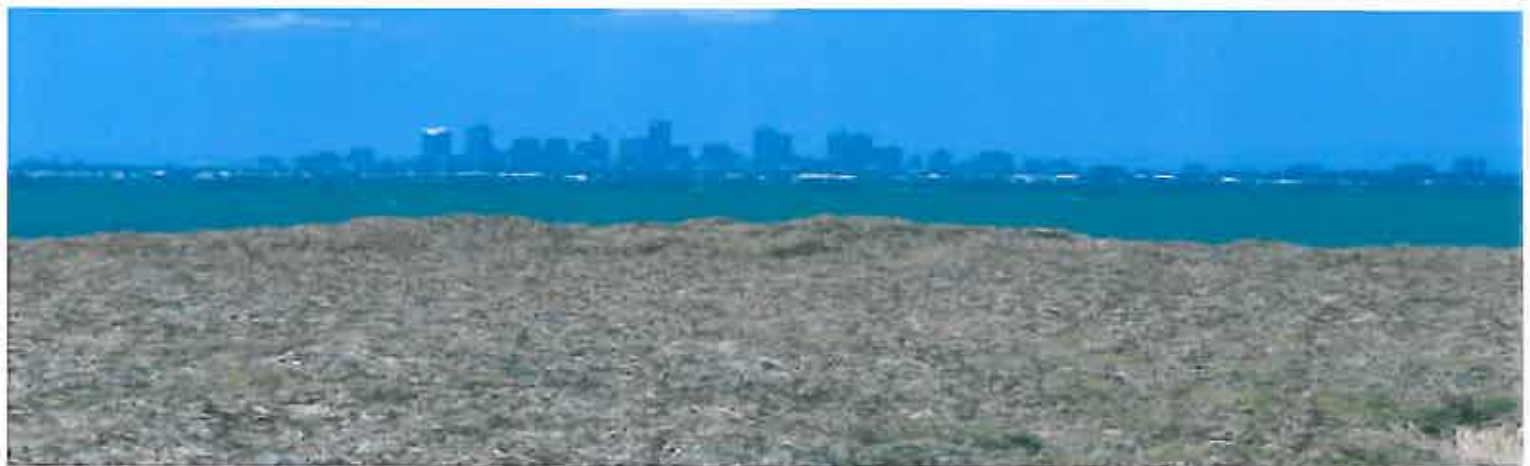




WYNDHAM
CITY COUNCIL

Point Cook Concept Plan



October 2007 Addendum
Point Cook Homestead Road Precinct

Adopted by Wyndham City Council on

October 2nd 2007

Signed



Manager – Strategic Planning

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1 Introduction

1.1 Background

The Point Cook Concept Plan 2000 is the primary strategic plan for the greater area of Point Cook and was adopted by Council to guide development of the Point Cook Community. The Plan provides for the land on the north side of Point Cook Homestead Road to be developed for low density residential development (refer to Figure 1).

A review of the Point Cook Concept Plan 2000 has been undertaken to consider whether the originally proposed low density residential area should become available for higher density residential development. The attractive park side location, inside the Urban Growth Boundary clearly supports higher density housing. However, the locality is 6-9 km by road from the nearest train station, 3.5 to 6.5 km by road from the nearest neighbourhood shops or schools, and mostly closed off from the Sanctuary Lakes community to its north. It would therefore need a critical mass to sustain its own core community facilities, to constitute a reasonably sustainable neighbourhood. It was concluded that a sustainable community can be achieved, but only if residential densities are at least 15-18 per net developable hectare, and that its traffic impacts can be reasonably managed.

A new access road from Point Cook Road can enhance the community's sense of place, reduce average access distances by almost 1 km, reduce social, economic and "greenhouse" impacts, and enhance the viability of bus access.

Such a community would significantly increase traffic volumes on roads to the north, including the fully committed Hobson's Bay section of Point Cook Road. It was necessary to determine whether this issue is manageable.

The draft Point Cook Concept Plan Addendum 2006 amends the Point Cook Concept Plan 2000 only as it relates to the land in the south-eastern area of Point Cook. The Addendum will enable the provision of a new urban community that can sustain a small neighbourhood centre, a community centre, primary school and local supporting facilities. The area under consideration for higher density residential development is more precisely defined in Figure 2.

1.2 Objectives of the Review

The addendum to the Point Cook Concept Plan has sought to:

- Determine the potential to create a viable community that has access to local services and facilities required, and what may need to be done to ensure its sustainability and viability;
- Determine the impact of increased residential densities on the road network in the Point Cook Concept Plan area;
- Address any potential environmental impacts relating to increasing the residential density of development of the land, and to the Cheetham Wetland and Point Cook Coastal Park;
- Determine the impact, if any, of the proximity to flight paths to the Point Cook Airfield; and
- Be responsive to the strategic framework of Wyndham City and the State Government.



1.3 Purpose of The Plan

The purpose of this addendum is to amend the Point Cook Concept Plan 2000 only as it relates to the area in the south-east of Point Cook to allow a more compact urban form to be developed for this area.

In supporting a more compact urban form, the emphasis is on creating a new residential area supportive of a vibrant, viable community, where development is responsive to the unique environmental and landscape features within which it sits.

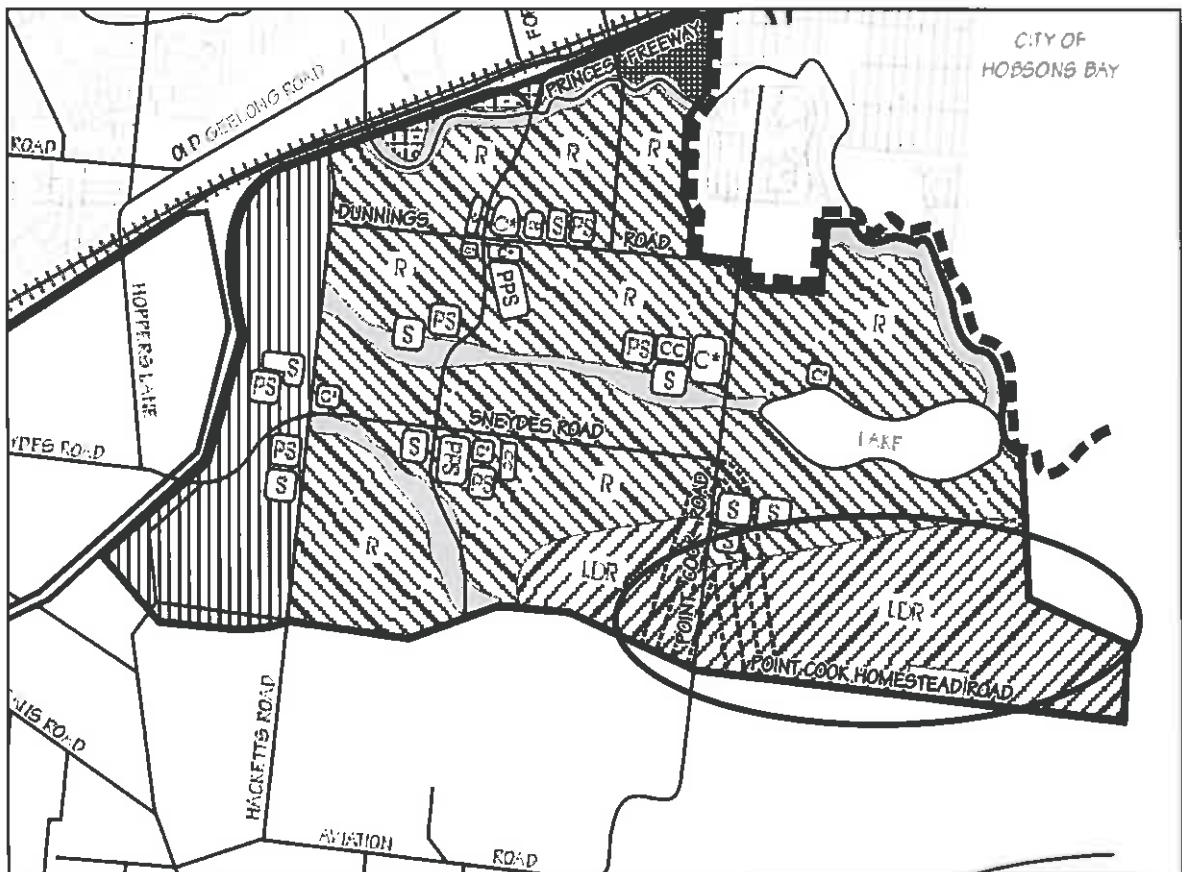


1.4 Subject Area

The area under review is located in the south eastern corner of Point Cook, comprising approximately 277 hectares. It interfaces with the Point Cook Coastal Park, Cheetham Wetlands, the residential community of Sanctuary Lakes and rural land contained in the Green Wedge. Access to the area is provided by Point Cook Road and Point Cook Homestead Road, of which the area has a frontage of approximately 2 kilometres to Point Cook Homestead Road. Point Cook Homestead Road provides access to the Point Cook Coastal Park and historic homestead. No road access is available to the Sanctuary Lakes community to the north.

Historically, the area has been used for farming, and is characterised by grassed pasture, limited rural outbuildings and houses. The area comprises of a number of separate titles varying in size from 12-42 hectares.

Figure 1 – Point Cook Concept Plan 2000



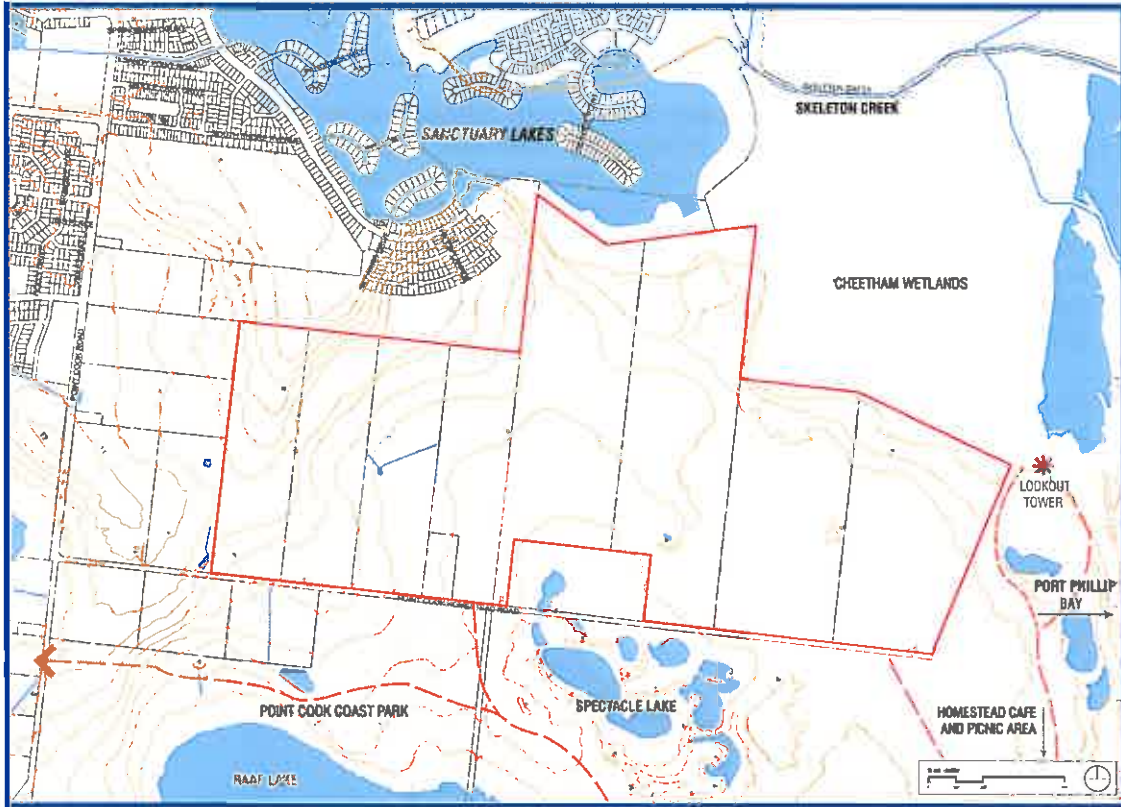


Figure 2: Subject Area



2 Planning and Policy Context

2.1 State Planning Policy Framework

The State Planning Policy Framework (SPPF) informs Council of the State context for spatial planning and decision making. Specific clauses responded to by this addendum are:

- *Principles of Land Use and Development* (Clause 11)
Specifically (Clause 11.03-1) Settlement, (Clause 11.03-2) Environment, (Clause 11.03-3) Management of Resources, (Clause 11.03-4) Infrastructure, (Clause 11.03-6) Social Needs.
- *Metropolitan Development* (Clause 12)
This section of the SPPF identifies specific objectives and strategies for metropolitan Melbourne. This policy is derived from the strategy Melbourne 2030. This strategy is outlined further below.
- *Environment* (Clause 15.09)
This aims to assist in the protection and conservation of biodiversity, including native vegetation retention and provision of habitats for native plants and animals and control of pest plants and animals.

2.2 Melbourne 2030

In October 2002, the State Government released Melbourne 2030, a strategy to guide land use planning and development in metropolitan Melbourne over the next 25 years. The most relevant elements of this plan are Key Directions one, two and five.

Key Direction One of Melbourne 2030 is the creation of *a more compact city*. It encourages development focused on activity centres, with these centres adopting the role of community focal points as well as traditional retailing roles.

Key Direction Two of Melbourne 2030 is *better management of metropolitan growth*. A key policy within this direction is concentration of urban expansion into growth areas, planned to provide a range of housing types and increased urban densities. However, Melbourne 2030 also states that development needs to recognise and respect existing character and landscape qualities and create a quality urban environment with a strong sense of place.

Key Direction Five: A Great Place to be also influences this addendum. This key direction seeks to promote excellence in urban design with special emphasis on places of environmental and landscape significance.

A key element of Melbourne 2030 was the application of an urban growth boundary (UGB), and the restriction of new development to sites within the boundary. In Point Cook, 24 hectares of the area under review by this addendum was excluded from the original UGB set down in Melbourne 2030 in 2002.

In November 2005, the Department of Sustainability and Environment finalised its Growth Area Review and released the document 'A Plan for Melbourne's Growth Areas'. The Wyndham Growth Area Plan shows minor changes to the UGB around Point Cook. Most importantly, it determined areas to exclude from residential development which are impacted by noise from the Point Cook Airfield. As a result, one additional parcel within the area



covered by this Addendum was placed inside the UGB and made available for residential development. The UGB is shown in Figure 3.

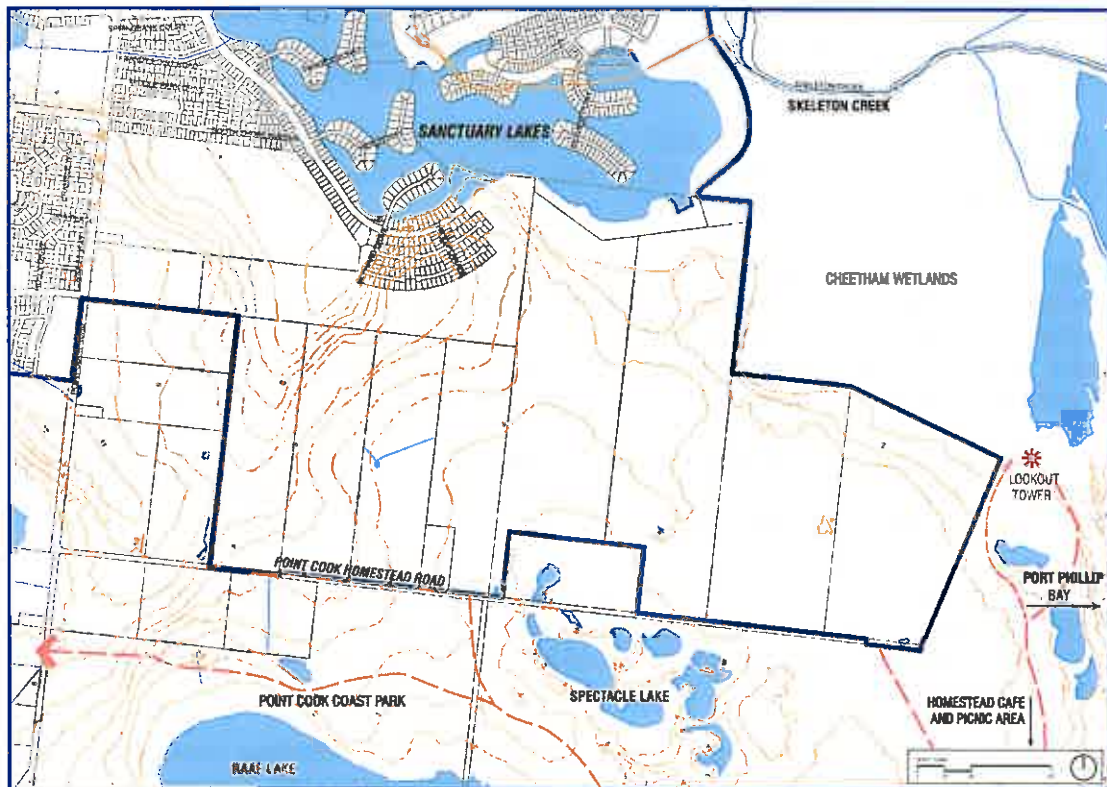
The area placed outside the UGB in November 2005 is shown in Figure 4. It comprises four allotments totalling 51 hectares on the east side of Point Cook Road immediately south of Sanctuary Lakes. This area has been excluded from the growth area of Point Cook as it is under flight paths from Point Cook Airport. As shown in Figure 4, some of the area is within the Australian Noise Exposure Forecast (ANEF) 20 contour and most is within the 13 ANEF contour. Noise levels above the 20 ANEF contour are considered unsuitable for housing, but acceptable for other less sensitive uses. Even the lower noise exposures at the 13 ANEF contour are considered inadvisable for housing, though quite suitable for other less sensitive uses.

Melbourne 2030 challenged growth areas to increase densities of urban development, to help achieve a more compact, sustainable city.

In the work arising from the Growth Area Review process, 'A Plan for Melbourne's Growth Areas', emphasis was again placed on achieving more compact growth, whilst ensuring enough land is available to help keep housing affordable into the future.

Melbourne 2030 and A Plan for Melbourne's Growth Areas seek to ensure that there is a 15-20 year supply of land for urban development and that land should be encouraged to be developed at densities of 15 lots per net developable hectare.

Figure 3: Urban Growth Boundary as defined by A Plan for Melbourne's Growth Areas, November 2005



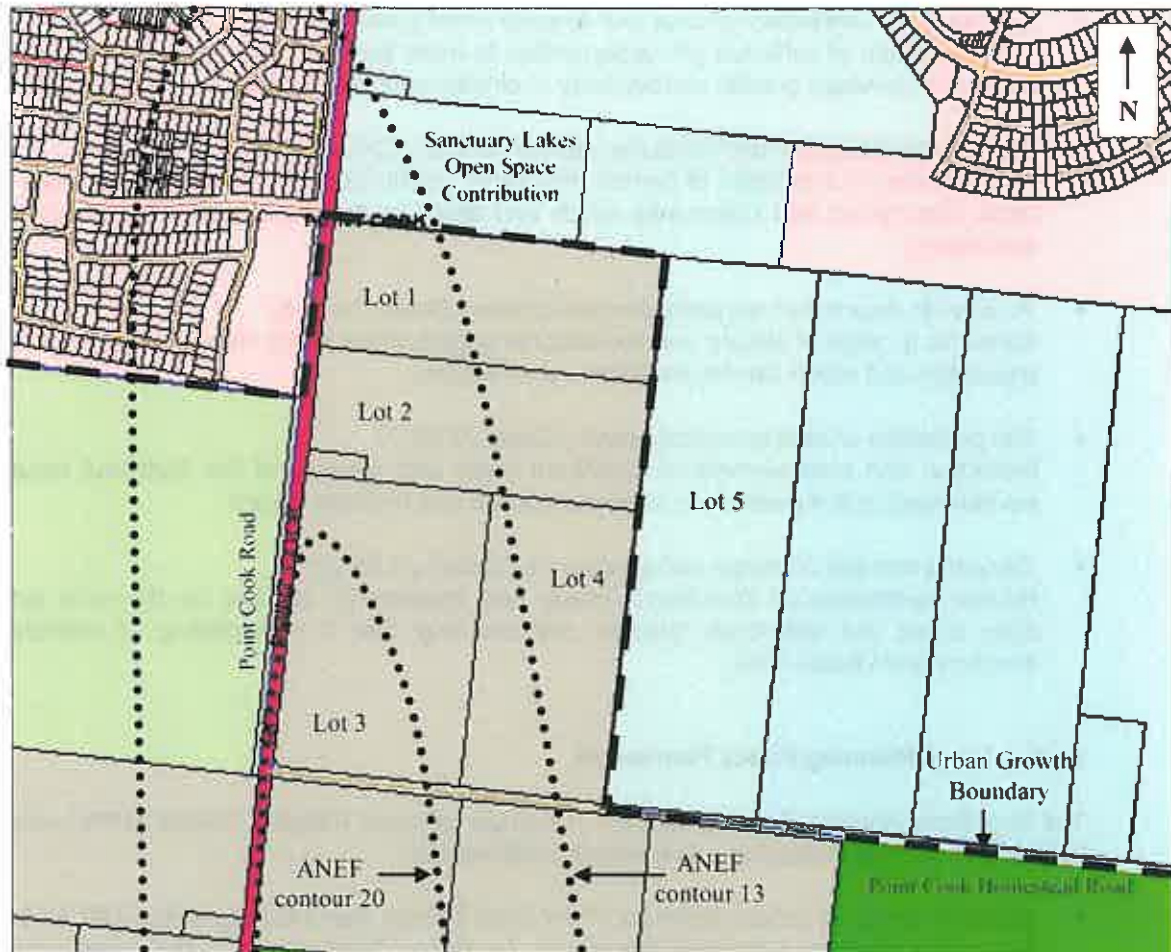


Figure 4 – Noise Affected Area and the UGB around Point Cook Road

2.3 Wyndham Planning Scheme

2.3.1 Municipal Strategic Statement

The Municipal Strategic Statement outlines the principles and objectives for the strategic planning and development of new growth areas in Wyndham.

Point Cook is identified in the Municipal Strategic Statement as being one of the municipality's key growth areas, but the timing and form of urban development is to be based upon the following Council objectives:

- *To manage urban growth (Clause 21.05-1)*
The cost effective and orderly management of urban growth, balancing the city and country objectives of the municipality;
- *To provide a diversity of housing opportunity (Clause 21.05-21)*
Providing access to a range and quality of housing opportunities which meet the needs of the population;
- *To enable convenient and efficient movement (Clause 21.05-3)*
Providing accessible, safe and efficient options for the movement of people and goods within, and out of, the municipality;



- *To ensure the availability of local and regional employment (Clause 21.05-4)*
The generation of sufficient job opportunities to meet the needs of a growing population and which develops greater sustainability in employment for Wyndham and the region;
- *The provide accessible and attractive activity centres (Clause 21.05-5)*
Establishment of a network of current and future activity centres which satisfy a range of retail, commercial and community needs and which create a sense of place within the community;
- *To provide leisure and recreational opportunities (Clause 21.05-6)*
Access to a range of leisure and recreational opportunities which meets the need of the population and which can be provided cost effectively;
- *The protection of environmental assets (Clause 21.05-7)*
Protection and enhancement of significant areas and features of the built and natural environment, and maintenance of environmental and heritage values;
- *The enhancement of image and appearance (Clause 21.05-10)*
Positive re-focusing of Wyndham's image and appearance, building on the rural land, open space and landscape qualities and ensuring that it is appealing to residents, investors and visitors alike.

2.3.2 Local Planning Policy Framework

The Wyndham Planning Scheme contains a number of Local Planning Policies (LPPs) which have influenced this addendum. The relevant policies are:

- *Werribee West, Wyndham North and Point Cook Growth Area Planning Policy (LPP 22.01)*
This policy provides a strategic framework for future development of the three growth areas in Wyndham. For the Point Cook growth area, the policy directions are underpinned by the Point Cook Concept Plan 2000, which provides a more detailed guide to planning of the area.
- *Infrastructure Financing Policy (LPP 22.03)*
This policy seeks to ensure that urban infrastructure is financed at the local level on a transparent and equitable basis. The infrastructure requirements are set out in the relevant concept plans, in this case, in the Point Cook Concept Plan 2000.
- *Activity Centres Policy (LPP 22.05)*
To ensure that the development of commercial centres:
 - Is planned for well in advance of anticipated urban growth,
 - Provides for a range of retail and supporting activities and functions within a defined hierarchy of centres,
 - Recognises the existing network of centres and projected future centres as population grows,
 - Maximises choice and satisfies customer need,
 - Provides a focus for community interaction.

Although this policy is currently under review, the review is expected to incorporate advice on the need for a small neighbourhood centre to service the local community established to be in this south-eastern area of Point Cook.

- *Open Space Policy (LPP 22.07)*
To provide a range of public open space opportunities which optimise the community's need for recreation, as identified, and which is affordable in the short and longer term.



- *Sustainable Neighbourhoods (Clause 56)*

The “Rescode” subdivision provisions of all Planning Schemes are also to be amended shortly to introduce a set of “Neighbourhood Principles”. The Neighbourhood Principles will provide a strategic framework for planning residential subdivisions in urban areas and broadly support:

- Compact walkable neighbourhoods where neighbourhood centres support local services and facilities. Reduced car use is encouraged because public transport is easy to use and walking and cycling are promoted.
- Environmentally friendly development where lot layout and design supports more energy efficient dwellings.
- Diverse lot sizes and a range of lot types that better meet future community housing needs.
- Integrated water management that conserves our drinking water, reuses and recycles water, and locally manages the quality as well as quantity of urban run-off.

2.4 Point Cook Concept Plan 2000

The Point Cook Concept Plan 2000 was adopted by Council in 2001. This plan updated the Point Cook Concept Plan of 1996. The plan identifies preferred land uses for Point Cook and identifies infrastructure required to support the residential communities planned. The Point Cook Concept Plan remains the primary instrument guiding land use planning for Point Cook.

The Point Cook Concept Plan identifies the subject land for low-density rural residential housing on the basis that:

- The Wyndham Housing Strategy of 1996 had identified a need for low density residential;
- There were constraints to urban infrastructure in the vicinity of Point Cook Homestead Road (principally drainage, water supply and sewerage);
- There were constraints to road access, both local and arterial and, connections to Sanctuary Lakes area;
- The area is surrounded by the Coastal Park;
- The area is near to the Point Cook Airfield; and
- Potentially flood prone localities limited the areas suitable for housing.

The Concept Plan projects that the area identified for Low Density Residential development, at a density of 1.5 lots per hectare, would yield 600 lots and generate a population of around 1800 people. A community of 1800 people in this location is clearly too few to support its own neighbourhood centre, primary school, community centre or most forms of sporting or recreation facilities.

The area addressed by this Addendum is a little over 50% of the originally designated low density area. An increase in density from 1.5 to 15 lots per net developable hectare would provide for around 3,000 households and potentially 8-10,000 people. A community of this size could support their own local shopping and community facilities.



2.5 Planning Controls

There are a number of different planning controls that apply directly to the subject land and surrounding land. Figure 5 shows the zoning context for the subject land and the broader area.

The land that is subject to the review is zoned Farming. This zone is essentially a “holding” zone for future urban development and has only been applied to land that is within the urban growth boundary. The zone provisions promote activities that are compatible with agriculture and limit the number of dwellings that can be constructed on properties. Fragmentation of land is controlled by the subdivision provision that restricts the creation of new allotments to 40 hectares in area.

Land to the north is already zoned for residential activity while land immediately to the west of the subject land is outside the UGB and zoned Green Wedge. The Green Wedge Zone is normally designed to protect land which has values for agricultural, landscape, environmental, water catchment, major infrastructure, open space, tourism and recreations uses, setting a clear limit to outward growth. In this case, the Green Wedge Zone was primarily set aside from residential development due to the effects of aircraft noise associated with Point Cook Airport. The area shown as Green Wedge in Figure 5 forms part of the Werribee South Green Wedge and is part of the Dryland Farming precinct. While this area is unsuitable for housing, it is an area that could provide opportunities for buffer uses to the adjacent urban development, including formal public open space.

The land to the east and south of the subject land is in public ownership and zoned Public Conservation and Resource because of its environmental significance.

For the subject land to be developed for residential purposes, the land will need to be rezoned. The Residential 1 Zone would most likely be the preferred zone as its purpose is to provide for a variety of dwelling types, and densities, while allowing educational, recreational, community and a limited range of other non-residential uses to be permitted to serve local community needs.

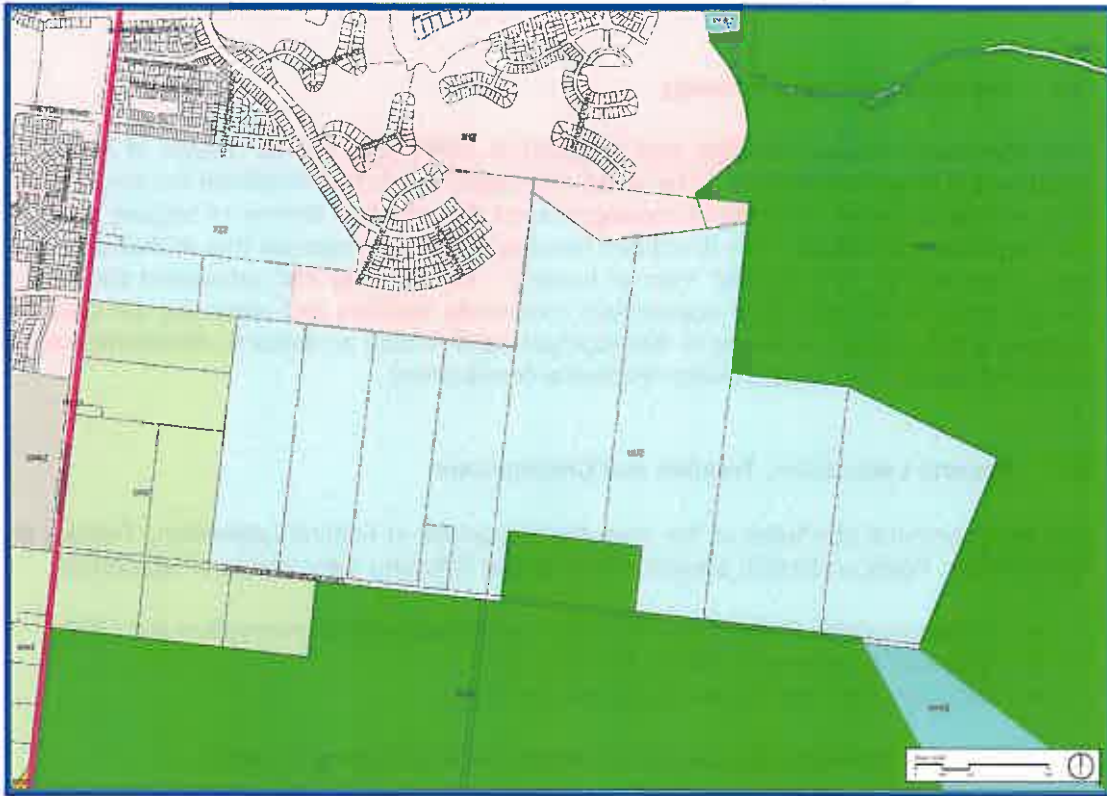


Figure 5: *Zoning of the Subject Area & Surrounding Locality*

Legend

- R1Z – Residential 1 Zone
- F2Z – Farming Zone
- GWZ – Green Wedge Zone
- RUZ – Rural Zone
- PCRZ – Public Conservation and Recreation Zone



2.6 Wyndham Housing Strategy

The Wyndham Housing Strategy was prepared in 1996, prior to the release of Melbourne 2030 by the State Government. The vision articulated within the Wyndham Housing Strategy is to achieve a greater diversity of housing product that meets a lifetime of housing needs for the Wyndham population. The Wyndham Housing Strategy recognised that at that time there was a demand for “low density” form of housing. The strategy also articulated the need to ensure physical infrastructure, appropriate community facilities and amenities are provided, achieve quality design outcomes in developments and protect agricultural, environmental and economic assets from inappropriate residential development.

2.7 Federal Legislation, Treaties and Conventions

The environmental attributes of the area are recognised in Federal Legislation, Treaties and Conventions, being protected, predominantly by the following three pieces of legislation:

- Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*;
- Victorian *Environment Effects Act 1978*; and
- Victorian *Flora and Fauna Guarantee Act 1988*.

The following agreements also play an important role in protecting the area:

- The Agreement between the Government of Australia and the Government of the Peoples Republic of China for the Protection of Migratory Birds and their Environment (CAMBA);
- The Agreement between the Government of Japan and the Government of Australia for the Protection of Migratory Birds and Birds in Danger of Extinction and their Environment (JAMBA); and
- The Ramsar Convention on Wetlands.

Future planning for this area has considered the environmental sensitivities of the surrounding crown land and measures to conserve and protect this sensitive environment are required for any future residential development of the subject land.



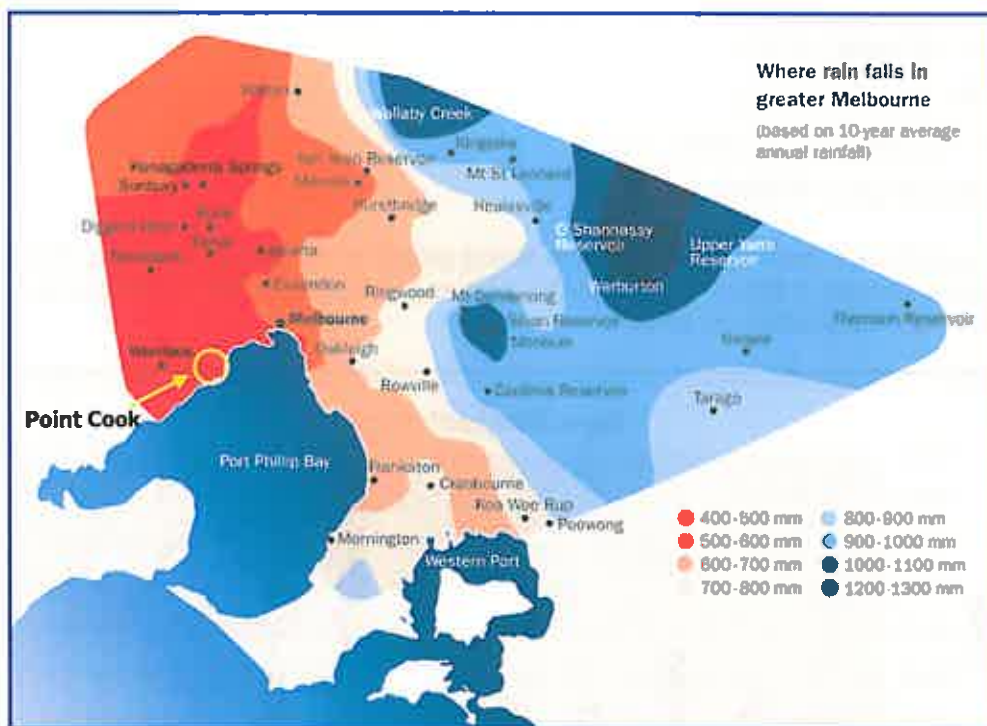
3. Opportunities & Constraints of the Subject Area and Surrounding Locality

3.1 Geography of the Subject Area

The subject area and surrounding locality are a gently undulating landscape within the Victorian Volcanic Plain (VP) bioregion, which covers a large part of western Victoria. This bioregion has formed over old lava flows resulting in basalt dominating the subject area. The rock is tough, dark, strongly jointed and older than the flows of Newer Volcanics further west.

However, in the subject area, the basalt is overlain by wind-blown sands, and by alluvium in the lower lying areas.

On average, less than 500mm of rain falls on the area per annum. As shown in figure 6, that places the subject area within the lowest rainfall area of Metropolitan Melbourne. Because of the limited rainfall in this area, future residential development should incorporate sustainable water techniques and practices. These may include water sensitive urban design treatments, water storage facilities and recycling of wastewater and drought tolerant landscaping.



Source: Melbourne Water

Figure 6: Rainfall across Greater Melbourne

3.2 Point Cook Community Profile

The Point Cook community had 2007 people at the 2001 Census. Since then Point Cook has experienced the fastest growth of any suburb of Wyndham City. The estimated residential population in June 2006 was estimated to house over 15,000 people, an increase of almost 13,000 people in less than five years.



Findings of the 2001 census were compiled in 2003-4 by Council’s demographic consultants, ID Consulting. The next census results will be based on a larger population and will allow a clearer indication of the Point Cook community profile. However, some conclusions are possible regarding the emerging community profile of Point Cook.

Unlike many new suburbs, where mostly first home buyers and young families move in, Point Cook is developing with all three generations moving in at once. Statistics indicate a high proportion of second homebuyers, with purchasers commonly in higher income brackets than the average for Wyndham. A high proportion of these purchasers are young childless couples, employed in well-paid middle level professional roles.

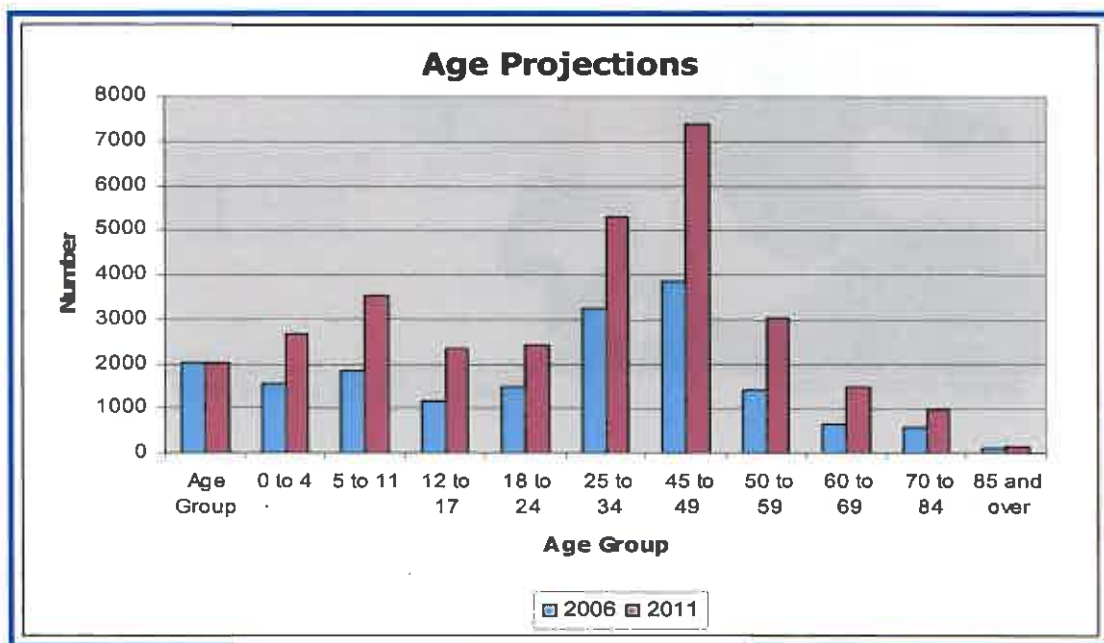
These couples have typically purchased large family homes, and it is assumed that a significant percentage may be planning children in the next few years. Existing data suggests that the demand for children’s services will continue to steadily increase over the first decade of each neighbourhood, then plateau before decreasing. This will be accompanied by demand for maternal and child health services, playgroups and kindergartens.

70.2% of 2001 Pt Cook residents speak only English at home. A further 25.5% primarily speak a language other than English at home. Point Cook in 2001 thus had a significantly higher proportion of languages other than English than the Wyndham average.

Demographic analysis has shown that growth in the population into the future will continue to be dispersed across all service age groups, as shown in Figure 4 below. The largest proportional increases are predicted to be in the following age groups:

- 32 - 49 years (25.2%);
- 25 – 34years (18.1%);
- 5 – 11 years (12.1%); and
- 50 to 59 years (10.3%).

These predictions show a community with strong growth of adults between 25 to 49 years in age whilst younger children will continue to grow as a proportion of the population during the community’s rapid settlement phase.



Source: ID Consulting

Figure 7: Projected Age Profile for Point Cook



3.3 “Point Cook Estate”

The “Point Cook Estate” is located on the western shore of Port Phillip Bay. It includes the Point Cook Coastal Park, the eastern part of the Cheetham Wetlands, the small wetland section of the Royal Australian Air Force (RAAF) airbase and adjoining coastal waters of the Point Cook Marine Reserve. Point Cook Estate is listed in its entirety on the Register of the National Estate as habitat of national significance.

The subject land abuts the Point Cook Coastal Park and the Cheetham Wetlands. The Cheetham Wetlands and Point Cook Coastal Park remain sites of international and national biological significance. Cheetham Wetlands is considered an area of international significance under three international treaties (JAMBA, CAMBA and Ramsar), due to the diversity and abundance of bird species it supports. Point Cook Coastal Park is an area of state significance for the diversity of flora communities in close proximity to one another.

The significance of geomorphology, flora and fauna within adjoining areas makes it imperative that future development is carefully considered in terms of its interaction and impacts on these abutting areas. If the interfaces are not carefully designed and managed, development within the subject area may cause environmental damage and undermine the objectives of federal legislation and treaties.

The coastal park provides significant open space and recreational opportunities for Melbourne’s western region and, importantly, provides a coastal experience in an area where access to the coast is limited. New residents will have the opportunity to live within walking distance of natural assets which are unique to Port Phillip Bay and recognised nationally for their significance.

The Point Cook Estate also contains Point Cook Homestead, built by the Chirnside Family. The Point Cook Homestead is of historical significance as one of Victoria’s earliest pastoral homestead complexes. The complex consists of an early timber house c. 1849 and the main bluestone homestead, built in 1857. The bluestone stables are of historical significance in their own right because they accommodated famous racehorses. A number of horses from the property were successful, including Haricot who won the 1874 Melbourne Cup, Tom Kirk who won the 1880 Caulfield Cup and Newminster who won the 1878 Geelong Cup and the 1879 Caulfield Cup.

The setting for the homestead remains historically important, with the garden retaining substantial trees from around the turn of the 19th century. A key element has been the coastal landscape which is believed to remain strongly reminiscent of the landscape character at the time of the homestead’s construction.

Point Cook Homestead Road provides the main access to Point Cook Homestead Estate—located within the Point Cook Coastal Park. This access is currently an unsealed rural road that complements the natural environment. The experience created by the standard of the road should be considered as appropriate where upgrading or improvement is required as a consequence of strategies and actions under this addendum.

3.4 Point Cook Airfield

Point Cook RAAF base was purchased by the Commonwealth Government in 1913 for its first military aviation establishment, the Central Flying School. The first training of Australian Pilots took place on this site. The RAAF base at Point Cook continued as the primary RAAF training facility in the post-war period, and although this role has diminished over time, the Point Cook site is of national historical significance.



The RAAF airfield has ceased as an airfield utilised for defence purposes. However, the airfield remains on land held by the Commonwealth and is now utilised by small private aircraft. The airfield is currently estimated to operate at 50 – 60,000 movements per annum.

The long term future of the airfield has not been clearly determined, and therefore planning has been cautious regarding land required as a noise buffer for the airfield. The Urban Growth Boundary has excluded land from urban development for which noise impacts are considered to be potentially disruptive to residential use, above a noise exposure forecast (ANEF) of 13. However, these areas are still considered appropriate for other uses as discussed in Section 2 of the Addendum.

3.5 Waterways

The subject area is not traversed by any of Wyndham's major creek lines or waterways. However, a small parcel of land to the north of Point Cook Homestead road is a catchment area for Spectacle Lake, and this role will need to be maintained. The area is shown in Figure 2.

3.6 Flora and Fauna

SIGNIFICANT FLORA

The subject area is considered likely to have once been characterised by plains grassland, typically found on lowland plains. The Point Cook Concept Plan 2000 did not consider native grasses as an environmental constraint to development.

Council's Environmental Atlas 2004 did not identify sites of native grasslands within the subject land, and the extensive history of grazing upon the subject land makes it highly unlikely that quality grasslands will be found on site.

However, before development will be approved by Council, a detailed environmental assessment of flora and fauna will be required. If examples of native grassland are identified, the State Government's Net Gain provisions would come into place. In this case Council would ask the applicant to assess whether a site within the abutting Parks Victoria Land could be revegetated with native grasses to offset the loss of the grasslands.

Under Clause 52.17 of the Victorian Planning Provisions, any native vegetation clearance will require a planning permit and a net gain assessment regardless of the underlying zone and overlay provisions. Under the principles of the net gain policy, applicants need to prove that all attempts to avoid or minimise clearance of native vegetation have been made. If the responsible authority accepts that clearance is necessary, an offset may be required in the form of formal protection of a similar Environmental Vegetation Class (EVC) nearby. Revegetation and long-term management may be required to achieve a net gain in vegetation extent and quality.

The apparently limited native vegetation within the site also reduces the likelihood that the land is offering significant habitat values. This will need to be confirmed by studies before any development proceeds.

NON INDIGENOUS FLORA

The agricultural use of the subject land has been the predominant influence on weed composition in the park near the alignments investigated.

This land use has the potential to impact on environmental values in the study area through dispersal of pest plant seeds.



3.7 Aboriginal Archaeological Sites

Before European settlement, Point Cook was occupied by the aboriginal tribes known as *Wurundjeri* and *Bunurong*.

The place is within the area of the Wurundjeri Tribe Land Compensation and Cultural Heritage Council Incorporated, which holds responsibility for cultural heritage matters under the terms of the Commonwealth Aboriginal and Torres Strait Islander Heritage Protection Act 1984.

The original concept plan identified a number of sites within Point Cook which were considered likely to contain sites of significance. No sites were identified on the subject land.

Aboriginal sites have been recorded within the Point Cook Coastal Park, particularly in depressions on the landward side of beachfront sand ridges. Aboriginal stone artefact scatters have also been recorded on an exposed dune on the eastern edge of the RAAF base. Sites identified in nearby areas of the coastal park were determined as being sites of low value in contents, structure and integrity (artefact scatters).

Within the Coastal Park, previous archaeological investigations would suggest further sites of indigenous artefacts may be able to be found. However, the lack of an ephemeral or permanent water source within the subject land, the distance to coastal sand dunes, and the continuous use of the land for grazing purposes makes the area highly unlikely to contain significant sites of indigenous artefacts.

These conclusions would need to be confirmed before any future development of the subject area by requiring an archaeological assessment to be undertaken.

3.8 Access

Access to the subject land is currently available by Point Cook Road and Point Cook Homestead Road. Due to the design of Sanctuary Lakes, the northern boundary provides limited opportunities for integration and access.

PRIVATE VEHICLE TRAFFIC TOWARDS THE PRINCES FREEWAY

In developing the Point Cook road network the concept plan of 2000 recognised the heavy reliance of the suburb on a small number of external connections, with limited capacity to accommodate increases in traffic without improvement. The concept plan identified a sub arterial road network and connections to the Princes Freeway, utilising an existing grid of arterial roads and adding the proposed Palmers Road connection to Dunnings Road.

A community of 3,000-3,500 households would generate considerably more traffic than the previously proposed 600 households. The impact of increased residential densities on traffic conditions within Point Cook has been considered in the development of this addendum, especially with regard to the north of Point Cook Road and alternative routes to the Princes Freeway.

Traffic modelling has analysed the traffic generation from the extra dwellings created by an increased housing density – including trips to work, school, shopping centres, social visits and miscellaneous others. The analysis also sought to estimate the proportion of these trips that would take place within Point Cook. The analysis recognised that a significant proportion of work based trips would require access to the Freeway, while shopping, school and social trips are much more likely to have destinations within Point Cook. By ensuring that there is a



strong local community hub, a significant number of trips would be contained to the new community itself.

The analysis showed that the development of 3000 dwellings within the subject area results in:

- A total of 25,500 vehicles per day (vpd) on Point Cook Road (south of Sneydes Road), a net increase of 11,400 movements on what would be expected if the area were to be developed at low density in accordance with the Point Cook Concept Plan;
- 30,000 vpd on Point Cook Road (between Sneydes Road and Dunnings Road);
- 30,000 vpd along Dunnings Road (just west of Point Cook Road), an increase of 7,700 movements;
- an increase of 4000 movements along the proposed Palmers Road extension; and
- 22,000 vpd on Point Cook Road (north of Dunnings Road), a net increase of 2100 movements over what would otherwise be expected, restrained by capacity limit on that section.

The analysis concluded that the planned Point Cook road network was capable of absorbing the increased residential density development of the subject land. The analysis recognised that the road network had capacity to absorb additional traffic due to the extension to Palmers Road over the Princes Freeway and the associated new freeway access towards Melbourne. The traffic analysis also identified the sections of the Point Cook road network most affected by increased residential density development of the subject land.

Although 3,500 households would contribute 16.7% more traffic, its effects on the above increases are moderate.

The road access issues raised above are able to be mitigated as detailed in Figure 8 below.

Issue	Resolution
Point Cook Road, north of Dunnings Road	<ul style="list-style-type: none"> ▪ Working together with VicRoads and Hobsons Bay Council to determine the nature and location of works north of Dunnings Road ▪ Construction of the Palmers Road extension.
Dunnings Road between Point Cook Road and Palmers Road	<ul style="list-style-type: none"> ▪ Careful planning and design to ensure a high standard of intersection performance for turning traffic. (Dunnings Road is also to be duplicated in this section)
Point Cook Road between Dunnings and Sneydes Roads	<ul style="list-style-type: none"> ▪ When planning its duplication careful consideration is required of the section adjacent to Sanctuary Lakes Shopping Centre to ensure a high standard of access is maintained.
Point Cook Road, south of Sneydes Road	<ul style="list-style-type: none"> ▪ Increasing this section from 2 lanes originally planned to 4 lanes, south to the proposed new sub-arterial road.
Point Cook Homestead Road	<ul style="list-style-type: none"> ▪ Upgrade to sealed, single carriageway, over its length
New sub-arterial road	<ul style="list-style-type: none"> ▪ Divided carriageway entering the subject area from Point Cook Road.

Figure 8: Traffic Design Responses

Development contributions in the subject area will need to be sufficient to cover the major roads in Figure 9, plus lower level upgrades to Point Cook Homestead Road, plus the additional access off Point Cook Road.



The traffic modelling also analysed traffic impacts of a much denser development pattern yielding 4500 lots. Results of this traffic modelling revealed that this density of development was likely to exceed the capacity of the Point Cook road network. A precautionary approach will therefore need to be taken in approving development beyond 3500 lots within the subject land, unless fully supported by a comprehensive traffic analysis.

PUBLIC TRANSPORT

The Department of Infrastructure retains a key responsibility in the development and funding of public transport within Point Cook, in the form of buses. It would be expected that a residential population would need to be established before commercial bus routes would service the area. However, the viability of bus services would be enhanced by direct access off Point Cook Road (new sub-arterial road) as intended to service the new community in this area.

The Department of Infrastructure has confirmed the intended construction of a new 'Point Cook Railway Station' at Palmers Road. This station is intended to provide a major point for modal change to city bound commuter trains.

BICYCLE/ PEDESTRIAN ACCESS

On-road bicycle routes will be incorporated into the upgrade of Point Cook Road and at least one shared or separate off-road cycle path will be needed along both Point Cook Road and the proposed new access road. No detailed planning has been undertaken for other off- and on-road paths within the subject area, except for establishment of a route for the 'Bay Trail' across part of the subject area.

The Bay Trail will pass through the nearby park and wetlands and be located in close proximity to existing and proposed residential development within the Point Cook area. The Bay Trail is a regional bicycle network forming part of the Metropolitan Trail Network.

The Metropolitan Trail Network (MTN) is a network of recreational bicycle routes, usually consisting of off-road shared user paths. Parks Victoria has the primary responsibility for coordinating the MTN, which links Melbourne's significant open space areas to local trails, recreational precincts, and other destinations. Closing key gaps and completing missing links in the Bay Trail is a key action of the Linking People and Spaces strategy (2002). Similarly, Melbourne 2030 acknowledges the importance of linked open space networks and notes that an intended initiative is to complete the Bay Trail between Williamstown and the Werribee River.

3.9 Retail and Commercial Activity

The Wyndham Activity Centres Strategy (1998) is currently under review with a draft strategy expected to be available shortly. The 1998 Strategy does not designate a retail site within the subject area because at rural residential densities the subject land would have housed a population too small to support the provision of a neighbourhood activity centre. However, a more compact urban form, with increased residential densities will result in a need for a new neighbourhood activity centre.

The separation of the subject land from other residential development increases the importance of an activity centre providing a community focus. It is essential that the form of any centre supports the 'community heart' role, rather than purely access to shops. As such it needs to improve the liveability of the residential development within the area and increase opportunities for social interaction. The location and co-location of community facilities will be important in fostering a sense of place. The neighbourhood centre should be located on



the new sub-arterial road, centrally located within the new community and be integrated with the new primary school, community centre and public open space.

Retail analysis undertaken for key landowners has shown that a population of 9,000 people is required in order to provide a full line supermarket. This may initially be sustained by 3,000 lots. However, Council's economic consultants believe a larger population is needed to fully support a full line supermarket and associated shops, and that the further west it is located the better it would capture locally generated business. A target of 3,500 lots would reduce risks that the 3,000 target is too low, especially as occupancy rates fade, or if the target is undermined by unforeseen events. It may be difficult in this location to achieve a yield that high (close to 17.5 dwellings per net developable hectare), but yields of 15-17.5 per net developable hectare would underpin the activity centre without requiring a review of traffic effects.

3.10 Open Space

The Point Cook Concept Plan 2000 identified locations for active sporting space across Point Cook. This addendum has updated open space requirements for the subject area, based on a re-evaluation of open space needs undertaken since the Point Cook Concept Plan 2000 was adopted.

Open Space provision within the subject area is now underpinned by Wyndham's draft Open Space Strategy. The strategy designates the proportion of gross developable land required to be contributed as neighbourhood parks and sporting open space. At the date of this Addendum, the draft Open Space Strategy calls for provision of 7.5% of gross developable land towards these purposes. Although up to 8.5% may yet be warranted, the 7.5% level is relied on in this Addendum. Clear deficiencies, especially in sporting open space, have led to an increase requirement from the 5% stipulated in the 2000 Concept Plan to 7.5% of developable, unencumbered land. Land that is encumbered and serves drainage or wetlands function will not be considered as a public open space contribution, although it does service many of the passive open space roles not covered by the 7.5% level.

Around 2.5% of gross developable land is required to be allocated towards neighbourhood open space, i.e. local parks.

The other 5% of gross developable land is to be contributed towards active sporting open space. The location of a residential development may influence how much of the contribution to sporting open space can be made in land. Where the location of the development does not favour the contribution in land, it will instead be required in cash.

A 'regional' sporting reserve is planned for the southern end of Point Cook Road, in the Point Cook Concept Plan 2000. This sporting facility would be considered a district facility under Council policy. About 8ha of the proposed district facility is already committed in the Point Cook Road area. That offers a nucleus on which further open space may be acquired. It could be integrated with the proposed new access road off Point Cook Road to optimise benefit to the new community, although a smaller active reserve is still needed in the heart of the community.

3.11 Hydraulic Infrastructure and Drainage

WATER SUPPLY

The Point Cook area lies within the City West Water service catchment. City West Water has advised that to service full development of the site will require a large diameter distribution



main to be constructed along Sneydes Road from Boardwalk Boulevard to Point Cook Road and then extended south along Point Cook Road, through to this area.

The 1200 mm main from the south of Sanctuary Lakes would continue west along Sneydes Road to Hacketts Road. This would require designation within the road reservation to accommodate it, without compromising the second carriageway, southward from Dunnings Road.

SEWERAGE

City West Water has advised that provision of sewerage services to this area would require additional pumping station(s) to be provided to the south of Sanctuary Lakes and a 300mm nominal diameter pressure pipeline to transfer sewerage flows to City West Water's existing main outlet pressure pipeline along Sneydes Road and Hacketts Road.

FLOODWAYS

The site is not identified in Council's maps as having significant areas within the 1:100 year flood line.

DRAINAGE

A priority in this location is to act to prevent toxicants in stormwater runoff from threatening surrounding lagoons, saltmarshes, waterbird habitats and adjacent coastal areas.

Drainage on the site requires precise engineering to ensure the stormwater runoff neither enters Spectacle Lake nor empties through the Cheetham wetlands. Best practice water sensitive urban design techniques will be required to manage stormwater and this may involve the creation of wetlands and overland flow paths throughout the subject land.



4 Key Objectives for any Urban Community in Point Cook Homestead Road

The following key objectives are to be applied in developing the new community:

- It must respond to its relative isolation by a commitment to a community activity centre providing for at least:
 - a full-line supermarket and 15-20 other shops;
 - a primary or "P-9" school;
 - a community centre, sufficient to include a pre-school, maternal and child health centre and meeting/activity area(s); and
 - a local sports park.
- At least 3,000 lots, and preferably 3,500, should be planned to sustain such a range of services;
- It must have direct access from Point Cook Road, planned to minimise access related social, economic and "greenhouse" impacts and enable establishment of the most viable practical bus service to the community;
- It must provide for and create connection to the Bay West pedestrian and cycle trail network;
- It must fund sufficient upgrades to the main road network to minimise its impact on that network, through development contributions; and
- It must be developed to a concept that reflects and respects the adjacent coastal and estuarine parks.

Additional and more detailed objectives flow from the Strategies in Section 5 to 8 of the Addendum.



5 Plan Response – Community Services and Facilities

5.1 Community Services

A new community of 9-10,000 people will generate the need for a multi-purpose community centre. The community centre will require one (1) hectare of land for its future construction and this Addendum requires that it is co-located with the neighbourhood activity centre and primary school. The multi-purpose community centre will provide capacity for the community facilities outlined below.

Community Facilities	
Early Childhood Services	Maternal and child health centre; Playgroup; Kindergarten
Community Meeting Facilities	Public meetings; Adult education; Recreational activities

Figure 9: Community Facilities

Wyndham City Council will manage the design and construction of the community centre which will be largely funded by development contributions collected from the area covered by this Addendum.

5.2 Open Space

Open Space will need to be developed in the form of both accessible neighbourhood parks and active sporting space.

NEIGHBOURHOOD PARKS

Within the future residential land, neighbourhood parks of 0.75 hectares will need to be established within a 400 metre walk of at least 95% of all dwellings but at least 400 metres apart and 100 metres from the main sub-arterial road. The neighbourhood parks should be sufficiently well spaced to limit their land requirements to about 2.5% of gross developable land on the site. Utilising estimates of gross developable area within the subject site (Figure 10) these parks may utilise around six (6) hectares of the subject land.

Land that cannot be included in the 2.5% for neighbourhood parks, includes:

- Estate gateway features;
- Boulevards;
- Traffic islands and roundabouts or any part of the road reserve;
- Natural or man made water bodies including parkland buffers and water sensitive urban design treatments; and
- Walkways.

The subject land is bounded by Coastal Park along much of its southern boundary. These areas of the Coastal Park have been identified as having recreation potential and are already well patronised by families and groups. The Coastal Park may have some role in providing



passive recreation similar to neighbourhood parks. However, any reduction in neighbourhood parks in lieu of the regional park will need to be approved by Council's Open Space Team, and cash contributions provided in lieu of land utilised for the purpose.

SPORTING OPEN SPACE

Open space for active sporting uses will require a contribution of about 5% of gross developable land, from the subject land. Utilising estimates of gross developable area within the subject land this will equate to about 12 hectares.

There is some flexibility in how this sporting space can be delivered. In this case, a sporting reserve is required to service the local active sporting needs of the new community. This active reserve is to be a minimum of 4 hectares in size, and co-located with the planned primary school.

A district active sporting facility is also planned for within the Point Cook Concept Plan. This facility will be located close to or adjoining the subject area, in Point Cook Road, and will desirably be 30 hectares in size. Its nucleus is provided by an existing 8 hectare commitment, plus an agreement by the major owner in the Addendum area to provide a further 10 hectares. The remaining area required could be partly funded by cash contributions by developers not providing sporting reserves.

5.3 Education

A new community of 9-10,000 people in this area is sufficient to support a primary school or a "P-9" school. There may be insufficient catchment in this area to support a secondary school, so a "P-9" school would be desirable to minimise the need for pupils to travel beyond the immediate area. Timing for development of the school will be made by the Department of Employment, Education and Training, and will be dependent on the rate of development of the subject land. Any school would be desirably located so that there are two road frontages to assist with traffic management and co-located with public open space and neighbourhood activity centre.

5.4 Retail and Commercial Activity

A new community of 9-10,000 people can potentially support a small neighbourhood activity centre of up to 6,000m² of retail space, although Section 3.9 indicates that this goal may need the support of a community around or above 10,000. The essential component within the centre would be a full line supermarket to ensure that all weekly grocery needs can be obtained within the subject area.

The retail component of the neighbourhood activity centre planned within this Addendum is intended to provide a clear community focus. It is essential that the form of this centre supports the 'community heart' role, rather than purely access to shops. As such it needs to improve the liveability of the residential development within the area and increase opportunities for social interaction for the local community. It can do this through provision of a central meeting point, provision of medical, child care and other services, and integration with the proposed community centre and primary (or P-9) school.

The eastern end of the subject land will also warrant a convenience or corner store. This will enable basic food items to be obtained within a walking distance from most residents. This store will be allocated no more than 500m² of floor space area.

The convenience store may be co-located or integrated into the planned *Environmental Interpretive Centre*.



5.5 Community Services and Facilities – Planning Principles

Open Space Planning Principles

- ✓ Residential lots should not directly back onto open space, and should instead be buffered by a street or access way.
- ✓ Housing and other urban development should provide views and outlooks to adjacent open space and waterways to increase casual surveillance.
- ✓ Urban development should provide for good pedestrian connectivity to and through adjacent open space and waterways.
- ✓ Link open space with 'natural attractions', and waterways, where practical.
- ✓ Neighbourhood parks should be sited at least 100 metres from major roads, linked to the bicycle and pedestrian routes.
- ✓ Neighbourhood parks should be 0.75 hectares in area, be established within 400 metres of 95% of all dwellings, but at least 400 metres apart.
- ✓ Encumbered land used for drainage or wetlands should be designed to provide for passive activity and surveillance.
- ✓ Where appropriate, neighbourhood parks can be co-located with other community facilities and encumbered open space.
- ✓ Development of neighbourhood parks and sporting open space should comply with the development standards articulated in the draft Wyndham Open Space Strategy.

Activity Centre Planning Principles

- ✓ Recognise and reinforce a sense of place and identity unique within Point Cook, reinforced by the provision of a central public realm space.
- ✓ Ensure that the neighbourhood centre is located on the new sub-arterial road network.
- ✓ Integrate retail facilities, community facilities, primary school and open space.
- ✓ Ensure ready accessibility by walking, cycling and public transport.
- ✓ Ensure that the built form contains design elements that reflect the environmental context of the area.
- ✓ Provide opportunities for passive surveillance of the centre.
- ✓ Provide direct links to surrounding neighbourhoods, particularly for pedestrians and cyclists.
- ✓ Concentrate shops and services into a continuous active frontage.
- ✓ Provide a transition from activity centre uses to adjoining residential neighbourhoods.
- ✓ Integrate attractive spaces for people to meet and rest.



6 Plan Response – Environment

Conversion from low density residential to a more compact urban form has the potential to increase impacts of noise, light and visual disturbance of fauna; reduced water quality due to contaminated stormwater; weed or pathogen dispersal due to residential gardening activities; and increased access by people, domestic pets or trail bikes.

In planning for a more compact urban form measures to counteract any potential impacts on the surrounding natural environment are being addressed through design aspects for the development of the area.

6.1 Environmental Buffers

The Cheetham Wetlands and part of the Point Cook Coastal Park will be protected through the provision of environmental land buffers acting as an interface between the residential development and the natural environment beyond. The buffers will generally be 30 metres in width. The 30 metre buffer areas are considered necessary to maintain a transition to ecological processes within significant vegetation and surrounding wetlands.

The buffer areas may be suitable for passive activities such as walking and cycling. In addition, where pedestrian or bicycle paths are integrated into the buffers, they are to be aligned to the area of the buffer furthest from the areas of significant vegetation.

As the environmental buffers will eventually form a seamless extension to the existing coastal park, Parks Victoria will take over the responsibility for managing these buffers. Parks Victoria will be directly involved in implementing the linking of the Bay Trail and guidelines for public use of this area.

Point Cook Homestead Road will act as a buffer and separates the new residential community from the Coastal Park to the south. Where appropriate, the form of Point Cook Homestead Road should retain a rural character.

6.2 Environmental Management During Construction

Environmental management of the subject land during the development phase will be important in the management and prevention of transference of noxious weeds and vermin. Consideration needs to be made in the development of the site about how to respond to these pests, and prevent the spread of noxious weeds through dispersal of seeds.

Remnant indigenous vegetation may be found where the site abuts the coastal park and Cheetham Wetlands. Development within the subject land must also ensure construction earthworks minimise disturbance to any significant vegetation onsite or within the Coastal Park.

Prior to works commencing on the subject land, an Environment Management Plan will be required to address the above issues.

6.3 Ongoing Environmental Management

Other impacts on the environment of the park and wetlands area may include domestic pets, dumping of rubbish and environmental weeds.



Education of future residents will be a key to minimising these potential disturbances to natural processes and values in the subject area. This education could focus on:

- assisting residents to understand their impact of the surrounding environment through introduction of weed species and pathogens through domestic gardening;
- which species could be utilised in private landscaping to support the parkland and wetland values;
- how to identify and report noxious or environmentally damaging weeds; and
- understanding the impacts of domestic pets.

An 'Environmental Interpretive Centre' will provide a facility for education programs and also as a visual focal point reminding residents of the unique area in which they reside.

Other controls or incentives can assist in the protection of the surrounding environment. These may include covenants that limit or control ownership of domestic pets, local laws to discourage dumping of rubbish and wandering pets and guidance on suitable landscaping to minimise weed invasion.

6.4 Stormwater Treatment

Stormwater from the subject land must not be permitted to run through the coastal park or Cheetham Wetlands. Stormwater management will require onsite capture and treatment before being discharged via the moat provided by Sanctuary Lakes, or an alternative system.

Best practice stormwater urban design treatments must be incorporated into any stormwater management plan. It will be necessary for any developer to demonstrate that stormwater and drainage can be managed to the satisfaction of Council, Melbourne Water and Parks Victoria prior to any development occurring on the subject land.



7 Plan Response – Housing and Urban Design

7.1 Housing and Population

As a community of 9-10,000 people will be required to support local retail, community facilities and a primary school, the design and subdivision layout for the subject land will need to provide for a density of at least 15 dwellings per net developable hectare per parent parcel in order to provide for 3000-3500 households.

The unique context of the subject land poses a need for specific design requirements in terms of buffers, stormwater management, and green wedge interfaces. The result will be that although 3000 to 3500 dwellings within the subject land equates to standard residential densities, higher densities will be required throughout the development to ensure that this number of dwellings can be accommodated around environmental constraints.

Suitable locations for multi-dwelling sites or lots less than 300m² in size include areas:

- Facing open space, and
- Abutting activity centre and planned school sites.

In considering approval for higher density and integrated developments Council will also require information regarding ongoing management of common areas. Council is supportive of the consideration of body corporate or home owner associations being utilised where integrated ongoing management of development is required. However, they will not be supported where such associations would lead to privatisation of public open space within the subject land.

7.2 Residential Design and Landscape Character

Development within the subject land will have a landscape context unique within Wyndham. Design of subdivisions within the subject land should be responsive to this, and work to integrate urban development with the surrounding parkland.

Design and development principles for the new community must also demonstrate how the development responds to the State Government's *"Neighbourhood Principles"*.

Design elements should include:

- Incorporating vistas beyond residential areas to wetlands, coastal parkland and beyond;
- Housing that addresses open spaces, including the wetlands and the Coastal Park;
- Distinctive landscaping and an urban design theme throughout the estate that builds on the environmental context within which it sits;
- Residential built form that minimises the footprint on each allotment and encourages natural urban design treatments; and
- Generally exploiting the unique location, for a separate community surrounded by open space and environmental reserves on three sides.

Some areas of the subject land will require buffers to soften the interface between the urban areas and Coastal Park. Areas where buffers are necessary are depicted in Appendix 2 of this Addendum. These buffers could be in the form of lower density types of development that seamlessly merge into higher density forms with landscape guidelines, building envelopes and



possibly guidance on wetlands/ stormwater treatment. Alternatively, landscaped buffers could be utilised. As the environmental buffers will pass into the management of Parks Victoria, buffer design will need to be approved in consultation with Parks Victoria.

7.3 Landscaping

Landscape features have the potential to define communities, enhance open space and provide focal points and vistas. Landscaping provides an opportunity to create a sense of place for future residents within this area.

The integration of landscape into the design of new urban areas is particularly important as the residential areas will be the interface, not just with the green wedge, but also a major recreation space and interface with heritage curtilage of one of the most important heritage items in the City of Wyndham. Landscaping designs will also need to be responsive to the unique landscape and environmental context of the subject area.

Landscaping treatments will need to consider the higher salt levels which are likely in parts of the subject area. This will need to be considered for a time period beyond when the subject land is being developed, to ensure ongoing maintenance does not create an undue financial burden for Council and future residents.

7.4 Public Art

Art in public spaces can capitalise on built and natural environmental assets. Council has committed to supporting the development of a 'sense of place' through public art. Public Art can reinforce the vitality and distinctiveness that creates an image for neighbourhoods and cities, a major attractor for people to live, work, visit and invest in an area.

A key objective of the Arts and Cultural Strategy is to contribute to the enjoyment and improvement of Wyndham's built and natural environments through the arts.

Council does not require developers to include public art in new estates, however they are encouraged to.

Public art pieces incorporated into the development will need to be responsive to Wyndham's policy regarding Art in Public Buildings and Places. This policy does not aim to constrain the development of artworks, but to ensure that the art pieces developed will be successfully integrated into the daily lives of the future community. This policy also outlines the partnership approach utilised by Council and provides different models for managing the commissioning and maintenance of pieces.



7.5 Housing and Urban Design – Planning Principles

Housing Density Planning Principles

- ✓ Provide for a density of at least 15-18 dwellings per net developable hectare for each parent parcel.
- ✓ Plan the density of development to be sufficient to achieve a community of between 3000 and 3,500 households.
- ✓ Encourage medium density development near and adjacent to community facilities and open spaces.
- ✓ Encourage diversity in the density, form, type, and size of housing.
- ✓ Aim to ensure that the built form minimises the footprint on each allotment and encourage natural impervious urban design treatments and provides for canopy tree planting.
- ✓ Design of the built form to exceed the design performance standards of Rescode and incorporate energy and water sustainable building principles.

Subdivision Design Principles

- ✓ Subdivision design should create a transition between residential areas and surrounding parklands.
- ✓ Subdivision design should incorporate safe, identifiable pedestrian access between active spaces and dwellings.
- ✓ Permeability and connectivity within the subject land should be a key design feature.
- ✓ In particular, a legible bus route is to be planned, within 95% of dwellings, via the shortest, most direct achievable route.
- ✓ Subdivisions should be orientated to facilitate energy savings, and incorporate design elements that maximise energy efficiency and minimise greenhouse gas emissions.

Landscaping Design Principles

- ✓ Where possible, remnant vegetation should be retained and incorporated into open space or entrance features.
- ✓ Landscaping should soften the edges of the urban development.
- ✓ The use of water sensitive urban design is encouraged.
- ✓ Street tree planting must meet Council's street tree guidelines.
- ✓ Embellishment of open space and public spaces will need to comply with Council's soft works standards.
- ✓ Landscaping themes should incorporate significant canopy tree planting species, appropriate for the rainfall of Point Cook.
- ✓ Landscaping themes should not be dependent on reticulated watering systems for survival.
- ✓ Landscaping themes should incorporate plants with natural tolerance to higher salt levels.
- ✓ Indigenous ground cover is encouraged throughout the development, especially in the interphase between the development and the coastal park.
- ✓ Ensure that amenity plantings adjacent to parkland are consistent with the relevant EVC in the vicinity.



Housing Density Planning Principles

Public Art Themes

The unique features of the subject area provide rich themes to base any public art project upon. Council remains open to suggestions of themes for pieces but some relevant themes in this locality are:

- ✓ The natural environment – responding to the unique values of the coastal park,
- ✓ European heritage - responding to the heritage values of Point Cook Homestead, and
- ✓ New communities/ new beginnings – responding to the development of a new community within the locality.



8 Plan Response – Access and Mobility Networks

8.1 Transport Network

The recommended road network for this area is illustrated in the Concept Plan while the design requirements and principles for the road network are contained in the Design Requirements Plan in the Addendum.

ACCESS INTO THE SUBJECT AREA

On the pre-existing road layout, all traffic to the new community would need to go via Point Cook Road to Point Cook Homestead Road. This would maximise the community's relative remoteness and the length of all trips to get there, and potentially jeopardise a viable bus service. It would therefore maximise the community's access related social, economic and "greenhouse" impacts.

It is therefore essential that a new divided, sub-arterial access road is created off Point Cook Road. It will need to traverse one of the properties that fronts Point Cook Road, outside the Urban Growth Boundary (UGB). However, development of this access is essential in reducing isolation of future residents, and any proposal for rezoning and subsequent development within the subject area could not be supported if the access is not provided. Ideally, the new sub-arterial road would be provided before or early in the development of this community.

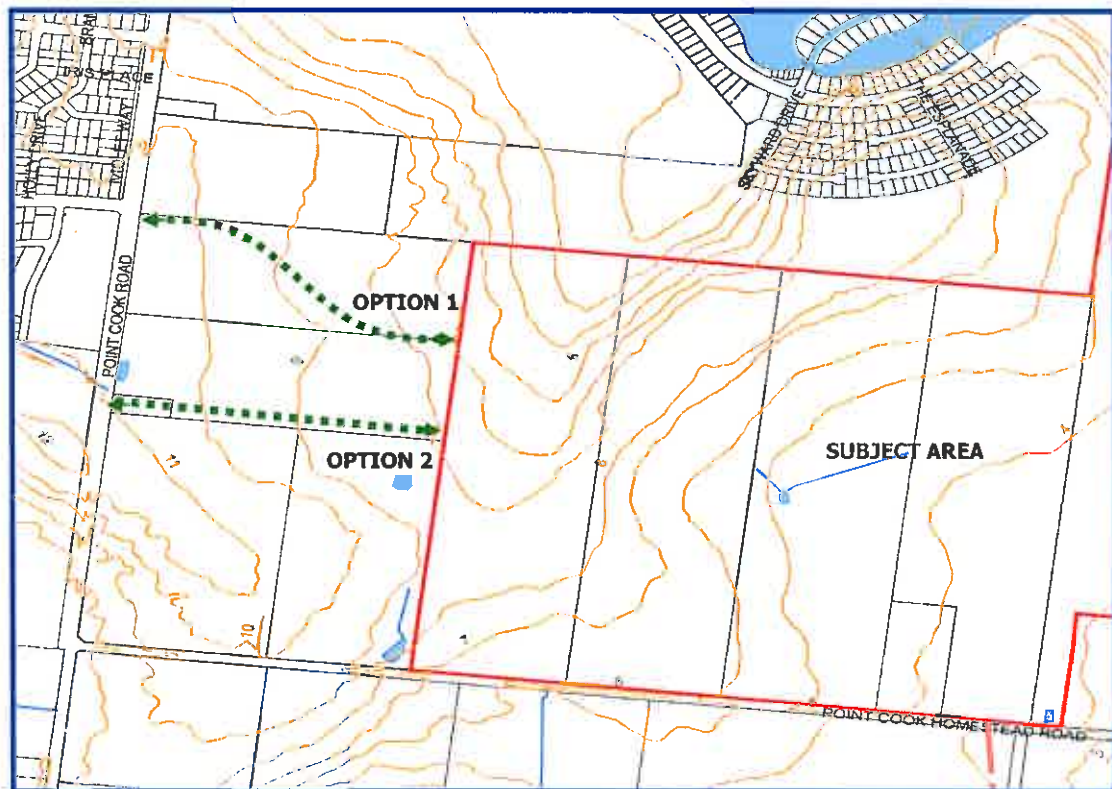


Figure 10: Access Options from Point Cook Road

As shown in Figure 8 above, two options are available to enable access to the subject area. Option Two is marginally shorter, but it would require that Point Cook Road be duplicated for a further 400m southward. Its total cost would therefore be higher, and this cost would need



to be recouped via development contributions. Option 2 enters the subject area at the best achievable point for a bus route to follow but Option 1 could be adapted to achieve the same benefit.

From the options depicted above, Option 1 is preferred. However, Option 2 is considered more likely to be achieved and is also acceptable.

SUB-ARTERIAL AND COLLECTOR ROADS

Sub-arterial and collector roads must accommodate vehicular traffic and on street parking needs without compromising walking and cycling amenity. Design of roads within the development will need to support access for future bus services to provide the most effective and efficient possible public transport accessibility for the future community.

A new sub-arterial road will be required, connecting the subject land to Point Cook Road. It will need to be divided to at least 1750 metres east of Point Cook Road and past the neighbourhood activity centre and must be designed to moderate traffic speeds. Direct property access by vehicles is not to be provided where modelling indicates over 12,000 vehicles per day (where divided) or 6,000 vehicles per day (undivided).

Point Cook Homestead Road will be upgraded to a two lane urban road to approximately 1660 metres east of Point Cook Road. The road will then divert northwards, into the subject area. As a result access to Point Cook Homestead will be through the subject area. This will:

- Provide a higher standard of road access
- Re-enforce the function of the Environmental Interpretive Centre
- Remove a break in the water collection point for Spectacle Lake.

If the residual portion of the Point Cook Homestead Road is not required due to an alternative access option being provided for the Point Cook Coastal Park and Homestead, then consideration would be given to the closing of that section of the road subject to the agreement of Council and Parks Victoria, and once the requirements of the Local Government Act have been complied with.

Standards for construction of arterial and sub-arterial roads into and within the subject area are shown below in Figure 9.

Road	Final Standard
Point Cook Road	<ul style="list-style-type: none"> ▪ 4 lane carriageway from Sneydes Road, south to the new sub-arterial access to the subject area from Point Cook Road
Point Cook Homestead Road	<ul style="list-style-type: none"> ▪ Upgrade of road to two lane urban standard to approximately 1660 metres east of Point Cook Road and sealed to rural standard for the rest of its length
New sub-arterial road	<ul style="list-style-type: none"> ▪ A divided 4 lane carriageway access to the subject land, continuing to 1750m east of Point Cook Road, and across the width of the activity centre, with no single dwelling access where predicted traffic volumes exceed 12,000 vehicles per day (vpd). ▪ A 2 lane single carriageway with limited direct residential access east from the from the activity centre until predicted traffic volumes drop below 6,000 vpd. ▪ Road reservation of 35 metres where divided, or 22metres where single carriageway.

Figure 11: Arterial and Sub-arterial Construction Standards



INTERSECTION TREATMENTS

The community's extra traffic impacts towards the north of Point Cook Road and limited capacity in the Hobson's Bay section of that road, requires intersection upgrades at Dunnings Road to facilitate use of Palmers Road as a preferred outlet.

A signalised intersection will be required at the intersection of the new sub-arterial road and Point Cook Road. The calming traffic management works on the new sub-arterial road may be funded via development contributions if defined before contribution levels are finalised.

BICYCLE AND PEDESTRIAN PATHS

An off-road cycle path is to be provided along the whole length of the new sub-arterial road, plus its continuation as a collector road to the south-east of the subject area. It can function as a shared pedestrian- cycle path or shared path – service road with a separate footpath where applicable.

On-road bicycle routes will be incorporated into the upgrade of Point Cook Road and at least one shared or separate off-road cycle path will be needed along the east side of the section of Point Cook Road to be upgraded and the north side of Point Cook Homestead Road, for about 1660 metres east of Point Cook Road. A route is also to be established for the 'Bay Trail' across part of the subject area within the environmental buffers.

The internal provisions for pedestrian and cycle movement is to be designed to optimise permeability through the community, especially towards its key focal points and access routes. This will mostly rely on footpaths along streets and through reserves, and cycling on lower order streets or shared paths across reserves.

Cycle routes provided within the subject area will need to be responsive to differing needs of cyclist groups.

Commuter routes should be provided for experienced cyclists who ride for essential everyday activities. These cyclists will utilise the main road network and recreation paths if convenient.

Younger, less experienced and recreational cyclists have differing needs. These cyclists require more off-road paths and need the paths to interlink with schools, activity centres and recreation destinations such as creeks and open space. Paths provided for recreational cyclists should consider the existing and planned paths elsewhere in Point Cook, and interlink with these where possible. Where walking and cycling paths are separate from the street network, designs should ensure that sight lines are clear and free of spots where people can hide or be entrapped.

Pedestrian access to the coastal park should also be integrated into development designs. Areas considered appropriate for access are shown in Appendix 1. These areas have been identified as having both conservation and recreation potential by Parks Victoria. Allowing direct access to other areas of the parks is not supported by this Addendum, as although resilient to environmental stress, the saltmarsh and sand-dunes of the park, and their fauna, are extremely susceptible to physical damage from pedestrian and vehicular traffic.



9 Development Contributions

9.1 Role of Contributions

In order to achieve its community development goals, Council will facilitate the levy of developer contributions toward the provision of major infrastructure works.

The objectives of development contributions include:

- to ensure that new communities are provided with adequate road access, and recreational and community infrastructure,
- to establish a means of costing the basic infrastructure needs and funding by the new communities that generate the needs, and
- to establish a transparent, consistent process to fairly share costs between developers.

9.2 Statutory Context

Development Contributions may be required under Part 3B of the Planning and Environment Act, to achieve the objectives outlined in Section 9.1.

The Minister for Planning has issued Guidelines on application of development contributions via Development Contributions Plans, and a Direction on the distinction between "Community Infrastructure", for which contributions are capped by legislation at \$900 per dwelling, and "Other Development Infrastructure".

The Wyndham Planning scheme includes a local planning policy on Infrastructure Financing (in Clause 22.03), whose policy reference is "A Policy Framework for Infrastructure Financing in the City of Wyndham".

Council's development contribution levels, as defined in the "Policy Framework", are out of date. However, an update project was deferred for November, 2002 on the release of Melbourne 2030, which modified all of Wyndham's growth fronts, subject to the Growth Area Review that was completed in November 2005.

Confronted by a major housing boom and pressures on housing affordability, Council did not believe it could responsibly delay rezoning in the remaining growth area; yet it could not expect the relatively small existing community to subsidise the infrastructure demands of major growth. It responded by adopting still conservative 2002-3 assessments of revised contribution levels on an interim basis, and allowing developers to enter agreements under Section 173 of the Planning and Environment Act as a means to progress otherwise warranted and needed rezoning.

Council is prepared to support rezoning in the subject locality on the same basis, subject to addressing its unique access issues.

The release of the State Government's "A Plan for Melbourne's Growth Areas" in November 2005, has recently introduced development contributions for State infrastructure. The development contribution levies of the State are separate from those levied by Councils, but applied under the same legislation, the Planning and Environment Act 1987.

State development contributions will be used to fund State infrastructure, including major roads, public transport, environmental facilities and State supported elements of community infrastructure. Local development contributions are used to fund local community infrastructure, public open space improvements and major roads and pathways. State and local development contributions will generally fund different infrastructure. However, both



may apply to certain roads if 'declared' by VicRoads where they have greater network significance. Point Cook Road is the only such road in this locality. To the extent that as yet unknown State contributions may be made towards other local infrastructure, this is more than offset by continuing under funding of "Other Development" and "Community infrastructure" by development contributions in Wyndham.

9.3 Components of Local Requirements in Wyndham

Local development contributions fall into three categories for local infrastructure, as follows:

- The contributions towards roads and major pathways are calculated on a dollar basis per hectare of net development area, and are to be used to upgrade the sub-arterial road network and provide major connecting pathways;
- The 'Other Development infrastructure' items to be funded include preschools, maternal and child health centres and meeting spaces, and basic development of open space areas, including playgrounds and the basic playing fields proposed in active open space.
- The 'Community infrastructure' items include general community meeting and activity areas (community centres), libraries, and enhanced sporting facilities, tennis courts and sports change facilities, as needs are defined. These are the contributions that are currently 'capped' in the Planning and Environment Act, at \$900 per lot/dwelling.

Council also requires that 7.5% of the gross developable area be set aside for neighbourhood parks and sporting open space as land in lieu of the 5% default requirement in the Subdivision Act. In the circumstances where land is unable to be provided, the equivalent cash contribution in lieu of land may be acceptable.

9.4 Process Options

The Planning and Environment Act 1987 provides for development contributions to be collected via a 'development contributions plan' and associated overlay. The guidelines referred to in Section 9.2 outline processes to define contribution levels in production of development contribution plans. Council follows these processes, with suitable adaptations, in assessing contribution levels.

An alternative mechanism for definition of development contributions is made available by Section 173 of the Act, which provides for agreements with developers. Such agreements can be proposed to specify development contributions, and Council may accept their use, provided that:

- the levels of contributions have been defined by Council, using suitable processes;
- the levels of contributions are applied consistently between all developers in relevant areas (which means there is no scope for negotiation of contribution levels);
- the affected landowners agree to follow this process; and
- the agreements are in place before rezoning of land to enable residential development.

The last point is important, as a development contributions plan is the favoured method, though much slower and it would need to be introduced in the rezoning amendment if landowners wish to retain their rights to contest contribution requirements through an independent Panel process. Section 173 agreements will still be needed in that case, but they will not be the source of the requirements so would be mostly administrative.



9.5 Land Budget

The subject land covers an area of approximately 277.90 hectares. After deducting constrained land, sub-arterial road reservation, open space and the school site, the estimated developable land is approximately 224.3 hectares. The net developable area is only an estimate as the area may change when the land is surveyed. Any changes to the gross or net development areas can be adjusted accordingly in relation to public open space provision and development contribution levies. The Gross Developable area is only used for calculating public open space requirements.

The estimated land budget for the subject land is shown below.

Land Use	Net Area	Total Area
TOTAL PLAN AREA		277.90 ha
Ecological areas	17.9 ha	
Sub arterial roads	4.3 ha	
Drainage & Wetlands	8.5 ha	
Encumbered land		30.70 ha
School Site (P-9)	4.0 ha	
Community Centre	1.0 ha	
Other Uses		5.0 ha
GROSS DEVELOPABLE AREA		242.20 ha
Active Sporting Open Space	12.9 ha	
Neighbourhood Open Space	5.0 ha	
Open Space		17.9 ha
Retail Facilities Site	3.0 ha	
Residential	221.3 ha	
NET DEVELOPABLE AREA		224.3 ha

Figure 12: Estimated Land Budget

9.6 Scope of Contributions Required

ARTERIAL AND SUB-ARTERIAL ROADS

To create the planned road network for the subject land the following infrastructure will be funded through developer contributions:

Road	Upgrade
Point Cook Road	<ul style="list-style-type: none"> Minor upgrade of intersection with Dunnings Road Duplication of road to become a 4 lane carriageway south of Sneydes Road to the new sub-arterial road.
Point Cook Homestead Road	<ul style="list-style-type: none"> Upgrade of road to two lane urban standard to approximately 1660 metres east of Point Cook Road and where faced by housing from there on, and otherwise sealed to rural standard
New sub-arterial road	<ul style="list-style-type: none"> Provide a 35 metre wide road reservation, 4-lane, dual carriageways of 2 lanes each to 1750 metres east of Point Cook Road and across the width of the neighbourhood activity centre.



	<ul style="list-style-type: none"> ▪ Sub-arterial traffic management works to “calm” traffic to the neighbourhood activity centre if defined before contribution levels are finalised. ▪ Controlled intersection works at the intersection of the new sub-arterial road and Point Cook Road.
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Figure 13: Estimated Land Budget

MAJOR PATHS

An off-road cycle path is to be provided along the whole length of the new sub-arterial road, plus its continuation as a collector road to the south-east of the subject area. It can function as a shared pedestrian-cycle path or shared cycle path – service road where applicable.

The section from the subject area to Point Cook Road and along that road to its connecting paths to the north may be offset against development contributions.

OTHER DEVELOPMENT AND COMMUNITY INFRASTRUCTURE

The “other development infrastructure” defined in Section 9.2 will include a community centre that provides meeting rooms, material and child health facilities and a preschool for the new community, plus a share of the neighbourhood and sporting open space development that will service the community. Contributions will be required at \$841.50 per lot or dwelling, as appropriate, plus indexation to the Consumer Price Index (CPI) from June 2003.

The “community infrastructure” defined in Section 9.2 will include meeting and general activity components of the local community centre, and a share of the costs to provide a Point Cook library, sports related buildings, higher level sports facilities and associated works. They will cost \$702.30 per lot or dwelling, plus indexation from June 2003.

In both cases, these contribution levels are below total costs. This reflects increasing design standards and experience since 2003, plus a recognition in 2003 and since that State contributions and other sources may occur, and cause over-funding. Council cannot predict which facilities may be so subsidised, so treats all forms of “other” and “community development” contributions as pool accounts from which to fund relevant infrastructure that services the contributing area.

OPEN SPACE

Contributions for open space are set at 7.5% of gross developable area. Gross developable area is defined as is the total developable area, minus arterial and sub-arterial road reserves, floodways and school sites. Estate entry features, plantation and garden reserves and similar features are not omitted from the total developable area.

About 2.5% of the gross developable area is to be utilised for neighbourhood open space. Neighbourhood open space is characterised by smaller parks in the order of 0.75 hectares in size, located within a 400metre walk from at least 95% of dwellings in the development.

The other 5% of gross developable hectares is to be contributed towards sporting open space. The location of a residential development may influence how much of the contribution to sporting open space can be made in land. Where the location and or scale of the development precludes the contribution in land, it will instead be required in cash.

Local neighbourhood parks and a local sports reserve will be required to service the new community. A major sporting facility will be required in the general area to provide for the new community and wider community of Point Cook.



Figure 14 summaries the required development contributions:

Item	Approximate Cost
Arterial road network	\$88,663.84 per net developable hectare (Indexed in accordance with CPI from Sept 06)
Community infrastructure	\$766.07 per lot (Indexed in accordance with CPI from Sept 06)
Other development infrastructure	\$917.91 per lot (Indexed in accordance with CPI from Sept 06)
Open space (7.5%)	Where cash in lieu of land is provided, the amount will be based upon current land value to be defined by a panel of valuers.

Figure 14: *Development Contributions Summary Table*

9.7 Form of Development Contributions

Requirements for development contributions (except open space) are expressed in dollars per hectare, lot or dwelling. Most contributions are required in cash, but reservations for roads, community centres and open space are to be provided in land where appropriate and practical.

Where reservations are required for roads, and community centres, the value allowed for the land will be the same as the value costed into the development contributions; that is, \$500,000 per hectare (\$50 per square metre), except across Lot 2, PS138922, 391-399 Point Cook Road (\$332,500 per hectare, total of 12 hectares). These figures will be indexed to the CPI from September 2006, in line with the contribution levels.

Cash contributions for open space will be at market value at the time of the contributions.

Developers may also be permitted to undertake works in kind in lieu of cash contributions. The design and construction of such works must be to Council satisfaction. Tendering process will be required to comply with those that apply to local government especially if costs may be claimed that differ from the costings on which contributions levels were founded.



10 Implementation

10.1 Rezoning Requirements

The following studies/supporting material must be completed to support rezoning and development requests:

- The **planning framework** will need to be assessed. Specifically the State Planning Policy Framework, Melbourne 2030 and its associated neighbourhood principles, objectives of the municipal strategic statement and any other principles outlined in this document.
- An **environmental assessment** of the land, including a flora and fauna survey, which identifies existing vegetation required to be protected and enhanced through the design of development.

The preparation of a Management Plan to aid in the protection and management of any identified environmental assets may be required at the Development Plan stage.

- An **archaeological survey** to locate, record and assess Aboriginal sites and post-settlement places and objects of cultural and historical significance on the subject land.

The recommendations of the survey will guide subdivision design to ensure the findings of the survey are implemented and any significant features are preserved, protected and enhanced by the subdivision layout and design. The archaeological survey is to be undertaken to the satisfaction of Aboriginal Affairs Victoria in addition to the Responsible Authority.

- A preliminary **soil assessment** may be required where potentially contaminated soil is suspected.

If detected, a more detailed assessment outlining the location of the contaminated soil, the types of contaminants detected, and strategies and procedures required to de-contaminate affected areas, should be completed.

- A **traffic management report** is essential.
- A **Landscape Strategy** is required for roads, open space and the public realm.
- **Urban Design Guidelines** are required for the residential and commercial precincts.
- An **integrated neighbourhood centre plan** is required for the whole neighbourhood centre locality, to guide the locational and design relationship between the proposed school, open space, community centre and activity centre, their access, and surrounding residential areas.
- A **Drainage and Stormwater Management Strategy** that demonstrates that stormwater can be contained within the plan area is required.



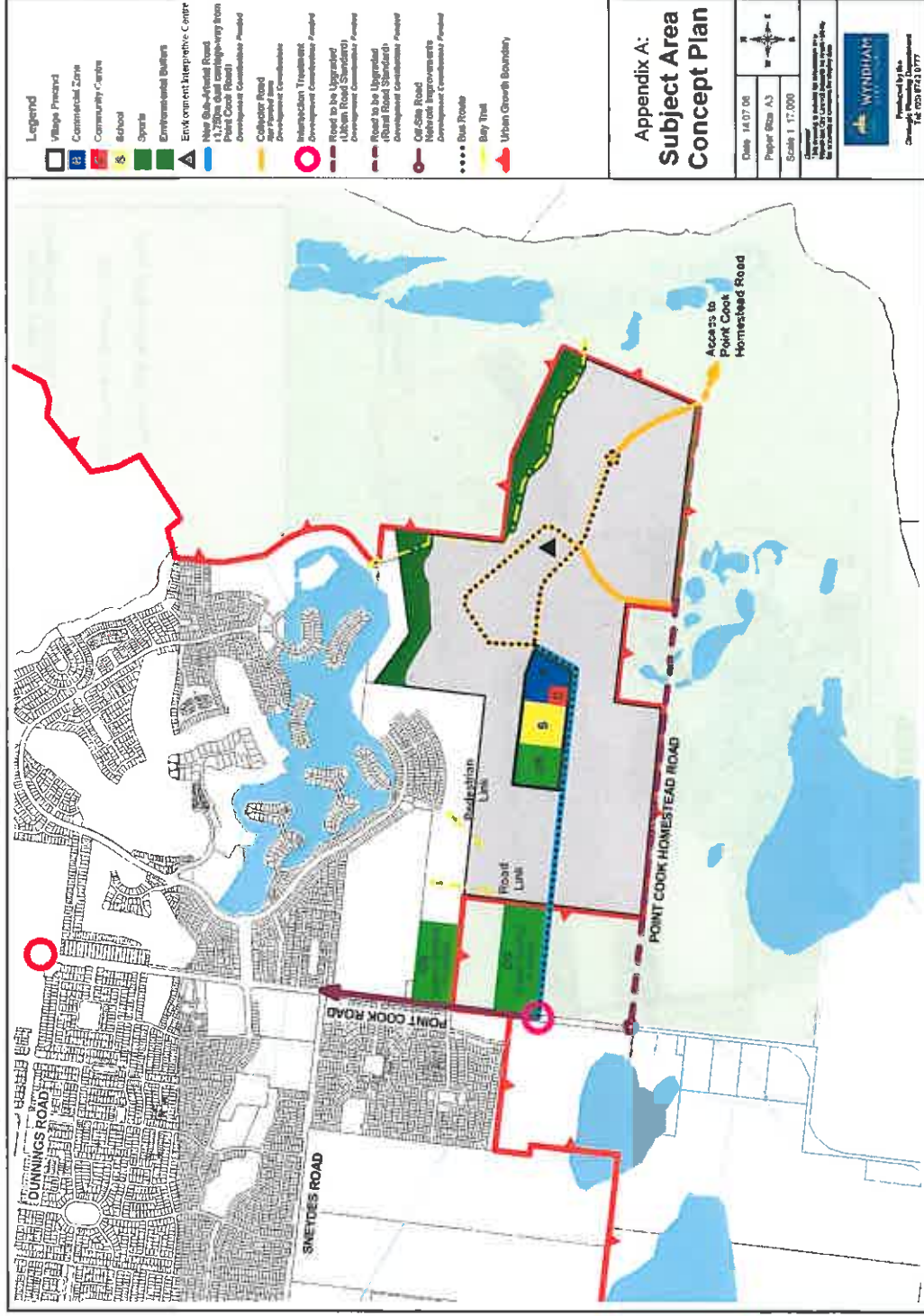
For further information on the documentation required, contact should be made with the Strategic Planning Department or the Town Planning Department at the City of Wyndham.

10.2 Monitoring and Review

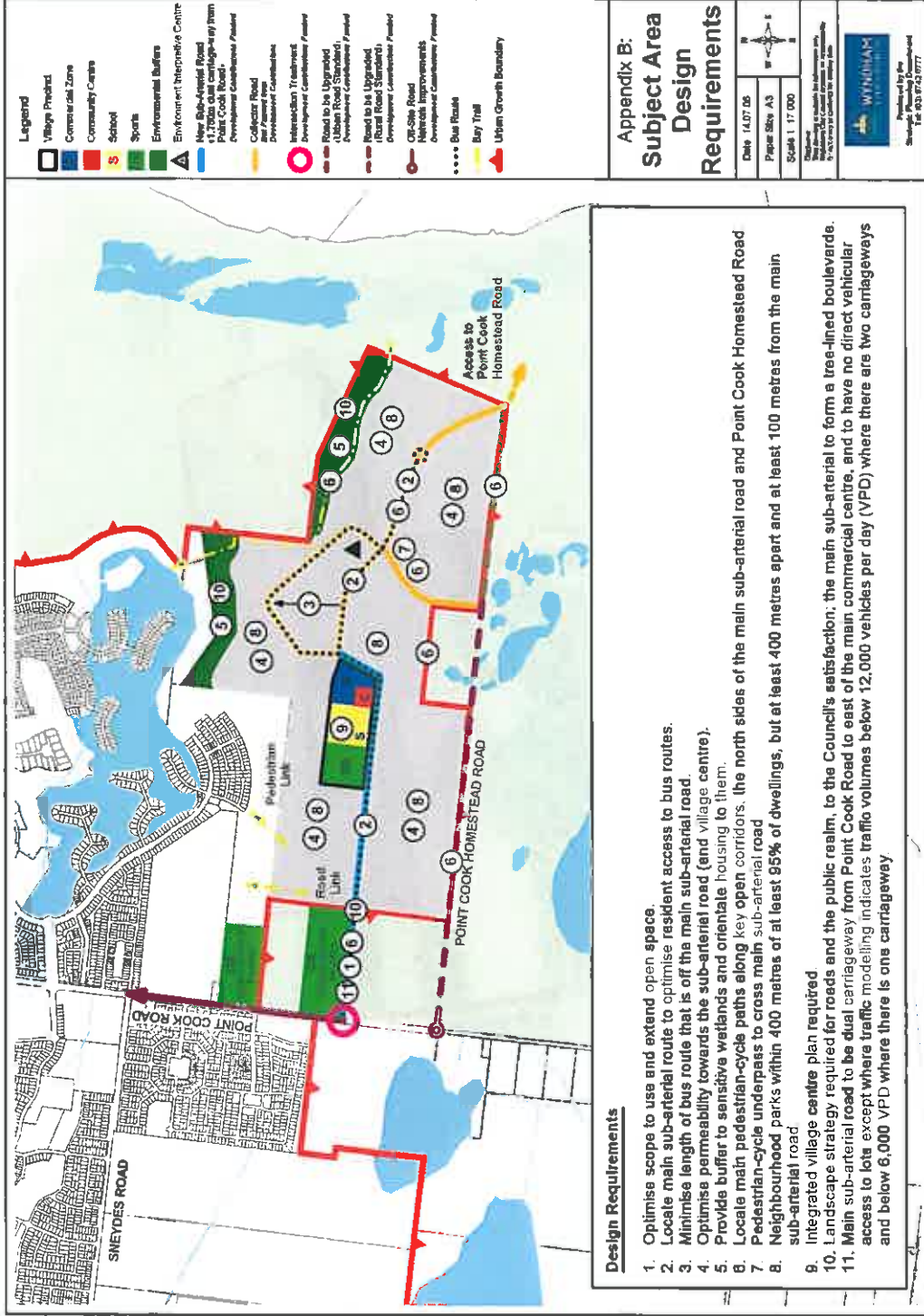
If the need arises, the addendum will be reviewed in five years from adoption, subject to the rate of development.



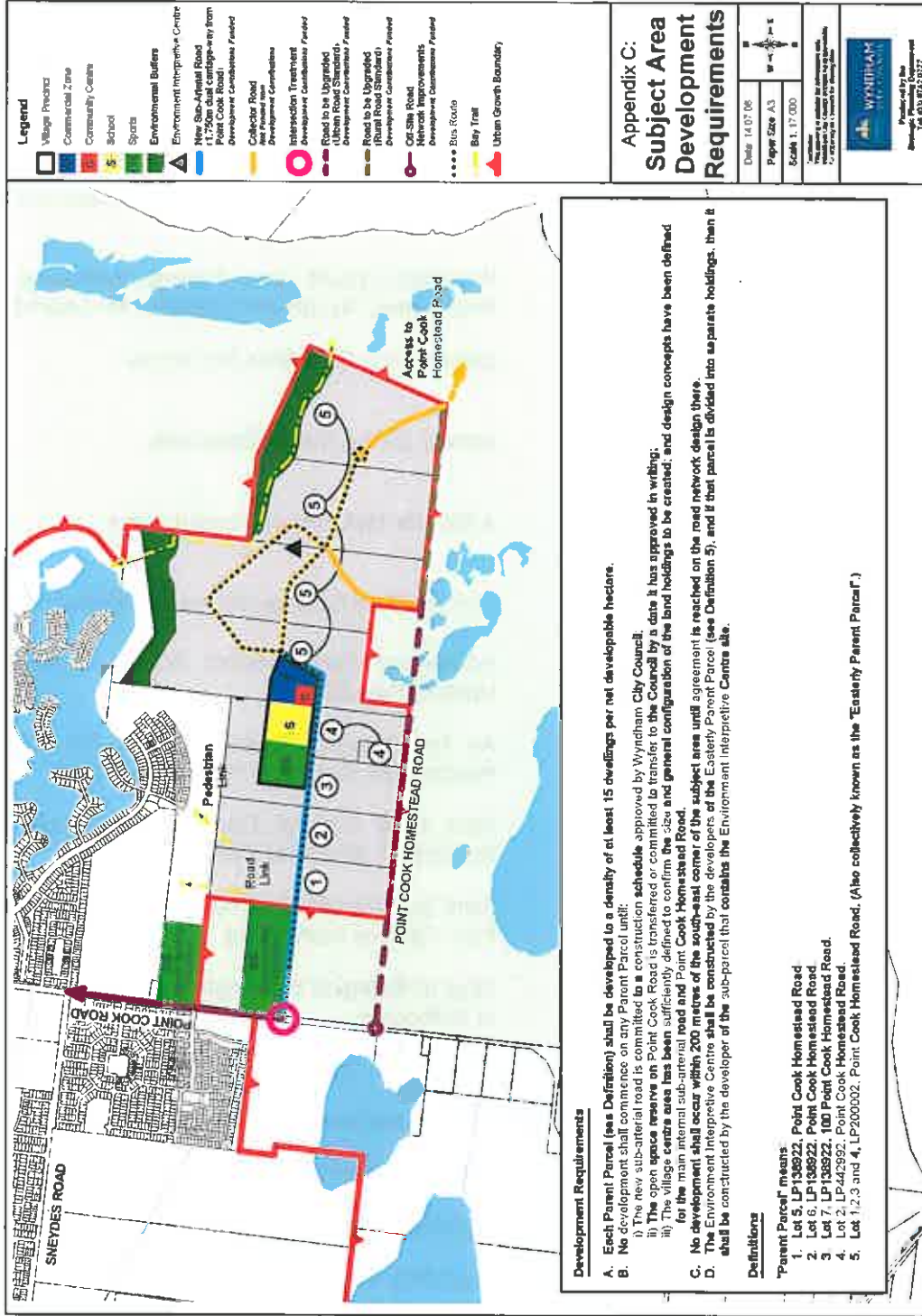
Appendix 1 – Subject Area Concept Plan



Appendix 2 – Subject Area Design Requirements



Appendix 3 – Subject Area Development Requirements



Development Requirements

- A. Each Parent Parcel (see Definition) shall be developed to a density of at least 15 dwellings per net developable hectare.
- B. No development shall commence on any Parent Parcel until:
 - i) The new sub-arterial road is committed to a construction schedule approved by Wycham City Council.
 - ii) The open space reserve on Point Cook Road is transferred or committed to transfer to the Council by a date it has approved in writing.
 - iii) The village centre area has been sufficiently defined to confirm the size and general configuration of the land holdings to be created, and design concepts have been defined for the main internal sub-arterial road and Point Cook Homestead Road.
- C. No development shall occur within 200 metres of the south-east corner of the subject area until agreement is reached on the road network design there.
- D. The Environment Interpretive Centre shall be constructed by the developers of the Easterly Parent Parcel (see Definition 5), and if that parcel is divided into separate holdings, then it shall be constructed by the developer of the sub-parcel that contains the Environment Interpretive Centre site.

Definitions

- "Parent Parcel" means
1. Lot 5, LP138922, Point Cook Homestead Road
 2. Lot 6, LP138922, Point Cook Homestead Road
 3. Lot 7, LP138922, 100 Point Cook Homestead Road
 4. Lot 2, LP442992, Point Cook Homestead Road
 5. Lot 1, 2, 3 and 4, LP200002, Point Cook Homestead Road. (Also collectively known as the "Easterly Parent Parcel".)

Legend	Appendix C: Subject Area Development Requirements	Date: 14/07/06	Scale: 1:17,000
Village Precinct		Paper Size: A3	North Arrow
Commercial Zone		Scale: 1:17,000	Wynham City Council Produced by the Department of Infrastructure Tel: 081 953 2177
Community Centre			
School			
Spazio			
Environmental Buffers			
Environment Interpretive Centre			
New Sub-Arterial Road (17.50m dual carriageway from Point Cook Road)			
Development Contributions Development Contributions Fenced			
Collector Road			
Intersector Treatment Development Contributions Fenced			
Road to be Upgraded Urban Road Standards Development Contributions Fenced			
Road to be Upgraded Road Standards Development Contributions Fenced			
On-Site Road Development Contributions Development Contributions Fenced			
Bus Route			
Bay Trail			
Urban Growth Boundary			



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- | | |
|---|---|
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