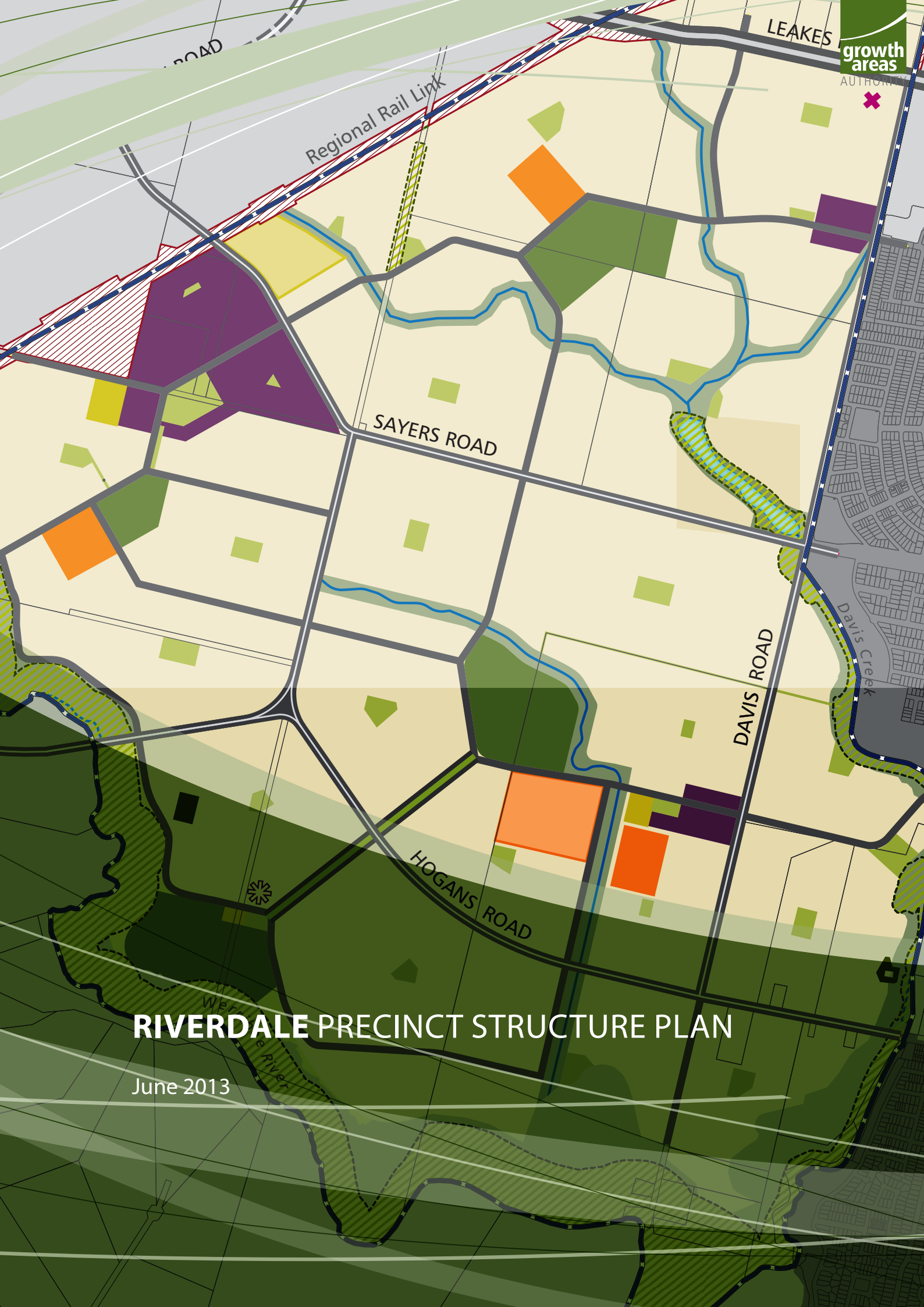

RIVERDALE PRECINCT STRUCTURE PLAN

June 2013

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precinct area
heritage area
heritage site
contours (0.5m)
existing trees to be retained
existing trees with potential for retention
waterways

plan 1_precinct features
riverdale precinct structure plan

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1.0 INTRODUCTION

The Riverdale Precinct Structure Plan (the PSP) has been prepared by the Growth Areas Authority in consultation with the Wyndham City Council, government agencies, service authorities and major stakeholders.

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

The PSP:

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

The PSP is informed by:

- The State Planning Policy Framework set out in the *Wyndham Planning Scheme* and the *Precinct Structure Planning Guidelines*.
- The Local Planning Policy Framework of the *Wyndham Planning Scheme*.
- *Growth Corridor Plans: Managing Melbourne's Growth* (Growth Areas Authority, June 2012).
- *Wyndham North Development Contributions Plan* which sets out the requirements for development proponents to make a contribution toward infrastructure required to support the development of the precinct
- *Biodiversity Conservation Strategy and Sub-regional Species Strategy for Melbourne's Growth Areas* (Department of Environment & Primary Industries, 2013).

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

- The *Wyndham North Development Contributions Plan* that applies the requirements for development proponents to make a contribution toward infrastructure required to support the development of the precinct.
- The *Riverdale Native Vegetation Precinct Structure Plan* that sets out requirements for the protection and management of native vegetation within the precinct.
- The Wyndham North PSP Background Report (Background Report).
- The Wyndham Precinct Structure Plans 40, 92, 1088 and 1091: *Growling Grass Frog Conservation Management Plan* (Werribee River CMP) which sets out the management requirements for areas protected for the Growling Grass Frog.
- The *Riverdale Sewells Road Reserve Conservation Management Plan* (Sewells Road CMP) which sets out the management requirements for areas protected for the Spiny Rice-flower.

1.1 How to read this document

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

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

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

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

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

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

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

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

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

1.2 Land to which this PSP applies

The PSP applies to approximately 1,120 hectares of land as shown on Plan 1 and on *Wyndham Planning Scheme* maps as Schedule 11 to the Urban Growth Zone.

The PSP area is generally defined by the Regional Rail Link to the north, Davis Road in the north-east, Davis Creek in the south-east, and the Werribee River in the south and west.

Davis Creek and three tributaries as well as an additional overland flow path run through the precinct toward the Werribee River.

The majority of the PSP area is within Tarneit, however land the north of Leakes Road is technically known as Mount Cottrell.

Plan 1 identifies the key features of the land.

1.3 Background information

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

1.4 Development Contributions Plan

Development proponents within the Riverdale precinct will be bound by the Wyndham North Development Contributions Plan ("the DCP"). The DCP sets out requirements for infrastructure funding across the wider Wyndham North region and will be finalised and implemented separately to the PSP.

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

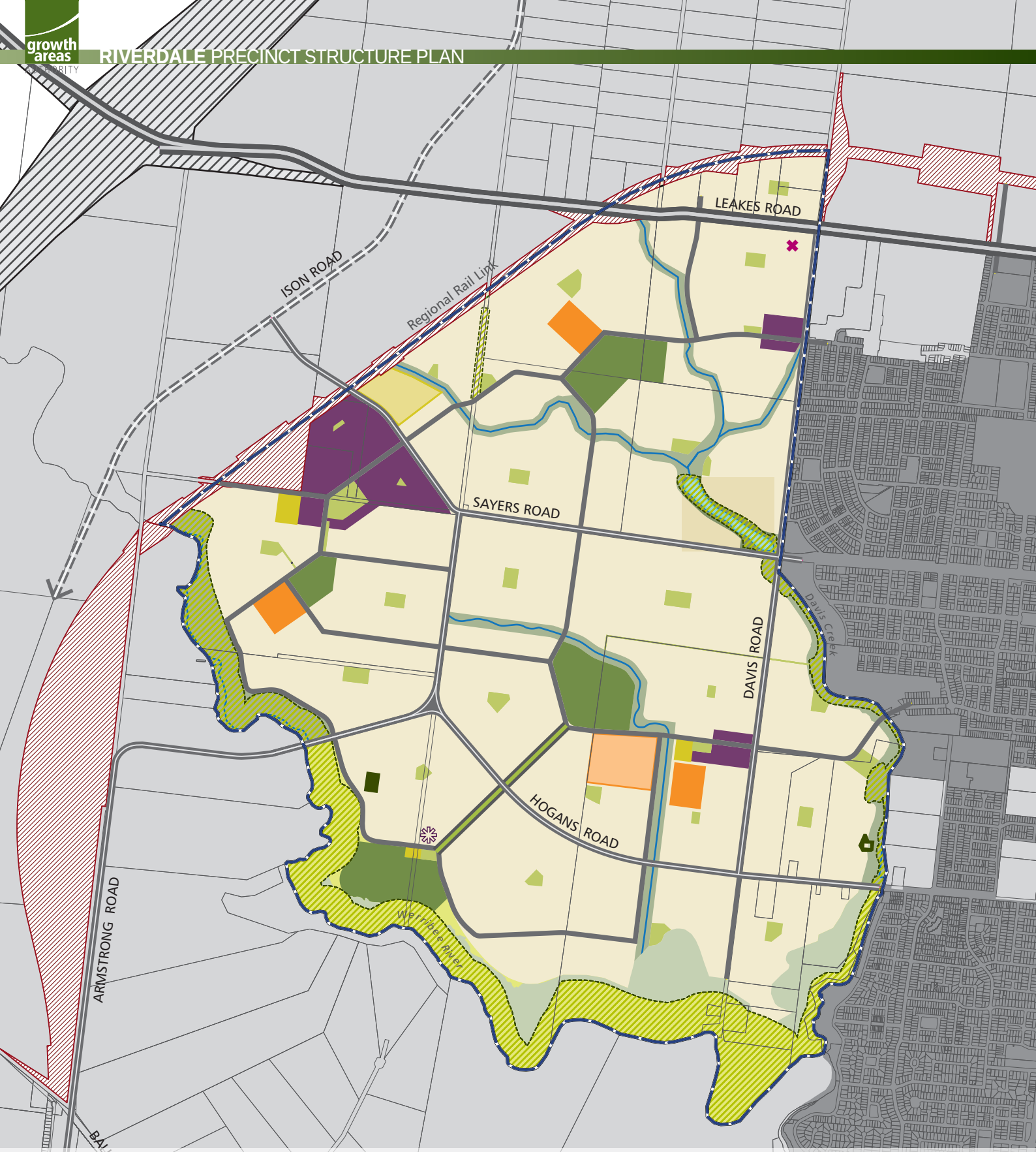
Development proponents wishing to expedite development and commence works prior to approval and gazettal of this instrument have the opportunity to enter into agreements with Wyndham City Council under Section 173 of the *Planning and Environment Act 1987* to determine contributions.

1.5 Native Vegetation Precinct Plan

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

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

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



- precinct area
- town centre
- local convenience centre
- residential
- government secondary school
- government primary school
- community facilities
- indoor recreation facility
- possible emergency services hub
- active open space (unencumbered)
- passive open space (unencumbered)
- drainage open space (encumbered)
- proposed werribee township regional park (unencumbered)
- proposed werribee township regional park – drainage (encumbered)
- proposed werribee township regional park – GGF conservation area (encumbered)
- conservation area (encumbered)
- heritage
- waterway
- outer metropolitan ring
- primary arterial road
- secondary arterial road
- boulevard connector street
- connector street
- regional rail link
- existing urban
- future urban

plan 2_future urban structure
riverdale precinct structure plan

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2.0 OUTCOMES

2.1 Vision

The Riverdale precinct is characterised by open views, strong linear stands of trees, and waterways winding toward the Werribee River, which dominates the southern precinct boundary. The rich character of the landscape is the foundation of the new urban structure.

The river and environs will become a corridor of open space that protects important environmental values and provides recreational and regional connectivity. New neighbourhoods and town centres will be formed on the edge of the creeks and tributaries that run southward and connect to the river. Providing connections between waterways, retained windrows and varying streetscapes of boulevards, avenues, and meandering waterside drives integrate east-west and form an expansive network of paths.

Significant biodiversity values will be protected and enhanced within the Growling Grass Frog Conservation Area which extends along the Werribee River and Davis Creek, which will also be accessible to the community to allow appreciation of these values.

The substantial public investment in the Regional Rail Link is a catalyst for change and driving force behind growth across the corridor. The PSP capitalises on this investment through the creation of a transit-ready major town centre that intensifies uses around the potential future Riverdale station station. The centre, will be the central hub of activity and gateway to the precinct, providing inter-metropolitan connections the Priority Public Transport Network and eventually the railway, as well as retail, entertainment, recreation, business opportunities and a variety of local jobs.

Two local town centres will complement the services of the major hub with additional retail and employment opportunities, each centred on a main street and public space.

The town centres, public transport infrastructure, and the expansive integrated network of open space will lead to a greater variety of housing choices and price points across a highly diverse precinct.

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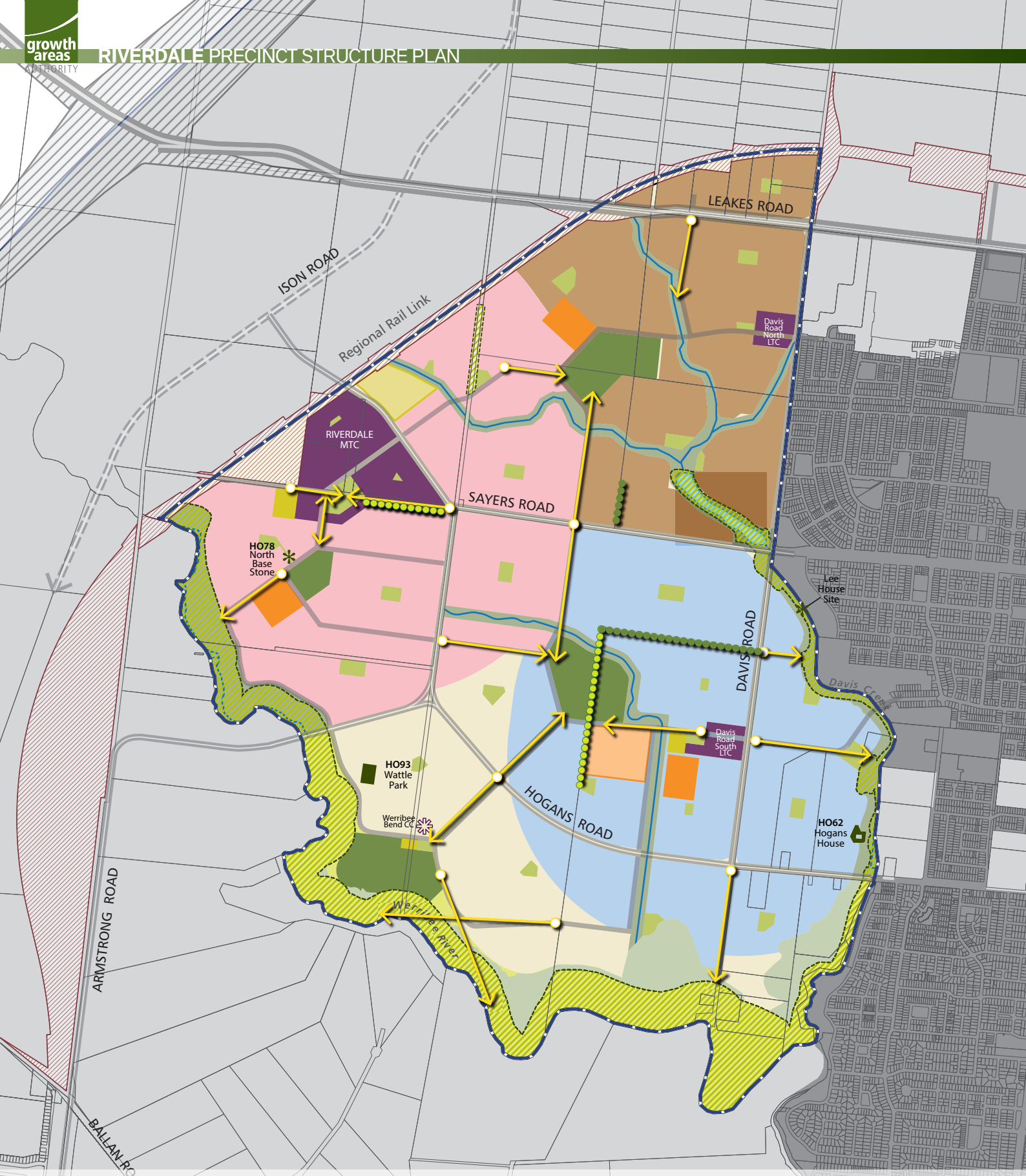
2.2 Objectives

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

	OUTCOMES
O1	Recognise the history, heritage and character of the Werribee Plains in a new urban environment through the protection of natural waterways, retention of significant vegetation, habitat, and the promotion of heritage.
O2	Capitalise on the significant opportunities of the local context, including the Regional Rail Link, the western employment corridor, and extensive inter-metropolitan motorway connections.
O3	Ensure pre-development property structure does not impede the realisation of cohesive and integrated neighbourhoods.
O4	Deliver an integrated network of local passive parks, active recreation reserves, and community infrastructure that meets the needs and aspirations of the new community.
O5	Achieve a diversity of streetscape and open space outcomes to enhance local character and amenity.
O6	Establish a landscape of connecting canopies along streets, parks and waterways.
O7	Ensure that no residents need to cross arterial roads, railway lines or major waterways to access a local park.
O8	Develop a slow-speed and permeable connector road network that links across arterial roads and traverses through the core of each square mile.
O9	Create a series of neighbourhoods that cluster around public open space, community hubs, and town centres.
O10	Build a high-density and transit-oriented neighbourhood focussed on the proposed future railway station site.
O11	Promote greater housing choice through the delivery of a range of lots capable of accommodating a variety of dwelling typologies.
O12	Leverage off the amenity offered by waterways, open space and town centres to deliver medium and high density housing options.
O13	Deliver sufficient residential densities within a walkable catchment to support vibrant and viable town centres.
O14	Develop a series of town centres that each has a civic focus and an ability to adapt and evolve with the community.
O15	Ensure the design of town centres is conducive to a range of commercial enterprises including start-up, small, and home-based businesses.
O16	Deliver an integrated water management system that reduces reliance on reticulated potable water, increases the re-use of alternative water (stormwater and / or wastewater) and contributes toward a sustainable and green urban environment.
O17	Install essential services in a way that does not impede the ability to plant canopy trees in streets and along easements.
O18	Ensure that development staging is co-ordinated with the delivery of key local and state infrastructure.



- precinct area
- town centre
- local convenience centre
- primary walking catchment (town centre)
- government secondary school
- government primary school
- indoor recreation facility
- community facilities
- active open space (unencumbered)
- passive open space (unencumbered)
- drainage open space (encumbered)
- proposed werribee township regional park (unencumbered)
- proposed werribee township regional park – drainage (encumbered)
- proposed werribee township regional park – GGF conservation area (encumbered)
- heritage area
- heritage site
- conservation area (encumbered)
- existing trees to be retained
- existing trees with potential for retention
- view lines
- waterways

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

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3.0 IMPLEMENTATION

3.1 Image, character, housing & heritage

IMAGE & CHARACTER

	REQUIREMENTS
R1	Street trees must be provided on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity and not exceeding: **INTERVAL** — **TREE SIZE** 8 – 10 metres — Small trees (less than 10 metre canopy) 10 – 12 metres — Medium trees (10 – 15 metre canopy) 12 – 15 metres — Large trees (Canopy larger than 15 metres)
R2	Canopy trees (native, indigenous and exotic) in parks and streets must be: • Larger species wherever space allows (to facilitate continuous canopy cover). • Suitable for local conditions. • Planted in modified and improved soil as required to support tree establishment.
R3	Street tree planting must use locally appropriate species and be consistent with the *Wyndham City Growth Area Streetscape Strategy, Street Tree Policy, Subdivision Landscape Works Standards and Specifications Manual* and any guidance provided on the relevant cross section within this Precinct Structure Plan.
R4	Connector roads and access streets must be aligned to create views and direct connections to waterways and open space, as shown on Plan 3.
	GUIDELINES
G1	Street networks within subdivisions should be designed to maximise the number of connections and direct views to waterways, open space, and town centres.
G2	Significant elements of the landscape and built form should be used as focal points for view lines along streets. Elements may include items such as public buildings and landmarks.
G3	Existing windrows, significant trees, and dry stone walls should be retained within the public domain, including parks and road reserves, as appropriate.
G4	Materials salvaged from dry stone walls in the precinct area should be incorporated into the design and construction of public spaces such as waterways, retaining structures, fences.
G5	Street trees should be used consistently across individual subdivisions and the wider precinct to reinforce movement hierarchy and individual neighbourhood character.
G6	A consistent suite of lighting and furniture should be used across individual subdivisions and the wider precinct, appropriate to the type and role of street or public space, to the satisfaction of the Responsible Authority.
G7	Subdivision applications should have regard to the Council-adopted *Landscape Context Guidelines (2013)* where practical.

HOUSING

	REQUIREMENTS
R5	Achieve a minimum of 12,157 dwellings across the precinct (for a breakdown of dwellings across individual parcels refer to the property-specific yield table in Appendix A).
R6	Planning permit applications must demonstrate how the proposal will deliver a diversity of housing.
R7	Development must appropriately respond to the potential future railway station site and future PPTN network through the creation of opportunities for high-density residential development.
R8	Lots must front (in order of priority where a lot fronts multiple elements): • Waterways and public open space. • Connector roads. • Arterial roads. • The railway line.
R9	A use or development that contains a bedroom and is located on land that is reasonably likely, in the opinion of the Responsible Authority, to be impacted by noise from the train operations in the RRL corridor must be designed to ensure that internal noise levels in bedrooms is less than 65 dB ^{LAMAX} and 40 dB $^{Leq9h(night)}$*
R10	Subdivision applications must include indicative layouts for any lots identified for the future development of medium density, high-density, or integrated housing that suitably demonstrate: • Potential dwelling yield. • Active interfaces with adjacent streets, open space and waterways. • Safe and effective internal vehicle and pedestrian circulation.

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

	GUIDELINES
G8	Subdivision of an individual property should create a total number of lots that is generally in accordance with the guidance provided in the property-specific yield table (Appendix A Table 10). Where a subdivision proposal represents a single stage or limited number of stages, proponents should demonstrate how the subdivision will contribute to the eventual satisfaction of that guidance.
G9	Subdivision of land creating a total number of lots greater than is outlined in the property-specific yield table (Appendix A Table 10) is encouraged close to town centres and public transport; however, substantially increased residential densities should also consider the need for any additional provision of public or communal open space and other relevant community infrastructure, to the satisfaction of the Responsible Authority.
G10	Subdivisions should, for each stage, cater for the provision of three or more dwelling types listed in Table 1, as appropriate, or demonstrate an alternative lot range that achieves the housing diversity objectives.
G11	Subdivision of land within a town centre catchment area on Plan 3 should deliver a lot range consistent with the recommended mix of housing types within Table 2.
G12	Subdivision of land within 400 metres of town centres, train stations, potential future station sites, and designated public transport routes should create a range of lot sizes suitable for the delivery of medium and higher density housing types listed in Table 1.
G13	Where a development cannot reasonably achieve the property specific lot yield at the time of subdivision where that yield is above 15 dwellings per NDHa, proponents should clearly demonstrate what measures have been put in place to ensure that those targets can likely and efficiently be achieved in the future. Examples include large lots for medium or high density development and specific sites intended for an interim use that are capable of accommodating alternative development forms in the longer-term.
G14	Specialised housing forms such as retirement living or aged care should be: • Integrated into the wider urban structure. • Located in close proximity to town centres and community hubs. • Accessible by public transport.

	CONDITIONS
C1	**Ensuring the Small Lot Housing Code is an approved building envelope under Part 4 of the *Building Regulations 2006*** The Small Lot Housing Code incorporated into the *Wyndham Planning Scheme* is endorsed under this planning permit. The Small Lot Housing Code must be shown as a restriction (on a plan of subdivision certified under the *Subdivision Act 1988*) that is recorded on the register under the *Transfer of Land Act 1958* in relation to an allotment that is less than 300 square metres in area

Table 1 Housing type by lot size

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

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

COLOUR KEY:

STANDARD DENSITY	MEDIUM DENSITY	HIGH DENSITY

Table 2 Housing delivery guide – character areas

The following table is intended to provide statutory planners with guidance on the required lot yields across the precinct to underpin the viability of town centres and support the broader town centre objectives (O11, O12).

CHARACTER AREA	AREA (HA)	HOUSING YIELD	HOUSING TYPE RANGE
Riverdale major town centre	210	3,700	Any residential development within the town centre should consist of apartments, terraces, and other high density options. Immediately surrounding the town centre further opportunities should be sought for high and meidum density housing.
Davis Road South local town centre	240	3,740	Predominently detached housing with opportunities for terraces and row houses along waterways and parks as well as apartments closer to the town centre.
Davis Road North local town centre	157	2,450	Predominently detached housing with opportunities for terraces and row houses along waterways and parks as well as apartments closer to the town centre.

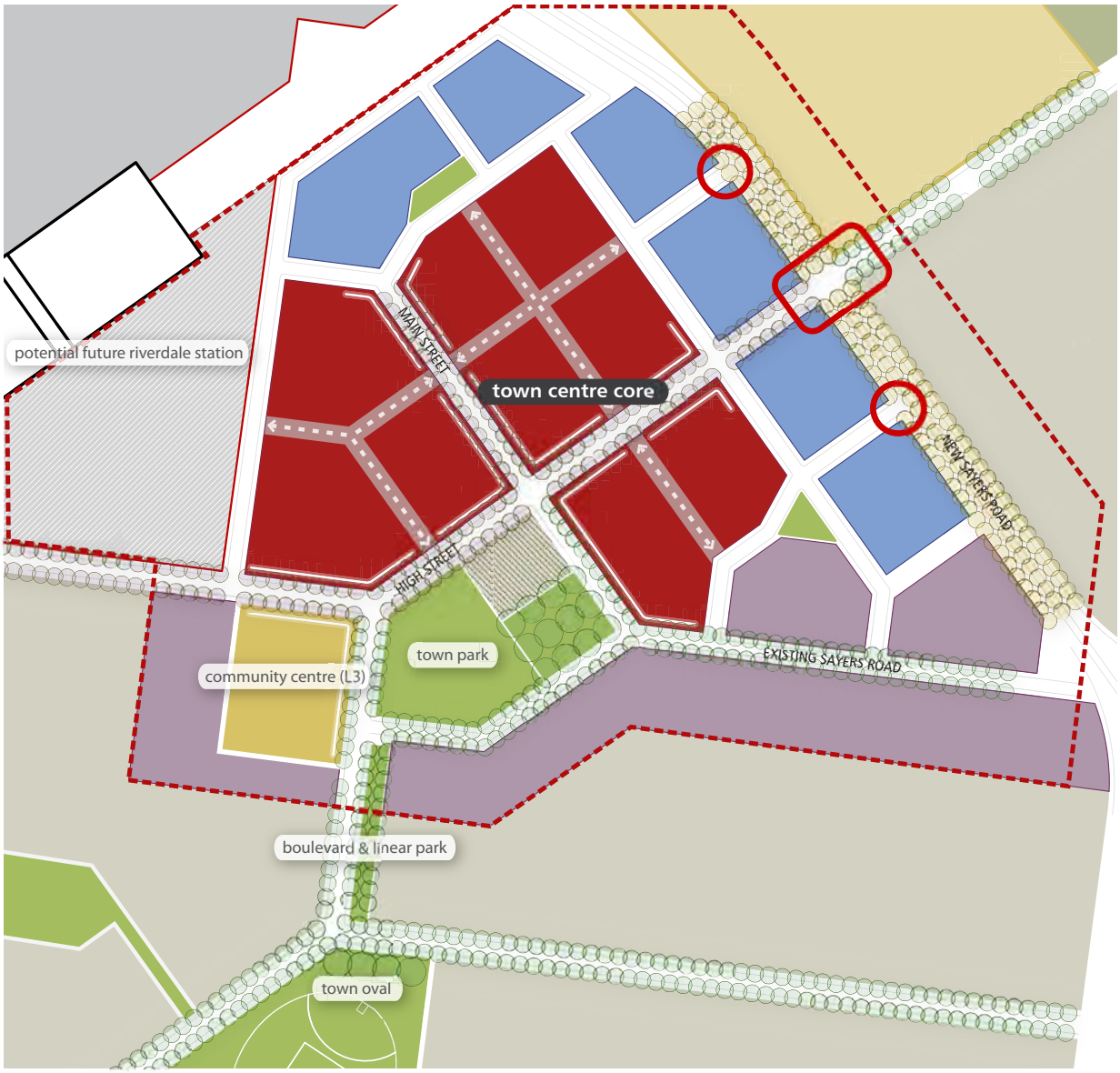
HERITAGE

	REQUIREMENTS
R11	Subdivision of land close to heritage items must ensure that heritage becomes a prominent component of the urban structure and conveniently accessible to the wider community.

	GUIDELINES
G15	Subdivision and development of land close to an item of historical significance should be consistent with any requirements or guidelines outlined in the Wyndham City Council *Wyndham North heritage strategy 2012*.

3.2 Town centres & employment

Figure 1 Riverdale Major Town Centre



LEGEND

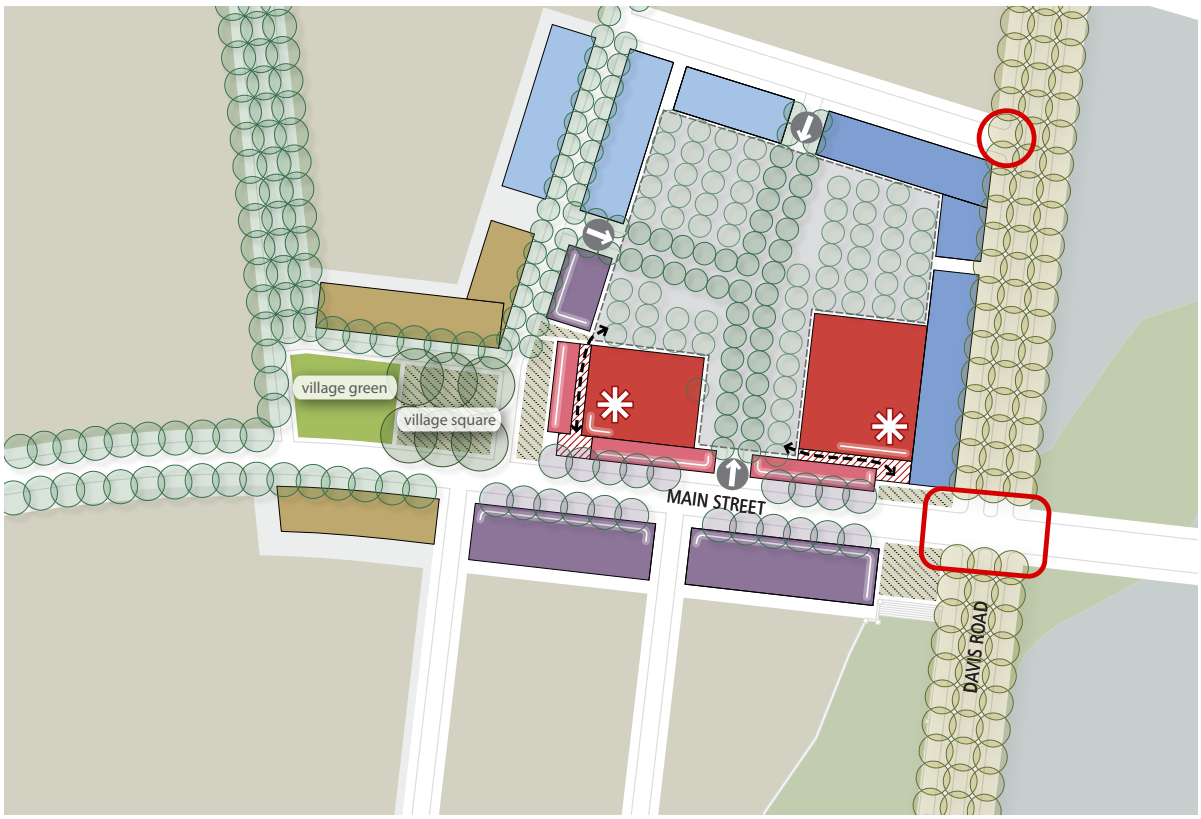
- AREA SUBJECT TO URBAN DESIGN FRAMEWORK
- TOWN CENTRE CORE
- MIXED USE (southern interface precinct)
- COMMERCIAL (sayers road & railway precinct)
- COMMUNITY FACILITIES HUB (northern community precinct)
- COMMUNITY CENTRE
- HIGH & MEDIUM-DENSITY RESIDENTIAL
- POTENTIAL LONG-TERM DEVELOPMENT OPPORTUNITY
- KEY ACTIVE FRONTAGE
- CONNECTION - vehicular or pedestrian
- PUBLIC SQUARE (hardscape)
- PUBLIC PARK (softscape)
- MAIN STREET TREE PLANTING
- STANDARD STREET TREE PLANTING
- BOULEVARD STREET TREE PLANTING
- LARGE FEATURE TREE
- SIGNALISED INTERSECTION - on arterial road
- LEFT-IN, LEFT-OUT INTERSECTION - on arterial road

RIVERDALE MAJOR TOWN CENTRE

Key design elements:

- Three precincts on the south side of the railway line, focused on a town park and square.
- A fourth community use-focused precinct located north-east of Sayers Road.
- Town centre core anchored between the potential future Riverdale Station and Sayers Road.
- High Street and Main Street form highest-order pedestrian-focused thoroughfares that integrate the town centre core with the surrounding neighbourhoods.
- Linear park to create significant boulevard linking the core south toward the Werribee River.
- Sayers Road to be designed with boulevard cross section that includes canopy trees within the median and verges.
- Permeable layout of flexible blocks that suit a variety of land uses and allow viable short-term development as well as efficient long-term evolution.
- Retail focused on public streets.

Figure 2 Davis Road North Local Town Centre



LEGEND

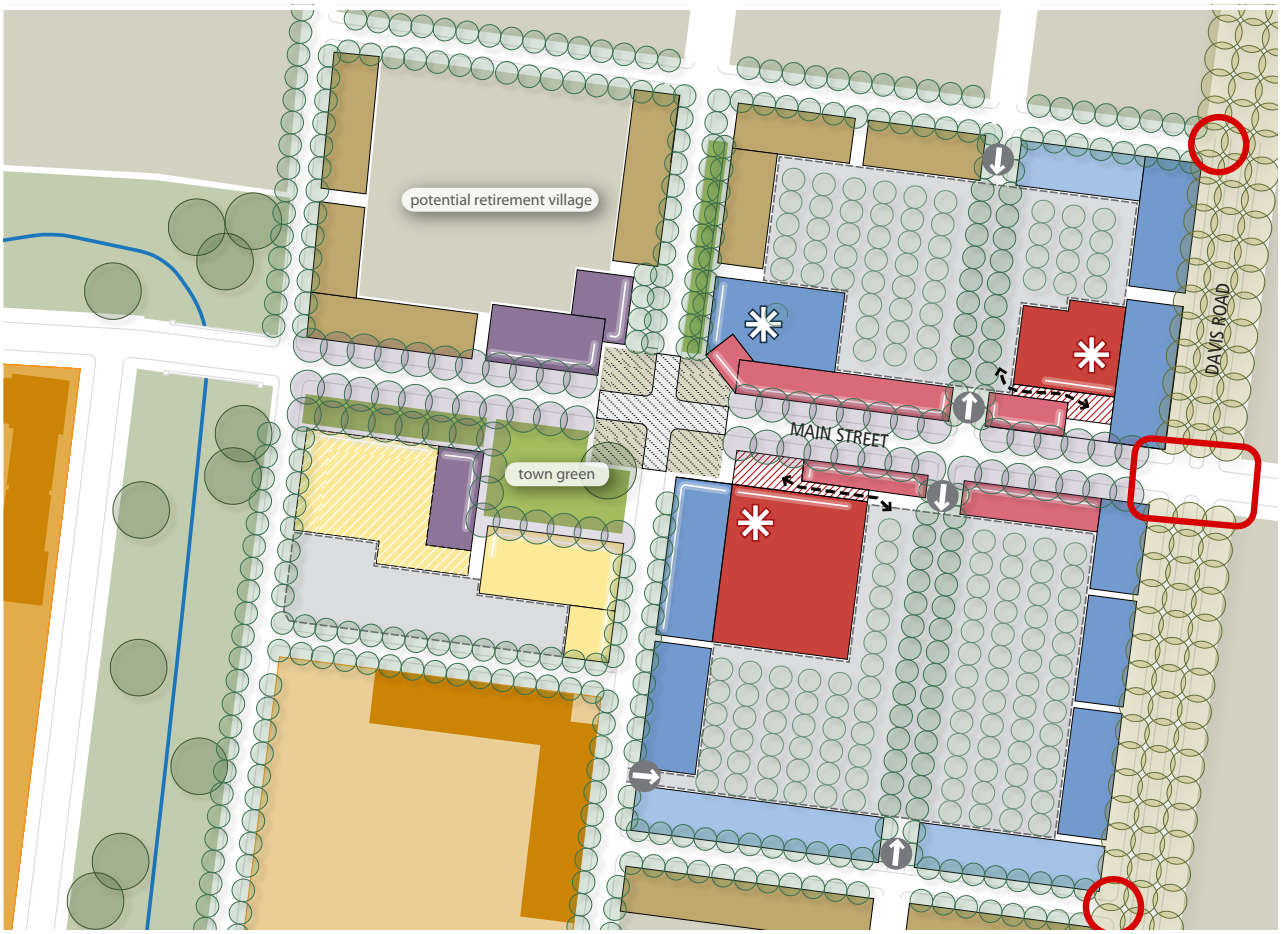
- ANCHOR RETAIL
- SPECIALITY RETAIL
- MIXED USE
- COMMERCIAL
- COMMERCIAL & HOME OFFICE
- HIGH-DENSITY RESIDENTIAL
- MEDIUM-DENSITY RESIDENTIAL
- COUNCIL COMMUNITY CENTRE
- COVERED PLAZA WITH ANCHOR RETAIL
- ACTIVE FRONTAGE
- PUBLIC SQUARE (hardscape)
- PUBLIC PARK (softscape)
- SHARED SPACE - threshold treatment at intersection
- ENCUMBERED OPEN SPACE
- MAIN STREET TREE PLANTING
- STANDARD STREET TREE PLANTING
- BOULEVARD STREET TREE PLANTING
- LARGE FEATURE TREE
- CAR PARKING
- VEHICLE ACCESS TO CAR PARKING
- SIGNALISED INTERSECTION - on arterial road
- LEFT-IN, LEFT-OUT INTERSECTION - on arterial road
- KEY PEDESTRIAN CONNECTION

DAVIS ROAD NORTH LOCAL TOWN CENTRE

Key design elements:

- 8,000m2 retail floor space (without a planning permit)
- One major and one minor retail anchor
- 3,000m2 village green
- Main street lined with specialty retail and mixed use linking Davis Road to village green
- Transit plaza on corner of Davis Road and the main street to act as a major stop on the PPTN network.
- Opportunities for cafes and bars around transit plaza and interfacing with the tributary of Davis Creek.
- Opportunities for office, commercial, service industry, and showrooms on northern side of the main street, fronting Davis Road.
- Landscaping along the main street to reinforce centre character.

Figure 3 Davis Road South Local Town Centre



LEGEND

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

DAVIS ROAD SOUTH LOCAL TOWN CENTRE

Key design elements:

- 10,000m2 retail floor space (without a planning permit)
- One major and one minor retail anchor
- 5,000m2 town square and green.
- Main street lined with specialty retail and mixed use linking Davis Road to village green
- Urban-style Level 2 community centre integrated with public space and main street.
- Central intersection along the main street styled as a shared space to encourage pedestrian activity across and throughout the town centre.
- Widened verge on south side of western end of the main street to provide open space link between public space and waterway.
- Potential to integrate retirement village into the main street and broader centre structure.
- Opportunities for office, commercial, service industry, and showrooms at eastern end of the main street and fronting Davis Road.
- Landscaping along the main street to reinforce centre character.

RIVERDALE MAJOR TOWN CENTRE

	REQUIREMENTS
R12	An Urban Design Framework Plan (UDF) must be prepared in consultation with the Growth Areas Authority and approved by the Responsible Authority for the Riverdale Major Town Centre. The UDF applies to land within the boundary shown in Figure 1. The UDF must address the following: • A response to the Major Town Centre concept (Figure 1), related information included within Appendix B, and the vision and objectives set out in this PSP. • Inclusion of land use appropriate to the centre's role and function including retail, commercial, office, medium and high density residential, education, and community space. • Integration of the potential future Riverdale train station into the wider centre. • Connection to and relationship with the Werribee River. • Staging of development across multiple parcels. • Any relevant activity centre strategies or design guidelines prepared by the Victorian Government or Wyndham City Council. Specifically, the UDF must: • Demonstrate how the design of the centre integrates and connects with the surrounding residential neighbourhood. • Demonstrate how the design of the centre allows for long-term evolution and growth. • Demonstrate how the design of the centre maximises the opportunities of its location within the western corridor and incorporates the principles of Transit-Oriented Development. • Outline the intended staging and indicative timing of development. • Set out clear and specific strategies, actions, and guidelines for the development of the centre that may be used as an assessment tool for future development applications within the centre. • Set out provisions for car parking including the location and design of parking areas and a demonstration of how off-street car parking has been minimised through efficiencies in the shared use of off-street facilities. • Set out arrangements for the provision of service areas for deliveries and waste disposal, including access for larger vehicles and measures to minimise the impact on adjoining neighbourhoods. • Include an overall landscape concept. All to the satisfaction of the Growth Areas Authority and Responsible Authority.

LOCAL TOWN CENTRES

	REQUIREMENTS
R13	Subdivision and development within each Local Town Centre must respond to the relevant concept plan and key design elements shown in Figures 2 and 3.
R14	Subdivision and development within Local Town Centres must address the design principles and performance criteria outlined in Appendix B.
	GUIDELINES
G16	Residential densities surrounding the Davis Road North Local Town Centre should be sufficient to ensure that 85% of the minimum catchment (2,450 dwellings within precinct and 525 in existing urban areas) is within a comfortable walking distance (approximately 1 kilometre, as shown on plan 3), consistent with the recommended yield outlined in Table 2.
G17	Residential densities surrounding the Davis Road South Local Town Centre should be sufficient to ensure that 85% of the minimum catchment (3,740 dwellings) is within a comfortable walking distance (approximately 1 kilometre, as shown on Plan 3), consistent with the recommended yield outlined in Table 2.

LOCAL CONVENIENCE CENTRES

	REQUIREMENTS
R15	Local Convenience Centres may be developed proximate to the locations shown on Plan 2 and consistent with the guidance provided in Table 3, to the satisfaction of the Responsible Authority. Any Local Convenience Centre development must be located on a connector road.
R16	Provision of retail floor space within a local convenience centre must not exceed 1,500m2 (without a planning permit).
R17	The design of any Local Convenience Centre must: • Provide for a mix of tenancies. • Incorporate a range of uses including retail, offices and medium and high density residential. • Locate any servicing infrastructure or car parking to the rear or centre of the allotment in a manner that protects the amenity of the surrounding neighbourhood.
R18	Subdivision and development within Local Convenience Centres must have regard to the design principles and performance criteria for Local Town Centres outlined in Appendix B, as appropriate.
	GUIDELINES
G18	Development of any Local Convenience Centre should be proximate to an open space or community hub.

Table 3 Town centre hierarchy

TOWN CENTRE	RETAIL FLOOR SPACE	CATCHMENT	LOCATION & ANCILLARY USES
Riverdale major town centre	25,000 m2	35,000 people 12,500 dwellings	On southern side of the Sayers Road extension, adjacent the potential future Riverdale station. Includes L3 community centre and indoor recreation centre with scope for additional community facilities to be incorporated. Commercial & showroom uses to front Sayers Road. Centre design should also create opportunities for development of high-density housing.
Davis Road North local town centre	8,000 m2	9,800 people 3,500 dwellings	On western side of Davis Road, north of the Davis Creek tributary. Forms node on PPTN network.
Davis Road South local town centre	10,000 m2	11,600 people 4,400 dwellings	Between Davis Road and waterway. Includes L2 community centre and primary school.
Werribee Bend local conveninece centre	1,500 m2	2,000 people 700 dwellings	Proximate the end of connector boulevard. Hub incorporates active recreation reserve, L1 community centre, and facilities node within regional park.

Table 4 Anticipated employment creation in precinct

LAND-USE BASED EMPLOYMENT	MEASURE	JOBS	QTY IN PRECINCT	ESTIMATED JOBS
Community centre (L1)	Jobs / centre	10	1	10
Community centre (L2)	Jobs / centre	10	1	10
Community centre (L3)	Jobs / centre	10	1	10
Primary school	Jobs / school	40	3	120
Primary school (non-government)	Jobs / school	40		0
Secondary school	Jobs / school	90	1	90
Secondary school (non-government)	Jobs / school	90		0
Retail	1 job / 30 sqm	0.03	44,500	1,335
Commercial mixed-use	1 job / 20 sqm	0.05	10,400	520
Home-based business	Jobs / Dwelling	0.05	11,280	564
TOTAL				2,659

3.3 Open space & community facilities

OPEN SPACE

	REQUIREMENTS
R19	All public landscaped areas must be designed to be robust and climatically appropriate, consistent with any local street tree or open space strategies and to the satisfaction of the Responsible Authority.
R20	All parks must be located, designed and developed in accordance with the relevant description in Table 5 and any local open space strategies. The area of the park may vary so long as it remains inside the guidance for the relevant type of park. Where a park is smaller than that outlined in the table, the land must be added to another park or used to create a new park in addition to those outlined on Plan 4. Where a proposed park is larger than outlined in the table it may be accepted so long as it does not result in the removal of another park allocation. All to the satisfaction of the Responsible Authority.
R21	Where a passive park shown on Plan 4 spans across multiple properties, the first development proponent to lodge a permit application must undertake a master plan for the entire park to the satisfaction of the Responsible Authority unless otherwise agreed by the Responsible Authority.
R22	If parks interface with a drainage corridor, conservation area or encompass remnant native vegetation, the design of that open space must demonstrate that it has integrated the relevant environmental constraints into the design of the park.
R23	Where a street frontage to a park is not provided, lots must: • Directly front the open space and allow for vehicular access via a rear laneway. • Allow for a primary point of access from a footpath or shared path of a minimum width of 1.5 metres along the frontage of the lot.
R24	Design of waterway corridors, conservation areas, and any other encumbered open space must maximise the amenity value of that open space and provide for flexible recreational opportunities.
R25	Parks and squares within town centres must be delivered via the Clause 52.01 passive open space contributions, as appropriate.
R26	Any fencing of open space, whether encumbered or unencumbered, must be low scale and visually permeable to facilitate public safety and surveillance.
	GUIDELINES
G19	Active recreation reserves abutting schools or community centres should be designed to maximise efficiencies of co-location.
	CONDITIONS
C2	**Conditions for subdivision or building and works permits where land is required for public open space** Land required for public open space as a local or district park, as set out in the Riverdale 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.

precinct area
active open space
active OS catchment (1000m)
passive open space
passive OS catchment (400m)
indoor recreation facility
drainage open space (encumbered)
proposed werribee township regional park (unencumbered)
proposed werribee township regional park – drainage (encumbered)
proposed werribee township regional park – GGF conservation area (encumbered)
heritage area
conservation area (encumbered)
waterways
retarding basin
possible regional open space vistor facility node
P EA-02 park ID - refer table 5

plan 4_open space
riverdale precinct structure plan

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Table 5 Open Space Delivery Guide

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

PARK ID	AREA (HA)	TYPE	LOCATION & OTHER ATTRIBUTES	RESPONSIBILITY
P WE-01	2.40	Urban park / District	Urban open space located adjacent to main street of Major Town Centre.	WC
P WE-01A	0.23	Linear (Medium)	Linear park linking within a widened verge on eastern side of connector street. Links and creates view line between civic space P WE-01 with urban active open space AOS 91-4. Should be fronted by rear-loaded buildings on eastern side to avoid driveway crossovers.	WC
P WE-01B	0.13	Neighbourhood (Small)	Small passive park within major town centre. Amenity node for higher-density housing product.	WC
P WE-01C	0.11	Neighbourhood (Small)	Small passive park within major town centre. Amenity node for higher-density housing product.	WC
P WE-02	0.80	Neighbourhood (Medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P WE-03	0.70	Neighbourhood (Medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P WE-04	1.20	Neighbourhood (Medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SO-01	0.74	Neighbourhood (Medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SO-02	0.40	District (Small)	Incoropated into the larger Werribee Bend sporting reserve, adjacent the community centre and local convenience centre. Exact size and location within the immediate area is flexible.	WC
P SO-03	1.60	Neighbourhood (Large)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P SO-04	0.70	Neighbourhood (Medium)	"Located adjacent to Werribee Township Regional Park at termination of Davis Road. Acts as an activity node along the regional park boundary."	WC
P SO-05	0.70	Neighbourhood (Medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P EA-01	1.00	Neighbourhood (Medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P EA-02	1.00	Neighbourhood (Medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P EA-03	0.77	Neighbourhood (Medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P EA-04	0.24	Neighbourhood (Small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P EA-05	0.80	Neighbourhood (Medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P EA-06	0.45	Urban park	"Located as the focus of Davis Road South local town centre. Adjacent major anchors and community centre."	WC
P EA-07	0.70	Neighbourhood (Medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC

PARK ID	AREA (HA)	TYPE	LOCATION & OTHER ATTRIBUTES	RESPONSIBILITY
P EA-08	0.60	Neighbourhood (Small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P EA-09	0.70	Neighbourhood (Medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P EA-10	1.20	District (Medium)	Located adjacent Davis Creek, at the end of the connector street linking to the Davis Road South local town centre.	WC
P NO-01	0.70	Neighbourhood (Medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NO-02	0.86	Neighbourhood (Medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NO-03	0.30	Urban park	Located at the western end of main street in Davis Road North local town centre.	WC
P NO-04	1.00	Neighbourhood (Medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NO-05	0.55	Neighbourhood (Medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NO-06	0.28	Neighbourhood (Small)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NO-07	0.70	Neighbourhood (Medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
P NO-08	0.80	Neighbourhood (Medium)	Located at the confl uence of the three Davis Creek tributaries, opposite P NO-09.	WC
P NO-09	0.34	Neighbourhood (Medium)	Generally located as shown on Plan 4, central to surrounding neighbourhood.	WC
AOS 91-01	12.55	Active recreation	Located adjacent Growling Grass Frog Conservation Area and forming part of the Werribee River open space corridor	WC
AOS 91-02	13.09	Active recreation	Located across property 91-NO-01, 91-NO-02 and 91-NO-03. Provides an open space link between the two tributaries of Davis Creek.	WC
AOS 91-03	11.78	Active recreation	"Located as shown on Plan 4, at the termination of four connector roads. Recommended location for the co-location Community Garden, adjacent the Davis Road South local town centre."	WC
AOS 91-04	3.82	Active recreation	Urban active open space containing a single oval/ sporting field, with a community use focus	WC
	1.52	Conservation	Spiny Rice-flower Conservation Area in existing Sewells Road reserve with adjacent passive open space buffer	DEPI / PV
	TBC	Regional Park	Werribee Township Regional Park providing large passive parkland and visitor facilities	DEPI / PV

WCC = Wyndham City, DEPI = Department of Environment & Primary Industries, PV = Parks Victoria

COMMUNITY FACILITIES & EDUCATION

	REQUIREMENTS
R27	Where the Responsible Authority is satisfied that land shown as a non-government school site is unlikely to be used for a non-government school, that land may be used for an alternative purpose which is generally consistent with the surrounding land uses and the provisions of the applied zone.
R28	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.
R29	Where co-located with another community facility, school, or active recreation reserve, community facilities and schools must be designed to maximise efficiencies through the sharing of car parking and any other relevant infrastructure.
	GUIDELINES
G20	School sites should generally be designed to have three frontages.
G21	Any educational or community infrastructure shown on Plan 2 should be located within or proximate the major town centres, local town centres or an existing community hub, as appropriate.
G22	Any private childcare, medical, or similar facility should be located proximate to the Major Town Centre, any Local Town Centre, Local Convenience Centres, or nominated community hub, as appropriate.
G23	Where a community centre is located within a town centre or co-located with public open space, efficiency of land use should be maximised through the sharing and overall reduction of car parking.
	CONDITIONS
C3	**Conditions for subdivision or building and works permits where land is required for community facilities** Land required for community facilities, as set out in the Riverdale 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.

Figure 4 AOS-91-01 parkland concept

Figure 5 AOS-91-02 parkland concept

LEGEND

- SPORTING RESERVE
- NEIGHBOURHOOD PARK
- REGIONAL PARK
- ENCUMBERED OPEN SPACE
- CONSERVATION AREA
- COMMUNITY CENTRE
- SCHOOL
- MIXED USE
- CONVENTIONAL RESIDENTIAL
- MEDIUM-DENSITY RESIDENTIAL
- PAVILLION
- CAR PARKING
- SHARED TRAIL
- RETAINED VEGETATION
- PLANTING

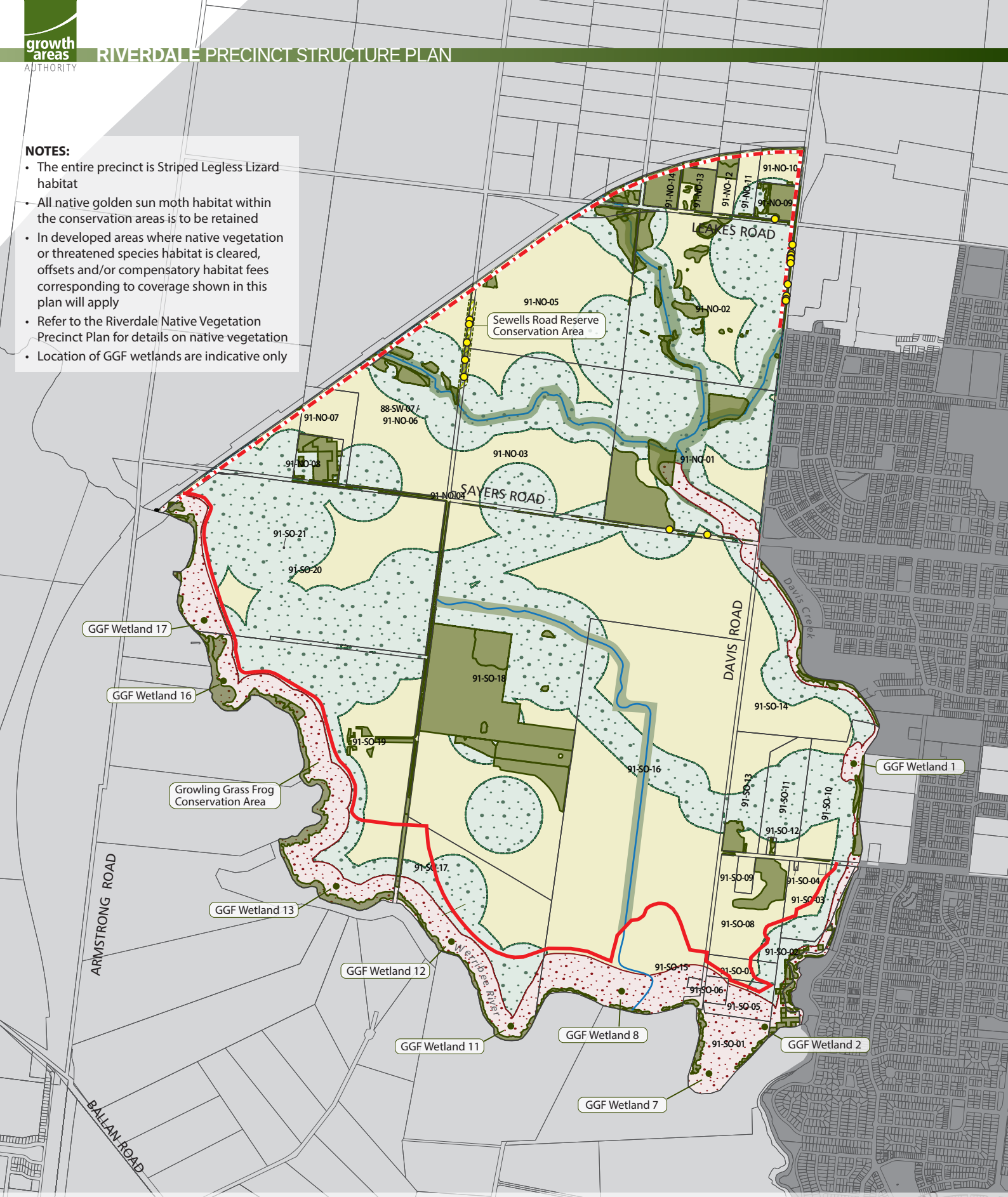
3.4 Biodiversity & bushfire management

BIODIVERSITY & NATURAL SYSTEMS

	REQUIREMENTS
R30	Development within any Conservation Area must be in accordance with the relevant Conservation Management Plan to the satisfaction of the Department of Environment & Primary Industries.
R31	Streetscapes addressing waterways shown as 'natural' on Plan 8 are to use indigenous species consistent with the existing vegetation class in the immediate area, to the satisfaction of Melbourne Water and the Responsible Authority.
R32	Any public paths or infrastructure located within a conservation area must be designed to avoid /minimise disturbance to existing native vegetation or flora species of significance as shown in Plan 5. Public paths are to be placed generally as shown in Plan 7 and must also meet the requirements outlined in the relevant Conservation Management Plan.
R33	Design, baffle and locate adjoining lighting to prevent light spill and glare adjacent to Growling Grass Frog wetlands (as described in the *Werribee River CMP*).
R34	A 20m buffer zone is to be provided around all edges of the Sewells Road Reserve Conservation Area. This buffer is to be measured from the boundary of the existing Sewells Road reserve and is to include any additional areas to be included in the conservation area (as identified in the Sewells Road Reserve Conservation Management Plan). Outside of the conservation area, the buffer zone is to exclude buildings but may include roads, paths, nature strips, public open space and drainage infrastructure. A frontage road is to be provided between the conservation area and adjacent development. Frontage roads are not to include plant species that could behave as environmental weeds including vigourous rhizomatic grasses.
	GUIDELINES
G24	Where appropriate co-locate public recreation and open space areas to assist in buffering significant conservation reserves and waterways.
G25	Street trees and public open space landscaping should contribute to habitat for indigenous fauna species, in particular arboreal animals and birds, where practical.
G26	Landscaping adjacent to retained indigenous vegetation and waterways should be complementary to conservation objectives and should use indigenous planting where appropriate.
G27	Where located adjacent or nearby each other, maximise the integration of linear and conservation open space with local parks.
G28	The Sewells Road Reserve Conservation Area is to be fenced to provide protection of Spiny Rice Flower habitat and other grassland biodiversity values. Fences are to be a maximum of 1.2m in height and provide access to any paths shown on Plan 7.

NOTES:

- The entire precinct is Striped Legless Lizard habitat
- All native golden sun moth habitat within the conservation areas is to be retained
- In developed areas where native vegetation or threatened species habitat is cleared, offsets and/or compensatory habitat fees corresponding to coverage shown in this plan will apply
- Refer to the Riverdale Native Vegetation Precinct Plan for details on native vegetation
- Location of GGF wetlands are indicative only



precinct area

conservation area - growling grass frog category 1 habitat (area to which the Werribee River Conservation Management Plan applies)

growling grass frog category 2 habitat

spiny rice flower record

conservation area - sewells road reserve (area to which the Sewells Road Reserve Conservation Management Plan applies)

native golden sun moth habitat and assumes presence of spiny rice flower

non-native golden sun moth habitat

fire threat edge

interim fire threat edge (land adjacent rail reserve and undeveloped land)

waterways

waterway corridor

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

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	CONDITIONS
C4	**KANGAROO MANAGEMENT PLAN** Prior to the commencement of any works in a stage of subdivision a Kangaroo Management Plan must be submitted for approval to the Department of Environment and Primary Industries. The plan must include: • Strategies (e.g. staging) to avoid land locking Kangaroos; and • Management solutions and action to respond to their containment in an area with no reasonable likelihood of their continued safe existence.
C5	**THREATENED SPECIES** A permit for subdivision, or to construct a building or construct or carry out works must contain the following condition: • The Protocol for the *Salvage Translocation of Threatened Species in Melbourne's Growth Corridors* (Department of Environment and Primary Industries, 2012) must be implemented to the satisfaction of Department of Department of Environment and Primary Industries. • Prior to the issue of a Statement of Compliance under the *Subdivision Act 1988* fees for the clearing of threatened species habitat and/or native vegetation within the lot must be provided to the satisfaction of the Department of Environment and Primary Industries. The fees are to be calculated in accordance with the Draft Habitat Compensation under the *Biodiversity Conservation Strategy*, May 2013, current at the date that the fees are paid.
C6	**GROWLING GRASS FROG** Any permit which would allow subdivision, buildings or works that will impact on an area where the Growling Grass Frog Conservation Management Plan (CMP) applies as shown on Plan 5 – Threatened Species Action Plan in the Riverdale Precinct Structure Plan must contain the following conditions unless otherwise agreed to in writing by the Department of Environment and Primary Industries: • Prior to the commencement of any subdivision, buildings or works within any Conservation Area shown on Plan 6 of the Precinct Structure Plan, a Construction Management Plan must be approved, to the satisfaction of the Responsible Authority and the Department of Environment and Primary Industries. • The actions of the CMP in respect of that land must be implemented before, during and after the carrying out of buildings and works in accordance with the Conservation Management Plan to the satisfaction of the Department of Environment and Primary Industries. • If the CMP contains specifications or recommendations that will need to continue to be implemented after the land has been subdivided, the Owner must enter into a legally binding agreement with the Department of Environment and Primary Industries to provide for those continuing obligations prior to the issue of a Statement of Compliance in respect of the plan of subdivision for the land.

BUSHFIRE MANAGEMENT

	REQUIREMENTS
R35	Unless a subdivision meets the standards set out in G29 or G30, it must provide defendable space between a fire threat identified on Plan 5 in this Precinct Structure Plan and a dwelling to the satisfaction of the Country Fire Authority (CFA).
R36	Where a lot contains defendable space the following applies: Before the Statement of Compliance is issued under the *Subdivision Act 1988* the owner must enter into an agreement with the responsible authority under Section 173 of the *Planning and Environment Act 1987* and make application to the Registrar of Titles to have the agreement registered on the title to the land under Section 181 of the Act. The agreement must set out the following matters: • A building envelope and that a building must not be constructed outside of the building envelope. • That a building must not be constructed on a lot unless it is constructed to 12.5 BAL. • The area of defendable space applicable to the lot with the following restrictions on vegetation during a declared fire danger period: » Within 10 metres of a building, flammable objects (such as plants, mulches and fences) must not be located close to the vulnerable parts of the building (such as windows, decks and eaves). » Grass must be no more than five centimetres in height. » Trees must not overhang or touch any part of a building. » Leaves and vegetation debris must be removed at regular intervals. » Shrubs must not be planted under trees. » Plants greater than ten centimetres in height at maturity must not be placed directly in front of a window or other glass feature. » A tree canopy must not be closer than two metres to another tree canopy. » Total tree canopies must cover no more than 15% of the area of the lot at maturity. This does not apply where the CFA states in writing that a Section 173 Agreement is not required for the subdivision or lot.
R37	Provide a road network that enables at least two safe egress routes away from the fire hazard.
R38	For the purpose of Clause 56.06-7, the requirements of the relevant fire authority are, unless otherwise approved by the CFA: • Constructed roads must be a minimum of 7.3m trafficable width where cars park on both sides, or: » A minimum of 5.4m in trafficable width where cars may park on one side only. » A minimum of 3.5m width no parking and 0.5m clearance to structures on either side, and if this width applies, there must be passing bays of at least 20m long, 6m wide and located not more than 200m apart. • Roads must be constructed so that they are capable of accommodating a vehicle of 15 tonnes for the trafficable road width. • The average grade of a road must be no more than 1 in 7 (14.4% or 8.1°). • The steepest grade on a road must be no more than 1 in 5 (20% or 11.3°) with this grade continuing for no more than 50 metres at any one point. • Dips on the road must have no more than 1 in 8 grade (12.5% or 7.1°) entry and exit angle. • Constructed dead end roads more than 60 metres in length from the nearest intersection must have a turning circle with a minimum radius of 8m (including roll over curbs if they are provided).
R39	Planting in streets and public spaces within defendable space must be designed to take into account impact on fire risk.

R40	Before the commencement of works for a stage of subdivision, a Construction Management Plan that addresses Bushfire Risk Management must be submitted to and approved by the responsible authority and the CFA. The Construction Management Plan must specify, amongst other things: • Measures to reduce the risk from fire within the surrounding rural landscape and protect residents from the threat of fire. • A separation buffer, consistent with the separation distances specified in AS3959-2009, between the edge of development and non-urban areas. • How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles.
R41	A Construction or Engineering Plan required under a subdivision permit must show: The location of static water supplies for fire fighting purposes that are: • Accessible to fire fighting vehicles. • Have sufficient volume to support effective fire fighting; or • Strategically positioned fire hydrants installed on the potable water supply system in addition to the fire hydrants installed on the recycled water supply system (where present); and • Water supply design, connections and flow rates. All to the satisfaction of the CFA.

GUIDELINES

G29	Where a lot capable of accommodating a dwelling is proposed up slope or on flat land and adjacent to a Fire Threat Edge or Interim Fire Threat Edge identified on Plan 5 in this Precinct Structure Plan, provide for defendable space in the form of a 19 metre wide road reserve between the edge of the fire threat and the lot on which a dwelling may be developed. Specify in a restriction of a plan of subdivision registered under the *Subdivision Act 1988* that a dwelling constructed on land shown within 60 metres of land identified as Fire Threat Edge or Interim Fire Threat Edge on Plan 5 in this Precinct Structure Plan must not be constructed to a standard less than BAL 12.5. If, at the time of application for subdivision or works, the Regional Rail Link (RRL) has been constructed, the Interim Fire Threat Edge as identified on Plan 5 no longer exists and these provisions no longer apply.
G30	Where a lot capable of accommodating a dwelling is proposed down slope and adjacent to a Fire Threat Edge or Interim Fire Threat Edge identified on Plan 5 in this Precinct Structure Plan, provide for defendable space comprising a road reserve of at least 19 metres width between the edge of the fire threat and the lot on which a dwelling may be developed plus the additional width of defendable space specified below. The additional defendable space may be on a public or private land:

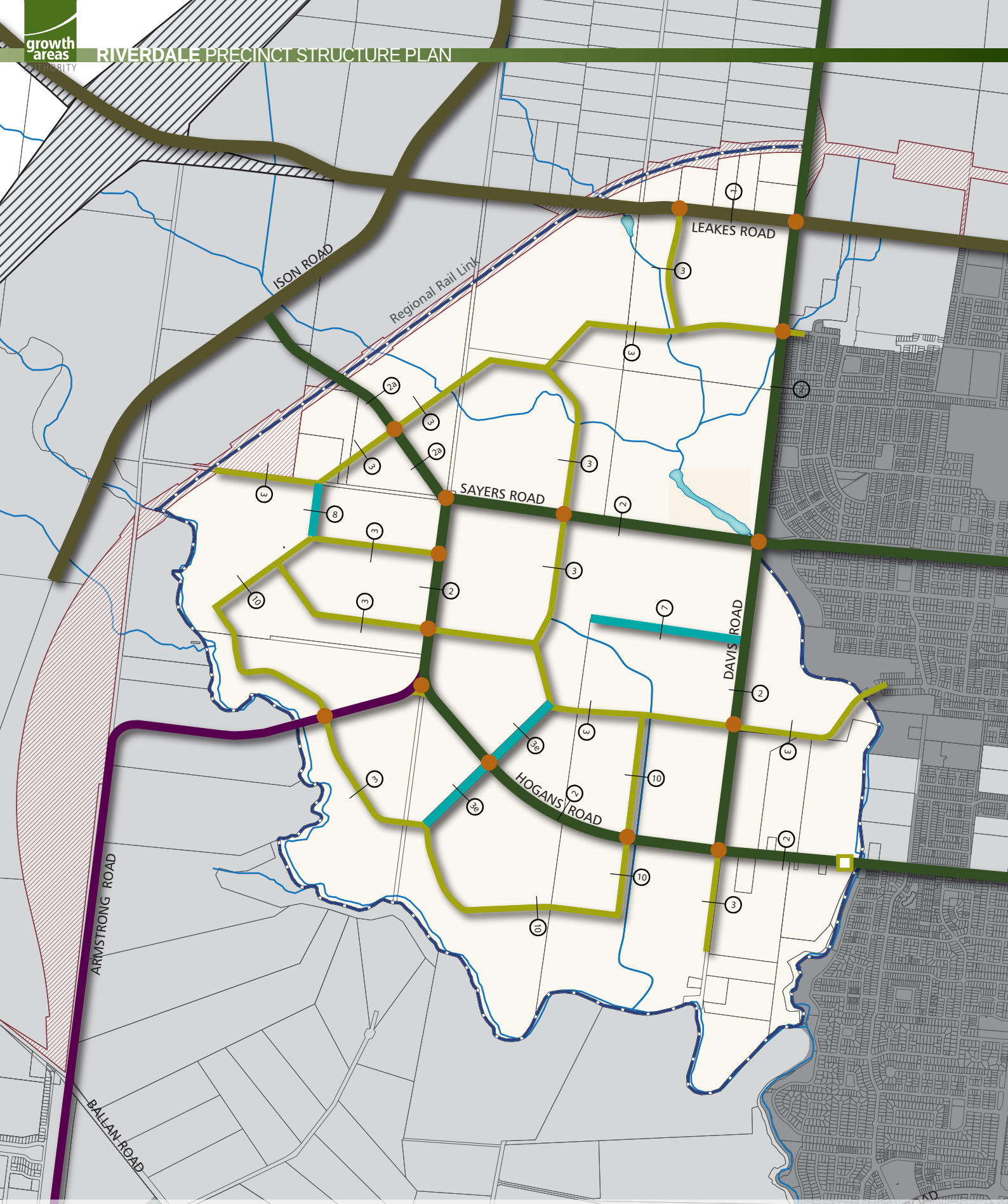
DOWN SLOPE (DEGREES)	ADDITIONAL DEFENDABLE SPACE (METRES)	TOTAL DEFENDABLE SPACE
>0-5	3	22
>5-10	6	25
>10-15	9	28
>15-20	13	32
>20	13	32

To the satisfaction of the relevant fire authority.

Where defendable space is proposed on a lot capable of accommodating a dwelling, Requirement R36 (R2 in bushfire section) in this Precinct Structure Plan applies.

Specify in a restriction on a plan of subdivision registered under the *Subdivision Act 1988* that a dwelling constructed on land shown within 60 metres of land identified as Fire Threat Edge or Interim Fire Threat Edge on Plan 4 in this Precinct Structure Plan must not be constructed to a standard less than BAL 12.5.

If, at the time of application for subdivision or works, the RRL (check if relevant) has been constructed, the Interim Fire Threat Edge as identified on Plan 5 no longer exists and these provisions no longer apply.



- precinct area
- arterial road (6 lane)
- arterial road (4 lane)
- arterial road (2 lane)
- feature connector street
- connector street
- street cross-section number
- signalised intersection
- pedestrian signals

plan 6_street network
riverdale precinct structure plan

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3.5 Transport & movement

STREET NETWORK

	REQUIREMENTS
R42	Street layouts must: • Form a coherent movement network across the wider precinct • Ensure equity of access to open space and facilities is provided.
R43	Staging of subdivisions must provide for the timely connection of: • Road links between properties. • Road links to the connector and arterial road network. • Pedestrian and cyclist links to the off-road pedestrian and bicycle network. All to the satisfaction of the Responsible Authority.
R44	Where a subdivision contains more than one connector street, the 'standard' cross section for connector streets outlined in Appendix C is to be applied to not more than 70% of the total number of connector streets in a subdivision. Alternative cross section treatments are to be applied to the remaining connector streets. For the purposes of this requirement, a single connector street is defined as the length of road between intersections with other connector streets and arterial roads. Alternative cross sections for connector streets must ensure that the street remains suitable for the safe operation of buses. Where a subdivision contains more than one local access level 2 street, the 'standard' cross section for local access level 2 streets outlined in Appendix C is to be applied to not more than 70% of the total number of local access level 2 streets in a subdivision. Alternative cross section treatments are to be applied to the remaining local access level 2 streets. For the purposes of this requirement, a local access level 2 street is defined as the length of street between intersections with other local access 2 streets, connector roads, or arterial roads. The 'standard' cross section for local access level 1 streets outlined in Appendix C is to be applied to no more than 70% of the total number of local access level 1 streets in a subdivision. Alternative cross section treatments are to be applied to the remaining local access level 1 streets. For all of the above, alternative cross sections may take to the form of example variations provided in Appendix C or a mixture of: changes in street tree placement, changes in footpath or carriageway placement, introduction of a central median or wider verge on one side to create a boulevard, changes in carriageway or parking bay pavement and differing tree outstand treatments. For the purposes of this requirement, changes in street tree species between or within streets does not constitute a variation. Expansions of the standard width of the road reserve are acceptable but not required and do not in themselves represent an alternative. All to the satisfaction of the Responsible Authority.
R45	Where a single street spans across multiple properties that street may consist of multiple cross sections so long as a suitable transition has been allowed for between each. Where that street has already been constructed or approved for construction to a property boundary, the onus is on the development connecting into that street to adopt a consistent cross-section until that suitable transition can be made.
R46	Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the structure plan, by any date or stage of development required or approved by the Responsible Authority.
R47	Where a parcel does not have access to the connector road or signalised access to the arterial road network, subdivision of neighbouring parcels must provide for a convenient connection via a local access level 2 street.
R48	Vehicle access to lots fronting arterial roads must be provided from a service road, local road or rear lane only, to the satisfaction of the coordinating road authority.
R49	Configuration of vehicle access to lots must ensure that there is sufficient separation between crossovers to allow for a minimum of one on-street car park for every two residential lots.
R50	Vehicle access to a lot that is six metres or less in width must be via rear laneway.
R51	Frontage roads are to be the primary interface provided between development and waterways shown on Plan 8. Public open space and allotments with direct frontages may be provided as a minor component of a waterway interface.
R52	Where a connector road crosses a waterway on Plan 2 on (Property 91-NO-01, Property 91-NO-02 & Property 91-NO-03) the developer(s) must construct a connector road bridge prior to the issue of statement of compliance for the first stage of residential subdivision on the second side of the waterway to be developed, whether or not that residential subdivision directly abuts the waterway.

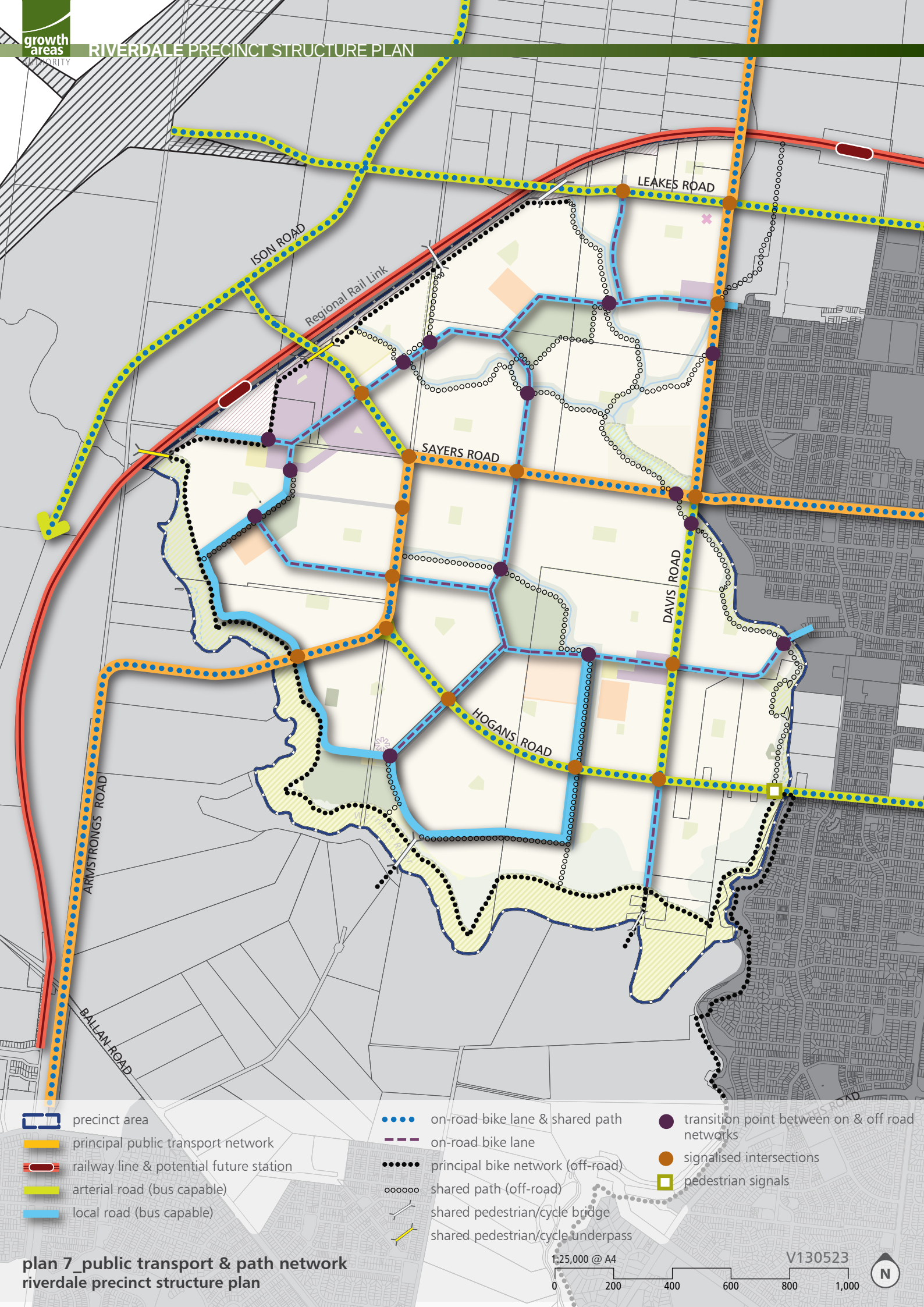
	GUIDELINES
G31	Street layouts should provide multiple convenient routes to major destinations such as the proposed future Riverdale railway station site, the Riverdale Major Town Centre, the two local town centres, and the arterial road network.
G32	Street block lengths should not exceed 240 metres to ensure a permiable and low speed environment for pedestrians, cyclists and vehicles is achieved.
G33	Culs-de-sac should not detract from convenient pedestrian and vehicular connections.
G34	Slip lanes should be avoided in areas of high pedestrian activity and only be provided at any other intersection between connector roads and arterial roads where they are necessitated by high traffic volumes.
G35	The frequency of vehicular crossovers on widened verges (a verge in excess of six metres) should be minimised by the use of a combination of: • Rear loaded lots with laneway access. • Vehicular access from the side of a lot. • Combined or grouped crossovers. • Increased lot widths.
	CONDITIONS
C7	**Conditions for subdivision or building and works permits where land is required for community facilities** Land required for road widening including right of way flaring for the ultimate design of any intersection within an existing or proposed arterial road must be transferred to or vested in Council at no cost to the acquiring agency unless funded by the Wyndham North Development Contributions Plan.

Table 6 Feature Streets

CROSS SECTION	FEATURES / DESCRIPTION	WIDTH	PLANTING
7	Existing windbreak along northern boundary of property 91-SO-16 retained in central median, linking active open space AOS 91-02 with Davis Creek. New infill tree planting where needed to achieve continuous windbreak/tree canopy along street.	TBC	Existing Dwarf Sugar Gum (Eucalyptus cladocalyx 'Nana'), grass or mulch beneath
8	Wider verge on east side (19.1m) to form strong boulevard comprising three rows of trees and linear open space linking civic open space WE-01 and active open space AOS 91-04. Hard paved opposite verge as interface with retail and high density housing.	35.7m	Exotic trees eg. London Plane (Platanus x acerifolia) and under planting
3e	Central median (2.5m) with single row of trees linking active open space AOS 91-02 with active open space AOS 91-01 and Werribee River. At Hogans Road street terminates at node of passive open space. This node is to be a focus for large feature indigenous tree planting.	27.5m	Indigenous feature trees eg. Werribee Blue Box (Eucalyptus baueriana ssp Thalassina), River Red Gum (Eucalyptus camaldulensis)

PUBLIC TRANSPORT

	REQUIREMENTS
R53	Any roundabouts on roads shown as 'bus capable' on Plan 7 must be constructed to accommodate ultra-low-floor buses in accordance with the *Public Transport Guidelines for Land Use and Development*.
R54	Bus stop facilities must be designed as an integral part of town centres and activity generating land uses such as schools, sports fields and employment areas.
	CONDITIONS
C8	Unless otherwise agreed by Public Transport Victoria, prior to the issue of a Statement of Compliance for any subdivision stage, bus stop hard stands with direct and safe pedestrian access to a pedestrian path must be constructed: • In accordance with the Public Transport Guidelines for Land Use and Development; and compliant with the *Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002*. • At locations approved by Public Transport Victoria, at no cost to Public Transport Victoria, and to the satisfaction of Public Transport Victoria.



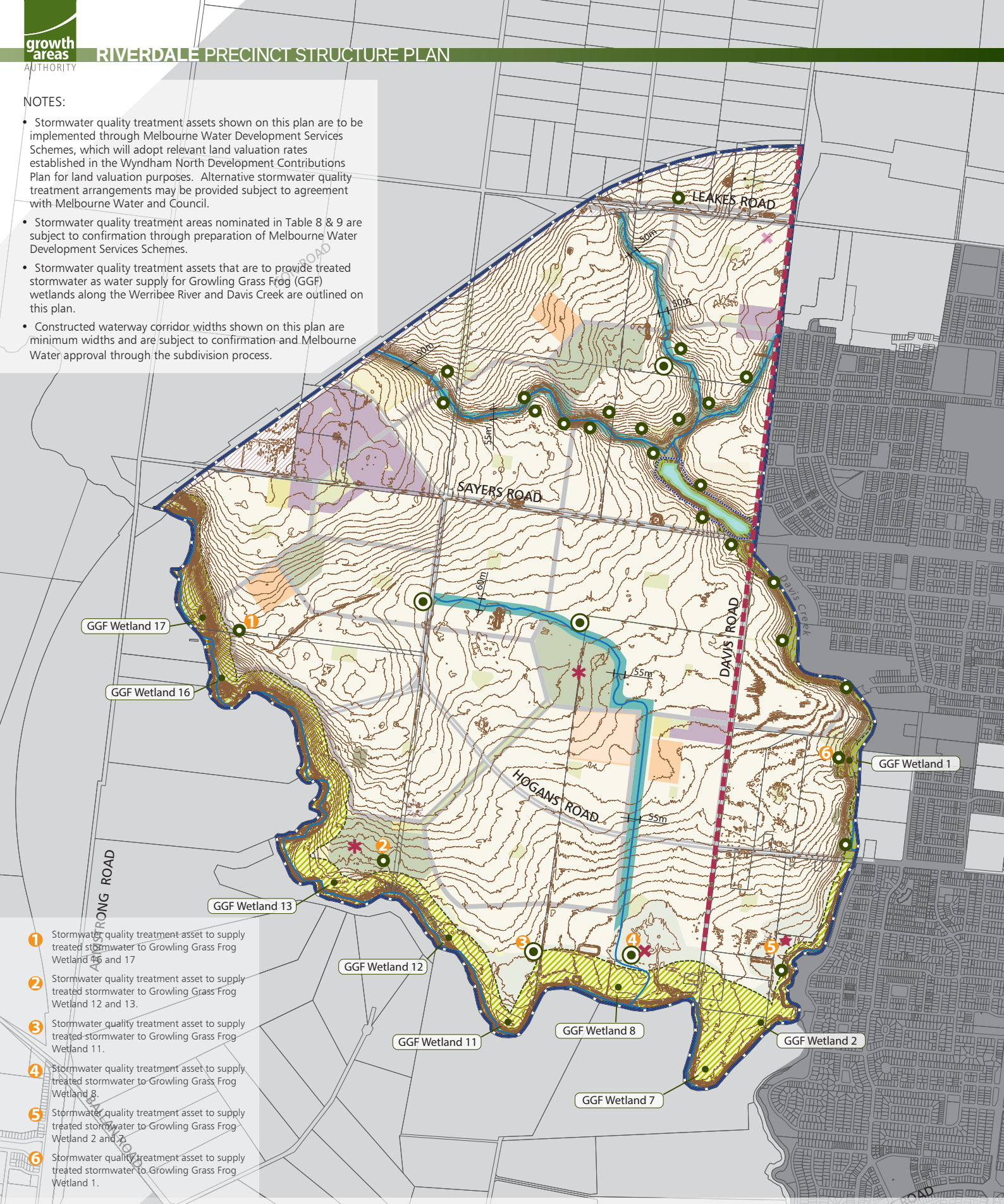
plan 7_public transport & path network
riverdale precinct structure plan

WALKING & CYCLING

	REQUIREMENTS
R55	Design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing: • Footpaths of at least 1.5 metres on both sides of all streets and roads unless otherwise specified by the PSP. • Shared paths of 3.0 metres in width where shown on Plan 7 or specified by another requirement in the PSP. • Safe and convenient crossing points of connector roads and local streets at all intersections and on key desire lines. • Safe pedestrian crossings of arterial roads at all intersections, at key desire lines, and on regular intervals of no greater than 400 metres. • Pedestrian priority crossings on all slip lanes. • Safe and convenient transition between on and off-road bicycle networks. • All to the satisfaction of the Responsible Authority.
R56	Shared and pedestrian paths along waterways must: • Be delivered by development proponents consistent with the network shown on Plan 7. • Be above 1:10 year flood level with any crossing of the waterway designed to maintain hydraulic function of the waterway. • Be constructed to a standard that satisfies the requirements of Melbourne Water. Shared paths identified on Plan 7 are to constructed with a concrete surface. • Where a shared path is to be delivered on one side of a minor waterway as outlined in Plan 7, a path is also to be delivered on the other side of the waterway but may be constructed with crushed rock or similar granular material where it does not form part of the wider shared-path network. All to the satisfaction of Melbourne Water and the Responsible Authority.
R57	Lighting must be installed along all major shared, pedestrian, and cycle paths, to the satisfaction of the Responsible Authority.
R58	Bicycle parking facilities are to be provided by development proponents in convenient locations at key destinations such as parks and activity centres.
R59	Design and construction of any paths, trails, or infrastructure located within the Werribee River open space corridor must be consistent with the *Werribee River CMP, Werribee River Shared Trail Strategy*, and any relevant approved Cultural Heritage Management Plan.
	GUIDELINES
G36	Location of walkways or pedestrian and cycle paths in addition to those described through the standard cross sections should consider the need for appropriate lighting and passive surveillance.
G37	In addition to the crossing locations shown on Plan 7, development proponents should provide formal pedestrian crossings of creeks and minor waterways at regular intervals of no greater than 400 metres where this level of connectivity is not already satisfied by the street network.

NOTES:

- Stormwater quality treatment assets shown on this plan are to be implemented through Melbourne Water Development Services Schemes, which will adopt relevant land valuation rates established in the Wyndham North Development Contributions Plan for land valuation purposes. Alternative stormwater quality treatment arrangements may be provided subject to agreement with Melbourne Water and Council.
- Stormwater quality treatment areas nominated in Table 8 & 9 are subject to confirmation through preparation of Melbourne Water Development Services Schemes.
- Stormwater quality treatment assets that are to provide treated stormwater as water supply for Growling Grass Frog (GGF) wetlands along the Werribee River and Davis Creek are outlined on this plan.
- Constructed waterway corridor widths shown on this plan are minimum widths and are subject to confirmation and Melbourne Water approval through the subdivision process.



1. Stormwater quality treatment asset to supply treated stormwater to Growling Grass Frog Wetland 16 and 17
2. Stormwater quality treatment asset to supply treated stormwater to Growling Grass Frog Wetland 12 and 13.
3. Stormwater quality treatment asset to supply treated stormwater to Growling Grass Frog Wetland 11.
4. Stormwater quality treatment asset to supply treated stormwater to Growling Grass Frog Wetland 8.
5. Stormwater quality treatment asset to supply treated stormwater to Growling Grass Frog Wetland 2 and 7.
6. Stormwater quality treatment asset to supply treated stormwater to Growling Grass Frog Wetland 1.

- precinct area
- natural waterway corridor
- constructed waterway corridor
- 1 in 100 year retarding basin for flood protection
- contours
- stormwater quality treatment asset (Melbourne Water maintenance responsibility)
- stormwater quality treatment asset (Council maintenance responsibility)
- Opportunity to utilise water from adjacent stormwater quality treatment asset to irrigate active open space
- Opportunity to capture water from adjacent stormwater quality treatment asset and treat to higher level for distribution through the recycled water network
- Opportunity to capture water from adjacent waterway and treat to higher level for distribution through the recycled water network
- Potential alignment of pipeline to transfer harvested stormwater to central storage site

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0 200 400 600 800 1,000

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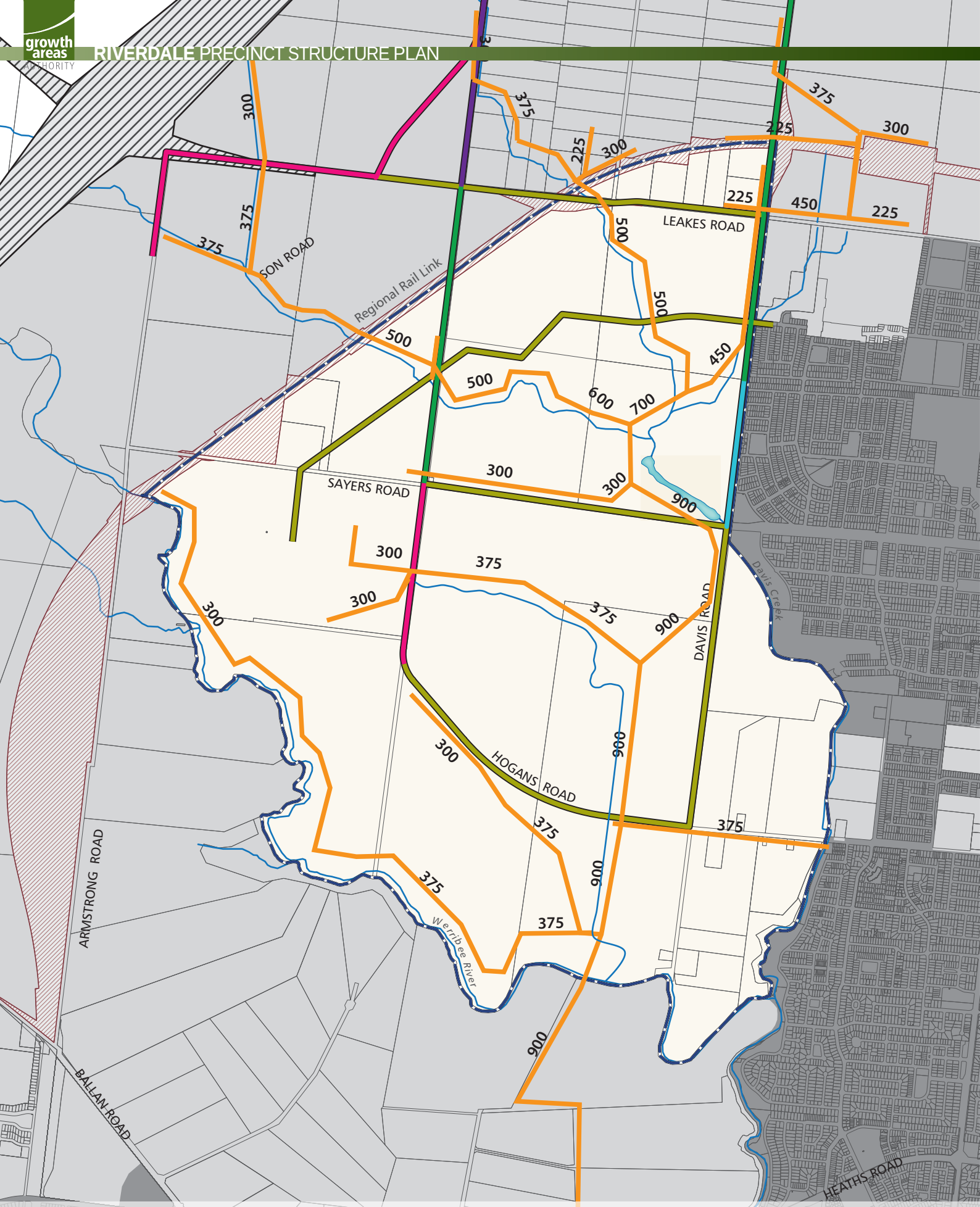
plan 8_integrated water management
riverdale precinct structure plan

3.6 Integrated Water Management & utilities

INTEGRATED WATER MANAGEMENT

	REQUIREMENTS
R60	Development must provide best practice stormwater quality treatment in accordance with guidelines published by Melbourne Water prior to discharge to receiving waterways as outlined on Plan 8, unless otherwise approved by Melbourne Water and the Responsible Authority.
R61	Where a waterway is shown as 'natural' on Plan 8, development works must: • Not encroach past the top of bank of the existing channel, unless otherwise agreed by the Responsible Authority and Melbourne Water. • Minimise earthworks and impact on existing geomorphological features. • Retain existing vegetation as part of waterway landscaping. All to the satisfaction of Melbourne Water and the Responsible Authority.
R62	Final design of constructed waterways (including widths), waterway corridors, retarding basins, wetlands, and associated paths, boardwalks, bridges, and planting, must be to the satisfaction of Melbourne Water and the Responsible Authority.
R63	Development staging must provide for the delivery of ultimate waterway and drainage infrastructure, including stormwater quality treatment. Where this is not possible, development proposals must demonstrate how any interim solution adequately manages and treats stormwater generated from the development and how this will enable delivery of an ultimate drainage solution, to the satisfaction of Melbourne Water.
R64	Subdivision applications must demonstrate how: • Waterways and integrated water management design enables land to be used for multiple recreation and environmental purposes. • Overland flow paths and piping within road reserves will be connected and integrated across property / parcel boundaries. • Melbourne Water freeboard requirements for overland flow paths will be adequately contained within road reserves.
R65	Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme established by Melbourne Water.
R66	Treatment standards for water draining into the Werribee River specified in the *Werribee River CMP* must be met to the satisfaction of the Department of Environment and Primary Industries.
	GUIDELINES
G38	Development should exceed best practice environmental standards for stormwater treatment prior to discharge into receiving waters, where practical
G39	The design and layout of open space should maximise water use efficiency and long term viability of vegetation through the use of Water Sensitive Urban Design initiatives, including use of locally treated stormwater for irrigation purposes.
G40	Water Sensitive Urban Design initiatives should be implemented to direct runoff water into nature strips, medians, and other planted areas to support sustainable and robust landscapes with extensive tree cover.
G41	Where practical, development should include integrated water management initiatives to reduce reliance on potable water and increase the utilisation of storm and waste water that contributes to a sustainable and green urban environment.
G42	Development should have regard 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.
G43	Where practical, integrated water management systems should be designed to: • Maximise habitat values for local flora and fauna species. • Enable future harvesting and/or treatment and re-use of stormwater, including those options or opportunities outlined in Plan 8.
G44	Where practical, and where primary waterway, conservation or recreation functions are not adversely affected, land required for integrated water management initiatives (such as stormwater harvesting, acquifer storage and recharge, sewer mining, grey water recycling etc) should be incorporated within the precinct open space system as depicted on Plan 4, subject to the Responsible Authority.



precinct area
waterways
300 sewer mains & pipe diameter (mm)

potable & recycled water main - 750mm diameter
potable & recycled water main - 600mm diameter
potable & recycled water main - 450mm diameter
potable & recycled water main - 375mm diameter
potable & recycled water main - 300mm diameter

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

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plan 9_utilities
riverdale precinct structure plan

UTILITIES

	REQUIREMENTS
R67	Trunk services are to be placed along the general alignments shown on Plan 9.
R68	Before development commences on a property, plans are to be submitted of the road network showing the location of all: • Underground services • Driveways/crossovers • Street lights • Street trees A typical cross section of each street is also to be submitted showing above and below ground placement of services, street lights and trees. The plans and cross sections must demonstrate how services, driveways and street lights will be placed so as to achieve the road reserve width (consistent with the road cross sections outlined in this PSP) and accommodate the minimum level of street tree planting (as outlined in this PSP). If required, the plan and cross sections will nominate which services will be placed under footpaths or road pavement. The plans and cross sections are to be approved by the Responsible Authority and all relevant service authorities before development commences.
R69	Delivery of underground services must be coordinated, located, and bundled (utilising common trenching) to facilitate the planting of trees and other vegetation within road verges.
R70	All existing above ground electricity cables of less than 66kv voltage are to be placed underground as part of the upgrade of existing roads.
R71	All new electricity supply infrastructure (excluding substations and cables of a voltage greater than 66kv) must be provided underground.
R72	Where existing above ground electricity cables of 66kv voltage are retained along road ways, underground conduits are to be provided as part of the upgrade of these roads to allow for future undergrounding of the electricity supply.
R73	New electricity substations and sewer pump stations must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts, and be designed to the satisfaction of the relevant authority. These facilities must not be located on land forming part of a park or reserve contributing to open space classified under Clause 52.01 or within the *Wyndham North DCP*, unless otherwise agreed with the Responsible Authority.
R74	Utilities must be placed outside any areas shown as protected for conservation on Plan 5. Utilities must be placed outside of natural waterway corridors or on the outer edges these corridors to avoid disturbance to existing waterway values, to the satisfaction of Melbourne Water.
R75	Subject to City West Water agreeing to do so, the developer must enter into an agreement with City West Water requiring the subdivision to be reticulated with a dual pipe recycled water system to provide for the supply of recycled water from a suitable source or scheme to all lots and open space reserves within the subdivision.
R76	Irrespective of whether City West Water has entered into an agreement as contemplated, any plan of subdivision must contain a restriction which provides that no dwelling or commercial building may be constructed on any lot unless the building incorporates dual plumbing for the use of recycled water in toilet flushing and garden watering should it become available.

	GUIDELINES
G45	Electricity substations and sewer pump stations should be located outside of key view lines and screened with vegetation.
G46	Existing above ground 66kv electricity cables should be removed and placed underground as part of the upgrade of existing roads.
G47	Design and placement of underground services in new or upgraded streets should utilise the service placement guidelines outlined in Appendix D.

3.7 Infrastructure delivery & staging

SUBDIVISION WORKS BY DEVELOPERS

	REQUIREMENTS
R77	Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure: • Connector roads and local streets. • Local bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria). • Landscaping of all existing and future roads and local streets. • Intersection works and traffic management measures along arterial roads, connector streets, and local streets. • Council approved fencing and landscaping (where required) along arterial roads. • Local shared, pedestrian and bicycle paths along local arterial roads, connector roads, local streets, waterways and within local parks including bridges, intersections, and barrier crossing points (except those included in the DCP). • Bicycle parking as required in this document. • Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing public open space. • Basic improvements to local parks and open space (refer open space delivery below). • Local drainage system. • Local street or pedestrian path crossings of waterways unless included in the DCP or outlined as the responsibility of another agency in the Precinct Infrastructure Plan. • Infrastructure as required by utility service providers including water, sewerage, drainage (except where the item is funded through a Development Services Scheme), electricity, gas, and telecommunications. • Remediation and / or reconstruction of dry stone walls where required. • The Regional Rail Link shared path and connections to it. • The Werribee River Shared Trail and connections to it.
R78	**OPEN SPACE DELIVERY** All public open space (where not otherwise provided via the DCP) must be finished to a standard that satisfies the requirements of the Responsible Authority prior to the transfer of the public open space, including but not limited to: • Removal of all existing and disused structures, foundations, pipelines, and stockpiles. • Clearing of rubbish and weeds, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise). • Provision of water tapping, potable and recycled water connection points. Sewer and gas connection points must also be provided to land identified as an active reserve. • Planting of trees and shrubs. • Provision of vehicular exclusion devices (fence, bollards, or other suitable method) and maintenance access points. • Installation of park furniture including barbeques, shelters, furniture, rubbish bins, local scale playground equipment, local scale play areas, and appropriate paving to support these facilities, consistent the type of public open space listed in the open space delivery guide (Table 5).
R79	Active open space required to be set aside by the DCP must be vested in the relevant authority in the following condition: • Free from surface / protruding rocks and structures. • Reasonably graded and / or topsoiled to create a safe and regular surface (with a maximum 1:6 gradient). • Bare, patchy and newly graded areas seeded, top-dressed with drought resistant grass.
R80	Any heritage site or conservation area to be vested in the relevant authority must be done so in a standard that satisfies the requirements of that authority. Works required prior to the transfer include, but may not be limited to: • Clearing of rubbish and weeds. • Essential repairs to and stabilisation of any structures. • Any fencing required to ensure the safety of the public. Any works carried out must be consistent with any relevant Cultural Heritage Management Plan and Conservation Management Plan.

PROVISION OF PASSIVE OPEN SPACE

	REQUIREMENTS
R81	Further to the public open space contribution required by Clause 52.01 of the *Wyndham Planning Scheme*, this provision sets out the amount of land to be contributed by each property in the precinct and consequently where a cash contribution is required in lieu of land. All land owners must provide a public open space contribution equal to 3% of the Net Developable Area (NDA) upon subdivision of land in accordance with the following: • Where land is required for unencumbered open space purposes as show on Plan 10 and specified in Table 9 and is equal to 3% of NDA that land is to be transferred to Council at no cost. • Where no land or less than 3% of NDA is shown Plan 10 and specified in Table 9, as required for unencumbered open space purposes a cash contribution is to be made to Council to bring the total open space contribution to a value equal to 3% of NDA of that site. • Where land required for unencumbered open space purpose as shown on Plan 10 and specified in Table 9 is more than 3% of NDA, Council will pay an amount equivalent to the value of the additional land being provided by that proposed development. The value of land for equalisation purposes is to be assessed as an equivalent proportion of the value of the whole of the land, in accordance with Section 18 of the *Subdivision Act 1988*.

DEVELOPMENT STAGING

	REQUIREMENTS
R82	Development staging must provide for the timely provision and delivery of: • Arterial road reservations. • Connector streets and connector street bridges. • Street links between properties, constructed to the property boundary. • Connection of the on- and off-road pedestrian and bicycle network.
	GUIDELINES
G48	Staging will be determined largely by the development proposals on land within the precinct and the availability of infrastructure services. Within this context, the following should be achieved: • Development staging should not create circumstances in which residents will be unreasonably isolated from community facilities. • Development staging should, to the extent practicable, be integrated with adjoining developments, including the timely provision of connecting roads and walking/cycling paths. • Access to each new lot must be via a sealed road.

3.7.1 Precinct Infrastructure Plan

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

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

Table 7 Precinct Infrastructure Plan

CATEGORY	TITLE	DESCRIPTION	LEAD AGENCY	TIMING S = 2012 – 2015 M = 2016 – 2025 L = 2025+	INCLUDED IN DCP	DCP REFERENCE
ROAD PROJECTS						
Road	Davis Road (Sayers Road to RRL)	4 lane arterial road (ultimate), road widening to form 34 metre reserve	Wyndham City	S L	Yes (interim) No (ultimate)	RD-91-01
Road	Davis Road (Hogans Road to Sayers Road)	4 lane arterial road (ultimate), road widening to form 34 metre reserve	Wyndham City	S L	Yes (interim) No (ultimate)	RD-91-02
Road	Armstrong Road	4 lane arterial road (ultimate), creation of new road reserve	Wyndham City	M L	Yes (interim) No (ultimate)	RD-91-03
Road	Sewells Road	4 lane arterial road (ultimate), road widening to form 34 metre reserve	Wyndham City	M L	Yes (interim) No (ultimate)	RD-91-03
Road	Hogans Road (Existing reserve Davis Road to Davis Creek)	4 lane arterial road (ultimate), road widening to form 34 metre reserve	Wyndham City	S L	Yes (interim) No (ultimate)	RD-91-04
Road	Hogans Road (Extension from Davis Road to Sewells Road)	4 lane arterial road (ultimate), creation of new road reserve	Wyndham City	M L	Yes (interim) No (ultimate)	RD-91-05
Road	Sayers Road (Existing Reserve)	4 lane arterial road (ultimate), road widening to form 34 metre reserve	Wyndham City	S L	Yes (interim) No (ultimate)	RD-91-06
Road	Sayers Road - Road Realignment to RRL	4 lane arterial road (ultimate), creation of new road reserve	Wyndham City	M L	Yes (interim) No (ultimate)	RD-91-07
Road	Leakes Road (Davis to RRL)	6 lane arterial road (ultimate), road widening to form 41 metre reserve	Wyndham City (interim) VicRoads (ultimate)	S L	Yes (interim) No (ultimate)	RD-91-08
BRIDGES						
Bridge	Pedestrian bridge	Pedestrian bridge over the Regional Rail Link	Wyndham City	M-L	Yes	BR-91-01
Bridge	Sayers Road bridge over Regional Rail Link	Road bridge over Regional Rail Link	Wyndham City	M L	Yes (interim) No (ultimate)	BR-91-02
Bridge	Armstrong Road bridge over Werribee River	Road bridge over Werribee River	Wyndham City	M L	Yes (interim) No (ultimate)	BR-91-03
Bridge	Hogans Road bridge over Davis Creek	Road bridge over Davis Creek	Wyndham City	S L	Yes (interim) No (ultimate)	BR-91-04
Bridge	Hogans Road culvert crossing	Culvert crossings of waterways	Wyndham City	M L	Yes (interim) No (ultimate)	BR-91-C1
Bridge	Davis Road culvert crossing	Culvert crossings of waterways	Wyndham City	S L	Yes (interim) No (ultimate)	BR-91-C1
Bridge	Pedestrian bridge	Pedestrian bridge over Werribee River adjacent Werribee Bend active recreation reserve	Wyndham City	L	Yes	BR-91-05
Bridge	Pedestrian bridge	Pedestrian bridge over Werribee River at the end of Davis Road	DEPI / PV	L	No	
Bridge	Pedestrian bridge	Pedestrian bridge over Werribee River adjacent the railway line	State	L	No	
INTERSECTIONS						
Intersection	Leakes Road / North-South Connector	Signalised 4-way intersection	Wyndham City (interim) VicRoads (ultimate)	S-M L	Yes (interim) No (ultimate)	IN-91-01
Intersection	Leakes Road / Davis Road	Signalised 4-way intersection	Wyndham City (interim) VicRoads (ultimate)	S L	Yes (interim) No (ultimate)	IN-91-02
Intersection	Davis Road / East-West Connector (Northern)	Signalised 4-way intersection	Wyndham City	S L	Yes (interim) No (ultimate)	IN-91-03
Intersection	Sayers Road / North-South Connector (Western)	Signalised 4-way intersection	Wyndham City	M L	Yes (interim) No (ultimate)	IN-91-04
Intersection	Sayers Road / Sewells Road	Signalised Y-intersection	Wyndham City	S-M L	Yes (interim) No (ultimate)	IN-91-05
Intersection	Sayers Road / North-South Connector (Eastern)	Signalised 4-way intersection	Wyndham City	S L	Yes (interim) No (ultimate)	IN-91-06

Intersection	Davis Road / Sayers Road	Signalised 4-way intersection and culvert crossing of Davis Creek	Wyndham City	S L	Yes (interim) No (ultimate)	IN-91-07
Intersection	Sewells Road / East-West Connector (Northern)	Signalised T-intersection	Wyndham City	M L	Yes (interim) No (ultimate)	IN-91-08
Intersection	Sewells Road / East-West Connector (Southern)	Signalised 4-way intersection	Wyndham City	M L	Yes (interim) No (ultimate)	IN-91-09
Intersection	Armstrong Road / East-West Connector	Signalised 4-way intersection	Wyndham City	M L	Yes (interim) No (ultimate)	IN-91-10
Intersection	Armstrong Road / Sewells Road / Hogans Road	Signalised Y-intersection	Wyndham City	M L	Yes (interim) No (ultimate)	IN-91-11
Intersection	Hogans Road / North-South Connector Boulevard	Signalised 4-way intersection	Wyndham City	M L	Yes (interim) No (ultimate)	IN-91-12
Intersection	Hogans Road / North-South Connector (Eastern)	Signalised 4-way intersection	Wyndham City	M L	Yes (interim) No (ultimate)	IN-91-13
Intersection	Davis Road / Hogans Road	Signalised 4-way intersection	Wyndham City	S L	Yes (interim) No (ultimate)	IN-91-14
Intersection	Davis Road / East-West Connector (Southern)	Signalised 4-way intersection	Wyndham City	S L	Yes (interim) No (ultimate)	IN-91-15
COMMUNITY FACILITIES						
Community	Children's Centre (Level 1)	Multipurpose community centre including kindergarten rooms	Wyndham City	S-M	Yes	CO-91-01
Community	Multi-purpose Community Centre (Level 2)	Multipurpose community centre including kindergarten rooms and maternal child health	Wyndham City	S-M	Yes	CO-91-02
Community	Multi-purpose Community Centre (Level 3)	Multipurpose community centre including kindergarten rooms and maternal child health	Wyndham City	S-M	Yes	CO-91-03
Community	Library	Construction of library	Wyndham City	M	Yes	CO-91-04
Community	School	Land & construction of government primary school	DEECD	S-M	No	
Community	School	Land & construction of government primary school	DEECD	S-M	No	
Community	School	Land & construction of government primary school	DEECD	S-M	No	
Community	School	Land & construction of government secondary school	DEECD	S-M	No	
ACTIVE RECREATIONS RESERVES						
Active recreation	Werribee River Reserve	Land and construction of active recreation reserve & pavillion	Wyndham City	S-M	Yes	AR-91 / AP-91
Active recreation	Central Reserve	Land and construction of active recreation reserve & pavillion	Wyndham City	S-M	Yes	AR-91 / AP-91
Active recreation	Western Reserve	Land and construction of active recreation reserve & pavillion	Wyndham City	S-M	Yes	AR-91 / AP-91
Active recreation	Northern Reserve	Land and construction of active recreation reserve & pavillion	Wyndham City	S-M	Yes	AR-91 / AP-91
Active recreation	Indoor recreation facilitiy	Land for indoor recreation facility	Wyndham City	S-M	Yes	AI-91
Passive recreation	Werribee Township Park	Future regional park and associated facilities	DEPI / PV	L	No	
OTHER						
Transport	Potential future Riverdale station	Train station associated with major town centre and pedestrian crossing of railway line	PTV	L	No	
Transport	Werribee River shared trail	Shared trail along the Werribee River from the railway line to Hogans Road	Wyndham City	L	No	