

# APPENDICES



## APPENDICES

# Wyndham Urban Framework Plan

Creating a long-term plan for Wyndham's Urban Future

Emerging Options Paper (May 2019)

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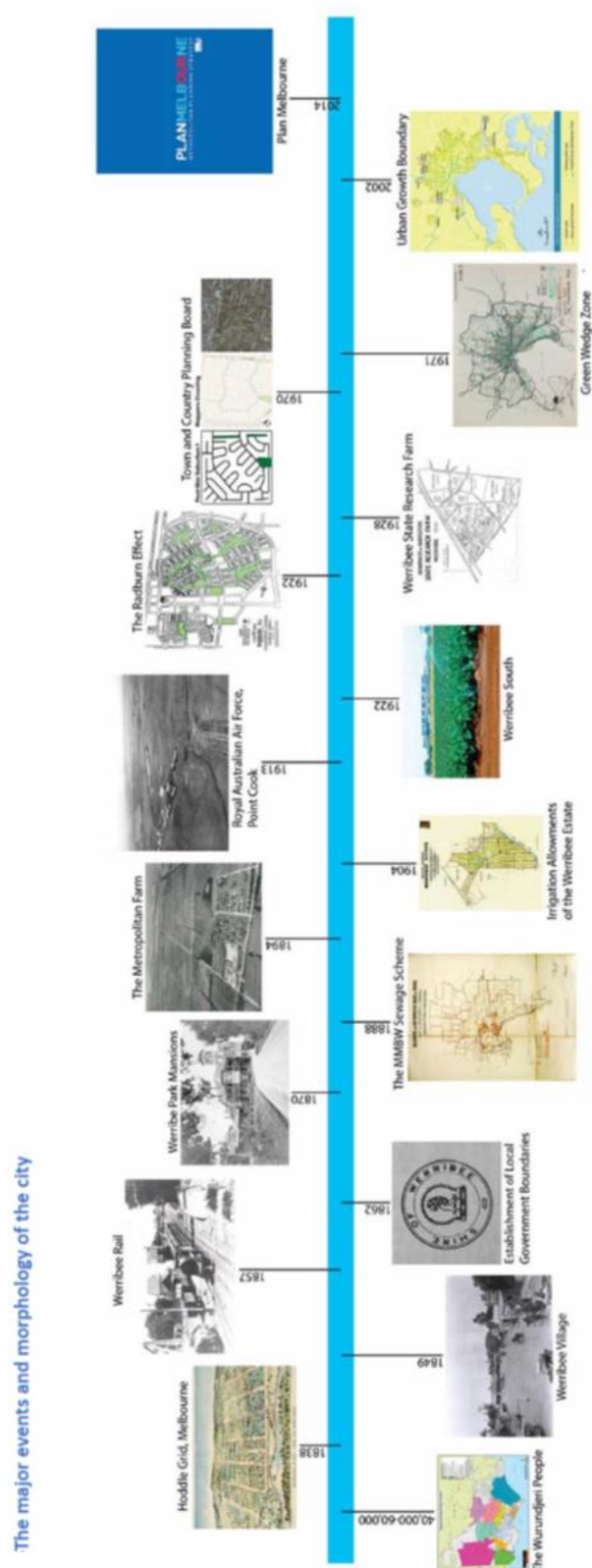
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**Note:**

The emerging vision, objectives and options in this paper are for discussion purposes only and do not represent a final position. All maps within the document representing potential land use, road layouts, boundaries, etc are indicative only and are subject to further investigation and formal Council/Authority advice.

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## Appendix 1:



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## **Appendix 2:**

### **Wyndham Urban Design Assessment**

#### **An Urban Design Assessment for a 21<sup>st</sup> Century Future**

**“Connect, Inspire, Create, Cultivating Places for People to Grow Our Community”**

**(Attached separately)**

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## Appendix 3:

### WYNDHAM'S CONTEXT: ISSUES, CHALLENGES AND OPPORTUNITIES?

#### 3.1 Wyndhams Context and Background Reports Overview

#### 3.2 Urban Structure and Transport

##### 3.2.1 Urban Form, Sustainability and Spatial Economics

Urban form, and in particular urban structure, play a significant role in the building of productive, sustainable, resilient and liveable cities. Urban structure can do this by providing a framework of spatial geometry and connectivity that underpins the overall efficiency and effectiveness of the functioning of the city and the health, happiness and well-being of its people.

There is no single model or blueprint that will achieve ultimate sustainability. Instead there is a combination of several key aspect or attributes:

- Compactness (*Concentration*)
- Sustainable Transport
  - Based on interconnected street layouts supported by strong public transport networks
- Density
- Mixed land use
- Diversity
- Passive Solar Design
- Greening

(Jabareen, 2011)

When aptly and strategically combined these coalesce to produce not only sustainable outcomes, such as:

- Lower energy consumption and dependence
- Lower pollution
- Lower greenhouse gas emissions

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- Reduced heat island effects
- Lower impacts on ecosystems
- Lower commuter travel times
- Greater access to services
- Higher levels of walking and cycling
- Reduced living costs to residents

But also vibrant liveable places where “blue zones” of health and happiness, stimulated by feelings of pleasure, pride and purpose, thrive among the people (Buettner, 2017).

The challenge for Wyndham is identifying the most appropriate urban structure to promote a sustainable and resilient urban structure for its people given its current structural context.

The aspirational urban form promoted by Melbourne’s metropolitan strategy, Plan Melbourne, is one that delivers a network of vibrant safe and attractive neighbourhoods based around activity centres where people can access most of their everyday needs within a 20-minute walk, cycle or local public transport trip.

**Figure 12**

#### The 20-minute neighbourhood



Source: Department of Environment, Land, Water and Planning

Research by the Heart Foundation (Corti et al., 2015) recommends “a net density threshold of 20 dwellings per hectare” to encourage walkability and “densities of between 35- 43 net and 32-40 gross dwellings per hectare (based on occupancies of 2.6 persons/dwelling)...to

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make amenities and public transport viable”. Currently, average residential densities in most areas within Wyndham are at 18 dwellings per hectare, though higher in some areas.

The growth of Wyndham within the above context imposes a range of infrastructure challenges. A rationalisation of metropolitan development and functioning is required. Areas of attention include, centres policy with supporting powers, such as land assembly, land release and community development policies in greenfield development. Such policy must also be more in tune with the contemporary spatial geography of the metropolis of Melbourne as it functions today. Transport infrastructure is especially pertinent, with particular focus on creating strong public transport options (supported by active transport links) that effectively serve outer suburbs. Transport is a fundamental component of any remaking of current suburbia.

The challenge for Wyndham, however, is greater than that faced by other urban municipalities given the expanse of Wyndham’s geographic area, as depicted in the following diagram, and that nearly 65% of Wyndham’s residents travel outside the municipality to work, with a large majority of these individuals working in the Melbourne CBD.

#### 8km Catchment Analysis - Werribee Station vs Flinders Street Station 2016

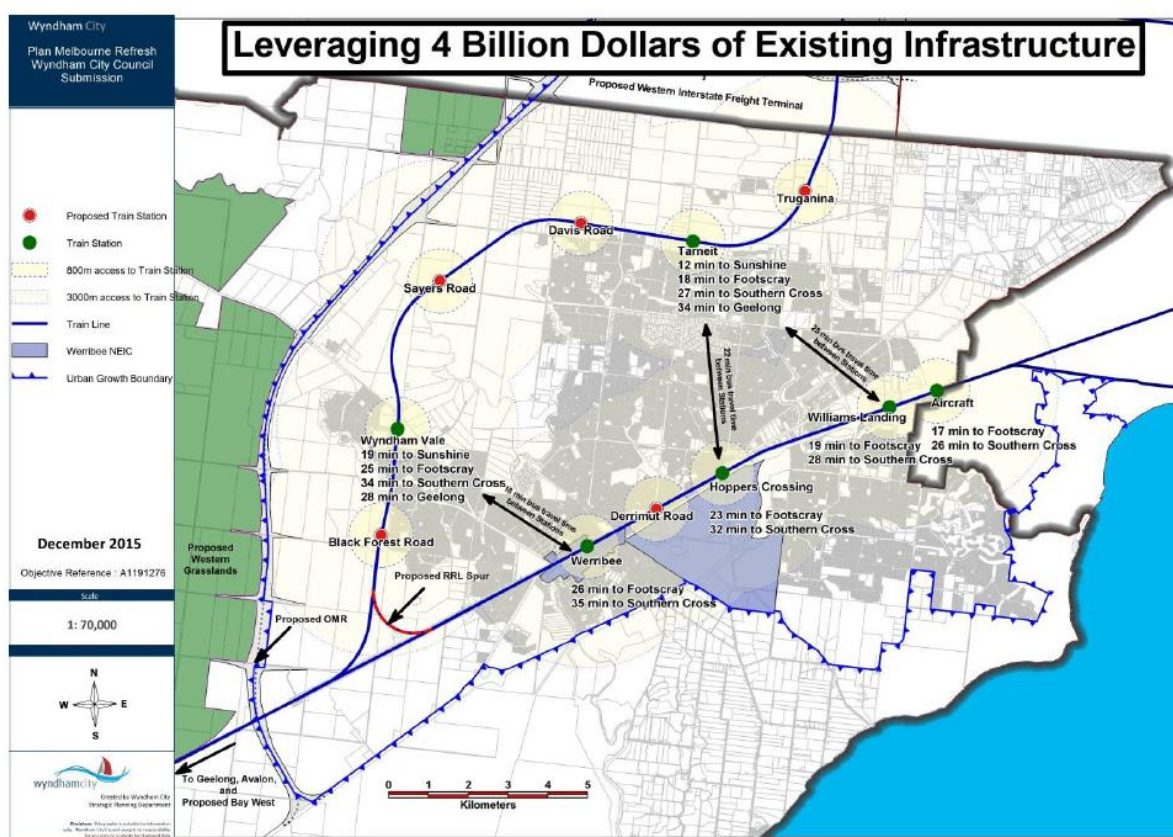


Despite the above spatial challenge, a strong foundation base exists to develop an urban configuration that leverages metropolitan, regional, national and international transport connections that help to grow Wyndham’s economic activity both within its own influence, and as part of the greater spatial dynamic of Melbourne as a global trading city based on the shores of Port Phillip and integrated with the surrounding region (in particular, to the outer extent of the regional train myki zones to Geelong and Ballarat). This position will be strengthened further by the future development of Avalon Airport as Melbourne’s secondary

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airport, the Western Interstate Freight Terminal, and potential future Bay West Secondary Port on the western shore of Port Phillip.

While it may be difficult to develop a network of vibrant neighbourhood activity centres capable of delivering all of the attributes of a 20 minute neighbourhood in a medium term, there is a capacity to focus on the application of key elements of urban form that help to deliver land use patterns that are more sustainable and less car dependent. These include the revitalisation of Wyndham's inner city centre as part of an emerging Metropolitan Activity centre that embraces the development of the East Werribee National Employment and Innovation Cluster; the focus of development around current and future railway stations along the metropolitan and regional rail link corridors; the containment of the urban growth boundary; and most importantly, the extension and improvement of the public transport system, in particular first mile/last mile connections to the Principal Public Transport Network that include rapid and frequent bus connections and encourage active modes of transport via shared pedestrian/cycle trails. The construction of remaining stations and improved connections to stations along the two rail corridors will maintain reasonable employment commuter times to existing surrounding job rich centres, including Melbourne CBD, North Melbourne, Footscray, Sunshine and Geelong, as depicted in the diagram below. Job densities in Melbourne show an existing propensity for higher job densities to grow along railway corridors.



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There is no single model or blueprint that will achieve ultimate sustainability. Instead, there are a combination of key aspects and attributes that, when aptly and strategically combined, coalesce to produce not only sustainable outcomes, but also vibrant liveable places. Having regard for people in the design of urban form is also an important key to sustainability.

Until higher residential densities and richer employment nodes are able to be established in Wyndham, mobility and superior connectivity are critical structural elements that need to be factored into the urban structure of the metropolis to bring people closer to jobs and higher education opportunities. As these elements are strengthened, so too will be the momentum towards the establishment of the 20 minute neighbourhood.

Rapid growth imposes challenges to patterns of growth, water supply, utilities, urban congestion, patterns of advantage and disadvantage, climate change and adaptation, and pressures on public finance. While numerous infrastructure services are relevant, **transport infrastructure is especially pertinent, with particular focus on creating strong public transport options (supported by active transport links) that effectively serve outer suburbs.** Transport is a fundamental component of any remaking of current suburbia.

“The search for the ultimate sustainable urban form perhaps now needs to be reoriented to the search for a number of sustainable urban forms which respond to a variety of existing settlement patterns and contexts”

(Jenkins et al, 1996, p 345 (quoted in Achieving Sustainable Urban Form edited by Williams, Burton and Jenks, 2000)

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What is this telling us?



### Significance for WUFP

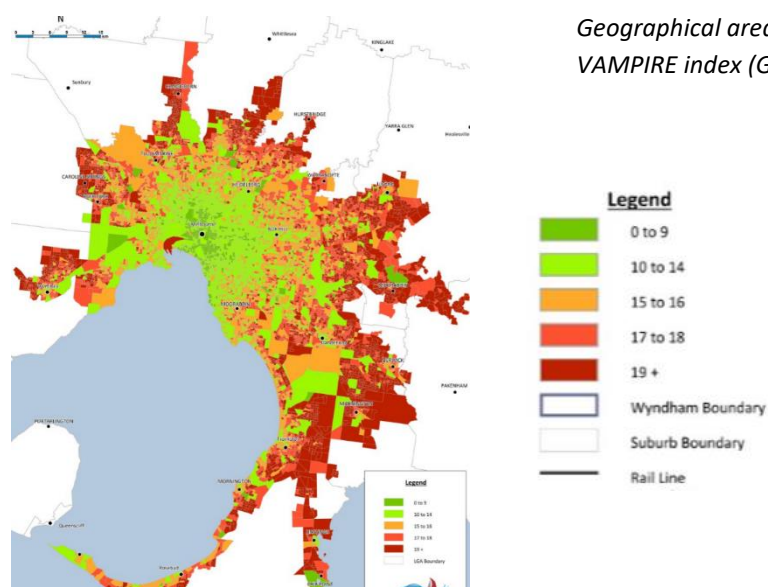
#### Wyndham Urban Framework Plan must consider:

- The development of sustainable urban form in Wyndham through the delivery of a sustainable urban structure that provides for resilience.
- What is the most appropriate urban structure for the future development of Wyndham?
- Preparation of a Spatial Plan or Strategy for the future development of Wyndham that is geared towards a sustainable and resilient urban structure.
- The establishment of a set of metrics such as walkability scores, job density ratios, average travel to work commuter times to help monitor progress towards achieving sustainable and resilient urban form and structure.
- Further work on Bid-Rent curves and what they mean for development patterns in Wyndham, particularly as related to Wyndham's two railway corridors.

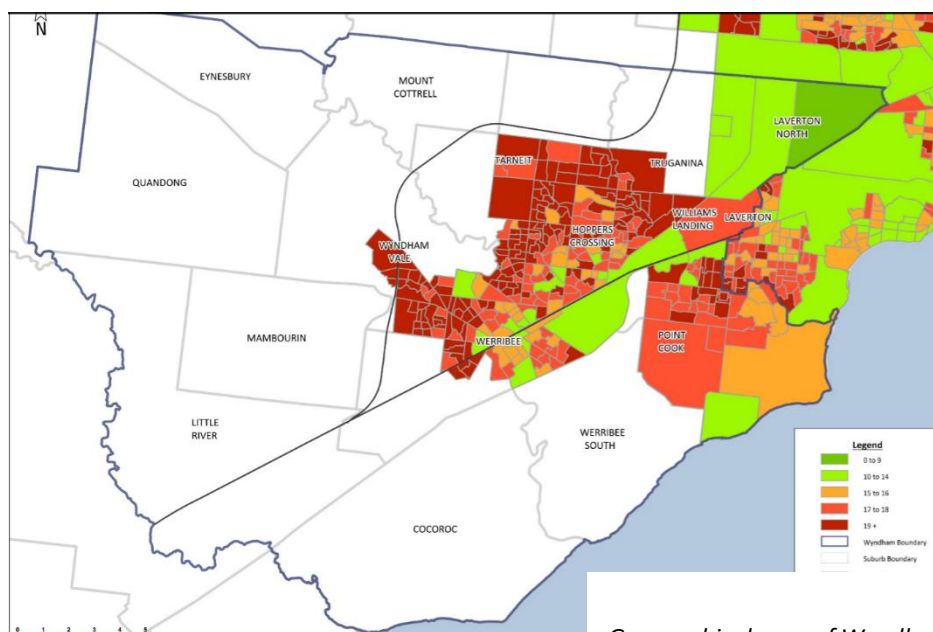
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### 3.2.2 Affordable Living and Rising Living Costs

Wyndham has been relied upon to meet Greater Melbourne's demand for housing growth and along with other growth areas has been used to address the broader housing affordability debate while other costs are passed onto growth area residents such as Wyndham's in the form of exposure to living expense shock vulnerability and generally higher living costs. A striking graphic example of this is the VAMPIRE Index. The Vulnerability Analysis of Mortgage, Petroleum and Inflation Risks and Expenditure (VAMPIRE) Index (2011) developed by Griffith University's Urban Research Program is a measure of risk to households arising from the combined impact of increased mortgage costs, rising fuel prices and inflation.



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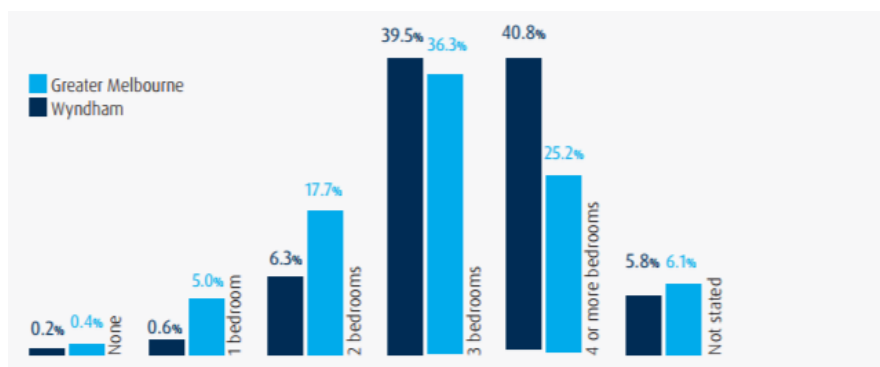
*Geographical area of Wyndham – VAMPIRE index (Griffith University, 2011)*

As a result of significant out-of-sequence and leap-frog residential growth, these communities lack adequate provision of local infrastructure and services such as public transport, employment and education. This leads to increased transport and housing stress and poorer service access.

Census data reveals that nearly 70% of working residents travel outside of Wyndham for work. In 2016, 27% of Wyndham residents reported that at least one member of their household travelled 90 minutes or more to get to and from work. Approximately 55% of households in Wyndham have access to two or more vehicles, compared to 46% of households in Greater Melbourne.

The choice of housing in Wyndham impacts housing affordability. With a much higher percentage of four bedroom homes (41%) compared to Greater Melbourne (25%), and fewer two bedroom homes (6% compared to 18%), there is significantly less housing diversity within Wyndham.

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### *Housing Diversity – Number of bedrooms per dwelling (ABS, 2016)*

Rates of mortgage stress for low-income earners (i.e. where 30% or more of pre-tax income is spent on home loan repayments) are similar in Wyndham, Greater Melbourne and Victoria. However, there are slightly elevated levels of housing stress in Wyndham, with approximately 13.5% of homeowners on low incomes struggling to maintain their mortgage repayments. Recent research has found that even the smallest of interest rate increases could have serious implications on many other homeowners in Wyndham.

Tackling the issue of living affordability in growth areas requires more than the release of land to supply the demand for new housing. The simplified argument of supply versus demand does not resolve the growing issue around land use planning in growth areas. Communities require supporting infrastructure to make their lives more affordable and therefore more liveable. As these populations grow, more pressure is put on governments to act.

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There are opportunities to improve housing affordability. Increase infrastructure investment will create more connected communities. Encouraging job decentralisation will provide local jobs and reforming planning policy and the planning system could introduce new measures to improve affordability.

### What is this telling us?

#### Significance for WUFP

#### Wyndham Urban Framework Plan must consider:

- The need for Wyndham to become more urban as its historic development pattern has been suburban and this has been insufficient in addressing affordable living effectively.
- How to reduce the reliance on motor vehicles and improve options and choices for active and public transport, to reduce living costs.
- How to reduce journey to work and other travel times experienced by the people of Wyndham to increase the time spent by Wyndham's residents in their own communities and to reduce mitigate rising living costs.
- Urban intensification opportunities as a means of achieving greater affordable living outcomes through improved concentration and connectivity.
- Test scenarios for improving affordable living.

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### 3.2.3 Activity Centres

The *Activity Centres Strategy (2016)* identifies one principal activity centre, eight major activity centres, nineteen large neighbourhood activity centres and seven small neighbourhood centres in the municipality, a total of 35 activity centres.

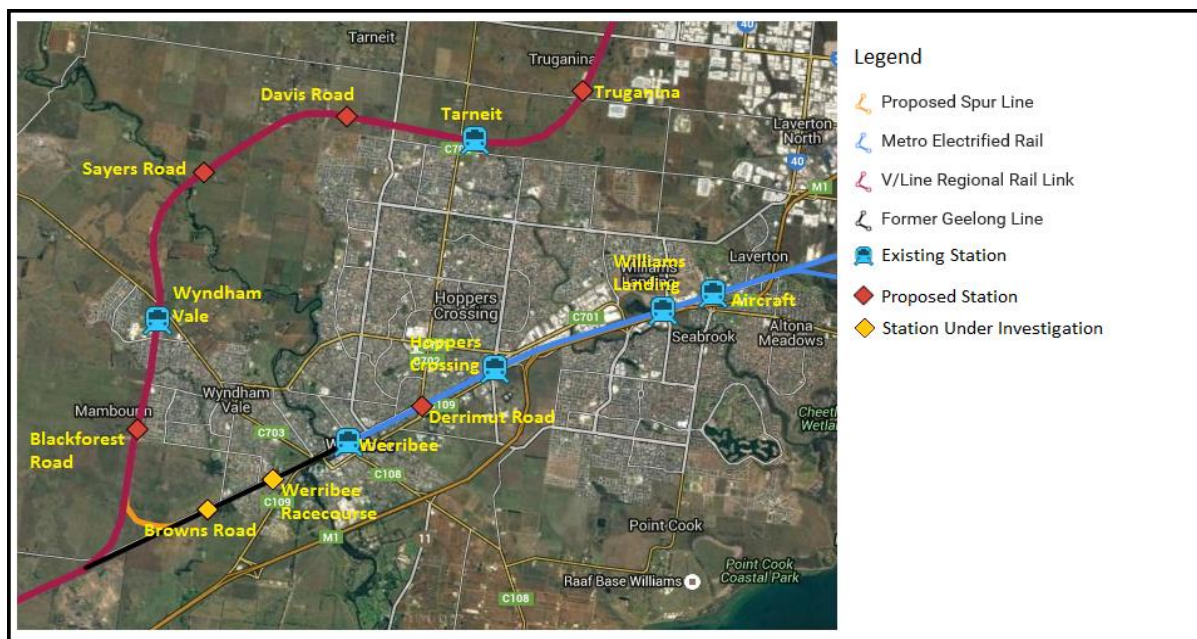
Many of the activity centres are not reaching their potential in terms of optimising development and achieving more sustainable outcomes. Some of the activity centres in the growth areas are struggling to attract investment and remain largely underdeveloped, whilst others in the established areas play a largely homogenous role in providing retail services but not much else.

Single ownership of the centres has witnessed a reluctance to develop centres within emerging growth areas, along with a hesitancy to consider alternative proposals other than franchise retail. Full ownership of land fails to provide a truly public realm.

Activity centres based on transit- oriented development are potentially key drivers in growing the local economy, generating employment opportunities, providing a range of commercial, community and recreational services as well as housing, creating a place identity through built form and strengthening local communities. They are a critical component of the urban fabric as centres of concentration and connectivity.

Funding from Commonwealth and State Government was provided to establish new railway stations at Tarneit, Wyndham Vale and Williams Landing. The delivery of these stations has been the catalyst for significant residential and commercial growth. Unless funding is provided to bring forward the construction of the remaining proposed future railway stations, it may be difficult to attract investment in the future activity centres proposed in Precinct Structure Plan (PSP) areas along the Regional and Metro rail lines.

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Council could also proactively seek change within centres by creating and advocating for more public roads and open space. Future reviews of existing PSPs could provide Council with an opportunity to strengthen the design and layout of future activity centres.

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**What is this telling us?**



### **Significance for WUFP**

#### **Wyndham Urban Framework Plan must consider:**

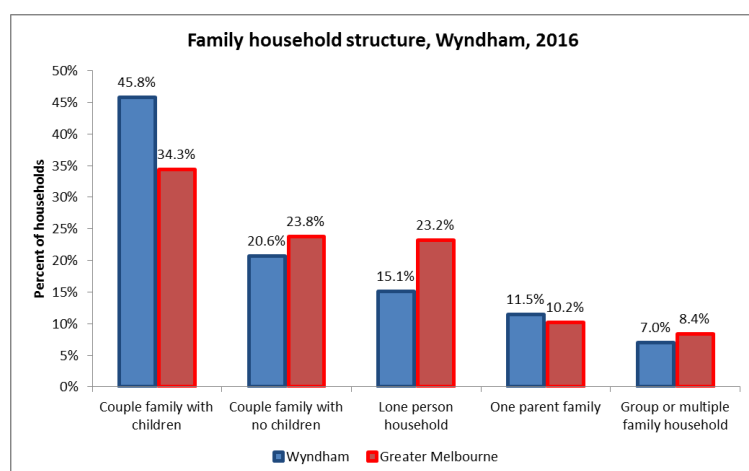
- The critical importance of Activity Centres as centres of concentration and connectivity in Wyndham's Urban Structure.
- The preparation of an Activity Centre Planning Framework.
- Monopoly ownership of some activity centres and the implications of this for creating genuinely mixed-use activity centres that work as Places for People as articulated in the Wyndham 2040 Strategy.
- How to deliver activity centres effectively over time.
- Further economic analysis on the economic outputs of different town centre design types (i.e. Street Based vs Mall Based).

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### 3.2.4 Housing Diversity

The provision of a diverse housing stock assists in achieving broad strategic objectives including housing choice, affordability and adaptability and supports the concept of ageing in place. There are also some population groups that have requirements for housing in terms of design, location, tenure and cost.

The average household size in Wyndham is 3.1 people (2016), which is up from 2.9 people (2011), with over 80% of dwellings being separate houses. More than 84% of dwellings in Wyndham have three or four bedrooms, with just over 8% having less than three bedrooms. Overall, dwelling diversity is relatively low.



A little over a fifth of dwellings in Wyndham are fully owned by their occupants (20.5 per cent), and almost half of dwellings are mortgaged (49.5 per cent). This is reflective of Wyndham's status as a growth area.

The current demand for large detached dwellings has resulted in an undersupply of other housing types. There is a growing mismatch between the resident's demographic profile and housing stock. There is a significant increase of 'lone person', 'couple families without children' and older households forecast. 'Couple families with children' will continue to be the dominant household type.

Housing diversity relates to a range of dwelling components and characteristics including, dwelling type, dwelling size, lot size, tenure, price point and location. A key issue in Wyndham preventing a more diverse housing stock in the residential growth areas is the lack of provision of large allotments or 'super lots' (close to Activity Centres and services) that could accommodate medium and higher density types.

Current planning policy does not contain sufficient strategic support for housing diversity within the established areas of the municipality. Implementation of the actions contained in the *Wyndham Housing and Neighbourhood Character Strategy* will play a key role in assisting housing diversity.

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What is this telling us?



### Significance for WUFP

#### Wyndham Urban Framework Plan must consider:

- How to better align future housing delivery with the actual housing demands of Wyndham.
- Benchmarking affordable housing policies of other Council's.
- What Council can potentially do with its own land holdings to improve housing diversity.
- Lot sizes in growth areas and how a variety of lot sizes can be delivered.

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### 3.2.5 The varied role of Parks and Recreation

Wyndham 2040 recognised that Wyndham's parks and open space are places people loved to spend time. The Werribee River, Werribee South Beach, Werribee Open Range Zoo and the Werribee Mansion were highlighted as great local assets. Overall, parks and open space were the most frequently referenced area across all the stories. This was identified consistently as a current strength of the community and something to be preserved and strengthened in the future.

Parks and open spaces connect people with the outdoors and each other. They can be activated and inviting places for people to visit. Along with safeguarding natural assets, Council must build upon these strengths and plan for new parks and open spaces. There is an opportunity to create parks which add amenity to urban settings rather than suburban settings. This type of park (non-sporting leisure parks) would be a welcome addition to the overall open space provision in the municipality.

"Our parks and open spaces will connect people with the outdoors and each other. They will be activated and inviting destinations for residents and visitors."  
(Wyndham 2040)

### 3.2.6 Future Transport

The future population growth of Wyndham will significantly increase the number of trips taken across the entire transport system. From 2011 to 2036, the number of daily trips taken by residents is estimated to increase from about 650,000 to 1.3 million trips per day. Accommodating the travel demands of a rapidly growing population will be a key challenge.

The rates of car travel and car ownership is increasing in Wyndham, along with low usage levels of public transport, cycling and walking. Wyndham residents are less physically active and have a higher level of obesity compared to the Victorian average. This rapid growth has resulted in a backlog of essential transport related infrastructure and associated system performance issues. This is impacting the environment, quality of life, economic viability, safety, health and wellbeing of the community.

The challenge for Wyndham is to integrate transport and land uses to provide more choice for residents to easily access their daily need by walking, cycling, public transport or shorter car trips. Improvements to the transport system must connect residential and employment areas.

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“Wyndham’s transport system will be efficient. People will be able to move around Wyndham easily. There will be more ways to connect to greater Melbourne.”  
(Wyndham 2040)

Technological advances could result in a very different transport system in the future. In addition to use of alternative fuels and shared vehicles, the use of autonomous vehicles may significantly change the way we travel.

### What is this telling us?

#### Significance for WUFP

#### Wyndham Urban Framework Plan must consider:

- First Kilometre and Last Kilometre Transport or Accessibility Target Areas as the first and last kilometre of travel appear to be critical to the future of connectivity and transport choice in Wyndham.
- Locations where attention can be focussed in terms of First and Last Kilometre accessibility benefits.
- Transport Modelling for Wyndham.
- Alternative modes and new modes of transport (i.e. Electric bicycles, Trackless Trams, etc).

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### 3.2.7 Autonomous Vehicles and Drones

Autonomous vehicles have the potential to reshape the way people live their lives, with reduced congestion, more effective and efficient public transport services and more productive commuting time opening opportunities for reduced stress, more hours at home and reduced emissions.

The extent to which driverless vehicle technology can alter the urban environment depends largely on the level of autonomy that is introduced, and the subsequent homogeneity of the wider transport network.

Drone technology has been developing rapidly. However, implementing a drone service within Australia presents great challenges for the viability, as the market and legislative contexts are currently significantly restrictive.

Limitations of Autonomous Vehicles

**What is this telling us?**



#### **Significance for WUFP**

#### **Wyndham Urban Framework Plan must consider:**

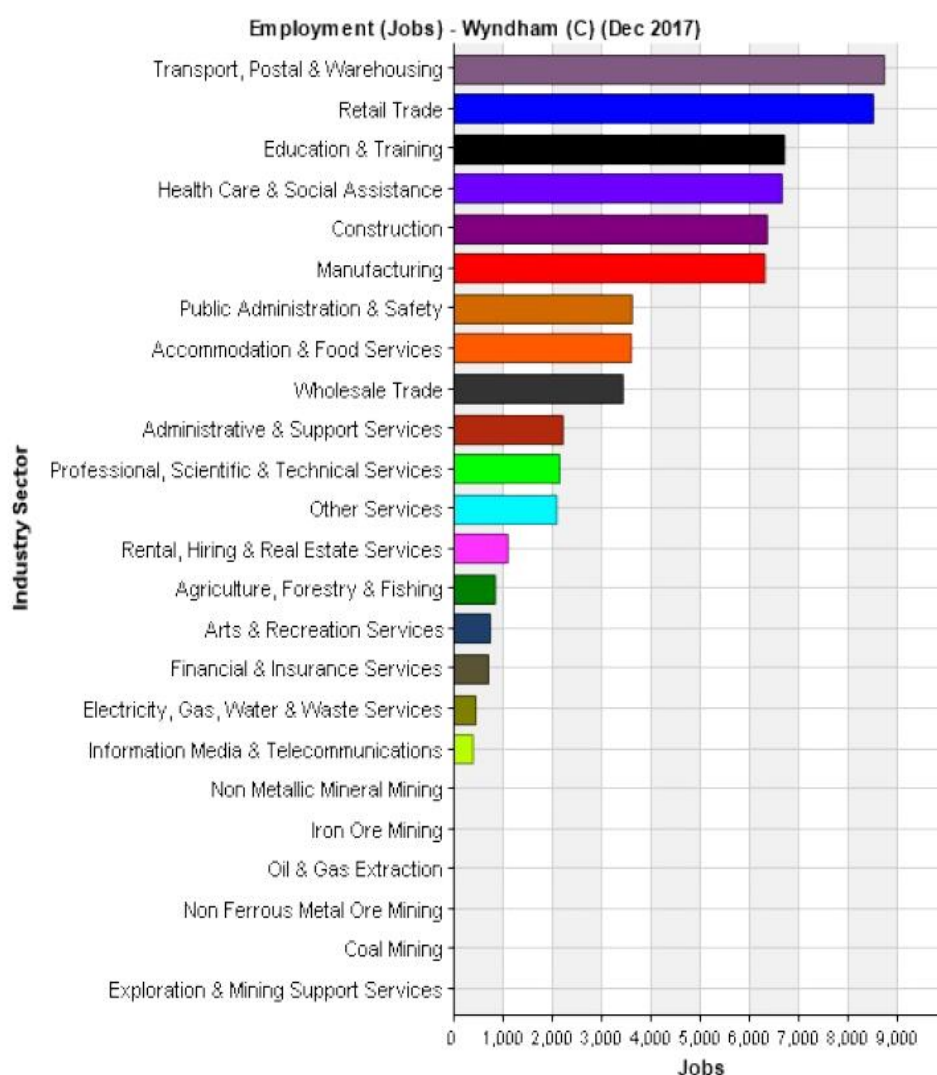
- The 5 levels of automation and the time horizon for take up of these technologies.
- Where models of driverless technology has been set up elsewhere in the world and its potential for application in Wyndham.
- Research into the capacity for autonomous vehicles in specific parts of Wyndham on a pilot basis.

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### 3.3 Employment, Innovation and Disruption

#### 3.3.1 Diversity of Employment Opportunities

Between 2011 and 2016, Wyndham's population grew by nearly 37%, whereas in the same period growth in local jobs was 50.5%, this is a great outcome, local jobs are growing at a faster pace than population growth. Wyndham is home to more than 11,600 businesses that currently generate an estimated 70,000 jobs. 57% of local jobs are held by Wyndham residents, with the majority of the balance of workers sourced from the western region of metropolitan Melbourne<sup>1</sup>.



Manufacturing is the largest employment sector in Wyndham accounting for some 14.4% of total jobs. The major manufacturing sectors are chemical production, metal production and food processing. Industries comprising a high share of employment in Wyndham include trade and blue-collar categories such as construction and manufacturing. Professional and

<sup>1</sup> EGS

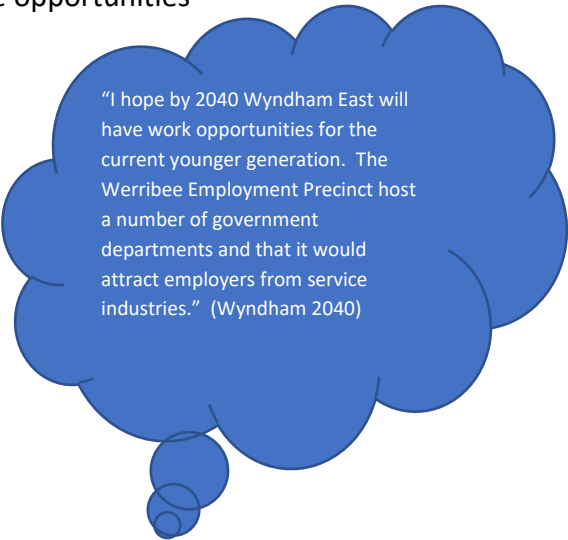
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personal service-based industries, such as finance and insurance, are generally under-represented in the municipality<sup>2</sup>.

At development capacity in Wyndham, an estimated 105,000 new jobs will need to be created to achieve an unemployment rate for Wyndham residents of 5%<sup>3</sup>. It is important that activity centres in Wyndham make a significant contribution towards achieving the employment growth required to achieve this outcome. This is particularly the case in terms of the potential for activity centres to generate additional white-collar jobs that can be occupied by local residents<sup>4</sup>.

A big challenge for Wyndham is to provide more diverse employment in the municipality. Werribee City Centre is well suited to meet the public transport needs of the community. There are plans in place for major expansion and densification in the city centre with a vision of growth embracing the picturesque Werribee River.

East Werribee is a mixed-use precinct that aims to create opportunities for approximately 60,000 jobs. The East Werribee Town Centre's position overlooking lakes, waterways and parkland will be an attractive space for business and investment. At approximately 775 hectares in area (approximately four times the size of the Melbourne CBD), the precinct is an opportunity to generate substantial investment and employment in a range of higher-order professional, research, health, education, business and other economic sectors.



"I hope by 2040 Wyndham East will have work opportunities for the current younger generation. The Werribee Employment Precinct host a number of government departments and that it would attract employers from service industries." (Wyndham 2040)

<sup>2</sup> ACS

<sup>3</sup> ACS

<sup>4</sup> p75 ACS

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What is this telling us?



### Significance for WUFP

#### Wyndham Urban Framework Plan must consider:

- There is a concentration of employment in certain sectors and these types of employment do not match the skill base of local employees.
- The importance of clustering and agglomeration opportunities in defining the geography of jobs.
- The importance of education to the future of employment diversity in Wyndham.
- Increasing the diversity of jobs within Wyndham.

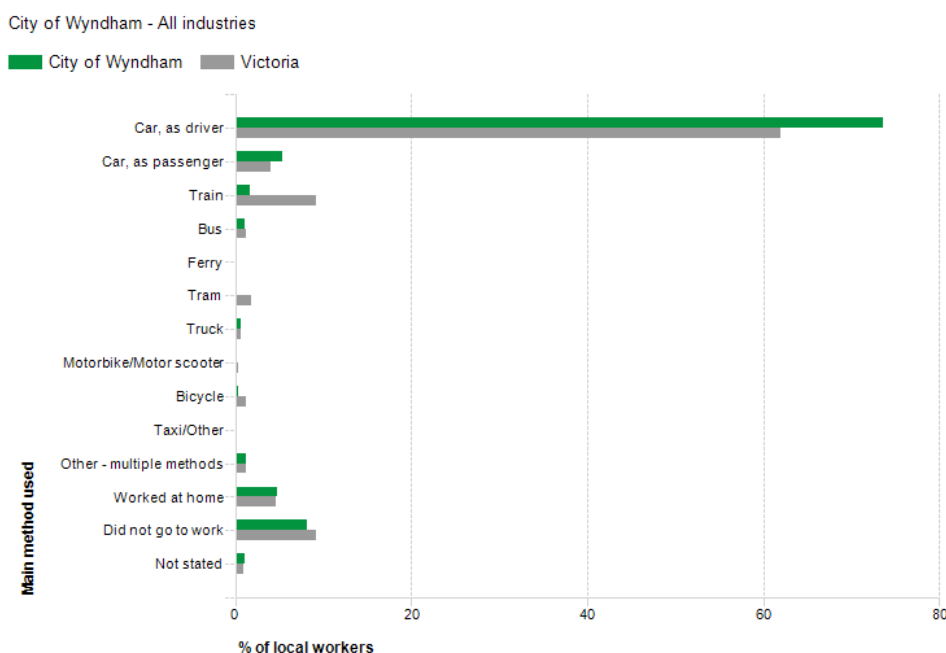
### 3.3.2 Accessibility of Employment Opportunities

A key challenge for Wyndham is to provide more local employment. Nearly 70% of Wyndham's residents travel outside the municipality to work, with a large majority of these individuals working in the Melbourne CBD.

Due to heavy patronage of the Metro train line and poor public transport connections to existing stations, many residents who work in the CBD chose to drive. This has worsened the traffic congestion and increased overall commuting time. Furthermore, many businesses across Melbourne, especially professional services, have not yet adopted a flexible working arrangement with their employees.

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## Local workers method of travel to work, 2016

[export](#)


Source: Australian Bureau of Statistics, Census of Population and Housing, 2016  
Compiled and presented in economy.id by .id, the population experts.

.id the population experts

A high proportion of existing jobs in Wyndham that have seen rapid growth (e.g.: retail trades, health care) produce little growth of jobs along the supply chains and little additional expenditure in the economy.

Promoting jobs in Professional Services and Information Media & Telecommunications, which are currently low in number in the region, will provide a stimulus on both fronts. These sectors are especially important for Wyndham, which has a high number of post graduate qualified professionals, especially in Point Cook and Werribee, who must travel to the CBD for work.

Over the next five years, and for the first time, the traditional industrial sector is vulnerable due to the diminishing supply of industrial land. Land available in Laverton North / Truganina is diminishing due to unprecedented growth. Potential for commercial land development is significantly greater than any other period, especially in Williams Landing, Werribee City Centre and East Werribee. This availability of land aligns with the rapidly transitioning international, national and local economies.

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### What is this telling us?

#### Significance for WUFP

#### Wyndham Urban Framework Plan must consider:


- The impact of digital disruption and how significant this will be in the context of accessibility of employment.
- The importance of the creation of place in relation to the attraction of certain types of employment and the geography of jobs.
- Flexible work places other than people's houses to enable businesses that might start out as one or two person enterprises to expand.
- The relationship of Wyndham to the Melbourne CBD and how Wyndham can position itself in regard to this spatial relationship.

### 3.3.3 Innovation, New Enterprise and Disruption

Innovations in technology are causing significant disruptions to the way our economy operates. The production and consumption of goods and services is being transformed by innovations in technology, the internet of things and big data. Innovations are facilitating increased mobility of labour, off-shoring and re-shoring of manufacturing and production, collaborative models of consumption and sharing, and an experience economy.

These disruptions and changes will have spatial implications for the way residents, workers, visitors and businesses live, work and learn within Wyndham. The future role of activity centres could shift from places of retail consumption to places of experience consumption and connection.

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What is this telling us? 

### Significance for WUFP

#### Wyndham Urban Framework Plan must consider:

- Authenticity of place is very important.
- We need areas that are mixed use as part of authenticity. Mixing of land uses will be critical.
- We need to develop Wyndham as a City of Places.
- We need to challenge what we mean by land uses and what that means for job location.
- Transport connectivity will be critical.
- Geographies of inclusion and exclusion. How do we produce geographies of inclusion?
- Increased concentration of activity and development creates opportunities for diversification.
- Diversity of land tenure is important.
- Are we expecting too much too soon from our growth area activity centres?

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## 3.4 Health, Climate Change, Water Security and Population

### 3.4.1 Food Security, Obesity/Health and Planning

In 2014, 27.8% of Wyndham adults reported excellent or very good health, compared to 36.5% of adults in the North and West Metro area, and 40.2% in Victoria.<sup>5</sup> Community health is a result of many factors including four key environments; natural, physical, economic and social. Land use planning directly effects the built environment which includes roads, walking/cycling paths, open space, land zoning, etc.



Land uses such as gaming premises and licensed premises, in most instances require planning approval. Whilst these uses can facilitate recreational activities, they also have the potential to cause significant harm and be detrimental to an individual's health. Similarly, built form such as density and open space provisions, are also a result of planning approval and have the potential to improve and encourage healthy living. It is important to create a city of inclusive, vibrant and healthy communities which promote strong and healthy lifestyles with good access to local services and jobs.

<sup>5</sup> Department of Health. (2011-12 and 2014). Victorian Population Health Survey

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What is this telling us?



### Significance for WUFP

#### Wyndham Urban Framework Plan must consider:

- Further analysis of how access to fresh food vs access to fast food in Wyndham compare with other areas of Melbourne.
- Preparation of Walk Score Maps for Wyndham or specific parts of Wyndham.
- The implications of residential lot sizes on food security and access to healthy food.

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### 3.4.2 Climate Change and Water Security

A range of sources have projected that globally temperatures will increase, along with the intensity of rainfall and storms and the likelihood of droughts. In Wyndham and Australia, the average amount of rain will likely fall along with an upward trend in temperature.

While the temperatures are expected to increase, the surface temperatures will vary across Wyndham. Currently, the areas inland (from the bay), over Activity Centres, and in the industrial areas of Laverton and Laverton north are hotter. Wyndham is also subject to Urban Heat Island effects as is all of Melbourne.



*Thermal imagery of water body (left: 64 Scrubwren Dr, Williams Landing) and tree lined street (right: 17 Wattle Grove, Point Cook) Comparison of irrigated (~32°C) and unirrigated ground cover (~45°C) (19 Kingsley Ave, Point Cook)*  
 Source: Wyndham Integrated Water Cycle Management Plan (page 32)

Urban areas are central to both human activities that contribute to climate change, and to key responses to climate change. The future climate in Wyndham is of course dependent on activities outside of our boundaries and influence. However, Wyndham can positively influence the rapidly developing and existing urban areas of Wyndham. The urban form that is developing will help to determine the long-term carbon footprint of Wyndham, and how resilient Wyndham is in relation to climate change.

Access to water and how it is used is key to dealing with increased temperatures. While Wyndham's location within Greater Melbourne means there is a relatively lower rainfall there is also access to recycled water in selected areas. Nevertheless, adaption to the heat impacts of climate change will require greater water use, and this is occurring during a time when weather patterns are altering in both frequency and intensity. Wyndham currently has a low level of tree cover that will increase over time and will both mitigate and adapt to climate change.

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All aspects of future planning will need to consider the impacts of climate change and how Wyndham can mitigate and adapt to an uncertain future. Actions taken to help address climate change could also have additional knock on benefits to other objectives within the Wyndham Urban Framework Plan.

### What is this telling us?



#### Significance for WUFP

#### Wyndham Urban Framework Plan must consider:

- Developing a city with resilience in the face of future climate impacts/events.
- Integrating Climate Change considerations into all aspects of the WUFP.
- Working with the climate we have in Wyndham by aligning urban design outcomes with climatology.
- Stormwater as a resource not a problem.
- Recycled water availability and Wyndham's existing and proposed recycled water pipe (Purple Pipe) network.
- Council's Urban Forest Strategy.
- Costs and benefits of better design and materials at the outset of development vs costs and benefits on ongoing operation. (Whole of lifecycle implications of our urban design and development).
- Moving people from cars to public transport and active transport modes.

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### 3.4.3 Ageing Population

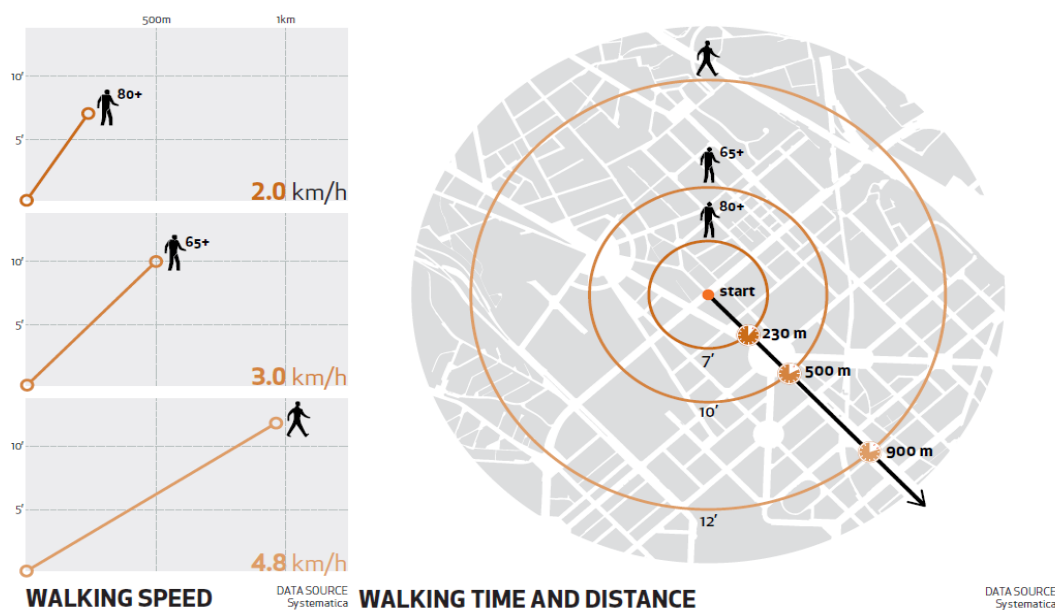
While Australia's population has been gradually increasing over time, it is also ageing. The number of Australians aged 65 and over recorded a figure of 3.7 million, a substantial increase from 1.3 million registered 40 years ago. The growth in older Australians over time is due to several factors, from the advances in both medicine and technology to the decline in fertility rates. Technology and medicine have no doubt played a considerable role in the rise of the average life expectancy amongst the general population.

The impacts of an ageing population do not only affect the older residents, but also the broader municipality. Wyndham has a relatively young population in comparison to other growth corridors within Greater Melbourne. Consequently, the effects will lead to an imbalance of infrastructure between the two different population groups (new young families located in the growth areas and the older population across the municipality).

An ageing population can cause an imbalance over time between revenue and expenditure within Government. The increase on older population will see the number of residents eligible for concession rates increase, which will have repercussions on the amount of revenue raised and the Council's ability to provide for all residents across the municipality.

Planners will need to develop future centres which will enable older residents to interact with their built environment. This could involve providing smaller (or adaptable) homes, improved public transport and the provision of retirement facilities closer to active centres. Accessibility is a critical issue, as elderly people are more likely to replace their private vehicles with more sustainable options such as walking and public transport.

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The young demographic of Wyndham provides Council with sufficient time to strategically plan and prepare for the future impacts of an ageing population.

What is this telling us?

### Significance for WUFP

#### Wyndham Urban Framework Plan must consider:

- The importance of good pedestrian environments for age effective connectivity.
- Designing a city that works for people under 5 and over 80 as a benchmark of a highly functioning walkable city.
- Preparation of Walk Score Maps for Wyndham or specific parts of Wyndham.
- Investigating other mechanisms for measuring and improving walkability.

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### 3.5 An early consideration of Infrastructure Priorities

Rapid population growth has exacerbated a State Government backlog of essential transport related infrastructure and associated system performance issues. The future performance of infrastructure will shape Wyndham's society, economy and environment. The growth and transformation of Wyndham demands that Council actively maintain and seek investment for new infrastructure.

Wyndham 2040 outlines that improving roads and public transport is a top priority for current residents. Funding is crucial to deliver major infrastructure projects which are required for existing and future residents.

A comprehensive and coordinated approach is required to deliver infrastructure within Wyndham. Council has already identified a wide range of priorities over the short, medium and long term. This includes additional road improvements, new railway stations and level crossing removals. A more connected system is required to enable efficient travel opportunities by all modes within and beyond the municipality. Infrastructure priorities may alter due to a range of circumstances; therefore, priorities must be continually reviewed to ensure that fundamental projects are delivered.

We know from our social infrastructure planning work that every additional 3000 new households will bring into Wyndham 8,400 people a year which will require:

- Roads, trains and bus lines connecting developments
- Four new government schools (3 primary schools and 1 secondary school) every 3 years
- Intersection upgrades and road upgrades to four lanes each year
- New community facilities (libraries, community centres, maternal and child health, kindergarten) every 1-2 years
- Active open space of 16 hectares
- Recreational and sporting facilities

These services and facilities are critical to building healthy and vibrant communities, a sense of place, and the quality of life all Melbournians have come to expect, not just those in the inner and middle ring suburbs.

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## Wyndham – Growing Rapidly

Wyndham is a rapidly growing municipality in Victoria, growing by over 10,000 per annum and 50,000 people over the past five years, with around 80 babies born each week and nearly 20 new residents moving in every day.

The population is projected to nearly triple from 2011 levels to over 465,000 in 2041 and Wyndham is approving the construction of over 3,500 new houses each year.



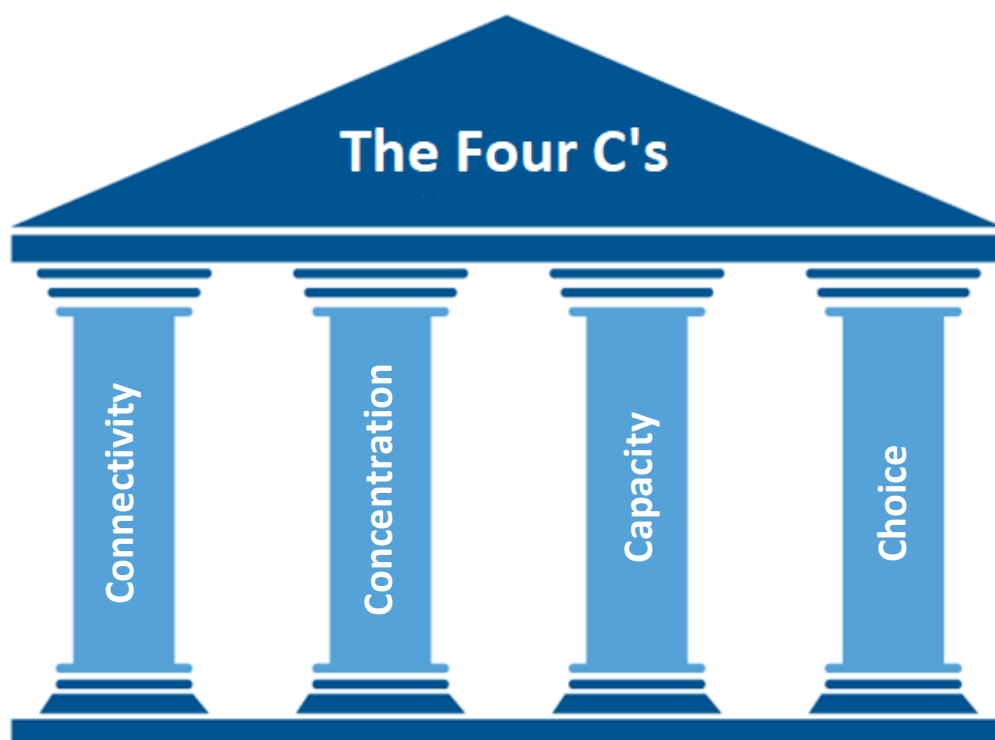
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## Appendix 4:

### 4.1 Four Pillars on which to build Wyndham's Urban Future

This Emerging Options Paper explores how a better quality of life for Wyndham's people may be better delivered through the conceptual construct of the following 4 pillars or 4 C's:

- Connectivity (connectedness)
- Concentration
- Capacity
- Choice



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## 4.2 The Four C's, the creation of a unique Wyndham

Numerous strategies and plans advocate for concepts or ideas, whether it be Plan Melbourne with its concept of 20 Minute Neighbourhoods or the former Prime Minister Malcolm Turnbull's vision of 30 Minute Cities. In the recent past there have been concepts of Sustainable Cities and more recently Resilient Cities. All such ideas are commendable and play a role in providing food for thought, ideas that have the potential to lead to the improvement of our cities. However, the main draw-back to these concepts and ideas is that they are not rooted in place or a specific place they are concepts or ideas that theoretically can be applied anywhere. Similarly, the 4 Pillar's if applied only as concepts without a spatial or locational dimension would also be applicable anywhere. The Wyndham Urban Framework Plan is not aspiring to be a plan for anywhere it is aspiring to be a framework for the future development of a specific place, Wyndham. The consideration of the 4 Pillar's of Connectivity, Concentration, Capacity and Choice for this emerging options paper was therefore about identifying what these concepts mean for Wyndham in the Wyndham context. How can these 4 Pillars as a frame of reference help us understand how to recreate Wyndham as a place that works better for the people of Wyndham?

### C1: Connectivity

In relation to connectivity a key question that needs to be answered is:

#### C1.1: What does CONNECTIVITY mean in the Wyndham Context?

The initial responses the Urban Futures Department came up with to this question were subsequently grouped under the following topics:

Transport	Movement
<ul style="list-style-type: none"> <li>Well-connected pedestrian/path network with high walkability ratings.</li> <li>Easy and efficient connections to activity centres through a variety of transport options.</li> <li>Choice in transport options (walk, bike, public transport, etc) resulting in reduced car dominance and car ownership rates.</li> <li>Reliable and efficient public transport; including an extended bus network, fast trains that reach locally, regionally, Melbourne CBD and Geelong.</li> </ul>	<ul style="list-style-type: none"> <li>Permeable, efficient and safe movement across the municipality and beyond; without difficulty, barriers or blockages.</li> <li>Opportunities for active travel as well as vehicle and public transportation.</li> <li>Pedestrian friendly streets.</li> <li>Efficient movement of industrial goods contributing to the local economy.</li> <li>Ease of access to opportunities (such as employment, education, recreation, etc), family and friends.</li> </ul>

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<ul style="list-style-type: none"> <li>• Reduced congestion resulting in less time spent by Wyndham residents travelling, improved quality of life and more time for participation.</li> <li>• Well utilised and easily accessible train stations.</li> <li>• A 20-minute city where every day needs and services are accessible within a 20-minute commute from home.</li> </ul>	
<b>Infrastructure</b> <ul style="list-style-type: none"> <li>• Infrastructure connections to the western region including Geelong and Melton.</li> <li>• Links between road, rail and air (eg. Avalon airport links to rail).</li> <li>• Adequate infrastructure to meet the accessibility demands of the municipality. Including infrastructure for people of various accessibility requirements (elderly, persons with a mobility disability, etc).</li> <li>• Projects including: <ul style="list-style-type: none"> <li>• Pedestrian bridge over the Princes Fwy</li> <li>• Geelong line overpass (Armstrong/Ison roads)</li> <li>• Werribee River Bridge (Armstrong Road)</li> <li>• Raising the Princes Fwy to 1:100 flood level.</li> <li>• Morris Road overpass.</li> </ul> </li> </ul>	<b>Social Connectivity</b> <ul style="list-style-type: none"> <li>• Opportunities and access for social support and human connections.</li> <li>• Spaces that contribute the wellbeing of a community; resulting in happy and healthy residents.</li> <li>• Places that bring people together, have meaning, and contribute to positive memories.</li> <li>• Access to major sports and recreation facilities.</li> <li>• Meeting points and spaces that allow connections to a variety of types of groups and cohorts such as youth groups, aged care groups, cultural groups, etc.</li> </ul>
<b>Communications</b> <ul style="list-style-type: none"> <li>• Access to high quality internet allowing connections to those that are near and far.</li> <li>• Provision of adequate telecommunications infrastructure in growth areas.</li> <li>• Creating a community that feels well informed and consulted.</li> </ul>	<b>Landscape connectivity</b> <ul style="list-style-type: none"> <li>• Access to high quality, attractive landscapes and places.</li> <li>• Consideration of the impacts of the climate and climate change.</li> <li>• Connection to nature, biodiversity, habitats and waterways within the municipality.</li> <li>• Connection to heritage sites and values.</li> </ul>
<b>What are we trying to avoid that results from poor connectivity?</b> <ul style="list-style-type: none"> <li>• Congestion, poor access to Melbourne, Geelong and the rest of the state</li> <li>• Separation from facilities, services and opportunity, separation from other people</li> <li>• Isolation and loneliness within the community</li> <li>• Depression, monotony, related to social isolation</li> </ul>	

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## C1.2: Initial consideration of Emerging Options: Connectivity/Connectedness

Following consideration of what connectivity means in the Wyndham context an idea's gathering exercise of potential emerging options regarding how Wyndham could improve connectivity and connectedness was prepared. They were subsequently grouped under the following topics:

### C1.2.1: International/National Connectivity

<b>Options</b> <ul style="list-style-type: none"> <li>• Maximising opportunities of surrounding transport hubs such as ports (proposed Bay West), airports (Avalon and Tullamarine), and rail.</li> <li>• Development of supporting policy.</li> <li>• Improving trading links with other cities and beyond.</li> <li>• Development of the Western Interstate Freight Terminal and linkages.</li> <li>• Completion of the Bay Trail to improve tourism potential (locally to internationally).</li> </ul>	<b>Challenges</b> <ul style="list-style-type: none"> <li>• Significant migration and rapid growth often exceeding capacity of existing infrastructure and timing of improved infrastructure.</li> <li>• A rain shadow within the municipality – causing low rainfall.</li> <li>• Interest rates at a global scale.</li> <li>• Competition from other cities and regions for resources.</li> <li>• Rising land prices in a municipality that was traditionally “affordable”.</li> </ul>
<b>Actions</b> <ul style="list-style-type: none"> <li>• Development of supporting policy.</li> <li>• Protecting the viability of the Werribee South Intensive Agricultural Precinct.</li> <li>• Creating access to a variety of employment geographically; local, Melbourne-wide, CBD, Australia wide and internationally. Through physical connections as well as telecommunications.</li> <li>• Improving local economic markets.</li> </ul>	<b>Opportunities</b> <ul style="list-style-type: none"> <li>• A variety of employment opportunities and workspaces within activities.</li> <li>• Flexible working arrangements including home-based employment such as home occupations and increased SOHO developments (small office home office).</li> <li>• Encouraging higher densities in strategic locations which have greater access to services.</li> <li>• Improved rail infrastructure including fast rail to allow efficient access to Melbourne and nearby regional cities.</li> <li>• Economic and leverage opportunities within the golden triangle of nearby regional cities; Wyndham, Geelong and Ballarat.</li> <li>• Protection and education of Wyndham's ecology including the internally and nationally significant RAMSAR wetlands, conservation grasslands, growling grass frogs etc.</li> </ul>

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### C1.2.2: Regional/Municipal Connectivity

<b>Options</b> <ul style="list-style-type: none"> <li>• Provision of more train stations with greater capacity and frequency.</li> <li>• Extension to the bus network – provision of SmartBus</li> <li>• Development of a light rail connecting suburbs and to the outer regions.</li> <li>• Upgrading the Federation Trail to be more user friendly.</li> <li>• Provision of a ferry service from bay locations such as Werribee South, Point Cook.</li> <li>• Advocacy for earlier timed level crossing removals.</li> <li>• Development of the Outer Metropolitan Ring Road when there is a demand.</li> <li>• Increased tree canopy cover by greening boulevards and the greening the pipeline project.</li> </ul>	<b>Challenges</b> <ul style="list-style-type: none"> <li>• Upgrading existing road infrastructure to accommodate future technologies such as autonomous vehicles.</li> </ul>
<b>Actions</b> <ul style="list-style-type: none"> <li>• Provision of better links to the airport including by rail.</li> <li>• Development of a greater concentration of uses around railway stations.</li> <li>• Development of an integrated land use/transport action plan.</li> </ul>	<b>Opportunities</b> <ul style="list-style-type: none"> <li>• Leverage further tourism opportunities of Werribee Park.</li> <li>• Review of better street design (such as bus only lanes) to provide more efficient connections.</li> <li>• Extending bus frequencies and exploring future technologies eg. uber bus.</li> </ul>

### C1.2.3: Precinct/Area Connectivity

<b>Options</b> <ul style="list-style-type: none"> <li>• Focus concentrated development activity centres.</li> <li>• Use of Precinct Structure Plans / Infrastructure Plans as well as Development Contribution Plan Project Implementation Programs to strategically plan for infrastructure connections.</li> </ul>	<b>Challenges</b> <ul style="list-style-type: none"> <li>• Working with developers, State Government, land owners and other key stakeholders to achieve best land use outcomes.</li> <li>• Getting ahead of the growth area boom in planning and delivering vital infrastructure.</li> </ul>
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Actions	Opportunities
<ul style="list-style-type: none"> <li>• Providing a well-connected path network early within developments.</li> <li>• Advocacy for increased railway station car parking.</li> </ul>	<ul style="list-style-type: none"> <li>• Advocacy to State Government for investment and funding.</li> <li>• Expanding local employment opportunities to precincts such as Activity Centres.</li> <li>• Advocacy for the timely provision of railway stations, schools, and other required services.</li> </ul>

#### C1.2.4: Other types of connectivity (i.e. Telecommunications)

Options
<ul style="list-style-type: none"> <li>• Explore future transport technologies such as driverless cars and busses, drone transportation, a shared economy (cars, bikes, hyperloop).</li> <li>• Creative and innovative ways for community interaction through temporary and changeable digital art installations and similar.</li> <li>• Provision of NBN to all residences and exploring where the gaps are.</li> <li>• Co-working and flexible spaces allowing people from various cohorts to work in a shared space and not rely on a traditional office setup.</li> <li>• Development of digital hubs within Activity Centres; 3D printer hubs, augmented reality hubs.</li> </ul>

#### C1.2.5: Local and Activity Centre Connectivity

Options	Challenges
<ul style="list-style-type: none"> <li>• Create a network of activity centres each with their own unique purpose, function and identity. They should:             <ul style="list-style-type: none"> <li>• Be complimentary to each other and not competing against;</li> <li>• Have a relationship with central Melbourne;</li> <li>• Satellite offices / co-working hubs.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The provision of timely infrastructure to cater for a growing community.</li> <li>• Well designed and integrated roads, railway stations and cycle shared paths;</li> <li>• Partnership with developers to create desirable places that:             <ul style="list-style-type: none"> <li>• Have a diversity of uses</li> <li>• Includes the public realm</li> <li>• Are vibrant, unique and meaningful</li> <li>• Convenient</li> <li>• Provide opportunities for start-ups</li> <li>• Meet community expectations</li> </ul> </li> </ul>
Actions	Opportunities
<ul style="list-style-type: none"> <li>• Develop an Activity Centres Planning Framework that:             <ul style="list-style-type: none"> <li>• Identifies the potential of each activity centre in meeting employment, service and housing needs.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Advocate for the provision of timely infrastructure including key transportation, through the development of a business case which includes:             <ul style="list-style-type: none"> <li>• the economic cost of delayed delivery</li> </ul> </li> </ul>

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<ul style="list-style-type: none"> <li>• Creates a sense of place.</li> <li>• Identifies infrastructure needed to enable centres to become successful developments.</li> <li>• Following the development of the Activity Centres Planning Framework, develop/review structure plans for activity centres to ensure that the objectives, purpose, function and identity are achievable.</li> <li>• Identify the extent and location of home-based businesses and their potential to locate within or near activity centres. An example includes home offices surrounding Williams Landing railway station which have an established presence.</li> <li>• Continue research partnerships with universities; use activity centre research as a means of identifying people's needs and wants for their local activity centres.</li> </ul>	<ul style="list-style-type: none"> <li>• lost value capture from lost land value uplift (including taxes and rates)</li> <li>• lost business opportunities and associated business tax revenue</li> <li>• lost productivity from not achieving integration in land use and/or transport.</li> <li>• any physical and mental health costs from communities being isolated and disconnected, as well as associated outcomes such as increase in time spent trying to access services, employment, education, entertainment, and recreation opportunities.</li> <li>• Encourage catalyst site developments that use high quality design outcomes and can be used as an example to promote this in future developments.</li> <li>• Working collaboratively with key stakeholders including Federal and State Government departments, and developers.</li> <li>• Value high quality urban design and infrastructure delivery – a higher level of investment may be required.</li> <li>• “Future proofing” activity centres to be continually successful through encouraging mixed use and not all retail (including of entertainment, services etc).</li> <li>• Providing opportunities for co-working hubs and local satellite offices in strategic locations.</li> </ul>
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## C2: Concentration

In relation to concentration a key question that needs to be answered is:

### C2.1: What does CONCENTRATION mean in the Wyndham Context?

The initial responses the Urban Futures Department came up with to this question were subsequently grouped under the following topics:

<b>Train Stations</b> <ul style="list-style-type: none"> <li>• Capturing opportunities around current and future railway stations.</li> <li>• Adequate number of railway stations across the municipality to cater for the demands of the community.</li> </ul>	<b>Transport Accessibility</b> <ul style="list-style-type: none"> <li>• Easy and efficient access to public transportation.</li> <li>• Avoiding traffic congestion through adequate transport infrastructure.</li> <li>• Less demand for car parking and more availability of land for other uses.</li> <li>• Ability to travel across suburbs to access facilities, services and nodes.</li> </ul>
<b>Density</b> <ul style="list-style-type: none"> <li>• Availability of a variety of lot sizes across the municipality including high density opportunities around activity centres and train stations.</li> <li>• Preventing sprawl and capturing the urban population within the urban growth boundary and close to services.</li> <li>• Co-location of services and ancillary/complimentary uses.</li> <li>• Agglomeration of business and services in targeted areas around services such as activity centres.</li> </ul>	<b>Urban Growth Boundary (UGB)</b> <ul style="list-style-type: none"> <li>• Protecting the UGB from future expansion by catering for population growth through infill and growth area development.</li> <li>• Protecting the municipality's green wedge areas, conservation areas and market gardens.</li> <li>• Retaining Wyndham's country to city living opportunities by ensuring development occurs in designated areas.</li> </ul>
<b>Activity Centres</b> <ul style="list-style-type: none"> <li>• Medium/high density development to occur near activity centres and train stations.</li> </ul>	<b>Ethnically diverse community</b> <ul style="list-style-type: none"> <li>• Celebration of a diversity of cultures and identities in a concentrated population.</li> <li>• Many communities forming one city.</li> <li>• Forming close connections and social groups.</li> </ul>
<b>Structure and Urban Form</b> <ul style="list-style-type: none"> <li>• Growth that is sequential using tools such as Development Contributions Plan</li> </ul>	<b>Concentration threshold/sweet spot</b> <ul style="list-style-type: none"> <li>• Focused planning of concentrated development to improve efficiency.</li> </ul>

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<p>Project Implementation Program and Council's Advocacy Strategy.</p> <ul style="list-style-type: none"> <li>• Concentrating growth in establishing areas growth areas in the north and west of the municipality, as well as infill within established areas of Wyndham</li> <li>• Viable and adequate services and activities to cater for the community.</li> <li>• Opportunities for higher built form to occur in designated areas as part of the urban structure.</li> </ul>	<ul style="list-style-type: none"> <li>• Achieving thresholds that support the distribution of infrastructure and services.</li> <li>• Bringing residents closer to services, education, employment, cultural and recreational services.</li> <li>• Improving residents time, budget and quality of life through concentrated access to services and everyday uses requiring less time to be spent travelling.</li> <li>• Creating vibrant areas that are attractive and have activity during extended hours of the day.</li> </ul>
<p><b>Social Issues</b></p> <ul style="list-style-type: none"> <li>• Lack of concentration of housing resulting in urban sprawl.</li> <li>• Planning regulation has resulted in an environment where dispersal is favoured over concentration.</li> <li>• Anti-social behaviour occurring in public places.</li> <li>• Rise of social disadvantage throughout the municipality.</li> <li>• Block sizes are being reduced whilst house sizes are increasing resulting in lack of private open space.</li> <li>• Congestion particularly during peak hours is causing large delays.</li> <li>• Lack of diversity in local employment causing many residents to travel outside of the municipality for work.</li> </ul>	<p><b>Clustering</b></p> <ul style="list-style-type: none"> <li>• Increased housing density within close-proximity to train stations and activity centres.</li> <li>• Increased densities improving the viability of greater amenities and services.</li> <li>• Co-location of economic activities, services, business/commercial, education, health, retail, etc.</li> <li>• Opportunity for Council to develop best practice within catalyst sites.</li> <li>• Existing clusters occurring: <ul style="list-style-type: none"> <li>○ in the concentration of homemaker centres and bulky goods stores along Old Geelong Rd.</li> <li>○ services around Pacific Werribee Shopping Centre.</li> <li>○ Within Werribee CBD.</li> <li>○ Logistics/warehousing and industries within the north-east areas of Wyndham (Tarneit, Laverton).</li> <li>○ Tourism in Werribee South tourist precinct.</li> </ul> </li> </ul>
<p><b>What are we trying to avoid that results from dispersal and a lack of concentration?</b></p> <ul style="list-style-type: none"> <li>• Congestion, roads being congested because of the dispersal of land uses</li> <li>• Dispersal of land uses</li> <li>• Time being wasted in congestion, travelling</li> <li>• Lack of vibrancy and vitality</li> <li>• Poor or no co-location of activity</li> </ul>	

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## C2.2: Initial consideration of Emerging Options: Concentration

Following consideration of what concentration means in the Wyndham context an ideas gathering exercise of potential emerging options regarding how Wyndham could improve concentration and tackle dispersal of activity was prepared. They were subsequently grouped under the following topics:

### C2.2.1: Housing Concentration

Options	Challenges
<ul style="list-style-type: none"> <li>Identifying target areas for concentration of services and higher density; Create density targets that support viable provision of infrastructure and services.</li> <li>Use of inclusionary zoning for housing on government land including Council owned land.</li> <li>Develop incentives for developers to meet targeted densities in identified areas.</li> <li>Explore use of a grid network to achieve higher densities.</li> <li>Establish priorities for Growth Areas Infrastructure Contributions and Precinct Structure Plan Project Implementation Programs that support housing concentration.</li> </ul>	<ul style="list-style-type: none"> <li>Developers providing a homogenous building stock.</li> <li>Rising costs in established areas.</li> <li>Planning for future needs; early land acquisition.</li> <li>Estates featuring covenants which restrict infill development.</li> <li>Delayed infrastructure to service the growing population.</li> <li>Separation of land uses and dispersal resulting in greater travel times to employment and services.</li> <li>Providing for a changing demographic and throughout the lifecycle to allow to age in place.</li> <li>Inconsistent levels of investment in various areas – investment in an area may occur at the detriment of others.</li> <li>Achieving highly permeable streets, paths and linkages.</li> </ul>
Actions	
<ul style="list-style-type: none"> <li>Develop a Council policy position on affordable housing and housing diversity.</li> <li>Manage and improve the community's fears and frustrations in regard to density and infrastructure delivery.</li> <li>Protect the Urban Growth Boundary from being shifted.</li> <li>Identify how to preserve land for higher density housing.</li> </ul>	

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## C2.2.2: Activity Centres

<p><b>Options</b></p> <ul style="list-style-type: none"> <li>• Ability to use the Activity Centre Zone schedules to nominate preferred uses in allocated areas.</li> <li>• Rezone Commercial 1 Zone to Activity Centre Zone where appropriate to allow a variety of uses.</li> <li>• Develop a Local Planning Policy for activity centres.</li> <li>• Protect and enhance existing agglomerations and high density by surrounding with complimentary development.</li> <li>• Examine development models that encourage a diversity of ownership in Activity Centres and promote the benefits of this to developers.</li> </ul>	<p><b>Challenges</b></p> <ul style="list-style-type: none"> <li>• Certain uses (eg. office) at ground level creates a blank façade resulting in limited street activity and lack of atmosphere.</li> <li>• Online shopping is a high occurrence in the municipality resulting in less customers to physical retail stores and foot traffic in activity centres.</li> <li>• Inadequate signage or glass instead of open frontages in retail stores; less user friendly.</li> <li>• Encouraging other 'active' ground floor uses such as entertainment and cafes amongst retail.</li> <li>• Single ownership of activity centres giving the developer sole control of how it will be developed.</li> <li>• Over concentration of franchises in local town centres making it difficult for independent local businesses.</li> <li>• Loss of atmosphere and vitality in existing town centres.</li> </ul>
<p><b>Actions</b></p> <ul style="list-style-type: none"> <li>• Work with developers on Urban Design Frameworks for new activity centres to achieve high quality outcomes.</li> <li>• Identify niche areas of focus for different activity centres and set objectives. Identified areas include:             <ul style="list-style-type: none"> <li>○ Werribee City Centre: Professional services</li> <li>○ Pacific Werribee: Retail</li> <li>○ Hoppers Crossing: Medical</li> <li>○ Williams Landing Town Centre: Offices</li> <li>○ Old Geelong Road: Bulky goods</li> </ul> </li> <li>• Buy land in Activity Centres for niche catalyst sites.</li> <li>• Encourage independent business establishment through the development of high quality activity centres.</li> </ul>	<p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>• Focus and prioritise use of active frontages in concentrated areas to create vibrancy.</li> <li>• Utilise existing assets and opportunities such as VicTrack land and the Werribee River - build a boardwalk along the river and encourage businesses to be located facing towards the river.</li> <li>• Each new activity centre being developed is a new opportunity; incorporate lessons learnt from previous activity centres.</li> <li>• Focus car parking to be multi storey to leave land in activity centres for valuable developments.</li> <li>• Converge public transport routes and local and major town centres.</li> <li>• Encourage Activity Centres to be gathering spaces, such as for meetings, business interactions, events, etc.</li> </ul>

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### C2.2.3: Restrictions on Dispersal

<b>Options</b> <ul style="list-style-type: none"> <li>• Ensure the Urban Growth Boundary is not extended as this will increase dispersal / urban sprawl.</li> <li>• Monitor housing density and if targets are being achieved.</li> <li>• Monitor prevalence of discouraged uses occurring in industrial areas.</li> <li>• Encourage a variety of uses and employment opportunities in Activity Centres.</li> <li>• Have a broader use of the Activity Centre Zone within the municipality instead of applying zones such as Commercial 1 Zone.</li> <li>• Concentrate Council assets within town centres/activity centres.</li> </ul>	<b>Challenges</b> <ul style="list-style-type: none"> <li>• Develop better buffers between industrial and residential areas through policy and other planning tools.</li> <li>• Investigate what can be done outside of the planning framework to encourage a broader range of uses in activity centres and discourage retail/commercial uses in industrial zones.</li> <li>• Investigate if the Urban Growth Zone can be more effectively to achieve desired outcomes.</li> <li>• Monitor the timing and release of industrial land as this can undermine activity centre development as businesses search for cheaper land/rent.</li> </ul>
<b>Actions</b> <ul style="list-style-type: none"> <li>• Investigate tools to make it more difficult and discourage activity centre uses to locate into industrial areas.</li> <li>• Review and improve industrial area policies.</li> <li>• Complete an analysis showing the benefits of community and private uses in activity centres.</li> </ul>	<b>Opportunities</b> <ul style="list-style-type: none"> <li>• Provide opportunities for a diversity of rental product and prices in activity centres.</li> </ul>

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### C3: Capacity

In relation to capacity a key question that needs to be answered is:

#### C3.1: What does CAPACITY mean in the Wyndham Context?

The initial responses the Urban Futures Department came up with to this question were subsequently grouped under the following topics:

<b>Resources</b> <ul style="list-style-type: none"> <li>• A happy and healthy community – good access to health services and sufficient open space that is useable and easily accessible.</li> <li>• Population growth through increased densities in established areas and development of growth areas; limiting growth to within these areas to prevent further urban sprawl.</li> <li>• Infrastructure and services that support high quality of life for Wyndham’s residents. Including: <ul style="list-style-type: none"> <li>○ Healthcare and hospitals.</li> <li>○ Education; schools, TAFE, university, adult learning.</li> <li>○ Sports and recreation facilities.</li> <li>○ Arts and cultural facilities</li> <li>○ Employment</li> <li>○ Event and gathering spaces.</li> </ul> </li> <li>• Reduced reliance outside of Wyndham by having services and amenities within the municipality – a 20-minute city.</li> </ul>	<b>Opportunity/Choice</b> <ul style="list-style-type: none"> <li>• An environment that provides social opportunities and place for people to meet and interact.</li> <li>• Spaces that become places for the community.</li> <li>• A diversity of services, amenities, industries - Residents can choose where to work, live, go to school, recreate, etc.</li> <li>• A diversity in transport options and not relying on vehicles; cycling, walking, public transportation.</li> <li>• Unlocking the potential of the community and empowering residents.</li> </ul>
<b>Creativity</b> <ul style="list-style-type: none"> <li>• Access to the arts.</li> <li>• Places that allow expression of creative interests and social connections.</li> </ul>	<b>Education</b> <ul style="list-style-type: none"> <li>• Achieving academic excellence in local schools.</li> <li>• Education opportunities that exist beyond P-12 schools.</li> <li>• Opportunities for continuous adult learning.</li> </ul>
<b>Access</b> <ul style="list-style-type: none"> <li>• A municipality that has accessibility for all; includes public transportation, services,</li> </ul>	<b>Support</b> <ul style="list-style-type: none"> <li>• A community that has trust and feels safe as a result of the built relationship with neighbours.</li> </ul>

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<p>knowledge sharing, education, sports, culture, etc.</p> <ul style="list-style-type: none"> <li>• The ability for everyone to enjoy Wyndham's natural and unique environment.</li> <li>• Opportunities for places to inspire and connect people; having a sense of purpose.</li> <li>• Ability to reach places through active transport; walking and cycling.</li> <li>• Ability to move freely and easily.</li> <li>• Infrastructure to access areas locally, regionally, across Melbourne and globally.</li> <li>• Improving road and rail connections.</li> </ul>	<ul style="list-style-type: none"> <li>• A socially connected community that looks out for one another, encourages networks and is active in community participation such as volunteering.</li> <li>• A community which has high satisfaction amongst residents.</li> <li>• A community which is safe, healthy and encourages overall wellbeing.</li> <li>• The ability for the community to age in place through access to a diversity of living opportunities.</li> <li>• A community where Maslow's Hierarchy of Needs is met and exceeded.</li> <li>• A self-actualising community where residents are able to reach their full potential.</li> </ul>
<p><b>Employment</b></p> <ul style="list-style-type: none"> <li>• Opportunities for employment for all residents in the municipality.</li> <li>• Opportunities for small businesses to grow and thrive.</li> <li>• Continuous economic growth for the local community.</li> <li>• Spaces for a diversity of employment; home occupation businesses, retail, industries, etc.</li> <li>• Spaces for sharing and/or multi-purpose for those that need temporary offices, knowledge sharing, connections.</li> </ul>	<p><b>Innovation</b></p> <ul style="list-style-type: none"> <li>• Improvements to the capacity of the refuse disposal system in accordance with best practice.</li> <li>• WYNovation – an innovative community that is seeking continuous improvements to the quality of life of residents</li> <li>• A sustainable community.</li> </ul>

## C3.2: Initial consideration of Emerging Options: Capacity

Following consideration of what capacity means in the Wyndham context an ideas gathering exercise of potential emerging options regarding how Wyndham could improve capacity was prepared. They were subsequently grouped under the following topics:

### C3.2.1: Learn (Capacity)

<p><b>Challenges</b></p> <ul style="list-style-type: none"> <li>• The role of local government is limited with decisions being made at State Government level without Council input.</li> <li>• Difficulty to coordinate high quality outcomes with various stakeholders and sectors due to conflicting agendas, time constraints, limited resources, etc.</li> </ul>	<p><b>Actions</b></p> <ul style="list-style-type: none"> <li>• Encourage State Government to acquire land early.</li> <li>• Advocacy in relation to the East Werribee Employment Precinct and preferred outcomes.</li> <li>• Investigate attraction strategies to encourage investment in Wyndham.</li> </ul>
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	<ul style="list-style-type: none"> <li>Investigate strategies for education/employment integration where adult learning can lead to local employment opportunities; capitalise on local learning and skills.</li> <li>Advocacy for high speed internet (NBN) to service all residents.</li> <li>Support beneficial community programs such as Sons of the West.</li> </ul>
<b>Opportunities</b> <ul style="list-style-type: none"> <li>Expansion of existing tertiary education such as Melbourne University (specialising in Veterinary sciences), Victoria University and TAFEs (Gordon Institute, Deakin). Develop strong partnerships particularly for research and data collection opportunities.</li> <li>Integration of public and secondary schools into the community by: <ul style="list-style-type: none"> <li>Having private and public options</li> <li>Opportunity for religious schools</li> <li>Before/after school care</li> <li>Shared learning spaces such as after-hours courses for adults.</li> </ul> </li> <li>Unique development of the East Werribee Employment Precinct.</li> </ul>	<b>Opportunities (continued)</b> <ul style="list-style-type: none"> <li>Further education opportunities including informal education, such as through community centres, shared learning, mentoring/skills groups, meet-ups, volunteering.</li> <li>Support and encourage the Intensive Agricultural Precinct to thrive through research and development, vocational training opportunities, sustainable practices and resilience to various stresses (economic factors, climate change, etc).</li> <li>Finding suitable locations for facilities such as the Youth Justice Centre and prisons.</li> </ul>

### C3.2.2: Grow (Capacity)

<b>Options</b> <ul style="list-style-type: none"> <li>Extend transport infrastructure to the coastal areas to allow better access.</li> <li>Stagger lots being released to prevent an influx of concentrated car traffic occurring within a short period of time.</li> <li>Encourage more satellite offices and co-working spaces – ability to work locally and less travel time than commuting to the CBD.</li> <li>Investigate new technologies that may be relevant for innovative developments.</li> <li>Determine the capacity of the East Werribee Employment Precinct and the pressures it may put on existing infrastructure.</li> <li>Explore possibilities for the crown land part of the Williams Landing RAAF base;</li> </ul>	<b>Challenges</b> <ul style="list-style-type: none"> <li>Congestion in Point Cook due to the limited capacity of the existing infrastructure.</li> <li>Strains on infrastructure due to rapid population growth and delay in new infrastructure delivery.</li> <li>Congestion causing large travel times particularly during peak hours.</li> <li>Achieving growth in employment in various sectors to cater for a growing community.</li> <li>Growing land prices.</li> <li>Limited input into the East Werribee Employment Precinct due to the Victorian Planning Authority being the planning authority.</li> <li>Limited health services and emergency services in growth areas.</li> </ul>
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<p>possibilities of an employment/education hub.</p> <ul style="list-style-type: none"> <li>• Creation of more business precincts.</li> </ul>	<ul style="list-style-type: none"> <li>• Improving the location of and buffers around sensitive uses.</li> </ul>
<p><b>Actions</b></p> <ul style="list-style-type: none"> <li>• Develop a policy to protect industrial and employment land from inappropriate uses.</li> <li>• Advocacy for early delivery of the Outer Metropolitan Ring Road to cater for the surrounding community and improve congestion.</li> <li>• Council to develop catalyst sites and continue to buy and develop land to achieve high quality outcomes.</li> <li>• Develop a structure plan for the excess land surrounding the Williams Landing RAAF base.</li> <li>• Audit Council land to determine which land is being underutilised; can be extended to also audit other government and crown land available in the municipality.</li> </ul>	<p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>• Development of the coast as recreation areas.</li> <li>• Future Outer Metropolitan Ring Road development.</li> <li>• Preparation of future Precinct Structure Plans.</li> <li>• Development of the East Werribee Employment Precinct as a State significant employment hub.</li> <li>• Council having a developer role to provide what is otherwise being excluded such as affordable housing.</li> <li>• Research public private partnership projects to explore opportunities for Council to participate in similar projects.</li> <li>• Residents as investors.</li> </ul>

### C3.2.3: Thrive (Capacity)

<p><b>Options</b></p> <ul style="list-style-type: none"> <li>• Explore opportunities to grow both formal and informal further education opportunities such as adult learning and TAFE.</li> <li>• Sequential development of Activity Centres.</li> </ul>	<p><b>Challenges</b></p> <ul style="list-style-type: none"> <li>• Early delivery of facilities, infrastructure and services in growth areas.</li> <li>• Growth occurring in a number of areas and therefore putting pressure on limited resources.</li> <li>• Limited diversity of housing; common product is 3-4 bedroom and limited 1-2 bedrooms are being developed as well as other types of housing such as affordable housing, student housing and apartments.</li> <li>• Lack of neighbourhood character in growth areas being developed; generic housing design.</li> <li>• Integration between the urban and natural environments.</li> <li>• Encouraging residents to explore educational opportunities and increase skill sets within the municipality.</li> <li>• Limited places that inspire and encourage creativity.</li> </ul>
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Actions	Opportunities
<ul style="list-style-type: none"> <li>• Utilise school as places for lifelong learning – encouragement of adult programs outside of school hours.</li> <li>• Preparing design guidelines for Activity Centres which include consideration of child/parent friendly spaces, as well as catering to other cohorts of users.</li> <li>• Encourage pop-up infrastructure and programming to attract users to activity centres early on and not wait for full completion of the development.</li> <li>• Utilise activity centre structure plans to identify spaces such as;               <ul style="list-style-type: none"> <li>○ Education</li> <li>○ Government services</li> <li>○ Religious</li> <li>○ Youth centre/spaces</li> <li>○ Creative spaces</li> <li>○ Arts and culture</li> <li>○ Community facilities</li> <li>○ Business</li> <li>○ Housing (affordable, higher densities).</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Activity centres to include a diversity of uses and have attractive and useable gathering spaces.</li> <li>• Utilise schools after hours; adult learning, family support hubs etc.</li> <li>• Provide temporary facilities to allow early access and foot traffic to occur.</li> <li>• Encourage flexible work spaces to occur.</li> <li>• Invest in the public realm and attractive, highly useable spaces to encourage use.</li> <li>• Deliver a variety of housing options within activity centres (such as affordable, 1-2 bedrooms, accessible homes for aged and persons with a disability, etc).</li> <li>• Create spaces that can be used informally as meeting/event spaces.</li> <li>• Include arts and culture aspects within activity centres.</li> <li>• Provide entertainment opportunities for the entire community including places for teenagers.</li> </ul>

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## C4: Choice

In relation to the idea of choice a key question that needs to be answered is:

### C4.1: What does CHOICE mean in the Wyndham Context?

The initial responses the Urban Futures Department came up with to this question were subsequently grouped under the following topics:

<b>Philosophical</b> <ul style="list-style-type: none"> <li>• Opportunities available throughout the life cycle of Wyndham residents.</li> <li>• A self-actualising community that feels empowered to reach their full potential.</li> <li>• Ability to live preferred lifestyle within a 20-minute city.</li> <li>• Ability for work, rest, play.</li> <li>• A city that provides a happy and fulfilled community.</li> <li>• Spaces and places that are destinations (somewhere not anywhere)</li> <li>• Providing for the diversity of needs from the various age groups and cohorts of people within the municipality.</li> <li>• Choices for residents regarding; <ul style="list-style-type: none"> <li>○ Employment</li> <li>○ Transportation</li> <li>○ Housing types including apartments and 1-bedroom dwellings.</li> <li>○ Cultural needs</li> <li>○ Food</li> <li>○ Education and learning</li> <li>○ Entertainment</li> <li>○ Recreation</li> </ul> </li> </ul>	<b>Entertainment</b> <ul style="list-style-type: none"> <li>• A diversity of cultural pursuits.</li> <li>• Choices of entertainment within the municipality including restaurants, performing arts, pubs, nightlife, music venues, etc.</li> <li>• Recreational opportunities that cater for the diversity of needs.</li> <li>• People from other areas being attracted to Wyndham for entertainment.</li> <li>• Spaces that provide: <ul style="list-style-type: none"> <li>○ A range of services.</li> <li>○ Learning opportunities.</li> <li>○ Places to meet, gather and socialise.</li> <li>○ Community centres and facilities.</li> </ul> </li> </ul>
<b>Urban Form</b> <ul style="list-style-type: none"> <li>• A variety of high quality built form that is attractive, stimulating and contributes to a vibrant community.</li> <li>• Built form that creates a sense of place.</li> <li>• Built environment that facilitates options for housing, employment, culture and movement.</li> </ul>	<b>Cultural</b> <ul style="list-style-type: none"> <li>• A city that encourages and respects the diversity of cultures in the municipality including the choice to worship in various places throughout the municipality.</li> <li>• Multi-use facilities that can be used when needed by various cultures but also bring cultures together for various events.</li> </ul>

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<ul style="list-style-type: none"> <li>• A vibrant city with a variety of natural landscapes and attractive built destinations.</li> </ul>	<ul style="list-style-type: none"> <li>• Continued access to the Werribee Mansion and the park precinct as well as building opportunities for access to other local heritage sites.</li> </ul>
<b>Age and Place</b> <ul style="list-style-type: none"> <li>• Available aged care facilities and services.</li> <li>• Ability to age in place by having accessible options to housing and services.</li> <li>• A diversity of education, housing, jobs, services, leisure and transport</li> </ul>	<b>Education</b> <ul style="list-style-type: none"> <li>• A variety of educational and learning opportunities available providing options for residents to learn.</li> </ul>
<b>Health</b> <ul style="list-style-type: none"> <li>• Accessible medical and health services that cater the needs for the local and in some instances regional community (such as the hospital).</li> <li>• World class medical facilities and services.</li> <li>• A built environment that facilitates a healthy lifestyle through active transport, recreation opportunities and accessibility to fresh food.</li> </ul>	<b>Housing</b> <ul style="list-style-type: none"> <li>• A municipality with a diversity of housing including: <ul style="list-style-type: none"> <li>○ Size, price, type</li> <li>○ Social, emergency</li> <li>○ Affordable</li> <li>○ Private, student accommodation</li> <li>○ Aged care, persons with a disability</li> <li>○ Conventional</li> <li>○ Units</li> <li>○ Multi-storey and apartments.</li> </ul> </li> <li>• Opportunities for a variety of lifestyle options depending on one's desires (country to city living).</li> <li>• Options to stay in Wyndham throughout the life-cycle by having living options that cater to all needs.</li> </ul>
<b>Transport</b> <ul style="list-style-type: none"> <li>• A variety of transport options reducing car dependence and dominance.</li> <li>• Modes of transport including buses, trains, active transport such as cycling, waling.</li> <li>• Transportation that is easily accessed, affordable, efficient and reliable.</li> <li>• Transport options for all age groups including youth and elderly who may not have car access.</li> <li>• Infrastructure that encourages more sustainable transport options such as bike paths and pedestrian walkways.</li> </ul>	<b>Employment</b> <ul style="list-style-type: none"> <li>• Opportunities for employment for all working residents within the municipality.</li> <li>• Opportunities to attract workers from other areas to Wyndham for employment.</li> <li>• Employment opportunities across various sectors including blue-collar and white-collar employment.</li> <li>• Learning opportunities to provide skills for employment.</li> <li>• Reduced reliance for residents to commute to the CBD for employment.</li> </ul>
<b>Economics and Viability</b> <ul style="list-style-type: none"> <li>• A local community that takes measured risks for greater gains.</li> <li>• Creation of complimentary rather than competing activity centres.</li> </ul>	<b>Recreation</b> <ul style="list-style-type: none"> <li>• Improved access to coastal areas.</li> <li>• A variety of recreational options provided including popular activities and also those that cater to the minority.</li> </ul>

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<ul style="list-style-type: none"> <li>• A viable and resilient local economy that is relevant to the local community who benefit from the employment and amenities provided.</li> <li>• Retention and protection of the viability of the Werribee South market gardens.</li> </ul>	<ul style="list-style-type: none"> <li>• Accessible active and passive open spaces that are of high quality and useable.</li> <li>• Open spaces which encourage use and interaction from the community.</li> </ul>
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## C4.2: Initial consideration of Emerging Options: Choice

Following consideration of what choice means in the Wyndham context an ideas gathering exercise of potential emerging options regarding how Wyndham could improve choice was prepared. They were subsequently grouped under the following topics:

### C4.2.1: Learn (Choice)

<b>Options</b> <ul style="list-style-type: none"> <li>• Integration between community centres and schools as a hub of community services.</li> <li>• Provision of health and support services that assist in quality of life and wellbeing.</li> <li>• Provision of community and nature-strip gardens, particularly in areas with apartment blocks and limited private gardening space.</li> <li>• Urban design that discourages anti-social behaviour and promotes perceptions of safety.</li> <li>• Providing more free cultural and entertainment events.</li> <li>• Provision of more informal/flexible recreation spaces that can adapt and cater for a variety of needs.</li> <li>• Improving active transport connections.</li> <li>• Using the libraries as flexible learning and information centres.</li> <li>• Providing every new child born in the municipality a book to encourage learning and connection with their community.</li> </ul>	<b>Challenges</b> <ul style="list-style-type: none"> <li>• Lack of health services to health services which are also limited in number.</li> <li>• Delayed delivery of facilities and infrastructure.</li> <li>• A highly car dependant municipality and the associated effects; high travel costs, health issues from lack of activity, loss of leisure time spent travelling, etc.</li> <li>• Congestion occurring due to school traffic affecting travel times across the municipality.</li> <li>• Delayed provision of funding for or delivery of infrastructure.</li> </ul>
<b>Actions</b> <ul style="list-style-type: none"> <li>• Co-locate schools with public transport and create safe and easy active transport opportunities.</li> <li>• Support health promotion programs such as Sons of the West and Daughters of the West</li> </ul>	<b>Opportunities</b> <ul style="list-style-type: none"> <li>• Support the CALD community to integrate within the community and build social connections, as well as in health and learning opportunities.</li> </ul>

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<p>(promote physical and mental wellbeing whilst building social connections).</p> <ul style="list-style-type: none"> <li>• Support facilities and programs that promote community wellbeing; learning, thriving, growing.</li> </ul>	<ul style="list-style-type: none"> <li>• Promote and utilise locally grown produce as opportunity for education on farming and food choices.</li> <li>• Use community centres in providing education on food including safety, preparation, cooking and healthy eating.</li> <li>• Provision of informal sporting grounds in addition to formal.</li> <li>• Encourage education, reading and creating a learned, empowered community.</li> <li>• Provide intensive programs in after school care.</li> </ul>
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#### C4.2.2: Grow (Choice)

<p><b>Options</b></p> <ul style="list-style-type: none"> <li>• Providing a variety of employment land including commercial and industrial and ensure employment precincts do not undermine each other.</li> <li>• Manage credits through Development Contribution Project Implementation Programs.</li> <li>• Refine the Growth Management Strategy and incorporate into the Wyndham Planning Scheme.</li> </ul>	<p><b>Challenges</b></p> <ul style="list-style-type: none"> <li>• Lack of employment diversity causing many residents to drive outside of the municipality for employment.</li> <li>• Private ownership of land holdings causing a monopoly which can lead to limited choice in development.</li> <li>• Limited transport choices resulting in high car ownership and dependence.</li> <li>• Delayed delivery of infrastructure.</li> <li>• Development occurring on five fronts which is difficult to manage and provide services, as well as requiring extensive resourcing.</li> <li>• Lack of housing choice such as affordable housing, 1 and 2 bedrooms, high density, etc.</li> </ul>
<p><b>Actions</b></p> <ul style="list-style-type: none"> <li>• Develop an employment strategy with a focus on planning and land use, that facilitates and provides options for a variety of employment land. The strategy should also focus on how to release and develop land without undermining other areas and create successful and resilient businesses and industries.</li> <li>• Continue to advocate for provision of public transport early and in areas lacking infrastructure.</li> </ul>	<p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>• Ensure there is sufficient employment land available that is well located and accessible.</li> <li>• Consideration of the integration of public spaces with the urban structure.</li> <li>• Advocacy for more timely provisions of infrastructure.</li> <li>• Harness community support through advocacy to voice concerns over delayed infrastructure delivery and similar issues.</li> </ul>

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<ul style="list-style-type: none"> <li>• Improve existing public transport efficiency.</li> <li>• Prevent Section 96A (of the <i>Planning and Environment Act 1987</i>) applications from being submitted as these limit strategic planning and are often out of sequence.</li> <li>• Implement the actions in the <i>Wyndham Housing and Neighbourhood Character Strategy (2018)</i>.</li> </ul>	
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### C4.2.3: Thrive (Choice)

<b>Options</b> <ul style="list-style-type: none"> <li>• Apartments in the Werribee Town Centre to add to housing diversity by providing housing stock that has previously been limited in provision (1-2 bedrooms, apartments, affordable, student, accessible, etc)</li> <li>• Provision of high quality urban parks.</li> <li>• Plan for linear parks to be developed to be permeable, and link to other spaces; preventing barriers and limited use opportunities.</li> <li>• Maximise rail corridor as public spaces and a network of paths/parks.</li> <li>• Provision of more street trees and urban canopy cover.</li> <li>• Creating pet friendly streets and allocated public areas.</li> </ul>	<b>Challenges</b> <ul style="list-style-type: none"> <li>• Lack of available land for sites to catalyse development and retro-fit amenities.</li> <li>• Getting good location and design outcomes of public spaces within Precinct Structure Plans. These spaces can be multi-purpose and used for cultural and community events.</li> <li>• Lack of access to entertainment and cultural spaces throughout the municipality.</li> <li>• Viability of commercial businesses limited due to lack of customers, competing uses, poor location etc.</li> <li>• More robust policies providing direction.</li> </ul>
<b>Actions</b> <ul style="list-style-type: none"> <li>• Development of an Affordable Housing Strategy as listed in the <i>Wyndham Housing and Neighbourhood Character Strategy (2018)</i>.</li> <li>• Encourage provision of a diversity of housing choices to allow housing in the municipality to cater for all housing needs as well as needs throughout the lifespan, allowing residents to age in place.</li> <li>• Ensuring new built form is accessible to those with limited mobility and upgrading existing buildings as required.</li> <li>• Identify where recreational spaces are best provided in new developments.</li> </ul>	<b>Opportunities</b> <ul style="list-style-type: none"> <li>• Develop a policy position regarding best practice in positioning community facilities eg. positioning of Aged Care to allow social and community connections.</li> <li>• Celebrate the diversity of the community by utilising various skills and knowledge, as well as providing cultural events with food offerings, etc.</li> <li>• Greenfield setting allowing new community developments to be planned “from scratch” and ability to apply knowledge of best practice in urban design.</li> </ul>

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