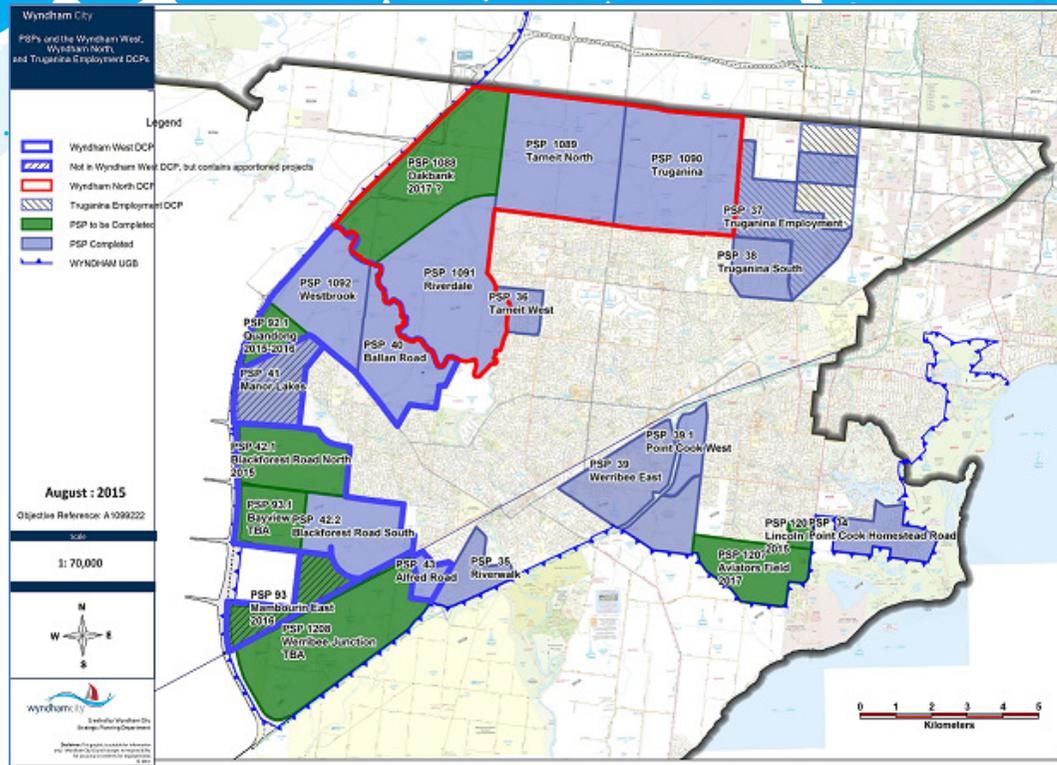
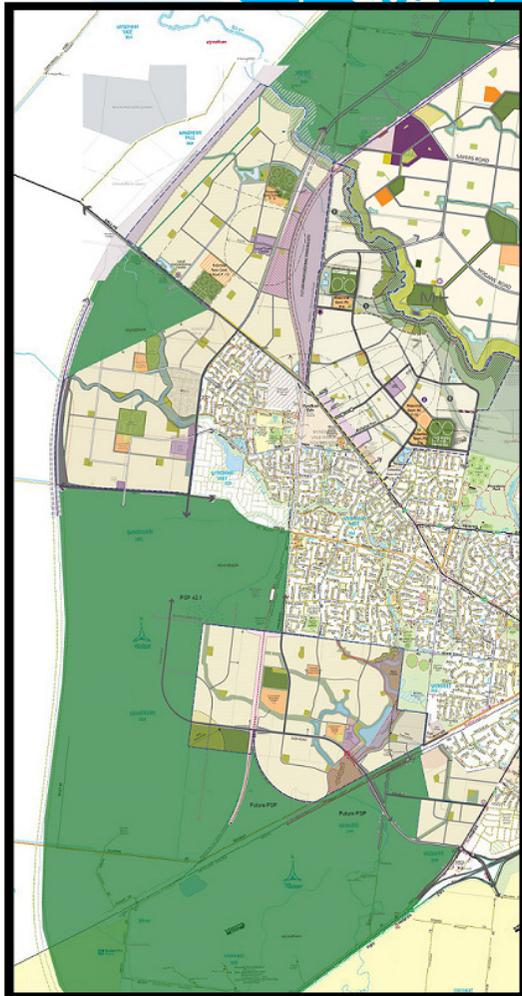
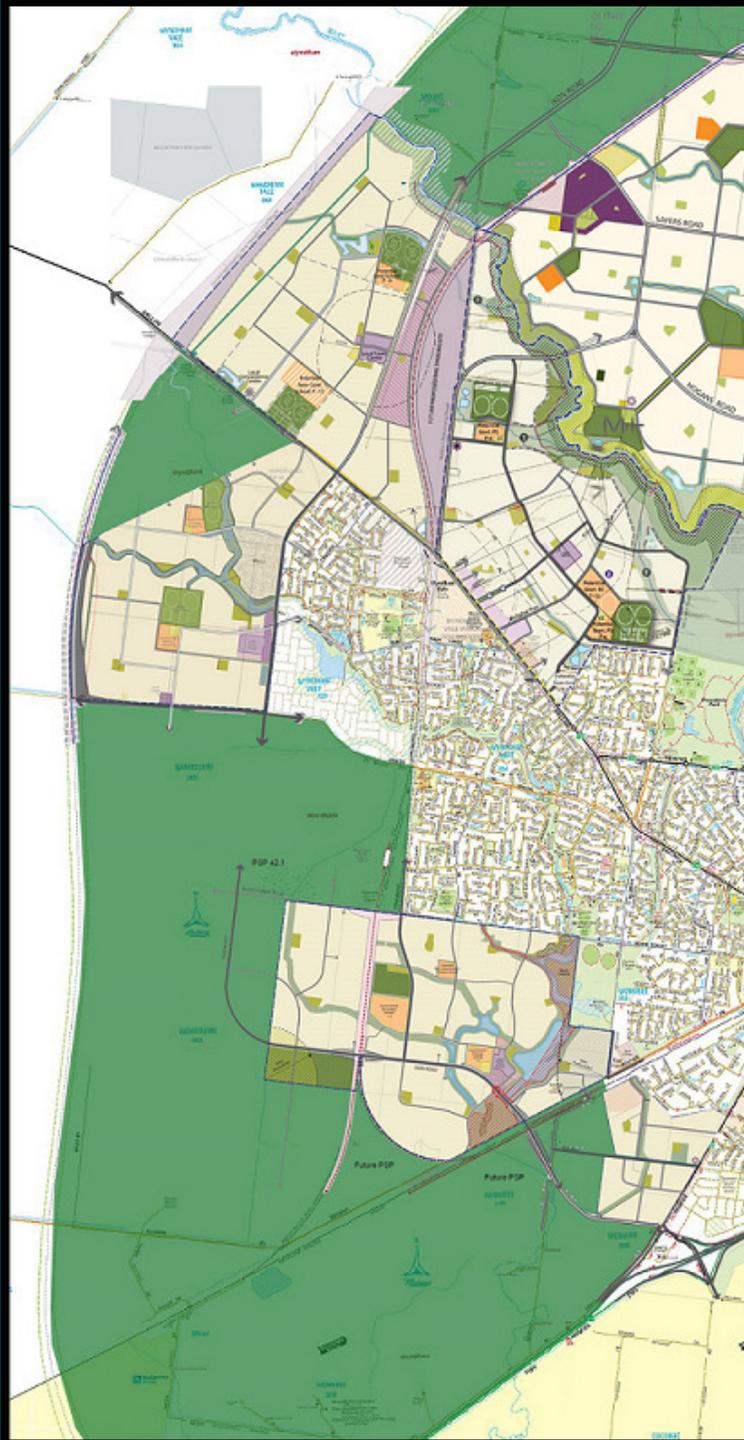




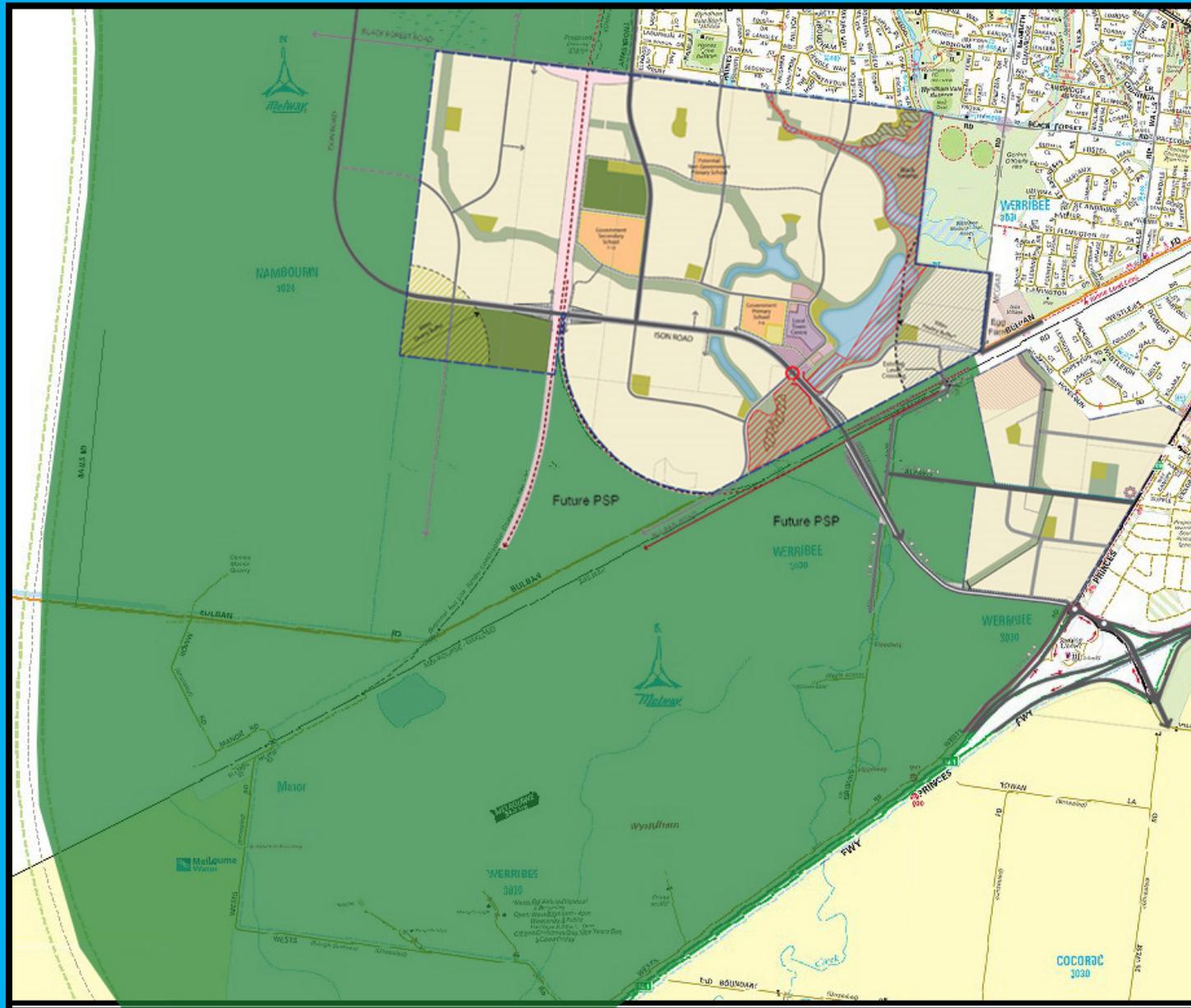
Wyndham West DCP PIP Draft FY2017/18
29 March 2017
Landowner / Developer Presentation



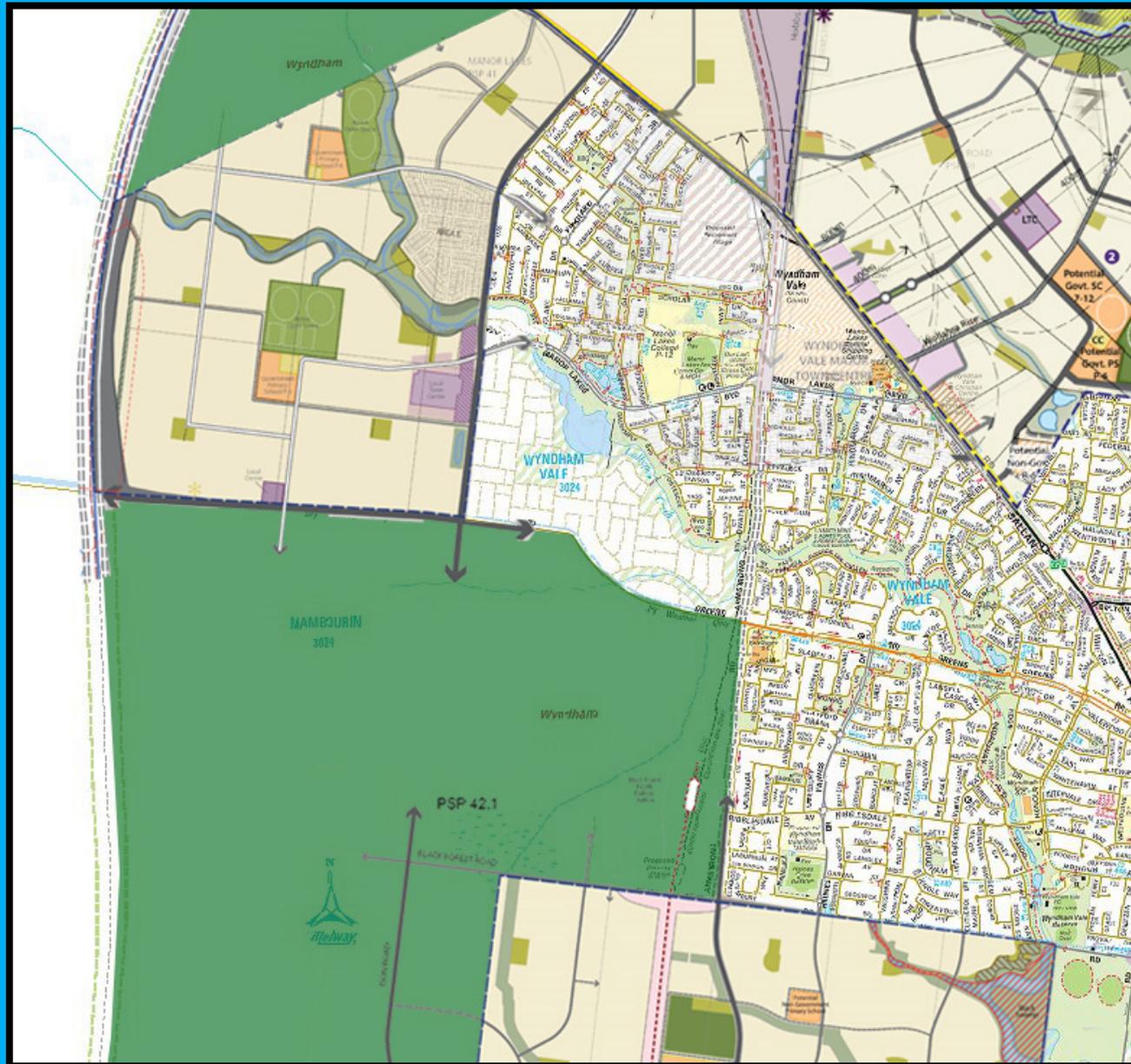
Wyndham West DCP Area



Wyndham West DCP Area (South)



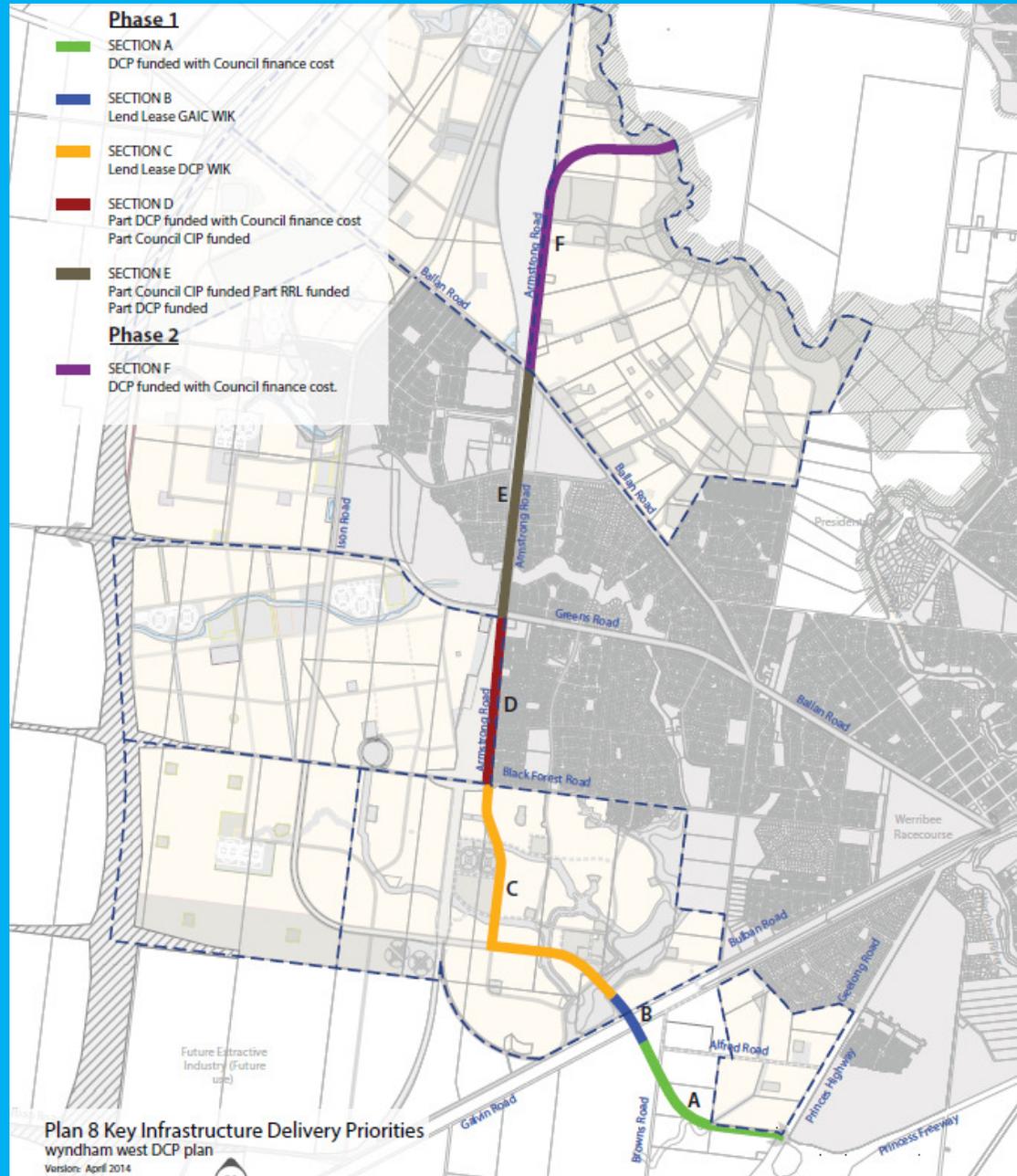
Wyndham West DCP Area (Central)



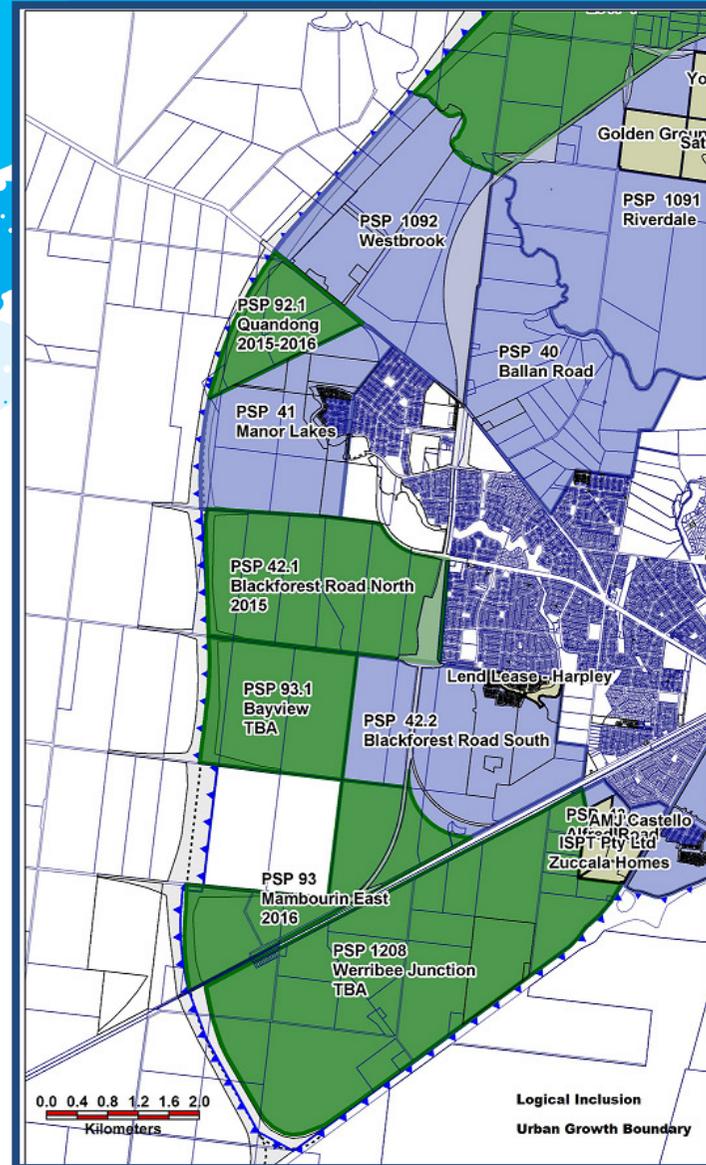


Priority Infrastructure Identified by the Wyndham West DCP

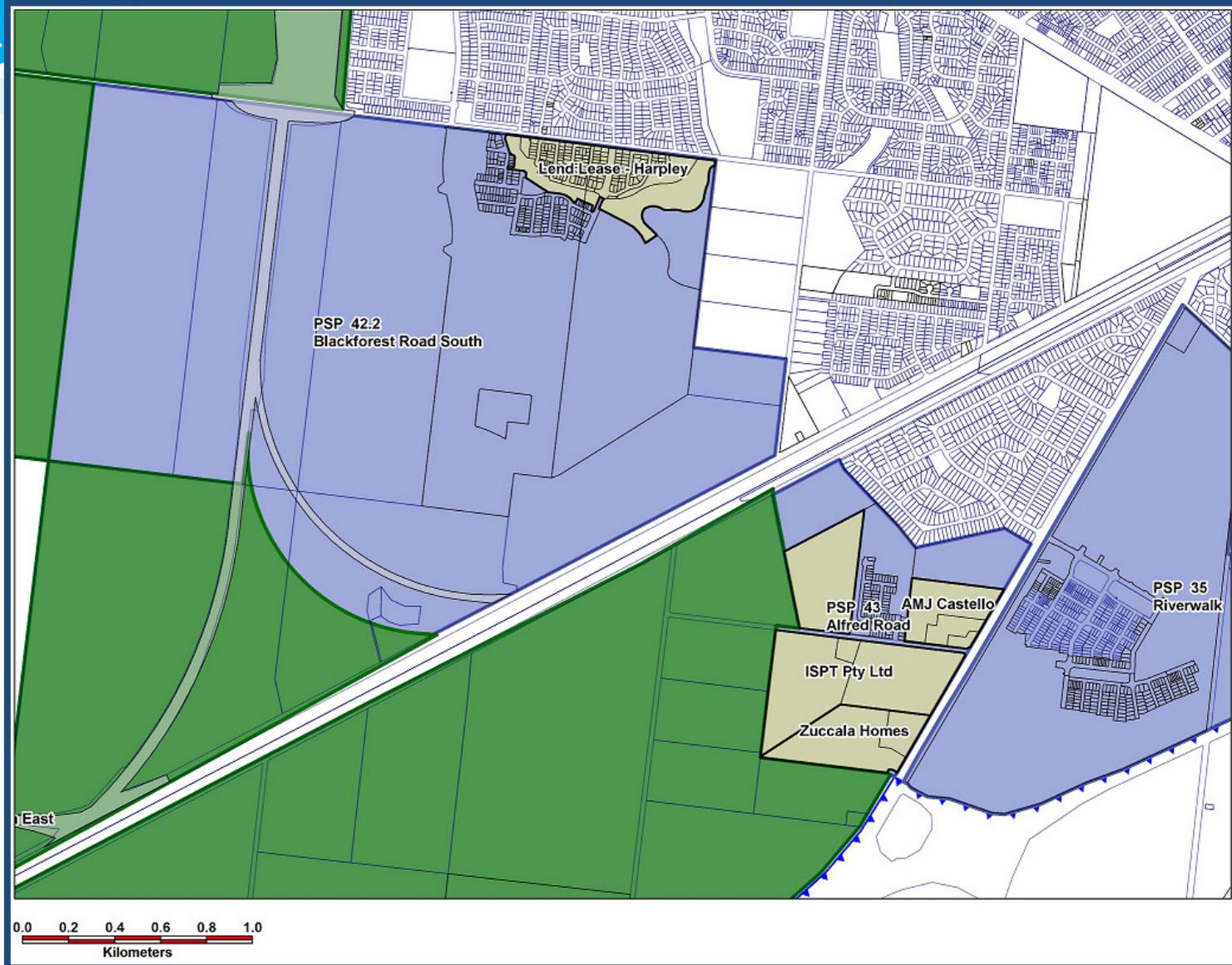
Roads, Roads, Roads



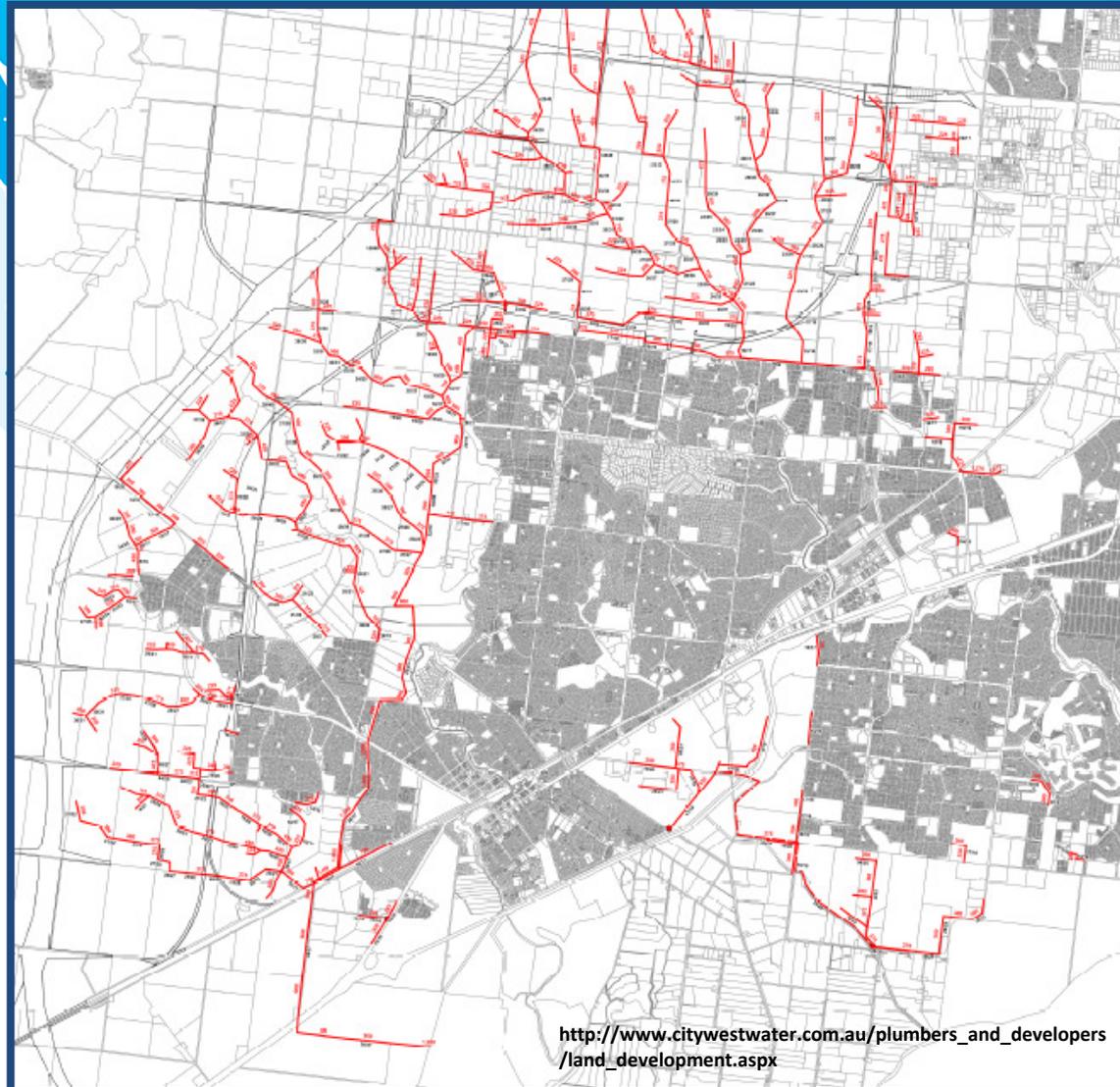
Current 96a Permits



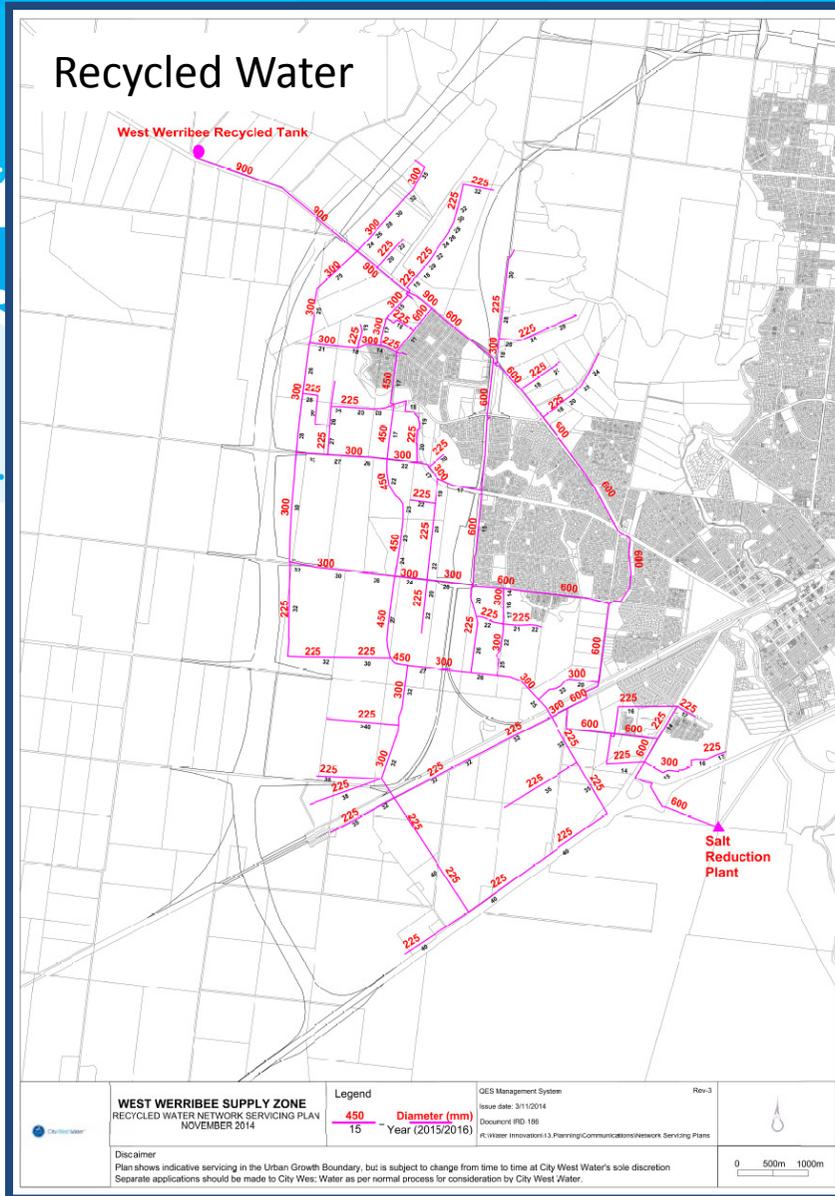
Current 96a Permits



DCP Utilities Analysis



Recycled Water



http://www.citywestwater.com.au/plumbers_and_developers/land_development.aspx



Forecasting Residential Growth

Wyndham City

Forecast of Residential Growth

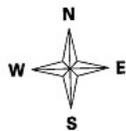
- Developed
- Year 1
- Year 2
- Year 3-4
- Year 5-10
- Year 10-15
- Year 15-30
- 96A
- Rail Station
- Rail Station Proposed
- Community Facilities
- Local Convenience Centre
- Local Town Centre
- Credited Open Space
- Service Open Space
- Transport
- UGB

February 2016

Objective Reference:

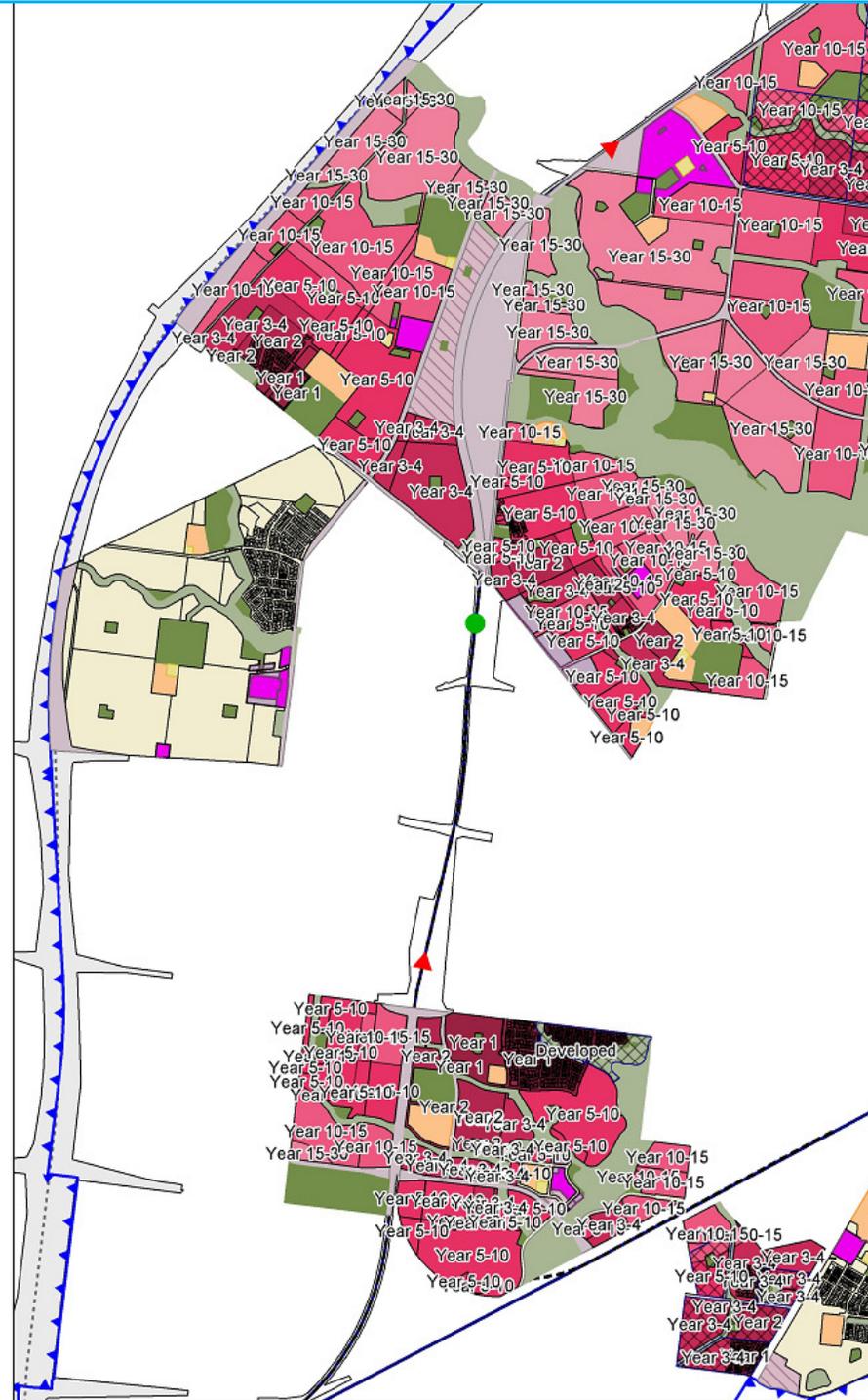
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2016

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Wyndham City

Forecast of Residential Growth

-  Developed
-  Year 1
-  Year 2
-  Year 3-4
-  Year 5-10
-  Year 10-15
-  Year 15-30
-  96A
-  Rail Station
-  Rail Station Proposed
-  Community Facilities
-  Local Convenience Centre
-  Local Town Centre
-  Credited Open Space
-  Service Open Space
-  Transport
-  UGB

February 2016

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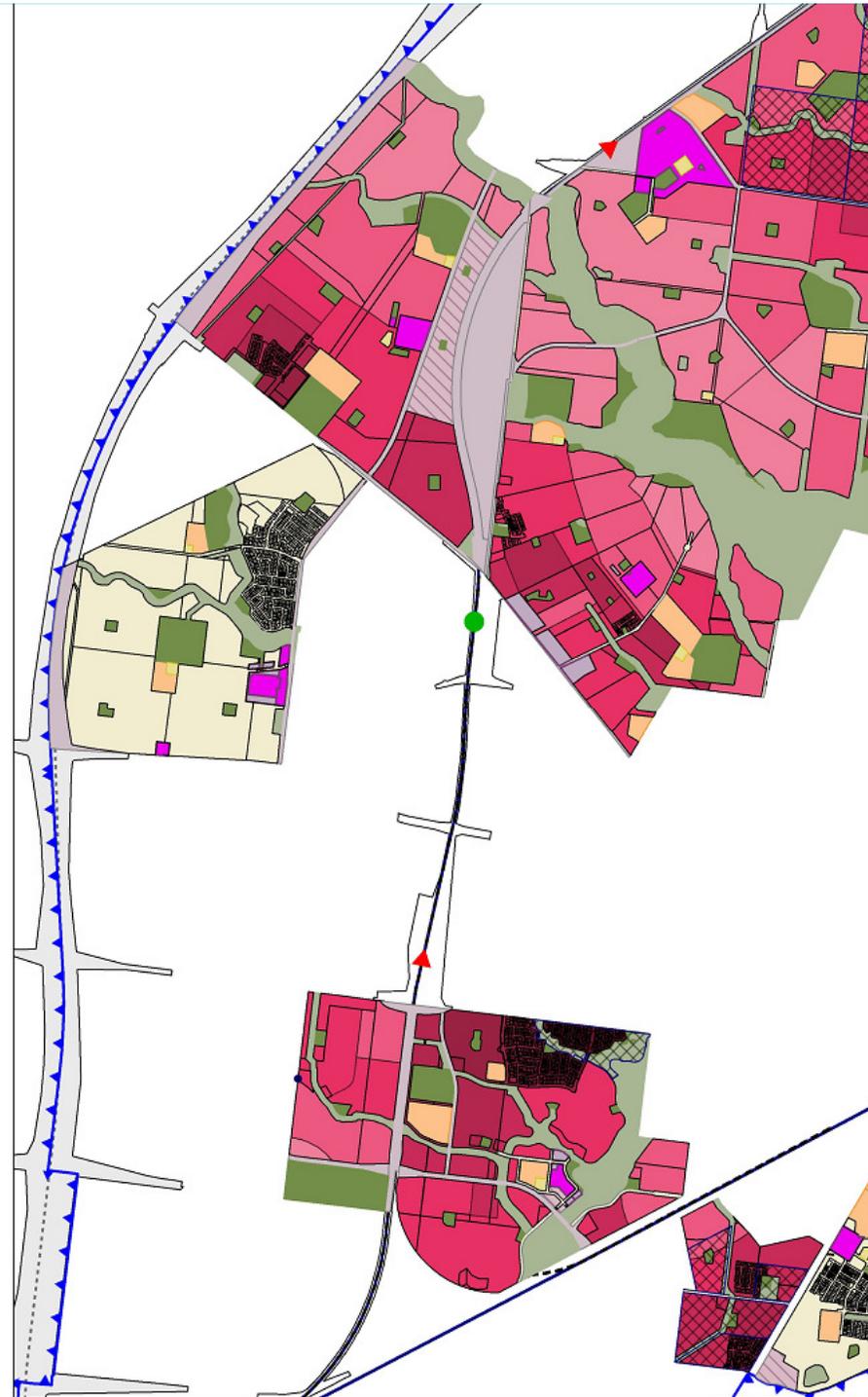
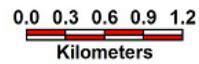
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Forecast of Residential Growth

- Developed
- Year 1
- Year 2
- Year 3-4
- Year 5-10
- Year 10-15
- Year 15-30
- 96A
- Rail Station
- Rail Station Proposed
- Community Facilities
- Local Convenience Centre
- Local Town Centre
- Credited Open Space
- Service Open Space
- Transport
- UGB

February 2016

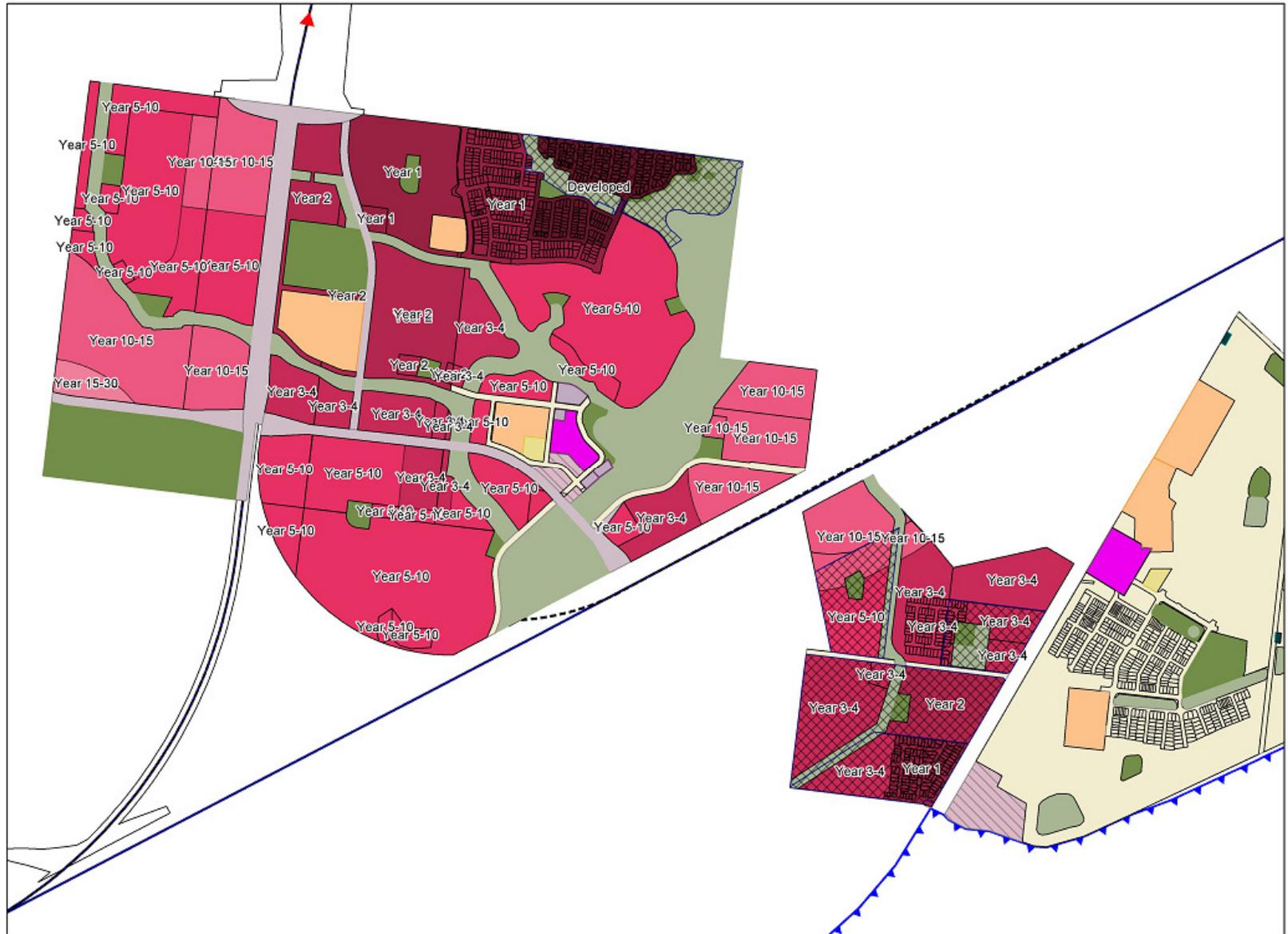
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Forecast of Residential Growth

- Developed
- Year 1
- Year 2
- Year 3-4
- Year 5-10
- Year 10-15
- Year 15-30
- 96A
- Rail Station
- Rail Station Proposed
- Community Facilities
- Local Convenience Centre
- Local Town Centre
- Credited Open Space
- Service Open Space
- Transport
- UGB

February 2016

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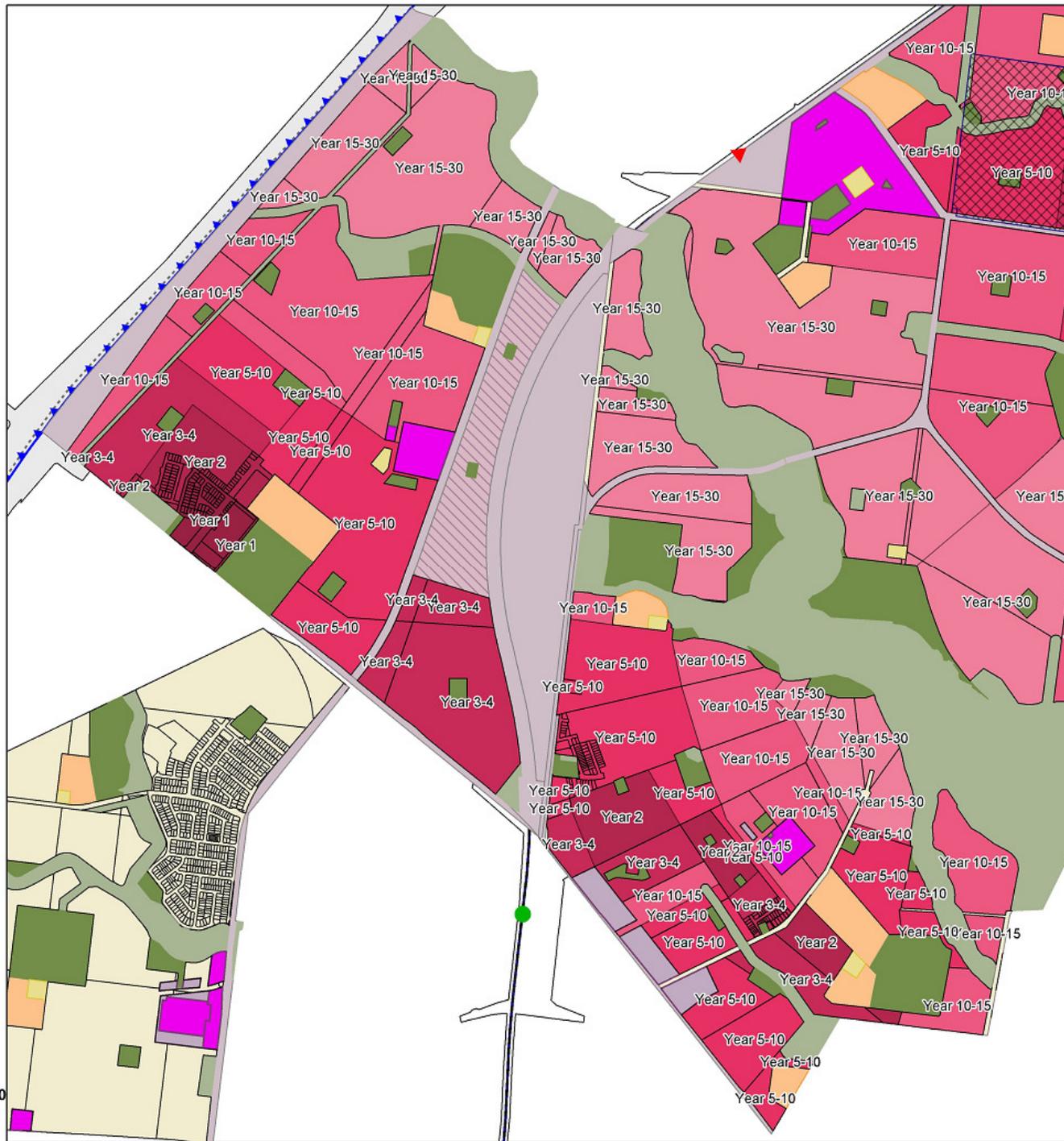
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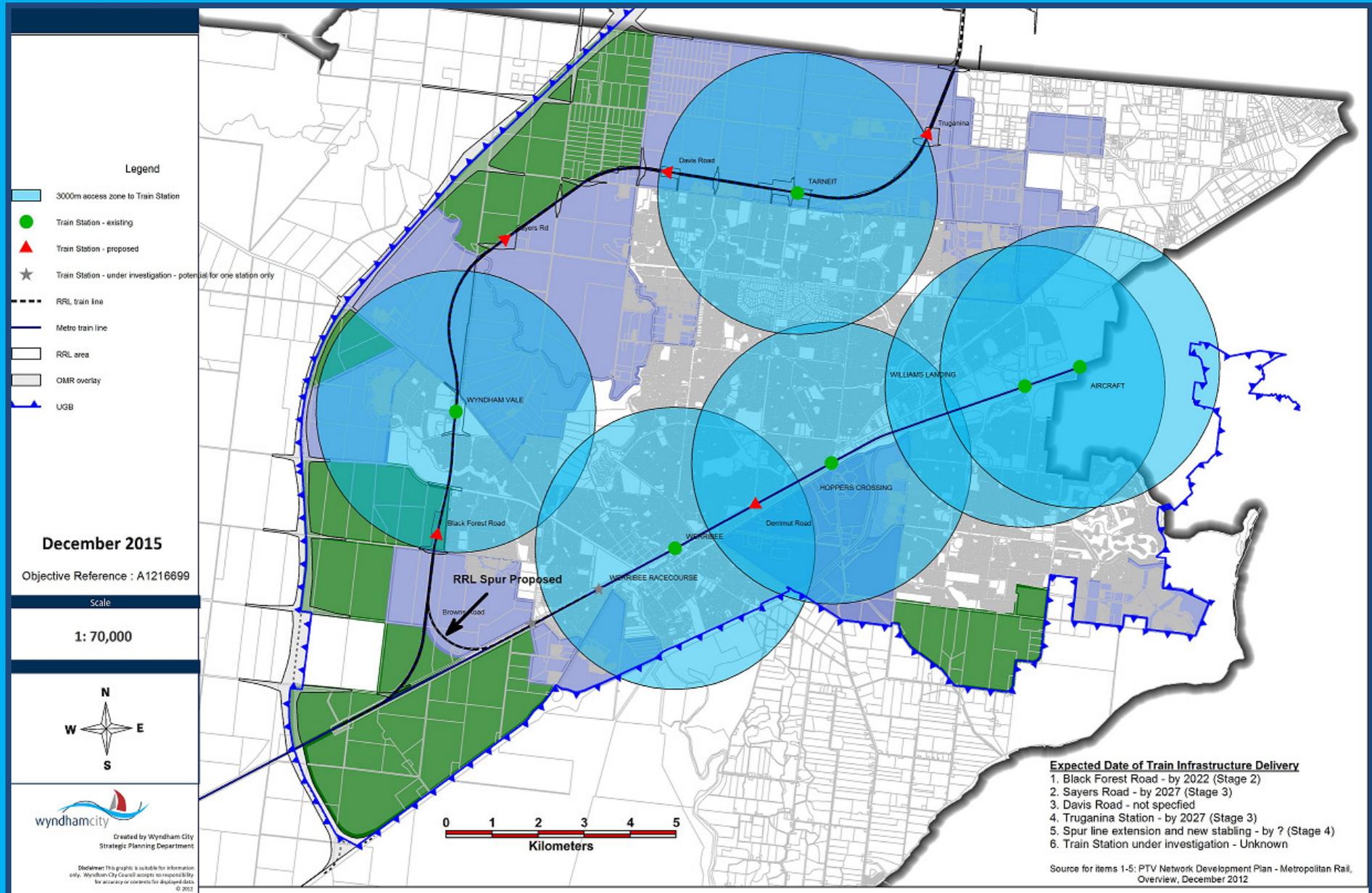


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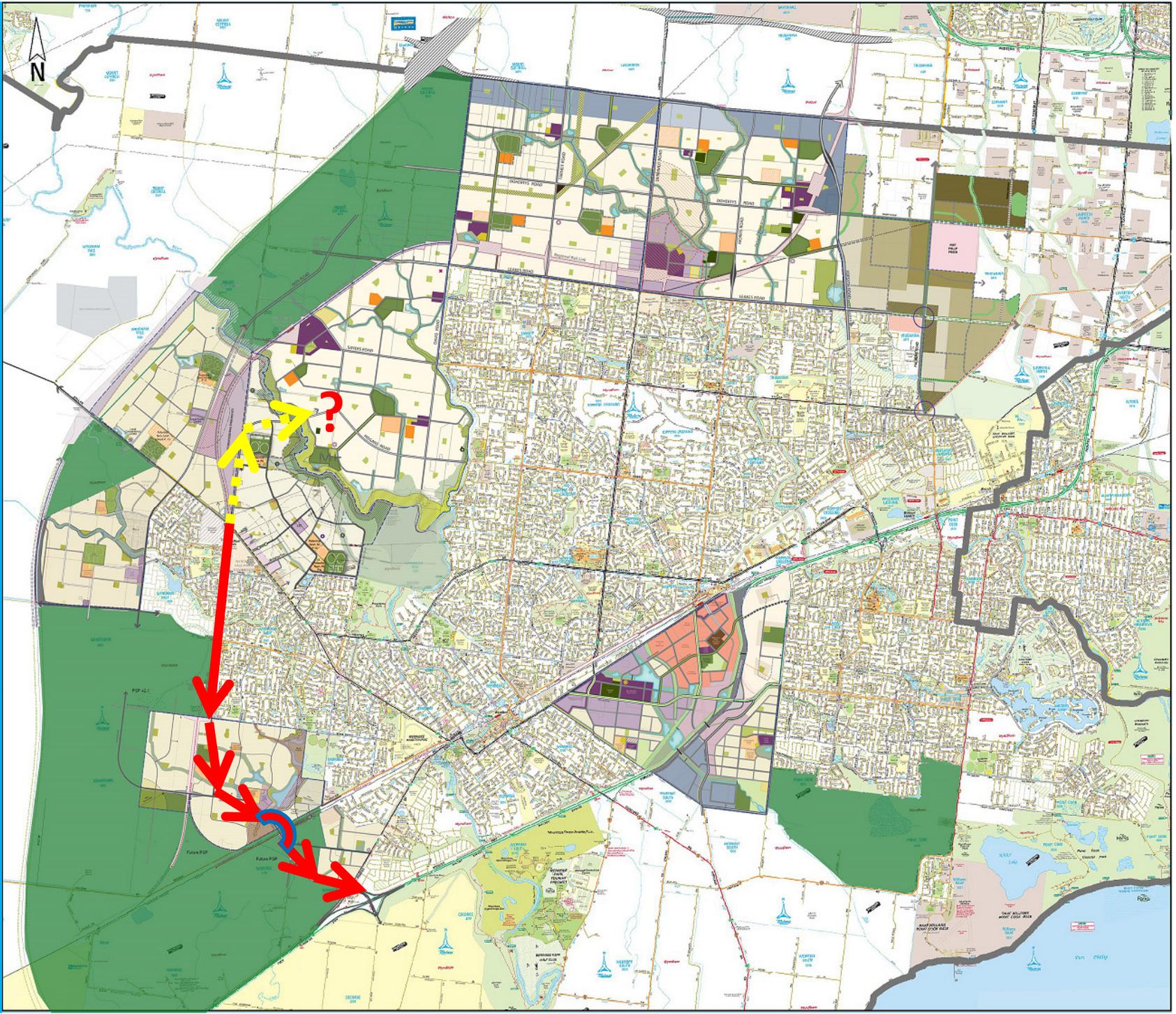
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Importance of Existing Wyndham Vale Train Station



Importance of Armstrong Road and Ison Road





Forecasting Residential Growth Changes from 2015 to 2016

Wyndham City

Forecast of Residential Growth

-  Developed
-  Year 1
-  Year 2
-  Year 3-4
-  Year 5-10
-  Year 10-15
-  Year 15-30
-  96A
-  Rail Station
-  Rail Station Proposed
-  Community Facilities
-  Local Convenience Centre
-  Local Town Centre
-  Credited Open Space
-  Service Open Space
-  Transport
-  UGB

February 2016

Objective Reference:

Scale

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Wyndham City

Forecast of Residential Growth

-  Change Aug16 to Dec16
-  Existing
-  Year 1
-  Year 2
-  Year 3-4
-  Year 5-10
-  Year 10-15
-  Year 15-30
-  Property
-  Train Station Current
-  Train Station Proposed
-  PSP
-  UGB

December 2016

Objective Reference: A

Scale

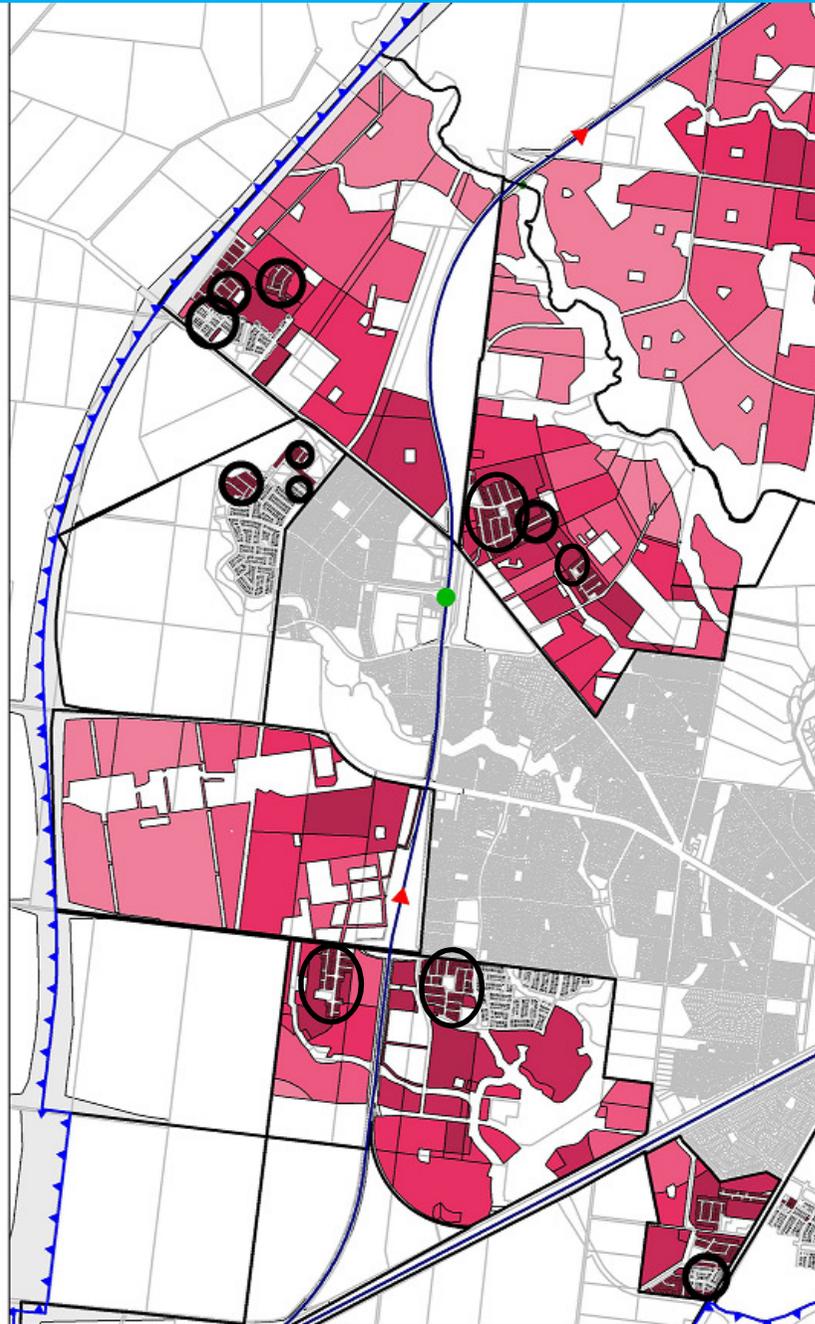
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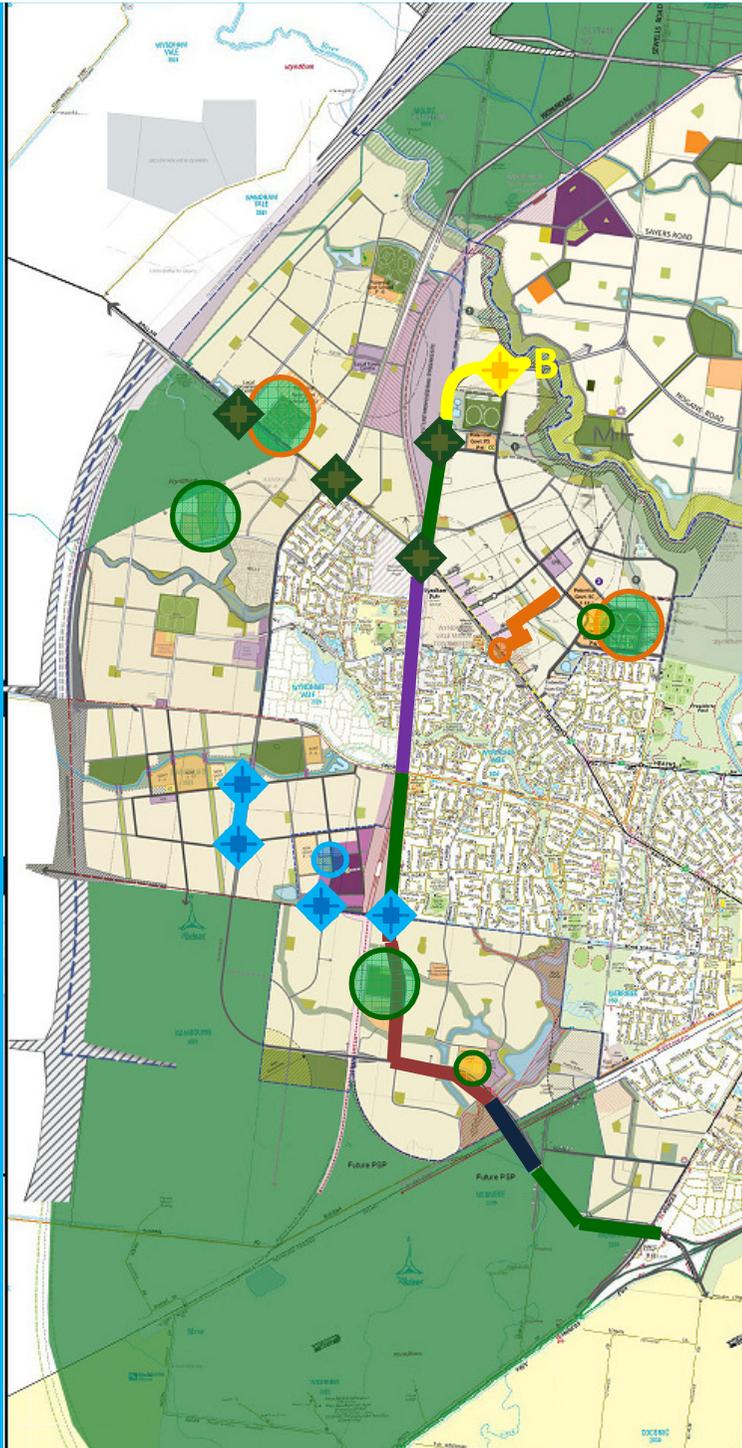
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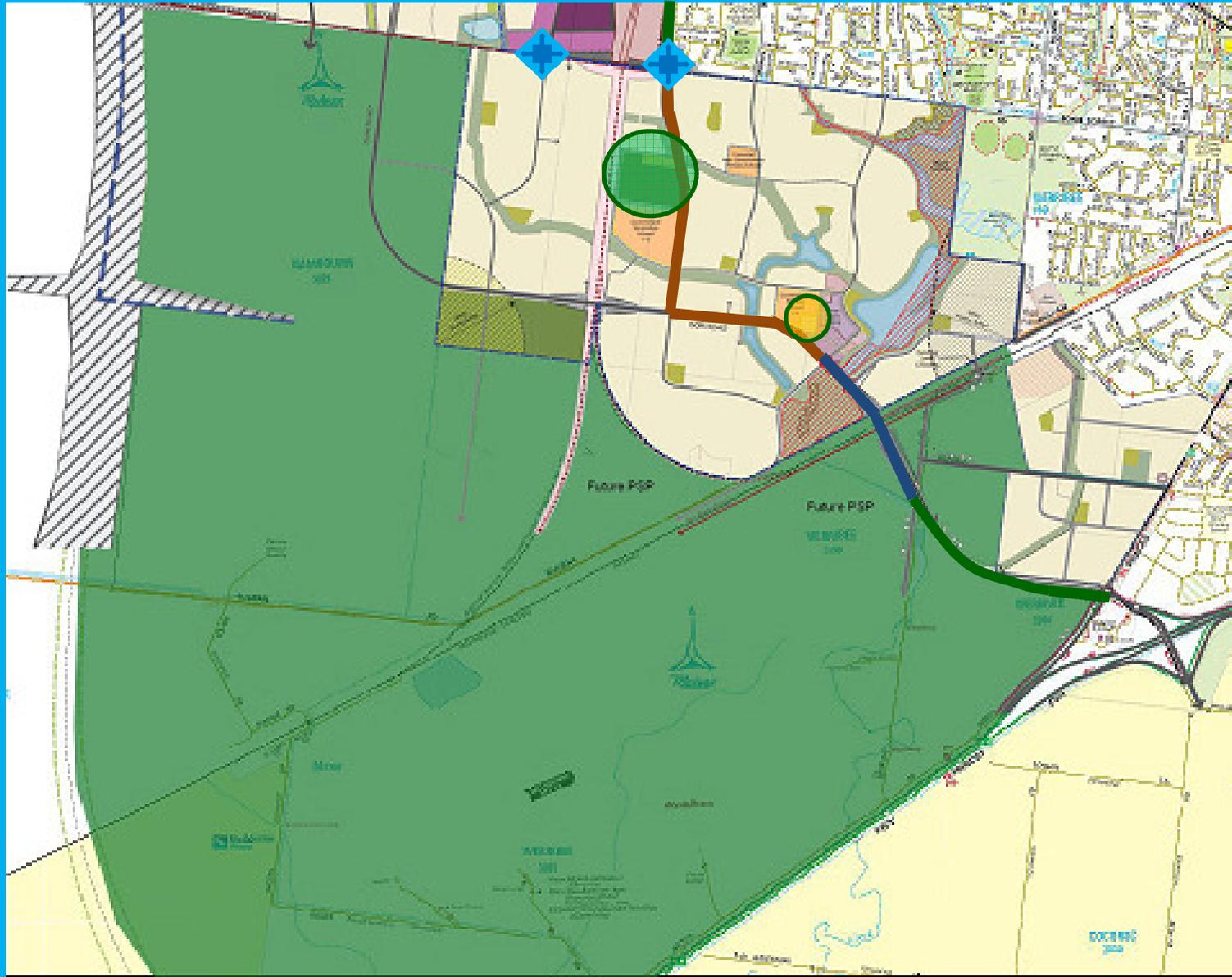
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Kilometers



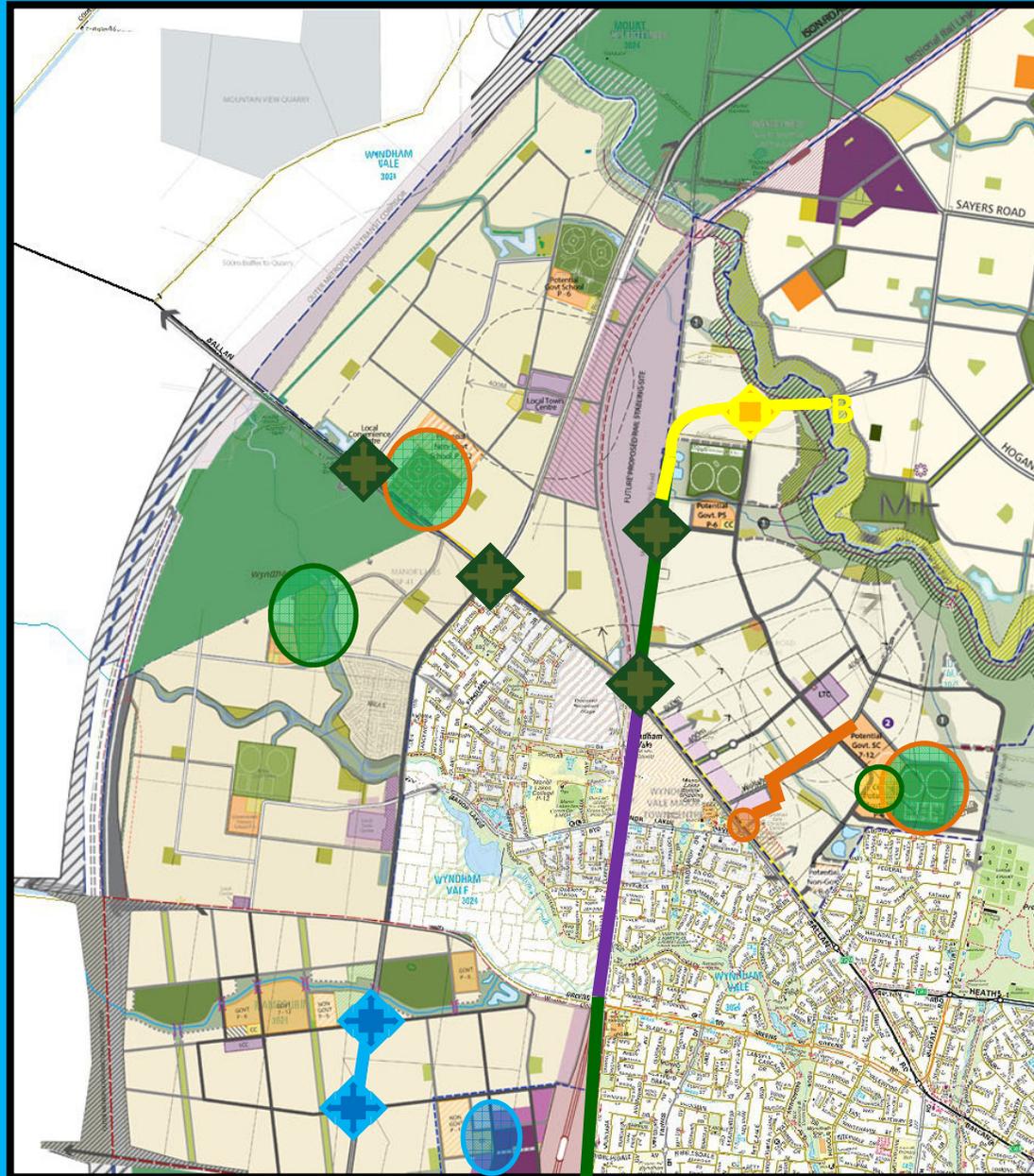
Wyndham West Draft DCP PIP FY 2017/18



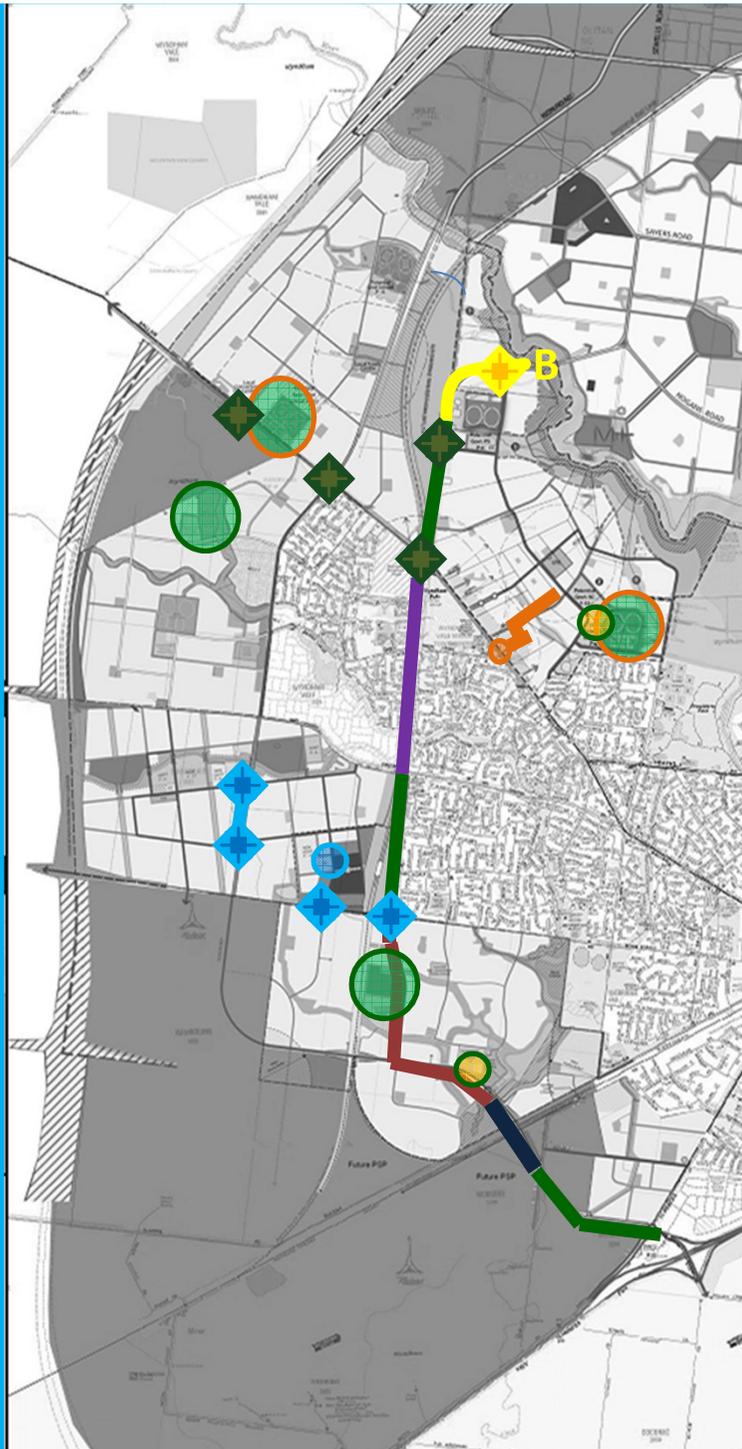
Wyndham West Draft DCP PIP (South) FY 2017/18



Wyndham West Draft DCP PIP (North) FY 2017/18



Wyndham West Draft DCP PIP FY 2017/18



Wyndham City

Forecast of Residential Growth

-  Change Aug16 to Dec16
-  Existing
-  Year 1
-  Year 2
-  Year 3-4
-  Year 5-10
-  Year 10-15
-  Year 15-30
-  Property
-  Train Station Current
-  Train Station Proposed
-  PSP
-  UGB

December 2016

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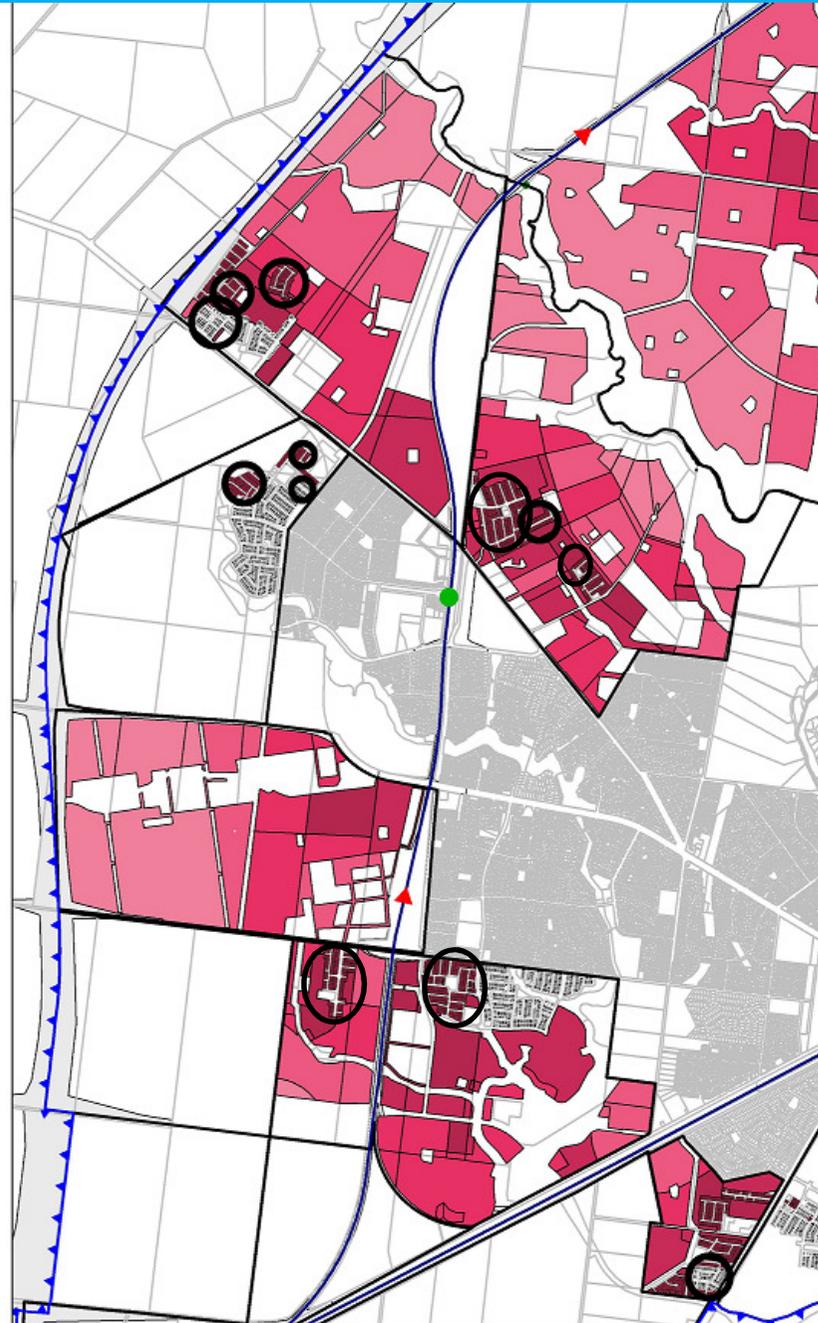
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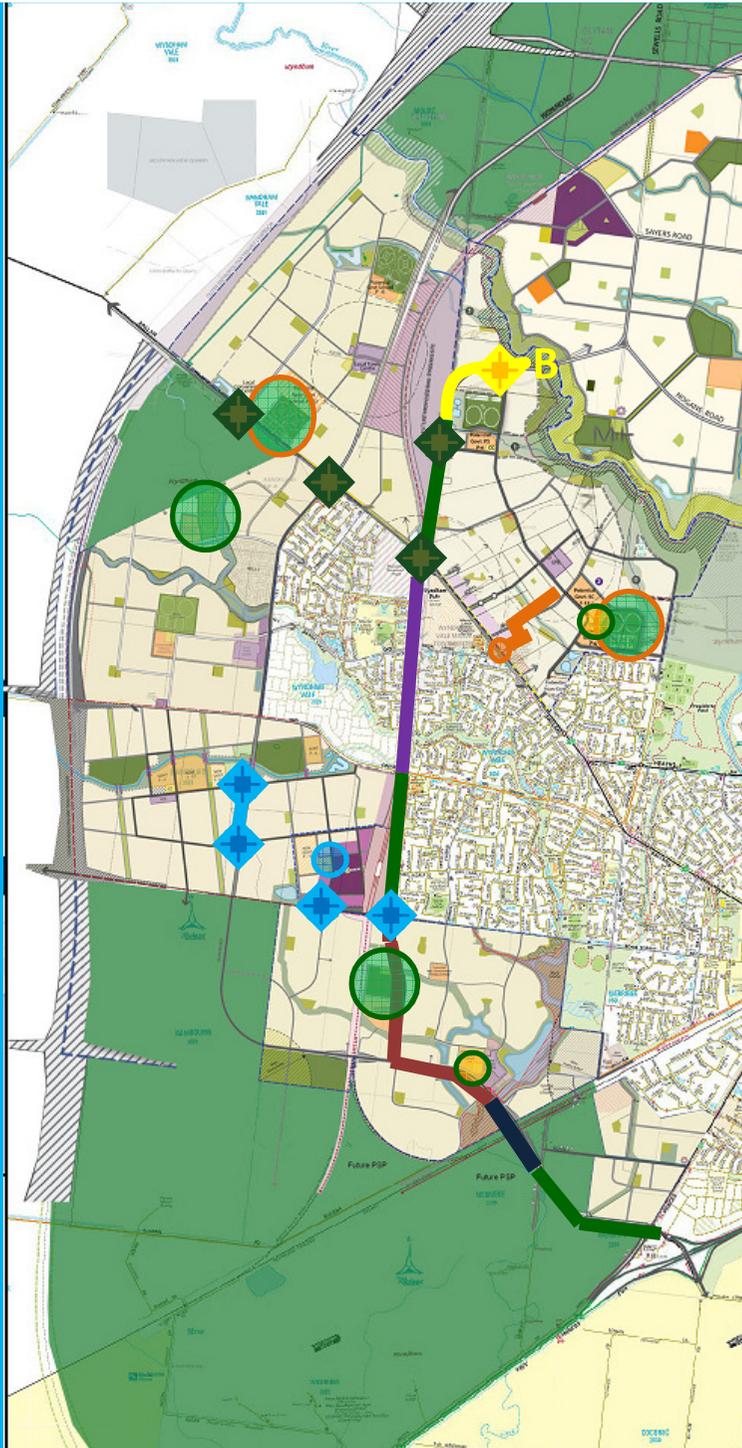


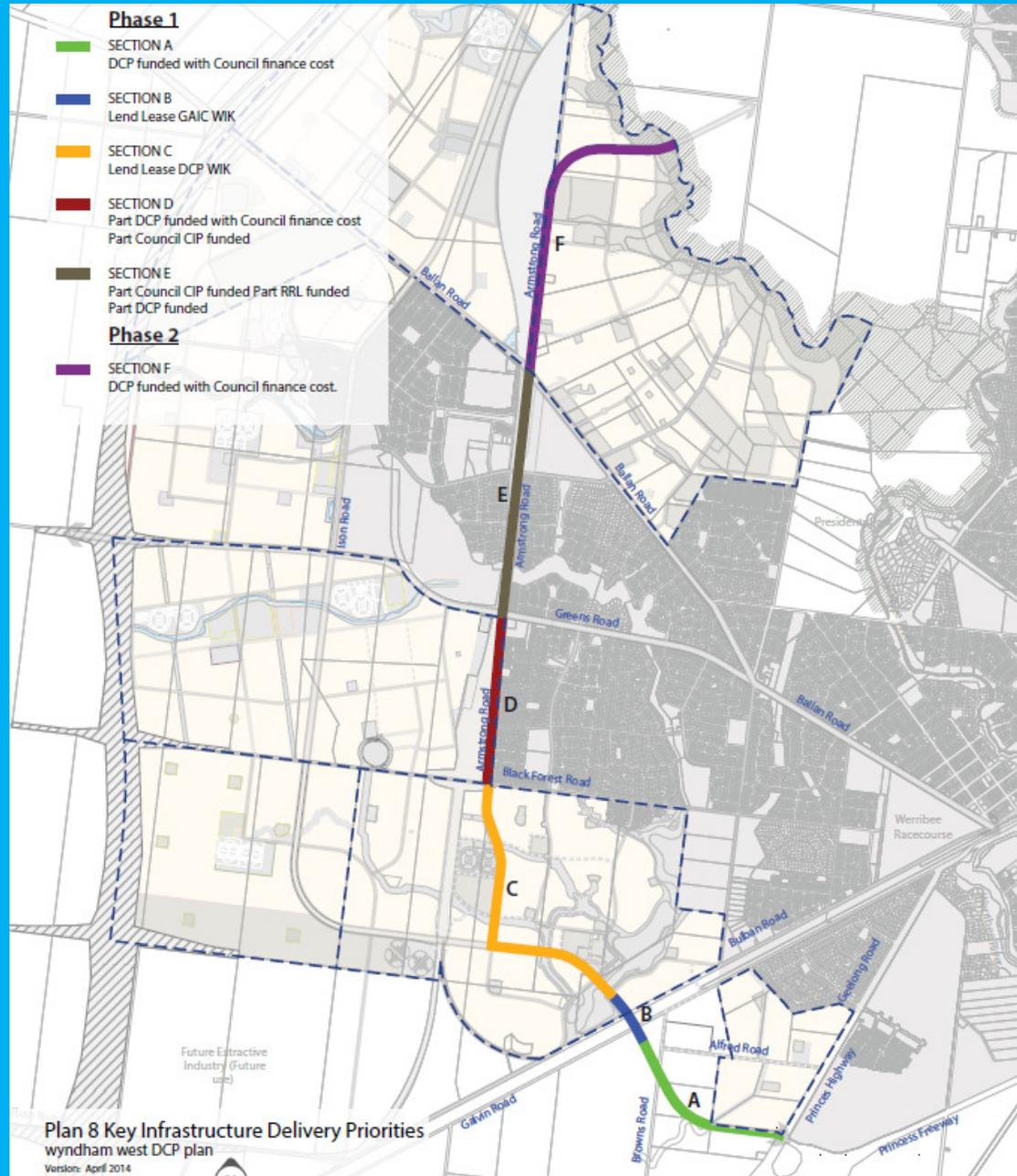
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Wyndham West Draft DCP PIP FY 2017/18





6.1 Project Timing

Development staging will largely be determined by the availability of essential services and subdivision proposals within the DCP area. Within this context the initial assumed provision trigger for each infrastructure item is at the time of subdivision.

To implement this DCP, Council should produce a DCP Project Implementation Programme (DCP PIP). This will be used to determine the appropriate priorities and timing of delivering all DCP projects.

As development proceeds Council will continue to monitor and amend as required the DCP PIP to respond to changes in development sequencing, works in kind projects and community priorities.

The DCP PIP must be based on:

- Delivering items in the DCP as soon as is practicable and as soon as sufficient contributions are available, consistent with Section 5.3, and acknowledging the overall infrastructure needs of the new community, Council's capital works program and the availability of DCP funds for the construction of individual projects.
- All items included in the DCP being provided within 30 years from the date upon which this DCP was first incorporated in to the Wyndham Planning Scheme.

Transport projects shall be prioritised to optimise the entry and exit capacity of the DCP area and to provide the internal roads that connect communities to entry and exit points.

Community projects shall be prioritised in the Wyndham West DCP area to provide the best achievable level of accessibility to the relevant services, consistent with the efficient use of DCP funds.

Key priority projects have been identified in Section 6.2.

Development proponents who wish to bring projects forward of the timing identified in the DCP PIP will need to discuss their proposal with the Development Agency. Where it considers it acceptable, Council may choose to amend the DCP PIP to bring forward delivery of the relevant project/s. Alternatively and where amending the DCP PIP is not an option, the development proponent and Council may enter into a works in kind agreement with the timing of any credit for works in kind to be negotiated between the parties.

6.2 Key Infrastructure Delivery Priorities

The following table provides the list of key DCP priority project over an initial 10 year period, to facilitate development across the broader Wyndham West area. These projects are considered a priority as they increase the capacity of the existing road network, improve access to land within the area and improve road safety. The table places projects into phase one and phase two priority categories. Projects in these categories are seen as important to enabling development in the Wyndham West area.

The projects shown in Table 11 and Plan 8 that are to be delivered by Wyndham City attract the financing adjustment as specified in Tables 10a and 10b and Appendix 3.

The purpose of the table is to provide Council and development proponents with a clear understanding of which projects should be prioritised.

Table 11 Key Infrastructure Delivery Priorities

	Description	Delivered by	DCP Project Nos
Phase One	Part A Construction of Ison Road between Princes Highway and Melbourne-Geelong Rail Line	Wyndham City	RD-01, IN-31, BR-01, BR-17, BR-18
	Part C Construction of Ison Road between Melbourne-Geelong Rail Line and Armstrong Road & construction of Armstrong Road between Ison Road and Black Forest Road	Lend Lease Pty Ltd	RD-02, RD-05, IN-02B, IN-13, IN-14, BR-02, BR-06, BR-07, BR-19
	Part D Construction of Armstrong Road between Black Forest and Ballan Roads	Wyndham City	RD-06A, RD-06B, BR-08
	Part E Construction of Armstrong Road Lollypop Creek Bridge	Wyndham City	BR-08
	Phase Two	Description	Delivered by
Part F Construction of Armstrong Road between Ballan Road and Werribee River	Wyndham City	RD-07, IN-15, IN-16, IN-17, BR-14, BR-09	

WW DCP PIP: Outcomes Sought

- Delivery of Armstrong-Ison Road (including all bridges, culverts and intersections) as a spine for the development of Wyndham West. As identified in the DCP this connection is a critical vehicular access and volume outlet valve. Wyndham West will not work without it!
- Prioritise Recreation and Community Infrastructure that aligns with current and expected development pattern.
- Take land as WIK whenever it is offered unless unfeasible from a financial or planning perspective.