

BALLAN ROAD PRECINCT STRUCTURE PLAN



JUNE 2014
(AMENDED MARCH 2023)

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Version	Amendment	Date	Change
1	C171	June 2014	N/A
2	C141	December 2014	Correct intersection type identification on Plan 9
3	VC213	May 2022	Amendments to Biodiversity Condition
4	C262wynd	March 2023	Include non-government school

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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*.

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1.0 INTRODUCTION

The Ballan Road Precinct Structure Plan (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:

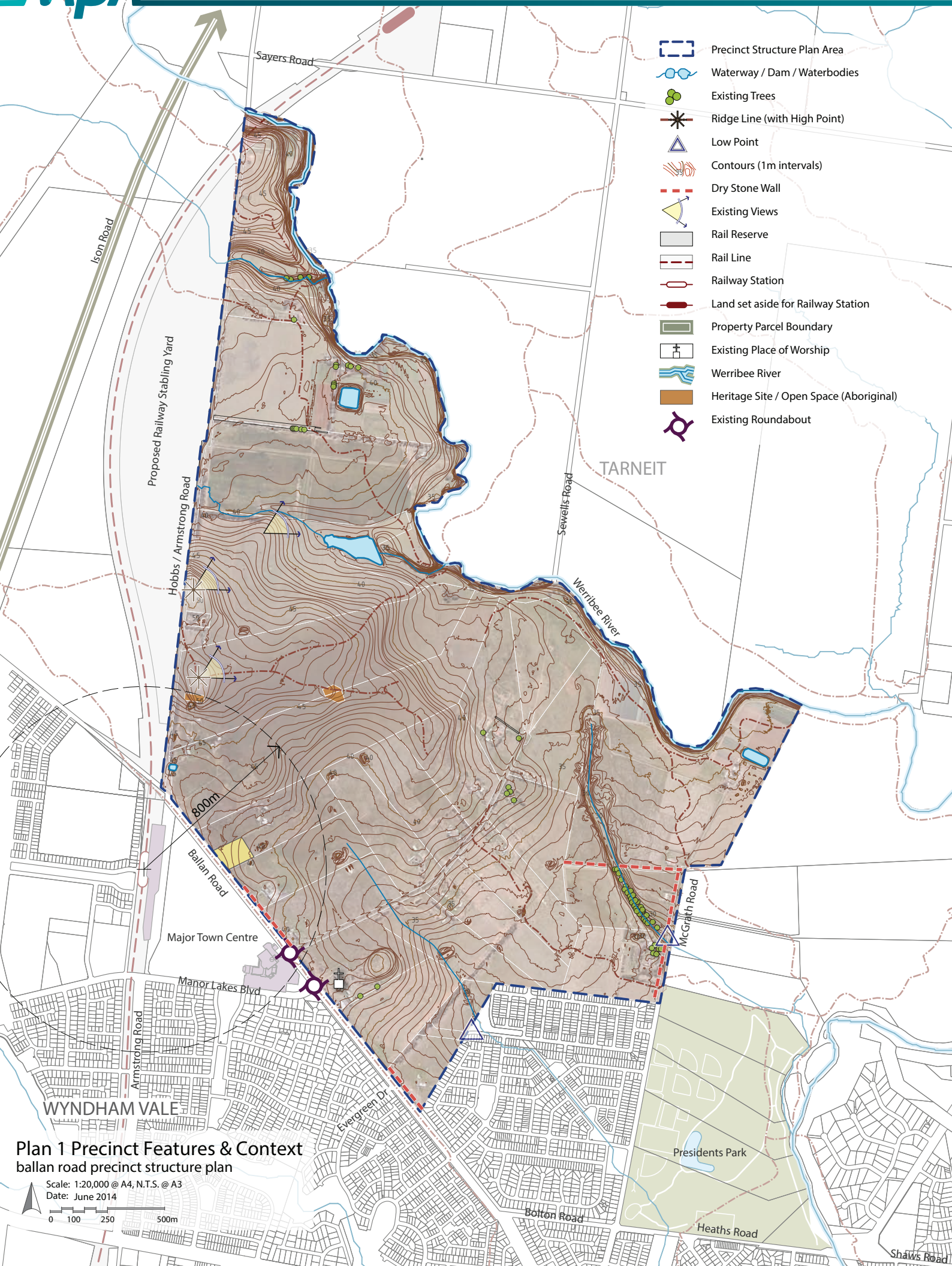
- The State Planning Policy Framework set out in the Wyndham Planning Scheme;
- The Growth Corridor Plans: Managing Melbourne's Growth (Growth Areas Authority, June 2012);
- Local Planning Policy Framework of the Wyndham Planning Scheme;
- The Biodiversity Conservation Strategy and Sub Regional Species Strategies for Melbourne's Growth Areas (Department of Environment and 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.

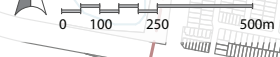
The following planning documents have been developed in parallel with the PSP to inform and direct the future planning and development of the Precinct:

- 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).



Plan 1 Precinct Features & Context
ballan road precinct structure plan

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



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

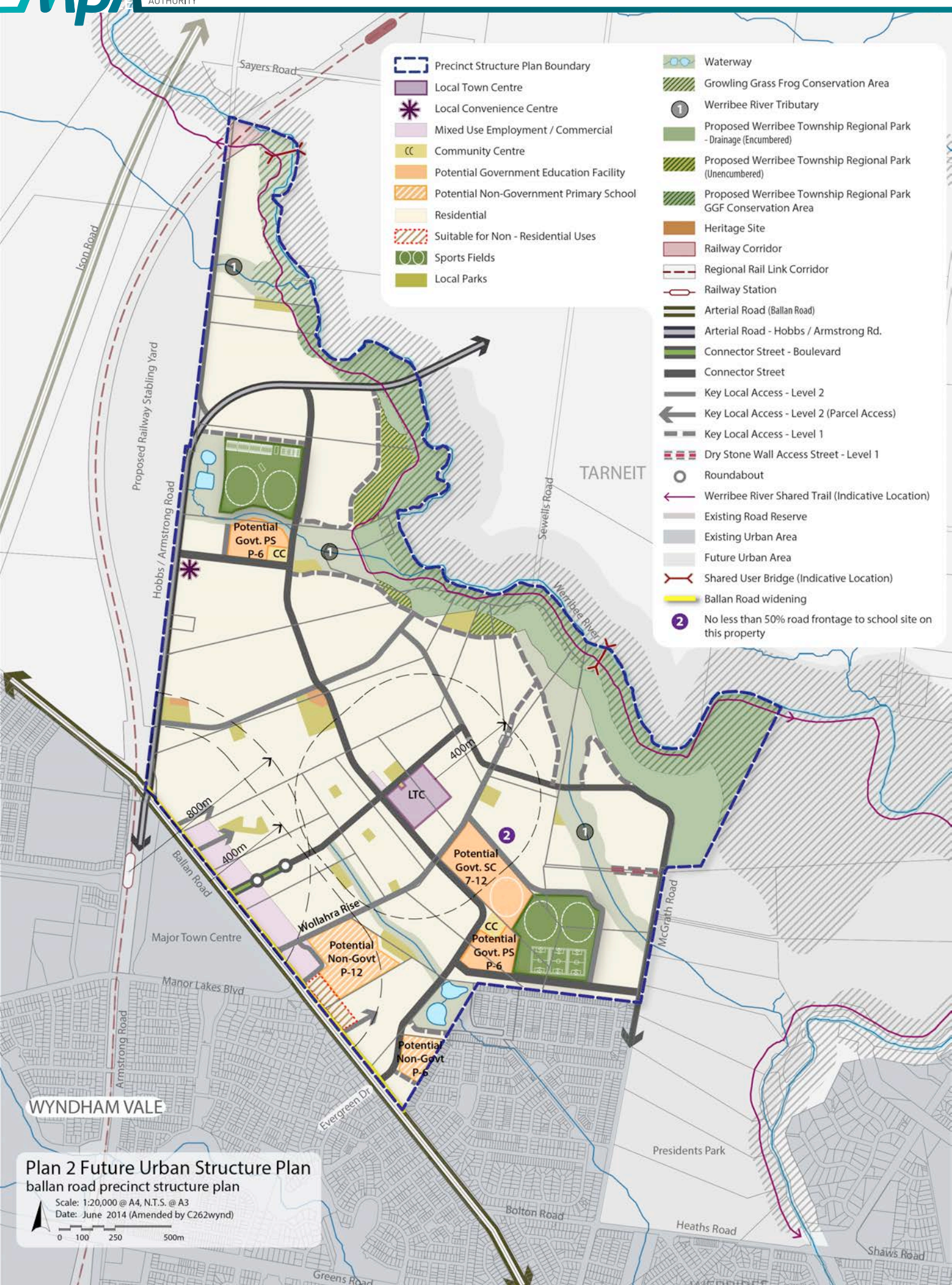
The PSP applies to approximately 540 hectares of land as shown on Plan 1. The PSP area is bound by Hobbs Road to the west, Werribee River to the north, McGrath Road and the existing residential area to the east and Ballan Road to the south.

1.3 Development Contributions Plan

Development proponents within the Ballan Road Precinct are bound by the Wyndham West Development Contributions Plan (DCP) as incorporated into 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.

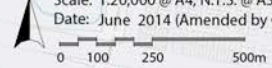


- Precinct Structure Plan Boundary
- Local Town Centre
- Local Convenience Centre
- Mixed Use Employment / Commercial
- Community Centre
- Potential Government Education Facility
- Potential Non-Government Primary School
- Residential
- Suitable for Non - Residential Uses
- Sports Fields
- Local Parks
- Waterway
- Growing Grass Frog Conservation Area
- Werribee River Tributary
- Proposed Werribee Township Regional Park - Drainage (Encumbered)
- Proposed Werribee Township Regional Park (Unencumbered)
- Proposed Werribee Township Regional Park GGF Conservation Area
- Heritage Site
- Railway Corridor
- Regional Rail Link Corridor
- Railway Station
- Arterial Road (Ballan Road)
- Arterial Road - Hobbs / Armstrong Rd.
- Connector Street - Boulevard
- Connector Street
- Key Local Access - Level 2
- Key Local Access - Level 2 (Parcel Access)
- Key Local Access - Level 1
- Dry Stone Wall Access Street - Level 1
- Roundabout
- Werribee River Shared Trail (Indicative Location)
- Existing Road Reserve
- Existing Urban Area
- Future Urban Area
- Shared User Bridge (Indicative Location)
- Ballan Road widening
- No less than 50% road frontage to school site on this property

WYNDHAM VALE

**Plan 2 Future Urban Structure Plan
ballan road precinct structure plan**

Scale: 1:20,000 @ A4, N.T.S. @ A3
Date: June 2014 (Amended by C262wynd)



2.0 OUTCOMES

2.1 Vision

Ballan Road will be a diverse urban residential community that will integrate cohesively with existing development and provide future residents with opportunities to live, work, shop and recreate locally. The structure of the precinct will be broadly based around four key civic elements:

- a local town centre,
- a northern community hub,
- a southern community hub; and
- the Werribee River.

The Precinct will provide opportunities for medium and higher density development in proximity to the Wyndham Vale train station, local town centres and areas of high amenity.

Neighbourhood design will build upon the landscape amenity provided by the Werribee River corridor and ensure the protection of cultural and biodiversity assets retained within this area while providing for passive recreation uses. The Werribee Township Regional Park will ultimately be created from those areas abutting the Werribee River that are south of Armstrong Road.

The Werribee River and the creek corridors that traverse the PSP will underpin the landscape values and character of the Precinct and be reinforced by landscape outcomes created along the arterial and connector road networks. Public open space in the Precinct will provide a range of both passive and active recreation opportunities and encourage an active and healthy living environment.

Neighbourhood movement networks will facilitate safe, permeable and convenient local transport options for vehicles, bicycles and pedestrians while facilitating the extension and expansion of Ballan and Hobbs / Armstrong Roads.

Local business and employment opportunities will be located in the Local Town Centre (LTC) servicing local needs, as well as the Ballan Road Commercial Area that will integrate with residential development and complement and build on the Wyndham Vale Major Town Centre (MTC).

2.2 Objectives

Image, Character, Heritage & Housing	
01	To create an attractive urban environment that has a strong sense of place.
02	To provide a consistent landscape treatment along the length of Ballan Road and Hobbs / Armstrong Roads respectively.
03	To ensure development positively addresses all public open spaces.
04	To create streetscapes, parks and public spaces, with significant canopy tree cover.
05	To promote greater housing choice through the delivery of a range of lots capable of accommodating a variety of dwelling types.
06	To deliver an overall average precinct density of a minimum of 17 dwellings per net developable hectare.
07	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	
08	To provide a broad range of retailing and business activities to meet the local retail and service needs of the future community.
09	To provide opportunities for small office, mixed use and home based businesses within and on the periphery of the LTC.
010	To ensure the LTC design integrates and prioritises public streets and open spaces as the primary pedestrian movement and activity spaces.
011	To facilitate commercial and retail development along the Ballan Road interface to Wyndham Vale MTC to reflect the scale of Wyndham Vale MTC and the arterial road location.
Open Space & Community Facilities	
012	To ensure community, educational and other public buildings are sited and designed as prominent features in the urban landscape.
013	To provide a range of well located community and education facilities that efficiently delivers local infrastructure and services.
014	To create an integrated open space network that delivers a diverse range of park sizes and designs.
Biodiversity, Threatened Species & Bushfire Management	
015	To plan for the long term conservation of significant heritage, vegetation and fauna habitat areas, including along the Werribee River.
016	To create an urban landscape that integrates with the existing biodiversity, cultural heritage, drainage and landscape values within the precinct and along the Werribee River and internal waterway corridors.
Transport & Movement	
017	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.
018	To recognise the strategic importance of the Hobbs / Armstrong Road crossing of the Werribee River and the need to provide this road reservation as early in the life of the development as is practicable.
019	To create a subdivision design that achieves an integrated, connected, legible and permeable street network and ensures excellent inter-parcel connections across cadastral (property) boundaries.
020	To encourage non noise-sensitive land uses adjacent to the RRL corridor / public transport reservation.

O21	To protect the amenity of residential areas adjacent to the RRL corridor / public transport reservation.
O22	To create an arterial and local road network that functions effectively as an easily navigable network with a clear and identifiable hierarchy.
Integrated Water Management	
O23	To deliver integrated water management systems that reduce reliance on reticulated potable water and increase the use of alternative water (treated storm and / or waste water) minimise flood risk, ensure waterway health and contribute to a sustainable and green urban environment.
Precinct Infrastructure Plan & Staging	
O24	To ensure that development staging is co-ordinated with the delivery of key local and state infrastructure.
O25	To provide for a non-government school site to meet a strategically justified need for a Catholic primary school in the area.

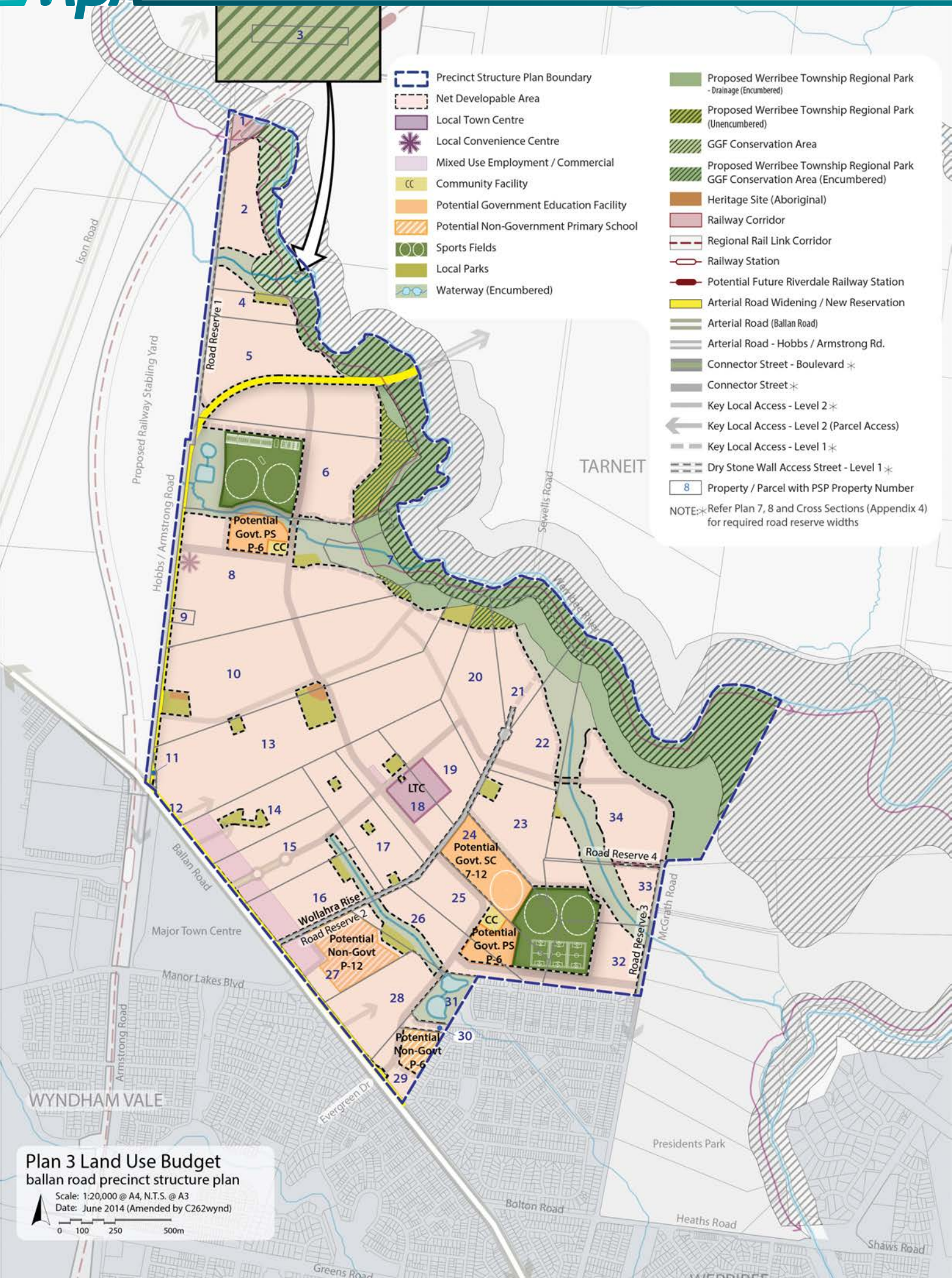
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2.3 Summary Land Budget

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 324 hectares representing approximately 62% of the PSP area.

State Planning Policy currently aims to achieve a minimum of 15 dwellings per hectare across growth areas. The PSP is expected to exceed the minimum dwelling density and yield approximately 5,644 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 15,803 residents. The PSP is expected to also yield approximately 1,200 ongoing jobs for future residents.



Plan 3 Land Use Budget
ballan road precinct structure plan

Scale: 1:20,000 @ A4, N.T.S. @ A3
Date: June 2014 (Amended by C262wynd)



Amended
by C262wynd

Table 1 Summary Land Use Budget

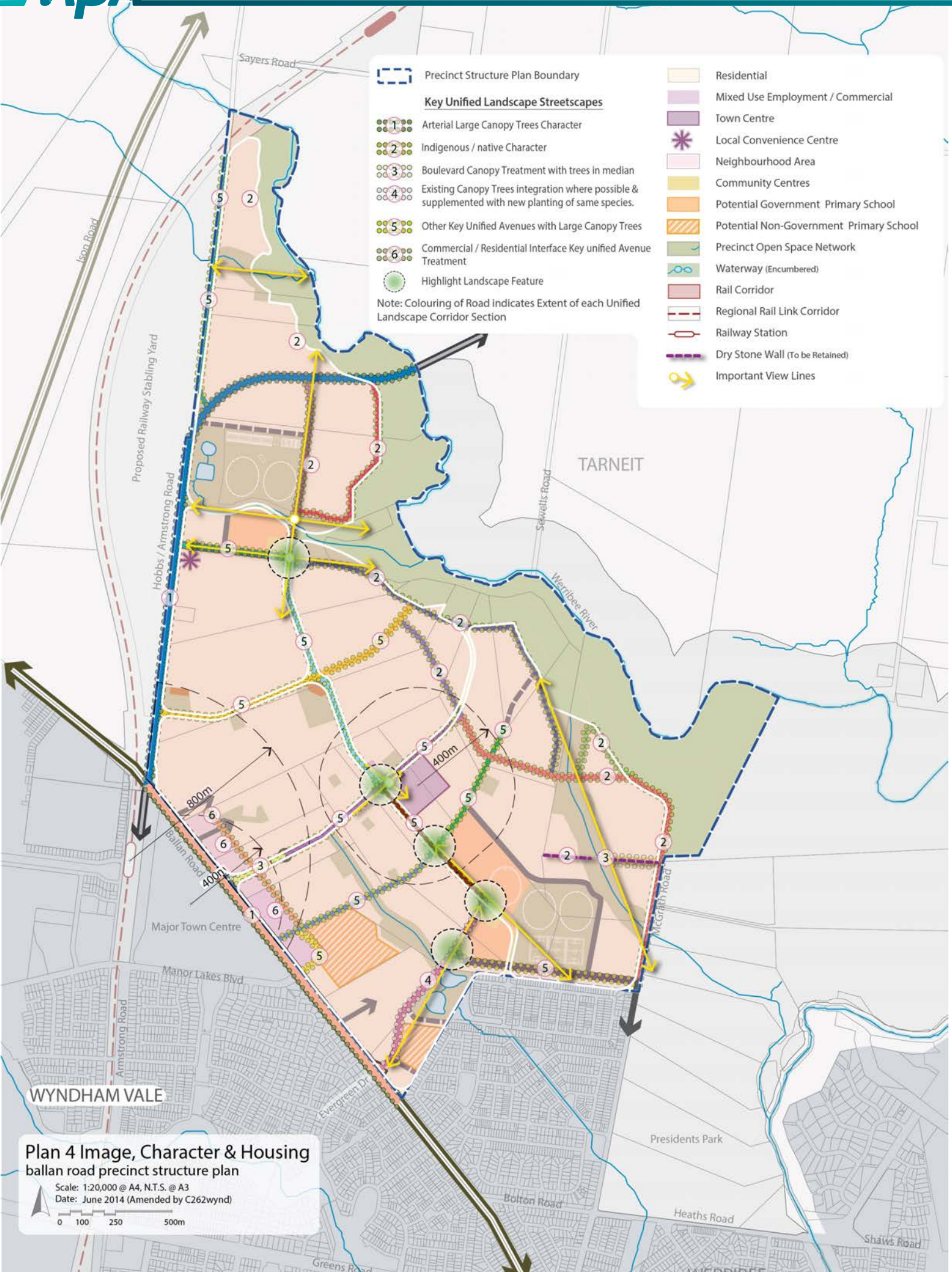
DESCRIPTION	PSP 40 BALLAN ROAD		
	HECTARES	% OF TOTAL PSP	% of NDA
TOTAL PRECINCT AREA (ha)	540.31	100.00%	
TRANSPORT			
6 Lane Arterial Road / Widening	2.99	0.55%	0.92%
4 Lane Arterial Road / Widening	7.30	1.35%	2.25%
Road Reserve Not Available for Development	11.59	2.15%	3.57%
Railway Corridors / Easements	1.45	0.27%	0.45%
SUB-TOTAL	23.34	4.32%	7.19%
COMMUNITY & EDUCATION FACILITIES			
Community Facilities	1.40	0.26%	0.43%
Government Education	15.40	2.85%	4.74%
Non-Government Education	10.59	1.96%	3.26%
SUB-TOTAL	27.39	5.07%	8.43%
OPEN SPACE			
ENCUMBERED LAND AVAILABLE FOR RECREATION			
Waterway / Drainage Line / Wetland / Retarding	41.89	7.75%	12.90%
Waterway / Drainage Line / Wetland / Retarding (within WRTP)	25.00	4.63%	7.70%
Heritage (Aboriginal)	0.74	0.14%	0.23%
Conservation Area (Werribee River Interface)	17.66	3.27%	5.44%
Conservation Area (Werribee River Interface within WRTP)	39.15	7.25%	12.05%
SUB-TOTAL ENCUMBERED LAND FOR RECREATION	125.99	23.32%	38.79%
UNENCUMBERED LAND AVAILABLE FOR RECREATION			
Active Open Space	23.20	4.29%	7.14%
Passive Open Space	10.00	1.85%	3.08%
SUB-TOTAL UNENCUMBERED LAND FOR RECREATION	33.15	6.14%	10.21%
Other Land for Recreation			
Werribee Regional Township Park (WRTP)	7.16	1.33%	2.20%
Sub-total Other Land for Recreation	7.16	1.33%	2.20%
SUB-TOTAL	166.30	30.78%	51.20%
NET DEVELOPABLE AREA (NDA) ha	324.82	60.12%	
NET DEVELOPABLE AREA - RESIDENTIAL (NDAR)	324.82	60.12%	

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)

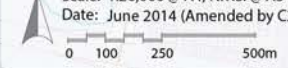


- Key Unified Landscape Streetscapes**
- 1 Arterial Large Canopy Trees Character
 - 2 Indigenous / native Character
 - 3 Boulevard Canopy Treatment with trees in median
 - 4 Existing Canopy Trees integration where possible & supplemented with new planting of same species.
 - 5 Other Key Unified Avenues with Large Canopy Trees
 - 6 Commercial / Residential Interface Key unified Avenue Treatment
 - Highlight Landscape Feature
- Note: Colouring of Road indicates Extent of each Unified Landscape Corridor Section

- Residential
- Mixed Use Employment / Commercial
- Town Centre
- Local Convenience Centre
- Neighbourhood Area
- Community Centres
- Potential Government Primary School
- Potential Non-Government Primary School
- Precinct Open Space Network
- Waterway (Encumbered)
- Rail Corridor
- Regional Rail Link Corridor
- Railway Station
- Dry Stone Wall (To be Retained)
- Important View Lines

Plan 4 Image, Character & Housing Ballan road precinct structure plan

Scale: 1:20,000 @ A4, N.T.S. @ A3
 Date: June 2014 (Amended by C262wynd)



3.0 IMPLEMENTATION

3.1 Image, Character, Heritage & Housing

3.1.1 Image & Character

REQUIREMENTS	
R1	Canopy trees (native, indigenous and exotic) in parks and streets must be: <ul style="list-style-type: none"> • Larger species wherever space allows (to facilitate continuous canopy coverage); • Suitable for local conditions; and • Planted in modified and improved soil as required to support tree longevity.
R2	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: AVERAGE INTERVAL TREE SIZE 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)
R3	Subdivision layout must maximise the number of streets perpendicular to, or with direct views to, the Werribee River and other waterways.
R4	Suitable street frontages must be provided on educational and community sites to allow buildings to front the street while allowing for vehicular access.
GUIDELINES	
G1	Opportunities for planting larger canopy trees within and beside arterial roads should be maximised.
G2	Streets should be oriented to maximise direct connections and views to key destinations including the LTC, the Wyndham Vale MTC, the Werribee River, schools, community facilities, public spaces and waterway corridors.
G3	Planting and landscaping treatments should be consistent with the Key Unified Landscape Streetscapes as identified in Plan 4.
G4	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.
G5	Salvaged rocks should be incorporated in the design and construction of waterways, retaining structures, walls, fences and other landscape features.
G6	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.
G7	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.
G8	Sites in prominent locations such as within and approaching the LTC or the Wyndham Vale MTC and / or on street 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.
G9	The selection of street trees and landscaping should reinforce the movement hierarchy and be consistent with the Wyndham Street Tree Species List.
G10	Front fences abutting open space areas and waterway corridors should be visually permeable and not more than 1.2m high.

G11	Dwellings on corner lots (including lots interfacing pedestrian links), should restrict boundary fencing to no more than 1.2m in height forward of the front wall of the dwelling.
G12	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.
G13	Where Plan 2 shows residential land abutting the RRL corridor, consider provision for non-sensitive land use along the RRL corridor.
G14	<p>High quality and cohesive landscape treatments should be provided throughout the Precinct, in particular:</p> <ul style="list-style-type: none"> • Across parcel boundaries • Along Key Unified Landscape Corridors • Along the entire length of the proposed rail stabling yards and the Hobbs/ Armstrong Road corridor to minimise the visual impacts of the RRL corridor and proposed metropolitan rail stabling facility. • Roads immediately abutting and intersecting with the Werribee River corridor (including the Werribee Township Regional Park, GGF Conservation Area and the Werribee River breakaway waterway corridor), using indigenous species and where practical, matching the relevant Ecological Vegetation Class. • Along Ballan Road
G15	Where practical, subdivision applications should have regard to the Wyndham City's Landscape Context Guidelines.

3.1.2 Housing

REQUIREMENTS	
R5	Provide a broad range of residential lot sizes within each neighbourhood described on Plan 4.
R6	Lots with abuttal to the RRL/public transport reservation must front a road unless otherwise agreed by the responsible authority.
GUIDELINES	
G16	Residential subdivision stages should provide a broad range of lot sizes capable of accommodating a range of housing types as described in Table 2.
G17	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.
G18	Lots capable of supporting conventional and lower density housing are encouraged closer to the Werribee River and the Werribee Township Regional Park.
G19	<p>Sites for specialised housing forms such as retirement living or aged care should be:</p> <ul style="list-style-type: none"> • Integrated into the wider urban structure. • Located in close proximity to town centres and community hubs. • Accessible by public transport.
CONDITIONS	
C1	<p>Subdivision permits that allow for the creation of a lot of less than 300 square metres: 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"> • 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 Wyndham Planning Scheme; and • 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.

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 ²)		
	LESS THAN 300m ²	301-600m ²	MORE THAN 600m ²
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			

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3.1.3 Heritage

REQUIREMENTS	
R7	<p>Dry stone walls which are retained must:</p> <ul style="list-style-type: none"> Be situated within public open space or road reserve to the satisfaction of the responsible authority 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. Be checked by a professional craftsperson for any loose stones. Any loose stones are to be reinstated in the wall in secure positions. 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. Be incorporated into subdivision design to minimise disturbance to the walls (e.g. utilisation of existing openings for vehicle and pedestrian access).
R8	<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>
R9	<p>Any reinstatement or repair of walls must be undertaken by a professional craftsperson 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"> The original wall in that location (including fallen stone adjacent to the wall). A nearby section of the wall approved to be removed From the adjacent paddock From walls approved to be removed in the nearby area (including stone stockpiled by Council) <p>A list of professional craftspeople can be obtained by Council and the Dry Stone Walls Association of Australia.</p>
GUIDELINES	
G20	<p>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.</p>
G21	<p>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.</p>

3.2 Town Centres & Employment

3.2.1 Town Centres

Figure 1 - Local Town Centre Concept Plans



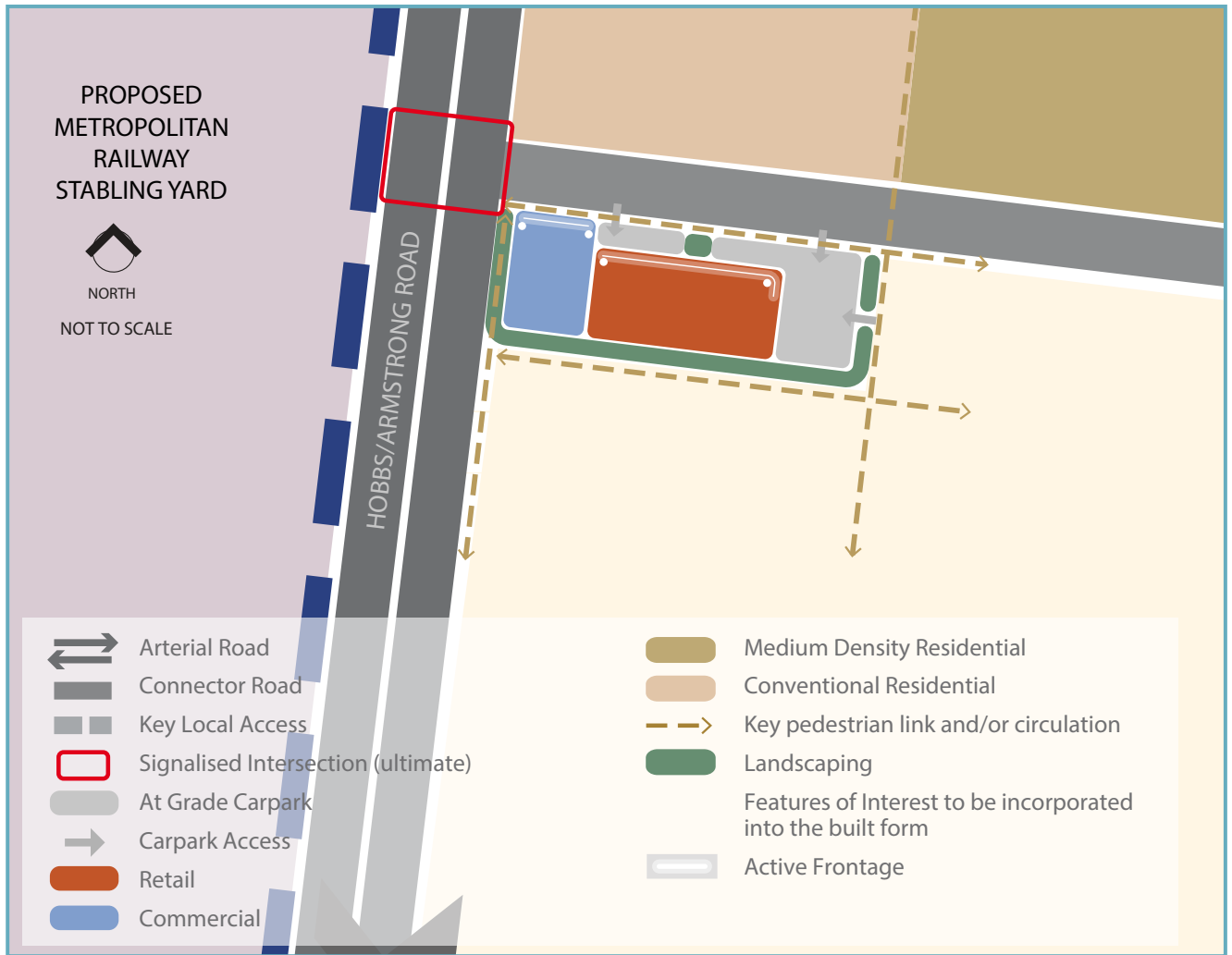
LOCAL TOWN CENTRE

REQUIREMENTS	
R10	Subdivision and development within the Local Town Centre must be generally in accordance with Figure 1.
R11	Subdivision and development within the Local Town Centre must address the design principles and performance criteria outlined in Appendix 4.2.
GUIDELINES	
G22	Footpaths in the main street should be a minimum width of 4.0 metres.
G23	Large expanses of blank walls along streets should be avoided. Blank walls should be treated to discourage graffiti.

LOCAL CONVENIENCE CENTRE

REQUIREMENTS	
R12	Land use and development of the Local Convenience Centre (LCC) must be generally in accordance with Figure 2.
R13	Subdivision and development within Local Convenience Centres must address the design principles and performance criteria outlined in Appendix 4.2.
GUIDELINES	
G24	Footpaths should allow for increased pedestrian activity and on-street dining.
G25	Large expanses of blank walls along streets should be avoided. Blank walls should be treated to discourage graffiti.
G26	Development of the LCC should create opportunities for the long term development of high and medium density housing.

Figure 2 - Local Convenience Centre Concept Plan



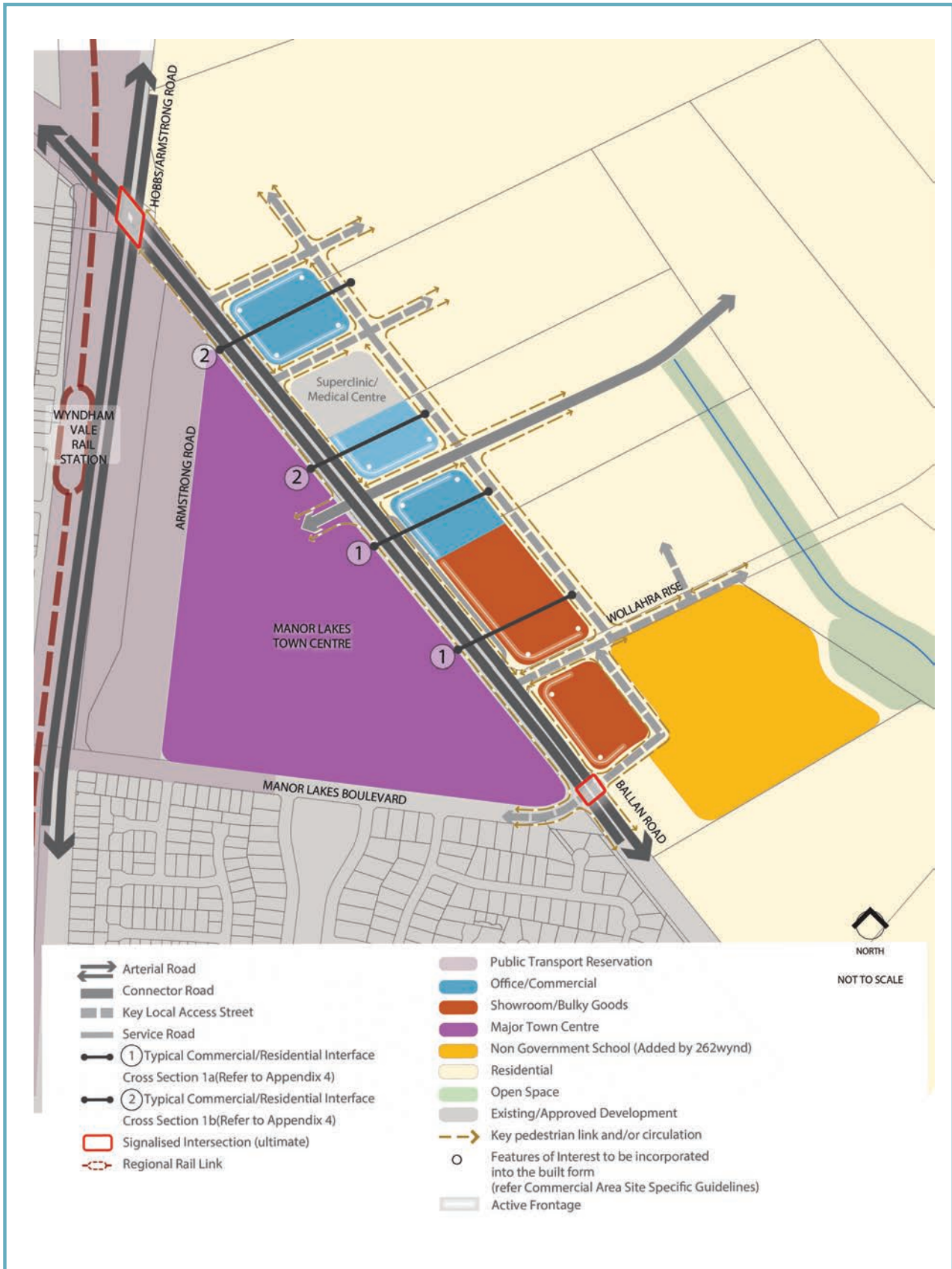
3.2.2 Employment

Projected employment opportunities within the Ballan Road PSP are as follows:

Table 3 Anticipated Employment Creation

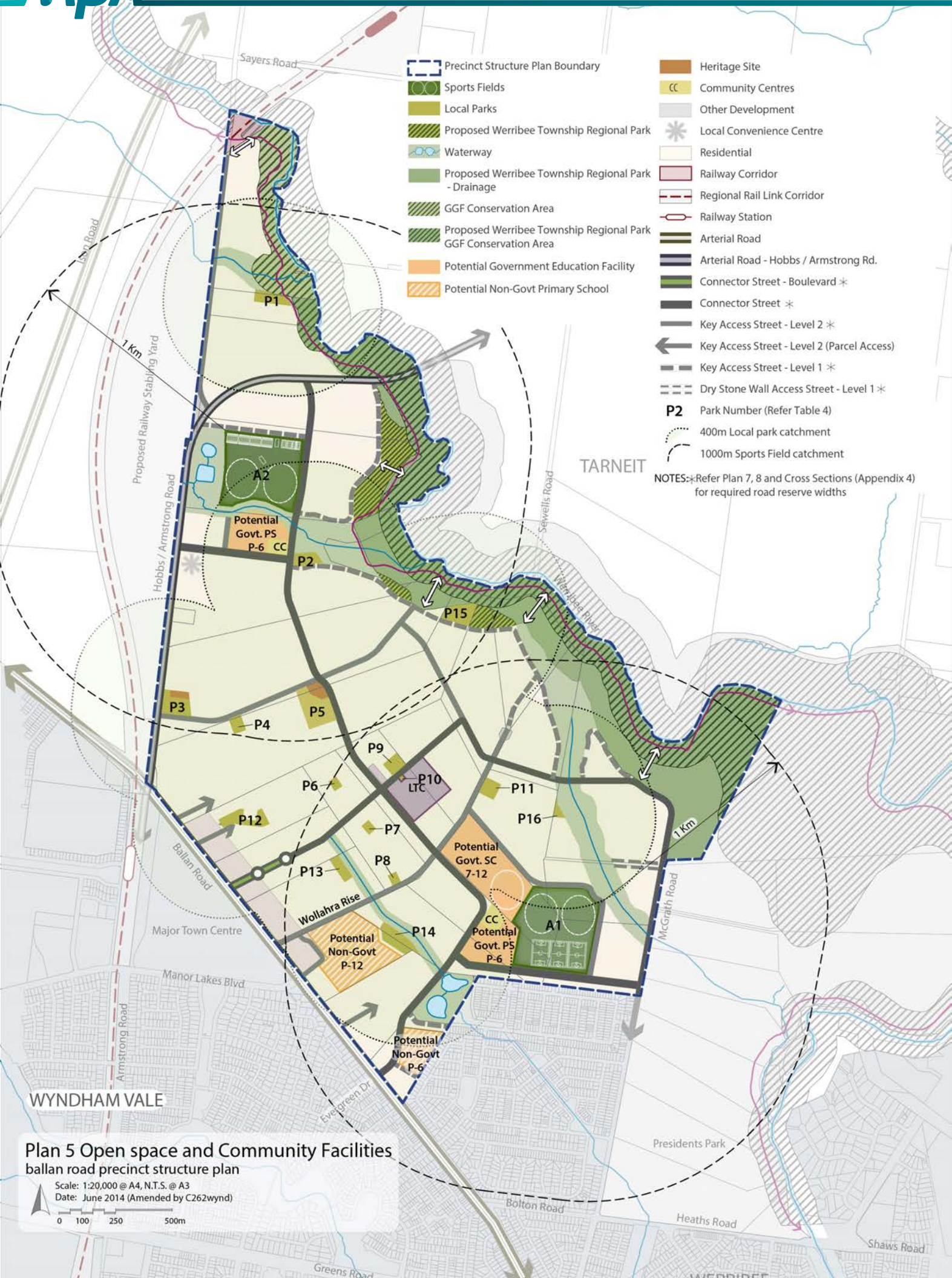
LAND USE BASED EMPLOYMENT	MEASURE	JOBS	QTY IN PSP	EST. JOBS
Council Kindergarten	Jobs/centre	10	2	20
Multi Purpose Community Centre	Jobs/centre	10	2	20
Govt Primary School	Jobs/school	40	2	80
Govt Secondary School	Jobs/school	90	1	90
Non-Govt Primary School	Jobs/school	40	1	40
Retail	1 job/30sqm	30	5500	183
Office/Commercial (LTC)	1 job/20sqm	20	2000	100
Medical Centre	Jobs/practitioner	3	6	18
Private Child Care Centre	Jobs/100 places	15	2	30
Home Based Business	Jobs/dwelling	0.05	5680	284
Mixed Use/Employment	Jobs/ha	40	8.28	331
Total Estimated				1,197

Amended by C262wynd **Figure 3 - Ballan Road Commercial Area Concept Plan**



BALLAN ROAD COMMERCIAL AREA

REQUIREMENTS	
R14	Land use and development must be generally in accordance with Figure 3.
R15	<p>Key locations within the Ballan Road Commercial Area must incorporate features of interest into the built form and surrounding landscape (refer to Figure 3). Features of interest include:</p> <ul style="list-style-type: none"> • Minimum two storey construction or elements of two storey construction (such as higher floor to ceiling heights, parapets, awnings, shade structures or roof elements); • Sculptured facades which include recesses and projections to provide variation and segmentation to the building facade; • Strong vertical elements; • Balconies; • Roof and/or wall articulation; and/or • Feature colours and materials which are sympathetic to the sites surrounds.
R16	Vehicle access to properties fronting Ballan Road to the Commercial Area must be from service lanes, internal loop roads or rear laneways.
R17	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.
R18	Development proponents must consider Crime Prevention Through Environmental Design (CPTED) and Safer Design Guidelines when designing employment areas.
R19	Land uses must complement the role and function of the Wyndham Vale MTC.
R20	Buildings must be setback no more than 22 metres from the Ballan Road road reserve and comply with the Ballan Road Commercial Area Concept shown in Figure 3.
R21	All buildings must provide an active frontage and primary access from Ballan Road to the building.
R22	Articulated frontages must address all side and / or rear streets.
R23	Secondary access points to buildings from side and / or rear streets may be considered in addition to primary access to the building from Ballan Road.
R24	Provide a Local Access Level 2 interface road adjacent to residential development.
GUIDELINES	
G27	Fencing to the Ballan Road interface should be visually permeable and no greater than 1.2 metres in height.
G28	Preferred land uses are office, commercial, restricted retail, allied health and food and drink premises. Medium and higher density dwellings may be considered as part of a mixed use development.



- Precinct Structure Plan Boundary
- Sports Fields
- Local Parks
- Proposed Werribee Township Regional Park
- Waterway
- Proposed Werribee Township Regional Park - Drainage
- GGF Conservation Area
- Proposed Werribee Township Regional Park GGF Conservation Area
- Potential Government Education Facility
- Potential Non-Govt Primary School

- Heritage Site
- Community Centres
- Other Development
- ✱ Local Convenience Centre
- Residential
- Railway Corridor
- Regional Rail Link Corridor
- Railway Station
- Arterial Road
- Arterial Road - Hobbs / Armstrong Rd.
- Connector Street - Boulevard ✱
- Connector Street ✱
- Key Access Street - Level 2 ✱
- Key Access Street - Level 2 (Parcel Access)
- Key Access Street - Level 1 ✱
- Dry Stone Wall Access Street - Level 1 ✱
- P2** Park Number (Refer Table 4)
- 400m Local park catchment
- 1000m Sports Field catchment

NOTES: ✱ Refer Plan 7, 8 and Cross Sections (Appendix 4) for required road reserve widths

Plan 5 Open space and Community Facilities
ballan road precinct structure plan

Scale: 1:20,000 @ A4, N.T.S. @ A3
Date: June 2014 (Amended by C262wynd)



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 4.5, Open Space Delivery Guide.

Table 4 - Open Space Delivery Guide

PARK ID	AREA (HA)	PARK TYPE	LOCATION & OTHER ATTRIBUTES	MANAGEMENT RESPONSIBILITY
P1*	0.7	Neighbourhood Park	Adjoins the northern waterway corridor and tributary to the Werribee River.	Wyndham City
P2*	0.6	Neighbourhood Park	Anchored to the waterway trail network.	Wyndham City
P3	1	Neighbourhood Park	Anchored to Aboriginal cultural heritage values. 1.26ha total usable footprint with inclusion of cultural heritage.	Wyndham City
P4*	0.4	Neighbourhood Park		Wyndham City
P5	1.85	District Park	Anchored to Aboriginal cultural heritage values. 2.49ha total usable footprint with inclusion of cultural heritage.	Wyndham City
P6*	0.2	Neighbourhood Park		Wyndham City
P7*	0.2	Neighbourhood Park		Wyndham City
P8*	0.2	Neighbourhood Park		Wyndham City
P9*	0.5	Neighbourhood Park	Anchored to the Local Town Centre.	Wyndham City
P10	0.05	Town Square		Wyndham City
P11	0.5	Neighbourhood Park	Location enables incorporation of existing semi-mature trees.	Wyndham City
P12*	1	Neighbourhood Park		Wyndham City
P13*	0.5	Neighbourhood Park	Anchored to the south-west side of the Werribee West waterway corridor.	Wyndham City
P14*	1.1	Neighbourhood Park	Adjoins the south-west side of the Werribee West waterway corridor.	Wyndham City
P15*	1	Neighbourhood Park	Anchored to Werribee River Conservation Area	Wyndham City
P16	0.2	Neighbourhood Park	Adjoins the south-west side of the Werribee River tributary.	Wyndham City
A1	10.6	Local Sports Reserve	Co-located with government primary and secondary schools and community centre.	Wyndham City
A2	12.6	Local Sports Reserve	Co-located with government primary school and community centre.	Wyndham City

* 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.

Amended by C262wynd **Figure 4 - Southern Community Hub Concept Plan**

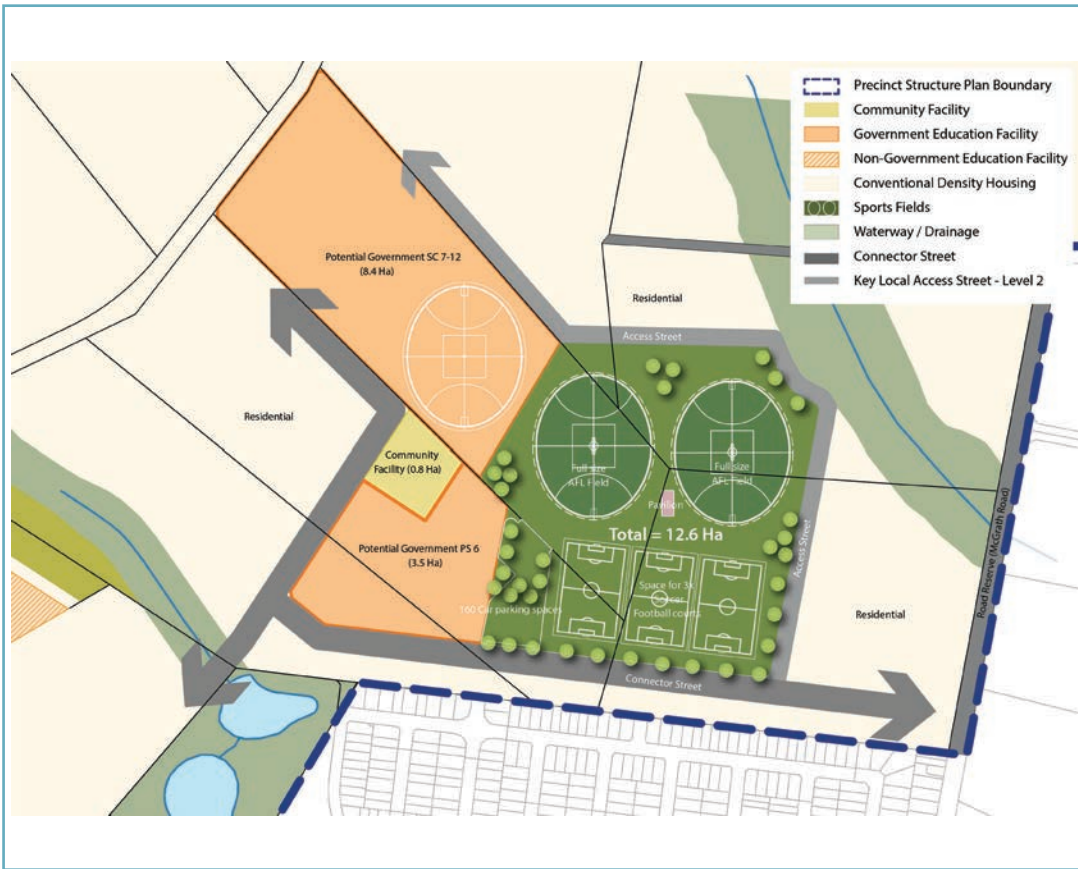
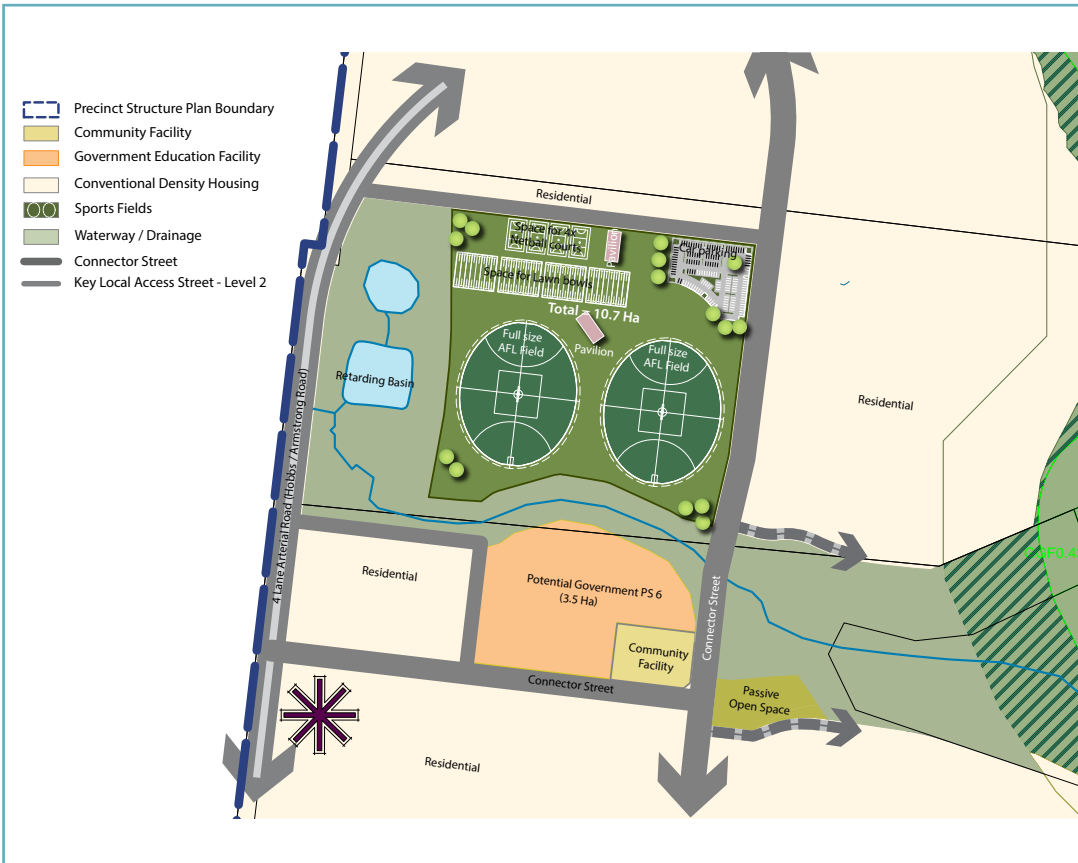


Figure 5 - Northern Community Hub Concept Plan



REQUIREMENTS	
R25	Open space design and delivery must have regard to Table 4 and Appendix 4.3.
R26	<p>The open space network must:</p> <ul style="list-style-type: none"> • Provide flexible recreational opportunities that allow for the anticipated range of active and passive recreational needs of the community. • Maximise the amenity and value of encumbered open space, in particular waterway, heritage and habitat conservation open spaces.
R27	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.
R28	Parks, open spaces and paths 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.
R29	Open space (including active, passive, encumbered land and waterways) 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.
R30	The town square must be delivered via the Clause 52.01 passive open space contributions.
R31	Development abutting open space must be designed to provide passive surveillance, through the appropriate siting of windows, balconies and pedestrian access points.
R32	Where fencing of open space is required, it must be low scale and or/visually permeable to facilitate public safety and surveillance.
R33	<p>Design and construction of any infrastructure or trails located in the Werribee River open space corridor must be consistent with:</p> <ul style="list-style-type: none"> • The Werribee River Shared Trail Strategy • Any relevant approved Cultural Heritage Management Plan.
R34	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.
R35	Where single local parks are located across multiple existing property parcels, the first development proponent to lodge a permit application must undertake a master plan for the entire park to the satisfaction of the responsible authority, unless otherwise approved by the responsible authority.
GUIDELINES	
G29	Sports fields should be designed to maximise co-location opportunities between complementary sports and adjoining school facilities.
G30	The design and layout of open space should maximise water use efficiency, storm water quality and long term viability of vegetation through the use of Water Sensitive Urban Design (WSUD) initiatives.
G31	Local parks should cater for a broad range of users and support both structured and informal recreation activities and incorporate prominent landscape features.
G32	The design of waterways, wetlands (other than GGF wetlands), retarding basins and other encumbered land should maximise the potential for passive and / or active recreation uses where this does not conflict with the primary function of the land.
G33	Passive parks within and adjacent to the Werribee River corridor should provide clear delineation of areas of conservation or cultural heritage significance.
G34	Design of sporting reserves should orientate playing fields in a generally north / south direction to minimise interference to play by direct sun.

G35	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.
G36	In addition to the pedestrian crossings shown on Plan 8, development proponents should provide waterway crossings at intervals no greater than 400m.
G37	The proponent delivering a master plan for a local park that traverses multiple property parcels should consult with the landowners of parcels also covered by the park to ensure an integrated design.
G38	Design and construction of infrastructure or trails in the Werribee River corridor should be guided by the Desktop and Standard Aboriginal Cultural Heritage Assessment (Aboriginal Affairs Victoria project number 11896).

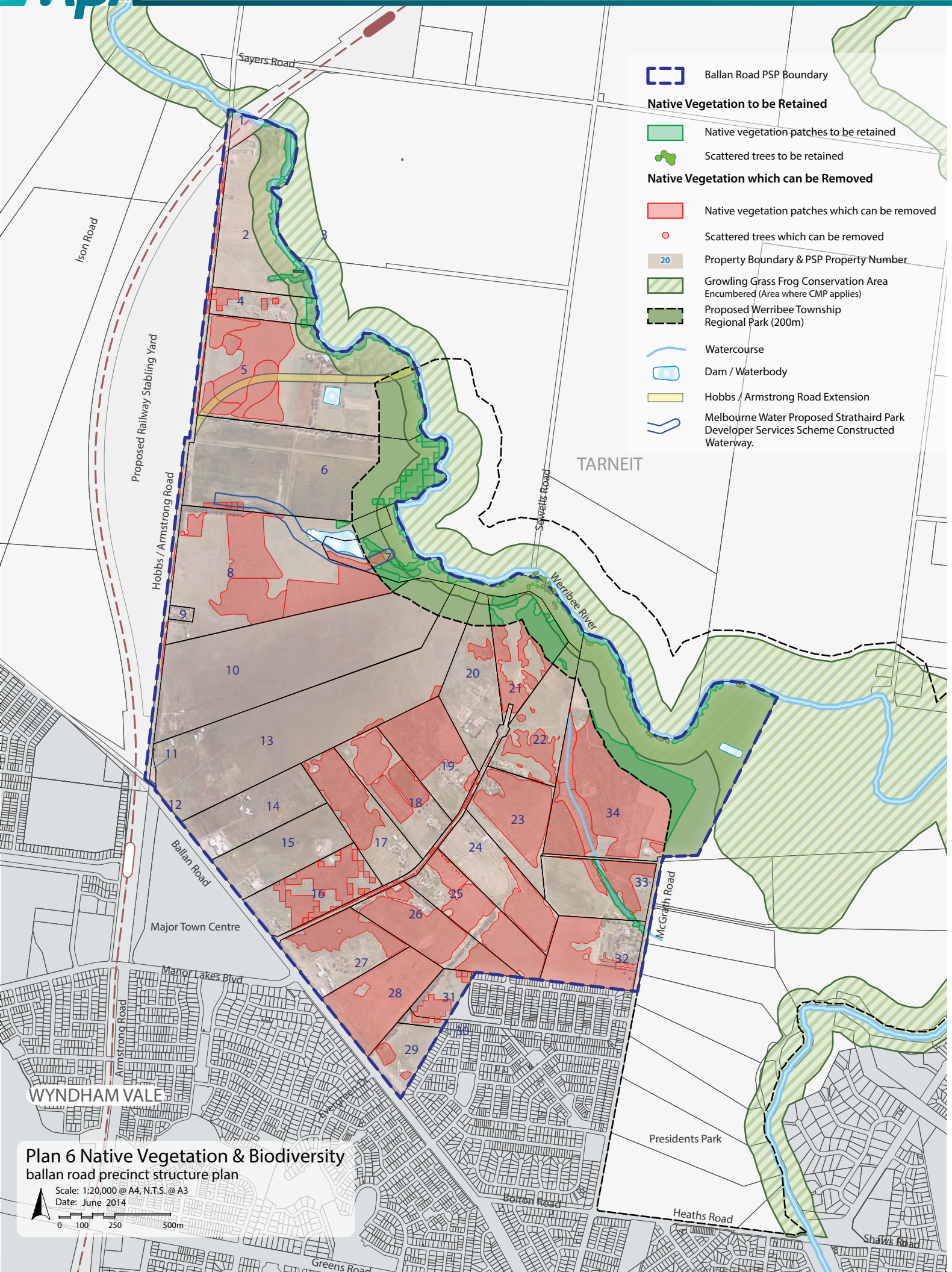
PASSIVE OPEN SPACE CONTRIBUTIONS

REQUIREMENTS

R36	<p>Further to the passive public open space contribution required by Clause 52.01 of the Wyndham Planning Scheme, this provision sets out the amount of land to be contributed by each property in the Precinct and consequently where a cash contribution is required in lieu of land.</p> <p>All land owners must provide a passive public open space 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 5) 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"> • Where the passive open space shown on the lot in Plan 5 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. • Where the passive open space shown on the lot in Plan 5 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"> • the relevant land must be transferred to Council at no cost to Council; and • a cash contribution must be made to Council to bring total open space contribution to a value equal to 3% of NDA-R (or 2% Of NDA-E). • Where the passive open space shown on the land in Plan 5 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 5. <p>Refer to the Property Specific Land Use Budget (Appendix 4.1) for detailed individual property open space land areas and percentages specified by this Precinct Structure Plan.</p> <p>The responsible authority may alter the distribution of passive open as shown in this Precinct Structure Plan provided the relevant vision and objectives of this Precinct Structure Plan are met.</p> <p>A subdivider may provide additional passive open space in a subdivision to the satisfaction of the responsible authority. There is no onus on Council, the responsible authority or any other party to provide compensation for open space provided above that required by Clause 52.01 and this Precinct Structure Plan.</p>
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3.3.2 Community Facilities

REQUIREMENTS	
R37	Community facilities, schools and active recreation reserves which are co-located must be designed to maximise efficiencies through the sharing of car parking and other complementary infrastructure.
R38	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.
R39	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.
R40	Schools and community centres must be designed to front, and be directly accessed from, a public street with car parks located away from the main entry.
R41	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.
GUIDELINES	
G39	Community facility sites should be provided with at least two street frontages.
G40	Schools should be provided with three street frontages, where practicable.
G41	Community facilities should be planned and designed with the flexibility and capacity to meet the changing needs of the community and provide for a range of community uses.
G42	Community, education and commercial buildings should incorporate design and construction measures to minimise resource use.
G43	Any private childcare, medical, or similar facility should be located proximate to any Local Town Centre, Local Convenience Centre or nominated community hub as appropriate.
G44	Where a community centre is co-located with public open space, efficiency of land use should be maximised through the sharing and overall reduction of car parking.
G45	Where appropriate, non-government community services should integrate with Council community centres and/or town centres.



- Ballan Road PSP Boundary
- Native Vegetation to be Retained**
- Native vegetation patches to be retained
- Scattered trees to be retained
- Native Vegetation which can be Removed**
- Native vegetation patches which can be removed
- Scattered trees which can be removed
- 20 Property Boundary & PSP Property Number
- Growling Grass Frog Conservation Area Encumbered (Area where CMP applies)
- Proposed Werribee Township Regional Park (200m)
- Watercourse
- Dam / Waterbody
- Hobbs / Armstrong Road Extension
- Melbourne Water Proposed Strathaird Park Developer Services Scheme Constructed Waterway.

WYNDHAM VALE

Plan 6 Native Vegetation & Biodiversity
ballan road precinct structure plan

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



3.4 Biodiversity, Threatened Species & Bushfire Management

3.4.1 Biodiversity & Threatened Species

REQUIREMENTS	
R42	Design, baffle and locate adjoining lighting to minimise light spill and glare adjacent to Growling Grass Frog Conservation Area as shown in the Conservation Area Concept Plan 7 unless otherwise agreed by the Department of Environment and Primary Industries.
R43	Passive open space, infrastructure, pathways and lighting must be a minimum of 30m from a dedicated Growling Grass Frog Wetland.
R44	Where there is no separation between a conservation area and urban development by a road, development must face the conservation area.
R45	The Growling Grass Frog Conservation Area is to be designed and managed as a dog on leash open space area.
R46	The design and layout of subdivision, buildings or works within 50 metres of any conservation area shown on the Ballan Road Precinct Structure Plan, must be in accordance with the Conservation Interface Plan in Appendix 4.3. Otherwise an alternative Conservation Interface Cross Sections Plan must be approved, to the satisfaction of the Department of Environment and Primary Industries.
R47	Prior to the commencement of any subdivision, a Kangaroo Management Plan must be approved in respect to the land that the permit relates, to the satisfaction of the Department of Environment and Primary Industries.
R48	Prior to the commencement of any subdivision, buildings or works within any conservation area shown on the Ballan Road Precinct Structure Plan, a Construction Environment Management Plan must be approved, to the satisfaction of the responsible authority and the Department of Environment and Primary Industries.
GUIDELINES	
G46	Where appropriate co-locate public open space areas with significant conservation areas and waterways to assist with their buffering.
G47	Planting adjacent to the Werribee River, waterway corridors and retained indigenous vegetation should be indigenous species.
G48	Where located adjacent or nearby each other, design and construct local parks to maximise integration with conservation areas.
G49	Street trees and public open space landscaping should contribute to habitat for indigenous fauna species, in particular arboreal animals and birds.
G50	Drainage of stormwater wetlands should be designed to minimise impact of urban stormwater on the biodiversity values of the conservation area.
G51	In general, trees should not be planted within 10m of native grassland or wetlands.
CONDITIONS	
C2	<p>Kangaroo management</p> <p>A permit granted for subdivision of land must include the following conditions:</p> <ul style="list-style-type: none"> • 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. • The endorsed Kangaroo Management Plan must be implemented to the satisfaction of the responsible authority.

Fencing of conservation areas

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 *Ballan Road Precinct Structure Plan*, must including the following condition:

- 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:
 - 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;
 - The location and alignment of temporary protection fencing showing the following minimum distance from the element to be protected:

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

- The timing of installation and removal of temporary protection fencing;
- The timing of installation of permanent fencing;
- Location and details of ongoing maintenance vehicle access points;
- The type of temporary and permanent fencing including materials, heights and spacing of uprights;
- Frequency of inspections and rectification works for temporary protection fencing.

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. 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.

Correct alignment of protective fencing

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 (as constituted under Part 2 of the *Conservation, Forests and Lands Act 1987*) (**Secretary**), and the Secretary confirms it is satisfied by the evidence.

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 Ballan Road 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* 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.

Salvage and translocation

Prior to the commencement of development, a salvage inquiry form must be submitted to 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**), and where required the Secretary must be permitted to access the land to conduct salvage operations, in accordance with the requirements of the *Salvage and Translocation Protocol for Melbourne's Growth Corridors* (Department of Environment, Land, Water and Planning, 2018).

Amended by VC213

C3

Amended by VC213

C4

Amended by VC213

C5

Inserted
by VC213

C6

Land management plan for conservation area

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

- 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 *Conservation, Forests and Lands Act 1987*) (**Secretary**). The land management plan must outline how the biodiversity values for the land identified in the *Biodiversity Conservation Strategy for Melbourne's Growth Corridors* (Department of Environment and Primary Industries, 2013) will be maintained, managed, and improved, including:
 - How environmental weeds will be managed up until the securing of the conservation area.
 - How any revegetation will be undertaken in coordination with weed management activities to prevent re-colonisation of weed species.
 - How rubbish and hazards will be removed, and any contaminated material managed up until the securing of the conservation area.

Once approved the plan will form part of the permit and must be implemented to the satisfaction of the Secretary and the responsible authority.

Amended
by VC213

C7

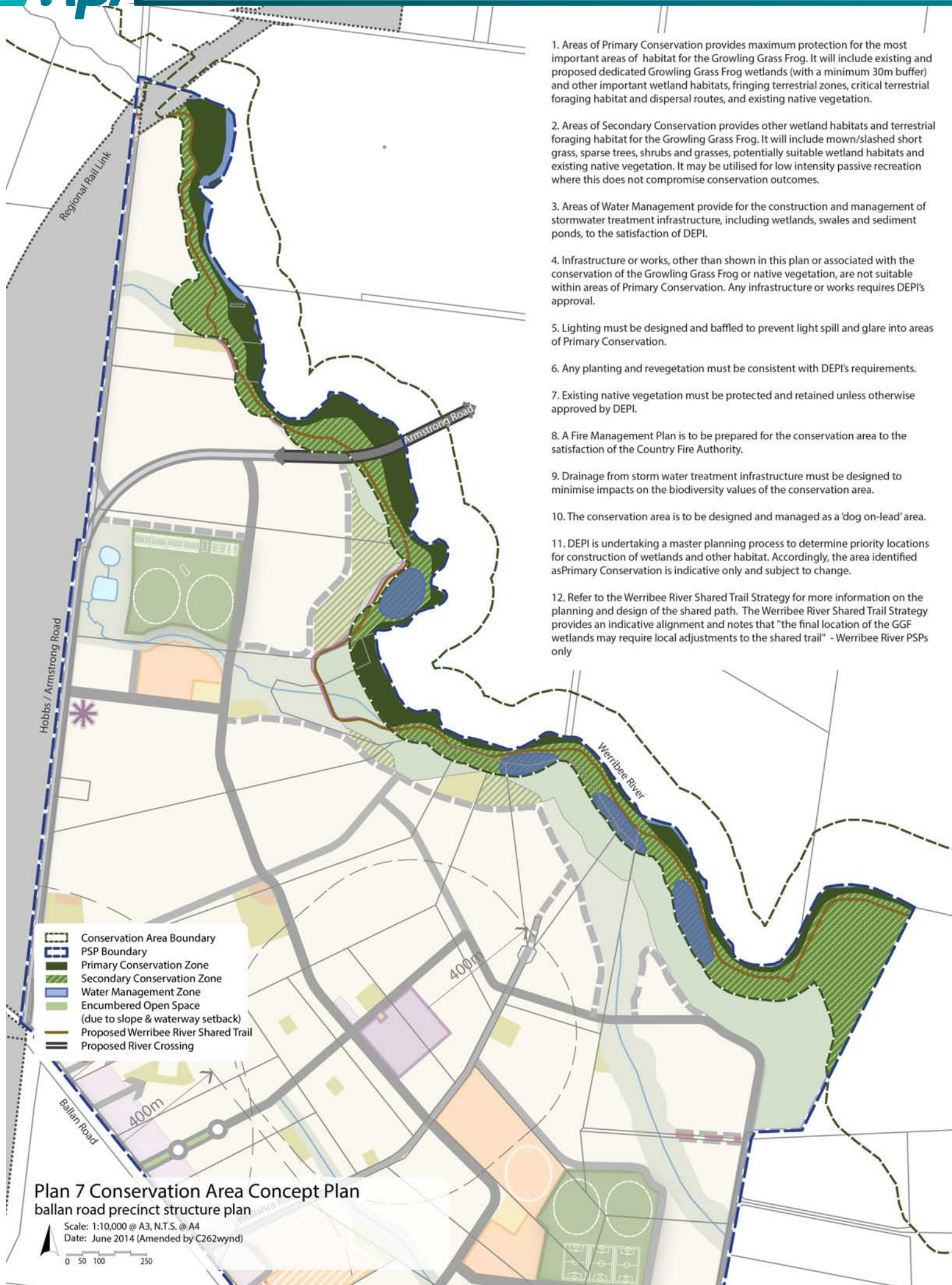
Security of conservation land

A permit to subdivide land containing a 'conservation area' as shown in the *Ballan Road 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:

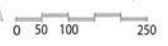
- the land containing the conservation area is expected to be further subdivided and a further planning permit will be required for that subdivision (to which the above condition requirement will apply); or
- the conservation area has been or will be otherwise secured in perpetuity.



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

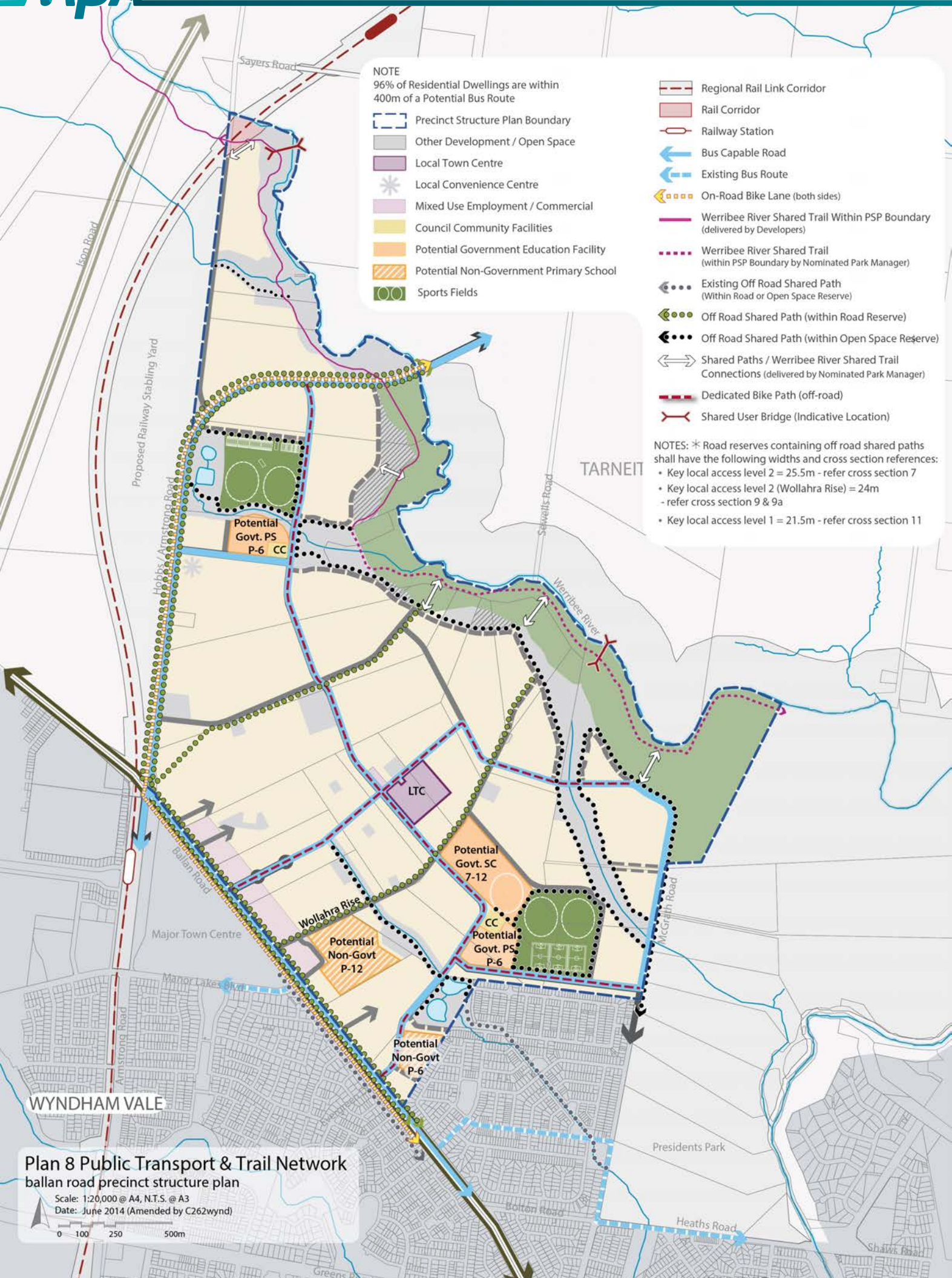
Plan 7 Conservation Area Concept Plan
ballan road precinct structure plan

Scale: 1:10,000 @ A3, N.T.S. @ A4
Date: June 2014 (Amended by C262wynd)



Bushfire Management

REQUIREMENTS	
R49	<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: • 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. <ul style="list-style-type: none"> • 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).
R50	<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.



3.5 Transport and Movement

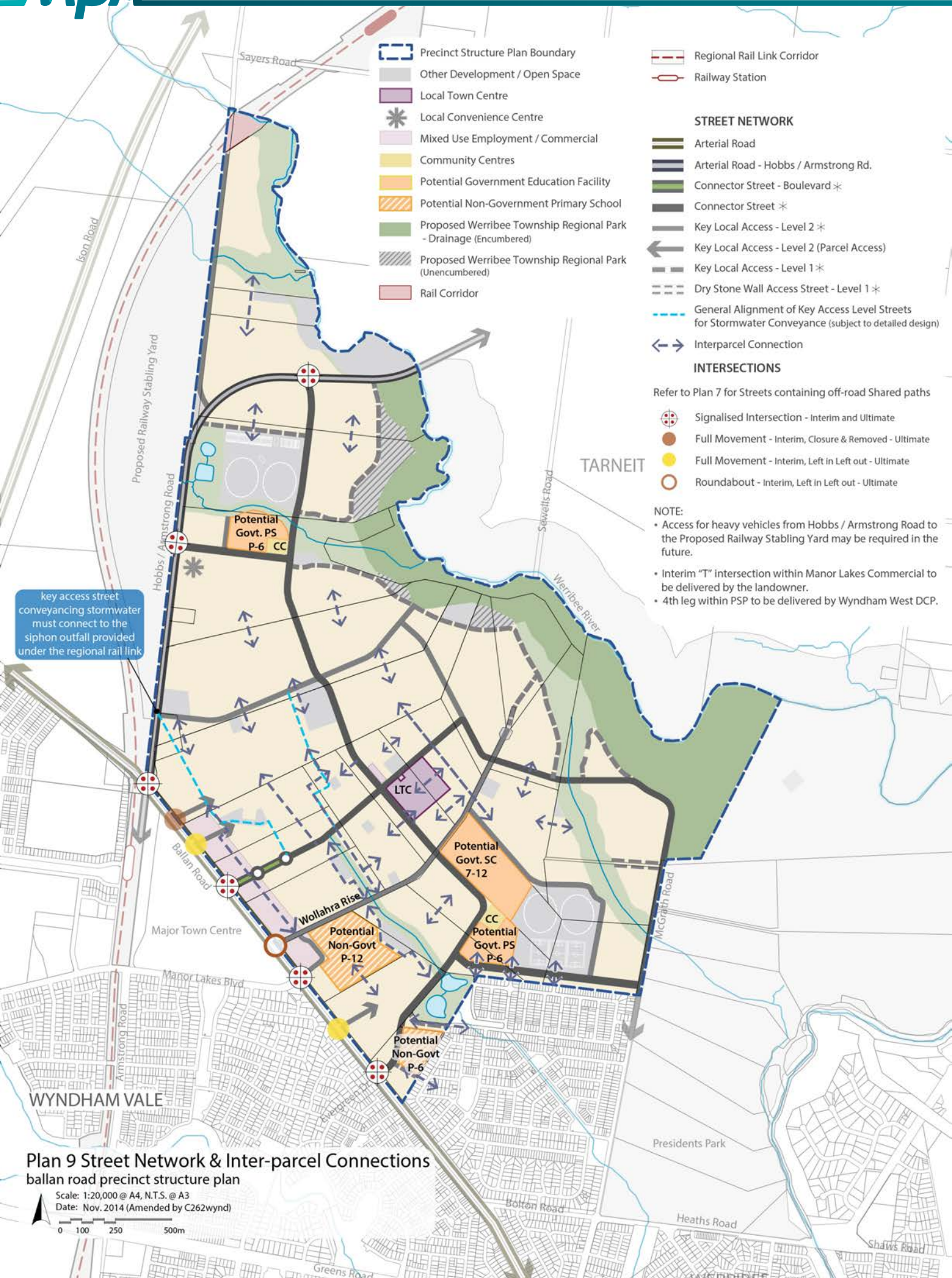
3.5.1 Public Transport

REQUIREMENTS	
R51	A road nominated on Plan 8 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.
R52	<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 Public Transport Guidelines for Land Use and Development; 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"> • In accordance with the Public Transport Guidelines for Land Use and Development; and • Compliant with the Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002; and • At locations approved by Public Transport Victoria, at no cost to Public Transport Victoria and to the satisfaction of Public Transport Victoria
R53	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.

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3.5.2 Walking and Cycling

REQUIREMENTS	
R54	Pedestrian paths must be provided on both sides of connector and access streets unless otherwise agreed by the responsible authority.
R55	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).
R56	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.
R57	Bicycle parking facilities must be provided by development proponents in safe and convenient locations at key destinations such as parks, town centres and the commercial area to the satisfaction of the responsible authority.
R58	Where Plan 8 shows developer delivery of the Werribee River Shared Trail, the trail must be provided in accordance with the Werribee River Shared Trail Strategy.
R59	The bicycle path network must be designed to allow for the safe and convenient transition between on-road and off-road routes.
R60	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.
R61	Pedestrian crossings of waterways must be provided by development proponents in the locations as shown on Plan 8 to the satisfaction of the responsible authority.
R62	Lighting must be installed along all major pedestrian and cycle paths to the satisfaction of the responsible authority.
R63	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.
R64	Shared paths within road reserves must be delivered on the same side of the road across inter-parcel boundaries.
R65	The shared trail from the intersection of Ballan Road and Armstrong Road to the Werribee River must be provided either within the road reserve, or within open space.
R66	Bicycle/pedestrian connections must be provided from development within PSP Property 13 to the Ballan Road and Hobbs/Armstrong Road signalised intersection.
R67	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.
R68	The alignment of the off-road bicycle path must be designed for cyclists travelling up to 30km/h.
GUIDELINES	
G52	The location of pedestrian and cycle paths should make the best use of opportunities for passive surveillance.
G53	In addition to those shown on Plan 8, connections to the Werribee River Shared Trail should be provided at approximately 400 metre intervals



- Precinct Structure Plan Boundary
- Other Development / Open Space
- Local Town Centre
- ✱ Local Convenience Centre
- Mixed Use Employment / Commercial
- Community Centres
- Potential Government Education Facility
- Potential Non-Government Primary School
- Proposed Werribee Township Regional Park - Drainage (Encumbered)
- Proposed Werribee Township Regional Park (Unencumbered)
- Rail Corridor

- Regional Rail Link Corridor
 - Railway Station
- STREET NETWORK**
- Arterial Road
 - Arterial Road - Hobbs / Armstrong Rd.
 - Connector Street - Boulevard ✱
 - Connector Street ✱
 - Key Local Access - Level 2 ✱
 - Key Local Access - Level 2 (Parcel Access)
 - Key Local Access - Level 1 ✱
 - Dry Stone Wall Access Street - Level 1 ✱
 - General Alignment of Key Access Level Streets for Stormwater Conveyance (subject to detailed design)
 - Interparcel Connection

- INTERSECTIONS**
- Refer to Plan 7 for Streets containing off-road Shared paths
- Signalised Intersection - Interim and Ultimate
 - Full Movement - Interim, Closure & Removed - Ultimate
 - Full Movement - Interim, Left in Left out - Ultimate
 - Roundabout - Interim, Left in Left out - Ultimate

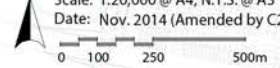
NOTE:

- Access for heavy vehicles from Hobbs / Armstrong Road to the Proposed Railway Stabling Yard may be required in the future.
- Interim "T" intersection within Manor Lakes Commercial to be delivered by the landowner.
- 4th leg within PSP to be delivered by Wyndham West DCP.

key access street conveying stormwater must connect to the siphon outfall provided under the regional rail link

Plan 9 Street Network & Inter-parcel Connections
ballan road precinct structure plan

Scale: 1:20,000 @ A4, N.T.S. @ A3
Date: Nov. 2014 (Amended by C262wynd)

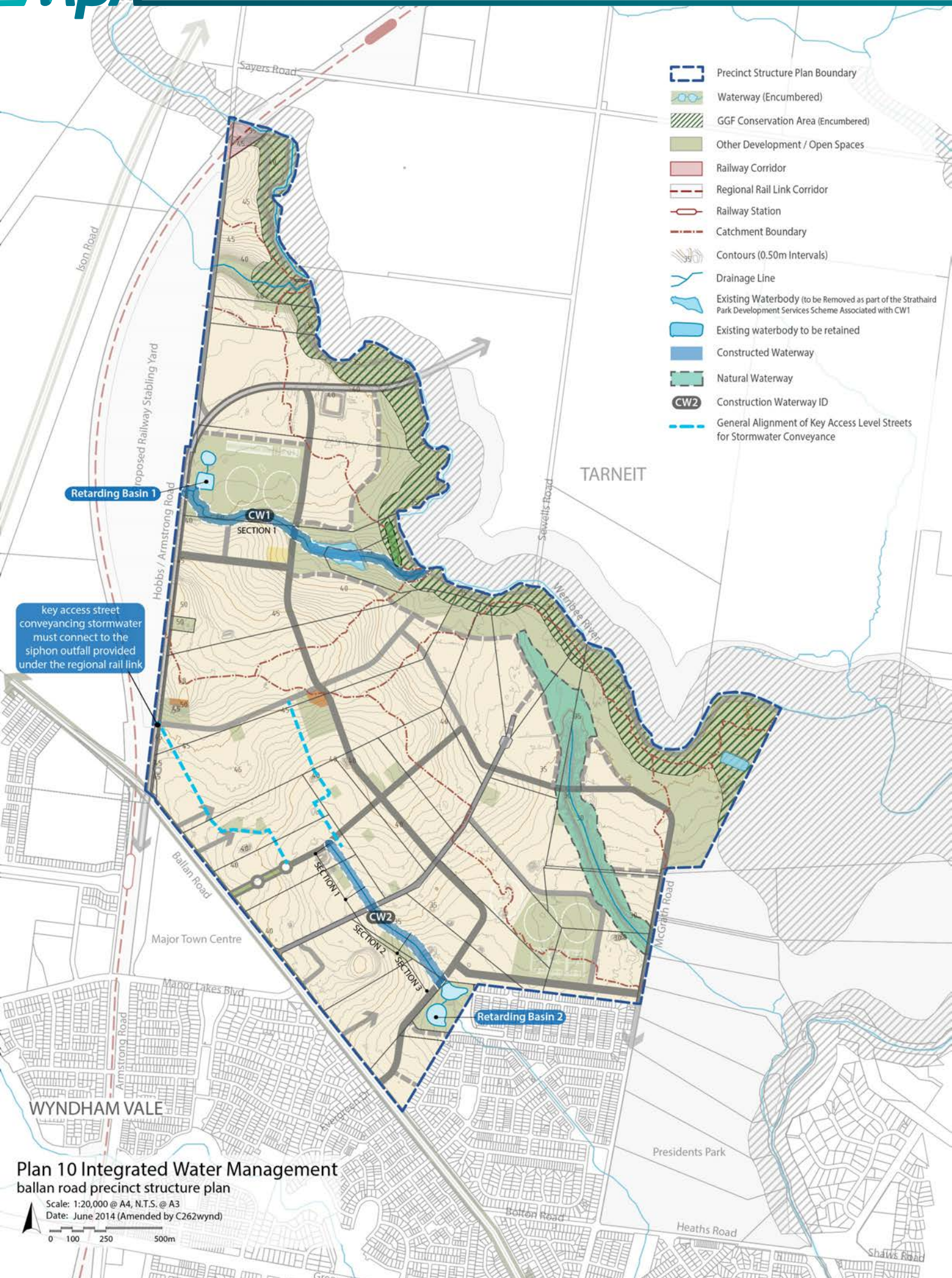


3.5.3 Road Network

REQUIREMENTS	
R69	<p>Street layouts of individual subdivisions must integrate to:</p> <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, community facilities and town centres.
R70	<p>Development proponents must ensure construction of connector road bridges as early in the development of the land as is practicable.</p>
R71	<p>Subdivision design must achieve an integrated, connected, legible and permeable street network that ensures excellent inter-parcel connections across pre PSP cadastral boundaries.</p>
R72	<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 4.3. Examples of potential variations are provided in Appendix 4.3, however others are encouraged including but not limited to:</p> <ul style="list-style-type: none"> Varied street tree placement, Varied footpath or carriageway placement, Introduction of elements to create a boulevard effect, Varied carriageway or parking bay pavement material and Differing tree outstand treatments <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 sections must ensure that:</p> <ul style="list-style-type: none"> 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. The performance characteristics of standard cross sections as they relate to pedestrian and cycle use are maintained; and Relevant minimum road reserve widths for the type of street (illustrated in Appendix 4.4) are maintained
R73	<p>Vehicle access to residential lots fronting Ballan Road and the arterial road portion of Hobbs/ Armstrong 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 and not more than 12 metres must abut the road reserve.</p>
R74	<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 Wyndham City Residential Design Guidelines Element: "Rear Loaded" Lots.</p>
R75	<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	
G54	<p>Street block lengths should not exceed 240 metres to ensure a permeable and low speed environment for pedestrians, cyclists and vehicles is achieved.</p>
G55	<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>
G56	<p>Intersections of local connector streets and arterial roads should be designed to facilitate the safe and convenient movement of all transport modes.</p>
G57	<p>Around the LTC and LCC, provide increased permeability in the road network including shorter block lengths and avoiding cul-de-sacs.</p>
G58	<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"> Rear loaded lots with laneway access. Side street placement to enable lot sideage.

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G59	Variation and flexibility of the road layout in Plan 9 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.
G60	Interim and ultimate access to Ballan and Hobbs / Armstrong Roads should be in accordance with Plan 9; to the satisfaction of VicRoads and responsible authority as applicable.
G61	Access to the proposed railway stabling yard from Hobbs/Armstrong Road should be from the signalised intersection, unless otherwise agreed by the responsible authority.
G62	Where pedestrian links are provided between streets, that is not part of a road, they should not be less than four metres in width.



- Precinct Structure Plan Boundary
- Waterway (Encumbered)
- GGF Conservation Area (Encumbered)
- Other Development / Open Spaces
- Railway Corridor
- Regional Rail Link Corridor
- Railway Station
- Catchment Boundary
- Contours (0.50m Intervals)
- Drainage Line
- Existing Waterbody (to be Removed as part of the Strathaird Park Development Services Scheme Associated with CW1)
- Existing waterbody to be retained
- Constructed Waterway
- Natural Waterway
- Construction Waterway ID
- General Alignment of Key Access Level Streets for Stormwater Conveyance

key access street conveying stormwater must connect to the siphon outfall provided under the regional rail link

Plan 10 Integrated Water Management
ballan road precinct structure plan

Scale: 1:20,000 @ A4, N.T.S. @ A3
Date: June 2014 (Amended by C262wynd)



3.6 Integrated Water Management and Utilities

3.6.1 Integrated Water Management

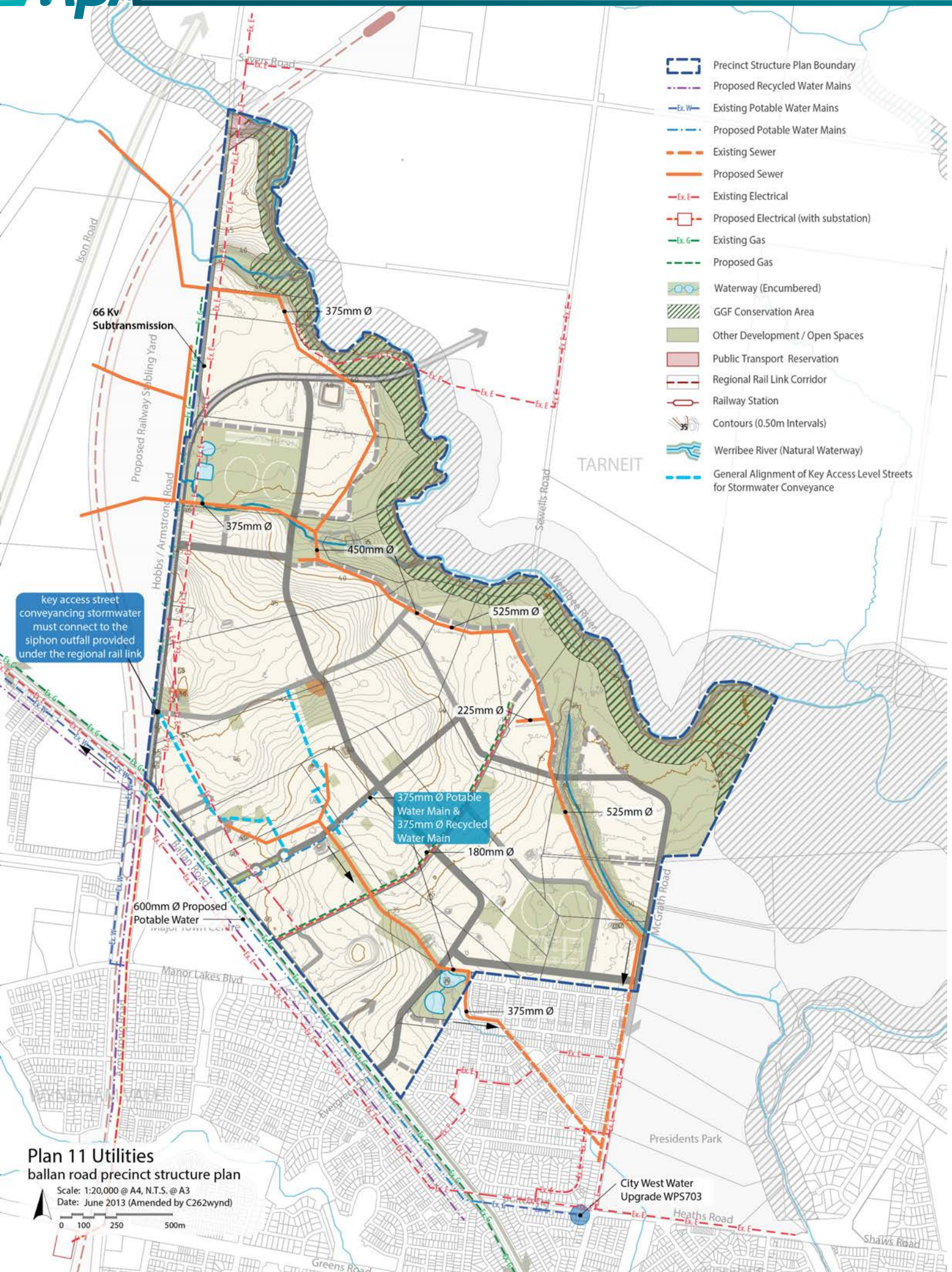
REQUIREMENTS	
R76	The final design and boundary of constructed waterway corridors, stormwater quality treatment, retarding basins, the Werribee River and its tributaries, and associated footpaths, boardwalks, bridges and planting, must be to the satisfaction of Melbourne Water and the responsible authority.
R77	Subdivision applications must demonstrate how waterway and integrated water management design enables land to be used for multiple recreation and environmental purposes.
R78	Treatment standards for water draining to the Werribee River must meet or exceed best practice to the satisfaction of the Department of Sustainability and Environment, Melbourne Water and the responsible authority.
R79	Development must meet or exceed best practice stormwater quality treatment prior to discharge to receiving waterways as outlined in Plan 10, to the satisfaction of Melbourne Water.
R80	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.
R81	The final design, depth of fill and extent of developable area related to the land currently within the 1:100 ARI flood line and associated with the Werribee River breakaway creek corridor (refer Plan 2) must be approved to the satisfaction of Melbourne Water.
R82	Subdivision applications must demonstrate how: <ul style="list-style-type: none"> • Overland flow paths and underground piping within road reserves will be connected and integrated across property / parcel boundaries. • Melbourne Water and the responsible authority freeboard requirements for overland flow paths will be adequately contained within road reserves.
R83	Storm water conveyance and treatment must be designed in accordance with the relevant Development Services Scheme established by Melbourne Water, to the satisfaction of Melbourne Water.
R84	Frontage roads must be the primary interface between development and waterway corridors.
R85	Where a frontage road along a waterway corridor is not provided, allotments must be set back a minimum of 5 metres 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.
R86	Consistent with Clause 56.01-2, and Clause 56.07 of the Wyndham Planning Scheme and VPP Practice Note 39, a subdivision application of 60 or more lots must include an Integrated Water Management Plan.
GUIDELINES	
G63	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.
G64	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
G65	Where practical, IWM systems should be designed to: <ul style="list-style-type: none"> • maximise habitat values for local flora and fauna species, and • enable future harvesting and / or treatment and re-use of stormwater.
G66	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.

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G67	The design and layout of open space should maximise water use efficiency and long term viability of vegetation 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.
G68	Setbacks along waterways should be in accordance with Melbourne Water guidelines.
G69	Where practical, and where primary waterway, conservation or recreation functions are not adversely affected, land required for integrated water management initiatives (such as stormwater harvesting, aquifer storage and recharge, sewer mining, grey water recycling etc) should be incorporated within the precinct open space system as depicted on Plan 10, subject to the satisfaction of the responsible authority.
G70	Stormwater runoff must be treated to best practice standards to the satisfaction of Melbourne Water by use of regional scale and distributed treatment infrastructure.

Table 5 -Stormwater Drainage and Water Quality Infrastructure

ID	Description	Location	Area (Ha) &/ or corridor widths	Responsibility
RB1	Strathaird Park Development Services Scheme Retarding Basin	Adjacent to northern Active Open Space (P16) as shown on Plan 10	5.3ha	Melbourne Water
RB2	Werribee West Drain Development Services Scheme Retarding Basin	Adjacent to Werribee West Drain as shown on Plan 10; Portion located outside PSP area in 445-479 McGrath Road existing development	3.7ha (within PSP area); 1.1ha (portion outside PSP area); 4.8ha (total footprint)	Melbourne Water
CW1	Strathaird Park Development Services Scheme Constructed Waterway	Constructed waterway from RB2 to downstream end of constructed waterway near Werribee River	As shown on Plan 9, subject to detailed design: 50m wide minimum (Section 1).	Melbourne Water
CW2	Werribee West Drain Development Services Scheme Constructed Waterway	Constructed waterway corridor from central east-west connector street to RB2 as shown on Plan 10	As shown on Plan 9, subject to detailed design: 45m wide (Section 1); 50m wide (Section 2); 60m wide (Section 3)	Melbourne Water



- Precinct Structure Plan Boundary
- Proposed Recycled Water Mains
- Existing Potable Water Mains
- Proposed Potable Water Mains
- Existing Sewer
- Proposed Sewer
- Existing Electrical
- Proposed Electrical (with substation)
- Existing Gas
- Proposed Gas
- Waterway (Encumbered)
- GGF Conservation Area
- Other Development / Open Spaces
- Public Transport Reservation
- Regional Rail Link Corridor
- Railway Station
- Contours (0.50m Intervals)
- Werribee River (Natural Waterway)
- General Alignment of Key Access Level Streets for Stormwater Conveyance

key access street conveying stormwater must connect to the siphon outfall provided under the regional rail link

Plan 11 Utilities
ballan road precinct structure plan

Scale: 1:20,000 @ A4, N.T.S. @ A3
Date: June 2013 (Amended by C262wynd)



3.6.2 Utilities

REQUIREMENTS	
R87	<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"> • Underground services • Driveways / crossovers • Street lights • Street trees • Domestic tapping points and access pits <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>
R88	Delivery of underground services must be coordinated, located and bundled (utilising common trenching) to facilitate tree and other planting within road verges.
R89	All new electricity supply infrastructure (excluding substations and cables with voltage greater than 66kv) must be provided underground.
R90	New electricity substations and sewer pump stations must be identified at the subdivision design response stage to ensure effective integration with the surrounding land uses and to minimise amenity impacts and be designed to the satisfaction of the relevant authority. These facilities must not be located on land forming part of a park or reserve contributing to open space classified under Clause 52.01 or within the Wyndham West DCP or a constructed waterway, unless otherwise agreed by the responsible authority.
R91	Electricity substations must be located outside of key view lines, screened with vegetation and designed to minimise visual impacts.
R92	Third pipe recycled water infrastructure must be provided to each lot.
R93	Subject to City West Water agreeing to do so, the developer must enter into an agreement with City West Water requiring the subdivision to be reticulated with a dual pipe recycled water system to provide for the supply of recycled water from a suitable source or scheme to all lots and open space reserves provided in the subdivision.
R94	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.
R95	Design and placement of utilities services within or adjacent to retarding basins and waterway corridors must be to the satisfaction of Melbourne Water.
R96	Utilities and substations must be placed outside of natural waterway corridors and any areas shown as protected for conservation on Plan 7.
R97	Where existing above ground electricity cables are retained along road ways (excluding cables with a voltage greater than 66kv), underground conduits are to be provided as part of the upgrade of these roads for future undergrounding of the electricity supply.
R98	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.
R99	Design and placement of utilities services within or adjacent to retarding basins and waterway corridors must be to the satisfaction of Melbourne Water.
R100	Utilities must be placed outside of natural waterway corridors and any areas shown as protected for conservation on Plan 7.

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GUIDELINES	
G71	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.
G72	Existing above ground electricity cables should be removed and re-routed underground as part of a subdivision (excluding cables greater than 66kv).
G73	Above ground utilities infrastructure should be located to minimise adverse amenity impacts.
G74	Utilities easements to the rear of lots should only be provided where there is no practical alternative.
G75	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.
G76	Above ground utilities infrastructure should be located to minimise adverse amenity impacts.

3.7 Precinct Infrastructure Plan and Staging

3.7.1 Precinct Infrastructure Plan

The Precinct Infrastructure Plan (PIP) at Table 6 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, including separate charge areas for local items;
- Relevant development contributions from adjoining areas; and
- Capital works projects by Council, State government agencies and non-government organisations.
- Works in Kind Agreement

TABLE 6 Precinct Infrastructure Plan

GROUP	CATEGORY	TITLE	DESCRIPTION	LEAD AGENCY	TIMING S=2013-15 M=2016-25 L=2025	INCLUDED IN DCP	DCP PROJECT NO. (AS RELEVANT)
Road Projects							
Transport	Road	Ballan Road	Land for ultimate expansion of existing road reserve and construction of ultimate configuration	VicRoads	M-L	No	-
Transport	Road	Hobbs/ Armstrong Road	Land for ultimate configuration and construction of first carriageway	Wyndham City	S-M	Yes	RD07A RD07B RD07C
Transport	Road	Hobbs/ Armstrong Road	Construction of ultimate configuration	Wyndham City	L	No	
Transport	Road	Wollahra Rise Realignment	Construction of 2 lane carriageway for 1,440 metres, excluding intersections.	Wyndham City	S-M	Yes	RD14
Transport	Bridge	Hobbs/ Armstrong Road over Werribee River	Land for ultimate configuration and construction of first carriageway	Wyndham City	S-M	Yes (50%)	BR-09
Transport	Bridge	Hobbs/ Armstrong Road over Werribee River	Construction of ultimate configuration	Wyndham City	L	No	-
Transport	Waterway crossing	Southern connector street crossing of Werribee West Drain constructed waterway	Allowance for culvert construction	Wyndham City	S - M	Yes	BR-12
Transport	Waterway crossing	Existing McGrath Road crossing of Werribee River breakaway natural waterway - southern	Allowance for culvert construction	Wyndham City	S - M	Yes	BR-11
Transport	Waterway crossing	Connector street crossing of Werribee River breakaway natural waterway - northern	Allowance for culvert construction	Wyndham City	S - M	Yes	BR-15

GROUP	CATEGORY	TITLE	DESCRIPTION	LEAD AGENCY	TIMING S=2013- 15 M=2016- 25 L=2025	INCLUDED IN DCP	DCP PROJECT NO. (AS RELEVANT)
Transport	Waterway crossing	North-south connector street crossing of Strathaird Park constructed waterway	Allowance for culvert construction	Wyndham City	L	Yes	BR-13
Transport	Waterway crossing	Hobbs / Armstrong Road crossing of Strathaird Park constructed waterway	Allowance for bridge or culvert construction	Wyndham City	S - M	Yes	BR-14
Transport	Shared user bridge	Shared user bridge over Werribee River	Construction of shared user bridge over Werribee River	Wyndham City	L	Yes (50%)	BR-10
Transport	Shared user bridge	Shared user bridge over Werribee River	Construction of shared user bridge over Werribee River	Wyndham City	L	Yes (50%)	BR-22
Intersections							
Transport	Intersection	Ballan Road / North-South Connector Intersection at Evergreen Drive	Land for ultimate configuration and construction of interim signalised intersection	Wyndham City	S-M	Yes	IN-26
Transport	Intersection	Ballan Road / North-South Connector Intersection at Evergreen Drive	Construction of ultimate configuration	VicRoads	M-L	No	-
Transport	Intersection	Ballan Road / Wollahra Rise diversion at Manor Lakes Blvd	Land for ultimate configuration and construction of interim signalised intersection	Wyndham City	S-M	Yes	IN-30
Transport	Intersection	Ballan Road / Wollahra Rise diversion at Manor Lakes Blvd	Construction of ultimate configuration	VicRoads	M-L	No	-
Transport	Intersection	Ballan Road / North-South Connector	Land for ultimate configuration and construction of part interim signalised intersection	Wyndham City	S-M	Yes	IN-27
Transport	Intersection	Ballan Road / North-South Connector	Construction of ultimate configuration	VicRoads	M-L	No	-
Transport	Intersection	Ballan Road / Armstrong/Hobbs Road	Land for ultimate configuration and construction of interim signalised intersection	Wyndham City	S-M	Yes	IN-15
Transport	Intersection	Ballan Road / Armstrong/Hobbs Road	Construction of ultimate configuration	VicRoads	M-L	No	-
Transport	Intersection	Hobbs/Armstrong Road / East-West Connector	Land for ultimate configuration and construction of interim signalised intersection	Wyndham City	S-M	Yes	IN-16

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	Hobbs/Armstrong Road / East-West Connector	Construction of ultimate configuration	Wyndham City	M-L	No	-
Transport	Intersection	Hobbs/Armstrong Road / North-South Connector	Land for ultimate configuration and construction of interim signalised intersection	Wyndham City	S-M	Yes	IN-17
Transport	Intersection	Hobbs/Armstrong Road / North-South Connector	Construction of ultimate configuration	Wyndham City	M-L	No	-
Transport Services							
Transport	Public Transport	Bus services	Delivery of bus services	Public Transport Victoria	M-L	No	-
Community Facilities							
Community	Community	Level 1 Children's Centre	Land and construction of northern multipurpose community centre including kindergarten rooms	Wyndham City	S-M	Yes	CO02
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	CO01
Community	Education	Primary School	Land and construction of a government P-6 school	DEECD	S-M	No	-
Community	Education	Secondary School	Land and construction of a government 7-12 school	DEECD	M-L	No	-
Community	Education	Primary School	Land and construction of a non-government P-6 school	Catholic Education Office	M-L	No	-
Active Recreation Reserves							
Open Space	Active	Northern Reserve	Land for active open space including 2xAFL / cricket ovals, 4x netball courts and 4x lawn bowl greens, pavilions, car parking and associated facilities	Wyndham City	S-M	Yes	AR05
Open Space	Active	Southern Reserve	Land for active open space including 2xAFL / cricket ovals, three soccer fields, pavilions, car parking and associated facilities	Wyndham City	S-M	Yes	AR07
Open Space	Regional Park	Werribee Township Regional Park	Land for metropolitan regional park as identified in the West Growth Corridor Plan	Department of Environment and Primary Industries (DEPI)	S-M	No	-

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3.7.2 Development Staging

REQUIREMENTS	
R101	Staging of subdivisions must provide for the timely connection of connector road bridges.
R102	Street must provide inter parcel connections as generally indicated in the structure plan.
R103	<p>Development staging must ensure timely provision for and delivery of:</p> <ul style="list-style-type: none"> • Connector streets. • Road links between properties. • Connection of the off-road pedestrian and bicycle network. • The Hobbs / Armstrong Road arterial road reservation.
GUIDELINES	
G77	<p>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:</p> <ul style="list-style-type: none"> • Development staging should not create circumstances in which residents will be unreasonably isolated from community facilities or public transport. • Development staging should, to the extent practicable, be integrated with adjoining developments, including the timely provision of connecting roads and walking/ cycling paths. • Access to each new lot is to be via a sealed road.
G78	The early delivery of active open space, community facilities, local parks and playgrounds is encouraged within each neighbourhood and may be delivered in stages.

3.7.3 Subdivision Works by Developers

REQUIREMENTS	
R104	<p>General</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"> • Connector roads and local streets. • Local bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria). • Landscaping of all existing and future roads and local streets. • Intersection works and traffic management measures along arterial roads, connector streets, and local streets. • Council approved fencing and landscaping (where required) along arterial roads. • Local 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. • Appropriately scaled lighting along all roads major pedestrian thoroughfares traversing public open space and shared paths. • The Werribee River Shared Trail (State Government to deliver the path where wholly within the Werribee Regional Township Park) and connections to it. • The RRL shared trail and connections to it. • Basic improvements to local parks/open space (refer to Open Space Delivery below) • Local waterway systems. • 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. • Remediation and / or reconstruction of dry stone walls where required.
R105	<p>Open Space Delivery</p> <p>All public open space (where not otherwise provided via a Development Contributions Plan) must be finished to the 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 or stockpiles. • Cleared of rubbish and environmental weeds and rocks, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise). • Provision of water tapping, potable and recycled water connection points. • Sewer and gas connection points must also be provided to land identified as an active reserve and passive open space reserves as identified by Council. • Trees and other plantings. • Vehicles exclusion devices (fence, bollards or other suitable method) and maintenance access points. • Construction of minimum 1.5 metre 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 metre wide shared paths on Plan 8 • 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 with Appendix 4.5 • Additional items for town squares and urban spaces – paving and planters, furniture including seating, shelters and bollards, tree and other planting, lighting, waterway and water tapping.

<p>R106</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"> • Free from surface / protruding rocks and structures; • Reasonably graded and / or topsoiled to create a safe and regular surface (with a maximum 1:6 gradient); and • Bare, patchy and newly graded areas seeded, top-dressed with drought resistant grass. <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>
<p>R107</p>	<p>An application to develop or subdivide the land containing the existing dwelling at 162 Hobbs Road must be to the satisfaction of Melbourne Water with respect to appropriate waterway setbacks.</p>

4.0 APPENDICES

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.

Amended by C262wynd
TABLE 7 Property Specific Land Budget

PROPERTY NUMBER	TOTAL AREA (HECTARES)	TRANSPORT				COMMUNITY & EDUCATION			ENCUMBERED LAND AVAILABLE FOR RECREATION					UNENCUMBERED LAND AVAILABLE FOR RECREATION			KEY PERCENTAGES			
		4 LANE ARTERIAL ROAD / WIDENING	6 LANE ARTERIAL ROAD / WIDENING	ROAD RESERVE NOT AVAILABLE FOR DEVELOPMENT	RAILWAY CORRIDORS / EASEMENTS	COMMUNITY FACILITIES	GOVERNMENT EDUCATION	NON-GOVERNMENT EDUCATION	DRAINAGE LINE RETARDING / WETLAND	WATERWAY / DRAINAGE WITHIN WTRP	HERITAGE (ABORIGINAL)	CONSERVATION AREA (GROWLING GRASS FROG)	CONSERVATION AREA (GROWLING GRASS FROG) WITHIN WTRP	ACTIVE OPEN SPACE	PASSIVE OPEN SPACE	PROPOSED WTRP	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVT AREA % OF PROPERTY	ACTIVE OPEN SPACE % (NDA-R)	PASSIVE OPEN SPACE % (NDA-R)
1	1.46				1.45												0.00	0.00%	0.00%	0.00%
2	22.08							1.87			0.01	10.94		0.12			9.15	41.43%	0.00%	1.31%
3	0.04									0.04							0.00	0.00%	0.00%	0.00%
4	5.69									1.20			0.58				3.75	65.89%	0.00%	15.47%
5	41.21	3.80						0.19	0.89			3.19	1.07			26.59	64.53%	0.00%	0.00%	
6	40.56	0.58						0.17	0.73			4.74	4.07			32.92%	79.16%	0.00%	0.00%	
7	12.83							2.08	2.48			8.16	0.11			0.00	0.00%	0.00%	0.00%	
8	40.05	1.02						4.55	1.02			0.43	0.28			70.20%	0.00%	0.00%	2.13%	
9	0.66	0.08														0.58	87.32%	0.00%	0.00%	
10	43.15	0.74						1.73		0.44		0.40	1.17			38.25	88.64%	0.00%	3.05%	
11	0.24		0.00													0.24	99.59%	0.00%	0.00%	
12	0.05															0.05	100.00%	0.00%	0.00%	
13	43.76	1.07						0.26	0.30			0.54	3.08			38.34	87.61%	0.00%	8.05%	
14	12.36												1.00			11.76	95.11%	0.00%	8.51%	
15	12.15							0.50					0.50			11.11	91.48%	0.00%	0.00%	
16	12.15	0.29						1.08					0.60			10.28	84.58%	0.00%	4.86%	
17	12.17												0.48			11.73	96.43%	0.00%	4.13%	
18	12.17												0.07			12.10	99.46%	0.00%	0.54%	
19	12.17															11.44	91.29%	0.00%	0.00%	
20	12.53															5.34	43.77%	0.00%	0.00%	
21	12.20							2.61	2.52			1.19	0.54			7.92	63.85%	0.00%	0.00%	
22	12.40							3.89	0.40			0.20				11.35	93.45%	2.00%	4.40%	
23	12.15							0.01					0.23			0.00	0.00%	N/A	0.00%	
24	12.09							8.40		0.80			3.69			7.23	59.55%	23.19%	0.00%	
25	12.14							2.43					1.68			8.19	67.72%	0.00%	7.32%	
26	12.10							1.07					0.60			2.82	23.21%	0.00%	17.73%	
27	12.15	0.82											0.50			11.21	92.78%	0.00%	0.00%	
28	12.08	0.54						0.34					0.00			2.31	40.60%	0.00%	0.00%	
29	5.69	0.80														0.84	100.00%	0.00%	0.00%	
30	0.84															0.00	0.00%	0.00%	0.00%	
31	3.71							3.71								0.00	0.00%	0.00%	0.00%	
32	12.14							0.63					4.05			7.46	61.45%	54.32%	0.00%	
33	12.15							3.56					2.98			5.61	46.15%	53.21%	0.00%	
34	59.39							8.04	14.96			20.06	0.20			16.13	27.15%	0.00%	1.24%	
Sub-total	528.72	7.30	2.99	0.00	1.45	1.40	15.40	41.89	25.00	0.74	17.66	39.15	23.20	10.00	7.16	324.82	61.44%	7.14%	3.08%	
Road Reserve																				
R1 (Hobbs/Armstrong Rd)	6.33															0.00	0.00%	0.00%	0.00%	
R2 (Wollahra Rise)	3.39			6.33												0.00	-0.01%	0.00%	0.00%	
R3 (McGrath Road West)	0.55			0.55												0.00	0.00%	0.00%	0.00%	
R4 (McGrath Road East)	1.32			1.32												0.00	-0.02%	0.00%	0.00%	
Sub-total	11.59	0.00	2.99	11.59	0.00	0.00	15.40	41.89	25.00	0.74	17.66	39.15	23.20	10.00	7.16	324.82	60.12%	7.14%	3.08%	
TOTAL PRECINCT	540.31	7.30	2.99	11.59	1.45	1.40	15.40	41.89	25.00	0.74	17.66	39.15	23.20	10.00	7.16	324.82	60.12%	7.14%	3.08%	

4.2 Town Centre Design Principles

4.2.1 Local Town Centre

LOCAL TOWN CENTRES	
<p>Principle 1</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"> • 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. • Locate Local Town Centres with a distribution pattern of around one Local Town Centre for every square mile (2.58km²) of residential development. • 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.
<p>Principle 2</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"> • 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. • 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. • 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.
<p>Principle 3</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"> • Ensure that 80-90% of households are within a 1km walkable catchment of a local or higher order Town Centre. • Locate Local Town Centres in attractive settings and incorporate natural or cultural landscape features such creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value. • The design of the Local Town Centre should respect existing views and vistas to and from the Local Town Centre location.
<p>Principle 4</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"> • Land uses should be located generally in accordance with the locations and general land use terms identified on the Local Town Centre Concept Plan. • 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. • 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. • 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. • 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. • 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. • 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. • Active building frontages should address the main street and town square to maximise exposure to passing trade, and promote pedestrian interaction. • Shopfronts should have varying widths and floor space areas to promote a diversity of trading opportunities throughout the Local Town Centre. • 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. • Mixed Use precincts should provide retail and/or office at ground level, and office, commercial and residential above ground level. • 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. • Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages. • Car parking areas should be designed to accommodate flexible uses and allow for long term development opportunities. • Public toilets should be provided in locations which are safe and accessible and within the managed area of the property.

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

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

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

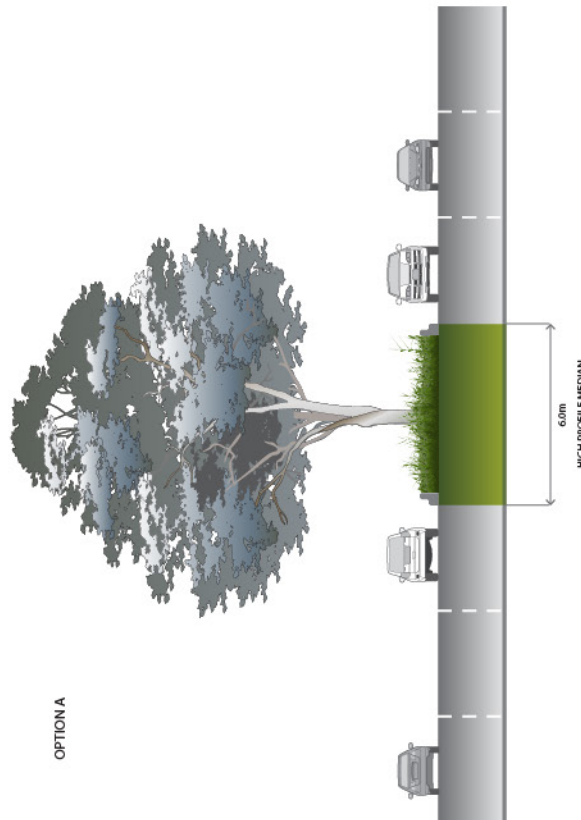
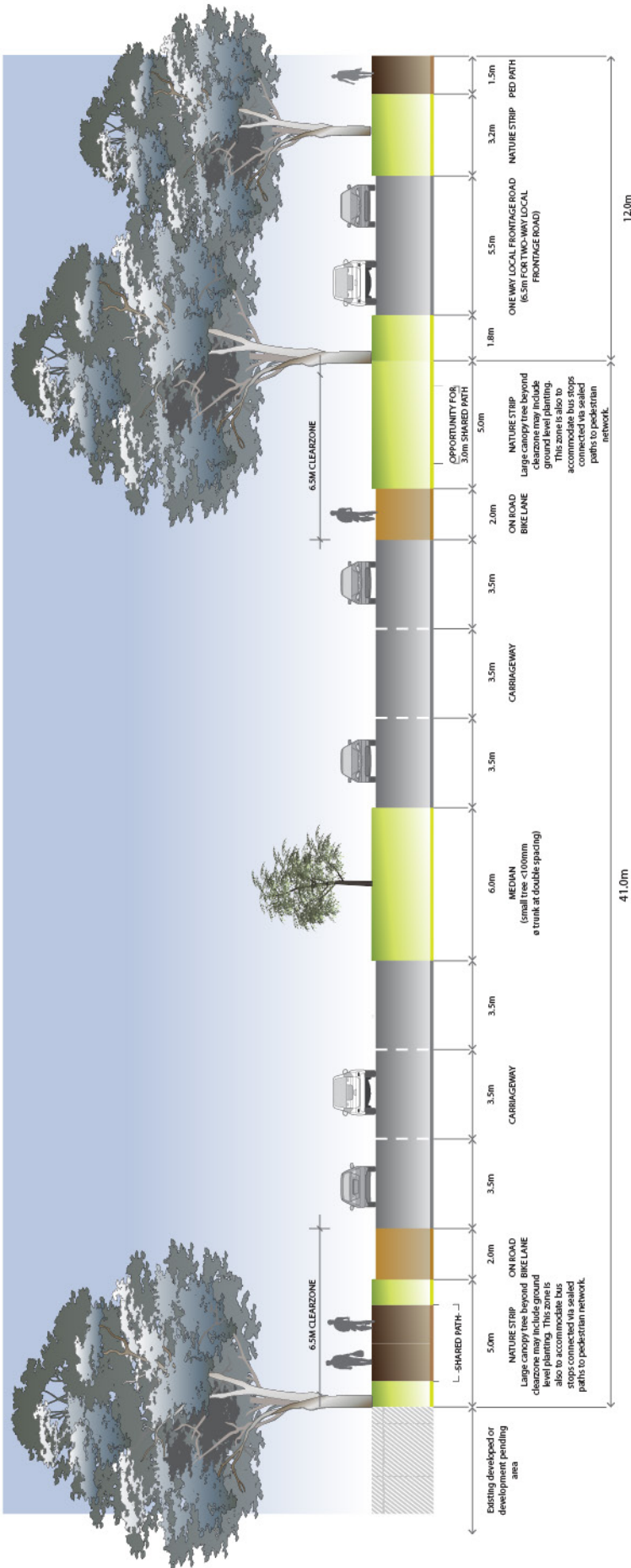
4.2.2 Local Convenience Centres

PRINCIPLES	GUIDELINES
<p>Principle 1</p> <p>Provide smaller neighbourhoods with a viable Local Convenience Centre which offers accessible services to the surrounding community.</p>	<ul style="list-style-type: none"> Local Convenience Centres should be planned in conjunction with Local Town Centres in order to deliver a fine grain distribution of town centres within the region. Local Convenience Centres should be planned for neighbourhoods that contain less than 8,000 people and are located more than 1 km away from a Local Town Centre or higher order town centre. Locate Local Convenience Centres in locations which are central to the residential community they serve and that provide exposure to passing traffic. 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.
<p>Principle 2</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"> Land uses should be located generally in accordance with the locations and general land use terms identified on the Local Convenience Centre Concept Plan. 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. 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. Active building frontages should address the primary street frontage to maximise exposure to passing trade, and promote pedestrian interaction.
<p>Principle 3</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"> Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations adjacent to the Local Convenience Centre. Bus stops should be provided in accordance with the Department of Transport Public Transport Guidelines for Land Use and Development, to the satisfaction of the Department of Transport. Bicycle parking should be provided within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations. The design of buildings within the Local Convenience Centre should have a relationship with and should interface to the public street network. Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages. Car parking areas should be designated to ensure passive surveillance and public safety through adequate positioning and lighting. Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping. On street car parking should be provided either as parallel or angle parking to encourage short stay parking. Car parking ingress and egress crossovers should be grouped and limited. Car parking ingress or egress and car parking areas accommodating heavy vehicle movements should be designed to limit the pedestrian/vehicle conflict. 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.
<p>Principle 4</p> <p>Create a sense of place with high quality engaging urban design.</p>	<ul style="list-style-type: none"> 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. 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. The design of each building should contribute to a cohesive and legible character for the Local Convenience Centre as a whole. Sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) should be identified for significant buildings or landmark structures. The design of building frontages should incorporate the use of a consistent covered walkway or verandah to provide for weather protection. The built form should define the primary street frontage and be aligned with the property boundary.

	<ul style="list-style-type: none"> • 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. • Materials and design elements should be compatible with the environment and landscape character of the broader precinct. • 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. • 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). • 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. • 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. • Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street. • Retail and commercial buildings within the Local Convenience Centre should generally be built to the property line. • Public spaces should be oriented to capture north sun and protect from prevailing winds and weather. • Landscaping of all interface areas should be of a high standard as an important element to complement the built form design. • Urban art should be incorporated into the design of the public realm. • Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the Local Convenience Centre. • Wrapping of car parking edges with built form, to improve street interface, should be maximised. • Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares. • Screening of centralised waste collection points should minimise amenity impacts with adjoining areas and users of the centre. • Where service areas are accessible from car parks, they should present a well designed and secure facade to public areas. • Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view.
<p>Principle 5</p> <p>Promote localisation, sustainability and adaptability.</p>	<ul style="list-style-type: none"> • 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. • The Local Convenience Centre should be designed to be sympathetic to its natural surrounds by: • Investigating the use of energy efficient design and construction methods for all buildings; • Including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation); • Promoting safe and direct accessibility and mobility within and to and from the Local Convenience Centre; • Including options for shade and shelter through a combination of landscape and built form treatments; • Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling; • Promoting passive solar orientation in the configuration and distribution of built form and public spaces; • Grouping waste collection points to maximise opportunities for recycling and reuse; • Promoting solar energy for water and space heating, electricity generation and internal and external lighting; and • Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings. • Encourage building design which can be adapted to accommodate a variety of uses over time.

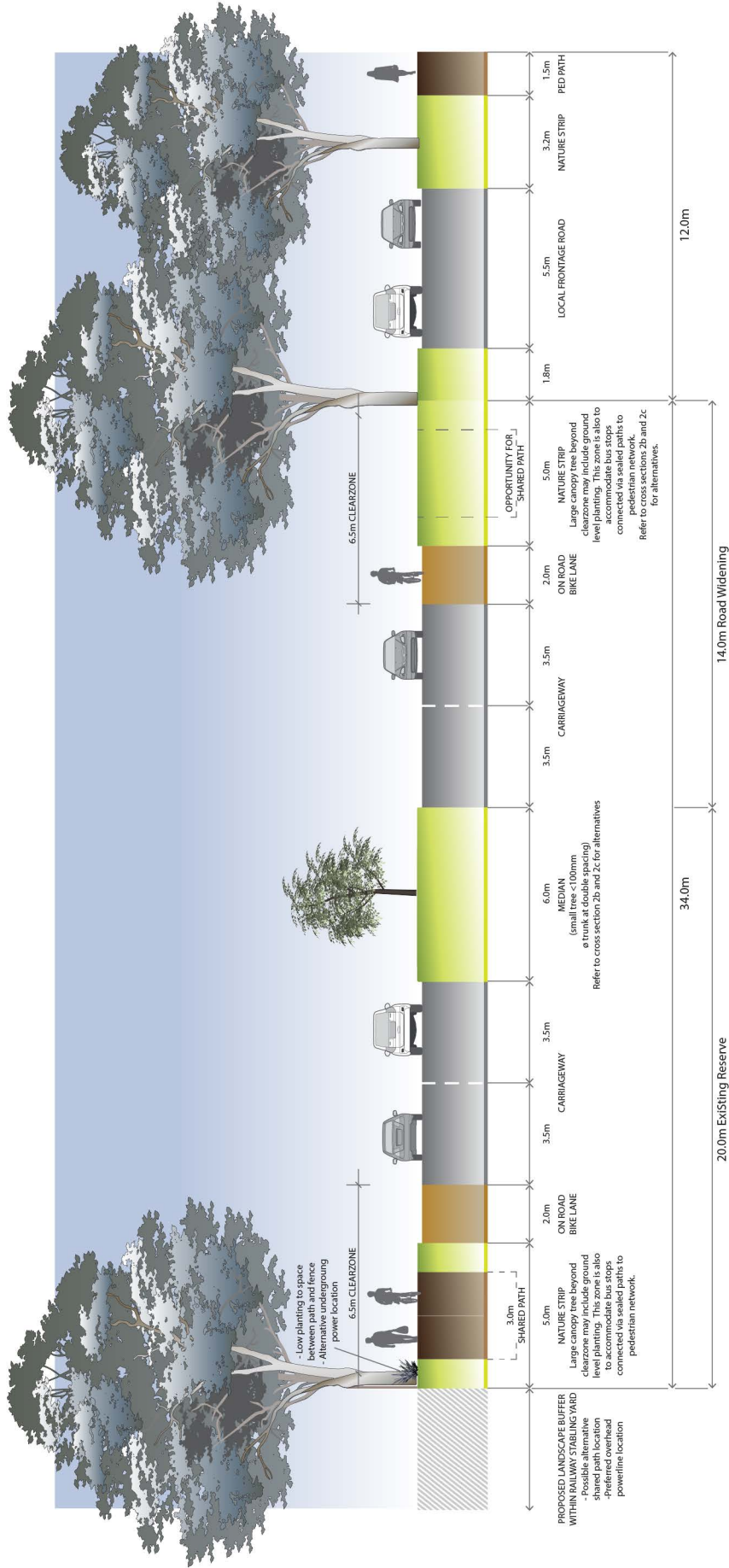
4.3 Cross Sections

4.3.1 PSP Street Cross Sections



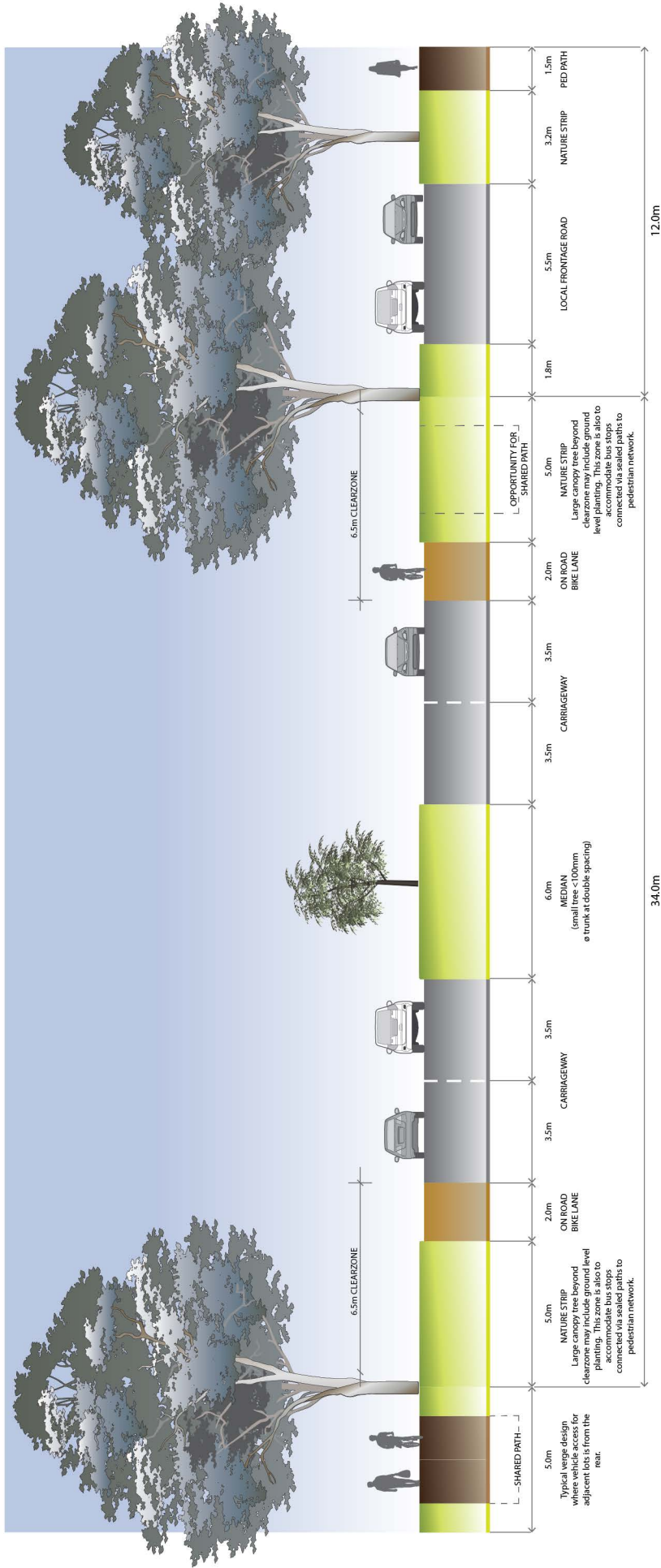
Cross Section 1
Ballan Road - Primary Arterial Road 6 Lane (41m)

- 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:**
- Includes typical residential interface both sides
 - Minimum street tree mature height 15 metres
 - Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas* (April 2011)
 - *Clearzones assumes 80km/hr speed limit > 5,000 VPD

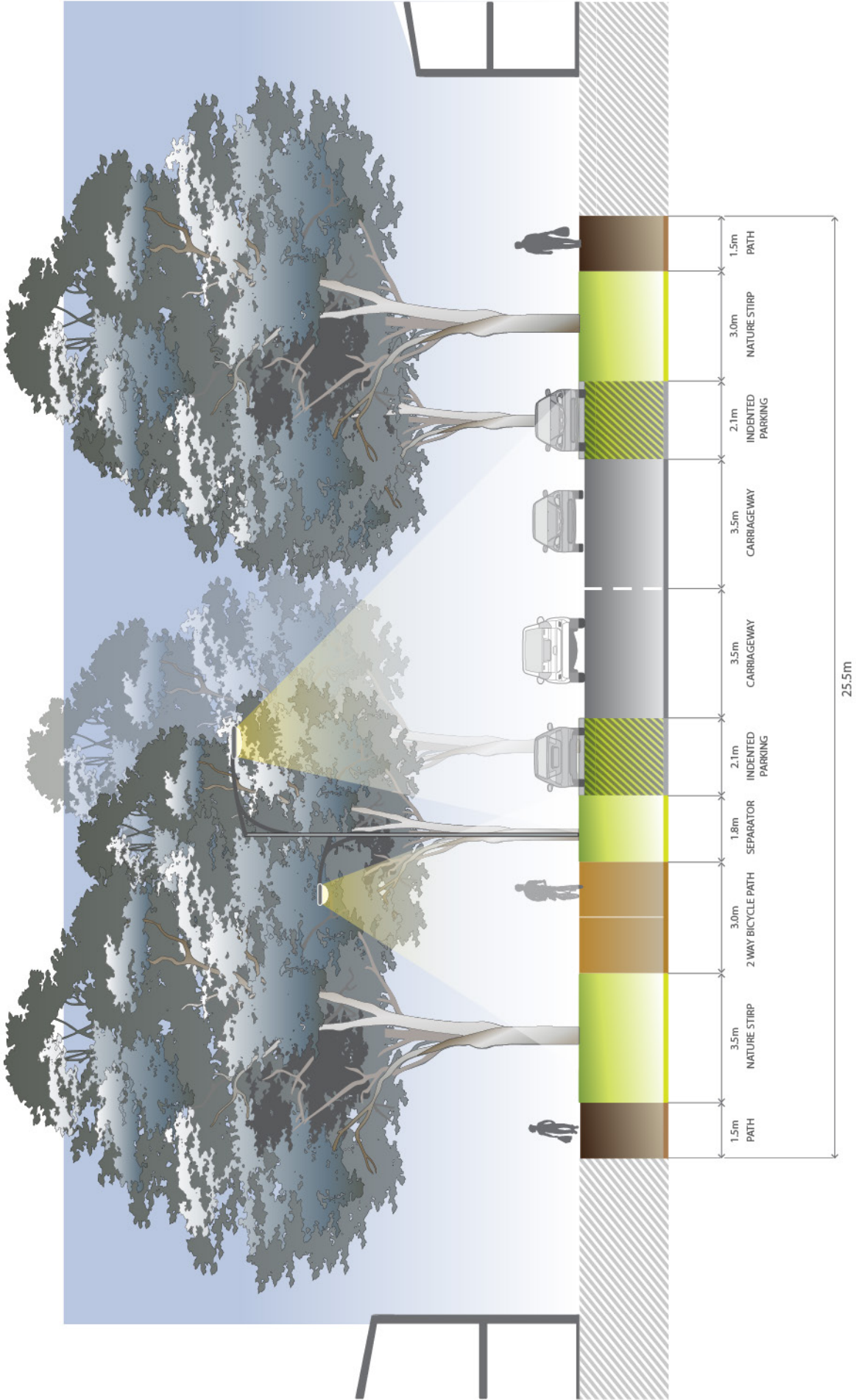
Cross Section 2
Hobbs/Armstrong Road - where abutting rail stabling
Secondary Arterial Road 4 Lane (34m)



NOTES:

- Includes typical residential interface both sides
- Minimum street tree mature height 1.5 metres
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas* (April 2011)
- *Clearzones assumes 80km/hr speed limit > 5,000 VPD
- Refer also cross sections 2b and 2c for alternative tree planting approach to median and outer separator/nature strip abutting local frontage road

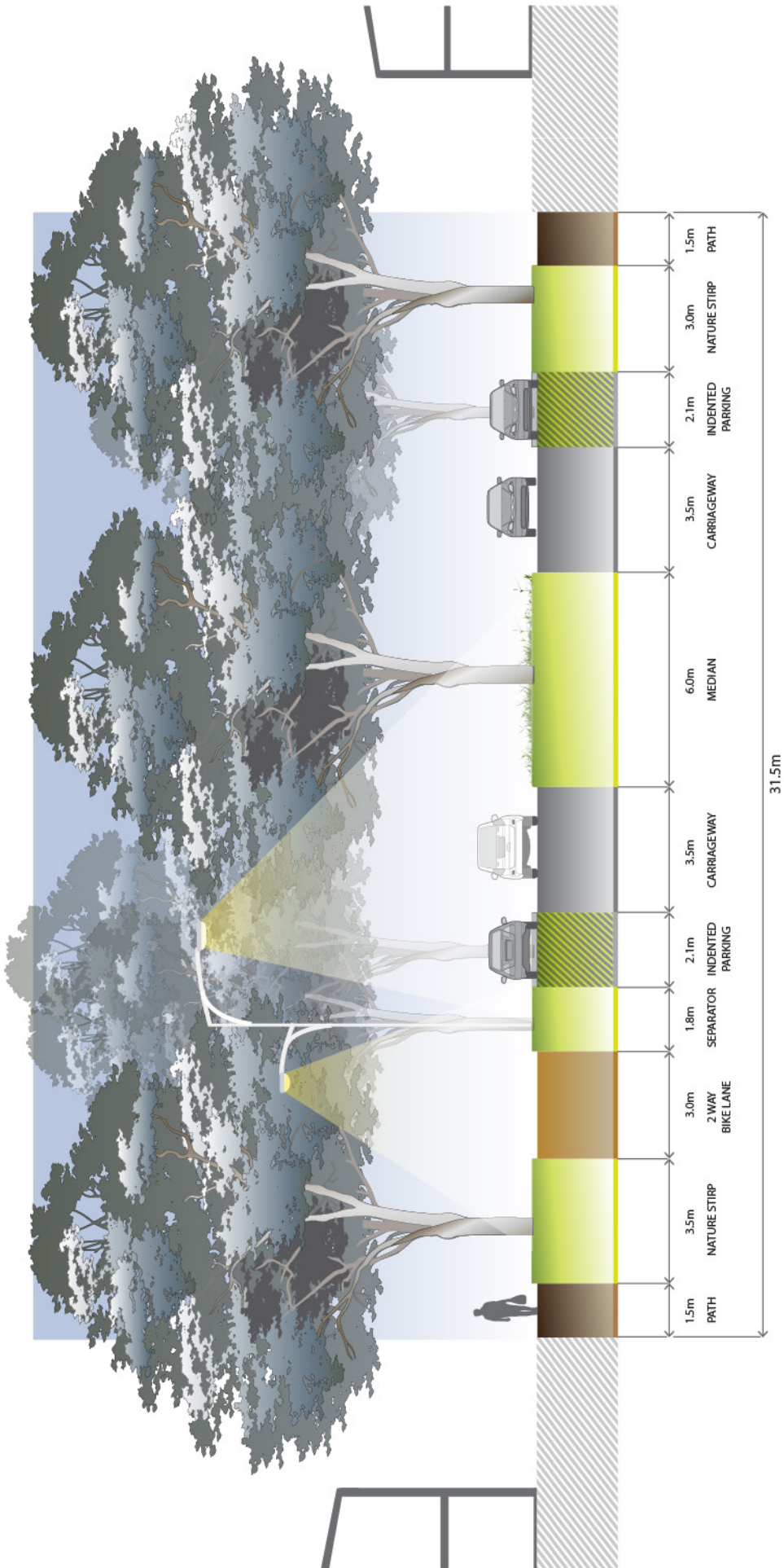
Cross Section 2a
Hobbs/Armstrong Road - Extension Secondary Arterial 4 Lane (34m)



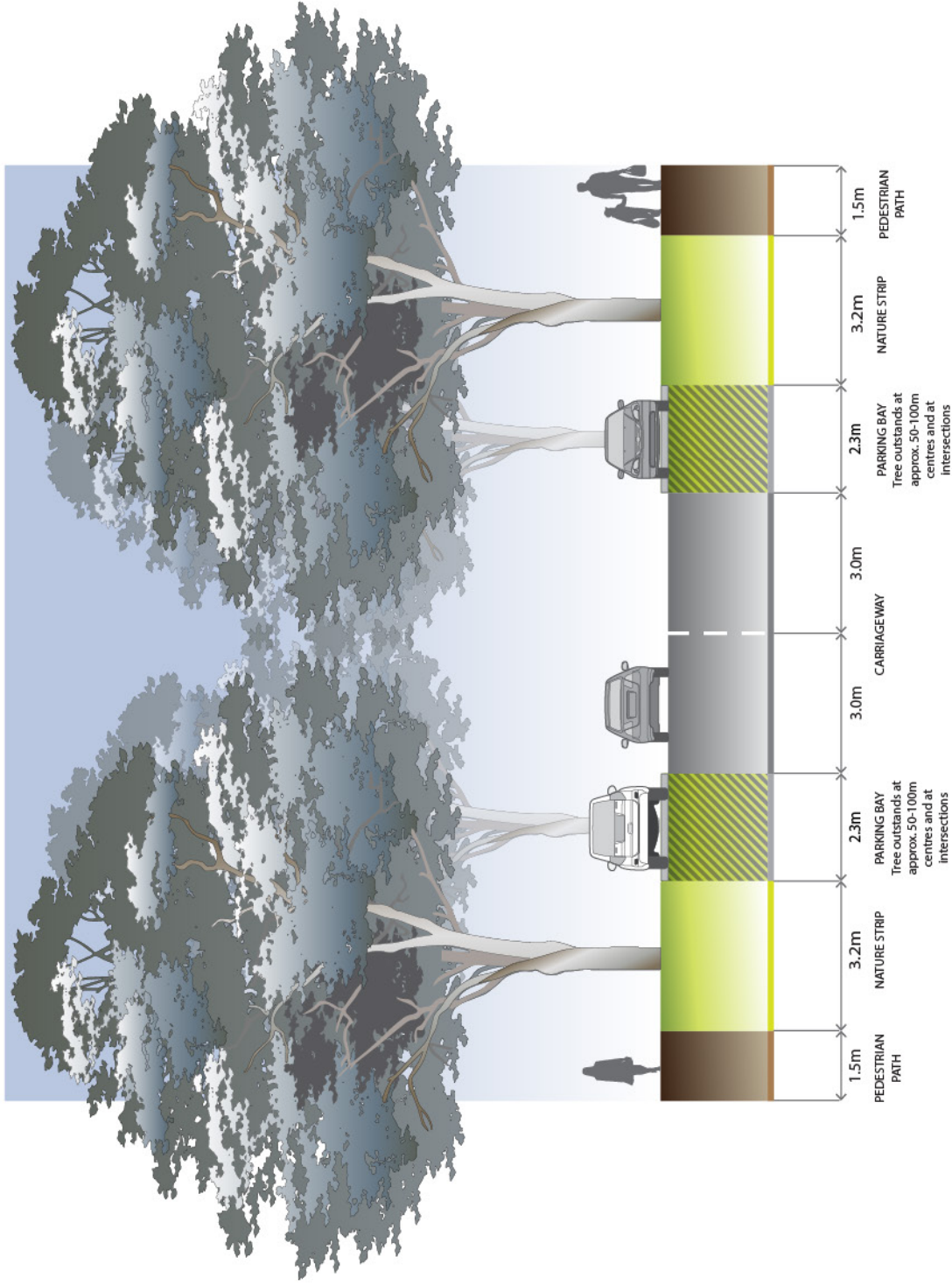
NOTES:

- 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 3
Connector Street (25.5m) - Off road bike path



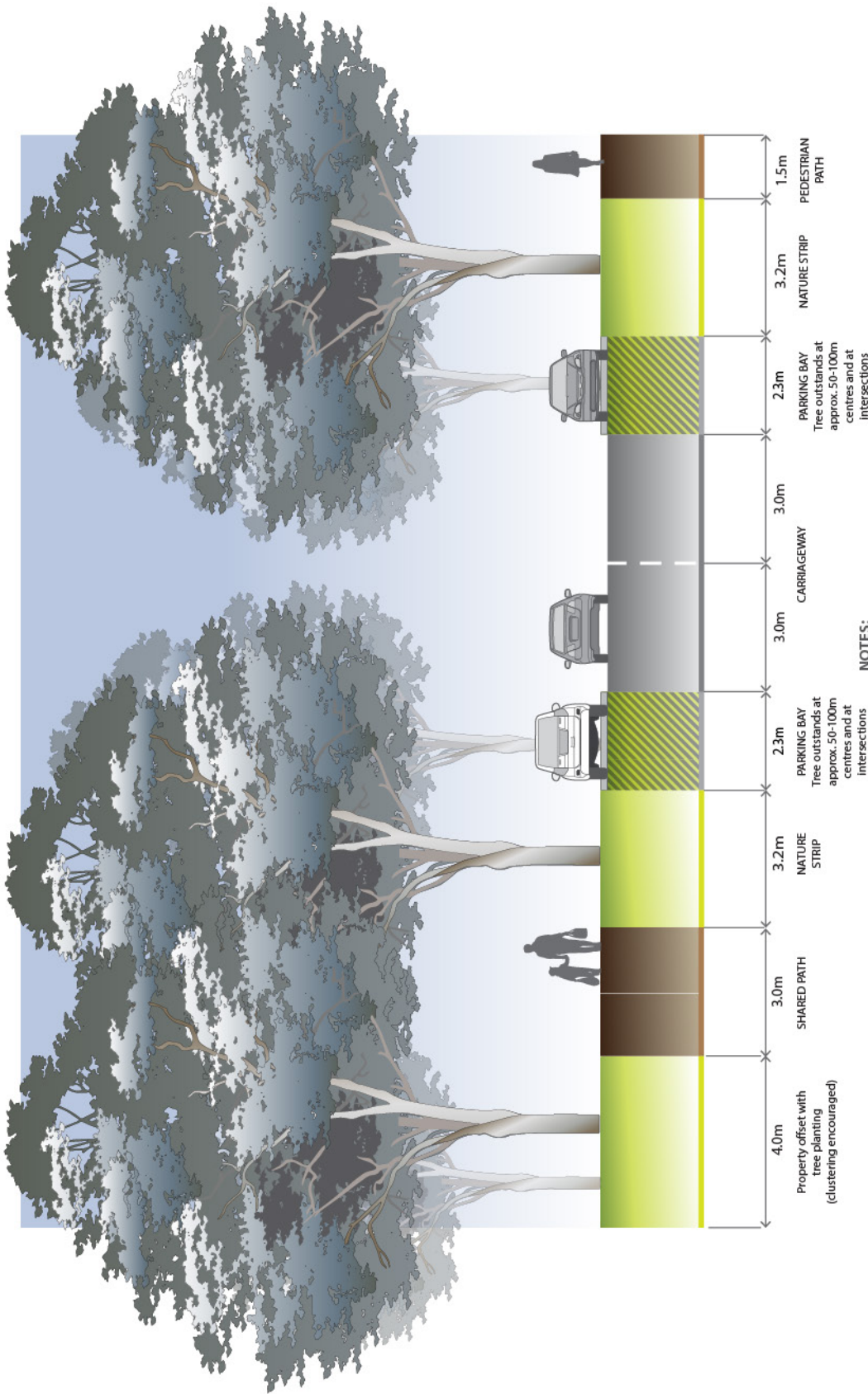
Cross Section 4
Connector Boulevard (31.5m)



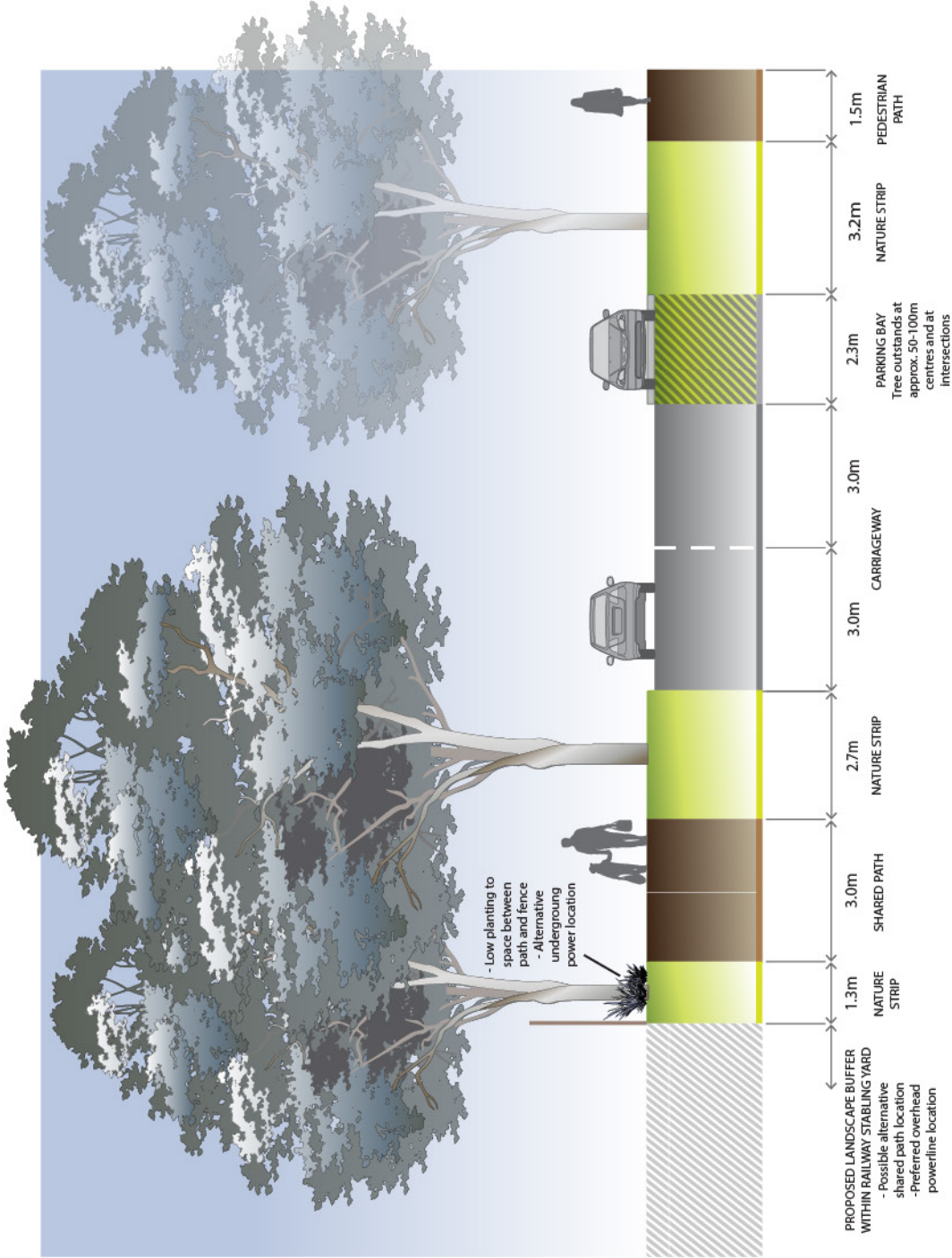
NOTES:

- 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



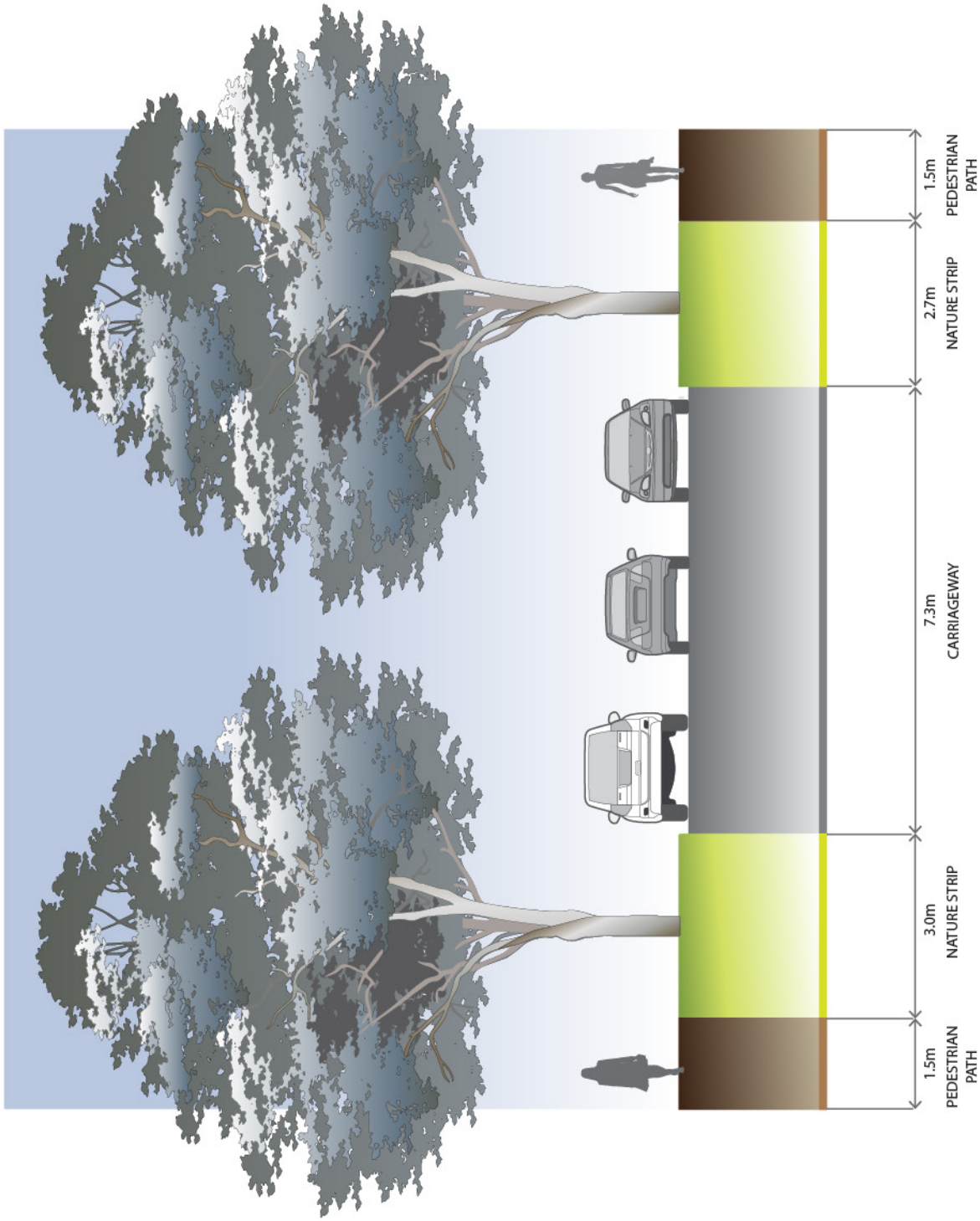
- Cross Section 6**
Local Access Level 2 (25.5m)
Shared landscape trail
- NOTES:**
- Minimum street tree mature height 12 metres
 - All kerbs are to be B2 Barrier Kerb as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas* (April 2011).
 - Shared landscape trails to be used along targeted strategic streets connecting key destinations and activities (refer Plans 7 and 8 for location of streets containing shared landscape trails).
 - Where they are used, a minimum offset from property boundaries (4m) is required to allow for sufficient sight-lines.
 - Subdivision design should include measures to reduce the frequency and number of vehicle crossovers and / or the frequency of street intersections along these trails.
 - Where shared landscape trails front parks, schools community facilities, the 4m property boundary offset may be deleted to deliver a reduced road overall reserve width or where no vehicle cross-over are proposed.



Cross Section 7
Hobbs Road - Local Access Level 2 (20m)
Abutting Metro rail stabling yard

NOTES:

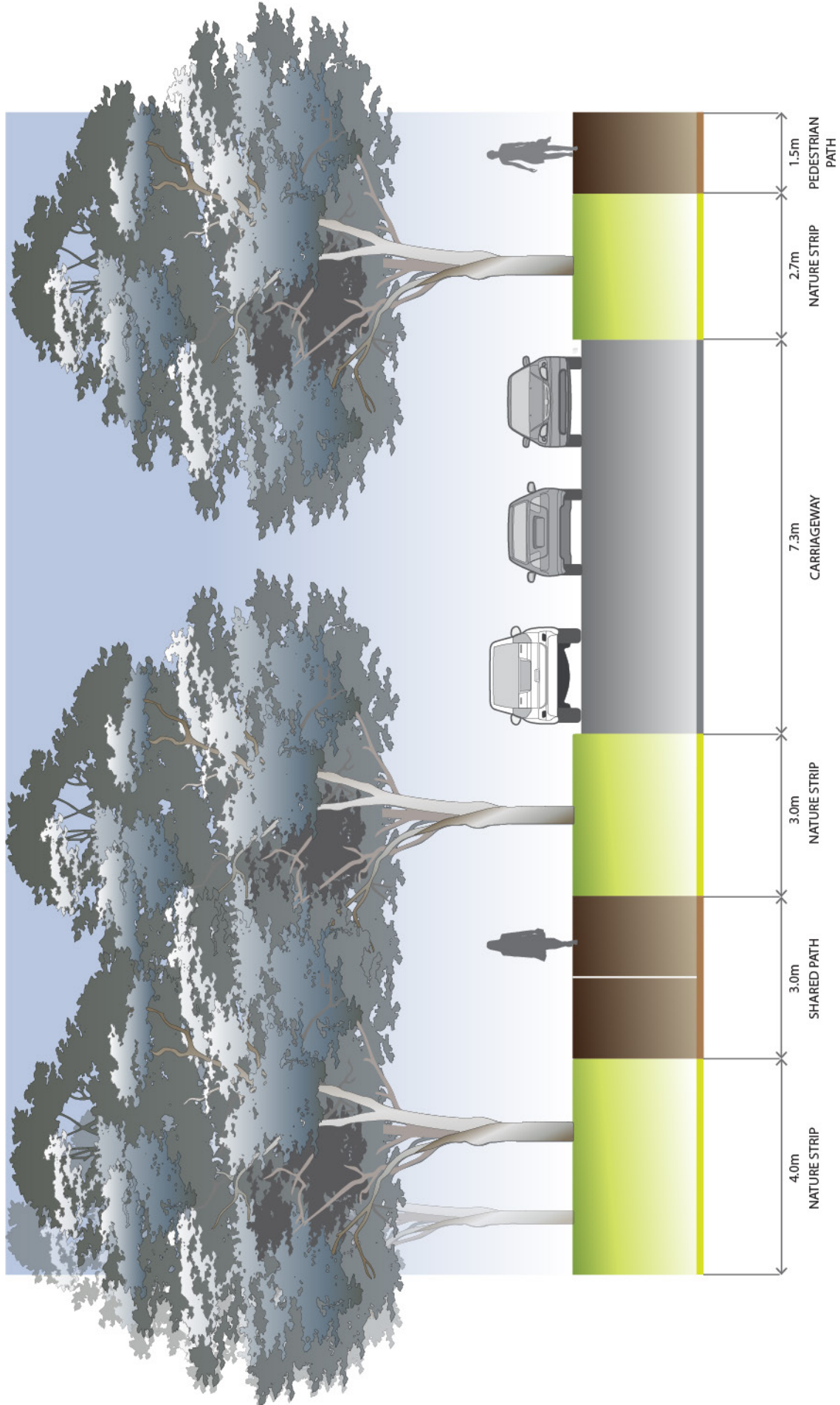
- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas* (April 2011)



NOTES:

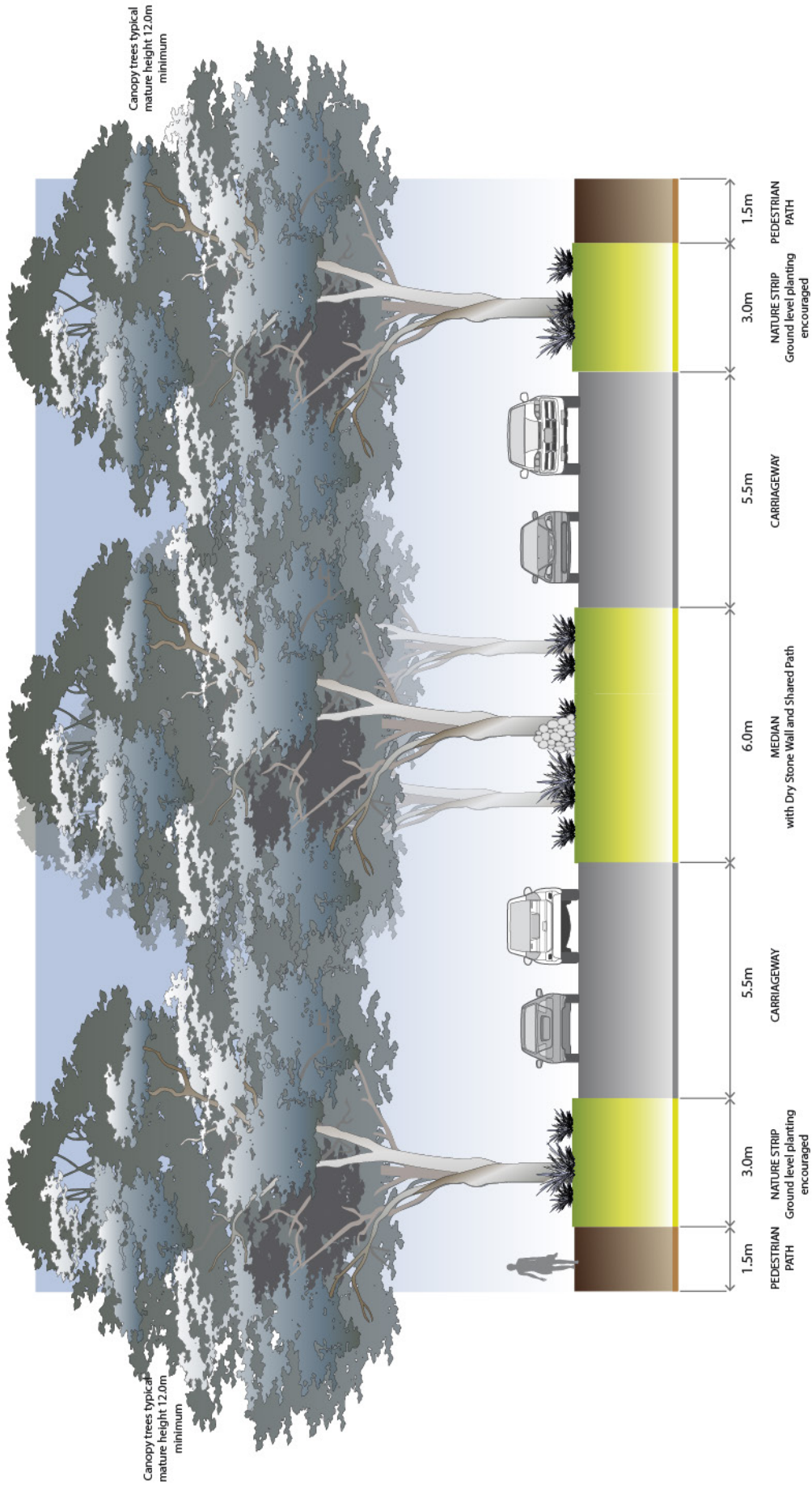
- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 In Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)

Cross Section 8
Local Access Level 1 Standard (16m)



Cross Section 9
Local Access Level 1 Standard (21.5m)
Shared landscape trail

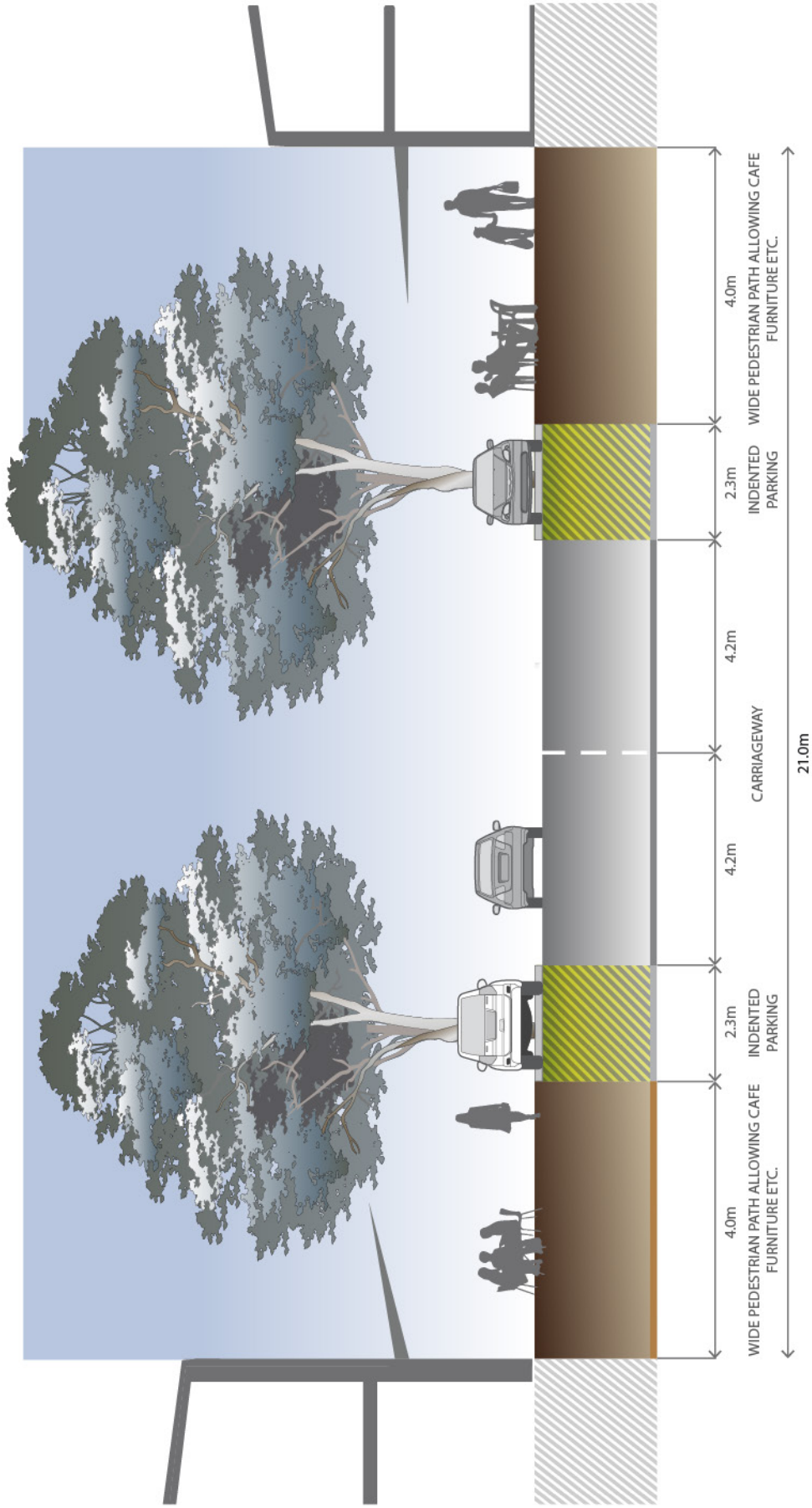
Clustering of larger trees typical mature height 15.0m minimum encouraged



Cross Section 10
Local Access Level 1 Standard (24m)
Shared path and dry stone wall in median

NOTES:

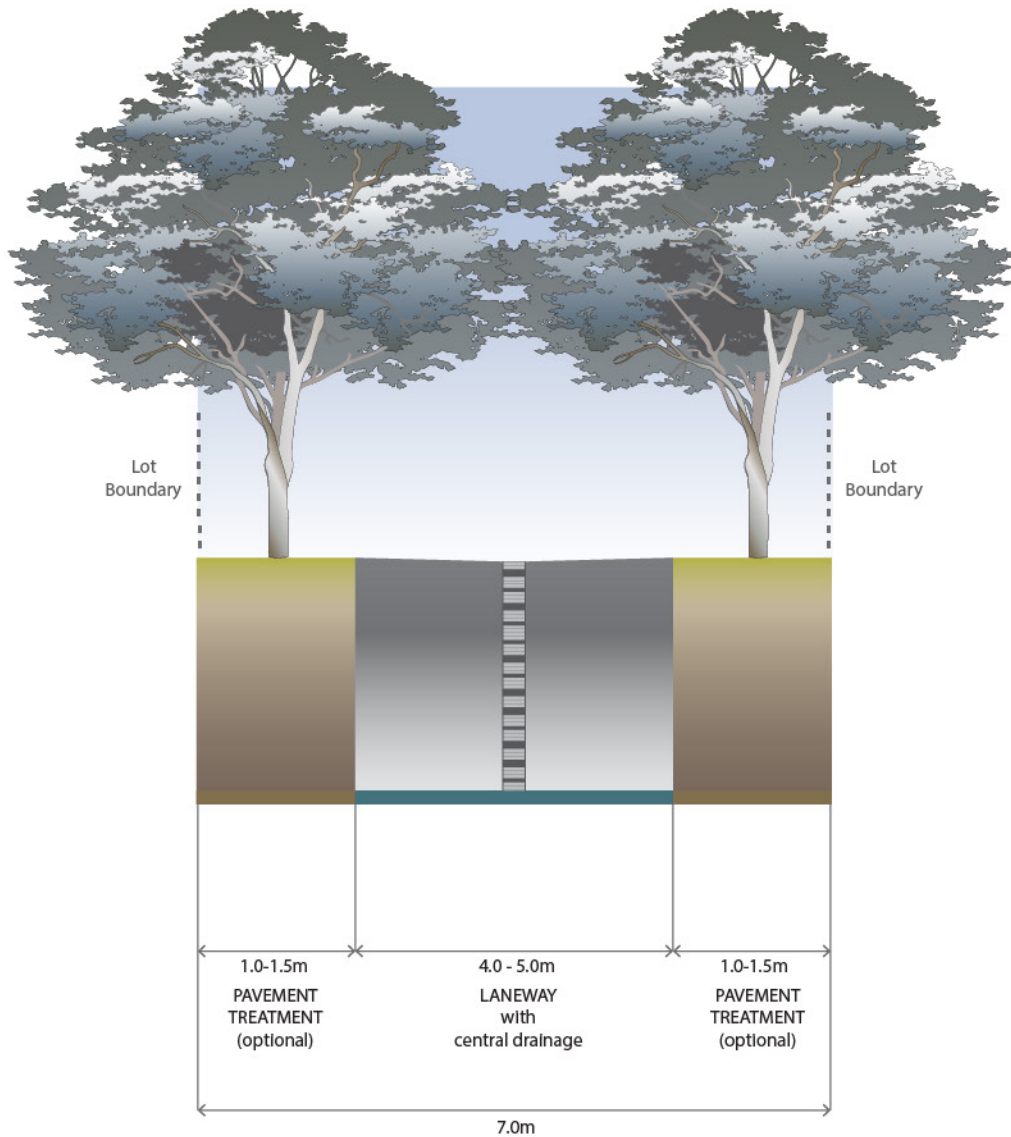
- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in *Engineering Design and Construction Manual for Subdivision in Growth Areas* (April 2011)
- For stone wall in median:
 - Breaks (not more than two in any 150m stretch) to accommodate street / pedestrian crossings may be provided. Construction methods to protect the wall should be utilised.
 - As an alternative, a cross section which accommodates the dry stone wall within a widened verge instead of a median may be considered subject to breaks in the wall being minimised via rear loaded dwellings (eliminating cross-overs) and subject to approval by Council.



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 11
Retail Main Street

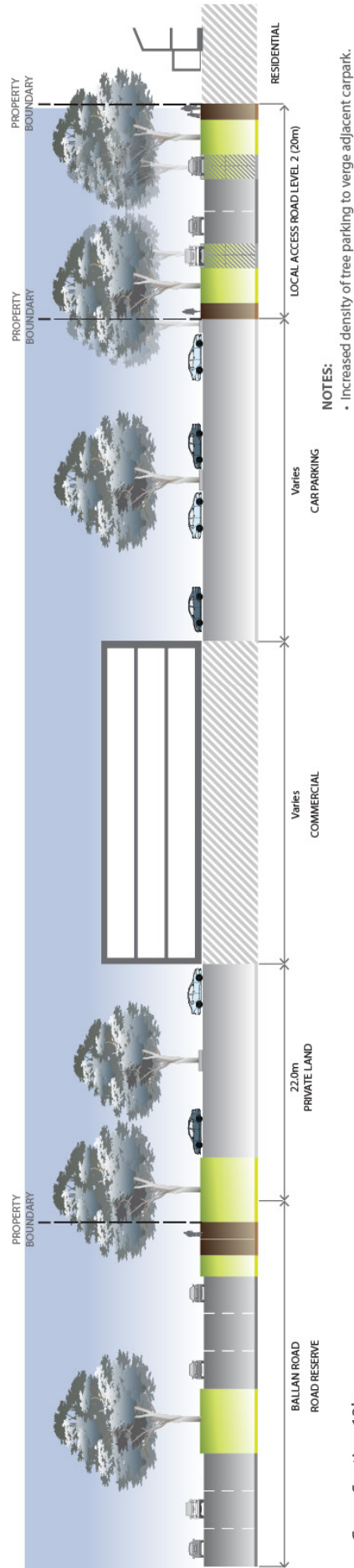
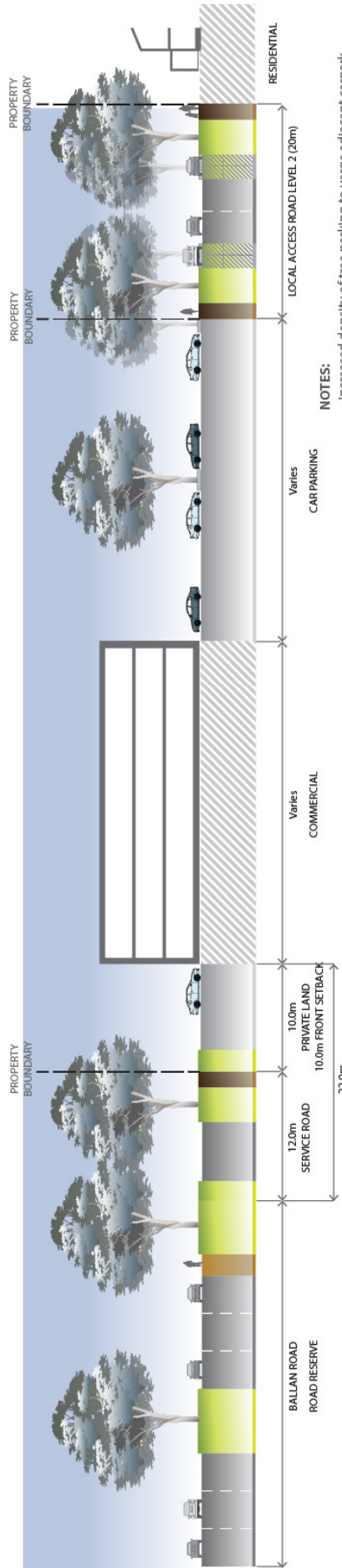


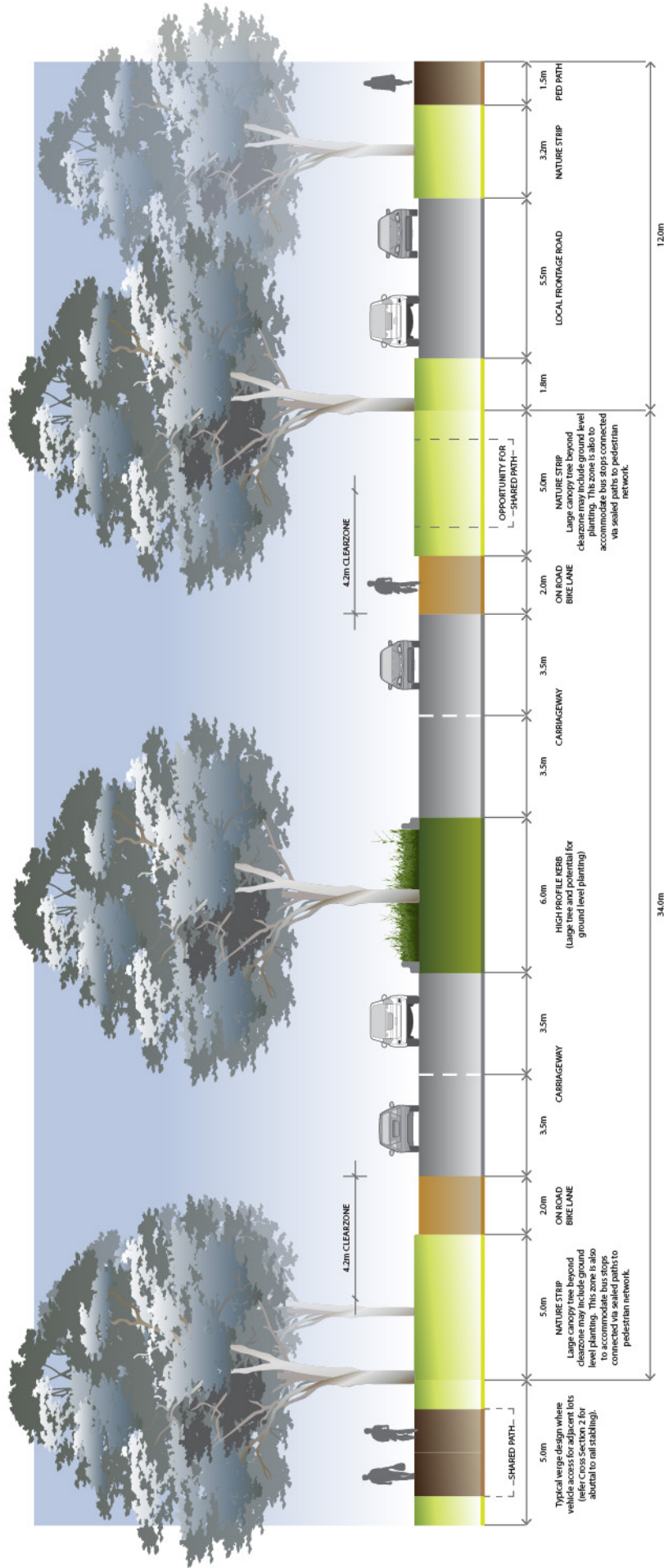
NOTES:

- 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 the responsible authority, overall laneway width of less than 7m may be considered.
- Planting of small / medium trees encouraged where space permits.

Cross Section 12
Laneway (7.0m)

4.3.2 Cross Section Variations



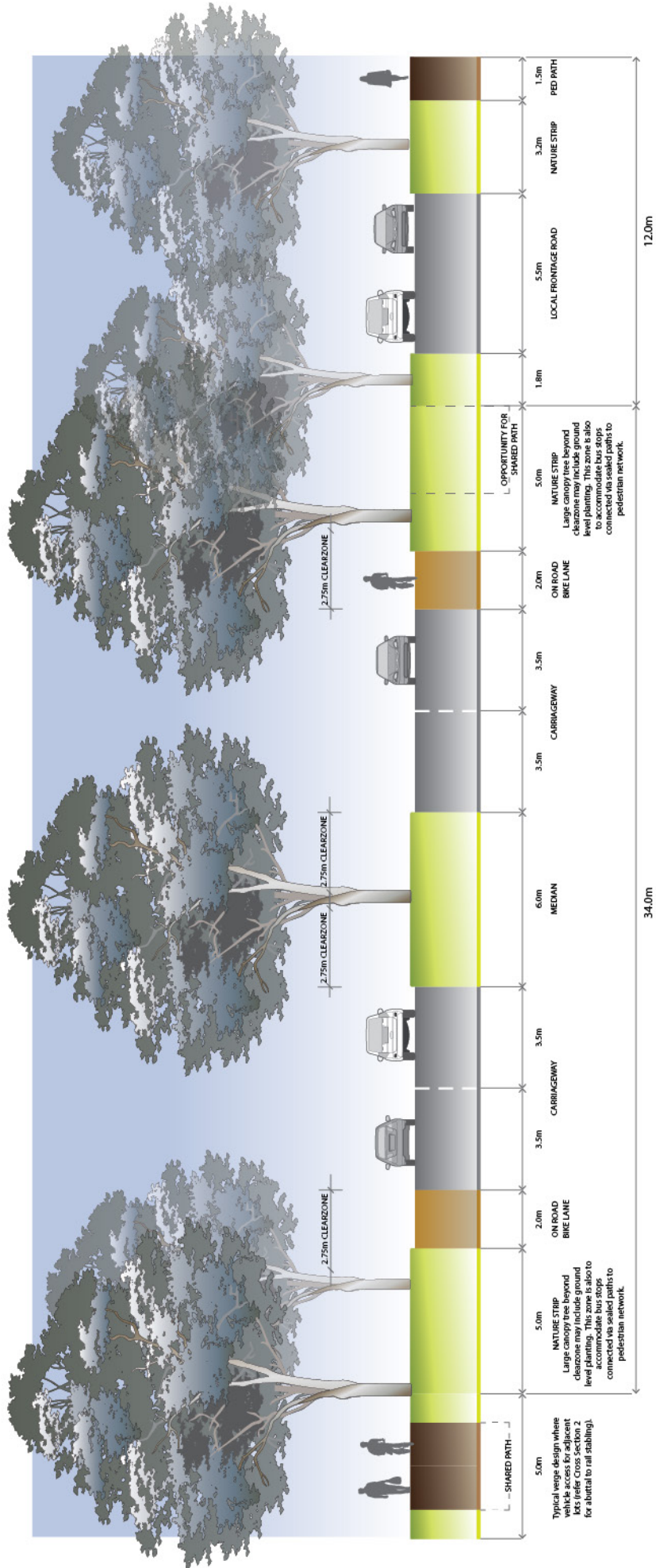


Hobbs/Armstrong Road Secondary Arterial Road 4 Lane (34m) - Variation 1 - High Profile Kerb to Median

Cross Section 14a
Hobbs/Armstrong Road - Secondary Arterial Variations
Variation Example 1 - High Profile Kerb to Median

NOTES:

- 60km/hr – enables large canopy trees to median and increased tree planting to verge if no frontage road
- Cross section treatment subject to detailed design approval by the Responsible Authority

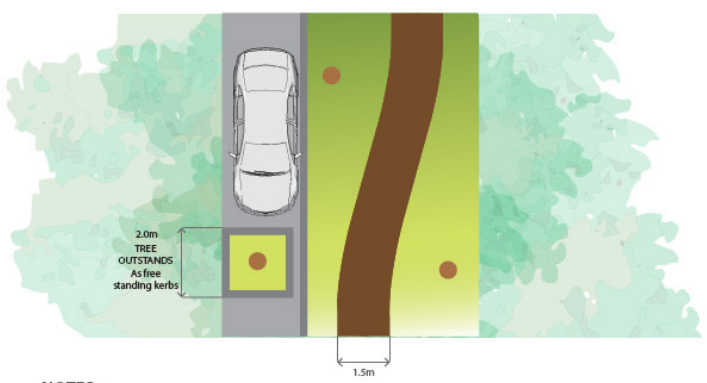
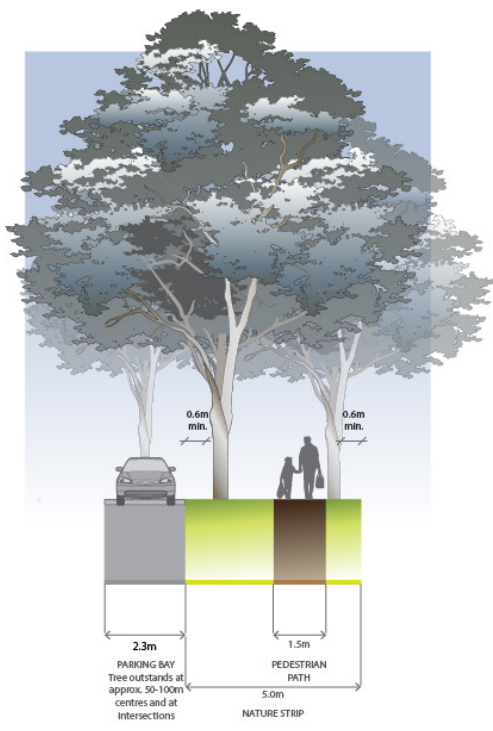
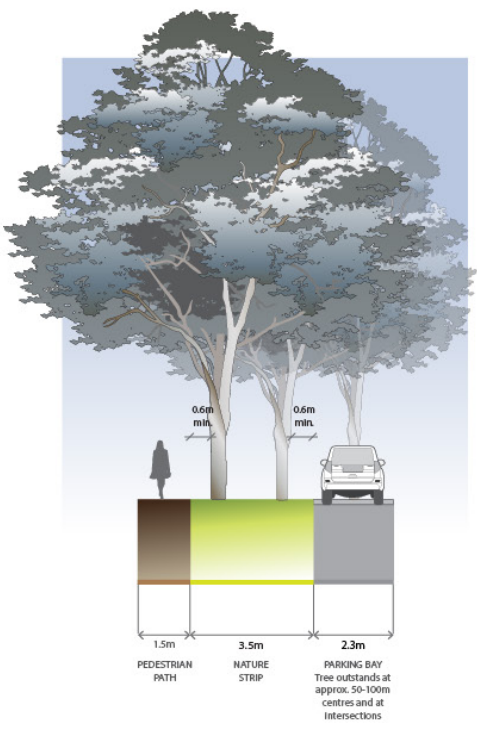


Secondary Arterial Road 4 Lane 34m - Variation 2 - Modified Clear Zone

Cross Section 14b
Hobbs/Armstrong Road Secondary Arterial Road 4 Lane (34m)
Variation 2 - Modified Clear Zone

NOTES:

- 60km/hr – adoption of reduced clear zones enables significant increase in tree planting without need for high profile kerb
- Cross section treatment subject to detailed design approval by the Responsible Authority

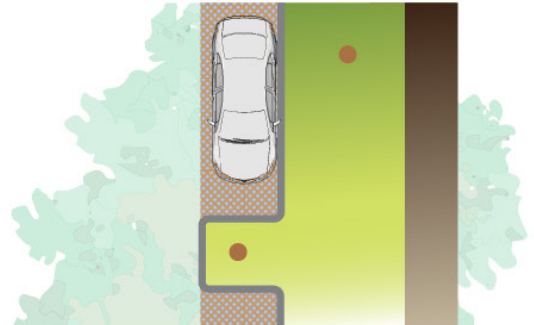
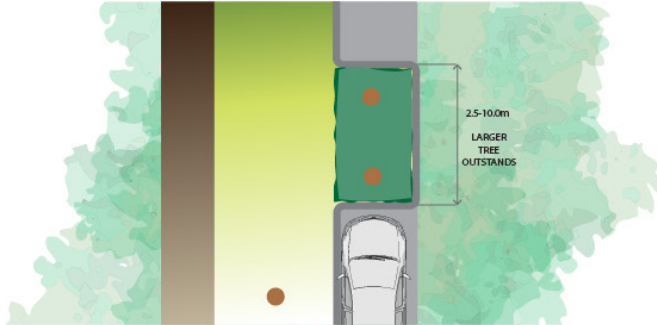
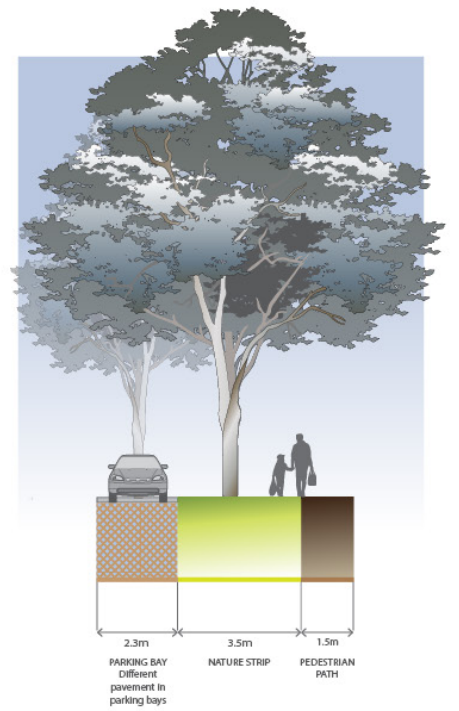
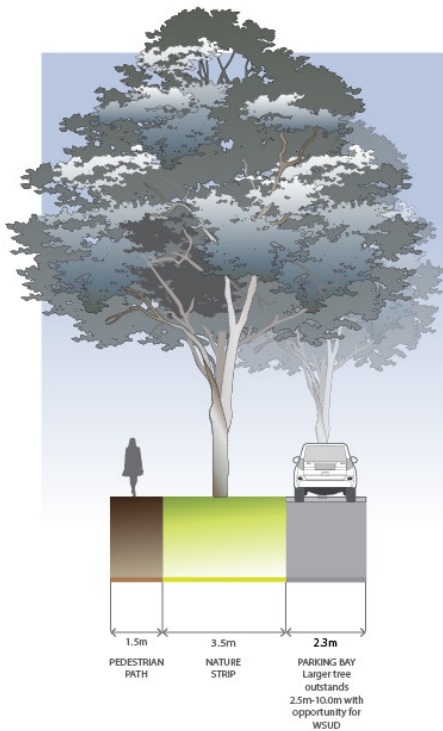


NOTES:
 Tree planting in varying locations in nature strip, in groups or clusters
 Minimum offset of tree trunks 0.6m from back of kerb and footpath edge
 Tree outstand with continuous extension of kerb shown

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
 Tree outstand with separate kerb surround shown

Cross Section 15a
 Connector Street Standard (25m)
 Variation Example 1
 Varying tree placement in nature strip

Cross Section 15b
 Connector Street (25m)
 Variation Example 2
 Meandering footpath in nature strip

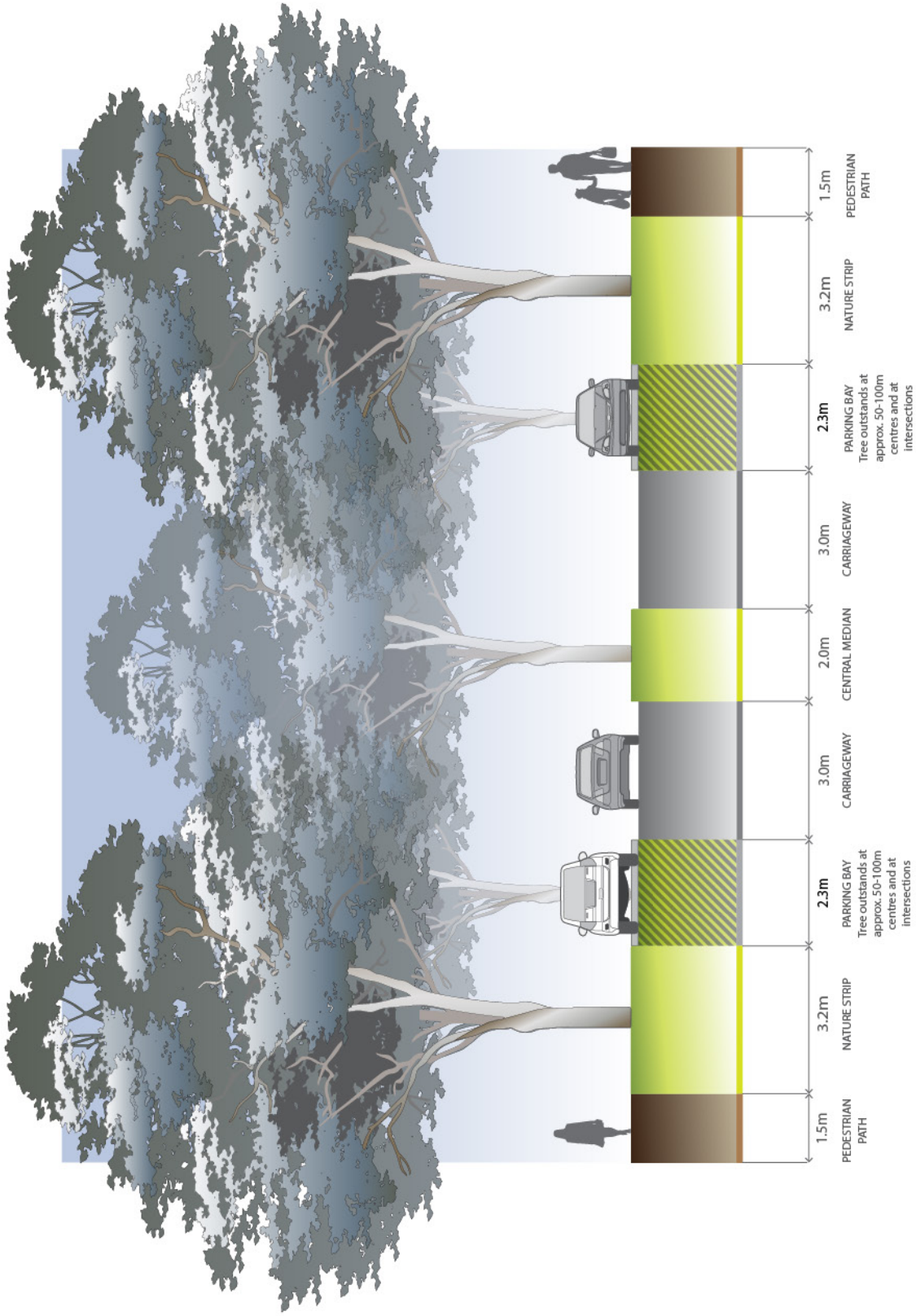


NOTES:
For allotments with frontages of 13m or greater tree outstand lengths can be increased to accommodate more trees, garden bed planting and WSUD treatments

NOTES:
A pavement treatment other than asphalt applied to parking bays

Cross Section 15c
Connector Street (25m)
Variation Example 3
Larger tree outstands

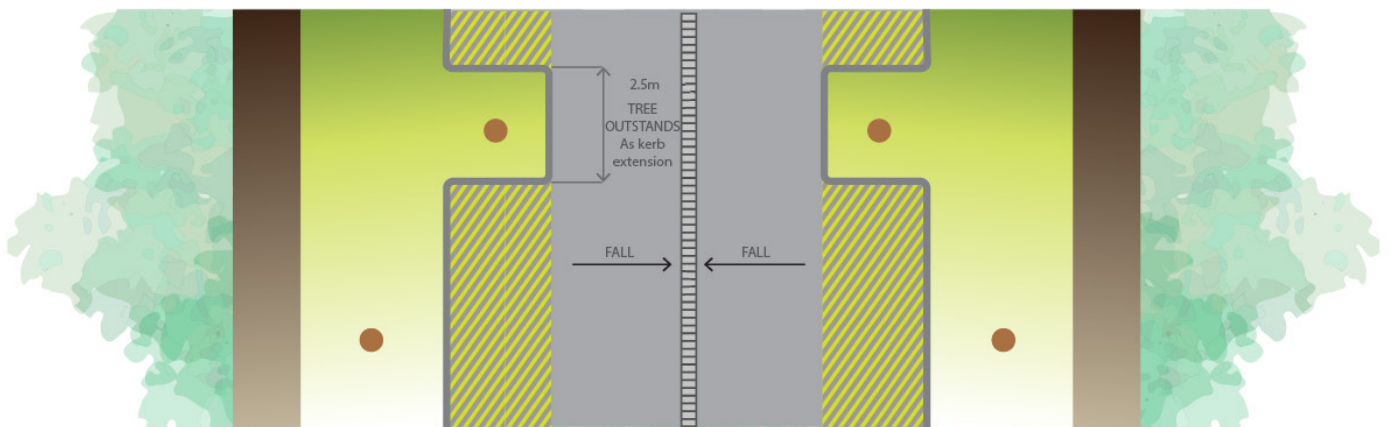
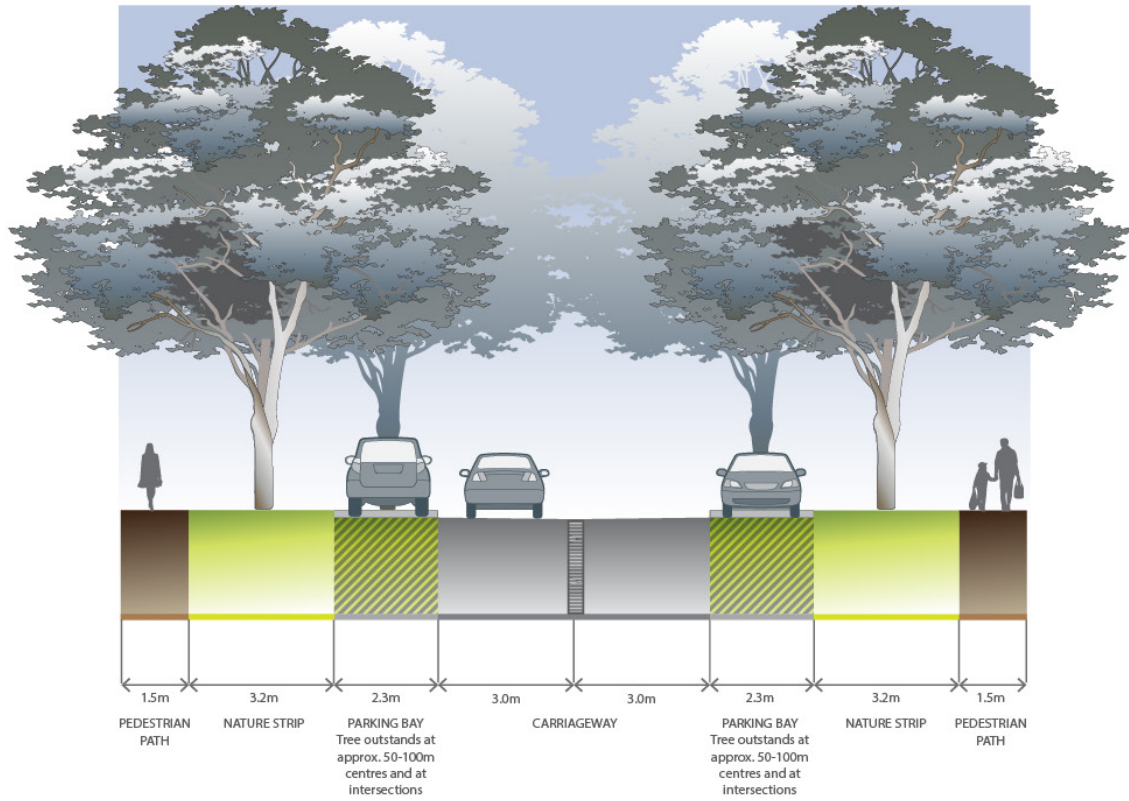
Cross Section 15d
Connector Street (25m)
Variation Example 4
Different pavement in parking bays



NOTES:

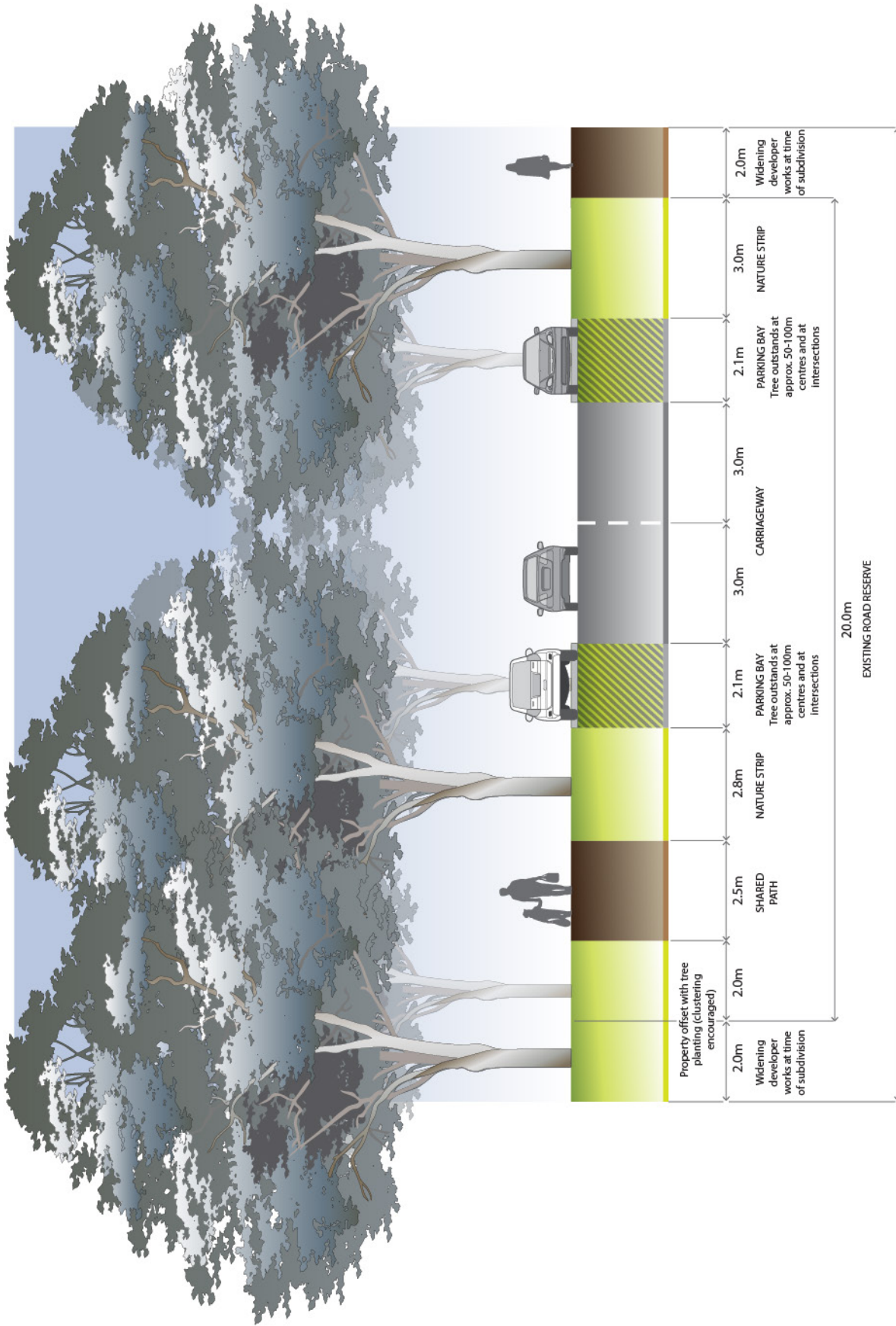
- Include a central median with canopy trees to create a boulevard effect
- Depending on the location of breaks in the median, provide intermediate pedestrian crossing points to accommodate mid-block crossings
- Subject to approval by the responsible authority, and pending demonstration of design / construction measured to ensure trees can be viably accommodated, potential exists for central median to be reduced to 2m.

Cross Section 16a
Local Access Level 2 (22m)
Variation Example 5 - Central median



- 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

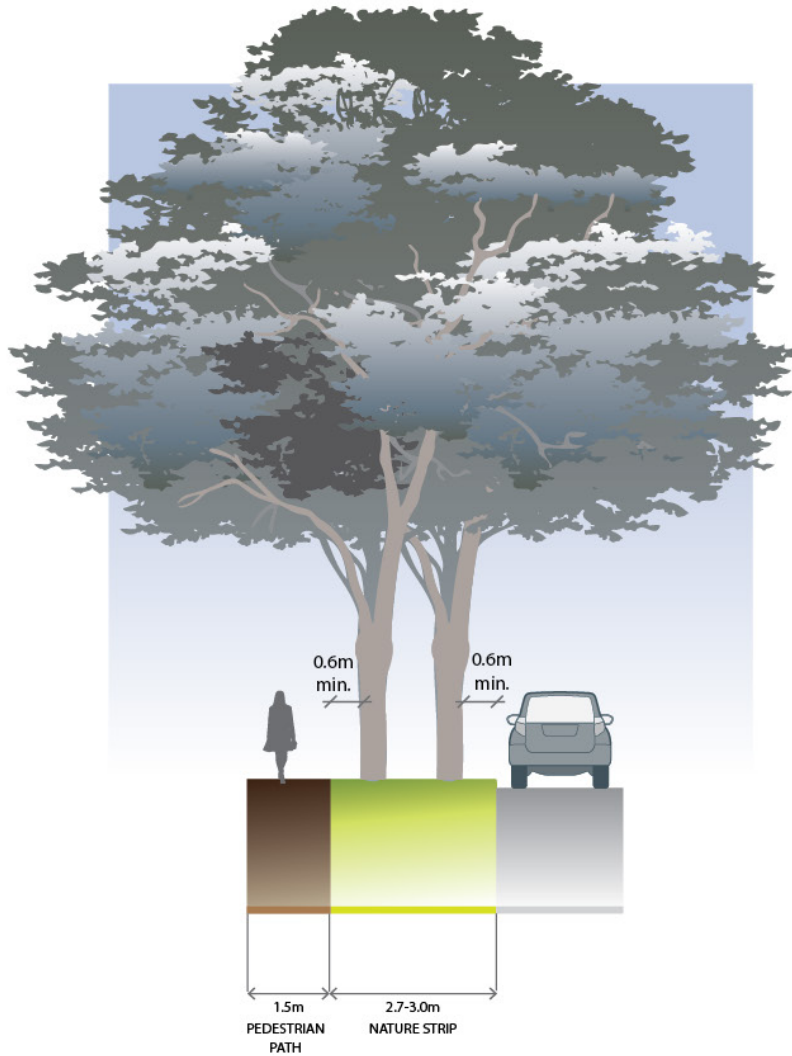
Cross Section 16b
Local Access Level 2 (20m)
Variation Example 6 - Central Drainage



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)
- Land (1.5m each side) and construction for ultimate widening are developer works

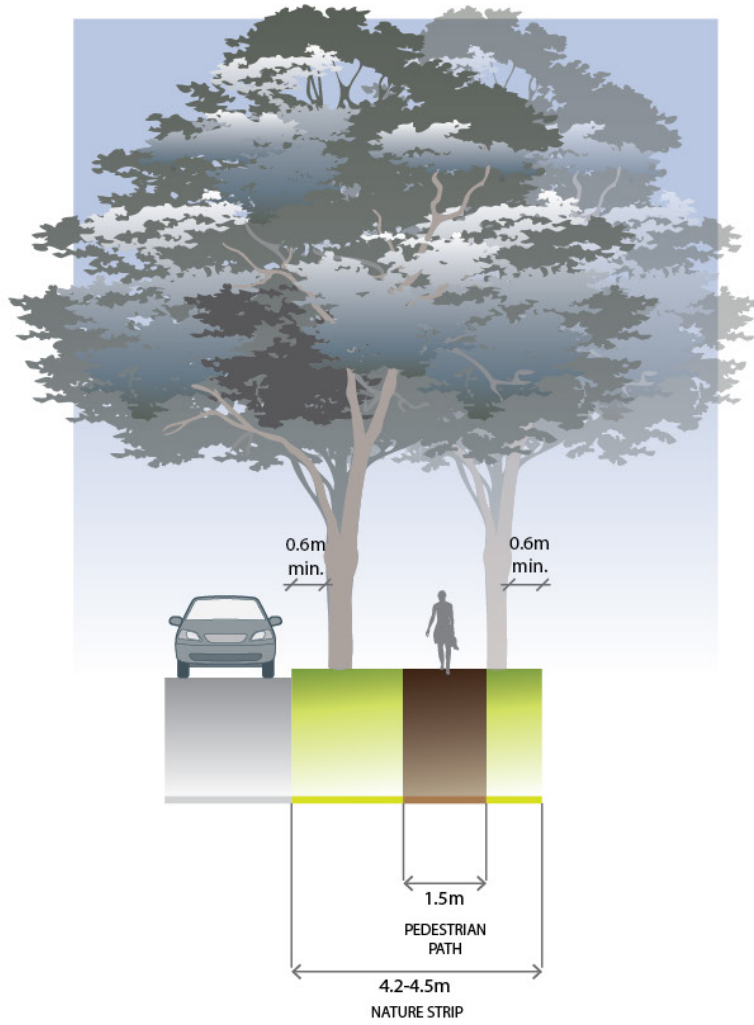
Cross Section 18b
Wollahra Rise - Local Access Level 2 (20m) - (Ultimate)



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

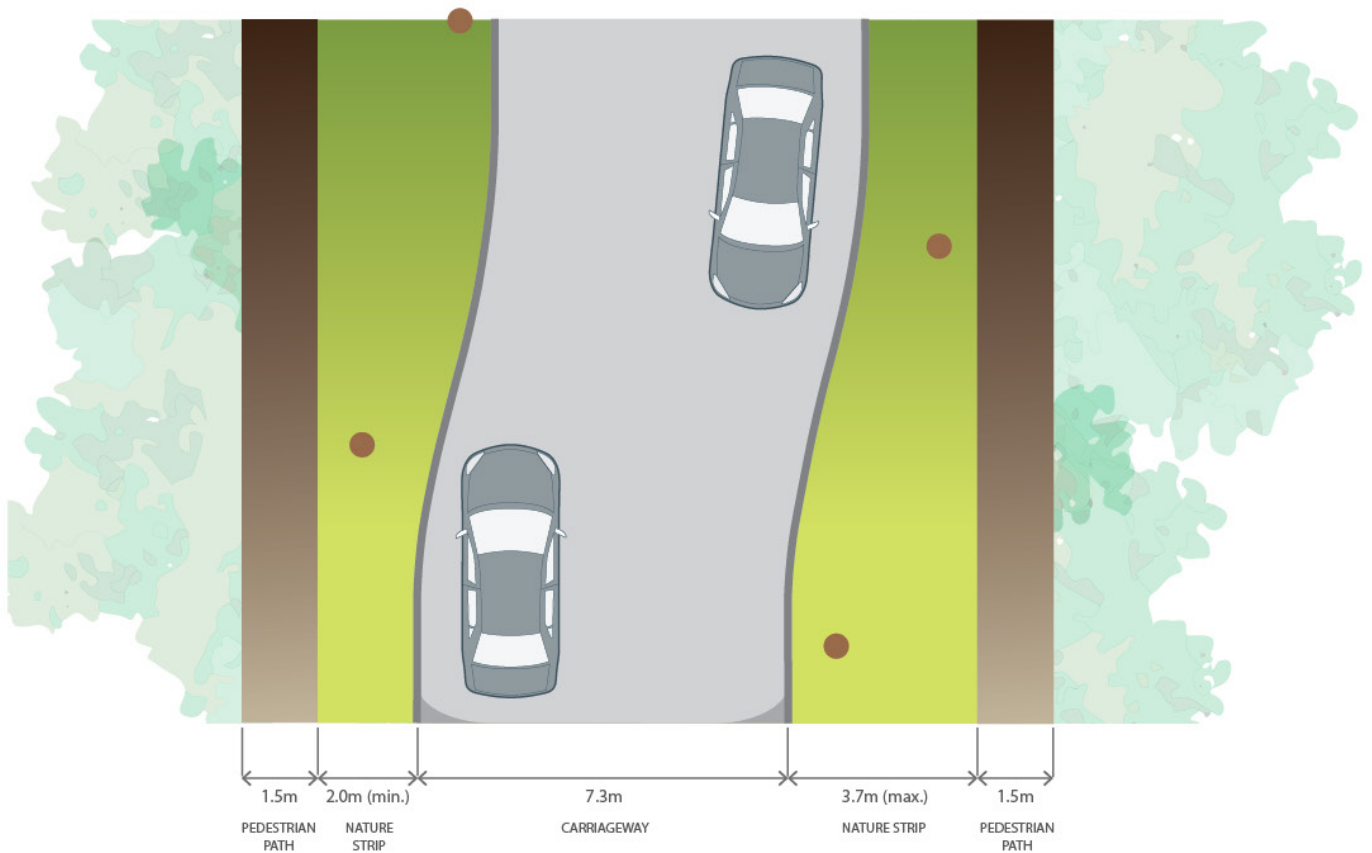
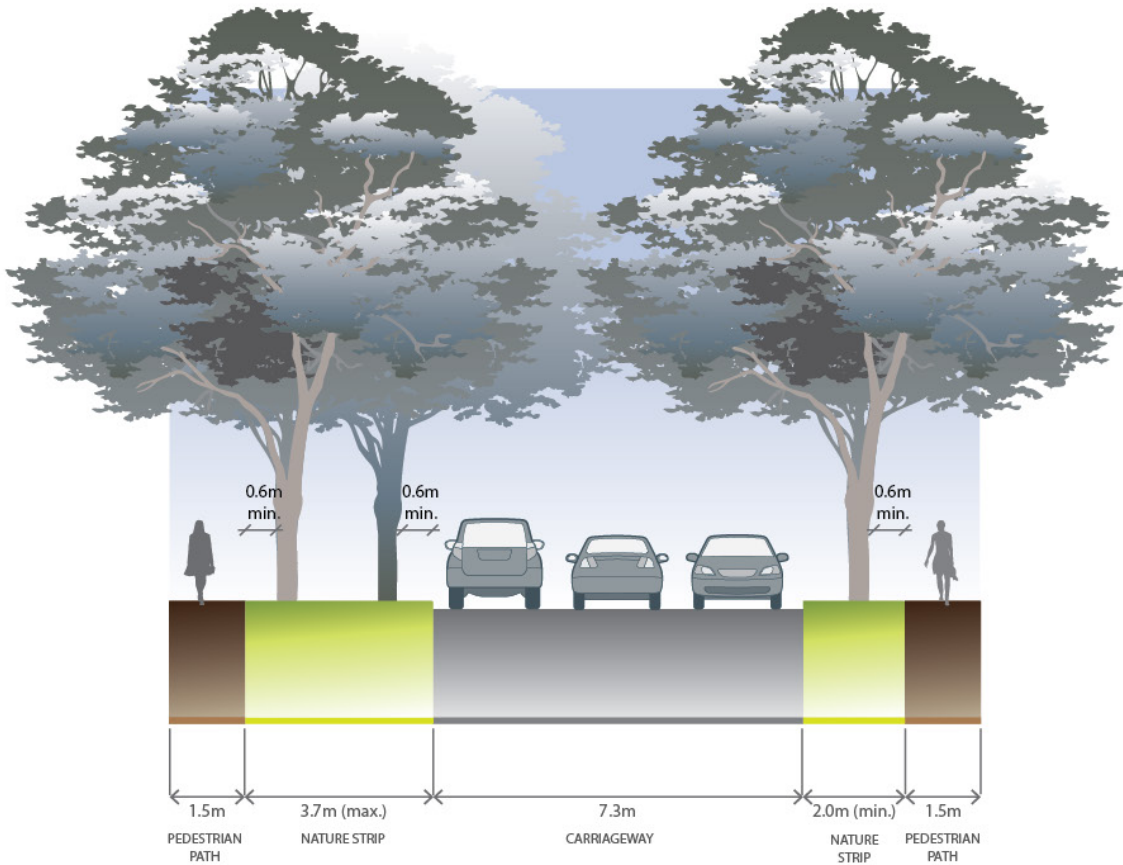
Cross Section 19a
 Local Access Level 1 Standard (16m)
 Variation Example 1
 Varying tree placement in nature strip



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 footpath is 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.

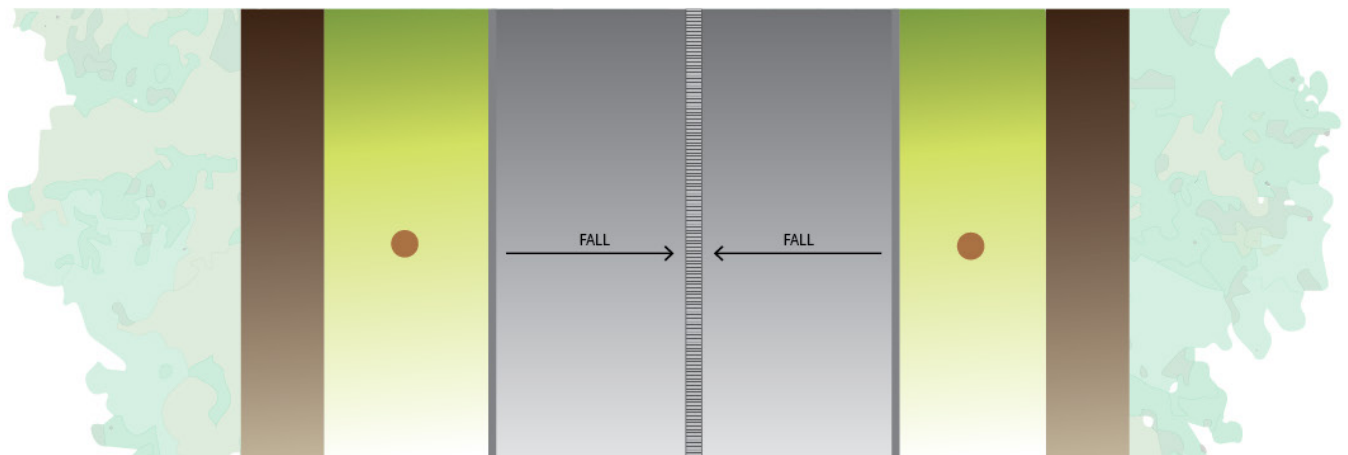
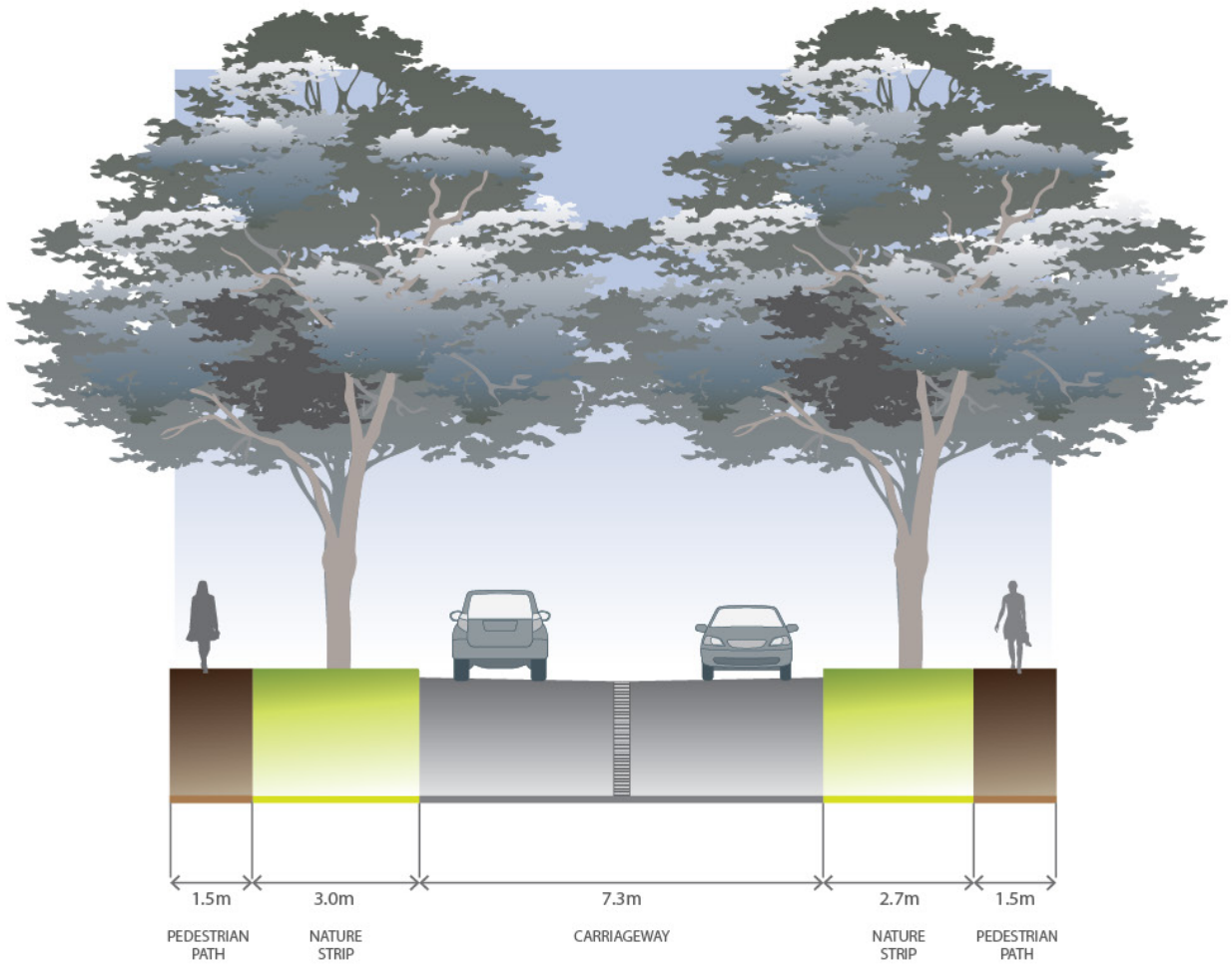
Cross Section 19b
 Local Access Level 1 Standard (16m)
 Variation Example 2
 Meandering footpath in nature strip



NOTES:

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

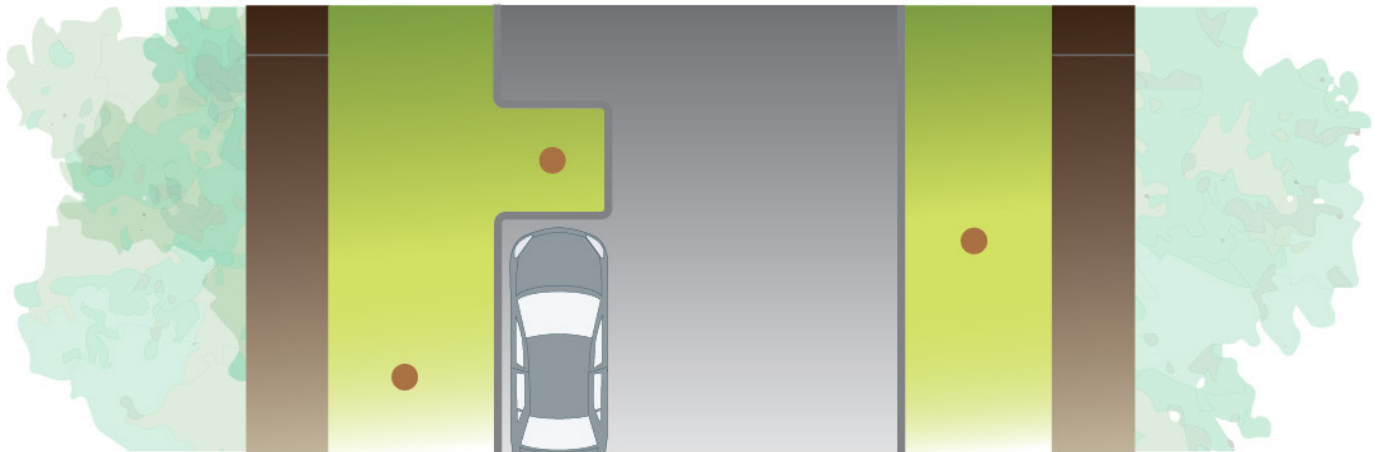
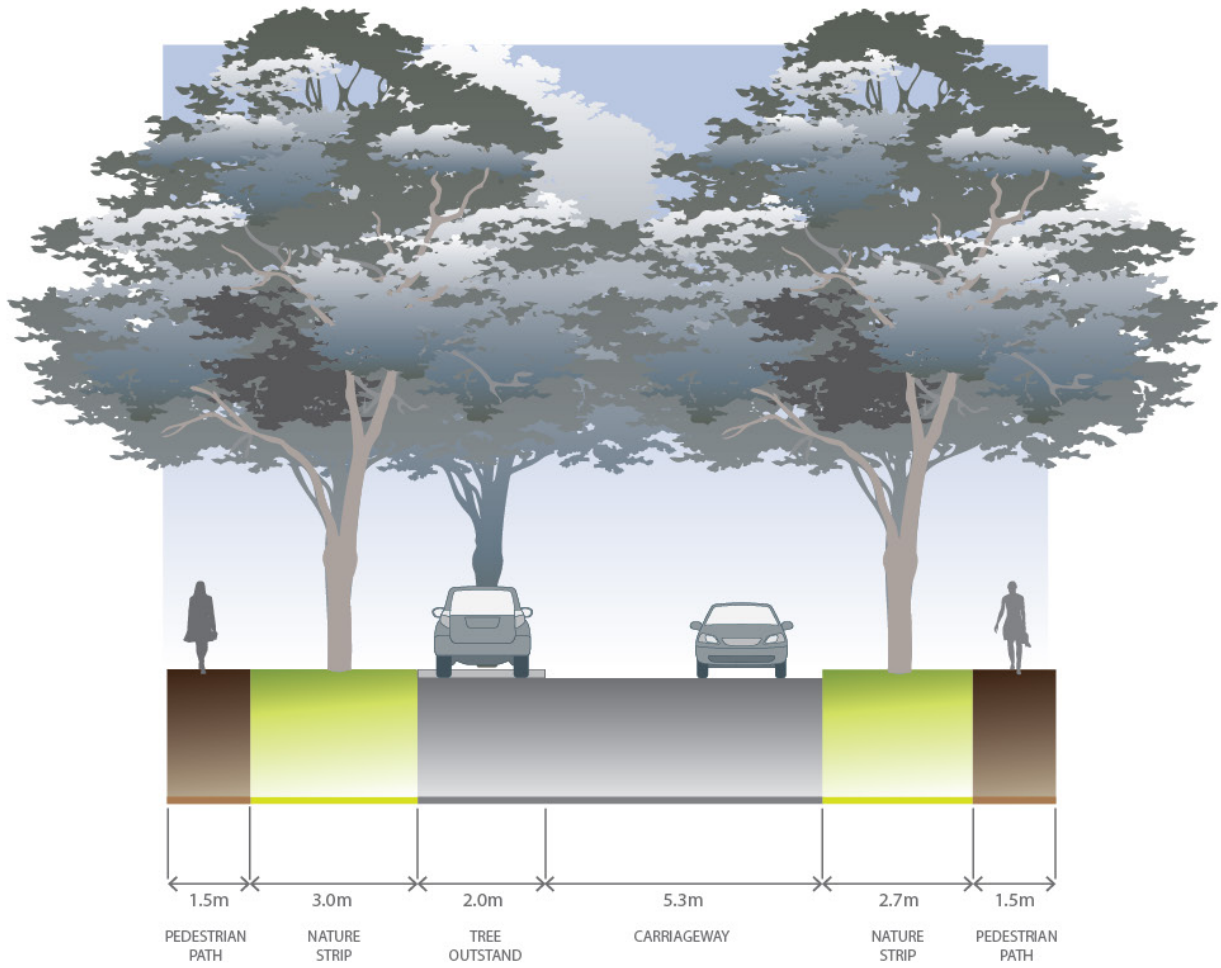
Cross Section 19c
Local Access Level 1 Standard (16m)
Variation Example 3 - Varying nature strip widths / meandering carriageways



NOTES:

- Carriageway drains to central drainage line rather than sides
- Central drainage line to include pavement treatment other than asphalt
- All 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 or for frontage roads

Cross Section 19d
Local Access Level 1 Standard (16m)
Variation Example 4 - Central drainage

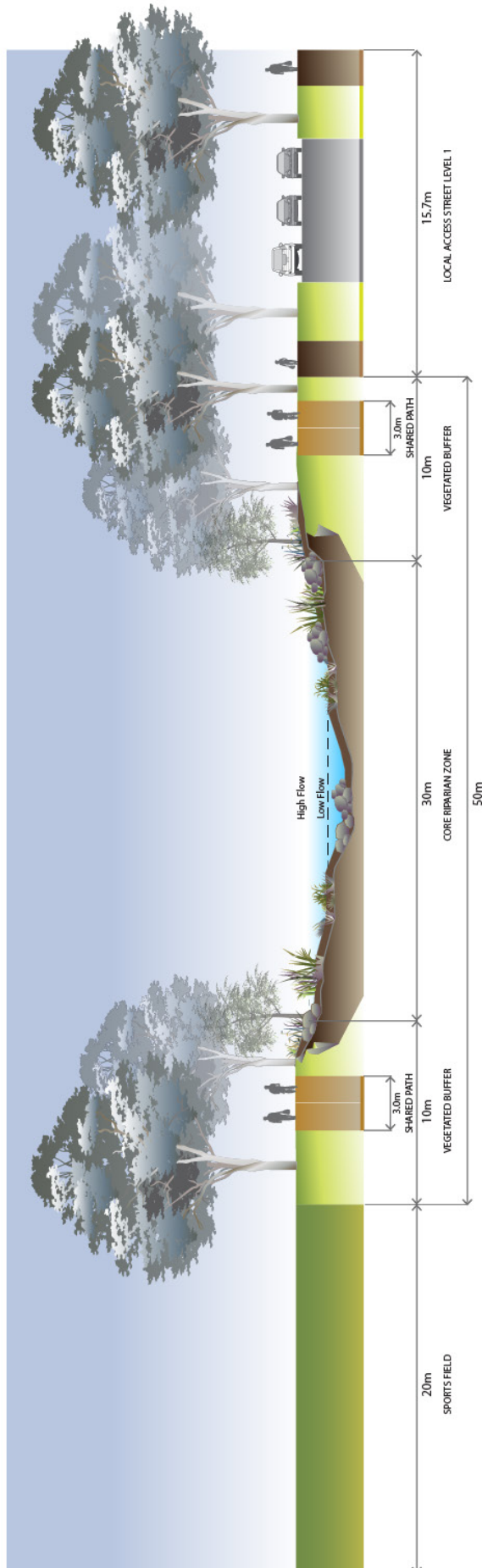


NOTES:

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

Cross Section 19e
Local Access Level 1 Standard (16m)
Variation Example 5 - Tree Outstands

4.3.3 Constructed Waterway Cross Section

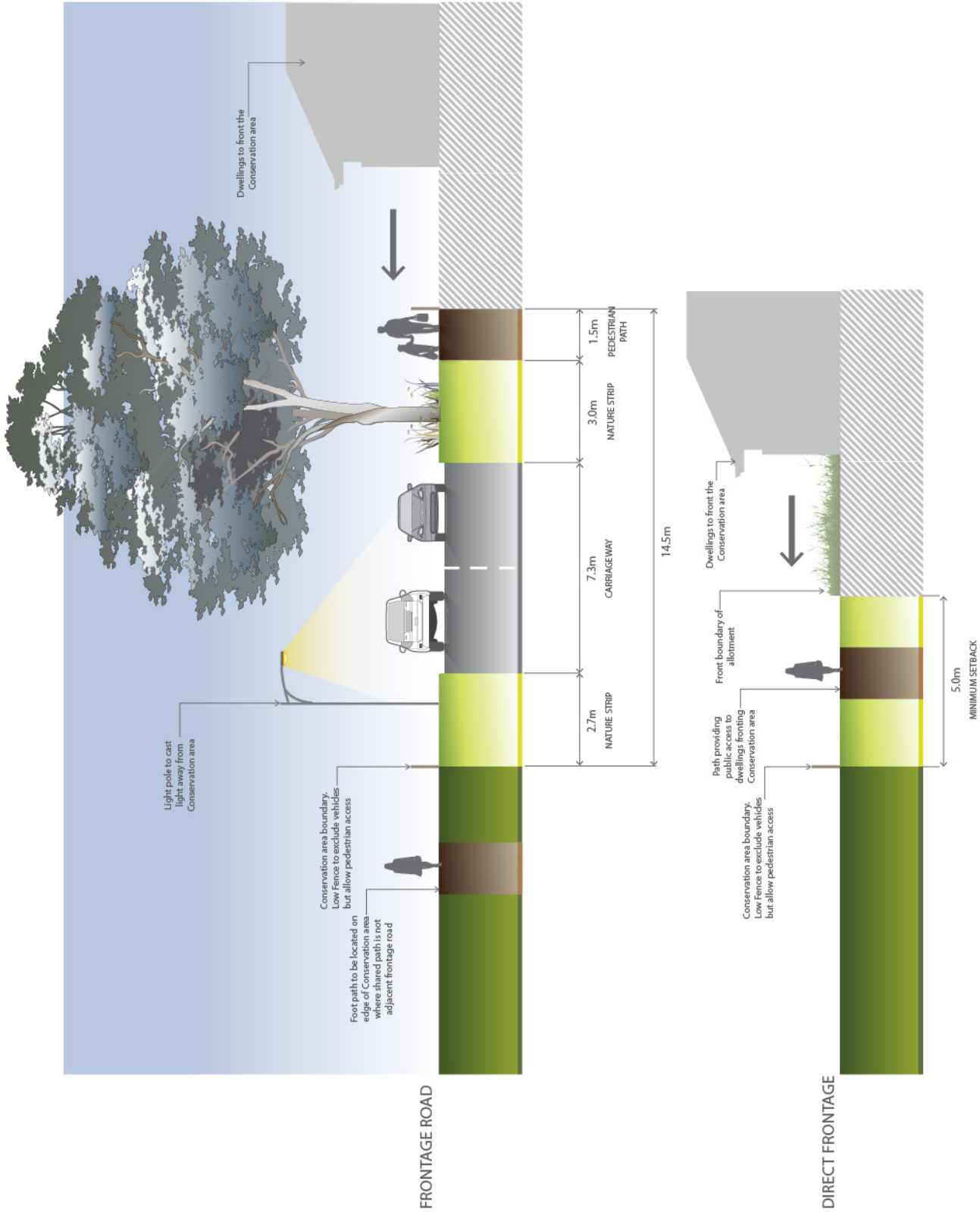


NOTES:

- 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 20
Constructed waterway (50m)

4.3.4 Conservation Area Cross Section



Cross Section 21 - Conservation Interface

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4.4 Service Placement Guidelines

Standard road cross sections

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

Non-standard road cross sections

To achieve greater diversity of streetscape outcomes, 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 ¹	Under kerb	Under road pavement	Within allotments	Notes
Sewer	Possible	Preferred	Possible	No	Possible	Possible ³	
Potable Water	Possible ⁴	Preferred	Preferred	No	Possible	No	Can be placed in combined trench with gas
Recycled Water	Possible ⁴	Preferred	Preferred	No	Possible	No	
Gas	Possible ⁴	Preferred	Preferred	No	No	No	Can be placed in combined trench with potable water
Electricity	Preferred ⁴	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
FTTH/							
Telco	Preferred ⁴	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
Drainage	Possible	Possible	Possible	Preferred	Preferred	Possible ³	
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.

4.5 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.

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.



BALLAN ROAD PRECINCT STRUCTURE PLAN - JUNE 2014 (AMENDED MARCH 2023)

