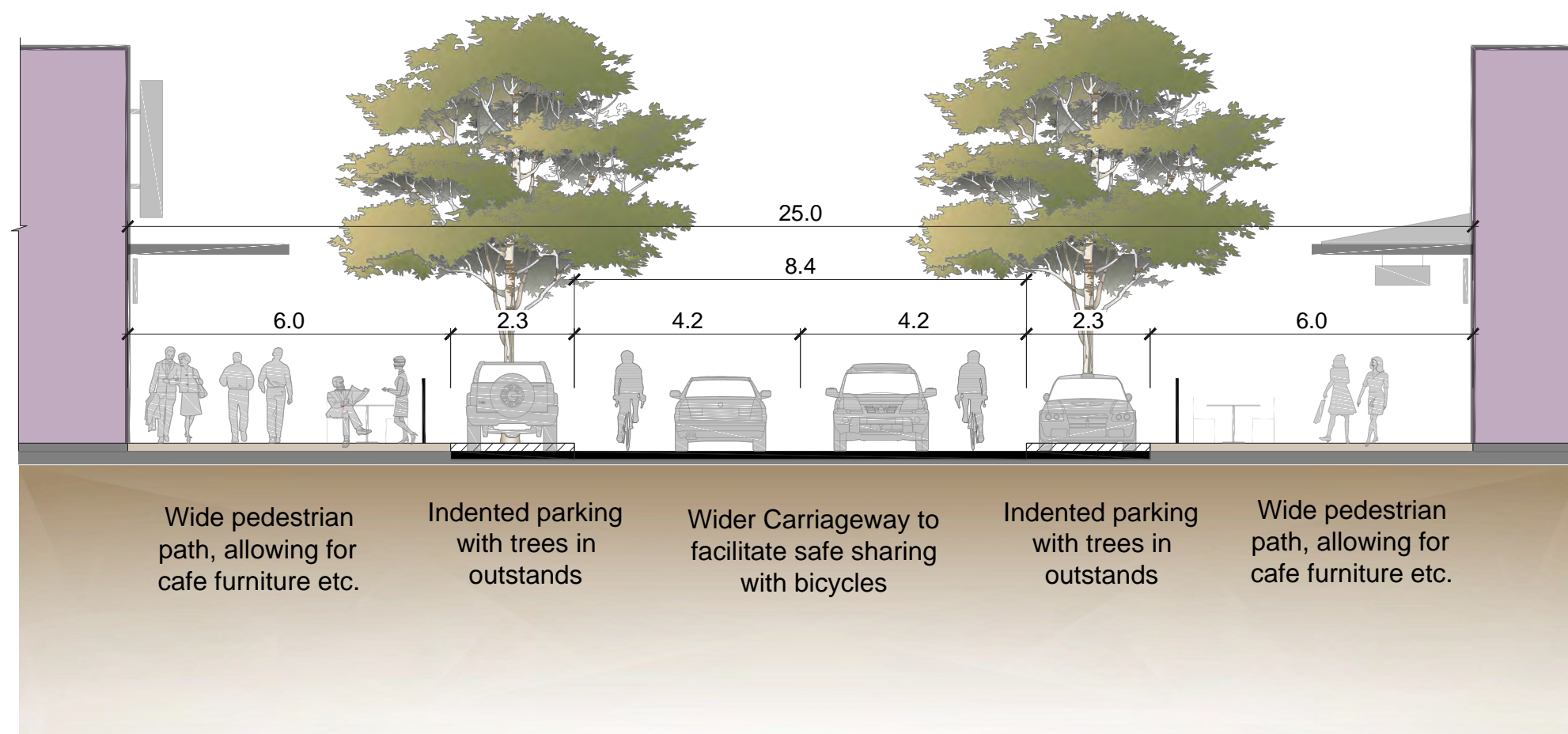
Dunnings Road 40m





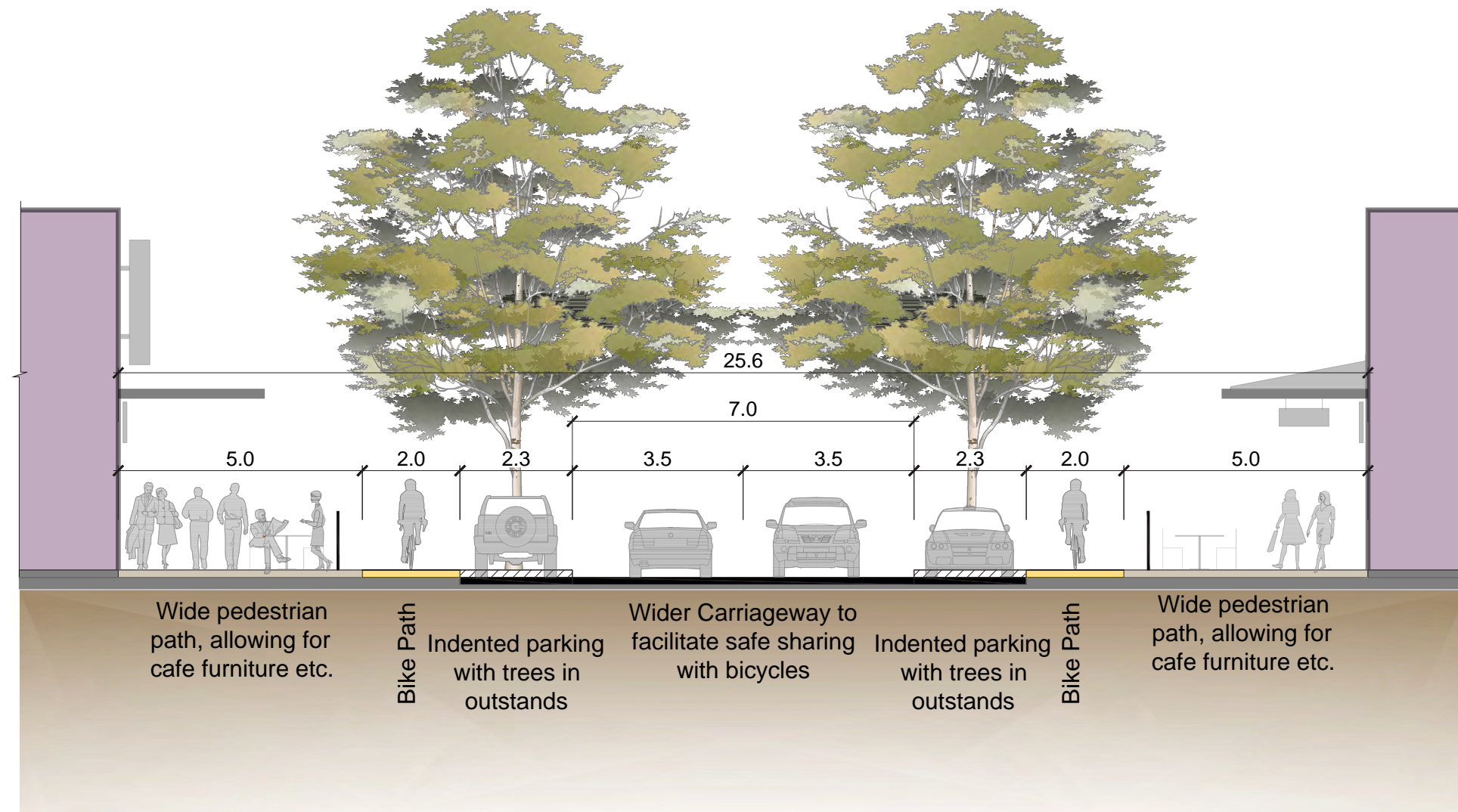




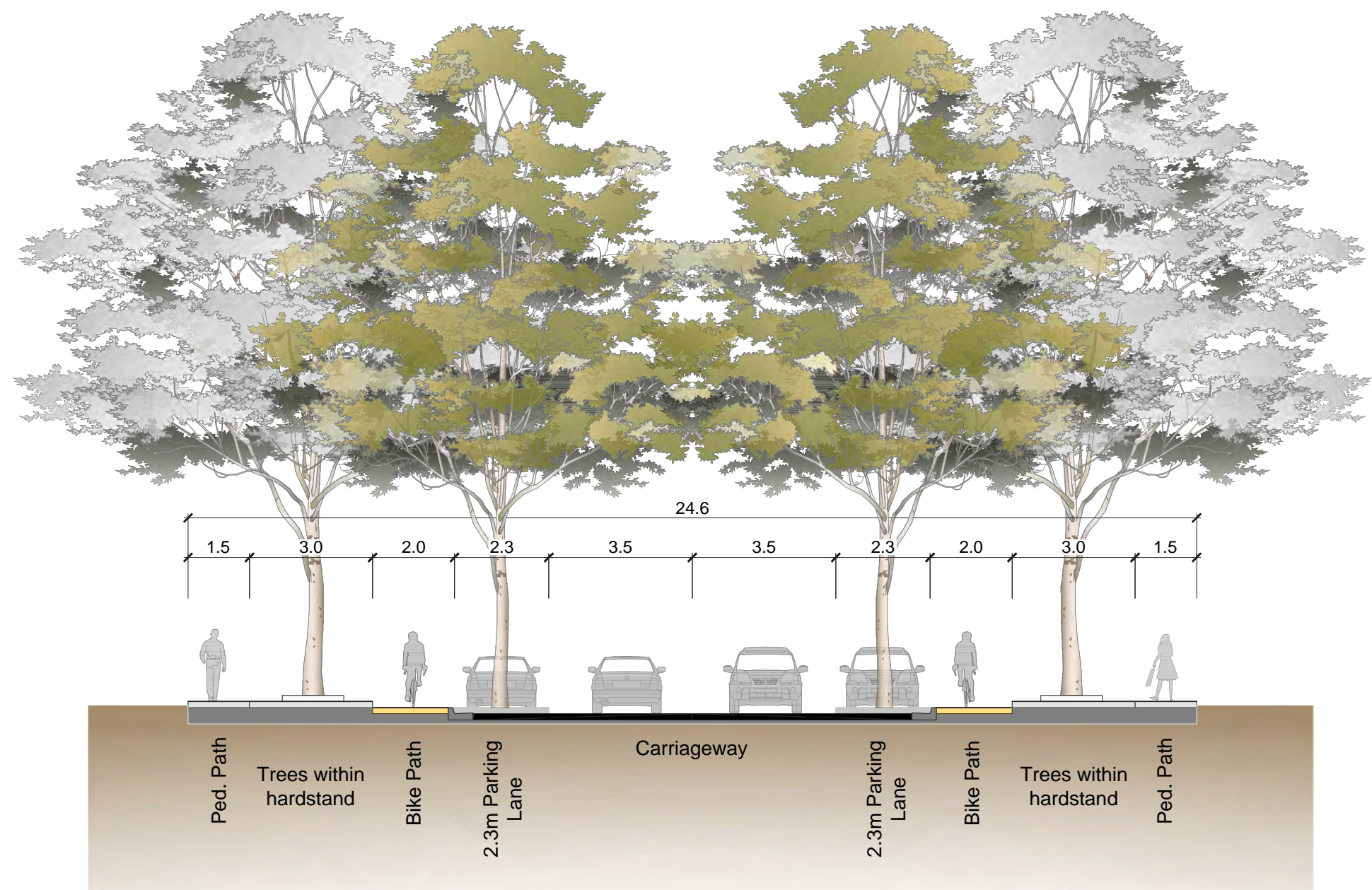


## Section 9 (S9) - Town Centre Main Street 25m

- East Werribee Town Centre
- Wattle Village Centre
- Point Cook South West Local Town Centre







growth

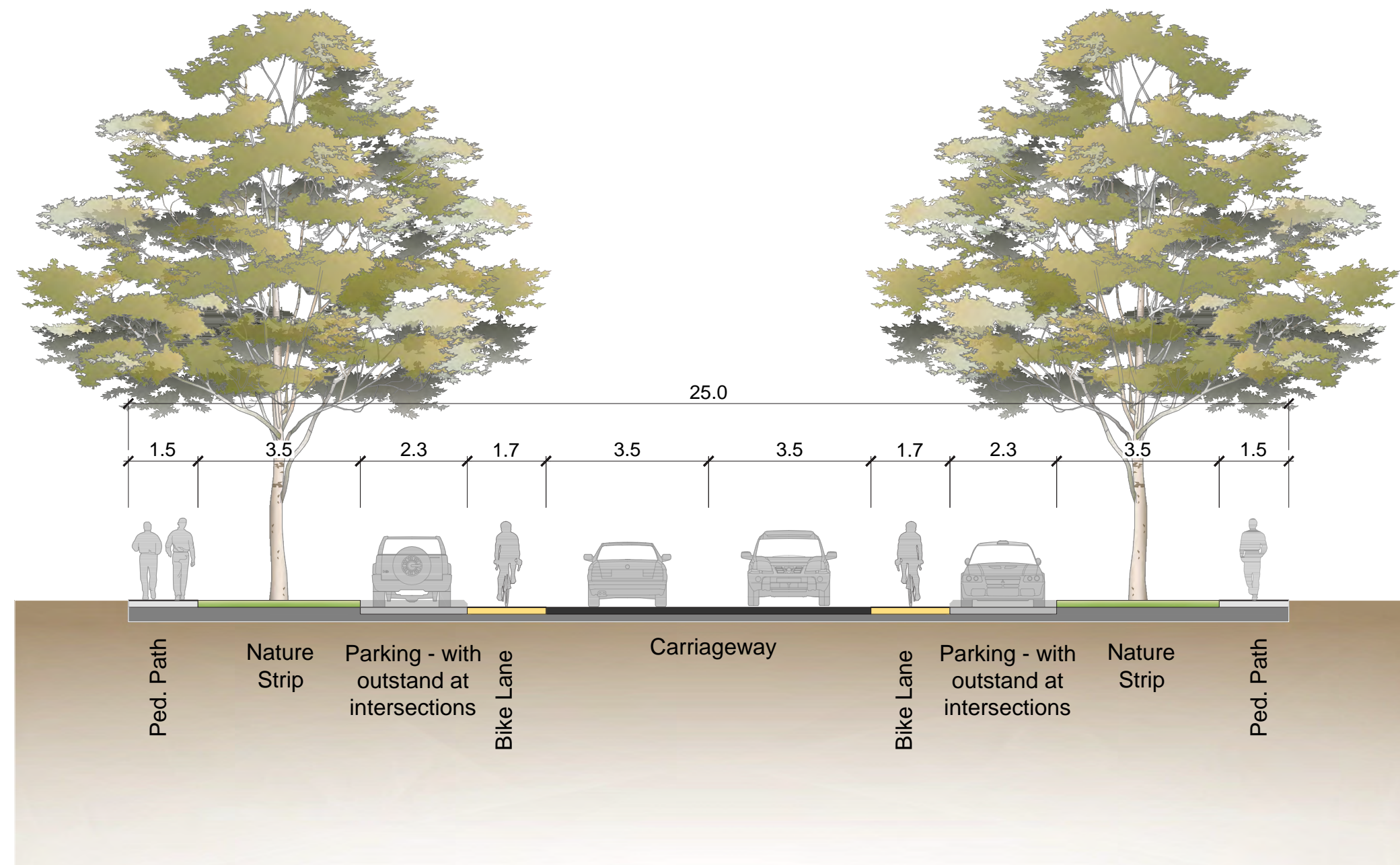
areas

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Section 11 (S11) Lakeside Avenue - Central and Eastern Sections

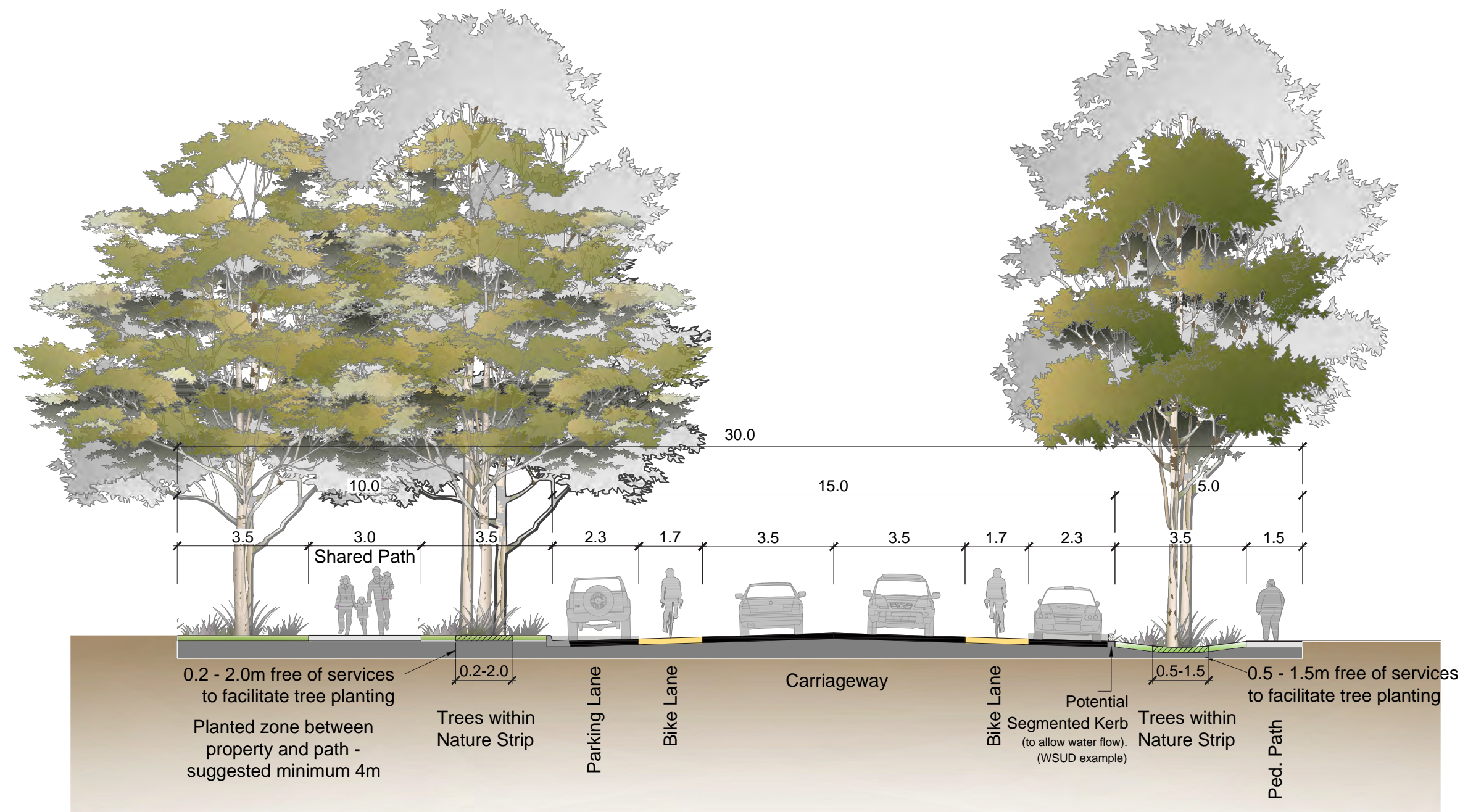
24.6m

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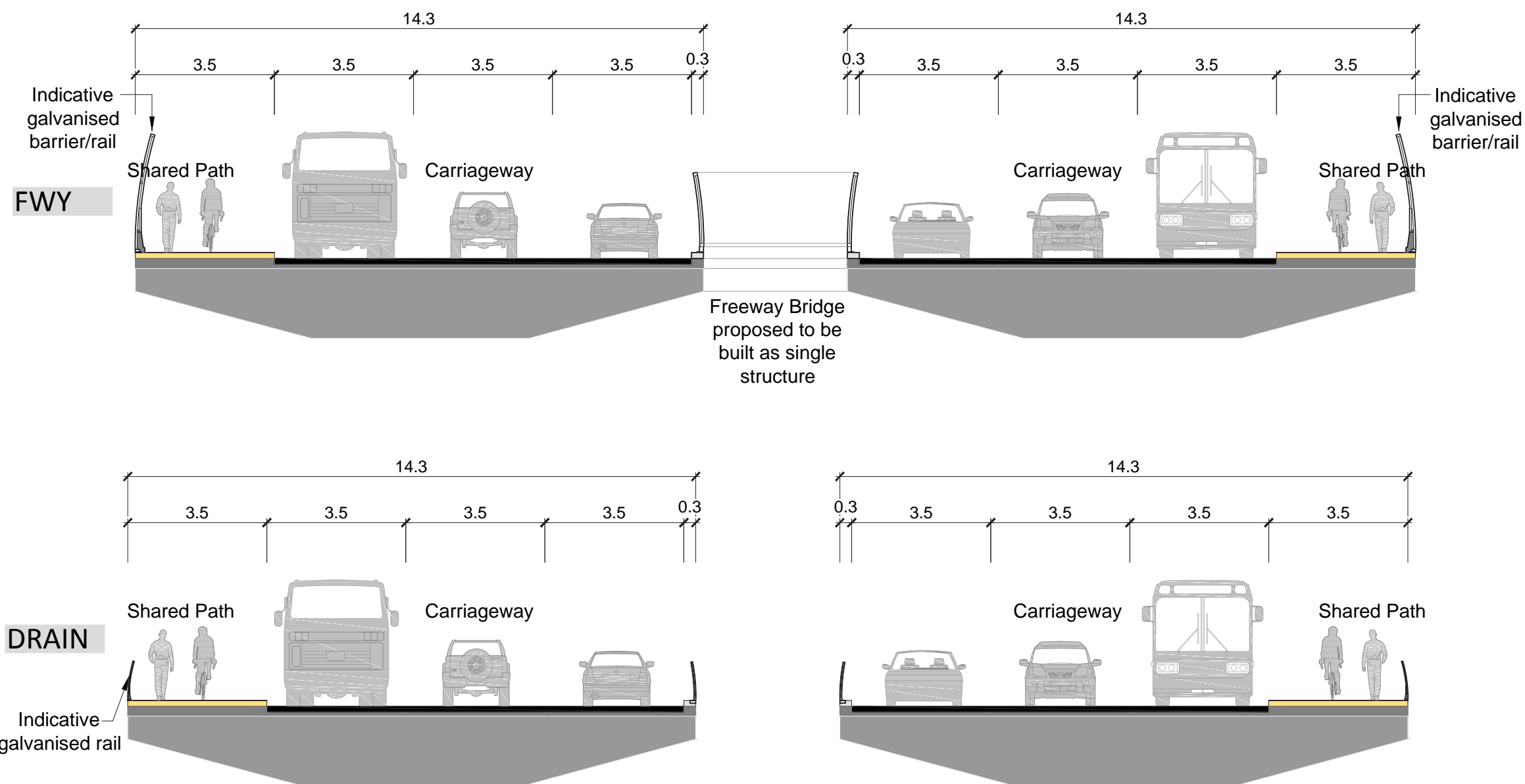












growth areas

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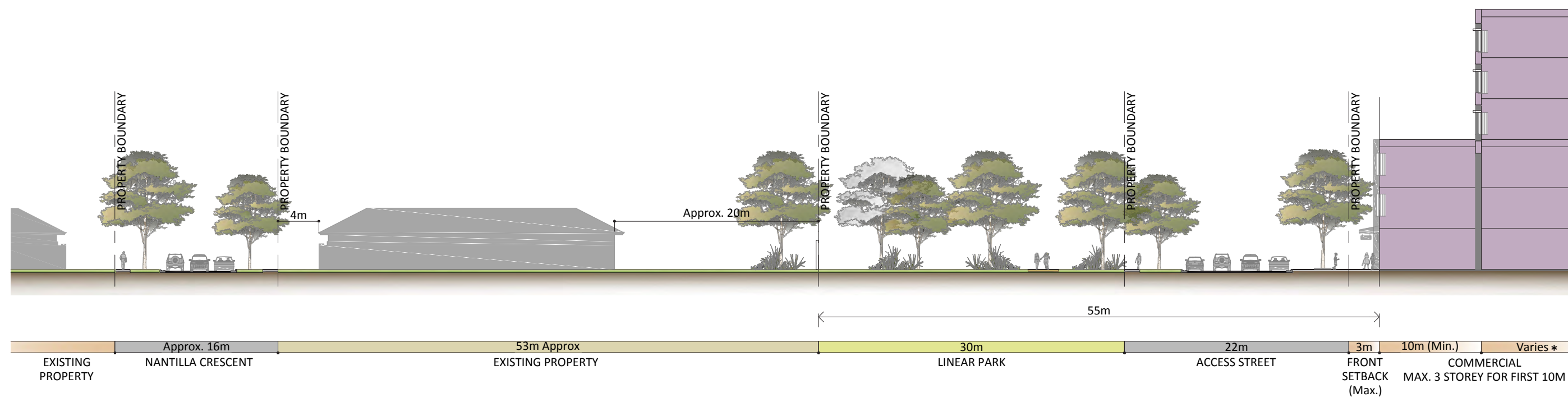
**Section 15 (S15) Bridges across Princes Freeway and D1 drain**

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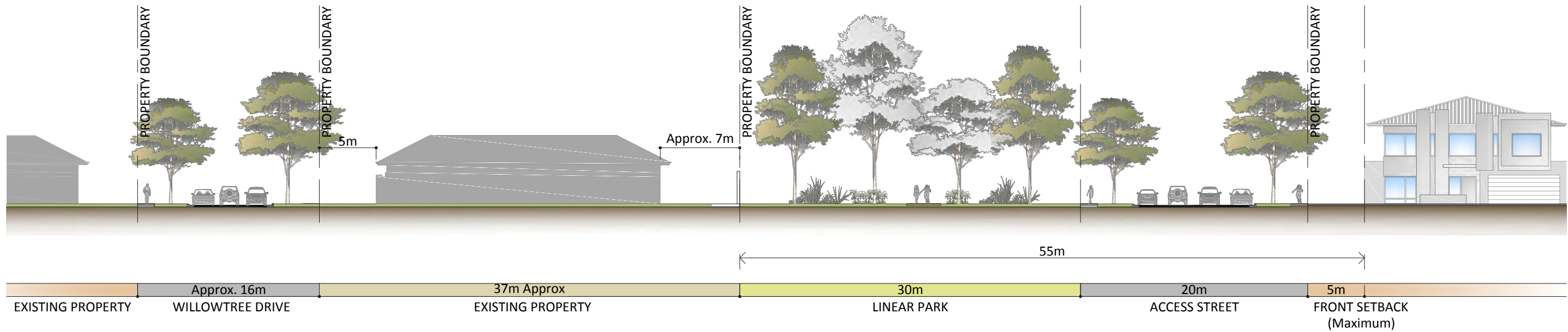




## 4.2 Interface Cross Section Drawings



NOTE: \* Subject to Employment Design Guidelines



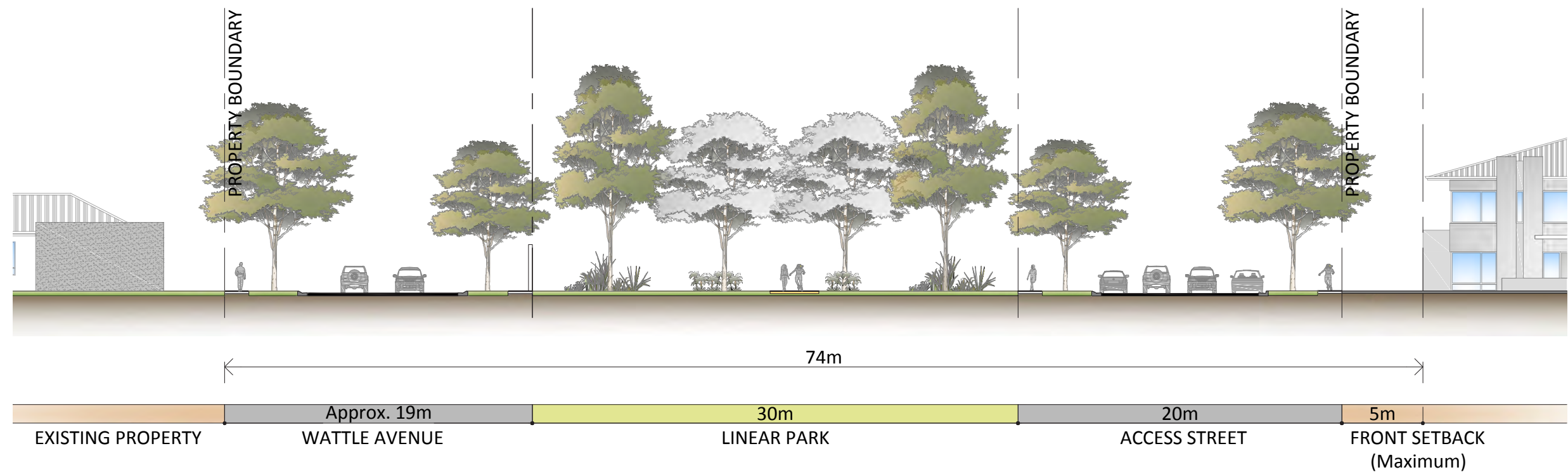
Note: Maximum 3 Storey in Height



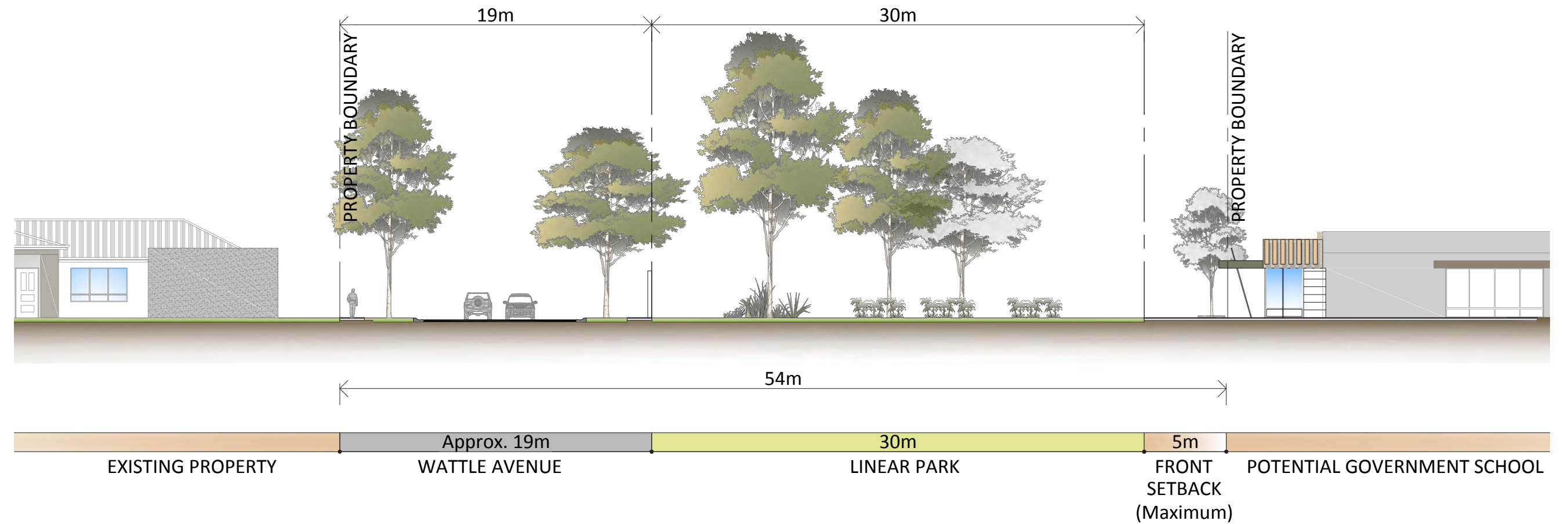
Cross Section B - Wattle Avenue Linear Park - Willowtree Drive

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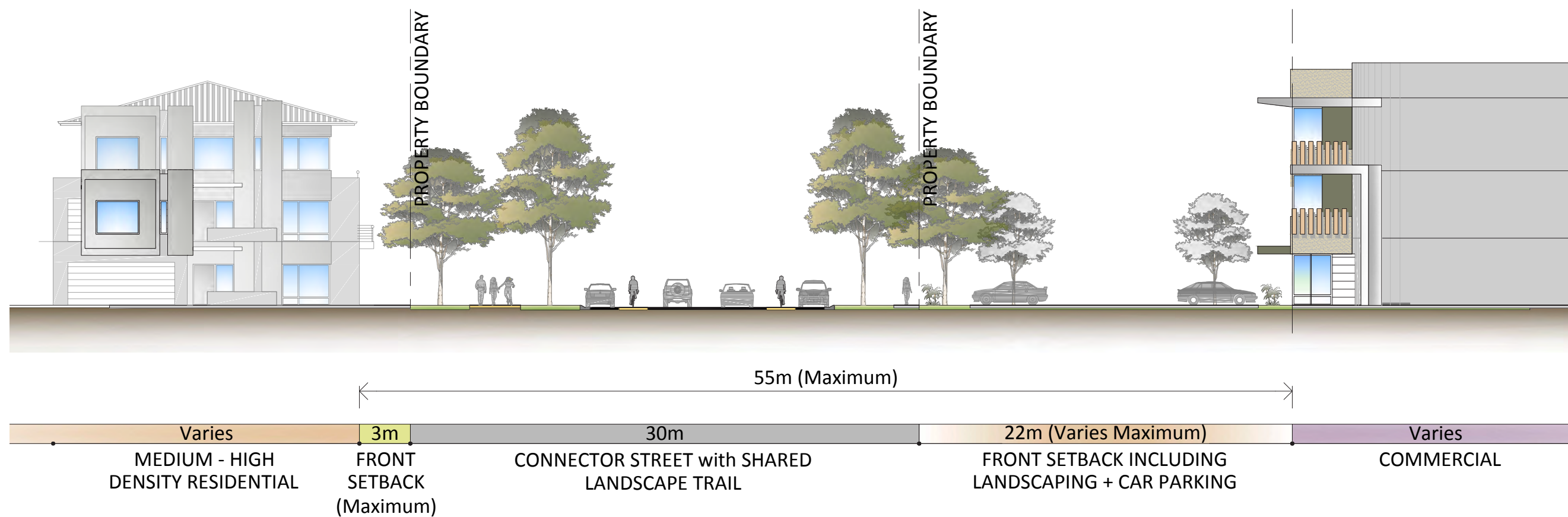


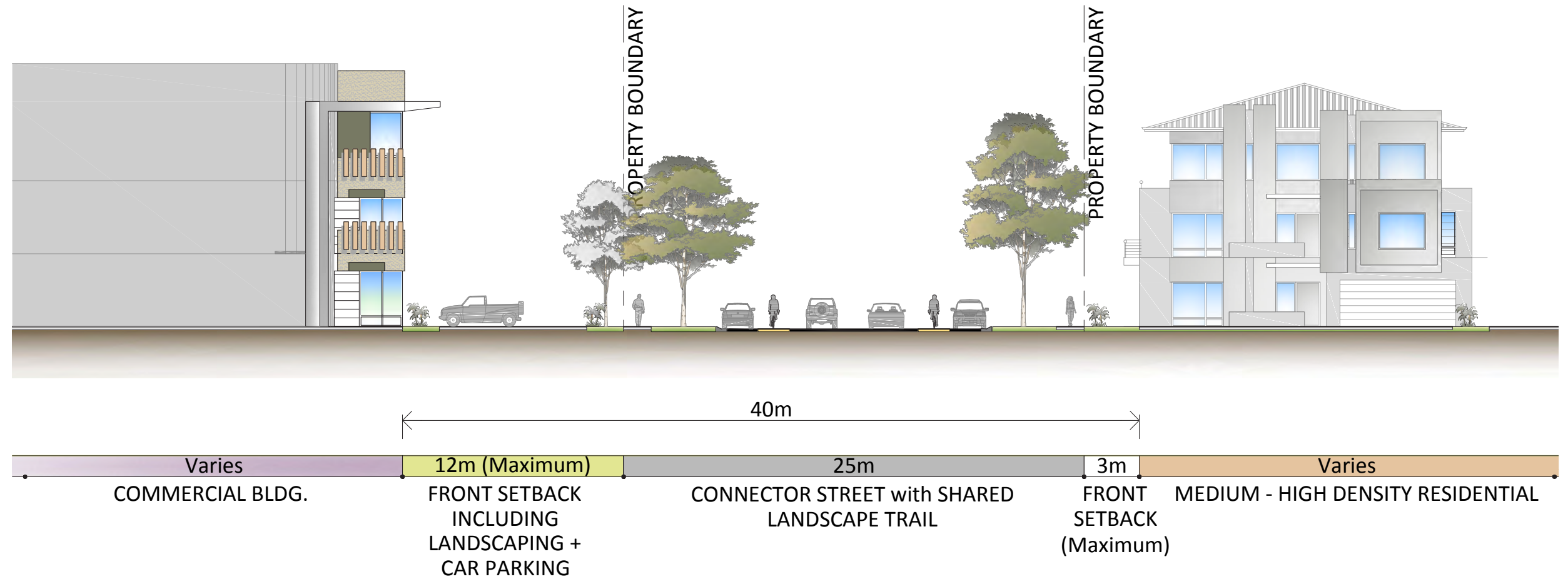


Note: Maximum 3 Storey in Height

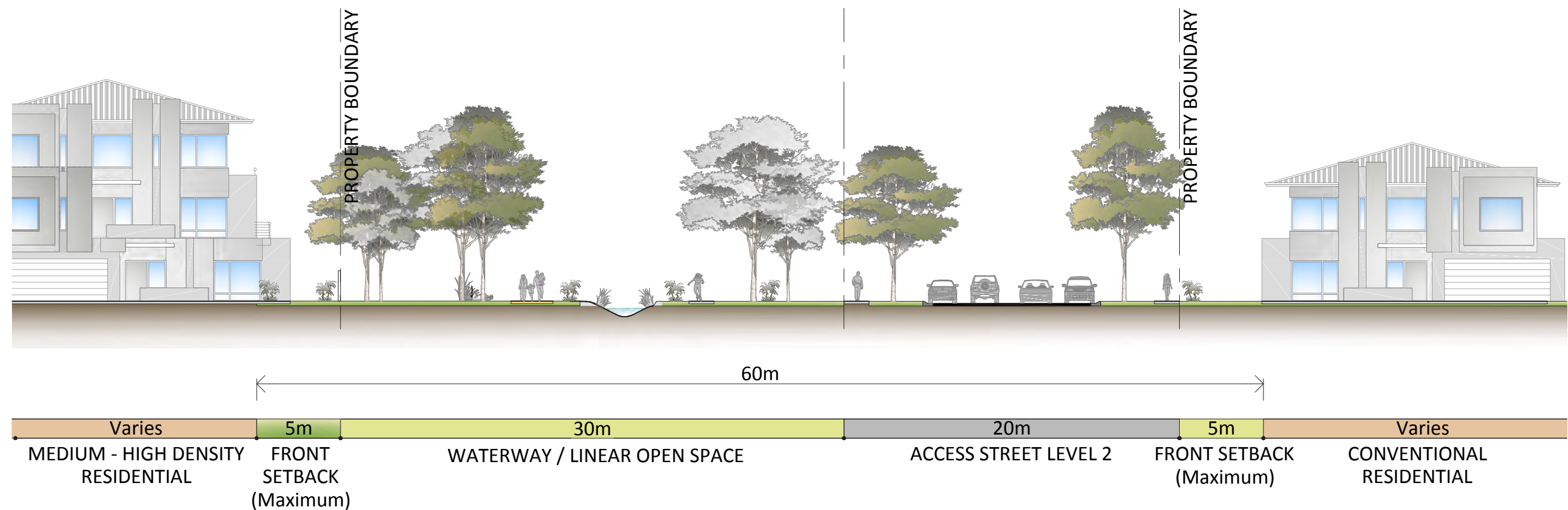


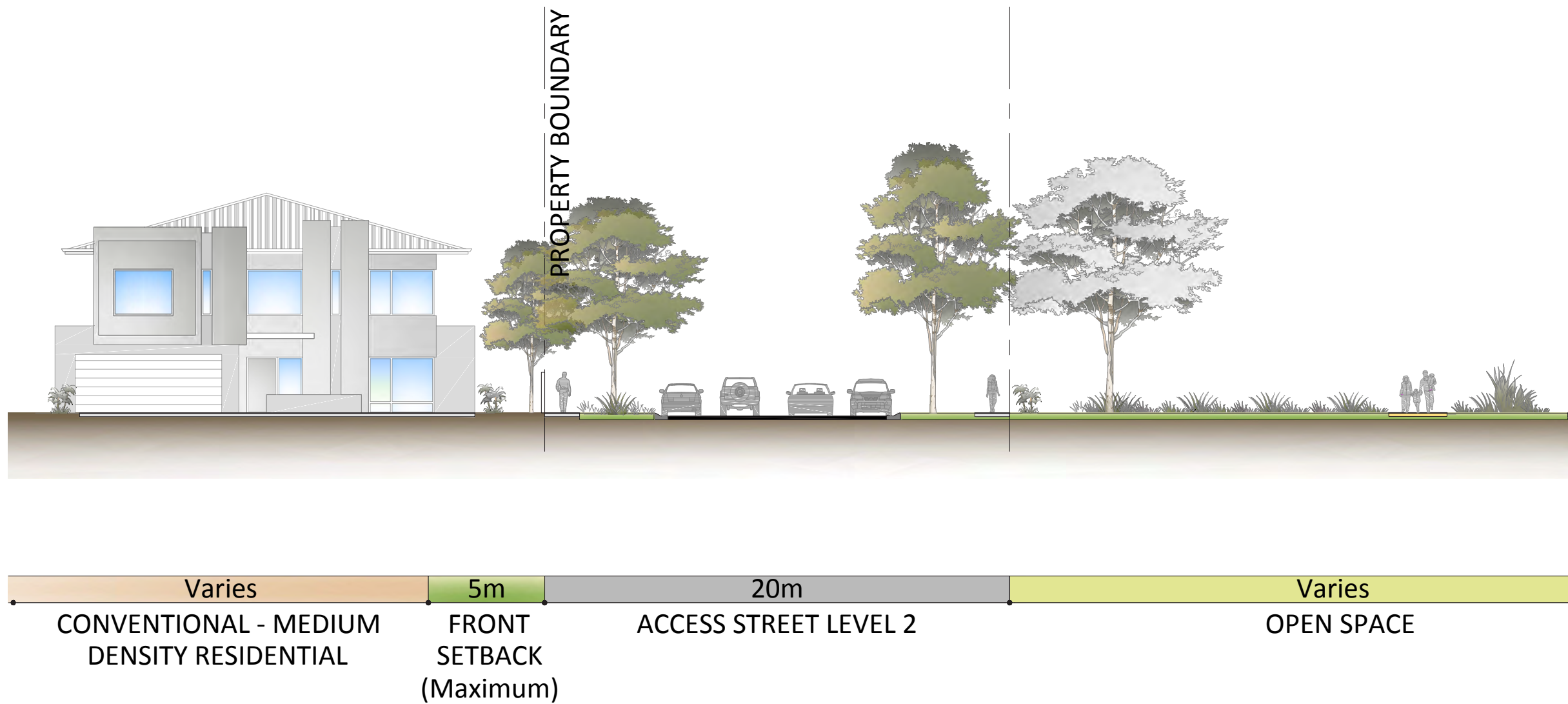




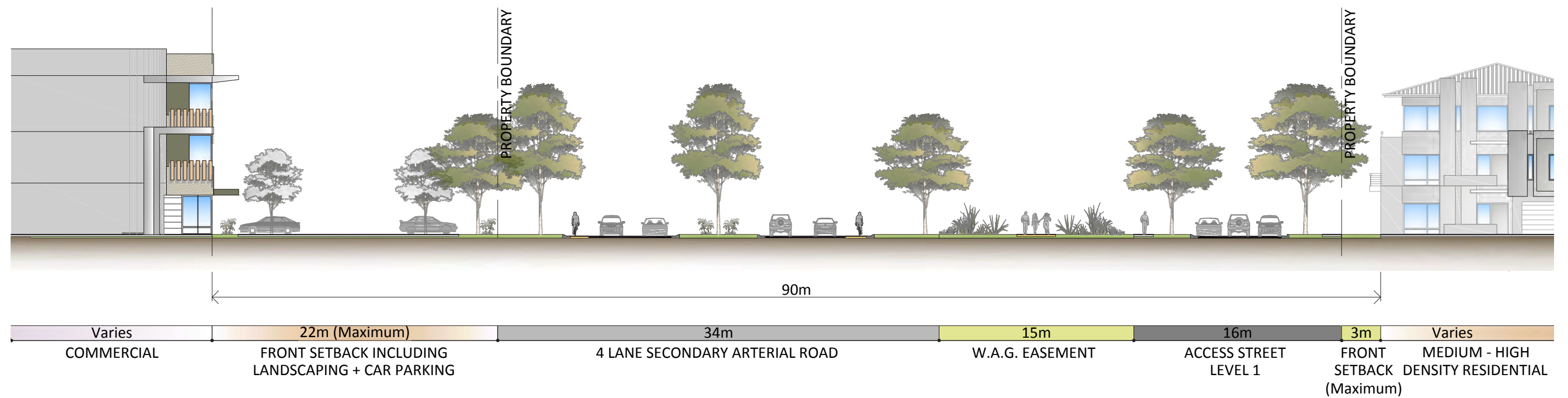


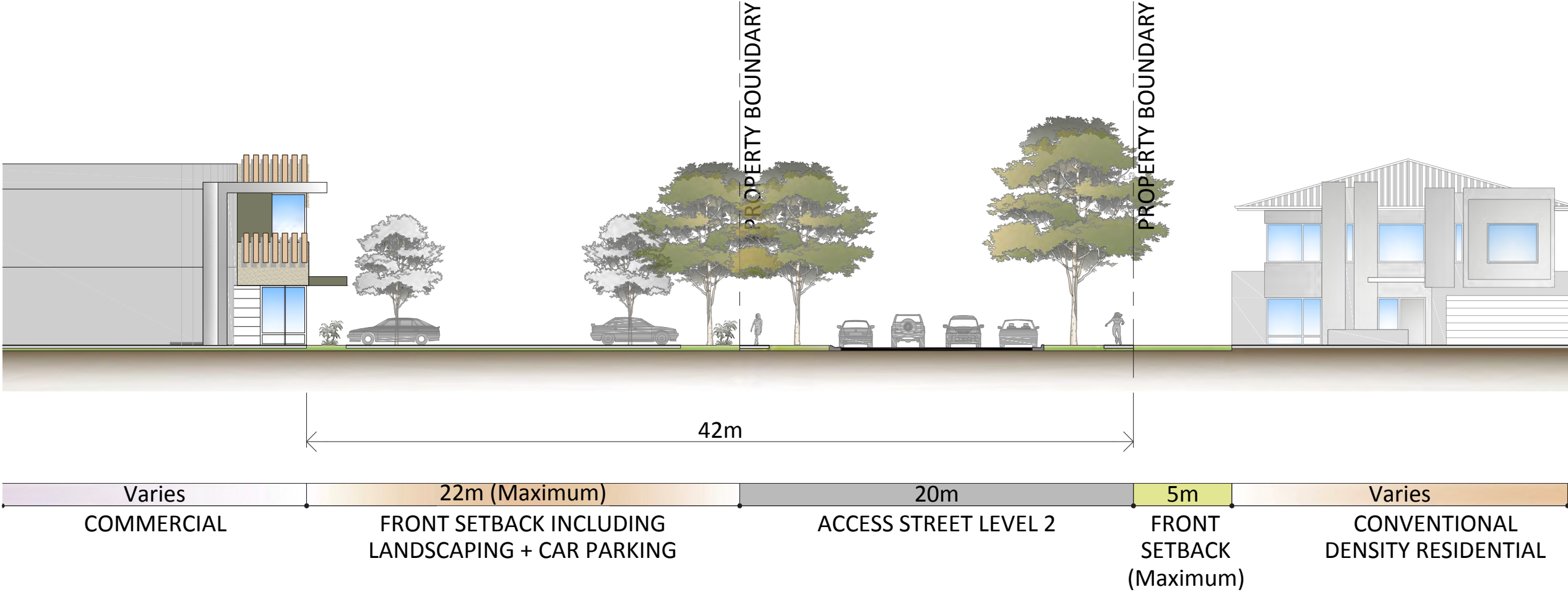














### 4.3 Local Town Centre Principles

PRINCIPLE	GUIDELINES
<b>PRINCIPLE 1</b>	
Provide every neighbourhood with a viable Local Town Centre as a focus of the community with a fine grain, closely spaced distribution pattern.	<ul style="list-style-type: none"> <li>• Deliver a fine grain distribution pattern of highly accessible Local Town Centres generally on a scale of one Local Town Centre for every neighbourhood of 8,000 to 10,000 people.</li> <li>• Locate Local Town Centres with a distribution pattern of around one Local Town Centre for every square mile (2.58km<sup>2</sup>) of residential development.</li> <li>• Deliver a network of economically viable Local Town Centres including a supermarket and supporting competitive local shopping business, medical, leisure, recreation and community needs while allowing opportunities for local specialisation.</li> </ul>
<b>PRINCIPLE 2</b>	
Locate Local Town Centres on a connector street intersection with access to an arterial road and transit stop.	<ul style="list-style-type: none"> <li>• Locate the Local Town Centre on an arterial/connector intersection and ensure that the Local Town Centre is central to the residential catchment that it services while optimising opportunities for passing trade.</li> <li>• Locate the Local Town Centre with future railway stations or other forms of transit stops to benefit the Local Town Centre and to offer convenience for public transport passengers.</li> <li>• Other Local Town Centre locations may be considered where the location results in the Local Town Centre being central to the residential catchment that it serves and/or the location incorporates natural or cultural landscape features such as rivers and creeks, tree rows, topographic features or other heritage structures which assist in creating a sense of place.</li> </ul>
<b>PRINCIPLE 3</b>	
Locate Local Town Centres in an attractive setting so that most people live within a walkable catchment of a Local Town Centre and relate to the centre as the focus of the neighbourhood.	<ul style="list-style-type: none"> <li>• Ensure that 80-90% of households are within a 1km walkable catchment of a local or higher order Town Centre.</li> <li>• Locate Local Town Centres in attractive settings and incorporate natural or cultural landscape features such creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value.</li> <li>• The design of the Local Town Centre should respect existing views and vistas to and from the Local Town Centre location.</li> </ul>
<b>PRINCIPLE 4</b>	
Provide a full range of local community and other facilities including a supermarket, shops, medical and recreation uses.	<ul style="list-style-type: none"> <li>• Land uses should be located generally in accordance with the locations and general land use terms identified on the Local Town Centre Concept Plan.</li> <li>• The design of the Local Town Centre should facilitate development with a high degree of community interaction and provide a vibrant and viable mix of retail, recreation and community facilities.</li> <li>• The creation of land use precincts within the centre is encouraged to facilitate the clustering of uses. For example a 'medical precinct' where similar or synergistic uses should be sited together to promote stronger trading patterns.</li> <li>• The design of the Local Town Centre should also encourage a pattern of smaller scale individual tenancies and land ownership patterns within the Local Town Centre to attract investment and encourage greater diversity and opportunities for local business investment.</li> <li>• The Local Town Centre should generally be anchored by one full line supermarket and supported by specialty stores unless otherwise noted on the Local Town Centre Concept Plan.</li> <li>• Supermarkets and other commercial or community anchors or secondary anchors within the Local Town Centre should be located diagonally opposite one another across the main street and/or town square to promote desire lines that maximise pedestrian movement within the public realm.</li> <li>• A small access mall that address a supermarket/other 'large box uses' may be considered as part of the overall design. Such access malls may have a limited number of internalised shops. The primary access to the mall should be from the main street and/or the town square.</li> <li>• Active building frontages should address the main street and town square to maximise exposure to passing trade, and promote pedestrian interaction.</li> <li>• Shopfronts should have varying widths and floor space areas to promote a diversity of trading opportunities throughout the Local Town Centre.</li> <li>• Flexible floor spaces (including floor to ceiling heights) should be incorporated into building design to enable localised commercial uses to locate amongst the activity of the Local Town Centre.</li> <li>• Mixed Use precincts should provide retail and/or office at ground level, and office, commercial and residential above ground level.</li> <li>• Childcare, medical centres and specialised accommodation (e.g. aged care/nursing home, student accommodation, and serviced apartments) should be located within the Local Town Centre and at the edge of the Local Town Centre to contribute to the activity of the centre and so these uses are close to the services offered by the centre.</li> <li>• Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages.</li> <li>• Car parking areas should be designed to accommodate flexible uses and allow for long term development opportunities.</li> <li>• Public toilets should be provided in locations which are safe and accessible and within the managed area of the property.</li> </ul>

**PRINCIPLE 5**

Focus on a public space as the centre of community life.

- A public space which acts as the central meeting place within the Local Town Centre must be provided. This public space may take the form of a town square, town park, public plaza space, public market place or a similar locally responsive option.
- The public space should be located in a position where the key uses of the Local Town Centre are directly focuses on this public space to ensure that it is a dynamic and activated space.
- The public space should be designed to function as the identifiable 'centre' or 'heart' with a distinctive local character for both the Local Town Centre and the broader residential catchment.
- The public space should be designed as a flexible and adaptable space so that a range of uses can occur within this space at any one time. Such uses may include people accessing their daily shopping and business needs as well as providing a space where social interaction, relaxation, celebrations and temporary uses (such as stalls, exhibitions and markets) can occur.
- The public space should be well integrated with pedestrian and cycle links around and through the Local Town Centre so that the public space acts as a 'gateway' to the activity of the centre.
- The main public space or town square within the Local Town Centre should have a minimum area of 500sq m. Smaller public spaces which are integrated within the built form design, are surrounded by active frontages and facilitate high levels of pedestrian movement are also encouraged.
- Footpath widths within and around the public space as well as along the main street should be sufficient to provide for pedestrian and mobility access as well as provide for outdoor dining and smaller gathering spaces.

**PRINCIPLE 6**

Integrate local employment and service opportunities in a business friendly environment.

- A variety of employment and business opportunities should be planned through the provision of a broad mix of land uses and commercial activities.
- A range of options and locations for office based businesses should be provided within the Local Town Centre.
- Services and facilities to support home based and smaller businesses are encouraged within the Local Town Centre.
- Appropriate locations for small office/home office ('SOHO') housing options which maximise the access and exposure to the activity of the Local Town Centre should be considered as part of the design process.

**PRINCIPLE 7**

Include a range of medium and high density housing and other forms of residential uses within and surrounding the Local Town Centre.

- Medium and high density housing in and around the Local Town Centre is required to provide passive surveillance, contribute to the life of the centre and to maximise the amenity of the centre.
- Medium and high density housing should establish in locations of high amenity around the Local Town Centre and be connected to the activity of the Local Town Centre through strong pedestrian and cycle links.
- A range of housing types for a cross section of the community (such as retirement living) should be included in and around the Local Town Centre.
- Specialised accommodation (such as aged/nursing care, student accommodation and serviced apartments) is encouraged at the edge of Local Town Centres with strong pedestrian and cycle links to the central activity area of the Town Centre.
- The Local Town Centre design should avoid potential land use conflicts between residential and commercial uses by focusing on retail operations on the main street and around the town square and locating residential uses predominantly at the edge of the Local Town Centre and/or on upper levels.
- Refer to the Small Lot Housing Code for further information about housing requirements for small lots around Local Town Centres.

**PRINCIPLE 8**

Design the Local Town Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.

- The Local Town Centre should be easily, directly and safely accessible for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety.
- The Local Town Centre should provide a permeable network of streets, walkways and public spaces that provide linkages throughout the centre and designated pedestrian crossing points.
- The main street should be designed to comply with the relevant cross sections found within the Precinct Structure Plan.
- A speed environment of 40km/h or less should be designed for the length of the main street.
- Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations within the Local Town Centre.
- Bus stops should be provided in accordance with the *Department of Transport Public Transport Guidelines for Land Use and Development*, to the satisfaction of the Department of Transport.
- Bicycle parking should be provided within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations.
- Supermarket and other 'large format' buildings should not impede on the movement of people around the Local Town Centre.
- Key buildings within the Local Town Centre should be located to encourage pedestrian movement along the length of the street through public spaces.
- The design of buildings within the Local Town Centre should have a relationship with and should interface to the public street network.
- Car parking areas should be designated to ensure passive surveillance and public safety through adequate positioning and lighting.
- Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping.
- On street car parking should be provided either as parallel or angle parking to encourage short stay parking.
- Car parking ingress and egress crossovers should be grouped and limited.
- Car parking ingress or egress and car parking areas accommodating heavy vehicle movements should be designed to limit the pedestrian/vehicle conflict.
- Heavy vehicle movements (i.e. loading and deliveries) should be located to the rear and or side of street based retail frontages
- Streets, public spaces and car parks should be well lit to Australian standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above.
- All public spaces should respond appropriately to the design for mobility access principles.



## PRINCIPLE 9

Create a sense of place with high quality engaging urban design.

- Development should complement and enhance the character of the surrounding area by responding appropriately to key visual cues associated with the topography of the Local Town Centre location and its surrounds.
- The Local Town Centre design should seek to minimise amenity and noise impacts resulting from the mix of uses by maintaining separation and transitional areas between retail and housing activities, such as open space, road networks and community facilities.
- The design of each building should contribute to a cohesive and legible character for the Local Town Centre as a whole.
- Sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) should be identified for significant buildings or landmark structures.
- The design of building frontages should incorporate the use of a consistent covered walkway or verandah to provide for weather protection.
- The built form should define the main street and be aligned with the property boundary.
- Street facades and all visible side or rear facades should be visually rich, interesting and well articulated and be finished in suitable materials and colours that contribute to the character of the Local Town Centre.
- Corner sites, where the main street meets an intersecting and/or arterial road should:
  - » Be designed to provide built form that anchors the main street to the intersecting road. This can be achieved through increased building height, scale and articulated frontages;
  - » Incorporate either 2 storey building or 2 storey elements (such as awnings and roof lines);
  - » Be developed to have a ground floor active frontage and active floor space component to the main street frontage; and
  - » Not be developed for standard single storey fast food outcomes.
- Materials and design elements should be compatible with the environment and landscape character of the broader precinct.
- The supermarket and secondary anchors should have frontages that directly address the main street and/or town square so that the use integrates with and promotes activity within the main street and public spaces/ thoroughfares.
- Supermarkets or large format retail uses with a frontage to the main street should use clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing).
- Secondary access to the supermarket from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the main street and or town square.
- The design and siting of supermarkets and other 'large format retail uses' should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominantly routes and streets.
- Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street.
- Retail and commercial buildings within the Local Town Centre should generally be built to the property line.
- Public spaces should be oriented to capture north sun and protect from prevailing winds and weather.
- Landscaping of all interface areas should be of a high standard as an important element to complement the built form design.
- Urban art should be incorporated into the design of the public realm.
- Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the Local Town Centre.
- Wrapping of car parking edges with built form, to improve street interface, should be maximised.
- Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares.
- Screening of centralised waste collection points should minimise amenity impacts with adjoining areas and users of the centre.
- Where service areas are accessible from car parks, they should present a well designed and secure facade to public areas.
- Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view.

## PRINCIPLE 10

Promote localisation, sustainability and adaptability.

- The Local Town Centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on the car.
- The Local Town Centre should be designed to be sympathetic to its natural surrounds by:
  - » Investigating the use of energy efficient design and construction methods for all buildings;
  - » Including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation);
  - » Promoting safe and direct accessibility and mobility within and to and from the Local Town Centre;
  - » Including options for shade and shelter through a combination of landscape and built form treatments;
  - » Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling;
  - » Promoting passive solar orientation in the configuration and distribution of built form and public spaces;
  - » Grouping waste collection points to maximise opportunities for recycling and reuse;
  - » Promoting solar energy for water and space heating, electricity generation and internal and external lighting; and
  - » Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings.
- Encourage building design which can be adapted to accommodate a variety of uses over time.
- Ensure the Local Town Centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve.



## 4.4 Service Placement Guidelines

### Standard road cross sections

Figures 003 and 004 in the *Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)* outline placement of services for a typical residential street environment. This approach is appropriate for the majority of the 'standard' road cross sections outlined in Appendix C containing grassed nature strips, footpaths and road pavements.

### Non-standard road cross sections

To achieve greater diversity of streetscape outcomes in Melbourne's growth areas, which enhances character and amenity of these new urban areas, non-standard road cross sections are required. Non-standard road cross sections will also be necessary to address local needs, such as fully sealed verges for high pedestrian traffic areas in town centres and opposite schools. This PSP contains suggested non-standard 'variation' road cross sections, however other non-standard outcomes are encouraged.

For non-standard road cross sections where service placement guidance outlined in Figure 003 and 004 in the *Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)* is not applicable, the following service placement guidelines will apply.

	UNDER PEDESTRIAN PAVEMENT	UNDER NATURE STRIPS	DIRECTLY UNDER TREES <sup>1</sup>	UNDER KERB	UNDER ROAD PAVEMENT	WITHIN ALLOTMENTS	NOTES
SEWER	Preferred	Possible	Possible	No	Possible	Possible <sup>3</sup>	
POTABLE WATER	Possible <sup>4</sup>	Preferred	Preferred	No	No	No	Can be placed in combined trench with gas
RECYCLED WATER	Possible <sup>4</sup>	Preferred	Preferred	No	No	No	
GAS	Possible <sup>4</sup>	Preferred	Preferred	No	No	No	Can be placed in combined trench with potable water
ELECTRICITY	Preferred <sup>4</sup>	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
FTTH/TELCO	Preferred <sup>4</sup>	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
DRAINAGE	Possible	Possible	Possible	Preferred	Preferred	Possible <sup>3</sup>	
TRUNK SERVICES	Possible	Possible	Possible	Possible	Preferred	No	

- NOTES**
- 1 Trees are not to be placed directly over property service connections
  - 2 Placement of services under road pavement is to be considered when service cannot be accommodated elsewhere in road reserve. Placement of services beneath edge of road pavement/parking bays is preferable to within traffic lanes
  - 3 Where allotment size/frontage width allows adequate room to access and work on a pipe
  - 4 Where connections to properties are within a pit in the pedestrian pavement/footpath

### General principles for service placement

- Place gas and water on one side of road, electricity on the opposite side
- Place water supply on the high side of road
- Place services that need connection to adjacent properties closer to these properties
- Place trunk services further away from adjacent properties
- Place services that relate to the road carriageway (eg. drainage, street light electricity supply) closer to the road carriageway
- Maintain appropriate services clearances and overlap these clearances wherever possible

## 4.5 Wyndham City Council Park Classification

### Wyndham City Council Park Classification System

Wyndham's Park Classification is a planning, development and management tool that clearly defines different park types based on function and level of use.

Park types are the primary level of classification in the Park Classification System. They describe the primary function of a park and how it is intended to be used. There are seven park types in the Park Classification System.

- Town Square
- Urban Park
- Passive Recreation Park/Node
- Linear Park
- Conservation Park
- Community Use Park
- Active Open Space

Each park is also assigned a Park Hierarchy, which defines the level or scale of use a park receives and is capable of sustaining. It includes consideration of likely extent of user catchment, park size and capacity for sustained visitation. There are four levels of park hierarchy.

- Neighbourhood
- District
- Municipal
- Regional

### PARK CLASSIFICATIONS

#### Active Open Space

**To provide a setting for formal, structures sporting activities**

To provide a setting for formal, structured sport activities such as team competitions, physical skill development and training. Sport parks can be single or multipurpose and contain indoor or outdoor facilities designed and managed for one or more sport activities plus ancillary facilities. Sport Parks have a lease or licence arrangement over part or all of their area.

#### Town Square/Urban Park

**A passive recreation park providing opportunities for a variety of recreational and social activities in an urban setting.**

Town Squares and Urban Parks provide an important role in meeting the passive recreation needs of residents, workers and visitors in town centres and/or medium to high density residential areas.

Town square are to be predominately hard landscaped, while urban parks have less hardstand than town squares, but more than traditional neighbourhood passive recreation parks. Urban parks also offer the opportunity for low key kick and throw activities with a small turfed area. Both parks are to integrate within their design a number of skate / scooter'able furniture pieces, rails, stairs, ledges and / or other 'plaza' type elements.

#### Passive Recreation Park or Node

**To provide a setting for informal recreational and social activities.**

Passive Recreation Park that provides opportunities for a variety of recreational and social activities in a green space setting. Passive Recreation Park's come in a variety of landforms, and in many cases provides opportunities to protect and enhance landscape amenity.

#### Linear Park

**To provide pedestrian/cyclist links in a parkland setting**

Park that is developed and used for pedestrian and cyclist access, both recreational and commuter, between residential areas and key community destinations such as recreational facilities, schools and other community facilities, public transport and places of work. Linear Reserves are generally linear in nature and follow existing corridors such as water courses and roads. They usually contain paths or tracks (either formal or informal) that form part of a wider path/track network. While the primary function of Linear Reserve is pedestrian & cyclist access, these parks may serve additional purpose such as storm water conveyance, fauna movement and ecological/biodiversity protection.

#### Conservation Park

**To protect and enhance parkland with ecological and biodiversity values**

Conservation Parks comprise bushland, wetlands and riparian and dryland habitat corridors, with biodiversity values ranging from local thought to State level. All provide habitat for flora and fauna. Where suitable, some Conservation Parks provide opportunities for recreation, such as picnic areas, track and trails, bird hides and lookouts. Recreational use is generally secondary to nature conservation unless undertaken in area specifically allocated for intensified use.

#### Community Use Park

**To provide a setting for formal and informal community activities**

Park that is developed with built structures to accommodate both formal and informal community activities such as community meetings, community support, youth recreation, art and craft and theatre. Community Use Parks can be single or multipurpose and usually contain a building or buildings suitable for community activities plus ancillary facilities.

Embellishment level is dependent upon specific community activity that is undertaken onsite and subject to Town Planning Requirements.

It is envisioned that users of Community Use Parks will not only be local residents, but depending upon the community groups associated with the park user catchment could be from the greater regional area. Therefore these parks are not to have a hierarchy based on catchment, but upon the parks current occupant/s and level of activity.



## PARK HIERARCHIES

### Regional

Purpose: To provide a park setting that will attract and cater for users from across the Municipality & Neighbouring LGA's

Description: Major Park with high level of infrastructure that caters for major events and/or high level of use over long periods

	ACTIVE RECREATION PARK	TOWN SQUARE/URBAN PARK	PASSIVE RECREATION PARK	LINEAR PARK	CONSERVATION PARK (1)	COMMUNITY USE PARK
PARK DESCRIPTION	Major sporting facility suitable for high level sport competition ie. State/ National	Major town square/urban park suitable for regional recreation/social events  Parks size <0.3ha or as designated	Major passive recreation park suitable for regional recreation/social events  Parks size as designated	Major park corridor that provides regional link  Parks size as designated	Conservation area of regional significance  Parks size as designated	Major community facility for regional community events  Parks size as designated
USER CATCHMENT	Attracts users from Melbourne/ Geelong and surrounding municipalities	Attracts users from Melbourne/ Geelong and surrounding municipalities	Attracts users from Melbourne/ Geelong and surrounding municipalities	Attracts users from Melbourne/ Geelong and surrounding municipalities	Attracts users from Melbourne/ Geelong and surrounding municipalities	Attracts users from Melbourne/ Geelong and surrounding municipalities
LEVEL OF USE	Capacity to sustain high level sporting use over long periods	Attracts users from Melbourne/ Geelong and surrounding municipalities	Attracts users from Melbourne/ Geelong and surrounding municipalities	Capacity to sustain high level accessibility over long periods		Capacity to sustain high level community use over long periods
FACILITY DEVELOPMENT	High level sport facility suitable for State & National level competitions.  High level support facilities eg parking, amenities, signage	High level recreational/social facilities suitable for regional events.  High level support facilities eg parking, amenities, signage	High level recreational/social facilities suitable for regional events.  High level support facilities eg parking, amenities, signage	High level access facilities eg paths, signage, shade, water fountains	High level nature-based recreation facilities.  High level support facilities eg. parking, amenities, signage	High level community facilities suitable for regional events.  High level support facilities eg parking, amenities and signage
ACCESSIBILITY	Footpath/bikeway links  Public transport  Car spaces  Bus Spaces	Footpath/bikeway links  Public transport  Car spaces (50+)  Bus Spaces (2+)	Footpath/bikeway links  Public transport  Car spaces (50+)  Bus Spaces (2+)	Footpath/bikeway links  Public transport  Car spaces  Bus Spaces	Footpath/bikeway links  Public transport  Car spaces  Bus Spaces	Footpath/bikeway links  Public transport  Car spaces  Bus Spaces

(1) Significance description based on user catchment, level of use etc rather than ecological or biodiversity values

Municipal

Purpose: To provide a park setting that will attract and cater for users from across the Wyndham

Description: Major Park with high level of infrastructure that caters for major events and/or high level of use over long periods

	ACTIVE RECREATION PARK	TOWN SQUARE/URBAN PARK	PASSIVE RECREATION PARK	LINEAR PARK	CONSERVATION PARK (1)	COMMUNITY USE PARK
PARK DESCRIPTION	Major sporting facility suitable for high level competition ie. Senior club, State	Major town square/urban park suitable for Municipal recreation/ social events  Parks size <0.3ha or as designated	Major passive recreation park suitable for Citywide recreation/social events  Parks size 5+ha	Major park corridor that provides regional link  Parks size as designated	Conservation area of Municipal significance  Parks size as designated	Major community facility for Municipal community events  Parks size as designated
USER CATCHMENT	Attracts users from Wyndham	Attracts users from Wyndham	Attracts users from Wyndham	Attracts users from Wyndham	Attracts users from Wyndham	Attracts users from Wyndham
LEVEL OF USE	Capacity to sustain high level sporting use over long periods	Capacity to sustain high level recreational/social use over long periods	Capacity to sustain high level recreational/social use over long periods	Capacity to sustain high level accessibility over long periods	Capacity to sustain high level nature-based recreation use over long periods	Capacity to sustain high level community use over long periods
FACILITY DEVELOPMENT	High level sport facility suitable for Senior club & State level competitions.  High level support facilities eg parking, amenities, signage	High level recreational/social facilities suitable for Municipal events.  High level support facilities eg parking, amenities, signage	High level recreational/social facilities suitable for Municipal events.  High level support facilities eg parking, amenities, signage	High level access facilities eg paths, signage, shade, water fountains	High level nature-based recreation facilities.  High level support facilities eg. parking, amenities, signage	High level community facilities suitable for Municipal events.  High level support facilities eg parking, amenities and signage
ACCESSIBILITY	Footpath/bikeway links  Public transport  Car spaces (50 spaces/field, 20 spaces/court)  Bus Spaces	Footpath/bikeway links  Public transport  Car spaces (30-50)  Bus Spaces (2+)	Footpath/bikeway links  Public transport  Car spaces (30-50)  Bus Spaces (2+)	Footpath/bikeway links  Public transport  Car spaces  Bus Spaces	Footpath/bikeway links  Public transport  Car spaces  Bus Spaces	Footpath/bikeway links  Public transport  Car spaces  Bus Spaces



## District

Purpose: To provide a park setting that will attract and cater for users from a district

Description: Park with medium-high level of infrastructure that caters for medium-high level of use at peak times.

	ACTIVE RECREATION PARK	TOWN SQUARE/URBAN PARK	PASSIVE RECREATION PARK	LINEAR PARK	CONSERVATION PARK (1)	COMMUNITY USE PARK
PARK DESCRIPTION	Sport facility suitable for district level sport competition ie senior and junior club	Town Square/Urban Park suitable for district-level recreation/social activities Parks size <0.3ha or as designated	Passive recreation park suitable for district-level recreation/social activities Parks size 1 + ha	Major park corridor that provides district link Parks size as designated	Conservation area of district significance Parks size as designated	Community facility for district-level community events Parks size as designated
USER CATCHMENT	Attracts users from the district (ie 1 km catchment)	Attracts users from the district (ie 2km catchment)	Attracts users from the district (ie 2km catchment)	Attracts users from the district (ie 2 km catchment)	Attracts users from the district	Attracts users from the district (ie 2 km catchment)
LEVEL OF USE	Capacity to sustain junior and senior club sporting use	Capacity to sustain moderate level recreational/social use over long periods	Capacity to sustain moderate level recreational/social use over long periods	Capacity to sustain moderate level accessibility over long periods	Capacity to sustain moderate level nature-based recreation use over moderate periods (<2hrs)	Capacity to sustain moderate level community use over moderate periods
FACILITY DEVELOPMENT	Sport facilities suitable for club level competitions Basic support facilities eg parking, amenities	Recreational/social facilities suitable for district activities/events. Basic support facilities eg parking, amenities	Recreational/social facilities suitable for district activities/events. Basic support facilities eg parking, amenities	Basic access facilities eg path, signage	Nature-based recreation facilities suitable for district activities/events. Basic support facilities eg. parking, amenities	Community facilities suitable for district activities/ events. Basic support facilities eg parking, amenities and signage
ACCESSIBILITY	Footpath/bikeway links Car spaces (50 spaces/field, 20 spaces/court) Bus Spaces	Footpath/bikeway links Car/bus spaces	Footpath/bikeway links Car/bus spaces	Footpath/bikeway links	Footpath/bikeway links Public transport Car spaces Bus Spaces	Footpath/bikeway links Car/bus spaces

Local/Neighbourhood

Purpose: To provide a park setting that will attract and cater for users from a local level

Description: Park with low level of infrastructure that caters for low level of use.

	ACTIVE OPEN SPACE	TOWN SQUARE/URBAN PARK	PASSIVE RECREATION PARK	LINEAR PARK	CONSERVATION PARK (1)	COMMUNITY USE PARK
PARK DESCRIPTION	Sport facility suitable for training and local level sport competition ie junior club	Town Square/Urban Park suitable for local recreation/social activities Parks size <0.3ha or as designated	Passive recreation park suitable for local recreation/social activities Parks size <1ha	Park corridor that provides local link Parks size as designated	Conservation area of local significance Parks size as designated	Community facility for local community events Parks size as designated
USER CATCHMENT	Attracts users from the local area (ie 400m - 1km catchment)	Attracts users from the local area (ie 400m catchment)	Attracts users from the local area (ie 400m catchment)	Attracts users from the local area (ie 400m catchment)	Attracts users from the local area (ie 400m catchment)	Attracts users from the district (ie 400m catchment)
LEVEL OF USE	Capacity to sustain low level sporting use	Capacity to sustain low level recreational/social use over short periods	Capacity to sustain low level recreational/social use over short periods	Capacity to sustain low level accessibility over short periods	Capacity to sustain low level nature-based recreation use over short periods	Capacity to sustain low level community use over short periods
FACILITY DEVELOPMENT	Sport facilities suitable training and junior club level competitions.	Recreational/social facilities suitable for local activities/events.	Recreational/social facilities suitable for local activities/events.	Minor access facilities eg path	Nature-based recreation facilities suitable for local activities.	Community facilities suitable for local activities.
	Minimal support facilities	Minimal support facilities	Minimal support facilities		Minimal support facilities	Minimal support facilities
ACCESSIBILITY	Footpath/bikeway links	Footpath/bikeway links	Footpath/bikeway links	Footpath/bikeway links	Footpath/bikeway links	Footpath/bikeway links
	Kerbside parking	Car/bus on road spaces	Car/bus on road spaces		Kerbside parking	Car/bus on road spaces
	Car parking					



PARK EMBELLISHMENT

Purpose: The level of embellishments required for each park type and hierarchy.

Active Open Space

TYPICAL EMBELLISHMENTS	ACTIVE OPEN SPACE				
	NEIGHBOURHOOD	DISTRICT	MUNICIPAL	REGIONAL	INDOOR
Playground	✓	✓✓	✓✓	✓✓	X
Picnic Facilities	✓	✓	✓✓	✓✓	X
BBQ	✓	✓	✓✓	✓✓	X
Public Toilets	✓✓	✓✓	✓✓	✓✓	✓✓
Shade	✓✓	✓✓	✓✓	✓✓	X
Taps/bubblers	✓✓	✓✓	✓✓	✓✓	✓✓
Bins	✓✓	✓✓	✓✓	✓✓	✓✓
Seating	✓✓	✓✓	✓✓	✓✓	X
Paths (ped/cyc)	✓✓	✓✓	✓✓	✓✓	✓✓
Bridge	✓ (only if req)	✓ (only if req)	✓ (only if req)	✓ (only if req)	✓ (only if req)
Boardwalk	X	X	X	X	X
Bike racks	✓✓	✓✓	✓✓	✓✓	✓✓
Dog off leash	X	X	X	X	X
Half court	X	X	X	X	X
Rebound wall	X	X	X	X	X
Skate facilities	X	X	X	X	X
Sports field/s	✓✓	✓✓	✓✓	✓✓	X
Spectator seating	X	✓ (limited)	✓✓	✓✓	✓✓
Boat ramp/s	X	X	X	X	X
Fishing platform/pontoon	X	X	X	X	X
Earthworks/landscaping	✓	✓	✓✓	✓✓	✓
Garden beds	✓	✓	✓✓	✓✓	✓
Internal roads	X	✓	✓✓	✓✓	✓✓
Internal car parks	X	✓✓	✓✓	✓✓	✓✓
Fencing	X	✓✓	✓✓	✓✓	X
Lighting	X	✓✓	✓✓	✓✓	✓✓
Signage	✓✓	✓✓	✓✓	✓✓	✓✓

✓✓ will Contain    ✓ may contain    X will not contain

Passive Recreation Park

TYPICAL EMBELLISHMENTS	ACTIVE OPEN SPACE				
	RECREATION NODES	NEIGHBOURHOOD	DISTRICT	MUNICIPAL	REGIONAL
Playground	✓ (Junior)	✓ (Junior)	✓✓ (Junior & Youth)	✓✓ (Junior & Youth)	✓✓ (Junior & Youth)
Outdoor Fitness Equipment	✓	X	✓	✓	✓
Picnic Facilities	✓	X	✓✓	✓✓	✓✓
BBQ	✓	X	✓✓	✓✓	✓✓
Public Toilets	X	X	✓✓	✓✓	✓✓
Shade	✓✓	✓✓	✓✓	✓✓	✓✓
Taps/bubblers	✓	✓	✓✓	✓✓	✓✓
Bins	✓	✓	✓✓	✓✓	✓✓
Seating	✓✓	✓✓	✓✓	✓✓	✓✓
Paths (ped/cyc)	✓	✓	✓✓	✓✓	✓✓
Bridge	X	X	✓	✓	✓
Boardwalk	X	X	✓	✓	✓
Bike racks	X	✓	✓✓	✓✓	✓✓
Dog off leash	X	X	✓	✓	✓
Half court	X	X	✓	✓	✓
Rebound wall	X	X	✓	✓	✓
Skate/Scooter'able areas/ items	X	X	✓ (5-10 items)	✓	✓ (As planned)
Sports field/s (for rec use)	X	X	✓	✓	✓
Spectator seating	X	X	X	X	X
Boat ramp/s	X	X	✓	✓	✓
Fishing platform/pontoon	X	X	✓	✓	✓
Earthworks/landscaping	✓	✓✓	✓✓	✓✓	✓✓
Garden beds	✓	✓	✓✓	✓✓	✓✓
Internal roads	X	X	X	✓✓	✓✓
Internal car parks	X	X	X	✓✓	✓✓
Fencing	X	X	✓	✓	✓
Lighting	X	X	✓	✓✓	✓✓
Signage	✓✓	✓✓	✓✓	✓✓	✓✓

✓✓ will Contain    ✓ may contain    X will not contain

Conservation Park: Embellishment is dependent upon the level of conservation to be achieved and level of public access permitted.

Town Square /Urban Park: Embellishment level is dependent upon the location & intended activity generation to be achieved.

TYPICAL EMBELLISHMENTS	CONSERVATION PARK	TOWN SQUARE	URBAN PARK (LEVEL OF EMBELLISHMENT IS DEPENDENT UPON THE LOCATION & INTENDED ACTIVITY GENERATION TO BE ACHIEVED)
Playground	X	X	X
Outdoor Fitness Equipment	X	X	
Picnic Facilities	✓	✓	✓✓
BBQ	✓	✓	✓✓
Public Toilets	✓	✓	✓
Shade	✓✓	✓	✓
Taps/bubblers	✓✓	✓✓	✓✓
Bins	✓✓	✓✓	✓✓
Seating	✓✓	✓✓	✓✓
Paths (ped/cyc)	✓	✓✓	✓✓
Bridge	✓	X	X
Boardwalk	X	X	X
Bike racks	X	X	X
Dog off leash	X	✓	✓
Half court	X	X	X
Rebound wall	X	X	X
Skate facilities	X	✓ (3-5 items)	✓ (3-5 items)
Sports field/s (for rec use)	X	X	X
Spectator seating	X	X	X
Boat ramp/s	X	X	X
Fishing platform/pontoon	X	X	X
Earthworks/landscaping	✓	✓✓	✓✓
Garden beds	✓	✓✓	✓✓
Internal roads	✓	X	X
Internal car parks	✓	X	X
Fencing	✓	X	X
Lighting	X	✓✓	✓
Signage	✓	✓✓	✓✓

✓✓ will Contain    ✓ may contain    X will not contain

Linear Park

TYPICAL EMBELLISHMENTS	LINEAR PARK			
	NEIGHBOURHOOD	DISTRICT	MUNICIPAL	REGIONAL
Playground	X	X	✓	✓
Outdoor Fitness Equipment	X	X	✓	✓
Picnic Facilities	X	X	✓	✓
BBQ	X	X	✓	✓
Public Toilets	X	X	X	X
Shade	✓	✓✓	✓✓	✓✓
Taps/bubblers	✓	✓✓	✓✓	✓✓
Bins	✓	✓✓	✓✓	✓✓
Seating	✓	✓✓	✓✓	✓✓
Paths (ped/cyc)	✓✓	✓✓	✓✓	✓✓
Bridge	✓	✓	✓	✓
Boardwalk	X	X	X	X
Bike racks	X	X	X	X
Dog off leash	X	X	X	X
Multi-court (for informal use)	X	X	X	X
Skate/Scooter able areas/ items	✓✓ (incorporated into path of travel)	✓✓ (incorporated into path of travel)	✓✓ (incorporated into path of travel)	✓✓ (incorporated into path of travel)
Sports field/s (for rec use)	X	X	X	X
Spectator seating	X	X	X	X
Boat ramp/s	X	X	X	X
Fishing platform/pontoon	X	X	X	X
Earthworks/landscaping	X	X	X	X
Garden beds	✓	✓	✓	✓
Internal roads	X	X	X	X
Internal car parks	X	X	X	X
Fencing	X	X	X	X
Lighting	X	X	X	X
Signage	✓	✓✓	✓✓	✓✓

✓✓ will Contain    ✓ may contain    X will not contain





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