

# The Wyndham Plan (Draft)

## COMMUNITY ENGAGEMENT REPORT



July 2023



# PROJECT BACKGROUND:

## The Wyndham Plan

The Wyndham Plan seeks to create the type of city Wyndham's residents aspire to live in as articulated in the Wyndham 2040 Community Vision.

As Wyndham grows towards a population of 500,000 people, it must transform from being a mass of individual suburbs to a cohesive urban area with a City Heart and National Employment and Innovation Cluster located at its core.

This needs to be supported by an integrated local and regional transport network that provides better access to jobs, shopping areas, community services, and open space - boosting the quality of life for people of all ages.

An important focus of The Wyndham Plan is to better connect people and places within Wyndham to provide more time for life.

The Wyndham Plan seeks to bring the vision in Wyndham 2040 to life. It involves delivering outcomes spatially on the ground. It is about encouraging development in locations that are well supported by infrastructure and services.

At the Council Meeting on 29<sup>th</sup> November 2022, the Council supported the recommendation to adopt and endorse the draft version of The Wyndham Plan for the purpose of public consultation from 30<sup>th</sup> November 2022 to 3<sup>rd</sup> March 2023.

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

The community has had the opportunity to provide feedback through a variety of forums over the three-month period community consultation was running, which is one of the longer and most comprehensive consultation programs run at Wyndham.

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



# METHODOLOGY:

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

Community engagement activities / tools	
Method / technique	Stakeholders engaged
Project page on The Loop	<p>20,456 page views</p> <p>6,124 total visitors to the page</p> <p>1,261 downloads of the Draft Wyndham Plan</p>
Online engagement tools	<p>131 surveys completed</p> <p>620 comments provided</p>
Workshop details	<p><b>Wyndham Urban Framework Plan (WUFP) Participant Sessions:</b></p> <p>Two workshop sessions were held with previous participants of the Wyndham Urban Framework Plan (WUFP) consultation. These sessions took place on:</p> <p>Session A: Wednesday 1<sup>st</sup> Feb 2023 at the Civic Centre between 5:30pm – 7:00pm <b>(7 Participants)</b></p> <p>Session B: Saturday 4<sup>th</sup> Feb 2023 at the Civic Centre between 9:30am – 11:00am <b>(3 Participants)</b></p> <p><b>Wyndham People's Advisory Panel Sessions:</b></p> <p>Two workshop sessions were also held with members of the Wyndham People's Advisory Panel. These sessions took place on:</p> <p>Session A: Wednesday 8<sup>th</sup> Feb 2023 at the Civic Centre between 5:30pm – 7:00pm <b>(34 Participants)</b></p> <p>Session B: Saturday 11<sup>th</sup> Feb 2023 at the Civic Centre between 9:30am – 11:00am <b>(11 Participants)</b></p>

**Community Consultation Sessions:**

Four in person community consultation sessions open to all members of the Wyndham Community were held. These sessions took place on:

Session 1: Wednesday 15th Feb 2023 at the Civic Centre between 6:00pm – 7:30pm **(56 Participants)**

Session 2: Saturday 18th Feb 2023 at the Encore Events venue between 9:30am – 11:00am **(32 Participants)**

Session 3: Wednesday 22nd Feb 2023 at the Civic Centre between 6:00pm – 7:30pm **(41 Participants)**

Session 4: Thursday 23<sup>rd</sup> Feb 2023 at Penrose Community Centre, Tarneit between 6:00pm – 7:30pm **(14 Participants)** – This was an additional session added at the request of the Mayor

Two **online community consultation sessions** were also held at the following times:

Session 1: Thursday 9<sup>th</sup> February 2023 between 6:00pm-7:30pm **(11 Participants)**

Session 2: Thursday 16<sup>th</sup> February 2023 between 6:00pm-7:30pm **(4 Participants)**

A range of other stakeholder sessions have also been run in addition to the community consultation sessions, these have included:

- **Online Sessions with Government agencies and Stakeholder Sessions:**

Session 1: Tue 31<sup>st</sup> Jan 10.30-12noon – Government Dept and Agency Session

**(1 Participant)**

	<p>Session 2: Wed 8<sup>th</sup> Feb 3pm-4pm – Government Dept and Agency Session #2 <b>(15 Participants)</b></p> <p>Session 3: Wed 22<sup>st</sup> Feb 9am-10am – Landowner/Developer Session <b>(20 Participants)</b></p>
Written Submissions	55 written submissions received



**Communications / marketing activities****Method / Technique**

The Loop, Wyndham City Web Page, including The Wyndham Plan Video Overview by Mayor, Cr Susan McIntyre

Online promotion (Facebook)

Letter to all residents (addressed to each household)

Flyer to all residents (distributed to each household)

Article in the Jan/Feb Wyndham News Newsletter (distributed to each household)

Val Morgan Video Screens – 5 week campaign screened every second week in Shopping Centres located in Tarneit, Manor Lakes, Hoppers Crossing, and Werribee Plaza from 18 December to 23 February 2023

- Video Screens in Council Community Centres, libraries and Aqua Pulse

The Wyndham Plan also received attention in the following media: Star Weekly 30/11/23 and Herald Sun Article (13/2/23)



# SUMMARY OF FEEDBACK:

The following feedback will help to shape the final version of The Wyndham Plan.

What we heard

## Wyndham Urban Framework Plan – Previous Participants

Two dedicated workshop sessions for individuals who provided input into the Wyndham Urban Framework Plan back in 2019 took place on Wednesday 1<sup>st</sup> February 2023 and Saturday 4<sup>th</sup> February 2023.

During these sessions, the following key issues were raised:

Topic	What we Heard	Council Officer Proposed Response
General comments on The Wyndham Plan (Draft)	<ul style="list-style-type: none"> <li>It would be a good idea to set some priorities and timeframes within the Plan</li> </ul>	<ul style="list-style-type: none"> <li>Chapter 8 (Goals and Targets) sets out the measurable key outcomes of The Wyndham Plan.</li> <li>Chapter 11 (Delivery, Operation and Resourcing) Proposes the establishment of The Wyndham Plan Implementation Working Group (TWPIWG) to work closely with the relevant Council directorates in both the growth areas and the established urban areas.</li> </ul> <p>The TWPIWG and directorates will jointly devise a Delivery Program which identifies what Council is going to do every four years to implement The Wyndham Plan. A key focus will be on fast tracking urban priority development applications which comply with The Wyndham Plan.</p> <p>It is also proposed that an Operational Plan will</p>

		be developed each year by The Wyndham Plan IWG to provide more detail about exactly what actions Council will take in the next financial year to achieve the Four-Year Delivery Program. This will also include undertaking the Place Intervention Logics process for key precincts as discussed in Section 12.
	<ul style="list-style-type: none"> <li>The Plan will not be able to be implemented without support from the Government</li> </ul>	<ul style="list-style-type: none"> <li>Chapter 10 (Collaboration and Partnerships) notes that Council cannot deliver the plan on its own and everyone has a part to play in the delivery of The Wyndham Plan. Council will act as the catalyst for change by collaborating with State and Federal Government agencies, private sector organisations, community groups and others. Council will advocate to decision makers on behalf of the community on the social, economic and environmental benefits of The Wyndham Plan.</li> </ul>
	<ul style="list-style-type: none"> <li>What are the costs associated with the Plan?</li> </ul>	<ul style="list-style-type: none"> <li>Chapter 11 (Delivery, Operation and Resourcing) A Resourcing Strategy will be developed to outline how the actions and activities will be financed, assets managed and services delivered. These will be subject to Council's annual budgetary preparation process.</li> </ul>
Big Idea 1: Neighbourhood and Village Pulses	<ul style="list-style-type: none"> <li>Why is Truganina not identified as a <i>"Neighbourhood pulse"</i>?</li> </ul>	<ul style="list-style-type: none"> <li>Initially Truganina was not considered a Neighbourhood Pulse due to limited land availability, and it is served by adjacent centres in Tarneit. Further updates to TWP based on community feedback will consider including Truganina as a Neighbourhood Pulse to service the local area, with Tarneit Major Town Centre</li> </ul>

		<p>to the west providing additional services not available in Truganina itself.</p> <ul style="list-style-type: none"> <li>• Further work will be undertaken to define 'Neighbourhood Pulses'</li> </ul>
Big Idea 2: City Heart	<ul style="list-style-type: none"> <li>• Idea of a central city heart makes a lot of sense. Need to create focal points, more drawcards and something that captures people's interest</li> </ul>	<ul style="list-style-type: none"> <li>• Big Idea 2: The City Heart A structure plan will be prepared for the City Heart to provide a spatial framework to guide and direct public and private sector investment. Additional work will be done on more detailed urban design framework plans for each of the five key precincts, setting out actions to prioritise in the process of revitalization and redevelopment of these precincts, and the funding mechanisms required.</li> </ul>
	<ul style="list-style-type: none"> <li>• Big area requires a big budget <ul style="list-style-type: none"> <li>○ Where will the funding come from?</li> <li>○ Will rates go up?</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Chapter 13 (Governance and Funding) It is proposed to develop financial incentives and expenditure planning approaches that change consumer and commercial behaviour [Development Contributions (DCs), Growth Area Infrastructure Charges (GAIC), Capital, Property Acquisition, Targeted Rates].</li> </ul> <p>Examples of financial incentives include: Seeking the State Government to direct all Land Tax revenue raised from designated areas of Wyndham (i.e. City Heart/Neighbourhood Pulses) back into those areas. Seeking the State Government to direct all GAIC revenue raised from designated areas of Wyndham (i.e. City Heart/Neighbourhood Pulses) back into those areas. Find willing Private sector partners on key priority locations. If we align the financial</p>

		<p>incentives correctly as discussed in Chapter 13, Point 2 this de-risks development for investors.</p> <ul style="list-style-type: none"> <li>As noted above, funding of any elements of The Wyndham Plan will be subject to Council annual budgetary processes. The Wyndham Plan is also tailored to deliver incremental improvements in accordance with available Council resources, and the alignment of activities and resources across other levels of government and the private sector. Progress can be advanced by adding financial and human resources to the implementation of the Wyndham Plan as additional resources become available.</li> </ul>
	<ul style="list-style-type: none"> <li>Are roads wide enough to accommodate trackless trams?</li> </ul>	<ul style="list-style-type: none"> <li>Trackless trams is a new technology requiring further investigation and discussion with the State Department of Transport. Initial research indicates that trackless trams require less infrastructure/space than conventional trams. Alternative transport solutions such as Bus Rapid Transit are also being investigated.</li> <li>The roads identified for trackless trams have wide reserves and will be subject to a traffic impact assessment to make sure the road can accommodate the trams together with other vehicles.</li> </ul>
	<ul style="list-style-type: none"> <li>Plan for ongoing infrastructure and concentrated development <ul style="list-style-type: none"> <li>Several bottle necks, e.g. schools in area</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Infrastructure including schools, specific road upgrades and health services are the responsibility of the State Government</li> <li>Wyndham City Council will continue to advocate for timely delivery of infrastructure in new and established suburbs.</li> </ul>

	<ul style="list-style-type: none"> <li>Income generated not being spent in Wyndham. Will there be spending more time on our areas, culture is missing here</li> </ul>	<ul style="list-style-type: none"> <li>Wyndham City Council will continue to advocate to the State Government to:               <ul style="list-style-type: none"> <li>direct all Land Tax revenue raised from designated areas of Wyndham (i.e. City Heart/Neighbourhood Pulses) back into those areas.</li> <li>direct all GAIC revenue raised from designated areas of Wyndham (i.e. City Heart/Neighbourhood Pulses) back into those areas.</li> </ul> </li> </ul>
Big Idea 3: A Wyndham Transport Network	<ul style="list-style-type: none"> <li>Need to make sure the network is there – not just parts               <ul style="list-style-type: none"> <li>Point Cook and Truganina are disconnected on the plan</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>The Wyndham Plan has been developed to encourage high density living around areas with good transit links. Truganina has limited land space and Point Cook has no local train station so they are identified as smaller pulses on the plan. These centres can be serviced by other activity centres and/or more regular and efficient bus services to provide connectivity into the larger Wyndham area.</li> </ul>
	<ul style="list-style-type: none"> <li>Bus transport               <ul style="list-style-type: none"> <li>Are route/roads wide enough to accommodate?</li> <li>Will buses be electric?</li> <li>Want to see more high frequency buses</li> <li>Aim for 80% of population have more frequent transport services</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>All growth areas are managed through Precinct Structure Plans and designed with specific streets capable of accommodating buses. See <a href="https://vpa.vic.gov.au/">https://vpa.vic.gov.au/</a> for more detail</li> <li>Buses are managed by the State Government which has assigned \$20 million for a Zero Emissions Vehicle (ZEV) public transport bus trial and a target for all public transport bus purchases to be ZEVs from 2025. See <a href="https://www.energy.vic.gov.au/renewable-energy/zero-emission-vehicles">https://www.energy.vic.gov.au/renewable-energy/zero-emission-vehicles</a> for more information.</li> <li>The Wyndham Plan aims to create higher density development around transit centres and routes which includes bus services. Land use planning can create higher density along</li> </ul>

		transport routes, and Wyndham City Council will continue to advocate to the State Government for more regular, frequent and efficient bus services to service more of the population.
	<ul style="list-style-type: none"> <li>• Cycling <ul style="list-style-type: none"> <li>○ Need measures to improve cycle uptake and involvement in cycling - more direct routes and better cycle routes, construction of bike roads/facilities</li> <li>○ Needs more consideration of the users, “pinch points” need to be identified and targeted, people are not cycling because it is dangerous</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• All growth areas are managed through Precinct Structure Plans and designed with streets that include bike lanes, as well as off-road share paths for pedestrians and cyclists. See <a href="https://vpa.vic.gov.au/">https://vpa.vic.gov.au/</a> for more detail</li> <li>• A range of work will be required to make cycling a safer, more viable and more attractive method of transport across Wyndham from both the council and the State Government (i.e. land use planning, road design, share path upgrades, etc)</li> </ul>
Big idea 4 : The Derrimut Road Boulevard	<ul style="list-style-type: none"> <li>• Need to make sure road networks work – efficiency of flow, concern around speed, cycle paths</li> <li>• Support for boulevard idea – a nice visual representation that can be sold, could be like a Lygon Street</li> </ul>	<ul style="list-style-type: none"> <li>• The Wyndham Plan outlines key elements of Council’s overarching transport strategy. Further work will be required for the details of traffic impacts, efficiency and safety. This will be carried out by Wyndham City Council and the Department of Transport and Planning.</li> <li>• Precinct Structure Plans include designs for road reserves that can accommodate shared paths, multiple lanes of traffic, cycle lanes, public transport and street trees. These and other relevant material can be used to design the Derrimut Road Boulevard.</li> </ul>
Big Idea 5: Liveable Residential Neighbourhoods	<ul style="list-style-type: none"> <li>• Need more consideration for Truganina</li> <li>• Great to have diversity of housing and where things go!</li> <li>• Diversity of housing supported</li> </ul>	<ul style="list-style-type: none"> <li>• Noted, see response to Big Idea 1 above</li> <li>• The Wyndham Housing and Neighbourhood Character Strategy is being developed to support diversity of housing across Wyndham to service all demographics</li> </ul>

Big Idea 6: Green lungs, coast and country	<ul style="list-style-type: none"> <li>Great to support our coast</li> </ul>	<ul style="list-style-type: none"> <li>The Wyndham Plan is consistent with other local policies including the Wyndham Coastal &amp; Marine Management Plan  <a href="https://www.wyndham.vic.gov.au/wyndham-coastal-marine-management-plan">https://www.wyndham.vic.gov.au/wyndham-coastal-marine-management-plan</a></li> </ul>
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### Wyndham Peoples Advisory Panel

Two dedicated workshop sessions for members of the Wyndham Peoples Advisory Panel took place on Wednesday 8<sup>th</sup> February and Saturday 11<sup>th</sup> February. The Wyndham Peoples Advisory Panel was established by Council as part of its Deliberative Engagement Program.

Criteria used by Council to invite participation on the Peoples Advisory Panel is outlined below:

#### Who can apply for the Wyndham People's Advisory Panel?

We're looking for interested community members who are passionate about helping to shape the Wyndham community. The Panel is open to everyone, you don't need to have any special knowledge about Council to join.

To ensure the Panel is representative of Wyndham, a diverse range of community members, including women, Aboriginal and Torres Strait Islander – First Nations peoples, people with disability, young people, LGBTQI+ people and people from culturally and linguistically diverse backgrounds are encouraged to apply.

Elected representatives from any level of government, paid employees of any political party, Wyndham City employees, Councillors, former Councillors and immediate family members of these people cannot join the Panel.

During these sessions, the following key issues were raised:

Topic	What we Heard	Council Officer Proposed Response
General comments on The Wyndham Plan (Draft)	<ul style="list-style-type: none"> <li>Presentation should refer to bundling up of facilities and services over time (some things have improved in Wyndham)</li> </ul>	<ul style="list-style-type: none"> <li>Chapter 12 (An action plan to prioritise, guide and inspire the change that the community wants) The Wyndham Plan applies to the whole council area and smaller community-level plans (Place Intervention Logics/PILs) will be prepared. The PILs will be developed by consulting with the communities living in the Neighbourhood Pulse catchment</li> </ul>



		<p>areas and identify detailed place-based issues, challenges and opportunities.</p> <ul style="list-style-type: none"> <li>Chapter 15 (Reporting, monitoring and refreshing The Wyndham Plan)</li> </ul> <p>Council will report back to the community each year on progress in implementing the Delivery Program and Operational Plan as these plans are Council's responsibility. The Wyndham Plan itself will be reviewed and refreshed every four years to coincide with the evaluation of the Wyndham 2040 Community Vision.</p>
	<ul style="list-style-type: none"> <li>Value connections to Indigenous peoples – want more opportunities to learn/experience</li> </ul>	<ul style="list-style-type: none"> <li>The Wyndham Plan includes objectives and strategies to manage local heritage and celebrate the First Nations people of the area.</li> </ul> <p>Wyndham Council has also recently released its Reconciliation Action Plan 2023-2025 which is available here: <a href="https://www.wyndham.vic.gov.au/about-council/acknowledgement-traditional-owners">https://www.wyndham.vic.gov.au/about-council/acknowledgement-traditional-owners</a></p>
	<ul style="list-style-type: none"> <li>Plan to meet the needs of current and future residents. Wyndham is good for young families, but what is there for adults? Want to spend money here</li> </ul>	<ul style="list-style-type: none"> <li>The Wyndham Plan has been developed based on community feedback from the Wyndham 2040 Community Vision which identified the need for a variety of recreational, leisure, tourism, art and cultural opportunities for everyone to experience throughout the municipality.</li> </ul>
Big Idea 1: Neighbourhood and Village Pulses	<ul style="list-style-type: none"> <li>Good idea to have destination between neighbourhood pulses and villages</li> </ul>	<ul style="list-style-type: none"> <li>Council to investigate middle layer between neighbourhood and village pulses</li> </ul>
	<ul style="list-style-type: none"> <li>More local services required</li> </ul>	<ul style="list-style-type: none"> <li>Noted, see response to General comments above with details on the Place Intervention Logics (PILs)</li> <li></li> </ul>
Big Idea 2: City Heart	<ul style="list-style-type: none"> <li>Support concept of heart and location</li> </ul>	<ul style="list-style-type: none"> <li>City Heart will require ongoing work and assessment similar to the Place Intervention Logics (PILs) process described in the response to General comments above</li> </ul>
	<ul style="list-style-type: none"> <li>Too large, expansion should be smaller</li> </ul>	<ul style="list-style-type: none"> <li>Wyndham City Council needs to work with the existing geography and land use of the area. The size of the City Heart</li> </ul>

		<p>is due to the State Government's program of National Employment Innovation Clusters (NEICs) which identify areas of intensive employment and development to provide jobs and services both for Wyndham itself and surrounding regions. The City Heart includes the activity centres at Werribee, Hoppers Crossing, Williams Landing, Werribee Plaza and East Werribee, including the Mercy hospital precinct</p> <p>To manage the distances between these areas Wyndham City Council has proposed a City Heart bus loop service to connect centres and will plan for shared paths to provide active transport connections. Future railway works may include a new station at Derrimut Road between Werribee and Hoppers Crossing in the long term.</p>
	<ul style="list-style-type: none"> <li>• New future of work (since COVID-19 – work centres/hubs)</li> </ul>	<ul style="list-style-type: none"> <li>• Wyndham is experiencing ongoing development and evolution of working spaces which will change employment patterns and opportunities</li> <li>• The Wyndham Plan acknowledges the importance of industrial land within the Council area and seeks to protect these areas from incompatible uses, while supporting commercial and other employment sectors in the Neighbourhood Pulses to provide jobs for local residents</li> </ul>
Big Idea 3: A Wyndham Transport Network	<ul style="list-style-type: none"> <li>• City circle like tram (free) to encourage travel and spending and activities within the community</li> </ul>	<ul style="list-style-type: none"> <li>• Noted, the City Heart is first proposed to be connected via an on-demand bus loop service and to scale up with demand. Cost of the service will be dependent on funding.</li> </ul>
	<ul style="list-style-type: none"> <li>• Flexi ride is great initiative</li> </ul>	<ul style="list-style-type: none"> <li>• FlexiRide is run by Public Transport Victoria (State Government)</li> <li>• Wyndham City Council to advocate to State Government for continuation of the services</li> </ul>
	<ul style="list-style-type: none"> <li>• Transport options within village pulses?</li> </ul>	<ul style="list-style-type: none"> <li>• Village Pulses are designed to be walkable (800m across, or approximately 20-minute walk) and will be designed to promote mobility and accessibility (e.g. street design for wheelchairs and other mobility aids, frequent benches and water fountains, street trees to create shade and amenity)</li> </ul>

		<ul style="list-style-type: none"> <li>Transport options between village pulses will include shared paths, public transport and private vehicles</li> </ul>
	<ul style="list-style-type: none"> <li>Lack of bus services and lack of crossings</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted, Public Transport Victoria (State Government) manages bus services and the Department of Transport and Planning manages roads and public transport infrastructure.</li> <li>Wyndham City Council to continue to advocate to the State Government departments for improved services, upgrades and infrastructure to service Wyndham's growing population</li> </ul>
	<ul style="list-style-type: none"> <li>Not enough train stations for the population</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted, see response above</li> <li>Two railway stations are currently planned for Davis Road (Tarneit)(2026) and Truganina (to be confirmed). Wyndham City Council to advocate for more stations on the regional and metropolitan rail lines and spur link to connect the two services and create a rail loop</li> </ul>
	<ul style="list-style-type: none"> <li>No proper cycle paths &amp; footpaths in some areas</li> </ul>	<ul style="list-style-type: none"> <li>All growth areas are managed through Precinct Structure Plans and designed with streets that include bike lanes, as well as off-road share paths for pedestrians and cyclists. See <a href="https://vpa.vic.gov.au/">https://vpa.vic.gov.au/</a> for more detail</li> <li>Wyndham City Council to continue to develop cycling paths and infrastructure in established areas consistent with the Wyndham Active Transport Strategy available here: <a href="https://www.wyndham.vic.gov.au/activetransportstrategy2020">https://www.wyndham.vic.gov.au/activetransportstrategy2020</a></li> </ul>
	<ul style="list-style-type: none"> <li>Parking issues with fines, controls and safety</li> </ul>	<ul style="list-style-type: none"> <li>Wyndham is currently very car dependant which leads to issues around parking, traffic, and safety. The Wyndham Plan has been created to increase development in areas with good transport links, which will create more services (e.g. chemists, supermarkets, libraries) closer to where people live. The Wyndham Plan also aims to create more travel choices for all residents so that they can travel around the area by car, public transport, cycling, walking or other methods.</li> <li>The Wyndham Plan's long-term outlook is to create more choice and diversity for transport to reduce dependence on cars for transport, particularly short trips. In the meantime, Wyndham City Council officers will continue enforcement of parking and safety by laws.</li> </ul>

	<ul style="list-style-type: none"> <li>Impact of density on road network can be concern – ensure width of road adequate for higher density</li> </ul>	<ul style="list-style-type: none"> <li>All growth areas are managed through Precinct Structure Plans and designed with arterial and connector streets to carry large volumes of traffic safely. See <a href="https://vpa.vic.gov.au/">https://vpa.vic.gov.au/</a> for more detail</li> <li>The Neighbourhood Pulses identified within The Wyndham Plan and the Derrimut Road Boulevard have been chosen for their existing transport links and traffic assessments of the higher densities will be carried out at a more detailed scale.</li> </ul>
Big idea 4: The Derrimut Road Boulevard	<ul style="list-style-type: none"> <li>Safety issues with increased densities along Derrimut Road</li> </ul>	<ul style="list-style-type: none"> <li>Comment noted, see response immediately above</li> </ul>
	<ul style="list-style-type: none"> <li>Concern with transition to normal dwellings - town houses/medium rise buildings can be designed to shield residential areas</li> </ul>	<ul style="list-style-type: none"> <li>The Derrimut Road Boulevard is a medium to long term development proposal that would require the participation and support of private developers as sites become available for redevelopment opportunities. It is important to encourage higher density along major transport corridors and in locations that are well supported by infrastructure and services.</li> <li>High density development on the Derrimut Road Boulevard will be subject to planning applications and assessment, with conditions on amenity, shading/solar access, height, parking, etc.</li> </ul>
	<ul style="list-style-type: none"> <li>Support for connection between Tarneit and City Heart</li> <li>Coworking spaces, government agencies and others on Derrimut Road</li> </ul>	<ul style="list-style-type: none"> <li>Wyndham is experiencing ongoing development and evolution of working spaces which will change employment patterns and opportunities</li> <li>The Wyndham Plan acknowledges the importance of industrial land within the Council area and seeks to protect these areas from incompatible uses, while supporting commercial and other employment sectors in the Neighbourhood Pulses to provide jobs for local residents</li> <li>The Derrimut Road Boulevard will function as both a connection between Tarneit and the City Heart</li> </ul>
Big Idea 5: Liveable Residential Neighbourhoods	<ul style="list-style-type: none"> <li>Need better quality services in Wyndham and more diversity – targeting “DINK” (Double Income No Kids) and other demographics, not just kids</li> </ul>	<ul style="list-style-type: none"> <li>Noted, see response above in General comments on the Wyndham Community Vision</li> </ul>

	<ul style="list-style-type: none"> <li>• More local employment</li> </ul>	<ul style="list-style-type: none"> <li>• Noted, see response to General comments above with details on the Place Intervention Logics (PILs)</li> </ul>
	<ul style="list-style-type: none"> <li>• More community gardens and flexibility in street trees – food trees e.g. olives</li> </ul>	<ul style="list-style-type: none"> <li>• Noted, see response to General comments above with details on the Place Intervention Logics (PILs)</li> <li>• Wyndham has partnered within Sustain The Australian Food Network in 2022-2023 to review food systems within the council area and highly potential opportunities</li> </ul>
	<ul style="list-style-type: none"> <li>• Not enough schools</li> </ul>	<ul style="list-style-type: none"> <li>• Primary and secondary schools are managed by the Department of Education (State Government)</li> <li>• Wyndham City Council will continue to advocate for the prompt delivery of schools to meet the needs of local residents. See Council's "Schools4Wyndham" campaign: <a href="https://schools4wyndham.org.au/">https://schools4wyndham.org.au/</a></li> </ul>
Big Idea 6: Green lungs, coast and country	<ul style="list-style-type: none"> <li>• Need to promote destinations in Green Wedges</li> <li>• Need to raise awareness of natural assets – e.g. You Yangs – people don't know about them</li> </ul>	<ul style="list-style-type: none"> <li>• The Wyndham Plan includes strategies to promote and protect green and rural spaces within Wyndham and the region, consistent with other council policies (Wyndham Marine and Coastal Management Plan 2020-2025, Werribee South Green Wedge Policy and Management Plan, Avalon Corridor Strategy)</li> <li>• Comment noted</li> </ul>
	<ul style="list-style-type: none"> <li>• More diversity in vegetation – trees that contribute to beautification e.g. jacarandas beauty/aesthetic – not just greening</li> <li>• Like for like replacement of street plantings for continuity</li> </ul>	<ul style="list-style-type: none"> <li>• Noted, see response to General comments above with details on the Place Intervention Logics (PILs)</li> </ul>

### Community Sessions (In person and online)

A total of four in person community sessions and two online sessions took place throughout the consultation period.

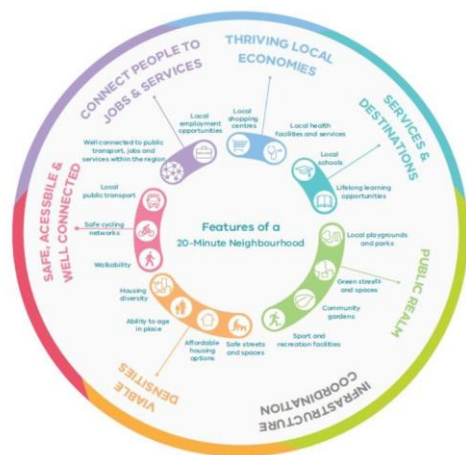
The majority of people who attended these open forums were making claims based on erroneous information circulated on social media that the planning concepts of “20-Minute Neighbourhoods” and “Smart Cities” referenced in The Wyndham Plan (Draft) are being used as templates initiated by the World Economic Forum and United Nations to restrict movement and increase surveillance of people.

A number of participants in these sessions also attended multiple sessions in an attempt to add greater voice and weight to the above concerns and protest against The Wyndham Plan (Draft).

Attempts were made to explain the origin of 20-minute concepts as follows:

The concept of 20-Minute Cities, 20-Minute Neighbourhoods and other related concepts such as the 15-Minute City are all planning ideas and planning principles that are about delivering infrastructure closer to where people live and broadening transport choices, as explained in *Slide 23 (below) – Key Features of a 20-Minute Neighbourhood*.

KEY FEATURES OF A 20-MINUTE NEIGHBOURHOOD



What a 20-Minute Neighbourhood is **about**:

Delivering infrastructure and services closer to where people live.

Enabling people to meet most of their daily needs within a 20-minute return walk from home, with access to safe cycling and local transport options.

These connected and walkable places are where people can live, work and play; buy their bread and milk, work from home or at a local business, access services and meet their neighbours at community gathering places.

What a 20-Minute Neighbourhood is **not about**:

Limiting access to infrastructure and services.

[Slide 23 - The Wyndham Plan \(Draft\) Powerpoint Presentation](#)

The State Government has since clarified the concept of the 20 Minute Neighbourhood concept as follows:

## 20-minute neighbourhood update

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

### What is a 20-minute neighbourhood?

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

Plan Melbourne continues to work with communities to make the 20-minute neighbourhood concept a reality.

Source: <https://www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne/20-minute-neighbourhood>

News agencies around the world, such as ABC News (locally) and Reuters (internationally) have investigated and published "Fact Check" articles to correct current misinformation and disinformation that has been circulating on social media about 20 Minute Neighbourhoods and 15 Minute Cities. The verdict is that the 20-Minute Neighbourhood (referenced in The Wyndham Plan Draft) and 15 Minute City (not referenced in the Wyndham Plan but mentioned by some respondents to The Wyndham Plan Draft) are urban planning concepts that envision a living environment with easily accessible essentials. There is no evidence cities adopting the model are planning a lockdown. Note following fact check articles can be accessed via ABC News <https://www.abc.net.au/news/2023-02-27/the-15-minute-city-conspiracy/102015446> and Reuters <https://www.reuters.com/article/factcheck-15minute-city-idUSL1N3622AL>



During these sessions, the following key issues were raised:

Topic	What we Heard	
General comments on The Wyndham Plan (Draft)	<p><u>General comments, implementation and timing</u></p> <ul style="list-style-type: none"> <li>What are the next steps of The Wyndham Plan?</li> </ul>	<p>Chapter 10 Collaboration and Partnerships</p> <p>The Wyndham Plan requires fundamental changes as to the location, density, form and character of new development, investment and growth in housing, jobs, infrastructure and services. It is not more of the same. The Wyndham Plan provides the strategic land use, planning and development directions for the city. It sits alongside the Wyndham 2040 Community Vision, the four-year Council Plan and the Municipal Public Health and Wellbeing Plan. Council acknowledges that its primary role is to protect and enhance the liveability of the municipality and the well-being of its residents now and into the future.</p> <p>Chapter 9 The Wyndham Plan Policy Development Program</p> <p>The Wyndham Plan will facilitate the updating of the Municipal Planning Strategy (MPS) to give effect to The Wyndham Plan within the Wyndham Planning Scheme (this is discussed further in Section 13). The update of the MPS will also be supported by the development of further planning policies that will enable the qualitative outcomes sought by The Wyndham Plan in addition to the quantitative outcomes sought through The Wyndham Plan goals and targets.</p>
	<ul style="list-style-type: none"> <li>What timeline are we talking about for the implementation of The Wyndham Plan? No specific timeline is provided in the plan for infrastructure such as the spur line connection between the Regional Rail Link and Metropolitan Rail lines, and future train stations</li> </ul>	<p>Chapter 15 Reporting, monitoring and refreshing The Wyndham Plan</p> <p>The Wyndham Plan has been designed to be implemented over the next 20-30 years. Council will report back to the community regularly on progress.</p> <p>The Wyndham Plan itself will be reviewed and refreshed every four years to coincide with the review/refresh of the Wyndham 2040 Community Vision.</p>
	<ul style="list-style-type: none"> <li>Council needs to be transparent – Wyndham is the biggest growth corridor, this is where everyone is going to live. As mentioned previously, this plan should've been done at least 20 years ago.</li> </ul>	<p>Chapter 1 Preparing a plan that sets out how we deliver the Wyndham 2040 Community Vision, The Wyndham Plan</p> <p>The Wyndham Plan has evolved from previous work, particularly the Wyndham 2040 Community Vision which clearly articulates the type of community that the people of Wyndham want the city to become.</p>

	<ul style="list-style-type: none"> <li>We are growing too fast. If Wyndham can't accommodate all this rapid growth, why bring more people into Wyndham?</li> </ul>	<p>State Government policy designates Wyndham as a growth area. Plan Melbourne 2017-2050 includes a target for 70% of Melbourne's new growth to be within established areas, however the remaining 30% of the new growth will be in growth areas including Wyndham.</p> <p><a href="https://www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne">https://www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne</a></p> <p>The Draft Western Metro Land Use Framework Plan projects the western region of Melbourne (the councils of Wyndham, Melton, Brimbank, Moonee Valley, Maribyrnong and Hobsons Bay) have a total population of 1.9 million people by 2051.</p> <p><a href="https://www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne/melbournes-future-planning-framework/western-metro-region">https://www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne/melbournes-future-planning-framework/western-metro-region</a></p> <p>Wyndham City Council will continue to advocate to the State Government to deliver services promptly for residents (e.g. schools, hospitals, train stations, roads, etc) and prevent or reduce out of sequence development.</p>
	<ul style="list-style-type: none"> <li>Making Wyndham more of an urban city rather than a rural city – this would be good for Wyndham.</li> </ul>	<p>The Wyndham Plan is designed to create a network of activity centres around the central City Heart, based on the feedback from the Wyndham 2040 Community Vision.</p>
	<ul style="list-style-type: none"> <li>The Wyndham Plan is not good for Werribee, this is a dream (something from Star Trek) – we need proper infrastructure, education facilities etc.</li> </ul>	<p>Comment noted</p> <p>The Wyndham Plan is aspirational and has developed from the feedback received from the Wyndham 2040 Community Vision. The community has told us what it wants Wyndham to be like, and it's not more of the same.</p> <p>Much of the infrastructure for new growth areas (schools, hospitals, train stations, roads, etc) are the responsibility of the State Government and Wyndham City Council will continue to advocate for the timely delivery of services</p>
	<p><u>Infrastructure</u></p> <ul style="list-style-type: none"> <li>As the development of every new block of land brings in additional rate revenue, why do services such as tip tickets get cut by half and Council rates double? Everyone expects infrastructure and services to be provided. How</li> </ul>	<p>There is a recognised lag between development of housing in new areas and the services to provide for new residents. Private land can be left vacant and result in out of sequence or patchworks of development, and the development contributions (levies) paid by landowners and developers can only be used for certain works within the growth area (e.g. certain roads, intersections, bridges, community facilities and open spaces/playgrounds, etc). Much of the infrastructure for new growth areas (schools, hospitals, train stations, roads, etc) are the responsibility of the State Government and not within the control of local councils.</p>

	are we not getting enough rates for infrastructure?	<p>New growth suburbs also create more demand for roads, footpaths, rubbish collections, etc that increase with distance travelled. Higher density development within established areas costs less to service than constantly expanding suburbs, see link below:</p> <p><a href="https://usa.streetsblog.org/2015/03/05/sprawl-costs-the-public-more-than-twice-as-much-as-compact-development/">https://usa.streetsblog.org/2015/03/05/sprawl-costs-the-public-more-than-twice-as-much-as-compact-development/</a></p> <p>The Wyndham Plan aims to create compact areas where more people can live and work locally, using the existing infrastructure more efficiently. Wyndham City Council will also continue to advocate to the State Government for the timely delivery of services.</p>
	<ul style="list-style-type: none"> <li>Government should be putting in jobs, businesses, services etc. before building new housing estates in the growth corridors</li> </ul>	<p>Comment noted</p> <p>PSPs and other strategies have land designated for employment land including activity centres, industrial and commercial areas. Unfortunately, these employment areas are less attractive to developers and tend to sit vacant while the residential areas are established around them.</p> <p>Council will continue to advocate to the State Government to have services delivered in these areas (public transit, roads, local parks and services) and continue to have discussions with developers on the timely development of these areas.</p>
	<ul style="list-style-type: none"> <li>Wyndham has some of the best walkways and parks in Victoria but lacks the amenities. Infrastructure is one of the biggest issues across Wyndham. There is housing but a lack of roads</li> </ul>	<p>Comment noted</p> <p>Wyndham City Council has recently released the Wyndham Active Transport Strategy which includes objectives and strategies for pedestrians and cyclists. Wyndham City Council will also continue to develop and maintain local roads, and advocate to the State Government for the timely delivery and maintenance of state-controlled roads</p> <p><a href="https://www.wyndham.vic.gov.au/activetransportstrategy2020">https://www.wyndham.vic.gov.au/activetransportstrategy2020</a></p>
	<ul style="list-style-type: none"> <li>The Wyndham Plan heavily focuses on residential areas – there is nothing that talks/shown in the Wyndham Plan about industrial areas</li> </ul>	<p>Comment noted</p> <p>Industrial land is addressed in other strategies:</p> <p>Wyndham Industrial Land Use Strategy (WILUS)</p> <p><a href="https://theloop.wyndham.vic.gov.au/wyndham-industrial-land-use-strategy">https://theloop.wyndham.vic.gov.au/wyndham-industrial-land-use-strategy</a></p> <p>Melbourne Industrial and Commercial Land Use Plan (MICLUP)</p> <p><a href="https://www.planning.vic.gov.au/policy-and-strategy/metropolitan-industrial-and-commercial-land-use-plan">https://www.planning.vic.gov.au/policy-and-strategy/metropolitan-industrial-and-commercial-land-use-plan</a></p>

		Individual PSPs – particularly Truganina Employment, Truganina and Tarneit North <a href="https://vpa.vic.gov.au/metropolitan/">https://vpa.vic.gov.au/metropolitan/</a>
	<p><u>Interaction with State Government</u></p> <ul style="list-style-type: none"> <li>The west of Melbourne hasn't been overly respected by the State Government – youth detention centre, dumping of tunnel waste, cancellation of funding for employment districts etc. Why will State Government help with the plan?</li> </ul>	<p>Comment noted</p> <p>The Wyndham Plan (Draft) has been prepared to align with State Government policy and supports key planning initiatives of the State Government such as Plan Melbourne 2017-2050.</p> <p>State Government policy designates Wyndham as a growth area. Plan Melbourne 2017-2050 includes a target for 70% of Melbourne's new growth to be within established areas, however the remaining 30% of the new growth will be in growth areas including Wyndham. The Wyndham Plan Draft seeks to get the balance right between development in Wyndham's established areas and Wyndham's growth areas and in a way that is consistent with State policy. Alignment with State policy should assist with garnering support for the plan from the State Government when compared to the alternative, namely preparing a plan that is not aligned with State policy.</p> <p><a href="https://www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne">https://www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne</a></p> <p>The Draft Western Metro Land Use Framework Plan projects the western region of Melbourne (the councils of Wyndham, Melton, Brimbank, Moonee Valley, Maribyrnong and Hobsons Bay) have a total population of 1.9 million people by 2051.</p> <p><a href="https://www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne/melbournes-future-planning-framework/western-metro-region">https://www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne/melbournes-future-planning-framework/western-metro-region</a></p> <p>Council will continue to advocate to State Government on the delivery of infrastructure and services, potentially in partnership with other western/growth councils.</p>
	<ul style="list-style-type: none"> <li>This plan will not be effective at all without active alignment on policy and funding of State and Federal Governments. What is the level of engagement and commitment from State and Federal Governments while drafting this plan?</li> </ul>	<p>Comment noted.</p> <p>Council has been liaising with other government departments and agencies during the preparation of The Wyndham Plan Draft and has received broad support for the Plan from these parties.</p> <p>State Government policy designates Wyndham as a growth area as described in Plan Melbourne 2017-2050 and the Draft Western Metro Land Use Framework Plan.</p> <p>Council will continue to advocate to State and Federal Governments on the delivery of infrastructure, services, and funding, potentially in partnership with other western/growth councils.</p>

	<ul style="list-style-type: none"> <li>As part of the Wyndham Plan, is Wyndham Council targeting policy changes which restrict State Government releasing new Precinct Structure Plans (PSPs) without completion of backlog of infrastructure projects in the suburb?</li> </ul>	<p>Precinct Structure Plans are developed by the Victorian Planning Authority (VPA) which is part of the State Government. Local councils do not have the power to restrict the release of land for development.</p> <p>Wyndham City Council will continue to advocate to the State Government for timely delivery of infrastructure in new and established suburbs and better sequencing of growth.</p>
Big Idea 1: Neighbourhood and Village Pulses	<ul style="list-style-type: none"> <li>If Point Cook can have 2 neighbourhood pulses, can we have a mini neighbourhood pulse at Truganina as well as considering that Point Cook land area is almost built up fully, but Tarneit and Truganina are bound to more than double their population? Truganina is by the far the fastest growing industrial/commercial hub with fast growing residential houses as well and has a location earmarked for station and location for facilities. The nearest NP areas are Tarneit and Williams Landing well outside the radius of a 20 - minute neighbourhood. Public transport takes 2 hours to get home to Truganina from Footscray</li> </ul>	<p>Initially Truganina was not considered for a Neighbourhood Pulse due to limited land availability, and it is served by adjacent centres in Tarneit.</p> <p>Further updates to The Wyndham Plan based on community feedback will consider including Truganina as a Neighbourhood Pulse to service the local area, with Tarneit Major Town Centre to the west providing additional services not available in Truganina itself.</p>
	<ul style="list-style-type: none"> <li>What is happening in The Wyndham Plan for Williams Landing? I heard someone has bought land for a school. A school is needed in Williams Landing. Why does Truganina have prep to</li> </ul>	<p>Williams Landing is identified as a Neighbourhood Pulse and is close to the proposed City Heart</p> <p>Primary and secondary schools are managed by the Department of Education (State Government) Wyndham City Council will continue to advocate for the prompt delivery of schools to meet the needs of local residents</p>

	high school but not Williams Landing?	
	<ul style="list-style-type: none"> <li>The city (Wyndham) is divided by the railway line [regional line]. We should not be issuing anymore building permits until the bridge is built. There is too much traffic congestion. Residents can't park outside their own house.</li> </ul>	<p>Land around and beyond the regional railway line is controlled by Precinct Structure Plans which are released by the State Government. Once the plans have been released, local councils cannot refuse to allow development in these areas</p> <p>The Wyndham Plan aims to create a series of compact areas within the existing area to provide more services close to residents, ideally within walking or cycling or a short drive. The aim is to eventually reduce dependence on cars for transport and reduce associated problems with safety, traffic congestion, parking, etc.</p> <p>Council officers will continue to enforce Wyndham's local laws around parking in the meantime</p>
Big Idea 2: City Heart	<ul style="list-style-type: none"> <li>Are there any plans to establish another university in Wyndham? Used to live in Oakleigh. There I had access to Deakin, RMIT, and Swinburne</li> </ul>	The City Heart is intended to be the focus for high level services in Wyndham, including tertiary education
	<ul style="list-style-type: none"> <li>Wyndham is the 3<sup>rd</sup> biggest city in Victoria. The concept of a City Heart /City Square of a good size will be good. It will attract more businesses to Wyndham. The idea of being more urban than suburban is a good idea.</li> </ul>	The Wyndham Plan aims to create a series of compact areas within the existing area to provide more services close to residents, ideally within walking or cycling or a short drive. It has been developed based on the Wyndham 2040 Community Vision.
	<ul style="list-style-type: none"> <li>You say that there is no clear city heart in Wyndham? The heart of Werribee is the main street. Council has allowed the spread of this "rat race" (city).</li> </ul>	Comment noted
Big Idea 3: A Wyndham Transport Network	<p><u>Trains</u></p> <ul style="list-style-type: none"> <li>Once the only way to get to the Melbourne CBD from Wyndham was by train. There were no trams and no buses. What we want is</li> </ul>	Public transport infrastructure and services are managed by the State Government. Council will continue to advocate for the delivery of more frequent and efficient public transport to service the growing population, particularly the spur link to connect the regional and metropolitan railway lines and allow more services to be run.

	better public transport, even if it is to catch a bus when there is no train. Can you not put pressure on the State?	
	<ul style="list-style-type: none"> <li>When are future train stations at Leakes Road and Tarneit Road going to be built?</li> </ul>	Comment noted, see above
	<ul style="list-style-type: none"> <li>Trains at Williams Landing need to be more frequent</li> </ul>	Comment noted, see above
	<ul style="list-style-type: none"> <li>There is a cheap way to extend the metro line to West Werribee Station from current Werribee Station decongesting Werribee Station and help huge and growing communities in west Werribee.</li> </ul>	Comment noted, see above
	<ul style="list-style-type: none"> <li>We would like all train stations to be delivered pronto</li> </ul>	Comment noted, see above
	<u>Roads</u> <ul style="list-style-type: none"> <li>When are Heaths Road, Sayers Road and Point Cook Road going to be duplicated?</li> </ul>	<p>These roads are zoned Transport Zone 2, the Department of Transport and Planning (State Government) manages these roads and associated infrastructure.</p> <p>Wyndham City Council will continue to advocate to the State Government departments for improved services, upgrades and infrastructure to service Wyndham's growing population</p>
	<ul style="list-style-type: none"> <li>What are the plans for road upgrades between Tarneit and Manor Lakes, Heaths Road, and Tarneit Road?</li> </ul>	Comment noted, see above
	<ul style="list-style-type: none"> <li>What are The Wyndham Plan's priorities for roads and paths - I</li> </ul>	<p>All growth areas are managed through Precinct Structure Plans and designed with streets that include bike lanes, as well as off-road share paths for pedestrians and cyclists. See <a href="https://vpa.vic.gov.au/">https://vpa.vic.gov.au/</a> for more detail</p>



	hope they are better than Plan Melbourne's.	Wyndham City Council to continue to develop cycling paths and infrastructure in established areas consistent with the Wyndham Active Transport Strategy available here: <a href="https://www.wyndham.vic.gov.au/activetransportstrategy2020">https://www.wyndham.vic.gov.au/activetransportstrategy2020</a>
	<u>Buses</u> <ul style="list-style-type: none"> <li>What is Wyndham Council's view on Dr John Stone's pragmatic plan for redesigning bus network</li> </ul>	This proposal would need to be considered by State Government as public transport is managed by DTP.
	<ul style="list-style-type: none"> <li>What is the point of running big buses which are running empty all the time when they can be readily replaced by on-demand mini shuttles?</li> </ul>	<p>Public transport infrastructure and services is managed by the State Government. Council will continue to advocate for the delivery of more frequent and efficient public transport to service the growing population.</p> <p>An on-demand bus service (FlexiRide) is currently on trial in Tarneit – see <a href="https://cdcvictoria.com.au/latest-news/the-on-demand-bus-service-flexiride-is-now-available-in-tarneit-north/">https://cdcvictoria.com.au/latest-news/the-on-demand-bus-service-flexiride-is-now-available-in-tarneit-north/</a></p>
Big idea 4: The Derrimut Road Boulevard	<ul style="list-style-type: none"> <li>I rely on public transport to travel around. The Derrimut Boulevard is a great idea. Is it possible to have a similar treatment of Heaths Road?</li> </ul>	<p>Derrimut Road Boulevard was chosen due to its connection between Tarneit Major Town Centre and the City Heart, and its location providing an important north-south connection within the established suburbs.</p> <p>The boulevard concept may be eventually expanded to other streets, or other roads may receive upgrades to make them more attractive and safer to pedestrians and cyclists (e.g. street trees and furniture, cycle lanes, etc), this would require further investigation.</p>
	<ul style="list-style-type: none"> <li>Hope all landowners affected by the Derrimut Road Boulevard Big Idea get fair return on the value of their properties. How much will owners be compensated?</li> </ul>	<p>The Derrimut Road Boulevard is an aspirational target for 20-30 years in the future and Council does not propose to buy any properties</p> <p>If developers want to buy land along the boulevard for future high density uses they will need to reach an agreement with landowners</p>
Big Idea 5: Liveable Residential Neighbourhoods	<ul style="list-style-type: none"> <li>Why is Wyndham council spending more money on major enhancements to existing Werribee's infrastructure (parks etc.) when growth areas in new suburbs are struggling for basic infrastructure?</li> </ul>	<p>Comment noted</p> <p>There is a recognised lag between development of housing in new areas and the services to provide for new residents. Private land can be left vacant and result in out of sequence or patchworks of development, and the development contributions (levies) paid by landowners and developers can only be used for certain works within the growth area (e.g. footpaths, local roads, playgrounds, etc). Much of the infrastructure for new growth areas (schools, hospitals, train stations, roads, etc) are the responsibility of the State Government and not within the control of local councils.</p>

		<p>New growth suburbs also create more demand for roads, footpaths, rubbish collections, etc that increase with distance travelled. Higher density development within established areas costs less to service than constantly expanding suburbs, see link below:</p> <p><a href="https://usa.streetsblog.org/2015/03/05/sprawl-costs-the-public-more-than-twice-as-much-as-compact-development/">https://usa.streetsblog.org/2015/03/05/sprawl-costs-the-public-more-than-twice-as-much-as-compact-development/</a></p> <p>The Wyndham Plan aims to create compact areas where more people can live and work locally, using the existing infrastructure more efficiently. Wyndham City Council will also continue to advocate to the State Government for the timely delivery of services.</p>
	<ul style="list-style-type: none"> <li>I like the layout of the Point Cook Town Centre as a model for other activity centres</li> </ul>	Comment noted
	<ul style="list-style-type: none"> <li>I enjoy going to the Werribee Town Centre now</li> </ul>	Comment noted
	<ul style="list-style-type: none"> <li>Best places are those that have a mix of access of transport nodes</li> </ul>	Comment noted
Big Idea 6: Green lungs, coast and country	<ul style="list-style-type: none"> <li>Is there any plan to maintain good flow of water in Werribee River throughout the year to help river life around it?</li> </ul>	<p>Werribee River catchment management is complex and shared between multiple organisations including Wyndham City Council, water authorities, Parks Victoria and others</p> <p>Strategies to manage the Werribee River and surrounding land include:</p> <ul style="list-style-type: none"> <li>Melbourne Water – Healthy Waterways Strategy and Lower Werribee Waterway Amenity Action Plan <a href="https://www.melbournewater.com.au/about/what-we-do/publications">https://www.melbournewater.com.au/about/what-we-do/publications</a></li> <li>Port Phillip and Western Port Regional Catchment Strategy <a href="https://portphillipwesternport.rcs.vic.gov.au/local-areas/moorabool-melton-wyndham-geelong/">https://portphillipwesternport.rcs.vic.gov.au/local-areas/moorabool-melton-wyndham-geelong/</a></li> <li>Parks Victoria <a href="https://www.parks.vic.gov.au/places-to-see/parks/werribee-regional-park">https://www.parks.vic.gov.au/places-to-see/parks/werribee-regional-park</a></li> <li>Werribee South Green Wedge Policy and Management Plan (Wyndham Council) <a href="https://www.planning.vic.gov.au/_data/assets/pdf_file/0027/94482/Wyndham-C202-Werribee-South-Green-Wedge-Policy-and-Managemen.PDF.pdf">https://www.planning.vic.gov.au/_data/assets/pdf_file/0027/94482/Wyndham-C202-Werribee-South-Green-Wedge-Policy-and-Managemen.PDF.pdf</a></li> <li>Avalon Corridor Strategy (Wyndham City Council and City of Greater Geelong) <a href="https://yoursay.geelongaustralia.com.au/ACS">https://yoursay.geelongaustralia.com.au/ACS</a></li> </ul>

	<ul style="list-style-type: none"> <li>Plant trees everywhere, but not eucalyptus trees – dangerous if fall on wires</li> </ul>	Comment noted
	<ul style="list-style-type: none"> <li>Would like to see more walking tracks, dog tracks, and kayak launch.</li> </ul>	Comment noted
	<ul style="list-style-type: none"> <li>Would like to see more toilets and water (drinking) fountains in parks</li> </ul>	Comment noted

### Written Submissions

A total of 55 written submissions were made to The Wyndham Plan (Draft) during the consultation period. These submissions were primarily prepared by residents and landowners, along with local businesses, key Government Agencies and stakeholders.

### Community Submissions

A total of 44 written submissions were received from members of the local community.

The tables below provide a summary of the feedback received:

Topic	What we Heard	Council Officer Proposed Response
General comments on The Wyndham Plan (Draft)	I would like to know exactly what stipulations come with these so called 20 minute cities when and if the council begins the process of such a scheme which will ultimately restrict the free movement of the people who live within Wyndham City Council.	<p>Comment noted.</p> <p>Creating 20-minute neighborhoods is a Victorian Government planning program.</p> <p>The 20-minute neighbourhood program is about supporting the places we use and visit every day. It aims to give people the freedom and the choice to do more things locally. It also aims to make it easy for people to travel to different places across the city.</p>

	<p>Will the council ever restrict the movement of the residents within the 20 minute cities/zone?</p> <p>I have NO desire or plan to live under guidelines/restrictions/recommendations imposed upon our Country by the United Nations driven Agenda 2030.</p> <p>I'd like Wyndham Council to know I completely oppose the Wyndham Plan to build any smart cities in the Wyndham Area.</p> <p>Is there going to be surveillance to monitor who is travelling within these 20 min neighbourhoods</p>	<p>In no way does the 20-minute neighbourhood program seek to restrict movement. The intent is to support local businesses and to help local neighbourhood centres and high streets across Melbourne to thrive.</p> <p>Implementing 20-minute neighbourhoods requires planning so the parks, schools, shops, and services people need are easy to access. Doing this means more people have the option of walking or cycling to get to these places. This also helps to reduce traffic congestion on the roads so that public transport users and private vehicles can get to where they're going faster.</p> <p>Creating 20-minute neighbourhoods is a policy of <a href="#">Plan Melbourne 2017-2050</a>. Plan Melbourne is Victoria's metropolitan strategy to support jobs, housing and transport and guide growth over the next 35 years. Plan Melbourne underwent extensive community consultation during its development. Submissions made during that process are publicly available on the <a href="#">Plan Melbourne website</a>.</p> <p>Planning for 20-minute neighbourhoods seeks to empower residents to make more decisions about their neighbourhood. The '20-Minute Neighbourhood Creating a more liveable Melbourne report, 2019' identifies place-based approaches and community partnerships as key to successful neighbourhood planning. The Victorian Government defines place-based approaches as those which target the specific circumstances of a place and engage local people as active participants in development and implementation, requiring government to share decision-making.</p> <p>As the level of government closest to community, local councils are primarily responsible for neighbourhood level planning decisions. The context of each municipality is unique. Councils will apply a range of different strategies to create 20-minute neighbourhoods to meet the different needs and aspirations of their communities.</p> <p>Improving planning for neighbourhoods to deliver infrastructure to communities where they need it the most is a current priority of the Department of Transport and Planning (the former Department of Environment, Land, Water and Planning). Five local councils were awarded \$70,000 state government grants in 2022 to undertake planning for neighbourhood centres. To learn more about this and other current projects visit: <a href="#">Creating 20-minute neighbourhoods - Current projects (planning.vic.gov.au)</a></p> <p>A fact check on the term "SMART City" has also been published by AFP and is available here: <a href="#">Posts misleadingly link smart city concept to 'surveillance and reporting technology' acronym   Fact Check (afp.com)</a></p>
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Big Idea 1: Neighbourhood and Village Pulses	Focus on centres required	The Wyndham Plan applies to the whole council area and smaller community-level plans (Place Intervention Logics/PILs) will be prepared. The PILs will be developed by consulting with the communities living in the Neighbourhood Pulse catchment areas and identify detailed place-based issues, challenges and opportunities.
Big Idea 2: City Heart	<p>We urgently need another Encore Swimming Centre. It is always so busy ( which is good in one way) but just too crowded.</p> <p>Please No More Restaurants and Cafes in Watton St. We need more general retail. Gift shops, clothes. Etc A lot of people do not like going to the plaza.</p> <p>Push Big Universities to have their campuses here.</p>	<p>Comments noted</p> <p>Provision of recreation centres is managed by the Active Wyndham Strategy which has been developed based on the feedback from the Wyndham 2040 Community Vision See: <a href="https://www.wyndham.vic.gov.au/services/sports-parks-recreation/active-wyndham/active-wyndham-strategy">https://www.wyndham.vic.gov.au/services/sports-parks-recreation/active-wyndham/active-wyndham-strategy</a></p> <p>The Watton Street precinct is zoned to allow a mixture of uses expected within an activity centre, including business, shopping, working, housing, leisure, transport and community facilities. The type of use for an individual property is the decision of the property owner based on their personal circumstances and market conditions.</p> <p>Comments about the art gallery and universities are noted. The City Heart is intended to be the focus for high level services in Wyndham, including tertiary education and cultural facilities.</p>

<p>Big Idea 3: A Wyndham Transport Network</p>	<p>We urgently need more bridges in Wyndham Vale so as to help the peak hour rush, which takes up to 3 hours morning and afternoon.</p> <p>Roads should have dedicated area for bicycles and scooters. Also make companies attracted to area such as electric scooters hiring such as Lime and other E bikes.</p> <p>Future is not just roads but saving energy and growing vegetation. Need local vegie markets and weekend markets to promote local business and activities.</p> <p>*Ballan Road needs to be widened.</p> <p>*Roads with bridge access across Werribee River to link Sayers and Leakes Rds, Hoppers Crossing.</p> <p>It's all well and good building all these new estates at Manor Lakes etc but the only roads to get in and out of that area are Ballan Road and Heaths Road.</p> <p>When people are building in these new estates a levy needs to be added to the price that</p>	<p>There is a recognised lag between development of housing in new areas and the services to provide for new residents. Private land can be left vacant and result in out of sequence or patchworks of development, and the development contributions (levies) paid by landowners and developers can only be used for certain works within the growth area (e.g. footpaths, local roads, playgrounds, etc). Local roads are managed by Wyndham City Council, however much of the infrastructure for new growth areas is the responsibility of the State Government, including arterial roads and public transport. Council will continue to advocate for:</p> <ul style="list-style-type: none"> <li>• The delivery and upgrading of State Government-controlled roads as residential areas are developed, particularly around safety and traffic congestion concerns</li> <li>• The delivery of more frequent and efficient public transport to service the growing population, particularly the spur link to connect the regional and metropolitan railway lines and allow more services to be run.</li> </ul> <p>Wyndham City Council has recently released the Wyndham Active Transport Strategy and Wyndham Integrated Transport Strategy which includes objectives and strategies for pedestrians and cyclists. Congestion on shared trails and cycling routes is noted as a concern, however it is also important to provide and encourage active transport for children. More children walking or cycling to their schools will also reduce traffic congestion around drop off/pick up times.</p> <p><a href="https://www.wyndham.vic.gov.au/activetransportstrategy2020">https://www.wyndham.vic.gov.au/activetransportstrategy2020</a></p> <p><a href="https://www.wyndham.vic.gov.au/integrated-transport-strategy#:~:text=The%202023%20Wyndham%20Integrated%20Transport,transport%20projects%2C%20and%20other%20changes.">https://www.wyndham.vic.gov.au/integrated-transport-strategy#:~:text=The%202023%20Wyndham%20Integrated%20Transport,transport%20projects%2C%20and%20other%20changes.</a></p>
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	<p>will cover road infrastructure in their area.</p> <p>The most important issue in the whole area is traffic congestion at Ballan and Bolton Rds.</p> <p>Project: join up path along Werribee river under Sayers road instead of crossing Sayers Road.</p> <p>Continue the Federation trail into Werribee.</p> <p>Make Federation trail usable, instead of having the path outside a school where it is almost impossible to use the path pre and post school hours.</p> <p>I have been a resident in Wyndham for over 10 years now. It has been remarkable seeing the transformation and development over the years and I am happy with the ideas in the Wyndham Plan.</p> <p>As I'm living at the Point Cook Road towards Point Cook Coastal Park end, every time I go to the Featherbrook Shopping Centre, I need to go</p>	
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	<p>through the T junction linking the Point Cook Road and Sneydes Road. And on my way home, it is extremely hard to turn right from Sneydes Road to Point Cook Road.</p> <p>Sometimes people need to wait more than 15 minutes to turn right because both these two roads are extremely busy, not to mention there wasn't any traffic light. It is so easy to have car accidents in this T junction because people are not giving way when they are in a rush. It would be very helpful if a traffic light can be installed so that cars driving through this T junction could be more organised.</p> <p>During peak hours traffic, congestion on Ballan Road and Heaths Road builds up to near Tarneit Road in Hoppers area.</p>	
Big idea 4: The Derrimut Road Boulevard	<ul style="list-style-type: none"> <li>Derrimut Road has already been developed at great public expense and provides good public transport connections to train stations, retail and recreation centres, so what is the real purpose of using up more public money to</li> </ul>	<p>Derrimut Road Boulevard was chosen due to its connection between Tarneit Major Town Centre and the City Heart, and its location providing an important north-south connection within the established suburbs.</p> <p>The development of the boulevard will occur utilising a combination of public and private sector investment over the 30 years of the plan. Council's role is to encourage the development and implement planning supports and coordinate upgrades as needed. Public transport and road upgrades will need input from the Department of Transport and Planning (DTP).</p> <p>Note: Current service (#170 bus) between Werribee Station and Tarneit MTC along Derrimut Road runs every 20 minutes approx. 5.30am-9.30pm on weekdays, with reduced services on weekends.</p>

	re-develop the re-development of Derrimut Road, and waste even more money?	To be a truly viable transport option in the area, the frequency and operating hours need to be increased to create a “turn up and go” service that users can rely on, otherwise people will continue to prefer private vehicles for travel
Big Idea 5: Liveable Residential Neighbourhoods	<ul style="list-style-type: none"> <li>Wyndham’s rural areas and natural environment are already being well used by the people who live here. Unfortunately, more and more of those rural areas are being sold for housing development! The house blocks are so small that people can’t have their own back gardens any more. It is a very good thing that the council sets aside land for the purpose of creating small park areas with swings and such for children to play on, and barbecue stands with tables and benches for people to picnic on, and large grass areas for recreation. But the only place to go for a walk is around the</li> </ul>	<p>Comment noted.</p> <p>Land within the Urban Growth Boundary (UGB) may be currently used for agricultural or rural purposes, but will eventually be developed in accordance with the Precinct Structure Plan for the area. Subdivision of the land for suburban development is impacted by market conditions which influence the size of proposed lots and typical house size/typology. Each PSP includes shared paths and trails to connect housing to green space and open space, however the out of sequence development that is currently occurring is creating patches of land without easy access to these services.</p>

	streets, on concrete pavements, because there are no country roads to walk along, no fields to stretch your eyes over and walk across, no local “rural” areas to enjoy, unless you drive to them.	
Big Idea 6: Green lungs, coast and country	<ul style="list-style-type: none"> <li>I would like to suggest that we should plant more trees around the area especially in front of Tarneit Central and the surrounding areas. It looks so barren and so hot during summer that people have nowhere to go to cool down nature wise. Also, it will be great to have more places for kids to play with trees around and maybe some water features to enjoy.</li> <li>Parkwood Terrance Reserve is not conducive to physical activity. The grass is mown once every four to six weeks. This mowing cycle renders the grassed area of the park essentially unusable for 2-3 weeks</li> </ul>	Comments noted

	in each mowing cycle, during Autumn, Winter & Spring seasons.	
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### Government Agencies

A total of four (VPA, Department of Transport and Planning, EPA & Greater Western Water) Government Agencies provided written submissions to The Wyndham Plan (Draft). Overall, they were generally supportive of the plan and its strategic intention and direction for growth and development.

Some of the key issues raised included:

Comment	Council Officer Proposed Response
<p><b>The Victorian Planning Authority (VPA)</b> recognises the importance of infrastructure coordination in the Precinct Structure Planning Guidelines: New Communities and the difficulties greenfield municipalities face when ‘out of sequence’ development occurs. We support council’s plans to focus and prioritise new development to deliver more compact urban forms in well serviced locations in an orderly sequence. However, the VPA asks that Council reconsider whether the approach to tackling this issue of out of sequence development in the Draft Plan is appropriate. By not supporting new PSPs and considering the refusal of planning permits in areas that are deemed to be ‘out of sequence’ or are not located within 3 km of a train station, unintended consequences for housing supply in the municipality may arise. Factors such as the delivery of train stations and the timing of a neighbouring property’s redevelopment are outside of the controls of landowners. Other mechanisms could be explored which look to place the cost of ‘out of sequence’ development on the developer and lessen the burden on council without unnecessarily stifling development. Further consultation should be undertaken with</p>	<p>Other options to be explored to consider impact of out of sequence development.</p> <p>Officers support the delivery of infrastructure items already identified within existing infrastructure Plans.</p>

<p>stakeholders to seek solutions for the infrastructure challenges identified in new communities before Council looks to refuse applications for new subdivisions which are deemed to be 'out of sequence' or preventing completion of the remaining residential PSPs. With regards to infrastructure plan, it is noted there is an existing pipeline of PSPs that have been completed and are anticipated to proceed to delivery in the period to 2040. These PSPs have infrastructure plans that support them which are priorities for delivery. We would encourage Council to reflect this as an existing expectation that should be fulfilled in the term of the Wyndham Plan.</p>	
<p>Whilst the direction of development within the City of Wyndham is generally supported, further consideration to how this aligns with existing, approved future developments and Precinct Structure Plan (PSP) areas should also be considered, noting that the majority of PSPs within Wyndham have been approved. Ongoing and future approved developments in PSP areas have the potential to conflict with key objectives of the Plan. The numerical targets outlined for developments in neighbourhood pulse areas and the city heart will have to consider the amount of development already approved to occur outside these areas, and implications of the Plan on current commitments in these outer areas. Further consideration to the role of these areas and how they will be connected to the broader Wyndham Council area, including where stations are assumed but not committed, is required.</p>	<p>Officers to review existing density targets set in the Wyndham Plan (Draft).</p>
<p><b>Greater Western Water</b> provided a map outlining the recycled water network throughout Wyndham and recommended that this is included within the final version of the Plan.</p>	<p>Officers to consider inclusion of recycled water network map in the final version of the Plan.</p>
<p><b>The Department of Transport and Planning (DTP)</b> does not object to core transport ideas being proposed, however notes a number of these are heavily reliant on the provision of future State infrastructure which is currently not committed. Consideration for funding and the scope of these future initiatives are subject to state-wide prioritisation processes and business case evaluation.</p> <p>Whilst the direction of development within the City of Wyndham is generally supported, further consideration to how this aligns with existing, approved future developments and Precinct Structure Plan (PSP) areas should also be considered, noting that the majority of PSPs</p>	<p>Comments noted</p> <p>We acknowledge the benefits of aligning Council's infrastructure priorities with the Department of Transport and Planning to try and achieve a greater possibility of securing funding for the delivery of much needed projects within Wyndham.</p>

within Wyndham have been approved. Ongoing and future approved developments in PSP areas have the potential to conflict with key objectives of the Plan. The numerical targets outlined for developments in neighbourhood pulse areas and the city heart will have to consider the amount of development already approved to occur outside these areas, and implications of the Plan on current commitments in these outer areas. Further consideration to the role of these areas and how they will be connected to the broader Wyndham Council area, including where stations are assumed but not committed, is required.	
Given the prematurity of the Plan, <b>the Environment Protection Agency (EPA)</b> didn't have any detailed comments on the Plan. However, they did take the consultation opportunity to raise awareness of legislative and policy updates since new Environment Protection Act 2017 (EP Act 2017) before land use zone changes are considered.	Comments noted  Any future land use zone changes will consider the new Environment Protection Act 2017

### Landowners/Developers

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

Some of the key issues raised included:

Comment	Council Officer Proposed Response
<b>Dahua Group</b> stated that whilst they acknowledge the need to provide greater densification to effectively deliver 20-minute neighbourhoods we would question their blanket application given the uncertainty in achieving higher densities in the context of Aviators Fields PSP area. The PSP is on the fringe of the Urban Growth Boundary with no intention for future expansion. Moreover, the presence of the RAAF base and the mandatory height controls associated with that, would make some of these aspirational densities impractical. Given the context of the PSP and its connectivity into the surrounding areas, we would seek assurance that density requirements in this area would be balanced against those constraints.	Officers to review existing density targets set in the Wyndham Plan (Draft).  Officers acknowledge that Aviators Field PSP is yet to formally commence, and therefore targets set by the VPA within this PSP are unknown at this stage.

<p><b>Ranfurlie Asset Management</b> noted that The Draft Plan appears to contain a number of plans and commentary that are insistent with approved and seriously entertained Precinct Structure Plans and Urban Design Frameworks. We are concerned about the potential necessity to amend already approved Precinct Structure Plan or Urban Design Framework will be heavily influenced by various State Government departments. As such, we anticipate the City of Wyndham needs to interrogate the views of the State Government in this regard prior to resolution of the Draft Plan</p>	<p>Comments noted</p> <p>Views of State Government will be taken into consideration.</p> <p>Further work on the consistency of the Wyndham Plan (Draft) with existing plans to be undertaken.</p>
<p><b>Dennis Family Corporation</b> noted that Big Idea 1 : The Map 4: Tarneit Neighbourhood Pulse Working Draft identifies proposed open space area within the Tarneit Major Town Centre and we note that this is not consistent with the exhibited Tarneit Major Town Centre Urban Design framework that is currently on exhibition. Figure 6 in the Wyndham Plan should identify the proposed community facilities, indoor recreation centre, civic space, performing arts and the Civic Spine consistent with the Tarneit Major Town Centre Urban Design Framework</p> <p>Dennis Family Corporation does not support revisiting of agreed densities across permitted residential precincts and projects approved under pre-existing PSP's and planning permits.</p>	<p>Map 4 to be updated in the Final Version</p> <p>Officers to review existing density targets set in the Wyndham Plan (Draft).</p>
<p><b>SIS Group and Casey Capital</b> consider that Wyndham's growth areas should align with the PSP Guidelines and apply densities which will be consistent with Melbourne's growth areas. The density targets proposed by Council would result in a significant amount of uncertainty for Wyndham's growth areas, as we consider these densities would render swathes of land as undevelopable as the market for this type of accommodation typology is non-existent given the absence of any price point incentive to occupy stack housing over more standard product.</p>	<p>Officers to review existing density targets set in the Wyndham Plan (Draft).</p>
<p><b>Peet</b> do not support the proposed target densities nominated in the Plan at p. 59. These targets seek to increase the density per Net Developable Hectare (NDHa) in new urban growth areas to an average of 25-30 dwellings. This density target equates to the same minimum density for walkable catchment areas in new PSPs but is being applied as a baseline</p>	<p>Officers to review existing density targets set in the Wyndham Plan (Draft).</p>

density target throughout any new Wyndham growth area. In addition to this, the Plan proposes increases in density within walkable catchments to 40-60 dwellings per NDHa, which is up to twice what is required in equivalent walkable catchments in Melbourne's growth areas (30 dwellings per NDHa).	
<b>Fountainstone Group</b> generally in support of the application of 20-minute neighbourhoods in Wyndham as we appreciate the community outcomes that could be achieved and believe this will deliver sustainable urban development in the growth areas.	Comments noted
<p><b>Blackforest Pastoral</b> state that the commencement of Bayview PSP will improve employment outcomes for the municipality and ensure the timely delivery of transport infrastructure benefiting Wyndham West more broadly.</p> <p>They request that Council support and endorse the imminent introduction of this PSP onto the VPA work program</p>	<p>The Bayview PSP is currently "unprogrammed". The Victorian Planning Authority is the planning authority that determines the program and prioritisation of future Precinct Structure Plans. Inclusion of the Bayview PSP on the VPA program is not currently supported by Council's <b>Residential Growth Management Strategy (2016)</b> which includes the following statement in regard to Bayview PSP (see page24):</p> <p><i>"Given the current levels of land and lot supply already available within Wyndham's PSP's, the release or approval of further PSP's needs to be considered in terms of its impacts on the ability of both Council and the State Government to provide the infrastructure required to adequately service these areas...PSP 93.1 Bayview identified on this plan should only be prepared and approved in circumstances where they are located within 3km of an existing train station and following the delivery of improvements to the road network required to support them. This would require the delivery of train stations and road infrastructure upgrades prior to these PSP areas being prepared and approved..."</i></p> <p>For Residential Growth Management Strategy See :  <a href="https://www.wyndham.vic.gov.au/sites/default/files/2016-06/Residential%20Growth%20Management%20Strategy%202016.pdf">https://www.wyndham.vic.gov.au/sites/default/files/2016-06/Residential%20Growth%20Management%20Strategy%202016.pdf</a></p> <p>For current VPA PSP Program See: <a href="https://vpa-web.s3.amazonaws.com/wp-content/uploads/2022/09/Precinct-Structure-Plans-PSP---Status-Map---September-2022.pdf">https://vpa-web.s3.amazonaws.com/wp-content/uploads/2022/09/Precinct-Structure-Plans-PSP---Status-Map---September-2022.pdf</a></p>



## Online Survey

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

Between the time period of 30 Nov 2022 and 3 March 2023 registered online participants were asked to make comments on nine questions that were specifically related to the key features of The Wyndham Plan (see **Fig. 1** on the timeline of contributions). Each registered participant was able to make one comment per question, i.e., maximum 9 comments per participant.

The number of provided comments as well as the number of evaluated comments for each of the questions are displayed in **Fig. 2**. In all, 798 comments were provided across all nine questions. 178 comments were excluded from the final analysis (leaving 620 for analysis), as they did not meet the analysis inclusion criteria.

Comments were considered unsuitable for the analysis, if they fell into at least one of the following categories:

- Comment was not related to the specific question
- Incomprehensible context of the comment
- Use of inappropriate language
- Containing a weblink without valid comment
- Registration duplication including repetitive nature of comment

**Fig. 3** gives examples of a wide range of comments that were not included in the final evaluation.

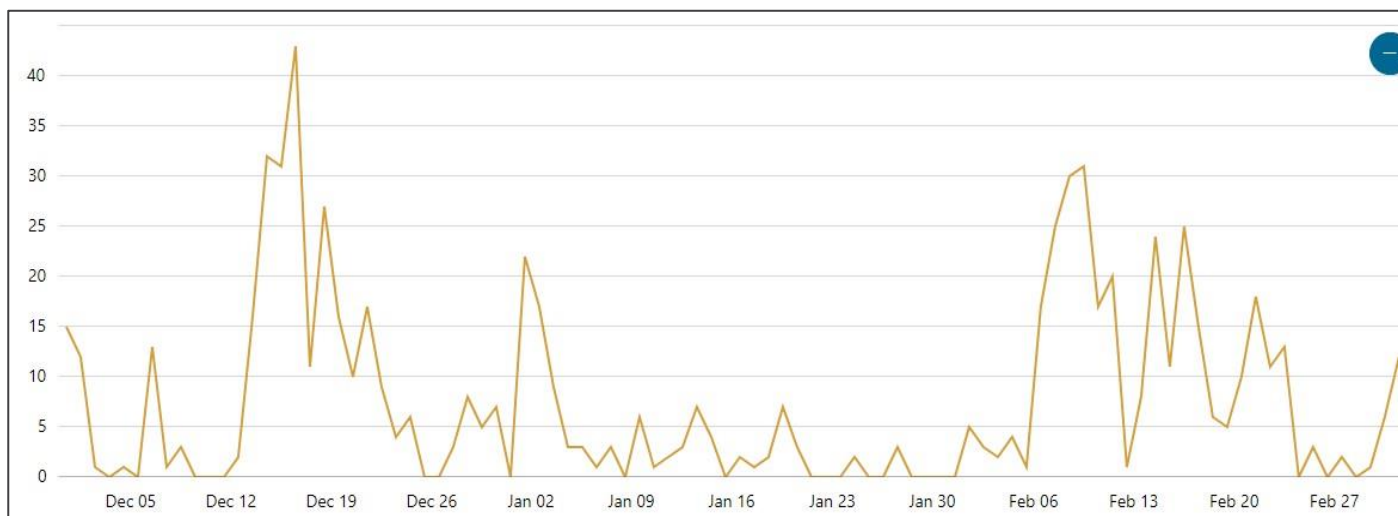



Fig. 1. Timeline of number of contributions

Figure 1 illustrates a timeline of when contributions were made via the loop website to the survey. The peaks of activity, notably mid – December and early February correlate with the first letter to all households and the distribution of the Council Newsletter and Information Brochure promoting community information sessions on The Wyndham Plan (Draft).

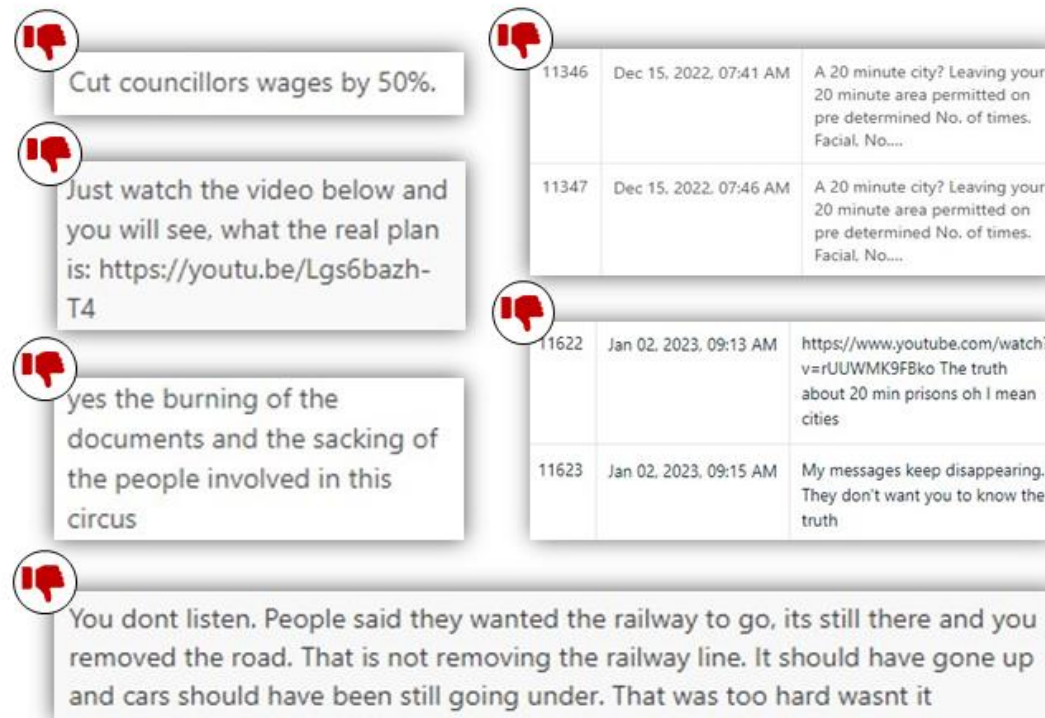


## Active Engagement

Page Name	Evaluated Comments	Provided Comments
<b>1. The Wyndham Plan</b>	<b>297</b>	<b>364</b>
A. Thoughts on the plan? Things you are excited about?	118	128
B. Anything else that should be included?	98	123
C. Anything else you want to tell us?	81	113
<b>2. Neighbourhood and Village Pulses</b>	<b>111</b>	<b>132</b>
<b>3. City Heart</b>	<b>42</b>	<b>61</b>
<b>4. A Wyndham Transport Network</b>	<b>56</b>	<b>65</b>
<b>5. The Derrimut Road Boulevard</b>	<b>42</b>	<b>65</b>
<b>6. Liveable Residential Neighbourhoods</b>	<b>48</b>	<b>70</b>
<b>7. Green Lungs, Coast and Country</b>	<b>24</b>	<b>41</b>
	<b>620</b>	<b>798</b>

Fig. 2. Overview of provided and evaluated comments for each section

## Examples of Excluded Comments



Examples of excluded comments are shown with a thumbs down icon:

- Cut councillors wages by 50%.
- Just watch the video below and you will see, what the real plan is: <https://youtu.be/Lgs6bazh-T4>
- yes the burning of the documents and the sacking of the people involved in this circus
- You dont listen. People said they wanted the railway to go, its still there and you removed the road. That is not removing the railway line. It should have gone up and cars should have been still going under. That was too hard wasnt it

11346	Dec 15, 2022, 07:41 AM	A 20 minute city? Leaving your 20 minute area permitted on pre determined No. of times. Facial. No....
11347	Dec 15, 2022, 07:46 AM	A 20 minute city? Leaving your 20 minute area permitted on pre determined No. of times. Facial. No....
11622	Jan 02, 2023, 09:13 AM	<a href="https://www.youtube.com/watch?v=rUUWMK9FBko">https://www.youtube.com/watch?v=rUUWMK9FBko</a> The truth about 20 min prisons oh I mean cities
11623	Jan 02, 2023, 09:15 AM	My messages keep disappearing. They don't want you to know the truth

Fig. 3. Examples of comments that were not included in the final evaluation

### Tag Evaluation of The Loop questions

In order to make subjective comments suitable for an objective evaluation, key phrases, so called tags, were assigned to all valid comments. No limit was set on the number of tags per comment. Examples of designated tags are displayed in Fig. 4.

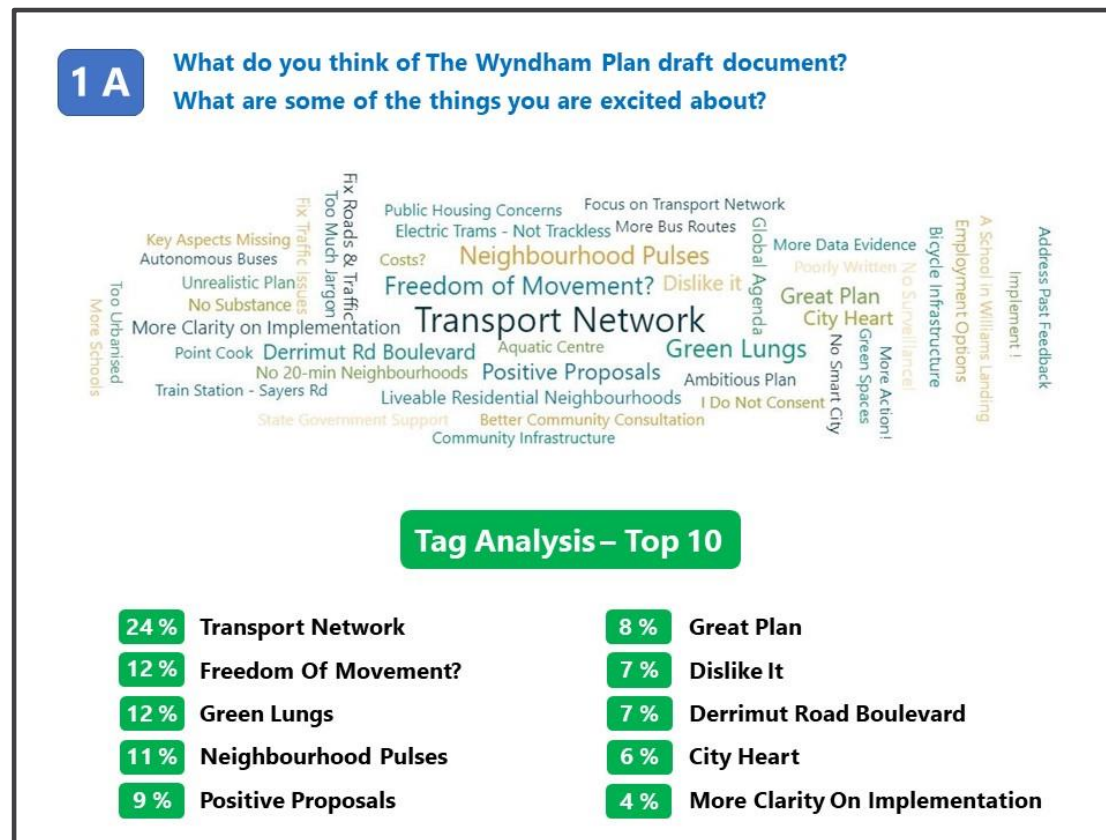
As demonstrated below, the tag evaluation for each of the nine questions is visually displayed in the form of a word cloud. It also includes a listing of the 10 most mentioned tags analysed in percentage of all evaluated comments within each of the specific questions.

<b>Examples of Tags</b>	
<b>Comment</b>	<b>Tags</b>
I am excited to see the council engage the community in this way about some really beneficial developments and plans for our area. IF it would expedite its realisation, I would not be averse to paying a little more in my council rates towards this plan.	<b>Positive Proposals</b>
I think it is a clone of the United nations agenda 2030.  they are nothing more than a way for them to restrict, coerce, fine, punish, surveil, and limit the fundamental right of freedom of movement for residents. For example, residents are not allowed to leave your 15-minute city by car more than the allotted times a year. Otherwise, you will be fined. In addition, the government will track and control your every movement through your smartphones & facial recognition technology.	<b>Freedom of Movement ?</b> <b>No Surveillance !</b>
The overall draft document presents a strong vision, and the creation of a strong new city centre will cement the area as a liveable community. The proposed railway stations also present a strong opportunity for utilisation of more urban developments with frequent local transport links. The proposed greening will also improve the area.	<b>Positive Proposals</b> <b>City Heart</b> <b>Green Lungs</b> <b>Transport Network</b>

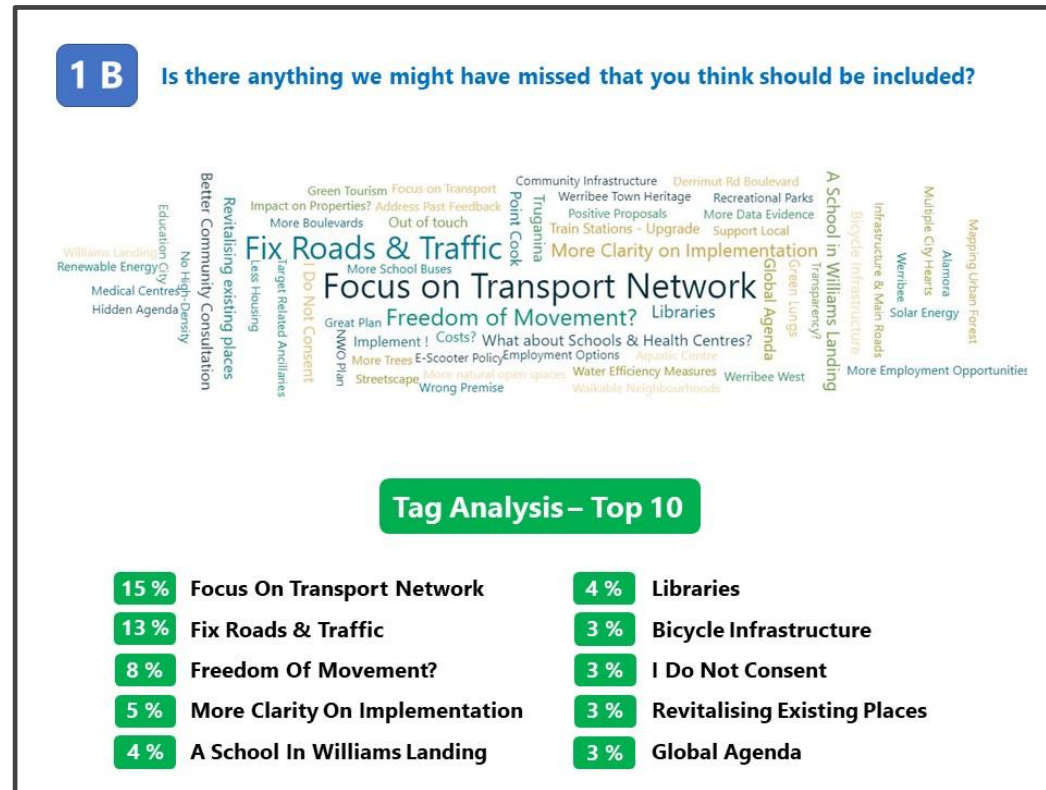
Fig. 4. Examples of comments and their designated tags

## Survey Responses

Question 1A asked 'what do you think of The Wyndham Plan Draft Document? What are some of the things you are excited about? A total of 118 comments were provided to this question. The most popular responses related to the transport network (24%), freedom of movement? (12%) and green lungs (12%).

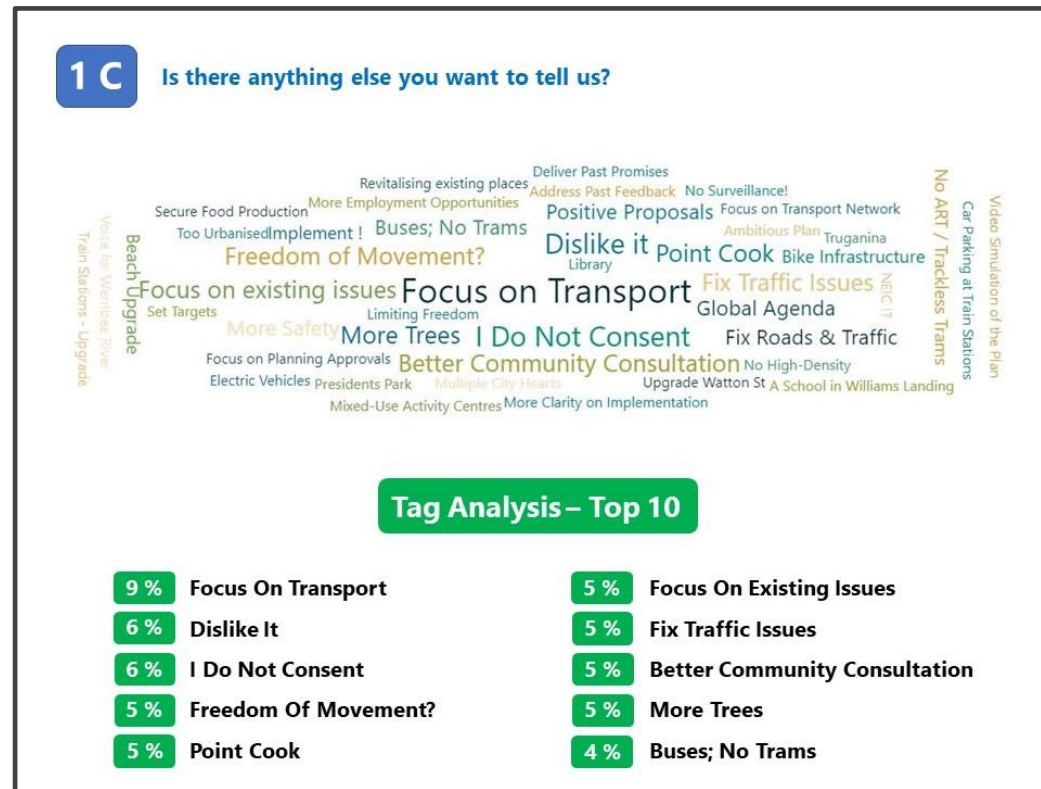


Question 1B asked ‘is there anything we might have missed that you think should be included?’. A total of 98 comments were provided to this question. The most popular responses related to focusing on the transport network (15%), fixing roads and traffic (13%) and freedom of movement (13%).





Question 1C asked 'is there anything else you want to tell us?'. A total of 81 comments were provided to this question. The most popular responses related to focusing on the transport (9%), dislike the plan (6%) and some felt they did not consent to the preparation of the Plan (6%).





Question 2 asked 'What do you think of our plans for our Neighbourhood & Village Pulses?'. A total of 111 comments were provided to this question. The most popular responses related to concerns about restricting freedom of movement (25%), the exclusion of Truganina as an identified Neighbourhood pulse (14%) and the definition of a 20 min city (13%).



Question 3 asked 'What do you think of our plans for our new City Heart?'. A total of 42 comments were provided to this question. The most popular responses supported the proposals (14%), identified a need to also consider the role of Point Cook (14%) and felt it the City Heart was a great idea (12%).



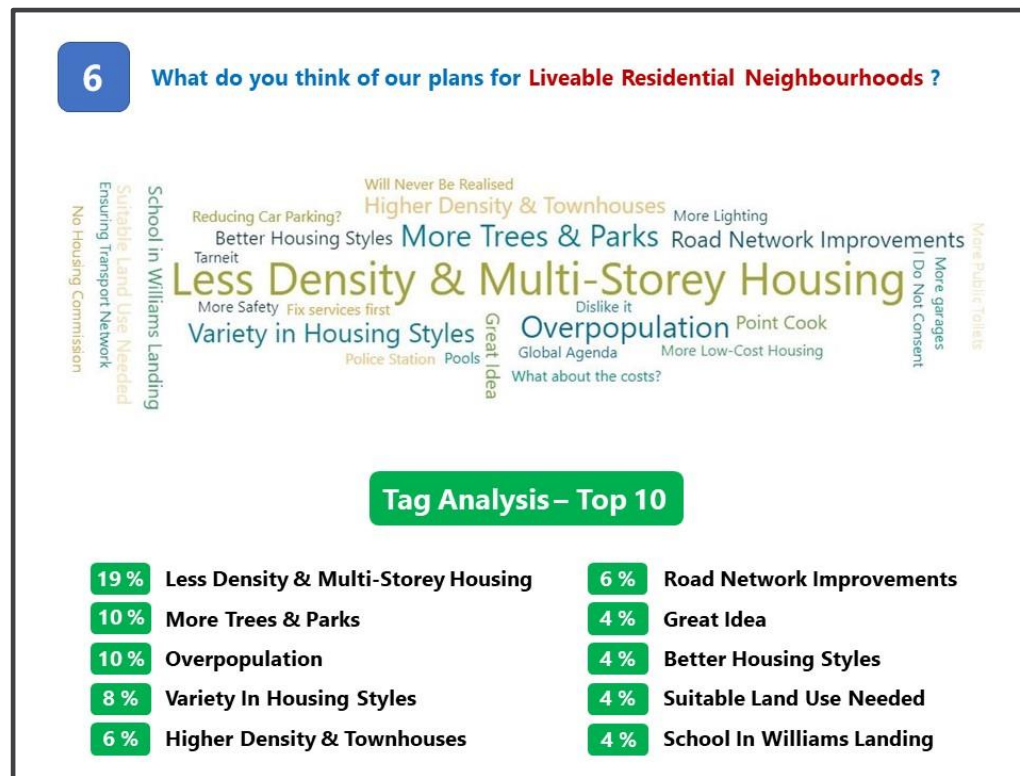
Question 4 asked 'What do you think of our plans for our new Wyndham Transport Network'. A total of 56 comments were provided to this question. The most popular responses related to wanting a better transport network (30%), fix existing issues (16%) and improving transport around Point Cook (11%).



Question 5 asked 'What do you think of our plans for the Derrimut Road Boulevard'. A total of 42 comments were provided to this question. The most popular responses related to it being a great idea (29%), strong support for the idea of trackless trams (24%) and questions over whether this would restrict traffic flow (14%).



Question 6 asked 'What do you think of our plans for Liveable Residential Neighbourhoods'. A total of 48 comments were provided to this question. The most popular responses related to less density and multi storey housing (19%), a desire for more trees and parks (10%) and concerns about the overpopulation of Wyndham (10%).



Question 7 asked 'What do you think of our plans for our Green Lungs, Coast and Country'. A total of 24 comments were provided to this question. The most popular responses supported more trees (29%), felt the plan was a great idea (21%) and wanted to see an upgrade of Werribee beach (13%).

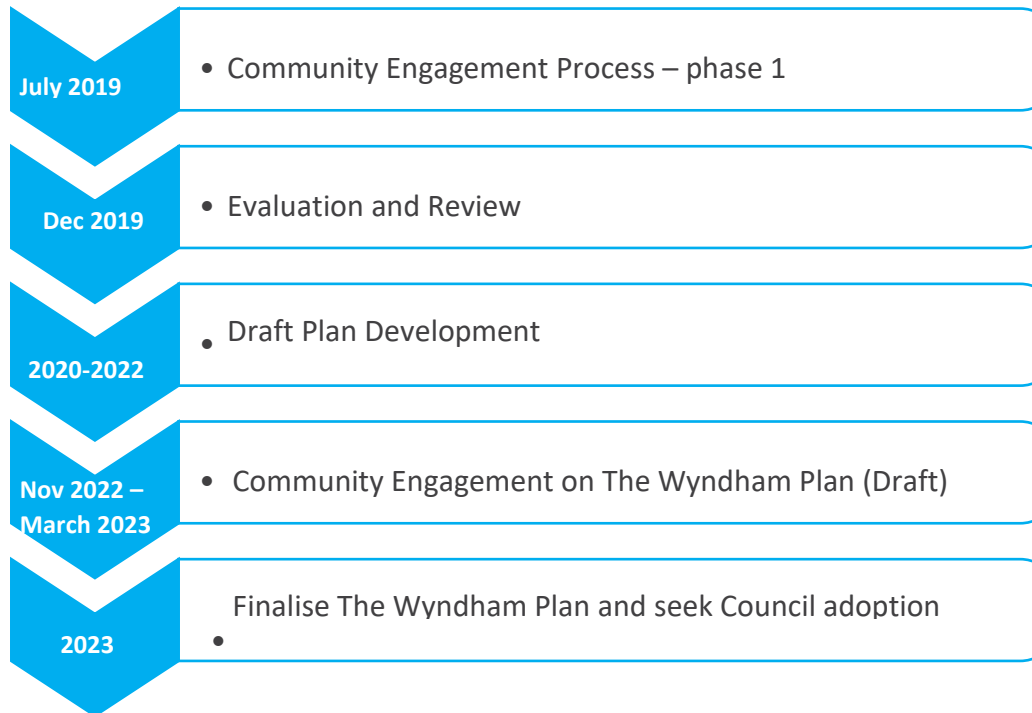


## NEXT STEPS:

- Council will use the feedback provided by this consultation to inform the final version of The Wyndham Plan.

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## STAGES OF THE PROJECT



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## HOW CAN PARTICIPANTS STAY INVOLVED/INFORMED?

Participants can stay informed by visiting the Loop page and selecting to “Follow” the project. Updates will be posted on The Loop and the project timeline will be updated to reflect project status.