WYNDHAM CITY COUNCIL

growth areas AUTHORITY

Amendment C124 to the Wyndham Planning Scheme

Truganina Employment Precinct Structure Plan

December 2009

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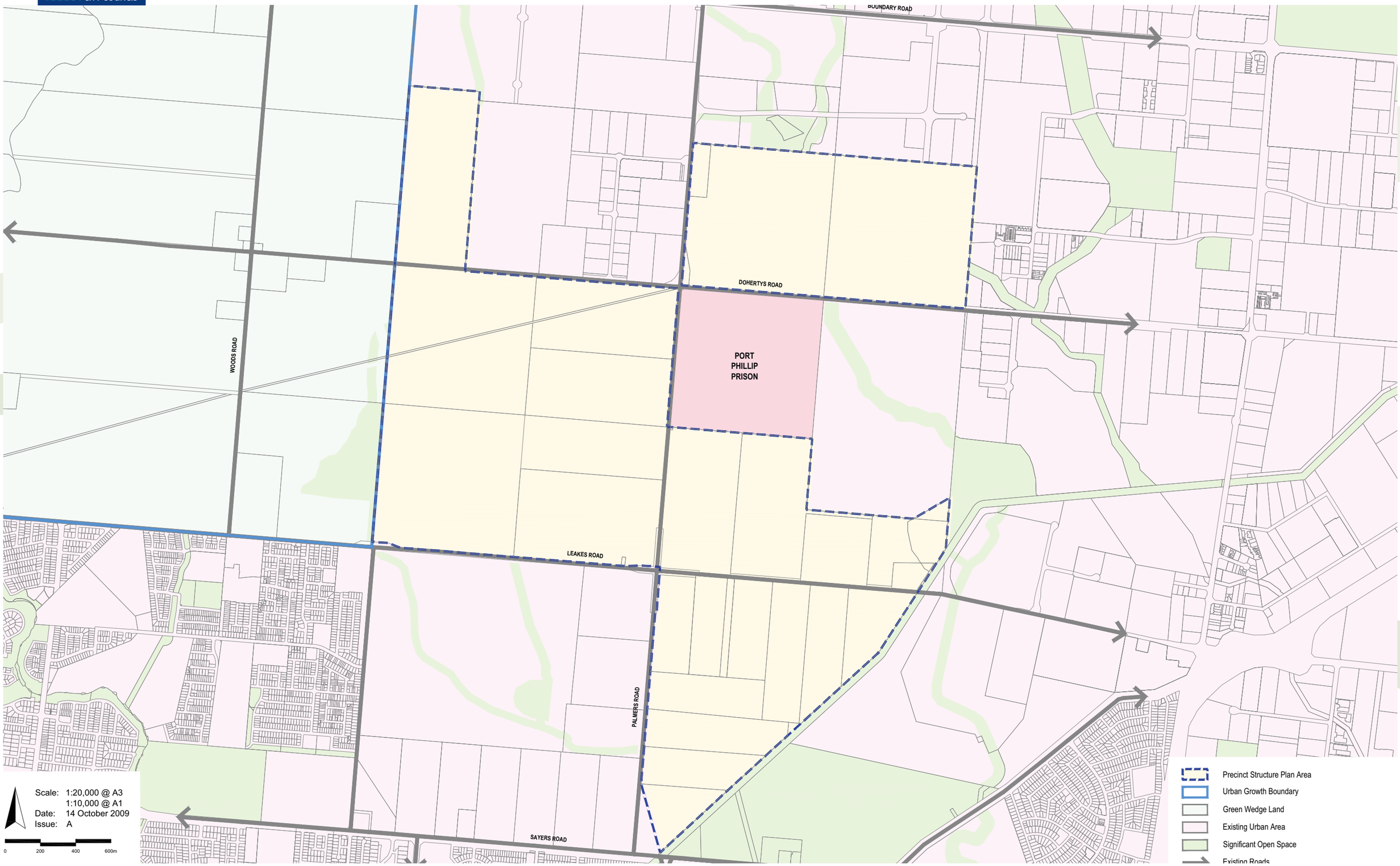

plan 1

precinct structure plan area

truganina employment precinct structure plan

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1.0 INTRODUCTION

1.1 ROLE OF THE PRECINCT STRUCTURE PLAN

The Truganina Employment Precinct Structure Plan has been prepared by the Growth Areas Authority (GAA) in conjunction with Wyndham City Council, government agencies, service authorities, land owners and other major stakeholders.

The PSP is a long term plan for urban development. It describes how the land is expected to be developed, the services that are planned to support development and how those services will be delivered.

The PSP:

- Enables the transition of non-urban land to urban land.
- Sets the vision for how land should be developed and the desired outcomes to be achieved.
- Outlines projects required to ensure that future visitors and workers within the area can be provided with timely access to services and transport necessary to support a quality, affordable business environment.
- Determines the use and development controls that apply in the schedule to the Urban Growth Zone and what permits may be granted under the Schedule to the zone.
- Provides developers, investors and local communities with certainty about future development.

The PSP is informed by:

- The State Planning Policy Framework set out in the Wyndham Planning Scheme including the Wyndham Growth Area Framework Plan and the Precinct Structure Planning Guidelines.
- Freight Futures – Victorian Network Strategy for a more prosperous and liveable Victoria (2008).
- Western Metropolitan Logistics City – Realising a Logistics City in the western metropolitan region of Melbourne (Victoria University – Institute for Logistics and Supply Management).
- The Western Region Employment and Industrial Development Strategy (WREIDS).
- The Local Planning Policy Framework in the Wyndham Planning Scheme and other local policies and strategies.

1.2 LAND TO WHICH THE PRECINCT STRUCTURE PLAN APPLIES

The Truganina Employment PSP applies to the land shown in Plan 1.

The precinct has an area of approximately 660 hectares and is defined by:

- The present extent of the Urban Growth Boundary to the west.
- Industrial land to the north.
- Port Phillip Prison, the Laverton North Industrial Precinct and the Federation Trail to the east.
- The Truganina South Community Precinct Structure Plan area to the south.

1.3 WESTERN FREIGHT TERMINAL

Freight Futures – Victorian Freight Network Strategy 2008 is the Victorian Government's long-term strategy to shape an efficient and sustainable freight network for Victoria and supports the prosperity and liveability of the State. This policy document identifies the need for a new Inter-modal Freight Terminal facility in the proximity of the Western Industrial Node.

Discussions with the Department of Transport have identified that the Truganina Employment Precinct is a potential location for the Western Freight Terminal (WFT) and the associated rail corridor. Although the project planning for the WFT is in the early detailed investigation phase and a number of alternative options remain under consideration, the strategic importance of such a facility to the precinct and more generally the Western Industrial Node necessitate that the TEPSP is structured to recognise and support the potential for the WFT and the associated rail corridor within the broader context of 'Freight Futures' and the vision for the 'Western Metropolitan Logistics City.

The TEPSP and the UGZ Schedule 2 therefore provide appropriate planning mechanisms to ensure that the potential WFT and associated corridor are not compromised in the event that the project proceeds.

1.4 HOW TO USE THIS PRECINCT STRUCTURE PLAN

The PSP is implemented by:

- Development proponents who develop land generally in accordance with this PSP.
- The Victorian Government and the Wyndham City Council by funding, delivering and managing a range of infrastructure and services to support the development of the precinct.
- The Wyndham Planning Scheme including:
  - Schedule 2 to the Urban Growth Zone.
  - The Truganina Employment Precinct Development Contributions Plan incorporated in the Scheme at Clause 45.06.
  - Open space requirement under Clause 52.01 of the Scheme.
  - Other requirements of the Scheme.

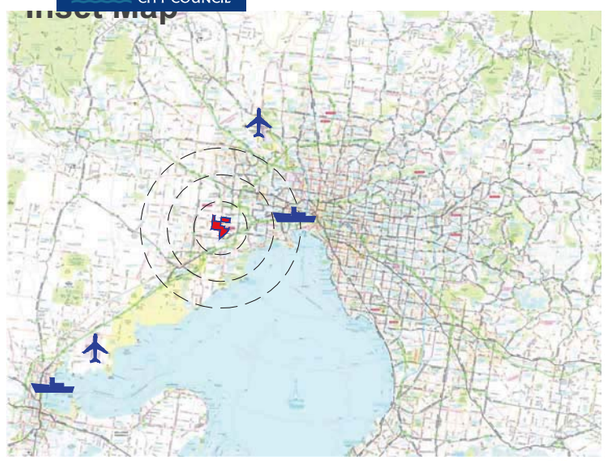
The Truganina South Community Precinct Structure Plan abuts the Truganina Employment Precinct Structure Plan to the south. All relevant authorities should also have regard to the Truganina South Community Precinct Structure Plan when making planning decisions.

1.5 REFERENCE MATERIAL

A glossary and other information such as technical studies supporting the preparation of this PSP are listed in Section 7 – Supporting Information.

1.6 MONITORING AND REVIEW

The Growth Areas Authority and the Wyndham City Council will jointly monitor the implementation of this Precinct Structure Plan. The effectiveness of the PSP will be evaluated regularly, at least every five years. It is expected that this PSP will be revised from time to time as required.



Shire of Melton
Wyndham City Council
Brimbank City Council
Moonee Valley City Council
Maribyrnong City Council
City of Melbourne
City of Port Phillip
Hobsons Bay City Council
Port Phillip Bay
WESTERN FREEWAY
To Bendigo
WESTERN RING ROAD
WEST GATE FREEWAY
PRINCES FREEWAY
To Geelong
BURNSIDE
SUNSHINE
FOOTSCRAY
WILLIAMS LANDING
MANOR LAKES
WERRIBEE PLAZA
HOPPERS CROSSING
BOARDWALK
WERRIBEE
5km
10km
15km

Scale: 1:100,000 @ A3
1:50,000 @ A1
Date: 14 October 2009
Issue: A
0 1 2 3km

- Precinct Structure Plan Area
- Urban Growth Boundary
- UGB Investigation Area
- Major Industrial Employment Areas (west industrial node)
- Green Wedge Land
- Existing Urban Area
- Significant Open Space
- Port Phillip Prison
- Central Activities District (CAD)
- Principal Activity Centre (PAC)
- Major Activity Centre (MAC)
- Rail Line
- Major Waterways
- Freeway
- Existing Major Road Network
- Municipal Boundaries

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plan 2
metropolitan & regional context
truganina employment precinct structure plan

2.0 CONTEXT

2.1 METROPOLITAN AND REGIONAL CONTEXT

The Truganina Employment Precinct is located 19 kilometres west of central Melbourne along the West Gate Transport Corridor, within the City of Wyndham.

A Metropolitan and Regional Context Plan is included in the PSP as Plan 2.

The precinct is part of the Western Industrial Node - one of Melbourne's three major industrial areas (refer Plan 2) – which extends from Yarraville to Derrimut to form one of Australia's largest, contiguous industrial areas.

The Western Industrial Node is highly accessible to major road and rail networks which link Victoria to regional, interstate and international trade routes. The State Government's "Freight Futures" (Victorian Freight Network Strategy) earmarked Melbourne's west for a major Freight Activity Centre (FAC), which may be located in or adjacent to the Truganina Employment Precinct.

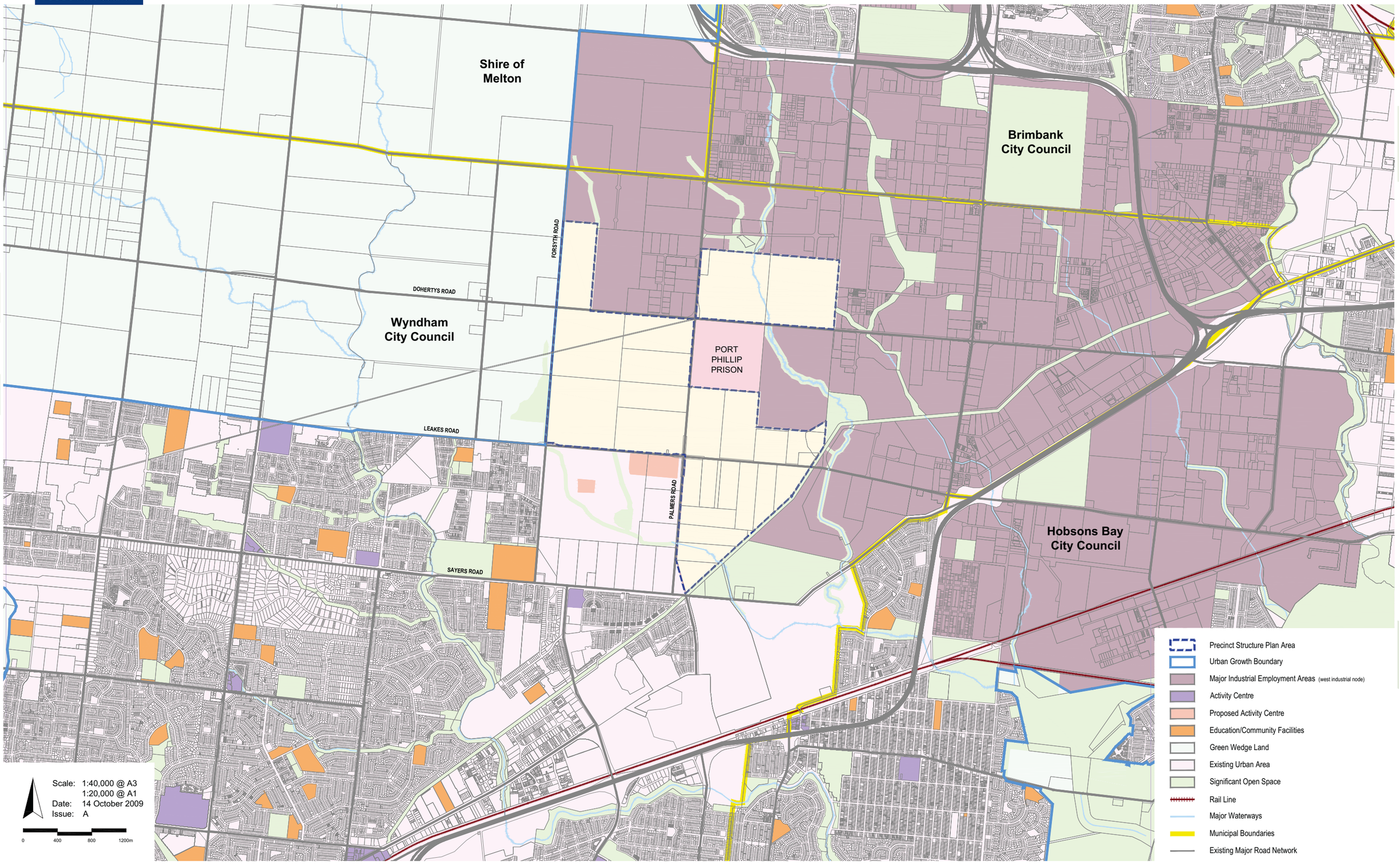
Melbourne's Western Region has extensive employment areas, headed by the Western Industrial Node, which extends into Wyndham through Laverton North, to the Truganina Employment Precinct. The employment node includes logistics, petrochemical, engineering and agricultural processing industries. These industries are critical to Victoria's economy, and it is essential that there is scope for them to expand and change over time.

Despite the extent of its employment areas, Melbourne's West has less jobs per resident worker and less jobs in government and commercial and community services than the metropolitan average. Wyndham employment patterns mirror that of the region.

As a designated growth area, Wyndham has experienced significant population growth in recent years. It is one of the fastest growing municipalities in Victoria and in Australia. Wyndham's population at June 30, 2009 was estimated to be 143,057 (Victoria in Future 2008), and is expected to reach 277,000 by 2026 (Victoria in Future 2008). About 127,000 (46%) of these people are likely to be in the workforce. Well above the 36,748 jobs available in the City in 2006.

Wyndham's activity centres and employment areas, including the Truganina Employment Precinct, are crucial to addressing the jobs supply and imbalance issues.

Extensive land to the west of the precinct is being investigated for future urban expansion and inclusion within the Urban Growth Boundary UGB. Inclusion of this land will further increase population in Wyndham. The route of the Regional Rail Link (RRL) has also been proposed to the west of the precinct.



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plan 3
local context
truganina employment precinct structure plan

2.2 LOCAL CONTEXT

2.2.1 HISTORY

The Precinct marks the convergence of the Woi wurrung and Bun wurrung language groups of the Kulin Nation.

The Wurundjeri and Wathaurung Peoples are acknowledged as the traditional owners of the eastern portion of the volcanic plain (both are members of the Kurung Jang Balluk clan). Their fire-stick farming land management practices provided the fire regime that maintained the ecological functioning of the grassland communities within the plains environment.

The European history of the area is defined by agricultural pursuits, largely cattle grazing and grain cropping. These land uses reflect the locality's relatively flat topography, generally arable soils, limited rainfall (about 500mm per annum), and proximity to Melbourne, especially to its westerly industrial region and its abattoirs, grain storages and associated industries.

In the 1950s, industry, including noxious and dangerous industries, established in Laverton North, well away from most residential areas.

2.2.2 NATURAL SYSTEMS AND DRAINAGE

The area is within the Victorian Volcanic Plains bio-region. Pre 1750, the area around Truganina and Laverton was covered in Plains Grassland, Ecological Vegetation Class (EVC) 132. Native grasslands have been highly disturbed or cleared to a large extent by agricultural use, particularly grazing, ploughing and cropping, and more recently by development so that typically fragmented areas and remnants remain.

Creeks and drainage channels in the Truganina area fall within the broader Werribee Catchment, an area of some 2,700 m2 between the Maribyrnong River and Little River catchments. This catchment is managed by Melbourne Water, which has been progressively implementing updated drainage standards as it prepares new drainage schemes to introduce stormwater treatment measures including constructed wetland systems and water-sensitive urban designs.

The Precinct drains generally south to south-east by Laverton Creek, Dohertys Creek, and tributaries. The Melbourne Water Drainage Schemes including Dohertys Drain, Laverton Creek & Kayes Drain cover most of the area. These drainage schemes seek to retard and contain water flows, and clean the water, in the upper reaches of the catchments for Laverton Creek and Skeleton Creek, respectively. The schemes set out the type of treatments, the size of required drainage reserves and retarding basins.

Dohertys Creek and Laverton Creek run in a north-west to south-east direction. The creeks, in conjunction with established retarding basins, are integral to the Laverton Creek, Dohertys Drain and Kayes Drain Drainage Schemes established by Melbourne Water to provide a 1 in 100 year standard of flood protection for an area of approximately 5,000 hectares across the municipalities of Wyndham, Brimbank and Melton.

A major wetland/retarding basin is proposed in Lawrie Emmins Reserve, at the south-east perimeter of the precinct.

2.2.3 SURROUNDING NEIGHBOURHOODS

Much of the development in and around the precinct is related to the transport and logistics industry given the precinct's proximity to major transport infrastructure.

A Local Context Plan is included in the PSP as Plan 3.

Major surrounding land uses include:

- North: Industrial [continuation of the Western Industrial Node into the municipalities of Melton (Ravenhall - west of Palmers Road) and Brimbank (Derrimut - east of Palmers Road)].
- East and South East: Industrial (continuation of the West Industrial Node into the Angliss Estate and Laverton North Industrial 2 Zone); William Angliss Native Grassland Reserve; Melbourne Water Retarding Basin; Federation Trail; Port Phillip Prison, Lawrie Emmins Recreation Reserve and proposed Wetlands/Retarding Basin.
- South and South West: Residential (Williams Landing / Truganina / Truganina South Community Precinct).
- West: Rural land (Urban Growth Boundary / Green Wedge Zone) and investigation area for future urban expansion of the UGB.

2.2.4 TRANSPORT AND MOVEMENT

The precinct is accessed via Boundary, Leakes, Dohertys, Palmers/ Robinsons, Derrimut/Hopkins, and Fitzgerald Roads, which link to the local and metropolitan/regional road network, in particular via the Western Ring Road, West Gate Freeway, Princes Highway and Deer Park Bypass.

Due to the undeveloped nature of the area, the Structure Plan area not yet fully served by public transport. The Principal Public Transport Network (PPTN) is accessed via Bus Route 400 (Laverton to Sunshine), which runs through the precinct along Dohertys Road and Palmers Road (between Dohertys and Boundary Roads). The bus service connects the precinct to the Laverton, Deer Park and Sunshine Railway Stations. The nearest train service is presently 6 kilometres south of the precinct at Hoppers Crossing.

There is potential to further link the PSP area to the PPTN via bus to the proposed Williams Landing Railway Station, which is due for completion in 2011.

The Federation Trail runs along the south-east boundary of the precinct connecting to Werribee and the CBD.

2.2.5 EMPLOYMENT AND ACTIVITY CENTRES

The precinct is located between the two Principal Activity Centres (PAC) of Werribee and Sunshine, and is strategically connected to and in relative close proximity to the Melbourne Central Activity District.

The Werribee PAC is a traditional strip style, transit oriented centre, located 8km south-west of the precinct. The centre is flanked by 3 parks, with retailing, cafes and restaurants occupying around 40% of the Centre's 110,000m^2+ of floor space, balancing retail/ commercial services and community facilities.

Existing Major Activity Centres (MAC) include:

- Hoppers Crossing - 4 km south-west, with 16,000m^2 of retail space.
- Werribee Plaza - 6 km west, with 45,000m^2 of retail space, with scope to grow to 100,000m^2.
- Point Cook Town Centre- 4 km south with 25,000m^2 of retail space.

Planned or proposed MACs include:

- Rose Grange, 3km to the west. The centre is presently designated as a Large Neighbourhood Centre. A major activity centre was planned until the area to its north was excised from the growth area on release of Melbourne 2030. However, Melbourne @ 5 million includes the excised area in the Investigation Area. If the land is brought within the UGB, Rose Grange may become a MAC (or part of one) as part of future planning.
- The Leakes and Palmers Roads Business Activity Centre within the Truganina Community Precinct Structure Plan will consist mostly of offices and other services, with limited retailing.
- Williams Landing, 2 km south of the precinct will be integrated with the proposed station and offer up to 15,000m^2 of retailing, and 45,000m^2 in offices and associated services.

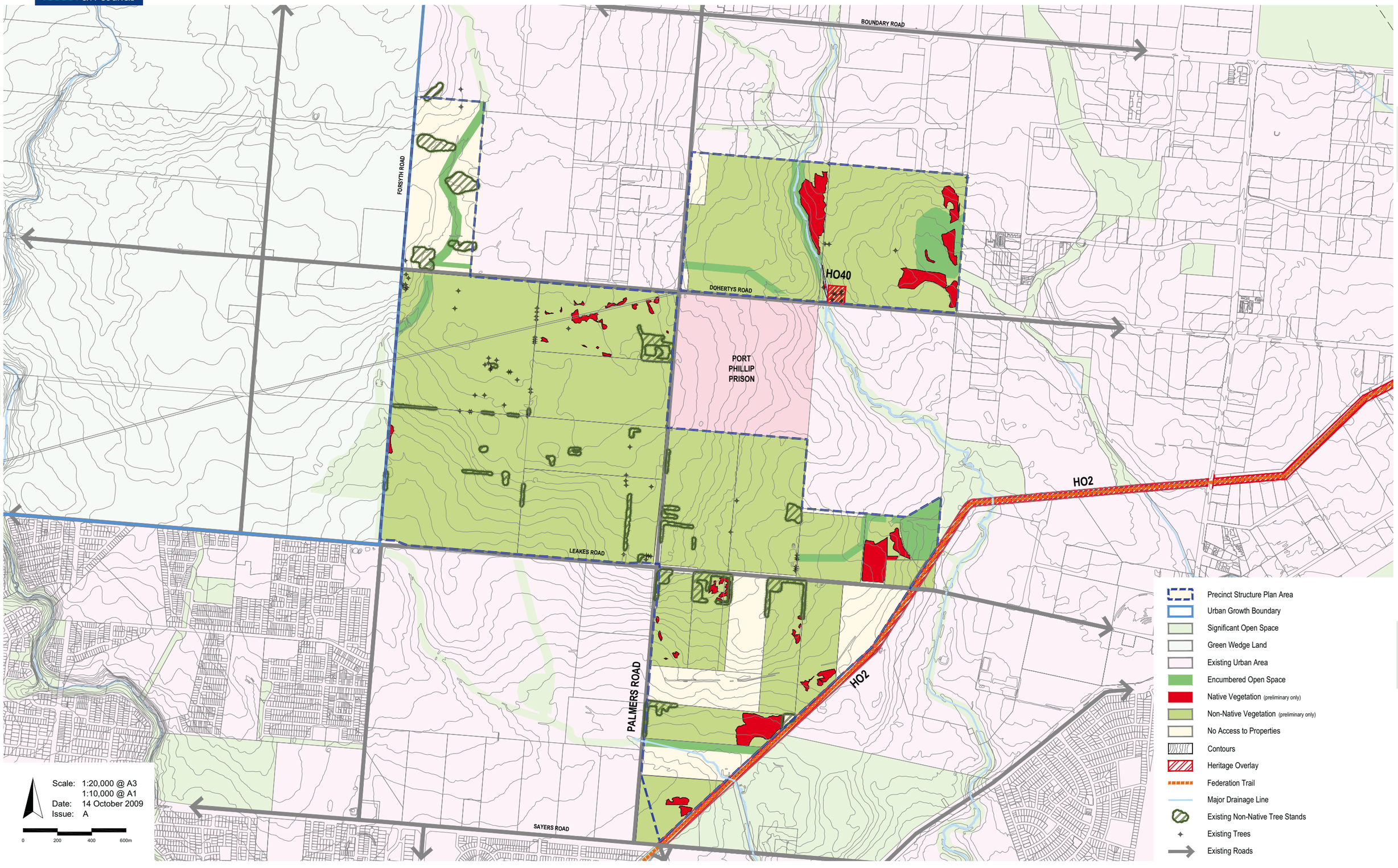
Neighbourhood Activity Centres proposed around the precinct are:

- Truganina South Community: 7,000-10,000m2 of retail floorspace that is planned in the Truganina Community Precinct, to serve the catchment bounded by Leakes, Morris and Palmers Roads and the Federation Trail.
- Wyndham Village – approximately 11,000 m2 of retail floorspace with potential to expand to 14,000 m2.
- Wyndham Waters: a small neighbourhood activity centre on the south-eastern corner of Sayers & Forsyth Rd of up to 4,000m2 retail floorspace.
- A 75,000m^2 homemaker commercial strip, one of the largest such precincts in Melbourne, is less than 4km south-west in old Geelong Road, and is to be supplemented by up to 35,000m^2 at Williams Landing.

2.2.6 COMMUNITY FACILITIES

The Truganina area contains no residential population (if the Port Phillip Prison is excluded), and will therefore require no community facilities or social infrastructure.

A variety of open spaces from picnic grounds and walking/cycling trails to sports fields catering for a variety of sports including football, cricket, soccer, tennis, archery are proposed at Lawrie Emmins Reserve.



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plan 4
precinct features
truganina employment precinct structure plan

2.3 PRECINCT FEATURES

2.3.1 HERITAGE

Aboriginal

Aboriginal Archaeological sites in the region were recorded along watercourses, and include stone artefact scatters, isolated stone fragments, scarred trees, cultural material in river banks, axe grinding grooves and a freshwater shellfish midden. On the volcanic plains, stone artefact scatters and scarred trees were recorded on high points of the landscape, semi-permanent tributaries of larger watercourses and around swamps (Du Cros, 1989).

Mapping by Aboriginal Affairs Victoria (March 8, 2006) indicates the presence of Artefact Scatter sites, particularly along the main water courses (DVCa, 2007). Mapping also indicates that the Dohertys Creek watercourse is designated as an area of Cultural Heritage Sensitivity in Victoria (DVC, 2007b). Artefact scatters/registered cultural heritage places also occur predominantly along parts of the alignment of Laverton Creek.

Further investigation of the Aboriginal heritage values will occur through the completion of Aboriginal Cultural Heritage Management Plans prepared as part of the planning permit process.

European

Several heritage places were identified within the Truganina Employment Precinct in the Wyndham Heritage Study 1997 (Context Pty Ltd, 1987).

A Precinct Features Plan is included in the PSP as Plan 4.

Places of cultural significance pertaining to European Post-settlement include:

- Outbuildings, dry stone walls and trees of 440 Dohertys Road, Truganina (HO 40). (Note: The Hertiage Overlay designation HO 40 is being reviewed as part of Amendment C86 of the Wyndham Planning Scheme and potentially may be removed).
- Main Outfall Sewer at the south eastern boundary of the PSP which forms the route of the Federation Trail (HO 2).

Dry stone walls constructed by early pastoralists are common throughout this area and characterise western and northern areas of Melbourne where basalt plains and outcrops predominate.

2.3.2 BIODIVERSITY

Preliminary Vegetation Mapping and Assessment undertaken by AECOM (2009) recorded four ecological Vegetation Class communities on the site, all of which are listed as Endangered in Victoria:

- Heavier-soils Plains Grassland (EVC 132_61).
- Lighter Soils Plains Grassland (EVC 132_62).
- Creekline Grassy Woodland (EVC 068).
- Stony Knoll Shrubland (EVC_649).

A total of 38 remnant patches were recorded covering 4% of the Truganina Employment Area

No scattered trees, threatened species or ecological communities were recorded in the PSP area.

The report made the following recommendations:

- Undertake targeted surveys for threatened species listed as possible, likely or highly likely occurrence. These studies are now in the process of being undertaken.
- Establish a multi-use corridor along Laverton Creek to incorporate native vegetation patches and enhance ecological values.

2.3.3 TOPOGRAPHY AND LANDFORM

The land is generally flat to mildly undulating, and slopes at a gradient of approximately 1:150 to the south east.

A slight ridge east of Palmers Road supports views to Laverton North and the Melbourne CBD. Views are also available from some sites to the You Yangs, Melton Industrial Estates, Lawrie Emmins Reserve, and the proposed Truganina South Community Precinct.

The wall of the Port Phillip Metropolitan Prison is the dominant visual feature within the precinct.

2.3.4 CATCHMENTS AND DRAINAGE

Laverton Creek, which functions as the main drainage line, has been divided by Melbourne Water into three smaller drainage schemes:

- Dohertys Drain Drainage Scheme includes the existing and proposed retarding basins of Dohertys Road (north of Leakes Road), Cropleys Drain (within the adjacent Truganina South Community Precinct), Dohertys Drain (north of Sayers Road) and Laverton North Lake (within Lawrie Emmins Reserve).
- Laverton Creek Drainage Scheme comprises the retarding basins of Dunes Drain (north of Dohertys Road) and Laverton Creek (north of Leakes Road).
- Kayes Drain Drainage Scheme incorporates the Imms Drain retarding basin (north of Dohertys Road).

2.3.5 ROADS AND ACCESS

From Boundary, Dohertys or Leakes Roads, easy access is available to:

- Werribee township.
- The metropolitan principal bicycle network (via Federation Trail and Port Phillip Bay Trail).

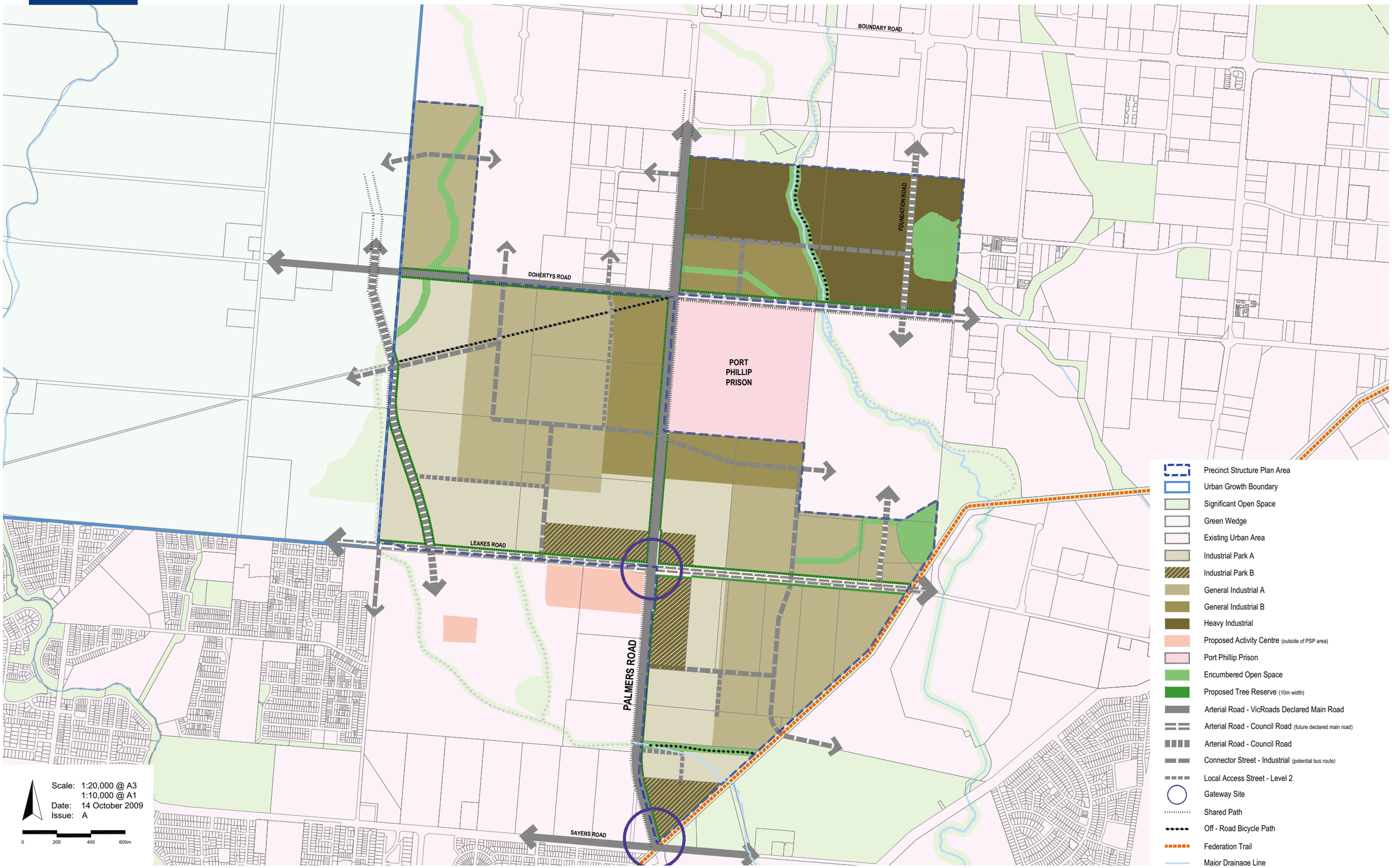
Road network accessibility is to be enhanced by the extension of Forsyth Road and Palmers Road.

Dohertys Creek and Laverton Creek provide the opportunity for bicycle path linkages through the precinct.

Access to the precinct via the PPTN could be improved further by extension of the potential Green Orbital Smartbus route (Werribee > Airport West > Nunawading > Chelsea) which will service the north east corner of the PSP area (corner Boundary / Mount Derrimut Roads).

2.3.6 LAND USE

Large land parcels comprise most of the PSP area. Grazing and cropping are the dominate land uses in the precinct; however, large-scale industrial development has commenced where parts of the precinct have been zoned for industry prior to the completion of this precinct structure plan. This includes large warehouse and logistics developments taking advantage of transport infrastructure.



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plan 5

future urban structure plan

truganina employment precinct structure plan

3.0 VISION AND URBAN STRUCTURE

3.1 VISION

The vision is a high-level statement of what is to be achieved by the employment area at Truganina.

The vision has guided the design of the future urban structure and informs future planning decisions. The vision will be realised through the implementation of the PSP.

The vision for the Truganina Employment PSP area is:

To provide diverse employment opportunities for Wyndham and the western region of Melbourne by establishing a thriving industrial employment precinct that extends the West Industrial Node and provides for a wide range of businesses and jobs. The precinct will comprise quality industrial park developments with a logistics bias, and have strong links to industrial activity centres and future higher order services.

3.2 URBAN STRUCTURE

The vision will be realised through the development of the future urban structure for the precinct as an integrated employment area plan.

The future urban structure for the Truganina Employment area (Plan 5) shows how the Precinct will be developed over time to achieve the Victorian Government's and Wyndham Shire Council's objectives for sustainable growth.

The following sections describe how the Truganina Employment Precinct Structure Plan delivers an integrated employment area plan and achieves objectives for employment, industry and sustainable development.

3.2.1 A SENSE OF PLACE AND COMMUNITY

The future urban structure depicts 4 broad industrial categories that reflect both the general character and the predominant land uses within each (although significant overlaps exist between the categories):

- Heavy Industrial: This area of the precinct will have flexibility to accommodate heavy industrial (subject to satisfaction of the relevant requirements of the Scheme depending on the specific form of use and development proposed), manufacturing and storage uses that may require substantive buffer distances from local communities. Heavy and general industry, manufacturing, logistics, and a broad range of other related activities may be located in this area.
- General Industrial A: A large proportion of the precinct will accommodate industrial and manufacturing uses. Heavy (subject to satisfaction of the relevant requirements of the Scheme depending on the specific form of use and development proposed) and general industry, manufacturing, logistics, and other related activities may be located in this area.
- General Industrial B: An interface industrial area that provides a buffer between the Port Phillip Prison and the surrounding industrial area. A broad range of industrial land uses can be accommodated. The uses need to be compatible with the sensitive use within the Prison site.
- Industrial Park A and B: A high amenity area combining light industrial, research and development uses, and other business uses along Palmers and Leakes Roads. Higher employment densities in this area will be encouraged, with office specifically encouraged in the Industrial Park Area B. A wide range of occupancy sizes, including small "factory/offices" and uses incorporating ancillary offices are encouraged in the Industrial Park area. Over time, this area will serve to attract higher density services and employment uses, and provide a transitional buffer between the Truganina South Community Precinct and the General Industrial Area. Uses of a sensitive nature that may compromise the General Industrial A will be discouraged as will uses with adverse amenity potential that may similarly compromise the Truganina South Community Precinct. Uses that have the potential to detract from visual amenity, including but not limited to materials recycling, shipping container storage and outdoor storage must not be located in this area. The intensity of development is expected to increase over time.

3.2.2 HIGHLY ACCESSIBLE AND VIBRANT ACTIVITY CENTRES

Activities within the Truganina Employment Precinct, and wider Western Industrial Node, will generate a need for business support services.

The Truganina Business Activity Centre at the corner of Leakes Road (proposed in the Truganina South Community PSP) will serve this catchment by providing a range of business-related services, including a reception-conference-meeting centre with motel accommodation, restaurants as well as convenience meals, a range of office-based services in an office park environment and limited retailing of convenience and office goods and services.

The centre is planned as an integrated development that is accessible and well connected to transport networks, that presents well to Leakes and Palmers Roads, and that provides a buffer between the incompatible land uses to the north and south.

3.2.3 LOCAL EMPLOYMENT AND BUSINESS ACTIVITY

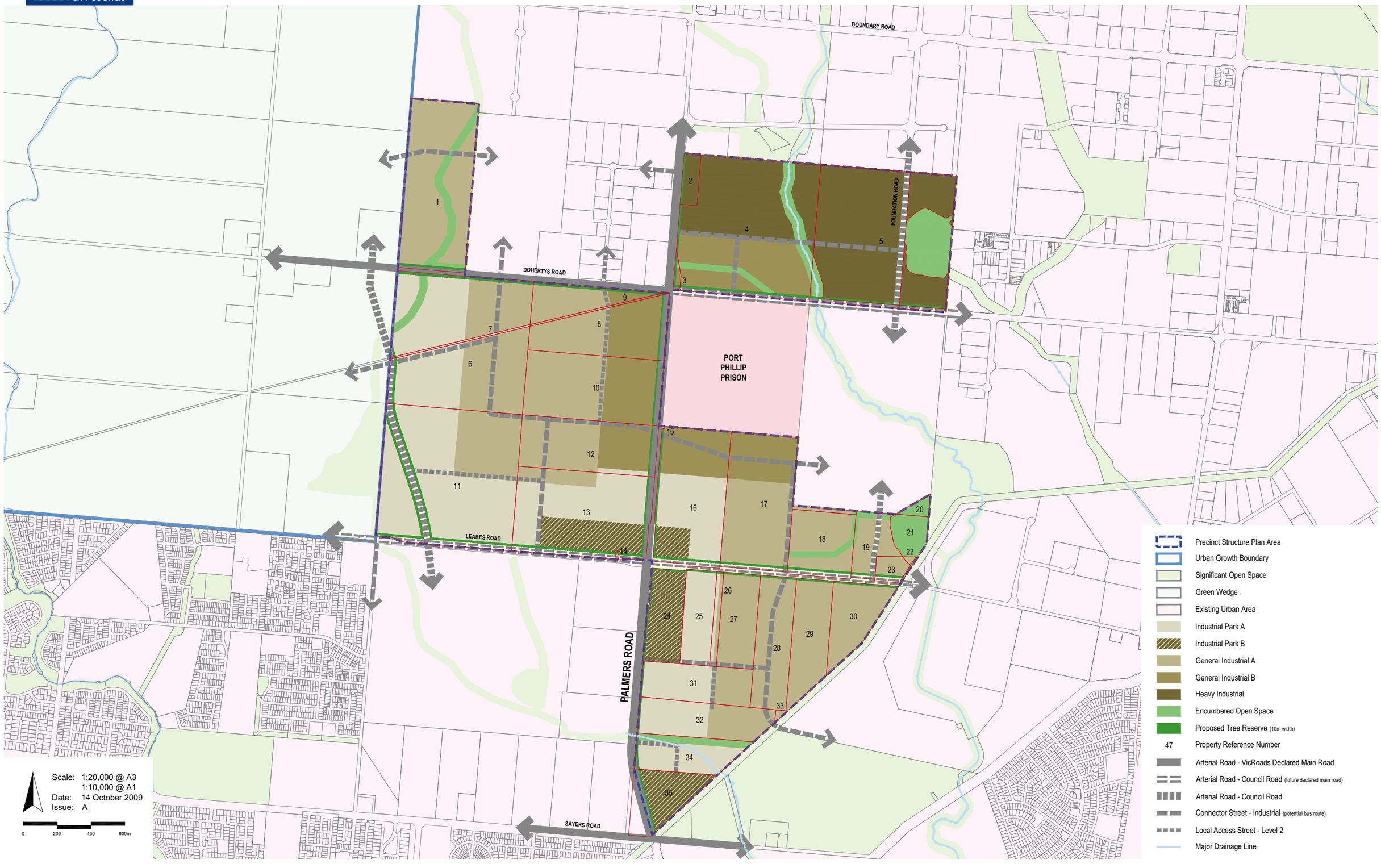
The whole of the Truganina Employment Precinct (including some areas not covered by the PSP but which abut the PSP in the City of Wyndham) is expected to generate around 20,000 to 25,000 jobs. This range is based on a job ratio of 18 jobs per hectare, which reflects similar employment precincts within Melbourne's industrial areas.

Development of the Truganina Employment Precinct and the final job mix will be influenced by structural changes occurring in the National and State economy, particularly with regard to the future of manufacturing, which has been declining as a relative proportion of the economy in Australia since the 1970s. Truganina Employment Precinct will provide an opportunity to attract industries of the "new economy" that have replaced demand from traditional manufacturing industries.

It is anticipated that there will be strong demand in the initial phases of development from the Transport and Storage industry sector, as this industry is expected to grow (although slightly below average) in the short term, despite the relative decline in manufacturing. Other industrial growth sectors suitable for targeting include the Construction and Property and Business Services sectors. Activities within these sectors could include manufacture and recycling of construction materials, prefabrication construction activities, machinery and equipment hire-leasing, and trades activity centres, as identified within the Western Region Employment & Industrial Development Strategy (WREIDS).

Scope exists in the Industrial Park areas to target jobs that facilitate a more even spread of jobs across industry sectors, particularly in white collar employment, including Engineering works. The urban structure is designed to support the delivery of these opportunities.

Services and facilities suited to a Business 1 and 2 Zone will be accommodated in the adjacent Truganina Business Activity Centre, or in other activity centres within 3-4km of the Precinct.



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plan 6
land use budget
truganina employment precinct structure plan

3.2.4 BETTER TRANSPORT CHOICES

Roads

The arterial road network is largely defined by the existing grid of roads.

Roads will continue to dominate as the means of movement for the majority of people and freight in and around the Truganina Employment Precinct. The precinct's major roads are to be planned and developed as high quality, tree-lined boulevards, whilst respecting other agencies' reasonable safety and other technical requirements. The road network will conform to Melbourne's traditional grid pattern, and provide quality transport links suitable for meeting freight requirements.

Public Transport

The Wyndham Growth Area Framework Plan identifies the Principal Public Transport Network (PPTN) routes along Palmers Road and Dohertys Road. Truganina Employment Precinct is to be connected to the wider Western region by the proposed Green orbital Smart Bus route, as outlined in Meeting Our Transport Challenges (DOI, 2006).

The precinct road structure supports bus routes along the major arterial routes and collector roads within the precinct. These potential routes could connect the plan area to the wider Wyndham community, including the Hoppers Crossing train station (via Morris Road), the proposed Point Cook train station at Williams Landing, and Principal Activity Centres at Hoppers Crossing and Werribee Plaza. Buses can also provide connection to Activity Centres in Sunshine and Deer Park.

Walking and Cycling

The precinct structure plan provides for the construction of pedestrian and bicycle paths throughout the area. Two types of path networks are proposed – roadside and along creek reservations.

Cycle trails within the Precinct will connect into the principal metropolitan bicycle network facilitating travel to Sunshine and to Werribee, Williamstown, Docklands and the central city of Melbourne from the south, once the Federation trail is extended as proposed in the recommendations of the East West Links Needs Assessment Report of Sir Rod Eddington – Investing in Transport.

The Federation Trail, which forms the south-east boundary of the PSP area, currently runs from Werribee to Millers Road, Brooklyn. The trail is to be extended from Millers Road to Hyde Street, facilitating connection to the existing trail network from Hyde Street to Footscray Road, and linking with the Riverside Park Bike Path to Williamstown.

3.2.5 CLIMATE CHANGE AND ENVIRONMENTAL SUSTAINABILITY

The future urban structure responds to climate change and environmental sustainability by:

- Attracting a wider range of industries and associated businesses, to increase the range of local jobs and services, and to increase the overall density of employment in the most accessible and attractive localities.
- Encouraging higher employment densities in close proximity to residential areas so that residents are able to walk, cycle or ride buses to work.
- Allowing efficient traffic movements by providing a grid network of arterial and connector roads that also serve as a skeleton for future public transport access throughout the area.
- Facilitating easy walking and cycling access to key destinations within and outside the precinct by integrating the road network with the linear open space network, providing dedicated bike paths on select arterial roads and pedestrian paths on all streets.
- Encouraging the design of industrial lots to feature passive solar orientation.
- Encouraging built form that demonstrates environmentally sustainable design principles.
- Providing adequate space and a defined framework for planting canopy trees across the precinct which will help to offset local heat islands and improve quality of the local and broader environment.
- Integrated and adaptable open space network

The design of the open space network of the Truganina Employment Precinct is based on the creek corridors, retarding basins, drainage corridors and tree reserves along the main roads of the PSP area. These areas:

- Contribute significantly to the amenity of the employment precinct.
- Create active and passive recreation spaces for employees of the precinct.
- Encourage walking, jogging and cycling by providing an integrated network of walking and cycling trails to key internal and external destinations.

3.3 LAND USE BUDGET

The Land Use Budget is outlined in Table 1: Summary land use budget with a more detailed property specific land use budget in Table 2: Property specific land use budget which are depicted in Plan 6: Land use budget and employment precinct areas.

Table 1: Summary land use budget

DESCRIPTION	Precinct		
	Hectares	% of Total Precinct	% of NDA
TOTAL PRECINCT AREA (ha)	**660.59**	**100.0%**	
Transport			
6 Lane Arterial Roads	18.30	2.77%	3.18%
4 Lane Arterial Roads	13.72	2.08%	2.39%
Sub-total	**32.02**	**4.85%**	**5.57%**
OPEN SPACE			
Encumbered Land Available for Recreation			
Gas Easements	0.00	0.00%	0.00%
Water / Sewer Pipe Easement	1.60	0.24%	0.28%
Waterway / Drainage Line / Wetland / retarding	37.56	5.69%	6.54%
Sub-total	**39.16**	**5.93%**	**6.81%**
Other			
Tree Reserve	14.78	2.24%	2.57%
Heritage Site (HO 40)	0.00	0.00%	0.00%
Subtotal	**14.78**	**2.24%**	**2.57%**
NET DEVELOPABLE AREA (NDA) ha	**574.632**	**86.99%**	

3.4 JOURNEY TO WORK STATEMENT

The journey to work statement outlines how the development of land in the PSP area will affect the daily work lives of workers and residents of surrounding areas.

A key requirement to create a more sustainable urban structure is to design it to reduce travel distances, travel times and carbon emissions for travel to work. The Truganina Employment Precinct Structure Plan aims to achieve this by providing:

- Up to 25,000 new jobs for Wyndham and other Western Region residents.
- Encouraging higher employment densities in those parts of the precinct closest to surrounding residential neighbourhoods – increasing the opportunities for residents to walk or cycle to work.
- An efficient road and public transport network that connects to surrounding neighbourhoods and regions.
- A Walking and Cycling Plan linking the shared bicycle/pedestrian trail network, public transport network and adjacent Business Activity Centre and residential communities to the Employment Precinct.

Table 2: Property Specific land use budgets

Property Number	Total Area (Hectares)	Transport		Encumbered Land Available for Recreation			Other		Total Net Developable Area (Hectares)	Key Zonings					
		6 Lane Arterial Road /Widening	4 Lane Arterial Road /Widening	Gas Easements	Water / Sewer Pipe Easement	Waterway / Drainage Line /Wetland / Retarding	Tree Reserve	Heritage Site		Industrial Park A	Industrial Park B	General Industrial A	General Industrial B	Heavy Industrial	Net Devpt Area % of Property
Property 1	39.98		0.60			5.64	0.40		33.34			33.34			83.39%
Property 2	3.04						0.30		2.74					2.74	90.13%
Property 3	0.68		0.09			0.06	0.25		0.29				0.29		42.65%
Property 4	61.67		1.54			7.03	1.04		52.06				20.80	31.26	84.42%
Property 5	65.00		4.35			10.80	0.77		49.08					49.08	75.51%
Property 6	62.41		1.29			1.96	1.15		58.01	29.49		28.52			92.95%
Property 7	0.85		0.02		0.82		0.01		0.00						0.00%
Property 8	31.59	1.21	0.39				1.14		28.85			17.40	11.45		91.33%
Property 9	0.83	0.00	0.02		0.78		0.03		0.00						0.00%
Property 10	31.03	1.18					0.39		29.46			17.91	11.55		94.94%
Property 11	64.61	2.10	3.31				2.36		56.84	42.20		14.64			87.97%
Property 12	24.30	0.92					0.30		23.08	0.83		14.15	8.10		94.98%
Property 13	40.01	3.41					1.22		35.38	20.78	10.57	4.03			88.43%
Property 14	0.10	0.06					0.02		0.02		0.02				20.00%
Property 15	0.02								0.02						0.00%
Property 16	32.54	0.98					1.14		30.42	15.98	3.46		10.98		93.48%
Property 17	32.57	0.79				0.04	0.40		31.34			20.42	10.92		96.22%
Property 18	14.35	1.10				1.93	0.39		10.93			10.93			76.17%
Property 19	7.84	0.11	1.31			0.98	0.27		5.17			5.17			65.94%
Property 20	1.33					1.33			0.00						0.00%
Property 21	4.83					4.83			0.00						0.00%
Property 22	0.21								0.21			0.21			100.00%
Property 23	2.62	0.44					0.16		2.02			2.27			86.64%
Property 24	11.65						0.74		10.91		10.91				93.65%
Property 25	10.00						0.19		9.81	9.81					98.10%
Property 26	2.24						0.04		2.20	1.15		1.05			98.21%
Property 27	12.15						0.22		11.93			11.93			98.19%
Property 28	16.68						0.22		16.46			16.46			98.68%
Property 29	14.90						0.22		14.68			14.68			98.52%
Property 30	12.23						0.38		11.85			11.85			96.89%
Property 31	14.24						0.21		14.03	8.75		5.28			98.53%
Property 32	15.87						0.21		15.66	8.48		7.18			98.68%
Property 33	0.27								0.27			0.27			100.00%
Property 34	12.48					2.97	0.22		9.29	9.29					74.44%
Property 35	8.67						0.39		8.28		8.29				95.62%
Sub-total	**653.79**	**12.31**	**12.91**	**0.00**	**1.60**	**37.56**	**14.78**	**0.00**	**574.63**	**146.76**	**33.25**	**237.69**	**74.09**	**83.08**	**87.89%**
Precinct road reserves	6.80	5.99	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sub-total	**6.80**	**5.99**	**0.81**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
TOTAL PRECINCT	**660.59**	**18.30**	**13.72**	**0.00**	**1.60**	**37.56**	**14.78**	**0.00**	**574.63**	**146.76**	**33.25**	**237.69**	**74.09**	**83.08**	**86.99%**

4.0 ELEMENTS

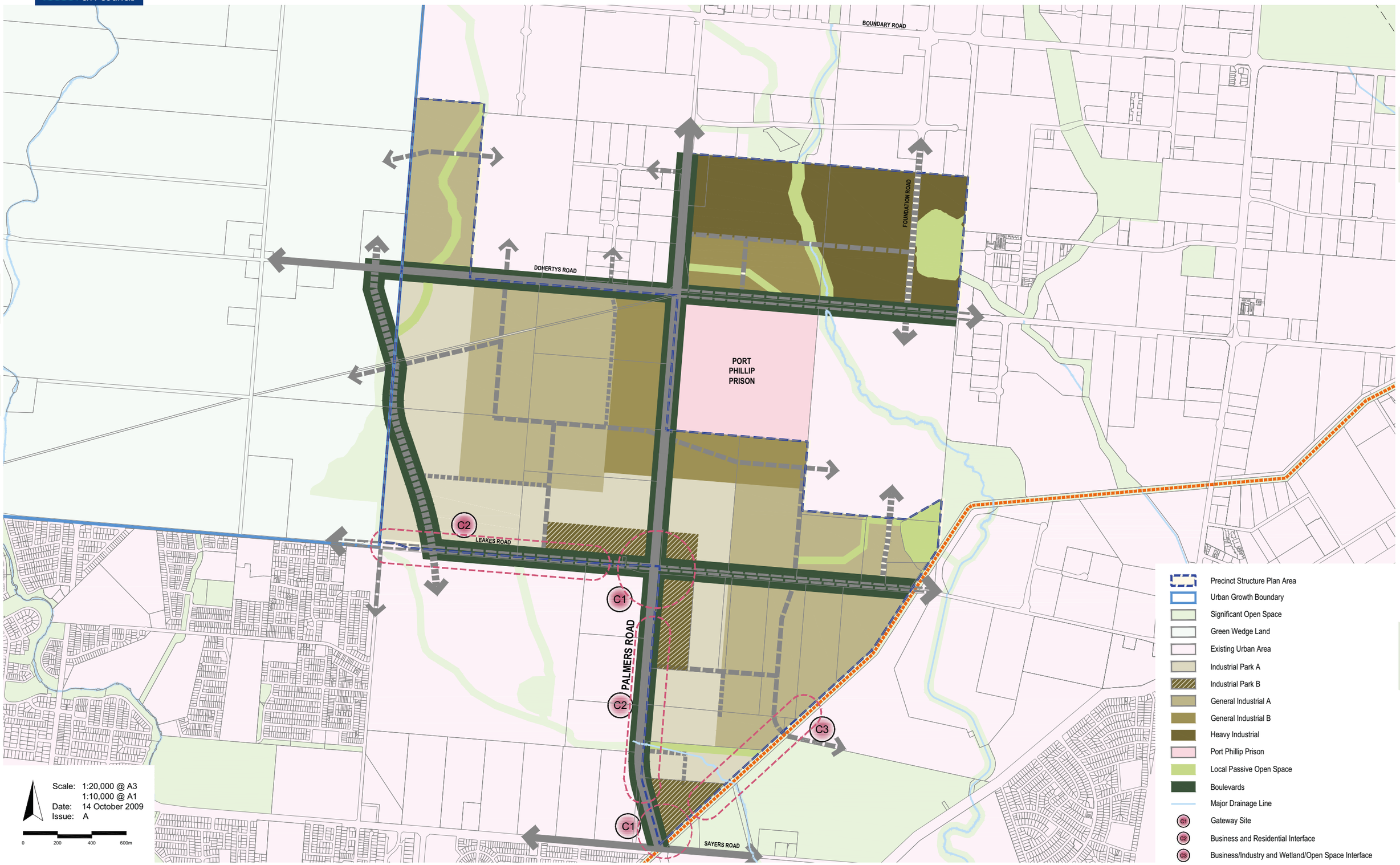
This chapter sets out objectives and planning and design guidelines for the following elements:

- Image and Character.
- Employment and Activity Centres.
- Open Space and Natural Systems.
- Transport and Movement.
- Utilities & Development Staging.

Each element includes:

- Objectives: an objective describes the desired outcome to be achieved in the completed development.
- Plans: a plan sets out the spatial expression of objectives.
- Planning and Design Guidelines: planning and design guidelines including figures and tables that:
  - must be met; or
  - should be met.

  If the responsible authority is satisfied that an application for an alternative to a planning and design guideline that should be met meets the relevant objective(s), the alternative may be considered to the satisfaction of the responsible authority.



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plan 7

image & character

truganina employment precinct structure plan

4.1 IMAGE AND CHARACTER

4.1.1 IMAGE AND CHARACTER OBJECTIVES

The image and character objectives are:

- To develop a quality industrial precinct that will attract job creating industries complementary to the existing industry clusters within the Western Industrial Node.
- To achieve an attractive and integrated development that establishes a cohesive built form and places strong emphasis on consistent and high quality landscaping.
- To ensure that the immediate first impressions of Truganina Employment Precinct is of a high quality industrial precinct.
- To ensure identified Gateway sites achieve quality design to complement the vision for the area.
- To integrate recognised heritage places into the design of new developments.
- To recreate a natural feel, through ecological and landscape design, to Dohertys and Laverton Creeks, and to Lawrie Emmins Reserve.
- To create an appropriate interface to Truganina Community Precinct, Lawrie Emmins Reserve and adjacent residential areas.

4.1.2 IMPLEMENTATION

The objectives for image and character are met by implementation of all the following:

- ***Plan 5: Future Urban Structure.***
- ***Plan 7: Image and Character Plan.***
- ***Planning and design guidelines in this element.***

4.1.3 PLANNING AND DESIGN GUIDELINES

General

The following planning and design guidelines should be met:

- Design streetscapes, buildings and publics spaces to support the desired image for each of the Character Areas identified in the Image and Character Plan and described as follows:
  - **Industrial Park A**. An area generally characterised by lighter industrial activities carried out within small to medium sized plants, factories or warehouses with moderate administrative functions contained within an identifiable office component. Office components should be 2 storeys in height and orientated towards the street (incorporating high quality and integrated landscape frontage) with factory areas located behind. The intensity of development in this area may increase over time.
  - **Industrial Park B**. An area characterised by office, low-impact industrial, and other business activities carried out within buildings dominated by office or other business frontages with ancillary plant, factory or warehouse areas. Buildings are generally located closer to the street (although continue to provide high quality and integrated landscape frontage). Buildings should have minimal side set-backs and be of two to three storeys in height to create a sense of street enclosure. The intensity of development of this area may increase over time.
  - **Heavy Industry and General Industrial A.** An area characterised by some heavier industrial activities as well as activities carried out within large industrial plants, factories or warehouses with limited administrative functions. Plant and factory buildings are dominant with smaller office components attached to the front. Buildings are set back from the street behind a landscaped frontage.
  - **General Industrial B**. An area characterised by lighter industrial activities carried out in a mix of small, medium and large sized plants, factories and warehouses. Mix of limited and more substantial administrative functions. Buildings are set back from the street behind a landscaped frontage.
- Respond appropriately to further post contact heritage sites identified during development.
- Incorporate key view lines/sight lines to and from open space (tree reserves and drainage reserve areas) in the overall design to:
  - take advantage of views/aspects over open space.
  - increase the sense of safety/surveillance.
  - create visual and physical access for workers.
  - complement abutting open space through the integration of complementary landscaping and setting of buildings.
- Incorporate existing dry stone walls in development, where possible.

Streetscape

- Create Boulevards along major roads as designated on the Image and Character Plan (Plan 7) and in accordance with Council's Street Tree Policy and associated Major Roads Tree Plan, noting that utilising the same tree species along a given road will present a more cohesive and uniform streetscape.
- Use highlight tree species in addition to boulevard tree species at gateway sites as designated in the Image and Character Plan (Plan 7) to create interesting and attractive entry planting.
- Ensure that areas within the Truganina Employment Precinct create their own amenity and visual character through landscaping.
- Ensure a quality streetscape is achieved through well-designed buildings and integrated landscape frontage.
- Design streets and orientate buildings to address public streets and public spaces.
- Car parking, loading and servicing areas should be located to the side or rear of buildings.
- Parking between the road and building frontages should be limited to visitor parking only and should be integrated within the landscape setting.
- Parking, loading and servicing areas should be screened from the street using landscaping or other screening devices.
- The design response for development proposals should address the following building setbacks:
  - 6 m in the Heavy and General Industrial A and B areas with a high quality integrated landscape frontage.
  - 3 - 6m in the Industrial Park A with a high quality integrated landscape frontage.
  - 3m in the Industrial Park B area with a high quality integrated landscape frontage.

Note: A reduction in the building setback will be considered if a higher quality integrated landscape outcome is assured. This may involve on-going maintenance of the adjacent tree reserves or other such measures.

- Avoid the use of front boundary fencing unless a demonstrable need is identified. Where such fencing cannot be avoided, fences should not be visually intrusive, be integrated within the landscaping and preferably set back behind the building façade.
- Implement all streetscapes in accordance with Wyndham Council's Street Tree Policy.

Built form and architecture

- Design contemporary buildings with clear lines and to be constructed of architectural metal, pre-cast concrete, manufactured or natural stone, brick masonry, and/or glass as preferred materials.
- Relate building height, massing and detailing to adjacent streets and developments.
- Design office components and industrial plant/factory components as a unified architectural statement. Where this is not possible, or where plant/factory components dominate, design the office component as an architectural focal point.
- Minimize the effects of blank walls through landscaping, external cladding, cement "stamping" or other such devices.
- Minimise building setbacks and integrate landscaping (refer to building setbacks outlined above) in the Industrial Park B area to create a sense of enclosure along the street.
- Encourage built form that demonstrates environmentally sustainable design principles and reduces energy consumption.

Signs

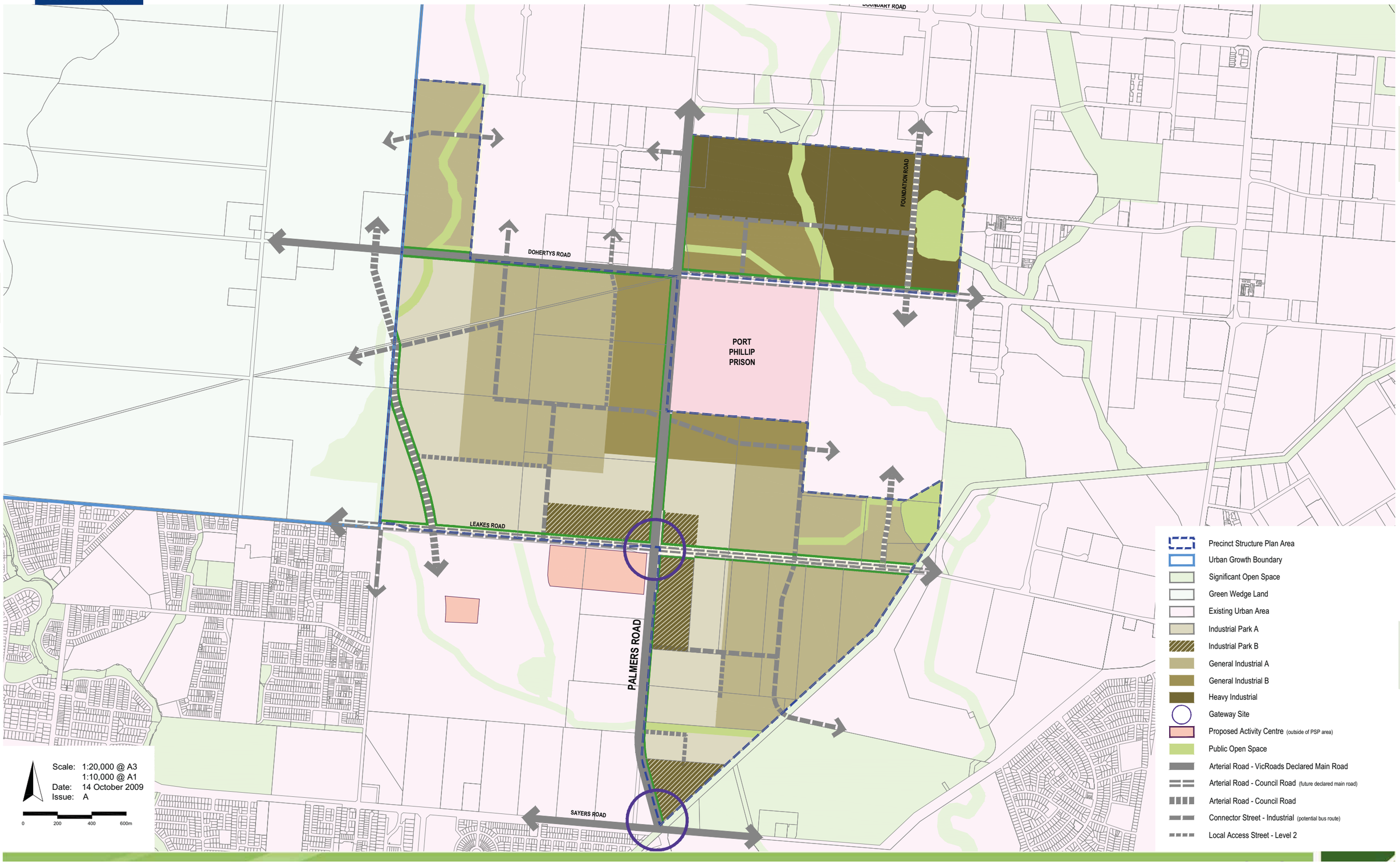
- Design permanent external signs to be compatible with building location, scale, colour and materials.
- Dominant streetscape elements should be landscaping and buildings, not signs.

Gateways

- Create landmark feature buildings at the gateway locations designated on the Image and Character Plan (Plan 7).
- Landmark buildings are to be designed with significant architectural treatment and to higher quality than other buildings within the precinct to the satisfaction of the Responsible Authority.
- Use highlight tree species in addition to boulevard tree species at gateway sites to create interesting and attractive entry planting.

Interfaces

- Ensure development height, massing, landscaping, architecture and materials at the interface of Truganina Community Precinct, Lawrie Emmins Reserve, residential and other areas shown on the Image and Character Plan responds appropriately to adjacent development to the satisfaction of the Responsible Authority.



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plan 8

employment & activity centres

truganina employment precinct structure plan

4.2 EMPLOYMENT AND ACTIVITY CENTRES

4.2.1 EMPLOYMENT AND ACTIVITY CENTRE OBJECTIVES

The employment and activity centre objectives are:

- To ensure that the precinct is developed for industry, including heavy industry.
- To support and promote logistics based industry, business and support services.
- To enhance access within and to the precinct.
- To encourage industries that generate higher employment densities adjacent to the residential areas and Principal Public Transport Network routes.
- To promote high quality industrial precinct that supports intensification of employment densities in the future.
- To ensure that the precinct develops as an integral part of the broader Wyndham and western region communities, providing a diverse range of jobs and economic stability.
- To provide an environment that attracts and supports quality, high amenity industry and logistics based businesses.
- To maximise employment opportunities and employment options for the residents of Wyndham and the Western Region.
- To provide an environment that supports businesses through business lifecycle – from start-ups and micro-businesses to large enterprise.
- To provide business services, retail, leisure and other services to support the needs of industry and workers.
- To maximise accessibility to and within employment opportunity areas, particularly by public transport, cycling and walking.
- To minimise potential amenity impacts between industrial activity and adjacent sensitive uses.

4.2.2 IMPLEMENTATION

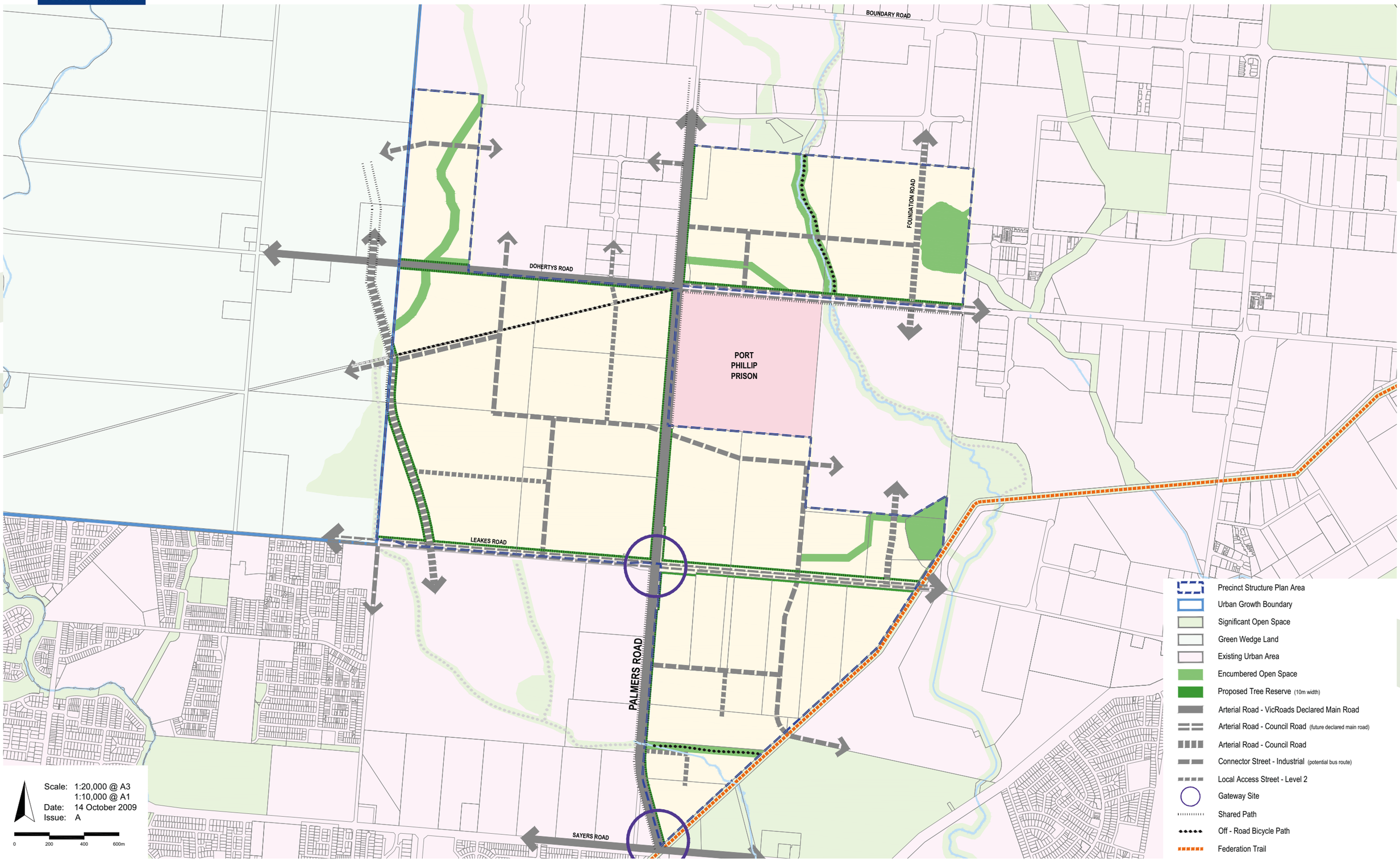
The objectives for employment areas are met by implementation of all the following:

- ***Plan 8: Employment Areas Plan.***
- ***Planning and design guidelines set out in this element.***

4.2.3 PLANNING AND DESIGN GUIDELINES

The following planning and design guidelines should be met:

- Encourage the location of heavy industrial uses such as manufacturing industries and storage facilities that require a substantial threshold distances in the Heavy Industrial area and as appropriate, depending on the nature of the use, in the General Industrial Area A.
- Encourage the location of a broad range of general industrial uses that may create adverse amenity or require substantial plant or land, such as industry, manufacturing, assembly, logistics, warehousing etc. in the Heavy Industry Area and in the General Industrial A and B areas.
- Encourage the location of industrial uses that have low impact on amenity, such as light manufacturing, engineering works, repair shops, storage etc. in the General Industrial A and B areas and in the Industry Park A area.
- Encourage the concentration of higher density employment uses including office uses in the Industrial Park A, and in particular, in the Industrial Park B areas.
- Encourage the location of a mix of supporting business and employment uses in the Industrial Park A and B areas, including, but not limited to:
  - Business services required by industrial and trades enterprises.
  - Wholesale, non offensive trades supply stores for the construction industry.
  - Takeaway shops and restaurants servicing in-centre population.
  - Service stations, mechanical repair shops and other support services for the logistics/transport industry.
  - Equipment hire.
  - Industrial training centres.
- Ensure industry and associated businesses will not have an adverse amenity impact on each other or on adjoining residential or other sensitive uses.
- Locate and concentrate logistics and distribution uses in proximity to the Western Freight Terminal if the project proceeds. Note: If the project proceeds, the GAA would work with Wyndham City Council and key stakeholders to review the PSP to ensure that it took full advantage of the proposed freight activities.



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plan 9
open space network
truganina employment precinct structure plan

4.3 OPEN SPACE AND NATURAL SYSTEMS

4.3.1 OPEN SPACE AND NATURAL SYSTEMS OBJECTIVES

The open space and natural systems objectives are:

- To create passive recreation spaces and corridors for workers and visitors by providing linear tree reserves and waterway networks.
- To create corridors for commuter and recreational cycling which are linked to the Federation Trail.
- To encourage walking and jogging throughout the precinct by providing foot and shared paths along industrial streets, including on the connector street network.
- To incorporate remnant native vegetation and re-establish fauna habitats on linear trails, where practical.
- To integrate tree reserves and high quality landscaping in building setbacks to increase vegetation cover and fauna habitat.
- To manage aboriginal cultural heritage values in the precinct.

4.3.2 IMPLEMENTATION

The objectives for open space and natural systems are met by implementation of all the following:

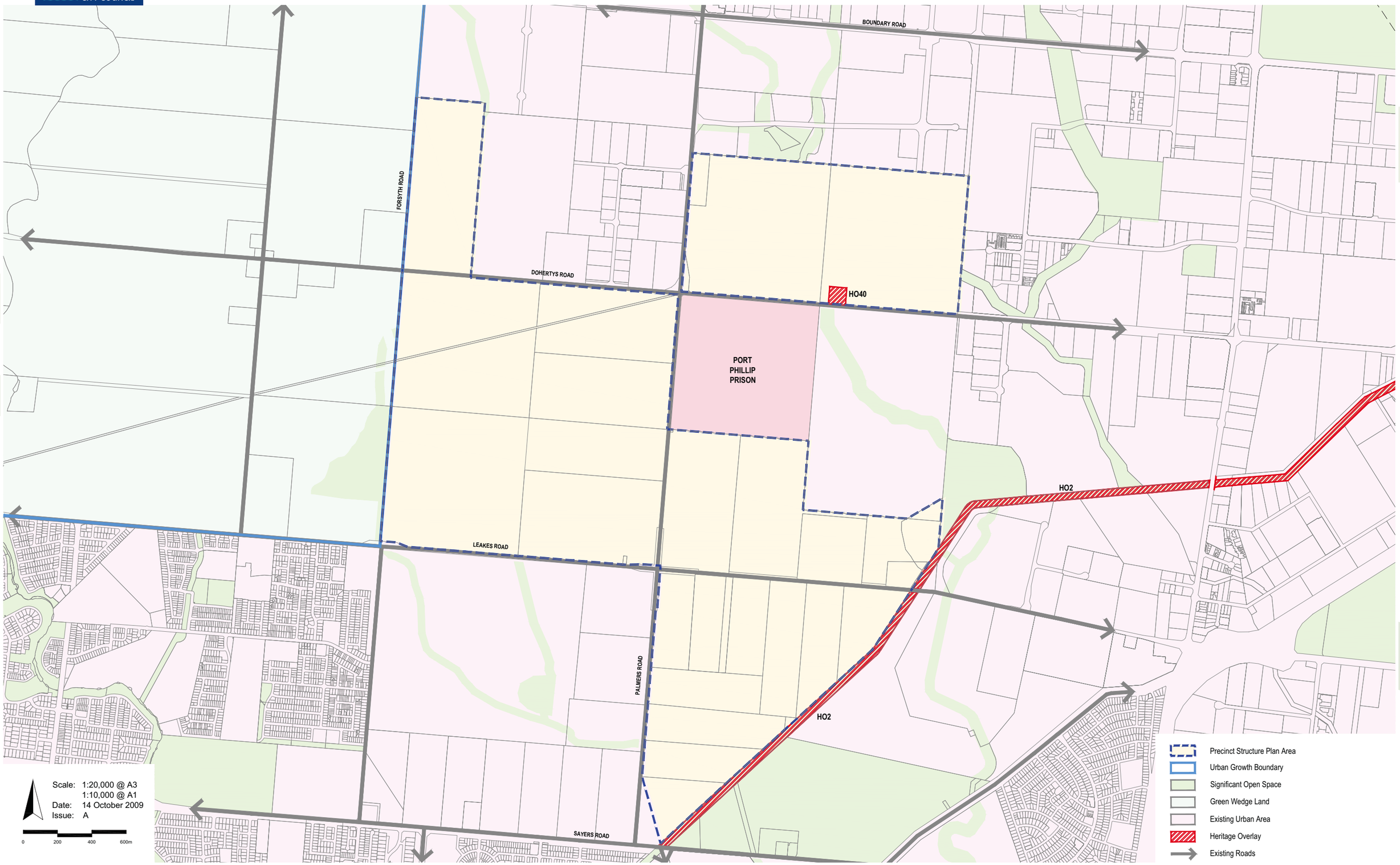
- ***Plan 5: Future Urban Structure.***
- ***Plan 9: Open Space Plan.***
- ***Plan 10: Heritage.***
- ***Plan 11: Biodiversity.***
- ***Planning and design guidelines set out in this element.***

4.3.3 PLANNING AND DESIGN GUIDELINES

The following planning and design guidelines must be met:

- Planted species should be wind and drought tolerant; and in the case of trees, consistent with Council's streetscape strategy.
- Landscaping should be designed to comply with clear zone safety policies unless protective measures are provided to the satisfaction of the relevant road authority.
- The 10 metre tree reserves provided along the major arterial roads are to be attributable towards the open space contribution required by Clause 52.01 of the Wyndham Planning Scheme.

  Note: The removal of native vegetation will be assessed under clause 52.17 of the Wyndham Planning Scheme. A Native Vegetation Precinct Plan is intended to be prepared in due course.



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plan 10
heritage
truganina employment precinct structure plan

growth areas AUTHORITY

BOUNDARY ROAD

DOHERTYS ROAD

FOUNDATION ROAD

PORT PHILLIP PRISON

LEAKES ROAD

PALMERS ROAD

SAYERS ROAD

Scale: 1:20,000 @ A3
1:10,000 @ A1
Date: 14 October 2009
Issue: A

0 200 400 600m

- Precinct Structure Plan Area
- Urban Growth Boundary
- Significant Open Space
- Green Wedge Land
- Existing Urban Area
- Native Vegetation (preliminary only)
- Non-Native Vegetation (preliminary only)
- No Access to Properties
- Encumbered Open Space
- Proposed Tree Reserve (10m width)
- Existing Non-Native Tree Stands
- Existing Trees
- Arterial Road - VicRoads Declared Main Road
- Arterial Road - Council Road (future declared main road)
- Arterial Road - Council Road
- Connector Street - Industrial (potential bus route)
- Local Access Street - Level 2
- Major Drainage Line

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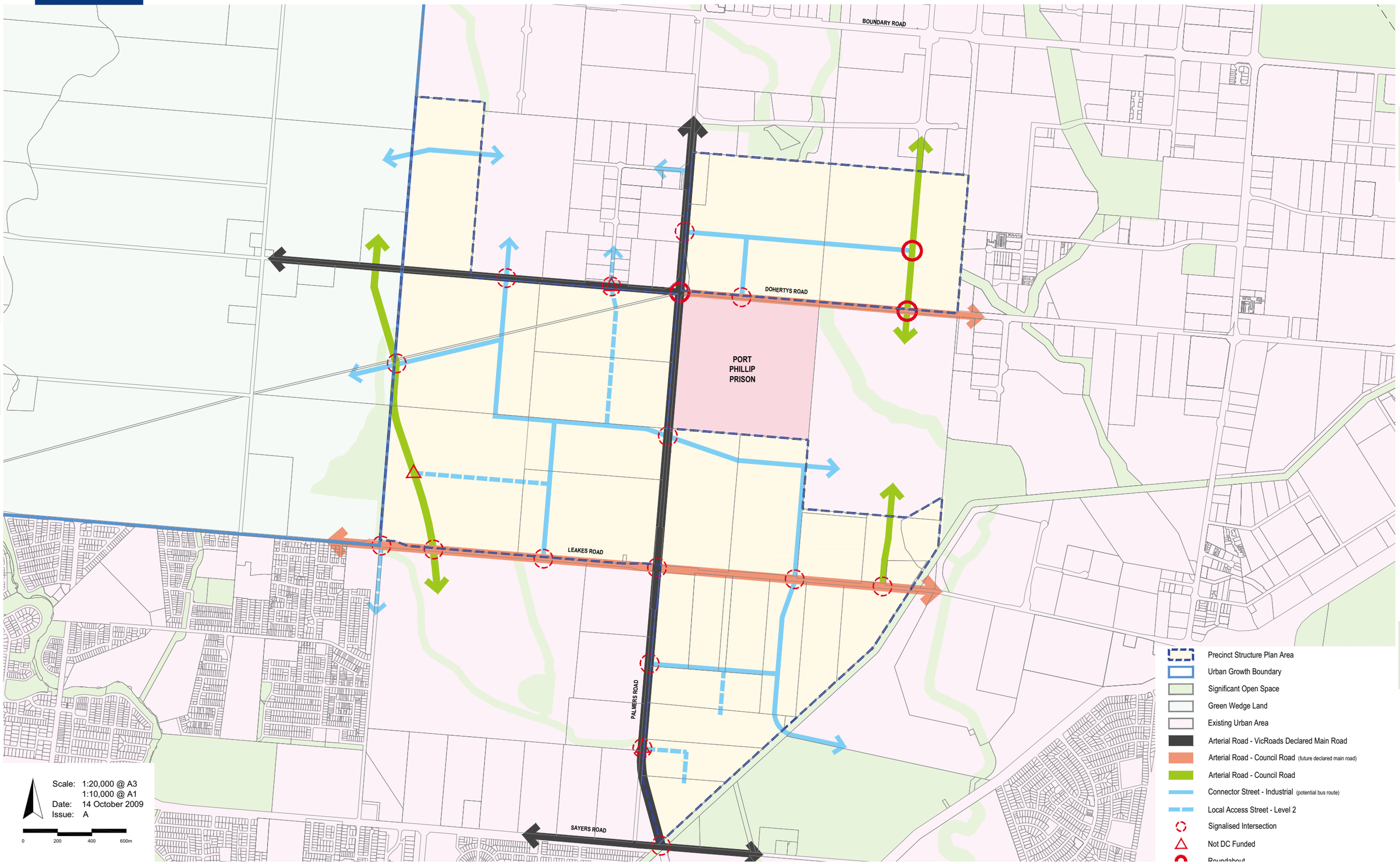
plan 11 biodiversity



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plan 12
road network
truganina employment precinct structure plan

4.4 TRANSPORT AND MOVEMENT

4.4.1 TRANSPORT AND MOVEMENT OBJECTIVES

The transport and movement objectives are:

- To create an arterial road network consistent with the Growth Area Framework Plan and municipal road network plans to support transport needs.
- To encourage higher density business activity proximate to the PPTN route along Palmers and Leakes Road, and in particular, in the Industry Park B area.
- To ensure development does not prejudice the investigation and potential sites of the Western Freight Facility and the freight line corridor.
- To ensure that the capacity of the surrounding transport network is not compromised by the development of the area.
- To provide a permeable connector street network that minimises travel distances, economic and environmental impacts.
- To create streetscapes that enhance the presentation and image of Wyndham, as identified in the Quality Community Plan and the Council Plan and Implement all streetscapes in accordance with Wyndham Council's Street Tree Policy.
- To provide cycle and walking trails along linear waterways and to link them to the Federation Trail.
- To allow for local bus routes along collector roads within the precinct.

4.4.2 IMPLEMENTATION

The objectives for transport and movement are met by implementation of all the following:

- ***Provision of transport infrastructure and services indicated in the transport plans and as set out in the Truganina Employment Area Development Contributions Plan and the Precinct Infrastructure Plan in Section 5.***
- ***Planning and design guidelines set out in this element.***

4.4.3 PLANNING AND DESIGN GUIDELINES

The following planning and design guidelines must be met:

- Provide permeable and safe routes for walking and cycling to workplaces, activity centres, community facilities, parks and open space, major trail networks and public transport.
- Provide shared trail network paths of 3.0 m width within drainage reserves along Laverton and Dohertys Creeks.
- Provide off-road shared paths of 2.5 metres wide in accordance with approved cross sections, with a sealed surface constructed to at least Council's minimum standards.
- Design roads consistent with the road cross sections so as to facilitate large truck movements, including High Productivity Freight Vehicles (HPFVs) and Oversize and Overmass Vehicles to the satisfaction of the relevant road authority.
- Implement walking and cycling networks early in the subdivision and construction process so that these facilities are available when needed by new nearby residents, workers and visitors.
- Stage development and infrastructure provision to support transport links between properties as soon as practical.
- Design the road network consistent with Plan 12, however consider variation and flexibility of this layout if the performance and function of the road network is maintained.

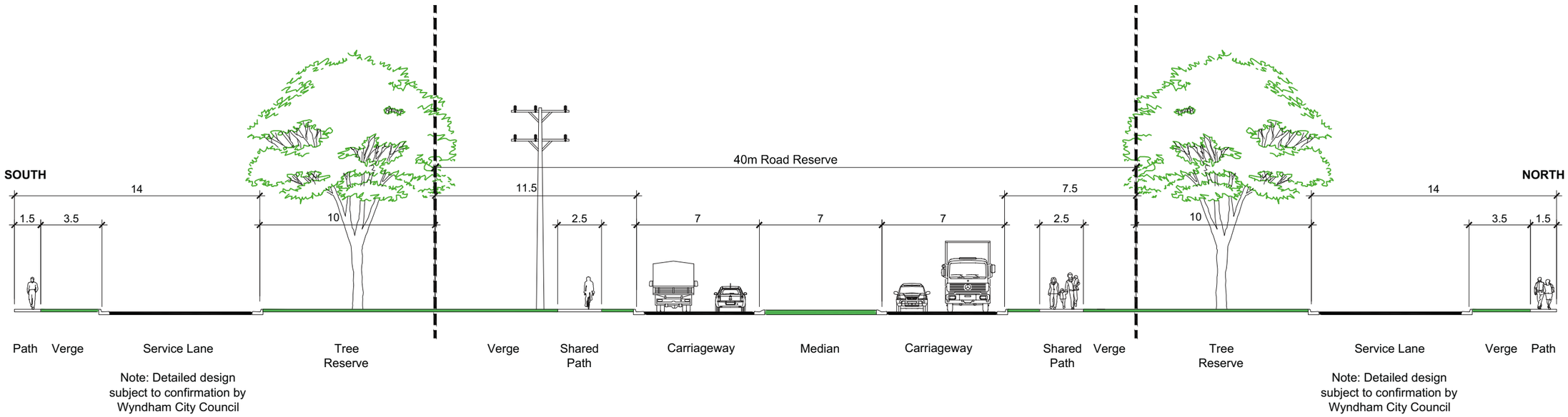
The following planning and design guidelines should be met:

- Ensure Arterial roads are designated limited access (urban) - with the exception of Foundation Road.

Note: If Connector roads are to be constructed on property boundaries, where possible, efforts should be made to share the cost of construction

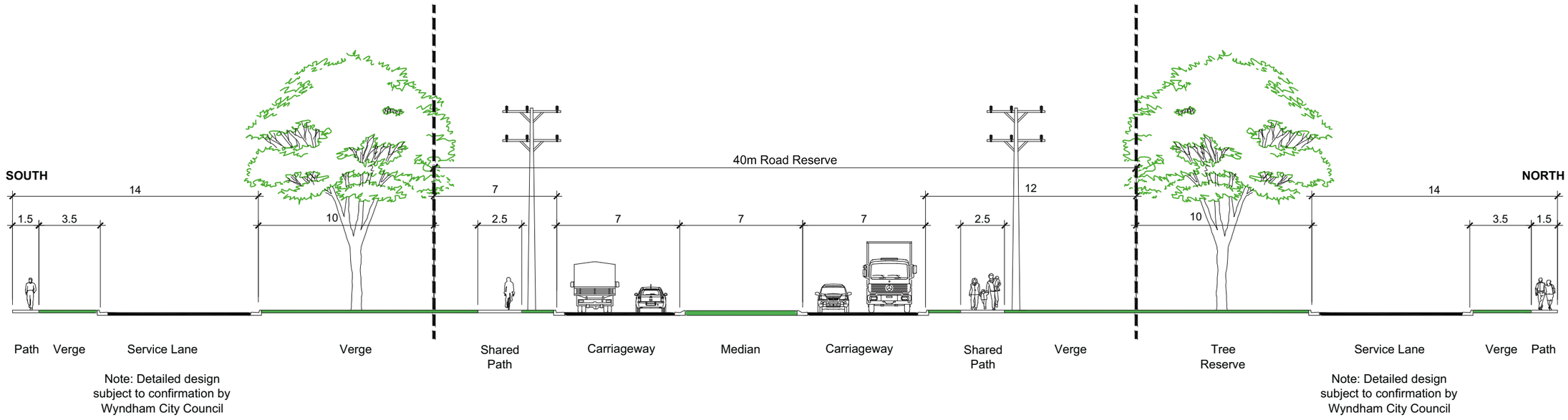
Table 3: Road Hierarchy

Road / street	Existing Reserve	Ultimate Reserve	Ultimate Traffic Lanes	Bus	Property Access & Parking	Tree Reserve	Shared path	Responsibility
Dohertys Road	20m	40m	4-6	Local	No	10m	Both sides	Wyndham City Council
Forsyth Road	Nil	40m	4-6	Local	No	10m	Both sides	Wyndham City Council (future VicRoads)
Leakes Road	20m	50m	6	PPTN	No	10m	Both sides	Wyndham City Council (future VicRoads)
Palmers Road	20m	50m	6	PPTN	No	10m	Both sides	Wyndham City Council (future VicRoads)
Foundation Road	Nil	35m	4	Local	Yes	No	No	Wyndham City Council
Industrial Connector Street	Nil	25m	2	Potential	Yes	No	No	Wyndham City Council
Industrial Access Street	Nil	22m	2	No	Yes	No	No	Wyndham City Council



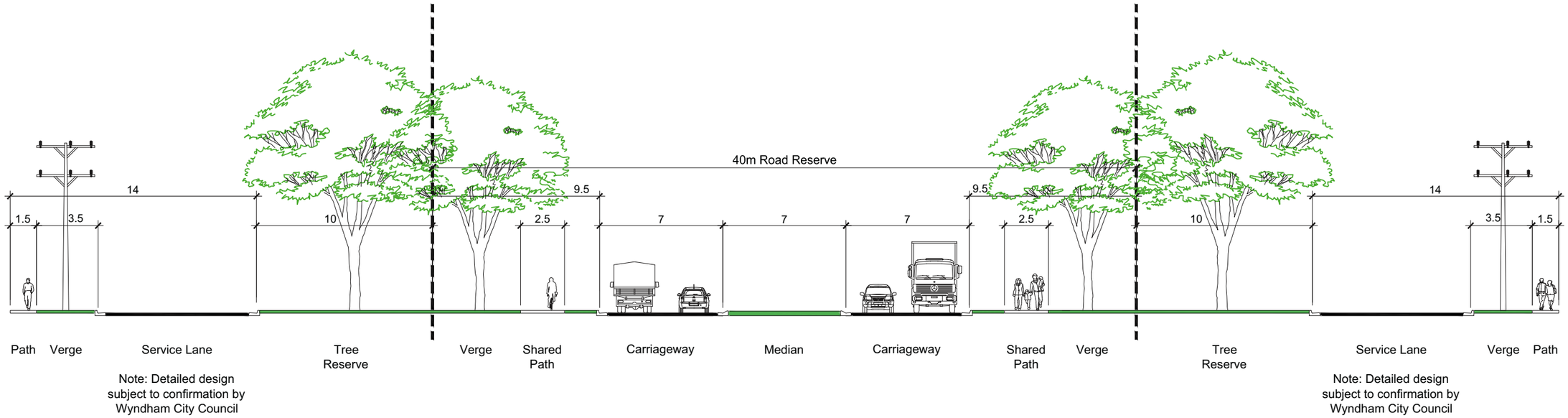
Dohertys Road (between Forsyth and Palmers Road)

Scale 1:250 @ A3



Dohertys Road (east of Port Phillip Prison)

Scale 1:250 @ A3



Forsyth Road

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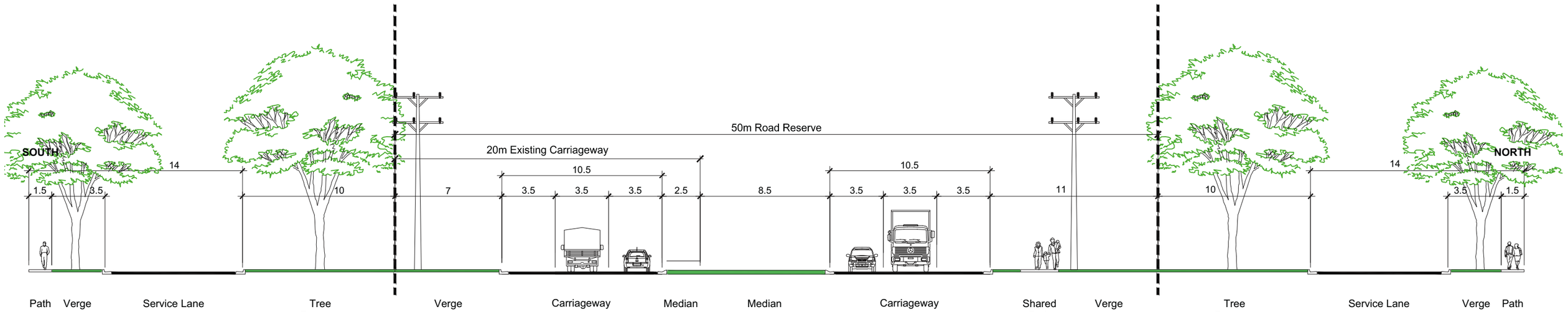


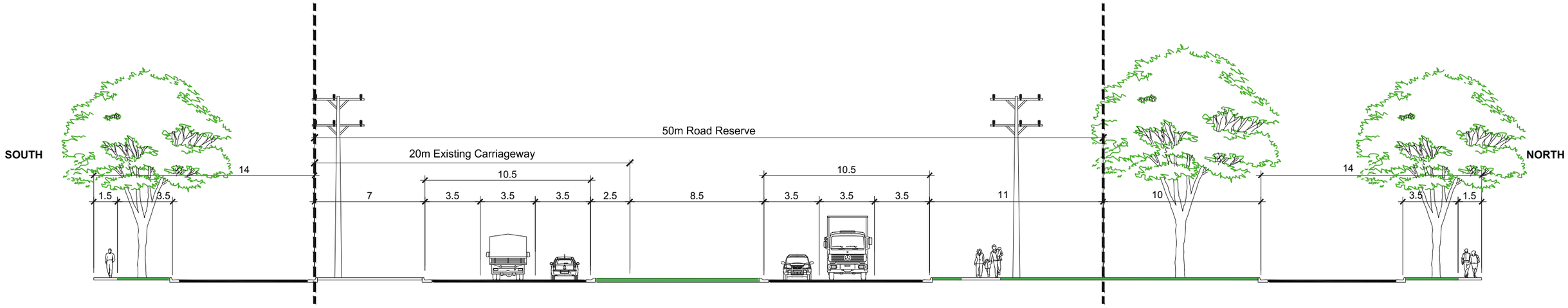
Note: Detailed design subject to confirmation by Wyndham City Council

Note: Bike path still to be determined

Note: Detailed design subject to confirmation by Wyndham City Council

Leakes Road (east of Palmers Road)

Scale 1:250 @ A3



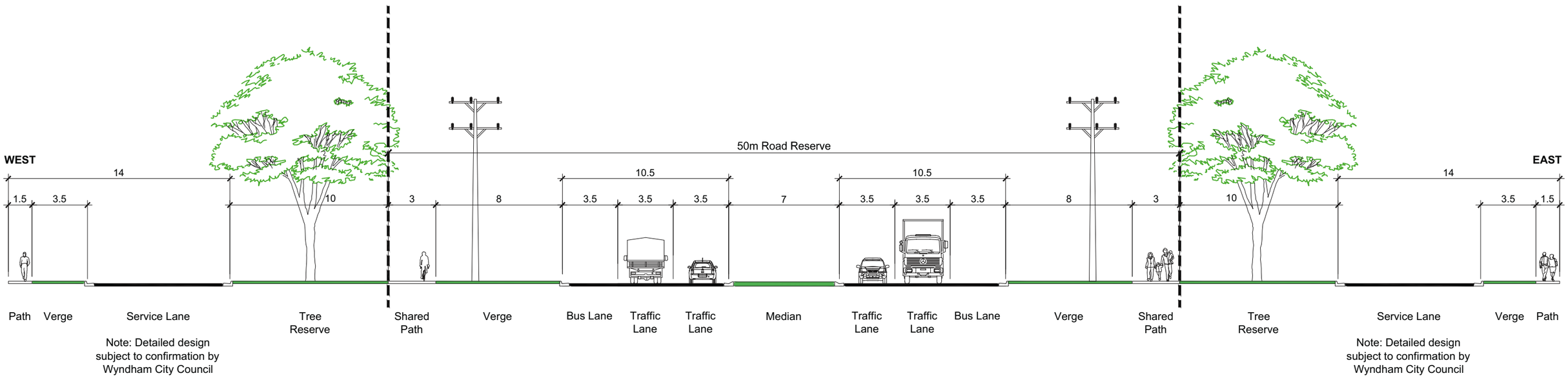
Note: Detailed design subject to confirmation by Wyndham City Council

Note: Bike path still to be determined

Note: Detailed design subject to confirmation by Wyndham City Council

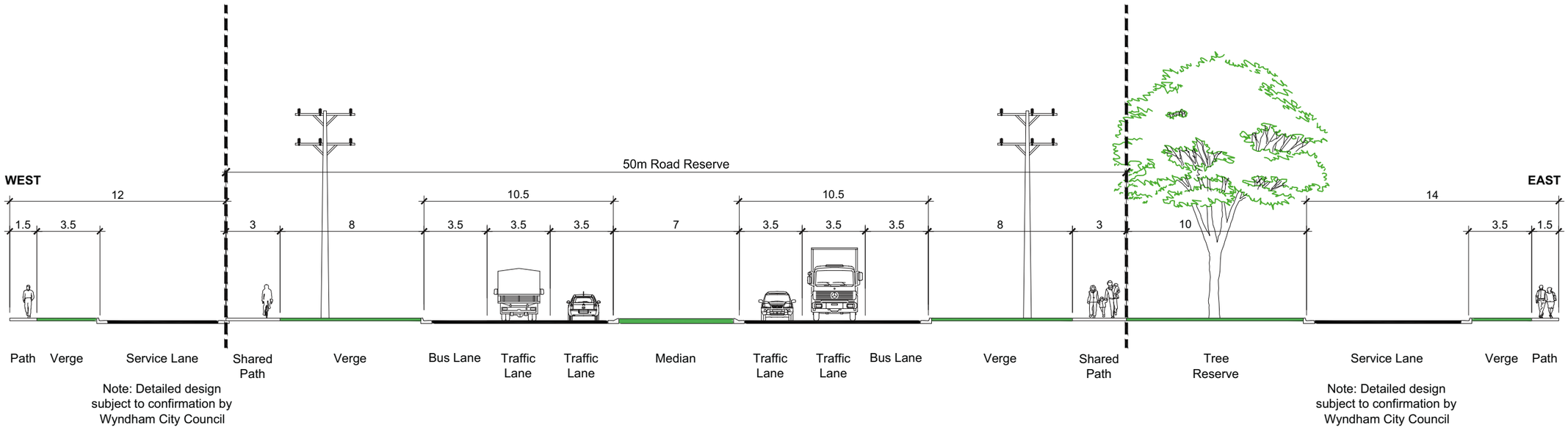
Leakes Road (West of Palmers Road)

Scale 1:250 @ A3



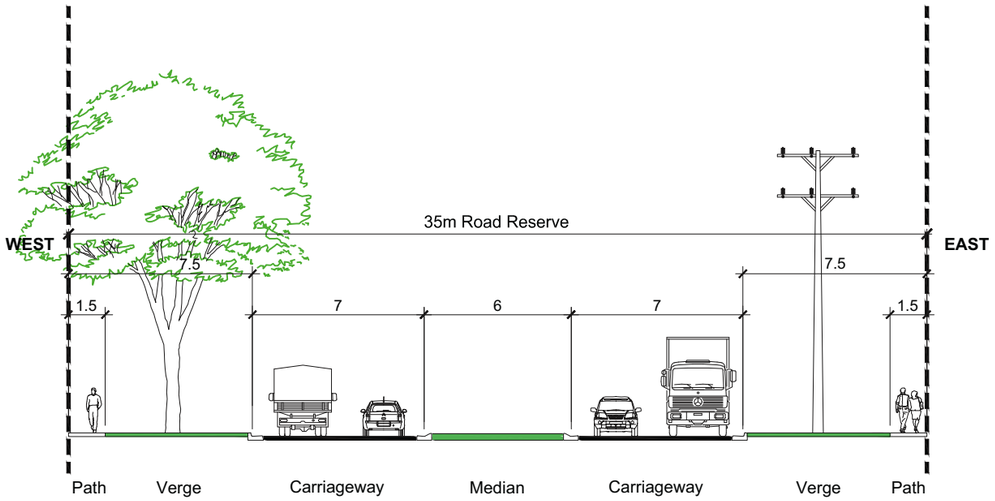
Palmers Road (between Boundary and Leakes Road)

Scale 1:250 @ A3

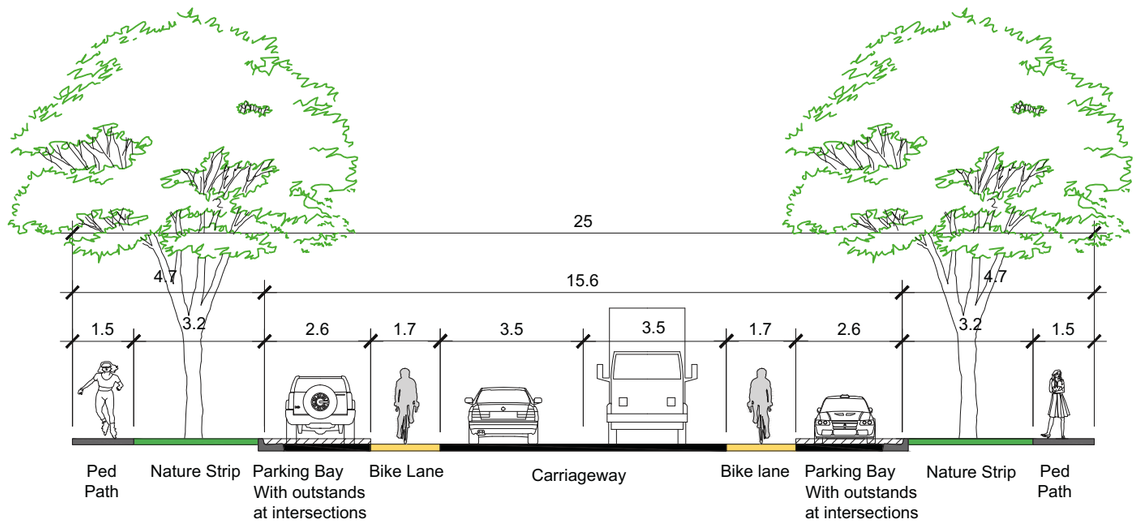


Palmers Road (between Leakes and Sayers Road)

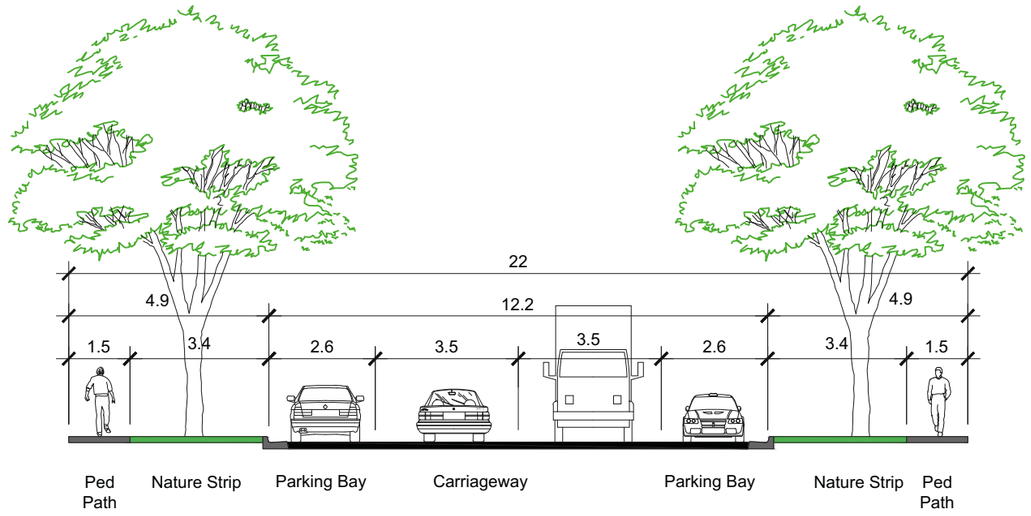
Scale 1:250 @ A3



Foundation Road
Scale 1:250 @ A3



Connector Street - Industrial 25m



Industrial Access Street 22m

BOUNDARY ROAD
FOUNDATION ROAD
DOHERTYS ROAD
PORT PHILLIP PRISON
LEAKES ROAD
PALMERS ROAD
SAYERS ROAD

Scale: 1:20,000 @ A3
1:10,000 @ A1
Date: 14 October 2009
Issue: A

0 200 400 600m

- Precinct Structure Plan Area
- Urban Growth Boundary
- Significant Open Space
- Green Wedge Land
- Existing Urban Area
- Public Open Space
- Bus Route - PPTN
- Local Bus Route
- Potential Local Bus Routes

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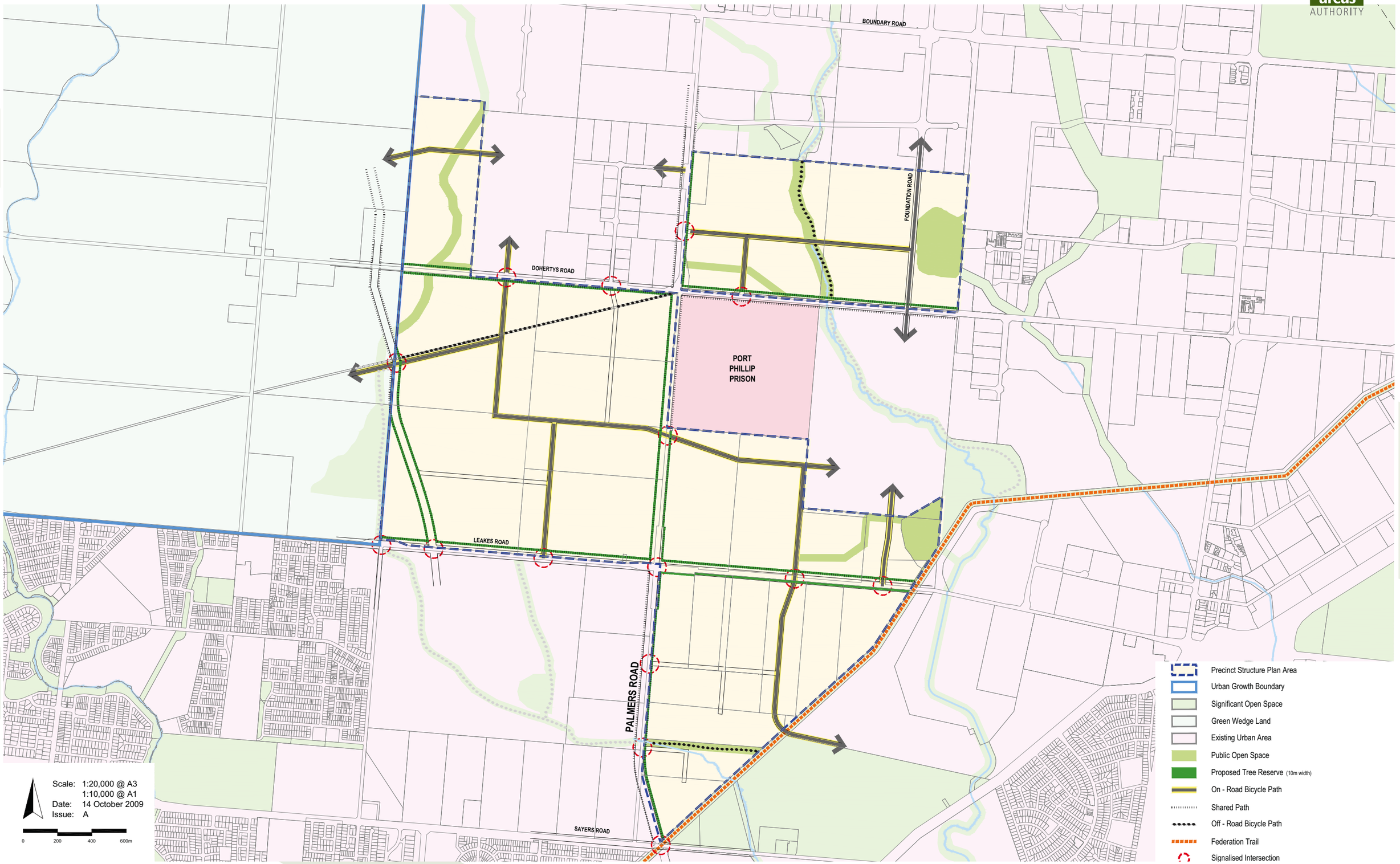
N

SCALE 1:5000
0 100 200

plan 13
public transport
truganina employment precinct structure plan



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0 100 200

plan 14
walking & trails

BOUNDARY ROAD
FORSYTH ROAD
DOHERTYS ROAD
PORT PHILLIP PRISON
LEAKES ROAD
PALMERS ROAD
SAYERS ROAD

Scale: 1:20,000 @ A3
1:10,000 @ A1
Date: 14 October 2009
Issue: A

0 200 400 600m

- Precinct Structure Plan Area
- Urban Growth Boundary
- Significant Open Space
- Green Wedge Land
- Existing Urban Area
- Dohertys Drain Drainage Infrastructure
- Laverton Creek Drainage Infrastructure
- Kayes Drain Drainage Infrastructure
- Existing Sewer
- Proposed Sewer
- Indicative Recycled Water
- Existing Potable Water
- Indicative Potable Water
- Major Drainage Line
- Existing Roads

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SCALE 1:5000
0 100 200

plan 15
water management
truganina employment precinct structure plan

4.5 UTILITIES AND DEVELOPMENT STAGING

4.5.1 UTILITIES AND DEVELOPMENT STAGING OBJECTIVES

The utilities and development staging objectives are:

- To provide all developed lots in the Precinct with:
  - a potable water service
  - electricity
  - a reticulated sewerage service
  - drainage
  - gas and
  - telecommunications.
- To ensure that businesses in the precinct have access to the Broadband network.
- To facilitate the early provision and landscaping of tree reserves.
- To stage development so that linear open space network connections are created early in the development process to support habitat corridor links and as alternate transport and recreation option.
- To support the early extension of public transport network to service the wider precinct.
- To support the implementation of the approved drainage scheme.
- To facilitate a flexible approach to development staging that facilitates competitive employment area development.

4.5.2 IMPLEMENTATION

The objectives for utilities and development staging are met by implementation of all the following:

- ***Plan 15: Water Management.***
- ***Plan 16 Physical Services.***
- ***The Dohertys Drain, Laverton Creek & Kayes Drain Drainage Scheme.***
- ***Planning and design guidelines set out in this element.***

4.5.3 PLANNING AND DESIGN GUIDELINES

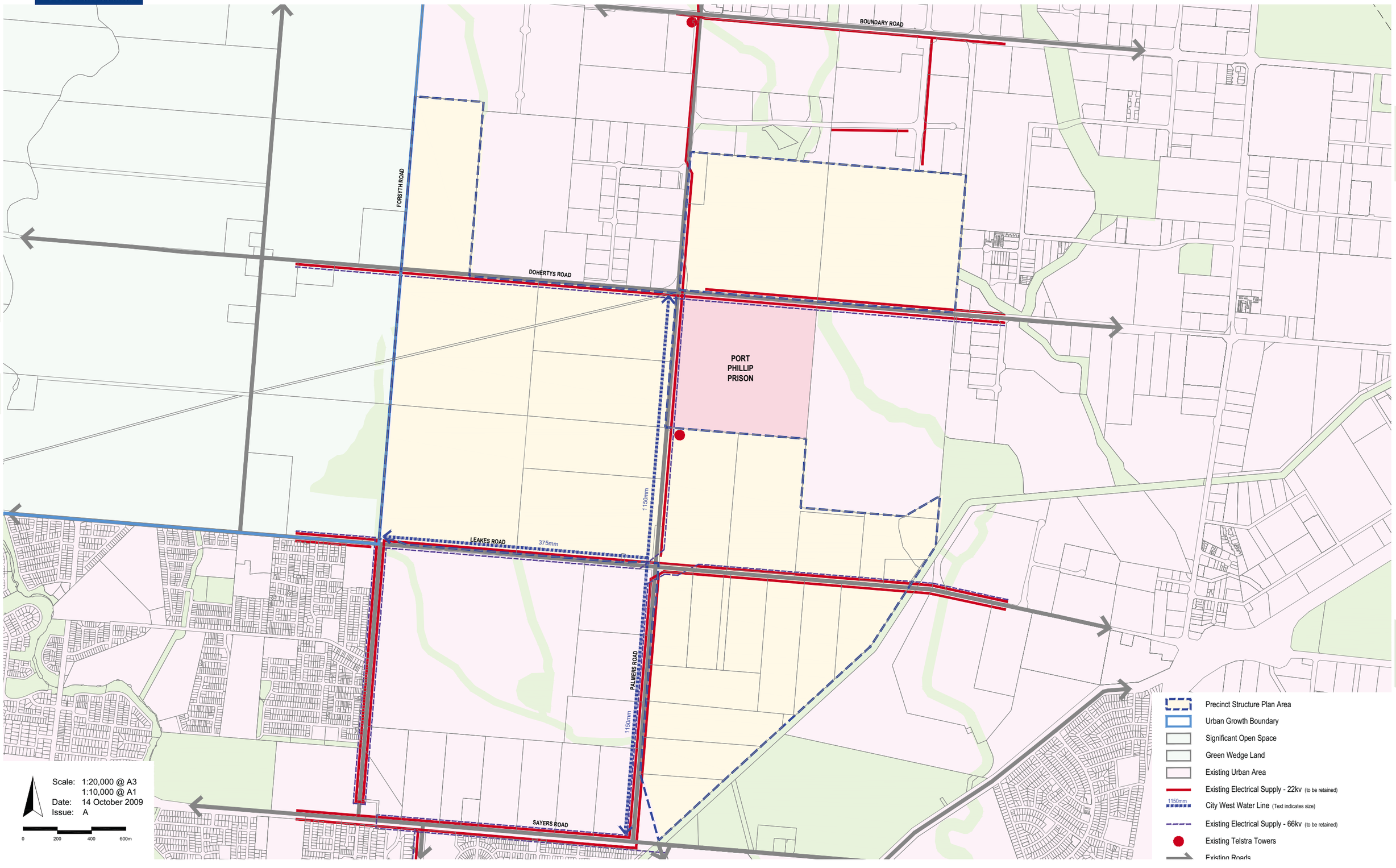
The following planning and design guidelines must be met:

- Construct roads to property boundaries as early as feasible where inter-parcel connections are indicated in the structure plan.
- Integrate development, to the maximum extent practicable, with adjoining developments, including the timely provision of connecting roads and walking/cycling paths.
- Provide access to a development via a sealed road approved by the Responsible Authority, consistent with the Road Network Plan.

  If the above staging principles are not met, the development proponent will be required to bring forward infrastructure (i.e. fund up front) to the extent necessary to meet the principles outlined above.

The following planning and design guidelines should be met:

- Integrate retarding basins, water treatment, overland flow paths, passive open space and off-road pedestrian-cycle networks.
- Provide sufficient space for overhead power lines in accordance with the road cross-sections. .
- Investigate and where feasible, design 22KV electricity infrastructure within developments thereby providing alternative electricity transmission through the new development and rendering existing above ground assets redundant.
- Connect all sites and businesses to broadband internet.
- Allow flexibility for future technology such as fibre optic cabling.



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plan 16
physical services
truganina employment precinct structure plan

5.0 PRECINCT INFRASTRUCTURE PLAN

5.1 INTRODUCTION

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

- Subdivision construction works by developers.
- Development contributions (development infrastructure levy).
- Utility service provider contributions.
- Capital works projects by Council, state government agencies and community groups.

5.1.1 SUBDIVISION CONSTRUCTION WORKS BY DEVELOPERS

As part of subdivision construction works, new development must meet the total cost of delivering the following infrastructure:

- Connector roads and local streets, (except any part of such road or street that is specifically included in a Development Contributions Plan).
- Landscaping of all existing and future roads and local streets (except any part specifically included in a Development Contributions Plan).
- Intersection works and traffic management measures along arterial roads, connector roads and local streets (with reimbursement for those that are included in the Development Contributions Plan to the satisfaction of the Collection Agency).
- Approved fencing and landscaping (where required) along arterial roads.
- Local pedestrian and bicycle paths along arterial roads, connector roads and local streets and within local parks (unless specifically included in a Development Contributions Plan).
- Basic improvements to tree reserves, any open space or drainage reserves including levelling, grassing, tree planting and local paths consistent with the Council's required construction standards to satisfaction of the responsible authority.
- Local drainage systems.
- Infrastructure as required by utility services providers including water, sewerage, drainage (except where the item is funded through a Drainage Scheme), electricity, gas, and telecommunications.
- Bus stops, to the satisfaction of the Director of Public Transport.

5.1.2 DEVELOPMENT CONTRIBUTIONS PLAN

A development contributions plan has been prepared for the Truganina Employment Precinct in conjunction with this Precinct Structure Plan. The Truganina Employment Development Contributions Plan is an incorporated document of the Wyndham Planning Scheme. Information about projects for which development contributions are to be collected can be viewed in this document.

5.2 INFRASTRUCTURE AND SERVICES REQUIRED TO SUPPORT DEVELOPMENT OF THE PRECINCT.

Table 3 sets out the list of infrastructure and services required within the precinct to support its development, including details of:

- Infrastructure Group and Category.
- Project Title and Description.
- Lead Agency. (The agency responsible for the coordination and approval of the project. Other agencies and / or developers may have an involvement in the project).

Indicative provision triggers and capital cost ($2008).

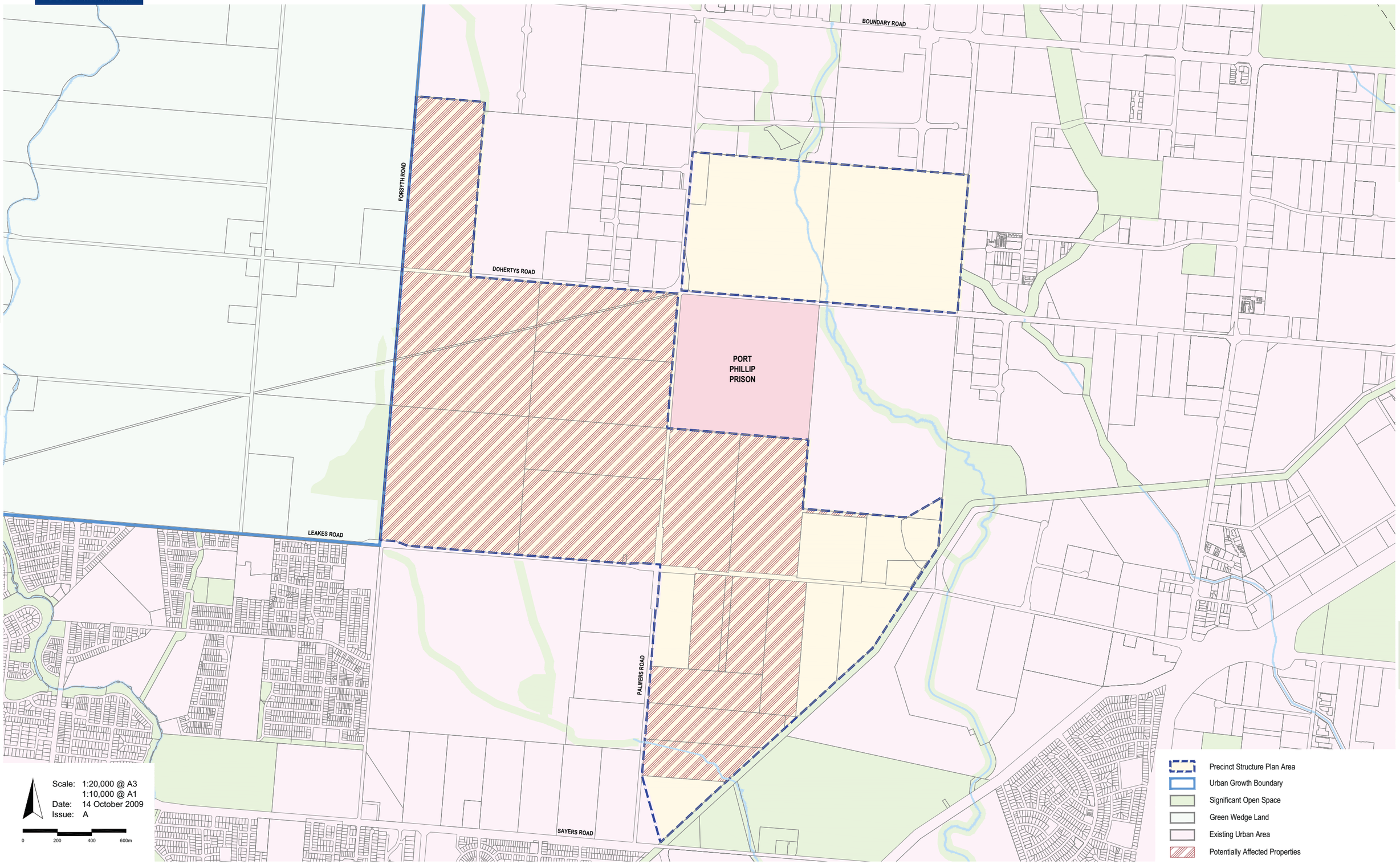
5.3 PROJECT CO-ORDINATION

The following projects have been grouped, as it has been identified that if delivered together or in a co-ordinated way, the projects will deliver significant benefits to the community beyond the benefits of each project being delivered individually:

- Project group 1: Duplication and creation of a bus service along Leakes Road, from Forsyth Road to the Princes Freeway, and extension of Forsyth Road to Leakes Road.
- Project group 2: Trail network with rehabilitation and conservation works within creek corridor.
- Project group 3: Bus stops on PPTN, street lighting and trail network along significant roads.

Table 4: Infrastructure and service items inside the precinct

Title	Project Description	Lead Agency	Timing: [S=2009-13 | M=2014-18 | L=2019+]	Indicative Costs ($2008 - Millions)
Tree Reserves	10 m wide tree reserves in addition to the road reserve	Wyndham Council	S - L (at time of subdivision)	11.60
Drainage corridor	Linear reserve in creek/drainage reservation	Wyndham Council	S - L (at time of subdivision)	Refer relevant drainage scheme
Dohertys Creek Crossings	4 x culvert crossings	Wyndham City Council	S - L (at time of subdivision)	1.50
Laverton Creek Crossings	6 x culvert crossings	Wyndham City Council	S - L (at time of subdivision)	2.10
Dohertys Road West	West of Palmers Road land acquisition, construct second carriageway and off-road bike path	Wyndham City Council	S - L (staged upgrade based on transport requirements)	5.33
Dohertys Road Intersections	4 x signalised intersections	Wyndham City Council	S - L (at time of subdivision)	7.75
Dohertys Road East	East of Palmers Road upgrade to urban road standard, land acquisition, construct second carriageway and off-road bike path, power line relocation	Wyndham City Council	S - L (at time of subdivision)	7.35
Dohertys Road East crossing	Pipe crossing for both carriageways	Wyndham City Council	L	0.19
Leakes Road West	West of Palmers Road construct second carriageway and bike path, land acquisition, relocation of power line.	Wyndham City Council	S - L (staged upgrade based on transport requirements)	7.30
Leakes Road Intersections	4 x signalised intersections	Wyndham City Council	S - L (at time of subdivision)	3.10
Leakes Road East	East of Palmers Road upgrade to urban road standard, construct second carriageway and off-road bike path, relocate power line, land acquisition.	Wyndham City Council	S - L (staged upgrade based on transport requirements)	7.40
Forsyth Road Intersections	2 x signalised intersections	Wyndham City Council	S - L (at time of subdivision)	1.45
Forsyth Road	Between Dohertys and Leakes Road construct first carriageway and off-road bike pathe, land acquisition	Wyndham City Council	S - L (staged upgrade based on transport requirements)	6.79
Palmers Road North	Between Boundary and Dohertys Road upgrade to urban road standard, construct off-road bike path, land acquisition	WCC & VicRoads	S - L (staged upgrade based on transport requirements)	2.02
Palmers Road Central	Between Dohertys and Leakes Road upgrade to urban standard, construct off-road bike path, land acquisition.	WCC & VicRoads	S - L (staged upgrade based on transport requirements)	3.70
Palmers Road South	Between Leakes and Sayers Road upgrade to urban road standard and construct off-road bike path	WCC & VicRoads	S - L (staged upgrade based on transport requirements)	0.96
Palmers Road Intersections	4 x signalised intersections	Wyndham City Council	S - L (at time of subdivision)	2.63
Foundation Road North	For 800m south of Boundary Road construct first and second carriageway and land acquisition.	Wyndham City Council	Completed	3.36
Foundation Road South	From 800m north of Doheterys Road to Leakes Road construct first and second carriageway and land acquisition	Wyndham City Council	S - L (staged upgrade based on transport requirements)	16.86
Foundation Road Intersections	3 x roundabouts	Wyndham City Council	S - L (at time of subdivision)	1.14



plan 17

properties affected by rail freight investigation

truganina employment precinct structure plan

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6.0 WESTERN FREIGHT TERMINAL

Freight Futures – Victorian Freight Network Strategy 2008 is the Victorian Government's long-term strategy to shape an efficient and sustainable freight network for Victoria. The strategy supports the prosperity and liveability of the State. This policy document identifies the need for a new Intermodal Freight Terminal facility in the proximity of the Western Industrial Node.

The Department of Transport is currently assessing the feasibility of a number of options for the Western Freight Terminal (WFT) and associated rail corridor. One option has identified the Truganina Employment Precinct as a potential location for the WFT and the associated rail corridor. The detailed project planning for the WFT is in the development phase and a number of alternative options are being considered. The strategic importance of such a facility to the precinct and more generally the Western Industrial Node necessitate that the TEPSP recognises and supports the potential for the WFT and the associated rail corridor.

Plan 17 demonstrates the parcels within the TEPSP that may be affected by one of the potential locations of the WFT and the associated rail corridor.

For these parcels, the responsible authority must seek and have regard to the views of the Department of Transport before deciding on a planning applications to use or subdivide land, construct a building or construct or carry out works.

Any future planning application within the precinct to use or subdivide land, construct a building or construct or carry out works must ensure that it does not compromise the potential alignment of the Western Freight Terminal associated rail corridor.

There are significant land use implications for the Truganina Employment Precinct if the potential WFT project proceeds and is located either in or in the vicinity of the Truganina Employment Precinct. It is envisaged that land uses in proximity to the potential Terminal should be of a logistics or distribution function to complement the terminal within the context of the Victorian freight network strategy "Freight Futures" and the concept of the "Western Metropoitan Logistics City.".

If the project proceeds, the GAA intends to work with Wyndham City Council and other stakeholders to review the PSP to ensure that it took full advantage of the proposed freight activities.

6.1 ROAD NETWORK IMPLICATIONS IF POTENTIAL WFT PROCEEDS

The local connector road network will be affected if the potential WFT and associated corridor proceeds. If required, the GAA and Wyndham City Council will review and make any necessary revisions to the Precinct Structure Plan.

7.0 OTHER INFORMATION

7.1 GLOSSARY

Activity Centre

Focus for business, shopping, working and leisure, and usually community facilities. Well served by public transport and containing higher density development. Growth areas include Principal Activity Centres, Major Activity Centres, Specialised Activity Centres, Neighbourhood Activity Centres and Local Centres.

Arterial Road

A higher order road providing for moderate to high volumes at relatively high speed typically used for inter-suburban journeys and linking to freeways, and identified under the Road Management Act 2004.

Connector Street

A lower order street providing for low to moderate volumes and moderate speeds linking local streets to the arterial network. Managed by the relevant local council.

Corridors of open space

Linear open space, mainly along river and creek valleys, the coast, disused railways lines and aqueducts, that link together to form a network and provide active transport connections in the community to key destinations and facilities.

DCP see Development Contributions Plan

Development Contributions Plan

Sets out the contributions expected from each individual landowner to fund infrastructure and services. Refer to Part 3B of the Planning and Environment Act 1987.

Freeway

A high speed and high volume road with the highest level of access control and typically used for longer distance journeys across the metropolitan area and country Victoria. All freeways are managed by VicRoads.

Frontage

The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building, faces.

GAA see Growth Areas Authority

GAFP see Growth Area Framework Plan

Gross Developable Area Means:

The total land area minus the arterial and sub-arterial raod widenings and reserves, floodways and drainage reserves. Estate entry features, plantation and garden reserves or similar features are not omitted. Gross Developable Area is used in the calculation of public open space requirements. This is not a standard GAA definition

Growth Area

Areas on the fringe of metropolitan Melbourne designated for large-scale growth. The following municipal councils: Cardinia Shire; Casey City; Hume City; Melton Shire; Whittlesea City; Wyndham City

Growth Area Framework Plan

Government document that sets long-term strategic planning direction to guide the creation of more sustainable communities in the growth areas.

Growth Areas Authority

A statutory authority established by the Victorian Government to work in partnership with councils and government agencies, and provide advice to government on the coordination of land development, infrastructure and service provision in the growth areas.

HPFVs

High Productivity Freight Vehicles (Standard B-double and Longer B-double freight vehicles)

Gross developable area to be inserted.

Joint Use see Shared Use

Local Arterial Road

Similar to an arterial road, but generally more modest in terms of speed and volume. Supplements the declared arterial network and managed by the relevant local council.

Lot

A part (consisting of one or more pieces) of any land (except a road, a reserve, or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.

MAC see Major Activity Centre

Major Activity Centre

Defined in Melbourne 2030, page 48.

NAC see Neighbourhood Activity Centre

Native Vegetation

Plants that are indigenous to Victoria, including trees, shrubs, herbs, and grasses.

Native Vegetation Precinct Plan

Sets out requirements for the protection and removal of native vegetation for a defined area or precinct.

Neighbourhood Activity Centre

Defined in Melbourne 2030, page 49. In growth areas, retail element to be anchored by a supermarket, with a broad range of supporting retail goods and services.

Net Developable Area

Area of precinct available for development for housing or employment. Includes lots, local and connector streets. Excludes schools, open space, conservation areas, drainage, and arterial roads.

NVPP see Native Vegetation Precinct Plan

PAC see Principal Activity Centre

Passive Open Space

Parks, gardens, linear corridors, conservation bushlands and reserves that are made available for passive recreation, play and relatively low levels of physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.

PIP see Precinct Infrastructure Plan

PPTN see Principal Public Transport Network

Precinct Infrastructure Plan

Summarises how infrastructure and services necessary for the precinct will be delivered.

Precinct Structure Plan

A statutory document that describes how a precinct or series of sites within a growth area will be developed over time. A PSP sets out the broad environmental, social and economic parameters for the use and development of land within the precinct.

Principal Activity Centre

Defined in Melbourne 2030, page 47

Principal Public Transport Network

A high capacity transport network that connects Principal and Major Activity Centres, and includes the existing radial fixed-rail network, extensions to this radial network and new cross-town bus routes.

PSP see Precinct Structure Plan

Public Open Space definition to define tree reserves

Public Transport Interchange

Places where people can access or change between multiple public transport routes, for example, between train and bus or a multi-route bus station at a major activity centre.

Road

Includes highway, street, lane, footway, square, court, alley or right of way, whether a thoroughfare or not and whether accessible to the public generally or not.

Specialised Activity Centre

Defined in Melbourne 2030, page 49

Sporting Open Space see Active Open Space

UGB see Urban Growth Boundary

UGZ see Urban Growth Zone

Urban Growth Boundary

A management tool to contain urban areas and limit their expansion. It divides land that is urban – to be used for housing, shops, factories – from land that is non-urban and to be used for purposes such as conservation, agriculture, mineral extraction, airports and the like.

Urban Growth Zone

Applies to land identified for future urban development to manage transition of non-urban land into urban land; to encourage development of well-planned and well-serviced new urban communities in accordance with an overall plan; to reduce the number of development approvals needed in areas where an agreed plan is in place; and to safeguard non-urban land from use and development that could prejudice its future urban development.

Water Sensitive Urban Design

Aims to provide water-quality treatment as well as flood management and to reduce the pollution carried to our waterways. Key principles include minimising water resistant areas; recharging natural groundwater aquifers (where appropriate) by increasing the amount of rain absorbed into the ground; encouraging onsite reuse of rain; encouraging onsite treatment to improve water quality and remove pollution; using temporary rainfall storage (retarding basins/wetlands) to reduce the load on drains.

WSUD see Water Sensitive Urban Design

7.2 SUPPORTING INFORMATION

The following documents may assist in understanding the background to the vision, objectives and other requirements of this Precinct Structure Plan.

Australian Bureau of Statistics (ABS, 2007). ***2006 Census Quickstats: Truganina & Wyndham.***

Barlow, T. (1989). ***Sites of Significance for Nature Conservation in the Werribee Corridor.*** Ministry for Planning and Environment, Victoria.

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Commonwealth of Australia (2007). ***Melbourne – Geelong Corridor Strategy – Building our National Transport Strategy***. AusLink, Department of Infrastructure Victoria, VicRoads, June 2007/DOTARS 50122, IBSN 978-1-921095-37-5.

Commonwealth of Australia (2007). ***Melbourne – Mildura Corridor Strategy – Building our National Transport Strategy***. AusLink, Department of Infrastructure Victoria, VicRoads, June 2007/DOTARS 50123, IBSN 978-1-921095-38-2.

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Commonwealth of Australia (2007). ***Sydney - Melbourne Corridor Strategy – Building our National Transport Strategy.*** AusLink, NSW Ministry of Transport, NSW RTA, ACT Territory and Municipal Services, Department of Infrastructure Victoria, VicRoads, June 2007/DOTARS 50115, IBSN 978-1-921095-30-6.

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