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ALFRED ROAD PRECINCT STRUCTURE PLAN

APRIL 2013

FOREWORD

The Alfred Road Precinct Structure Plan outlines future residential development in the west of Werribee.

Land examined for the Alfred Road PSP, situated in the City of Wyndham, borders the Melbourne-Geelong rail line, Galvin Road and Westleigh Gardens to the north; Geelong Road and Riverwalk Estate to the east; the proposed Ison Road arterial to the south, and the future urban land to the west.

Development of the Alfred Road precinct will extend the existing Werribee West community and will integrate with the Westleigh Gardens and Riverwalk Estate with excellent access to Werribee town centre and the Princes Freeway.

This PSP will provide just over 1,200 homes across 91 hectares, with an additional 2.4 hectares of parks and reserves with additional land for cycle and walking paths.

Local shops at the intersection of Alfred Road and Geelong Road will provide access to convenience shopping and local services to complement the larger town centre at nearby Riverwalk.

Public transport provision is also considered with road-network design catering for through-bus routes and complementary pedestrian and bicycle paths.

Development works will include landscaping of roads and local streets, fencing and landscaping along arterial roads, creation of a new creek and wetland feature and implementation of intersection works and traffic management measures across the precinct.

All key environmental issues have been taken into account when preparing this plan, as outlined throughout the document. The PSP integrates with the Commonwealth law to allow developers to divert a proportion of profits from the precinct towards sustaining endangered species in Melbourne's west.

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1.0 INTRODUCTION

The Alfred Road Precinct Structure Plan (the PSP) has been prepared by the Growth Areas Authority (GAA) with the assistance of the City of Wyndham, 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 Precinct Structure Plan is a set of decisions about how the land is to be developed. 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.
- Describes the vision for how the precinct and development outcomes are 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, affordable lifestyle.
- Sets out requirements and guidelines for land use and development.
- Provides Government agencies, the Council, developers, investors and local communities with certainty about future development.
- Addresses the requirements of the EPBC Act 1999 in accordance with an endorsed program under Part 10 of that Act.

1.1 How to read this structure plan

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

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

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

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











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

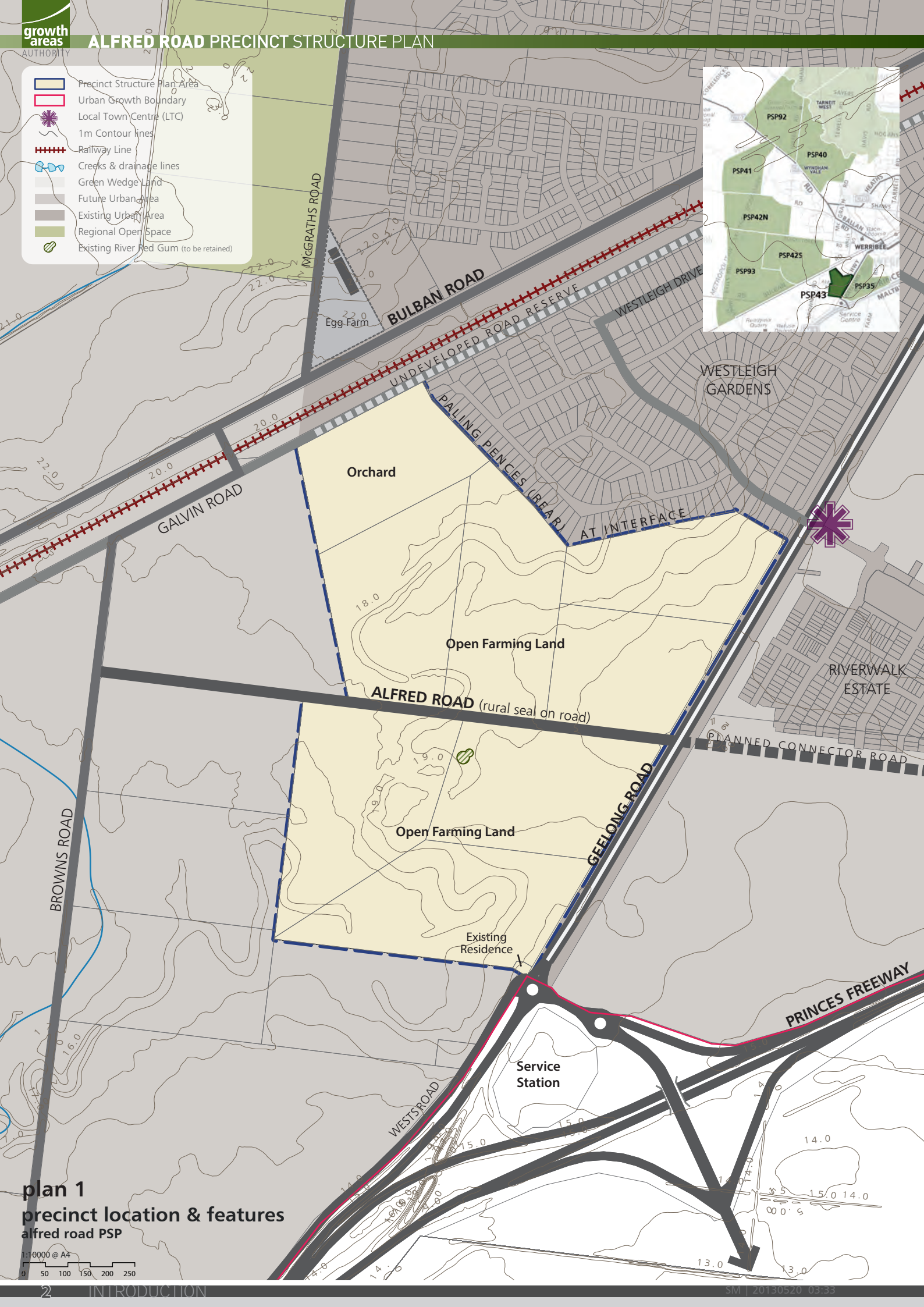
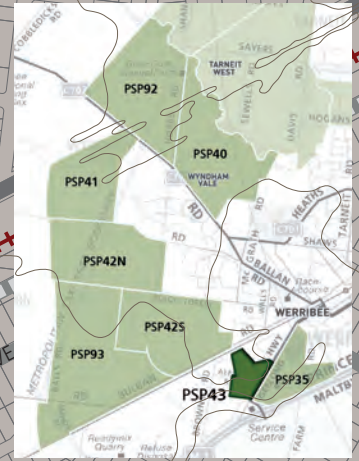
Conditions must be included in a planning permit.

Meeting these requirements, guidelines and conditions will implement the outcomes of the precinct structure plan.

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

Not every aspect of the land's use and development is addressed in this structure plan and a Responsible Authority may manage development and issue permits as relevant under its general discretion.

-  Precinct Structure Plan Area
-  Urban Growth Boundary
-  Local Town Centre (LTC)
-  1m Contour lines
-  Railway Line
-  Creeks & drainage lines
-  Green Wedge Land
-  Future Urban Area
-  Existing Urban Area
-  Regional Open Space
-  Existing River Red Gum (to be retained)



plan 1
precinct location & features
alfred road PSP

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1.2 Precinct Location and Features

The PSP applies to approximately 91 hectares of land as shown on Plan 1.

The PSP area is generally bound by: the Melbourne-Geelong rail line, Galvin Road and Westleigh Gardens to the north; Geelong Road and the Riverwalk Estate to the east; and private farming properties to the south and west.

Plan 1 also identifies the key features of the land.

1.3 Development Contributions Plan (DCP)



















Development proponents within the Alfred Road precinct will be bound by the Wyndham West Development Contributions Plan (the DCP). The DCP sets out requirements for infrastructure funding across the wider Wyndham West region and will be prepared separately to the PSP.

Once complete, the DCP will be a separate document that will be incorporated in the Wyndham Planning Scheme. Development proponents wishing to commence works prior to the approval and gazettal of this instrument have the opportunity to enter into Section 173 agreements with Council to expedite contributions.

Contributions by development proponents for active and regional open space will be used to fund projects outside of the Alfred Road precinct. While the locations for this investment are yet to be determined, land adjacent the precinct's western boundary has been cited as a possible location for future open space provision.

1.4 Background information

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

-  Precinct Structure Plan Area
-  Urban Growth Boundary
-  Residential
-  Local Town Centre (LTC)
-  Local Convenience Centre (LCC)
-  Unencumbered Passive Open Space
-  Drainage Reserve (encumbered)
-  Arterial Road
-  Connector Street
-  Access Street (Level 2)
-  Shared Path (within open space)
-  Shared Path (within road reserve)
-  Bike Path (within road reserve)
-  Railway Line
-  Creeks & drainage lines
-  Future Urban Area
-  Existing Urban Area
-  Land subject to odour assessment (Refer to UGZ schedule)



plan 2
future urban structure
alfred road PSP

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2.0 OUTCOMES

2.1 Vision

The Alfred Road Precinct will be an extension of the existing Werribee West community. The precinct sits adjacent Westleigh Gardens and Riverwalk Estate. Alfred Road crosses the precinct from east to west and a drainage corridor runs from north to south, together forming a natural axis that divides the precinct into four neighbourhoods.

Alfred Road will serve as the main entry and thoroughfare in the precinct. The drainage corridor will act also as a linear park that forms the spine of an integrated open space and trails network.

Precinct character and identity will be defined through the open space network. View lines form an important part of this strategy with tree-lined streets creating vistas from the precinct's boundary into the linear park. Subtle differences in the landscaping palette along the streets and within parks will further strengthen identity by providing visual cues of hierarchy and location.

The precinct will deliver a broad range of housing to encourage a diversified community. Multi-unit and small-lot housing will be located at places of high amenity and accessibility – around open space as well as along Alfred and Geelong Roads.

Convenience retail will be provided at the gateway to the precinct at the intersection of Alfred and Geelong Roads. This centre will act as a community node that complements the larger retail offering at Riverwalk in the north-east.

The precinct will capitalise on its existing assets to build a residential community of character that benefits from convenient access to public services, a structure that encourages a healthy lifestyle, and integrated green spaces that provide links to nature.

2.2 Objectives

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

01 To build a diverse residential community.

02 To develop a discernable and consistent character.

03 To create streets and views that connect the precinct.

04 To use the central drainage corridor as a key element of the open space network.

05 To enhance Geelong Road's role as an entry to Werribee.

06 To ensure the local convenience centre is economically viable while providing a local convenience shopping experience.

07 To ensure the development of convenience retailing and services in the precinct creates a safe and attractive neighbourhood hub and destination for local residents.

08 To provide convenient connections to services and facilities to the east of Geelong Road.

09 To allow for integration with potential development outside the precinct.

010 To identify areas where the bushfire hazard requires specified bushfire protection measures for subdivision and buildings and works to be implemented.

011 To ensure that the location, design and construction of development considers the need to implement bushfire protection measures.

012 To ensure development does not proceed unless the risk to life and property from bushfire can be reduced to an acceptable level.

3.0 IMPLEMENTATION

3.1 Image, character and housing

REQUIREMENTS

IMAGE & CHARACTER									
R1	The drainage corridor must be designed and landscaped consistent with its secondary role as a linear open space.								
R2	Access streets must be aligned to create views and direct connections to the drainage corridor and other public open spaces, as shown on Plan 3.								
R3	<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:</p> <table> <tr> <th>INTERVAL</th><th>TREE SIZE HEIGHT</th></tr> <tr> <td>8 – 10 metres</td><td>Small trees (less than 10 metres)</td></tr> <tr> <td>10 – 12 metres</td><td>Medium trees (10 – 15 metres)</td></tr> <tr> <td>10 – 15 metres</td><td>Large trees (15 metres or greater)</td></tr> </table>	INTERVAL	TREE SIZE HEIGHT	8 – 10 metres	Small trees (less than 10 metres)	10 – 12 metres	Medium trees (10 – 15 metres)	10 – 15 metres	Large trees (15 metres or greater)
INTERVAL	TREE SIZE HEIGHT								
8 – 10 metres	Small trees (less than 10 metres)								
10 – 12 metres	Medium trees (10 – 15 metres)								
10 – 15 metres	Large trees (15 metres or greater)								
HOUSING									
R4	Achieve a minimum of 1170 dwellings in the precinct.								
R5	<p>Lots must front (in order of priority):</p> <ul style="list-style-type: none"> • Geelong Road; • The drainage corridor and other public open space areas; • Alfred Road; • Galvin Road; • Ison Road, and; • the precinct's western boundary. 								

GUIDELINES

IMAGE & CHARACTER	
G1	Anchor key view lines with features such as pavilions and significant trees.
G2	Streets should be aligned to create views and direct connections to the drainage corridor, as appropriate.
G3	Use street tree species to develop a consistent character across the precinct.
G4	Use variations in street tree species to create visual cues in appropriate locations such as at the termination of view lines, key intersections and in parks.
G5	Landscaping along Geelong Road should be consistent with and contribute to its role as a gateway to Werribee.
HOUSING	
G6	Provide medium density housing (defined in the PSP Guidelines) in areas of high amenity or convenience, including: the convenience centre around public open space; and, along public transport routes.

3.2 Employment, town centres & community facilities

REQUIREMENTS

LOCAL CONVENIENCE CENTRE

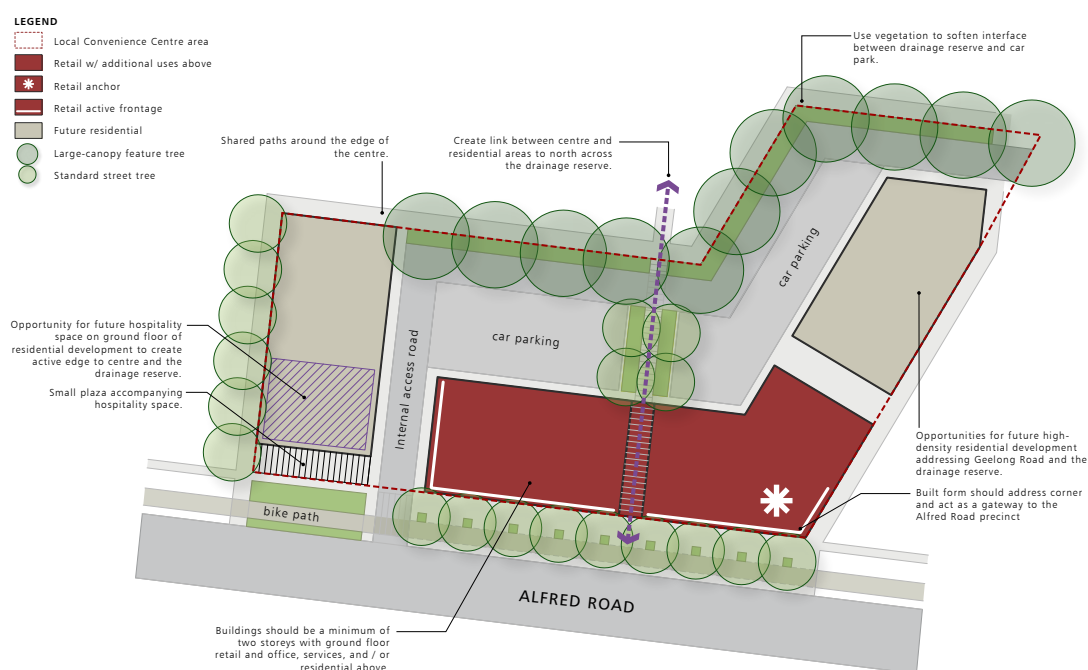
R6	Respond to the Local Convenience Centre Framework Plan in this precinct structure plan.
R7	Ensure building frontages are the dominant element abutting the footpath on Alfred Road.
R8	Ensuring building form is interrupted at regular intervals by pedestrian thoroughways or other breaks in the built form that positively contribute to the street presentation.
R9	Provide a greater width footpath, or unobstructed building setback for pedestrians, on the north side of Alfred Road between Geelong Road and the eastern edge of the retarding basin land.
R10	Design buildings and works to allow for the effective integration of potential future development within the centre.
R11	Provide trees that will provide good summer shade to car parking areas and on the northern and western edges of the site.
R12	Locate inward vehicle access at, or close to, the centre's western edge.

GUIDELINES

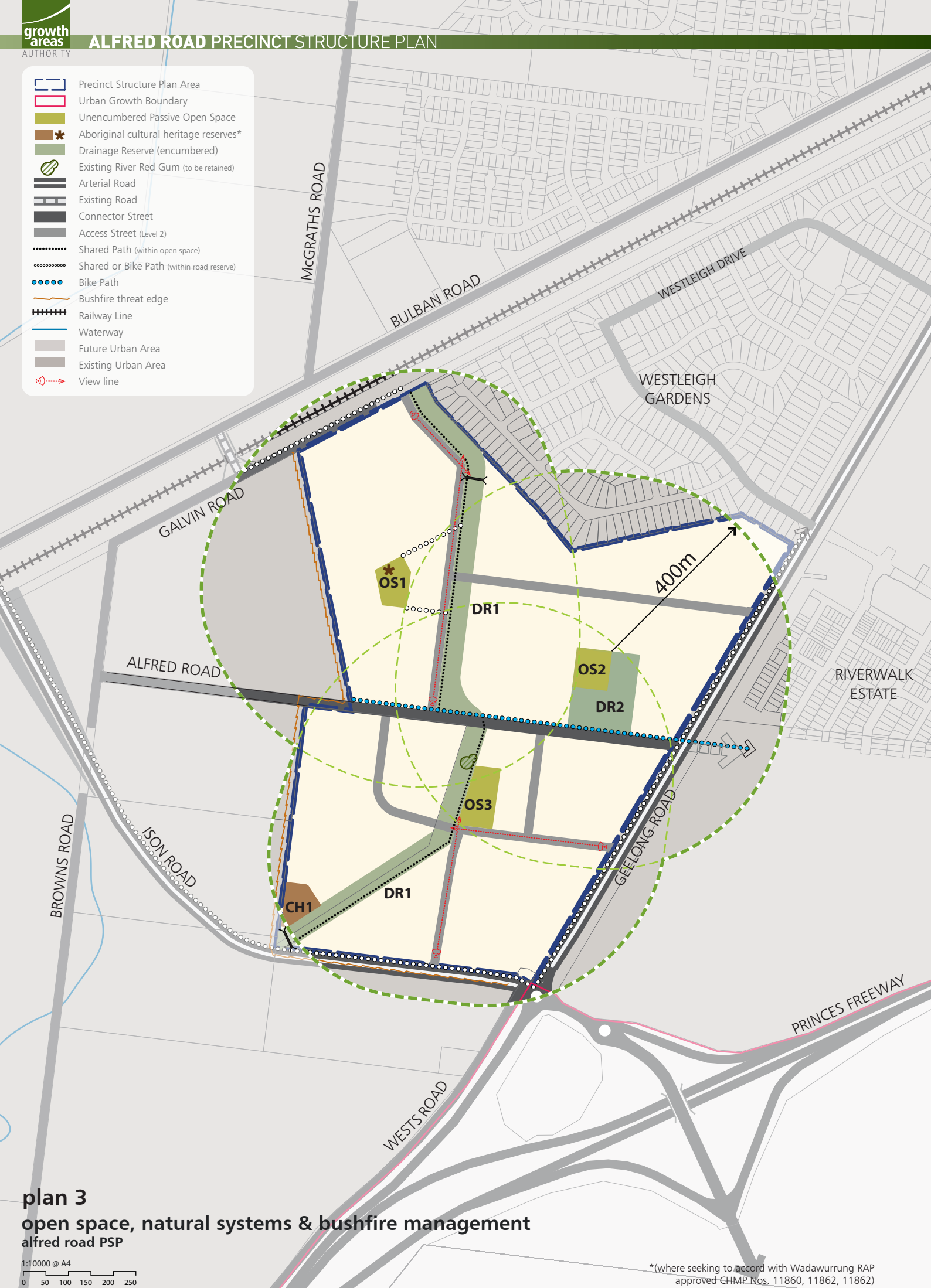
LOCAL CONVENIENCE CENTRE

G7	For an application for shop floor space above the as-of-right limits, demonstrate that the additional floor space will not unreasonably impact on the amenity of the neighbourhood, the operation of the intersection of Alfred and Geelong Roads and will retain the convenience level function of the centre.
G8	Design and locate retail and commercial buildings so as to retain the possibility for residential uses within the centre.
G9	Consider the availability of existing nearby on-street parking on Alfred Road when determining the number of car space required on site.

Figure 1: LOCAL CONVENIENCE CENTRE FRAMEWORK PLAN



- Precinct Structure Plan Area
- Urban Growth Boundary
- Unencumbered Passive Open Space
- Aboriginal cultural heritage reserves*
- Drainage Reserve (encumbered)
- Existing River Red Gum (to be retained)
- Arterial Road
- Existing Road
- Connector Street
- Access Street (Level 2)
- Shared Path (within open space)
- Shared or Bike Path (within road reserve)
- Bike Path
- Bushfire threat edge
- Railway Line
- Waterway
- Future Urban Area
- Existing Urban Area
- View line



plan 3 open space, natural systems & bushfire management alfred road PSP

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*(where seeking to accord with Wadawurrung RAP approved CHMP Nos. 11860, 11862, 11862)

3.3 Open space, natural systems & bushfire management

Table 1: OPEN SPACE INVENTORY

ID	Description	Location	Responsibility
OS 1	0.7ha passive open space, including <ul style="list-style-type: none"> • Playground • BBQ facilities • Dispersal area for suitable ball sports 	Central to the north-eastern neighbourhood with wide verges and shared paths providing links to the drainage corridor.	Wyndham
OS 2	0.7ha passive open space, with inclusions listed under OS 1.	Integrated with DR 2 on the northern side of Alfred Road	Wyndham
OS 3	0.95ha passive open space, with inclusions listed under OS 1.	Adjoining the linear park and east-west access street, at termination of view along access street from Ison Road.	Wyndham
DR 1	Linear park (encumbered drainage corridor), including: <ul style="list-style-type: none"> • 3m shared trail on both sides • Retention of existing River Red Gum • Pedestrian bridges at intervals of approximately 300 metres. 	Running north from Galvin Road, south to Ison Road, through the centre of the precinct.	Wyndham / Melbourne Water, as agreed between authorities
DR 2	Retarding basin, including: <ul style="list-style-type: none"> • wetland area 	Integrated with OS 2, adjoining the northern side of Alfred Road.	As above.
CH 1	Aboriginal cultural heritage reserve. See approved CHMP No. 11861 for applicable restrictions and management requirements.	Abutting drainage corridor and western precinct boundary.	By agreement between proponent and relevant authority.

Note: A contribution toward the creation of a local Active Open Space reserve outside of the precinct will be administered through the DCP.

REQUIREMENTS

OPEN SPACE	
R13	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.
R14	The drainage corridor must be adjoined at each edge by a street or other open space. All other public open space must be adjoined at each edge by a street or lots aligned to front the public open space.
R15	Baffled lighting scaled appropriately for pedestrians must be installed along all major pedestrian thoroughfares traversing public open space, to the satisfaction of the Responsible Authority.
NATURAL SYSTEMS	
R16	Pedestrian connections across the drainage corridor must be provided on both sides of all road crossings and at any additional locations indicated in Plan 4.
R17	Paths within the drainage corridor must be designed to be above the minimum of the 1:10 year flood line, to the satisfaction of the relevant authority.
R18	Bridges and boardwalks within the drainage corridor must be designed to be above the minimum of the 1:100 year flood line, to the satisfaction of the relevant authority.
R19	The River Red Gum identified in Plan 3 must be retained within the drainage corridor. Design of the corridor must ensure that drainage infrastructure does not impact on the health of the tree.

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BUSHFIRE MANAGEMENT

R20	<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"> Constructed roads must be a minimum of 7.3m trafficable width where cars park on both sides, or: <ul style="list-style-type: none"> » A minimum of 5.4m in trafficable width where cars may park on one side only. » 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. Roads must be constructed so that they are capable of accommodating a vehicle of 15 tonnes for the trafficable road width. The average grade of a road must be no more than 1 in 7 (14.4% or 8.1°). The steepest grade on a road must be no more than 1 in 5 (20% or 11.3°) with this grade continuing for no more than 50 metres at any one point. Dips in a road must have no more than a 1 in 8 grade (12.5% or 7.1°) entry and exit angle. Constructed dead end roads more than 60 m in length from the nearest intersection must have a turning circle with a minimum radius of 8 m (including roll-over curbs if they are provided).
R21	<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"> Measures to reduce the risk from fire within the surrounding rural landscape and protect residents from the threat of fire A separation buffer, consistent with the separation distances specified in AS3959-2009, between the edge of development and non-urban areas. How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles.

PUBLIC OPEN SPACE CONTRIBUTIONS

R22	<p>Under Clause 52.01 of the Wyndham Planning Scheme, all land owners must provide a public open space contribution equal to 2.99% of Net Developable Area (NDA) of the subject land. Land forming part of the contribution is limited to land shown as 'passive open space' in this precinct structure plan. Contributions must be made as follows:</p> <ul style="list-style-type: none"> Where passive open space is shown in Plan 3 and specified in the Property specific land use budget at Appendix A and is less or equal to 2.99% of NDA, that land is to be transferred to Council at no cost. Where no land or less than 2.99% of NDA is shown as passive open space and specified in the Property specific land budget at Appendix A, a cash contribution is to be made to Council to bring total open space contribution (land and cash) to a value equal to 2.99% of NDA. Where passive open space is shown in Plan 3 and specified in the Property specific land budget at Appendix A and is greater than 2.99% of NDA, that land is to be transferred to Council at no cost and a reimbursement made by Council for the contribution in excess of 2.99% of NDA. Cash contributions and reimbursements are to be made at a rate of \$630,000per NDHa.
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- Precinct Structure Plan Area
 - Urban Growth Boundary
 - Residential
 - Local Town Centre (LTC)
 - Local Convenience Centre (LCC)
 - Unencumbered Active Open Space
 - Unencumbered Passive Open Space
 - Drainage Reserve
 - Arterial Road
 - Connector Street
 - Access Street (Level 2)
 - Potential Bus Route - arterial
 - Potential Bus Route - connector
 - Shared Path (within open space)
 - Shared Path (within road reserve)
 - Bike Path (within road reserve)
 - Priority Pedestrian Intersection
 - Prospective Pedestrian & Bicycle Level Crossing
 - Railway Level Crossing *
 - Priority Pedestrian/Cycle Crossing
 - Railway Line
 - Waterway
 - Future Urban Area
 - Existing Urban Area
- * Public Transport Victoria will consider the closure of Galvin Road level crossing in the future



plan 4 public transport & walking trails alfred road PSP

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3.4 Transport, water and utilities

REQUIREMENTS

TRANSPORT: PUBLIC TRANSPORT

R23	A shared trail of three metres in width must be provided along the drainage corridor unless demonstrated otherwise in Plan 4.
R24	Street layouts of individual subdivisions must integrate to: <ul style="list-style-type: none"> • Form a coherent movement network across the wider precinct. • Ensure no dwelling is disadvantaged by poor access to open space or facilities. • Provide connection to existing urban areas.
R25	Streets must be constructed to property boundaries where inter-parcel connections are indicated in the structure plan, by any date or stage of development required or approved by the Responsible Authority.
R26	Development staging must ensure timely provision of: <ul style="list-style-type: none"> • Connector streets. • Road links between properties. • Connection of the off-road pedestrian and bicycle network.
R27	Vehicle access to lots fronting existing or future arterial roads must be provided from internal frontage roads, access streets or rear lanes only.
R28	Vehicle access to a lot that is six metres or less in width must be via a rear laneway.
R29	Vehicle access to Geelong Road from within the precinct must be limited to the existing intersection with Alfred Road as well as one left-in-left-out intersection connecting to each of the properties 43-1, 43-3, and 43-5.
R30	Left-in-left-out intersections on Geelong Road and crossing of Alfred Road at eastern edge of drainage corridor must be designed to ensure vehicles yield to users of the shared path, to the satisfaction of the Responsible Authority.
R31	Design of left-in-left-out intersections on Geelong and Ison Roads must allow for emergency vehicles to make a right turn as required.
R32	A Level 2 Access Street must be constructed by development proponents along the length of the precinct's western boundary to allow for the integration with potential future residential development or public open space.

TRANSPORT: WALKING & CYCLING

R33	Provide safe and convenient connections between on-road and off-road bicycle networks.
R34	Shared path to be delivered along western edge of Geelong Road corridor to connect precinct to wider Werribee trail network.
R35	Baffled lighting scaled appropriately for pedestrians should be installed along all major footpaths, shared paths and dedicated bike paths.
R36	Provide priority pedestrian crossing infrastructure at locations described on Plan 3.
R37	Construct a fence (or other impermeable barrier) between the shared path in Galvin Road and the rail reserve concurrent with construction of that shared path.
R38	Ensure the shared path in Galvin Road and its associated fence is constructed to the rail crossing so as to avoid opportunistic access to the rail reserve.

UTILITIES

R39	All new electricity supply infrastructure (excluding substation and cables with a voltage greater than 66kv) must be provided underground.
R40	Existing electricity supply infrastructure within the Alfred Road reserve must be re-located underground as part of connector-level upgrade works.

GUIDELINES

TRANSPORT: STREET NETWORK

- | | |
|------------|---|
| G10 | Use of culs-de-sac should not detract from convenient pedestrian and vehicular connections. |
| G11 | Block lengths should not exceed 200 metres in length. |

UTILITIES

- | | |
|------------|---|
| G12 | Electricity substations should be located outside of key view lines and screened with vegetation. |
|------------|---|

3.5 Subdivision construction works & development staging

REQUIREMENTS	
DEVELOPMENT FUNDED INFRASTRUCTURE	
R41	<p>As part of subdivision construction works, new development must provide and meet the total cost of delivering the following infrastructure:</p> <ul style="list-style-type: none"> • Connector roads and local streets. • Local bus stop infrastructure. • Landscaping of all existing and future roads and local streets. • Intersection works and traffic management measures along arterial roads, connector streets, local streets, and shared paths. • Council approved fencing and landscaping (where required) along arterial roads. • Local pedestrian and bicycle paths along local arterial roads, connector roads and local streets and within open space (except those included in the Development Contributions Plan). • Bicycle parking facilities in convenient locations at key destinations such as parks and activity centres. • Basic improvements to local parks / open space including leveling, grassing, tree planting, local paths, seating, and locally-scaled playground equipment and consistent with the Councils required construction standards. • Local drainage systems and associated pedestrian bridges. • Infrastructure as required by utility services providers including water, sewerage, drainage (except where the item is funded through a Development Services Scheme) , electricity, gas, and telecommunications.
R42	<p>Open Space Delivery</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"> • Removal of all existing disused structures, foundations, pipelines, stockpiles and surface protruding rocks. • Cleared of rubbish and environmental weeds, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise). • Provision of water tapping, potable and recycled water connection points. • Sewer and gas connection points to land identified as an active reserve and passive open space reserves as identified by Council. • Trees and other plantings. • Vehicle exclusion devices (fence, bollards or other suitable method) and maintenance access points. • Construction of a 2.5 metre (except where shown in Plan 4) shared path (concrete unless otherwise approved by the Responsible Authority) around the perimeter of the reserve, connecting and linking into any other surrounding paths or points of interest, and • 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. • For town squares and urban spaces – paving and planters, furniture including seating, shelters and bollards, tree and other planting, lighting, waterway and water tapping

Table 2: INFRASTRUCTURE & SERVICES REQUIRED OUTSIDE OF THE PRECINCT

Group	Category	Title	Description	Lead Agency	Timing ¹ :	Indicative costs (\$m) ²
Transport	Road	Intersection of Alfred & Geelong Roads	Signalisation of intersection	VicRoads ³	S - M	
Transport	Road	Ison Road	Provision of land and construction of first carriageway	VicRoads	S - M	
Open space	Active	Sports ground	Contribution to provision of sports ground outside of precinct.	Council	S	
Open space	Trails	Shared trail network	Construction of shared trail along Geelong Road	Relevant development proponent	S - M	
Open space	Landscaping	Geelong Road corridor	Landscaping within Geelong Road corridor	Relevant development proponent	M	
Services	Community	River Walk community facilities & schools	Provision of Level 2 community facilities, public primary school, independent primary school	Relevant development proponent	M	
Services	Retail	River Walk Local Town Centre		Relevant development proponent	M	








Table 3: INFRASTRUCTURE & SERVICES REQUIRED INSIDE THE PRECINCT

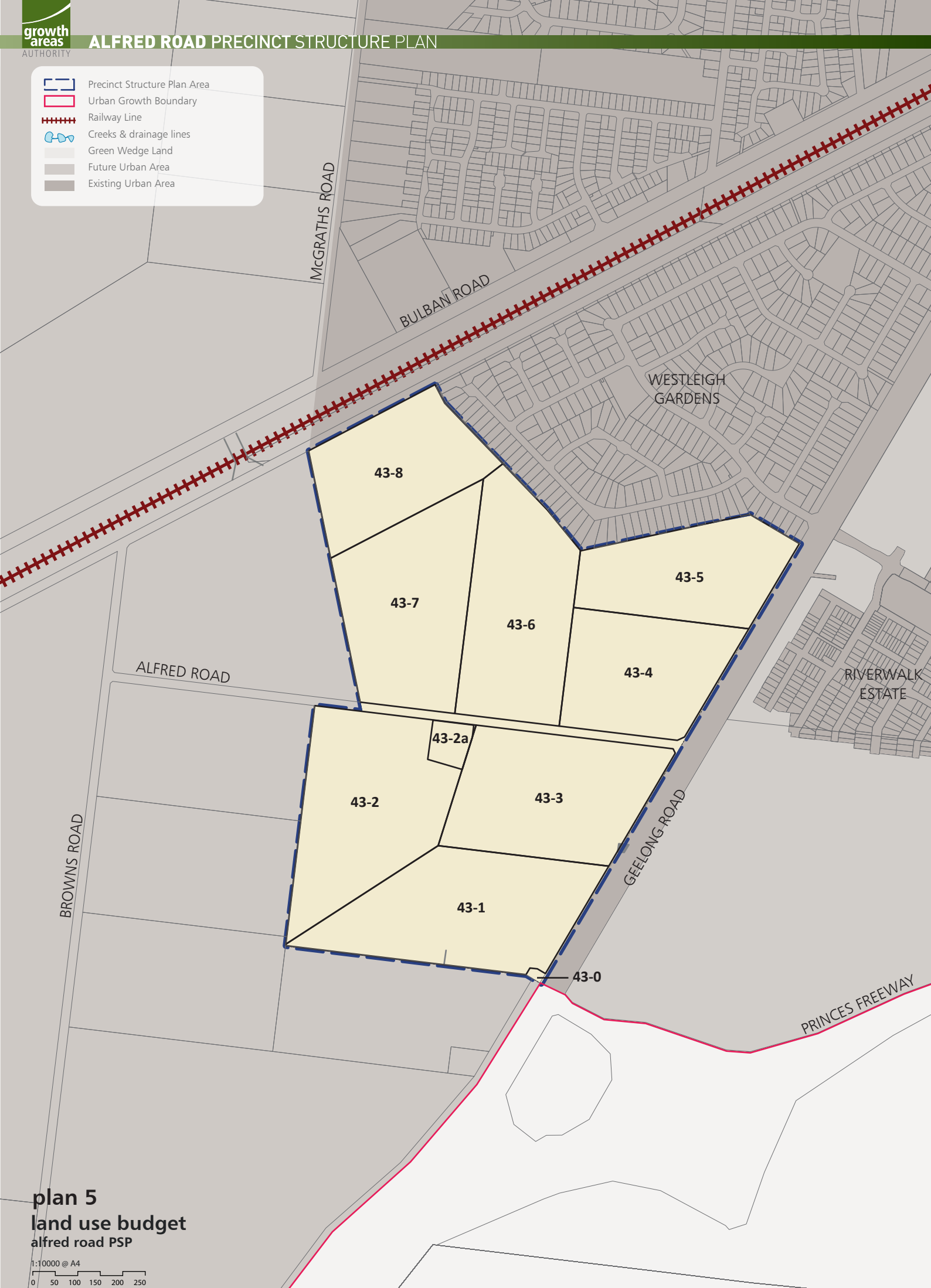
Group	Category	Title	Description	Lead Agency	Timing ¹ :	Indicative costs (\$m) ²
Transport	Road	Alfred Road	Provide land for road widening (3.5 metres on northern side and 2.5 metres on southern side of existing reserve) and resurfacing to an urban standard for a total 26m reserve width.	Council	S - M	
Open space	Drainage	Drainage corridor	Provide land and construction of first carriageway	Relevant development proponent on behalf of Melbourne Water	S	
Open space	Drainage	Retarding basin	Provide land and construction of retarding basin.	Relevant development proponent on behalf of Melbourne Water	S	
Open space	Trails	Shared trail network	Bicycle and walking trails within the drainage easement	Relevant development proponent	M	

¹ S=2012-15 M=2016-25 L=2025-+. ² Indicative costs at the time of approval (2012)

APPENDICES

- A** Demographic projections & Land budget
- B** Road cross sections

-  Precinct Structure Plan Area
-  Urban Growth Boundary
-  Railway Line
-  Creeks & drainage lines
-  Green Wedge Land
-  Future Urban Area
-  Existing Urban Area



plan 5
land use budget
alfred road PSP

1:10000 @ A4
0 50 100 150 200 250

A DEMOGRAPHIC PROJECTIONS & LAND BUDGET

The Net Developable Area (NDA) is established by deducting the land requirements for community facilities, public and private education facilities, and open space (active and passive) from the Gross Developable Area (GDA). The NDA for the Alfred Road Precinct is 77.69 hectares which equates to approximately 85.54% of the PSP area.

The land budget shows that the PSP can facilitate a lot density of above 15 dwellings per Net Developable Hectare (NDHa).

The PSP will yield approximately 1,215 lots including around 12% medium density housing.

Based on an average household size of 2.8 persons (Victoria in Future 2008), the future population of the PSP is estimated at approximately 3,360 people.

Land Budget demographic projections & land budget

DESCRIPTION	Hectares	% of Total Area	% of NDA
TOTAL PRECINCT AREA (ha)	90.82	100.00%	
TRANSPORT			
Alfred Road (existing reserve)	1.47	1.62%	1.89%
Sub-total	1.47	1.62%	1.89%
OPEN SPACE			
Local parks	2.32	2.55%	2.99%
ENCUMBERED LAND AVAILABLE FOR RECREATION			
Drainage corridor	6.92	7.62%	8.91%
Aboriginal cultural heritage	0.60	0.66%	5.15%
Retarding basin	1.82	2.00%	2.34%
Sub-total	11.66	12.84%	15.01%
Net Developable Area (NDA)	77.69	85.54%	100.00%
HOUSING			
Conventional	71.45	1,072	15
Medium-density	6.27	143	23
Total	77.72	1,215	15.63

NOTES:

Encumbered land available for recreation does not comprise public open space for the purpose of Clause 52.01 of the Planning Scheme.

While the land is not set aside for recreation, as a consequence of being open space, it is likely to afford enjoyment to the people using the precinct.

When existing and planned Regional Active Open Space is apportioned to the Precinct, an Active Open Space provision of greater than 2 Ha per thousand people is achieved.

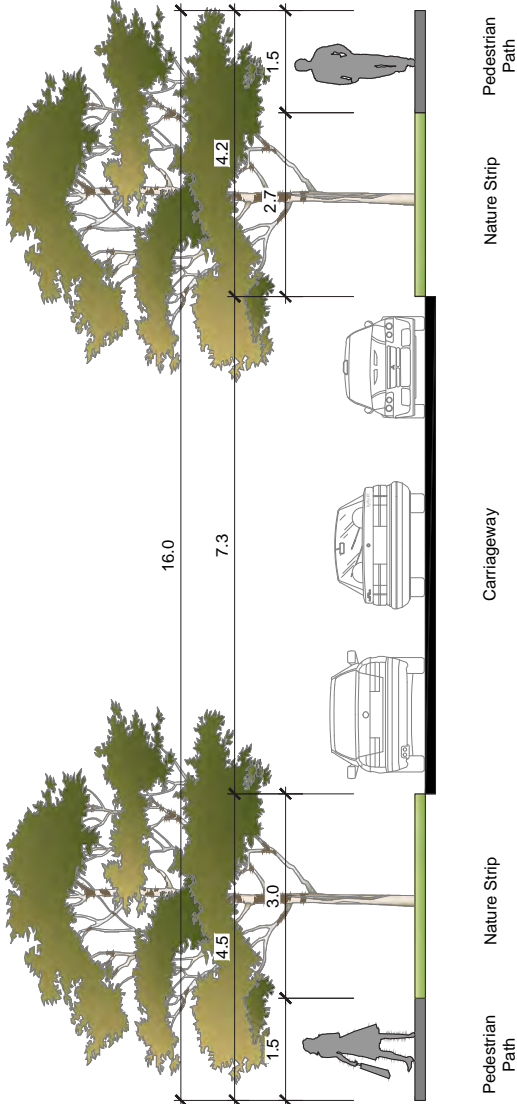
appendix

A

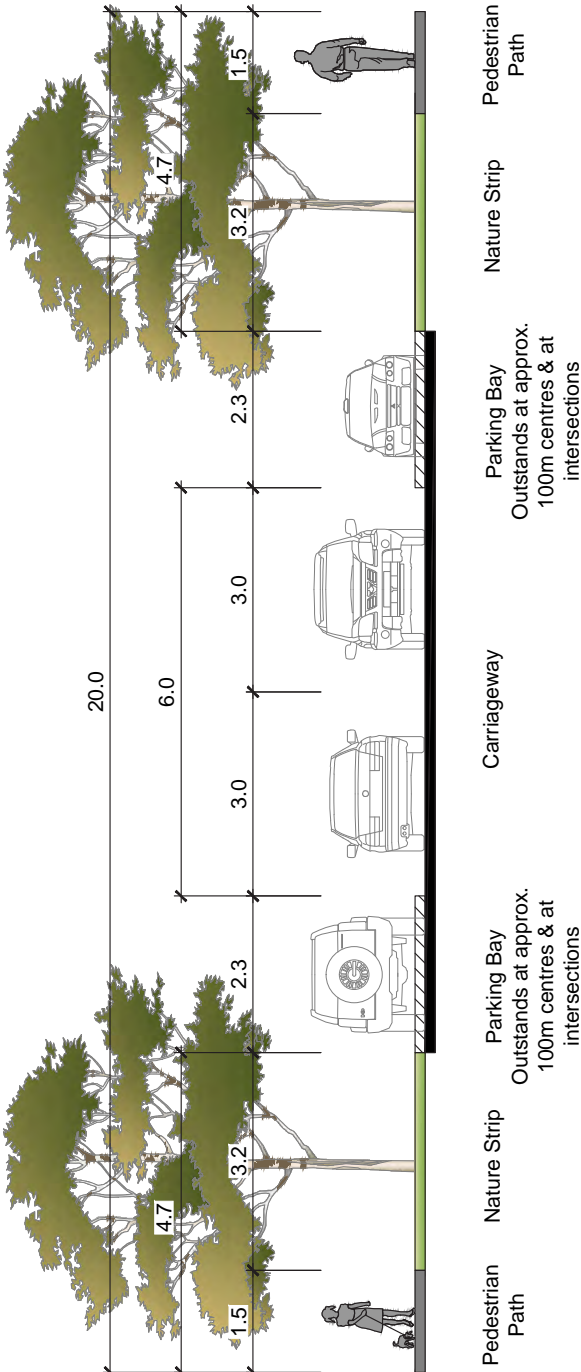
Property specific land budget (see Plan 5 for Property Numbers)

PROPERTY	43-0	43-1	43-2	43-2A	43-3	43-4	43-5	43-6	43-7	43-8	"Alfred Rd reserve"	TOTAL
Total area (ha)	0.08	12.91	12.91	0.77	11.84	9.13	8.94	11.85	11.92	9.00	1.47	90.82
TRANSPORT												
Alfred Road (existing)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.47	1.47
Sub-total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.47	1.47
OPEN SPACE												
Passive parks	0.00	0.00	0.00	0.00	0.95	0.70	0.00	0.00	0.67	0.00	0.00	2.32
ENCUMBERED LAND AVAILABLE FOR RECREATION												
Drainage corridor	0.00	0.93	0.93	0.00	1.29	0.00	0.00	1.45	1.18	1.13	0.00	6.92
Aboriginal cultural heritage	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.60
Retarding basin	0.00	0.00	0.00	0.00	0.00	1.82	0.00	0.00	0.00	0.00	0.00	1.82
Sub-total	0.00	0.93	1.50	0.00	2.24	2.52	0.00	1.45	1.85	1.13	0.00	11.66
Net Developable Area (NDA)	0.08	11.98	11.40	0.77	9.60	6.60	8.94	10.40	10.07	7.87	0.00	77.69
NDA as percentage of total property	100.00%	92.78%	88.37%	100.00%	81.04%	72.38%	100.00%	87.79%	84.46%	87.41%	0.00%	85.54%
KEY PERCENTAGES (OF NDA)												
% of passive open space	0.00%	0.00%	0.00%	0.00%	9.90%	10.60%	0.00%	0.00%	6.65%	0.00%	N/A	2.99%
% open space delegation target	2.99%	2.99%	2.99%	2.99%	2.99%	2.99%	2.99%	2.99%	2.99%	2.99%	N/A	2.99%
% difference between target & allocation	-2.99%	-2.99%	-2.99%	-2.99%	6.91%	7.61%	-2.99%	-2.99%	3.67%	-2.99%	N/A	0.00%
Equivalent land area	0.00	-0.36	-0.34	-0.02	0.66	0.50	-0.27	-0.31	0.37	-0.23	N/A	0.00
HOUSING												
	Hectares	Dwellings	Dw/Ha									
Conventional	0.08	10.78	10.83	0.73	8.64	5.94	8.04	9.36	9.57	7.48	0.00	71.45
Dwellings	1	162	163	11	130	89	121	140	144	112	0	1,072
Ha	0.01	1.20	0.57	0.04	0.96	0.66	0.89	1.04	0.50	0.39	0.00	6.27
Medium-density	0	28	13	0	22	15	21	24	12	9	0	143
TOTAL	1	189	176	11	152	104	141	164	155	121	0	1,215

Cross-Section 1: Access Street Level 1

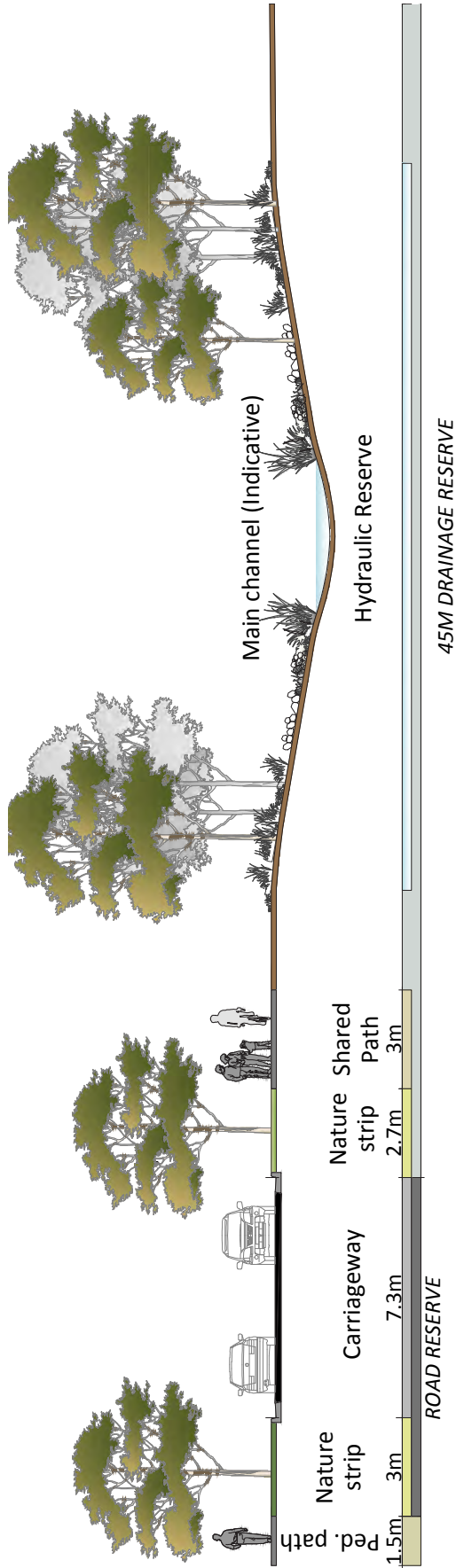


Cross-Section 2: Access Street Level 2

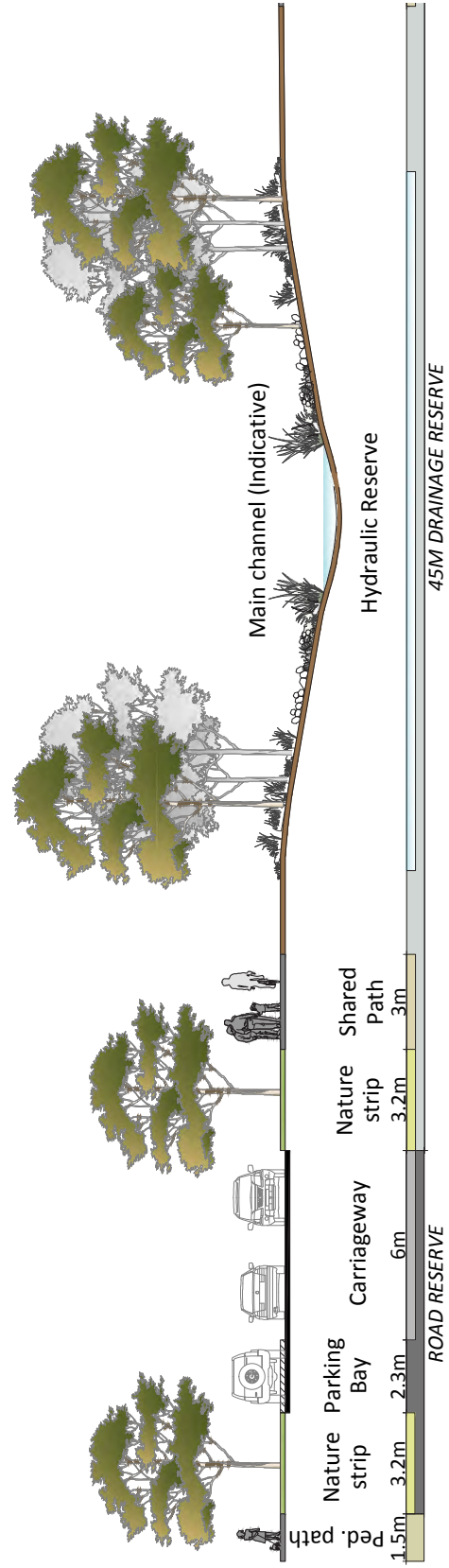


B ROAD CROSS SECTIONS

Cross-Section 3: Access Road Level 1 - Waterway Interface

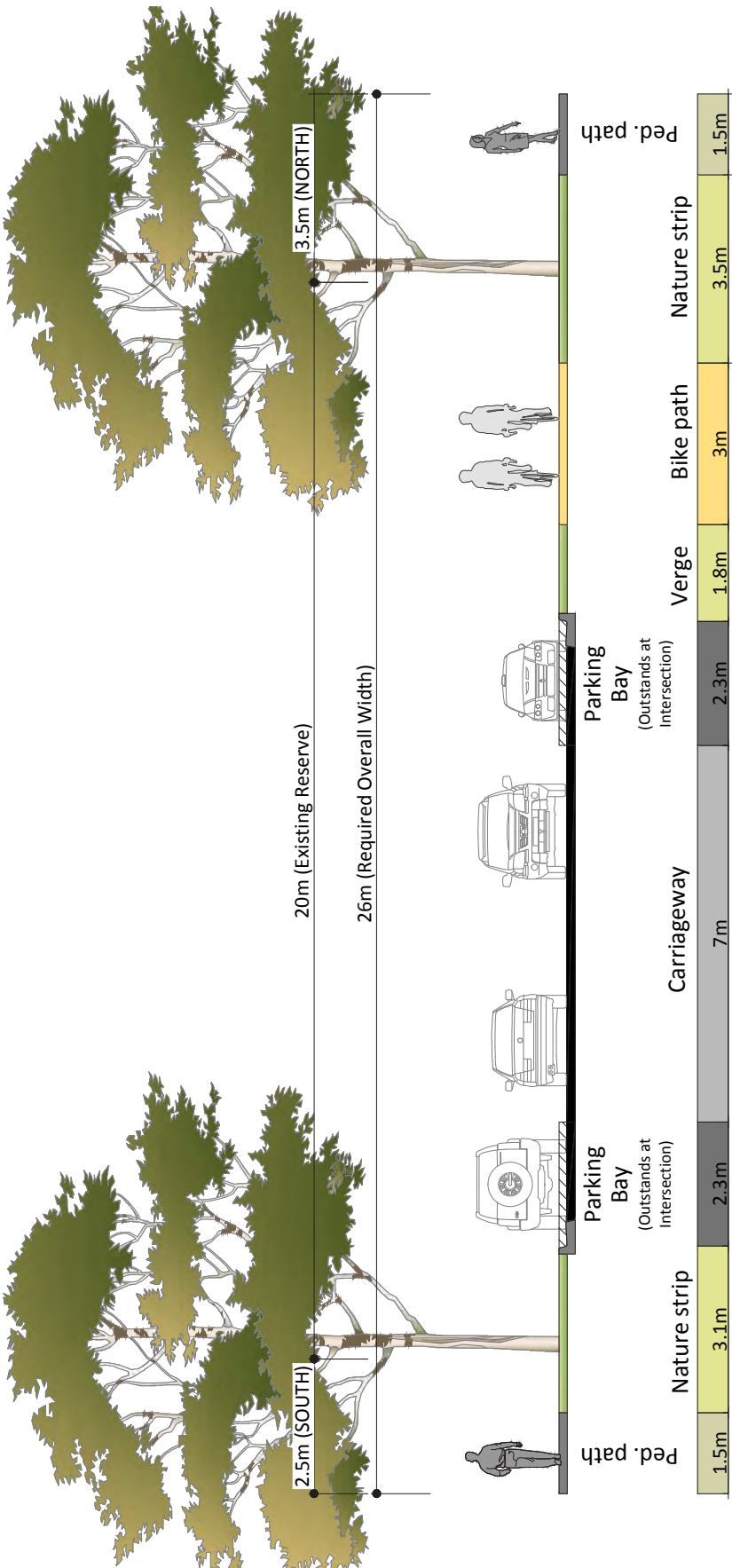


Cross-Section 4: Access Road Level 2 - Waterway Interface

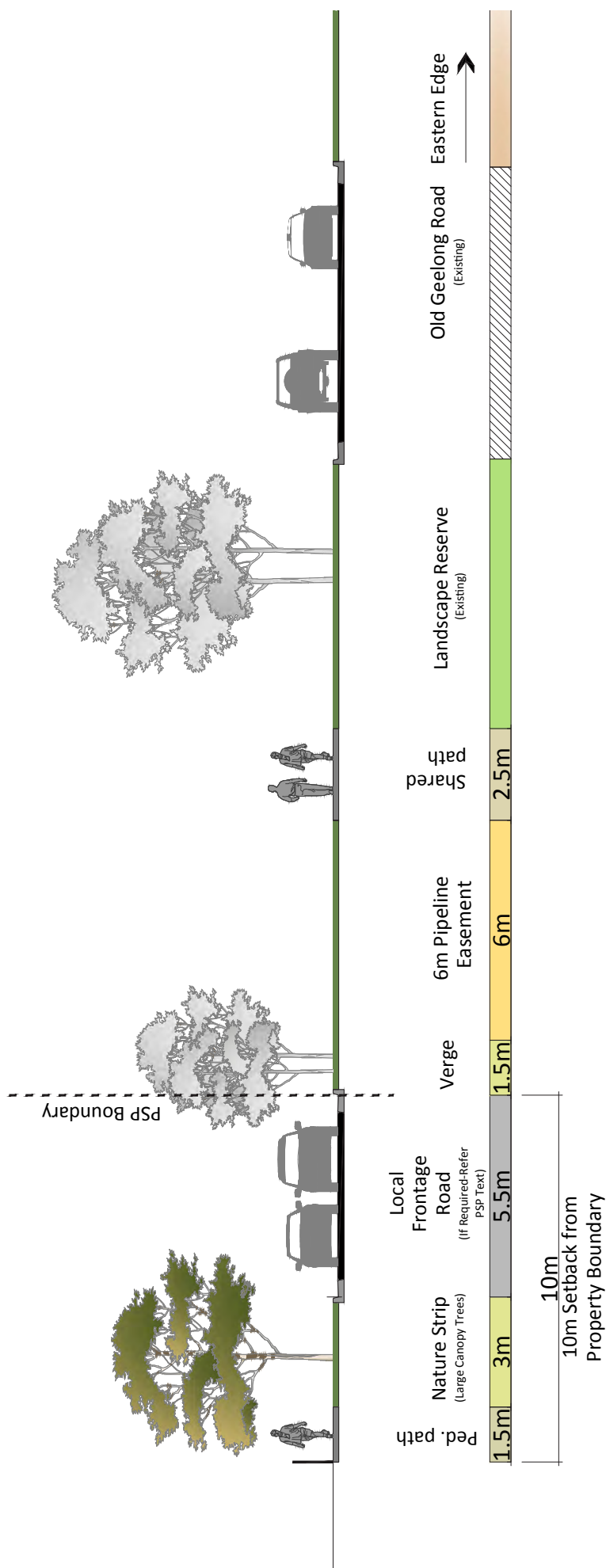


appendix
B

Cross-Section 5: Alfred Road - 26 m Connector



Cross-Section 6: Old Geelong Road - with Road Reserve



NOTE: Before any works are undertaken in the Geelong Road reserve, the precise location and setback requirements of the high-pressure oil pipeline should be confirmed with the Shell or the W.A.G Pipeline Inspector.

