

# THE WYNDHAM PLAN

OCTOBER 2023



**DELIVERING THE  
WYNDHAM 2040  
COMMUNITY VISION**  
CONNECTING PEOPLE  
AND PLACES, MORE  
TIME FOR LIFE



# ACKNOWLEDGEMENT OF TRADITIONAL OWNERS

Wyndham City Council recognises Aboriginal and Torres Strait Islander peoples as the first Peoples of Australia. We acknowledge the Bunurong and Wadawurrung Peoples as Traditional Owners of the lands on which Wyndham City operates. The Wadawurrung and Bunurong Peoples have and always will belong to the Werribee Yalook (river), creeks, stars, hills and red clay of this Country. We pay respect to their Ancestors and Elders who always have, and always will, care for Country and community today and for future generations.



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# THE WYNDHAM PLAN AT A GLANCE (STRUCTURE OF THE WYNDHAM PLAN)

The Wyndham Plan is about delivering the Wyndham 2040 Community Vision...connecting people and places and creating more time for life.

It commences with acknowledging the Bunurong and Wadawurrung Peoples as Traditional Owners of the land on which Wyndham City is evolving.

An Executive Summary of what The Wyndham Plan is about is provided on page 5.

**Map 1 – The Wyndham Plan Big Ideas** – can be read as a visual summary of how The Wyndham Plan and its Six Big Ideas seek to better connect the people, businesses, and places of Wyndham.

**Chapter 1 – Preparing a plan that sets out how we deliver the Wyndham 2040 Community Vision** articulates the type of community the people of Wyndham want Wyndham to become.

**Chapter 2 – A city in Transformation** outlines the growth challenges associated with a Wyndham that is expected to grow from 300,000 people to a population of over 500,000 people in 20 years-time. We need a plan to not only accommodate and manage this growth, but also create a liveable, sustainable and productive place to live, work and play.

**Chapter 3 - What we already know** outlines what we understand from previous community engagements and learnings from the impacts of Covid-19 and associated opportunities for climate change resilience. It is important that in re-building our city, our economy and quality of life that we don't snap back to the same non-resilient pattern of suburban development and settlement that produced the very circumstances that we found ourselves in before the pandemic. This chapter allows us an opportunity to pause and rethink how our city can be structured to make it more resilient in a post pandemic world, and more in tune with our daily needs as sentient beings.

**Chapter 4 - Who are we planning for?** covers the current and transitioning demographics of Wyndham. To make Wyndham a better place to live we need to plan not only for the needs of the current resident population but the needs of its future population.

**Chapter 5 - The Opportunity: A new Approach to the Delivery of the Wyndham 2040 Vision** identifies the need to encourage development in locations that are well supported by infrastructure and services and facilitate development towards the concept of 20-minute neighbourhoods.

**Chapter 6 – The Wyndham Plan Objectives** are anchored on the stories and aspirations of the community. What we have heard so far is that the people of Wyndham want to be connected to one another assisted by an efficient transport system. They want a city offering a range of housing and built environments that contribute to the quality of life, their health and wellbeing. A city that offers varied and plentiful local employment options and where businesses of all sizes will thrive.



Figure 1: Excerpt from Wyndham City Council Meeting Minutes (Wednesday 16 June 2021)



People also want a good mix of shops and shopping destinations; a high standard health system which is accessible to all; great schools, universities and community centres to share skills and build knowledge; places for events and attractions and opportunities to celebrate the culture and arts including acknowledgement of the city's Aboriginal Cultural Heritage. The Wyndham community want to connect with, celebrate and protect their natural environment, enjoy the city's parks and open spaces and live healthy, happy lives. This chapter identifies four specific objectives that will help to deliver these outcomes: **Connectivity, Concentration, Capacity and Choice.**

**Chapter 7 – Six Big Ideas to Transform Wyndham from a 2-Hour to a 20-Minute City** outlines how each of the Six Big Ideas will help to deliver the aspirations of the Wyndham community.

- **Big Idea 1.** A Wyndham City Heart that transforms Wyndham from a 2-hour to a 20-minute city.
- **Big Idea 2.** Creation of Wyndham City Pulses that foster the development of 20-minute neighbourhoods.
- **Big Idea 3.** A Wyndham Transport Network that better connects people and places.
- **Big Idea 4.** A Derrimut Road Boulevard that will integrate transport and development and connect the central parts of Wyndham.
- **Big Idea 5.** Liveable Residential Neighbourhoods that deliver quality residential development.
- **Big Idea 6.** Celebration of our Green Lungs, Coast and Country to connect people with Wyndham's rural areas and natural environment.

**Chapter 8 - The Wyndham Plan Goals and Targets** identifies eleven goals with progressive targets that are aligned and benchmarked against other growth areas of Greater Melbourne.

- **Goal 1:** Wyndham's dwelling mix will reflect that of Greater Melbourne.
- **Goal 2:** Wyndham will increase residential densities and provide more housing choice for a range of household types, income levels and age groups.
- **Goal 3:** Wyndham's resident workforce will have more choice in employment opportunities within the municipality.
- **Goal 4:** The number of people in Wyndham using public transport to get to work will increase.
- **Goal 5:** The number of trees planted on public land including along streets will be significantly increased.
- **Goal 6:** The number of people living a healthy lifestyle and within a healthy weight range in Wyndham will increase.
- **Goal 7:** The average number of cars owned per household in Wyndham will decrease.
- **Goal 8:** The percentage of people walking or cycling to work will increase.
- **Goal 9:** The amount of public open space in Wyndham will increase.
- **Goal 10:** Every neighbourhood will have an integrated pedestrian, cycling

and micro-mobility network which is safe and connected to places where people want to go.

- **Goal 11:** Every train station proposed on the Regional Rail Link and Metro Line will be built by 2040.

**Chapter 9 - The Wyndham Plan, Policy Development Program** proposes to update the Wyndham Planning Scheme, the Municipal Planning Strategy and appropriate policy within the Planning Scheme to enable the qualitative outcomes sought by the Wyndham 2040 Community Vision. The Wyndham Plan acts as a bridge between the Wyndham 2040 Vision and the Wyndham Planning Scheme. Priority policy areas are identified in this chapter.

**Chapter 10 – Collaboration and Partnerships** identifies that Council cannot deliver The Wyndham Plan on its own. Collaboration will be required with State and Federal government agencies, private sector organisations, community groups, ratepayers, residents and across Council departments.

**Chapter 11 – Delivery, Operation and Resourcing** identifies the range of tasks that are proposed to be undertaken to advance the delivery of the Six Big Ideas outlined in Chapter 7.

**Chapter 12 – An Action Plan to Prioritise, Guide and Inspire the Change that the Community Wants** introduces the continuous improvement process of Place Intervention Logics (PILs) where the community can work with their Councillors to seek the interventions they would like to see achieved in their own Neighbourhood and Village catchments.

**Chapter 13 – How are we going to make this happen? Governance and Funding** outlines 10 key actions proposed as part of The Wyndham Plan to manage, integrate, guide and inspire change that the community expects within the framework of the Wyndham 2040 Vision and Plan Melbourne.

**Chapter 14 – The Dividend: Making Wyndham Function Better and the Prioritisation of Places to Encourage Investment** describes the anticipated benefits of The Wyndham Plan...a better functioning Wyndham where urban places provide the public and private infrastructure and services required by a population of 500,000 people, in locations that are accessible and well serviced by active and public transport routes and services.

**Chapter 15 – Reporting, Monitoring and Refreshing the Wyndham Plan** proposes that implementation of the Plan be monitored, reviewed and refreshed every four years coinciding with the evaluation of the Wyndham 2040 Community Vision.

A **Glossary** of key planning terms and concepts, list of **Maps and Figures** to illustrate spatial concepts and potential development scenarios, and **Acknowledgement** of the participants involved in the preparation of The Wyndham Plan are included at the end of this document.

# EXECUTIVE SUMMARY

The Wyndham Plan is a holistic, integrated and place-based approach to creating the type of city Wyndham's residents aspire to live in as articulated in the Wyndham 2040 Community Vision. The Wyndham Plan is a bridge between the Wyndham 2040 Vision and the Wyndham Planning Scheme and the future planning and development of Wyndham.

The Wyndham 2040 Community Vision is a high-quality vision that conceptualises and clearly outlines the aspirations of the Wyndham community. The Wyndham Plan seeks to bring the vision in Wyndham 2040 to life. To deliver on the Wyndham 2040 Vision requires practical solutions that move from the conceptual to the practicalities of delivery, alignment of budgets, expenditure and investment prioritisation and this involves delivering outcomes in particular places. **It involves delivering outcomes spatially. It is about encouraging development in locations that are well supported by infrastructure and services.**

The Wyndham Plan promotes the development of Wyndham as a City to service its future population of around 500,000 people and articulates that Wyndham will seek to be a City. To think of itself as a City, Wyndham must project itself to the world as a City and aspire to have the things that cities have. This involves transforming movement and transforming place. Wyndham needs to Connect People and Places. To be a City, Wyndham needs a different spatial response to the way it is currently developed. Wyndham needs to encourage and facilitate development in locations supported by infrastructure and services.

Wyndham will seek to control and guide its own destiny to the maximum extent that it can. Too much and for too long Wyndham has been pushed and pulled at the direction and guidance of others. Controlling our own destiny requires knowing what we want and why we want it (Wyndham 2040) and how we are going to get to those outcomes (The Wyndham Plan). Wyndham needs to set its own path, a path that sets it on a Quest to Build Australia's Newest, Smartest and Most Inclusive City.

To deliver the Wyndham 2040 Vision requires practical solutions that move from the conceptual to the practicalities of delivery. Alignment of development, budgets, expenditure and investment prioritisation from all levels of government and the private sector. This involves delivering outcomes in particular places. It involves delivering outcomes spatially and showing meaningful progress across 4-year Council cycles.



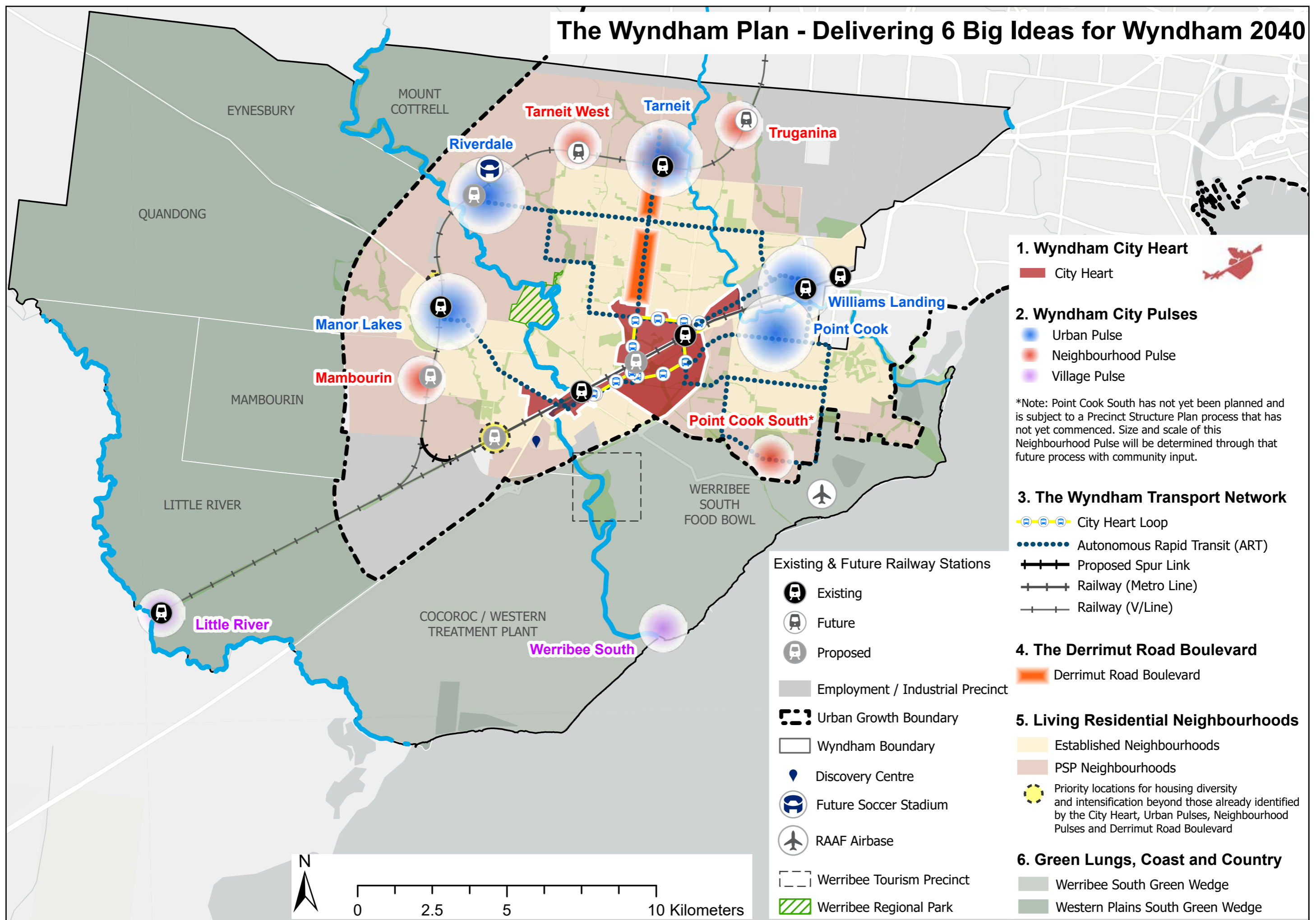
## The Wyndham Plan identifies 6 Big Ideas to deliver the Wyndham 2040 Vision. These are:

- 1. The establishment of a Wyndham City Heart to transform Wyndham from a 2-hour to a 20-minute city;**
- 2. The provision of Wyndham City Pulses to deliver 20-minute neighbourhoods;**
- 3. A Wyndham Transport Network to better connect people and places;**
- 4. The delivery of the Derrimut Road Boulevard that will integrate transport and development and connect the central parts of Wyndham;**
- 5. Liveable Residential Neighbourhoods that deliver quality residential development and that link people to the places they need; and**
- 6. Green Lungs, Coast and Country to celebrate and connect people with Wyndham's rural areas and natural environment.**

These ideas will also support the initiatives identified in the Resilient Wyndham Strategy (2021-2025) to help Wyndham bounce back after the COVID-19 pandemic and build resilience to climate change and future disruptive events.

The Wyndham Plan also proposes the utilisation of Place Intervention Logics (PILs) to guide interventions in particular places that are supported by the community to create the types of places they aspire to live in. These PILs will be supported by the action plan, goals and targets outlined in The Wyndham Plan to prioritise, guide and inspire the change the community wants in collaboration and partnership with the community and other private and government stakeholders. The Wyndham Plan seeks ultimately to change the way Wyndham is currently being developed and deliver and connect the people of Wyndham to the types of places they aspire to live in as articulated in the Wyndham 2040 Community Vision.

# The Wyndham Plan - Delivering 6 Big Ideas for Wyndham 2040



Map 1: The Wyndham Plan Big Ideas

# 1. PREPARING A PLAN THAT SETS OUT HOW WE DELIVER THE WYNDHAM 2040 COMMUNITY VISION, THE WYNDHAM PLAN

Wyndham faces a range of significant opportunities and challenges in creating a city that can support a population that will be close to that of Canberra's by 2040 and will likely rank Wyndham in the top 10 most populous cities in the whole of Australia by that time. To address these opportunities and challenges Wyndham already has a clear vision, the Wyndham 2040 Community Vision.

The Wyndham 2040 Community Vision clearly articulates the type of community the people of Wyndham want Wyndham to become:

- A safe, connected and inclusive community.
- A community that respects, acknowledges, values and celebrates the First Nations people, our heritage, cultural diversity and multicultural strengths.
- A community where the infrastructure and services the community needs to support holistic health and wellbeing are provided.
- A community where local employment and education facilities are plentiful, and there are a variety of recreational, leisure, tourism, art and cultural opportunities for everyone to experience throughout the municipality.
- A community that preserves its natural environment and rural lifestyle.
- A community where people are able to get around easily and get to where they want to go efficiently.
- A community that is self-sufficient and prides itself on being green and sustainable.

It is thought that the Wyndham 2040 Vision needs to be supported by a spatial planning and development approach and a clear action plan that has been given the title: **The Wyndham Plan**. The Wyndham Plan will seek to provide a holistic and integrated approach to creating the type of city Wyndham's residents aspire to live in.

The delivery of the Wyndham 2040 Vision is only partially achieved. The vision the community has articulated in Wyndham 2040 is not reflected in the place Wyndham currently is, it is a vision of what the community wants Wyndham to be like in the future. To achieve this vision there is a need for holistic spatial planning and an action plan, a plan that will guide Wyndham to the full delivery of the Wyndham 2040 Vision.

The Wyndham Plan seeks to set out a new approach for delivering the Wyndham 2040 Vision, utilising:

A 20-minute neighbourhood spatial planning framework and action plan to manage, integrate, prioritise, guide and inspire the change the community expects as articulated in the Wyndham 2040 Community Vision and Plan Melbourne. (20-minute neighbourhoods are defined in Direction 5.1 of Plan Melbourne).



Figure 2: Wyndham 2040 Community Vision

## 2. WYNDHAM

# A CITY IN TRANSFORMATION

Located on the western edge of metropolitan Melbourne is the City of Wyndham. The municipality is a designated urban growth area and already Wyndham is experiencing the highest population growth rate of any Victorian municipality and is the second largest and fastest growth area in Australia. In 2021 Wyndham's estimated residential population was around 296,000 people (ABS, Census) and is forecast to reach almost 502,000 people by 2041 (forecast.id.com.au/Wyndham). That is a growth rate of over 10,000 people per year, an additional 206,000 people in 20 years. This growth will generate the need for more housing, more jobs and more community services and facilities. We will need a plan to not only accommodate and manage this growth but, in so doing, create a liveable, sustainable and productive place to live, work and play.

**The community has told us what it wants Wyndham to be like and it's not more of the same.**

In shaping the Wyndham 2040 Vision people told us that there is not enough housing choice and where most of the new housing is being built there is a lack of public transport, too few community services and fewer local places to work. A fragmented approach to infrastructure delivery due to too many greenfield areas developing at the same time is creating communities without adequate services such as sufficient kindergartens, schools and tertiary education, local shops and parks. In contrast, where infrastructure has been provided in the more established urban areas of Wyndham there is scope to maximize the capacity of this investment with denser, more compact development.

The cost of housing to buy or rent is already an issue for Wyndham and is becoming more of an issue since Covid. By far the majority of housing being built is single family dwellings and yet the housing needs of this growing population now and in the future will be for more choice in housing types at a price they can afford to buy or rent. We need housing choices that provide for secure, affordable and appropriate housing in the right locations, constructed in a timely way. Issues such as homelessness are emerging with the provision of social and affordable housing for lower income households in short supply.

Improved transport services including walking, cycling, buses and trains is a high priority for people living in the municipality. Roads are congested and the opportunities for walking and cycling to local shops, schools and parks are limited. According to 2019 traffic surveys Wyndham's road network is at/ approaching full capacity. Wyndham has become a car dominated city with 57% (2021 Census) of households in Wyndham having two or more cars and that makes daily travel expensive and time consuming. The current design of new residential suburbs combined with high car ownership patterns is resulting in more cars parked in these streets rather than on individual properties leaving little space for street tree planting and creating local road congestion.

	Jobs in Wyndham (C)			Working residents of Wyndham (C)		
	Total <sup>a</sup>	Filled by LGA residents	% of jobs filled by LGA residents	Total <sup>b</sup>	Residents working outside LGA	% of residents working outside LGA
Agriculture, Forestry & Fishing	1,406	1,030	73%	1,329	299	22%
Mining	100	55	55%	157	102	65%
Manufacturing	7,091	3,290	46%	11,669	8,379	72%
Electricity, Gas, Water & Waste Services	799	432	54%	2,170	1,738	80%
Construction	10,212	4,942	48%	12,360	7,418	60%
Wholesale Trade	3,653	1,523	42%	4,379	2,856	65%
Retail Trade	11,553	7,805	68%	13,913	6,108	44%
Accommodation & Food Services	5,192	4,434	85%	8,326	3,892	47%
Transport, Postal & Warehousing	12,823	5,859	46%	14,141	8,282	59%
Information Media & Telecommunications	804	485	60%	2,681	2,196	82%
Financial & Insurance Services	1,262	1,110	88%	8,175	7,065	86%
Rental, Hiring & Real Estate Services	1,500	1,048	70%	2,263	1,215	54%
Professional, Scientific & Technical Services	3,556	2,922	82%	13,063	10,141	78%
Administrative & Support Services	3,150	1,967	62%	5,291	3,324	63%
Public Administration & Safety	4,281	1,777	42%	8,008	6,231	78%
Education & Training	9,937	5,615	57%	10,524	4,909	47%
Health Care & Social Assistance	9,956	7,071	71%	17,984	10,913	61%
Arts & Recreation Services	1,104	816	74%	2,189	1,373	63%
Other Services	2,845	1,945	68%	4,450	2,505	56%
<b>Total</b>	<b>91,224</b>	<b>54,126</b>	<b>59%</b>	<b>143,072</b>	<b>88,946</b>	<b>62%</b>

Notes: a) regardless of place of residence, b) regardless of place of work.

Figure 3: Table showing Workforce self-containment Wyndham City, 2021 (Source REMPLAN Economy)





Map 2: Aerial photo (Sept-Oct 2022) showing the context of Wyndham

Residents would like to see more jobs in Wyndham aligned to resident skills and experience. Currently many residents are having to commute to Melbourne's CBD and other suburbs for work because the type of job they want is not available within Wyndham. As shown in Figure 3, a staggering 62% (2021 Census) of residents currently travel outside Wyndham to work.

Job growth in sectors where residents have skills and experience is lagging behind housing growth. Having to travel to work by car adds a cost to the weekly household budget. Long travel times to and from work means less time with family and friends. Many urban areas within Wyndham are within the high to very high vulnerability category based on the VAMPIRE Index (Vulnerability Assessment for Mortgage, Petrol and Inflation Risks and Expenses). Although the cost of housing may be 'more affordable' than in other parts of metropolitan Melbourne the cost of living is becoming less affordable for people living in Wyndham's urban growth areas. Other factors such as higher car ownership rates in Wyndham to enable access to jobs and services, sluggish wage growth and the house price to income ratio above 7 in Melbourne is undermining the affordability of housing for many people. (Source: *Housing Affordability in Victoria Parliamentary Research Paper Dec 2017 reports the median dwelling costs 7.1 times the median annual household income - up from 4.7 times in 2001*)

There is a need to encourage a greater diversity of employment opportunities within the municipality and establish employment precincts that are well connected by active modes of transport such as public transport, walking and cycle paths. Service industries are needed including in education, social support and health services. In particular, there is a need for more kindergartens, schools and youth friendly environments to meet the growth in young children given that at least 100 babies are being born each week in Wyndham.

The Wyndham community values the unique natural environments of the municipality. It is recognized that access to and enjoyment of nature be it rivers and streams, foreshore, gardens and parks, wetlands and native grasslands is important to people's physical and mental health and wellbeing. These environments need to be protected. However, there is an inequitable distribution of public open spaces with some communities lacking adequate parkland and places for recreation and leisure. There are few memorable urban parks, public gardens, tree lined streets and cultural facilities and Wyndham's public realm is looking tired and uninviting. It is important for open space and trails to be "nice spaces" and to include physically attractive and inviting qualities, for example, art, colour, trees, fountains, and interpretive signage to relate stories of place.

Where deficits in the distribution of open space have occurred due to the legacy of past inferior open space provision standards, opportunities will be explored on how to create additional open space or make existing open space work harder to expand the range, type, and diversity of open space experiences, including parks that everyone can use.

This could include strategic land acquisitions or leases, use of encumbered land, or shared arrangements with public or private institutions. One of the biggest underutilised assets that could be embraced to augment open space and community facilities are government owned assets such as schools.

The rapid expansion of growth in Wyndham is generating a suburban pattern of dispersed growth on various development fronts with substantial gaps in the provision of basic community infrastructure creating isolated households and social disadvantage. The distance between newly developing suburbs and Central Werribee is increasing. Wyndham has become a city of older more centrally located urban areas and outlying newly developing suburbs. There is a 'missing middle' or area with potential for revitalization and densification bringing more people closer to where they work, shop and socialize. A more coordinated, balanced and prioritized approach to Council's capital expenditure program is required to cater for the needs of new residents as well as established residents.

With growth comes challenges. But also, there are a myriad of opportunities that can be realized if this growth is managed well. The Wyndham Plan puts people and community first. It is a plan that creates a city heart as well as urban places and spaces that are safe, attractive, memorable and highly valued by the community. A plan that offers us greater choice in housing, more job opportunities, good quality services and facilities close to home and places that are vibrant, culturally diverse and people friendly. A plan that not only protects Wyndham's natural assets but integrates nature into its streetscapes and better connects the coastline with the countryside. A plan that is aligned with the Wyndham Municipal Public Health and Wellbeing Plan 2021-25 and its domains, themes, priorities and outcomes.

**We want Wyndham to be a place where people can live their lives to the fullest. We want our residents to stay in Wyndham as they age through life. It's all about more time for life. All of this and more is possible if we have the right plan and we stick to it. The Wyndham Plan is that plan.**



### 3. WHAT WE ALREADY KNOW

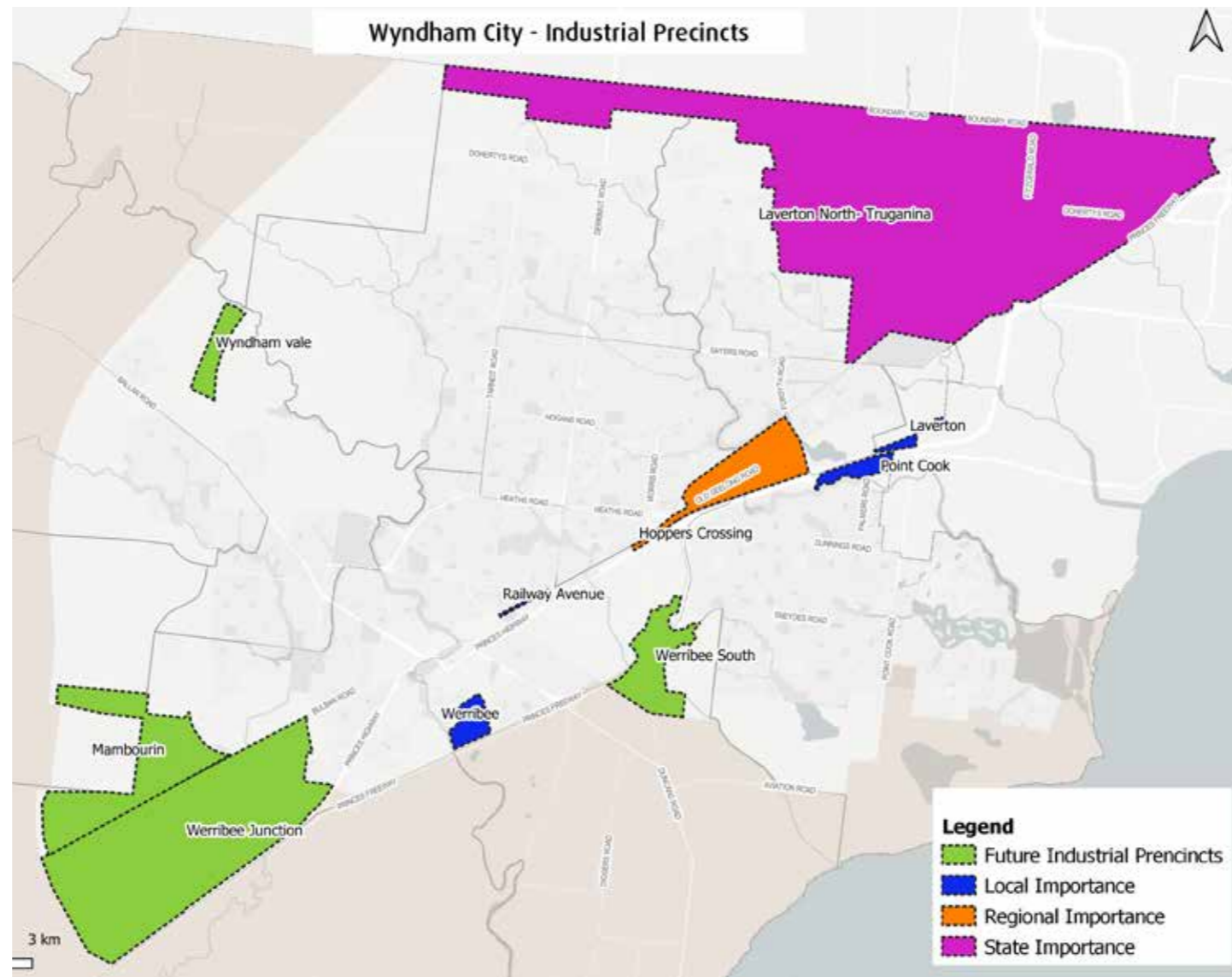
There are ways Wyndham can grow in the future. It can be a business-as-usual approach, or it can be a different approach. The current growth pattern is delivering the greatest proportion of population and housing growth in low density, predominantly single dwelling greenfield areas. These areas are characterized by the lowest integration between land use and infrastructure resulting in poorer job and infrastructure outcomes for current and future residents. **Well-planned development, where the location of jobs, homes and their supporting infrastructure networks are coordinated to maximize accessibility and liveability will deliver the best outcomes for these communities.**

### Wyndham's Industrial Economy

**Protecting and developing a sufficient base of industrial land is important to maintaining a diversity of employment and investment opportunities in Wyndham.**

Wyndham has emerged over the past 15 years as a major logistics hub due to its efficient transport network that caters for high frequency freight movement; well-located industrial precincts that allow for 24/7 operations; considerable but currently diminishing supply of available and affordable zoned industrial land with excellent connections to air and seaports, and great access to road and rail.

Wyndham's industrial sectors play a vital role in the local economy accounting for approximately 39% of all employment in the municipality, while the Laverton North-Truganina industrial precinct contributes approximately 43% of Wyndham's total annual economic output.



Map 3 - Wyndham Industrial Precincts of Significance (source: Wyndham Industrial Land-Use Strategy),

There are a range of issues impacting industrial land in Wyndham. These issues include:

- The inadequacy of the Industrial Zone provisions in the Victorian Planning Provisions (VPP) to limit non-industrial land uses in industrial precincts;
- A lack of direction to guide discretionary planning decisions on 'Section 2' uses in industrial areas;
- Land use conflicts between industry and other sensitive uses;
- Poor design and amenity of some industrial areas;
- Limited availability to expand traditional core industrial areas;
- Uncertainty on Precinct Structure Plan (PSP) delivery timing for key employment areas prepared and delivered by the Victoria Planning Authority (VPA); and

- A lack of local industrial precincts to provide service industry uses in certain areas of the municipality.

In 2022, Council resolved to endorse the Wyndham Industrial Land-Use Strategy which provides a strategic framework to guide industrial land use and development in Wyndham over the next 20 years. The Strategy takes an evidenced-based approach in developing a framework that responds to the key issues such as ensuring that high quality industrial land is appropriately located, designed, and protected.

This framework includes a vision for the management and provision of industrial land in Wyndham, along with a set of principles, objectives and actions that will guide the City's response.

The seven key objectives listed in the Strategy are:

- **Objective 1:** To ensure that adequate industrial land will be provided for the next 20 years.
- **Objective 2:** To protect core industrial areas from the encroachment of sensitive uses.
- **Objective 3:** To provide a planning framework which allows for clarity and certainty to attract investment and employment to Wyndham.
- **Objective 4:** To attract investment, support innovation and create jobs in Wyndham's industrial areas.
- **Objective 5:** To enhance the appearance, environmental performance, and connectivity of industrial areas in Wyndham.
- **Objective 6:** To ensure that the Wyndham Planning Scheme will reflect the changes recommended in this Strategy.
- **Objective 7:** To support State and Regionally significant industrial precincts as identified in the Melbourne Industrial and Commercial Land Use Plan (MICLUP) to remain as industrial precincts that deliver significant employment for Wyndham.

The Strategy also provides detailed assessment of Wyndham's existing industrial precincts that identifies local issues and provides recommendations. The precincts assessed include:

- Laverton North – Truganina Industrial Precinct
- Hoppers Crossing Industrial Precinct
- Point Cook Industrial Park
- Laverton Industrial Precinct
- Railway Avenue Industrial Precinct
- Werribee Industrial Precinct
- Southwest Quarries (Mambourin, Werribee Junction, Manor and Riverwalk Industrial Precincts)
- Manor Lakes Industrial Precinct

The Strategy concludes by providing a robust monitoring and implementation plan that contains ‘key actions’ broken down into immediate, medium, and long-term timeframes. The proposed key actions range from advocacy to policy and guideline formulations and review of existing planning scheme requirements.

**Some of the proposed key actions include:**

- Development of decision guidelines and/or a local planning policy for discretionary Section 2 uses in industrial land.
- Providing adequate Commercial 2 Zones within and adjacent to activity centres to encourage non-industrial uses to establish in these areas where they are more appropriately suited and will contribute to the diversity and vibrancy of activity centres and limit land-use conflicts in industrial areas.

Advocating to State Government to review industrial zone provisions and the timely release of future industrial precincts.

## Transport

Although the use of private vehicles will continue to play an important role in the daily lives of the Wyndham population, adding new roads is not the only solution. Public transport is well-suited to moving large volumes of people, particularly in medium and higher density environments. It is critical infrastructure for the people of Wyndham. Already Wyndham has the bones of a reasonable public transport system in terms of rail, but it needs more than just train accessibility noting that there is considerable scope for improvements to these existing services such as more frequent cross-town public transport. Providing dedicated road space would support this as a viable alternative to using a private vehicle. A greater investment in better facilitating all forms of active transport (walking, cycling and use of micro-mobility modes such as e-bikes, and public transport) throughout all of Wyndham will assist in easing traffic congestion and support a healthier community. In addition, medium and higher density spatial patterns that encourage mode shift away from private vehicles towards active modes of transport generate lower carbon emissions and reduce the impact on our environment.

## Infrastructure

Wyndham will need to make hard choices about the sequencing, type and location of infrastructure to support its growth. Priorities will need to be identified and agreed upon by both Council and the community if we are to slow down the growth on the urban fringe of Wyndham so as to catch up on filling the missing gaps in service delivery in these areas and, still cater to the needs of others living in established areas or newcomers seeking a Wyndham address. To do otherwise is not financially sustainable, fair or equitable.

A place-based approach to infrastructure is required to deliver better community outcomes. Such an approach considers the interrelated elements and broader needs of both the greenfield/growth area communities and the communities in established areas rather than the current piecemeal and reactive approach focusing primarily on the urban growth areas.

In particular, the existing urban areas of Wyndham are the repositories of substantial capital investment including urban infrastructure. There are opportunities to maximize the financial return on these investments by encouraging, in selected locations or precincts, an increase in land use densities. A program of appropriate maintenance, renewal, technology upgrades and demand management strategies will be needed to maximize the utilization of these assets, but the approach is more financially effective than building new infrastructure in a dispersed and disconnected manner.

Integrated service planning, land use and infrastructure planning can help address the current spatial inequalities emerging in Wyndham. Inequalities in terms of access to jobs, health, social and community services, education and green space. Whilst people moving into Wyndham may have the house of their dreams, they are missing out on the basic community building blocks that underpin inclusive, happy community life. As the individual housing blocks become smaller and the dwellings on these lots become bigger, access to more good quality public green space plays an increasingly important role in maintaining liveability. This is also the case for people living in medium and higher density housing. Everyone needs public space where they can socialize, recreate and relax. These public spaces are also beneficial as democratic spaces that are available to access by all and therefore play a role in the design of a city that private space cannot.

As access to private green space decreases, the demand for more green public space increases. Wyndham’s public realm (its parks, streetscapes, gardens, riverine environs, foreshore, nature trails, civic squares and plazas) will need to be protected, enhanced and expanded as the population grows. The walking and cycling connections to these green open spaces are an integral part of the network.

We can learn a lot from other places. We don’t aim to be a London or a New York. We are Wyndham. What we do know is that many cities are shifting from car-centric, engineering-led and land use approaches to people-centric, design led and place-based outcomes. The process of transforming movement and place considers both mobility from one place to the next and access within these places. Place making creates liveable and lovable places. It is at the centre of revitalization of existing urban areas and the design of newly developing neighbourhoods.



## Urban Design

Investment in good urban design generates economic and social value, environmental benefits and a better quality of life for all. Good urban design is most effective when elements such as mixed-use, urban density and connectivity come together. Good design starts with strong leadership, a deep understanding of people and place, a clear vision, and a design-led strategy to cultivate and nurture design excellence.

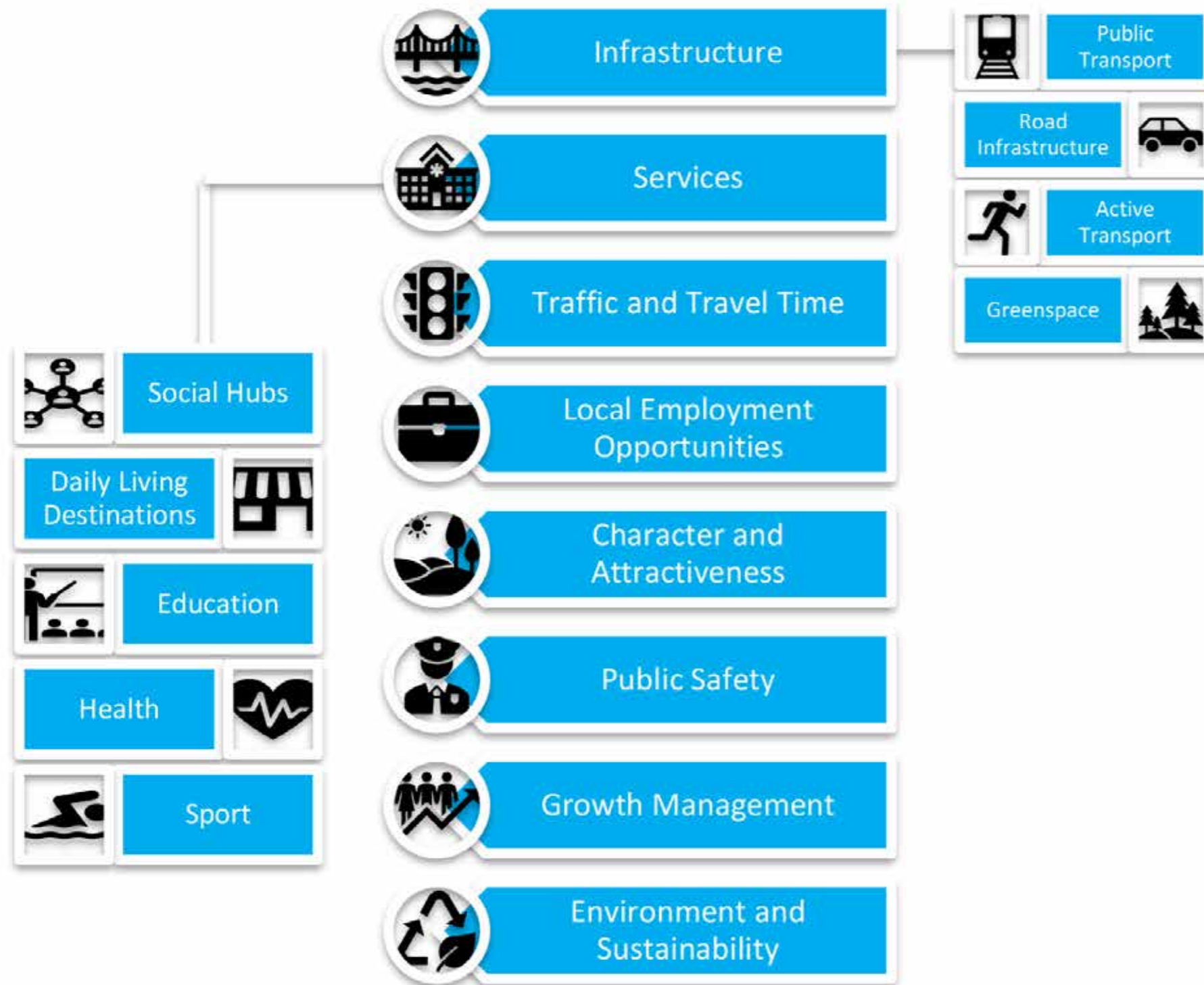
Co-locating a mix of land uses at medium and higher densities close to railway stations and along key public transit routes maximises the use of existing urban infrastructure at a cost which is generally lower than the cost of new infrastructure in growth areas. Termed ‘transit-oriented development’ this focus on integrating transport and land use brings more people closer to jobs and services often without having to use the car. It also provides opportunities for increased walking, cycling and the use of public transport with multiple environmental, social and economic benefits, less dependence on car usage and lower transport costs.

Similarly, town centres or what we call ‘activity centres’ that support a range of retail and commercial activities, apartment style living and community facilities within an urban environment that includes town squares, plazas and spaces for events and celebrations, become places that are vibrant, attractive, valued and well patronized at different times of the day and night. By creating more walkable, amenity rich and sustainable environments we nurture healthier, happier and more connected communities. By delivering a variety of housing typologies of medium density in areas well serviced by public transport, shops and community facilities we attract a range of households, a more diverse community, and a more concentrated population able to support lively local centres and larger mixed-use hubs.

Finally integrating and celebrating nature (that is, green and blue infrastructure) into our urban places be they parks, gardens, plazas or streets nurtures people’s well-being, reduces the adverse impacts of climate change and adds beauty to our daily lives.

Cities that have embraced these approaches have attracted substantial investment in new development and redevelopment, the establishment of new businesses offering a greater variety in jobs and services and thriving, vibrant urban activity centres and precincts. Most importantly, these cities have had the courage, leadership and commitment to partner with public agencies and private sector developers to deliver what is essentially an economic strategy as well as a design led strategy with people at the centre of these strategies.

# WHAT WE HAVE HEARD SO FAR



The main themes that have emerged from previous community consultations are the need for more infrastructure and services.

**Infrastructure** refers to public transport (trains and buses), road infrastructure (including parking), active transport (cycling paths and running tracks) and green spaces (e.g., parks, community gardens and tree canopy).

**Services** include the need for development of social and community hubs, (e.g., community centres and community events, festivals, markets, and nightlife), daily living destinations (e.g. shops), education (from early childhood to tertiary education), medical services, and sport services (e.g. swimming pool, sport clubs and exercise facilities).

Other themes raised were issues around traffic congestion and increasing travel time (especially travel to work), lack of local employment opportunities, lack of character and attractiveness of streetscapes, lack of public safety, the need for growth management and the importance of environment and sustainability measures to be considered for the future of Wyndham.

Feedback received through the above consultations also demonstrated significant support (82% of respondents) for the four guiding principles that underpin The Wyndham Plan:

- Connectivity:** improving people's ability to get where they want to go;
- Concentration:** bringing more things closer together and to where people live;
- Capacity:** growing the city and its people to their full potential; and
- Choice:** increasing the range of opportunities to live, learn and thrive.

Figure 4: What we heard – Community Feedback – Main Themes – The Wyndham Urban Framework Plan (2019)

# LEARNINGS FROM THE IMPACTS OF COVID-19 AND ASSOCIATED OPPORTUNITIES FOR CLIMATE CHANGE RESILIENCE

The Wyndham Plan has been informed by our recent and current experience with the Covid-19 pandemic. We have gained valuable insights into how we can and should be improving the framework of our city. Important lessons were learned during the pandemic lockdowns when we could not travel further than 5 kilometres from our homes. It exposed the need for a stronger localisation of activities and for more of the things that support a good quality of life to be brought closer to where people live. Such urban outcomes will also help build a city that is also more resilient to climate change.

Cities are complex systems of transport networks, services, jobs, livelihoods, supply chains, and economies that service the needs and behaviours of its citizens. We have learned during the pandemic that overly centralised cities and overly globalised economies lack the capacity to be sufficiently resilient and supportive of life in a post-pandemic world.

The disruptions we have experienced have helped us to better understand the architecture of our current problems. They have also identified new ways of doing things, such as Wyndham City's 'pop up shared zones' initiative to support active travel and exercise (to walk, jog, cycle or walk the dog) in a socially distanced manner through the temporary creation of local shared zones in Wyndham. We heard that connections to open space, paths and parks are very important, as well as safety and clear delineation between traffic and people. Finally, there was a clear desire to see more pop-up trials across the municipality.

It is important that in re-building our city, our economy and quality of life that we don't snap back to the same non-resilient pattern of suburban development and settlement that produced the very circumstances that we found ourselves in before the pandemic.

The Wyndham Plan presents us with an opportunity to pause and rethink how our city can be structured to make it more resilient in a post-pandemic world, and more in tune with our daily needs as sentient beings.



*Figure 5: Architect's impression, Werribee Precinct – A Vibrant Satellite City for Melbourne, West of Melbourne Economic Development Alliance (WoMEDA), 2021*

# THE WYNDHAM PLAN (DRAFT)

The draft version of The Wyndham Plan was placed on public consultation from 30th November 2022 to 3rd March 2023.

The consultation process involved sending letters to all households in Wyndham advising them of where they could access The Wyndham Plan and how they could make a submission in relation to the Plan. Residents were invited to register and attend multiple public consultation sessions. Dedicated consultation sessions were also held with Wyndham Urban Framework Plan participants and Wyndham People’s Advisory Panel community representatives during the consultation period, amongst other consultation activities.

The community was provided with the opportunity to provide feedback through a variety of forums over the three-month consultation period.

A concerted effort was made by Council to reach all residents regarding The Wyndham Plan (Draft). Translation services were made available for those who speak languages other than English and The Wyndham Plan (Draft) Loop website provided the capacity for the information on the website to be translated into the languages most spoken within the Wyndham community other than English. The level of engagement on The Wyndham Plan (Draft) was amongst the highest recorded for a planning consultation exercise at Wyndham in recent memory. Over 20,000 visits were made to the Loop website, and 1,261 people downloaded The Wyndham Plan (Draft) document. Over 700 written contributions were received online. Alongside this, individuals made written submissions directly to Council, and 180 people registered to attend the community in-person consultation sessions, with additional people attending without registering.

The table below outlines the various methods and techniques used to engage with the community.



Community engagement activities / tools	
<b>Project page on The Loop</b>	<b>20,456</b> page views <b>6,124</b> total visitors to the page <b>1,261</b> downloads of the Draft Wyndham Plan
<b>Online engagement tools</b>	<b>131 surveys</b> completed <b>620 comments</b> provided
<b>Workshop details</b>	<p><b>Wyndham Urban Framework Plan (WUFP) Participant Sessions:</b>            Two workshop sessions were held with previous participants of the Wyndham Urban Framework Plan (WUFP) consultation. These sessions took place on:</p> <p>Session A: Wednesday 1st Feb 2023 at the Civic Centre between 5:30pm – 7:00pm  <b>(7 Participants)</b></p> <p>Session B: Saturday 4th Feb 2023 at the Civic Centre between 9:30am – 11:00am  <b>(3 Participants)</b></p> <p><b>Wyndham People’s Advisory Panel Sessions:</b>            Two workshop sessions were also held with members of the Wyndham People’s Advisory Panel. These sessions took place on:</p> <p>Session A: Wednesday 8th Feb 2023 at the Civic Centre between 5:30pm – 7:00pm  <b>(34 Participants)</b></p> <p>Session B: Saturday 11th Feb 2023 at the Civic Centre between 9:30am – 11:00am  <b>(11 Participants)</b></p> <p><b>Community Consultation Sessions:</b>  <i>Four in person community consultation sessions open to all members of the Wyndham Community were held. These sessions took place on:</i></p> <p>Session 1: Wednesday 15th Feb 2023 at the Civic Centre between 6:00pm – 7:30pm  <b>(56 Participants)</b></p> <p>Session 2: Saturday 18th Feb 2023 at the Encore Events venue between 9:30am – 11:00am  <b>(32 Participants)</b></p> <p>Session 3: Wednesday 22nd Feb 2023 at the Civic Centre between 6:00pm – 7:30pm  <b>(41 Participants)</b></p> <p>Session 4: Thursday 23rd Feb 2023 at Penrose Community Centre, Tarneit between 6:00pm – 7:30pm  <b>(14 Participants)</b></p> <p>Two <b>online community consultation sessions</b> were also held at the following times:            Session 1: Thursday 9th February 2023 between 6:00pm-7:30pm <b>(11 Participants)</b>            Session 2: Thursday 16th February 2023 between 6:00pm-7:30pm <b>(4 Participants)</b></p> <p><b>A range of other stakeholder sessions have also been run in addition to the community consultation sessions, these have included:</b></p> <ul style="list-style-type: none"> <li><b>Online Sessions with Government agencies and Stakeholder Sessions:</b></li> </ul> <p>Session 1: Tue 31st Jan 10.30-12noon – Government Dept and Agency Session <b>(1 Participant)</b></p> <p>Session 2: Wed 8th Feb 3pm-4pm – Government Dept and Agency Session #2 <b>(15 Participants)</b></p> <p>Session 3: Wed 22nd Feb 9am-10am – Landowner/Developer Session <b>(20 Participants)</b></p>
<b>Written Submissions</b>	55 written submissions received

Figure 6: Summary of community engagement

## What we heard

The Community Consultation Report (July 2023) provides an overview of all feedback received during the consultation period. Overall, most comments provided were positive, and people clearly expressing their views to see things happen within Wyndham.

## In-person Sessions

The sessions with members from the Wyndham People’s Advisory Panel and the previous participants of the Wyndham Urban Framework Plan were positive. The Plan was generally well received, and constructive feedback was provided during these sessions. The community consultation sessions were dominated by individuals who expressed strong concerns about 20-Minute Cities and the impact of ‘smart’ technology within Wyndham.

## Written Submissions

A total of 55 written submissions were received to the Draft Wyndham Plan. Most of the submissions (44) were from members of the local community. The submissions from the local community raised concerns about how 20-minute cities will operate. Other submissions from members of the local community identified issues which they considered need to be addressed within Wyndham (such as provision of an additional swimming pool, local infrastructure needs etc).

A total of four (Victorian Planning Authority, Department of Transport and Planning, Environment Protection Agency & Greater Western Water) government agencies provided written submissions to The Wyndham Plan (Draft). Overall, they were generally supportive of the plan and its strategic intention and direction for growth and development.

A total of seven (Dahua Group, Ranfurly Asset Management, Dennis Family Corporation, SIS Group & Casey Capital, Peet, Fountainstone Group and Blackforest Pastoral) submissions were received from developers and landowners within Wyndham.

## Online Survey

The Loop survey was conducted as an additional online engagement method to provide Wyndham residents with the opportunity to share their views, comments and ideas on the proposed Wyndham Plan.

Between the time period of 30 Nov 2022 and 3 March 2023 registered online participants were asked to make comments on nine questions that were specifically related to the key features of The Wyndham Plan. Each registered participant was able to make one comment per question, i.e., maximum 9 comments per participant. In all, 620 comments were provided across all nine questions.

Based upon all feedback, some of the key comments made related to the following matters:

## Transport

Transport related matters were continually identified throughout all the consultation mechanisms utilised during the consultation period. It is evident that this is an important matter for Wyndham. There is an immediate need to improve the existing and future Wyndham transport network. This network needs to be connected by a variety of transport modes, and link people to places they want to go.

People want a more frequent public transport service and want to see existing and committed infrastructure constructed and operational.

## Housing Density Targets

Several submissions did not support the proposed target densities nominated in the Plan. These targets seek to increase the density per Net Developable Hectare (NDHa) in new urban growth areas to an average of 25-30 dwellings. The Plan also proposes increases in density within walkable catchments of existing and future railway stations and activity centres to 40-60 dwellings per NDHa.

## City Heart

The concept of a ‘City Heart’ was well received throughout the consultation. The idea of concentrating development and investment in one location within Wyndham was generally supported.

## 20-Minute Cities

Most of the people who attended the public consultation forums were of a view that the planning concepts of “20-Minute Neighbourhoods” and “Smart Cities” referenced in The Wyndham Plan (Draft) are being used as a template to restrict movement and increase surveillance of people. These views were not consistent with the overall feedback received on The Wyndham Plan (Draft). Some community members also attended multiple sessions, asking similar questions at each one.

Several written submissions were also received from individuals who expressed concerns with the Plan and considered that it would restrict movement.

## 20-Minute Neighbourhoods

The concept of 20-Minute Cities, 20-Minute Neighbourhoods and other related concepts such as the 15-Minute City are all planning ideas and planning principles that are about delivering infrastructure closer to where people live and broadening transport choices. It is a concept that has informed the metropolitan planning strategy since 2014. The State Government has since clarified the concept of the 20-Minute Neighbourhood as follows:

### 20-minute neighbourhood update

In response to some theories that have been circulating, It's important to highlight that the 20-minute neighbourhood is not about putting restrictions on anyone traveling outside their neighbourhood or moving freely across Melbourne or monitoring anyone. The intent is to support local communities and local businesses, and give people the choice to walk or cycle to things they need like shops, schools, parks and services.

### What is a 20-minute neighbourhood?

Plan Melbourne 2017-2050 is the Victorian Government's long-term planning strategy, guiding the way the city will grow and change to 2050. Plan Melbourne is supported by the principle of 20-minute neighbourhoods. The 20-minute neighbourhood is all about 'living locally' and enabling people to meet most of their daily needs within a 20-minute return walk from home. Plan Melbourne continues to work with communities to make the 20-minute neighbourhood concept a reality.

Figure 7: 20-minute neighbourhood update

(Source: [www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne/20-minute-neighbourhood](http://www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne/20-minute-neighbourhood))

In response to the concerns raised by some residents about concepts such as 20-Minute Cities, 20-Minute Neighbourhoods, other related concepts such as the 15-Minute City and Smart Cities and the theories expressed on these concepts, the following statement has been developed to explicitly clarify the position that has been taken in The Wyndham Plan:

### **The Wyndham Plan does not seek to monitor or restrict people from moving freely throughout Wyndham and beyond.**

All feedback received during the preparation of The Wyndham Plan has assisted and informed the final version of The Wyndham Plan.



## 4. WHO ARE WE PLANNING FOR?

The Wyndham Plan needs to plan not only for the needs of the current resident population but the needs of its future population. As noted earlier, Wyndham's population is projected to be around 502,000 by 2041, an increase of almost 70% in the number of people living in the city in around 20 years' time (2021-2041). In terms of age structure, the number of residents aged 17 and younger will remain relatively stable at around 28% of the total population whilst residents in the 18 to 49 age group will decline slightly from 51% to 49%. With the ageing of the population over this timeframe residents of 50+ years of age will increase from almost 20% to 23% by 2041. It is desirable that as people age, they have the opportunities to remain in their local community or suburb. Opportunities include a range of housing types to match their household needs, lifestyle and budget, access to services and facilities that best meet their needs and ability to interact with family and friends.

Equally of interest is the forecast on household types in Wyndham to the year 2041. Couple families with dependents (children) will remain the dominant household type (46% in 2021 and 45% in 2041). It is forecast that lone person households, one parent family's and other families will all grow in percentage terms between 2021 and 2041. In 2021, lone person households, one parent households and other families' households respectively comprised 15%, 10.5% and 4.3% of all households (29.9% of all households). Those figures are expected to grow to 15.5%, 10.7% and 4.4% (30.5% of all households) by 2026 and 16.2%, 10.7% and 5% (31.8% of all households) by 2041. Wyndham will need to provide greater choice in dwelling types to cater for all households and not just the traditional family. The demand for one- and two-bedroom dwellings will increase. Average household size in 2021 was 3.09 persons and by 2041 it is forecast to be 2.98 persons per household, this is a significant change and provides further evidence of the need to plan for more one- and two-bedroom dwellings.

These changes in age structure and household types will influence not only the demand for different types of community services but the type of housing that best suits their needs, lifestyle and budget. As expected, the majority of households will continue to favour living in a single dwelling. However, as the resident population ages and household structure changes there will be a growing need for other types of housing including granny flats, townhouses, walk up flats and multi-level apartments (sometimes referred to as the missing middle housing options).

Families with one or two children may choose to live in a flat or apartment provided it is spacious enough to meet their needs and close to public transport, schools, shops and parks. Young adults wanting to live independently of their parents need housing which is affordable to rent or buy. This includes studio style units, one bedroom and two bedroom apartments and shop top dwellings. They want to be close to the action – to vibrant activity centres that offer daytime and night-time activities and close to public transport rather than owning a car. Older people may want to downsize from the family home to a smaller, more manageable unit whilst the elderly in our communities need purpose-built accommodation often with a level of in-house care and support. These trends are not unique to Wyndham. People are trading off the size of a dwelling for close proximity to services, public transport, shops, parks and all of the things that make urban living enjoyable and accessible. They are trends being experienced elsewhere in metropolitan Melbourne. If we want our children, parents and grandparents to stay in Wyndham then we will need to provide a wider range of housing types rather than have our residents move out of Wyndham because there was little or no choice in the housing market to meet their needs and budgets.

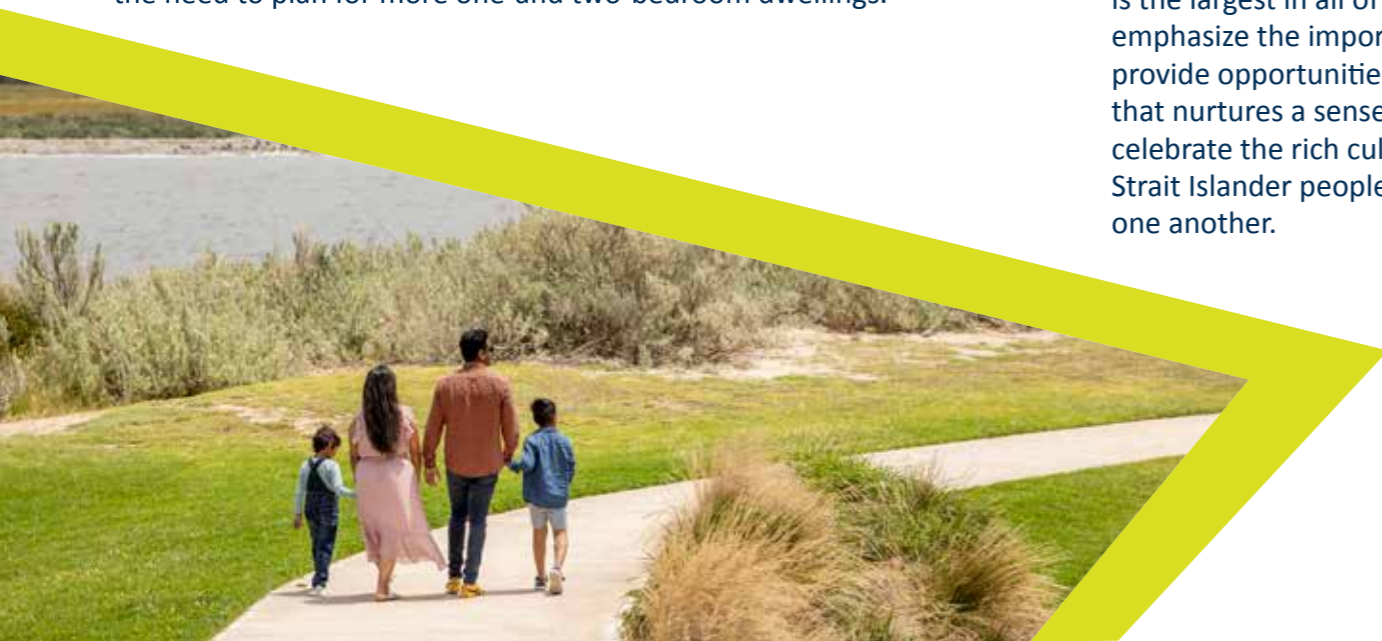
Wyndham is experiencing not only fast growth but many of its residents have moved into the municipality recently. Of every three people you meet in Wyndham, one has moved there in the past five years. Much of the total net migration into Wyndham is from people born overseas resulting in a diverse multi-cultural community from 170 different countries. The Wyndham Aboriginal and Torres Strait Islander population is the largest in all of Greater Melbourne. These characteristics emphasize the importance of living in areas which welcome newcomers, provide opportunities for social interaction and an urban environment that nurtures a sense of belonging. Places and spaces are needed to celebrate the rich cultural heritage of Wyndham's Aboriginal and Torres Strait Islander peoples, express different cultures and to connect with one another.



Changes to the way we work will also influence the composition of Wyndham's resident workforce and the employment opportunities close to home. Technological innovation, ongoing development in communications and artificial intelligence as well as the desire for more people wanting to work from home and seeking more flexible working hours will, over time, alter our resident workforce profile. Changes to the nature and location of work are inevitable. Developing a variety of employment hubs well connected by public transport is required to keep more people living and working within Wyndham, reduce unemployment levels and provide employment pathways for young residents and new arrivals.

Planning for the needs of businesses and investors is also important. Our plan needs to think about what business-people and investors are seeking in a Wyndham location. Since 2000 more than two thirds of Greater Melbourne's job growth has occurred in five sectors – health and social assistance, professional, scientific and technical services, education and training, construction and retail trade. A rapidly expanding population such as in Wyndham will, of its own volition, generate the need for more jobs in the majority of these sectors. Many of the residents travelling outside of Wyndham for employment are semi-professional and professional workers. Creating local jobs for them will be important.

Several factors will influence a business to establish in Wyndham including the availability of suitable premises, the cost of buying or renting that space, the availability of local workers with the skills and expertise they need to operate the business, the location itself in terms



of access to markets and availability/proximity of suppliers of goods and services. For some businesses/investors the look and feel of the place will also be important as well as access to transport networks. Having a plan that addresses these requirements will be important to attracting new businesses and investors who will want to employ locals.

More particularly, with growth in Greater Melbourne’s knowledge economy Wyndham has the potential to attract a wider range of job opportunities which in turn will further diversify the resident workforce makeup. Designation of the East Werribee Employment Precinct as one of seven National Employment and Innovation Clusters in Greater Melbourne creates opportunities for attracting high order activities especially in the education, research, justice, health and medical sectors. The role of higher education and enhancing its accessibility within Wyndham will play a vital role in broadening the skills and expertise of the resident workforce and make Wyndham more attractive for business investment. Wyndham also occupies a vital strategic location between Melbourne and Geelong. The location and the vastness of our geography make Wyndham’s growth and development an important contributor to Victoria’s overall economic development and productivity.

The Wyndham Plan adopts a positive and optimistic view of the future. It acknowledges that whilst there are issues and challenges facing us today, there are many ways that we can make Wyndham a better place to live. By having a plan, we can set priorities, implement place making transformational projects and reshape the way the municipality develops for current and future generations.



**7%**  
of homes are one- or two-bedroom dwellings compared to 26 % in Greater Melbourne (Melbourne Metro Average) (Census 2021)



**12%**  
Share of medium and higher residential densities in Wyndham compared to 34 % in Greater Melbourne (Census 2021)



**37%**  
of Wyndham resident workers live and work in their municipality compared to 84 % of resident workers in Bendigo (Census 2021)



**26%**  
of Wyndham residents commute daily for at least 2 hours, which is the highest percentage across all Greater Melbourne municipalities. (Department of Health and Human Services 2015)



**57%**  
of local households have access to 2 or more vehicles compared to 51 % in Greater Melbourne (Census 2021)



**69%**  
of employed Wyndham residents commute to work by car compared to 64 % in Greater Melbourne (Census 2016\*)



**1.3%**  
of employed Wyndham residents walk or cycle to work compared to 4.4 % in Greater Melbourne (Census 2016\*)



**58%**  
of adult residents in Wyndham engage in insufficient physical activity compared to 47 % in Victoria (Victorian Population Health Survey 2017)



**4%**  
Tree canopy cover within urban areas of Wyndham compared to 20 % in Bendigo. (Melbourne Metropolitan Region Vegetation Cover – Report 2018)

\*2016 Census data has been used as pre-covid data more accurately reflects transport movements than 2021 Census data.

# 5. THE OPPORTUNITY: A NEW APPROACH TO THE DELIVERY OF THE WYNDHAM 2040 VISION

The Wyndham 2040 Community Vision is a great vision that conceptualises and clearly outlines the aspirations of the Wyndham community. To deliver on this vision requires practical solutions that move from the conceptual to the practicalities of delivery, alignment of budgets, expenditure and investment prioritisation and this involves delivering outcomes in particular places. It involves delivering outcomes spatially.

**It is about encouraging development in locations that are well supported by infrastructure and services.**

Different development patterns deliver different outcomes.

**Dispersed, suburban development brings with it:**

- Increased infrastructure costs because more infrastructure is required to service less people.
- Less opportunity for jobs growth and the delivery of job diversity because jobs tend to agglomerate around centres of activity.
- Increased servicing costs because services are delivered using dispersed approaches.
- Greater costs to residents because travel distances and times are increased, reducing affordable living outcomes.

Suburban development done well can lead to highly attractive environments, where space is utilised to build amenity, with street trees and trees within lots. Where environments are quiet and relaxed. Where done poorly they do not create attractive environments, plus have all the disbenefits of the dispersed development pattern.'

**Concentrated urban development brings with it:**

- Reduced infrastructure costs because less infrastructure is required to service more people.
- More opportunity for jobs growth and the delivery of job diversity because jobs tend to agglomerate around centres of activity.
- Reduced servicing costs because services are delivered using concentrated/targeted approaches.
- Reduced costs to residents because travel distances and times are decreased, facilitating, and supporting affordable living outcomes.

Urban development done well can also lead to highly attractive environments, where smaller spaces and streets themselves are utilised to build amenity.

We need to deliver urban places to service the suburban outcomes we already have in abundance. We need to put the Urban into the Suburban. This is particularly important in a place like Wyndham that covers a vast spatial area and where growth pressures compounded by un-sequenced development fronts place ever expanding pressure on Council's and the State's expenditures.

Importantly we also need to shift our thinking from delivering suburban development to delivering the urban, to delivering urban amenity if we want to **attract urban investment** from both the State and private sectors.

**What does a spatial response to the development of Wyndham look like?**

It starts with the 20-minute neighbourhood concept, the benchmark set by Plan Melbourne and the State government for creating liveable places. This is important because it means Wyndham's spatial response to development can be aligned with State government policy, thinking and guidance.

Truly great places to live and work don't just happen. They are built on big ideas, great vision and a commitment to deliver those ideas in a holistic, integrated, inclusive and sustainable way. With the primary focus on **people and places** the new approach proposed begins its process of transformation with six big ideas (discussed in Chapter 7) that will help transform Wyndham from a **2-hour to a 20-minute city**.

We want a city where more of us can live, work and play within a 20-minute walk, cycle or public transport journey rather than spending too much time in the car to get to work, do our shopping or take the kids to school. A city that transforms from a suburban, low density, sprawling city to an urban city that offers greater concentrations of housing and employment in well serviced, well connected and well-designed neighbourhoods.



Figure 8 shows the key features of a 20-minute neighbourhood. Currently Wyndham has few 20-minute neighbourhoods because it has developed in the past, and even today, as a city of low-density suburban development.

Wyndham has become a car dependent city where most of us need a car to get to where we want to go. But this can change if we adopt the three D's – **density, diversity and design** – to create a quality, compact and connected city when we plan our new urban areas and revitalize our existing urban areas.

- **Density** means more choice in the type and affordability of housing available as well as more jobs close to home, it is about delivering a more compact city where more of what people need and want is closer to where they live and they can connect with it easily.
- **Diversity** is about creating a variety of places that are safe, vibrant and attractive as well as a neighbourhood that caters to the needs of all age groups, cultures and genders.
- **Design** is about the look and feel of the neighbourhood, its residential streets, the local shopping centre, its open spaces and the quality of development. It is about raising the bar on the quality of design to improve liveability and create a sense of place. Good quality design doesn't need to be expensive - in many respects it can be about doing things better and more simply.

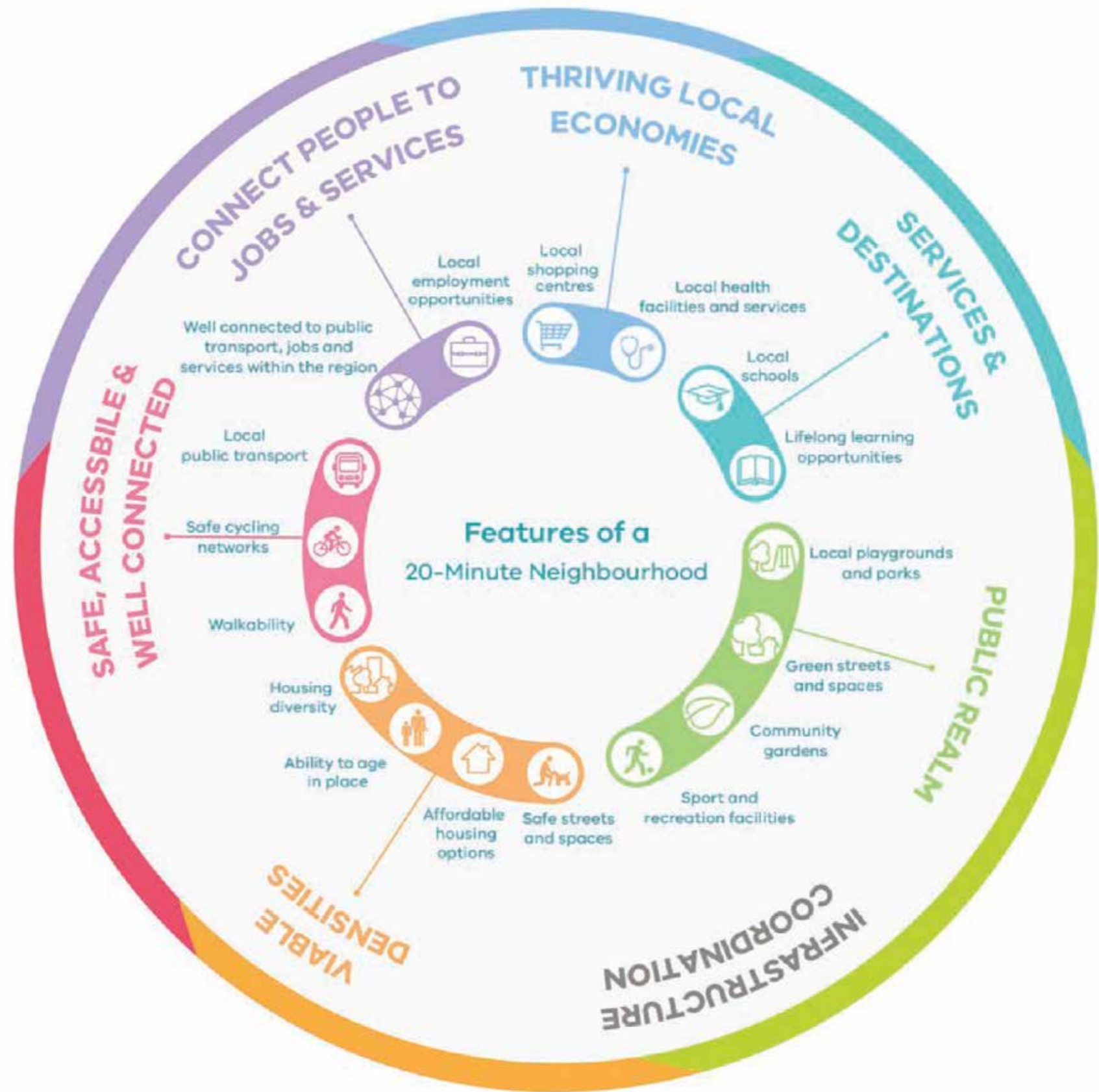


Figure 8: The 20-minute neighbourhood (Source: DTP as reproduced in Precinct Structure Planning Guidelines: New Communities in Victoria, October 2021, Victorian Planning Authority, DELWP, Victoria State Government, page 11)



## 6. THE WYNDHAM PLAN OBJECTIVES

The *Wyndham 2040 Vision* has helped shape The Wyndham Plan as have the community who have shared their stories and aspirations for the city they want to live and work in. The people of Wyndham want to be connected to one another assisted by an efficient transport system. **They want a city offering a range of housing and built environments that contribute to the quality of life, their health and wellbeing. A city that offers varied and plentiful local employment options and where businesses of all sizes will thrive.**

People also want a good mix of shops and shopping destinations; a high standard health system which is accessible to all; great schools, universities and community centres to share skills and build knowledge; places for events and attractions and opportunities to celebrate the culture and arts including acknowledgement of the city's Aboriginal Cultural Heritage. The Wyndham community want to connect with, celebrate and protect their natural environment, enjoy the city's parks and open spaces and live healthy, happy lives.

Throughout the recent refresh of the Wyndham 2040 Vision the following quote from page 12 is important:

*'A common thread throughout the 2,040 stories was 'places for people' with a focus on places where people could meet, connect with each other or just relax and enjoy. It encompassed social connection, arts and culture, good design, shops and business, participation and engagement, and a resounding vibrancy.'*

Wyndham City Council has listened to what the community wants. The Council has embarked on a mission to adopt a desired-outcome based, design-driven approach to creating a sustainable, inclusive and vibrant Wyndham of the future.

The Wyndham Plan aims to supercharge city shaping and urban infill development. Wyndham will become a 21st century smart, healthy, inclusive and sustainable city.

In order to deliver The Wyndham Plan four foundational pillars each with their specific objectives have been identified. They are:

### CONNECTIVITY

- Ensure that Wyndham is well connected internally and with the surrounding region, Victoria and Australia by technology and an integrated transport network.
- Ensure Wyndham's activity centres (new and existing) are well connected by all transport modes but particularly active modes (that is, walking, cycling and public transport).
- Deliver urban infrastructure in a way that matches growth demands in a timely and staged manner whilst maximising the capacity of existing infrastructure investment.

### CONCENTRATION

- Create concentrated, vibrant, attractive, high amenity urban places that can attract investment and enable people to come together, meet, connect with one another or just relax and enjoy.
- Encourage denser and more concentrated urban development, especially in and around activity centres, serviced by high performing rail and bus interchanges and other innovations in the public transport network.
- Develop a network of activity centres that complement and support one another and where specific centres are focused on more intense commercial development and others attract medium and higher density housing and others do both.

### CAPACITY

- Grow jobs capacity within Wyndham, in particular the number and diversity of jobs and with a focus on utilizing the skills, expertise and potential of the resident workforce.
- Ensure that the people of Wyndham have more time to grow their capacity to live, learn, grow and thrive, by reducing travel times, increasing diversity of employment, promoting health and well-being and celebrating the city's rich and diverse culture, including its Aboriginal Cultural Heritage.
- Provide urban places where there is capacity for the people of Wyndham to come together as a community to live, learn, grow and thrive.
- Wyndham residents should reasonably expect to live in a largely self-sufficient community and have the same access to open space, health, education, community services, recreation and employment as anywhere else in Melbourne.

### CHOICE

- Promote Wyndham as a destination of choice by increasing the choices available for all people of Wyndham in accessing their desired housing, employment, educational, health, leisure and cultural needs within Wyndham.
- Ensure that sufficient and well targeted land and development potential is made available for the people of Wyndham to have genuine choices about where they live, work and play within the municipality.
- Provide genuine choices in terms of transport options for the people of Wyndham including a network of safe and attractive pedestrian and cycle paths which link people to places.

All of these objectives of The Wyndham Plan require a transformation in the way we plan and develop our existing and newly emerging neighbourhoods. As our plan states – this is about putting the Urban in the Suburban.

## 7. SIX BIG IDEAS

# TO TRANSFORM WYNDHAM FROM A 2-HOUR TO A 20-MINUTE CITY

Wyndham is currently a geographically large and dispersed grouping of residential suburbs. This means that many of Wyndham's residents travel significant distances to access jobs, services, cultural events and facilities they need to live their lives. Wyndham operates like a 2-Hour City for many of its residents.

Wyndham must seek to be a City. Australia's newest, smartest and most inclusive City. A hyper connected City that connects people and places. The Wyndham Plan seeks the creation of a Wyndham City Heart to service and connect the people of Wyndham. The proposed Wyndham City Heart has the potential to enable many of Wyndham's residents to access jobs, services and facilities within shorter timeframes than is currently possible. It provides the potential for Wyndham to operate as a 20-Minute City. Where this cannot be achieved The Wyndham Plan supports the creation of a City of 20-Minute Neighbourhoods through the delivery of Wyndham City Pulses that will service most of Wyndham's residents daily needs and will deliver on the Plan Melbourne direction of Creating a City of 20-Minute Neighbourhoods

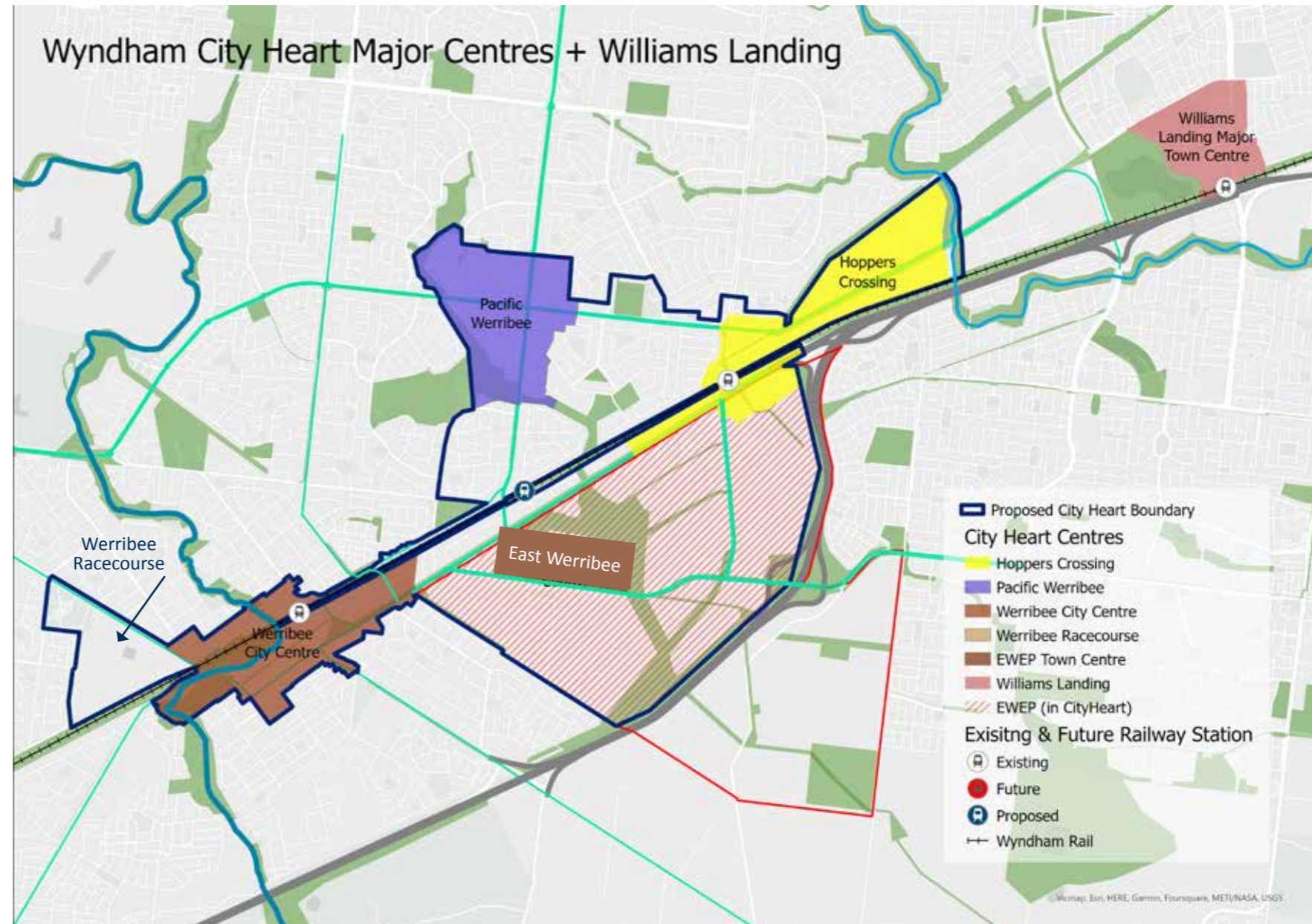
## A SPATIAL, PLACE-BASED PLANNING AND DEVELOPMENT RESPONSE: BIG IDEAS 1 & 2.

### Big Idea 1: Wyndham City Heart

**A 20-Minute City is more than just a grouping of 20-minute neighbourhoods.**

#### Every city needs a Heart

Every city needs a heart. A city heart that is vibrant, people friendly and diverse in its make-up and functions. A city heart that connects us all. A city heart comprising different precincts or parts which are seamlessly connected to one another by walking, cycling, e-transport (e-scooters/e-bikes) and public transport services. A city heart that expands the experiences and opportunities available to the community. Wyndham needs a city heart – a place to connect, congregate and celebrate.



Map 4: The Wyndham City Heart with the Metro Spine and Five Precincts.

#### Wyndham City Pulses need a Wyndham City Heart

Currently the activity centres along the Werribee Metro rail spine from Werribee in the west to Williams Landing in the east compete with one another rather than offering different experiences and opportunities.

**A planning framework which leverages significant development opportunities is needed to integrate transport and land use along this important spine to create a new Wyndham City Heart.** See Maps 4 and 5.

Spatially, Wyndham needs a City Heart to provide a lifeblood to its Wyndham City Pulses (Big Idea 2). The Wyndham City Pulses highlight the need to concentrate activity in certain parts of the city to create urban places in Wyndham to support the suburbs. The Wyndham City Pulses also need to be supported by a central urban location that is capable of servicing the whole of Wyndham and its future population of approximately 500,000 people. We call this central urban location the Wyndham City Heart.



Figure 9: Factors Driving the Success of Enterprise Precincts

Source: *Unlocking Enterprise in a Changing Economy* (September 2018), Victoria State Government, page 11

Future development and revitalization of the Wyndham City Heart is underpinned by the following elements:

- A network of complementary urban centres along the Werribee spine which attract high concentrations of people and generate opportunities for social interaction, employment, education, cultural activities and entertainment.
- A series of ordered and connected spaces linked by stations located along the spine of activity.
- Higher populations living and working within the Wyndham City Heart including social and affordable housing, greater housing diversity and large format buildings.
- A wide range of community facilities that are strategically located and support a rich and diverse profile of Wyndham's population.
- A sequence of positive architectural and visual experiences which give legibility and landmark identity when viewed from various approach routes.
- Continuity of visual expression in quality landscape architecture and building design from a human/ pedestrian perspective.
- A legible and quality designed pedestrian and cycling commuter corridor as a unifying element throughout the Wyndham City Heart.

The Wyndham City Heart is also the part of Wyndham most likely to be a successful enterprise precinct and the most capable of supporting the agglomeration of businesses, exhibiting many of the characteristics that contribute to successful enterprise areas. Importantly it is also significantly more mature and capable of supporting successful enterprises than other less central and less developed future centres on Wyndham's periphery. See Figure 9.

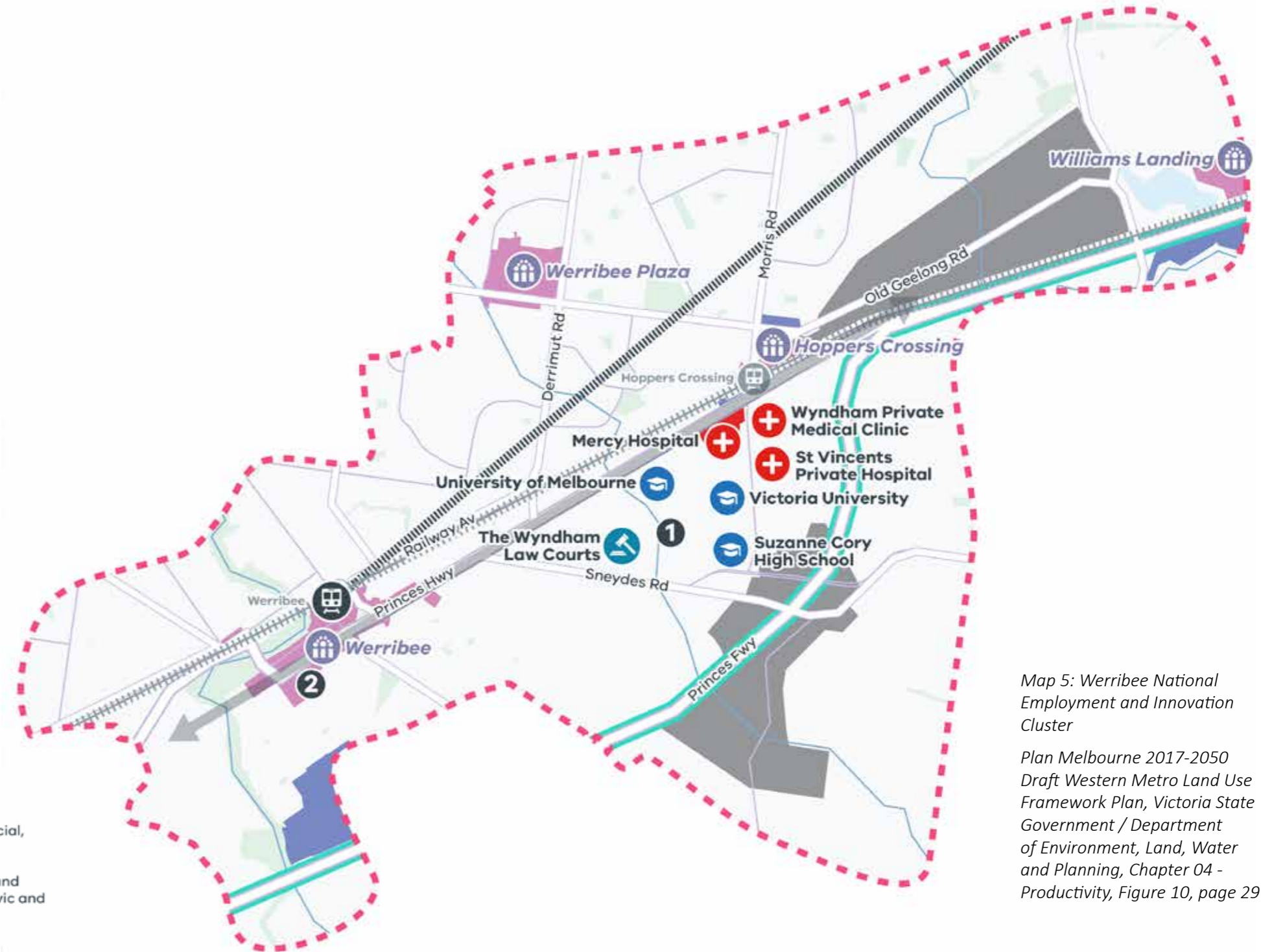
The Wyndham City Heart will comprise the following precincts each with its own identity and sense of place.

The **Werribee Central Precinct** is designated a Major Activity Centre in Plan Melbourne. Situated on the banks of the Werribee River the precinct is characterized by a fine-grained urban structure, where human scale and pedestrian friendly amenity are valued. Already over 400 businesses in the precinct provide a wide range of retail and commercial services integrated with cultural and dining experiences. Larger sites within the precinct have potential for future redevelopment favouring high density housing and office accommodation above ground level retail uses.

The Werribee Central Precinct is earmarked for major expansion and densification consistent with maximising the use of the Werribee train station (which may be upgraded as part of the Geelong Fast Rail project) and bus interchange. Its civic and community service roles will be substantially strengthened with opportunities for additional social, retail and commercial development commensurate with its Major Activity Centre status. Appropriate, 'missing middle' housing will be welcomed. Improvements to the public realm will facilitate pedestrian and cycle connections to the nearby East Werribee National Employment and Innovation Cluster as well as create public spaces that are memorable, attractive and easily accessed.

The **East Werribee Precinct** is part of one of the seven National Employment and Innovation Clusters (NEICs) in metropolitan Melbourne. NEICs attract diverse activities in the fields of international education, research, health, medical technology, pharmaceuticals, science, business services, high-tech manufacturing and information technology. These industries are the future of the Victorian economy and are expected to offer significant growth in jobs close to where people live. The East Werribee Precinct is also a designated Urban Renewal Precinct in Plan Melbourne. Covering a total area of 775 hectares the precinct is home to a growing health and learning hub and a justice precinct and represents the largest mixed-use development precinct in metropolitan Melbourne.

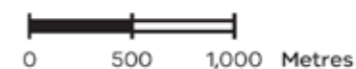
Opportunities exist within the NEIC for a new East Werribee Town Centre and Commercial Precinct catering for the many and varied needs of residents and workers, an Enterprise and Interchange Business Precinct taking full advantage of excellent access to Melbourne's CBD and Avalon International Airport, a state-of-the-art Health and Learning Precinct and residential development offering a wide range of housing at medium and higher densities. Woven throughout the East Werribee NEIC will be a high-quality public realm comprising tree lined streets, local parks and botanical gardens as well as places for recreation, leisure and cultural pursuits.



- 1** Within the East Werribee Employment Precinct, facilitate the development of commercial, health and education uses and high-tech research and development.
- 2** Intensify land use in the Werribee Major Activity Centre and encourage a diversity of land uses and attractions, including accommodation, office, retail, hospitality, transport, civic and community uses.

	Education facility, precinct		Regionally-significant commercial land		Strategic linkages		Rail network
	Health facility, precinct		Regionally-significant industrial precinct - existing		Suburban Rail Loop - interchange station		State-significant road corridor
	Justice facility, precinct		Local industrial precinct - existing		Suburban Rail Loop West - (Airport to Werribee)		Road network
	Major activity centre		Indicative NEIC boundary		Train station		Regional boundary

**Note:** Designation of this area as a NEIC does not change the status of parkland, open space or residentially zoned land  
**Note:** NEIC boundary is indicative only and subject to detailed planning  
**Note:** Map is indicative only



Map 5: Werribee National Employment and Innovation Cluster  
 Plan Melbourne 2017-2050  
 Draft Western Metro Land Use Framework Plan, Victoria State Government / Department of Environment, Land, Water and Planning, Chapter 04 - Productivity, Figure 10, page 29





Figure 10: The existing condition photo and photomontage of potential future development scenario of Princes Hwy in East Werribee

Excellent road access is available to the precinct from the north along Derrimut Road, from the Point Cook area to the south via the full diamond interchange at Sneydes Road and the Princes Freeway. Rail access is also available with the opportunity to establish a new East Werribee Railway Station at the doorstep of the precinct. Attractive place making improvements to the area will ensure a seamless transition of people movement from the Werribee Central Precinct to this significant urban renewal area.

The **Hoppers Crossing Town Centre** is designated a Major Activity Centre in *Plan Melbourne*. Consistent with the *Wyndham 2040 Vision* to create places for people, this activity centre is undergoing significant change. The precinct has been identified as a pivotal location for a new urban centre that has the potential for encouraging more development, improved urban amenities such as better public spaces, parks, and services, and more employment and business opportunities. To guide this process of change, an urban design framework will need to be prepared by Council, including the opportunity for a new Hoppers Crossing railway station square and enhanced access and integration with the East Werribee NEIC and particularly its medical facilities.

The **Hoppers Crossing Freeway Commercial Corridor** is located on the north side of the Princes Freeway in Hoppers Crossing. Large allotments along this older style, low rise industrial and commercial strip provide the ideal opportunity for urban revitalization including residential apartments, hotels and short-term accommodation. To be linked by new public spaces and improved pedestrian and cycle access the corridor enjoys close proximity to the Hoppers Crossing railway station to the west and the new Williams Landing railway complex and employment hub up the line to the east.

The **Williams Landing Employment Precinct** is designated a Major Activity Centre in *Plan Melbourne* as well as being located within a designated Priority Development Zone encouraging high quality commercial, retail and mixed-use development. Offering a master planned urban environment, a unique feature of this precinct is the fifty-hectare Town Centre abutting the high-quality Williams Landing train station and bus port. Already multi-level development is appearing on the skyline including the Williams Landing shopping complex. Numerous opportunities for large footprint multi storey commercial development exist within this gateway to Wyndham precinct that is 20km from Melbourne's CBD and a half hour train journey.

Vital to the success of this major employment precinct is the integration of a high-quality public realm which extends out into the newly developing residential neighbourhoods of Williams Landing.

## Filling the missing gap in rail infrastructure

The juxtaposition of three Major Activity Centres plus a NEIC along the Werribee Metro rail corridor presents a unique opportunity to establish a vibrant, multi-destination, mixed-use **Wyndham City Heart**. The area will play a vital role in creating a more compact, consolidated and connected place offering significant investment and employment growth complemented by high quality residential apartment style housing and attractively designed public spaces. The Wyndham City Heart will be at the heart of creating a future Wyndham that is a quality, compact and connected city.

To further enhance the appeal, accessibility and city-wide benefits of the Wyndham City Heart and its five interconnected precincts is the potential to connect the Regional Rail Line to the Metro rail corridor via a new rail spur. This additional rail infrastructure will enable the rapidly developing urban growth area communities in areas such as Tarneit, Tarneit West, the future stadium and specialized activity centre at Sayers Road, Wyndham Vale and Black Forest Road a direct and convenient rail link into the Wyndham City Heart. Council's advocacy is also currently seeking a stop in Wyndham as part of the Geelong Fast Rail project that would further enhance the benefits of this rail link. The new rail link will also provide opportunities for residents in the established urban areas of Wyndham to access jobs 'down the line' such as at Avalon International Airport and beyond to Geelong. See Map 6.



Figure 11: The existing condition photo and photomontage of potential future development scenario of Old Geelong Road, Hoppers Crossing

Each of the railway stations (existing and proposed) along this extended rail corridor will be the focus for more intense, well designed mixed-use development. Improvements will be made to pedestrian and cycle paths leading to these Transit Oriented Development (TODs) hubs encouraging workers and commuters to access healthy ways of getting from home to where they want to go. Victoria's bus network is currently being reviewed to improve public transport options and support TODs. Further information is available from the Department of Transport and Planning.

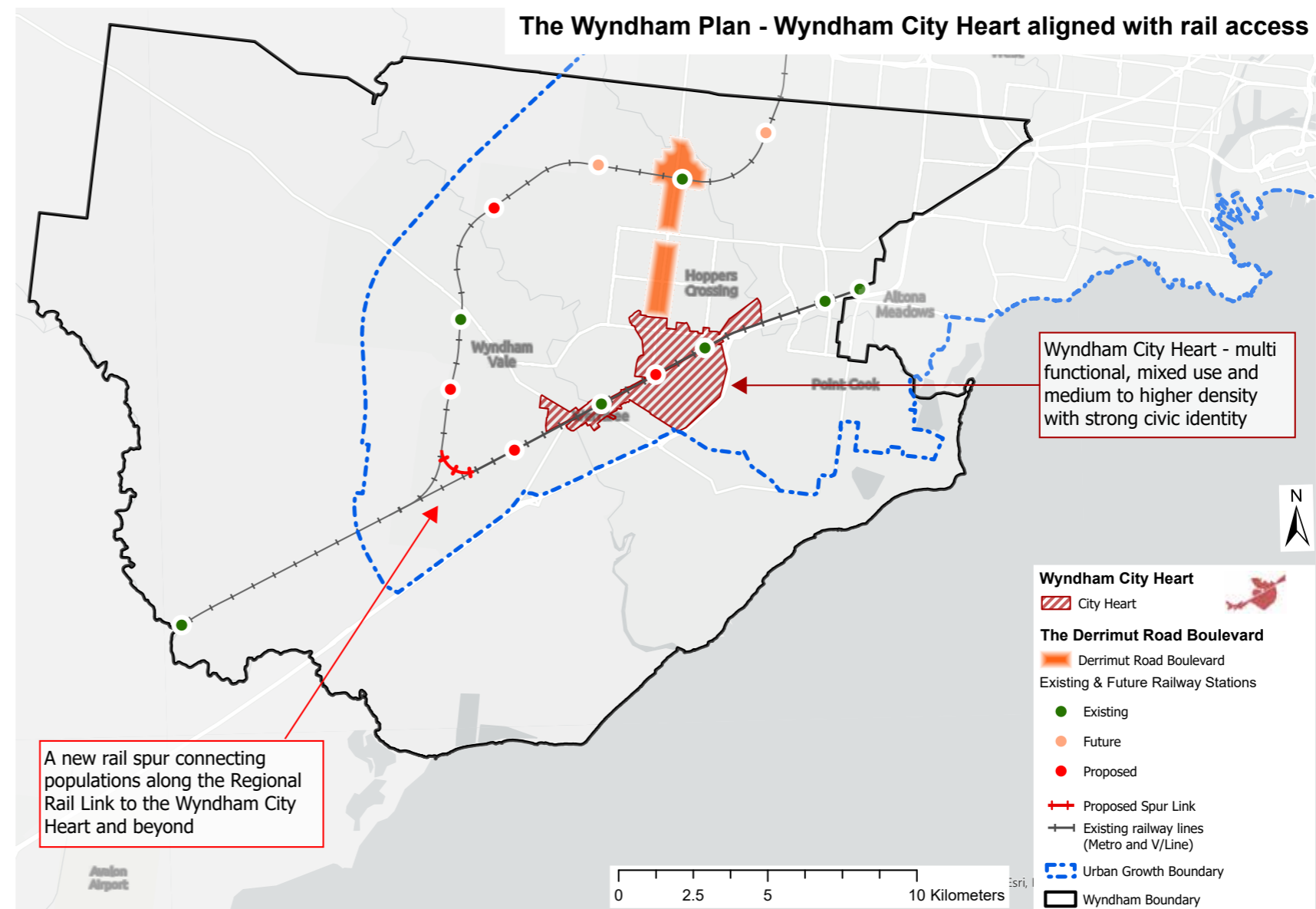
This city shaping initiative will also enhance The Wyndham Plan's vision of transforming Wyndham from a 2-hour to a 20-minute city. By replacing a car trip with a train trip to the Wyndham City Heart there will be many thousands of jobs and a concentration of community services and facilities including medical and hospital care and higher education institutions accessible to people living along and near the Regional Rail Link.

The **Wyndham City Heart** will become a well-connected mixed-use, medium and high-density urban area supporting the following:

- a mixed-use hub where Wyndham City Council offices are located alongside other retail, commercial, community and cultural facilities.
- a wide range of medical, educational, justice and research related activities focusing on the knowledge economy and smart city innovations and technologies.
- the needs of the community and boost local employment growth.
- a diversity of business enterprises and job opportunities that align closely with meeting the employment needs of Wyndham's resident workforce.
- medium (5 to 8 storeys) rise apartment style living including affordable accommodation for families, singles and couples, key workers, students and business-people.
- a wide selection of goods and services meeting daily needs as well as higher order needs which service the Western Region of metropolitan Melbourne.
- a high-quality, well-designed public realm offering attractive urban environments for living, working and playing, for events and celebrations as well as creating a seamless transition between the various precincts within the Wyndham City Heart.
- a network of vegetated streets, pedestrian and cycle paths connecting people to places throughout the Wyndham City Heart.
- an efficient, affordable and frequent public transport service that connects people to the different retail and commercial centres, employment hubs and community facilities within the Wyndham City Heart and beyond.
- the integration of ESD principles in the design of all new development including urban infrastructure



A structure plan will be prepared for the Wyndham City Heart providing the spatial framework within which to guide and direct public and private sector investment. Additional work will be done on more detailed urban design framework plans for each of the five key precincts setting out actions to be prioritized in the process of revitalization and redevelopment of these precincts and the funding mechanisms required to make it happen.



Map 6: Wyndham City Heart aligned with rail access

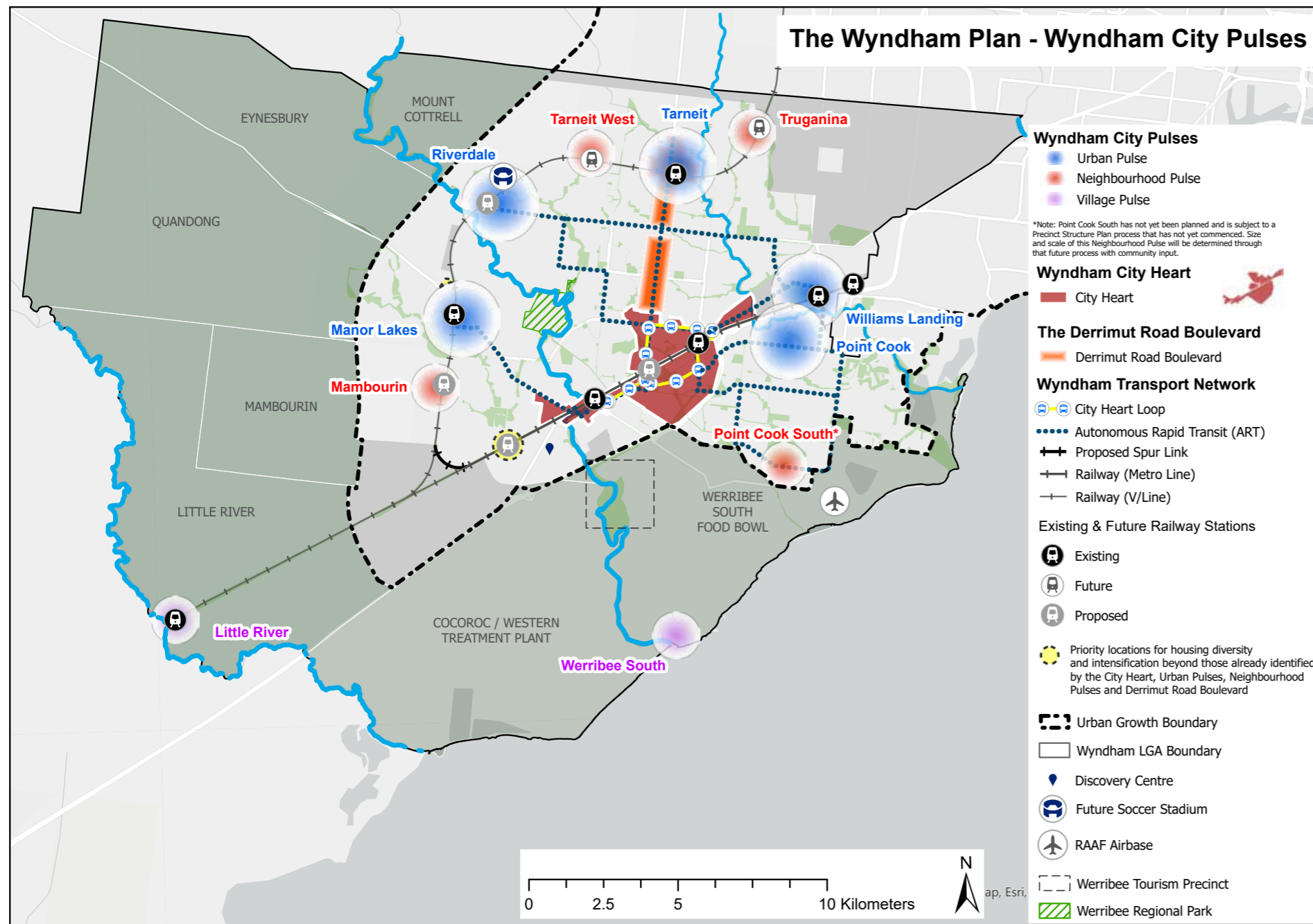
## Big Idea 2: Wyndham City Pulses

### Wyndham City Pulses: Delivering a 20-minute city and a city of 20-minute neighbourhoods.

To enable 20-minute neighbourhoods to be developed effectively requires identifying where each neighbourhood is and the activity centre on which it will be centred. This involves spatial thinking and the identification of neighbourhoods and the activity centres that will provide the foundations from which the community can grow and develop in terms of public and private infrastructure, thus providing

greater capacity to deliver the Wyndham 2040 Vision. It is also important to recognize that not all neighbourhoods or their activity centres are the same. Some are identified to support larger catchments of multiple neighbourhoods. The new approach proposed identifies these as critical locations for the future development of Wyndham. They are the key existing and proposed activity centres in Wyndham that will be central to the creation of Wyndham as a 20-minute city.

Just as there are several pulse points in our bodies that monitor our health and well-being there are pulse points throughout Wyndham that are existing and future hubs of activity serving the surrounding residential neighbourhoods. We call them **Wyndham City Pulses** and they are divided into two primary categories Urban and Neighbourhood Pulses, that are complemented by a subset of the Wyndham City Pulses known as Village Pulses located in Wyndham's Green Wedges:



Map 7: Wyndham City Pulses

### Wyndham City Pulses:

**Urban pulses:** Manor Lakes, Riverdale, Tarneit, Williams Landing, Point Cook

District level neighbourhoods comprising a major activity centre to provide daily and higher order services to surrounding residential catchment areas.

**Neighbourhood pulses:** Truganina, Tarneit West, Mambourin, Point Cook South

20-minute neighbourhoods that will service the daily needs of surrounding residential catchment areas through smaller local shopping centres.

**Village Pulses located in Wyndham's Green Wedges:**

**Village pulses:** Werribee South, Little River

Rural townships that will service most of the daily needs of surrounding township and rural catchment areas but not higher order needs.

A total of eleven Wyndham City Pulses have been identified as shown in Map 7.

Each Urban Pulse is located within a district catchment area comprising one or two major activity centres and multiple 20-minute neighbourhoods serviced by smaller local shopping centres.

The catchments of these smaller activity centres are defined by a 20-minute walk (about 800 metres) from the local shops to the surrounding residential area. These smaller shopping centres need to be closer to where people live as they are where daily needs are met. In the case of larger activity centres where a wider range of goods and services are available to the community e.g., Tarneit these 20-minute catchment areas can cover a 1.6km radius from the activity centre itself.

Some of the Wyndham City Pulses already support substantial retail, commercial and community development and benefit from access to an established residential population within their catchment area e.g. Point Cook. Other Wyndham City Pulses such as Tarneit are at the early stages of supporting mixed-use development with the surrounding area in a state of transition as more housing is built to accommodate a growing population.

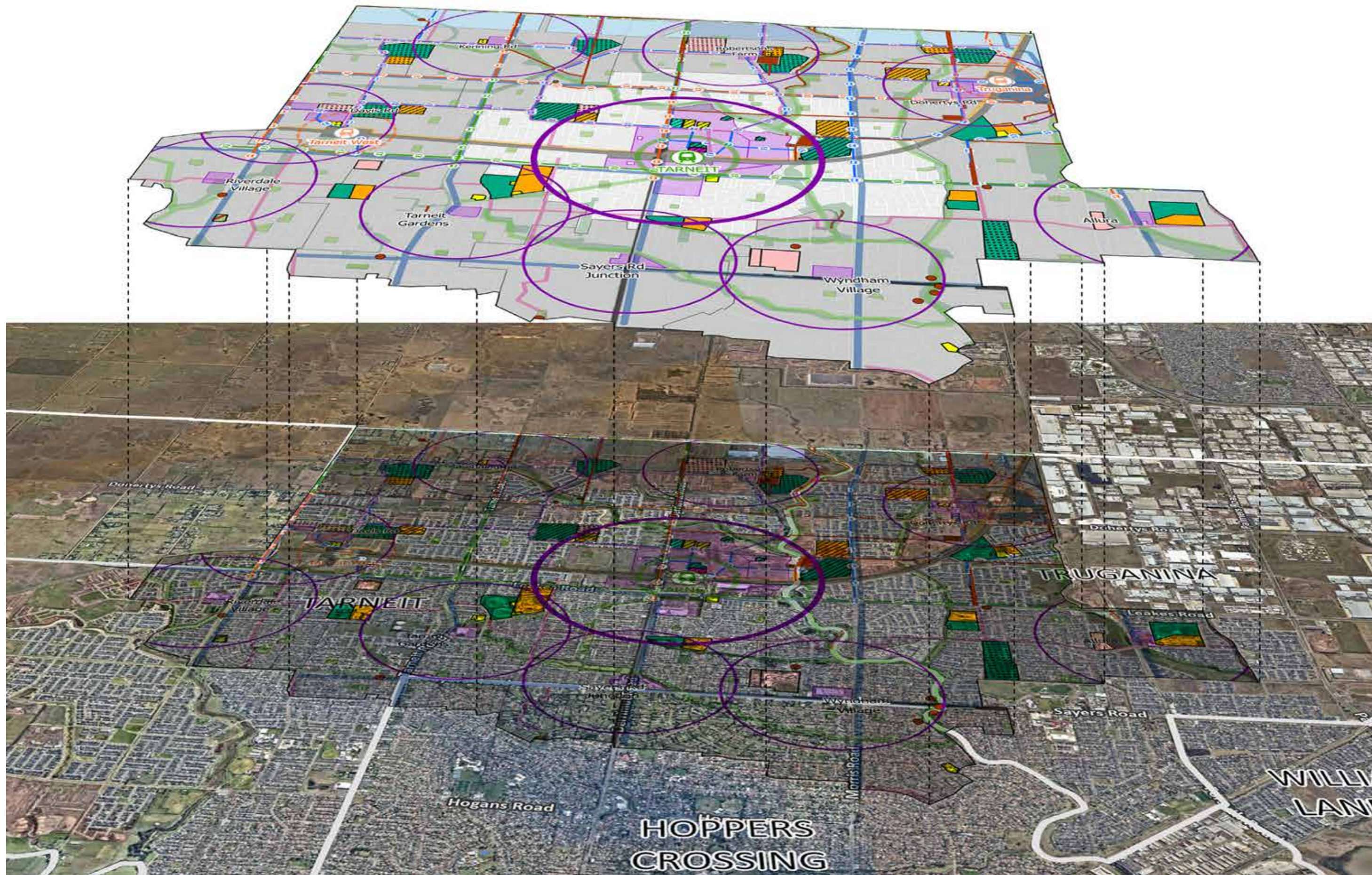


Figure 12: Concept of Tarnett Urban Pulse

Each Wyndham City Pulse is to include a mix of land uses, local retail activity, centrally located public space, community facilities, and accommodation for not-for-profit organisations and local residents wanting space for a new business enterprise. They will offer variety and choice including spaces for low value uses. Retail will be supported by community, health, and cultural activities that become central attractions within these centres. As community hubs offering day and night-time experiences, the spatial distribution of the Wyndham City Pulses and their easy access from nearby residential areas are important factors.

Each Wyndham City Pulse will seek to develop its own strong community identity, high levels of visitation and increased length of stay. Development of these Wyndham City Pulses is not to be a formulaic development response which is duplicated from one activity centre to the next so that each looks much the same, has the same set of franchised outlets and is designed as a freestanding, inward looking, large format building in a sea of car parking.

Instead, a street based pedestrian oriented design with activation of built form frontages to streets and location of car park areas to the rear of buildings are high priorities. The street structure and layout will allow for changes in land use and encourage safe, accessible and easy pedestrian movement and circulation between destinations. They are to include civic spaces for events, celebrations, community gatherings and play space for children – spaces that enhance community interaction and social cohesion, are memorable and enjoyable to use and are activated and safe. By master planning each Wyndham City Pulse a more integrated, connected and productive mix of land uses can be staged over time including opportunities to build over open lot car parks as the demand for growth in these centres evolves.

Each Wyndham City Pulse will become a focus for actions aligned to achieving the broader objectives of The Wyndham Plan and meeting local community needs close to where people live. They will be designed to evolve and adapt to changes in land use and population densities in the surrounding area. They will need a resilient urban structure, a human scale, places which support local cultural diversity, commerce, community activities and a pedestrian environment which is safe, comfortable and attractive.

Each of the Village Pulses is smaller and will not seek to achieve all the outcomes sought by the Wyndham City Pules (Urban and Neighbourhood). The Village Pulses will seek to serve the local needs of the smaller communities they serve in a way that the local community and surrounding rural community supports and will enhance and build upon their existing strong community identity.

The Place Intervention Logic or PIL process discussed later in this document will be applied to each of the Wyndham City Pulses, and adapted to the Village Pulses and surrounding catchment areas ensuring that local communities have input and involvement in the future look, feel, function and role of their local pulse.

## If Is All Connected

The establishment of a Wyndham City Heart and development of activity centres as a focus of Wyndham City Pulses, forms the foundational layer of the new proposed approach to the delivery of the Wyndham 2040 Vision. These places become the spatial layer guiding how Wyndham can be developed over the next 20 to 30 years. The identification of such places is critical. However, it is only one layer of what is required to achieve the delivery of the Wyndham 2040 Vision. These critical places also need to be connected and networked.

Under the new approach proposed, the networking of these places is supported by what we call the **Wyndham Transport Network (WTN)** and **Derrimut Road Boulevard**.



# SPATIAL INTEGRATION, NETWORKING TRANSPORT AND DEVELOPMENT: BIG IDEAS 3 & 4

## Big Idea 3: The Wyndham Transport Network (WTN)

All great cities have a transport network that is quintessentially their own and Wyndham will need to seek its own. If Wyndham is going to become an urban place, the type of place the people of Wyndham have sought through the Wyndham 2040 Vision, it needs to connect up the transport network between the Wyndham City Heart, Wyndham City Pulses and surrounding neighbourhoods. We call this proposed network the **Wyndham Transport Network (WTN)**. The Wyndham Transport Network should aspire to service the people of Wyndham, with a focus on the integration of transport, development and investment outcomes. The Wyndham Transport Network would be integrated with and form part of the broader public transport network (linking to the Metro line and Regional Rail Link at appropriate locations), but its main focus is to bolster the creation of place within Wyndham and to connect people. **A key aim of the Wyndham Transport Network is to change the perception of Wyndham as being a place for people to pass through to Wyndham being perceived as a destination and a place to come to.** A place that is a destination. This involves the Wyndham Transport Network supporting the creation of place.

The proposed Wyndham Transport Network also has the capacity to be a key branding and marketing component in terms of how Wyndham can be sold to the world.

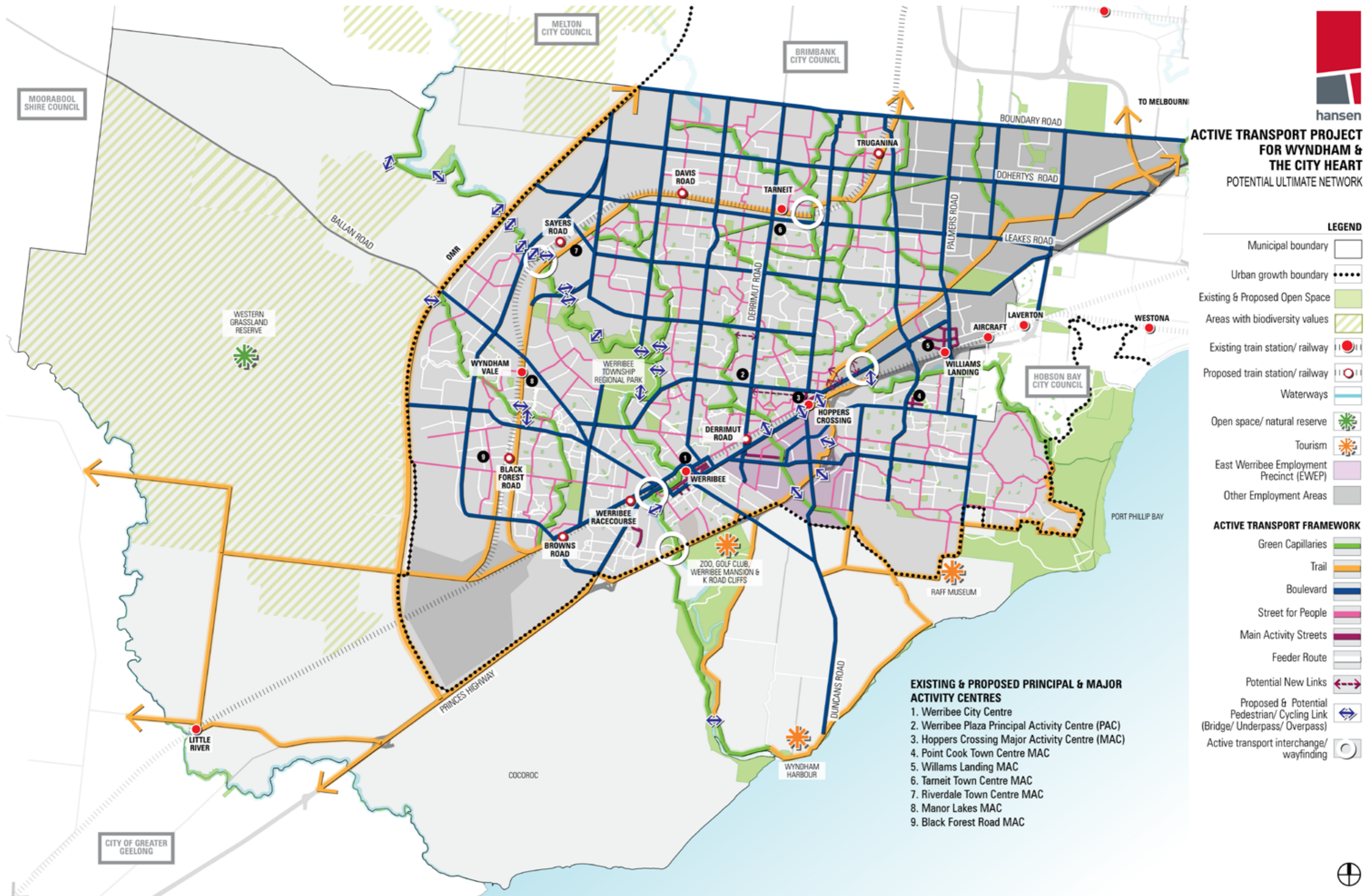
Critically, the WTN does not need to be delivered all at once. It can be delivered in stages and over time, with the intention of providing certainty to the community and investors that it will be permanent and that it will grow and expand over time.

The proposed Wyndham Transport Network comprises several conceptual layers some of which have been more fully considered and others that will require further investigation and detailed analysis. The conceptual layers of the Wyndham Transport Network are as follows:

- The Wyndham Active Transport Network
- A proposed Wyndham Loop (that can be used like the City Circle Tram in Melbourne or Central Area Transit (CAT) Bus Services in Perth and Fremantle) to promote destinations in Wyndham.
- A proposed Autonomous Rapid Transit (ART) Network
- On demand public transport services

These layers combine to facilitate a transformation of movement that contributes to a transformation of place that more closely aligns with the aspirations of the Wyndham community, as enunciated in the Wyndham 2040 Vision.













Map 8: Potential Wyndham Active Transport Network









**The Wyndham Transport Network**

-  City Heart Loop
-  Autonomous Rapid Transit (ART)
-  Railway (Metro Line)
-  Railway (V/Line)
-  Proposed Spur Link

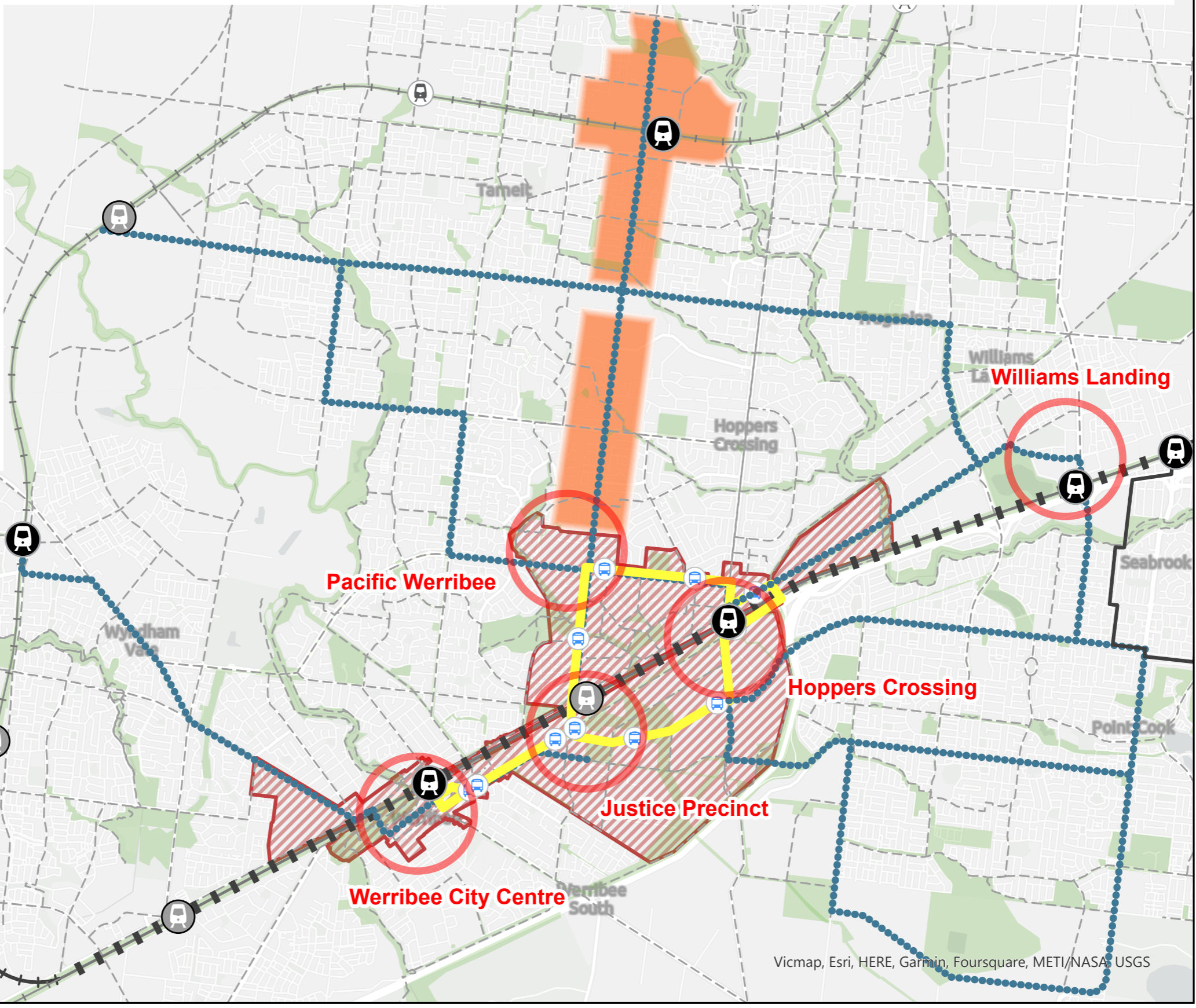
**Existing & Future Railway Stations**

-  Existing
-  Future
-  Proposed

-  Active Transport Network
-  Green Capillaries
-  Wyndham City Heart
-  Key destinations within the Wyndham City Heart
-  The Derrimut Road Boulevard
-  Wyndham LGA Boundary

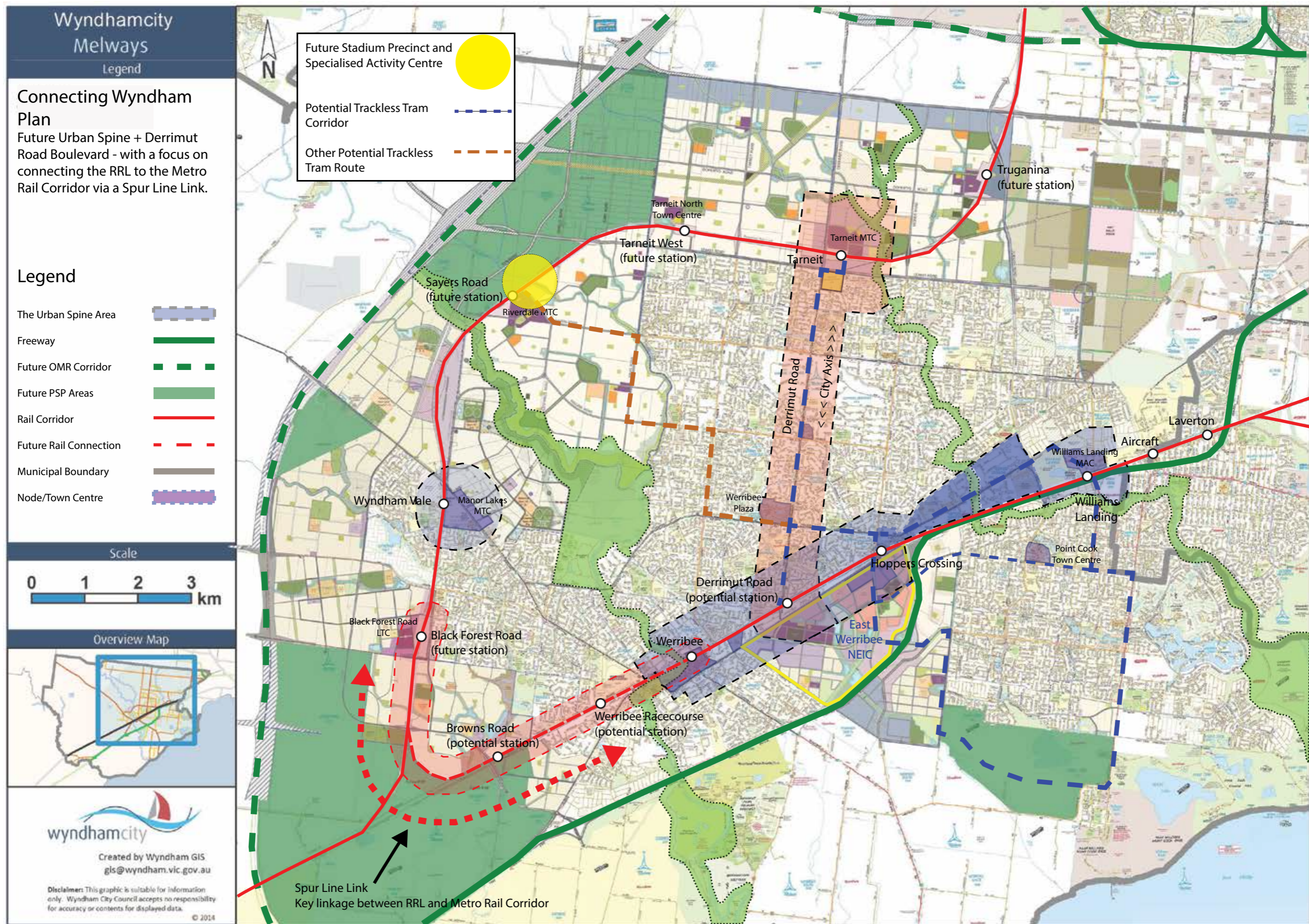


**The Wyndham Plan - Wyndham Loop integrated with the Active Transport Network**



Vicmap, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS

Map 9: A Proposed Wyndham Loop Integrated with the Active Transport Network



Map 10: Early Ideas for Trackless Tram Routes

**800  
metres**



### The Wyndham Active Transport Network

A high-quality public realm that integrates sustainable transport options is the foundational layer of The Wyndham Transport Network. Streets and waterway corridors, or green capillaries as they have been named in some Wyndham planning documents are critical to how people move around and experience the city. Streets, trails and paths (incorporating epic rides and walks) are integral parts of the public realm and when prioritised they contribute to the character of places as well as supporting investment, business activity and community connectivity. Streets, trails and paths that provide a safe network that supports all-abilities, walking, cycling and micro-mobility modes are what we call the foundational elements of The Wyndham Active Transport Network. They are also how most public transport trips are accessed and therefore contribute to the use of these modes as well. This also ties in with the Wyndham Active Transport Strategy main vision for 2040 that ‘Wyndham is the active transport leader of Victoria and continues to improve access for all.’

Delivering a high-quality end user experience for the Wyndham Active Transport Network, particularly where it provides access to the Wyndham City Heart and Wyndham City Pulses, is a key aim of The Wyndham Plan. Connecting the Wyndham Active Transport Network to the Wyndham City Heart and its key activity centres is to be a first order priority, as it supports other elements of the Wyndham Transport Network and The Wyndham Plan more broadly and the delivery of both would be significantly diminished without this foundational layer. See Map 8.

Figure 13: The measure of 20-minute neighbourhoods (Source: DTP)



## A proposed Autonomous Rapid Transit (ART) or Bus Rapid Transit (BRT) Network

In addition to the Wyndham Loop proposed above, The Wyndham Plan proposes an Autonomous Rapid Transit (ART) or Bus Rapid Transit (BRT) Network to service Wyndham. As part of the work prepared for the Wyndham Urban Framework Plan (May 2019), Council worked in partnership with the Sustainable Built Environment National Research Centre, Australia (SBENRC) on investigating the potential of transport activated corridors for Wyndham. The project was led by Professor Peter Newman, an internationally recognised transport academic and his colleagues at Curtin University, Perth and RMIT University here in Melbourne. The outcome of this work is the report: *Developing a Transit Activated Corridor – the Wyndham Case Study*.

*Source: Research Program 1.62: Sustainable Centres of Tomorrow: People and Place (Sustainable Built Environment National Research Centre, 2021)*

The report identified and reports on a number of potential routes for Autonomous Rapid Transit (ART) vehicles, otherwise known as Trackless Trams and tested these utilising the Spatial Network Analysis for Multimodal Urban Transport Systems (SNAMUTS) planning tool. The testing provided robust analysis that has firmed up potential transit links that would be transformative for creating local links across Wyndham with the potential to create and support the centres so desired by the Wyndham community. A key element of The Wyndham Plan is to ensure that development and transport can be integrated. The routes identified through the work described above have been important in identifying locations and routes within Wyndham that can support either ART or Bus Rapid Transit (BRT) networks in the future. Council will need to continue to work with other levels of government to secure funding for future routes that will need to be confirmed and developed as part of the Wyndham Transport Network over time. See Map 10.

## On demand public transport services

On demand public transport services are currently being trialled by the Victorian State Government in various parts of Melbourne under the name FlexiRide. In December of 2021, a FlexiRide service for Tarneit North was announced by the State Government. Such services have the potential to address public transport needs in Wyndham in new ways. The potential for the roll out of similar services could be integrated with the other responses articulated as part of the Wyndham Transport Network.

## A proposed Wyndham Loop

A public transport loop to service the Wyndham City Heart is proposed as the cornerstone of integrating development and transport in the central part of the city. The proposed Wyndham Loop would be complemented by the Wyndham Active Transport Network discussed above, with a focus on delivering the Wyndham Active Transport Network within the Wyndham City Heart as a first order priority and linking it wherever possible to the proposed Wyndham Loop.

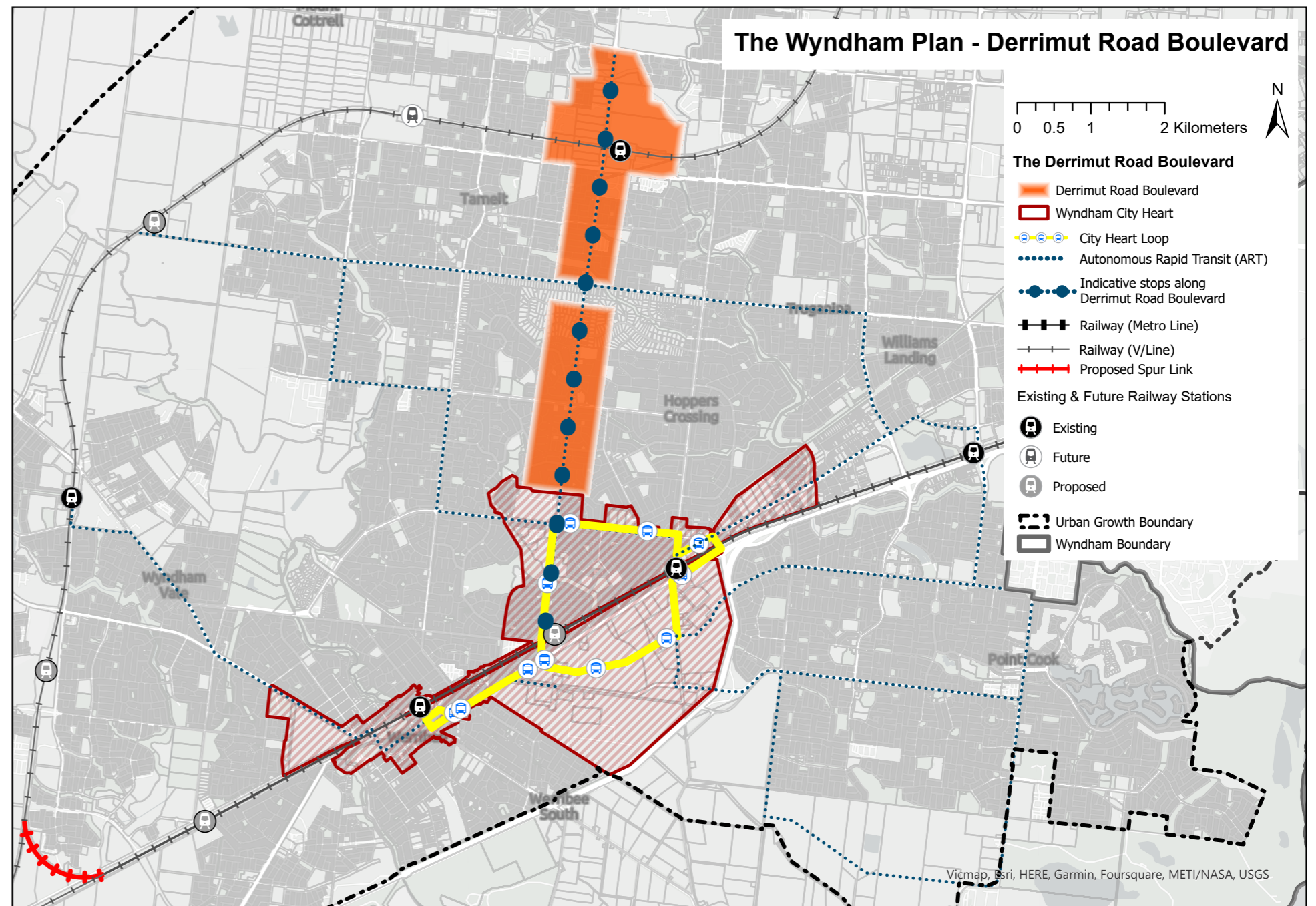
The concept of the Wyndham Loop is to provide a dedicated transport service that will connect all existing and future key destinations within the Wyndham City Heart/ NEIC. Further work is required to determine the exact route and frequency of service. It could potentially commence as a high frequency mini-bus service and/ or demand responsive service. The key would be to make the service as desirable to use as possible and as frequent as possible within budgetary constraints. Funding options for the service would also need to be explored further, e.g. State Government (to support public transport access to the Justice Precinct), Federal Government, private sector or from key beneficiaries/ landowners along the route. Land use and development intensification along the route would also be critical to supporting the service and growing its patronage over time. See Map 9.

## Big Idea 4: The Derrimut Road Boulevard

Derrimut Road is the main north-south city axis route through Wyndham. Designated as an arterial road it caters for four lanes of traffic (two lanes each way) with a central median strip (part of which is treed) and intermittent service road access. Derrimut Road connects the proposed Tarneit Major Activity Centre (with the already constructed Tarneit Train Station and bus interchange) to the north, the large regional shopping complex known as Pacific Werribee Plaza at the junction with Heaths Road and the East Werribee NEIC/Wyndham City Heart to the south approximately 7km away. Derrimut Road is also home to significant Council infrastructure in the form of the Aqua-pulse Aquatic Centre, Encore Events Centre and Hoppers Crossing Youth Resource Centre.

The Derrimut Road Boulevard will become the main north-south road connection to the City lined boulevard serviced by light rail, a trackless tram service or by designating part of the road reserve for a dedicated bus rapid transit service (BRT). If a BRT service was provided, even as a short-term option, this form of service could be extended to cover the wider urban area of Wyndham where the road configuration can support such a service at a local level and also accommodate cars. See Map 11 and Figure 14.

Derrimut Road has a width of 43 metres and currently carries 18,000 cars and trucks each day. Development along this road is mainly single storey detached housing interspersed by shopping centres, schools and parkland. The landscape is sparsely vegetated with large asphalt car parks highly visible from the roadway and an urban character that is ripe for rejuvenation. Due to the generous width of Derrimut Road, there are significant opportunities for creating a grand boulevard which unites elements of the city, strengthens connections between the inner suburbs of Wyndham and its urban growth areas to the north and northwest and acts as a major landscaped artery or greenway to the Wyndham City Heart. Aligning each side of the boulevard are opportunities for redevelopment favouring medium rise housing serviced by nearby local neighbourhood shopping centres.



Map 11: The Derrimut Road Boulevard

Anchoring each end of this tree-lined boulevard are public transport hubs - the Tarneit train and bus interchange to the north and a proposed new train station on the Metro line close to the East Werribee NEIC. A light rail or trackless tram service constructed within a 'greenway corridor' along Derrimut Road will address one of the missing strategic links in the current public transport offer for the people of Wyndham. Alternatively, the introduction of a BRT service connecting the Wyndham City Pulses at Tarneit and Hoppers Crossing is another option.

The 20-minute city model that underpins The Wyndham Plan works well in terms of public transport stops located along Wyndham's one-mile road grid as it provides walkable catchments at key intersections along Derrimut Road.

Wyndham's flat topography is ideal for cycling and walking. As part of promoting the use of active modes of transport consistent with a healthier community the Derrimut Road Boulevard will include dedicated bicycle/e-transport lanes on either side of the road complemented by improved pedestrian paths with opportunities along this journey to easily access shops, parkland and community facilities. An indicative future streetscape scenario for this boulevard treatment is shown in Figure 16.

With more people living along the Derrimut Road Boulevard, supported by a mix of urban activities to meet local community needs and create local jobs, this somewhat barren and uninviting road will be transformed into a vibrant, attractive place to live. As importantly the boulevard treatment will contribute significantly to the greening of Wyndham and establish a high-quality premier address for residents seeking multi-storey apartment style living.

A key intersection along Derrimut Road is at Heaths Road. The junction of these two roads accommodates a high-profile site, namely the Pacific Werribee shopping complex. It is one of the largest shopping, entertainment and dining centres in western Melbourne and is a designated Major Activity Centre in Plan Melbourne. Opportunities exist to increase urban densities and a mix of uses such as commercial, civic and community focused activities around this intersection.

Visual amenity, urban definition and destination legibility will be enhanced at this junction through world class architecturally designed medium rise buildings and sensitive landscape designed plaza spaces which are pedestrian friendly and safe. Place making at this intersection and other key intersections further north along Derrimut Road will help strengthen the visual and functional role of the boulevard. Scope also exists for building over the vast areas of asphalted car park which are currently highly visible at this junction and replace austerity with beauty.

Just as the other big ideas in The Wyndham Plan embrace the principles of a 20-minute neighbourhood, reclaiming streets for people, prioritizing active modes of travel, creating mixed-use walkable and amenity rich urban areas, and applying place making to create liveable, loveable and memorable places, the proposed transformation of Derrimut Road to become a grand tree-lined boulevard will also address the 'missing middle' in Wyndham. The boulevard will transform to become a medium density precinct for diverse living with diverse housing options for diverse communities. It will encourage a greater density of economic activity, more opportunities for affordable housing with higher density housing supporting social opportunity.

A structure plan accompanied by more detailed action plans for specific areas will be prepared for the Derrimut Road Boulevard.



Figure 14: Photomontage of potential future development scenario of Derrimut Road

The merging of **The Wyndham City Heart** and **The Derrimut Road Boulevard** big ideas achieves an important walkable city outcome. By creating a sequence of key destinations connected by rail, light rail, trackless trams and/or BRT services with frequent stops along major transport spines such as the Metro train line and the Derrimut Road Boulevard Wyndham is able to achieve the 20-minute neighbourhood outcome where people can live, work and recreate locally within 500 metres walk from home. Both spines have been earmarked for more intense development (including multi storey housing) bringing more people closer to jobs and services.



Figure 15 : The existing condition photo and photomontage of the potential future streetscape scenario of Cameron Dr towards Derrimut Rd



Figure 16: The existing condition photo and photomontage of potential future development scenario of Derrimut Road Boulevard Streetscape



# INTEGRATING WYNDHAM'S SUBURBAN AND RURAL COMMUNITIES: BIG IDEAS 5 & 6

A key purpose of the spatial planning response set out in the proposed new approach to the delivery of the Wyndham 2040 Vision is to put the urban in the suburban. This will support the suburban and rural lifestyles enjoyed by many of Wyndham's existing and future residents to provide the infrastructure and services a community of approximately 500,000 will need. This requires the integration of the suburbs, what we call Wyndham's Liveable Residential Neighbourhoods and its rural areas, what we call Wyndham's Green Lungs, Coast and Country into the spatial planning response for the city.

## Big Idea 5: Liveable Residential Neighbourhoods

Wyndham will require more diverse and affordable housing to accommodate its growing population. Additional housing will occur within and close to the Wyndham City Heart, the Wyndham City Pulses and the Derrimut Road Boulevard, but will also be provided in the greenfield growth areas to the west and north. The Liveable Residential Neighbourhoods big idea is about ensuring that these newly created and developing residential neighbourhoods are better planned, designed and developed as accessible, liveable, integrated and vibrant urban environments. Underpinned by the concept of 20-minute neighbourhoods this big idea is all about achieving greater levels of liveability for many thousands of existing and future residents living in the greenfield growth areas of Wyndham.

The new approach proposed prioritizes infrastructure delivery in the Wyndham City Pulses with surrounding and new and emerging residential neighbourhoods to be integrated with these as effectively as possible. Building on the Wyndham City Pulses an integrated active transport network of walking, cycling and micro-mobility paths and public transport services within each developing and future residential neighbourhood will be prioritized ensuring direct, safe and easy access to the jobs, services and facilities located in the nearest mixed-use, higher density Wyndham City Pulse to that residential area. Community infrastructure for these new communities will be prioritized in highly accessible key locations with higher order community services and facilities located in Wyndham City Pulses close to where people live.



Figure 17: Examples of Delivering Housing Differently - SOHO Village, Point Cook



Figure 18: Examples of Delivering Housing Differently - Tribeca Village, Point Cook

Currently developing and emerging residential neighbourhoods in Wyndham lack choice in the type of housing available to purchase or rent and experience challenges in relation to affordability. Single detached dwellings dominate the market and yet it is anticipated that more diversity in the housing market is needed to accommodate anticipated growth in single and two person households. Integral to the concept of liveable residential neighbourhoods is a mix of household types and age groups – where people can remain in the local community and upsize or downsize their housing as their lifestyles, budgets and needs change. Greater housing densities and more housing choice is needed in these new and emerging residential neighbourhoods.

As a minimum an average of 25-30 dwellings per Net Developable Hectare (NDHa) will be required in these new and emerging residential neighbourhoods. This average density will not be met by just reducing allotment sizes still with one dwelling per lot as has been the practice. The increased density and diversity of housing typologies is to be delivered across each development with a focus on medium density and greater housing choice in key locations supported by essential urban infrastructure. For example, adjacent to local neighbourhood centres and within Wyndham City Pulses are preferred locations.

Many developments in the urban growth areas adopt similar development patterns and architectural styles. Many new estates are dominated by the double garage to the fronts of dwellings leaving little space for greenery and minimal passive surveillance of the street. Stylistic trends such as black tiled roofs, covered alfresco dining areas displacing greenery and open garden space and high site coverage of large dwellings on smaller allotments are factors contributing to urban environments in these new neighbourhoods which are sometimes monotonous. These trends don't take advantage of the opportunity presented by greenfield development to add visual interest, creativity and variety. The process of land subdivision is dictating a limited choice in dwelling designs, poor orientation to solar access and a lack of choice in allotment sizes for different typologies of housing.

To counteract these deficiencies in the design and development of Wyndham's new and emerging residential neighbourhoods and to make Wyndham a destination of choice based not just on affordability, but liveability will require a new approach to the subdivision and delivery of housing in the urban growth areas. See Figures 17 & 18.

Council will encourage and support developers to prepare design guidance for new subdivisions and new housing that will:

- integrate the process of subdivision with housing densities and typologies, dwelling design and orientation.
- deliver architectural diversity and design excellence in the housing stock being delivered.
- deliver affordable housing in appropriate locations.
- deliver a sense of address for a particular development that sets it apart from other developments in the area.
- deliver the capacity for tree planting in front and rear yards.
- discourage dark roofs and encourage the use of light-coloured roofs to dwellings.
- discourage double garages to the fronts of dwellings with wide driveways that detract from the capacity to support trees.
- encourage the use of rear laneways in new subdivisions enabling access to secure garages.
- integrate and connect safe pedestrian and cycle paths complemented by street tree planting to local destinations such as shops, schools, parks etc.

Taking into account the above elements/design guidance: Urban priority developments and subdivisions that have gone through a pre-design phase with Council's in-house urban design team or a Council appointed urban design panel can be subject to a process of assessing/determining an application that will be reduced from 60 days to no more than 30 days.

The quality and design of the public realm of Wyndham's new and emerging residential neighbourhoods are fundamental to the liveability, appeal and attractiveness of these areas. A public realm that is well designed, inviting and memorable encourages people to walk, mingle and recreate. It nurtures community pride in their local area, attracts investment in jobs and services and contributes to social interaction and cohesion.

The public realm of Wyndham's Liveable Residential Neighbourhoods will be enhanced. Tree planting in Wyndham's streets and parks is a major priority of the Wyndham Community and Council. Trees play an important role in minimising heat island impacts while also contributing significantly to the character of an area. Tree planting in new and emerging residential neighbourhoods is a high priority. Large vehicle crossovers will be avoided wherever possible to enable more trees to be planted in a street. The overall design of a street must enable consistent and regular tree planting along its length and prohibit parking on nature strips. As part of the greening of Wyndham parks will be planted with large canopy trees in a manner consistent with Council's policy on promoting the delivery of trees. Wyndham will seek to maximise the capacity for increased plantings along transport routes and land under the control of State Government; and along the green capillary corridors identified in The Wyndham Plan.



It is proposed that out of sequence development in Wyndham can only be supported by Wyndham City Council where the costs of out of sequence development are borne by the proponents causing a subdivision or development to be out of sequence. The costs to the community and to Council resulting from out of sequence development are so great that they undermine the capacity for the people of Wyndham to sustain the quality of life they have sought through the Wyndham 2040 Community Vision. To address out of sequence development it is proposed to adopt the following actions:

- Council will implement State Government strategies identified at Clause 11.01 Victoria of the Planning Policy Framework through The Wyndham Plan and in particular Clause 11.01-1S Settlement that identifies Victoria will, amongst other strategies:
  - Develop sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities.
  - Encourage a form and density of settlements that supports healthy, active and sustainable transport.
  - Limit urban sprawl and direct growth into existing settlements.
- Council will give effect to State Government strategy and policy on sequencing of development through The Wyndham Plan and its implementation. In particular, Council will seek to actively implement Clause 11.02-3S Sequencing of development of the Planning Policy Framework within the Wyndham Planning Scheme and all Planning Schemes. It will do this by defining a preferred development sequence in areas of growth to better coordinate infrastructure planning and funding.
- Council will prepare a definition of what constitutes out of sequence development and develop criteria to be used to assess future applications for subdivision in Wyndham's greenfield growth areas.
- Council will support the pipeline of PSPs that are anticipated to proceed to delivery in the period to 2040 where they will be appropriately supported by infrastructure to service the communities they will create, including the committed delivery of the public transport services discussed below.
- Council will consider not supporting PSPs that are located more than three kilometres from an existing (i.e. operational) train station unless a local bus service operating on a minimum service level frequency of 20-minutes at peak periods is available to connect residents living within and beyond this distance to the nearby train station. Council will consider not supporting PSPs on the basis that developments located more than three kilometres from an existing train station without a public transport connection to it are contrary to orderly and proper planning.

- Council will consider its support or non-support of PSPs from the perspective of delivering affordable living outcomes (those that factor both housing and transport costs) for existing and future residents of Wyndham and weighing the implications of such a decision on additional housing supply and the impacts on existing public transport infrastructure and services, and the local and regional road network if the public transport services discussed above are not provided.
- Alternatively, Council may support proposals in accordance with an agreement registered on title that phases development of a PSP with the committed delivery of the public transport service described above.
- Council will consider refusing planning permits for new subdivisions that are located more than three kilometres from an existing (i.e. operational) train station unless a local bus service operating on a minimum service level frequency of 20-minutes at peak periods is available to connect residents living within and beyond this distance to the nearby train station. Permits will be considered for refusal on the basis that developments located more than three kilometres from an existing train station without a public transport connection to it are contrary to orderly and proper planning.
- Council will consider refusing planning permits for subdivision applications that are not aligned with either the green (0-4 years) or orange (5-10 years) project designations in the Wyndham North and Wyndham West Development Contribution Plan Project Implementation Programs (DCP PIPs) that are prepared annually by Council. Council will do this on the basis that such developments increase infrastructure demand and 'bring forward costs' on Council and the State Government. Council will also consider entering into Section 173 agreements to address bringing forward costs if requested by developers should developers seek to enter into such agreements. The purpose of such agreements is for developers to fund 'bring forward costs' that out of sequence developments will impose on Council and the State Government by forward funding these additional infrastructure costs.



## Big Idea 6: Green Lungs Coast and Country

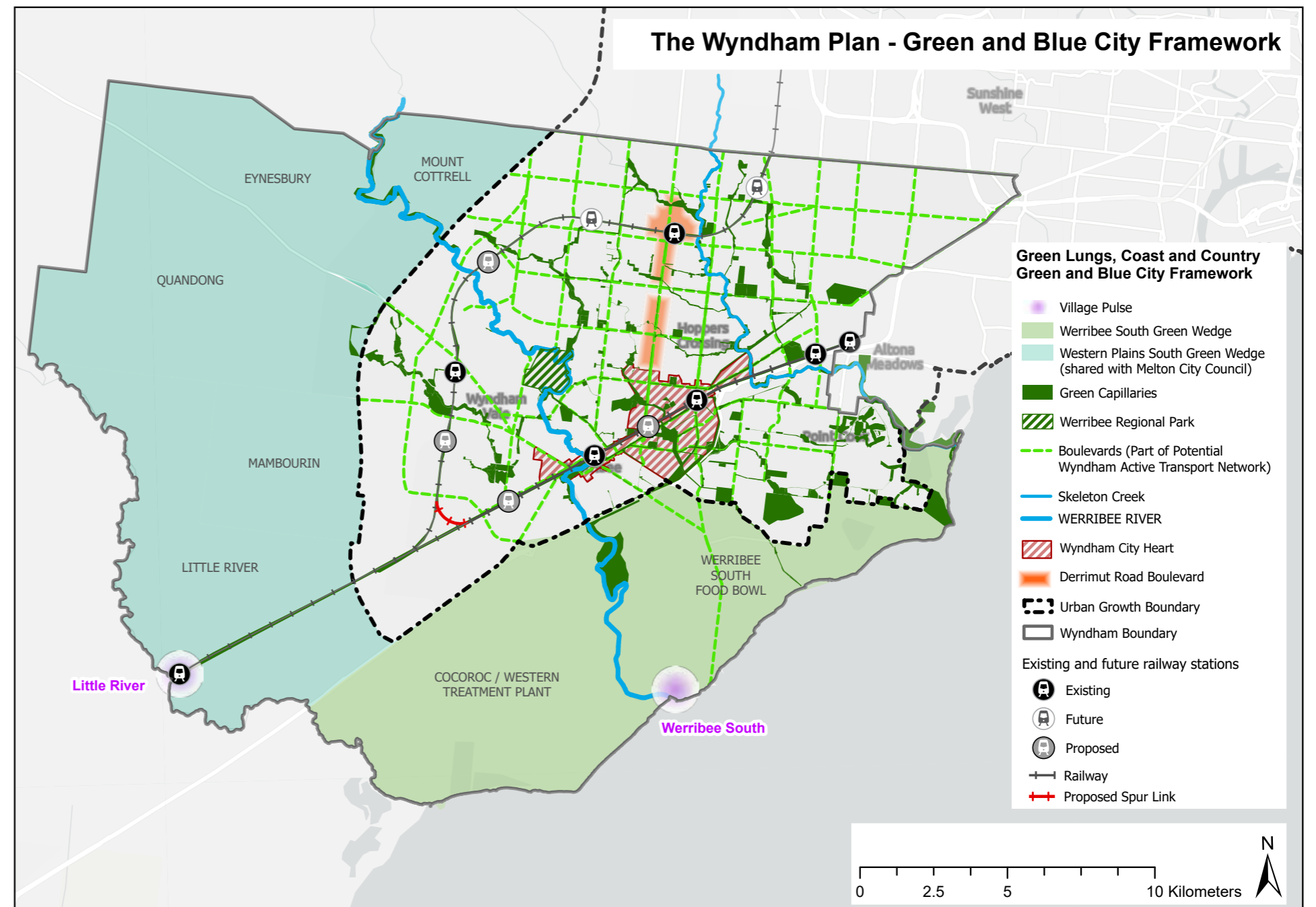
The integration of nature into our urban environments brings many benefits not only to our health and well-being but also in dealing with the adverse impacts of climate change. The Wyndham community is concerned about the impacts of climate change and, as importantly, the protection and safeguarding of its natural environments.

Planting more trees reduces the urban heat island effect. Providing cooling shade, sequestering carbon and supporting stormwater management (remembering that Wyndham's topography is very flat), protection and expansion of the city's green lungs will inject nature into the city's urban landscapes and enhance neighbourhood amenity. In addition, integrating blue-green infrastructure through Wyndham's urban areas helps manage flooding and drought, increases biodiversity and provides recreational opportunities with access to nature.

Blessed with 27.4km of coastline to Port Philip Bay, rivers and creeks such as the Werribee River and Skeleton Creek, wetlands supporting an abundance of birdlife, parks and linear open spaces as well as nature trails Wyndham is where city meets coast and countryside. The Werribee River derives its name from "Wirribi", the Wadawurrung word for spine or backbone, and has deep and ongoing cultural significance to the Wadawurrung and Bunurong peoples, as well as the broader community. The Point Cook Coastal Park and Marine Sanctuary, Cheetham Wetlands and K Road Cliffs, the Werribee South foreshore and the Wyndham Harbour development all provide places to walk, recreate and play. In addition, Wyndham is host to the Werribee Open Range Zoo, Werribee Park Mansion, the National Equestrian Centre, Victoria State Rose Garden and the Werribee Park Golf Club - places that enrich the experience of being in Wyndham and contribute to its recreational and leisure offerings. Market gardens that supply Victoria with 85% of the state's cauliflower, 53% of its broccoli and 34% of its lettuce and native grasslands edge the urban areas. It is little wonder the Wyndham City logo celebrates the city's identity with the words **City Coast Country**.

However, several of the city's open space elements are currently severed in many places by rail and roads. Walking and cycle paths become dead-ends creating a disconnection between residential neighbourhoods and suburbs, making it harder to access activity centres and train stations on foot or by bicycle. The open space network is undeveloped. Buildings tend to ignore or turn their backs to open space areas. Landscaping is limited and access to parks is restricted. Many residential streets lack the cloak of greenery that can contribute so much to the enjoyment, appearance and amenity of where people live.

The **Green Lungs – Coast and Country** big idea aims to conserve, manage and enhance the riverine, grasslands and coastal environments of Wyndham and to complement this network of public open spaces with more family friendly parks, greenways along main roads and residential streets, easily accessed and interconnected pedestrian and bicycle paths and botanical gardens within the urban landscape. This big idea is all about expanding, consolidating and enhancing the open space links across the entire Wyndham city. See Map 12.



Map 12: The Green Lungs, Coast and Country, Wyndham's Green and Blue City Framework

It's about building a connected **green city framework** – a network of linear spaces conceived, planned and managed for multiple purposes, including recreation and biodiversity conservation.

Wyndham's urban grid is well suited to street tree planting connecting people to the 'green lungs' of the city.

By creating an integrated open space network of 'green capillaries' extending from the coastline into the urban areas of Wyndham and then into the grasslands of Wyndham means that the green lungs of the countryside are integrated into the city's urban fabric in an equitable and connected way. It goes hand in glove with Wyndham being a city committed to ecological sustainability, stability and biodiversity. Greenways fulfil an aesthetic and cultural role. They provide pedestrian and cyclist paths which are safe and pleasant to use noting that active modes of transport support healthy active communities.

The one-mile grid pattern of Wyndham's road network is ideal for developing a web of greenways to complement the city's linear park system. The Derrimut Road boulevard is one such example. Substantial tree planting along this major artery and creation of a greenway route for light rail or a trackless tram converts a sea of asphalt into a linear green belt.

Different types of spaces are to be built along the city's open space corridors linking different active and passive recreational experiences as well as providing access for emergency vehicles during grassfires and bushfires. By consolidating and extending Wyndham's open space network all neighbourhoods (existing and emerging) will enjoy high quality and well-designed parks and gardens. Water sensitive urban design practices will permeate the greening of neighbourhoods. Buildings are to face onto open space areas to enhance passive surveillance and facilitate easy access. Botanical gardens such as proposed in the East Werribee NEIC, sports fields, community gardens, urban forests and vegetated paths are all part of Wyndham's greening story.

Greening along the Regional Rail Corridor will create visual interest and natural beauty to what is otherwise a flat, bland and uninteresting landscape. It will also connect with the green lungs that follow the rivers and streams throughout Wyndham enabling people to walk or ride a bicycle along these nature trails connecting new communities with the coastline and countryside. At the metropolitan level the continuation of the Bay Trail around Port Philip Bay to interconnect with Wyndham's coastline and green lungs will attract more visitors to its tourist attractions and provide an alternative route and "epic ride" for cyclists to access Melbourne's CBD and seaside suburbs.

**The above combine to create the 6 Big Ideas to facilitate the delivery of the Wyndham 2040 Community Vision. See Map 13:**

### A spatial, place-based planning and development response

1. Wyndham City Heart
2. Wyndham City Pulses

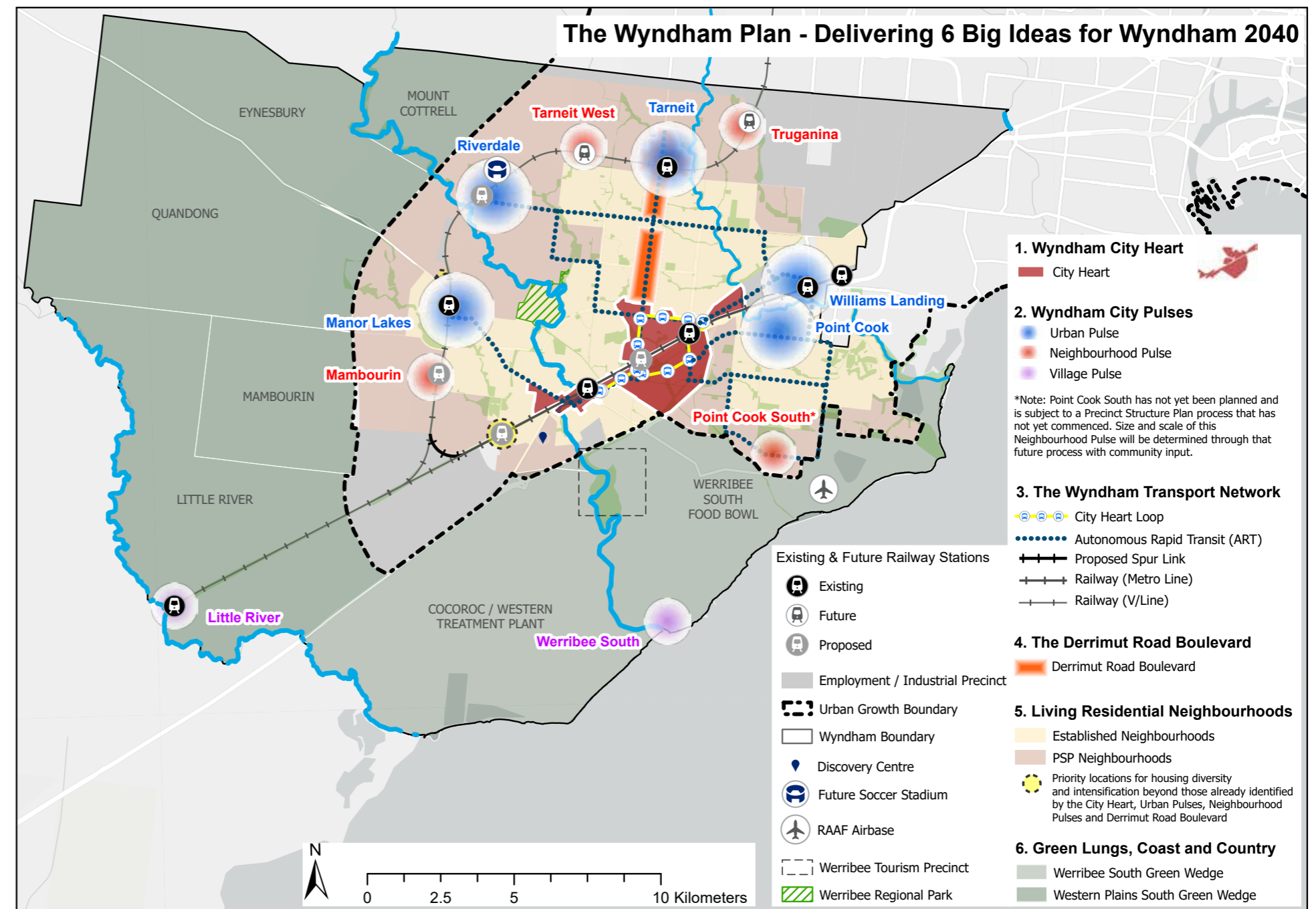
### Spatial integration, networking transport and development

1. The Wyndham Transport Network (WTN)
2. The Derrimut Road Boulevard

### Integrating Wyndham's suburban and rural communities

1. Liveable Residential Neighbourhoods
2. Green Lungs, Coast and Country

Wyndham's point of difference through The Wyndham Plan will be a focus on the urban, a focus on key activity centres and a Wyndham City Heart and the networking of these urban centres with a transport network. Wyndham can position and market itself as a new city not just a grouping of suburbs. Wyndham will also be unique in integrating its rural and green wedge areas with the urban and connecting the city using green spaces from the coast through its urban areas to its grasslands.



Map 13: 6 Big Ideas, Delivering Big Ideas for Wyndham 2040

# 8. THE WYNDHAM PLAN GOALS AND TARGETS

A great plan needs to be driven by aspirations and ambitions. The following goals and targets have been identified as measurable key outcomes of The Wyndham Plan.

## GOAL 01:

Wyndham's dwelling mix will reflect that of Greater Melbourne.

In 2021 Wyndham had fewer one bedroom and two bedroom dwellings than Greater Melbourne (0.7% one bedroom and 6.2% two bedroom in Wyndham compared to 6% one bedroom and 19.7% two bedroom in Greater Melbourne).

Whilst 12.2% of all dwellings were medium to high density in Wyndham in Greater Melbourne the figure was around 34%.

### TARGETS:

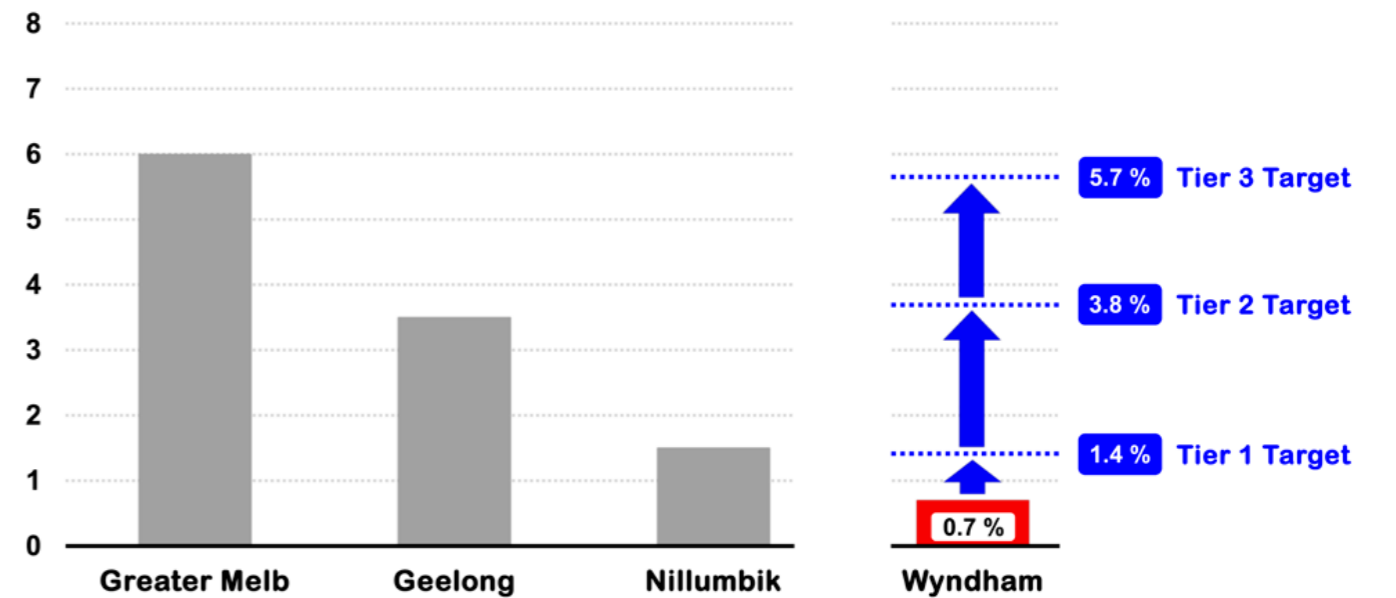
Wyndham will seek to increase the percentage of all new dwellings in Wyndham built in well-connected and serviced locations that are rich in employment opportunities.

Wyndham will seek to reach a position where:

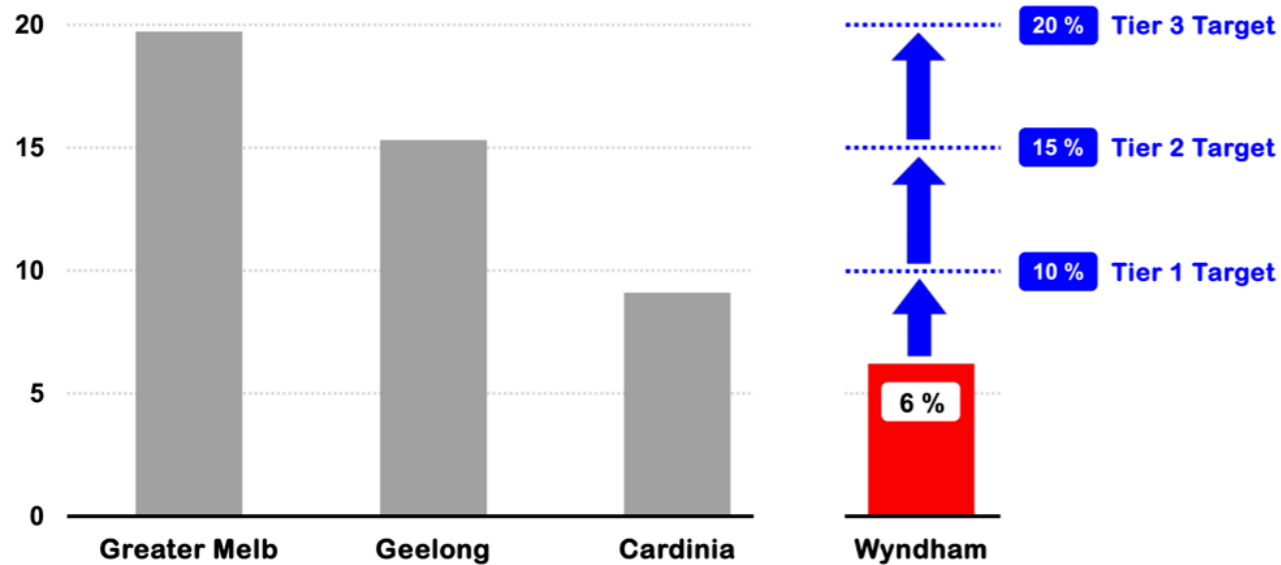
- a total of **30%** of all new dwellings constructed annually in Wyndham will be located in the Wyndham City Heart
- a total of **40%** of all new dwellings constructed annually in Wyndham will be located in designated Activity Centres serving Wyndham City Pulse Areas and along the Derrimut Road Boulevard.

That means a total of **70%** of all new dwellings per annum will be within Wyndham's established urban areas and around key transport hubs by 2040.

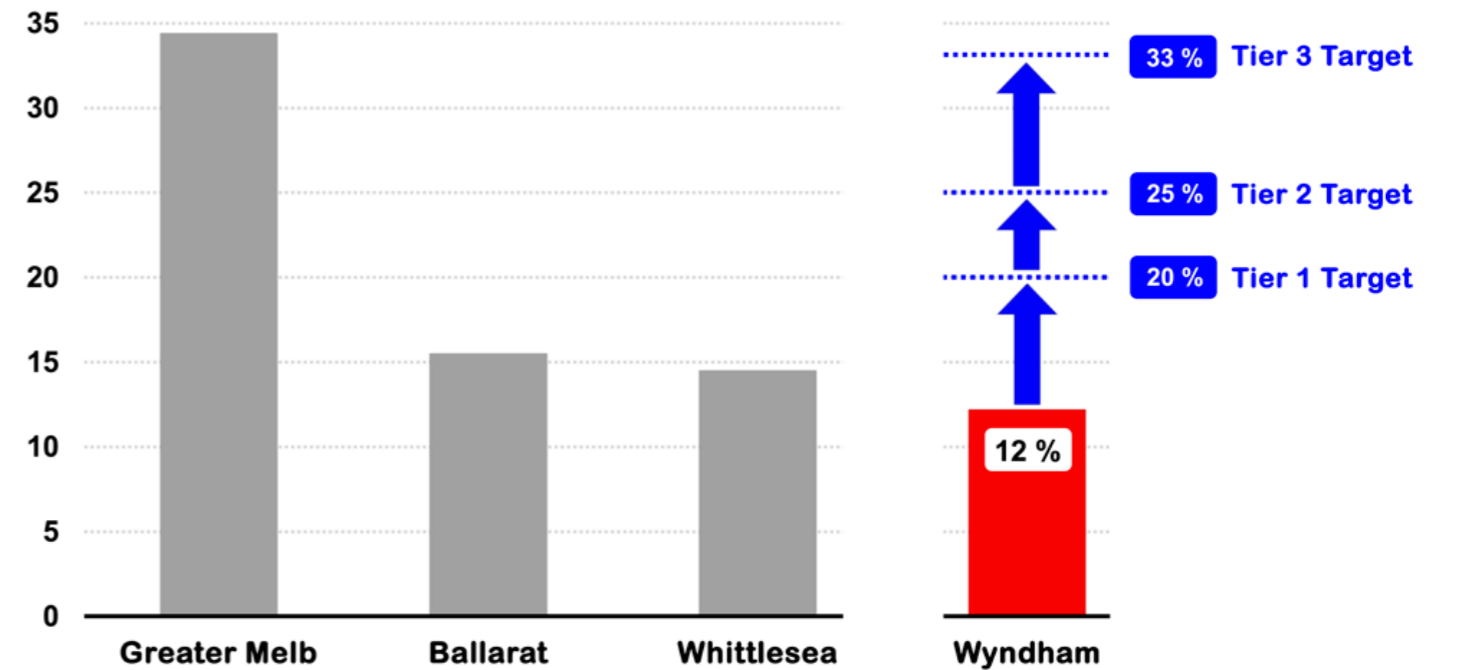
0-1 Bedroom Dwellings (in % of all dwellings)



2-Bedroom Dwellings (in % of all dwellings)



Medium & Higher Residential Densities (in %)



## GOAL 02:

Wyndham will increase residential densities and provide more housing choice for a range of household types, income levels and age groups.

In 2021 More than four out of five dwellings in Wyndham (87.6%) were separate houses and a further 11.5% were medium density. There was a low proportion of high density, flats and apartments (0.7%).

### TARGETS:

Wyndham will seek to: Increase densities in all new residential developments in the urban growth areas to an average of 25-30 dwellings

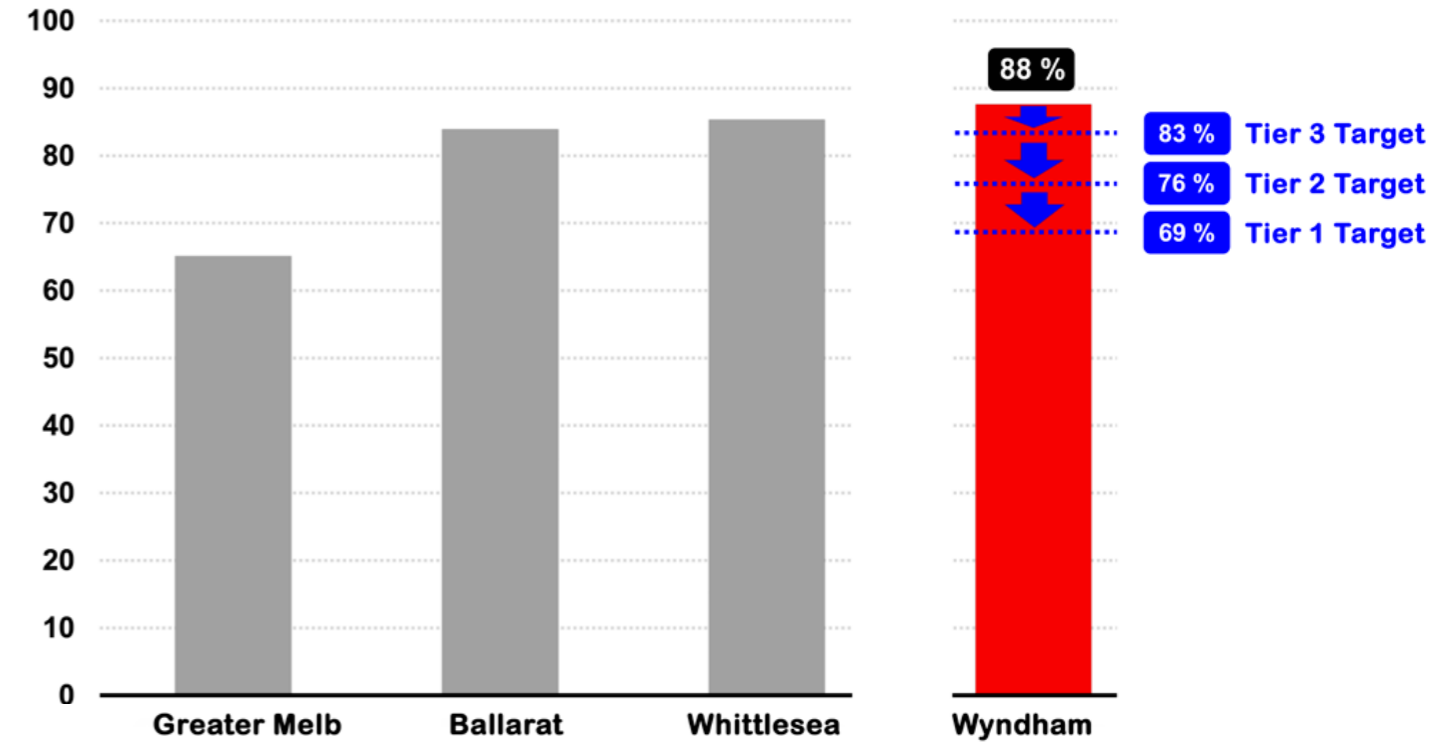
per Net Developable Hectare (NDHa) comprised of a diverse cross section of densities and housing typologies.

Encourage and promote densities of 40-60 dwellings per Net Developable Hectare (NDHa) within 50 metres of green corridors and transport corridors located adjacent to or leading to major activity centres at the centre of Wyndham City Pulses. Council will consider applications for higher density development on a case-by-case basis.

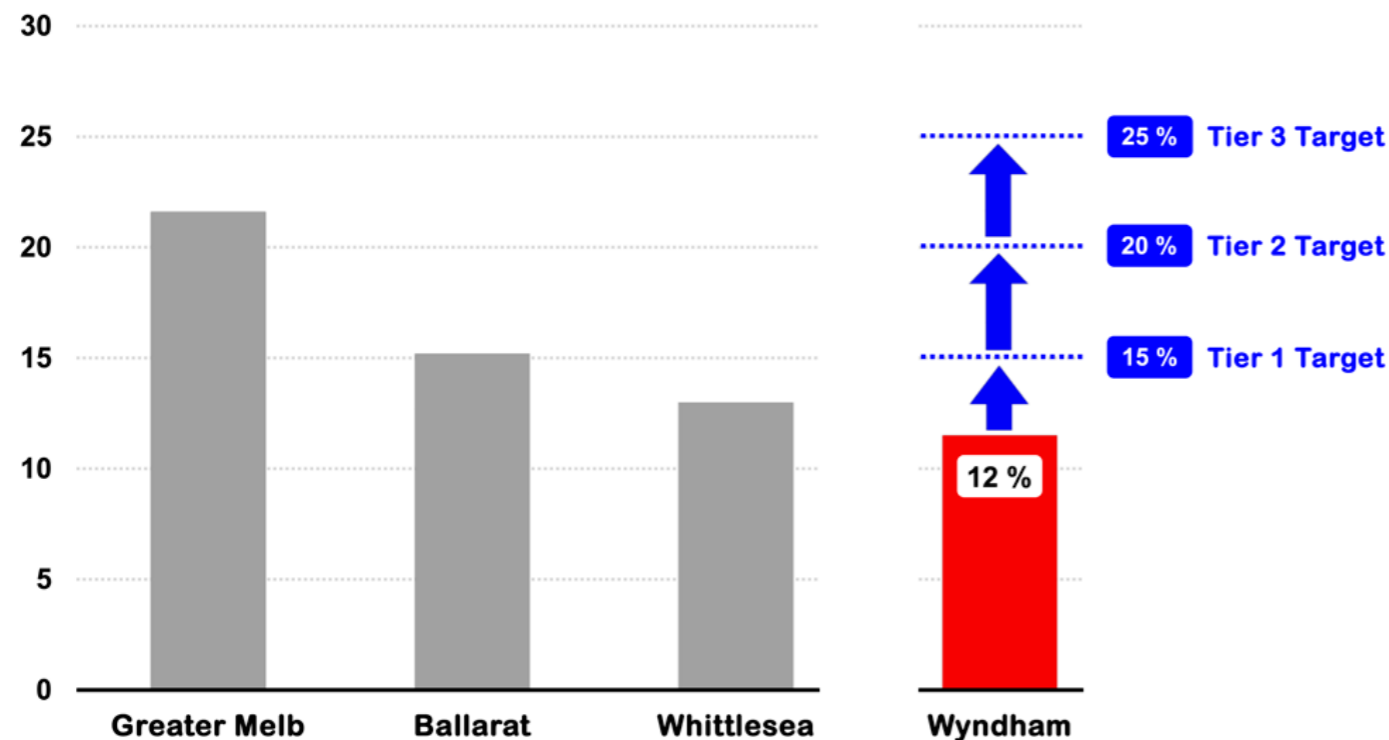
Encourage and promote, within 400m of existing and future train stations densities of between 40-90 dwellings per Net Developable Hectare (NDHa), with the majority of buildings no higher than 5-6 storeys. Council will consider applications for higher density development on a case-by-case basis.

Encourage and promote, within 800m of existing and future activity centres (particularly major activity centres at the centre of Wyndham City Pulses), densities of up to 60 dwellings per Net Developable Hectare (NDHa) with the majority of buildings no higher than 5-6 storeys. Council will consider applications for higher density development on a case-by-case basis.

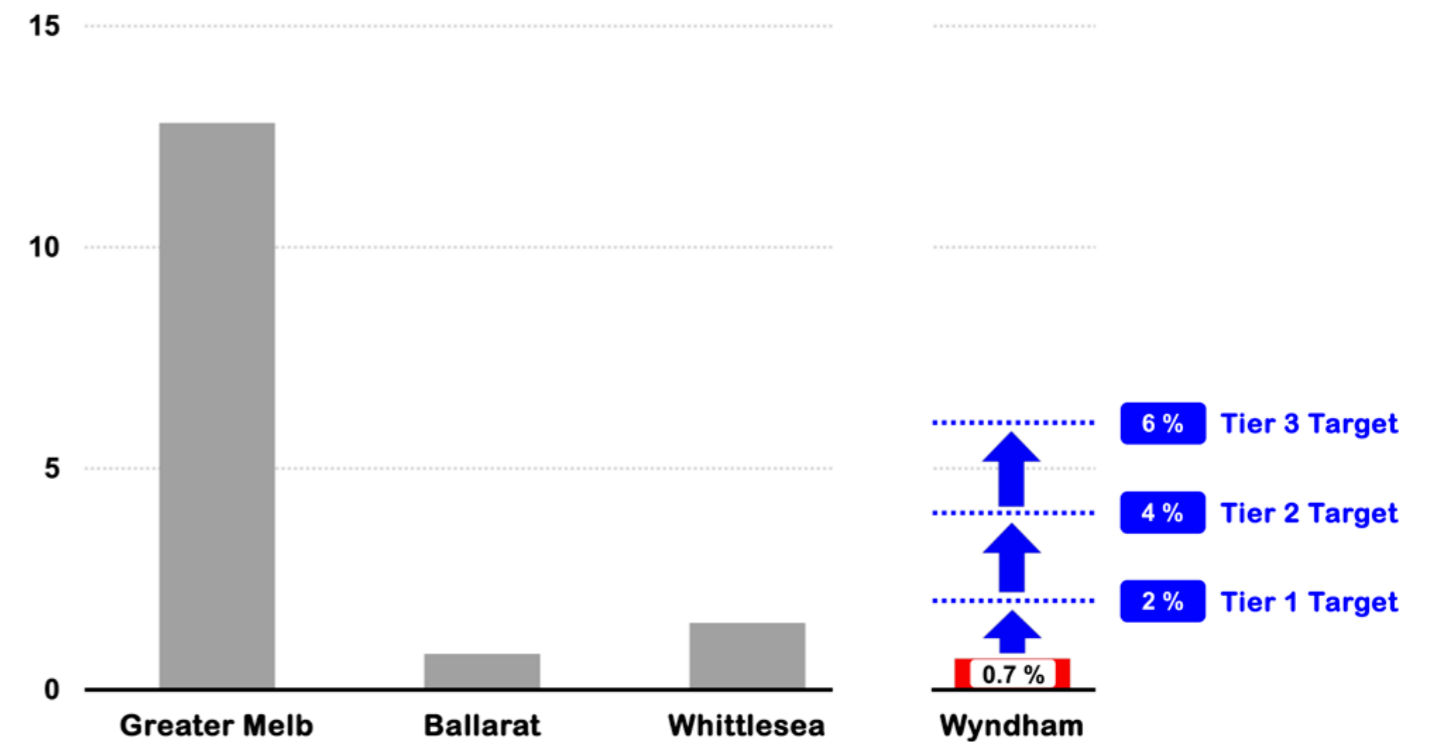
Separate Houses (in % of all dwelling types)



Medium Density Residential Development (in % of all)



High Density Residential Development (in % of all)



## GOAL 03:

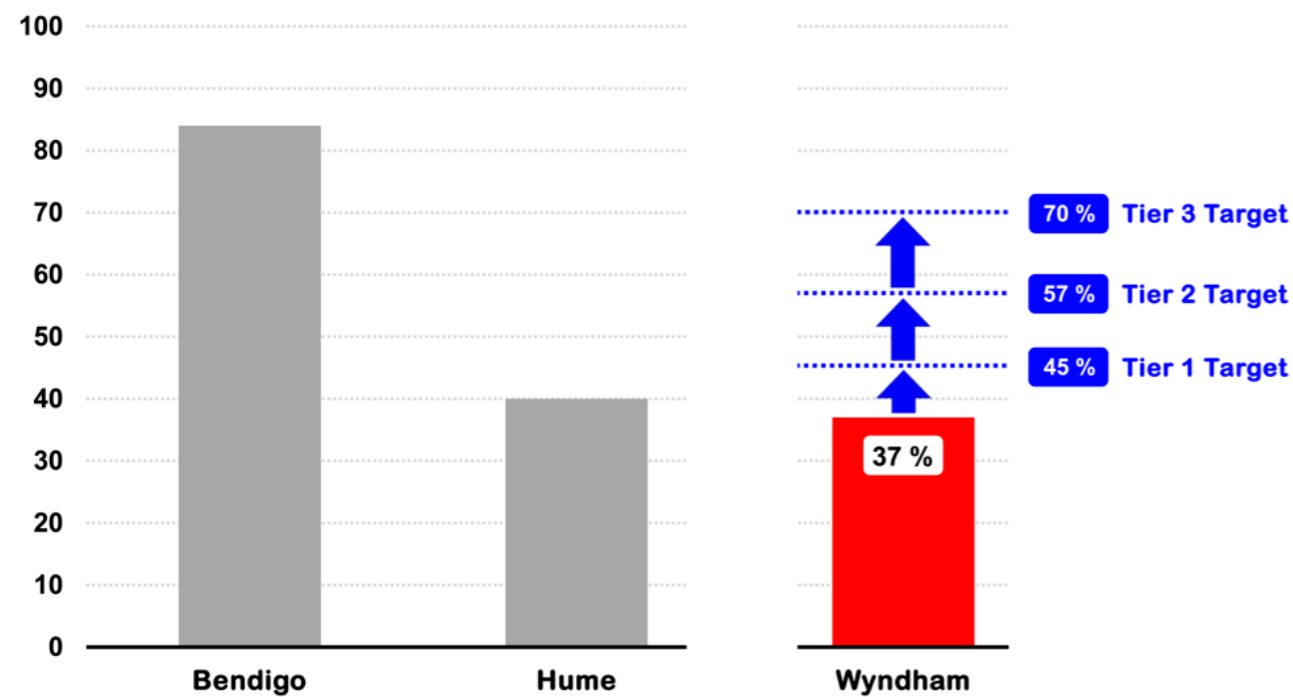
Wyndham's resident workforce will have more choice in employment opportunities within the municipality.

In 2021 - 60% of Wyndham's resident workforce worked outside the municipality.

### TARGETS:

By 2040 70% of Wyndham's resident workforce will work within the municipality.

Residents Working In Municipality (in % of local workers)



## GOAL 04:

The number of people in Wyndham using public transport to get to work will increase.

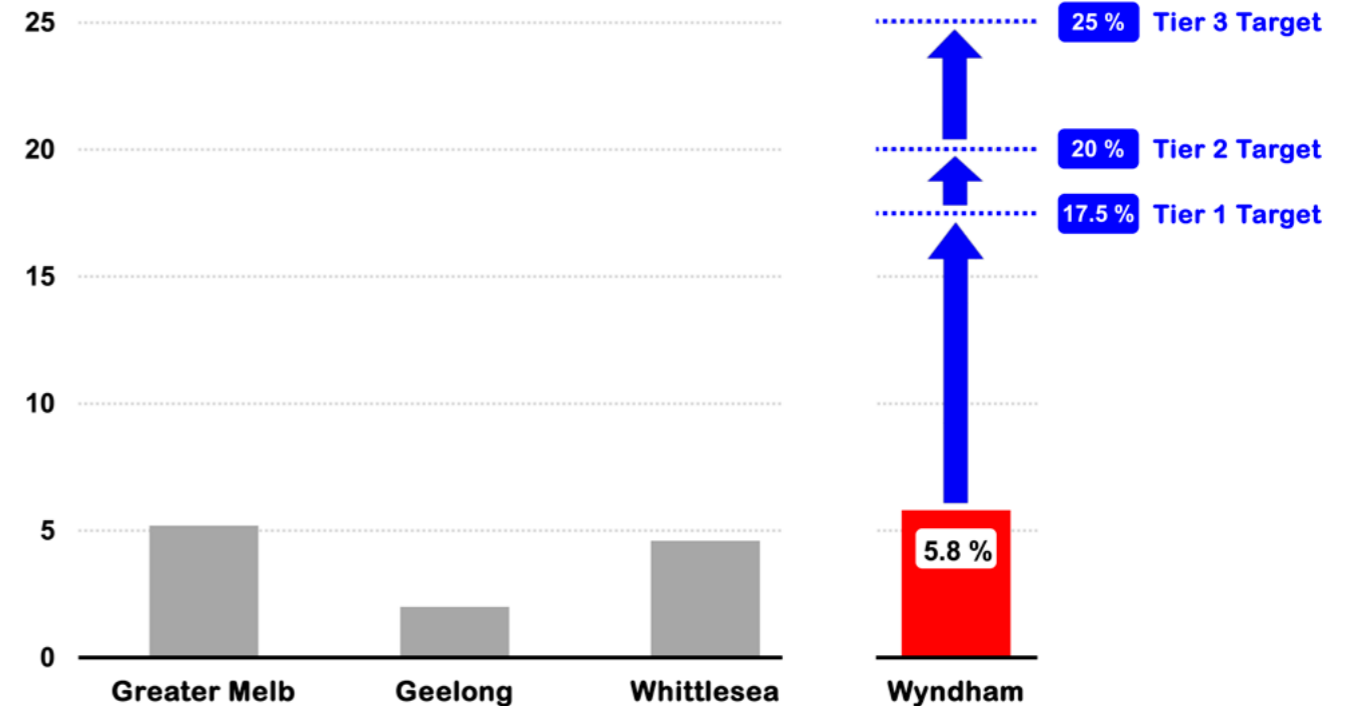
In 2016\* 68.7% of Wyndham workers travelled to work by private car, 15.3% used public transport.

### TARGETS:

Wyndham will seek to increase the percentage of all residents using public transport to get to work each day.

By 2040 25% of Wyndham's resident workers will use public transport.

2021 – Commuting By Public Transport (in % of local workforce)





## GOAL 05:

The number of trees planted on public land including along streets will be significantly increased.

Wyndham has a relatively low canopy cover (around 4%) compared to other LGAs in Greater Melbourne.

### TARGETS:

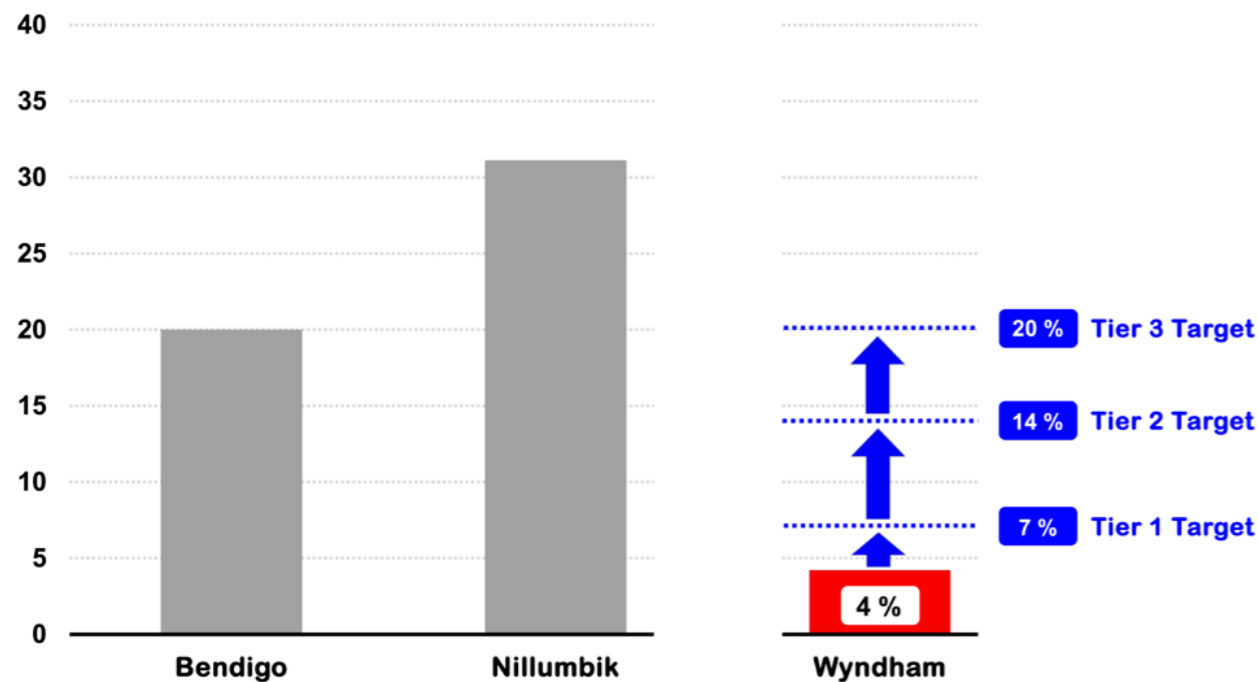
Wyndham will seek to increase its tree canopy cover.

At least 25% potential canopy cover within streets across Wyndham by 2030 (moved forward from 2040).

35% potential canopy cover in Council's open spaces (excluding grassland corridors, wetlands and coastal dunes) by 2030 (moved forward from 2040).

A total of 30,000 trees will be planted on public land per annum.

Tree Canopy Cover (in % of urban areas)



## GOAL 06:

The number of people living a healthy lifestyle and within a healthy weight range in Wyndham will increase.

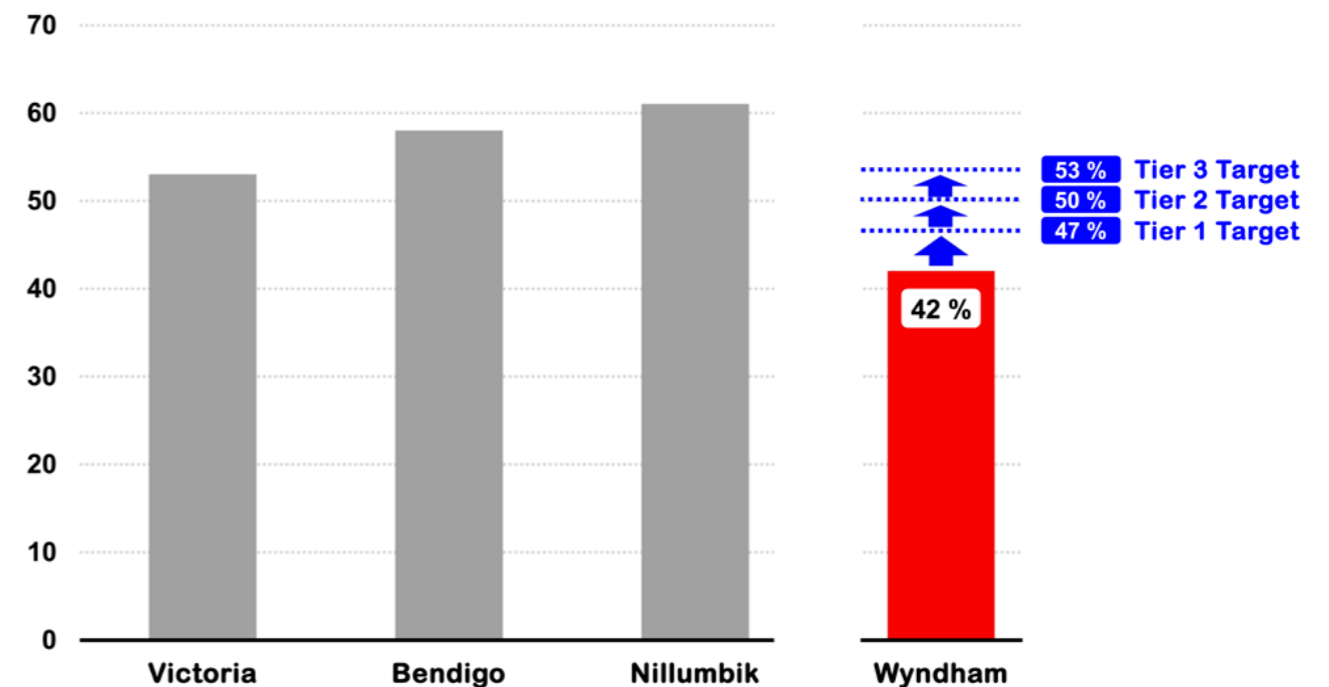
In the Victorian Population Health Survey in 2017, only 42% of Wyndham respondents were within healthy weight ranges and almost 58% were not, compared with just over 50% of Victorian respondents. 58% of Wyndham respondents engage in insufficient physical activity compared with 47% of all Victorian respondents.

### TARGETS:

By 2040 50% of the Wyndham population will be within healthy weight ranges. This will be achieved through the following goals and their targets:

- The average number of cars owned per household in Wyndham will decrease.
- The percentage of people walking or cycling to work will increase.
- The amount of public open space in Wyndham will increase.
- Every neighbourhood will have an integrated pedestrian, cycling and micro-mobility network which is safe and connected to places where people want to go.
- Access to parks and outdoor recreation areas will be extended where possible by lighting of parks in early hours and evenings.

People Engaging In Sufficient Physical Activity (in % of all)



## GOAL 07:

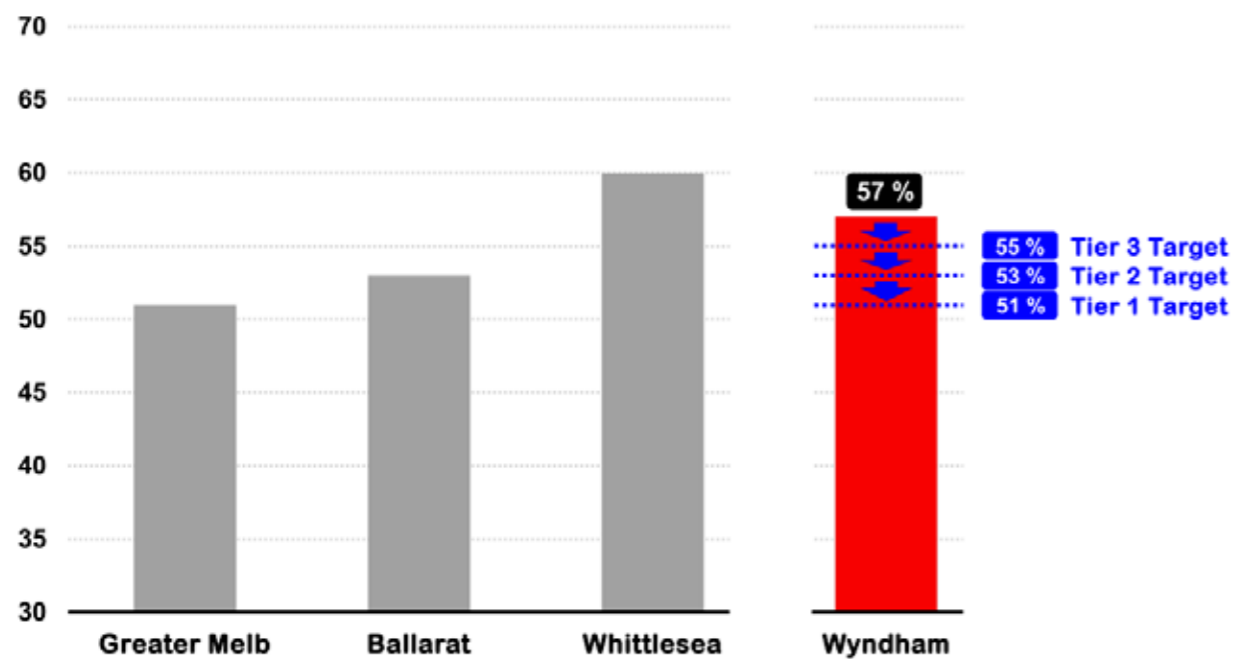
The average number of cars owned per household in Wyndham will decrease.

In 2021 57% of all households in Wyndham had access to two or more motor vehicles. In Greater Melbourne the figure was 51%.

### TARGETS:

By 2040 no more than 50% of all households in Wyndham will need to have access to two or more vehicles per household.

2+ Cars In Household (in % of all households)



## GOAL 08:

The percentage of people walking or cycling to work will increase.

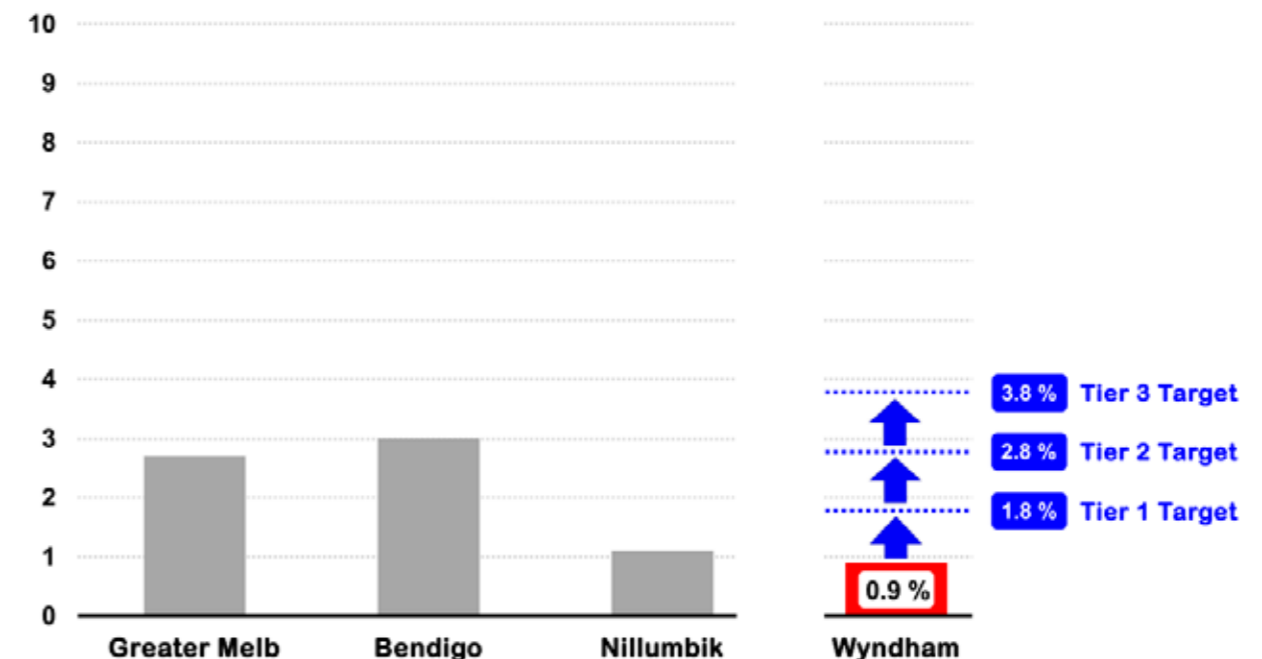
In 2016\*, 1.4% of all workers in Wyndham cycled or walked to work

### TARGETS:

10% of all workers will cycle or walk or use micromobility modes to work by 2040.

\*2016 Census data has been used as pre-covid data more accurately reflects transport movements than 2021 Census data.

2021 – Commuting By Bike / Walking (in % of local workforce)



## GOAL 09:

### The amount of public open space in Wyndham will increase.

In 2017 Wyndham had 1404 hectares of public open space of which 55% was classified as natural and semi natural open space but very limited space was identified as civic squares and promenades.

#### TARGETS:

##### Tier 1 Target:

The proportion of public open space classified as civic squares and promenades will increase to 0.25%.

##### Tier 2 Target:

The proportion of public open space classified as civic squares and promenades will increase to 0.50%.

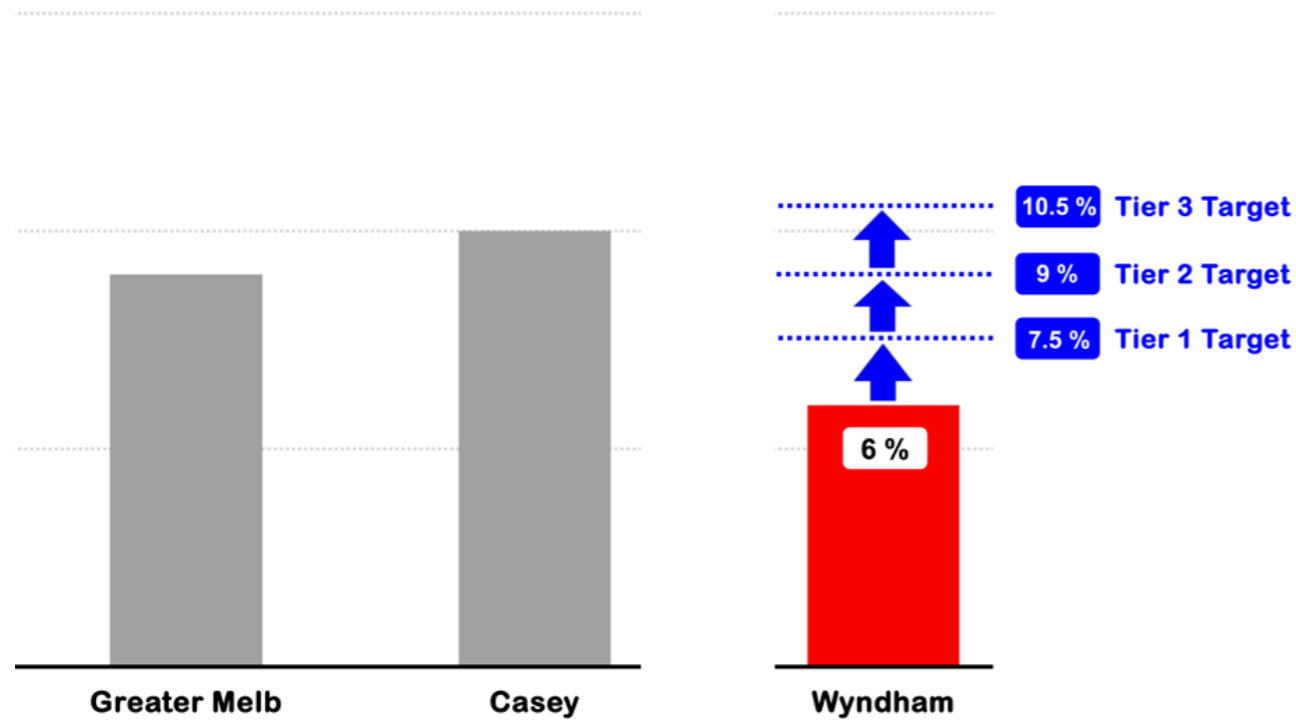
##### Tier 3 Target:

The proportion of public open space classified as civic squares, and promenades will increase to 0.75%.

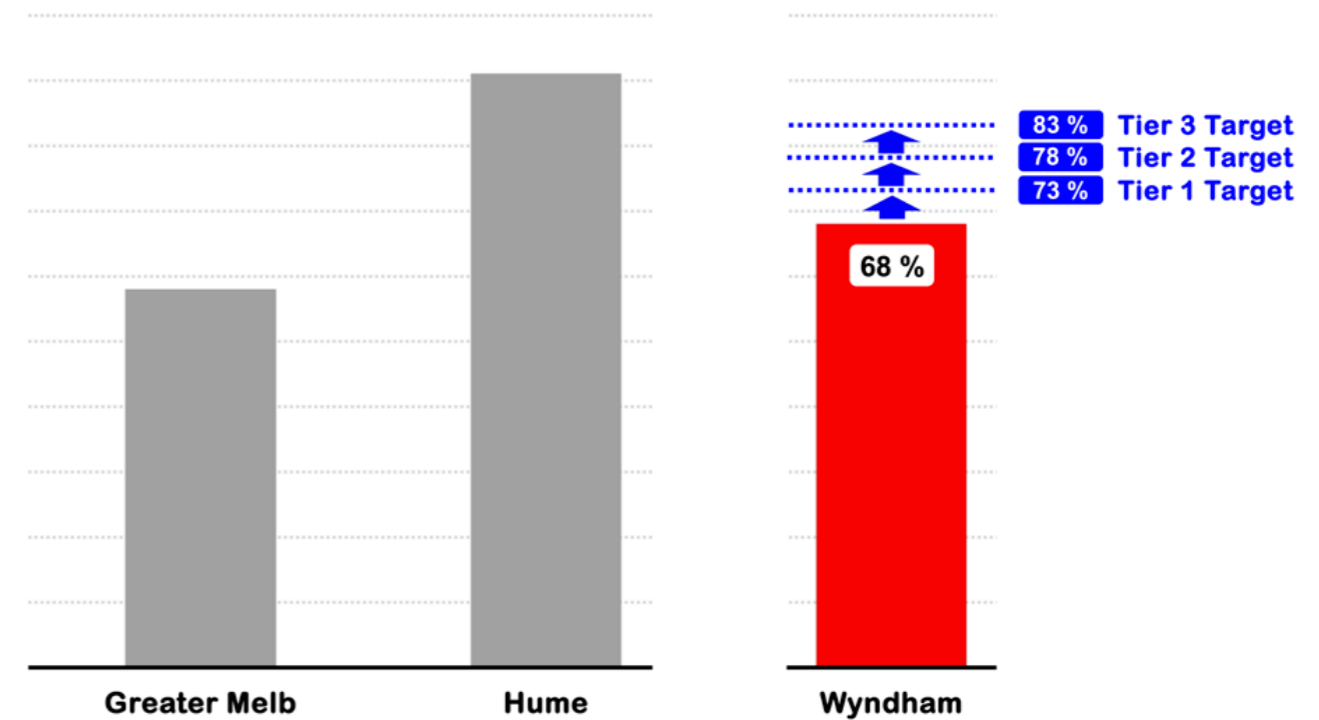
A total of 15-17 square km of new public open space will be provided by 2040.

All major activity centres/town centres serving a Wyndham City Pulse will have a civic square or piazza.

Public Open Space (in % of municipal area)



Public Open Space Per Capita (in m<sup>2</sup>)



## GOAL 10:

Every neighbourhood will have an integrated pedestrian, cycling and micro-mobility network which is safe and connected to places where people want to go.

All Wyndham City Pulses within Wyndham will be in the top 100 most walkable neighbourhoods in metropolitan Melbourne.

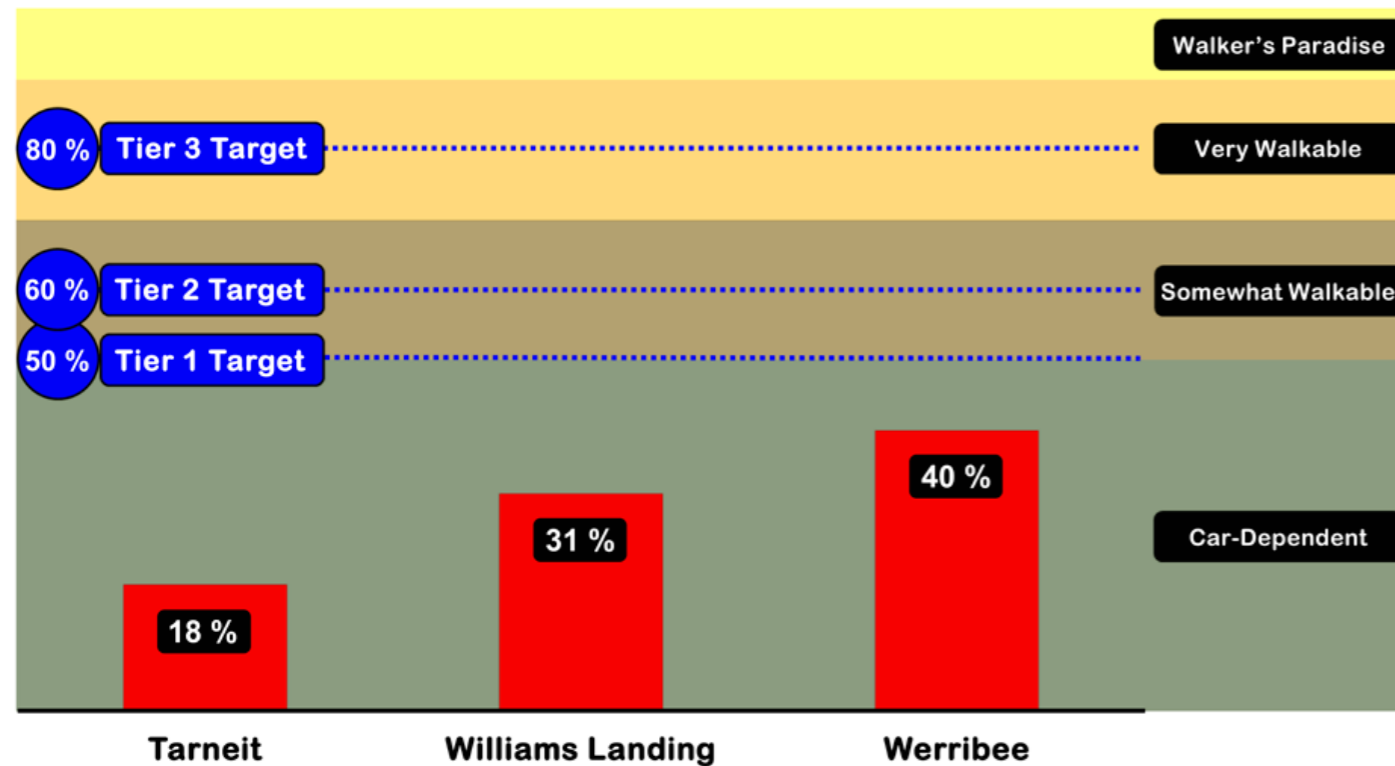
### TARGETS:

In 2022 to be in the top 100 most walkable neighbourhoods in metropolitan Melbourne requires a Walk Score of 68 or better.

All major activity centres/town centres/train stations serving Wyndham City Pulses will be connected to each of their surrounding neighbourhoods by a direct pedestrian, cycling and micro-mobility link.

Living Residential Neighbourhoods will connect every house to this direct pedestrian and micro-mobility link.

Walk Score – Examples of Wyndham Suburbs



## GOAL 11:

Every train station proposed on the Regional Rail Link and Metro Line will be built by 2040.

### TARGETS:

All future train stations identified in PSPs on the Regional Rail Link and Metro Line will be fully constructed and operational by 2040.



**The Wyndham Plan has been informed by the Resilient Wyndham 2021-2025 Strategy. The Wyndham Plan and its Six Big Ideas are aligned to help Wyndham bounce back after the COVID-19 pandemic, to mitigate further climate change impacts, and to transition to become a zero-carbon community by 2040. Please refer to the Resilient Wyndham Strategy 2021-25 for related Goals and Targets established and monitored under the Resilient Wyndham Strategy.**



# 9. THE WYNDHAM PLAN, POLICY DEVELOPMENT PROGRAM

Beyond quantitative targets there is also a need to implement qualitative guidance on the outcomes The Wyndham Plan is seeking to deliver. To achieve qualitative outcomes The Wyndham Plan will need to be supported by the updating of the Wyndham Planning Scheme and appropriate policy within the Planning Scheme.

In particular, The Wyndham Plan will facilitate the updating of the Municipal Planning Strategy (MPS) to give effect to The Wyndham Plan within the Wyndham Planning Scheme (this is discussed further in Chapter 13). The update of the MPS will also be supported by the development of further planning policies that will enable the qualitative outcomes sought by The Wyndham Plan in addition to the quantitative outcomes sought through The Wyndham Plan goals and targets.

To achieve qualitative outcomes the following policy development program will be pursued through The Wyndham Plan:

## a) A municipal wide urban design policy

## b) Targeted urban design guidance for:

- i. Specific residential areas (to complement the Wyndham Housing and Neighbourhood Character Strategy)
- ii. Activity Centres.
  1. With a focus on the Wyndham City Heart and activity centres central to each Wyndham City Pulse as a first order priority
  2. Other activity centres to follow based on their capacity to deliver on 20-minute neighbourhood outcomes
- iii. Industrial areas (to complement the Wyndham Industrial Land Use Strategy)
- iv. Wyndham Gateways

## c) An apartment design policy or guidelines for higher density development

## d) Tree protection policies to preserve and protect significant existing trees within the municipality

## e) Cultural Values Assessments (Aboriginal CVAs) for the following areas:

- i. A municipal wide Cultural Values Assessment; and then specific and more detailed CVAs for:
- ii. Werribee South Green Wedge
- iii. Western Plains South Green Wedge

(The above program will be discussed and agreed with the relevant Registered Aboriginal Parties)

## f) A sustainable development policy for greenfield areas

## g) A suite of cultural heritage policies:

Heritage networks and trails policy (for various heritage networks and trails)

## h) A non-residential use in residential zones policy

## i) A places of assembly / places of worship policy

## j) An Electric Vehicle policy

Other planning work including Urban Design Frameworks (UDFs) and Structure Plans will also be utilised to facilitate the delivery of qualitative outcomes in the Wyndham City Heart and activity centres where UDFs or Structure Plans are required.



# 10. COLLABORATION AND PARTNERSHIPS

The Wyndham Plan requires fundamental changes as to the location, density, form and character of new development, investment and growth in housing, jobs, infrastructure and services. It is not more of the same. The Wyndham Plan provides the strategic land use, planning and development directions for the city. It sits alongside the Wyndham 2040 Community Vision, the four-year Council Plan and the Municipal Public Health and Wellbeing Plan.

Council acknowledges that its primary role is to protect and enhance the liveability of the municipality and the well-being of its residents now and into the future. In the context of The Wyndham Plan Council has the following roles in supporting the delivery of this plan:

- Provide services and infrastructure to the community.
- Collaborate with State and Federal government agencies, private sector organisations, community groups, ratepayers, residents and Council staff.
- Support organisations and groups to achieve The Wyndham Plan's outcomes by providing resources and bringing stakeholders together.

- Advocate to decision makers on behalf of the community on the social, economic and environmental benefits of The Wyndham Plan.

Council cannot deliver this plan on its own. We all play a part in the delivery of The Wyndham Plan.

Whilst any one of these partners can lead the process of transformation and revitalization, success requires that they work together to implement sustained, coordinated and outcome driven action.

Council will act as the catalyst for change. It has a direct role in improving the livelihoods of its residents and influencing all levels of government in allocating funding to provide the services and facilities needed by its people. Council will demonstrate strong leadership in the reshaping of its activity centres, neighbourhoods and urban renewal precincts. Council will encourage and facilitate development consistent with the strategic directions and big ideas contained in The Wyndham Plan. Council will also partner with and advocate for State and Federal Government to deliver infrastructure and services aligned with the strategic directions and big ideas contained in The Wyndham Plan. Working with them to deliver on State and Federal initiatives designed to maximise the potential of urban development, enhance local employment and address and ameliorate the impacts of climate change.

Equally, the private sector plays a vital role in investing in the future of Wyndham building new homes, retail and commercial buildings, industrial estates, community facilities and urban infrastructure.

Opportunities exist for developers to add value to their development projects by embracing the objectives and big ideas of The Wyndham Plan. Doing development differently from the business-as-usual approach in Wyndham will reap social, economic and environmental dividends for developers and for the community. Integrating the 3 D's – **density, diversity and design** – into all projects will create a compact, efficient and dynamic urban structure which is complemented by active modes of transport and attractively designed, people friendly places.

Council will work closely with innovative and progressive developers to review and amend, where possible, precinct structure plans for new residential areas so as to align with the objectives of The Wyndham Plan. In addition, Council will continue to advocate for changes in the way greenfield development is planned and designed so as to achieve the 20-minute neighbourhood concept across all urban areas.

The community too has a key role to play in delivering the Wyndham Plan. **Putting people first is fundamental to The Wyndham Plan.** A place-based approach has been adopted to understand the relationships between land use, built form, cultural, economic, social and environmental perspectives. By engaging with the community on the actions required to meet their needs and aspirations both Council and developers are better informed as to what needs to be done where, when and how.



# 11. DELIVERY, OPERATION AND RESOURCING

To advance the delivery of the six big ideas in the Wyndham Plan Council will undertake the following tasks:

- Establish **The Wyndham Plan Implementation Working Group (TWPIWG)** comprising relevant Council staff in the areas of urban planning (strategic and statutory planning), urban design, community development, engineering, city operations, arts and culture, environment and sustainability and economic development.
- The TWPIWG will work closely with the relevant Council directorates in both the urban growth areas and the established urban areas and in so doing jointly devise a **Delivery Program** which identifies what Council is going to do every four years to implement The Wyndham Plan. By gaining agreement on urban priority projects across the relevant Council directorates the Delivery Program will facilitate effective, efficient and integrated outcomes.
- Council will establish a dedicated **Urban Priority Projects Team (UPPT)** who will report to the TWPIWG on a regular basis. The UPPT will develop priority planning processes for urban priority housing and other urban priority developments within identified areas. A key focus will be on fast tracking urban priority development applications which comply with the Wyndham Plan with approval turn around periods within 30 days (not the statutory 60 days) provided such applications have been through a pre-design phase with the Council's urban designers or an urban design panel appointed by Council. With regards to residential development, to be eligible for this fast-tracking process the subdivision and development pattern must demonstrate it will deliver housing diversity and medium or higher density housing in accordance with the Wyndham Plan density targets and the requirements outlined in Big Idea 5: Liveable Residential Neighbourhoods.
- Every year an **Operational Plan** will be developed by The Wyndham Plan IWG to provide more detail about exactly what actions Council will take in the next financial year to achieve the Four-Year Delivery Program. This will also include undertaking the Place Intervention Logics process for key precincts as discussed in Chapter 12.
- Both the Delivery Program and the Operational Plan will be developed alongside a **Resourcing Strategy** which outlines how the actions and activities will be financed, assets managed, and services delivered. The Resourcing Strategy will also ensure adequate resources are available to the TWPIWG to do its job well.

- Devise other tools, mechanisms and triggers available to local government to assist in the funding and implementation of The Wyndham Plan. This will include developing price mechanisms to influence consumer and commercial behaviour, value adding incentives for the delivery of desirable outcomes by the private sector and public private partnership projects.
- Work with local communities, the Wyndham developer community, Department of Transport and Planning (DTP) and other relevant state government agencies such as the Victorian Planning Authority (VPA) to refine and finalise plans and precinct-based actions underpinning The Wyndham Plan.
- Set up The Wyndham Plan inter-governmental governance group, a first of its kind group across the three levels of government in Australia to drive the outcomes sought through The Wyndham Plan and align government action with it.
- Establish an internal monitoring tool which will systematically track the delivery and progress of the Big Ideas. This tool will periodically measure how The Wyndham Plan and associated planning interventions contribute to enhanced liveability across specified catchment areas while taking into consideration local characteristics and physical circumstances. Data and information will be consolidated into a set of quantifiable liveability indicators that are designed to assess progress towards designated planning targets and to facilitate communication with our community and stakeholders.
- Prepare and implement measures within the planning and development system to assist and facilitate in the delivery of The Wyndham Plan.
- Embark on an advocacy and promotion campaign seeking funds to assist with the implementation of precinct-based action plans in a sustained and efficient manner.





# 12. AN ACTION PLAN TO PRIORITISE, GUIDE AND INSPIRE THE CHANGE THAT THE COMMUNITY WANTS

## To Deliver The Wyndham 2040 Community Vision

The proposed action plan to holistically integrate, prioritise and inspire change has 3 critical layers, a municipal wide layer, a local community layer and a project layer.

The municipal wide layer (first layer) is the overall spatial planning and development layer. This layer is shown in the Delivering Big Ideas for Wyndham 2040 map above and includes the 6 Big Ideas and their holistic, integrated delivery.

The municipal wide layer will be supported by a more targeted layer that we refer to as Place Intervention Logics or PILs, the PILs are a local community layer. This is the layer where the community can work with their Councillors to seek the interventions, they would like to see achieved in their own Wyndham City Pulse catchments. It is recommended that a governance structure is prepared that will enable Council and the community to identify and drive the interventions they would like to see so that meaningful progress can be measured across each 4-year Council term. We think that community engagement on the PILs would be well served by a deliberative engagement approach. A Place Intervention Logic or PIL will be prepared for each Wyndham City Pulse Catchment, the Wyndham City Heart and the Derrimut Road Boulevard. The PILs will also provide a framework for the Liveable Residential Neighbourhoods and Green Lungs Coast and Country that will complement and improve upon other planning instruments such as Precinct Structure Plans and Green Wedge Management Plans where these are in place.

The Place Intervention Logics will be prepared by consulting with the communities living in the Wyndham City Pulse catchment areas. This will enable the identification and diagnosis of place-based issues, challenges and opportunities using the process of Place Intervention Logics (PILs) for each Wyndham City Pulse and its catchment area. The PIL process will dig deep into understanding the characteristics, issues, challenges and opportunities of each pulse area. It aims to articulate a vision for each of these areas and the key moves - spatial, physical and functional - that will be needed to deliver the future aspirations and needs of the community. The PILs will be a valuable tool with which to align capital works expenditure to identified priority areas within The Wyndham Plan in a co-ordinated, cost effective and highly beneficial manner.

By adopting key themes for each Wyndham City Pulse and exploring the actions necessary to achieve the vision the PIL provides an important outcome driven program of change to be planned, implemented and managed in the immediate or long term or as ongoing actions. As a process of developing a logical program of future development within each of the Wyndham City Pulses, to achieve a desired future outcome, it includes a spatial framework for change and the timing of specific actions to be implemented be it immediate, long term or ongoing. This is critically important as it will enable the ability to show Meaningful Progress. Progress that can be mapped out and measured over each 4-year Council cycle.

The outcome of the PIL process for each Wyndham City Pulse Catchment is to ensure that major activity centres within these catchments are the best connected and serviced locations. These major activity centres are to be prioritized in the planning and development process as they serve a large catchment area and fulfil an important role in meeting the myriad of needs of the Wyndham community. By growing, intensifying and strengthening their mixed-use function, enhancing access via active modes of transport (walking, cycling, e-transport and public transport) and creating vibrant people focused places for daytime and evening activity these Wyndham City Pulses will encourage social and cultural interaction, employment and investment opportunities.

An adapted PIL process will be conducted for each of the Village Pulses, noting the smaller population and rural setting of each Village Pulse.

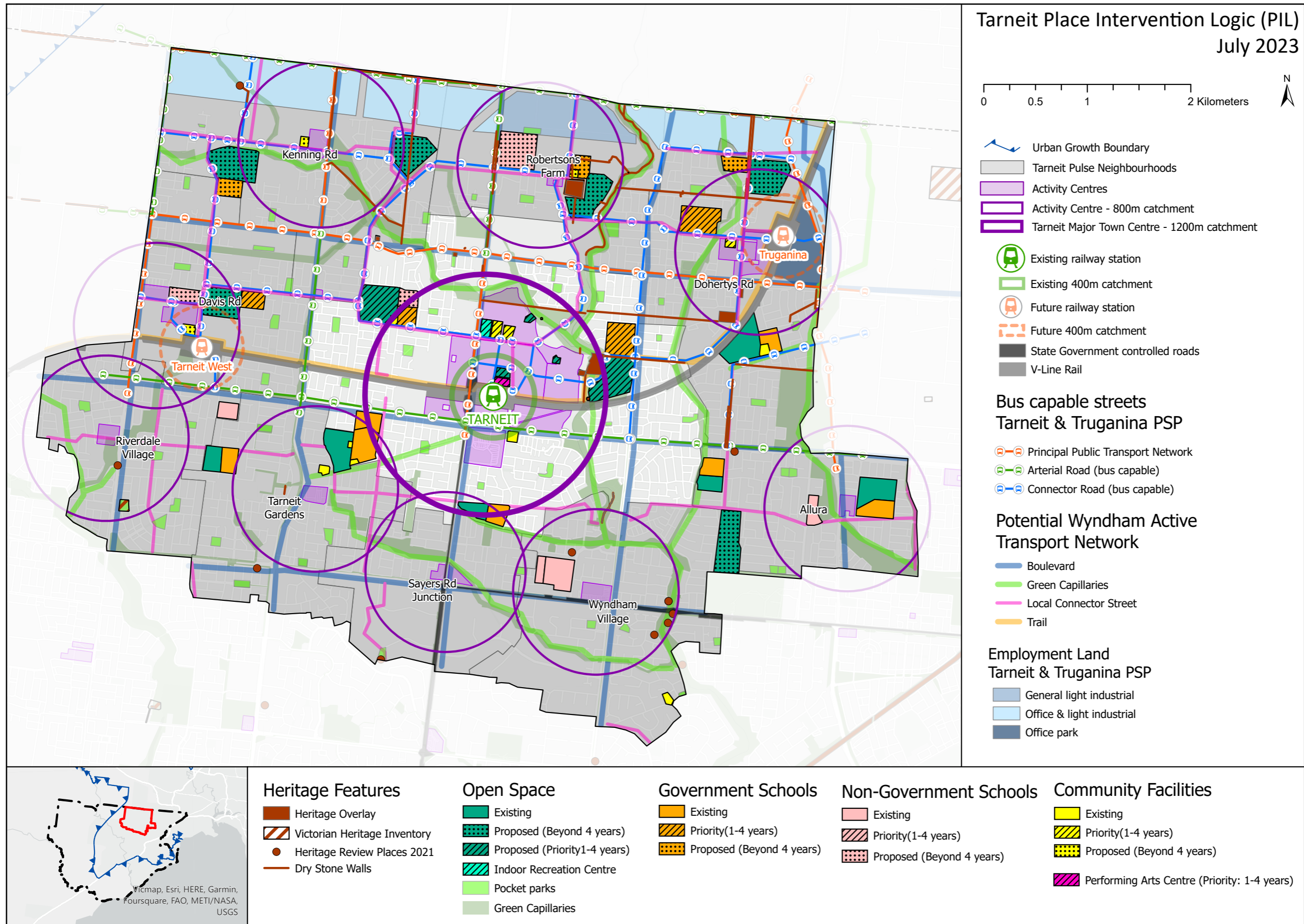
These adapted processes will follow a similar approach to that described above but seek to understand and serve the local needs of these smaller communities in a way that the local community and surrounding rural community supports. An intent of the adapted PIL processes for Village Pulses will be to enhance and build upon the existing strong community identity that exists in the Village Pulses.

Already a draft PIL process is underway for the Tarneit Urban Pulse. Map 14 indicates the extent of this pulse. It includes the Tarneit Major Activity Centre and several small local shopping centres as well as the surrounding residential areas.

One issue raised by the Tarneit community is the need for lowering commuter travel times and having infrastructure ready in advance rather than having to wait years for it to establish. These actions would give people more time for themselves and improve their quality of life. The Tarneit PIL process can address this issue by delivering on-demand bus services and highly accessible public transport routes that ensure that the majority of residents in the Tarneit Urban Pulse catchment are located within 400 metres of a bus stop offering frequent and reliable service and the main roads and parts of the active transport network are delivered as soon as possible.

The PIL process embraces innovation and technological progress. So, scope exists for exploring opportunities for routes taking automated rapid transit services, trackless trams and Bus Rapid Transit lanes – all are options for connecting the community of Tarneit to their nearest major activity centre as well as to the Wyndham City Heart. Such actions are all about getting people to places where they want to go quickly and safely.





Map 14: Tarneit Urban Pulse and PIL



1. Delivering 20 Minute Neighbourhoods and delivering more jobs closer to home
2. Increased neighbourhood housing diversity and density
3. More mixed use development aligned with local active and public transport catchments
4. Better walking, cycling and e-transport opportunities
5. Use smart city data to fill in missing links and connections
6. Develop pop up infrastructure to seed local opportunity and vibrancy
7. Delivering the community better places and more time for life



By applying the PILs process opportunities arise for each Wyndham City Pulse to develop its own strong community identity, high levels of visitation and increased length of stay. Development of these Wyndham City Pulses is not to be a formulaic development response. It is about creating a diverse range of experiences within each Wyndham City Pulse and celebrating the multi-cultural character and identity of Wyndham.

The final layer is the Project Layer. This layer identifies the individual projects that will be delivered and who they will be delivered by. In some instances, projects will be delivered by State Government agencies and departments, in others the private sector. Those projects to be delivered by Council will also be identified, but importantly these will be coordinated through the Place Intervention Logics to ensure that Council's projects are delivered in concert with private sector and government led projects. The funding of projects will be subject to annual budget processes.

Figure 19: Conant Leadership Flywheel

(Source: <https://conantleadership.com/conantleadershipflywheel/>)

# 13. HOW ARE WE GOING TO MAKE THIS HAPPEN? GOVERNANCE AND FUNDING

## 10 Key Actions are proposed as part of The Wyndham Plan:

1. Development of a new 30-year, 20-minute neighbourhood spatial planning framework and action plan to manage, integrate, guide and inspire change that the Community expects with the framework of the Wyndham 2040 Vision and Plan Melbourne.

*This is the 6 Big Ideas integrated with the preparation of Place Intervention Logics*

2. Change the Wyndham Planning Scheme. This will be an important and critical part of the new approach proposed. The Planning Scheme will need to be amended to facilitate the policy direction set out in any Council adopted version of The Wyndham Plan. In particular, the Municipal Planning Strategy will need to be updated to facilitate rezoning and other changes that could facilitate outcomes the community is seeking. The process of changing and updating the Wyndham Planning Scheme should commence with the Review of the Wyndham Planning Scheme required as part of the current Council term. Further Planning Scheme Amendments will also be required to implement more specific changes to the planning scheme around housing, industrial development and activity centres amongst others.

*However, the Wyndham Planning Scheme is benign without a development proposal. The Planning Scheme responds to development applications, it is not in and of itself a generator of change, it is a framework for decision making and facilitates a process and guides outcomes. We need to be more proactive than just changing the Planning Scheme to deliver the Wyndham 2040 Vision. We need to advocate for and promote where we want development and support that with non-planning decisions, such as the expenditure of Development Contributions, Growth Area Infrastructure Contributions (GAIC) and Council's Capital, the strategic acquisition of land and public sector place making.*

3. Develop financial incentives and expenditure planning approaches that change consumer and commercial behaviour (Development Contributions (DCs), GAIC, Capital, Property Acquisition, Targeted Rates).

*Targeted, spatially directed and defined financial activity builds confidence in particular places that promote and support both private and public sector investment. This approach will be built upon the 6 Big Ideas and Place Intervention Logics. Targeted DCP, GAIC, Capital and Property Acquisition expenditure is recommended based on the development of Place Intervention Logics for different parts of the municipality. Financial incentives can include:*

Following recommendations like those made by the Ministerial Advisory Committee on Fishermans Bend, (Namely):

- *Consider establishing a mechanism to ensure that rates in Wyndham City Heart/ Wyndham City Pulses can be used as a method of value capture within a designated area to address the unintended consequences arising from rapidly escalating property values failing to lift rate revenue as expected and consider specifically excluding it from the 'Fair Go Rates System' on the basis of its unique and State significant urban renewal status. (Refer to Ministerial Advisory Committee on Fishermans Bend).*
- *Consider establishing administrative procedures across relevant State and local government agencies to ensure that a proportion of the value created by public investment in Wyndham City Heart/ Wyndham City Pulses is retained and used to meet the needs of redevelopment in the City Heart and Wyndham City Pulses. (Refer to Ministerial Advisory Committee on Fishermans Bend).*
- *Seeking the State Government to direct all Land Tax revenue raised from designated areas of Wyndham (i.e. Wyndham City Heart/Wyndham City Pulses) back into those areas.*
- *Seeking the State Government to direct all GAIC revenue raised from designated areas of Wyndham (i.e. Wyndham City Heart/ Wyndham City Pulses) back into those areas.*
- *A waiver of rates on all non-residential development located within designated areas of Wyndham (i.e. Wyndham City Heart/ Wyndham City Pulses). Potentially beginning as a 5-year waiver or discounted rate scheme.*
- *Utilising expenditure of Development Contributions to fund non-DCP funded projects in strategic locations. This would involve the utilisation of DCP funds (i.e. borrowing from the DCP) that would need to be repaid to the DCP over time utilising Council Capital Works Program (CWP) funds. Such an approach must only be used in a very targeted way. In the context of a particular example (Tarneit MTC): Based on initial calculations prepared it is estimated that approximately \$16 million worth of DCP funding could potentially be utilised in the context of the Tarneit Major Town Centre without negatively impacting the broader DCP and then paid back to the DCP over time. These funds are essentially required to be paid via the development of the Town Centre that would otherwise be held for use in the broader Wyndham North DCP area. It is contended that these funds would be better spent on the Town Centre more immediately given the capacity for*

*the funds to seed and future proof aspects of the Town Centre's development in the interests of the large catchment population it will serve.*

4. Find willing Private sector partners on key priority locations. If we align the financial incentives correctly as discussed in point 2 above this de-risks development for investors.

*We will need to work with existing private sector partners in some instances, such as landowners of key activity centres. There are substantial opportunities to engage with new private sector partners in relation to the Wyndham City Heart and Derrimut Road Corridor.*

5. Coordinate significant Wyndham City Council activity on key/priority places (Wyndham City Heart and Wyndham City Pulses) to provide confidence to the private sector. This can be supported by the identification of a Place Maker in Residence to lead the coordination of place making outcomes for particular places.

*A place maker in residence should be established for the Wyndham City Heart, Wyndham City Pulses and Derrimut Road Corridor. Interim infrastructure (pop-up infrastructure/soft infrastructure) can also be utilised to create and establish place earlier than what is currently the case through standard approaches that tend to focus only on ultimate design.*

6. Develop a Place Intervention Logic or PIL for each priority area identified to describe and articulate Council's and the Communities' intentions. Refer to discussion on Place Intervention Logics earlier in this document.
7. Use the Place Intervention Logics to coordinate Wyndham City Council, government agency and department action and budgets to align with our Plan with clear KPIs and the celebration of success together. Refer to discussion on Place Intervention Logics earlier in this document.
8. Counteract greenfield settings that make it the easy option by supercharging city shaping and infill development to address affordable living, enhance productivity and build vibrancy/critical mass.

*Focusing effort and expenditure on key activity centres is a game changing proposal. It is a pro-active approach that seeks to bring forward development that would otherwise lag-behind residential development. The entire planning system is geared towards facilitating greenfield residential development in a futile attempt to address housing affordability, while conversely creating unaffordable living problems. Turning this around to focus as a first order priority on the delivery of activity centres to enhance their productivity, vibrancy and critical mass at the earliest possible time is critical to turning the issues and challenges faced by the Wyndham community into opportunities.*

9. Streamline approval processes for city shaping destinations: Wyndham City Heart, Wyndham City Pulse Activity Centres and key corridors (Derrimut Road Corridor). Reward the right behaviours.

Approvals processes for greenfield residential development has been streamlined over an extended period of time. This same approach needs to be applied to the city shaping destinations of Wyndham, Wyndham City Heart, Wyndham City Pulse Activity Centres and key corridors (Derrimut Road Boulevard). This can be facilitated through pre-approval and other streamlining of approval processes, where development that meets pre- understood design and planning guidance is fast tracked and supported to enable the changes sought through The Wyndham Plan to be secured soon rather than later.

10. Consider refusing subdivision/ development proposals that do not meet locational or quality expectations.

As discussed earlier in this document Council can consider refusing planning permits for subdivision applications that are not aligned with either the green or orange project designations in the Wyndham North and Wyndham West Development Contribution Plan Project Implementation Programs (DCP PIPs) that are prepared annually by Council. Council can consider doing this on the basis that such developments increase infrastructure demand and 'bring forward costs' on Council and the State Government.





## 14. THE DIVIDEND: MAKING WYNDHAM FUNCTION BETTER AND THE PRIORITISATION OF PLACES TO ENCOURAGE INVESTMENT

The anticipated dividend from The Wyndham Plan is a better functioning Wyndham where Urban places provide the public and private infrastructure and services required by a population of 500,000 people, in locations that are accessible and well serviced by active and public transport routes and services. A place that puts the best of Urban into the Suburban and encourages investment in Urban places. A Wyndham where housing choices, employment choices and transport choices are genuine choices. A place where concentrated activity supports investment in public and private facilities, a place that is as well connected as any other in Australia whether we are talking about transport or internet connectivity. A place where the capacity of all of Wyndham's citizens to grow to their full potential is realised.

**This is the anticipated dividend of: The Wyndham Plan**

## 15. REPORTING, MONITORING AND REFRESHING THE WYNDHAM PLAN

It is important to track how we are progressing in delivering The Wyndham Plan. Council will report back to the community every two years on progress in implementing the Delivery Program and Operational Plans as these plans are Council's responsibility. A set of progress measures will be adopted being a combination of community indicators, Council performance measures and milestones.

For this reason, an internal monitoring tool will be incorporated into the reporting process. It will evaluate and track the impact of proposed and conducted planning interventions on the continuous liveability improvement across The Wyndham Plan associated catchment areas. A range of liveability indicators will systematically monitor the progress trajectory towards achieving defined strategic goals and designated indicator targets.

In addition, The Wyndham Plan itself will be reviewed and refreshed every four years coinciding with the evaluation of the Wyndham 2040 Community Vision. Because, The Wyndham Plan is an ongoing, evolving and dynamic plan guiding land use, planning and development across the entire municipality, it is imperative that it be updated as challenges and opportunities occur within the municipality.



# GLOSSARY

This glossary is a guide to The Wyndham Plan’s interpretation of commonly used planning terms\*. A full list of sources can be found at the bottom of the page.

Abbreviations and Acronyms	
ART	Autonomous Rapid Transit
BRT	Bus Rapid Transit
CAT	Central Area Transit
CVA	Cultural Values Assessment
CWP	Capital Works program
DCP	Development Contribution Plans
DCs	Development Contributions
DCP PIPs	Development Contribution Plan Project Implementation Programs
DELWP	Department Environment Land Water and Planning
EWEP	East Werribee Employment Precinct
GAIC	Growth Area Infrastructure Charge
NAIDOC	National Aborigines and Islanders Day Observance Committee
NDA	Net Developable Area
NDHa	Net Developable Hectare
NEIC	National Employment and Innovation Cluster
PILs	Place Intervention Logics
RAPs	Registered Aboriginal Parties
RRL	Regional Rail Link
SNAMUTS	Spatial Network Analysis for Multimodal Urban Transport Systems
TOD	Transit Oriented Development
TWP	The Wyndham Plan
TWPIWG	The Wyndham Plan Implementation Working Group
UDF	Urban Design Framework
UPPT	Urban Priority Projects Team
VAMPIRE	Vulnerability Assessment for Mortgage, Petrol and Inflation Risks and Expenses
VPA	Victorian Planning Authority
WoMEDA	West of Melbourne Economic Development Alliance
WTN	Wyndham Transport Network

# PLANNING TERMS AND CONCEPTS

Note: most definitions are sourced from the following strategies and/or resources:

- Victorian Planning Authority (VPA) Glossary, 2023
- Plan Melbourne 2017-2050 (Victorian State Government, 2017)
- Wyndham Planning Scheme, 2023

Sources for other definitions are provided in the table.

Planning Terms and Concepts	
<b>20-Minute Neighbourhoods</b>	The 20-Minute Neighbourhood is all about ‘living locally’– giving people the ability to meet most of their daily needs within a 20-minute walk from home, with safe cycling and local transport options. Source: Plan Melbourne 2017-2050
<b>Aboriginal Cultural Heritage</b>	<i>The Aboriginal Heritage Act 2006</i> defines Aboriginal Cultural Heritage as “...Aboriginal places, Aboriginal objects and Aboriginal human remains...” More broadly, Aboriginal Cultural Heritage also refers to the knowledge and lore, practices and people, objects and places that are valued, culturally meaningful and connected to identity and Country. Source: Victorian Aboriginal Heritage Council, 2023
<b>Aboriginal Cultural Values Assessment</b>	The objective of an Aboriginal Cultural Values Assessment is to identify and understand the traditional, historical and contemporary cultural values and meanings of the study area; and, where possible, map specific places, features and landforms that have traditional, historical or contemporary Aboriginal values. Source: Fishermans Bend Aboriginal Cultural Values Interpretation Strategy (Framework Background Report), Extent Heritage Advisors, Feb 2017
<b>Acknowledgement of Country</b>	Acknowledgement of Country is an opportunity for anyone to show respect for Traditional Owners and the continuing connection of Aboriginal and Torres Strait Islander peoples to Country. Source: Reconciliation Australia, 2023
<b>Active Transport</b>	Transport requiring physical activity, typically walking and cycling. Source: Plan Melbourne 2017- 2050
<b>Activity Centres</b>	Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity of use from smaller neighbourhood centres to major suburban centres and larger metropolitan centres. Source: Plan Melbourne 2017- 2050
<b>Affordable Housing</b>	Housing that is appropriate for the needs of a range of very low to moderate income households, and priced (whether mortgage repayments or rent) so these households are able to meet their other essential basic living costs. Source: Plan Melbourne 2017- 2050
<b>Agglomeration</b>	The location of businesses in close proximity to each other, which allows them to get productivity and efficiency gains through large customer bases, knowledge sharing and access to skilled workers. Source: Victorian Planning Authority, 2023
<b>Amenity</b>	The pleasant or satisfactory aspects of a location which contribute to its overall character and the enjoyment of residents or visitors. May include access to services and well-designed public spaces. Source: Victorian Planning Authority, 2023
<b>Amenity-Based Density Model</b>	An urban design approach aligned with the concept of creating 20-minute neighbourhoods that directs housing density to higher amenity locations. Source: Victorian Planning Authority, 2021

## Planning Terms and Concepts

<b>Biodiversity</b>	The variety of all life forms, the different plants, animals and microorganisms, the genes they contain and the ecosystems of which they form a part. Source: Victorian Planning Authority, 2023
<b>Blue Capillaries</b>	Waterway open space corridors integrated into the Wyndham Active Transport Network Source: The Wyndham Plan
<b>Bring Forward Costs</b>	Costs resulting from out of sequence development which impact on the capacity to deliver infrastructure to new communities in a timely and cost effective manner. As proposed by the Wyndham Residential Growth Management Strategy (2016), out-of-sequence development can be better managed by introducing a mechanism that brings into alignment the funding of infrastructure with the development of new communities. This could be achieved by requiring proponents to compensate for additional costs associated with bringing forward infrastructure. When a proposed variation from the agreed sequence is anticipated to cause extra costs, proponents would be required to prepare cost impact assessments for any agencies which see a prima facie need for such an assessment. Then, the method of compensation for any additional costs would be a matter of negotiation between the proponent and the affected agencies. This could be affected through a Section 173 agreement (Planning and Environment Act 1987). Source: Wyndham Residential Growth Management Strategy, 2016
<b>Blue/Green Infrastructure</b>	Strategically planned networks of natural and seminatural areas with other environmental features. They are designed and managed to deliver a wide range of ecosystem services such as biodiversity enhancement, water purification, air quality, space for recreation and climate mitigation and adaptation. This network of green (land) and blue (water) spaces can improve environmental conditions and therefore citizens' health and quality of life. It also supports a green economy, creates job opportunities and enhances biodiversity. Source: European Commission Directorate-General for Environment, 2023
<b>Capacity</b>	Growing the city and its people to their full potential. Source: The Wyndham Plan
<b>Choice</b>	Increasing the range of opportunities to live, learn and thrive. Source: The Wyndham Plan
<b>Climate Change</b>	A long-term change of the earth's temperature and weather patterns, generally attributed directly or indirectly to human activities such as fossil fuel combustion and vegetation clearing and burning. Source: Plan Melbourne 2017- 2050
<b>Climate Change Adaptation</b>	Actions that prevent or minimise the impacts of climate change. Source: Plan Melbourne 2017- 2050
<b>Climate Change Mitigation</b>	Actions that prevent or reduce emissions of greenhouse gases that contribute to climate change. Source: Plan Melbourne 2017- 2050
<b>Concentration</b>	Bringing more things closer together and to where people live. Source: The Wyndham Plan
<b>Connectivity</b>	Improving people's ability to get where they want to go. Source: The Wyndham Plan
<b>Country</b>	Country is a term used by First Nations peoples to refer to the lands, waters and skies to which they are connected through ancestral ties and family origins. Source: Common Ground First Nations, 2022
<b>Density</b>	Within the context of The Wyndham Plan, density means more choice in the type and affordability of housing available as well as more jobs close to home, it is about delivering a more compact city where more of what people need and want is closer to where they live, and they can connect with it easily. See Chapter 5: The Opportunity: A New Approach To The Delivery Of The Wyndham 2040 Vision

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<b>Design</b>	Within the context of The Wyndham Plan, design is about the look and feel of the neighbourhood, its residential streets, the local shopping centre, its open spaces and the quality of development. It is about raising the bar on the quality of design to improve liveability and create a sense of place. Good quality design doesn't need to be expensive - in many respects it can be about doing things better and more simply. See Chapter 5: The Opportunity: A New Approach To The Delivery Of The Wyndham 2040 Vision
<b>Development contributions (DCs)</b>	Development contributions are payments or in-kind works, facilities or services provided by developers towards the supply of infrastructure required to meet the future needs of the community. Source: Victorian Planning Authority, 2023
<b>Development Contribution Plan Project Implementation Programme (DCP PIP)</b>	A Council program that prioritizes infrastructure commitments at a micro level of neighbourhoods, in line with a macro sequencing framework. DCP PIPs have been prepared for both the Wyndham North and Wyndham West DCPs and are reviewed on an annual basis in line with the financial year. Source: Wyndham Residential Growth Management Strategy, 2016
<b>Diversity</b>	Within the context of the Wyndham Plan, diversity is about creating a variety of places that are safe, vibrant and attractive as well as a neighbourhood that caters to the needs of all age groups, cultures and genders. See Chapter 5: The Opportunity: A New Approach To The Delivery Of The Wyndham 2040 Vision
<b>Environmentally Sustainable Development</b>	An approach to development that seeks to meet the needs of the present without compromising the ability of future generations to meet their own needs. It has economic, social and environmental dimensions. Source: Plan Melbourne 2017- 2050
<b>Epic Rides and Walks</b>	Major trails that provide memorable riding and walking experiences and enhance the eco-tourism opportunities of Wyndham Source: The Wyndham Plan
<b>Established Urban Areas</b>	Areas of Wyndham that have been urbanised for at least several decades. Source: Victorian Planning Authority, 2023
<b>Flywheel Effect</b>	A virtuous cycle and momentum of continuous improvements where each turn of the flywheel builds upon previous work as you make a series of good decisions, supremely well executed, that strategically compound one upon another – decision upon decision, action upon action, turn by turn – each loop adding to the cumulative effect. Source: Turning the Flywheel – A Monograph to Accompany Good to Great, Jim Collins, Penguin Random House, 2019
<b>Framework Plan</b>	High level coordinating plan which sets policy direction (vision) and spatial structure for a growth area, urban renewal precinct, cluster, or regional city. A Framework Plan: <ul style="list-style-type: none"> <li>• Sets out the future vision for a defined area.</li> <li>• Guides sustainable growth development over the longer term.</li> <li>• Identifies the steps needed to manage growth.</li> <li>• Defines key projects and infrastructure required to support growth and</li> <li>• Provides a more certain environment for making both public and private investment decision</li> </ul> Source: Victorian Planning Authority, 2023
<b>Green Capillaries</b>	High quality landscaped open space corridors integrated into the Wyndham Active Transport Network See Chapter 7: Big Idea 3: The Wyndham Transport Network (WTN)
<b>Green Economy</b>	An economy in which economic growth and the health of our natural resources sustain each other, and market, business and government better reflect the value of nature. Source: Plan Melbourne 2017- 2050
<b>Green Lungs</b>	An area of parkland within a town or city, considered in terms of the healthier environment it provides. Source: Collins Dictionary



## Planning Terms and Concepts

<b>Green Wedges</b>	Defined under Part 3AA of the Planning and Environment Act 1987 as “land that is described in a metropolitan fringe planning scheme as being outside an urban growth boundary”. Wyndham has two Green Wedges within its municipal boundary – Werribee South & Western Plains South Source: Plan Melbourne 2017- 2050
<b>Greenfield Land</b>	Undeveloped land identified for residential or industrial/commercial development, generally on the fringe of metropolitan Melbourne. Source: Plan Melbourne 2017- 2050
<b>Greyfield Land</b>	Residential areas where the building stock is near or has ended its useful life and land values make redevelopment attractive. Source: Plan Melbourne 2017- 2050
<b>Growth Areas</b>	Locations on the fringe of metropolitan Melbourne designated in planning schemes for large-scale transformation, over many years, from rural to urban use. Source: Plan Melbourne 2017- 2050
<b>Growth Area Infrastructure Charge (GAIC)</b>	Established by the State Government to help provide infrastructure in Melbourne’s expanding fringe suburbs. It is a one-off contribution collected by the State Revenue Office, payable on certain events, usually associated with urban property developments, such as buying, subdividing, and applying for a building permit on large blocks of land. Source: State Revenue Office Victoria, 2023
<b>House Price-to-Income Ratio</b>	The house price-to-income ratio is the most widely used indicator to assess trends in affordability and is calculated by dividing the median house price by median household earnings. The higher the ratio, the more unaffordable housing becomes, as a higher percentage of earnings are required to service mortgages or to pay rent. According to the Demographia International Housing Affordability Survey, this calculation is known as the ‘median multiple’, and Demographia has classified these median multiples into housing affordability ratings, as follows: <ul style="list-style-type: none"> <li>Affordable – median multiple of 3.0 &amp; under</li> <li>Moderately unaffordable – median multiple of 3.1 to 4.0</li> <li>Seriously unaffordable – median multiple of 4.1 to 5.0</li> <li>Severely unaffordable – median multiple of 5.1 and over.</li> </ul> Source: Housing Affordability in Victoria, Parliament of Victoria Research Paper, December 2017
<b>Health and Education Precincts</b>	Locations to cluster synergistic health and/ or education services to improve access to integrated service provision, improve outcomes, develop the health and education workforce and deliver economic benefits (such as innovation and job creation). These precincts may provide solely health, solely education, or a combination of health and education services. Source: Plan Melbourne 2017- 2050
<b>Housing Density</b>	The number of dwellings in an urban area divided by the area of the residential land they occupy, expressed as dwellings per hectare. Source: Plan Melbourne 2017- 2050
<b>Infill</b>	Development of unused or underutilised land in existing urban areas. Source: Plan Melbourne 2017- 2050
<b>Infrastructure</b>	Basic facilities and networks needed for the functioning of a local community or broader society. Source: Plan Melbourne 2017- 2050
<b>Liveability</b>	A measure of a city’s residents’ quality of life, used to benchmark cities around the world. It includes socioeconomic, environmental, transport and recreational measures. Source: Plan Melbourne 2017- 2050
<b>Major Activity Centres</b>	Suburban centres that provide access to a wide range of goods and services. They have different attributes and provide different functions, with some serving larger subregional catchments. Source: Plan Melbourne 2017- 2050

## Planning Terms and Concepts

<b>Missing Middle Housing</b>	A range of multi-family or clustered housing types that are compatible in scale with single-family or transitional neighbourhoods. Missing middle housing is intended to meet the demand for walkable neighbourhoods, respond to changing demographics, and provide housing at different price points. Source: Parolek, Daniel (2020). Missing Middle Housing: Thinking Big and Building Small to Respond to Today’s Housing Crisis. Washington DC: Island Press. pp. 7 – 8.
<b>Mixed-use</b>	Encourages a mixture of different land uses, retail, commercial and residential in the same location or building. To facilitate diversity of land use, group multiple activities and provide longevity of interaction beyond the traditional 9am – 5pm. Source: Victorian Planning Authority, 2023
<b>Mixed-Use Precinct</b>	A ‘mixed-use’ precinct is an area that has a variety of uses. For example: housing, commercial, a town centre and community facilities. The term mixed use can also include mixing uses between buildings (e.g. shops next to flats) or within buildings (e.g. shop on top of housing). Source: Victorian Planning Authority, 2023
<b>Movement and Place Framework</b>	A strategic transport planning approach that recognises that streets perform multiple functions. Transport links not only move people from A to B, they also serve as key places and destinations in their own right. Source: Movement and Place in Victoria, Department of Transport, 2019
<b>Municipal Planning Strategy</b>	The Municipal Planning Strategy, formerly named the Municipal Strategic Statement, is a concise statement of the key strategic planning, land use and development objectives for the municipality with related strategies and actions. It provides: <ul style="list-style-type: none"> <li>A link to the council corporate plan and the planning framework</li> <li>The strategic basis for the local content of the planning scheme, such as local policies and the choice of zones and overlays</li> <li>The strategic basis for decision-making by the responsible authority</li> </ul> The MPS is dynamic. It’s reviewed and added to periodically to make sure it responds to the changing needs of the community. The MPS is found in the Wyndham Planning Scheme. Source: Victorian Planning Authority, 2023
<b>National Employment and Innovation Clusters</b>	Designated concentrations of employment distinguished by a strong core of nationally significant knowledge sector businesses and institutions that make a major contribution to the national economy and Melbourne’s positioning in the global economy. Source: Plan Melbourne 2017- 2050
<b>Neighbourhood Activity Centres</b>	Local centres that provide access to local goods, services and employment opportunities and serve the needs of the surrounding community. Source: Plan Melbourne 2017- 2050
<b>Neighbourhood Pulses</b>	See Wyndham City Pulses below
<b>Net Developable Area</b>	Land within a precinct available for development. This excludes encumbered land, arterial roads, railway corridors, significant heritage, schools and community facilities and public open space. It includes lots, local streets and connector streets. Net Developable Area may be expressed in terms of hectare units (i.e. NDHa). Source: Victorian Planning Authority, 2023
<b>On-Demand Transport</b>	A transport service that has no fixed route and only operates when booked. Passengers can book a trip from their nearest physical or virtual stop and travel to or from the designated service’s hubs in the same service area. FlexiRide is an on-demand bus service run by Public Transport Victoria. FlexiRide has no fixed route and only operates when booked. Passengers can book a trip from their nearest physical or virtual bus stop and travel to or from the designated FlexiRide bus hubs in the same service area. Source: Public Transport Victoria, 2023
<b>Open Space</b>	Includes land reserved for natural landscape, parklands, recreation and active sports, as well as waterways and bays. Source: Plan Melbourne 2017- 2050

## Planning Terms and Concepts

<b>Out-of-sequence development</b>	Development that is not contiguous or planned in an orderly sequence which imposes unreasonable additional burden on infrastructure providers. For more information, refer to Plan Melbourne Policy 2.2.5, p.51
<b>Place-based Approaches</b>	Inclusive engagement processes that target the specific circumstances of a place and engage local people from different sectors as active participants in development and implementation. Source: Victorian State Government (Department of Premier and Cabinet), 2020
<b>Place Intervention Logics (PILs)</b>	Interventions in particular places that are supported by the community to create the types of places they aspire to live in. Within the context of The Wyndham Plan, PILs are a local area layer where the community can work with their Councillors to seek their desired interventions in their own Wyndham Pulse catchments. See Chapter 12: An Action Plan To Prioritise, Guide And Inspire The Change That The Community Wants
<b>Plan Melbourne</b>	Plan Melbourne 2017 – 2050 is a metropolitan planning strategy, by the State Government, that defines the future shape of the city and state over the next 35 years. Integrating long-term land use, infrastructure and transport planning, Plan Melbourne sets out the strategy for supporting jobs and growth, while building on Melbourne’s legacy of distinctiveness, liability and sustainability. Source: Victorian Planning Authority, 2023
<b>Planning Scheme</b>	A document approved by the Victorian Government, outlines objectives, policies and controls for the use, development and protection of land for each municipality across Victoria. Source: Victorian Planning Authority, 2023
<b>Place of Assembly</b>	Land where people congregate for religious or cultural activities, entertainment, or meetings. Source: Wyndham Planning Scheme, 2023
<b>Place of Worship</b>	Land used for religious activities, such as a church, chapel, mosque, synagogue, and temple. Source: Wyndham Planning Scheme, 2023
<b>Precinct Infrastructure Plan</b>	Section within the precinct structure plan that defines the priority regional and local infrastructure requirements for future planning and investment by council and government agencies. It also gives an indication of the priority of infrastructure delivery in the short, medium and long-term. Source: Victorian Planning Authority, 2023
<b>Precinct Structure Plans</b>	Detailed master plans for future growth corridor developments, informed by growth corridor plans. The plans identify alignments of transport routes, town centres, open space networks, densities of residential areas, and areas for industry and employment. Source: Plan Melbourne 2017- 2050
<b>Principal Public Transport Network</b>	A statutory land-use planning tool that supports integrated land-use and transport planning by providing certainty to land-use planners and developers around locations that are and will be served by high-quality public transport. Source: Plan Melbourne 2017- 2050
<b>Principal Freight Network</b>	Part of the larger transport network over which the movement of heavy freight will be concentrated. Source: Plan Melbourne 2017- 2050
<b>Priority Development Zone</b>	A zone in the Planning Scheme that recognises or provides for the use and development of land for projects and areas of regional or State significance. Source: Wyndham Planning Scheme, 2023
<b>Registered Aboriginal Parties</b>	Traditional Owner groups, legally recognised under the Aboriginal Heritage Act, with responsibilities for managing and protecting Aboriginal Cultural Heritage on Country. Source: Victorian Aboriginal Heritage Council, 2021
<b>RAMSAR Wetlands</b>	Wetlands listed as internationally significant under the Convention on Wetlands held in Ramsar, Iran in 1971. Source: Plan Melbourne 2017- 2050

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<b>Renewable Energy</b>	Energy that comes from resources which are naturally replenished on a human timescale such as sunlight, wind, rain, tides, waves, and geothermal heat. Source: Plan Melbourne 2017- 2050
<b>Resilience</b>	The capacity of individuals, communities, institutions, businesses, systems and infrastructure to survive, adapt and grow, no matter what chronic stresses or shocks they encounter. Source: Plan Melbourne 2017- 2050
<b>Resource Recovery</b>	Extraction of useful material or energy from a waste stream. Source: Plan Melbourne 2017- 2050
<b>Social Infrastructure</b>	Encompasses all the facilities, services and networks that help families, groups and communities to meet their social, health, education, cultural and community needs. Source: Plan Melbourne 2017- 2050
<b>Spatial Planning</b>	Spatial planning refers to the methods used largely by the public sector to influence the future distribution of activities in space. It is undertaken with the aims of creating a more rational territorial organisation of land uses and the linkages between them, to balance demands for development with the need to protect the environment, and to achieve social and economic objectives. Source: The EU compendium of spatial planning systems and policies, 1997
<b>State-significant Industrial Precincts</b>	Strategically located land available for major industrial development linked to the Principal Freight Network and transport gateways. Source: Plan Melbourne 2017- 2050
<b>Statutory Planning</b>	The fundamental instrument for statutory planning is a planning scheme. Statutory planning is the process of decision making by way of planning permits for new use and development. It includes the preparation and implementation of planning provisions for the planning scheme. Source: Victorian Planning Authority, 2023
<b>Strategic Compounding Effect</b>	Generating a greater return and additional community benefit on assets and infrastructure from prioritised investment that builds on the base of previous infrastructure investment. This concept is linked to Place Intervention Logics (PILs) and the Flywheel Effect which are about maximising the capacity of existing infrastructure investment. Source: Turning the Flywheel – A Monograph to Accompany Good to Great, Jim Collins, Penguin Random House, 2019 / The Wyndham Plan
<b>Strategic Planning</b>	Strategic planning is the research and formulation of policies or strategies to implement goals and objectives relating to particular land uses or areas. Strategic planning also involves monitoring and evaluating the implications of the provisions on land use and development. Source: Victorian Planning Authority, 2023
<b>Structure Plan</b>	A plan for implementing a framework or vision for a precinct. It may include proposed land zonings and building controls, plans for infrastructure provision, proposed development contributions, strategies for addressing issues such as drainage, and nominated sites for more detailed master planning. Source: Victorian Planning Authority, 2023
<b>Sustainable Transport</b>	Transport by modes other than single-occupancy cars. Includes walking, cycling, bus, tram, train and carpooling. Source: Victorian Planning Authority, 2023
<b>Traditional Owners</b>	People who, through membership of a descent group or clan, are responsible for caring for particular Country. Source: Plan Melbourne 2017- 2050
<b>Transit-oriented Development</b>	Compact, walkable, mixed-use communities centred around high-quality train systems. Transit-oriented development assists in addressing the growing problems of climate change and global energy security by creating dense, walkable communities that greatly reduce the need for driving and energy consumption. Source: Plan Melbourne 2017- 2050

## Planning Terms and Concepts

<b>Transport Gateway</b>	Ports, airports and interstate terminals that serve as key locations for moving passengers and freight into and out of Victoria and also play a significant economic and employment-generating role. Source: Plan Melbourne 2017- 2050
<b>Urban Design Framework (UDF)</b>	Urban Design Frameworks are strategic planning tools that set out an integrated design vision for the desired future development of urban places. They translate the broad aims of the planning scheme and / or Precinct Structure Plan to practical urban design action at the local level. Source: Victorian Planning Authority, 2023
<b>Urban Forest</b>	All of the trees and other vegetation in a city as well as the soil and water that supports it. Source: Plan Melbourne 2017- 2050
<b>Urban Greening</b>	Growing plants wherever possible in cities to contribute to urban vegetation coverage and providing a connection to nature. Source: Plan Melbourne 2017- 2050
<b>Urban Growth Boundary</b>	The geographic limit for the future urban area of Melbourne. Source: Plan Melbourne 2017- 2050
<b>Urban Heat Island (UHI) Effect</b>	When the built environment absorbs, traps, and in some cases directly emits heat, causing urban areas to be significantly warmer than surrounding non-urban areas. Source: Plan Melbourne 2017- 2050
<b>Urban Planning</b>	The planning, design and regulation of the uses of space that focus on the physical form, economic functions, and social impacts of the urban environment and on the location of different activities within it. Source: Encyclopedia Britannica, 2023
<b>Urban Pulses</b>	See Wyndham City Pulses below
<b>Urban Renewal</b>	The process of planning and redeveloping underutilised medium and large-scale urban areas, precincts or sites for mixed land-use purposes. Source: Plan Melbourne 2017- 2050
<b>Value Capture</b>	M Government capturing a portion of the incremental economic value created by government investments, activities and policies. These actions may generate alternative revenue streams, assets or other financial value for Government which could assist in funding those investments and activities. Source: Victorian Planning Authority, 2023
<b>Value Creation</b>	Delivering enhances public value, in terms of economic, social and environmental outcomes. This enhancement of public value is above and beyond what would ordinarily be achieved as a direct consequence of the relevant government investment. Source: Victorian Planning Authority, 2023
<b>Value Uplift</b>	The uplift in future economic and social value created by the construction of significant infrastructure or rezoning land. Value uplift is often referred to in the context of capturing some of the value to deliver broader public benefits. Source: Plan Melbourne 2017- 2050
<b>VAMPIRE Index</b>	The VAMPIRE Index (Vulnerability Assessment for Mortgage, Petrol and Inflation Risks and Expenses) is a research method developed at RMIT University’s Centre for Urban Research. It assesses socio-economic oil price vulnerability in Australian cities based on an analysis of indicators from the Australian Bureau of Statistics. These can then be linked to the spatial structure of vulnerability from rising transport and housing costs. Source: Australia Urban Research Infrastructure Network (AURIN), 2023
<b>Village Pulses</b>	See Wyndham City Pulses below

## Planning Terms and Concepts

<b>Walkability</b>	The degree to which an environment supports walking as a transport mode, for instance by providing frequents, safe and attractive paths that connect common trop origins and destinations. See 20-minute neighbourhood. Source: Victorian Planning Authority, 2023
<b>Walk Score</b>	Company providing a publicly available “walkability index” for addresses in Australia. An algorithm maps and calculates the walking distance to amenities in nine different amenity categories (grocery, restaurants, shopping, coffee, banks, parks, schools, books, and entertainment) with inputs from intersection density and block length to create the Walk Score for a given area. Areas are rated from 0 (car-dependent where almost all errands require a car) to 100 (highly walkable with daily errands not requiring a car). Source: Walk Score, 2023
<b>Water-sensitive Urban Design</b>	Integrating the urban water cycle into urban design to minimise environmental damage and improve recreational and aesthetic outcomes. Source: Plan Melbourne 2017- 2050
<b>Western Region</b>	The western area of Melbourne which includes the municipalities of Brimbank, Hobsons Bay, Maribyrnong, Melton, Moonee Valley and Wyndham. Source: Plan Melbourne 2017- 2050
<b>Wyndham 2040 Community Vision</b>	Strategic document containing community aspirations that guide how Council directs the resources under its control, and therefore its work. It sets the direction for future Council policies and work including the Municipal Planning Strategy (formerly named the Municipal Strategic Statement), Municipal Public Health and Well Being Plan, Asset Plan and Long-Term Financial Plan Source: Wyndham City Council, 2016
<b>Wyndham City Heart</b>	The establishment of a sense of place for the City of Wyndham, expanding and diversifying the economy, as well as creating a vibrant liveable city centre - a place to connect, congregate and celebrate. Source: The Wyndham Plan, Chapter 7, Big Idea 1: The Wyndham City Heart
<b>Wyndham City Pulses</b>	Points throughout Wyndham that are existing and future hubs of activity serving the surrounding residential neighbourhoods. Wyndham City Pulses will be connected to the Wyndham City Heart via the Wyndham Transport Network and are divided into three categories: Urban pulses District level neighbourhoods comprising one or two major activity centres to provide daily and higher order services to surrounding residential catchment areas. Neighbourhood pulses 20-minute neighbourhoods that will service the daily needs of surrounding residential catchment areas through small local shopping centres. Village pulses Rural townships that will service most of the daily needs of surrounding rural catchment areas, but not higher order needs. Source: The Wyndham Plan, Chapter 7, Big Idea 2: Wyndham City Pulses
<b>Wyndham Transport Network (WTN)</b>	Internal transport network connecting the Wyndham City Heart/National Employment and Innovation Cluster, key activity centres and proposed Wyndham City Pulses Source: The Wyndham Plan, Chapter 7, Big Idea 3: The Wyndham Transport Network
<b>Wyndham Loop</b>	A public transport loop to service the Wyndham City Heart/National Employment and Innovation Cluster, integrating development and transport in the central part of the city. Source: The Wyndham Plan, Chapter 7, Big Idea 3: The Wyndham Transport Network (WTN)

*\*Please note, this glossary aims to provide users with a clearer understanding of planning terms but should be used as a guide only. Wyndham City Council takes no responsibility for incorrect interpretations or definitions of the above terms.*

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# ACKNOWLEDGEMENT OF PARTICIPANTS IN THE PREPARATION OF THE WYNDHAM PLAN

Thank you to all community members who provided input and feedback on The Wyndham Plan, including:

- Wyndham residents and participants in community workshops
- Members of the Wyndham People’s Advisory Panel
- Members of the City Design Portfolio Committee
- Members of the former Urban Futures Portfolio Committee
- Residents involved in the preparation of the Wyndham Urban Framework Plan

The Wyndham Plan has been prepared with the direction, assistance of and input from the following people and groups:

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(Wyndham City Council, 2020 – 1st July 2022)

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