

**PLANNING and ENVIRONMENT ACT  
WYNDHAM PLANNING SCHEME**

**INCORPORATED DOCUMENT**  
Endorsed Concept Master Plan under Condition  
1 of Wyndham A-League Stadium Project  
Incorporated Document, October 2020

**ENDORSED PLAN**  
Sheet 1 of 54

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Signed for  
**MINISTER FOR PLANNING**  
Date: 19 Jan 2022

# THE WYNDHAM A-LEAGUE FOOTBALL STADIUM PROJECT

## CONCEPT MASTERPLAN

(Final - 10 December 2021)



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+ FIGURE 01 - Site location



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# 1. Introduction

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# 1. Introduction

## 1.1 Introduction

This Concept Masterplan has been prepared on behalf of the Western Melbourne Group (WVG) for the Wyndham A-League Football Stadium Project at 1160 Sayers Road, Tarneit.

Development of the stadium precinct is facilitated through the Specific Controls Overlay and an Incorporated Document (The Wyndham A-League Football Stadium Project Incorporated Document, October 2020) introduced through Amendment C254wynd to the Wyndham Planning Scheme in February 2021.

The Concept Masterplan is a requirement of the Incorporated Document and sets the overall framework for the development of the site. It will guide the subsequent approval of detailed development plans for individual precincts or stages, which are required to be generally in accordance with the Concept Masterplan.

The land is currently owned by Wyndham City Council and is the subject of a public-private partnership agreement with WVG who hold an A-League Soccer Club License and own the Western United Football Club.

The land has been identified as the location for a purpose-built 15,000 seat soccer stadium as part of a mixed-use precinct including sports training facilities, residential, commercial and community uses.

The site is located within the Urban Growth Zone and the Oakbank PSP area is located to the north and west of the site. The preparation of the Oakbank PSP has not yet commenced.

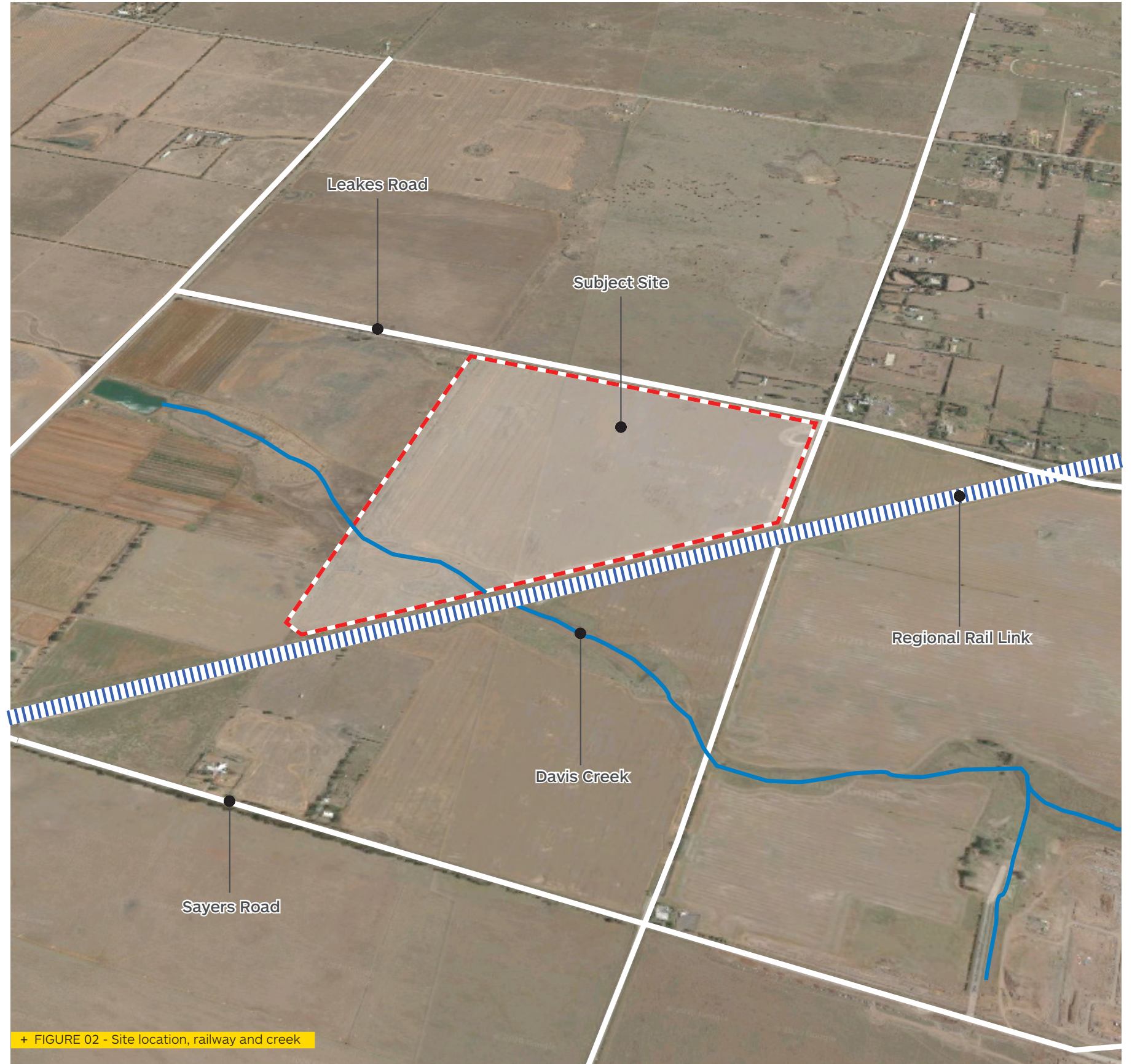
The Incorporated Document requires the preparation of a Concept Masterplan to set a framework for more detailed plans for individual stages or precincts. This document is in response to Conditions 1a, 1b, 1c, 1d and 1e of the Incorporated Document.

The Concept Masterplan includes a Landscape Concept Statement prepared by Hamilton Landscape Architects in Section 6.

The Transport Impact Assessment, Bushfire Hazard Site Assessment, Integrated Water Management Strategy and Noise Assessment also required by the Incorporated Document are attached to and form part of the Concept Masterplan.

This Concept Masterplan has been prepared in consultation with DELWP and Wyndham City Council to address the requirements of the Incorporated Document.

It also responds to the views of relevant agencies consulted during the preparation of the document, namely the Country Fire Authority (CFA), Department of Transport (DoT), Melbourne Water (MW) and the Environment Protection Authority (EPA).



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## 2. Context and Influences

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## 2. Context and Influences

### 2.1 Regional Context

The site is located within Melbourne's Western Region, one of Australia's fastest growing regions. For context, the area covered by the West Growth Corridor Plan which covers the Western Region will eventually accommodate over 377,000 people and 164,000 jobs.

The City of Wyndham makes up a significant proportion of the Western Region and is itself one of the country's fastest growing municipalities.

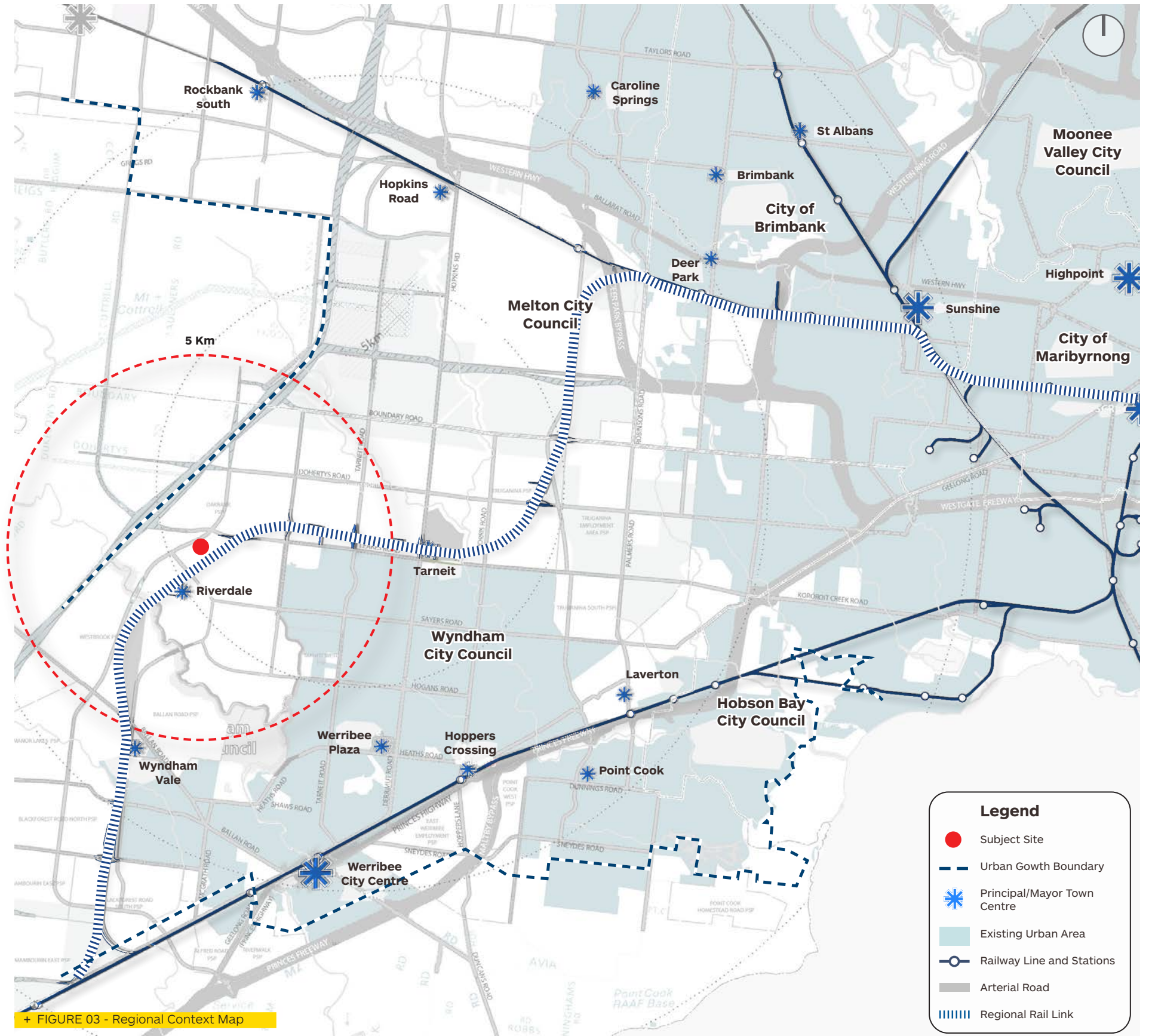
Growth in the region and the city will be shaped and facilitated by major strategic transport projects including electrification of the Regional Rail Link (RRL) to Wyndham Vale and the construction of the Outer Metropolitan Ring Road (OMRR).

Substantial growth provides opportunities to build strong and diverse communities and to support the provision of a range of new businesses, services, and facilities.

The site is well located for the development of a mixed-use precinct that accommodates a range of facilities, services, businesses, and housing, including elite and community level sporting facilities to serve the growing region.

The site is located adjacent to the RRL which currently provides a rail link between Melbourne and Geelong. The RRL has two existing railway stations in Wyndham and three proposed stations, including at Sayers Road just to the south-east of the site. The Sayers Road station will be in the future Riverdale Major Town Centre.

The site also benefits from direct road connections along Leakes Road to the planned Tarneit major town centre (5km east) and the OMRR freeway alignment (3 km west), providing excellent regional connectivity as the wider area develops.



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## 2. Context and Influences

### 2.2 Local Context

In its local context, the site is located between Leakes Road to the north, the RRL rail corridor to the south, and Sewells Road to the east. The Davis Creek corridor crosses the site's south western corner.

The site and surrounding land are currently undeveloped, but within an area earmarked for urban development as part of the future Oakbank and Riverdale Precinct Structure Plans (PSPs). Development is already occurring to the east and along the Leakes Road and Sayers Road spines, and the site will in time integrate into the wider development of Tarneit.

The site and land north of the RRL alignment is within the Oakbank PSP, for which no PSP has yet been prepared. The site is located at the southern edge of the Oakbank PSP area with interface to the RRL to the south and future roads to the north and east.

Land to the south of the railway line is in the Riverdale PSP area. A PSP for Riverdale was approved in 2014.

#### Riverdale PSP

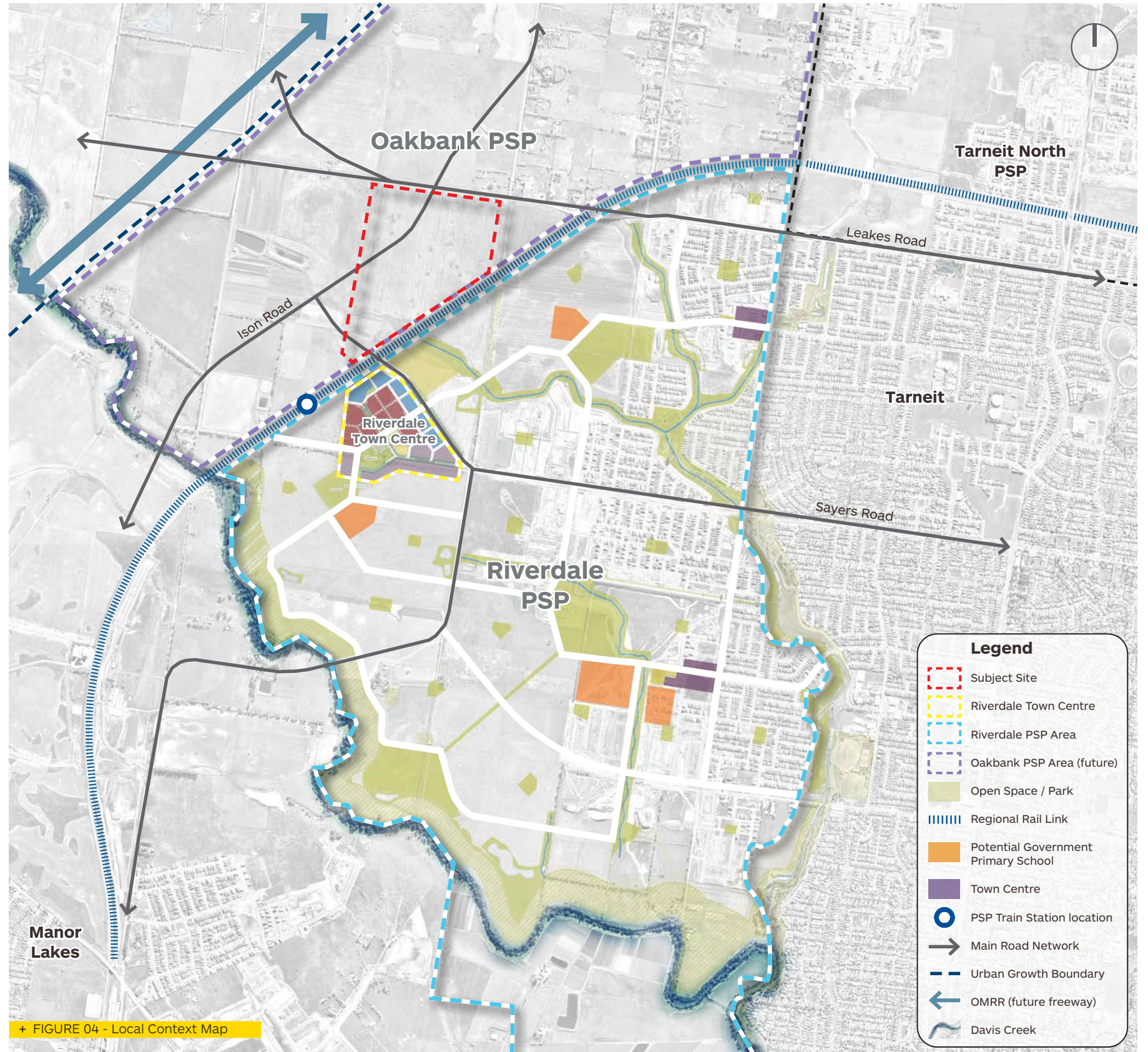
The Riverdale PSP establishes a network of vehicle and active transport connections, open spaces, and a land use framework that a masterplan for the subject site needs to consider and respond to. The Riverdale PSP is located to the south-east of the subject site on the opposite side of the RRL.

A road connection across the railway line is proposed in the form of an extension to Sayers Road which connects with the south-western corner of the site. A pedestrian bridge is proposed which will link with the south-eastern corner of the site. The future Sayers Road intersects with the future Ison Road which will run across the north-western part of the site and connect with a widened and improved Leakes Road.

The proposed Riverdale Major Town Centre (MTC) is located directly across the railway at the south-western corner of the site, with the proposed rail station just to the west.

The PSP requires an Urban Design Framework (UDF) to be prepared for the MTC, based on the concept plan in the PSP.

Future connections to the balance of the Oakbank PSP area and southwards to Riverdale and the proposed town centre are key influences on the master planning of the subject site.



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## 2. Context and Influences

### 2.3 Planning Context

The site is located within the **Urban Growth Zone (UGZ)** which affects the site and neighbouring land north of the railway line.

The Specific Controls Overlay and Incorporated Document exempt the site from the provisions of the UGZ and any other planning scheme provisions that control use and development, except for the following:

- **Design and Development Overlay – Schedule 10 (DDO10)** which extends along the railway corridor and seeks to protect residential development from noise generated by trains on the RRL.
- **Public Acquisition Overlay (PAO2)** associated with acquisition by VicRoads for the construction of a Sewells Road overpass across the RRL.
- Clause 45.06 – **Developer Contributions Plan Overlay Schedule 13 (DCPO13)**
- Clause 52.27 – **Licensed Premises**
- Clause 53.01 – **Public Open Space Contribution and Subdivision**

The concept master plan generally accords with the purposes outlined at Clause 4 of the Incorporated Document as follows:

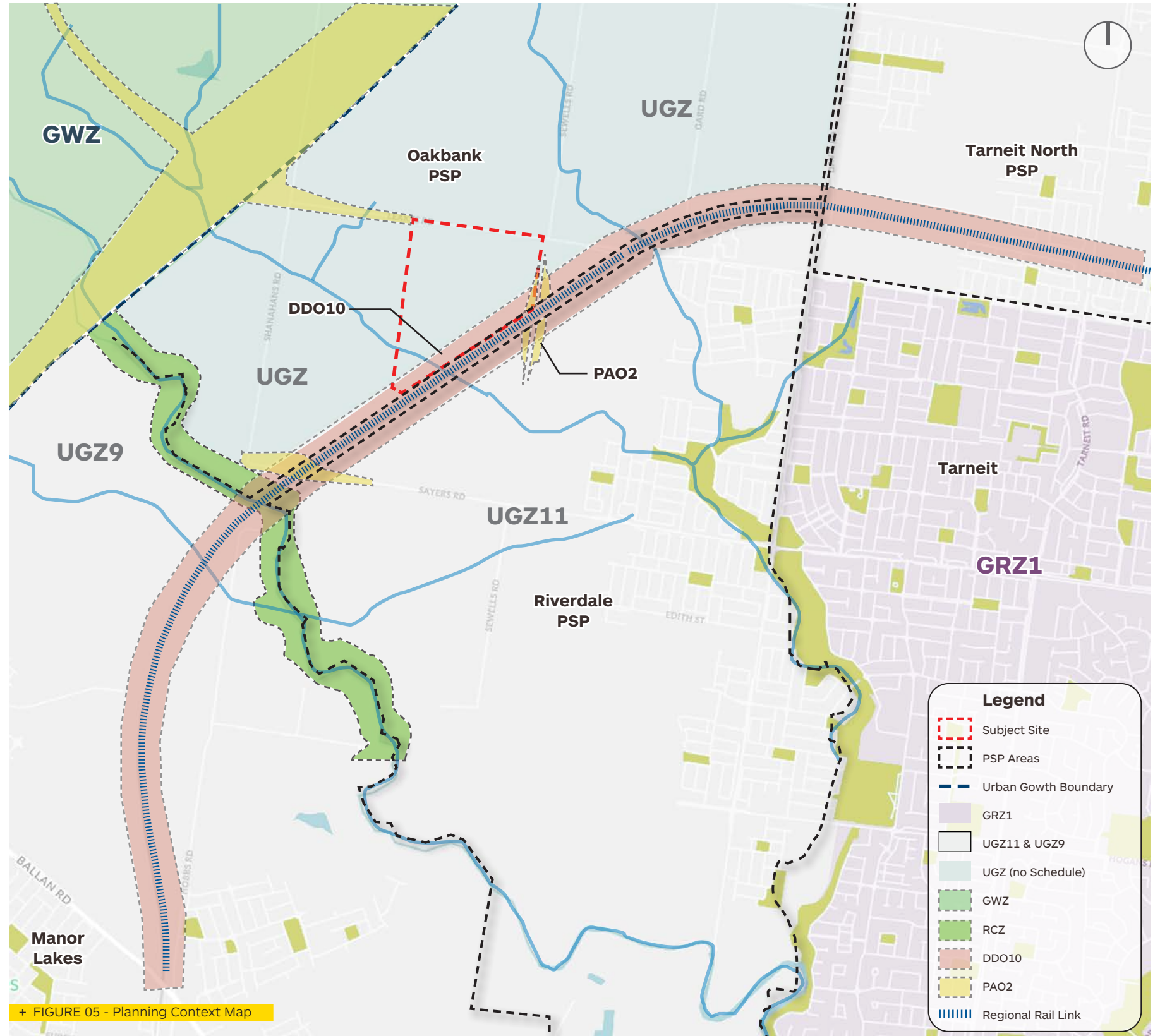
- + 'Includes and allows the proposed A-League football stadium within the nominated Stadium Precinct.'
- + 'Facilitates training facilities, indoor recreation, offices, parking and commercial uses within the nominated Training Precinct.'
- + 'Promotes a range of dwellings types and densities, including affordable housing.'
- + 'Includes scope for a mix of uses including retail, food and drink premises and entertainment within the Commercial/Mixed Use Precinct.'
- + 'Includes details of the water management and landscaping to the Davis Creek corridor.'
- + 'Considers local risks from Bushfire.'
- + 'Has had regard to and allows the creation/altering of access to Road Zones.'
- + 'Allows for and considers native vegetation removal.'
- + 'Includes indicative subdivision staging.'
- + 'Addresses the conditions outlined in Condition 5 of the Incorporated Document.'

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## 2. Context and Influences

### 2.4 Site Conditions and Influences

The subject site is a large undeveloped parcel of approximately 62 hectares.

It is irregularly shaped, with an existing road frontage to Leakes Road of 783m and a frontage to the unconstructed Sewells Road to the east of 431m. It also has an interface to the RRL of 573m to the south and a western boundary length of 899m.

At present vehicle access is only available via Leakes Road. Currently Leakes Road comprises a narrow gravel roadway along the site frontage, but links to the recently constructed overpass across the RRL to the east. Leakes Road is proposed to be widened and improved and linked with the planned main road network through the wider area.

The subject site, in common with the surrounding area has an existing pastoral character. It has been used for crop-raising and is devoid of significant trees and vegetation. Existing vegetation on the site was identified and assessed through a Flora and Fauna Assessment prepared by Nature Advisory dated July 2019 and is summarised in Section 4.8 of this document.

There is a general slope across the land from the north-east down to the Davis Creek alignment, with a rise in levels to the south-west of the creek line. The fall from the high point in the north east to the low point along the creek is in the order of 11m over around 840m and is quite consistent. The rise from the creek to the south western corner involves a level change of 4m over a distance of approximately 340m. The gentle slope of the land will allow buildings to be sited at or close to natural ground level with limited requirements for cut and fill.

Figure 6 shows the surveyed levels for the subject site and publicly available topographic information for the neighbouring sites. There is no substantial level difference between the site and neighbouring land.

A preliminary environmental site assessment has been prepared by Golder Associates Pty Ltd dated August 2020 to address the requirements of the incorporated document. The findings of the report are that the site history does not identify potential sources of contamination and the potential for contamination within soil/groundwater is low. The report outlines that the site presents an acceptably low risk to future site occupants and outlines that no further environmental site assessment or audit is required at this time.

These conditions make this a suitable development site with limited physical constraints.

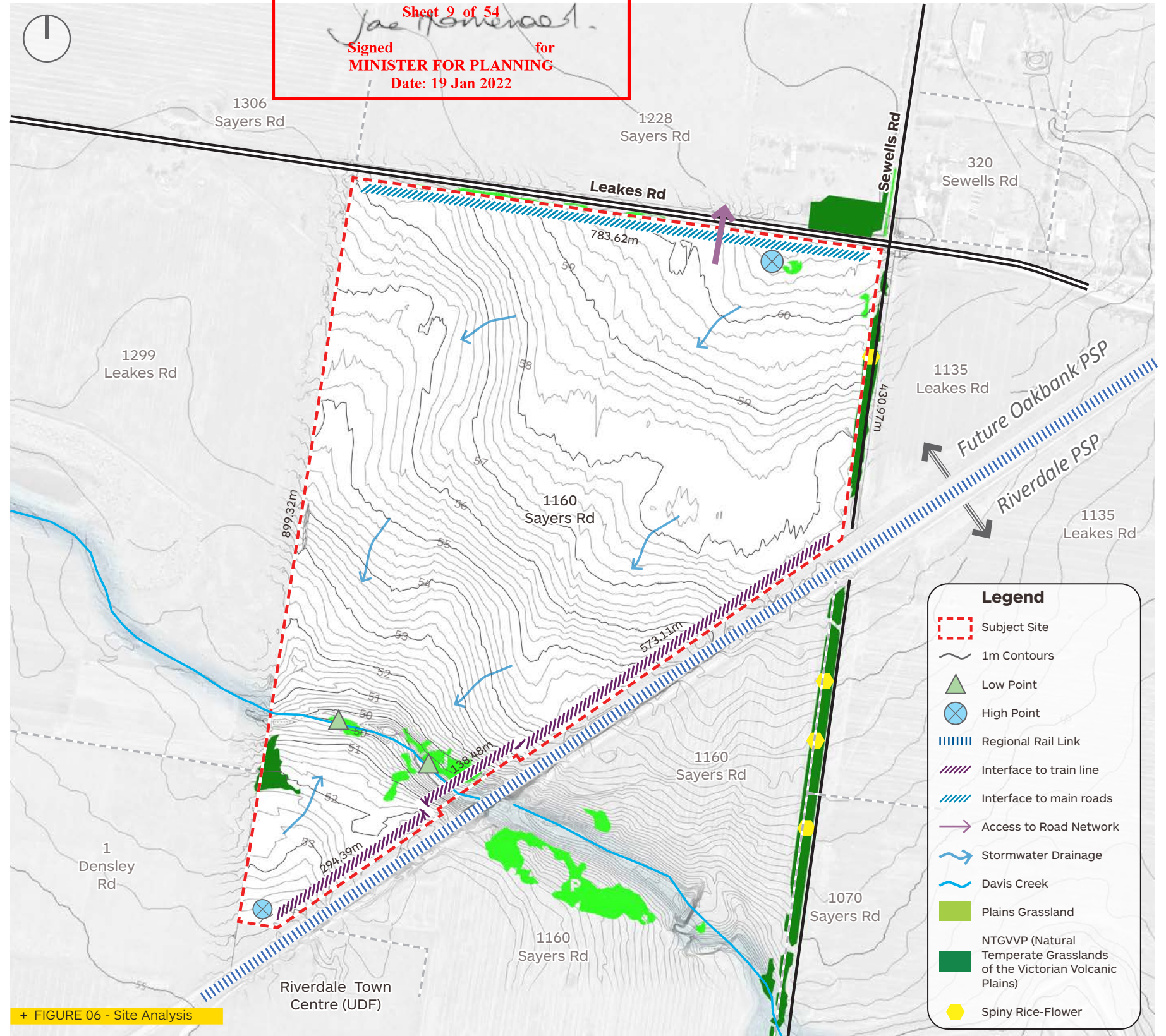
Key influences that need to be addressed in the masterplan include:

- + Managing the noise effects from trains along the RRL on sensitive uses.
- + The barrier effect of the railway line and the limited opportunities for connections southward to the Riverdale PSP area.
- + Managing drainage flows and treatment across the land and along Davis Creek.
- + The limited road access to the site in the short term until the surrounding road network is developed as envisaged in the Riverdale PSP.
- + The need to ensure that the proposal integrates with the Oakbank PSP and does not impact upon the future planning of land west of the site.

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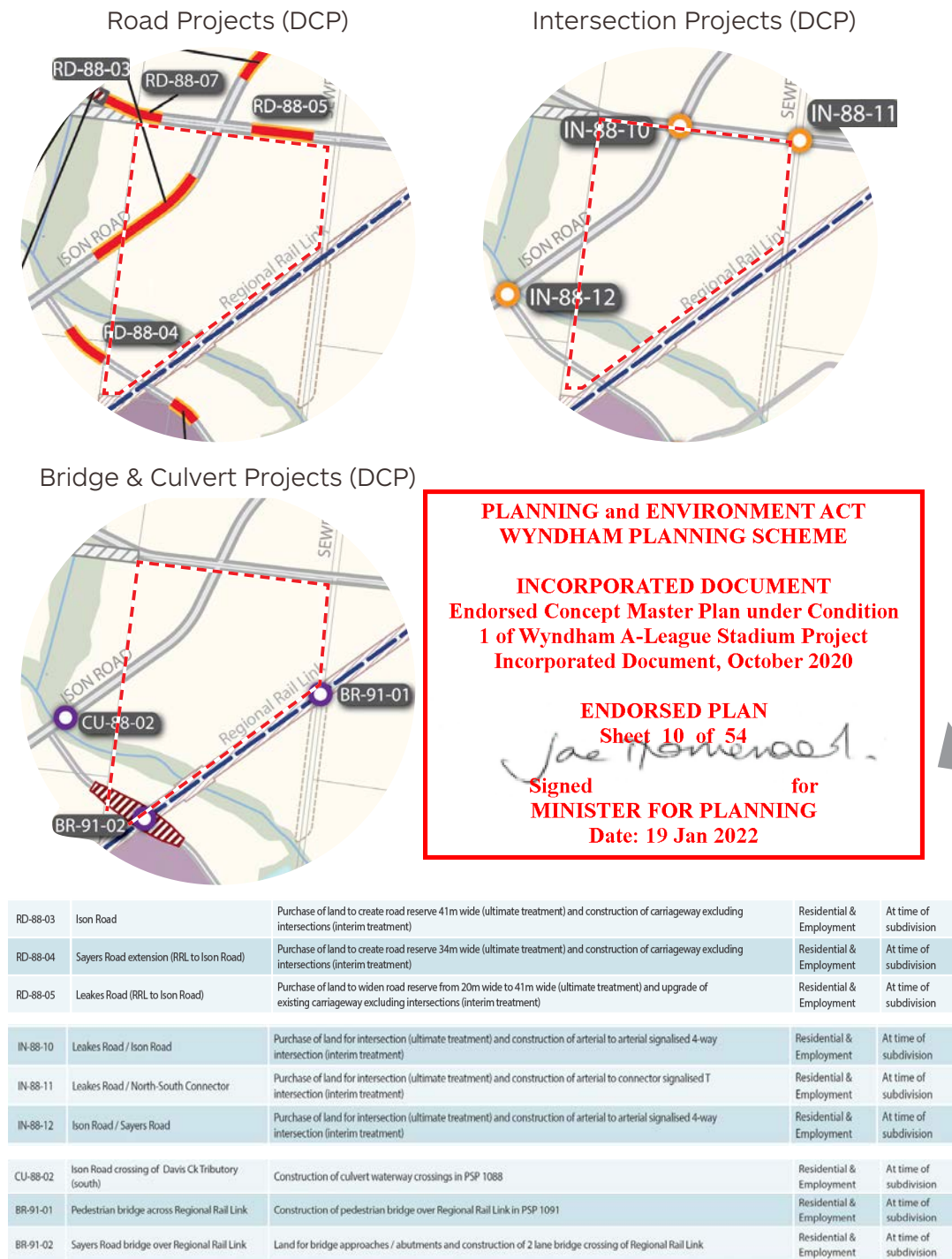




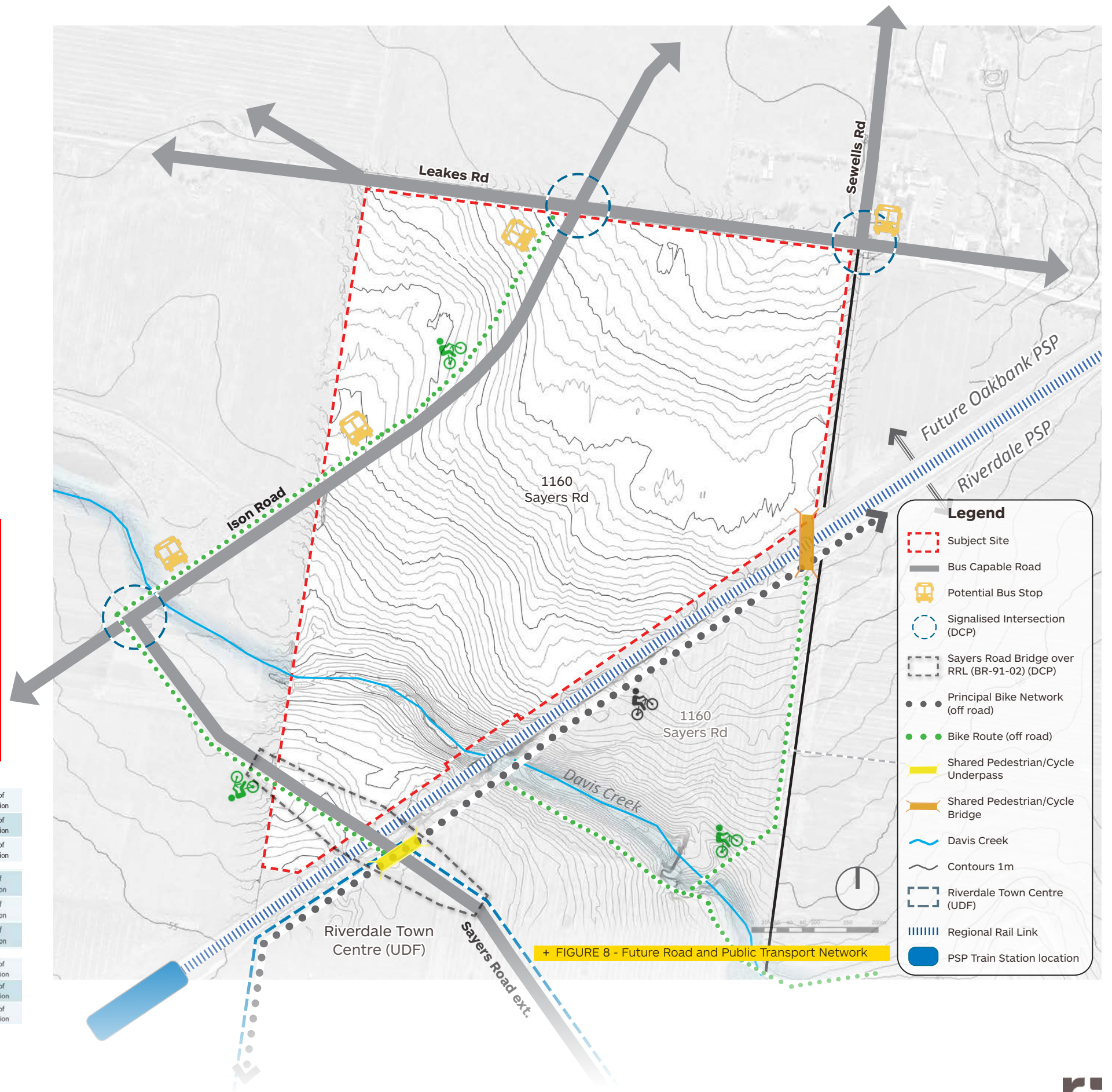
## 2. Context and Influences

### 2.5 Future Road and Public Transport Network

Figure 8 shows the planned main road network and transport infrastructure around the site. This includes roads and bridges to be funded through the approved Wyndham North Development Contributions Plan (DCP), as shown in Figure 7. Further detail is provided within the Transport Impact Assessment (TIA) which forms part of this Concept Masterplan.



+ FIGURE 7 - Wyndham North DCP extract



+ FIGURE 8 - Future Road and Public Transport Network



## 2. Context and Influences

### 2.6 Site Photos

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Photo 1 - Leakes Road looking west. Subject Site to the left



Photo 2 - Davis Creek looking South - West



Photo 3 - Train Line Bridge over Davis Creek



Photo 4 - Train Line Interface to Subject Site





## 2. Context and Influences

### 2.7 Opportunities and Constraints

#### Opportunities

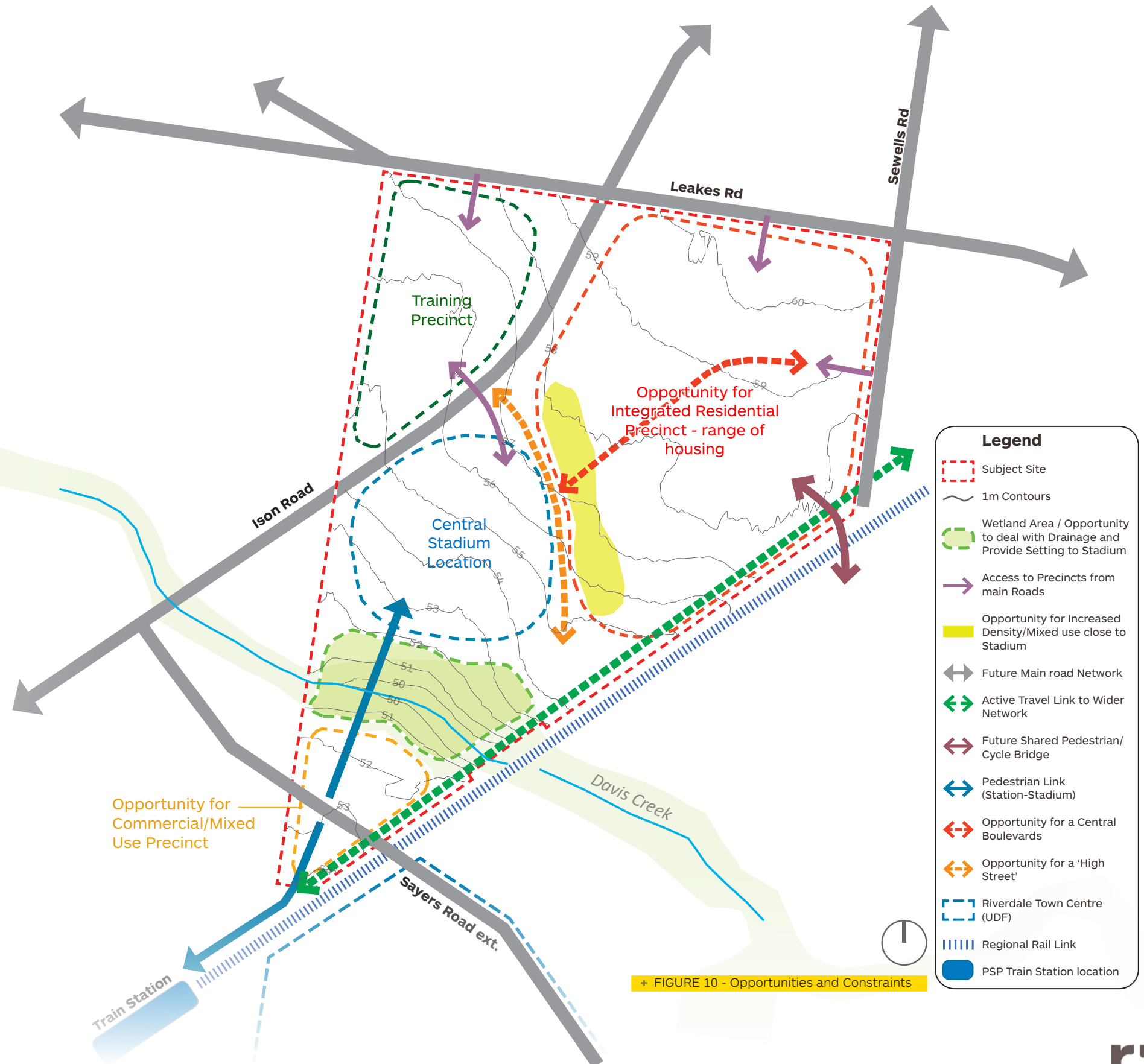
The site and its context provide following key opportunities for the project:

- + Develop a purpose-built regional sports stadium and associated training facilities that are accessible by rail and act as a focus and catalyst for the development of surrounding areas.
- + Create a vibrant precinct around the core sporting facilities that provide an attractive and healthy environment in which to live, work and enjoy leisure time.
- + Develop a series of distinct precincts that will be well connected with each other, to the future rail station and the planned road network.
- + Locate the stadium in a central location where it can act as a centrepiece to the development and maximise accessibility to the road network and future rail station.
- + Establish a movement network within the site that encourages active travel and links with the planned movement network in the surrounding area.
- + Make a feature of Davis Creek by creating an attractive wetland that manages stormwater run-off whilst improving biodiversity values and the health and vitality of the creek corridor.
- + Locate commercial uses and higher density development in the southern part of the site to complement the planned Riverdale Town Centre and the focus of activity around the planned rail station.

#### Constraints

Key site constraints that will need to be managed include:

- + The Regional Rail Link in terms of noise and visual presence.
- + The interfaces between land uses such as a sports stadium and residential accommodation, to ensure a good level of amenity is achieved.
- + The alignment of the planned Sayers Road extension which divides the south-western part of the site.
- + Limited information at this stage on the design of the Sayers Road railway overpass and how pedestrian connections through, and vehicle access to, the southwestern part of the site will be facilitated.
- + The creek corridor which, whilst an attractive asset, presents design challenges for connecting the north and south of the site.
- + The limited information on the future planning of surrounding land to the north-east and west.



+ FIGURE 10 - Opportunities and Constraints

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# 3. Vision and Principles

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### 3. Vision and Principles

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#### 3.1 Vision

The vision for the site is the development of a sustainable mixed-use precinct that provides a state of the art 15,000 approx. seat soccer stadium, a secondary stadium and training facilities; community facilities; commercial, entertainment and hospitality opportunities; and a diverse and walkable residential neighbourhood that provides a network of attractive open spaces and capitalises on the site's natural assets.



+ FIGURE 11 - Vision Reference Images

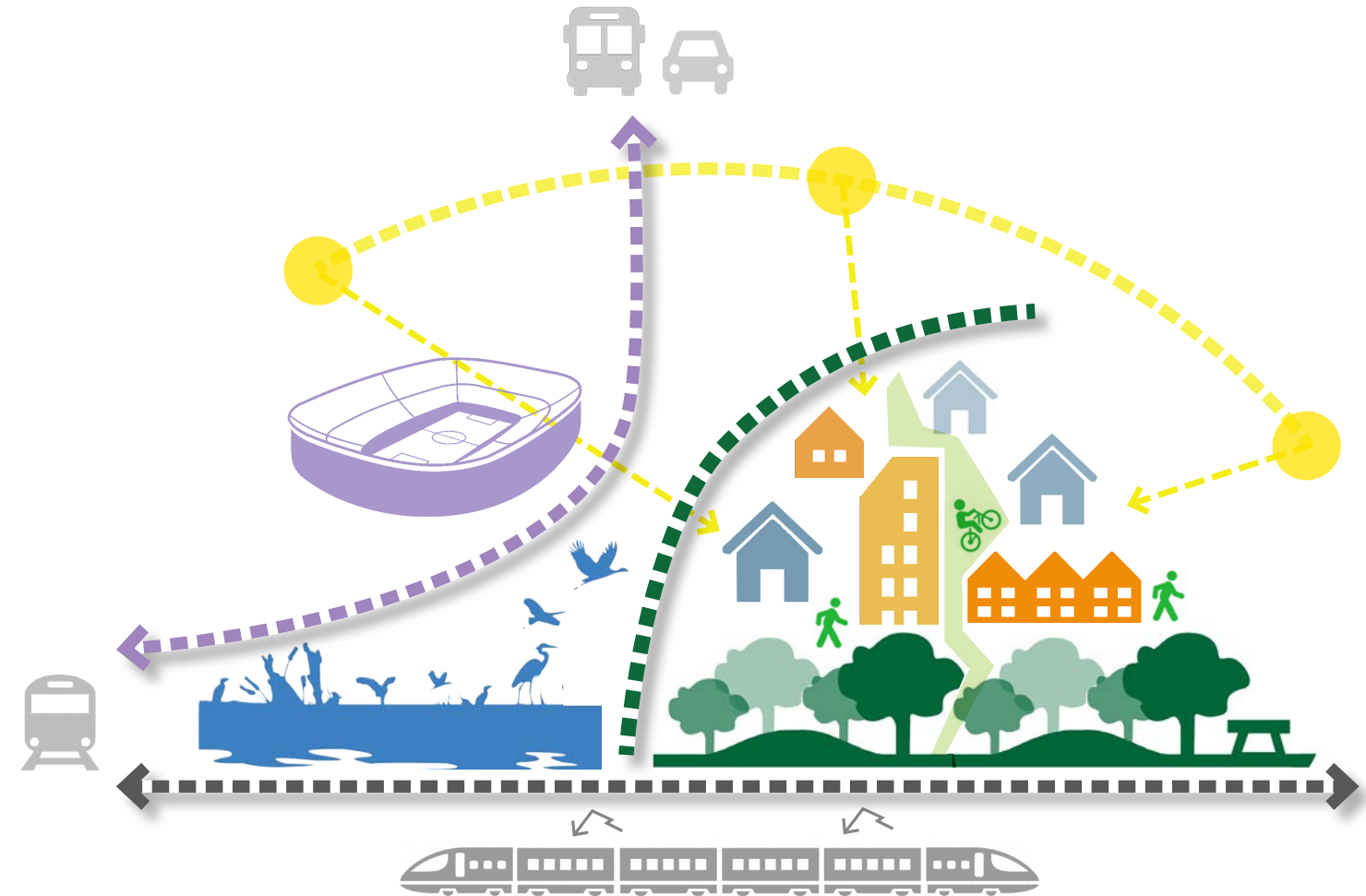


# 3. Vision and Principles

## 3.2 Principles

Preparation of the masterplan has been guided by the following key design principles that are drawn from the brief provided by WMG and analysis of the site and its context:

- + Deliver a regional-level sporting Stadium that acts as a sporting destination for the west and a catalyst development for the site and surrounding area.
- + Provide an elite sports training precinct and associated community sports facilities that reinforce the sporting precinct, encourage complementary development, and provide important active open space for the surrounding area.
- + Provide a true mixed-use precinct centred on the sporting facilities that provides employment and commercial opportunities, community facilities, a choice of housing types and opportunities for active and passive recreation.
- + Create a series of distinct sub-precincts located according to their functional and access requirements, set within a coherent and connected overall layout.
- + Maximise accessibility to the stadium from the future rail station and the road network.
- + Locate training and commercial opportunities where access to the main road network is maximised.
- + Provide for sustainable water management and the enhancement of the Davis Creek corridor and make the drainage wetlands a positive feature of the precinct.
- + Provide an integrated and connected network of open spaces and active travel routes that connect to surrounding areas.
- + Balance the integration of precincts with the protection of the residential area from traffic and noise impacts associated with the stadium.
- + Provide a positive sense of address to the surrounding road network.
- + Treat the rail interface in a manner that manages potential noise impacts and capitalises on the opportunity for open space links.
- + Provide for a range of housing types and densities that provides for a range of household types.
- + Provide a structure to the residential precinct that considers solar orientation and opportunities for passive surveillance of pedestrian routes and open spaces.
- + Provide for the logical sequencing of development and increased residential densities towards the south and west, in the later stages of development.
- + Deliver a highly permeable pedestrian environment within the residential precinct and wider site and good connections to surrounding areas.
- + Deliver a development that achieves best practice environmental sustainability consistent with the Wyndham Planning Scheme.



+ FIGURE 12 - Principle Diagram

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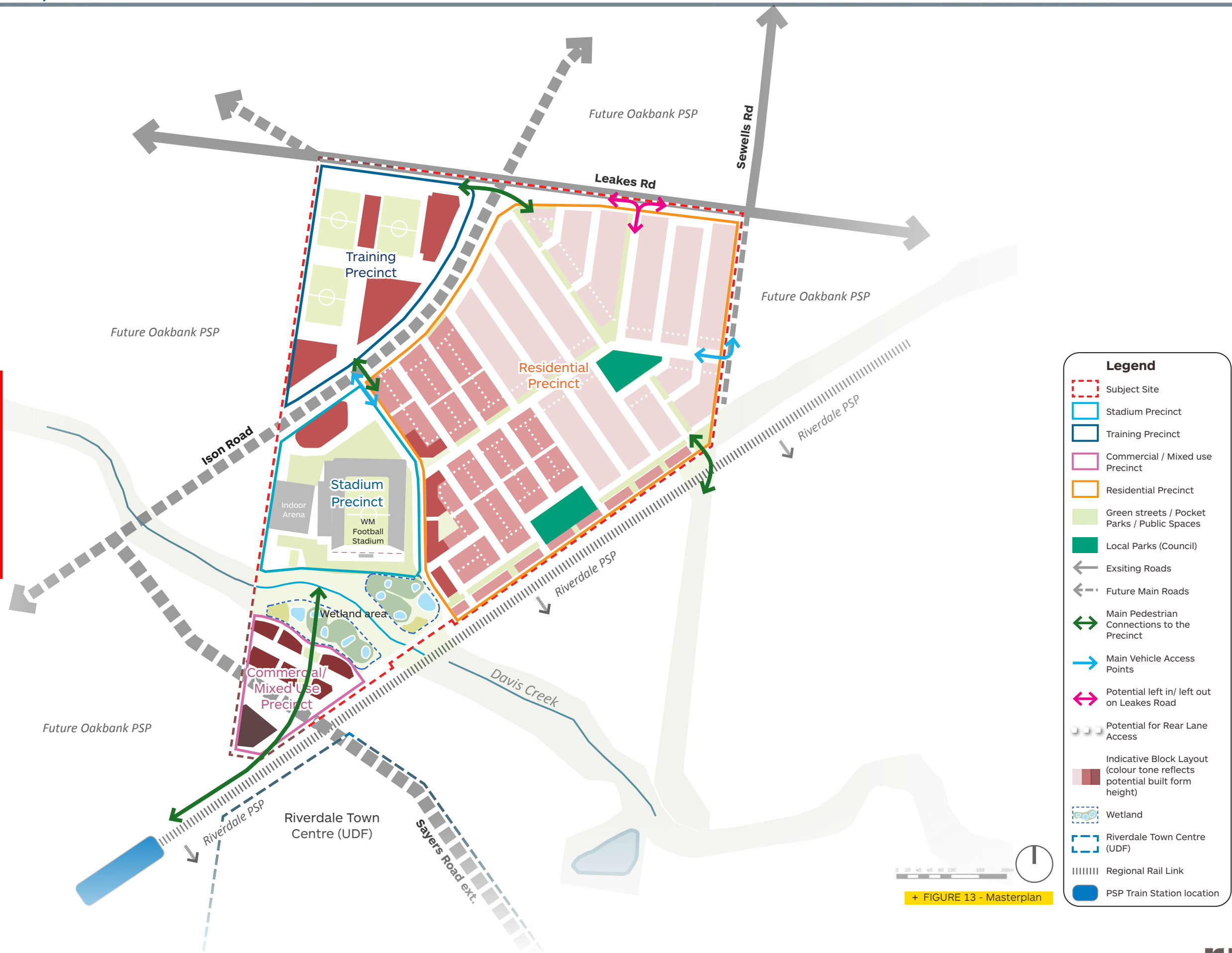
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# 4. Concept Masterplan

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# 4. Concept Masterplan



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**Legend**

- Subject Site
- Stadium Precinct
- Training Precinct
- Commercial / Mixed use Precinct
- Residential Precinct
- Green streets / Pocket Parks / Public Spaces
- Local Parks (Council)
- Exsiting Roads
- Future Main Roads
- Main Pedestrian Connections to the Precinct
- Main Vehicle Access Points
- Potential left in/ left out on Leakes Road
- Potential for Rear Lane Access
- Indicative Block Layout (colour tone reflects potential built form height)
- Wetland
- Riverdale Town Centre (UDF)
- Regional Rail Link
- PSP Train Station location

0 20 40 60 80 100 150 200m  
+ FIGURE 13 - Masterplan



# 4. Concept Masterplan

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## 4.1 Urban Structure

The proposed urban structure is drawn from the site configuration and interfaces, the availability of access and the needs of the proposed uses.

The masterplan is anchored by the proposed stadium located to the west of the site and south of Ison Road. Other uses have been logically located around this centrepiece of the development.

**The stadium** location was chosen based on an assessment of ground conditions and to maximise its walkability to the future rail station and Riverdale Town Centre. The proposed location also provides a visual presence to Ison Road and Sayers Road as a landmark for the precinct.

The stadium itself is located in a parkland setting, with landscaped wetlands to the south along the creek corridor and generous plaza to the north. These spaces provide a sense of address and openness on the main approaches to the stadium, with main spectator entry points located fronting these spaces to the south and north. Player facilities, administration and media facilities are located on the western side of the stadium in line with the stadium design and broadcast requirements.

The stadium precinct includes the site for a future indoor arena to the west of the stadium. This is subject to further discussion between WMG and Wyndham City Council regarding land acquisition.

This precinct also includes the site of a proposed transit hub and car park building to the north of the stadium which will accommodate bus and taxi drop-off and pick-up as well as stadium car parking.

The stadium and residential precincts are located either side of a principal access spine. This provides some separation between functions and can be developed with medium-high-density mixed-use development along its eastern side, with the potential to become an active 'main street', serving both the residential community and stadium visitors.

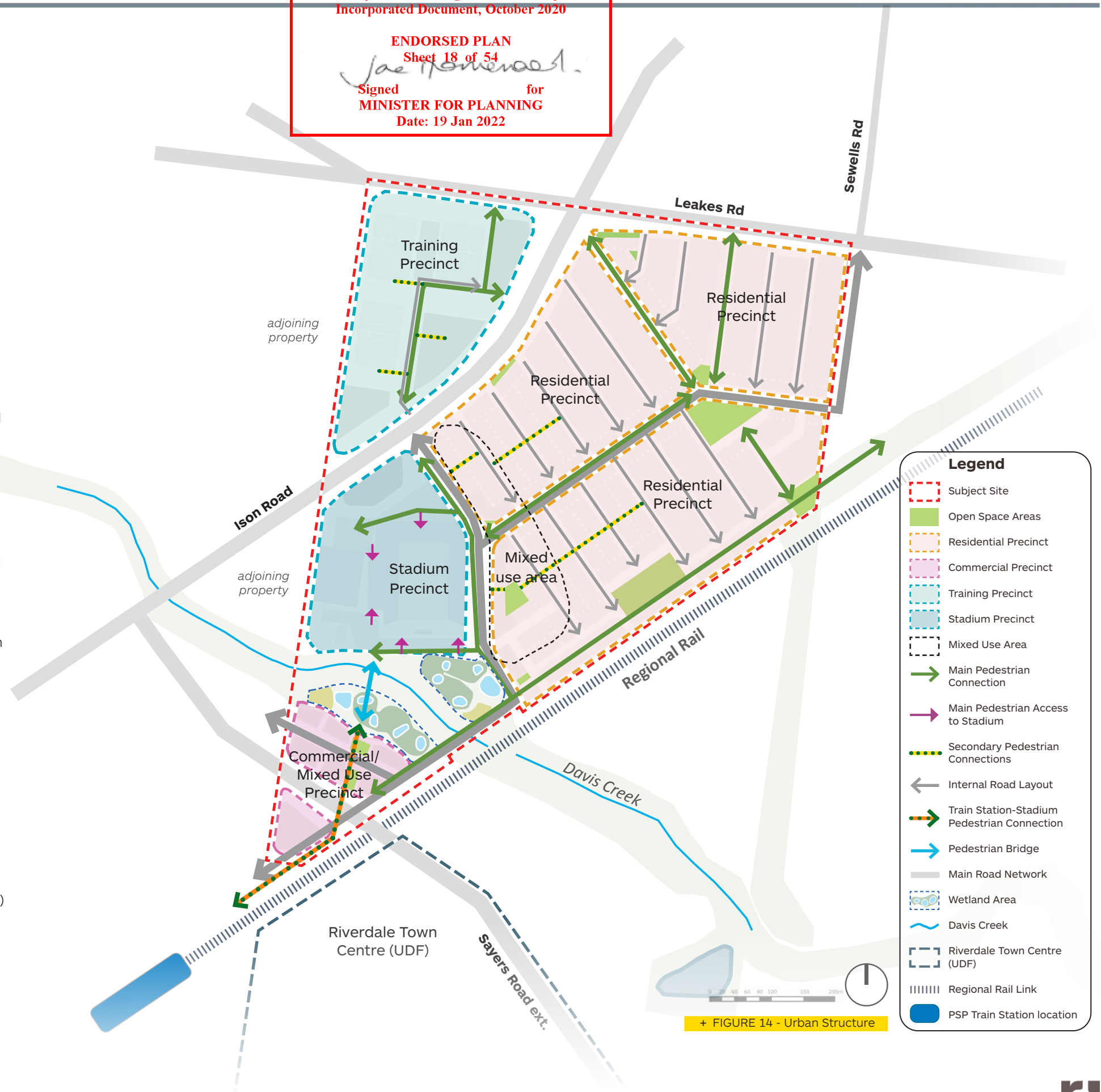
**The residential precinct** is organised around a central east west boulevard spine which forms the primary vehicle connection through the precinct and intersecting open space active travel connections running east-west along the railway alignment and north-south through a central neighbourhood park.

Residential streets generally run north/south or north-east/south-west, giving the majority of dwellings an east-west orientation, save for where they front the boulevard, southern linear open space, or the main roads to the north. Higher density-built form and mixed uses will be provided towards the west of the residential precinct and potentially along the boulevard and southern linear open space.

The configuration of built form and the Shared User Path along the railway corridor is designed to protect the residential precinct from noise effects and maximise passive surveillance along this core active travel connection

**The sport and training precinct** occupies the 'island' site to the north-west of the proposed Ison Road alignment where training and sports facilities and complementary commercial uses (commercial sports facilities, sports administration, medical suites etc) will benefit from main road exposure and access. This location was chosen to benefit from proximity to the stadium and because of its ability to act as a gateway to the development.

**South of the wetlands**, the triangular precinct either side of the proposed Sayers Road extension can accommodate higher density commercial and mixed-use development including opportunities for housing diversity in proximity to the railway station and Riverdale Town Centre. The layout in this area is indicative only at this stage, recognising that the final location and design of the rail station and Sayers Road extension are still to be confirmed.



+ FIGURE 14 - Urban Structure

# 4. Concept Masterplan

## 4.2 Land Use Plan

The land use framework is intrinsically linked with the urban structure and the needs of the land uses proposed across the masterplan area.

Generally, the principal land uses are arranged in distinct precincts, recognising their characteristics and access requirements. The key land use precincts are:

- + The **stadium precinct** which will accommodate the purpose-built 15,000 seat soccer stadium, associated plaza, and circulation spaces, administration and hospitality areas. A potential indoor arena will be located to the west of the stadium. A potential multi-level transit hub and car park building will be located to the north of stadium.
- + The **sport and training precinct** which will provide training pitches, a secondary stadium of 5,000 person capacity and complementary commercial or educational uses, including indoor sports facilities, sports administration (i.e., offices), and medical uses. The uses proposed will generally be associated with a training precinct and are intended as uses that will complement the Riverdale Town Centre.
- + The **residential precinct** which will be developed in phases and provide a mix of standard housing lots, medium density townhouse lots and potentially higher density mid-rise (3-7 storey) development towards the west and south. Affordable housing will form part of the mix, subject assessment of innovative affordable housing models, opportunities for key worker housing, and a range of other considerations.
- + The **southern commercial and mixed use precinct** is intended to accommodate a range of commercial activities alongside accommodation uses that will complement the planned Riverdale Town Centre, acting as a placemaking initiative that strengthens the development precinct and surrounding planned Oakbank PSP. This may include a mix of hospitality and entertainment uses (i.e. food and drink premises, restaurants and licensed premises) for patrons moving between the stadium and the train station as well as offices, hotel, housing and affordable housing opportunities, and car parking. Given its proximity to the planned rail station and the planned placemaking amenity this precinct can accommodate a range of apartment typologies as part of the land use mix. Access to, and configuration of, this precinct will require more detailed planning once the confirmed location of the rail station and more detail of the Sayers Road rail overpass are known.

The plan seeks to ensure that these precincts are effectively linked and accessible to one another through the pedestrian and cycle network. More details on the intended uses within each precinct are set out in the Precinct Guidelines in Section 5 of this document.

### AFFORDABLE HOUSING PROVISION

The proportion and types of affordable housing to be provided will be subject to discussions with Wyndham City Council and to engagement with potential providers, assessment of alternative innovate affordable housing models (such as key worker housing) and a range of other considerations. Details of the proposed affordable housing offering will be included in the development plans to be submitted to Council for approval. Affordable housing will generally be located close to services and open space to achieve a good level of amenity for future residents.

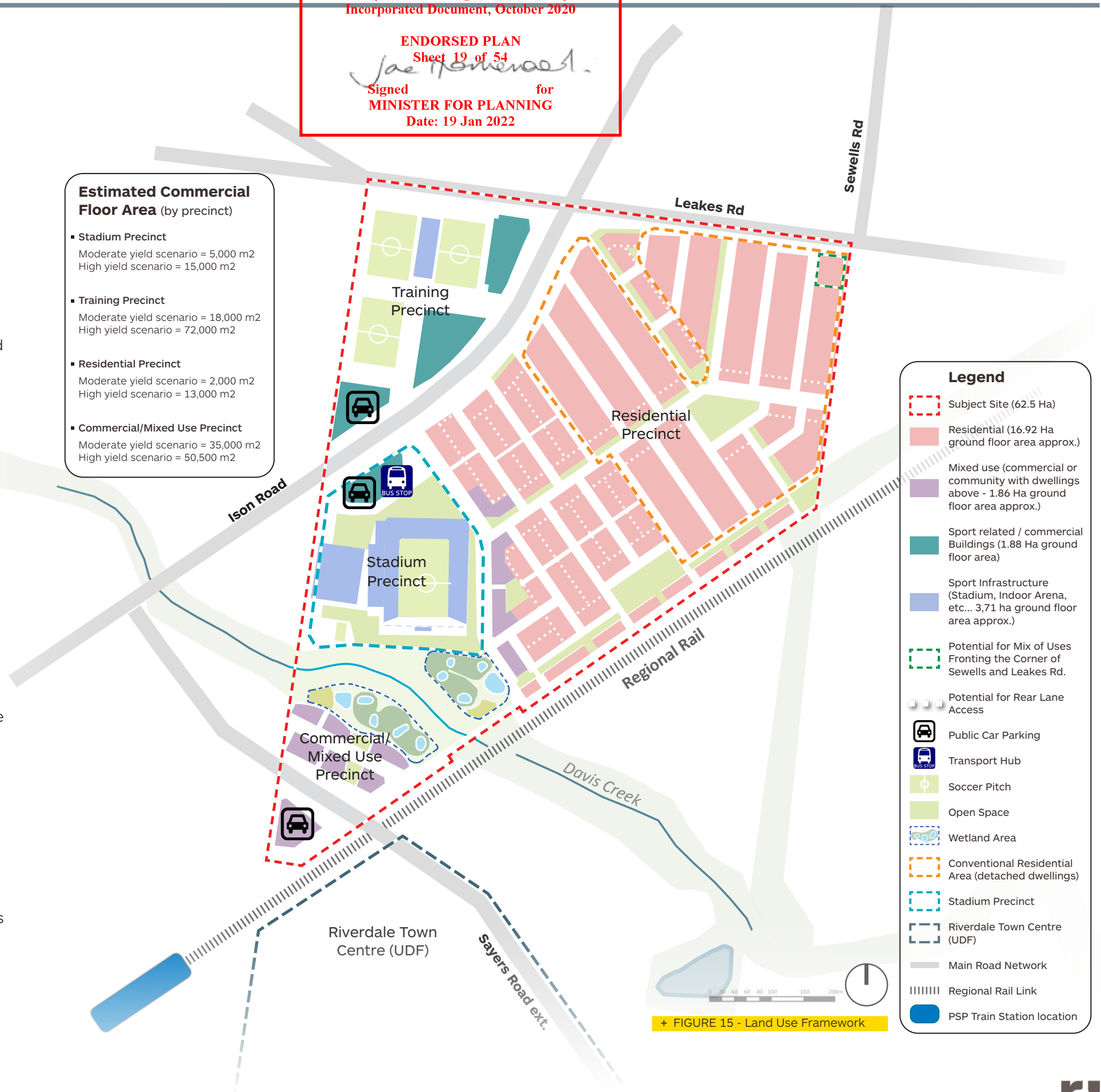
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Estimated Commercial Floor Area (by precinct)	
▪ Stadium Precinct	Moderate yield scenario = 5,000 m <sup>2</sup> High yield scenario = 15,000 m <sup>2</sup>
▪ Training Precinct	Moderate yield scenario = 18,000 m <sup>2</sup> High yield scenario = 72,000 m <sup>2</sup>
▪ Residential Precinct	Moderate yield scenario = 2,000 m <sup>2</sup> High yield scenario = 13,000 m <sup>2</sup>
▪ Commercial/Mixed Use Precinct	Moderate yield scenario = 35,000 m <sup>2</sup> High yield scenario = 50,500 m <sup>2</sup>



+ FIGURE 15 - Land Use Framework



# 4. Concept Masterplan

## 4.3 Movement and Access

The approach to movement and access seeks to:

- + Maximise active travel (walking and cycling) opportunities through the masterplan area and linkages to surrounding areas, including the planned network within the Riverdale PSP area to the south.
- + Maximise the potential for public transport access to the stadium with an attractive pedestrian connection from the future railway station and dedicated bus and taxi drop-off and pick-up provision.
- + Provide a clear hierarchy of vehicle routes into and through the site.
- + Limit the infiltration of stadium traffic and parking into the residential precinct.
- + Provide stadium parking that is located and designed so it can potentially be utilised by for parking associated with other activities on non-event days, such as commuter parking.
- + Provide for future connectivity to the regional pedestrian and cycle network, including opportunities for strategic links along the railway and Davis Creek corridors (shared user path).

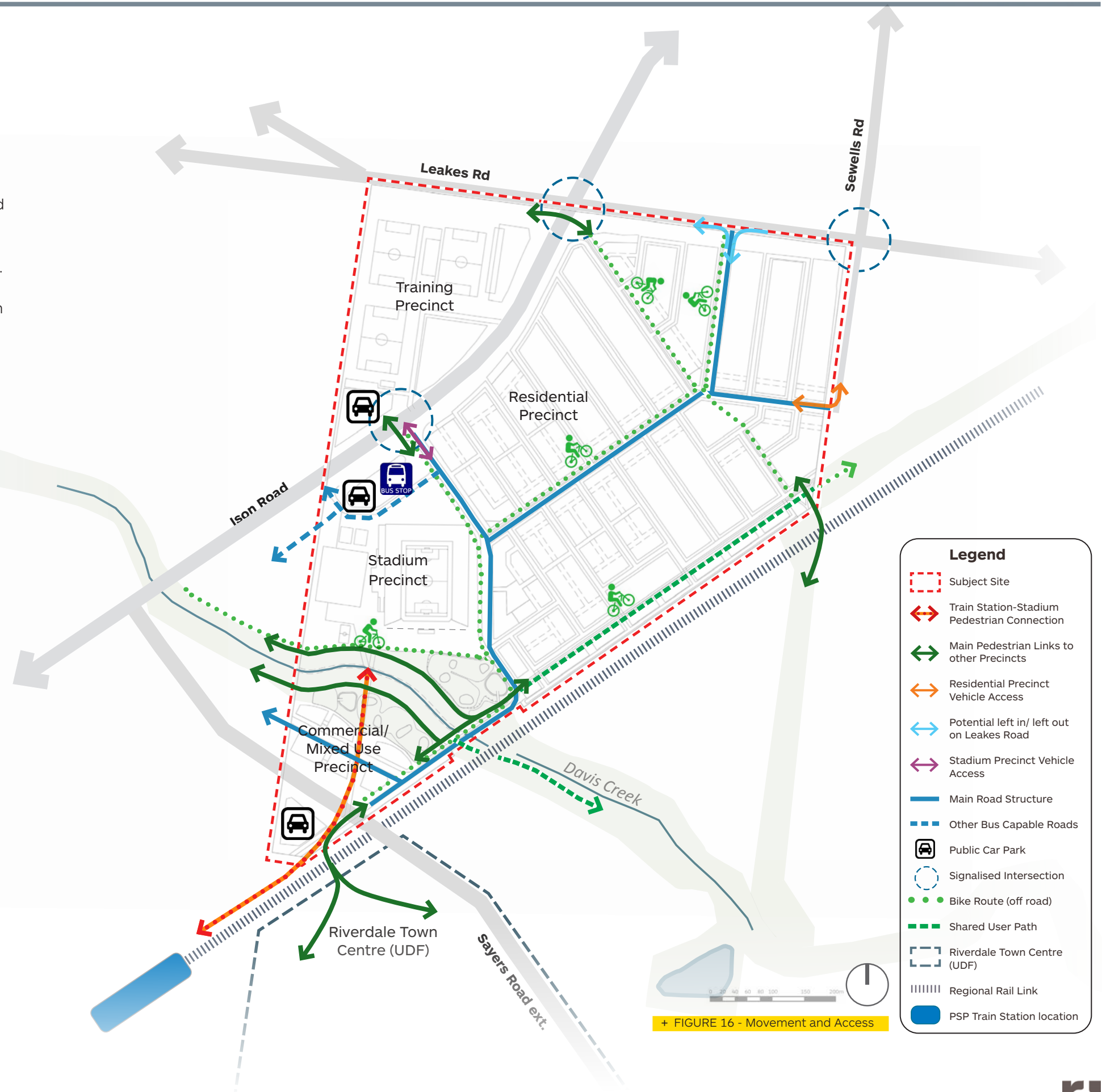
More detail on movement, access and car parking is provided in the accompanying Transport Impact Assessment.

Council is currently investigating the potential relocation of the Sayers Road railway station approximately 200 metres, bringing it closer the town centre core and to the stadium.

The resolution of the movement network around the proposed railway station will depend on its ultimate location, as well as the design of the Sayers Road extension, and the masterplan provides for some flexibility in this area. The relocation of the station further to the east of the current planned location will improve connections to the masterplan area and the stadium in particular and facilitate improved pedestrian connections across the rail line to the Riverdale town centre.

The vehicle entry point to the residential precinct located along Leakes Road in between Sewells and Ison Road is a potential entry and exit point, but is not essential to the movement network.

In addition, Council is working with DoT to investigate the realignment of the proposed re-alignment of Sayers Road extension to the south-west with potential benefits for the connectivity of the precinct and the Riverdale Town Centre. The masterplan shows the current planned locations for these important infrastructure items.



+ FIGURE 16 - Movement and Access

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# 4. Concept Masterplan

## 4.4 Road Hierarchy

The proposed road hierarchy within the site adopts VPA standard cross sections for the principal roads and provides a logical framework for vehicle movement and active travel.

The residential precinct is served by a central boulevard spine (25m wide) with residential streets running off to either side at staggered intervals.

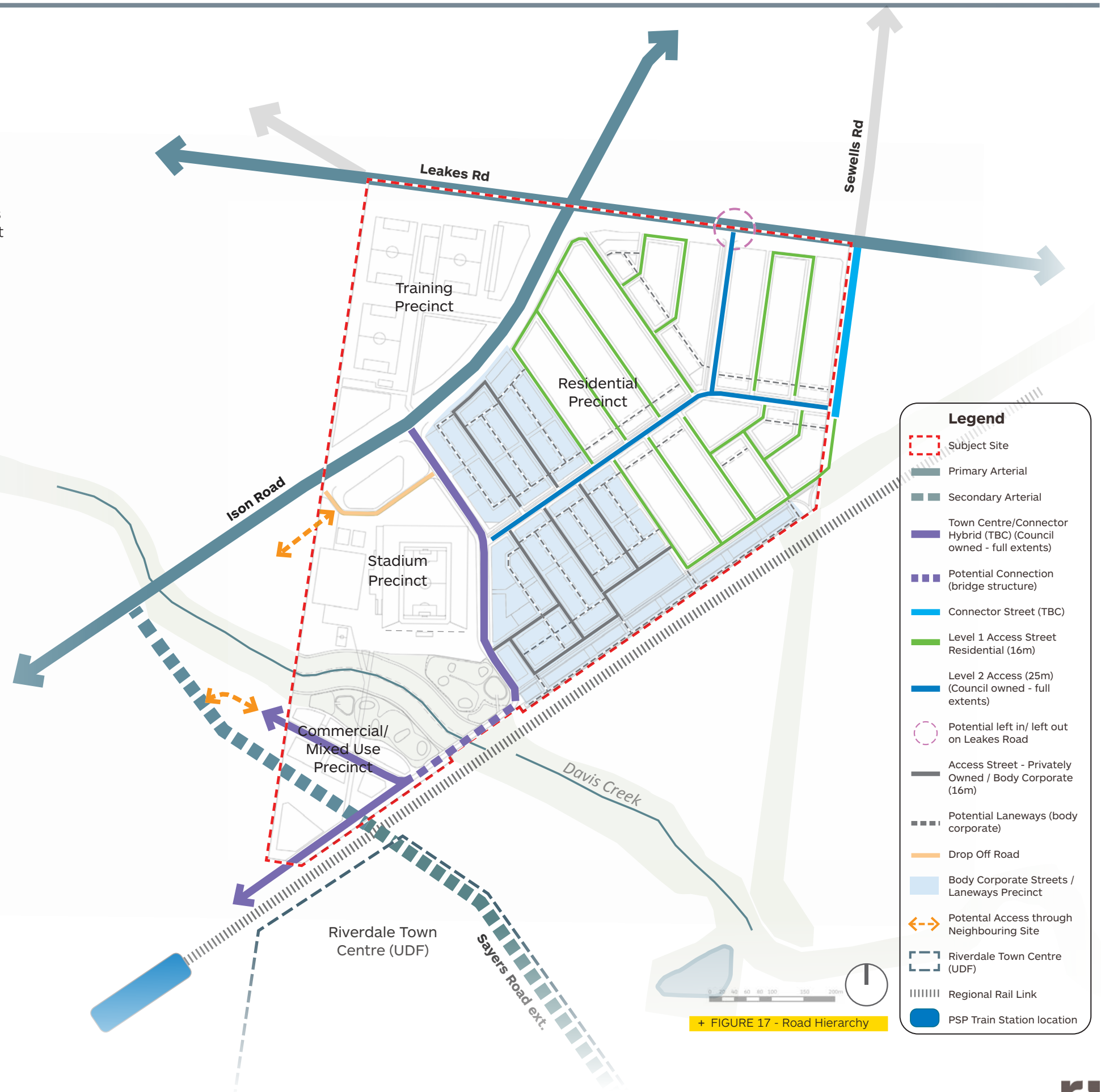
The indicative vehicle entry point to the residential precinct located along Leakes Road between Sewells and Ison Road is a potential entry and exit point, but is not essential to the movement network.

At its eastern end, the boulevard splits to provide a left-in left-out connection to Leakes Road to the north, and a primary connection to Sewells Road to the east. Sewells Road, the boulevard and the stadium access road are intended to be bus-capable to provide for future public transport connections through the area.

Traffic management measures will be required to limit the infiltration of stadium vehicles into the residential precinct.

The stadium access/town centre connector is intended to be the primary road access to the stadium via Ison Road. Signage will direct stadium visitors to use this route rather than travelling through the residential precinct. This road is designed to continue southward and then westwards across the Davis Creek to provide access to the southern commercial/mixed use area.

Within the residential precinct, medium density townhouse dwellings are capable of being served by rear laneway vehicle access, to avoid a proliferation of crossovers on the principal street network and to facilitate on-street visitor parking. Laneways in the medium density area will be an Owner's Corporation responsibility.



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+ FIGURE 17 - Road Hierarchy



# 4. Concept Masterplan

## 4.5 Open Space Network

The masterplan provides for a network of open spaces of different size and function.

These include a series of publicly accessible spaces comprising two local parks; the wetland area; a series of smaller pocket parks and plazas as well as green links within the residential precinct; public spaces within the southern mixed-use area and multipurpose plaza areas to the north and south of the stadium.

In addition the sport and training precinct will provide active open spaces for elite sports training as well as for community access.

Concept designs for the key public spaces are included in the Landscape Concept Statement at Section 6. Detailed designs for these spaces will be prepared at the Development Plan stage.

Key features of the proposed open space network are:

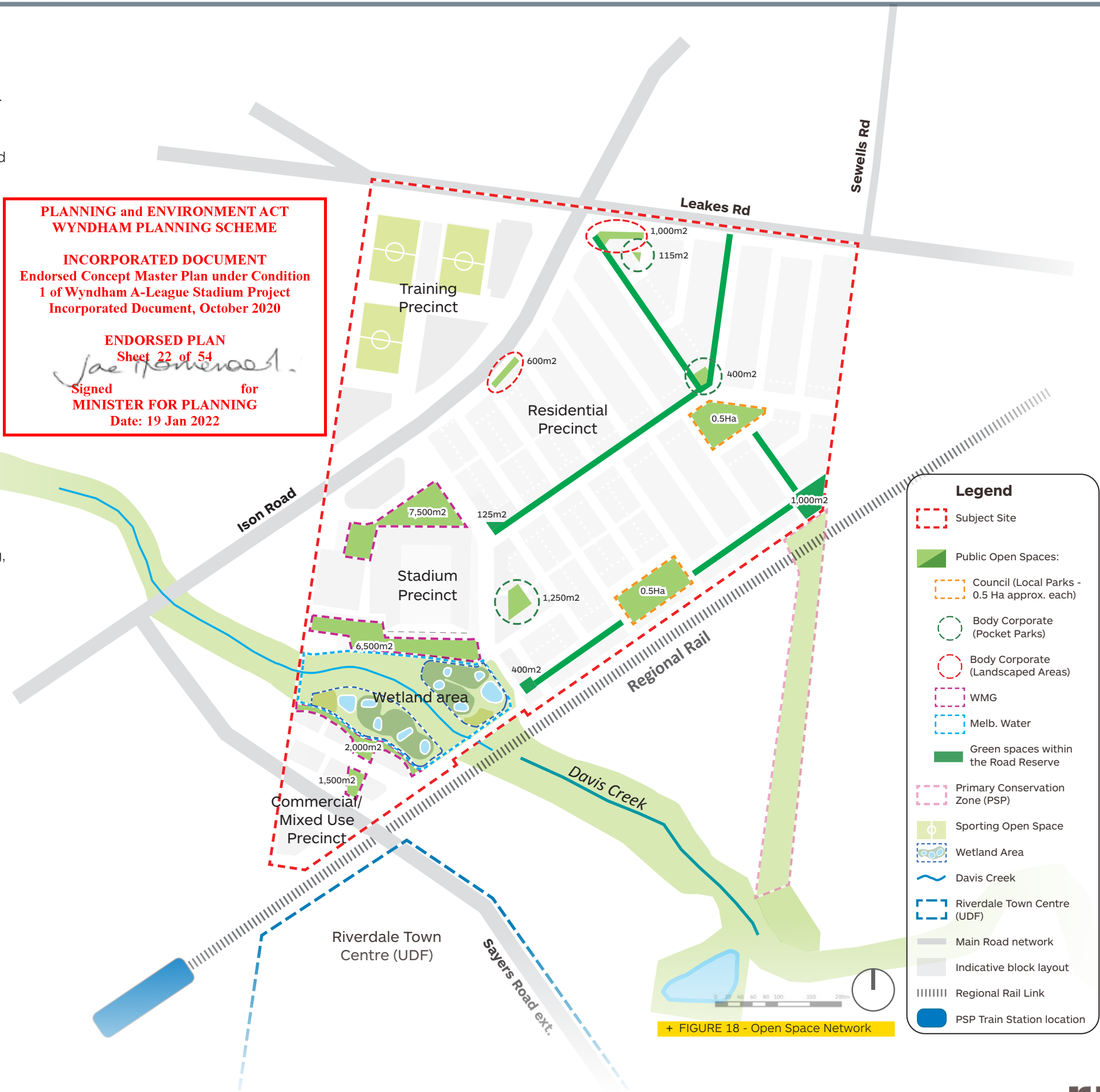
- + Two local parks of a minimum 0.5 hectares in area within the residential precinct to be owned and managed by Council. These parks will provide amenities consistent with the local park designation in the Wyndham Open Space Strategy.
- + The Davis Creek wetland is intended to become an attractive landscaped area that contributes to the stadium's unique setting and the broader amenity and character of the precinct. The wetland will be owned and managed by Council.
- + Plaza spaces to the north and south/south-west of the stadium that provide attractive gathering areas for spectators on event days and are capable of accommodating pop-up events, stalls and food trucks. These plazas will be owned and managed by WMG.
- + A series of pocket parks located within the residential precinct that serve the community and contribute to amenity and a sense of place. These spaces will provide for public access and include a combination of hard and soft landscaping, including trees, and will be the responsibility of the Owner's Corporation. Additional landscaped amenity spaces are proposed fronting Ison Road and Leakes Road to accommodate soft landscaping and pedestrian connections.
- + A landscaped green link parallel to the railway line that accommodates the Shared User Path (SUP), which is part of the Principle Bicycle Network (PBN), as well as a linear landscape that provides for trees and vegetation and public seating. This link is designed to benefit from with passive surveillance from adjoining dwellings. It integrates with the southern Local Park which provides a 'break out' space for tail users. The design of this link and its integration with housing and the local park will create a strong sense of community, maximise surveillance and security, allow solar access to the trail and provide shelter from exposure to rail noise for users. Vehicle crossings of the link will be minimised and, where required to access dwellings to the south along the railway line, will be designed as raised, low-speed crossings with clear priority for pedestrians and cyclists using the PBN. The rear laneway adjacent to the railway will be for residents only and will be appropriately secured.
- + Linear green spaces along key roads that are landscaped and provide opportunities for sitting and relaxation and for the incorporation of sustainable drainage systems if required.
- + Plaza and outdoor terrace spaces within the southern commercial precinct to contribute to an attractive and pedestrian friendly environment that takes advantage of the open aspect over the wetlands to the north. These spaces can be used for outdoor dining and gathering and can also host events, stalls and displays.

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+ FIGURE 18 - Open Space Network



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## 4.6 Built Form and Density

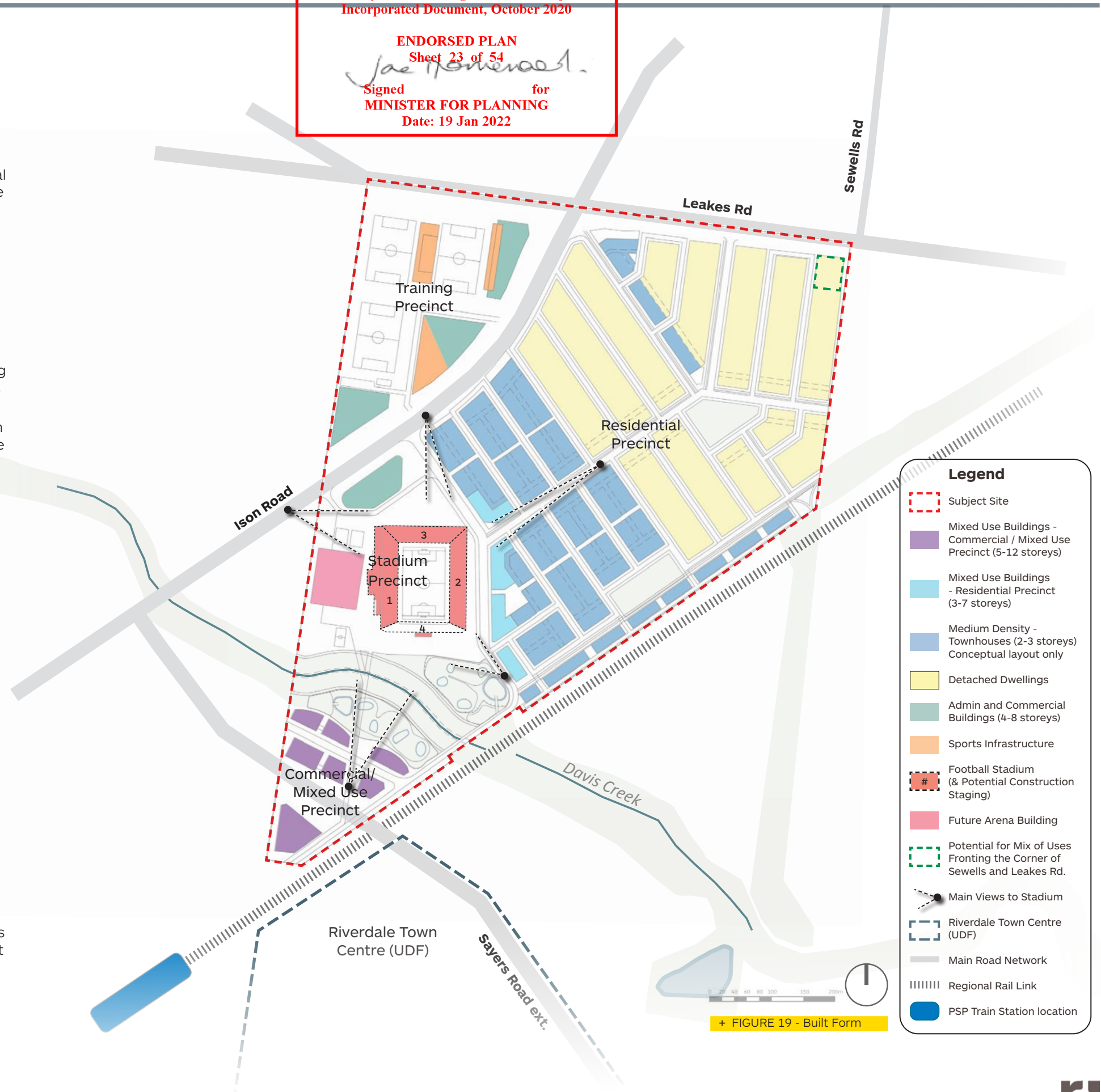
The overall built form outcome will comprise of a number of distinct elements, namely:

- + A stand-alone purpose-built stadium of 15,000 seats in a rectangular format, which will act as the principal built form feature of the masterplan area. The Stadium will be designed to be open at its southern end initially, with the potential for a southern stand to be added at a later stage. Externally the Stadium will have a height to roof level of approximately 20m. A site for an associated indoor arena has been identified to the east of the stadium with a multi-level transit hub and car park structure to be located to the north fronting Ison Road with a height of up to 8 storeys. These surrounding buildings should be designed to complement the stadium design and form part of a legible sports and events precinct. The construction of the stands associated with the stadium may be staged.
- + A campus of buildings in the sport and training precinct arranged around a series of outdoor sports pitches and a 5,000 person capacity secondary stadium (approximately 15m high). A series of building opportunities have been identified along the Ison Road for commercial uses that complement the sports and training purposes of this precinct, with potential heights of up to 8 storeys that can act as gateway built form that marks the approach to the stadium.
- + A southern commercial/mixed use precinct comprising a series of buildings which will potentially include a multi-storey hotel building, offices and apartments above ground floor retail and entertainment uses, as well as a multi-level car park. Buildings in this precinct may reach a height of 6-12 storeys, which will provide density and built form definition in proximity to the railway station and the future Riverdale Town Centre.
- + A residential precinct which provides for a mix of accommodation including conventional dwelling lots, two and three storey townhouses, and higher density development of 3-7 storeys at the western end close to the stadium. The precinct will deliver an overall density of between 25-38 dwellings per hectare, depending on the delivery of the proposed rail station. This significantly exceeds the densities typically delivered through growth area PSPs (15-20 dwellings per hectare) and will contribute to the delivery of a vibrant and diverse community. The achievement of the upper end of this density range will depend on the maturity and development of the commercial precinct to the south and the delivery and timing of infrastructure and services, including the proposed railway station, which will support the viability of higher density development within the proposed development timeframe. The residential layout has therefore been designed to provide some flexibility in the final mix. This includes potential for conversion to lower density products if the station is not delivered, as well as the potential for additional apartments if sufficient feasible market demand exists. Delivery of the rail station would also support the delivery of apartments in the southern commercial/mixed use precinct.

The overall concept envisages the stadium as the landmark form for the area and the residential precinct increasing in density/built form scale towards the west and south, with higher density built form along the Ison Road frontage of the sport and training precinct and in the southern commercial area close to the rail station and future Town Centre.

The future detailed design of buildings across the precincts will address ESD matters including the efficient use of energy and water, the quality of the indoor environment and sustainable waste management. ESD measures will be incorporated into future detailed design consistent with Council's ESD policies.

Further detail on built form typologies and design guidelines are set out in Section 5 of this document.





# 4. Concept Masterplan

## 4.7 Landscape Concept

A landscape concept for the site has been prepared by Hamilton Landscape Architects and accompanies this document.

The landscape vision seeks to unite the diverse range of uses across the site establishing a cohesive public realm. The proposed landscape treatments throughout the site aims to achieve a balance between built form and nature-landscaped elements.

Landscaping will facilitate transitioning and blending between the proposed spaces and uses and define, characterise, and express the identity of the different areas across the site. Landscape treatments will include paving and garden bed patterns, theme trees, urban fixtures, such as furniture, lighting, traffic control devices (bollards, raised pavements), arbours, shelters, signage and interpretative visual markers.

The main focal point, the Stadium sits alongside a proposed large wetland along the Davis Creek which dissects the south portion of the site, separating the Commercial/Mixed Use Precinct. The dynamic wetland system and the rehabilitated Davis Creek with the layered native planting and ecological benefits becomes a striking visual focal point between the Stadium and the Commercial/Mixed Use Precinct on the journey from the future rail station. The water systems with their natural rhythms and patterns of movement are expressed in the native trees, and garden bed planting around the Stadium, reinforcing the landscape links and connections.

The planted garden beds around the perimeter of the Stadium will create a leafy, green edge, providing shade opportunities and cooling of the public spaces.

The combination of paving pattern, urban fixtures and signature native trees is the catalyst, connecting the residential zone. This connection is reinforced within the residential zone along the open space pedestrian link which runs east-west.

Avenue trees of a single species for each street throughout the residential precinct will define and characterise this part of the site. The streetscape planting will provide seasonal change with a variety of forms, colours, foliage, and floral diversity. The parks and open spaces within this zone will blend with the streetscape theme, with planting framing the perimeter of these spaces. Paths will be linked to the residential path network with playgrounds and open lawn areas developed allowing for a range of outdoor activities.

Ison Road running through the site will be developed with large native signature trees creating a boulevard streetscape with a well-defined green edge separating the Residential and Training precincts. The native theme trees reinforcing the connection to the Stadium and Davis Creek landscape character. The Training Precinct will largely be developed with a mix of native trees and shrubs providing a green edge to the north and west perimeter.



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+ FIGURE 20 - Landscape Concept Plan

**Note:**  
The planting choices within and adjacent to the drainage reserves and Davis Creek waterway corridor will be subject to further consultation between Council and Melbourne Water, and should include local and indigenous species.



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## 4.8 Biodiversity

A summary of the biodiversity statement prepared by Nature Advisory is outlined below having regard to condition 1 (vi) of the incorporated document.

### Native Vegetation

A field assessment was undertaken by Nature Advisory in June 2019 to determine the extent and condition of native vegetation and fauna habitat present within the study area (Nature Advisory, July 2019, Report 19039(2.0)).

The vast majority of the study area has been subject to decades of native vegetation removal and agricultural practices such as ploughing and cropping. Vegetation in the study area consisted of a mixture of planted trees and shrubs, introduced grassland vegetation, native grassland/grassy wetland vegetation and scattered indigenous shrubs. Patches of Plains Grassland vegetation were recorded mostly within a band of uncleared vegetation associated with the Davis Creek and within the Leakes Road and Sewells Road reserves. No scattered trees were present. Fauna habitat within the study area comprised native grassland, dry stone walls, crop land and degraded pasture, native treed vegetation and aquatic habitat of the Davis Creek.

### Listed matters

VBA records (DELWP 2019c) and the EPBC Protected Matters Search Tool (DEE 2019a) indicated that within the search region there were records of, or there occurred potential suitable habitat for, 12 flora species listed under the Commonwealth EPBC Act and 16 listed under the state FFG Act, including 10 listed under both Acts. One flora species listed under the EPBC Act was recorded during the field survey, the Spiny Rice-flower and two species listed under the FFG Act have the potential to occur due to suitable habitat within the study area, Small Scurf-pea and Tough Scurfpea.

A Protected Flora Permit would be required from DELWP to remove these listed threatened flora species if present from public land.

The following community listed as critically endangered under the EPBC Act was recorded during the current assessment:

+ Natural Temperate Grassland of the Victorian Volcanic Plain (NTGVVP)

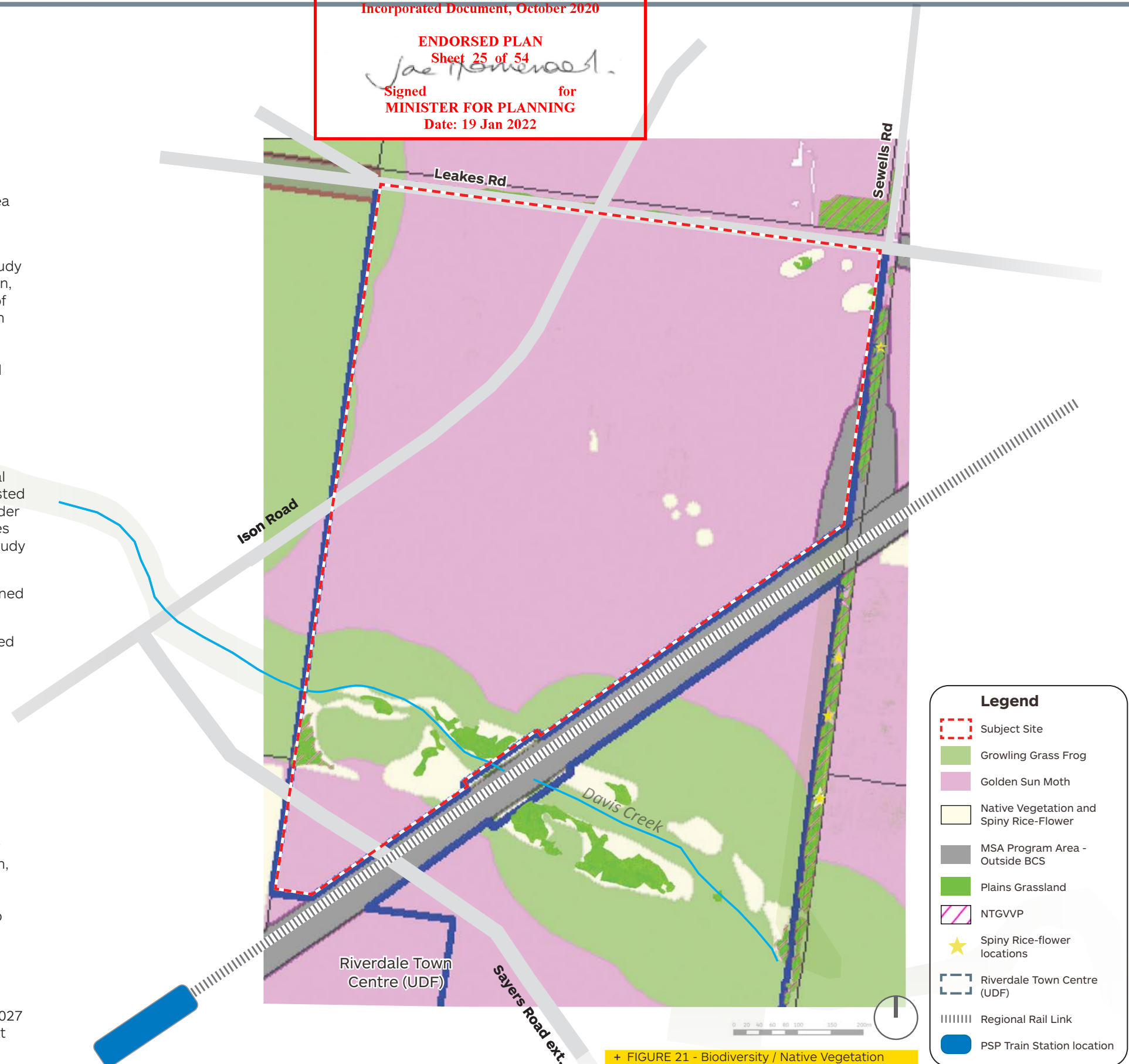
No fauna species listed under the EPBC Act or FFG Act were recorded during the site assessment, but the EPBC Act listed Striped Legless Lizard and Golden Sun Moth have potential to occur within grassland vegetation along Sewells Road and Davis Creek.

### Melbourne Strategic Assessment (MSA) implications and obligations

As the study area lies within the Melbourne Strategic Assessment (MSA) area, no further approvals are required under the EPBC Act for urban development proposals. In addition, as the study area is subject to the Biodiversity Conservation Strategy (BCS), no permit under Clause 52.16 or Clause 52.17 is required for the removal of native vegetation from within the study area. However, an environmental mitigation levy is payable to DELWP to compensate for the loss of native vegetation and threatened species habitat.

Native vegetation and threatened species habitat mapping for the locality have been undertaken as part of the Melbourne Strategic Assessment. A total of 5.428 hectares of native vegetation is mapped as occurring within the study area. Threatened species habitat mapping indicates that a total of 5.428 hectares of Spiny Rice-flower habitat, 27.027 hectares of Growling Grass Frog habitat and 73.736 hectares of Golden Sun Moth habitat are present within the study area.

The obligation details for the property of 1160 Sayers Road are contained in detailed advice provided by Nature Advisory.



+ FIGURE 21 - Biodiversity / Native Vegetation



# 4. Concept Masterplan

## 4.9 Indicative Staging Plan

The proposed Staging Plan is indicative and outlines the intended staged approach to developing the site and identifies the main stages and sub-stages.

The indicative staging plan includes the delivery of key roads needed to access stages and the delivery of the northern and southern sections of the wetlands.

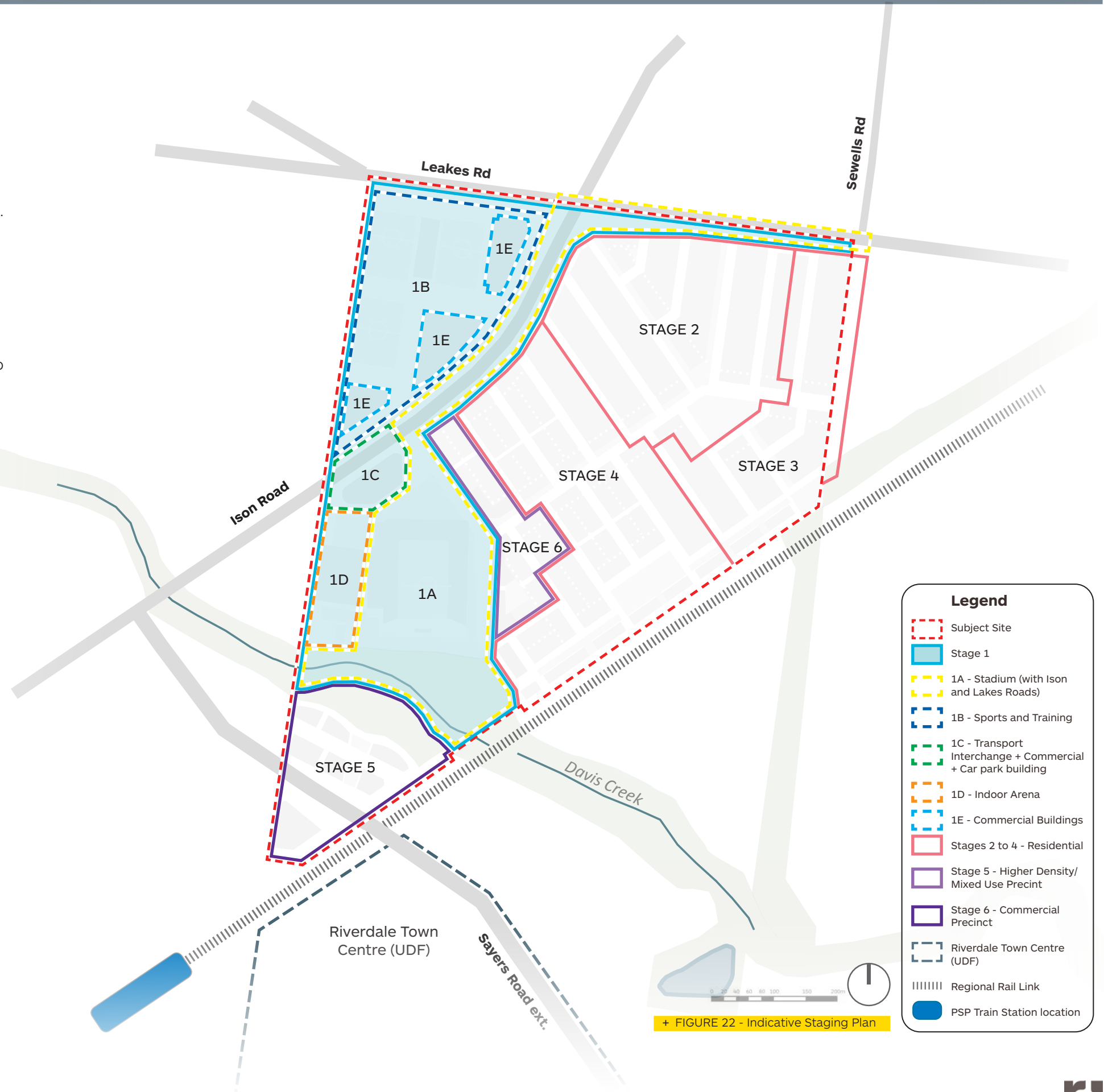
The development will commence with the delivery of the stadium, northern wetlands and the Leakes Road and Ison Road connections to access the stadium. The sport and training precinct, transit hub and future arena also form part of stage one.

The subsequent stages will involve the progressive build-out of the residential precinct, commencing in the north-east where access will be available from Leakes Road in the shorter term.

Later stages will not necessarily be delivered sequentially, with timing to be determined based on the delivery of supporting infrastructure and in response to market demand.

For example, parts of Stage 5 (commercial/mixed use) may be delivered before Stage 6 (residential), as higher density mixed use development close to the rail station and Riverdale Town Centre will contribute to placemaking that supports higher density development to the east of the stadium.

The pedestrian bridge over Davis Creek linking the Stadium to the land to the south must be constructed prior to the commencement of works of Stage 5 unless otherwise agreed to in writing by the Minister for Planning. Factors to be considered in the timing of the delivery of the bridge include the extent of development of the Riverdale Town Centre and the Sayers Road railway station. The funding source for the bridge is to be confirmed but must be met by the landowner of Stage 5 unless otherwise agreed in writing by the Minister for Planning.



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## 4.10 Indicative Subdivision Plan

Figure 23 shows the indicative super lot subdivision of the site.

The second stage subdivision of individual building or dwelling lots will take place as detailed development plans are prepared for precincts or stages.

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+ FIGURE 23 - Indicative Subdivision Plan



# 4. Concept Masterplan

## 4.11 Future Planning of Surrounding Land

The masterplan has had regard to the future planning of surrounding land and the potential integration of the precinct with surrounding development. It is noted that:

- + Council has commenced the background reports for the Oakbank PSP and for the MTC, and has held preliminary discussions with the VPA.
- + Wyndham City Council will be preparing the Urban Design Framework (UDF) for the Riverdale Town Centre in 2021.
- + Wyndham City Council are also investigating with relevant stakeholders the potential relocation of Sayers Road and the proposed railway station to improve access to the stadium precinct.

Given the site's location and interfaces, the proposed development has the potential to act as a catalyst to the future development of surrounding land. This Concept Masterplan establishes a framework to which future work on the Oakbank PSP and the Riverdale Town Centre UDF can respond.

In the meantime, the layout has sought to treat the long interface to the west so that it can be landscaped, and bushfire threats can be managed until such time as the neighbouring land is developed. The layout also allows for potential for road and active travel connections to be made with neighbouring land parcels.

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+ FIGURE 24 - Surrounding PSPs

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# 5. Precinct Guidelines

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# 5. Precinct Guidelines

## 5.1 Precincts and Sub Precincts Plan

The overall site is divided in four precincts which are differentiated by their character and role. These precincts are:

1. Stadium Precinct
2. Sport and Training Precinct
3. Residential Precinct
4. Commercial/Mixed Use Precinct

The Residential Precinct is further divided into four distinct sub-precincts that have particular characteristics, design influences and requirements that need to be addressed. They are:

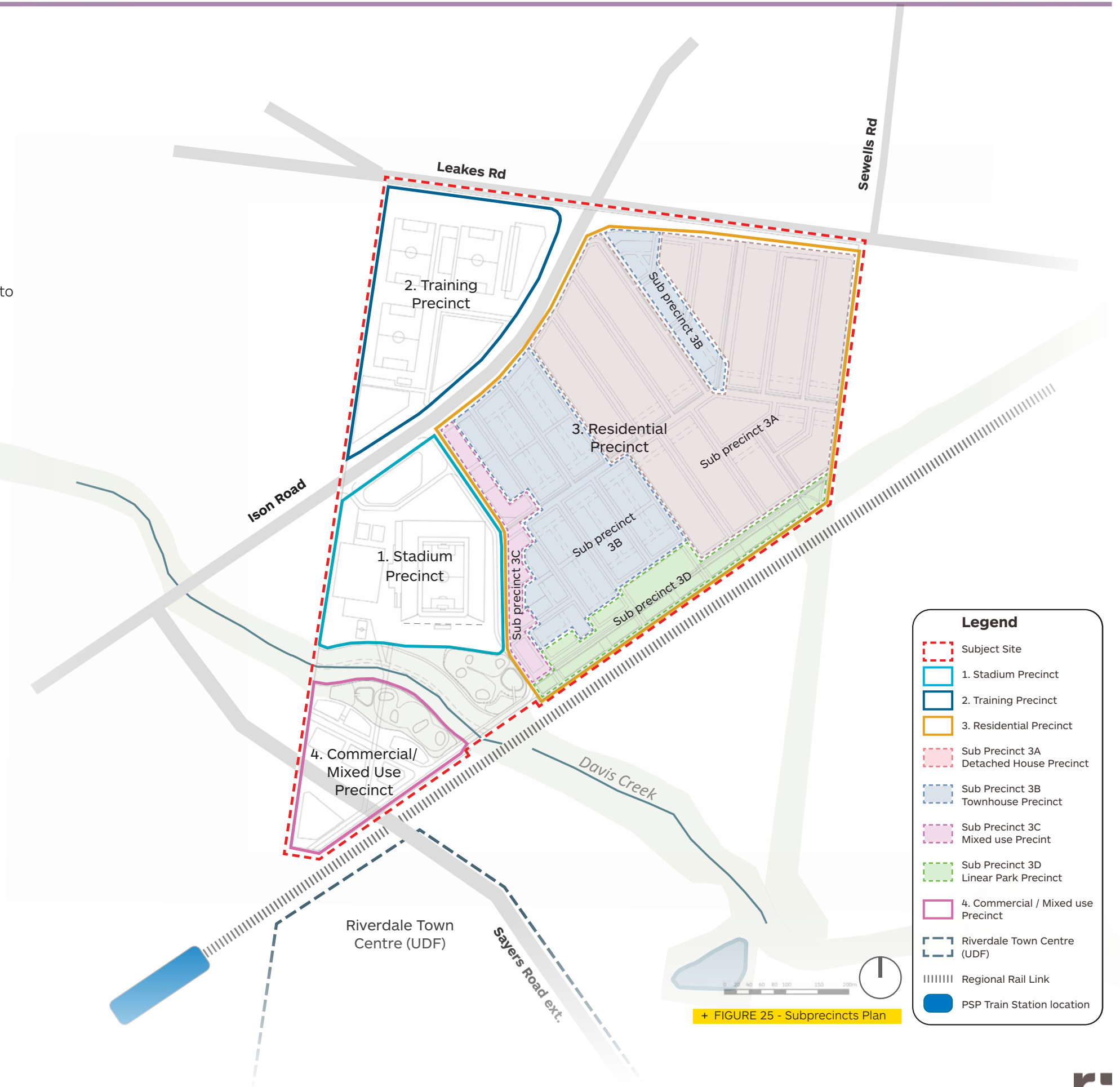
- + Sub Precinct 3A - Detached Dwellings
- + Sub Precinct 3B - Medium Density Townhouses
- + Sub Precinct 3C - Higher Density / Mixed Use
- + Sub Precinct 3D - Rail Interface Townhouses

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+ FIGURE 25 - Subprecincts Plan

## 5. Precinct Guidelines

### 5.2 Precinct 1 - Stadium Precinct

#### Description

The stadium precinct encompasses the football stadium itself as well as surrounding forecourt, plazas, and car parking. The site for a future indoor arena is located to the west of the stadium. The multi-level transit hub and car park building is located to the north of the stadium, separated by a loop road for drop-off and pick-ups.

The stadium will provide seating for approximately 15,000 spectators and will form the centrepiece of the precinct. It will be visually prominent from all directions and is intended to be the key attractor to the area.

Based on concept designs, the stadium building will be rectangular in configuration, with angled corners to the seating bowl. The roof structure will extend out beyond seating bowl on the exterior elevations to provide some weather protection to the external concourse. The external presentation will include exposed steel beam and concrete, as well as illuminated external signage and branding. The height of the structure above the surrounding concourse will be approximately 20m.

Depending on funding, the stadium may be developed in stages, with grandstands developed along each side in turn as shown in Figure 26.

In its initial development stage, the stadium is intended to be open at its southern end, allowing for the provision of open viewing areas, gathering and hospitality spaces and a scoreboard that connects to the southern concourse and wetlands. A southern grandstand to complete the enclosed rectangular stadium may be provided but is not essential to the stadium vision.

Main spectator entrances and egress points will be provided to the north and south with administration and player facilities located within the west stand along with media and broadcast facilities.

The stadium will be constructed close to natural ground level at its northern end, with some fill required towards the southern end to mitigate the slope of approximately 1.5m across the stadium site.

The open spaces around the stadium will provide a mix of hard-landscaped areas for gathering and events and soft landscaped areas that provide an attractive setting to the stadium, as shown in the Landscape Concept Statement.

A site for a future indoor arena has been identified to the west of the stadium. No design work has been carried out at this stage for the arena, but it is envisaged that it will be capable of hosting indoor sports and events.

The transit hub and car park building to the north of the stadium is accessed via the drop-off/pick-up loop road. It will be a multi storey structure of up to 8 storeys, with interchange facilities at ground level and car parking above. There is also the potential for office space at the upper levels. This precinct also includes part of the Davis Creek wetlands, with that part of the wetlands on the northern side of the creek to be constructed as part of the stadium project. The bridge link across the wetlands will be constructed in response to the delivery and location of the rail station.

#### Land Uses/Activities

Land uses encouraged in this precinct include:

- + A sports stadium with associated activities (administration, hospitality, media etc.)
- + Bus, taxi, and ride-share drop-off/pick-up facilities
- + Stadium car parking
- + A multi-purpose indoor arena

#### Hours of Operation

Uses within the Stadium Precinct will generally operate between 7.00am and 11.00pm to allow stadium maintenance and support services, matches and events, functions and hospitality. Any proposals for events or activities to extend beyond 11.00pm will be detailed within Development Plans or permit applications for licensed premises, as required.

#### Noise

Condition 1i) of the Incorporated Document requires the preparation of an acoustic assessment to form part of the concept master plan.

An Acoustic Report has been prepared by Clarity Acoustics to demonstrate how the stadium precinct has had regard to the requirements of the Environment Protection Regulations 2021 and the relevant mitigation measures to future sensitive uses near the stadium precinct having regard to stadium noise including the playing of music. The acoustic report is annexed to and forms part of this concept masterplan.

#### Design Guidelines

Development in the Stadium Precinct should:

- + Achieve a high standard of architectural design and external presentation for the stadium that reflects its landmark status.
- + Ensure buildings and structures around the stadium complement the stadium design.
- + Provide attractive and engaging facades to the stadium exterior, maximising visual interest and engagement with surrounding streets and public spaces.
- + Provide opportunities for active frontages and passive surveillance of streets and public spaces where possible.
- + Clearly delineate and distinguish between pedestrian and vehicle spaces to avoid conflicts and provide an attractive and safe pedestrian environment.
- + Provide convenient, safe and legible pedestrian access to the stadium that considers predicted pedestrian flows and movement patterns.
- + Manage potential event noise emissions to avoid unreasonable effects on existing and future residents.
- + Minimise light spill from floodlighting to avoid unreasonable effects on existing and future residents.
- + Integrate landscaping into at grade car parking areas to respond to the overall landscape concept for the site.
- + Ensure above-ground car parking within the transit hub building is sleeved by active uses or effectively screened to provide a well resolved building presentation and limit visibility of car parking from public areas.

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# 5. Precinct Guidelines

## Open Space

The following key open spaces are proposed within the stadium precincts:

- + **1- Northern plaza** – located to the north of the stadium this space will include hard surfaced spaces for spectators to gather before and after events as well as space for pop-up events, stalls, and promotional stands. This area will be closely connected to the car park building to the north. It will be also visually and functionally connected to the main residential Boulevard located directly to the east. This plaza will have an area of approximately 8,500 sqm.
- + **2- Southern plaza** – to the south and south-west of the stadium this space forms the arrival space on the approach to the stadium from the future railway station to the south. The forecourt adjoins the proposed wetlands and provides further opportunities for event-day activities such as food and drink stalls, displays and the like. A pedestrian bridge crossing the wetland area will connect the forecourt to the Commercial/Mixed Use Precinct located to the south.

## Shadow Impacts

Shadow analysis of the concept plans for the stadium, considering stage 2 - Southern Grandstand, shows that the stadium will not cast shadow on the wetlands between 9am and 3pm on 22 September. Shadowing of other public areas around the stadium will depend on the height and massing of surrounding buildings but is anticipated to accommodate a balance of sunlight and shade across the day, given the separation distances.

Development in this precinct should avoid casting shadow on the wetlands between 9am and 3pm on 22 September.

Shadow analysis based on the concept design is provided at page 50 of this document.



Reference Image - Example of stadium open at one end to provide event and gathering space.



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- 1 Public / Civic Open Space North (7,500 m2 approx.)
- 2 Public / Civic Open Space South (6,500 m2 approx.)
- Blue double arrow Connection to Boulevard
- Green double arrow Pedestrian bridge
- Red double arrow Connection between the public space (1) and the commercial / car park building
- Yellow dashed line Stadium's secure line
- Red dashed box Opportunity for Food Trucks/ Sporadic Merch./Cafes/Bars
- Black dashed box Potential Stadium Construction Stages
- Blue dashed box Future Southern Grandstand (Stage 4)
- Purple dashed arrow Opportunity for an access road 'on level' with stadium access plaza (1)
- Grey hatched box Stadium's roof (projection)
- Purple arrow Main Pedestrian access/gates
- Bus icon Bus drop off area



+ FIGURE 26 - Precinct 1 Plan



## 5. Precinct Guidelines

### 5.3 Precinct 2 - Sport and Training Precinct

#### Description

The sport and training precinct is located to the north of the stadium with frontage to Ison Road (South-East) and Leakes Road (North).

It will provide a range of sports and training facilities for elite and community sport, including a 5,000 person capacity secondary soccer stadium, training pitches and changing facilities. The training grounds and second stadium will be owned by Wyndham Council but will be managed by WMG on a long term lease.

The precinct also includes complementary commercial opportunities along the Ison Road frontage, where buildings may accommodate sport-related activities/ uses including sports administration (i.e. offices), health and medical uses, indoor sports activities, educational centre and car parking. The scale and design of these buildings is planned to include structures of 4 to 8 storeys in height. The opportunity to attract an educational institution such as a TAFE or university to occupy part of the precinct is also being explored.

#### Land Uses/Activities

The following uses will be encouraged in this precinct:

- + Sporting pitches and associated changing and spectator facilities, including a 5,000 person capacity football stadium
- + Sports administration (offices)
- + Indoor recreation and sport (e.g. futsal courts)
- + Sports medicine and allied health
- + Education centre
- + Food and drink premises
- + Retail uses related to the sports precinct

#### Hours of Operation

Uses within the Training Precinct will generally operate between 7.00am and 11.00pm to allow for pitch and facility maintenance, games, training and functions. Any proposals for events or activities to extend beyond 11.00pm will be detailed within Development Plans or permit applications for licensed premises, as required.

#### Noise

Condition 1i) of the Incorporated Document requires the preparation of an acoustic assessment to form part of the concept master plan.

An Acoustic Report has been prepared by Clarity Acoustics to demonstrate how the training precinct has had regard to the requirements of the Environment Protection Regulations 2021. The acoustic report is annexed to and forms part of this concept masterplan.

#### Design Guidelines

Development in the Sport and Training Precinct should:

- + Provide an attractive gateway to the stadium precinct that addresses its main road frontages.
- + Incorporate landscape planting to integrate the training precinct into the wider landscape concept for the site.
- + Provide convenient, safe, and legible pedestrian access to the stadium that considers predicted pedestrian flows and movement patterns.
- + Ensure any fencing around the precinct balances the need for security with the need for visual permeability and passive surveillance.
- + Provide commercial and/or administration buildings of up to 8 storeys along the Ison Road frontage.
- + Ensure buildings on street frontages are designed to address the street and provide active frontages to streets where possible.
- + Utilise opportunities for passive surveillance of streets and public areas.
- + Provide landscaping in and around any interim at-grade car parking areas to respond to the overall landscape concept for the site.
- + Ensure above-ground car parking within buildings is sleeved by active uses or screened to limit visibility from public areas and provide visual interest.
- + Provide primary vehicle access from Ison Road and limit the number of vehicle access points to the road network.
- + Provide safe and convenient pedestrian access between the Precinct and the balance of the site to the south.
- + Manage potential noise emissions to avoid unreasonable effects on existing and future residents.
- + Minimise light spill from floodlighting to avoid unreasonable effects on existing and future residents.





# 5. Precinct Guidelines

## Open Space

The training precinct does not contain any public parks or plaza spaces. Access to the facility by the community will be through hire agreements, events and spectating, akin to similar gated facilities in Wyndham.

## Shadow Impacts

Based on the concept layout and built form, buildings in the Sport and Training Precinct will not cause significant shadow impacts on any key public spaces within the development.

Development in this precinct should avoid excessive shadowing of publicly accessible open spaces in neighbouring precincts between 9am and 3pm on 22 September.

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- Primarily Vehicle Access
- Potential Vehicle Access
- Potential Service Vehicle Access
- Main Pedestrian Access Area
- Pedestrian / Visual Permeability
- Pedestrian Connection

0 10 20 40 60 100m

+ FIGURE 27 - Precinct 2 Plan



## 5. Precinct Guidelines

### 5.4 Precinct 3 - Residential Precinct

The Residential Precinct will provide for a diversity of dwelling types to serve a range of housing needs. It provides for conventional dwelling lots, two and three storey townhouse development and dwellings within mixed use buildings of between 3-7 storeys at the western end close to the stadium.

In terms of density, the layout of the residential precinct has been designed to enable the mix of products to be varied in response to feasible market demand and depending on the delivery of infrastructure and services, including the planned rail station. Areas suitable for conversion to alternative housing products are shown at Figure 28.

For the purposes of these design guidelines, the Residential Precinct has been divided into a series of sub-precincts affected by different design influences and character aspirations.

The concept envisages that the boundaries of the sub-precincts may be varied and that a greater mixing of dwelling typologies can occur if required. This could include the mixing of small lots or medium density housing in suitable locations within the area identified as predominantly conventional housing (sub-precinct 3A). The concept also envisages potential for some medium density product to be located proximate to the local park in Precinct 3A.

#### Land Uses

Generally, the residential precinct is intended to accommodate dwelling land use. However, other uses that support a residential community can also be considered including:

- + Child care
- + Aged care
- + Retirement village
- + Home based business
- + Community care accommodation
- + Medical centre
- + Place of Worship

The exposure of the corner of Leakes Road and Sewells Road lends itself to a potential mix of uses/mixed use development at this intersection.

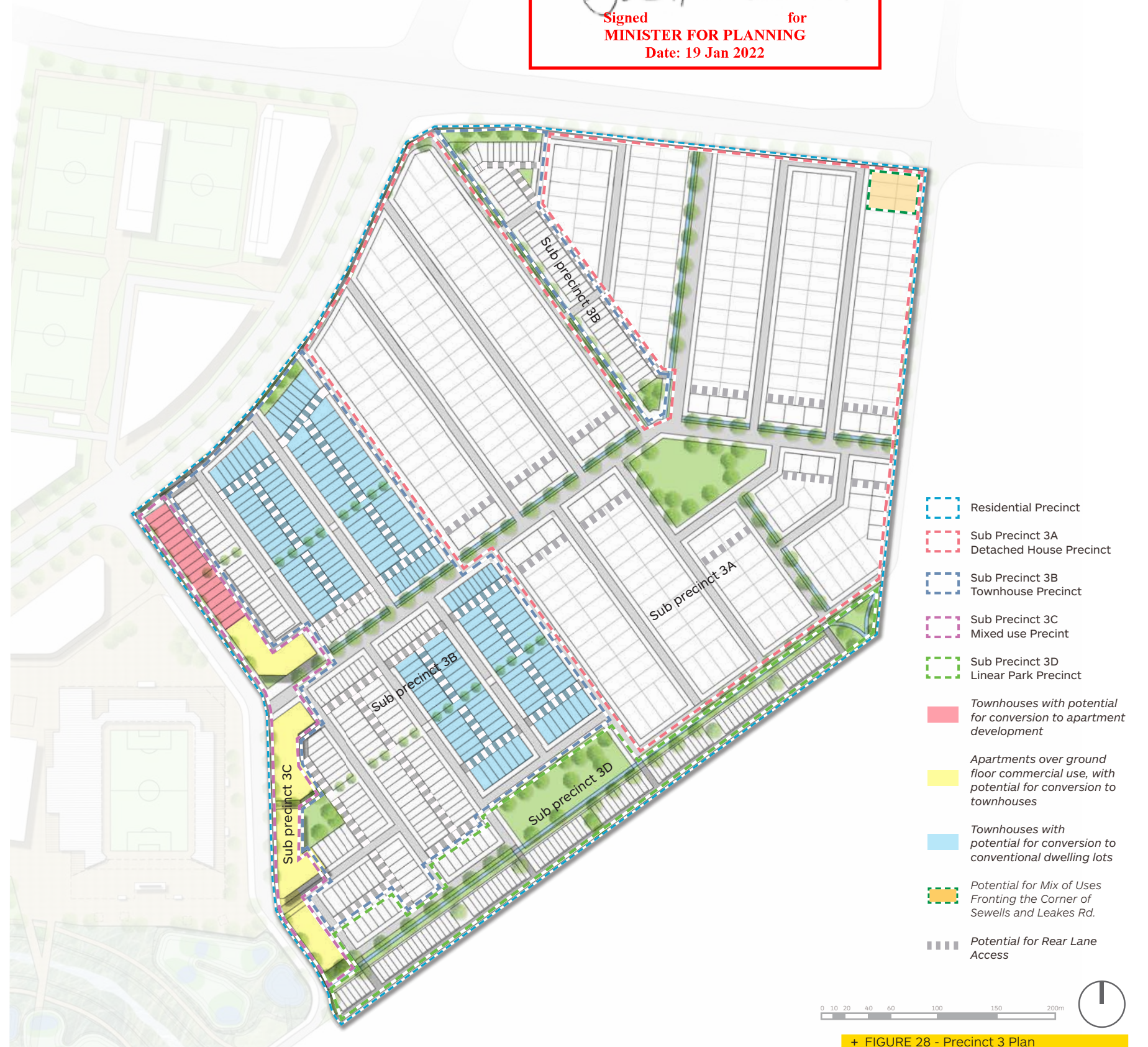
Any proposed non-residential uses in the residential precinct should be assessed against any relevant Wyndham Planning Scheme provisions that seek to provide guidance on the suitability of non-residential uses establishing in residential areas.

A broader range of uses can be considered within the higher density / mixed use sub-precinct closer to the stadium. In this location, active ground floor uses are encouraged including small shops, convenience retail or a neighbourhood scale supermarket; food and drink premises, take-away food premises, restaurants, and offices. This precinct is mixed use in nature with active ground floor uses and residential dwellings above.

#### Hours of Operation

Non-residential uses within the residential precinct will generally operate within daytime and early evening hours, in line with Wyndham's policies for non-residential uses in residential areas.

Any proposals for later evening opening of food and drink premises within sub-precinct 3C will be detailed in within Development Plans or permit applications for licensed premises, as required.



+ FIGURE 28 - Precinct 3 Plan



# 5. Precinct Guidelines

## 5.4.1 Sub Precinct 3A – Detached Dwellings

### Description

This sub precinct is primarily located in the north-eastern part of the residential precinct and extends either side of the central boulevard.

It will comprise mainly of conventional residential lots oriented to the street network, with nominal frontage widths of 12.5m, depths of approximately 25m and lot areas ranging generally between 300-350sqm. Final lot dimensions will form the basis of detailed plans for approval and some variation will occur, including where irregular shaped lots occupy corner locations. There will also be the opportunity to incorporate medium density products as part of the mix in suitable locations.

The nominal lot dimensions are capable of accommodating building envelopes that meet Standard C8 within Clause 56 and otherwise are capable of meeting Clause 54 siting requirements.

Detailed Approval of plans for individual lots will be required pursuant to Condition 19 of the Incorporated document which states that:

*“Prior to construction of a single dwelling on a lot, two or more dwellings on a lot, or an apartment building, plans must be submitted to and approved in writing by the Responsible Authority. The plans must be in accordance with the relevant provisions of Clauses 54, 55 and 58, to the satisfaction of the Responsible Authority.”*

### Design Guidelines

Development in Sub Precinct 3A will:

- + Deliver a range of contemporary single and double storey dwelling designs that contribute to the achievement of varied and visually interesting streetscapes.
- + Be designed to engage with adjoining streets and open spaces.
- + Respond to street corner locations by providing visual engagement to both streets including windows and façade detailing and avoid the presentation of blank frontages to side streets.
- + Minimize the presentation of high side and rear fences to streets and public spaces.
- + Provide front setbacks capable of accommodating soft landscaping.
- + Use low or open front fencing to maintain the openness of residential streetscapes.
- + Minimise the prominence of driveways, garages, and parking areas within the streetscape.
- + Provide clear visual connections and pedestrian access to the proposed Local Park within the sub precinct and linkages to adjoining sub-precincts and sites.
- + Prioritise access from side streets for corner lots that front the boulevard.

### Open Space

Open space is provided within Sub Precinct 3A in the form of a 0.5ha (minimum) Local Park located centrally within the sub precinct at the confluence of the connector street network and pedestrian links.

This park will meet the requirements of a ‘Passive Recreational - Local Park’ under the Wyndham Open Space Strategy. It will be suitable for local recreation/minor social activities, include play space, seating, shelter, and pathways. It is crossed by the north-south green link and a bike path. The landscape concept master plan provides further details of its intended design.

### Shadow Impacts

Due to the 1-2 storey scale of buildings in this sub precinct, there will be no overshadowing of the proposed Local Park between 9am and 3pm on 22 September. This is demonstrated in the shadow diagrams at page 51 of this document.

Development in this sub-precinct should avoid casting shadow onto the proposed Local Park between 9am and 3pm on 22 September.

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# 5. Precinct Guidelines

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## 5.4.2 Sub Precinct 3B - Medium Density Townhouses

### Description

Sub Precinct 3B is generally located in the south western part of the residential precinct, but also includes potential townhouse lots that extend to the north of the Local Park through Sub Precinct A.

This sub precinct is intended to accommodate medium density housing in the form of terraced rows of two or three storey townhouses. Single-storey dwellings are discouraged in this sub precinct.

This sub precinct has been designed so that vehicle access can be provided through rear laneways, leaving street frontages free of crossovers, reducing traffic volumes in the frontage streets, and allowing for on street visitor parking. Laneways within this sub-precinct are intended to be private roads managed by the Body Corporate. The concept layout envisages a permeable network of pedestrian connections through the sub-precinct that provide breaks between terraces and convenient pedestrian linkages to surrounding streets and open spaces.

A range of typologies can be accommodated within the concept layout, depending on orientation, relationships to open space and the like. The nominal townhouse lot dimensions are capable of accommodating townhouse dwellings that accord with the key siting and setback requirements of Clause 55.

The Townhouse blocks are designed to allow conversion to standard dwelling lots if necessary, particularly those to the immediate west of Sub Precinct 3A.

### Design Guidelines

Development in Sub Precinct 3B will:

- + Provide a variety of contemporary two and three storey townhouse dwellings that contribute to interesting and varied residential neighbourhood.
- + Provide variety in architectural detailing and features to provide visual interest and richness to streetscapes.
- + Use enduring and robust materials and finishes.
- + Step terraced forms with the topography where land slopes to respond to the site levels and character.
- + Provide space within frontage streets for the planting of street trees.
- + Provide front setbacks capable of accommodating soft landscaping.
- + Provide clearly identifiable pedestrian entries and habitable room windows oriented to frontage streets.
- + On corner sites encourage passive surveillance and visual interest to both front and side streets.
- + Minimise the presentation of high side and rear fences to streets and public spaces.
- + Use partly permeable fencing to balance the need for privacy with passive surveillance and street engagement where private open space is located within the front setback.
- + Design rear laneways to provide sufficient space to accommodate some landscape planting.
- + Clearly delineate between publicly accessible and private areas.
- + Ensure a degree of passive surveillance is provided to rear laneways.

- + Consider a mix of side-by-side and tandem garages to provide some variety to laneway edges, accommodate landscaping and provide some relief between garage doors.
- + Provide for comprehensive landscaping proposals that provide a cohesive landscape theme throughout the sub precinct.
- + Provide for safe and efficient traffic management within the sub-precinct.
- + Provide for the safe and efficient collection of waste.
- + Meet the objectives of Clause 55 or Clause 58 as relevant.

Typical townhouse typologies that can be accommodated within the concept layout are illustrated on page 38.

### Shadow Impacts

Analysis of the concept design and building massing shows that the proposed pocket parks will not be significantly affected by shadowing from the 2-3 storey building scale planned within this sub-precinct.

The effects of any shadows cast onto these spaces will depend on their detailed design and can be assessed at Development Plan stage. Development should minimise the shadow on the useable parts of the pocket spaces (e.g. seating areas) between 9am and 3pm on 22 September.



Reference Image Rear Laneways / Tandem garages and balconies



Reference Image Rear Laneways in Townhouses facing the main Boulevard

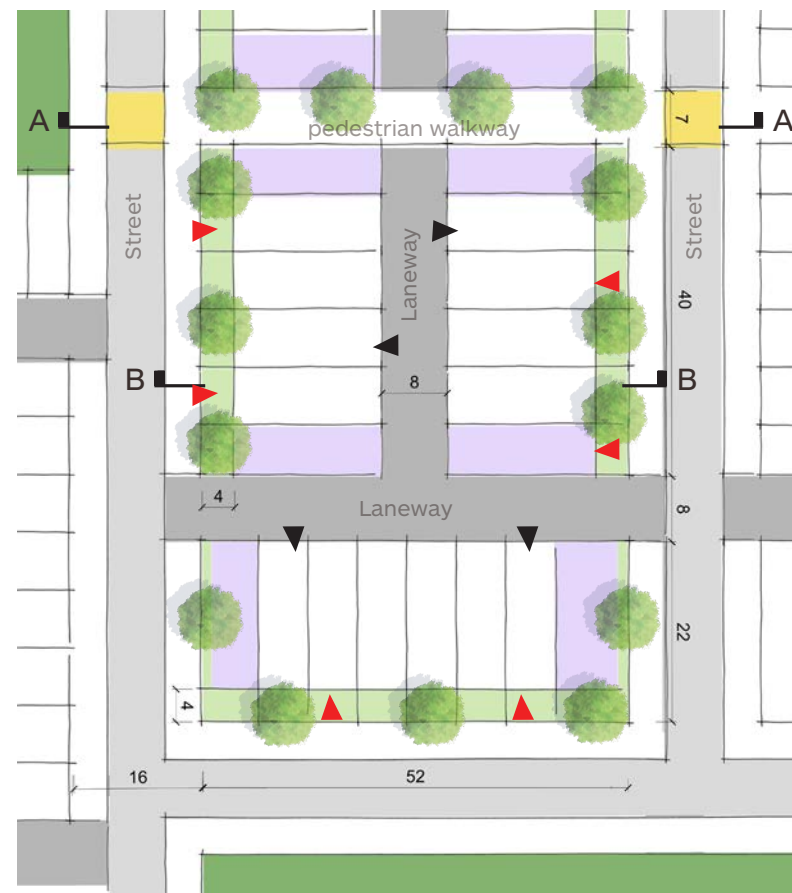
+ FIGURE 31 - Townhouses reference images



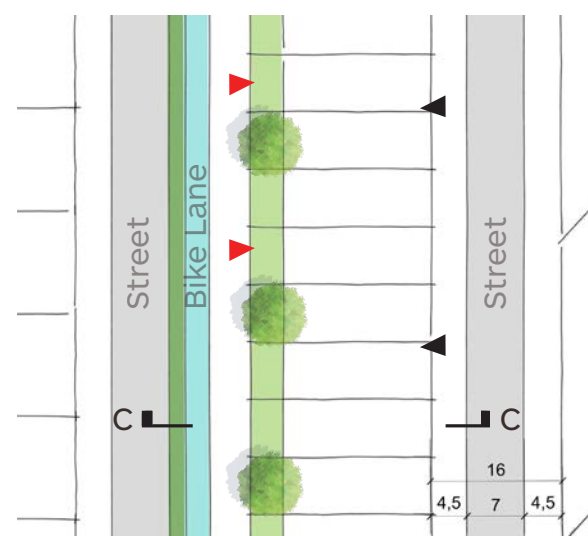


# 5. Precinct Guidelines

Typical Townhouse Block with rear access lanes



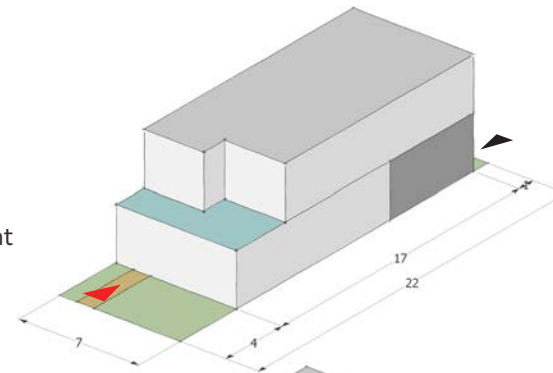
Typical Townhouse Block fronting canopy tree street



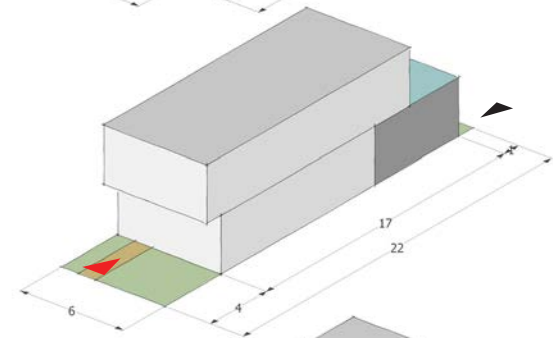
- main pedestrian access
- car access
- Corner Typology Dwelling
- Private Open Space
- Pedestrian Crossing (threshold treatment)

+ FIGURE 33 - Typical Townhouse blocks

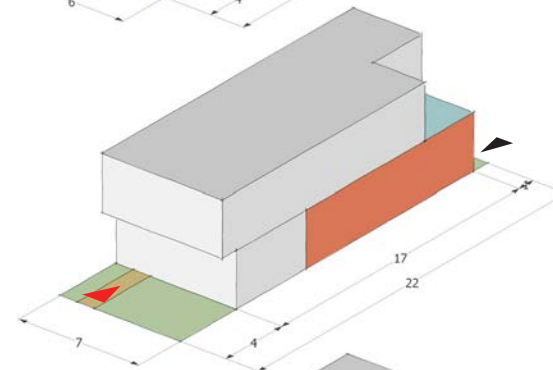
**Type A**  
7m x 22m Lot  
2 Storeys  
Double Garage  
Balcony to the front



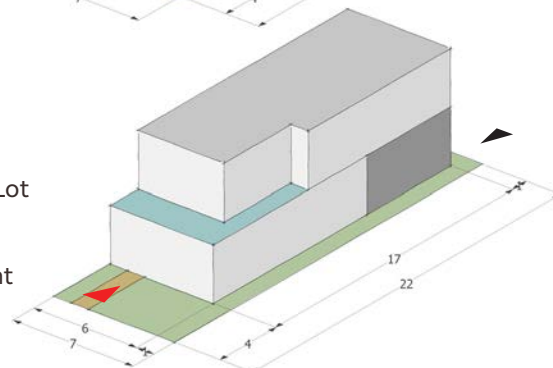
**Type B**  
2 Storeys  
6m X 22m Lot  
Double Garage  
Balcony to the rear laneway



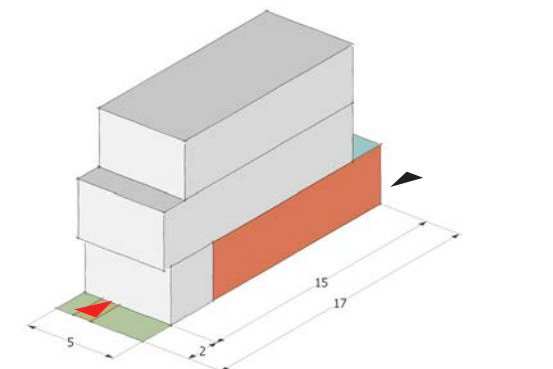
**Type C**  
7m X 22m Lot  
2 Storeys  
Tandem Garage  
Balcony to the rear laneway



**Type D**  
7m X 22m Corner Lot  
2 Storeys  
Double Garage  
Balcony to the front Side (1m) Setback



**Type E**  
5m X 17m Lot  
3 Storeys  
Tandem Garage  
Balcony to the rear laneway



- main pedestrian access
- car access
- Balconies preferred orientation
- Double garage
- Tandem garage

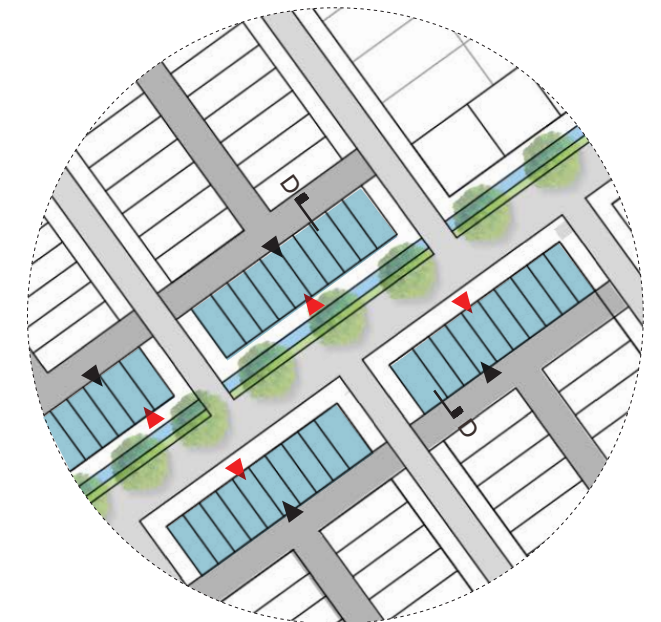
+ FIGURE 34 - Schematic Dwelling Typologies

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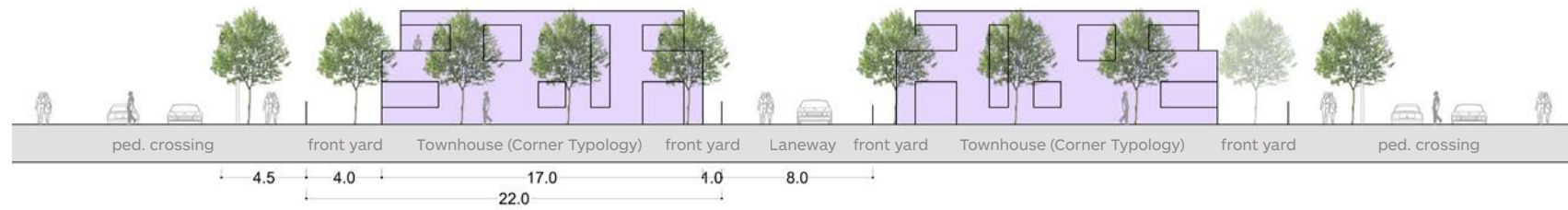
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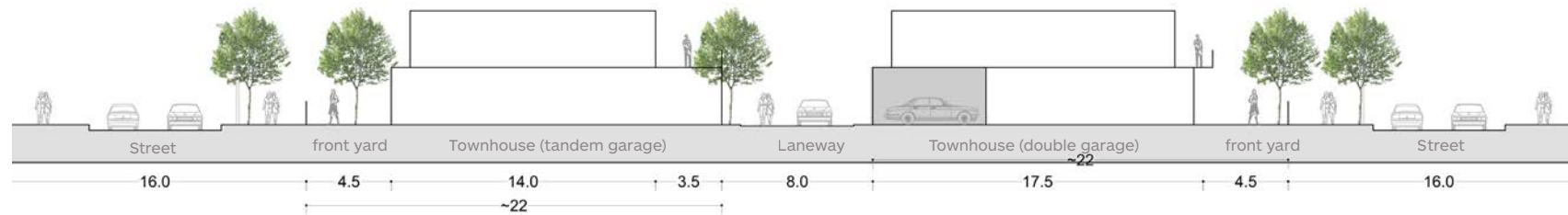
- main pedestrian access
- car access
- 3 Storey Townhouses fronting the main boulevard

+ FIGURE 35 - Access to Boulevard Dwellings

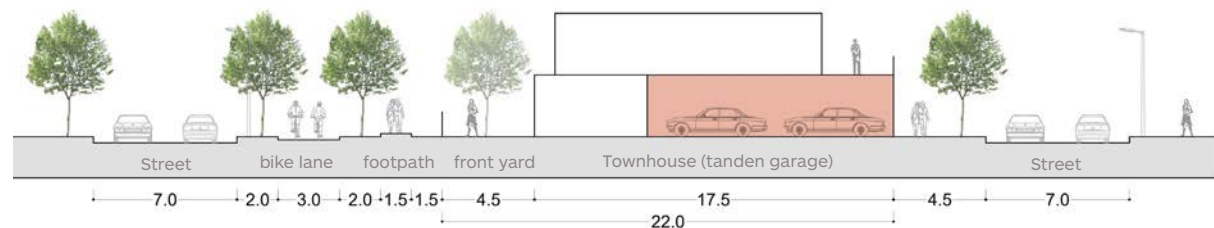
# 5. Precinct Guidelines



Section A - Pedestrian laneways - townhouses in corners



Section B - Townhouse alternation along laneways



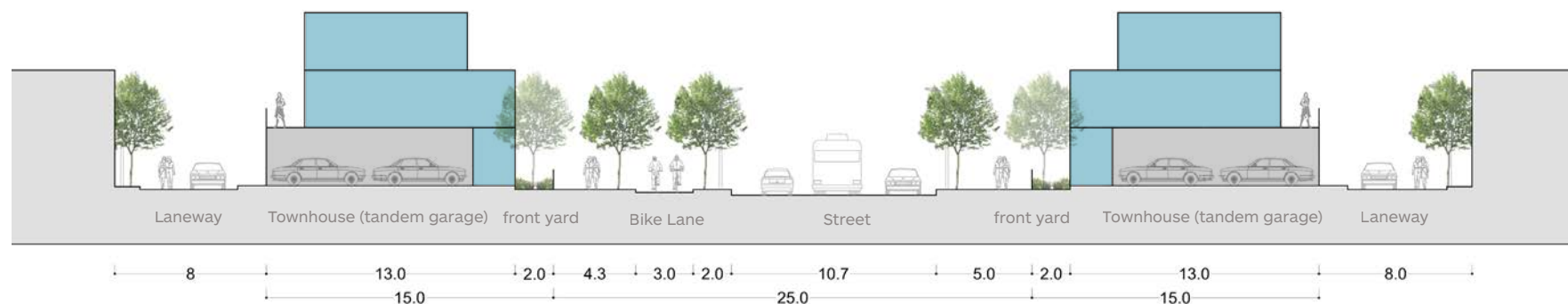
Section C - Townhouse fronting canopy tree street

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SECTION D - Townhouses fronting Boulevard

+ FIGURE 36 - Typical Townhouse blocks Sections

## Open Space

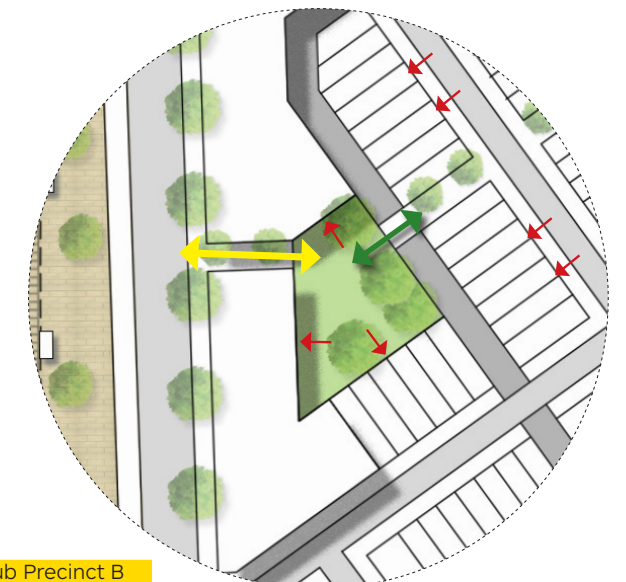
The sub precinct has access to public open space in the form of the Local Parks located nearby within Sub-Precinct 3A and Sub Precinct 3D. Opportunities also exist for a series of smaller open spaces to be owned and managed by the Owner's Corporation, as shown at Figure 32.

These locations can provide more intimate publicly accessible spaces, comprising:

- + **Pocket Space No. 1** (1,250 sqm approx.): This park can act as the interface between the townhouse precinct and the apartment buildings to the west. Passive surveillance will be provided from the adjoining townhouses which can include upper-level balconies oriented towards the space which is of sufficient size to accommodate canopy trees for shade and public seating. Townhouses to the south of this space, and apartments on ground level will have pedestrian access through the park.
- + **Landscaped Area No. 2** (1,000 sqm approx.): This is a corner space that can sit at the pedestrian access to the residential precinct from the corner of Leakes and Ison Road and forms part of the north-south green link that connects the residential precinct with land to the north. Its primary role will be in accommodating landscaping and pedestrian footpaths.
- + **Pocket Space No. 3** (115 sqm approx.): This space can act as a landscape feature to access the townhouse area on the corner of the residential precinct, providing a mixture of passive recreation and landscape amenity, as well as separating the laneways on this area.
- + **Pocket Space No. 4** (400 sqm approx.): This space is in the central node of the precinct and can be read as an 'extension' of the Local Park that sits across the boulevard to the south. Cycle connections frame this space on two sides and a main pedestrian crossing could be located here to connect to the Local Park to the south.
- + **Landscaped Area No. 5** (600 sqm approx.): This area is located in front of Ison Road, and its primary role will be in accommodating landscaping and access pathways to the townhouses facing the road.

### Open Space 1 POCKET PARK

- Pedestrian access to townhouses/apartments
- Connection to pedestrian laneways
- Visual/physical connection between pocket park 1 and Stadium Precinct



+ FIGURE 37 - Open Spaces Sub Precinct B



# 5. Precinct Guidelines

## 5.4.3 Sub Precinct 3C - Higher Density/Mixed use

### Description

Sub Precinct 3C is located along the western edge of the Residential Precinct, fronting the north-south stadium access road.

There is the opportunity within this sub precinct for the development of mixed-use buildings with ground level commercial space and dwellings above, to ultimately form an active local 'high street' for the masterplan area. This will include opportunities for small shops, convenience retail or a neighbourhood supermarket and food and drinks premises to serve the residential community as well as the visitors to the stadium precinct. Commercial uses in this location are intended be of a neighbourhood scale that does not compete with the planned Riverdale Town Centre.

The concept design envisages buildings that range from 3-7 storeys, providing built form definition and a response to the scale of the stadium itself. These could include apartment dwellings or innovative stacked townhouse typologies. Three storey townhouses are shown at the northern end of the sub-precinct, but these could be replaced by taller buildings if sufficient feasible market demand exists.

Blocks have been dimensioned to accommodate either apartments or townhouses based on feasible market demand.

### Design Guidelines

Development in Sub Precinct 3C will:

- + Provide for well-designed contemporary mixed use and residential buildings that range from 3-7 storeys in height and provide a positive impression on the approach to the stadium.
- + Encourage active frontages at ground level oriented towards the stadium access road opposite the stadium.
- + Orient upper-level habitable room windows and balconies to the main street frontages to maximise opportunities for passive surveillance.
- + Provide vehicle access from the east where possible to avoid pedestrian conflicts along the stadium access road.
- + Provide variety in architectural detailing and features to provide visual interest and richness to streetscapes.
- + Use robust materials and finishes.
- + Provide upper-level setbacks to the east where necessary to manage visual bulk and shadow effects on lower scale residential properties.
- + Provide car parking within basement levels or, if above ground, sleeved behind active uses on the principal facades or otherwise appropriately treated to minimise visibility.
- + Align buildings to provide a sense of openness to the western entry to the boulevard and provide views of the north-east corner of the stadium along the boulevard.
- + Provide generous footpaths along the stadium access road to accommodate hard landscaping and street tree planting.
- + Provide for safe and efficient traffic management within the sub-precinct.
- + Provide for the safe and efficient collection of waste.
- + Meet the relevant objectives of Clause 55 or Clause 58 depending on the typology and building height proposed.
- + Include recommended acoustic attenuation to protect residential dwellings from stadium noise having regard to the acoustic assessment which forms part of this concept master plan.



+ FIGURE 38 - Sub Precinct 3C Plan



Alternative lower density outcome - apartment buildings replaced with townhouse dwellings served by rear laneway.

- ▶ main pedestrian access
- ◀ car access
- Preferred 7 storey Mixed-use Buildings (min 3 storeys)
- 3 Storey Townhouses
- Potential 3 to 7 storey Mixed-use Buildings
- |||| Primary Active Frontage at Ground Floor
- Public / Civic Open Spaces  
Approx. Areas:  
Pocket Park (1) - 125 m<sup>2</sup>  
Pocket Park (2) - 200 m<sup>2</sup>

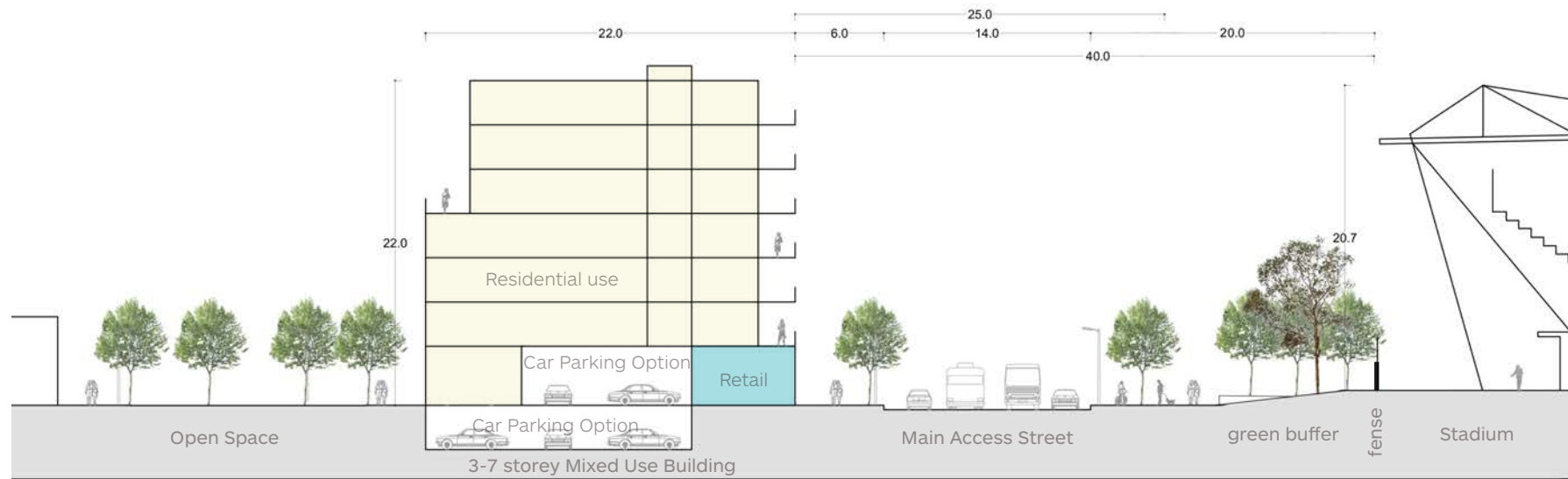
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# 5. Precinct Guidelines



Section A - Apartment building with ground floor commercial use opposite stadium



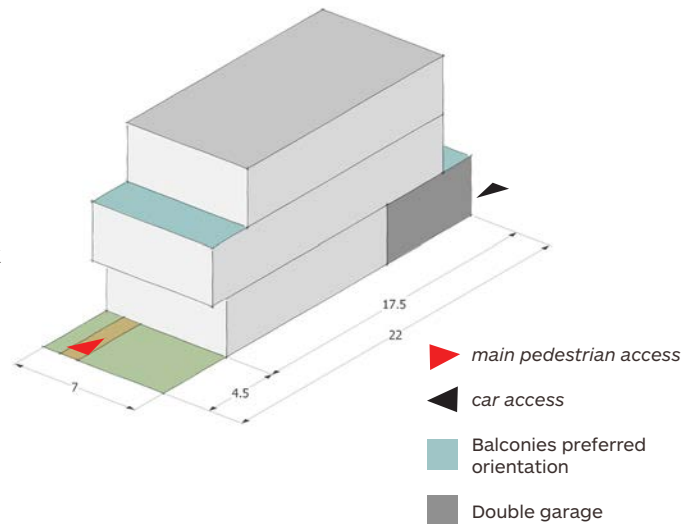
Section B - Three storey townhouse dwellings fronting stadium access road



Reference Image - Apartment buildings with ground floor commercial space

+ FIGURE 39 - Sub precinct C Sections and Reference Image

**Type F**  
 7m X 22m Lot  
 3 Storeys  
 4.5m front setback  
 Double Garage  
 Balconies to front and rear laneway



+ FIGURE 40 - Schematic 3-storey Townhouse Typology

## Open Spaces

Sub Precinct 3C has good accessibility to the wider proposed open space network, including the wetlands to the south-west.

An opportunity also exists to provide owners corporation managed pocket park spaces shown at Figure 41, as follows:

- + **Pocket Space 1:** Is located at the entry to the boulevard and is accommodated by the alignment of buildings to open the boulevard entry and to connect it with the open space around the stadium to the west.. This space offers the potential for public seating.
- + **Pocket Space 2:** is located further south and can provide a landscaped space that accommodates the shared path that will run parallel to the RRL railway alignment and enable a visual connection between the residential precinct and the wetlands.

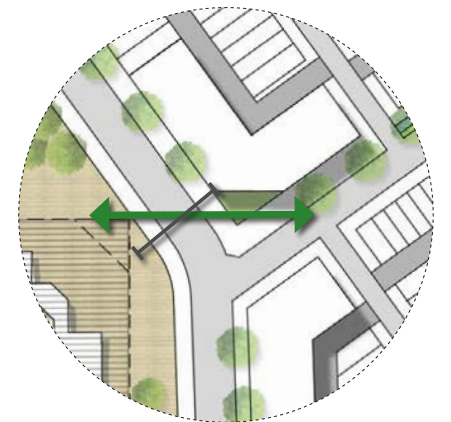
## Shadow Impacts

The location of pocket spaces relative to proposed built form will ensure that that the proposed pocket parks will not be unduly affected by shadowing from the buildings within this sub-precinct.

The effects of any shadows cast onto these spaces will depend on their detailed design and can be assessed at Development Plan stage. Development should minimise the extent of shadows cast on the useable parts of the pocket spaces (e.g. seating areas) between 9am and 3pm on 22 September.

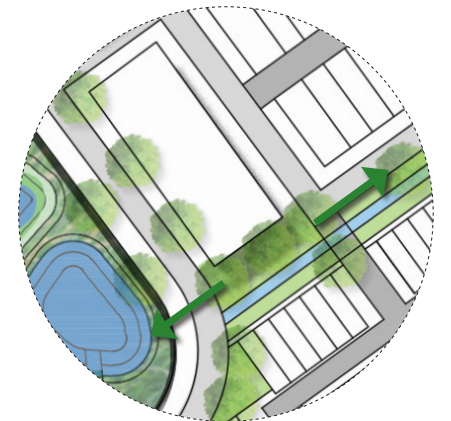
### Open Space 1 POCKET PARK

- Separation between built forms
- ↔ Connection Boulevard - Stadium's Access Plaza



### Open Space 2 GREEN LINK

- Green Link / shared path connection between residential and wetland areas



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+ FIGURE 41 - Open Spaces - Sub Precinct C



# 5. Precinct Guidelines

## 5.4.4 Sub Precinct 3D - Railway Interface Townhouses

### Description

Sub Precinct 3D extends along the RRL rail interface. It comprises of 3 storey townhouses that front the SUP linear greenspace and southern Local Park to the north. Vehicle access will be via a secure private laneway to the rear along the railway boundary, which provides separation from the rail interface. The design intent is to provide for a high level of engagement with and passive surveillance over the public space to the north. Dwellings can take advantage of a primary orientation to the open aspect to the north, whilst locating services and utility spaces to the south.

Acoustic advice indicates that the effect of noise from the rail line on residential amenity can be satisfactorily managed through the specification of façade finishes to meet the noise criteria outlined by DDO10. A planning permit will be separately required under DDO10.

The laneway providing access to the townhouses along the rail line will be broken into sections limiting the number of units served by each access. The laneway will also be gated to restrict access to residents and visitors only. Where vehicle accesses cross the SUP, they will be designed to provide clear priority to pedestrians and cyclists.

The integration of the shared trail within the site provides a high quality urban design response with excellent activation of the shared trail on both sides contributing to a sense of community. The proposed arrangement recognises the strategic importance of the Principal Bicycle Network and seeks to provide priority for this route whilst integrating it into the precinct.

### Design Guidelines

Development in Sub Precinct 3D will:

- + Provide for well-designed contemporary three storey townhouses to define the southern edge of the Residential Precinct.
- + Offer variety in architectural detailing and features to provide visual interest and diversity between townhouse groups.
- + Provide legible pedestrian entries to dwellings from the linear green space and local park to the north.
- + Orient habitable room windows and upper-level balconies towards the north to maximise opportunities for passive surveillance.
- + Include some glazing to the south to offer some passive surveillance to the rear laneway.
- + Design the rear laneways to provide access for service and waste collection vehicles.
- + Limit access to the rear laneways to residents and visitors through the use of controlled gates.
- + Provide clear and legible pedestrian and cycle priority where vehicle accessways cross the shared path and linear park.
- + Adopt façade and glazing specifications to avoid unreasonable noise impacts from the railway and meet the requirements of DDO10.
- + Use robust materials and finishes.
- + Encourage dwellings either side of the shared trail to maximise orientation to, and surveillance of, the shared trail.



**+ FIGURE 42 - Sub Precinct 3D Plan**

0 10 20 40 60 80 100m

||||| Car Access Gate

○ Public / Civic Open Spaces - page 44  
Approx. Areas:  
Local Park (1) - 0.5 ha.  
Pocket Park (2) - 1,000 m<sup>2</sup>

- + Provide front setbacks capable of accommodating soft landscaping.
- + Include a comprehensive landscaping scheme that provides for a degree of privacy whilst integrating with the linear green space and Local Park.
- + Provide landscape planting between the southern boundary and the laneway to soften the railway interface.
- + Consider a mix of side-by-side and tandem garages to provide some variety to laneway edges, accommodate landscaping and provide some relief between garage doors.
- + Provide for safe and efficient traffic management within the sub-precinct.
- + Encourage development to meet the objectives of Clause 55 or 58 as relevant.

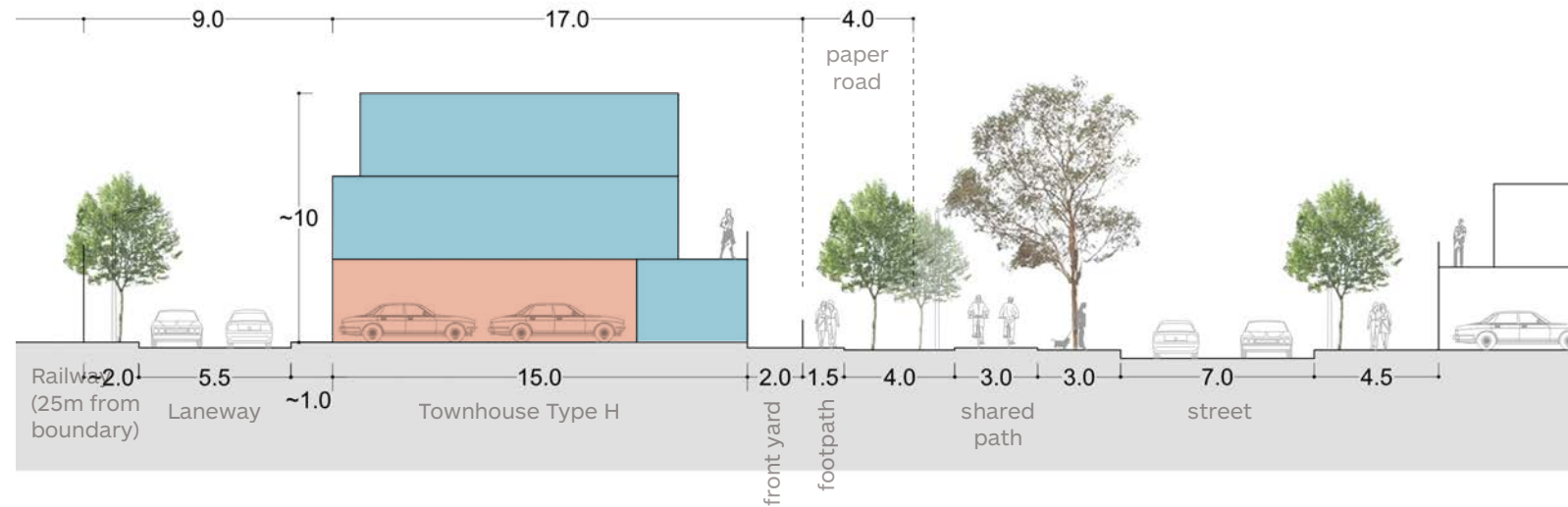
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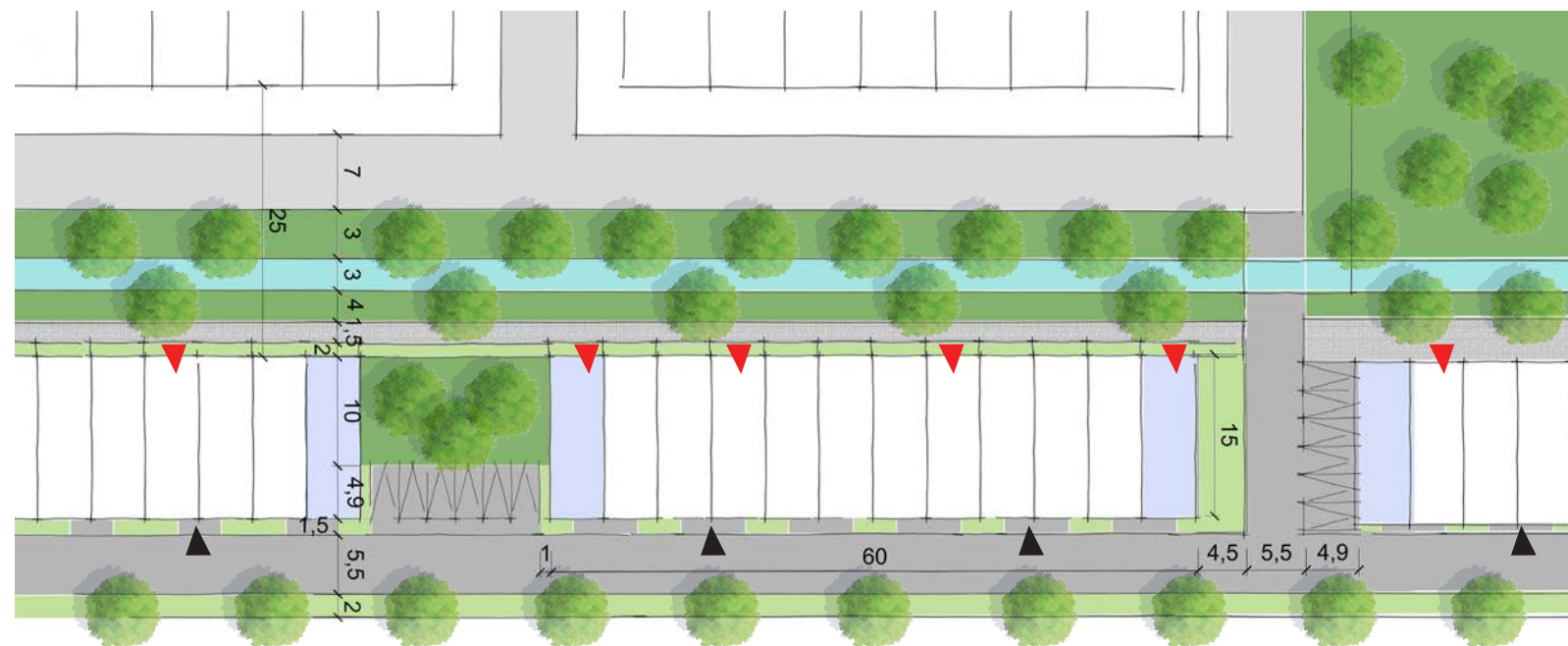
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# 5. Precinct Guidelines



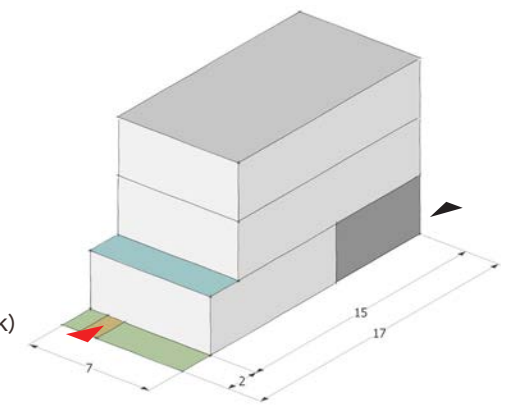
SECTION A - Townhouses / Train Line Interface



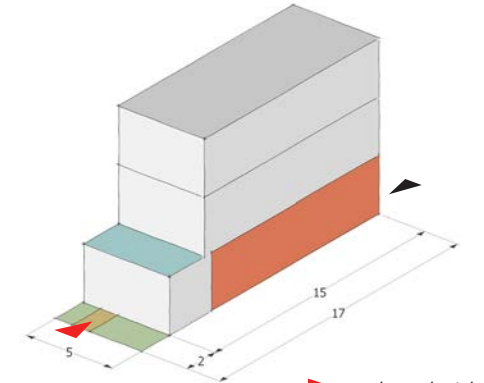
PLAN - Townhouses / Train Line Interface

+ FIGURE 43 - Typical Townhouse Block - Train Line Interface

**Type G**  
 7m X 17m Lot  
 3 Storeys  
 Double Garage  
 Balcony to the front (green link)



**Type H**  
 5m X 17m Lot  
 3 Storeys  
 Tandem Garage  
 Balcony to the front (green link)



- ▶ main pedestrian access
- ▶ car access
- Balconies preferred orientation
- Double garage
- Tandem garage

+ FIGURE 44 - Schematic Dwelling Typologies

- ▶ main pedestrian access
- ▶ car access
- Corner Typology Dwelling
- Private Open Space
- Public Open Space

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# 5. Precinct Guidelines

## Open Spaces

This sub precinct is shaped by a 9m wide linear space that accommodates the 3m (minimum) width shared trail that will connect the residential precinct with the wetland area, the planned railway station and future longer distance active travel network as part of the PBN. This linear landscaped environment is intended to provide public seating and places for pedestrians and cyclists to pause.

The second Local Park within the Residential Precinct is located midway along this linear connection. With a minimum area of 0.5 hectares, this park will meet the requirements of a **'Passive Recreational - Local Park'** under the Wyndham Open Space Strategy. It will be suitable for local recreation/minor social activities, include appropriate play space, seating, shelter, and pathways and also offers a break out space for users of the shared trail.

In addition, a smaller pocket park (approximately 1,000 sqm) is located at the eastern end of the sub-precinct. This park provides a landing for the future pedestrian bridge over the railway line identified in the Riverdale PSP, its connections to the SUP and possible future connections eastwards to neighbouring land.

## Shadow Impacts

The location of townhouses to the south of the linear greenspace and Local Park means that they will cast no shadows on this space between 9am and 3pm on 22 September as shown on page 51 of this document.

Development to the north should minimise the extent of shadows cast onto the SUP/linear landscape between 9am and 3pm on 22 September.



REFERENCE IMAGE - Green Link / Shared Path

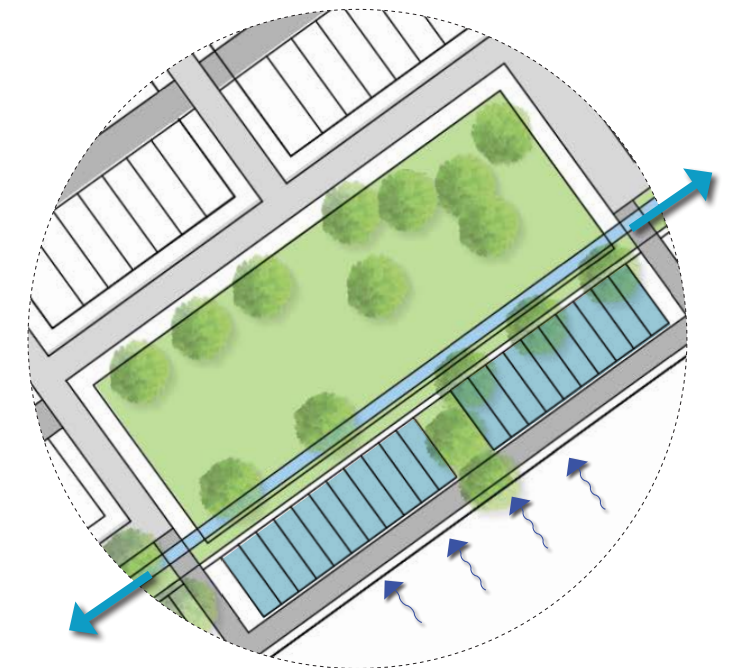
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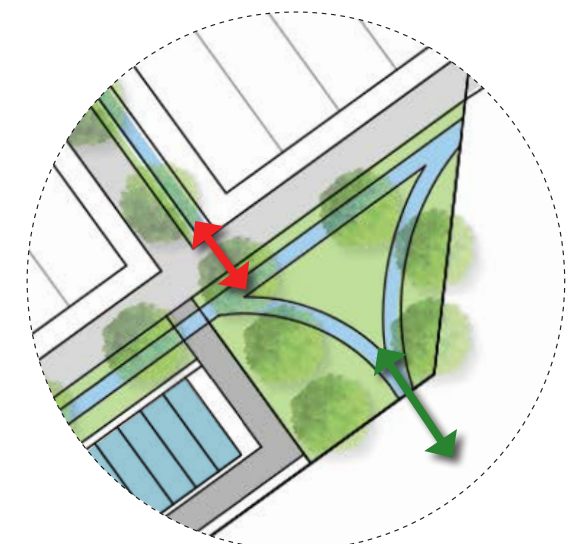
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**Open Space 1  
LOCAL PARK**



**Open Space 2  
POCKET PARK**

- Pedestrian / Bike overpass (shown in PSP)
- Green Street (north-south link), connection between linear green space and the Training Precinct (to the North)
- Green Link / East-West Shared Path Connection
- Noise / Visual impact
- 3 Storey Townhouses



+ FIGURE 45 - Open Spaces - Sub precinct D



# 5. Precinct Guidelines

## 5.5 Precinct 4 Commercial / Mixed use Precinct

### Description

The Commercial/Mixed Use Precinct is in the south-western corner of the masterplan area and is bisected by the planned alignment of the future Sayers Road extension.

This precinct has been identified as an opportunity for a range of commercial and accommodation uses including retail, hospitality, office, hotel and residential apartments within multi-level buildings.

Opportunities for higher density development and a mix of uses, including housing diversity arising from the precinct's proximity to the planned railway station and Riverdale Town Centre.

The range of commercial uses here are to be complementary to the core retail uses planned for the Riverdale Town Centre.

There is an opportunity in this sub-precinct for hospitality uses to orient northwards towards the wetlands and take advantage of the open aspect towards the stadium, and for ground level uses to activate the pedestrian connection between the planned railway station and the stadium. The portion of the Precinct south of the planned Sayers Road extension is an opportunity for a multi-level car park combined with commercial use, providing a mix of stadium and commuter parking at different times.

Vehicle access to this precinct will be provided via the internal road network around the wetlands.

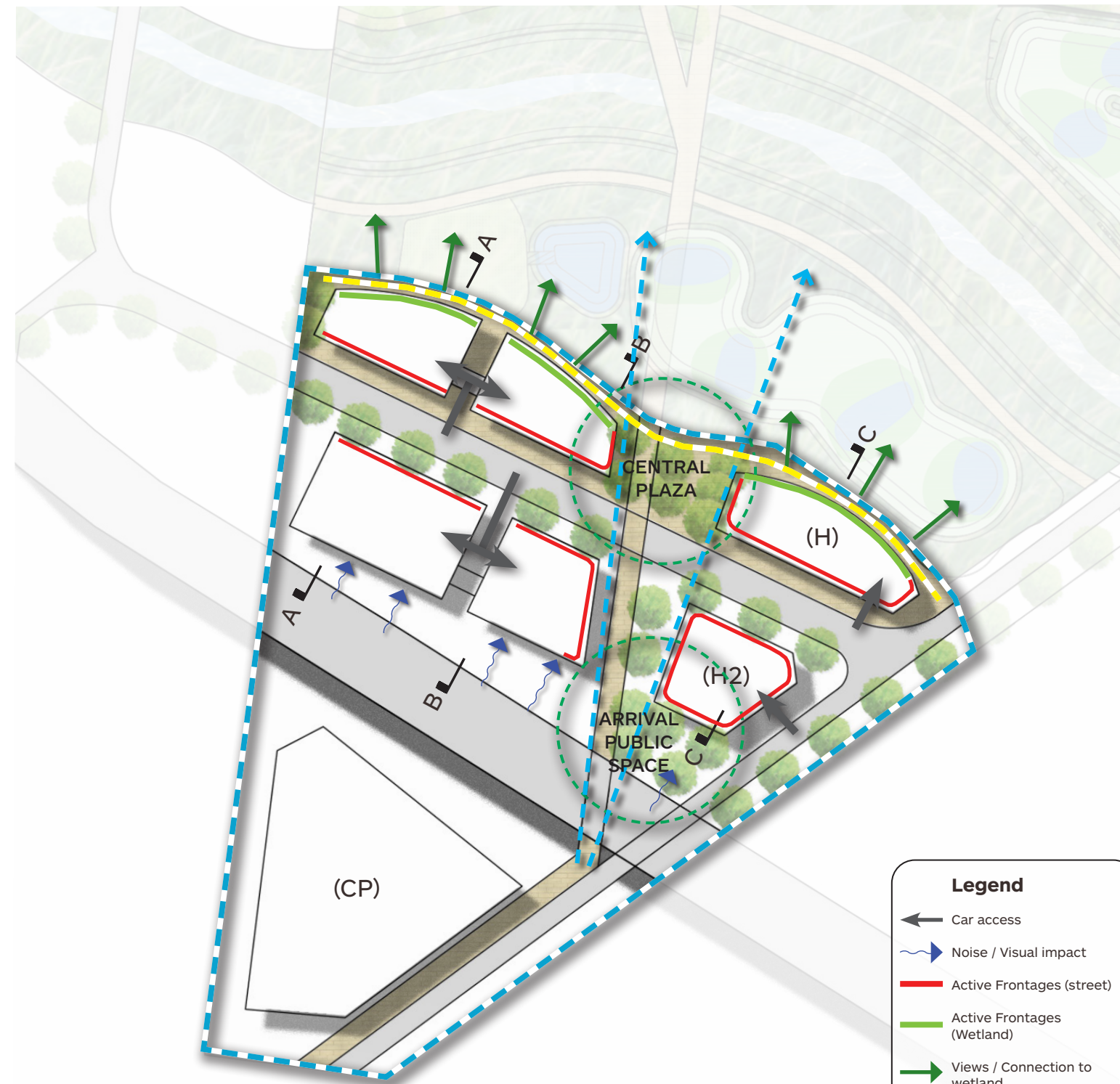
The future Sayers Road is likely to cross the railway on an elevated structure and due to the levels, vehicle access from Sayers Road would likely need to be taken across the neighbouring land to the west.

Potential building heights of 6-12 storeys have the potential to form a higher density gateway precinct close to the railway station.

### Land Uses/Activities

The following uses will be encouraged in this precinct:

- + Food and drink, restaurant, tavern, entertainment and leisure uses that serve visitors en-route to the stadium, and the emerging wider community
- + Peripheral retail activities that complement the core retail planning in the Riverdale Town Centre
- + Visitor accommodation such as hotel or serviced apartment uses.
- + Office
- + Residential apartments at the upper levels of multi-storey development
- + Childcare
- + Car parking, including commercial car parks that serve visitors to the stadium and commuters using the proposed rail station.



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**Legend**

- ← Car access
- ~ Noise / Visual impact
- Active Frontages (street)
- Active Frontages (Wetland)
- Views / Connection to wetland
- Views to Stadium
- Boardwalk / Terraces
- Public / civic Spaces

+ FIGURE 46 - Commercial Precinct Plan

0 10 20 40 60 80 100m



# 5. Precinct Guidelines

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## Design Guidelines

Development in the Commercial/Mixed Use Precinct will:

- + Arrange buildings either side of an east-west street, that provides a pedestrian-friendly spine to the precinct.
- + Orient active frontages at ground level towards internal streets, pedestrian connections and the wetlands.
- + Encourage outdoor dining and hospitality activities to face the wetlands.
- + Provide activity along and passive surveillance over the pedestrian connection from the planned railway station to the stadium.
- + Provide parking within podium levels sleeved by active uses or appropriately screened to reduce its visibility from the public realm.
- + Provide vehicle access via side laneways where possible to minimise the number of interruptions to the pedestrian environment along the central street.
- + Provide podiums of 3 storeys and upper-level setbacks of 5m from the central street to provide a human scale to the pedestrian environment and provide for daylight and sunlight access.
- + Provide a direct pedestrian route through the precinct that provides a clear visual connection to the stadium approach.
- + Consider locating residential and accommodation (e.g., hotel use) to the north away from the elevated Sayers Road alignment.
- + Provide separation of buildings to enable a visual connection to Stadium, solar access and a perception of openness.
- + Deliver a range of building heights to create a varied built form profile.
- + Provide for well-designed contemporary buildings that define and provide a positive image for the precinct.
- + Provide lighting and attractive treatment to the pedestrian underpass link under Sayers Road.
- + Provide high quality hard landscaping and opportunities for street canopy trees.
- + Include any recommended acoustic attenuation to sensitive use from stadium noise having regard to the acoustic assessment which forms part of this concept master plan.

## Open Space

The Precinct benefits from proximity to the future wetlands which provides an open aspect to the north and links to the local walking network.

An opportunity also exists for a central plaza space of approximately 1,000 sqm along the alignment of the main north-south pedestrian link, which will benefit from good solar access and provide an attractive gathering point and the potential for short term activation on event days on the pedestrian journey to the stadium.

## Shadow Impacts

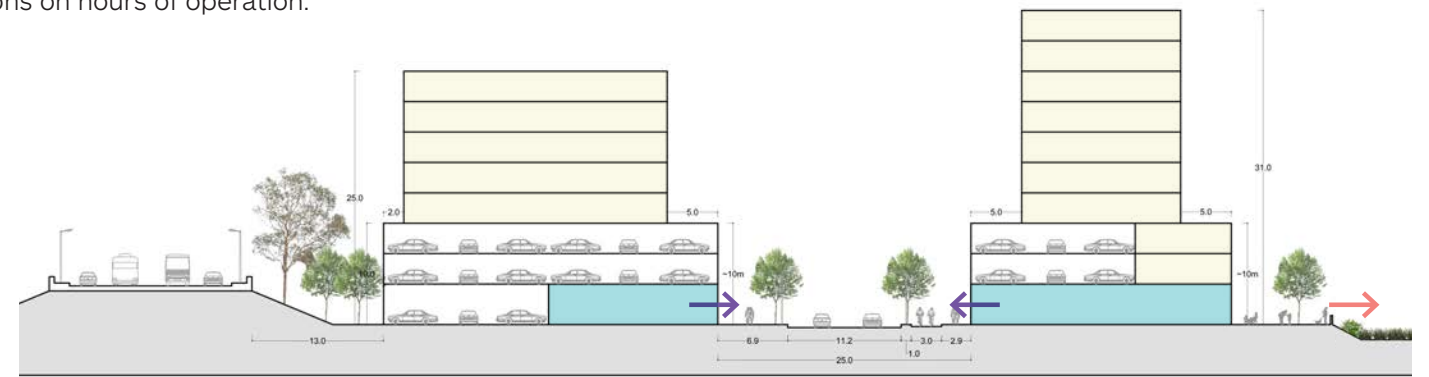
Built form testing of the precinct with building heights of 6 to 12 storeys shows that there will be no shadowing of the wetlands between 9am and 3pm on 22 September.

Buildings and public spaces within the precinct should be arranged to provide an appropriate balance of sunlight and shade within the public realm. In particular, shadow on the southern footpath of the east-west central street should be limited between 9am and 3pm on 22 September. Shadow onto the main plaza space oriented to the wetlands should also be limited between these times.

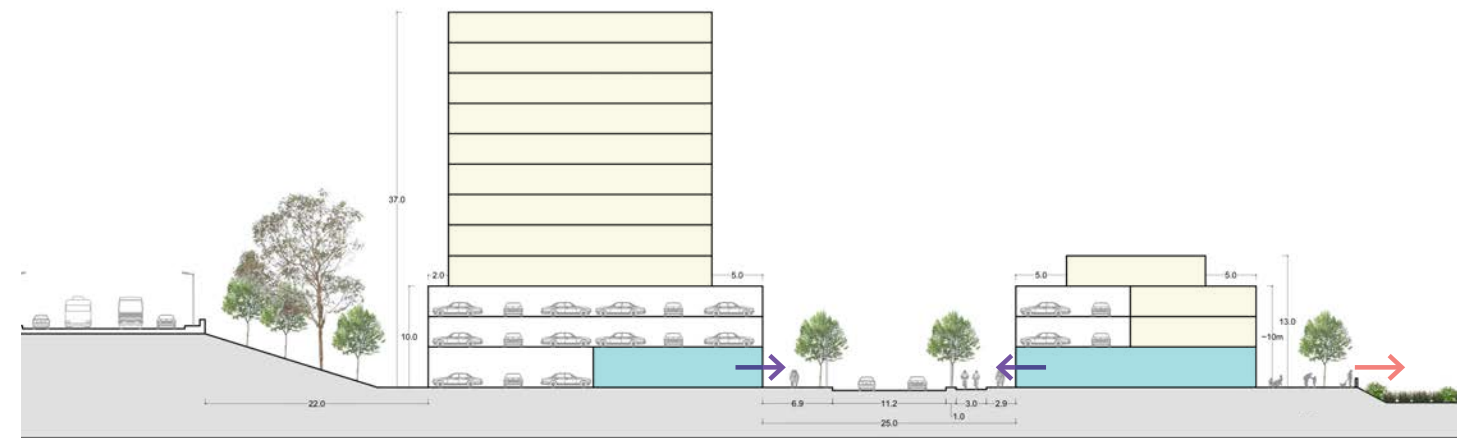
## Hours of Operation

Hours of operation within the Commercial / Mixed Use Precinct will be detailed in Development Plans to be submitted for approval.

This is likely to include office and retail uses that will operate during normal business hours, other uses (gyms, entertainment) that will involve longer hours, and licensed premises that will operate into the late evening but will be subject to licensed premises permit that would normally include permit conditions on hours of operation.



Section A - Mixed use Buildings with car park in podium

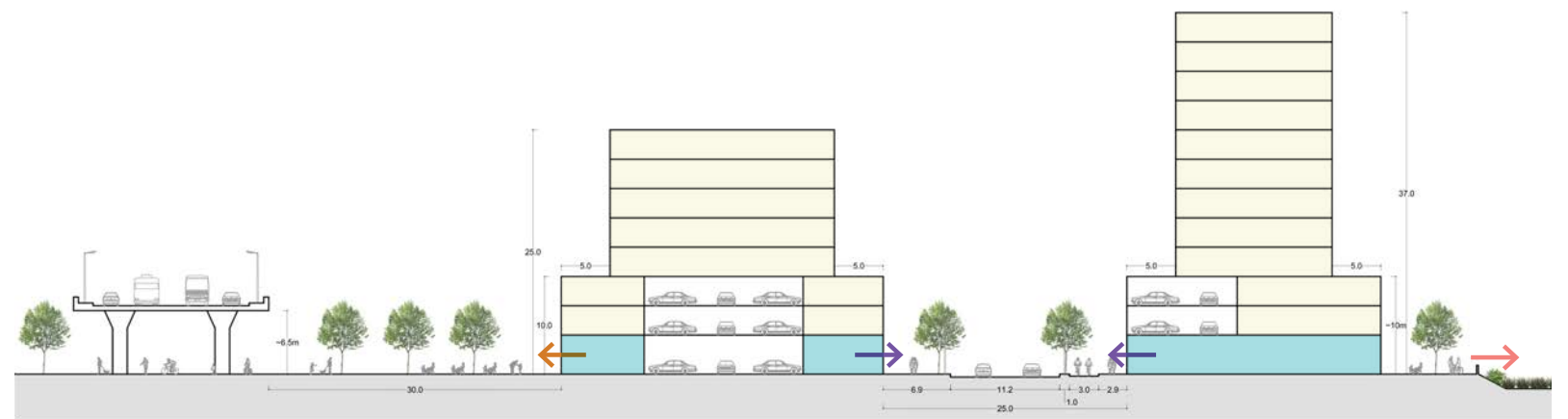


Section B - Mixed use Buildings with car park in podium

**Legend**

- Connection to open space area (civic plaza)
- Active Frontages to Street
- Active connection to wetland (Boardwalk)
- Commercial / Residential
- Restaurants / cafes / bars

+ FIGURE 47 - Commercial Precinct Indicative Sections



Section C - Mixed use Buildings with car park in podium



# 5. Precinct Guidelines

## 5.6 Wetland Integration

### Description

The wetlands are intended to become a feature of the development, with public spaces and commercial tenancies oriented towards them, and opportunities for walking trails.

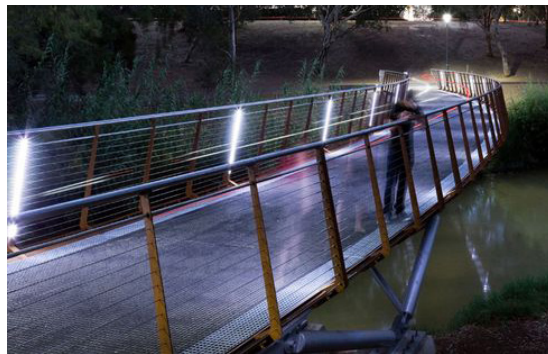
Testing of the concept plans for the stadium shows that the wetlands will not be overshadowed between 9am and 3pm on 22 September.

The main pedestrian connection between the stadium and the southern commercial precinct and future station is intended to run across the wetlands on a raised structure or bridge. This structure will be designed to avoid an identified sensitive cultural heritage location within the wetlands area.

### Design Guidelines

Development in and around the wetlands will:

- + Treat the wetlands as an attractive landscape feature of the development.
- + Ensure that the role of the wetlands in managing stormwater run-off is not compromised.
- + Include landscape design and planting that encourages the sustainable treatment of water and biodiversity and supports the health and vitality of the Davis Creek corridor.
- + Discourage shadows to the wetlands between 9am and 3pm on 22 September.
- + Orient buildings and public spaces towards the wetlands where possible to provide for passive surveillance and engagement.



+ FIGURE 48 - Reference Images - Pedestrian bridge on wetland

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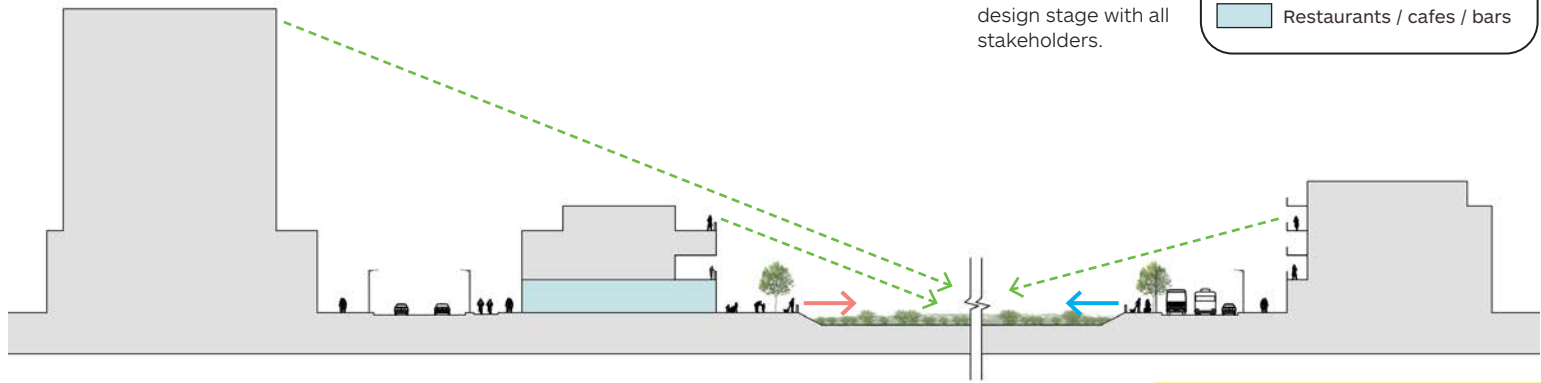


**Notes:**

- 55m wide waterway corridor reserve. 4m wide footpaths to be located immediately outside the waterway corridor reserve.
- The final layout and arrangement of the proposed pedestrian bridge crossing of Davis Creek is subject to consultation to be resolved at detailed design stage with all stakeholders.

**Legend**

- Visual connection to wetland (passive surveillance)
- Active connection to wetland (Boardwalk)
- Shared Path connection to wetland
- ↔ Main pedestrian connection from Train Station to Stadium (Bridge over wetland)
- ↔ Open Space connection (wetland - green link with bike path)
- Restaurants / cafes / bars



+ FIGURE 49 - Wetland Integration



# 5. Precinct Guidelines

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Reference Image - Boardwalk and restaurants fronting the wetland



Reference Image - Boardwalk and Stadium's concourse next to the wetland



Reference Image - Mixed-use building fronting the wetland area

+ FIGURE 50 - Wetland Integration reference images



# 5. Precinct Guidelines

## 5.7 Shadow Analysis

Shadow analysis has been undertaken to explore the effects of the indicative built form on key spaces within the precinct.

In particular, the following have been tested:

- + The shadow effect of the stadium on the wetlands.
- + The shadow effect of surrounding residential development on the two planned Local Parks.
- + The shadow effect of adjoining residential development on the linear green space and shared user path parallel to the railway.
- + The shadow effects of taller buildings within the southern commercial precinct on surrounding areas of public realm.

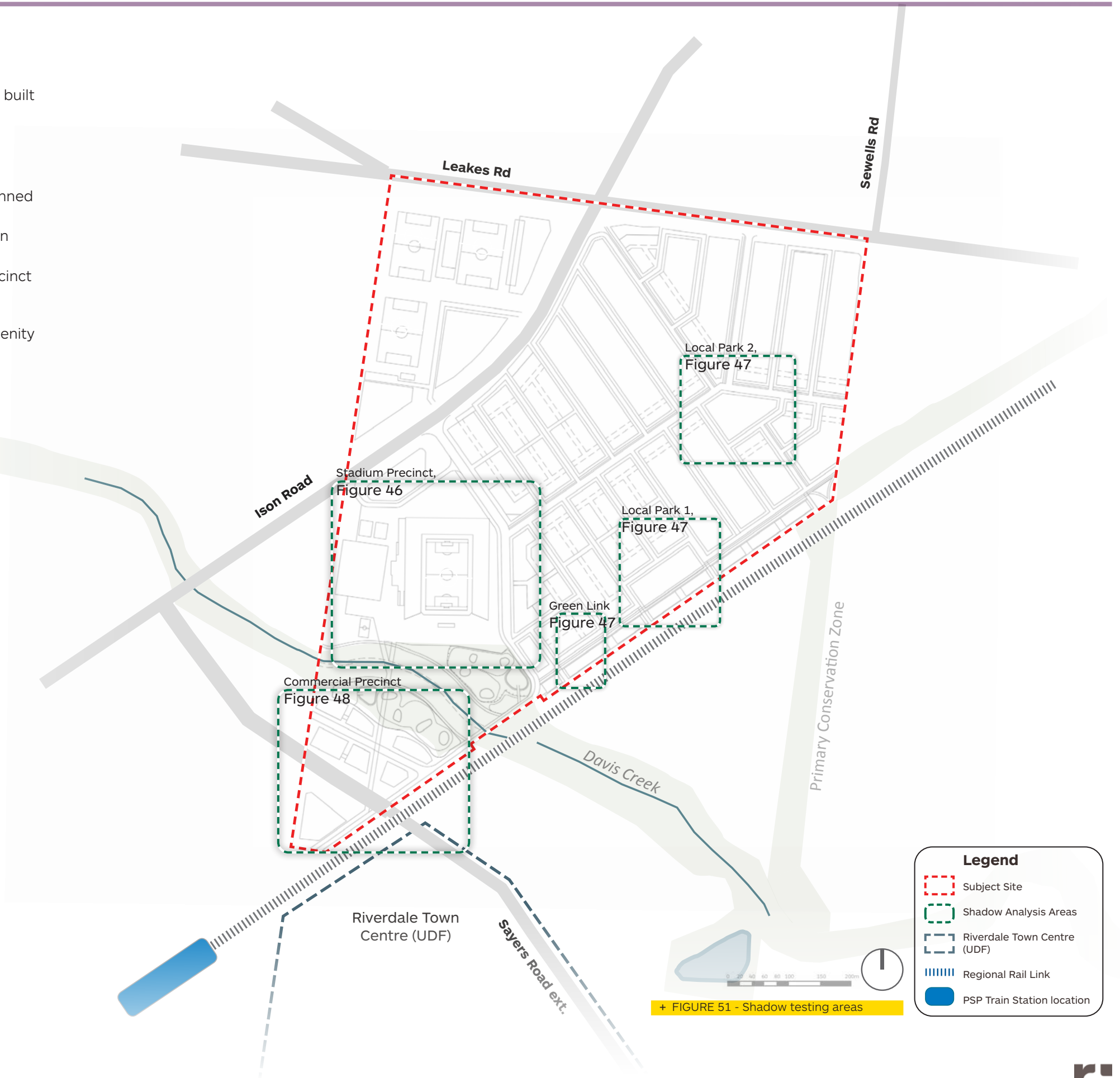
The conclusion of this analysis is that the proposed layout and built form approach will avoid unreasonable shadowing that would detract from the amenity of important public spaces.

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+ FIGURE 51 - Shadow testing areas



# 5. Precinct Guidelines

## STADIUM PRECINCT

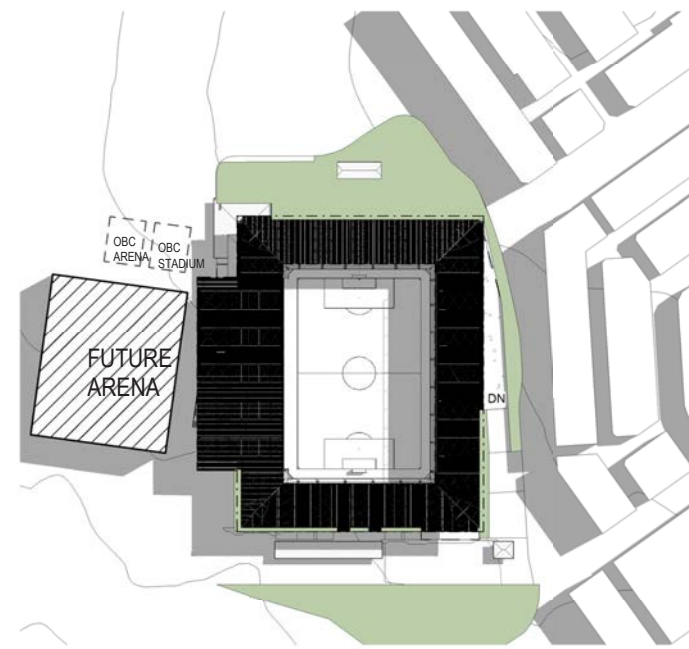


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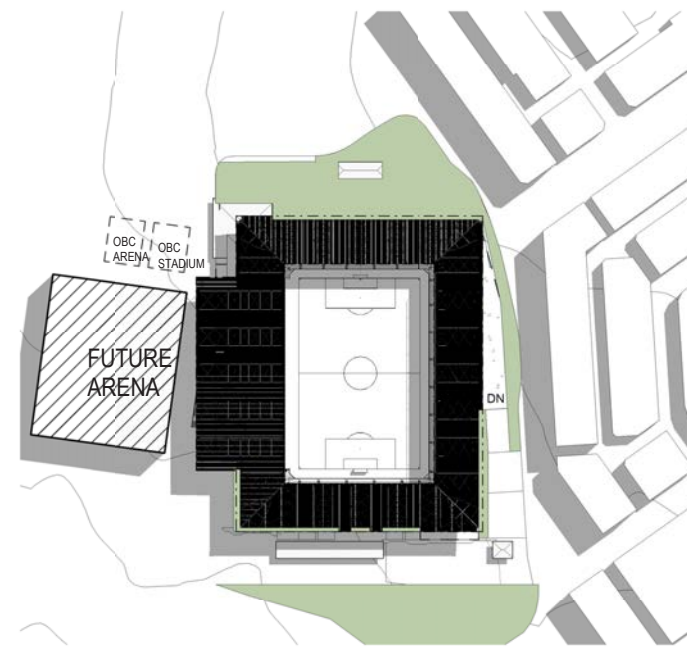
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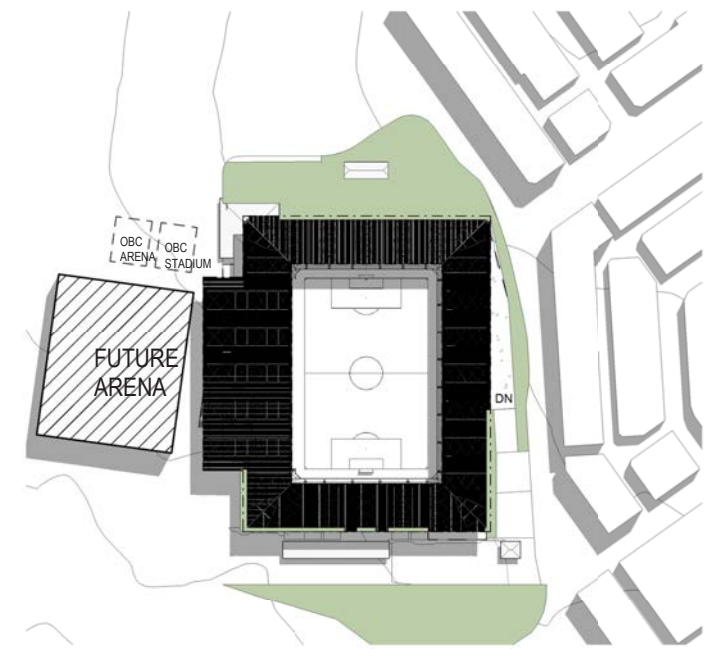
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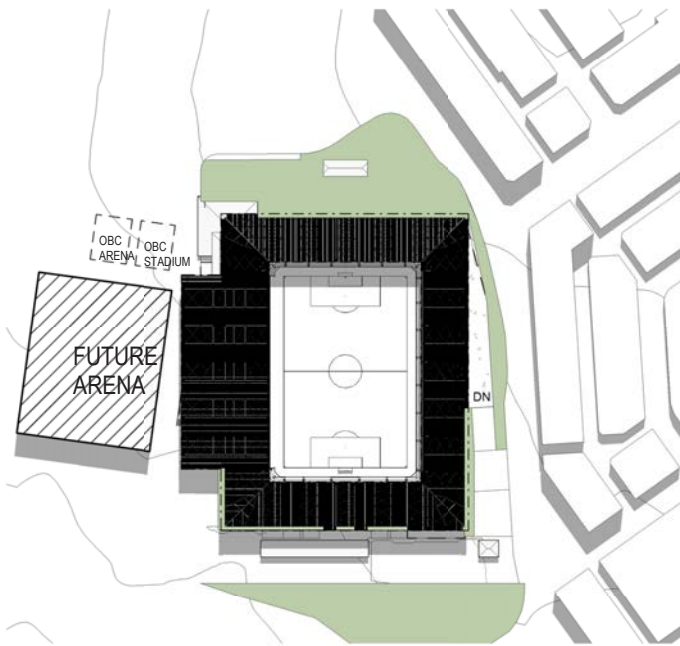
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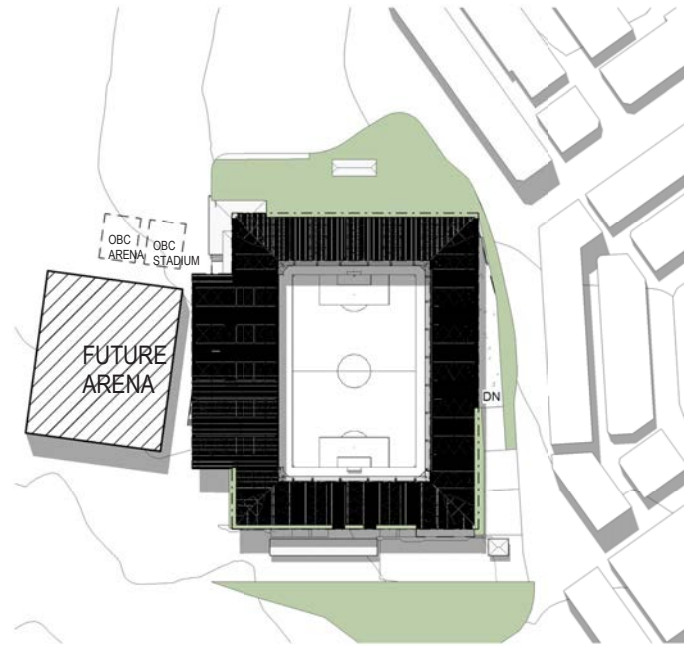
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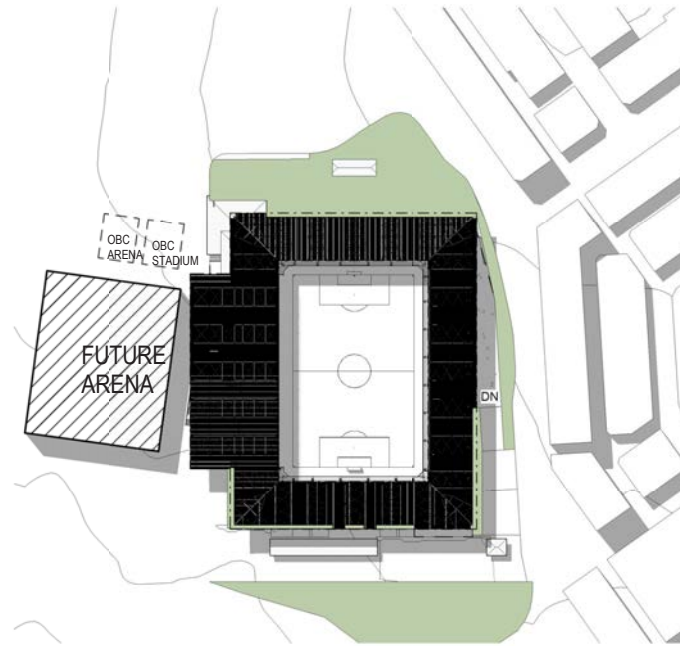
11am



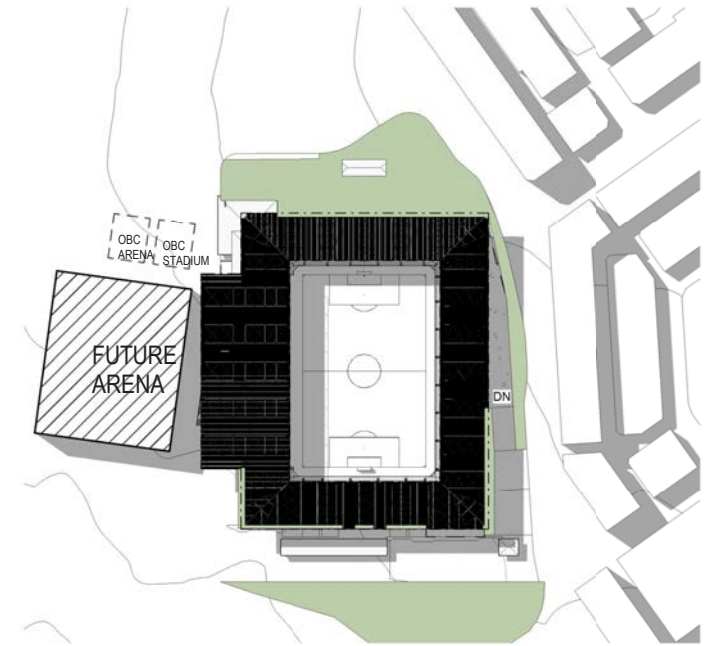
12pm



1pm



2pm



3pm

+ FIGURE 52 - Stadium Shadow Analysis



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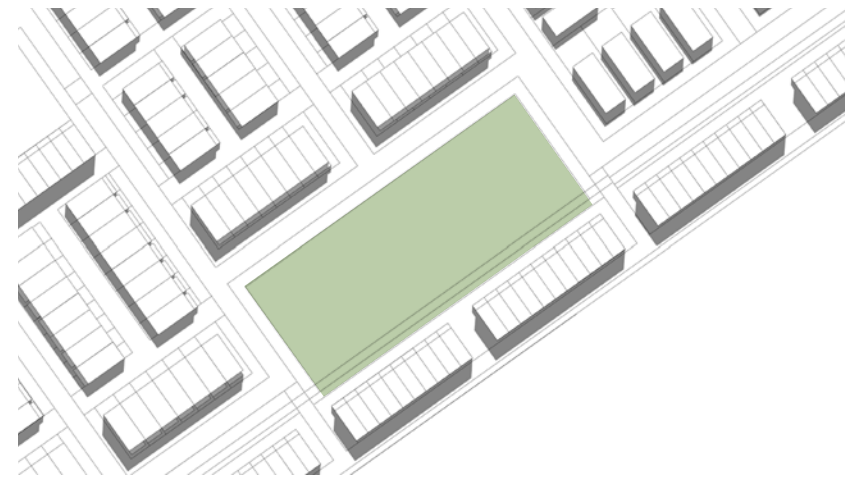
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LOCAL PARK 1 - Sub Precinct D



10am

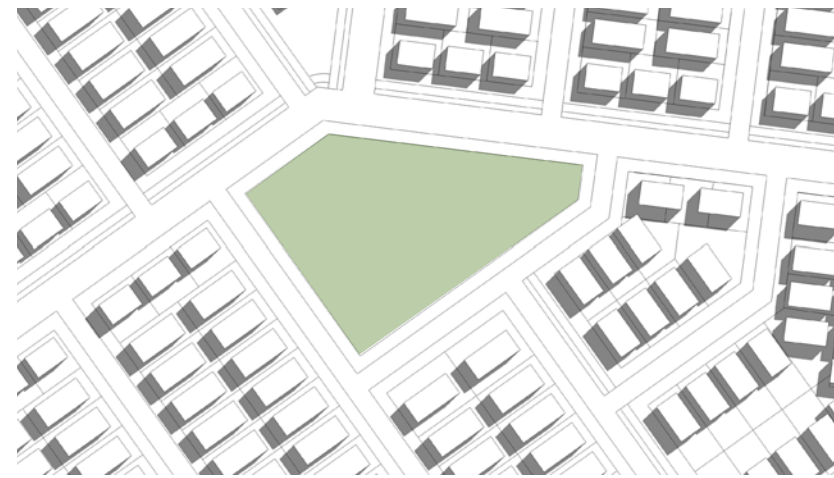


12pm

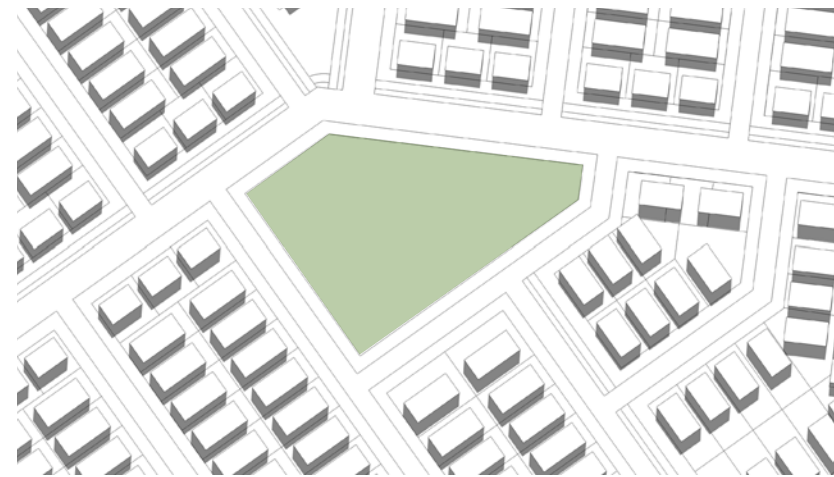


3pm

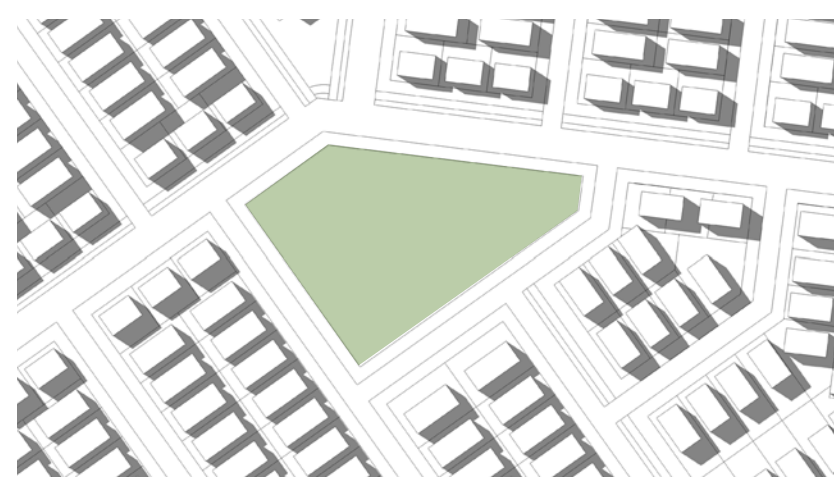
LOCAL PARK 2 - Sub Precinct B



10am



12pm



3pm

GREEN LINK - Sub Precinct D



10am



12pm



3pm



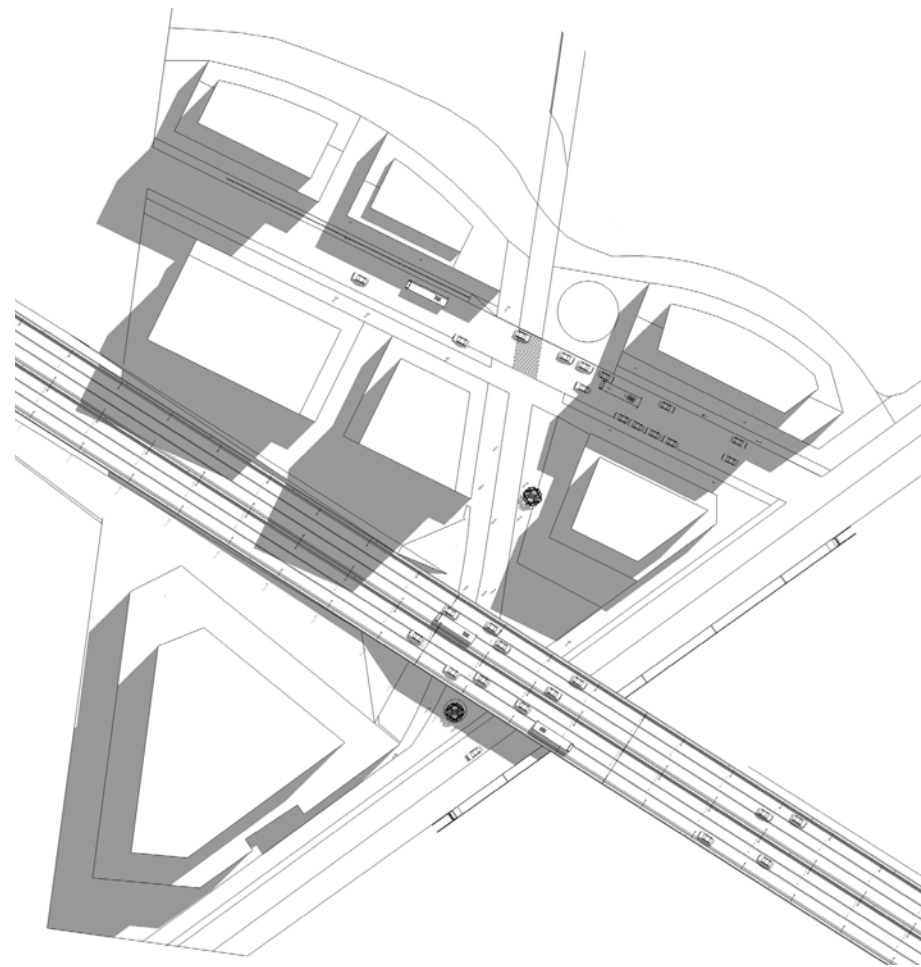
+ FIGURE 53 - Main Open Spaces Shadow Analysis



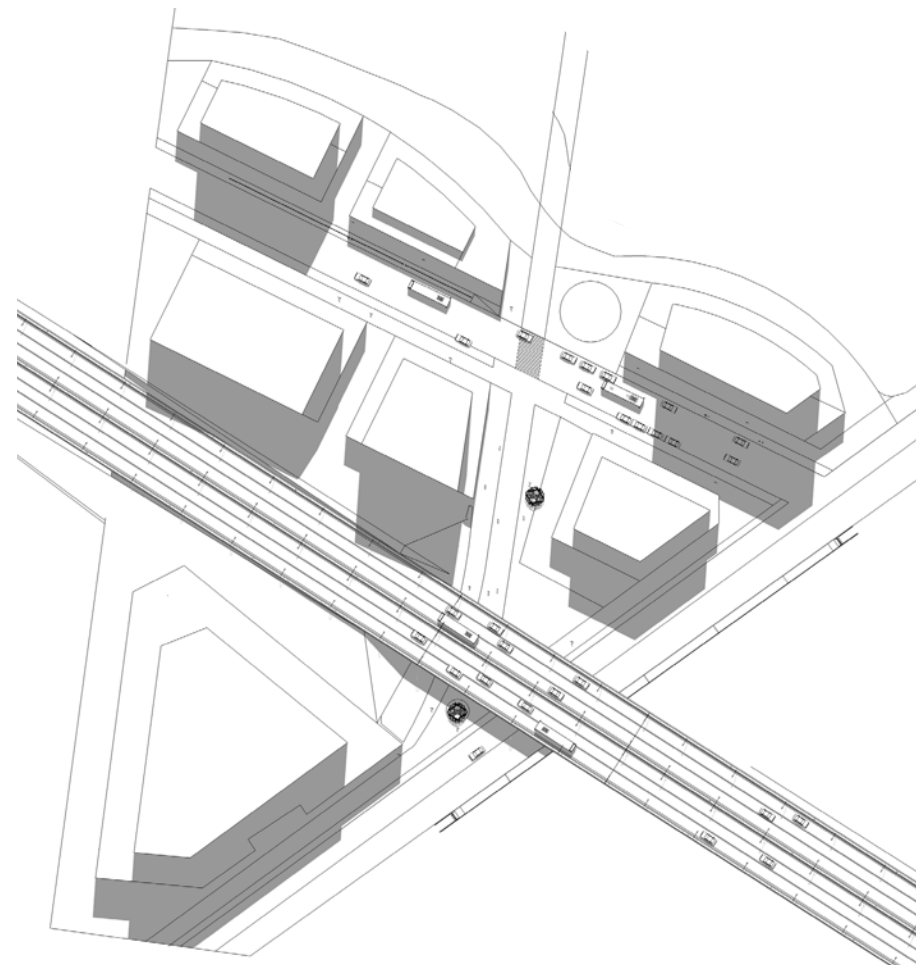
# 5. Precinct Guidelines



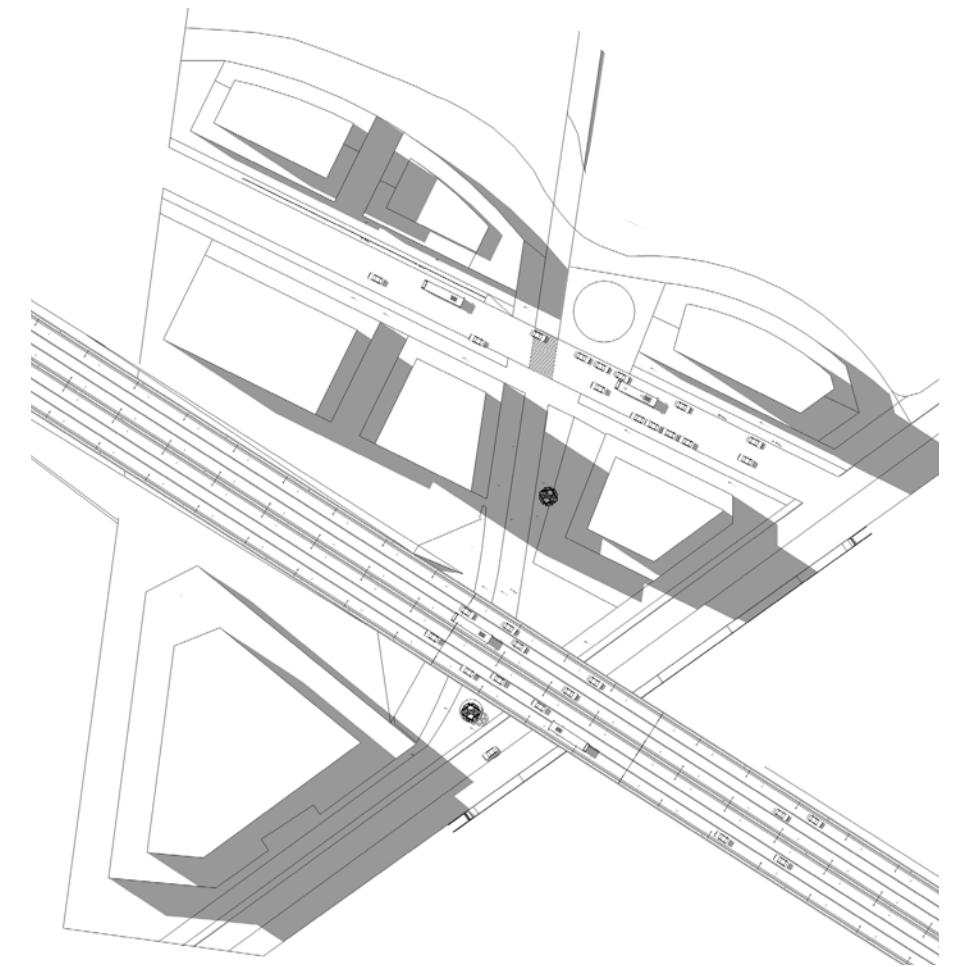
## COMMERCIAL PRECINCT



10am



12pm



3pm

**PLANNING and ENVIRONMENT ACT  
WYNDHAM PLANNING SCHEME**

**INCORPORATED DOCUMENT**  
Endorsed Concept Master Plan under Condition  
1 of Wyndham A-League Stadium Project  
Incorporated Document, October 2020

**ENDORSED PLAN**  
Sheet 52 of 54

*Joe Homestead*  
Signed for  
**MINISTER FOR PLANNING**  
Date: 19 Jan 2022

+ FIGURE 54 - Commercial Precinct Shadow Analysis

PLANNING and ENVIRONMENT ACT  
WYNDHAM PLANNING SCHEME

INCORPORATED DOCUMENT  
Endorsed Concept Master Plan under Condition  
1 of Wyndham A-League Stadium Project  
Incorporated Document, October 2020

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Sheet 53 of 54

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# 6. Landscape Concept

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PLANNING and ENVIRONMENT ACT  
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ENDORSED PLAN

Sheet 54 of 54

*Joe Hemmings*

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