



# WESTBROOK PRECINCT STRUCTURE PLAN

JUNE 2014  
(AMENDED MAY 2022)

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Version	Amendment	Date	Description of changes
1	C172	June 2014	N/A
2	VC213	May 2022	Amendments to Biodiversity Condition

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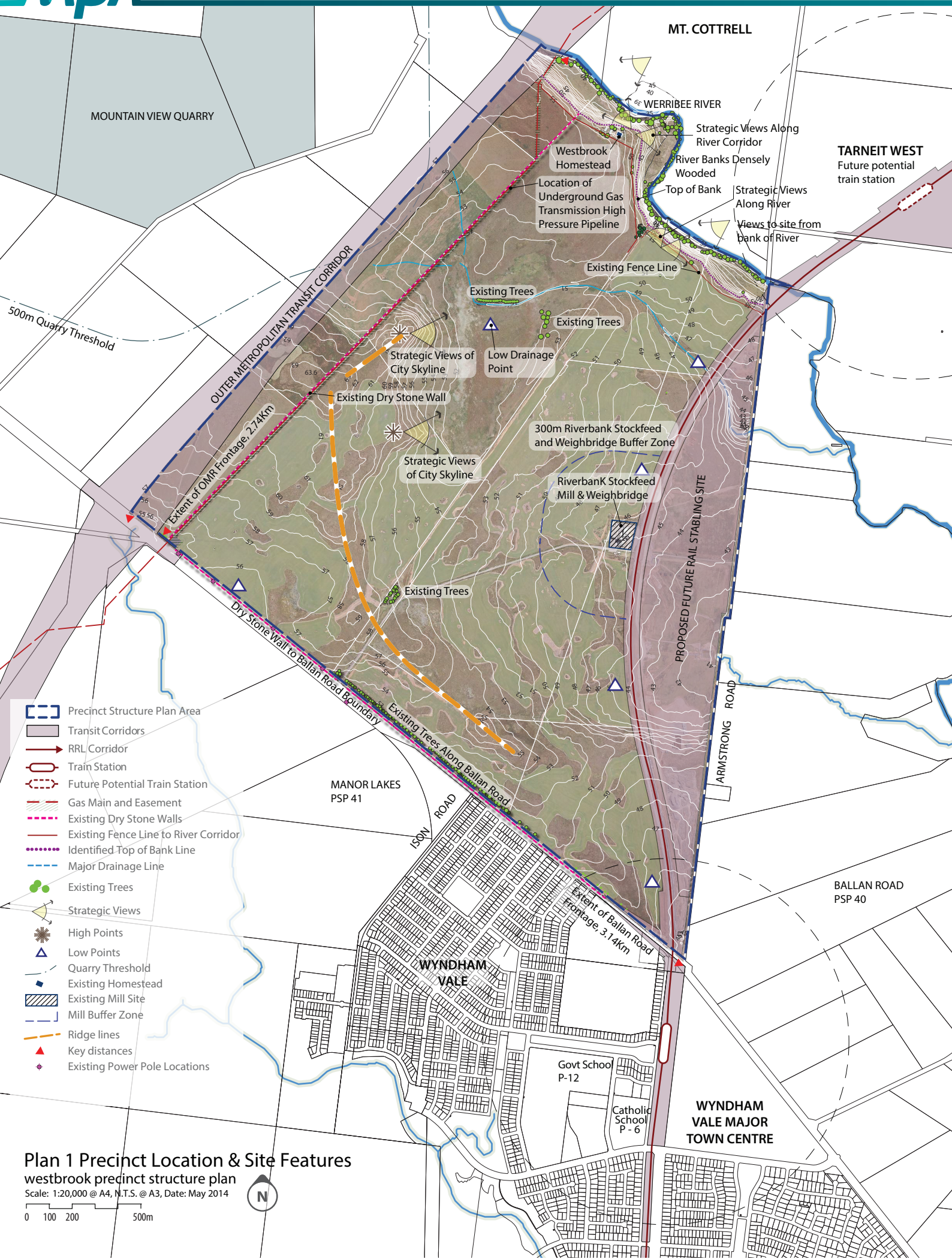
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Amended  
by VC213

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Note: Any reference to the Growth Areas Authority (GAA) or the Metropolitan Planning Authority (MPA) in this document is a reference to the Victorian Planning Authority established under section 4 of the *Victorian Planning Authority Act 2017*.



- Precinct Structure Plan Area
- Transit Corridors
- RRL Corridor
- Train Station
- Future Potential Train Station
- Gas Main and Easement
- Existing Dry Stone Walls
- Existing Fence Line to River Corridor
- Identified Top of Bank Line
- Major Drainage Line
- Existing Trees
- Strategic Views
- High Points
- Low Points
- Quarry Threshold
- Existing Homestead
- Existing Mill Site
- Mill Buffer Zone
- Ridge lines
- Key distances
- Existing Power Pole Locations

**Plan 1 Precinct Location & Site Features**

westbrook precinct structure plan

Scale: 1:20,000 @ A4, N.T.S. @ A3, Date: May 2014



## 1.0 INTRODUCTION

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The Westbrook Precinct Structure Plan (the PSP) has been prepared by the Metropolitan Planning Authority (MPA) with the assistance of Wyndham City, 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.
- Enables the transition of non-urban land to urban land.
- Sets the vision for how the land should be developed and the outcomes to be achieved.
- Outlines the projects required to ensure that future residents, visitors and workers within the area can be provided with timely access to services and transport necessary to support a quality and 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 of that Act.

The PSP is informed by:

- The *State Planning Policy Framework* set out in the *Wyndham Planning Scheme*;
- The *Growth Corridor Plans: Managing Melbourne's Growth* (Growth Areas Authority, June 2012);
- The *Local Planning Policy Framework* of the *Wyndham Planning Scheme*;
- The *Biodiversity Conservation Strategy and Sub Regional Species Strategies for Melbourne's Growth Areas* (Department of Environmental & Primary Industries 2013)\*;
- The *Precinct Structure Planning Guidelines*, Growth Areas Authority, 2009.

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

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

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

- The *Wyndham West Development Contributions Plan* (DCP) requires development proponents to make a contribution toward infrastructure required to support the development of the Precinct.
- The *Wyndham West Background Report* (Background Report).

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## 1.1 How to read this document

This PSP guides land use and development where a planning permit is required under the Urban Growth Zone or other provision that references this structure plan.

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

Each element of the PSP 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 PSP.

**Conditions** must be included in a planning permit.

Meeting these requirements, guidelines and conditions will implement the outcomes of the PSP.

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

Not every aspect of the land's use, development or subdivision 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 597 hectares of land as shown on Plan 1. The PSP area is generally bounded by Ballan Road to the south, the Regional Rail Link to the east, Werribee River to the north and the Outer Metropolitan Transit Corridor reservation to the west.

## 1.3 Development Contributions Plan

Development proponents within the Westbrook Precinct are bound by the *Wyndham West Development Contributions Plan (DCP)*, incorporated in the *Wyndham Planning Scheme*. The DCP sets out requirements for infrastructure funding across the wider Wyndham West region.

## 1.4 Background information

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



**Plan 2 Future Urban Structure Plan**  
westbrook precinct structure plan

Scale: 1:20,000 @ A4, N.T.S. @ A3, Date: June 2014





## 2.0 OUTCOMES

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### 2.1 Vision

The vision for the Westbrook Precinct is to promote an urban form that contributes to a healthy, prosperous, well-connected and adaptable neighbourhood.

The Precinct will be a locally self contained urban community characterised by an attractive and vibrant public realm that has strong links to metropolitan and regional networks, services and facilities including the Wyndham Vale and Tarneit West Riverdale Major Town Centres.

The Precinct will be a permeable and connected suburb with an extensive pedestrian and shared trail network providing future residents with a range of transport options. Development of the future community will create a neighbourhood street network of local roads, streets and paths that link communities within the Precinct with direct, continuous routes that benefit from consistent, high quality landscaping.

The Precinct will be a new suburb that is characterised by a broad range of household types attracted by housing that offers truly distinct choices of dwelling size and type.

Neighbourhood design will embrace the Werribee River corridor, the creek and wetland corridor and the amenity derived by these assets. Management of the Werribee River corridor and other areas with biodiversity value will ensure the protection of biodiversity and cultural assets retained within this area. The retention and restoration of existing dry stone walls in whole or part will provide a reminder of the previous use of the land.

The Westbrook Precinct will provide a Local Town Centre (LTC) that services local needs and provides users with a safe, cohesive and street-based shopping, business, community and recreation environment.

The employment precinct will complement the town centre with a mix of highway-orientated retailing, local service industries, office, entertainment, warehousing, small scale industrial, training and research uses.

The Precinct will provide land use, subdivision and building design that responds to the Regional Rail Link (RRL).

## 2.2 Objectives

### Image, Character, Heritage & Housing

- |           |   |
|-----------|---|
| <b>01</b> | To create an attractive urban environment with a strong sense of place.   |
| <b>02</b> | To provide a consistent landscape treatment along the length of Ison Road and Ballan Road respectively.   |
| <b>03</b> | To ensure development positively addresses all public open spaces.  |
| <b>04</b> | To create streetscapes, parks and public spaces, with significant canopy tree cover.  |
| <b>05</b> | To deliver an overall average precinct density of a minimum of 17 dwellings per net developable hectare.  |
| <b>06</b> | To promote greater housing choice through the delivery of a range of lots capable of accommodating a variety of dwelling types.   |
| <b>07</b> | To deliver a density of housing that underpins the viability of town centres, community services, and public infrastructure.  |
| <b>08</b> | To ensure medium and higher density residential development is prioritised in locations proximate to high amenity, such as public transport, community facilities, town centres and open space. |

### Town Centres & Employment

- |            |   |
|------------|---|
| <b>09</b>  | To provide a broad range of retailing and business activities to meet the local retail and service needs of the future community.                         |
| <b>010</b> | To provide opportunities for small office, mixed use and home based businesses within and on the periphery of the LTC.                                    |
| <b>011</b> | To ensure the LTC design integrates and prioritises public streets and open spaces as the primary pedestrian movement and activity spaces.                |
| <b>012</b> | To facilitate the transition of land use from the existing stock feed mill to the development of an employment precinct that is complementary to the LTC. |

### Open Space & Community Facilities

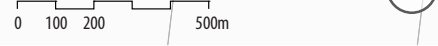
- |            |  |
|------------|--|
| <b>013</b> | To ensure community, educational and other public buildings are sited and designed as prominent features in the urban landscape.   |
| <b>014</b> | To provide a range of well located community and education facilities that efficiently delivers local infrastructure and services. |

<b>O15</b>	To create an integrated open space network that delivers a diverse range of park sizes and designs.
<b>O16</b>	To provide for a non government school site to meet a strategically justified need for Catholic primary and secondary education in the area.
<b>Biodiversity, Threatened Species &amp; Bushfire Management</b>	
<b>O17</b>	To plan for the long term conservation of significant vegetation and fauna habitat along the Werribee River corridor.
<b>O18</b>	To create an urban landscape that integrates with the existing biodiversity, cultural heritage and landscape values within the Precinct, along the Werribee River and internal waterway corridors.
<b>Transport &amp; Movement</b>	
<b>O19</b>	To create an excellent cycle and pedestrian network that ensures users can travel safely and directly by foot and bicycle throughout the Precinct and to key destinations such as the LTC, Wyndham Vale train station, schools, open space and community facilities.
<b>O20</b>	To recognise the strategic importance of Ison Road, the crossing of the Werribee River and the need to provide the road reservation as early in the life of the development as is practicable.
<b>O21</b>	To promote subdivision design that achieves an integrated, connected, legible and permeable street network and ensures excellent inter-parcel connections across cadastral boundaries.
<b>O22</b>	To encourage non noise-sensitive land uses to be located adjoining the RRL corridor / public transport reservation.
<b>O23</b>	To protect the amenity of residential areas adjacent to the RRL corridor/public transport reservation.
<b>O24</b>	To create a strong and defined axis of connection from the LTC to the local educational and open space assets to the north and the south.
<b>Integrated Water Management, Utilities and Staging</b>	
<b>O25</b>	To deliver Integrated Water Management (IWM) systems that reduce reliance on reticulated potable water, increase the use of alternative water (treated storm and / or waste water), minimise flood risk, ensure waterway health and contribute to a liveable, sustainable and green urban environment.
<b>Precinct Infrastructure Plan &amp; Staging</b>	
<b>O26</b>	To ensure that development staging is co-ordinated with the delivery of key local and state infrastructure.



- Precinct Structure Plan Area
- Land Title Boundaries
- 10** Land Budget Property Reference No.
- Arterial Roads
- Regional Rail Link Corridor
- Outer Metropolitan Transit Corridor
- Gas Main Easement
- Local Town Centre
- ✱ Local Convenience Centre
- Employment
- Community Facilities
- Potential Government Education Facility
- Potential non-Government Education Facility
- Sports Fields
- Local Parks
- Encumbered Open Space
- GGF Conservation Area

**Plan 3 Land Budget**  
 westbrook precinct structure plan  
 Scale: 1:20,000 @ A4, N.T.S. @ A3, Date: May 2014




## 2.3 Summary Land Budget

The Net Developable Area (NDA) is established by deducting the land requirements for major roads, servicing, community facilities and open space from the overall Precinct area. The estimated NDA for the Precinct is 370 hectares representing approximately 62% of the Precinct.

State planning policy currently aims to increase residential densities over time. The PSP is expected to deliver 5,827 dwellings with an average dwelling density of 17 dwellings per hectare of NDA.

An average household size of 2.8 persons for conventional density housing (based on *Victoria in Future 2012*) is used to estimate the future population of the PSP area. On this basis the future population of the PSP is estimated at approximately 16,315 residents. The PSP is expected to also yield 2,292 ongoing jobs for future residents. The table below sets out the land area for various uses in the future urban structure.

NOTE: Encumbered land available for recreation does not comprise public open space, for the purpose of clause 52.01 of the *Wyndham Planning Scheme*. While the land is not primarily set aside for recreation, as a consequence of it being open space, it is likely to afford enjoyment to people using the precinct. 

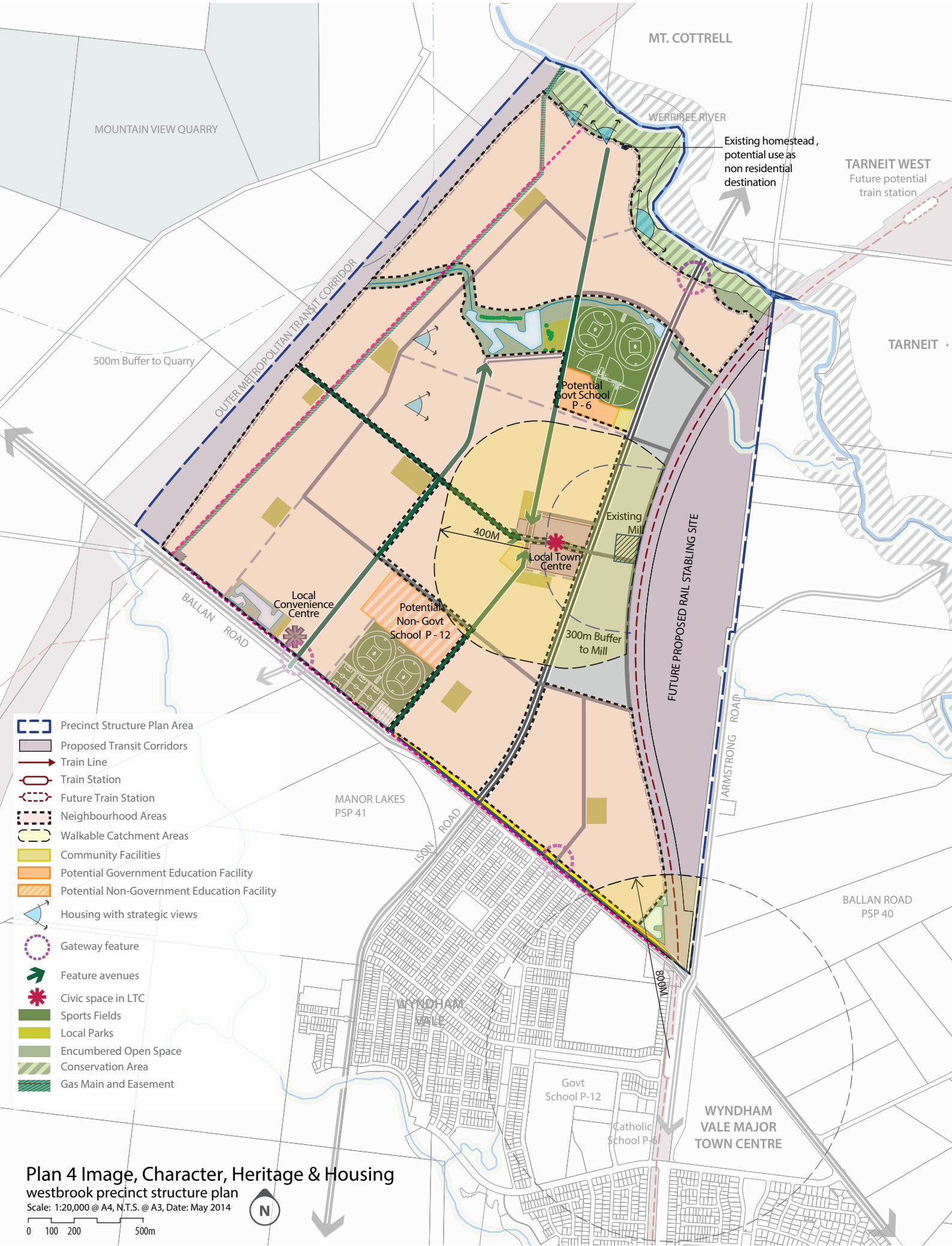
Encumbered Land Available for Recreation is only available for passive recreation where it does not interfere with the primary encumbrance.

The 'Potential Non-Government School' site area has been removed from the Net Developable Area (NDA) and excluded from the corresponding Development Contributions Plan (i.e. Wyndham West DCP).

(Note: if the use of that land is subsequently for a purpose other than a non-government school, the owner of that land must pay development contributions in accordance with the provisions in the DCP.)

**Table 1** Summary Land Use Budget

DESCRIPTION	PRECINCT		
	HECTARES	% OF TOTAL PRECINCT	% of NDA
<b>TOTAL PRECINCT AREA (ha)</b>	<b>597.47</b>	<b>100.0%</b>	
<b>TRANSPORT</b>			
6 Lane Arterial Road / Widening	16.23	2.72%	4.38%
Existing Road Reserve (Future OMR)	26.88	4.50%	7.26%
Railway Corridors / Easements	88.88	14.88%	24.00%
<b>SUB-TOTAL</b>	<b>131.99</b>	<b>22.09%</b>	<b>35.64%</b>
<b>COMMUNITY FACILITIES</b>			
Community Facilities	1.40	0.23%	0.38%
Government Education	3.50	0.59%	0.94%
Non-Government Education	9.00	1.51%	2.43%
<b>SUB-TOTAL</b>	<b>13.90</b>	<b>2.33%</b>	<b>3.75%</b>
<b>OPEN SPACE</b>			
<b>ENCUMBERED LAND AVAILABLE FOR RECREATION</b>			
Power / Gas Easement	5.61	0.94%	1.51%
Waterway / Drainage Line / Wetland / Retarding	21.32	3.57%	5.76%
Conservation (Tree Protection)	0.09	0.02%	0.02%
Conservation Area (Werribee River Interface)	19.71	3.30%	5.32%
<b>SUB-TOTAL</b>	<b>46.74</b>	<b>7.82%</b>	<b>12.62%</b>
<b>UNENCUMBERED LAND AVAILABLE FOR RECREATION</b>			
Sports fields	23.65	3.96%	6.39%
Local parks	10.80	1.81%	2.92%
<b>SUBTOTAL</b>	<b>34.45</b>	<b>5.77%</b>	<b>10.19%</b>
<b>NET DEVELOPABLE AREA (NDA) ha</b>	<b>370.39</b>	<b>61.99%</b>	
<b>NET DEVELOPABLE AREA - EMPLOYMENT (NDAE)</b>	<b>32.48</b>	<b>5.44%</b>	<b>8.77%</b>
<b>NET DEVELOPABLE AREA - RESIDENTIAL (NDAR)</b>	<b>337.91</b>	<b>56.56%</b>	<b>91.23%</b>
<b>SUMMARY OPEN SPACE CONTRIBUTION BUDGET</b>			
DESCRIPTION	Ha	% OF TOTAL PRECINCT	% OF NDAR /NDAE
<b>RESIDENTIAL UNENCUMBERED OPEN SPACE</b>			
Sports fields	23.65	3.96%	7.00%
Local parks	10.15	1.70%	3.00%
<b>EMPLOYMENT UNENCUMBERED OPEN SPACE</b>			
Local	0.65	0.11%	2.00%



**Plan 4 Image, Character, Heritage & Housing**  
westbrook precinct structure plan

Scale: 1:20,000 @ A4, N.T.S. @ A3, Date: May 2014

0 100 200 500m





### 3.0 IMPLEMENTATION

#### 3.1 Image, Character, Housing & Heritage

##### 3.1.1 Image & Character

REQUIREMENTS							
<b>R1</b>	<p>Canopy trees (native, indigenous and exotic) in parks and streets must be:</p> <ul style="list-style-type: none"> <li>• Larger species wherever space allows (to facilitate continuous canopy coverage);</li> <li>• Suitable for local conditions; and</li> <li>• Planted in modified and improved soil as required to support tree longevity.</li> </ul>						
<b>R2</b>	<p>Street trees must be planted on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity and not exceeding the guidance below unless otherwise agreed by the responsible authority:</p> <p><b>AVERAGE INTERVAL TREE SIZE</b></p> <table border="0"> <tr> <td>8 – 10 metres</td> <td>Small trees (less than 10 metre canopy)</td> </tr> <tr> <td>10 – 12 metres</td> <td>Medium trees (10 – 15 metres)</td> </tr> <tr> <td>12 – 15 metres</td> <td>Large trees (15 metres or greater)</td> </tr> </table>	8 – 10 metres	Small trees (less than 10 metre canopy)	10 – 12 metres	Medium trees (10 – 15 metres)	12 – 15 metres	Large trees (15 metres or greater)
8 – 10 metres	Small trees (less than 10 metre canopy)						
10 – 12 metres	Medium trees (10 – 15 metres)						
12 – 15 metres	Large trees (15 metres or greater)						
<b>R3</b>	<p>Subdivision layout must maximise the number of streets perpendicular to, or with direct views to, the Werribee River and other waterways.</p>						
<b>R4</b>	<p>Suitable street frontages must be provided on educational and community sites to allow buildings to front the street while allowing for vehicular access.</p>						
GUIDELINES							
<b>G1</b>	<p>Opportunities for planting larger canopy trees within and beside arterial roads should be maximised.</p>						
<b>G2</b>	<p>Streets should be orientated to maximise direct connections and views to key destination including the LTC, the Wyndham Vale MTC, Werribee River, schools, community facilities, public spaces and waterway corridors.</p>						
<b>G3</b>	<p>Street furniture and public street lighting should have a unified (consistent) character across the Precinct, appropriate to the type and role of street or public space.</p>						
<b>G4</b>	<p>Salvaged rocks should be incorporated in the design and construction of waterways, retaining structures, walls, fences and other landscape features.</p>						
<b>G5</b>	<p>Where long term viability is likely, trees, windrows and dry stone walls with high integrity should be retained within public spaces and reserves including road reserves.</p>						
<b>G6</b>	<p>Highlight planting should be utilised to accentuate the arrival and departure from civic elements within the Precinct and provide transition between different corridors and landscape treatments.</p>						
<b>G7</b>	<p>Sites in prominent locations such as within and approaching the LTC or the Wyndham Vale MTC and / or on corners intersecting with key arterial and connector roads of the Precinct should be developed to respond to their strategic location and preferably have greater height, density and reduced setbacks.</p>						
<b>G8</b>	<p>The selection of street trees and landscaping should reinforce the movement hierarchy and be consistent with the <i>Wyndham Street Tree Species List</i>.</p>						
<b>G9</b>	<p>Front fences abutting open space areas and waterway corridors should be visually permeable and not more than 1.2m high.</p>						

<b>G10</b>	Dwellings on corner lots (including lots interfacing with pedestrian links) should restrict boundary fencing to no more than 1.2m in height forward of the front wall of the dwelling.
<b>G11</b>	To provide sustainable and robust landscapes, with extensive tree canopy cover, Water Sensitive Urban Design (WSUD) initiatives should be implemented to direct runoff water into nature strips, medians and other planted areas – refer to section 3.6 Integrated Water Management.
<b>G12</b>	Where Plan 2 shows residential land abutting the RRL corridor, consider provision for non-sensitive land use along the RRL corridor.
<b>G13</b>	The Werribee River, waterway corridors, water-bodies, public buildings and bridges should be used as focal points in neighbourhood design.
<b>G14</b>	Development along the Werribee River and other water bodies should be sited responsively and take account of the topography and environmental conditions of these assets.
<b>G15</b>	Subject to the expert advice of a qualified arboriculturalist, retain the Sugar Gums on the proposed non-government school site (refer Plan 2) within the school grounds.
<b>G16</b>	Where practical, subdivision plans should be consistent with Wyndham City's <i>Landscape Context Guidelines</i> .

### 3.1.2 Housing

REQUIREMENTS	
<b>R5</b>	Provide a broad range of residential lot sizes within each neighbourhood described on Plan 4.
<b>R6</b>	Lots for residential development adjacent the Regional Rail Link (RRL) must be separated from the RRL by a road, unless otherwise agreed by the responsible authority.
GUIDELINES	
<b>G17</b>	Residential subdivision stages should provide a broad range of lot sizes capable of accommodating a range of housing types described in Table 2.
<b>G18</b>	Subdivision of land within a walkable distance of town centres, train stations and / or public transport routes should create a lot range suitable for the delivery of medium and higher density housing types listed in Table 2.
<b>G19</b>	Lots capable of supporting conventional and lower density housing are encouraged closer to the Werribee River.
<b>G20</b>	Sites for specialised housing forms such as retirement living or aged care should be: <ul style="list-style-type: none"> <li>• Integrated into the wider urban structure</li> <li>• Located in proximity to town centres and community hubs</li> <li>• Be accessible by public transport.</li> </ul>

**Table 2** Housing Type and Lot Size Guide

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

HOUSING TYPES THAT MAY BE SUPPORTED	LOT SIZE CATEGORY (m <sup>2</sup> )		
	LESS THAN 300m <sup>2</sup>	301-600m <sup>2</sup>	MORE THAN 600m <sup>2</sup>
Small Lot Housing including townhouses and attached houses and detached houses			
Dual occupancies, duplexes			
Detached houses			
Multi – unit housing sites including terraces, row houses and villas			
Stacked housing including apartments and walk up flats			

**CONDITIONS**

<b>C1</b>	<p>Subdivision permits that allow for the creation of a lot of less than 300 square metres.</p> <p>Any permit for subdivision that allows the creation of a lot less than 300 square metres must contain the following conditions:</p> <ul style="list-style-type: none"> <li>• Prior to the certification of the plan of subdivision for the relevant stage, a plan must be submitted for approval to the satisfaction of the responsible authority. The plan must identify the lots that will include a restriction on title allowing the use of the provisions of the Small Lot Housing Code incorporated pursuant to Clause 81 of the <i>Wyndham Planning Scheme</i>.</li> <li>• The plan of subdivision submitted for certification must identify whether type A or type B of the Small Lot Housing Code applies to each lot to the satisfaction of the responsible authority.</li> </ul>
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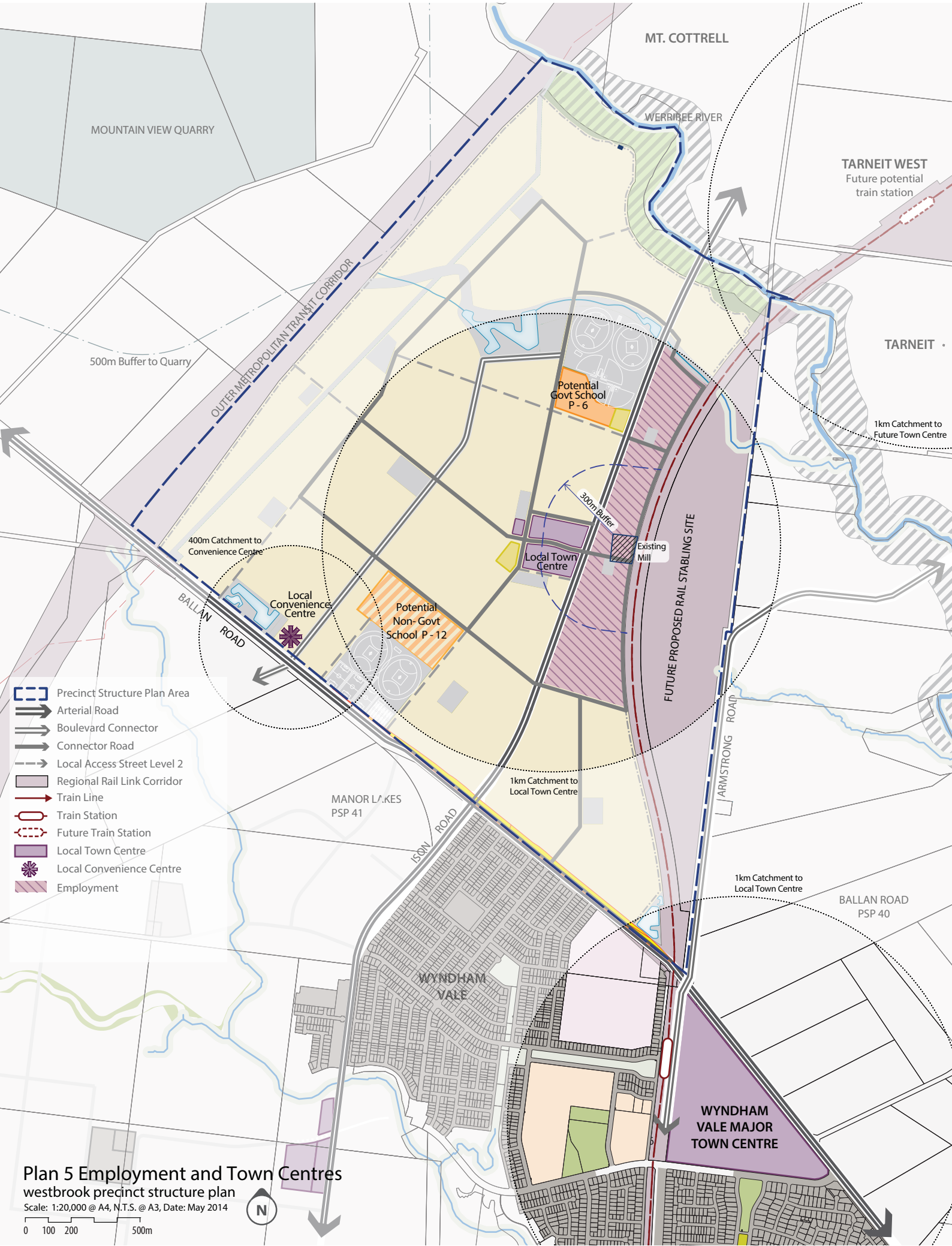
**3.1.3 Heritage**

**REQUIREMENTS**

<b>R7</b>	<p>Dry stone walls which are retained must:</p> <ul style="list-style-type: none"> <li>• Be situated within public open space or road reserve to the satisfaction of the responsible authority</li> <li>• Have a suitable landscape interface to minimise maintenance requirements (for example mulch, garden bed or gravel) and which does not encourage public access immediately adjacent the retained walls.</li> <li>• Be checked by a professional craftsman for any loose stones. Any loose stones are to be reinstated in the wall in secure positions.</li> <li>• Retain post and wire or post and rail fences situated within the walls, with any wire protruding beyond the vertical face of the wall reinstated to its original position or removed.</li> <li>• Be incorporated into subdivision design to minimise disturbance to the walls (e.g. utilisation of existing openings for vehicle and pedestrian access).</li> </ul>
<b>R8</b>	<p>Installation of services across the alignment of retained dry stone walls is to be undertaken by boring rather than open trenching. If open trenching or disturbance to the wall is unavoidable, a minimum section of wall may be temporarily removed and then reinstated to original condition.</p> <p>Any reinstatement or repair of walls must be undertaken by a professional craftsman and is to be consistent with the construction style of the original wall. Reinstatement is to use stone from (in order of priority):</p> <ul style="list-style-type: none"> <li>• The original wall in that location (including fallen stone adjacent to the wall).</li> <li>• A nearby section of the wall approved to be removed</li> <li>• From the adjacent paddock</li> <li>• From walls approved to be removed in the nearby area (including stone stockpiled by Council)</li> </ul> <p>A list of professional craftspeople can be obtained by Council and the Dry Stone Walls Association of Australia.</p>

**GUIDELINES**

<b>G21</b>	Where retention of dry stone walls in their current state is not feasible, walls (or parts of walls) in high profile and / or strategic locations should be re-built by a master craftsman to integrate with the development to the satisfaction of the responsible authority.
<b>G22</b>	Where existing dry stone walls are to be removed, land owners should consult with Council to determine whether the material may be used internally within the Precinct or transferred for landscaping purposes.
<b>G23</b>	Secure stone walls along Ballan Road and the gas transmission pipeline easement for integration into the future subdivision design.



- Precinct Structure Plan Area
- Arterial Road
- Boulevard Connector
- Connector Road
- Local Access Street Level 2
- Regional Rail Link Corridor
- Train Line
- Train Station
- Future Train Station
- Local Town Centre
- Local Convenience Centre
- Employment

**Plan 5 Employment and Town Centres**  
westbrook precinct structure plan

Scale: 1:20,000 @ A4, N.T.S. @ A3, Date: May 2014

0 100 200 500m



**Figure 1 - Ison Road Local Town Centre Concept Plan**



**Figure 2 - Local Convenience Centre Concept Plan**



## 3.2 Town Centres & Employment

### 3.2.1 Town Centres

#### Local Town Centre

REQUIREMENTS	
<b>R9</b>	Land use, subdivision and development within the Local Town Centre (LTC) must be generally in accordance with Figure 1.
<b>R10</b>	Subdivision and development within the Local Town Centre must address the design principles and performance criteria outlined in Appendix 2
<b>R11</b>	No sensitive land uses, including residential, child care and education, can occur within 300 metres of the existing mill shown on Plan 4 unless it is demonstrated that amenity will be protected from off-site impacts (including noise, light and air emissions) while the mill is operating to the satisfaction of the responsible authority.

GUIDELINES	
<b>G24</b>	Footpaths in the main street should be a minimum width of 4.0 metres.
<b>G25</b>	Large expanses of blank walls along streets should be avoided. Blank walls should be treated to discourage graffiti.

#### Local Convenience Centre

REQUIREMENTS	
<b>R12</b>	Land use, subdivision and development of the Southern Local Convenience Centre (LCC) must be generally in accordance with Figure 2.
<b>R13</b>	Subdivision and development within LCCs must address the design principles and performance criteria outlined in Appendix 2.
<b>R14</b>	The design and layout of the Southern LCC must respond to the amenity provided by the adjacent wetland.
<b>R15</b>	The design of the Southern LCC must include a shared path, of at least 3 metres in width separating the waterway from the LCC. The shared path must be capable of withstanding vehicular traffic.

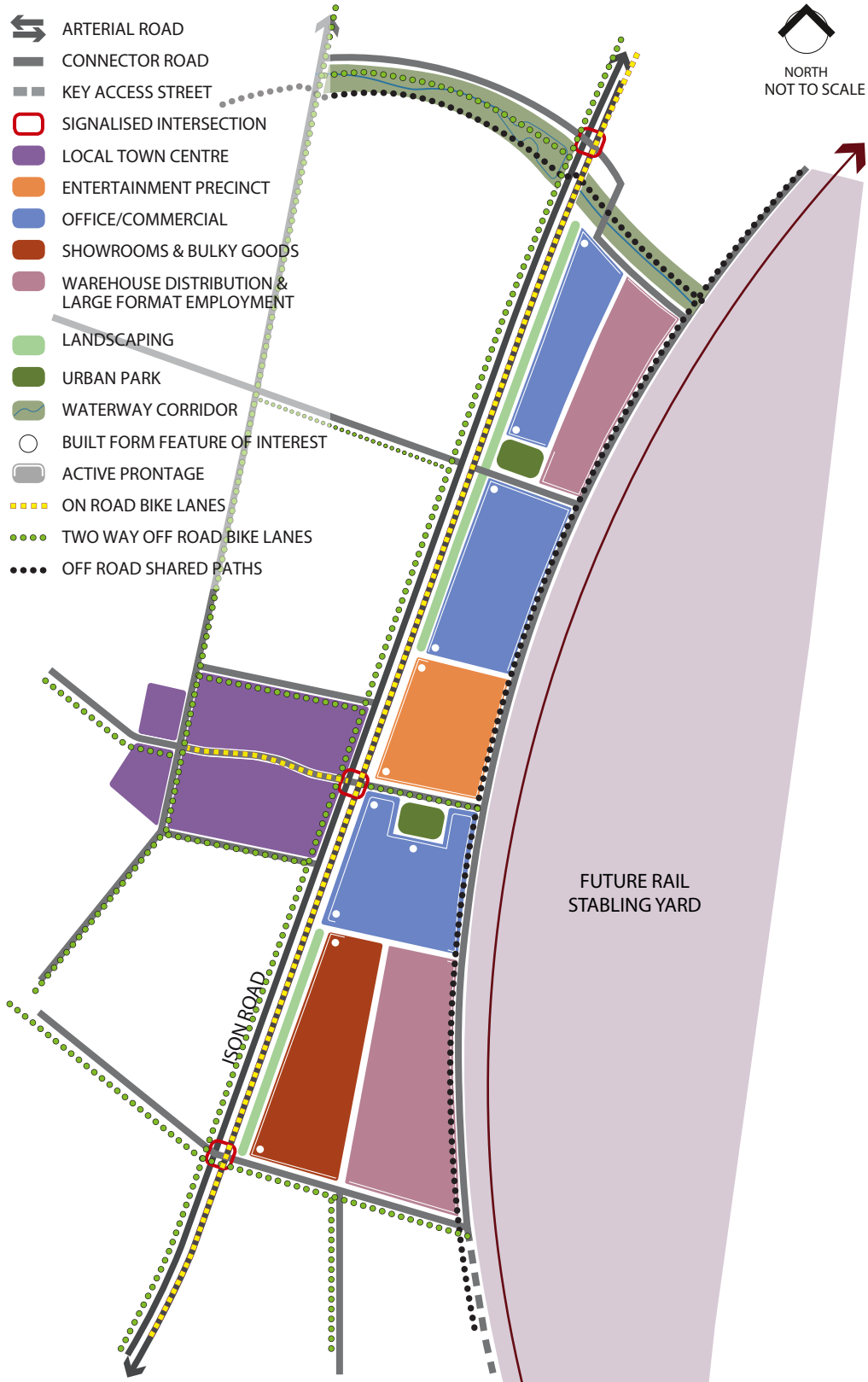
SOUTHERN LOCAL CONVIENCE CENTRE GUIDELINES	
<b>G26</b>	Development of any Local Convenience Centre should be proximate an open space or community hub.
<b>G27</b>	Footpaths should allow for increased pedestrian activity and on-street dining.
<b>G28</b>	Large expanses of blank walls along streets should be avoided. Blank walls should be treated to discourage graffiti.
<b>G29</b>	Development of any LCC should create opportunities for the long term development of high and medium density housing.
<b>G30</b>	The Southern LCC built form should complement the amenity provided by the wetlands

**G31** The landscape strip to adjacent road frontages should include canopy trees.

**WERRIBEE RIVER CAFE/RESTAURANT PRECINCT GUIDELINES**

**G32** Encourage the location of a café / restaurant precinct in the northwest of the Precinct that complements the Werribee River and the surrounding residential uses. The focus of any such centre should be cafe and restaurant based with limited retailing commensurate with the applied zoning of the land.

Figure 3 Employment Area Concept Plan



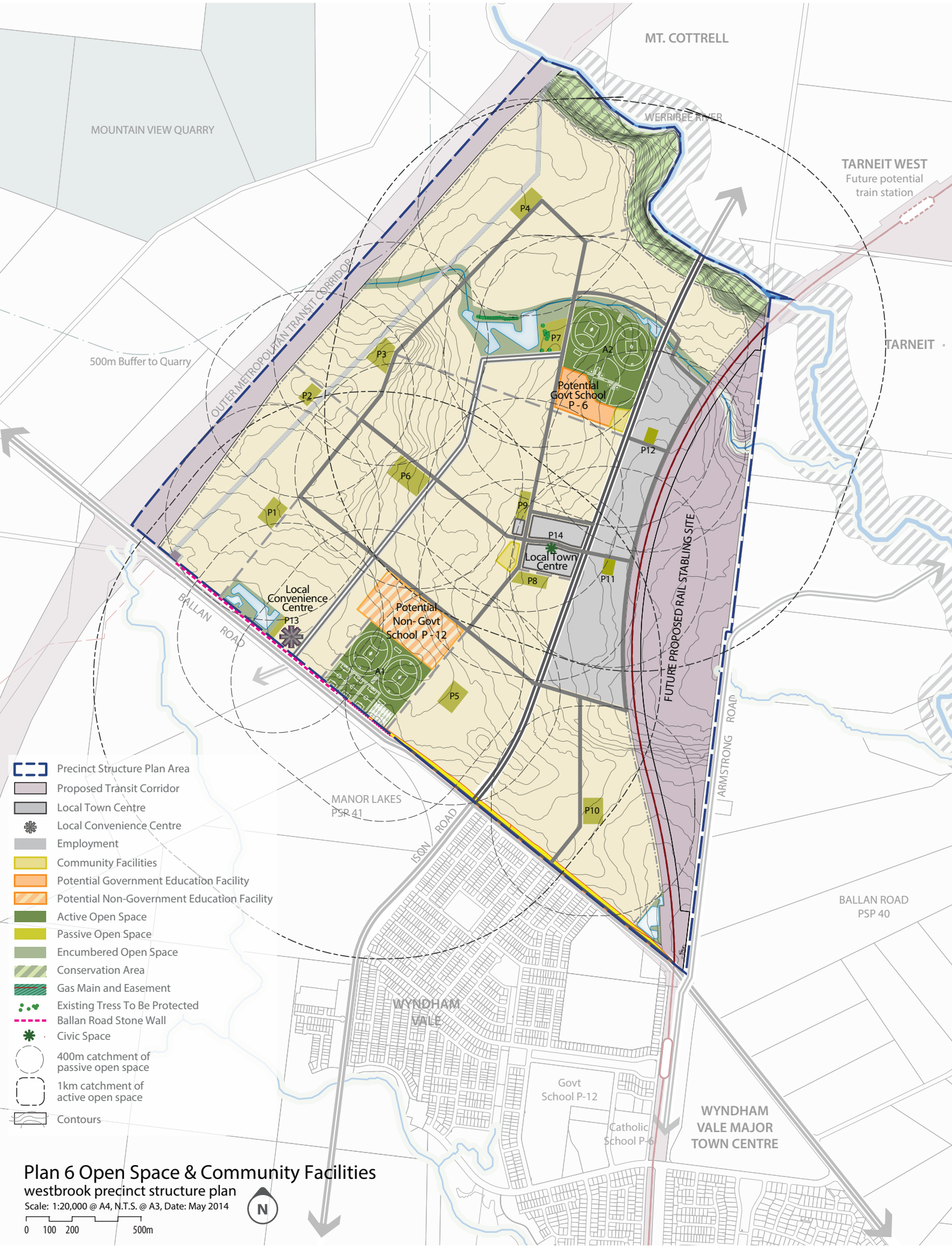


### 3.2.2 Employment

REQUIREMENTS	
<b>R16</b>	Land use and development in the Employment Area must be generally in accordance with Figure 3.
<b>R17</b>	Key locations within the Employment Area must incorporate features of interest into the built form and surrounding landscape (refer to the Figure 3). Features of interest include: <ul style="list-style-type: none"> <li>• Two storey construction or elements of two storey construction (such as higher floor to ceiling heights, parapets, awnings, shade structures or roof elements);</li> <li>• Sculptured facades which include recesses and projections to provide variation and segmentation to the building facade;</li> <li>• Strong vertical elements;</li> <li>• Balconies;</li> <li>• Roof and/or wall articulation; and/or</li> <li>• Feature colours and materials which are sympathetic to the site's surrounds.</li> </ul>
<b>R18</b>	Vehicle access to properties fronting Ison Road to the Employment Area must be from service lanes, internal loop roads or rear laneways.
<b>R19</b>	Water tanks, service infrastructure and other structures that are not part of a building must be located behind the building line or where this is not possible behind constructed screening using durable and attractive materials to the satisfaction of the responsible authority.
<b>R20</b>	Development proponents must consider <i>Crime Prevention Through Environmental Design</i> (CPTED) and <i>Safer Design Guidelines</i> when designing employment areas.
<b>R21</b>	Development within the Employment Area must engage positively with the frontage of Ison Road and the LTC and include a high quality landscaped interface, in accordance with Figure 3.
<b>R22</b>	Development proponents must consider the amenity of abutting residential neighbourhoods in the design of interfacing buildings.
<b>R23</b>	Lots for employment development adjacent to the Regional Rail Link (RRL) must be separated from the RRL by a road, unless otherwise agreed by the responsible authority.
<b>R24</b>	After the existing mill shown on Plan 4 ceases operations, all necessary remediation works must be carried out to the satisfaction of the Environmental Protection Authority, before the establishment of new uses.
GUIDELINES	
<b>G33</b>	Fencing to the Ison Road interface should be visually permeable and not higher than 1.2 metres.
<b>G34</b>	The Employment Area should not include uses that will detrimentally affect residential amenity beyond the Employment Area.
<b>G35</b>	Reasonable provision should be made for the continuing operation over the short to medium term (5-10 years approximately) of the existing milling facility shown on Plan 4.

**Table 3** Anticipated Employment Creation

LAND USE	MEASURE	JOBS	QTY IN PSP	EST. JOBS
Council kindergarten	Jobs/centre	10	2	20
Govt primary school	Jobs/school	40	1	40
Non Govt secondary school	Jobs/school	90	1	90
Retail	jobs/30sq m	1	10,000	333
Office/commercial	jobs/20sq m	1	3,000	150
Medical centre	Jobs/practitioner	3	6	18
Private child care centre	Jobs/100 places	15	2	30
Home based business	Jobs/dwelling	0.05	5,827	291
Mixed Use/employment	Jobs/ha	40	33	1,320
<b>TOTAL</b>				<b>2,292</b>



**Plan 6 Open Space & Community Facilities**

westbrook precinct structure plan  
Scale: 1:20,000 @ A4, N.T.S. @ A3, Date: May 2014

0 100 200 500m



### 3.3 Open Space & Community Facilities

#### 3.3.1 Open Space

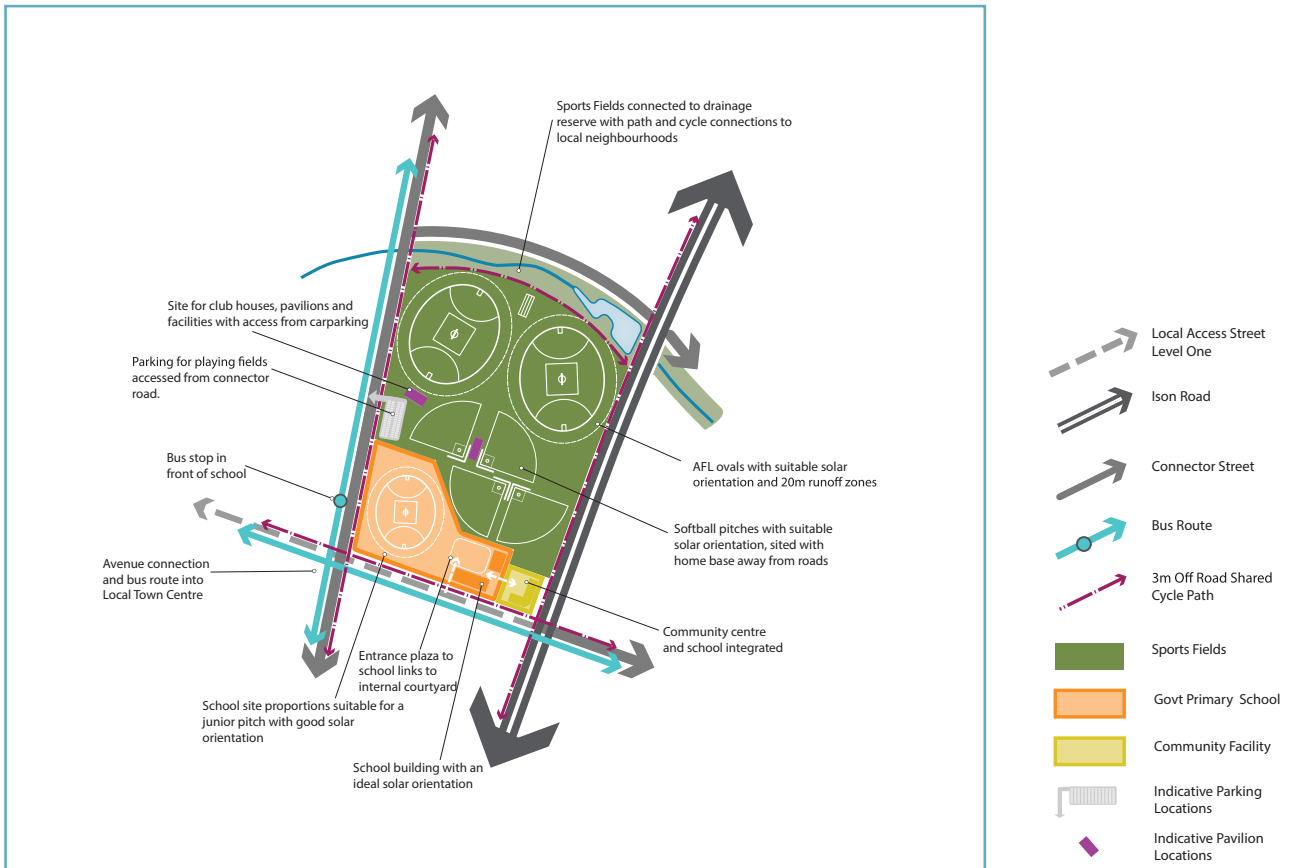
The following table sets out the open space provision expected to be delivered within the PSP area. The table is linked to Appendix 4: Open Space Delivery Guide.

**Table 4** Management Responsibility

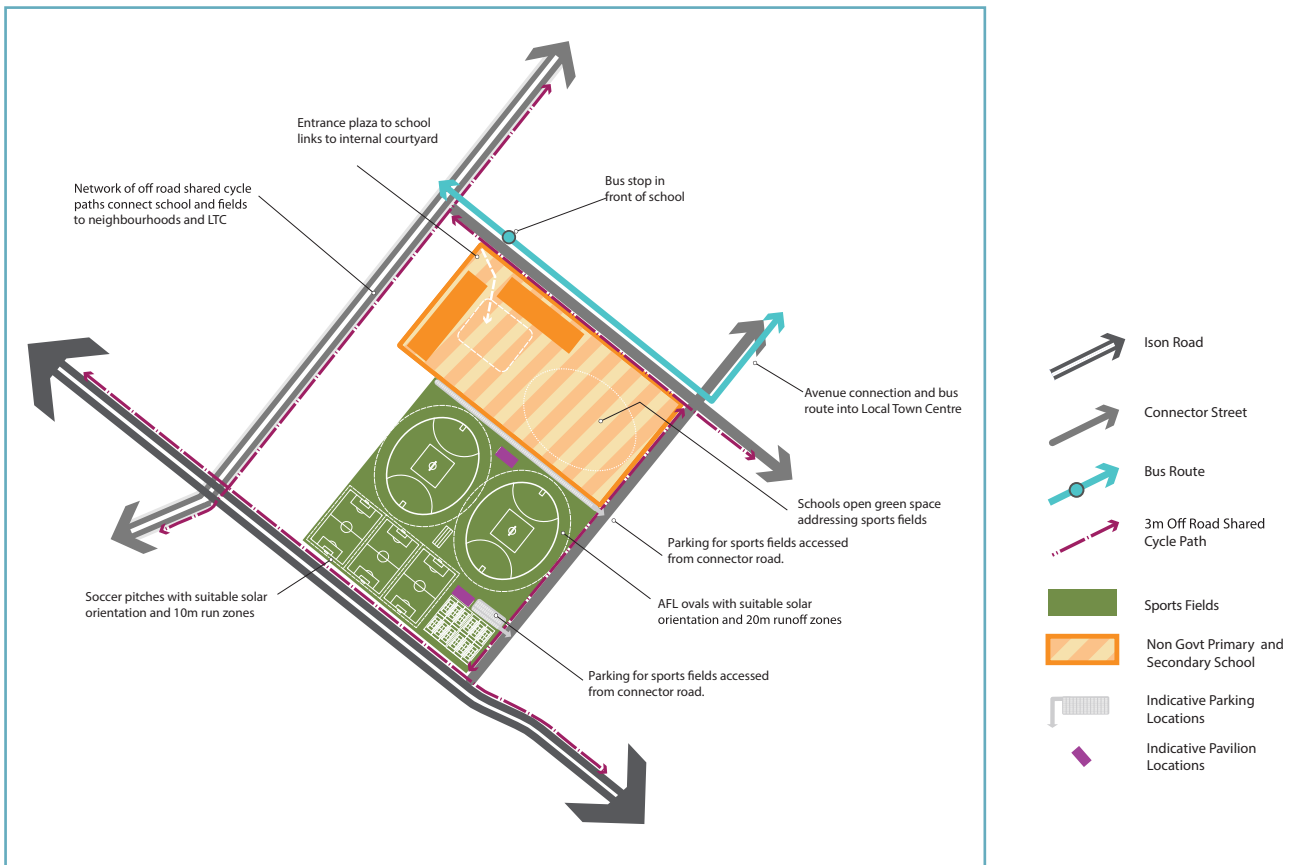
PARK ID	AREA (HA)	PARK TYPE	LOCATION & OTHER ATTRIBUTES	MANAGEMENT RESPONSIBILITY
P1. *	1.00	Neighbourhood Passive Recreation Park		Wyndham City
P2. *	0.50	Neighbourhood Passive Recreation Park	Co-located with the gas transmission easement.	Wyndham City
P3. *	1.44	Neighbourhood Passive Recreation Park (Large)	Co-located with the gas transmission easement.	Wyndham City
P4. *	1.20	Neighbourhood Passive Recreation Park (Large)	Co-located with the gas transmission easement.	Wyndham City
P5. *	1.36	Neighbourhood Passive Recreation Park		Wyndham City
P6. *	1.68	District Passive Recreation Park		Wyndham City
P7.	1.3	District Passive Recreation Park	Anchored to conservation area to protect scattered trees. Located with the ephemeral wetlands with natural setting.	
P8. *	0.80	Neighbourhood Passive Recreation Park / Urban park		Wyndham City
P9. *	0.60	Urban park		Wyndham City
P10.*	1.00	Neighbourhood Passive Recreation Park		Wyndham City
P11. *	0.30	Urban Park		Wyndham City
P12. *	0.10	Urban park		Wyndham City
P13.	0.30	Urban Park		Wyndham City
A1.	11.30	Sports Reserve (Southern)	May Incorporate: Two full size AFL ovals, cricket nets, tennis courts and three soccer fields Co-located with non-government primary and secondary school	Wyndham City
A2.	12.36	Sports Reserve (Northern)	May Incorporate: Two full size AFL ovals, cricket nets, and four baseball fields Co-located with government primary school	

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

**Figure 4 - Northern Community Hub Concept Plan**



**Figure 5 - Southern Community Hub Concept Plan**



REQUIREMENTS	
<b>R25</b>	Open space design and delivery must have regard to Table 4 and Appendix 4.3.
<b>R26</b>	<p>The open space network must:</p> <ul style="list-style-type: none"> <li>• Provide flexible recreational opportunities that allow for the anticipated range of recreational needs of the community.</li> <li>• Maximise the amenity and value of encumbered open space, in particular waterway, heritage and habitat conservation open spaces.</li> </ul>
<b>R27</b>	All public land, including streets, must be designed to provide robust and attractive landscaping, that can be viably maintained, to the satisfaction of the responsible authority.
<b>R28</b>	Parks and open spaces must contain extensive planting of large canopy scale trees, native, indigenous and exotic, that are suitable for urban environments, the local climate, soil conditions, and to the satisfaction of the responsible authority.
<b>R29</b>	Open Space must be separated from development either by a road interface or lots with rear laneway access and a 3m wide shared path unless otherwise agreed in writing by the responsible authority.
<b>R30</b>	The town squares must be delivered via Clause 52.01 open space contributions.
<b>R31</b>	Development abutting open space must be designed to provide passive surveillance through the appropriate siting of windows, balconies and pedestrian access points.
<b>R32</b>	Where fencing of open space is required, it must be low scale and/or visually permeable to facilitate public safety and surveillance.
<b>R33</b>	<p>Design and construction of any infrastructure or trails in the Werribee River open space corridor must be consistent with:</p> <ul style="list-style-type: none"> <li>• The <i>Werribee River Shared Trail Strategy</i></li> <li>• Any relevant approved Cultural Heritage Management Plan.</li> </ul>
<b>R34</b>	If local parks interface with a waterway corridor or encompass remnant native vegetation the design of that open space must demonstrate integration of the relevant environmental and waterway values.
GUIDELINES	
<b>G36</b>	Sports fields should be designed to maximise co-location opportunities with adjoining school facilities.
<b>G37</b>	The design and layout of open space should maximise water use efficiency, storm water quality and the long term viability of vegetation through the use of WSUD initiatives.
<b>G38</b>	Local parks should cater for a broad range of users and support both structured and informal recreation activities and incorporate prominent landscape features.
<b>G39</b>	The design of waterways, wetlands (other than GGF wetlands), retarding basins and other encumbered land should maximise recreation uses where this does not conflict with the primary function of the land.
<b>G40</b>	Local parks within and adjacent to the Werribee River corridor should provide clear delineation of areas of conservation or cultural heritage significance.
<b>G41</b>	Design of sporting reserves should orientate playing fields in a generally north / south direction to minimise interference to play by direct sun.
<b>G42</b>	The indicative layout of schools and open space as illustrated in Figure 4 and Figure 5 may be altered to the satisfaction of the responsible authority.
<b>G43</b>	In addition to the pedestrian crossings shown on Plan 10, development proponents should provide pedestrian / cycle waterway crossings at intervals no greater than 400m.

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## PASSIVE OPEN SPACE CONTRIBUTIONS

REQUIREMENTS	
<b>R35</b>	<p>Further to the public open space (local parks) contribution required by Clause 52.01 of the <i>Wyndham Planning Scheme</i>, this provision sets out the amount of land to be contributed by each property in the Precinct and consequently where a cash contribution is required in lieu of land.</p> <p>All land owners must provide a local parks contribution equal to 3% of the land's Net Developable Area – Residential (NDA-R) upon subdivision of the land except in the case of employment land (as shown on Plan 6) where the contribution is 2% of the land's Net Developable Area – Employment (NDA-E). The contribution must be made as follows:</p> <ul style="list-style-type: none"> <li>• Where the local park shown on the lot in Plan 6 of this Precinct Structure Plan is equal to 3% (or 2% for employment land) of the lot's NDAR (NDA-E) that land must be transferred to Council at no cost to Council.</li> <li>• Where the local park shown on the lot in Plan 6 of this Precinct Structure Plan is equal to or less than 3% of NDA-R (or 2% of NDA-E) : <ul style="list-style-type: none"> <li>• the relevant land must be transferred to Council at no cost to Council; and</li> <li>• a cash contribution must be made to Council to bring total local parks contribution to a value equal to 3% of NDA-R (or 2% Of NDA-E).</li> </ul> </li> <li>• Where the local park shown on the land in Plan 6 of this Precinct Structure Plan is greater than 3% of NDA-R (or 2% of NDA-E), the relevant land must be transferred to Council at no cost to Council. In this case Council will compensate the landowner, at a time to be agreed, for the amount of land provided in excess of 3% of NDA-R(or 2% of NDA-E) but no greater than difference between 3% of NDA-R (or 2% of NDA-E) and the amount of land shown as passive open space on Plan 6.</li> </ul> <p>Refer to the Property Specific Land Budget (Appendix 1) for detailed individual property local park areas and percentages.</p>

### 3.3.2 Community Facilities

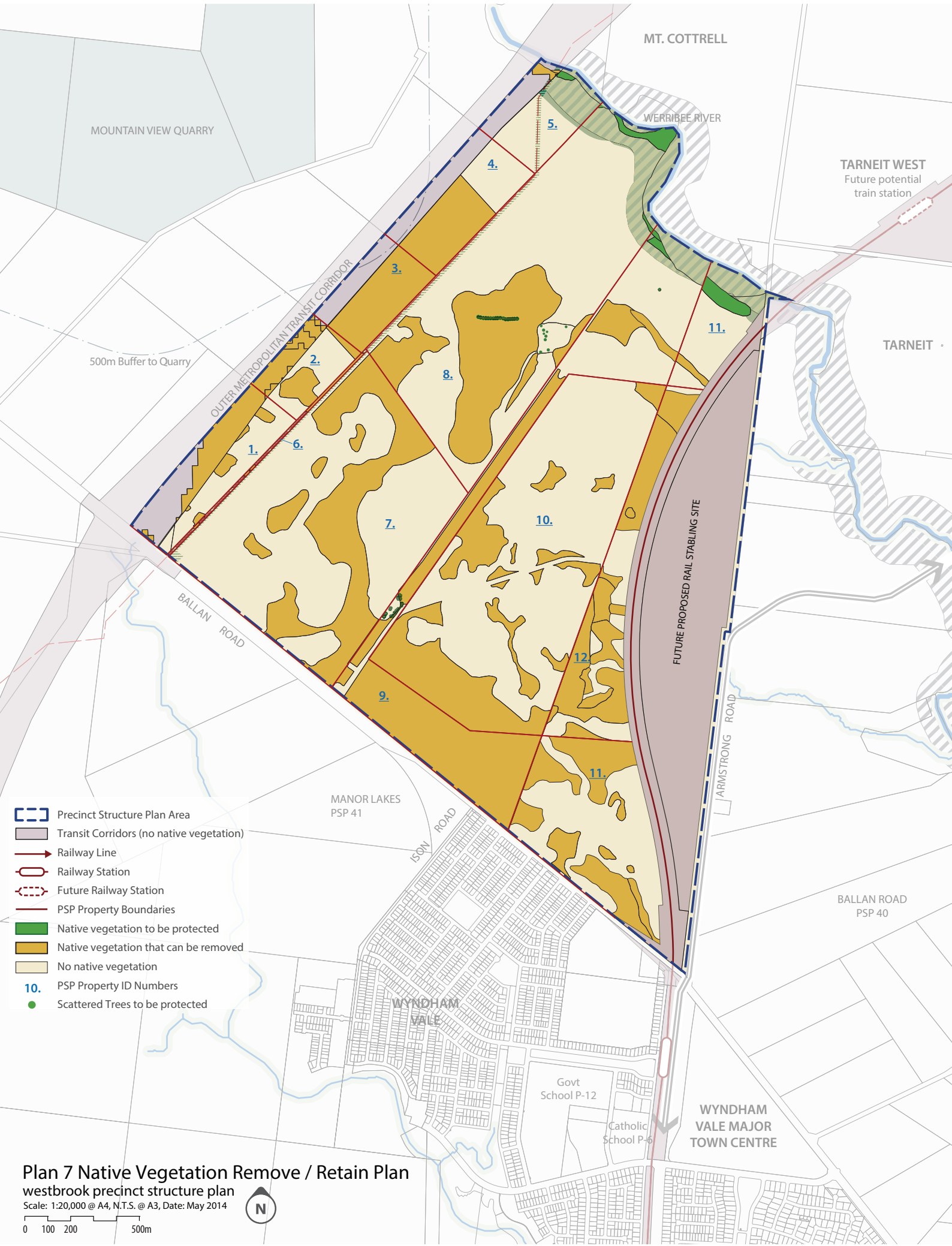
REQUIREMENTS	
<b>R36</b>	Community facilities, schools and sports fields which are co-located must be designed to maximise efficiencies through the sharing of car parking and other complementary infrastructure.
<b>R37</b>	The siting and design of community facilities must ensure a strong street address to their primary street frontage and any adjoining public spaces or other public uses.
<b>R38</b>	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.
<b>R39</b>	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.
<b>R40</b>	School and community buildings must be designed to front and be directly accessed from a public street with car parks located away from the main entry.
<b>R41</b>	Where appropriate, non-government community services to integrate with Council community centres and / or town centres.
<b>R42</b>	Any connector road or access street abutting a school must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points as required by the responsible authority.

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**GUIDELINES**

<b>G44</b>	Community facility sites should be provided with at least two street frontages.
<b>G45</b>	Schools should be provided with three street frontages where practicable.
<b>G46</b>	Community facilities should be planned and designed to have the flexibility and capacity to meet the changing needs of the community and provide for a range of community uses.
<b>G47</b>	Community, education and commercial buildings should incorporate design and construction measures to minimise resource use.
<b>G48</b>	Any private childcare, medical, or similar facility should be located proximate to any Local Town Centre, Local Convenience Centre or community hub as appropriate.
<b>G49</b>	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.



**Plan 7 Native Vegetation Remove / Retain Plan**

westbrook precinct structure plan  
Scale: 1:20,000 @ A4, N.T.S. @ A3, Date: May 2014

0 100 200 500m



### 3.4 Biodiversity, Threatened Species & Bushfire Management

#### 3.4.1 Biodiversity & Threatened Species

REQUIREMENTS	
<b>R43</b>	Design, baffle and locate adjoining lighting to prevent light spill and glare adjacent to Growling Grass Frog Conservation Area as shown in the Conservation Area Concept Plan unless otherwise agreed by the Department of Environment and Primary Industries.
<b>R44</b>	Recreation areas, infrastructure, pathways and lighting must be a minimum of 30m from a dedicated Growling Grass Frog Wetland.
<b>R45</b>	Where there is no separation between a Conservation Area and urban development by a road, development must face the Conservation Area.
<b>R46</b>	The Growling Grass Frog Conservation Area is to be designed and managed as a dog on leash open space area.
<b>R47</b>	The design and layout of subdivision, buildings or works within 50 metres of the Conservation Area, must be in accordance with the Conservation Interface Cross Section at Appendix 4.4, unless otherwise approved by the Department of Environment and Primary Industries.
<b>R48</b>	Prior to the commencement of any subdivision, buildings or works within Conservation Area, a Construction Environment Management Plan must be approved to the satisfaction of the responsible authority and the Department of Environment and Primary Industries.
GUIDELINES	
<b>G50</b>	Where appropriate, co-locate public open space areas with significant conservation areas and waterways to assist with their buffering.
<b>G51</b>	Planting adjacent to the Werribee River, waterway corridors and retained indigenous vegetation should be indigenous species.
<b>G52</b>	Where located adjacent or nearby each other, design and construct local parks to maximise integration with conservation areas.
<b>G53</b>	Street trees and public open space landscaping should contribute to habitat for indigenous fauna species, in particular arboreal animals and birds.
<b>G54</b>	Drainage of stormwater wetlands should be designed to minimise the impact of urban stormwater on the biodiversity values of the conservation area.
<b>G55</b>	In general, trees should not be planted within 10 metres of native grassland or wetlands.
CONDITIONS	
<b>C2</b>	<p><b>Kangaroo management</b></p> <p>A permit granted for subdivision of land must include the following conditions:</p> <ul style="list-style-type: none"> <li>• Before the certification of the plan of subdivision, a Kangaroo Management Plan must be approved by the Secretary to the Department of Environment and Primary Industries. Once approved the plan will be endorsed by the responsible authority and form part of the permit.</li> <li>• The endorsed Kangaroo Management Plan must be implemented to the satisfaction of the responsible authority.</li> </ul>

MT. COTTRELL

WERRIBEE RIVER

Ison Road

Govt School P - 6

1. Areas of Primary Conservation provides maximum protection for the most important areas of habitat for the Growling Grass Frog. It will include existing and proposed dedicated Growling Grass Frog wetlands (with a minimum 30m buffer) and other important wetland habitats, fringing terrestrial zones, critical terrestrial foraging habitat and dispersal routes, and existing native vegetation.
2. Areas of Secondary Conservation provides other wetland habitats and terrestrial foraging habitat for the Growling Grass Frog. It will include mown/slashed short grass, sparse trees, shrubs and grasses, potentially suitable wetland habitats and existing native vegetation. It may be utilised for low intensity passive recreation where this does not compromise conservation outcomes.
3. Areas of Water Management provide for the construction and management of stormwater treatment infrastructure, including wetlands, swales and sediment ponds, to the satisfaction of DEPI.
4. Infrastructure or works, other than shown in this plan or associated with the conservation of the Growling Grass Frog or native vegetation, are not suitable within areas of Primary Conservation. Any infrastructure or works requires DEPI's approval.
5. Lighting must be designed and baffled to prevent light spill and glare into areas of Primary Conservation.
6. Any planting and revegetation must be consistent with DEPI's requirements.
7. Existing native vegetation must be protected and retained unless otherwise approved by DEPI.
8. A Fire Management Plan is to be prepared for the conservation area to the satisfaction of the Country Fire Authority.
9. Drainage from storm water treatment infrastructure must be designed to minimise impacts on the biodiversity values of the conservation area.
10. The conservation area is to be designed and managed as a 'dog on-lead' area.
11. DEPI is undertaking a master planning process to determine priority locations for construction of wetlands and other habitat. Accordingly, the area identified as Primary Conservation is indicative only and subject to change.
12. Refer to the Werribee River Shared Trail Strategy for more information on the planning and design of the shared path. The Werribee River Shared Trail Strategy provides an indicative alignment and notes that "the final location of the GGF wetlands may require local adjustments to the shared trail" - Werribee River PSPs only

-  Conservation Area Boundary
-  PSP Boundary
-  Primary Conservation
-  Secondary Conservation
-  Water Management
-  Encumbered Open Space (due to slope & waterway setback)
-  Proposed Werribee River Shared Trail
-  Proposed River Crossing (Ison Road)

**Plan 8 Conservation Area Concept Plan**

westbrook precinct structure plan

Scale: 1:7,500 @ A4, N.T.S. @ A3, Date: May 2014



Amended by VC213	<b>C3</b>	<p><b>Fencing of conservation areas</b></p> <p>A permit granted to subdivide land where works are required to carry out the subdivision, or a permit granted to construct a building or carry out works, on land including or abutting a conservation area as shown in the Westbrook Precinct Structure Plan, must including the following condition:</p> <ul style="list-style-type: none"> <li>• Prior to the commencement of development, a conservation area fencing plan must be submitted to and approved by the Secretary to the Department of Environment, Land, Water, and Planning (as constituted under Part 2 of the Conservation, Forests and Lands Act 1987) (Secretary) to ensure the conservation area is adequately protected. The fencing plan must contain the following: <ul style="list-style-type: none"> <li>- The boundaries of any conservation area, and the location of any scattered tree and the boundaries of any patch of native vegetation within the conservation area;</li> <li>- The location and alignment of temporary protection fencing showing the following minimum distance from the element to be protected:</li> </ul> <table border="1" data-bbox="454 622 1241 770"> <thead> <tr> <th>Element</th> <th>Distance</th> </tr> </thead> <tbody> <tr> <td>Conservation area</td> <td>0.5 metres</td> </tr> <tr> <td>Scattered tree</td> <td>12 x Diameter at a height of 1.3 metres</td> </tr> <tr> <td>Patch of native vegetation</td> <td>2 metres</td> </tr> </tbody> </table> <ul style="list-style-type: none"> <li>- The timing of installation and removal of temporary protection fencing;</li> <li>- The timing of installation of permanent fencing;</li> <li>- Location and details of ongoing maintenance vehicle access points;</li> <li>- The type of temporary and permanent fencing including materials, heights and spacing of uprights;</li> <li>- Frequency of inspections and rectification works for temporary protection fencing.</li> </ul> </li> </ul> <p>Once approved the plan will form part of the permit and must be implemented to the satisfaction of the Secretary to the Department of Environment, Land, Water and Planning and the Responsible Authority.</p> <p>Stockpiles, fill, machinery, vehicle parking, excavation and construction activity of any kind must not be bought into, or be undertaken within, the area to be fenced, except with prior written consent from the Secretary.</p>	Element	Distance	Conservation area	0.5 metres	Scattered tree	12 x Diameter at a height of 1.3 metres	Patch of native vegetation	2 metres
Element	Distance									
Conservation area	0.5 metres									
Scattered tree	12 x Diameter at a height of 1.3 metres									
Patch of native vegetation	2 metres									
Amended by VC213	<b>C4</b>	<p><b>Correct alignment of protective fencing</b></p> <p>Buildings and works must not commence until written evidence that protection fencing has been erected in accordance with the approved Conservation Area Fencing Plan is provided by a suitably qualified land surveyor to the Secretary to the Department of Environment, Land, Water, and Planning.</p>								
Deleted by VC213	<b>C5</b>	<p>Salvage and ...</p>								
Inserted by VC213	<b>C6</b>	<p><b>Land management plan for conservation area</b></p> <p>A permit to subdivide land containing a conservation area as shown in the <i>Westbrook Precinct Structure Plan</i> must include the following condition:</p> <ul style="list-style-type: none"> <li>• Prior to the commencement of development, a land management plan for the conservation area land must be prepared by a suitably qualified consultant, submitted to, and approved by the Secretary to the Department of Environment, Land, Water, and Planning (as constituted under Part 2 of the <i>Conservation, Forests and Lands Act 1987</i>) (<b>Secretary</b>). The land management plan must outline how the biodiversity values for the land identified in the <i>Biodiversity Conservation Strategy for Melbourne's Growth Corridors</i> (Department of Environment and Primary Industries 2013) will be maintained, managed, and improved, including: <ul style="list-style-type: none"> <li>- How environmental weeds will be managed up until the securing of the conservation area.</li> <li>- How any revegetation will be undertaken in coordination with weed management activities to prevent re-colonisation of weed species.</li> <li>- How rubbish and hazards will be removed, and any contaminated material managed up until the securing of the conservation area.</li> </ul> </li> </ul> <p>Once approved the plan will form part of the permit and must be implemented to the satisfaction of the Secretary and the responsible authority.</p>								

Amended  
by VC213

**C7**

**Security of conservation land**

A permit to subdivide land containing a 'conservation area' as shown in the *Westbrook Precinct Structure Plan* must include the following condition:

- The owner of the land must, as part of the plan of subdivision (or the first plan of subdivision submitted for registration, in the case of any staged subdivision), create the 'conservation area' as a separate lot or reserve. The boundaries of the lot or reserve on the plan of subdivision are subject to the prior satisfaction of the Secretary to the Department of Environment, Land, Water and Planning as constituted under Part 2 of the *Conservation, Forests and Lands Act 1987* (**Secretary**). The owner must further secure the conservation area, by causing that lot or reserve to be vested, transferred, or protected in perpetuity in one of the following ways:
  - Prior to a statement of compliance being issued for the plan of subdivision (or, in the case of a staged subdivision, the plan of subdivision or masterplan which implements the first stage of the subdivision), enter into an agreement under section 173 of the *Planning and Environment Act 1987* by which the owner agrees to transfer ownership of the conservation area to, or to vest the conservation area in, the Minister responsible for section 5 of the *Crown Land (Reserves) Act 1978*, the Council or Melbourne Water. The transfer or vesting must either be for no or nominal consideration. The Secretary and the person or body to whom the land is to be transferred or vested must also be a party to the agreement. The terms of the agreement must include that the owner pays the reasonable costs of the other parties to the agreement that were incurred for the preparation, execution, and registration of the agreement. The owner must cause the agreement to be registered prior to lodgement of the plan of subdivision for registration; or
  - Prior to a statement of compliance being issued for the plan of subdivision (or, in the case of a staged subdivision, the plan of subdivision or masterplan which implements the first stage of the subdivision), enter into an agreement with the Secretary under section 69 of the *Conservation, Forests and Lands Act 1987*, which provides for the conservation and management of the conservation area by or on behalf of the owner in perpetuity. The terms of the agreement must include that the owner pays the reasonable costs of the Secretary incurred for the preparation, execution, and registration of the agreement. The owner must cause the agreement to be registered prior to lodgement of the plan of subdivision for registration.

The requirement to include the above condition does not apply if the permit applicant provides the responsible authority with a statement in writing from the Secretary, as constituted under Part 2 of the *Conservation, Forests and Lands Act 1987*, that the condition is not required because the Secretary is satisfied that either:

- the land containing the conservation area is expected to be further subdivided and a further planning permit will be required for that subdivision (to which the above condition requirement will apply); or
- the conservation area has been or will be otherwise secured in perpetuity.

Inserted  
by VC213

**C8**

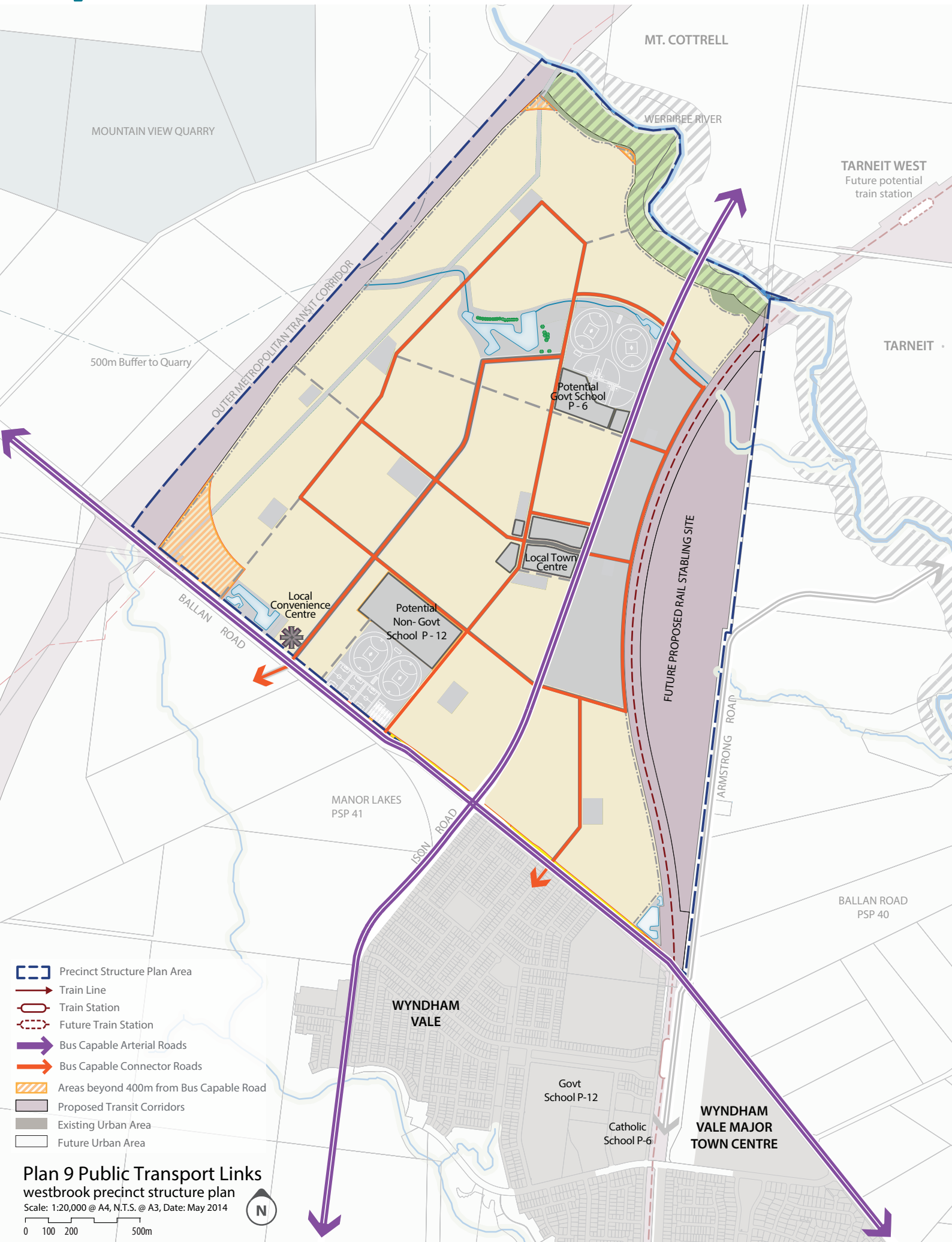
**Condition - Construction environmental management plan**

A planning permit to subdivide land, construct a building, or construct or carry out works on or within 50 metres of land shown as a conservation area in the incorporated *Westbrook Precinct Structure Plan* must include the following condition:

- Before works start, a Construction Environmental Management Plan consistent with *DELWP requirements for Construction Environmental Management Plans under the Melbourne Strategic Assessment* (Department of Environment, Land, Water and Planning, November 2020) must be submitted to and approved by the Secretary to the Department of Environment, Land, Water and Planning (as constituted under Part 2 of the *Conservation, Forests and Lands Act 1987*) and the responsible authority, demonstrating how the conservation area will be protected during works.
- Once approved the plan will form part of the permit and must be implemented to the satisfaction of the Secretary and the responsible authority.

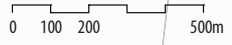
### 3.4.2 Bushfire Management

REQUIREMENTS	
<b>R49</b>	<p>For the purposes of Clause 56.06-7, the requirements of the relevant fire authority are, unless otherwise approved by the CFA:</p> <ul style="list-style-type: none"> <li>• Constructed roads must be a minimum of 7.3m trafficable width where cars park on both sides, or:</li> <li>• A minimum of 5.4m in trafficable width where cars may park on one side only.</li> <li>• A minimum of 3.5m width with no parking and 0.5m clearance to structures on either side, and if this width applies, there must be passing bays at least 20m long, 6m wide, and located not more than 200m apart.</li> </ul> <p>Roads must be constructed so that they are capable of accommodating a vehicle of 15 tonnes for the trafficable road width.</p> <ul style="list-style-type: none"> <li>• The average grade of a road must be no more than 1 in 7 (14.4% or 8.1°).</li> <li>• 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 50m at any one point.</li> <li>• Dips in a road must have no more than a 1 in 8 grade (12.5% or 7.1°) entry and exit angle.</li> <li>• Constructed dead end roads more than 60m 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).</li> </ul>
<b>R50</b>	<p>Before the commencement of works for a stage of subdivision a Construction Management Plan (CMP) that addresses Bushfire Risk Management must be submitted to and approved by the responsible authority and the CFA. The CMP must specify, amongst other things:</p> <ul style="list-style-type: none"> <li>• Measures to reduce the risk from fire within the surrounding rural landscape and protect residents from the threat of fire</li> <li>• A separation buffer, consistent with the separation distances specified in AS3959-2009, between the edge of development and non-urban areas.</li> <li>• How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles.</li> </ul>



- Precinct Structure Plan Area
- Train Line
- Train Station
- Future Train Station
- Bus Capable Arterial Roads
- Bus Capable Connector Roads
- Areas beyond 400m from Bus Capable Road
- Proposed Transit Corridors
- Existing Urban Area
- Future Urban Area

**Plan 9 Public Transport Links**  
 westbrook precinct structure plan  
 Scale: 1:20,000 @ A4, N.T.S. @ A3, Date: May 2014





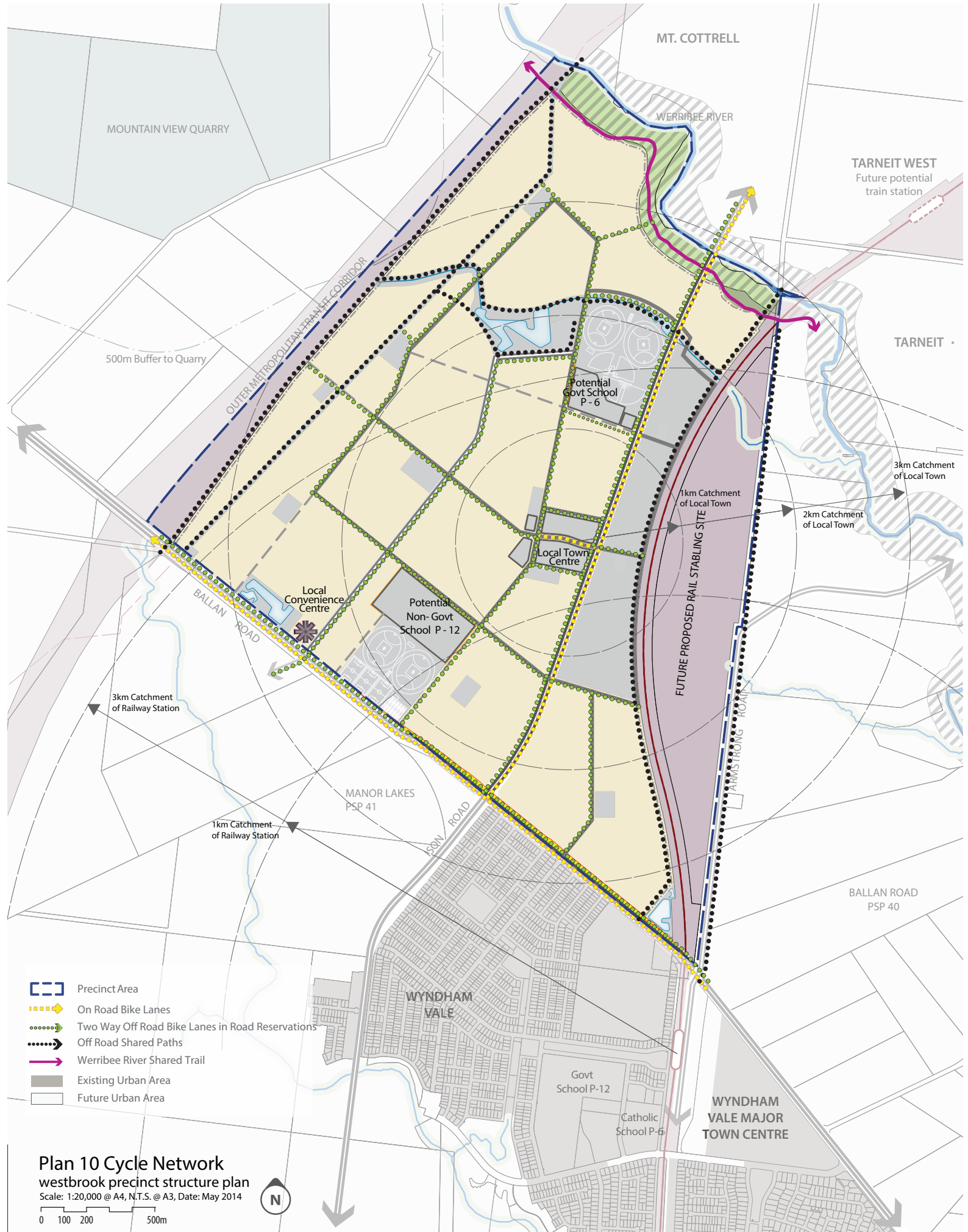
### 3.5 Transport & Movement

#### 3.5.1 Public Transport

REQUIREMENTS	
<b>R51</b>	A road nominated on Plan 9 as a bus capable road must be constructed (including any partial construction where relevant) in accordance with its corresponding cross section in this Precinct Structure Plan.
<b>R52</b>	<p>Any roundabouts or other road management devices on bus capable roads must be constructed to accommodate ultra low floor buses in accordance with the <i>Public Transport Guidelines for Land Use and Development</i>; and</p> <p>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 unless otherwise agreed by Public Transport Victoria:</p> <ul style="list-style-type: none"> <li>• In accordance with the <i>Public Transport Guidelines for Land Use and Development</i>; and</li> <li>• Compliant with the <i>Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002</i>; and</li> <li>• At locations approved by Public Transport Victoria, at no cost to Public Transport Victoria and to the satisfaction of Public Transport Victoria.</li> </ul>
<b>R53</b>	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.

#### Walking & Cycling

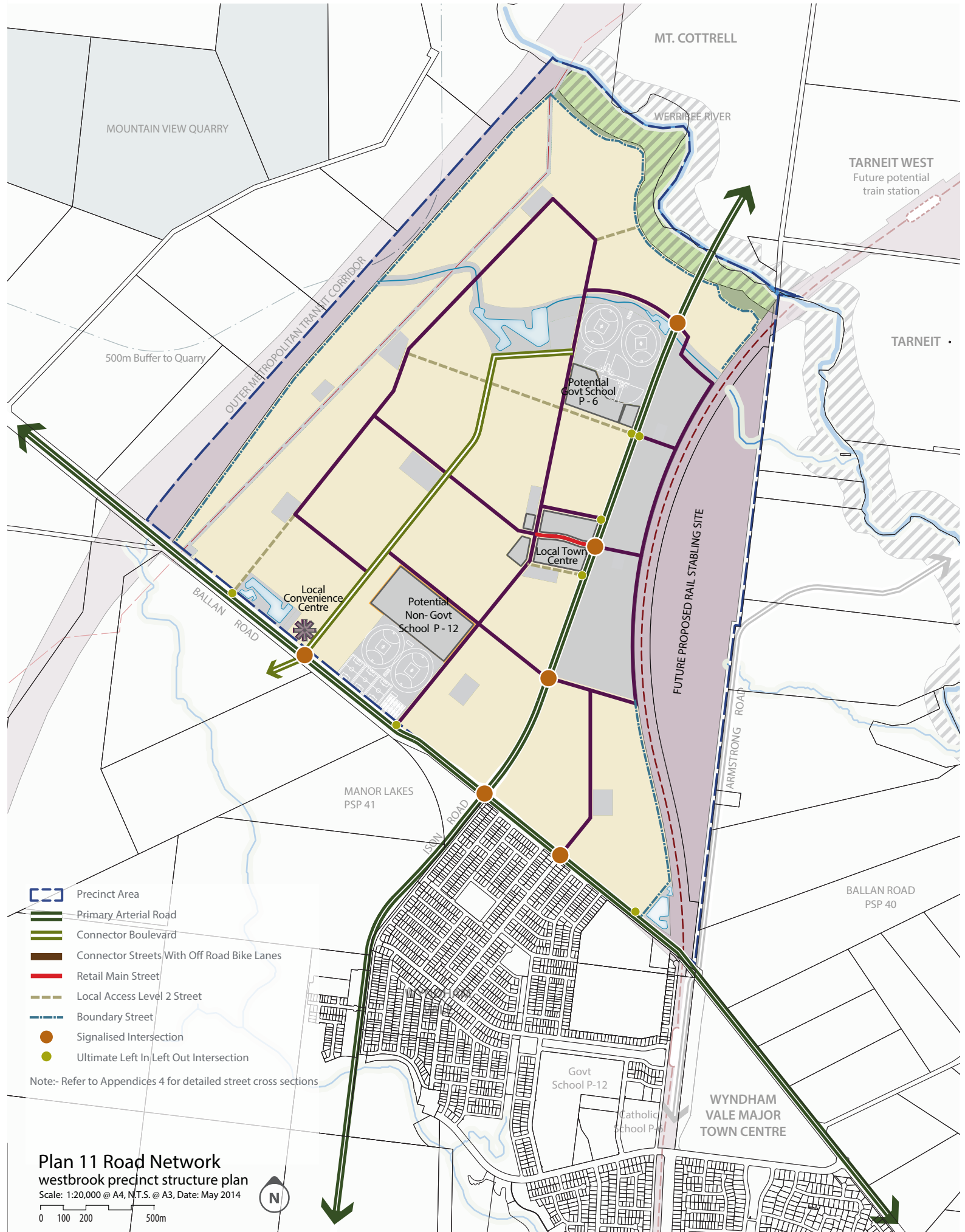
REQUIREMENTS	
<b>R54</b>	Pedestrian paths must be provided on both sides of connector and access streets unless otherwise agreed by the responsible authority.
<b>R55</b>	Safe, accessible and convenient pedestrian and cycle crossing points must be provided at all intersections, key desire lines and locations of high amenity (e.g, town centres and open space).
<b>R56</b>	Shared trails, paths and any pedestrian walkway within waterway corridors must be above the 1 in 10 year flood level, and all waterway crossings must be above the 1 in 100 year flood level, to the satisfaction of Melbourne Water. Any dedicated pedestrian crossings must be a bridge or boardwalk construction. All waterway crossings, including roads and pedestrian bridges must maintain the hydraulic function of the waterway and be designed to the satisfaction of Melbourne Water and the responsible authority.
<b>R57</b>	Bicycle parking facilities must be provided by development proponents in safe and convenient locations at key destinations such as parks, town centres and the employment area, to the satisfaction of the responsible authority.
<b>R58</b>	Where Plan 10 shows delivery of the Werribee River Shared Trail, the trail must be in accordance with the <i>Werribee River Shared Trail Strategy</i> .
<b>R59</b>	Pedestrian crossings of waterways must be provided by development proponents in the locations as shown on Plan 10 to the satisfaction of the responsible authority.
<b>R60</b>	The bicycle path network must be designed to allow for the safe and convenient transition between on-road and off-road routes.
<b>R61</b>	All shared pathways in waterway corridors must be at least 3 metres wide and capable of withstanding vehicular traffic to the satisfaction of Melbourne Water.
<b>R62</b>	Lighting must be installed along all major pedestrian and cycle paths to the satisfaction of the responsible authority.
<b>R63</b>	Cut-off or similar light fittings must generally be utilised to minimise light spill beyond paths, roads and bridges, except where required for safety purposes.



<b>R64</b>	A shared trail of at least 3 metres wide must be provided along the RRL reserve.
<b>R65</b>	The alignment of off-road bicycle paths must be designed for cyclists travelling up to 30km/h.
<b>R66</b>	Bicycle priority at intersections of minor streets must be achieved through strong and consistent visual and physical clues and supportive directional and associated road signs.
<b>R67</b>	On a construction or engineering plan approved under a subdivision permit specification of any bike path on a connector road must be to the satisfaction of Public Transport Victoria.

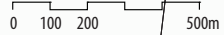
**GUIDELINES**

<b>G56</b>	The location of pedestrian and cycle paths should make the best use of opportunities for passive surveillance.
<b>G57</b>	Connections to the Werribee River Shared Trail should be provided at approximately 400 metre intervals



**Plan 11 Road Network**  
westbrook precinct structure plan

Scale: 1:20,000 @ A4, N.T.S. @ A3, Date: May 2014

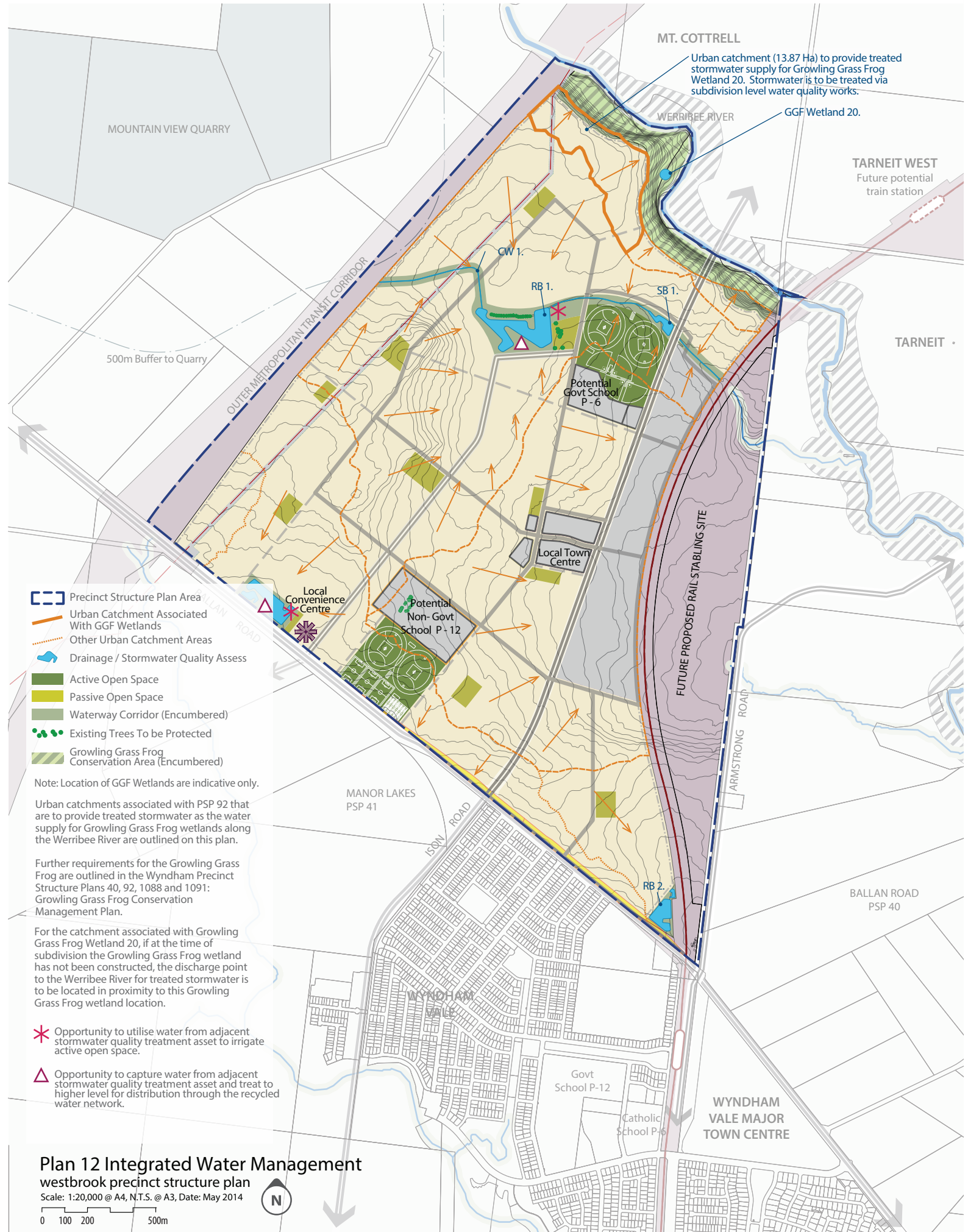


### 3.5.2 Road Network

REQUIREMENTS	
<b>R68</b>	<p>Street layouts of individual subdivisions must integrate to:</p> <ul style="list-style-type: none"> <li>• Form a coherent movement network across the wider Precinct.</li> <li>• Ensure no dwelling is disadvantaged by poor access to open space, community facilities or town centres.</li> </ul>
<b>R69</b>	<p>Development proponents must ensure construction of connector road bridges as early in the development of the land as is practicable.</p>
<b>R70</b>	<p>Subdivision design must achieve an integrated, connected, legible and permeable street network that ensures regular inter-parcel connections across pre-PSP cadastral boundaries.</p>
<b>R71</b>	<p>Approximately 30% of local streets (including connector streets) within a subdivision must apply an alternative cross section to the 'standard' cross section for these streets outlined in Appendix 4.4.1. Examples of potential variations are provided in Appendix 4.4.2, however others are encouraged including but not limited to:</p> <ul style="list-style-type: none"> <li>• Varied street tree placement;</li> <li>• Varied footpath or carriageway placement;</li> <li>• Introduction of elements to create a boulevard effect;</li> <li>• Varied carriageway or parking bay pavement material; and</li> <li>• Differing tree outstand treatments</li> </ul> <p>For the purposes of this requirement, changes to street tree species between or within streets does not constitute a variation.</p> <p>Alternative cross section must ensure that:</p> <ul style="list-style-type: none"> <li>• Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets;</li> <li>• The performance characteristics of standard cross sections as they relate to pedestrian and cycle use are maintained; and</li> <li>• Relevant minimum road reserve widths for the type of street (illustrated in Appendix C) are maintained</li> </ul>
<b>R72</b>	<p>Vehicular access to residential lots fronting Ballan Road and Ison Road must be provided from internal loop roads or rear lanes only. Where an internal loop road is not provided, a tree reserve of not less than 5 metres wide and not more than 12 metres wide must abut the road reserve.</p>
<b>R73</b>	<p>Vehicle access to a lot six metres or less in width must be from a rear laneway (or sideage if on a corner) and generally in accordance with the <i>Wyndham City Residential Design Guidelines Element: "Rear Loaded" Lots</i>.</p>
<b>R74</b>	<p>Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the structure plan, by any date or stage of development required or approved by the responsible authority.</p>
GUIDELINES	
<b>G58</b>	<p>Street layouts should be legible and provide multiple routes by all modes of transport to key destinations, such as the LTC, LCC and community facilities.</p>
<b>G59</b>	<p>Street block lengths should not exceed 240m to ensure a permeable and low speed environment for pedestrians, cyclists and vehicles is achieved.</p>
<b>G60</b>	<p>A cul-de-sac should only be used when there is no practical alternative and not detract from convenient pedestrian and vehicular connections.</p>
<b>G61</b>	<p>Intersections of local connector streets and arterial roads should be designed to facilitate the safe and convenient movement of all transport modes.</p>
<b>G62</b>	<p>Around the LTC and LCC, provide increased permeability in the road network including shorter block lengths and avoiding cul-de-sacs.</p>

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<b>G63</b>	<p>Where practicable, the frequency of vehicular crossovers on the boulevard connector road should be reduced by the use of a combination of:</p> <ul style="list-style-type: none"> <li>• rear loaded lots with laneway access</li> <li>• side street placement to enable lot sideage.</li> </ul>
<b>G64</b>	<p>Variation and flexibility of the road layout in Plan 11 may be considered so long as the intended performance and function of the network is maintained to the satisfaction of the responsible authority and VicRoads.</p>
<b>G65</b>	<p>Mid block pedestrian links should be at least 4 metres wide.</p>



- Precinct Structure Plan Area
- Urban Catchment Associated With GGF Wetlands
- Other Urban Catchment Areas
- Drainage / Stormwater Quality Assess
- Active Open Space
- Passive Open Space
- Waterway Corridor (Encumbered)
- Existing Trees To be Protected
- Growing Grass Frog Conservation Area (Encumbered)

Note: Location of GGF Wetlands are indicative only.

Urban catchments associated with PSP 92 that are to provide treated stormwater as the water supply for Growing Grass Frog wetlands along the Werribee River are outlined on this plan.

Further requirements for the Growing Grass Frog are outlined in the Wyndham Precinct Structure Plans 40, 92, 1088 and 1091: Growing Grass Frog Conservation Management Plan.

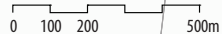
For the catchment associated with Growing Grass Frog Wetland 20, if at the time of subdivision the Growing Grass Frog wetland has not been constructed, the discharge point to the Werribee River for treated stormwater is to be located in proximity to this Growing Grass Frog wetland location.

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.

### Plan 12 Integrated Water Management

westbrook precinct structure plan  
Scale: 1:20,000 @ A4, N.T.S. @ A3, Date: May 2014

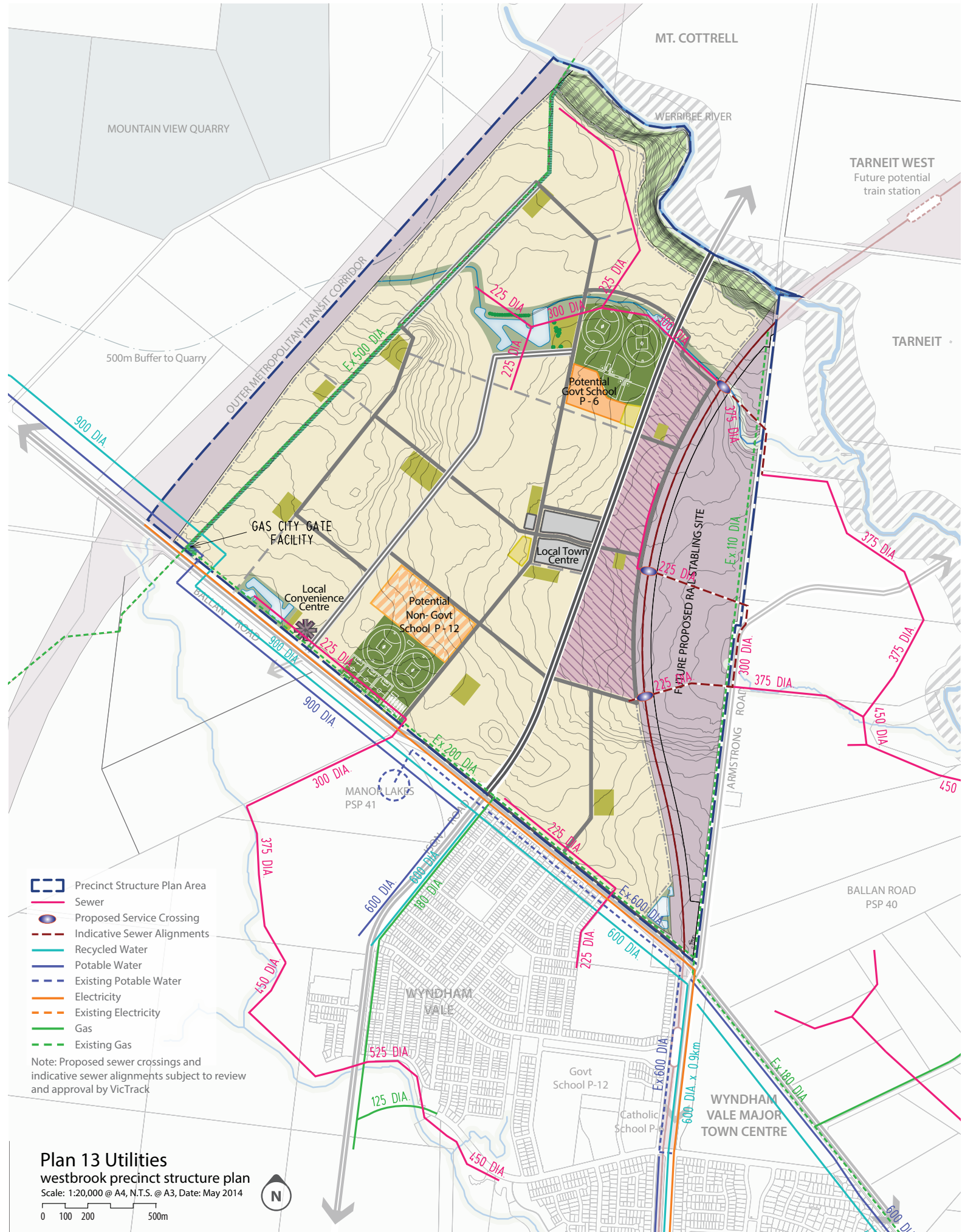




### 3.6 Integrated Water Management & Utilities

#### 3.6.1 Integrated Water Management

REQUIREMENTS	
<b>R75</b>	The final design and boundary of the constructed waterway corridors, stormwater quality treatment, retarding basins, the Werribee River and its tributary, and associated footpaths, boardwalks, bridges and planting, must be to the satisfaction of Melbourne Water and the responsible authority,
<b>R76</b>	Subdivision applications must demonstrate how waterway and integrated water management design enables land to be used for multiple recreation and environmental purposes.
<b>R77</b>	Treatment standards for water draining to the Werribee River must meet or exceed best practice to the satisfaction of the Department of Environment and Primary Industries, Melbourne Water and the responsible authority.
<b>R78</b>	Development staging must provide for delivery of ultimate waterway and drainage infrastructure including stormwater quality treatment. Where this is not possible, development must demonstrate how any interim solution adequately manages and treats stormwater generated from the development and how this will enable delivery of an ultimate drainage solution, all to the satisfaction of Melbourne Water and the responsible authority.
<b>R79</b>	Development must meet or exceed best practice stormwater quality treatment standards prior to discharge to receiving waterways as outlined in Plan 12, to the satisfaction of Melbourne Water.
<b>R80</b>	Frontage roads must be the primary interface between development and waterway corridors.
<b>R81</b>	Where a frontage road along waterways corridors is not provided allotments must be set back a minimum of 5m from the waterway corridor. A 3 metres wide shared path capable of withstanding vehicular traffic must be provided within the setback. The setback must be landscaped appropriately to the satisfaction of Melbourne Water and the responsible authority.
<b>R82</b>	All stormwater conveyance and treatment requirements generated by development proposed on the land identified as the future potential stabling site must be managed within the site to the satisfaction of Melbourne Water. The owner / operator of the land must also allow the construction of drainage works that carry stormwater from upstream, across the site to Armstrong Road.
<b>R83</b>	Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme established by Melbourne Water, to the satisfaction of Melbourne Water.
<b>R84</b>	Consistent with Clause 56.01-2, and Clause 56.07 of the <i>Wyndham Planning Scheme</i> and VPP Practice Note 39, a subdivision application of 60 or more lots must include an Integrated Water Management Plan.
GUIDELINES	
<b>G66</b>	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.
<b>G67</b>	Where practical, development should include IWM initiatives to reduce reliance on potable water and increase the use of treated storm and waste water that contributes to a sustainable and green urban environment.
<b>G68</b>	Where practical, IWM systems should be designed to: <ul style="list-style-type: none"> <li>• maximise habitat values for local flora and fauna species</li> <li>• enable future harvesting and / or treatment and re-use of stormwater.</li> </ul>
<b>G69</b>	The design and layout of roads, road reserves and public spaces should optimise water use efficiency and long term viability of vegetation and public uses through the use of WSUD initiatives, such as rain gardens and / or locally treated storm water for irrigation to contribute to a sustainable and green urban environment.
<b>G70</b>	The design and layout of open space should optimise water use efficiency and long term viability of vegetation and public uses through the use of WSUD initiatives, such as rain gardens and / or locally treated stormwater for irrigation to contribute to a sustainable and green urban environment.



**Plan 13 Utilities**  
westbrook precinct structure plan  
Scale: 1:20,000 @ A4, N.T.S. @ A3, Date: May 2014

0 100 200 500m



<b>G71</b>	Setbacks along waterways should be in accordance with Melbourne Water guidelines.
<b>G72</b>	Where practical, and where primary waterway, conservation or recreation functions are not adversely affected, land required for IWM initiatives (such as stormwater harvesting, aquifer storage and recharge, sewer mining, grey water recycling etc) should be incorporated within the Precinct open space system as depicted on Plan 6, to the satisfaction of the responsible authority.
<b>G73</b>	Stormwater treatment strategies should consider both distributed and end of pipe systems.

**Table 5** Stormwater Drainage and Water Quality Infrastructure

ID	Description	Location	Area (Ha) &/ or corridor widths	Responsibility
RB1	Spring Plains Road Development Services Scheme Retarding Basin/ Wetland	Central to the precinct and west of northern active open space	5.5 ha	Melbourne Water
RB2	Werribee West Drain Drainage Scheme Retarding Basin/ Wetland	North-west corner of Ballan and Armstrong Roads	1.4 ha	Wyndham City
RB3	Qandong Park Development Services Scheme Retarding Basin/ Wetland	North of Ballan Road, west of Local Convenience Centre	3.0 ha	Melbourne Water
SB1	Spring Plains road Development Services Scheme Sediment Basin	West of Ison Road, north of northern active open space	65 metres wide	Melbourne Water
CW1	Spring Plains Road Development Services Scheme Constructed Waterway	From Outer Metropolitan Transit Corridor to RRL	45 metres wide	Melbourne Water

### 3.6.2 Utilities

REQUIREMENTS	
<b>R85</b>	<p>Before development commences on a property, plans are to be submitted of the road network showing the location of all:</p> <ul style="list-style-type: none"> <li>• Underground services</li> <li>• Driveways / crossovers</li> <li>• Street lights</li> <li>• Street trees</li> <li>• Domestic tapping points and access pits</li> </ul> <p>A typical cross section of each street is also to be submitted showing above and below ground placement of services, street lights and trees.</p> <p>The plans and cross sections are to 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 planning (as outlined in this PSP). If required, the plans and cross sections will nominate which services will be placed under footpaths or road pavement. The plans and cross sections are to be approved by the responsible authority and all relevant service authorities before development commences.</p>
<b>R86</b>	Delivery of underground services must be coordinated, located and bundled (utilising common trenching) to facilitate large canopy tree and other planting within road verges.
<b>R87</b>	All new electricity supply infrastructure (excluding substations) must be provided underground.

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<b>R88</b>	New electricity substations, sewer pump stations and other utilities services must be identified at the subdivision design response stage to ensure effective integration with the surrounding land uses and to minimise amenity impacts, and to 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 West DCP or a constructed waterway, unless otherwise agreed with the responsible authority.
<b>R89</b>	Electricity substations must be located outside of key view lines, including screening with vegetation and designed to minimise visual impacts.
<b>R90</b>	Third pipe recycled water infrastructure must be provided to each lot.
<b>R91</b>	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 to all lots and open space reserves provided in the subdivision.
<b>R92</b>	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 allotment unless the building incorporates dual plumbing for recycled water supply for toilet flushing and garden watering use if it is to become available.
<b>R93</b>	Design and placement of utilities services within or adjacent to retarding basins and waterway corridors must be to the satisfaction of Melbourne Water.
<b>R94</b>	Utilities must be placed outside of the Werribee River corridor and any areas shown as protected for conservation on Plan 7.
<b>R95</b>	Acquisition of an additional 10 metres wide easement for a high pressure gas main must be subject to agreement with the land owner.
<b>R96</b>	Canopy trees planted within the gas pipeline easement must be of a variety where the root system will not impact the gas pipeline.
<b>R97</b>	Trees must not be planted in the future gas pipeline easement until after the second gas pipeline has been constructed.

#### GUIDELINES

<b>G74</b>	The design of subdivision electricity infrastructure should consider the practicality of removing existing above ground electricity lines in the local and arterial road network both within and abutting the subdivision and re-routing lines underground through the subdivision.
<b>G75</b>	Above ground utilities infrastructure should be located to minimise adverse amenity impacts.
<b>G76</b>	Utilities easements to the rear of lots should only be provided where there is no practical alternative.

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## 3.7 Precinct Infrastructure Plan & Staging

### 3.7.1 Precinct Infrastructure Plan

The Precinct Infrastructure Plan (PIP) at Table 6 overleaf sets out the infrastructure and services required to meet the needs of development of the Precinct. The infrastructure items and services are to be provided through a number of mechanisms including:

- Subdivision construction works by developers;
- Agreements under Section 173 of the *Planning and Environment Act 1987*;
- Utility service provider requirements;
- The Wyndham West Development Contributions Plan;
- Separate charge areas for local DCPs;
- Relevant development contributions from adjoining areas;
- Capital works projects by Council, State government agencies and non-government organisations; and
- Works in Kind.

**Table 6** Precinct Infrastructure

GROUP	CATEGORY	TITLE	DESCRIPTION	LEAD AGENCY	TIMING S=2015-2018 M=2019-2028 L=2029+	INCLUDED IN DCP	DCP PROJECT NO. (AS RELEVANT)
<b>Transport Projects</b>							
Transport	Road	Ison Road	Land for ultimate configuration and construction of first carriageway	Wyndham City	S - M	Yes	RD-04
Transport	Road	Ison Road	Construction of ultimate configuration	VicRoads	M-L	No	
Transport	Bridge	Ison Road bridge over Werribee River	Construction of ultimate configuration	VicRoads	M-L	No	
Transport	Road	Outer Metropolitan Transit Corridor	Land for ultimate configuration	VicRoads	L	No	
Transport	Road	Ballan Road	Land for ultimate configuration	M-L	No		
<b>Intersection Projects</b>							
Transport	Intersection	Ballan Road / North-South Connector Intersection	Land for ultimate configuration and construction of interim signalised intersection	Wyndham City	S - M	Yes	IN-28
Transport	Intersection	Ballan Road / North-South Connector Intersection	Construction of ultimate configuration	VicRoads	M-L	No	
Transport	Intersection	Ballan Road / Ison Road Intersection	Ballan Road / Ison Road Intersection	Wyndham City	S - M	Yes	IN-09a IN-09b
Transport	Intersection	Ballan Road / Ison Road Intersection	Construction of ultimate configuration	VicRoads	M-L	No	



GROUP	CATEGORY	TITLE	DESCRIPTION	LEAD AGENCY	TIMING S=2013-15 M=2016-25 L=2025	INCLUDED IN DCP	DCP PROJECT NO. (AS RELEVANT)
Transport	Intersection	Ballan Road / North-South Connector	Land for ultimate configuration and construction of interim signalised intersection	Wyndham City	S - M	Yes	IN-29
Transport	Intersection	Ballan Road / North-South Connector	Construction of ultimate configuration	VicRoads	M-L	No	
Transport	Intersection	Ison Road / East-West Connector	Land for ultimate configuration and construction of interim signalised intersection	Wyndham City	S - M	Yes	IN-10
Transport	Intersection	Ison Road / East-West Connector	Construction of ultimate configuration	VicRoads	M-L	No	
Transport	Intersection	Ison Road / East-West Connector	Land for ultimate configuration and construction of interim signalised intersection	Wyndham City	S - M	Yes	IN-11
Transport	Intersection	Ison Road / East-West Connector	Construction of ultimate configuration	VicRoads	M-L	No	
Transport	Intersection	Ison Road / East-West Connector	Construction of ultimate configuration	VicRoads	M-L	No	
<b>Community Facilities</b>							
Community	Community	Level 1 Children's Centre	Land and construction of northern multipurpose community centre including kindergarten rooms	Wyndham City	S - M	Yes	CO04
Community	Community	Level 2 Children's Centre	Land and construction of southern multipurpose community centre including kindergarten rooms and maternal child health	Wyndham City	S - M	Yes	CO03
Community	Education	Primary School	Land and construction of a government P-6 school	DEECD	M	No	
Community	Education	Primary & Secondary School	Land and construction of a non-government P-12 school	Catholic Education Office	M	No	
<b>Active Recreation Reserves</b>							
Open Space	Active	Northern Reserve	Land for active open space including 2x AFL / cricket ovals, 3x soccer fields, pavilions, car parking and associated facilities	Wyndham City	S - M	Yes	AR-01 AR-02
Open Space	Active	Southern Reserve	Land for active open space including 2x AFL / cricket ovals, 3x soccer fields, pavilions, car parking and associated facilities	Wyndham City	S - M	Yes	AR-03 AR-04

### 3.7.2 Development Staging

REQUIREMENTS	
<b>R98</b>	Staging of subdivisions must provide for the timely connection of connector road bridges.
<b>R99</b>	Development staging must ensure timely provision for and delivery of: <ul style="list-style-type: none"> <li>• Connector streets.</li> <li>• Road links between properties.</li> <li>• Connection of the off-road pedestrian and bicycle network.</li> <li>• The Ison Road reservation</li> </ul>
GUIDELINES	
<b>G77</b>	Staging will be determined largely by the development program of proponents within the Precinct and the availability of infrastructure services. Within this context, the following should be achieved: <ul style="list-style-type: none"> <li>• Development staging should not create circumstances in which residents will be unreasonably isolated from community facilities or public transport.</li> <li>• Development staging should, to the extent practicable, be integrated with adjoining developments, including the timely provision of connecting roads and walking/ cycling paths.</li> <li>• Access to each new lot is to be via a sealed road.</li> </ul>
<b>G78</b>	The early delivery of sportsfields, community facilities, local parks and playgrounds is encouraged within each neighbourhood and may be delivered in stages.

### 3.7.3 Subdivision Works

REQUIREMENTS	
<b>R100</b>	<p><b>General</b></p> <p>As part of subdivision construction works, new development must meet the total cost of delivering the following infrastructure (except where provided for in a Development Contributions Plan applying to the land):</p> <ul style="list-style-type: none"> <li>• Connector roads and local streets.</li> <li>• Local bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria).</li> <li>• Landscaping of all existing and future roads and local streets.</li> <li>• Intersection works and traffic management measures along arterial roads, connector streets, and local streets.</li> <li>• Council approved fencing and landscaping (where required) along arterial roads.</li> <li>• Local pedestrian and bicycle paths along local arterial roads, connector roads and local streets and within local open space including bridges, intersections and barrier crossing points.</li> <li>• Appropriately scaled lighting along all roads major pedestrian thoroughfares traversing public open space and shared paths.</li> <li>• The Werribee River Shared Trail and connections to it.</li> <li>• The RRL shared trail and connections to it.</li> <li>• Basic improvements to local parks/open space (refer to Open Space Delivery below)</li> <li>• Local waterway systems.</li> <li>• Infrastructure as required by utility services providers including water, sewerage, waterway (except where the item is funded through a Development Services Scheme (DSS), electricity, gas and telecommunications.</li> <li>• Remediation and / or reconstruction of dry stone walls where required.</li> </ul>

<p><b>R101</b></p>	<p><b>Open Space Delivery</b></p> <p>All public open space (where not otherwise provided via a Development Contributions Plan) must be finished to a standard to the satisfaction of the responsible authority, prior to the transfer of the space to Council including but not limited to:</p> <ul style="list-style-type: none"> <li>• Removal of all existing disused structures, foundations, pipelines or stockpiles.</li> <li>• Cleared of rubbish and environmental weeds and rocks, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise).</li> <li>• Provision of water tapping, potable and recycled water connection points.</li> <li>• Sewer and gas connection points to land identified as an active reserve and passive open space reserves as identified by Council.</li> <li>• Trees and other plantings.</li> <li>• Vehicle exclusion devices (fence, bollards or other suitable method) and maintenance access points.</li> <li>• Construction of minimum 1.5 metres wide pedestrian paths around the perimeter of the reserve, connecting and linking into any other surrounding paths or points of interest, except where shown as 3 metres wide shared paths on Plan 10</li> <li>• Installation of park furniture including BBQs, shelters, tables, local scale playgrounds and other local scale play elements such as ½ basketball courts and hit-up walls, rubbish bins and appropriate paving to support these facilities, consistent with Appendix 3.</li> <li>• Additionally, for town squares and urban parks – paving and planters, furniture including seating, shelters and bollards, tree and other planting, lighting, waterway and water tapping</li> </ul>
<p><b>R102</b></p>	<p>Land for sports fields as identified by a Development Contributions Plan must be vested in the relevant authority in the following condition:</p> <ul style="list-style-type: none"> <li>• Free from surface / protruding rocks and structures;</li> <li>• Reasonably graded and / or topsoiled to create a safe and regular surface (with a maximum 1:6 gradient); and</li> <li>• Bare, patchy and newly graded areas seeded, top-dressed with drought resistant grass.</li> </ul> <p>Consistent with the Wyndham West DCP, where not considered to be temporary works, these works are eligible for a works in kind credit against a landowner / developers DCP obligation. Works associated with adjacent road construction (e.g. earthworks for a road embankment) are not eligible for works in kind credit.</p>

## 4.0 APPENDICES

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### 4.1 Property Specific Land Budget

NOTE: The NDA for each property outlined in the Property Specific Land Budget does not make allowance for land required to meet best practice stormwater quality treatment requirements under Clause 56.07 of the *Wyndham Planning Scheme*. The NDA for each property will therefore need to be adjusted as necessary to meet Clause 56.07 requirements.

The Property Specific Land Budget sets out the NDA for every property included in the PSP. The NDA will not be amended to respond to minor changes to land budgets that may result from the subdivision process for any other reason than that stated above, unless the variation is agreed by the responsible authority.

**Table 7** Property Specific Land Budget

PROPERTY NUMBER	TOTAL AREA (HECTARES)	6 LANE ARTERIAL ROAD / WIDENING	EXISTING ROAD RESERVE (FUTURE OMR)	RAILWAY CORRIDORS / EASEMENTS	COMMUNITY			ENCUMBERED LAND AVAILABLE FOR RECREATION					UNENCUMBERED LAND AVAILABLE FOR RECREATION		TOTAL NET DEVELOPABLE AREA (HECTARES)	KEY PERCENTAGES									
					PROPERTY	GOVERNMENT EDUCATION	NON-GOVERNMENT EDUCATION	POWER / GAS EASEMENT	WATERWAY / DRAINAGE LINE / WETLAND / RETARDING	CONSERVATION (TREE RESERVE)	CONSERVATION AREA (GROWLING GRASS FROG)	ACTIVE OPEN SPACE	PASSIVE OPEN SPACE	NET DEVELOPABLE AREA EMPLOYMENT (NDA-E) (HECTARES)		PASSIVE OPEN SPACE % (NDA-E)	NET DEVELOPABLE AREA RESIDENTIAL (NDA-R) (HECTARES)	ACTIVE OPEN SPACE % (NDA-R)	PASSIVE OPEN SPACE % (NDA-R)	NET DEPT AREA % OF PROPERTY					
1092-01	19.42		10.63				0.03								8.76	45.11%	0.00	0.00%	8.76	0.00%	0.00%	0.00%	8.76	0.00%	3.00%
1092-02	10.82		3.50				0.01					0.50			6.81	62.94%	0.00	0.00%	6.81	0.00%	0.00%	0.00%	6.81	0.00%	3.00%
1092-03	13.28		3.90				0.04	1.30							8.04	60.56%	0.00	0.00%	8.04	0.00%	0.00%	0.00%	8.04	0.00%	3.00%
1092-04	18.94		4.98				0.09	0.11							13.76	72.66%	0.00	0.00%	13.76	0.00%	0.00%	0.00%	13.76	0.00%	3.00%
1092-05	14.45		3.87				0.79	1.24		3.45					5.10	35.31%	0.00	0.00%	5.10	0.00%	0.00%	0.00%	5.10	0.00%	3.00%
1092-06	1.34						1.34								0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00%	0.00%	0.00	0.00%	0.00%
1092-07	94.38	0.22					1.28	3.00				1.30	3.00		83.43	88.39%	0.00	0.00%	83.43	0.00%	0.00%	1.56%	83.43	1.56%	3.00%
1092-08	99.08						2.03	10.19	0.09	9.86		1.19	3.30		72.42	73.09%	0.00	0.00%	72.42	0.00%	0.00%	1.64%	72.42	1.64%	3.00%
1092-09	58.72	5.96					0.19	1.29		3.24		15.50	0.00		31.04	52.87%	1.00	2.00%	30.04	2.00%	1.00	51.59%	30.04	51.59%	3.00%
1092-10	100.46	7.84				1.40	3.31	5.56				5.66	2.50		74.19	73.85%	10.26	2.00%	63.93	2.00%	10.26	8.85%	63.93	8.85%	3.00%
1092-11	50.70	2.21								3.16			1.00		40.34	79.56%	1.10	2.00%	39.24	2.00%	1.10	0.00%	39.24	0.00%	3.00%
1092-12	27.00												0.50		26.50	98.15%	20.12	2.00%	6.38	2.00%	20.12	0.00%	6.38	0.00%	3.00%
1092-13	22.62														0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00%
1092-14	66.26														0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00%
<b>TOTAL PRECINCT</b>	<b>597.47</b>	<b>16.23</b>	<b>26.88</b>	<b>88.88</b>	<b>1.40</b>	<b>3.50</b>	<b>9.00</b>	<b>5.61</b>	<b>21.32</b>	<b>0.09</b>	<b>19.71</b>	<b>23.65</b>	<b>10.80</b>	<b>370.39</b>	<b>61.99%</b>	<b>32.48</b>	<b>2.00%</b>	<b>357.91</b>	<b>7.00%</b>	<b>3.00%</b>	<b>3.00%</b>	<b>3.00%</b>	<b>357.91</b>	<b>7.00%</b>	<b>3.00%</b>

## 4.2 Town Centre Design Principles

### 4.2.1 Local Town Centre

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

<p><b>Principle 5</b></p> <p>Focus on a public space as the centre of community life.</p>	<ul style="list-style-type: none"> <li>• A public space which acts as the central meeting place within the Local Town Centre must be provided. This public space may take the form of a town square, town park, public plaza space, public market place or a similar locally responsive option.</li> <li>• The public space should be located in a position where the key uses of the Local Town Centre are directly focuses on this public space to ensure that it is a dynamic and activated space.</li> <li>• The public space should be designed to function as the identifiable 'centre' or 'heart' with a distinctive local character for both the Local Town Centre and the broader residential catchment.</li> <li>• The public space should be designed as a flexible and adaptable space so that a range of uses can occur within this space at any one time. Such uses may include people accessing their daily shopping and business needs as well as providing a space where social interaction, relaxation, celebrations and temporary uses (such as stalls, exhibitions and markets) can occur.</li> <li>• The public space should be well integrated with pedestrian and cycle links around and through the Local Town Centre so that the public space acts as a 'gateway' to the activity of the centre.</li> <li>• The main public space or town square within the Local Town Centre should have a minimum area of 500sq m. Smaller public spaces which are integrated within the built form design, are surrounded by active frontages and facilitate high levels of pedestrian movement are also encouraged.</li> <li>• Footpath widths within and around the public space as well as along the main street should be sufficient to provide for pedestrian and mobility access as well as provide for outdoor dining and smaller gathering spaces.</li> </ul>
<p><b>Principle 6</b></p> <p>Integrate local employment and service opportunities in a business friendly environment.</p>	<ul style="list-style-type: none"> <li>• A variety of employment and business opportunities should be planned through the provision of a broad mix of land uses and commercial activities.</li> <li>• A range of options and locations for office based businesses should be provided within the Local Town Centre.</li> <li>• Services and facilities to support home based and smaller businesses are encouraged within the Local Town Centre.</li> <li>• Appropriate locations for small office/home office ('SOHO') housing options which maximise the access and exposure to the activity of the Local Town Centre should be considered as part of the design process.</li> </ul>
<p><b>Principle 7</b></p> <p>Include a range of medium and high density housing and other forms of residential uses within and surrounding the Local Town Centre.</p>	<ul style="list-style-type: none"> <li>• Medium and high density housing in and around the Local Town Centre is required to provide passive surveillance, contribute to the life of the centre and to maximise the amenity of the centre.</li> <li>• Medium and high density housing should establish in locations of high amenity around the Local Town Centre and be connected to the activity of the Local Town Centre through strong pedestrian and cycle links.</li> <li>• A range of housing types for a cross section of the community (such as retirement living) should be included in and around the Local Town Centre.</li> <li>• Specialised accommodation (such as aged/nursing care, student accommodation and serviced apartments) is encouraged at the edge of Local Town Centres with strong pedestrian and cycle links to the central activity area of the Town Centre.</li> <li>• The Local Town Centre design should avoid potential land use conflicts between residential and commercial uses by focusing on retail operations on the main street and around the town square and locating residential uses predominantly at the edge of the Local Town Centre and/or on upper levels.</li> <li>• Refer to the Small Lot Housing Code for further information about housing requirements for small lots around Local Town Centres.</li> </ul>
<p><b>Principle 8</b></p> <p>Design the Local Town Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.</p>	<ul style="list-style-type: none"> <li>• The Local Town Centre should be easily, directly and safely accessible for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety.</li> <li>• The Local Town Centre should provide a permeable network of streets, walkways and public spaces that provide linkages throughout the centre and designated pedestrian crossing points.</li> <li>• The main street should be designed to comply with the relevant cross sections found within the Precinct Structure Plan.</li> <li>• A speed environment of 40km/h or less should be designed for the length of the main street.</li> <li>• Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations within the Local Town Centre.</li> <li>• Bus stops should be provided in accordance with the Department of Transport Public Transport Guidelines for Land Use and Development, to the satisfaction of Public Transport Victoria.</li> <li>• Bicycle parking should be provided within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations.</li> <li>• Supermarket and other 'large format' buildings should not impede on the movement of people around the Local Town Centre.</li> <li>• Key buildings within the Local Town Centre should be located to encourage pedestrian movement along the length of the street through public spaces.</li> </ul>

	<ul style="list-style-type: none"> <li>• The design of buildings within the Local Town Centre should have a relationship with and should interface to the public street network.</li> <li>• Car parking areas should be designated to ensure passive surveillance and public safety through adequate positioning and lighting.</li> <li>• Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping.</li> <li>• On street car parking should be provided either as parallel or angle parking to encourage short stay parking.</li> <li>• Car parking ingress and egress crossovers should be grouped and limited.</li> <li>• Car parking ingress or egress and car parking areas accommodating heavy vehicle movements should be designed to limit the pedestrian/vehicle conflict.</li> <li>• Heavy vehicle movements (i.e. loading and deliveries) should be located to the rear and or side of street based retail frontages</li> <li>• Streets, public spaces and car parks should be well lit to Australian standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above.</li> <li>• All public spaces should respond appropriately to the design for mobility access principles.</li> </ul>
<p><b>Principle 9</b></p> <p>Create a sense of place with high quality engaging urban design.</p>	<ul style="list-style-type: none"> <li>• Development should complement and enhance the character of the surrounding area by responding appropriately to key visual cues associated with the topography of the Local Town Centre location and its surrounds.</li> <li>• The Local Town Centre design should seek to minimise amenity and noise impacts resulting from the mix of uses by maintaining separation and transitional areas between retail and housing activities, such as open space, road networks and community facilities.</li> <li>• The design of each building should contribute to a cohesive and legible character for the Local Town Centre as a whole.</li> <li>• Sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) should be identified for significant buildings or landmark structures.</li> <li>• The design of building frontages should incorporate the use of a consistent covered walkway or verandah to provide for weather protection.</li> <li>• The built form should define the main street and be aligned with the property boundary.</li> <li>• Street facades and all visible side or rear facades should be visually rich, interesting and well articulated and be finished in suitable materials and colours that contribute to the character of the Local Town Centre.</li> <li>• Corner sites, where the main street meets an intersecting and/or arterial road should:             <ul style="list-style-type: none"> <li>• Be designed to provide built form that anchors the main street to the intersecting road. This can be achieved through increased building height, scale and articulated frontages;</li> <li>• Incorporate either 2 storey building or 2 storey elements (such as awnings and roof lines);</li> <li>• Be developed to have a ground floor active frontage and active floor space component to the main street frontage; and</li> <li>• Not be developed for standard single storey fast food outcomes.</li> </ul> </li> <li>• Materials and design elements should be compatible with the environment and landscape character of the broader precinct.</li> <li>• The supermarket and secondary anchors should have frontages that directly address the main street and/or town square so that the use integrates with and promotes activity within the main street and public spaces/thoroughfares.</li> <li>• Supermarkets or large format retail uses with a frontage to the main street should use clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing).</li> <li>• Secondary access to the supermarket from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the main street and or town square.</li> <li>• The design and siting of supermarkets and other 'large format retail uses' should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominantly routes and streets.</li> <li>• Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street.</li> <li>• Retail and commercial buildings within the Local Town Centre should generally be built to the property line.</li> </ul>



	<ul style="list-style-type: none"> <li>• Public spaces should be oriented to capture north sun and protect from prevailing winds and weather.</li> <li>• Landscaping of all interface areas should be of a high standard as an important element to complement the built form design.</li> <li>• Urban art should be incorporated into the design of the public realm.</li> <li>• Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the Local Town Centre.</li> <li>• Wrapping of car parking edges with built form, to improve street interface, should be maximised.</li> <li>• Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares.</li> <li>• Screening of centralised waste collection points should minimise amenity impacts with adjoining areas and users of the centre.</li> <li>• Where service areas are accessible from car parks, they should present a well designed and secure facade to public areas.</li> <li>• Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view.</li> </ul>
<p><b>Principle 10</b></p> <p>Promote localisation, sustainability and adaptability.</p>	<ul style="list-style-type: none"> <li>• The Local Town Centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on the car.</li> <li>• The Local Town Centre should be designed to be sympathetic to its natural surrounds by:</li> <li>• Investigating the use of energy efficient design and construction methods for all buildings;</li> <li>• Including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation);</li> <li>• Promoting safe and direct accessibility and mobility within and to and from the Local Town Centre;</li> <li>• Including options for shade and shelter through a combination of landscape and built form treatments;</li> <li>• Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling;</li> <li>• Promoting passive solar orientation in the configuration and distribution of built form and public spaces;</li> <li>• Grouping waste collection points to maximise opportunities for recycling and reuse;</li> <li>• Promoting solar energy for water and space heating, electricity generation and internal and external lighting; and</li> <li>• Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings.</li> <li>• Encourage building design which can be adapted to accommodate a variety of uses over time.</li> <li>• Ensure the Local Town Centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve.</li> </ul>
<p><b>Principle 11</b></p> <p>Promote public transport use.</p>	<ul style="list-style-type: none"> <li>• Facilitate safe and efficient operation of public transport and bus services.</li> <li>• Encourage use of public transport by locating bus stops in locations which are accessible, safe and convenient.</li> </ul>

## 4.2.2 Local Convenience Centres

<p><b>Principle 1</b></p> <p>Provide smaller neighbourhoods with a viable Local Convenience Centre which offers accessible services to the surrounding community.</p>	<p>order to deliver a fine grain distribution of town centres within the region.</p> <ul style="list-style-type: none"> <li>Local Convenience Centres should be planned for neighbourhoods that contain less than 8,000 people and are located more than 1km away from a Local Town Centre or higher order town centre.</li> <li>Locate Local Convenience Centres in locations which are central to the residential community they serve and that provide exposure to passing traffic.</li> <li>Where appropriate, locate Local Convenience Centres in attractive settings and incorporate natural or cultural landscape features such as creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value.</li> </ul>
<p><b>Principle 2</b></p> <p>Provide a range of local services and facilities which are appropriate to the Local Convenience Centre location and the catchment that it serves.</p>	<ul style="list-style-type: none"> <li>Land uses should be located generally in accordance with the locations and general land use terms identified on the Local Convenience Centre Concept Plan.</li> <li>The design of the Local Convenience Centre should facilitate development with a high degree of community interaction and provide an appropriate mix of retail, commercial and community facilities to suit the catchment that the Local Convenience Centre serves.</li> <li>The design of the Local Convenience Centre should also encourage a pattern of smaller scale individual tenancies and land ownership patterns within the Local Town Centre to attract investment and encourage greater diversity and opportunities for local business investment.</li> <li>Active building frontages should address the primary street frontage to maximise exposure to passing trade, and promote pedestrian interaction.</li> </ul>
<p><b>Principle 3</b></p> <p>Design the Local Convenience Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access. The Local Convenience Centre should be easily, directly and safely accessible for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety.</p>	<ul style="list-style-type: none"> <li>Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations adjacent to the Local Convenience Centre.</li> <li>Bus stops should be provided in accordance with the Public Transport Victoria Public Transport Guidelines for Land Use and Development, to the satisfaction of the Public Transport Victoria.</li> <li>Bicycle parking should be provided within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations.</li> <li>The design of buildings within the Local Convenience Centre should have a relationship with and should interface to the public street network.</li> <li>Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages.</li> <li>Car parking areas should be designated to ensure passive surveillance and public safety through adequate positioning and lighting.</li> <li>Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping.</li> <li>On street car parking should be provided either as parallel or angle parking to encourage short stay parking.</li> <li>Car parking ingress and egress crossovers should be grouped and limited.</li> <li>Car parking ingress or egress and car parking areas accommodating heavy vehicle movements should be designed to limit the pedestrian/vehicle conflict.</li> <li>Streets, public spaces and car parks should be well lit to Australian standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above.</li> </ul>
<p><b>Principle 4</b></p> <p>Create a sense of place with high quality engaging urban design.</p>	<ul style="list-style-type: none"> <li>Development should complement and enhance the character of the surrounding area by responding appropriately to key visual cues associated with the topography of the Local Convenience Centre location and its surrounds.</li> <li>The Local Convenience Centre design should seek to minimise amenity and noise impacts resulting from the mix of uses by maintaining separation and transitional areas between retail and housing activities, such as open space, road networks and community facilities.</li> <li>The design of each building should contribute to a cohesive and legible character for the Local Convenience Centre as a whole.</li> <li>Sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) should be identified for significant buildings or landmark structures.</li> <li>The design of building frontages should incorporate the use of a consistent covered walkway or verandah to provide for weather protection.</li> <li>The built form should define the primary street frontage and be aligned with the property boundary.</li> </ul>

	<ul style="list-style-type: none"> <li>• Street facades and all visible side or rear facades should be visually rich, interesting and well articulated and be finished in suitable materials and colours that contribute to the character of the Local Convenience Centre.</li> <li>• Materials and design elements should be compatible with the environment and landscape character of the broader precinct.</li> <li>• If a supermarket is proposed, the supermarket should have a frontage that directly address the primary street frontage so that the use integrates with and promotes activity within the public realm.</li> <li>• Supermarkets with a frontage to the primary street frontage should use clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing).</li> <li>• Secondary access to a supermarket from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the primary street frontage.</li> <li>• The design and siting of supermarkets should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominantly routes and streets.</li> <li>• Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street.</li> <li>• Retail and commercial buildings within the Local Convenience Centre should generally be built to the property line.</li> <li>• Public spaces should be oriented to capture north sun and protect from prevailing winds and weather.</li> <li>• Landscaping of all interface areas should be of a high standard as an important element to complement the built form design.</li> <li>• Urban art should be incorporated into the design of the public realm.</li> <li>• Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the Local Convenience Centre.</li> <li>• Wrapping of car parking edges with built form, to improve street interface, should be maximised.</li> <li>• Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares.</li> <li>• Screening of centralised waste collection points should minimise amenity impacts with adjoining areas and users of the centre.</li> <li>• Where service areas are accessible from car parks, they should present a well designed and secure facade to public areas.</li> <li>• Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view.</li> </ul>
<p><b>Principle 5</b></p> <p>Promote localisation, sustainability and adaptability.</p>	<ul style="list-style-type: none"> <li>• The Local Convenience Centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on the car.</li> <li>• The Local Convenience Centre should be designed to be sympathetic to its natural surrounds by: <ul style="list-style-type: none"> <li>• Investigating the use of energy efficient design and construction methods for all buildings;</li> <li>• Including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation);</li> <li>• Promoting safe and direct accessibility and mobility within and to and from the Local Convenience Centre;</li> <li>• Including options for shade and shelter through a combination of landscape and built form treatments;</li> <li>• Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling;</li> <li>• Promoting passive solar orientation in the configuration and distribution of built form and public spaces;</li> <li>• Grouping waste collection points to maximise opportunities for recycling and reuse;</li> <li>• Promoting solar energy for water and space heating, electricity generation and internal and external lighting; and</li> <li>• Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings.</li> </ul> </li> <li>• Encourage building design which can be adapted to accommodate a variety of uses over time.</li> </ul>

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## 4.3 Open Space Delivery Guide

### WYNDHAM CITY COUNCIL PARK CLASSIFICATIONS & EMBELLISHMENT LIST

#### PASSIVE RECREATION PARK

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

#### NEIGHBOURHOOD

- Passive recreation park suitable for local recreation/social activities
- Junior play emphasis
- Attracts users from the local area (ie 400m catchment)
- Recreational/social facilities suitable for local activities/events.
- Minimal support facilities (seats, bin etc)
- Footpath/bikeway links

#### DISTRICT (1HA OR GREATER)

- Passive recreation park suitable for district-level recreation/social activities
- Junior and youth play emphasis
- Attracts users from the district (ie 2km catchment)
- Recreational/social facilities suitable for district activities/events.
- Basic support facilities eg amenities , BBQ, Picnic tables, shelters, seats etc)
- Footpath/bikeway links
- Toilets and skate area

#### MUNICIPAL (5HA OR GREATER)

- Major passive recreation park suitable for Citywide recreation/social events
- Attracts users from municipality and adjacent municipalities
- Capacity to sustain high level recreational/social use (5000+) over long periods
- High level recreational/social facilities suitable for Citywide events.
- Junior and youth play emphasis
- High level support facilities eg parking, amenities (toilets), signage
- Footpath/bikeway links
- Public transport
- Car spaces (on and off street)
- Bus Spaces (on and off street)

#### REGIONAL

- Major passive recreation park suitable for regional recreation/social events
- Attracts users from Melbourne/Geelong and surrounding municipalities
- Capacity to sustain high level recreational/social use (10000+) over long periods
- High level recreational/social facilities suitable for regional events.
- Junior and youth play emphasis
- High level support facilities eg parking, amenities, signage
- Footpath/bikeway links
- Public transport
- Car spaces (off street)
- Bus Spaces (off street)

#### LINEAR PARK

To provide pedestrian/cyclist links in a parkland setting

Park that is developed and used for pedestrian and cyclist access, both recreational and commuter, between residential areas and key community destinations such as recreational facilities, schools and other community facilities, public transport and places of work. Linear Reserves are generally linear in

nature and follow existing corridors such as water courses and roads. They usually contain paths or tracks (either formal or informal) that form part of a wider path/track network. While the primary function of Linear Reserve is pedestrian & cyclist access, these parks may serve additional purpose such as storm water conveyance, fauna movement and ecological/biodiversity protection.

#### NEIGHBOURHOOD

- Park corridor that provides local link
- Attracts users from the local area (ie 400m catchment)
- Capacity to sustain low level accessibility over short periods
- Minor access facilities eg path
- Footpath/bikeway links

#### DISTRICT

- Major park corridor that provides district link
- Attracts users from the district (ie 2 km catchment)
- Capacity to sustain moderate level accessibility over long periods
- Basic access facilities eg path, signage
- Footpath/bikeway links

#### MUNICIPAL

- Major park corridor that provides metropolitan link
- Attracts users from municipality and adjacent municipalities
- Capacity to sustain high level accessibility over long periods
- High level access facilities eg paths, signage, shade, water fountains
- Footpath/bikeway links
- Public transport
- Car spaces (on street)
- Bus Spaces (on street)

#### REGIONAL

- Major park corridor that provides regional link
- Attracts users from Melbourne/Geelong and surrounding municipalities
- Capacity to sustain high level accessibility over long periods
- High level access facilities eg paths, signage, shade, water fountains
- Footpath/bikeway links
- Public transport
- Car spaces (on and off street)
- Bus Spaces (on and off street)

#### TOWN SQUARE/URBAN PARK

(Area equal to or less than 0.3ha or unless otherwise designated)

A passive recreation park providing opportunities for a variety of recreational and social activities in an urban setting. They are located predominantly in medium to high density residential area and mixed use centres or corridors. They provide an important role in meeting the passive recreation needs of residents, workers and visitors in activity centres and/or medium to high density residential areas.

Town squares are to be predominately hard landscaped, while urban parks have less hardstand than town squares, but more than traditional neighbourhood passive recreation parks. Urban parks also offer the opportunity for low key kick and throw activities a small turfed area. Town square and urban park design must also create skate / scooter opportunities.

#### LINEAR PARK

To provide pedestrian/cyclist links in a parkland setting.

A park that is developed and used for pedestrian and cyclist access, both recreational and commuter, between residential areas and key community destinations such as recreational facilities, schools and other community facilities, public transport and places of work. Linear Reserves are generally linear in nature and follow existing corridors such as water courses and roads. They usually contain paths or tracks

(either formal or informal) that form part of a wider path/track network. While the primary function of Linear Reserve is pedestrian & cyclist access, these parks may serve additional purpose such as storm water conveyance, fauna movement and ecological/biodiversity protection.

#### NEIGHBOURHOOD

- Park corridor that provides local link
- Attracts users from the local area (ie 400m catchment)
- Capacity to sustain low level accessibility over short periods
- Minor access facilities eg path
- Footpath/bikeway links

#### DISTRICT

- Major park corridor that provides district link
- Attracts users from the district (ie 2 km catchment)
- Capacity to sustain moderate level accessibility over long periods
- Basic access facilities eg path, signage
- Footpath/bikeway links

#### MUNICIPAL

- Major park corridor that provides metropolitan link
- Attracts users from municipality and adjacent municipalities
- Capacity to sustain high level accessibility over long periods
- High level access facilities eg paths, signage, shade, water fountains
- Footpath/bikeway links
- Public transport
- Car spaces (on street)
- Bus Spaces (on street)

#### REGIONAL

- Major park corridor that provides regional link
- Attracts users from Melbourne/Geelong and surrounding municipalities
- Capacity to sustain high level accessibility over long periods
- High level access facilities eg paths, signage, shade, water fountains
- Footpath/bikeway links
- Public transport
- Car spaces (on and off street)
- Bus Spaces (on and off street)

#### TOWN SQUARE/URBAN PARK

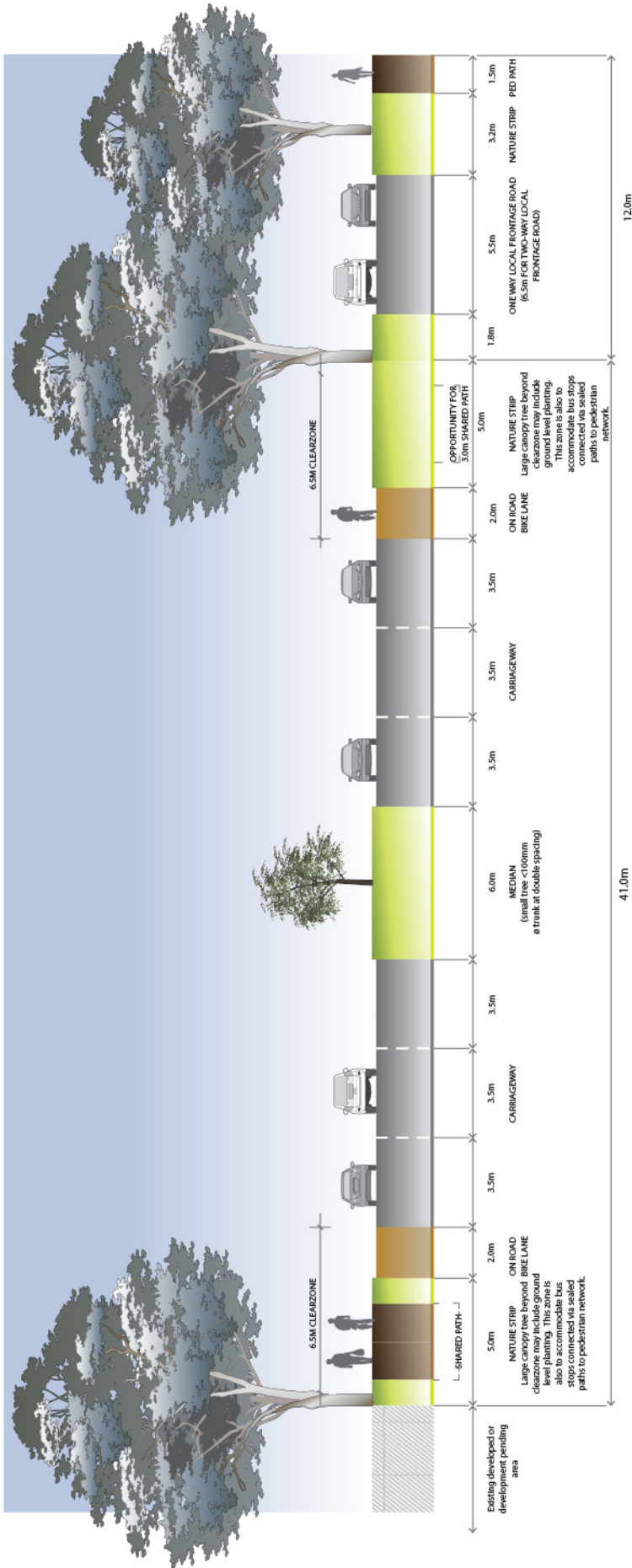
(Area equal to or less than 0.3ha or unless otherwise designated)

A passive recreation park providing opportunities for a variety of recreational and social activities in an urban setting. They are located predominantly in medium to high density residential area and mixed use centres or corridors. They provide an important role in meeting the passive recreation needs of residents, workers and visitors in activity centres and/or medium to high density residential areas.

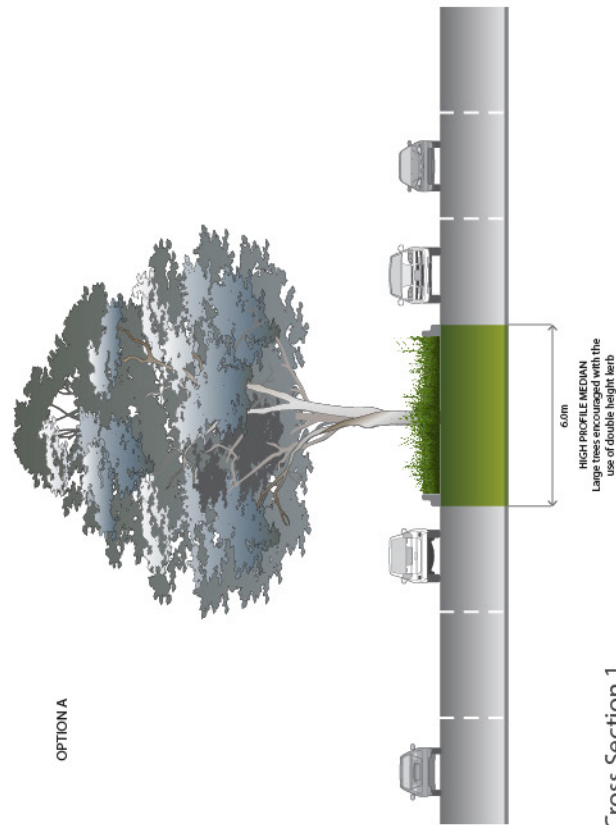
Town squares are to be predominately hard landscaped, while urban parks have less hardstand than town squares, but more than traditional neighbourhood passive recreation parks. Urban parks also offer the opportunity for low key kick and throw activities a small turfed area.

## 4.4 Cross-sections

### 4.4.1 PSP Street Cross Sections



OPTION A

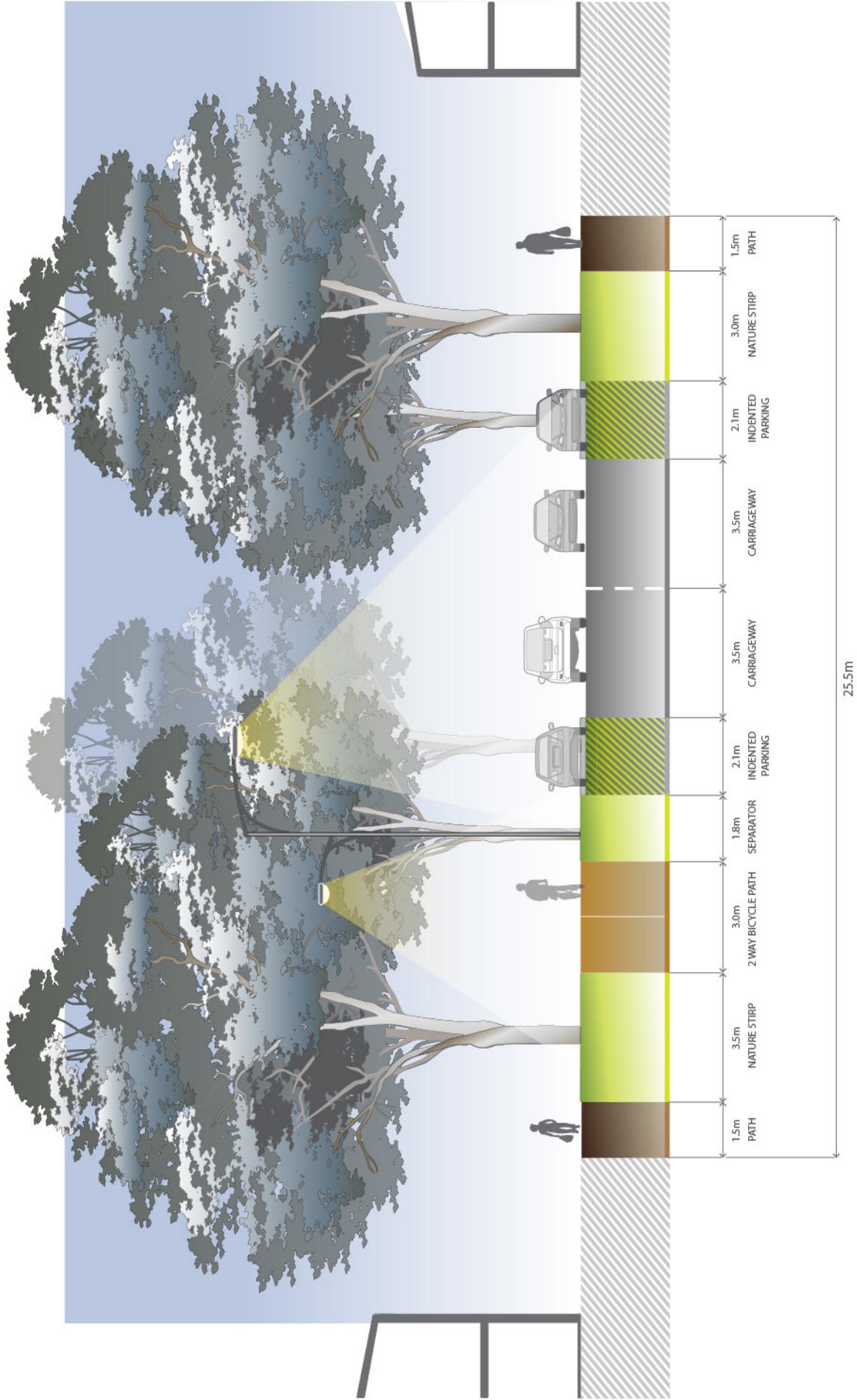


Cross Section 1  
Ison Road & Ballan Road - Primary Arterial Road 6 Lane (41m)

**NOTES:**

- Includes typical residential interface east side
- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas* (April 2011)
- 6.5m \* Clearzones assumes 80km/hr speed limit > 5,000 VPD
- Option A (60km/hr) – opportunity for high profile barrier kerb in strategic locations such as adjacent town centres or significant parkland, to enable large canopy tree planting

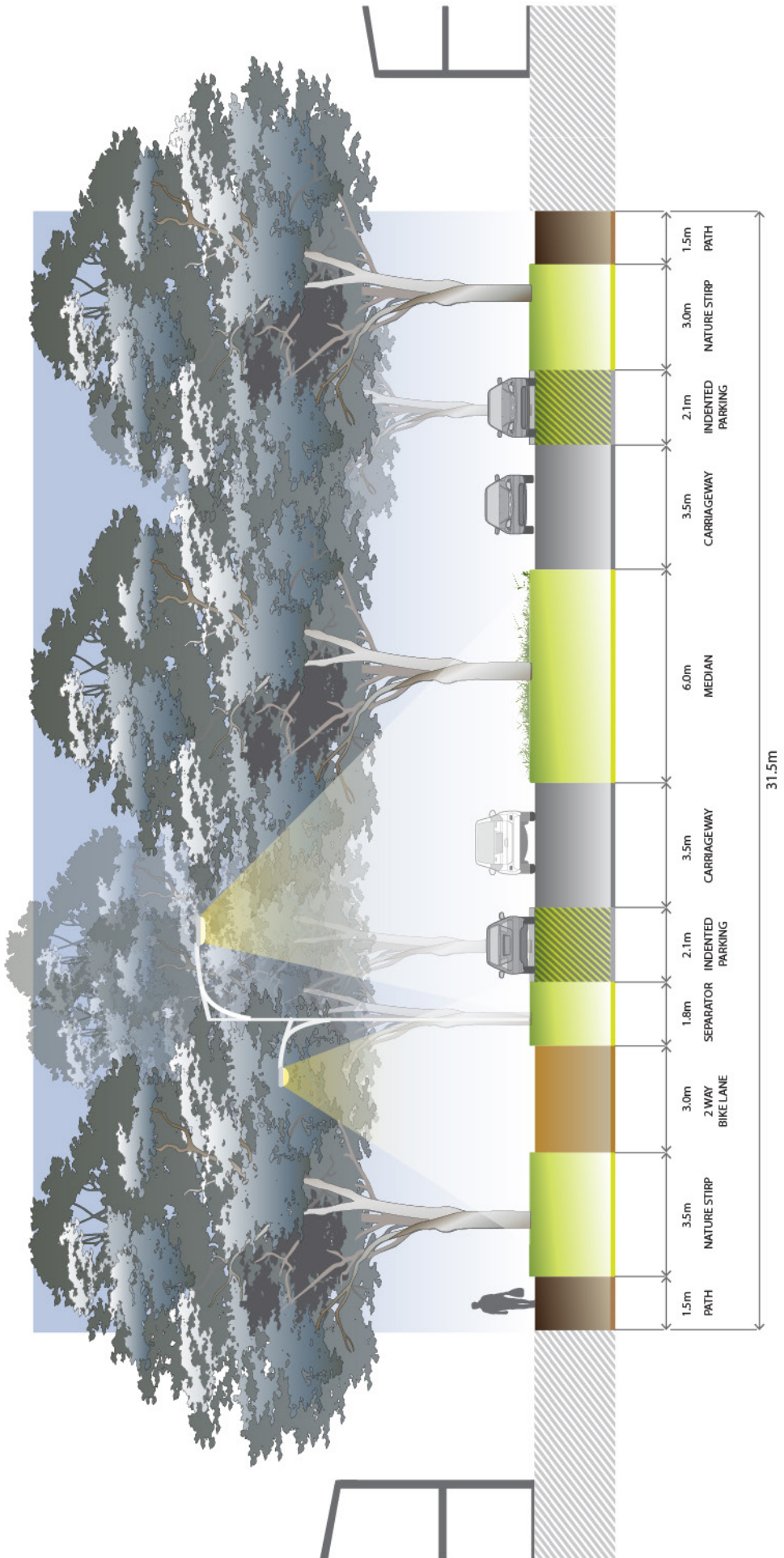




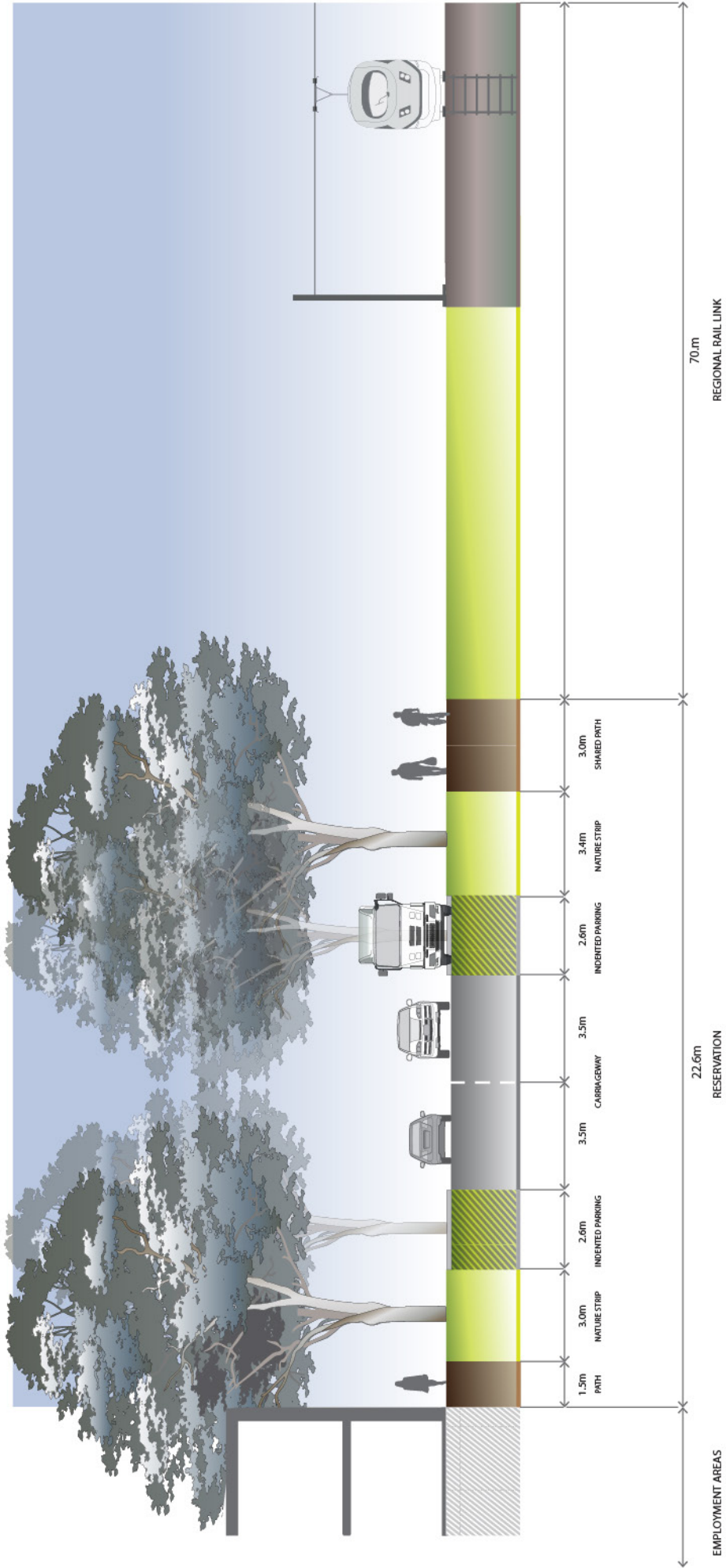
**NOTES:**

- Where road abuts school drop off zones and thoroughfares, grassed nature strip should be replaced with pavement.
- Canopy street tree planting must be incorporated within any additional pavement.

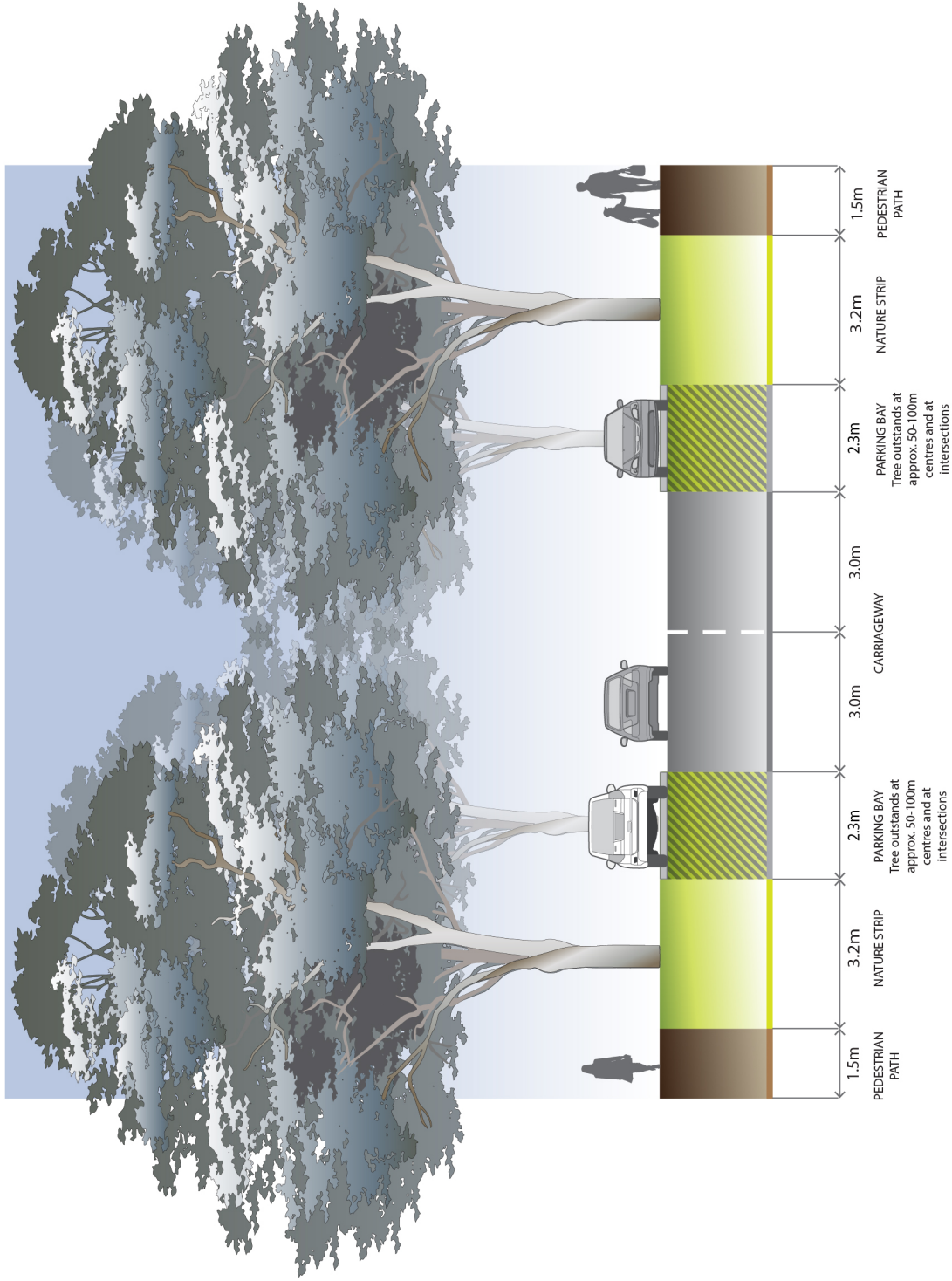
Cross Section 2  
Connector Street (25.5m) - Off road bike path



Cross Section 3  
Connector Boulevard (31.5m)



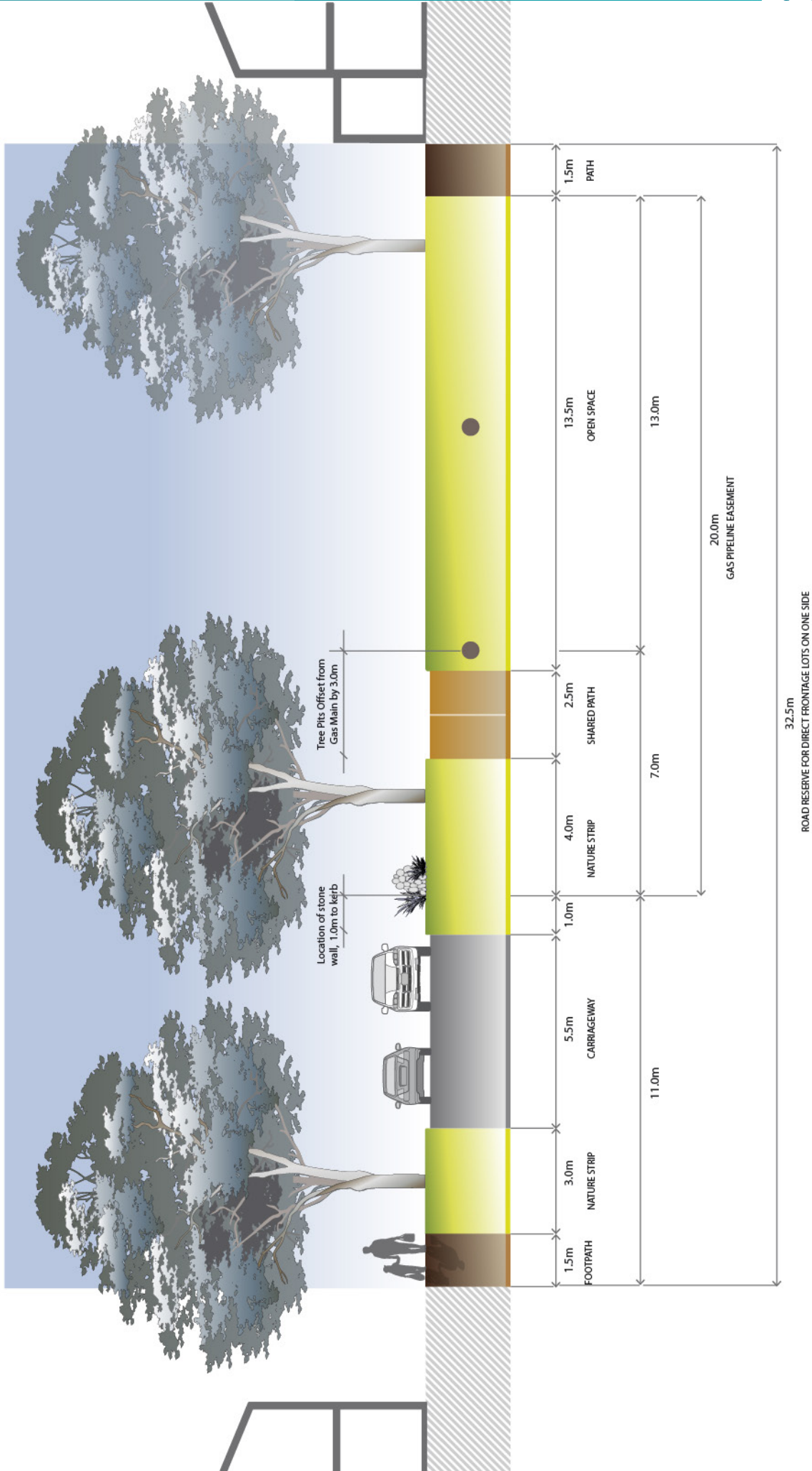
Cross Section 4  
Industrial Connector with RRL



**NOTES:**

- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb

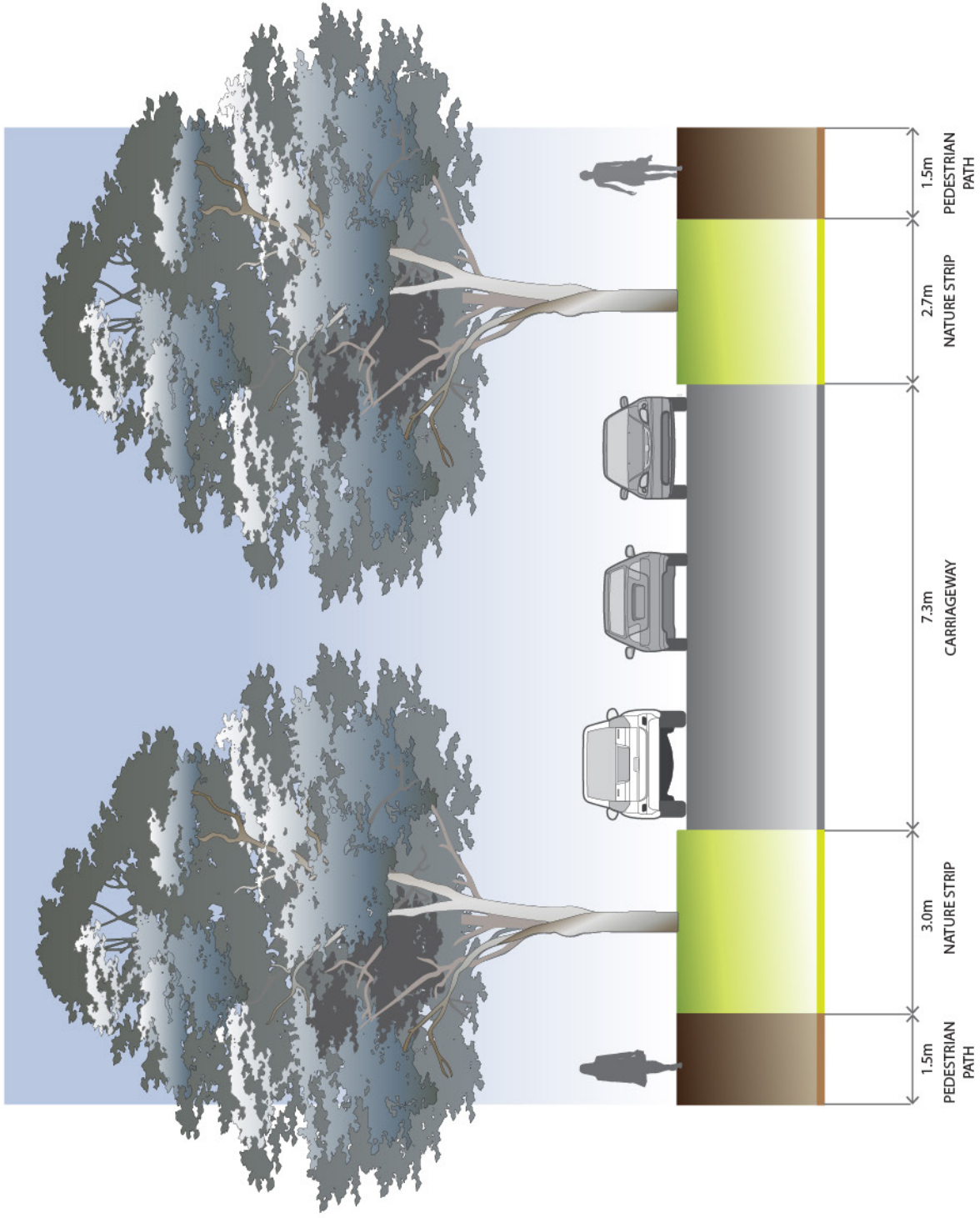
Cross Section 5  
 Local Access Level 2 Standard (20m)  
 Variations 1, 2, 3 and 4 - may apply as per Connector Street Standard Variation Examples but with a nature strip width of 3.2m



**NOTES:**

- No driveway crossover over gas pipeline

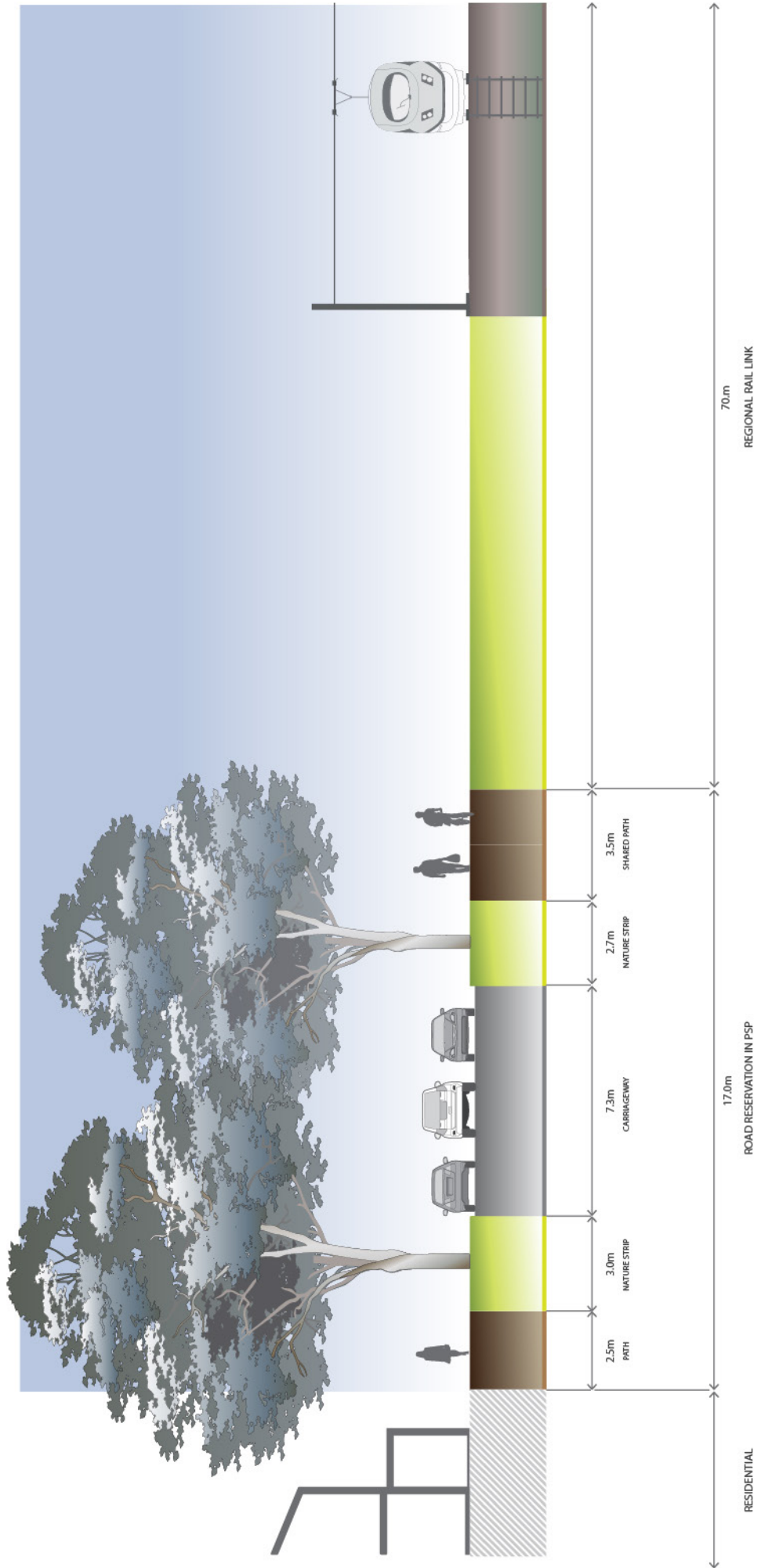
**Cross Section 6**  
Gas Connector Local Street



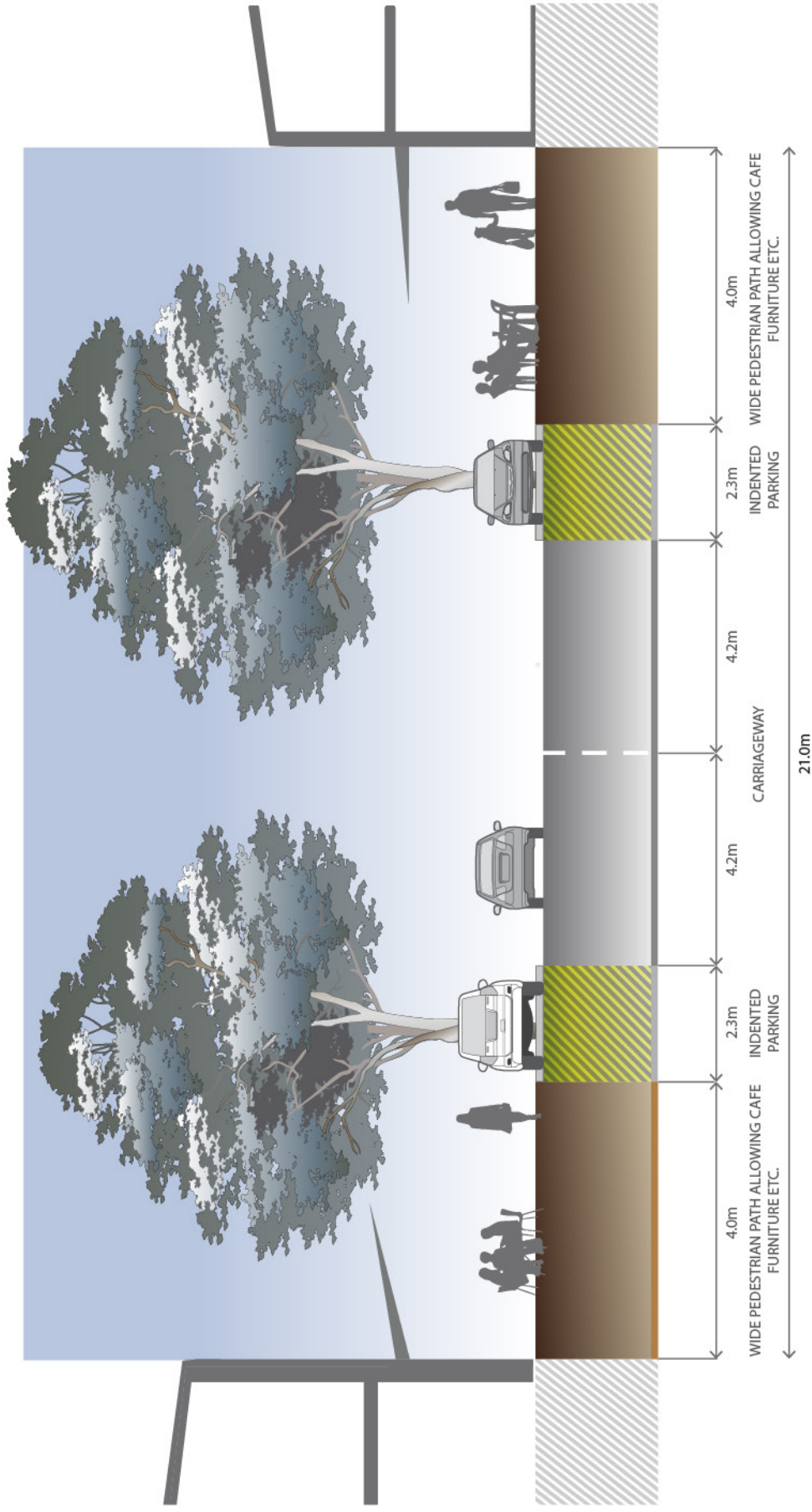
**NOTES:**

- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 In Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)

**Cross Section 7**  
**Local Access Level 1 Standard (16m)**



Cross Section 8  
Access Level 1 with RRL

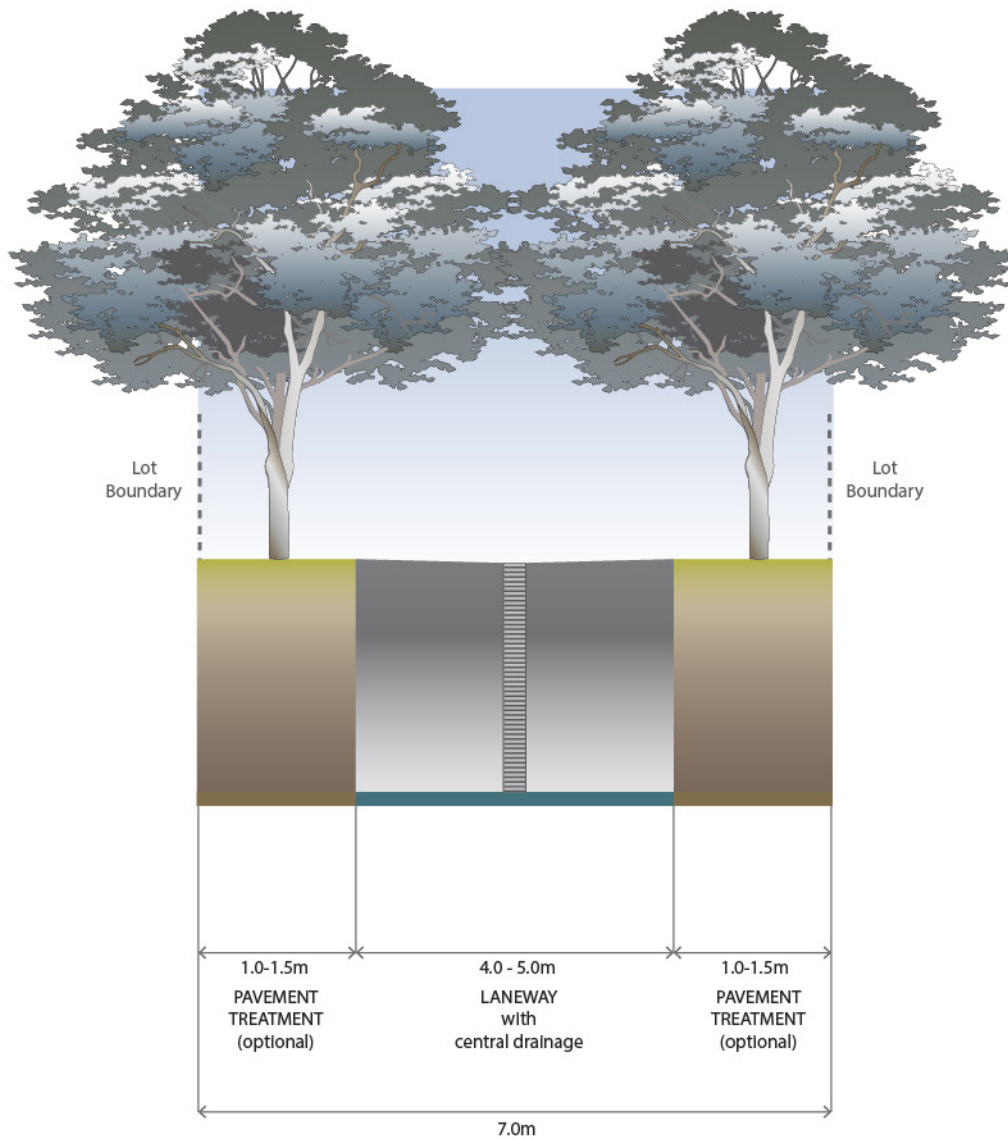


**NOTES:**

- Where appropriate locate street trees in centre median strips or cut outs in middle of road to minimise competition for space when both sides of streets are lined with commercial or public buildings.

**Cross Section 9**  
Retail Main Street

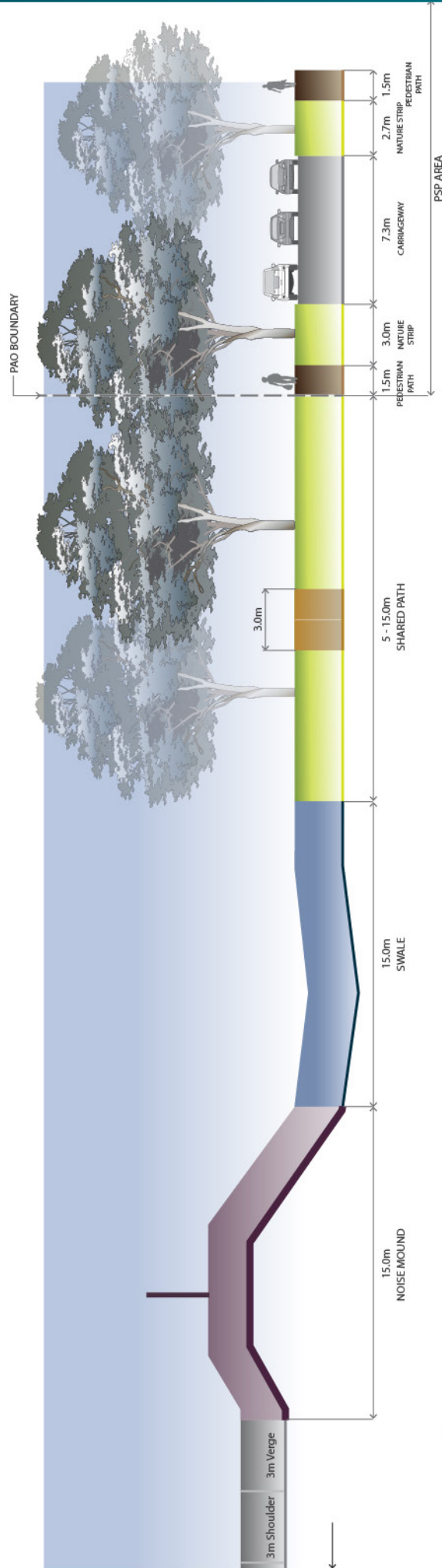




**NOTES:**

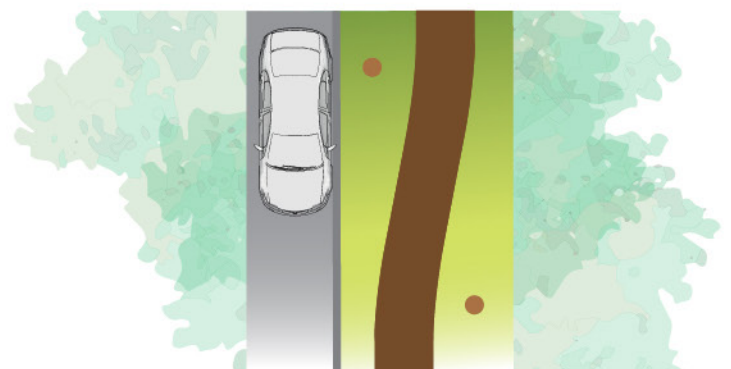
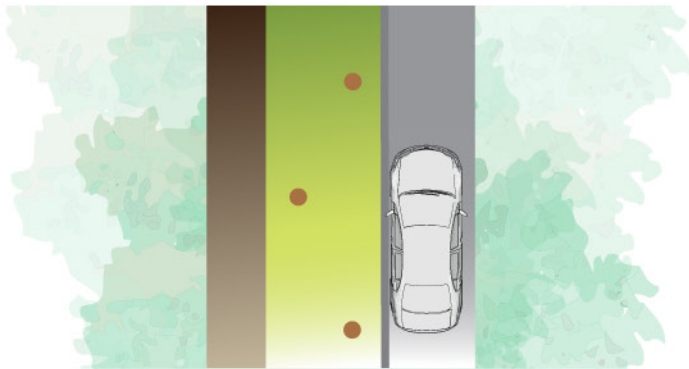
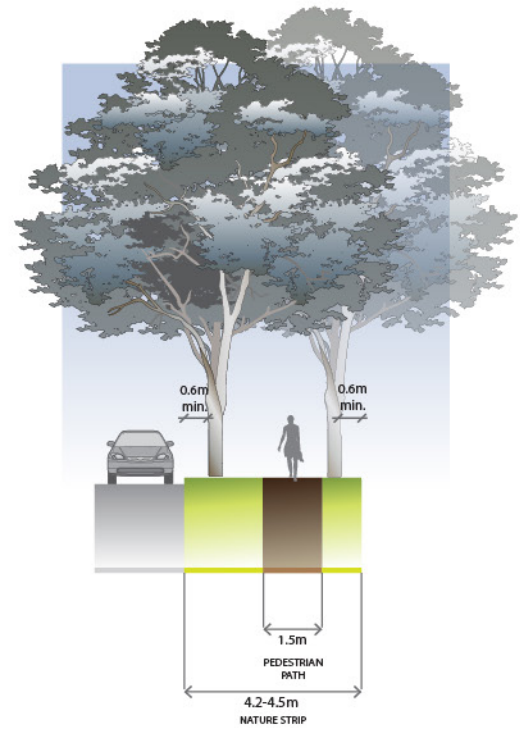
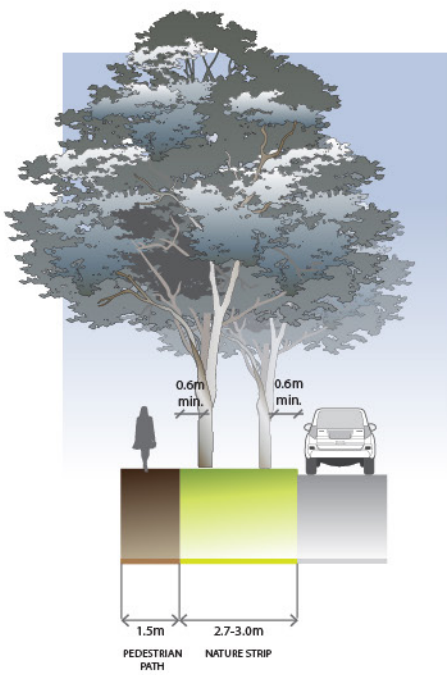
- Different pavement treatment to sides of laneway is optional
- Where different pavement treatment to sides is not provided, central drainage line is to include pavement treatment other than asphalt
- Small tree planting to sides of laneway is optional
- Pending demonstration that function can be maintained and subject to approval of council, overall laneway width of less than 7m may be possible.
- Planting of small / medium trees encouraged where space permits.

**Cross Section 10  
Laneway (7.0m)**



Cross Section 11  
OMR Interface

### 4.4.2 Cross Section Variations



**Cross Section 10a**  
Local Access Level 1 Standard (16m)  
Variation Example 1 - Varying tree placement in nature strip

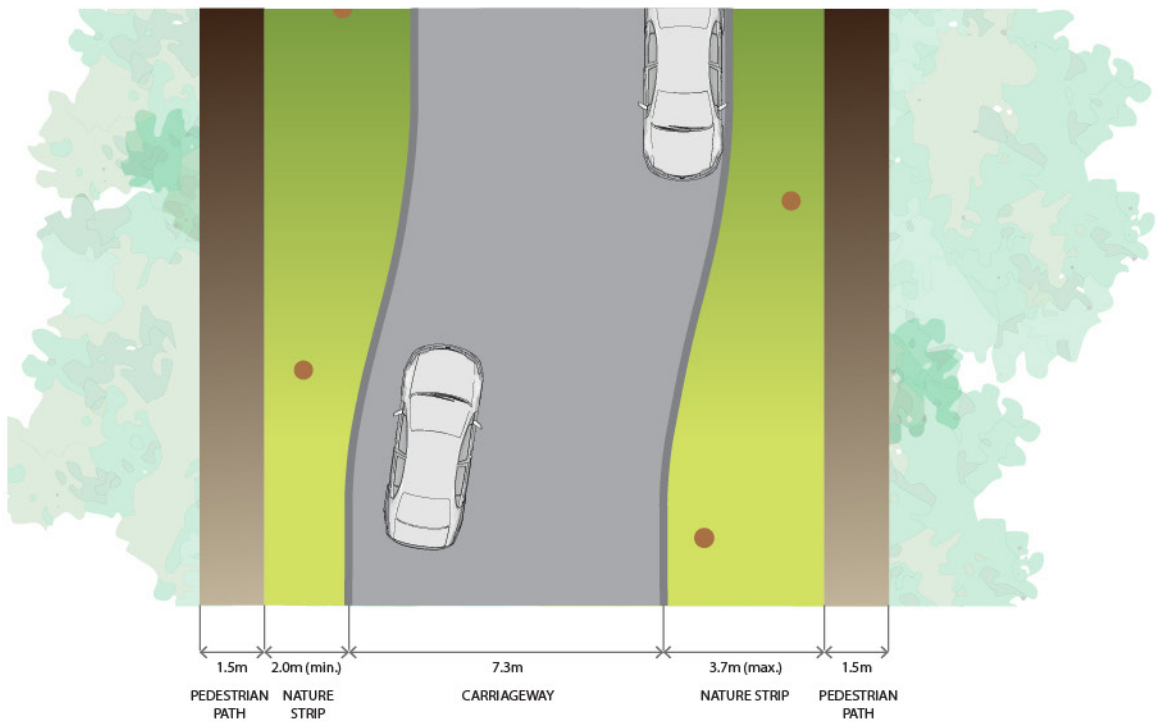
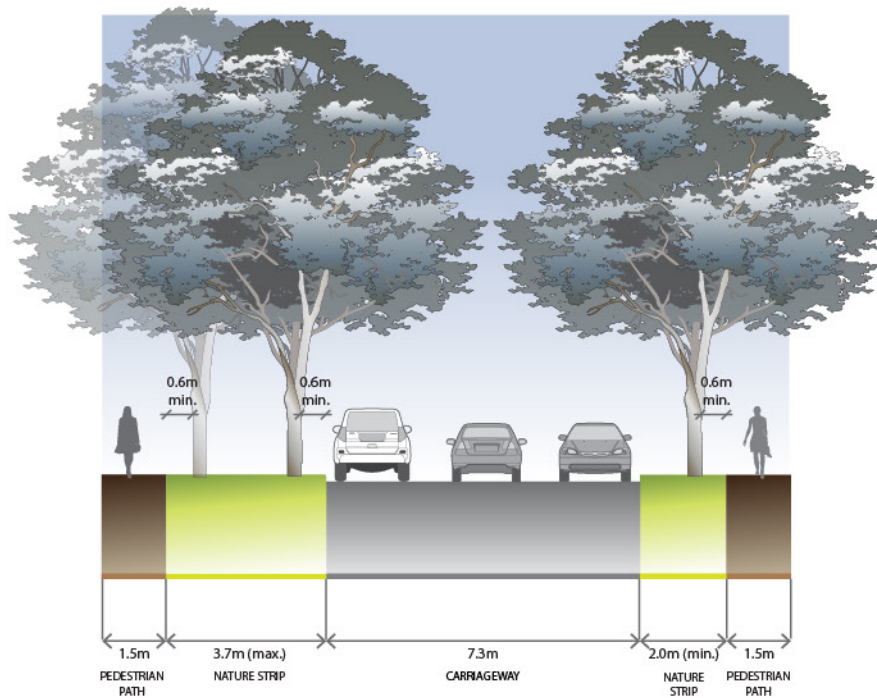
**NOTES:**

- Tree planting in varying locations in nature strip, in groups or clusters
- Minimum offset of tree trunks 0.6m from back of kerb and footpath edge

**Cross Section 10b**  
Local Access Level 1 Standard (16m)  
Variation Example 2  
Meandering footpath in nature strip

**NOTES:**

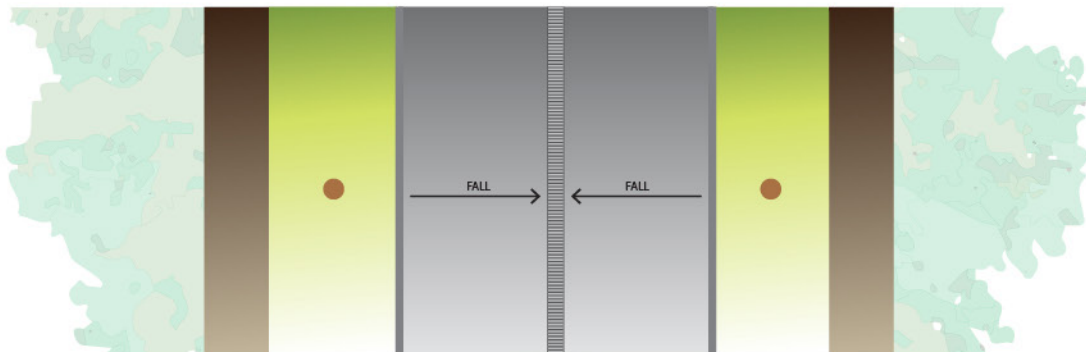
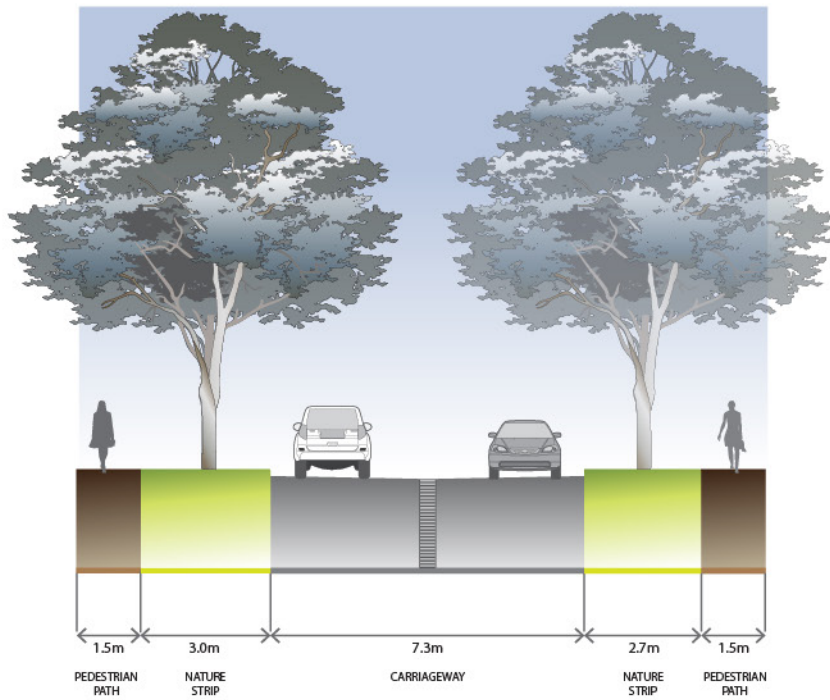
- Footpath in varying locations in nature strip
- Tree placement adjusts in response to footpath location
- Minimum offset of footpath 1.0m from back of kerb and 0.6m from tree trunks
- Design of meandering footpaths to consider bin placement on nature strips, access to letter boxes for mail delivery, interface with driveways, definition of front allotment boundary and accommodation of bus stops.



Cross Section 10c  
Local Access Level 1 Standard (16m)  
Variation Example 3  
Varying nature strip widths / meandering carriageway

**NOTES:**

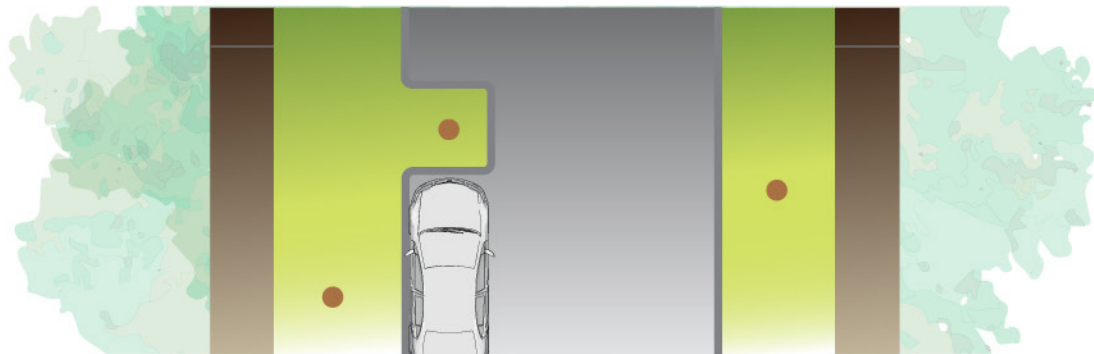
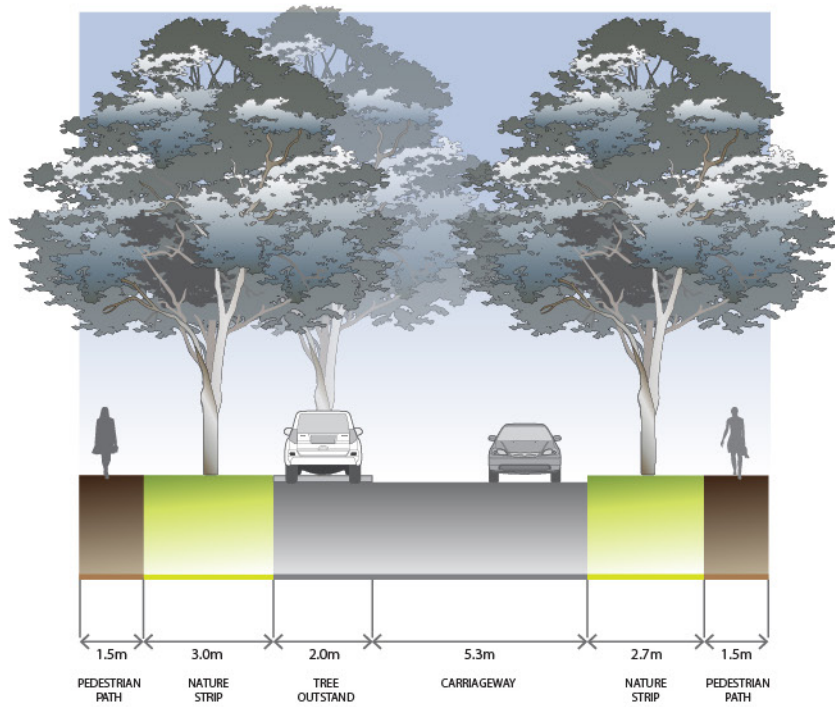
- Varying carriageway placement in road reserve
- Tree placement adjusts in response to carriageway location



Cross Section 10d  
Local Access Level 1 Standard (16m)  
Variation Example 4 - Central drainage

NOTES:

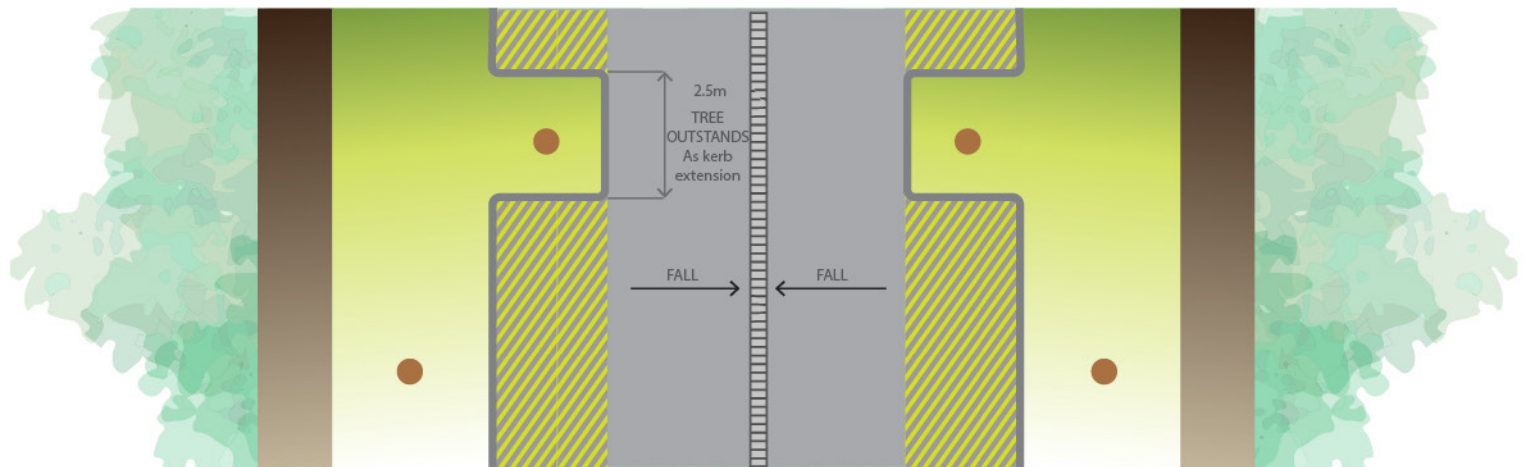
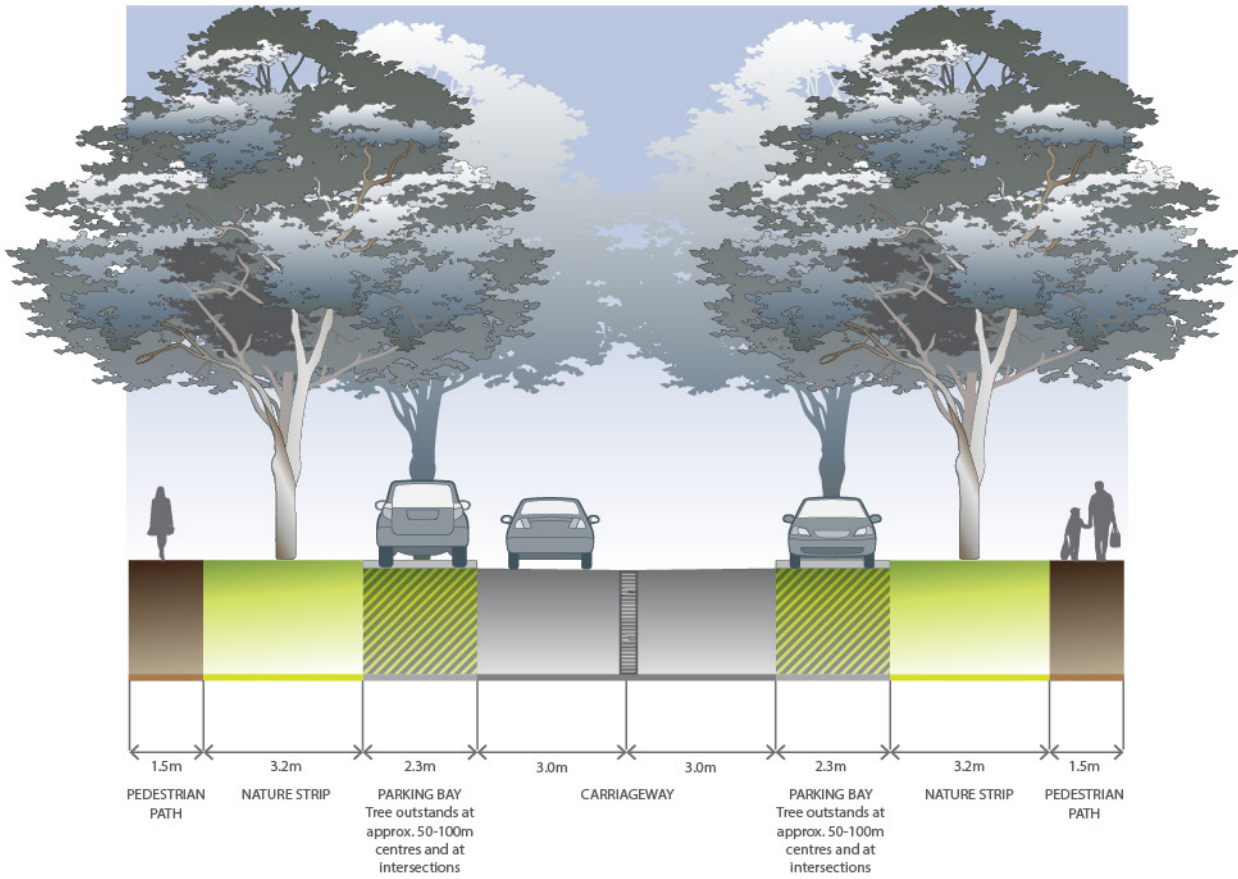
- Carriageway drains to central drainage line rather than sides
- Central drainage line to include pavement treatment other than asphalt
- Kerbs are to be B1 Barrier Kerb as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas* (April 2011)
- Appropriate for short streets (less than 60m) with minimal through traffic of for frontage roads.



**Cross Section 10e**  
Local Access Level 1 Standard (16m)  
Variation Example 5 - Tree Outstands

**NOTES:**

- Include tree outstands at approx 50 – 100m centres on one side only
- Road design to ensure passage of emergency vehicles is accommodated

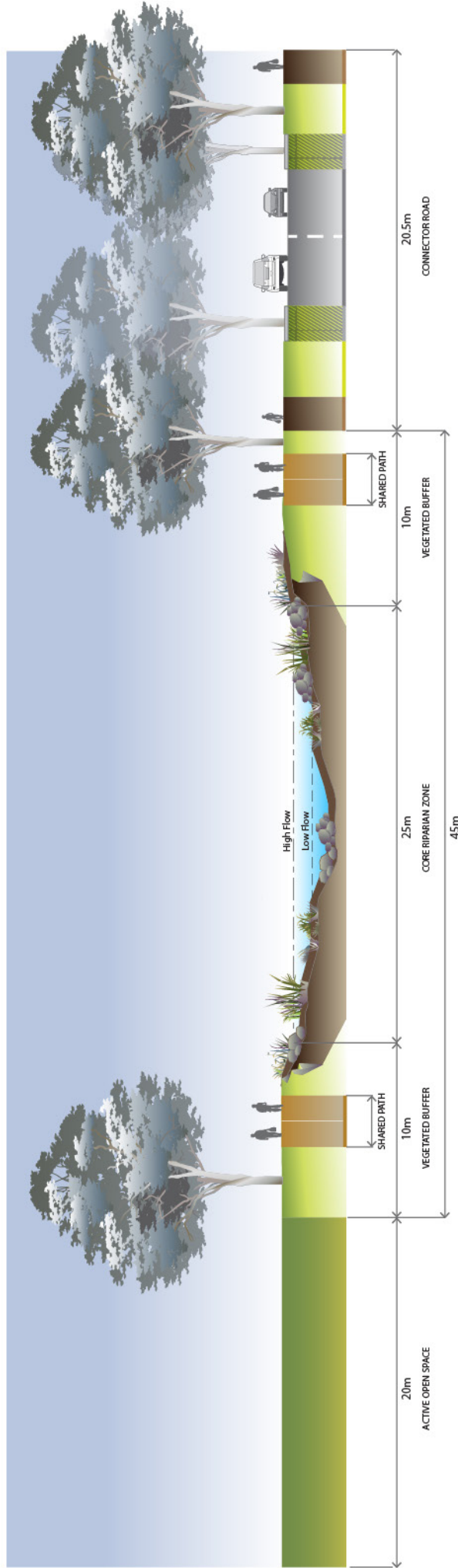


NOTES:

- Carriageway drains to central drainage line rather than sides
- Central drainage line to include pavement treatment other than asphalt
- Kerbs are to be B1 Barrier Kerb

Local Access Level 2 (20m)  
Variation 5 - Central Drainage

### 4.4.3 Constructed Waterway Cross Section



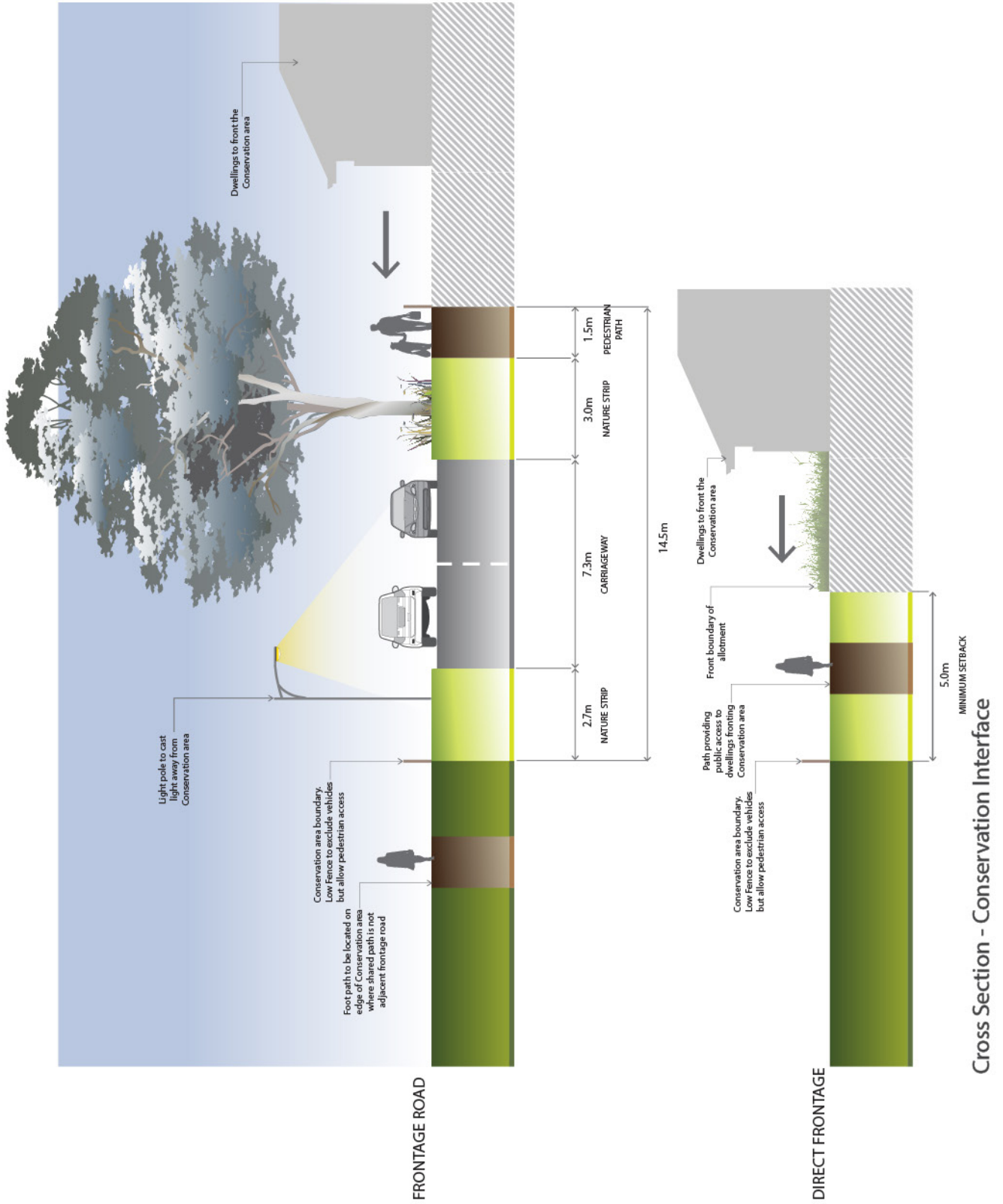
**NOTES:**

- Waterway widths are to be consistent with Table 5 and subject to Melbourne Water approval.
- Shared path placement is shown for both sports field and local access street interfaces for indicative purposes, the shared path network is shown on Plan 7.

### Cross Section - Westbrook PSP Constructed waterway (45m)



4.4.4 Conservation Area Cross Section





## 4.5 Service Placement Guidelines

### Standard road cross sections

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

### Non-standard road cross sections

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

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

#### TABLE NOTES

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

	Under pedestrian pavement	Under nature strips	Directly under trees <sup>1</sup>	Under kerb	Under road pavement	Within allotments	Notes
Sewer	Possible	Preferred	Possible	No	Possible	Possible <sup>3</sup>	
Potable Water	Possible <sup>4</sup>	Preferred	Preferred	No	Possible	No	Can be placed in combined trench with gas
Recycled Water	Possible <sup>4</sup>	Preferred	Preferred	No	Possible	No	
Gas	Possible <sup>4</sup>	Preferred	Preferred	No	No	No	Can be placed in combined trench with potable water
Electricity	Preferred <sup>4</sup>	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
FTTH/							
Telco	Preferred <sup>4</sup>	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
Drainage	Possible	Possible	Possible	Preferred	Preferred	Possible <sup>3</sup>	
Trunk Services	Possible	Possible	Possible	Possible	Preferred	No	

### General principles for service placement

- Place gas and water on one side of road, electricity on the opposite side
- Place water supply on the high side of road
- Place services that need connection to adjacent properties closer to these properties
- Place trunk services further away from adjacent properties
- Place services that relate to the road carriageway (eg. drainage, street light electricity supply) closer to the road carriageway
- Maintain appropriate services clearances and overlap these clearances wherever possible
- Services must be placed outside of natural waterway corridors or on the outer edges of these corridors to avoid disturbance to existing waterway values.



WESTBROOK PRECINCT STRUCTURE PLAN - JUNE 2014 (AMENDED MAY 2022)

