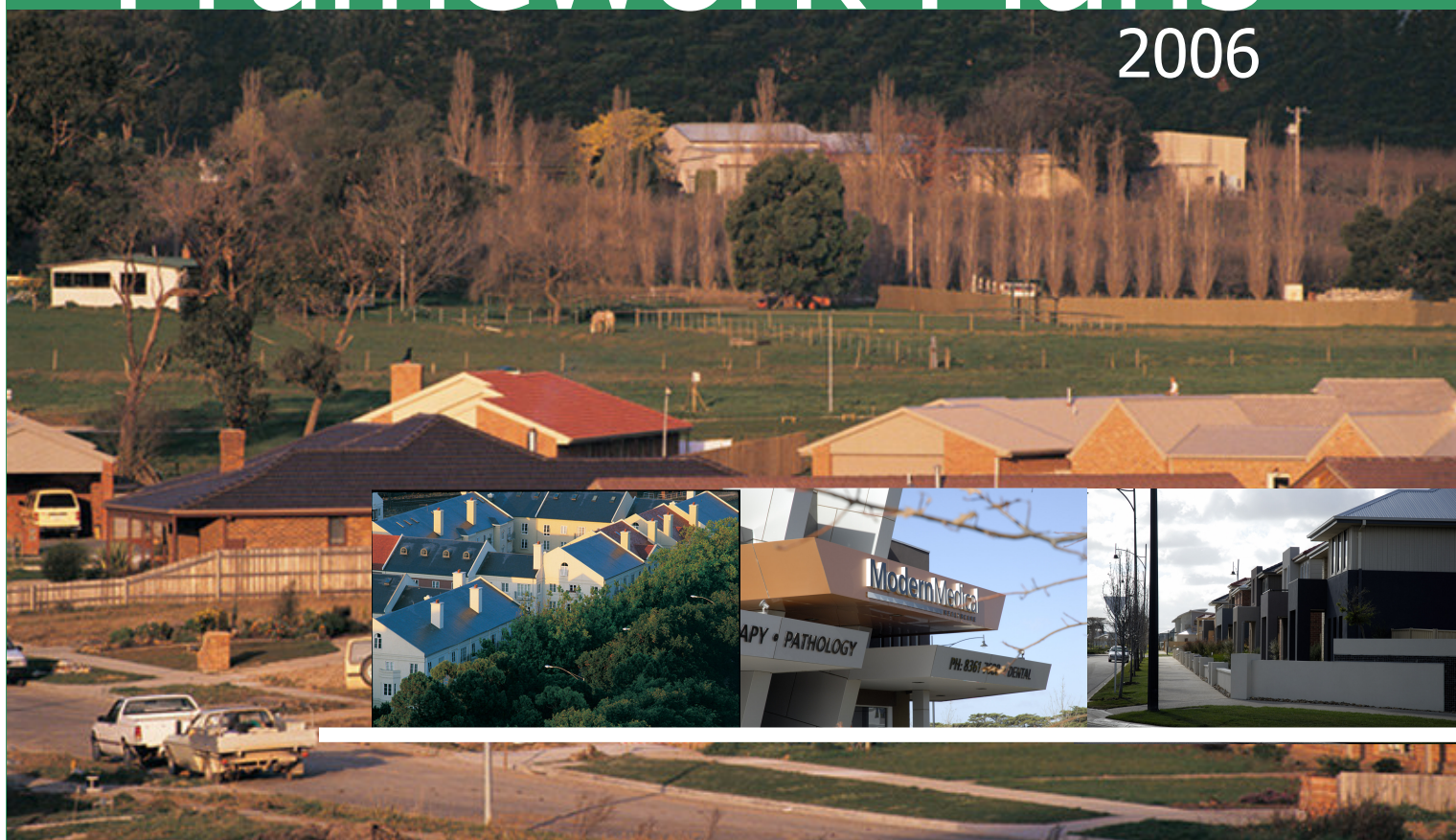


Growth Area Framework Plans

2006



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Contents

Introduction	1
Purpose	1
Implementation	1

Growth Area Framework Plans

Framework Plan Elements.	3
Casey – Cardinia Growth Area Framework Plan	7
Hume Growth Area Framework Plan.	11
Melton – Caroline Springs Growth Area Framework Plan	15
Whittlesea Growth Area Framework Plan	19
Wyndham Growth Area Framework Plan	23

Introduction

Purpose

Growth Area Framework Plans (the 'Framework Plans') set long-term strategic planning directions to guide the creation of more sustainable communities in Melbourne's five growth areas: Casey-Cardinia, Hume, Melton-Caroline Springs, Whittlesea and Wyndham.

The plans give the Victorian Government, councils, developers and growth area communities greater certainty and confidence about future development in Melbourne's growth areas.

The plans:

- Identify the long term direction of urban growth.
- Identify the location of broad development types, for example activity centre, residential, employment and mixed use employment.
- Identify committed transport networks as well as network options for investigation.
- Identify committed regional open space networks, as well as investigation sites.
- Show significant waterways as opportunities for creating green corridors.
- Include strategic directions for individual growth areas.

Implementation

The Framework Plans will:

- Inform the development and review of local planning schemes.
- Inform the preparation of future strategies, structure plans and other planning tools.
- Provide a strategic basis for infrastructure and service planning as well as the sequencing and staging of land release.

Variations from the Framework Plans can be made, where approved by the Minister for Planning. Variations should address the strategic intent behind the Framework Plan designations and would typically flow from a structure planning or other more detailed planning process.

Structure plans will be the primary vehicle for implementation of the Framework Plans.

There are three main types of structure plans:

- **Precinct Structure Plans (for New Communities):** guide the development of new communities
- **Precinct Structure Plans (for Employment Areas):** guide the development of substantial new employment areas
- **Activity Centre Structure Plans:** guide the development of activity centres within new communities.

A Precinct Structure Plan provides a more detailed outline of the strategic elements of the Framework Plans for part of a growth area. It provides the basis for individual development approvals, by showing how a new community will be structured across each individual development site.

Usually a Precinct Structure Plan for a new community will provide the framework for the preparation of a more detailed activity centre structure plan – though they can be prepared concurrently.

Preparation of structure plans is guided by various guidelines and practice notes prepared by the Victorian Government.

A structure plan should be in place before land is rezoned for urban development.

A Native Vegetation Precinct Plan should be prepared concurrent with all new structure plans so that decisions relating to native vegetation can inform the planning of other aspects of the precinct. This should be done in accordance with the Victoria Planning Provisions Practice Note, *Preparing a native vegetation precinct plan*, March 2006.

An infrastructure assessment (for example a Development Contributions Plan) should also be prepared concurrent with a new structure plan to identify and plan for infrastructure and services to support new developments. Planning for the provision of new and upgraded State infrastructure or services (for example water supply, drainage, arterial roads or public transport items) are to be to the requirements of the relevant State Government agency.

Growth Area Framework Plans

Framework Plan Elements

The Framework Plans include the following elements and a description of each follows:

- Land use.
- Transport networks.
- Activity centres.
- Regional open space.
- Waterway health and significant waterways.
- Areas of potential environmental sensitivity.

Land use

Anticipated population and job growth numbers are indicated for each growth area over the period 2006 to 2031.

To support this anticipated growth, the Framework Plans identify the following four broad development types and their general location:

- Urban land supply;
- Activity centre;
- Mixed use employment; and
- Employment.

Urban land supply will usually be residential development, however, structure planning will also identify a range of community facilities, open space, employment or other uses that are required to support the creation of new communities.

Mixed use employment areas will have an employment focus. However, they will also have a mix of complementary uses, including residential use, in a high amenity setting.

Employment areas could include conventional industrial development, but also more densely developed business areas that could include a mix of employment types such as office or combined office and manufacturing use. These areas are distinguished from mixed use employment areas by the absence of residential use.

Detailed land use direction for each part of a growth area will be provided in structure plans. The environmental and physical characteristics of all land will be investigated during structure planning, and not all of the land within the Urban Growth Boundary will be suitable for urban development.

Transport networks

The Framework Plans show a possible future transport network to meet the needs of future development and population growth.

The delivery and management of any particular infrastructure element in the Framework Plans may be a combination of State, local government or private sector (either as part of major developments or otherwise) responsibility. Responsibility will be subject to various agreements, obligations and protocols between Governments, infrastructure agencies and developers.

The Framework Plans indicate existing and proposed freeways and arterial roads. The details of freeway and arterial road alignments and freeway interchanges are indicative and will be further assessed during the preparation of structure plans. The Framework Plans show the Principal Public Transport Network (PPTN), including potential network options that are to be subject to further investigation and assessment. Other network options may also be investigated over time in conjunction with the Department of Infrastructure, for example through the structure planning process.

The location of the potential network options is indicative and will be considered as each option is investigated further and future transport needs are determined. Input will be provided into the development and review of structure plans to ensure that opportunities to accommodate future transport infrastructure are integrated with land use planning at a local and regional level.

Activity Centres

The activity centres shown on the Framework Plans will be planned in accordance with the definitions of Principal, Major and Neighbourhood Centres within Melbourne 2030.

All key centres should be developed as a focus for the community they serve and provide for a wide range of activities (as appropriate to the role and function of the centre) including retailing, restricted retail, commercial development, entertainment and recreational activities, community services and residential development.

Structure plans will provide detail regarding the role and function of the centre and its development structure.

Regional open space

The Framework Plans identify open space that is expected to have a role in the broader growth area region or beyond. It includes metropolitan parks (Parks Victoria provide management oversight), and other regional open space such as major municipal parkland. The regional open space network will serve multiple roles including creating a positive image and sense of place, nature conservation, recreation, waterway protection and drainage management. The plans also indicate regional open space investigation areas for both future metropolitan parks and municipal parkland. Metropolitan trails are indicated, however, they are expected to be complemented by more comprehensive local networks.

Waterway health and significant waterways

Catchment urbanisation can impact on waterway health leading to a decline in water quality and increased flows conveyed from the catchment. New structure plans will incorporate designated buffer zones along waterways to protect riparian vegetation, provide fauna habitat, and movement corridors, protect water quality and stream banks from erosion, enhance open space networks, make provision for walking and cycling paths and afford greater protection for Aboriginal and other heritage values located near waterways. The width of the buffer zone must account for these values, but will vary according to local circumstances such as adjacent land use, open space objectives, flood and land capability risk, landform and site specific waterway management objectives.

As healthy waterways are a key policy goal, new urban development must demonstrate how water quality is to be maintained or enhanced and downstream erosion is minimised. As a principle, new development (for industrial as well as residential land) should be designed to ensure the health of the downstream waterway does not decline compared to its quality prior to urban development occurring.

Areas of potential environmental sensitivity (subject to further investigation)

Areas of potential environmental sensitivity are identified on the Framework Plans. These indicate where urban development may be unsuitable based on environmental constraints, e.g. native vegetation or poor urban land capability. Structure plans will further investigate and test these areas to confirm development potential, future use and management.

These designations are not exhaustive. Other locations will also have environmental values which may constrain future urban development options. It is anticipated that any such areas will also be identified and assessed through the structure planning process.

Areas of potential environmental/water management constraints (subject to further investigation)

These are areas that may have a combination of environmental and water management constraints. Water management constraints in particular will need to be investigated and resolved with Melbourne Water. Structure plans will further investigate and test these areas to confirm development potential, future use and management.

Casey-Cardinia Growth Area Framework Plan

Population and Job Growth

The Casey-Cardinia growth area includes the growth communities of Berwick, Cranbourne, Hampton Park, Lynbrook, Lyndhurst, Narre Warren South, Officer and Pakenham. Casey-Cardinia has experienced the highest level of residential development of all the growth areas over the past 10 years. It is the most distant growth area from central Melbourne and the only one located to the south-east of the city.

The Casey-Cardinia growth area is expected to:

- Grow by 135,000 – 170,000 people, accommodated in 65,000 – 85,000 households; and,
- Provide for employment in local businesses and industries to grow to between 100,000 and 140,000 jobs, reducing the need to commute long distances.

Environment

The Plan protects from development:

- the high landscape and conservation values of the wooded foothills of the Dandenong Ranges
- land with high agricultural values to the south of the growth area
- flood prone areas of the former Koo Wee Rup swamp
- environmentally sensitive areas, including those at risk of salinity and waterlogging

Housing

The Plan provides for a variety of housing needs by:

- basing development on walkable neighbourhoods centred on local activity centres and clustered to support larger activity centres and with higher housing densities focussed on the activity centres and public transport services
- provision within neighbourhoods for a mix of housing types, sizes and prices with higher housing densities focussed in and around activity centres and public transport services
- recognition of the role of rail-based centres such as Cranbourne, Officer and Pakenham in providing for a wider range of housing choices

Activity Centres

The Plan provides for vibrant activity centres by:

- encouraging the ongoing development of the principal activity centres at Narre Warren and Cranbourne and major activity centres at Endeavour Hills, Berwick, Pakenham, Casey Central and Hampton Park
- providing for a new major activity centre at Officer
- supporting and reinforcing the adjacent Dandenong Principal Activity Centre (Transit City) as a key transport, employment, entertainment and service centre for the growth area and the broader region

Employment

The Plan provides for economic and employment growth by encouraging development of:

- industrial areas south of Officer and Pakenham consistent with environmental constraints and protection of waterway values and the internationally significant wetlands in Western Port
- an industrial area along the Western Port Highway west of Cranbourne
- the Casey Technology Precinct at Berwick
- the C21 Business Park, a new mixed-use business and residential area
- a mix of employment opportunities in activity centres such as Cranbourne and Pakenham and the proposed new activity centre at Officer

Open Space

The Plan provides for regional open space by:

- recognising Cardinia Creek as an important element in the regional identity of the growth area and enhancing its status as a waterway and significant open space corridor
- supporting the protection of open space corridors along all other creeks for environmental, sense of place and recreation purposes
- investigating areas as future regional open space, for example the proposed Hampton Park Hill Parkland and the proposed Cranbourne East metropolitan park
- investigating a future trail and open space link from the Hallam Valley to the Cardinia Creek Parklands in the vicinity of Thompsons Road

Transport

The Plan provides for the transport needs of the growth area by:

- making provision for a future public transport network including both the Principal Public Transport Network (rail and bus) and other local bus services
- identifying a proposed arterial road network which:
 - identifies Western Port Highway as a possible future freeway between South Gippsland Freeway and Cranbourne-Frankston Road. Interchange locations are subject to further investigation but are likely to be spaced at approximately 3 kilometres.
 - identifies Healesville – KooWeeRup Road as a possible future freeway between the Pakenham Bypass and the South Gippsland Highway. Interchange locations are subject to further investigation but are likely to be spaced at approximately 3 kilometres.
 - supports access to jobs through better east-west arterial road connections
 - provides for north-south roads interchanging with the Pakenham Bypass and providing access to proposed employment areas, south of the Bypass

Strategic Development Area-Officer

The Strategic Development Area shown on the Casey-Cardinia Growth Area Framework Plan for Officer provides a major urban development resource for the growth area that is well serviced by rail and road and is close to future employment areas. The area around Officer station provides a unique opportunity to develop a transit oriented major activity centre supported by a sustainable neighbourhood structure in the surrounding area. Salinity, groundwater risk and environmental values require examination as part of the structure planning process.

Land Use

- Urban Growth Boundary
- Existing Urban Area
- Employment - Existing
- Urban Land Supply
- Employment - Proposed
- Mixed Use Employment - Proposed
- Strategic Development Area

Strategic Road Network

- Freeway
- Arterial Road

Principal Public Transport Network (PPTN)

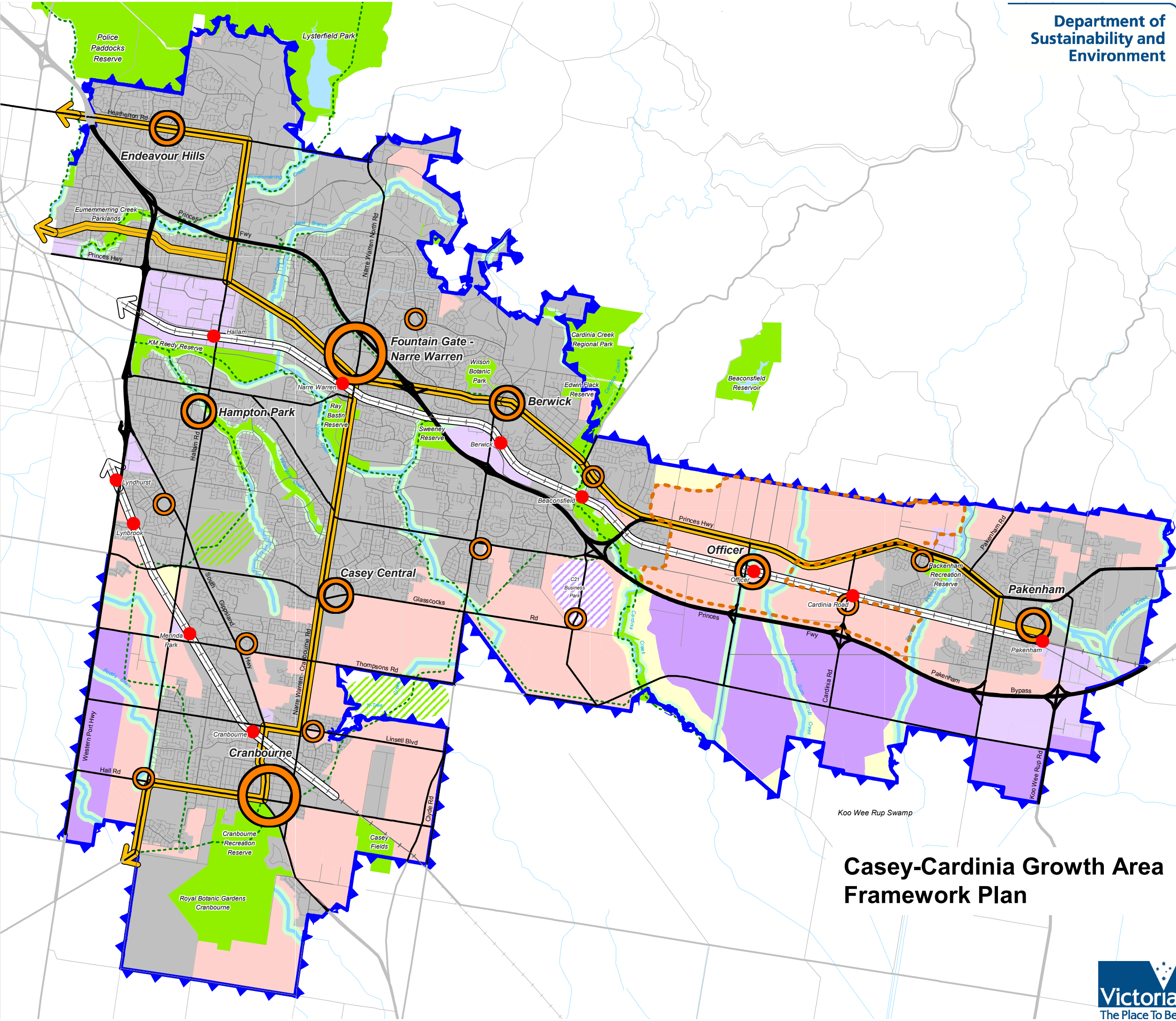
- Rail Line
- Station - Existing or Committed
- Rail
- PPTN Bus Route

Activity Centre

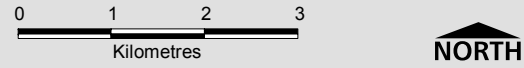
- Neighbourhood (Large)
- Major
- Principal

Environment

- Regional Open Space
- Regional Open Space - Investigation Area
- Potential Environmental Sensitivity (subject to further investigation)
- Significant Waterway
- Other Waterway
- Metropolitan Trail Network (existing and proposed)



Casey-Cardinia Growth Area Framework Plan



Hume Growth Area Framework Plan

Population and Job Growth

The Hume growth area includes the growth communities of Craigieburn, Craigieburn West, Greenvale and Roxburgh Park as well as a large new employment precinct at Mickleham.

A strong focus is placed on potential major employment and industrial growth close to the rail corridor and between the Hume Highway/Freeway and the railway, as well as opportunities provided by development of the Somerton inter-modal freight terminal and Melbourne Airport.

The Hume growth area is expected to:

- Grow by 30,000 – 35,000 people, accommodated in around 20,000 households; and,
- Provide for employment in local businesses and industries to grow to between 90,000 and 95,000 jobs.

Environment

The Plan protects from development:

- the headwaters of the Moonee Ponds Creek to protect water quality and the Woodlands Historic Park environment
- important extractive resources at Donnybrook
- the function of the Kalkallo flood retention basin
- Significant woodlands and grasslands

Housing

The Plan provides for a variety of housing needs by:

- basing development on walkable neighbourhoods centred on local activity centres and clustered to support larger activity centres and with higher housing densities focussed on the activity centres and public transport services
- provision within neighbourhoods for a mix of housing types, sizes and prices with higher housing densities focussed in and around activity centres and public transport services
- encouraging increased residential development around rail-based centres such as Broadmeadows Transit City, Roxburgh Park and the Craigieburn Station precinct through providing for a wider range of housing choices

Activity Centres

The Plan provides for vibrant activity centres by:

- encouraging the ongoing development of Broadmeadows Principal Activity Centre (Transit City) as the key employment, entertainment and service centre for the growth area and the broader region
- providing for development of major centres at Roxburgh Park, Craigieburn Station, Craigieburn town centre and Greenvale
- encouraging greater residential development and employment around existing rail-based activity centres, including Roxburgh Park and Craigieburn
- providing for a new mixed-use activity centre to develop at the new Craigieburn town centre
- providing for the Craigieburn Station precinct and the new Craigieburn town centre to be distinct yet complementary with the rail-based Craigieburn Station precinct to focus on entertainment, education and community facilities, while the new town centre will provide residential, retail, other employment and service opportunities and health services

Employment

The Plan provides for economic and employment growth by:

- preserving land along the Hume Highway/Freeway and railway corridor for further industrial and freight uses
- encouraging more development in and around the existing and proposed activity centres
- in the longer term, providing for a local employment focus for new office-based employment and service businesses at the proposed Greenvale major activity centre

Open Space

The Plan provides for regional open space by:

- supporting the development of Merri Creek as a 'bio-link' and open space corridor and protecting all water courses draining through the area
- protecting woodlands and grasslands along the Merri Creek corridor and around Donnybrook, and remnant red gum and grey box woodlands in the north
- linking the Greenvale Reservoir regional park to both the Merri Creek corridor and the metropolitan trails network, this includes investigation of opportunities to extend the open space connection from Greenvale north to Mt Aitken
- providing for establishment of neighbourhood parks and waterway corridors with natural assets such as remnant native vegetation – many within walking distance of residential areas
- extending the principal bicycle network and the metropolitan trail network to key locations such as the upper Merri Creek valley
- identifying a number of other areas for further investigation on the basis of their potential significance for flora and fauna conservation

Transport

The Plan provides for the transport needs of the growth area by:

- making provision for a future public transport network including both the Principal Public Transport Network (rail and bus) and other local bus services
- proposing public transport investments including completing the electrification of the rail line to Craigieburn Station, and bus services between major activity centres
- supporting improved road and public transport connections with the airport precinct
- identifying a proposed major road network including identification of the E14 as a central north-south road, helping to alleviate potential congestion on Mickleham Road and the Hume Highway

Land Use

- Urban Growth Boundary
- Existing Urban Areas
- Employment - Existing
- Urban Land Supply
- Employment - Proposed

Strategic Road Network

- Freeway
- Arterial Road

Principal Public Transport Network (PPTN)

- Rail Line
- Station - Existing or Committed
- Rail
- PPTN Bus Route

Activity Centres

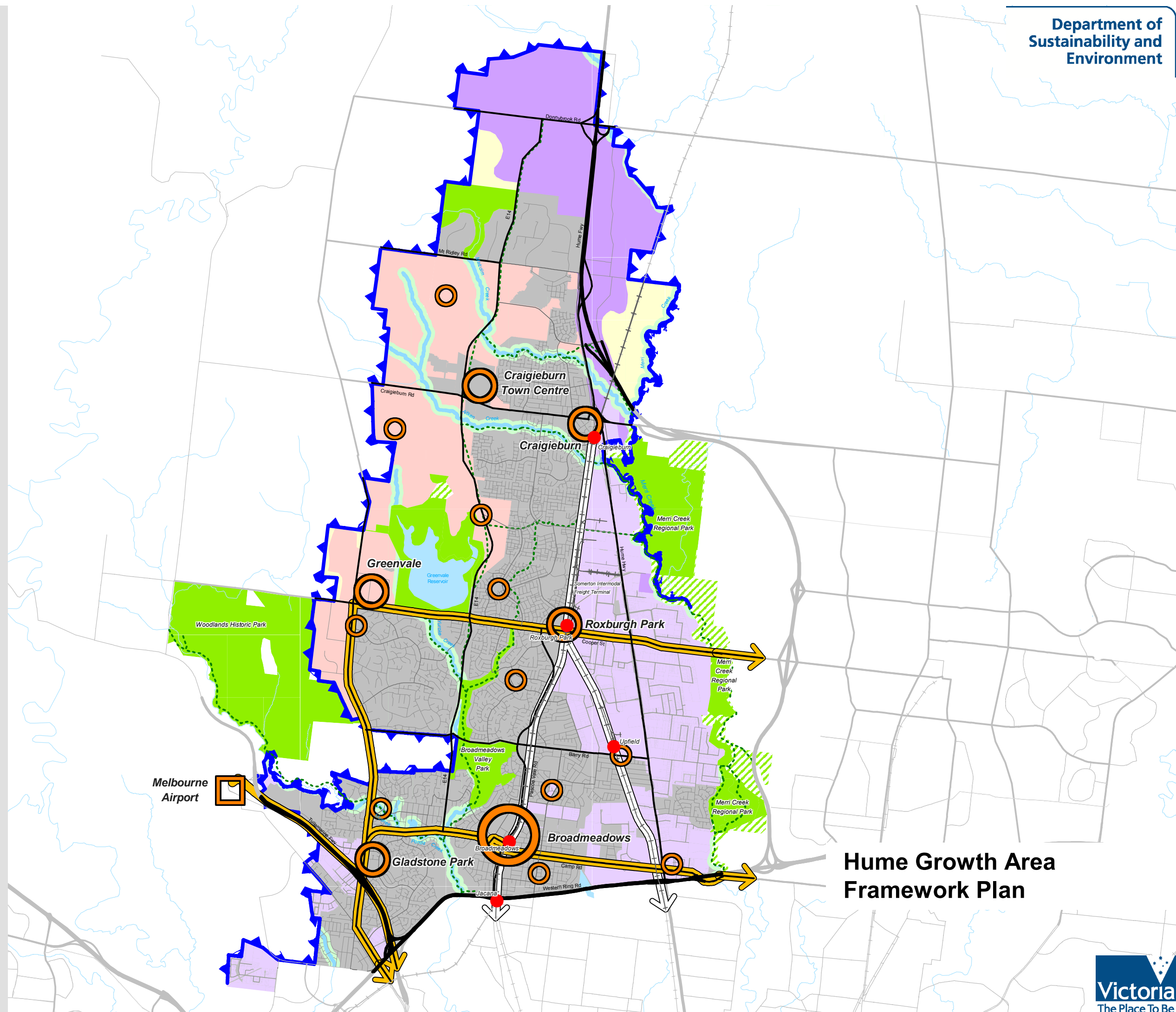
- Neighbourhood (Large)
- Major
- Principal
- Specialised

Environment

- Regional Open Space
- Regional Open Space - Investigation Area
- Potential Environmental Sensitivity (subject to further investigation)
- Significant Waterway
- Other Waterway
- Metropolitan Trail Network (existing and proposed)

0 1 2 3
Kilometres

NORTH



Hume Growth Area Framework Plan

Melton-Caroline Springs Growth Area Framework Plan

Population and Job Growth

The Melton–Caroline Springs growth area is located in Melbourne’s west and includes the growth communities of Melton township in the west and Caroline Springs, Hillside, Ravenhall and Taylors Hill in the east. Melton township was declared a ‘satellite city’ in 1974, leading to major residential development. The eastern part of the growth area, which includes Caroline Springs and Taylors Hill, has experienced rapid growth more recently.

The Melton-Caroline Springs growth area is expected to:

- Grow by 75,000 – 90,000 people, accommodated in around 35,000 households; and
- Provide for employment in local businesses and industries to grow to between 20,000 and 25,000 jobs.

Environment

The Plan protects from development:

- environmentally sensitive areas west and south-west of Caroline Springs, including those at risk of salinity and water-logging
- important natural resources, including grasslands, in the non-urban land between Melton and Caroline Springs
- the Kororoit Creek wetlands
- extractive industry resources and established agricultural industries

Housing

The Plan provides for a variety of housing needs by:

- basing development on walkable neighbourhoods centred on local activity centres and clustered to support larger activity centres and with higher housing densities focussed on the activity centres and public transport services
- provision within neighbourhoods for a mix of housing types, sizes and prices with higher housing densities focussed in and around activity centres and public transport services
- provision for more residential development to strengthen Melton township
- a major new community and employment focus at Toolern, providing a quality mix of housing and complementing the existing Melton township
- limited additional growth at North Melton to support neighbourhood activity centres
- allowing Caroline Springs to extend from the western edge of Taylors Hill, to provide opportunities for increased community facilities and services

Activity Centres

The Plan provides for vibrant activity centres by:

- maximising opportunities in selected locations in and around the major activity centres of Caroline Springs, Melton and Melton-Woodgrove and Coburns Road, for the attraction of more service based employment sectors and education, business and professional services
- planning for a new Major Activity Centre at Toolern that has its primary focus on service sector employment to facilitate greater job diversity for the region

Employment

The Plan provides for economic and employment growth through development of:

- additional employment areas within Melton township
- a proposed major employment area (including mixed use employment) between the Ballarat rail line and Western Highway to the north of the Toolern development
- employment growth in the Melton and Toolern activity centres
- Melton town centre as the key employment, entertainment and service centre for the growth area while encouraging development of a major new community and employment focus at Toolern together with a network of neighbourhood activity centres in Melton township to increase access to services and housing choices

Open Space

The Plan provides for regional open space by:

- incorporating open space corridors along the creeks through and south of Melton
- providing for proposed metropolitan parklands at Toolern near Melton and Kororoit Creek Park near Caroline Springs

Transport

The Plan provides for the transport needs of the growth area by:

- making provision for a future public transport network including both the Principal Public Transport Network (rail and bus) and other local bus services
- identifying the arterial road network
- providing for major works such as the Deer Park Bypass, the Leakes Road interchange and other roads to provide for better traffic movement including better road-based public transport

Strategic Development Area-Toolern

The Strategic Development Area shown on the Melton Framework Plan for Toolern is predicated on the development of a station (which will be investigated) that can provide access to high capacity public transport services linking the Strategic Development Area to central and metropolitan Melbourne. This will focus urban development along the rail corridor. Existing employment uses north of the railway line are encouraged to be expanded and intensified in order to provide local employment opportunities within the Melton township. Further investigations of native vegetation values and land capability constraints will be required in this area to foster sustainable development.

Melton-Caroline Springs Growth Area Framework Plan

Land Use

- Urban Growth Boundary
- Existing Urban Areas
- Employment - Existing
- Urban Land Supply
- Employment - Proposed
- Mixed Use Employment - Proposed
- Strategic Development Area

Strategic Road Network

- Freeway
- Arterial Road

Principal Public Transport Network (PPTN)

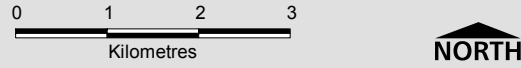
- Rail Line
- Station - Existing or Committed
- Rail
- PPTN Bus Route

Activity Centres

- Neighbourhood (Large)
- Major

Environment

- Regional Open Space
- Regional Open Space - Investigation Area
- Potential Environmental Sensitivity (subject to further investigation)
- Significant Waterway
- Other Waterway
- Metropolitan Trail Network (existing and proposed)



Whittlesea Growth Area Framework Plan

Population and Job Growth

The Whittlesea growth area includes the growth communities of Epping North, Mernda and South Morang. While development in South Morang has been underway for some time, development in Epping North and Mernda is at an early stage.

The Whittlesea growth area is expected to:

- Grow by 40,000 – 65,000 people, accommodated in 20,000 – 30,000 households; and
- Provide for employment in local businesses and industries to grow to 45,000 jobs.

Environment

The Plan protects from development:

- high conservation and landscape value land along the Plenty River
- the Quarry Hills which form the backdrop to urban development in South Morang and Mernda

Housing

The Plan provides for a variety of housing needs by:

- basing development on walkable neighbourhoods centred on local activity centres and clustered to support larger activity centres and with higher housing densities focussed on the activity centres and public transport services
- provision within neighbourhoods for a mix of housing types, sizes and prices with higher housing densities focussed in and around activity centres and public transport services
- key residential sites around Epping Principal Activity Centre (Transit City) and South Morang Major Activity Centre

Activity Centres

The Plan provides for vibrant activity centres by:

- giving priority to the location of higher order commercial activities in the Epping Principal Activity Centre in the growth area
- giving priority to the Epping Principal Activity Centre for higher order provision of social infrastructure within the growth area, incorporating large institutional functions such as the Northern Hospital.
- providing for a network of existing and new activity centres at South Morang, Mernda and Epping North

Employment

The Plan provides for economic and employment growth by:

- extending the Cooper Street employment precinct, taking advantage of the Hume Highway and rail corridor and the Somerton inter-modal freight terminal
- allowing for substantial commercial, community and residential development around the Epping Transit City

Open Space

The Plan provides for regional open space by:

- protecting and improving the Plenty Gorge parklands including provision for additional visitor facilities
- allowing substantial expansion of the Quarry Hills parklands
- providing for a major new park along the Merri Creek that better protects grasslands east of Craigieburn
- enhancing and protecting areas of significant red gum woodlands

Transport

The Plan provides for the transport needs of the growth area by:

- making provision for a future public transport network including both the Principal Public Transport Network (rail and bus) and other local bus services
- Allowing for the future development of high-capacity public transport services to South Morang, Epping North and Mernda
- identifying key north-south and east-west road links within Whittlesea, including the E6 and Bridge Inn Road

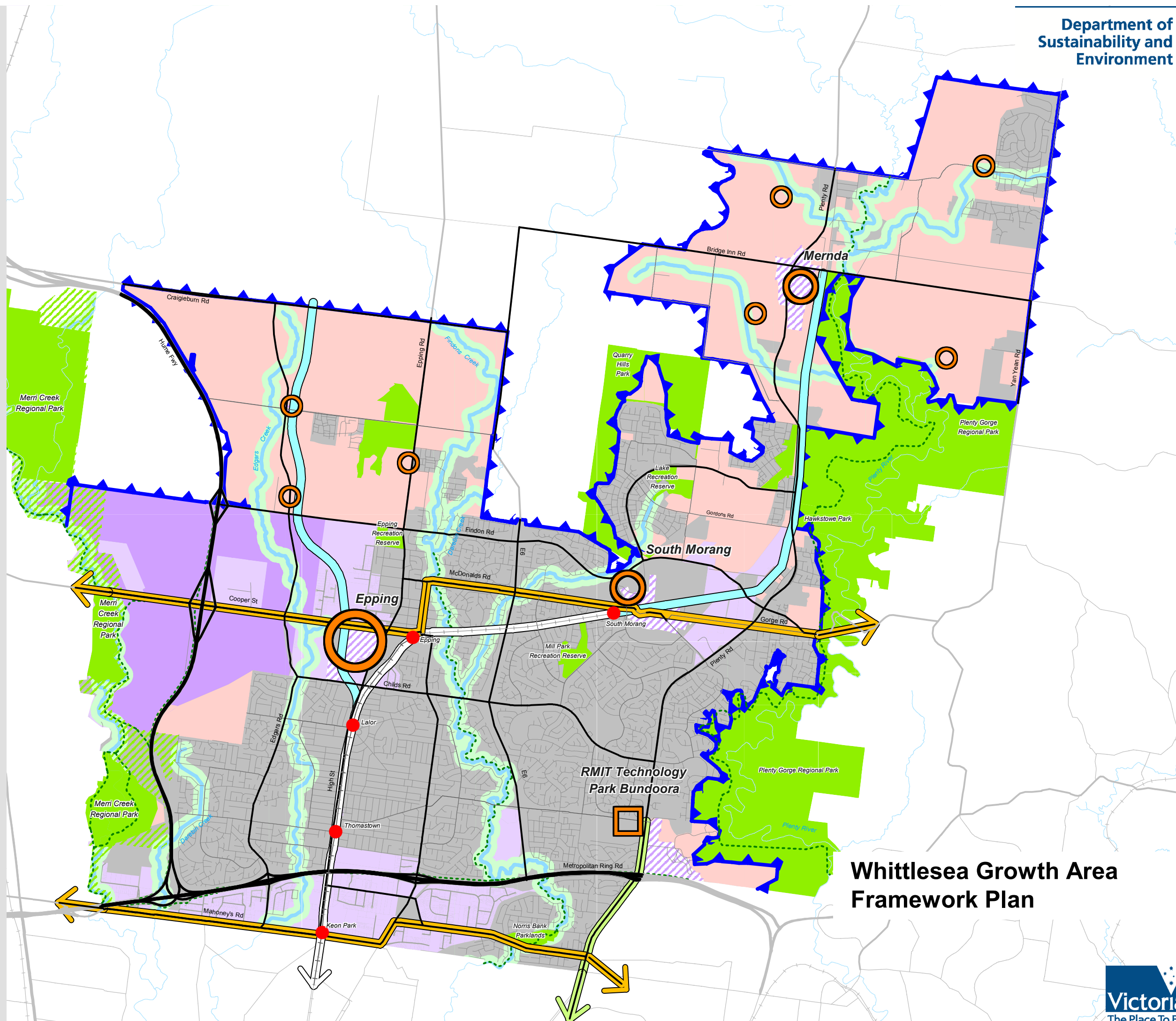
- Land Use**
- Urban Growth Boundary
 - Existing Urban Areas
 - Employment - Existing
 - Urban Land Supply
 - Employment - Proposed
 - Mixed Use Employment - Proposed

- Strategic Road Network**
- Freeway
 - Arterial Road

- Principal Public Transport Network (PPTN)**
- Rail Line
 - Station - Existing or Committed
 - Rail
 - PPTN Bus Route
 - Tram
 - Potential Network Option (subject to further investigation)

- Activity Centres**
- Neighbourhood (Large)
 - Major
 - Principal
 - Specialised

- Environment**
- Regional Open Space
 - Regional Open Space - Investigation Area
 - Significant Waterway
 - Other Waterway
 - Metropolitan Trail Network (existing and proposed)



Whittlesea Growth Area Framework Plan

Wyndham Growth Area Framework Plan

Population and Job Growth

The Wyndham growth area includes the growth communities of Hoppers Crossing, Laverton, Point Cook, Tarneit, Werribee and Wyndham Vale.

The Wyndham growth area is expected to:

- Grow by 60,000 – 95,000 people, accommodated in 30,000 – 45,000 households; and
- Provide for employment in local businesses and industries to grow to 60,000 and 90,000 jobs.

Environment

The Plan protects from development:

- valuable agricultural land to the south of Werribee, and mineral resources and native grasslands in the west towards Little River
- environmentally sensitive areas, including those at risk of salinity and flooding
- Point Cook Airfield as an operating airport

Housing

The Plan provides for a variety of housing needs by:

- basing development on walkable neighbourhoods centred on local activity centres and clustered to support larger activity centres and with higher housing densities focussed on the activity centres and public transport services
- provision within neighbourhoods for a mix of housing types, sizes and prices with higher housing densities focussed in and around activity centres and public transport services

Activity Centres

The Plan provides for vibrant activity centres by:

- developing the Werribee Principal Activity Centre (Transit City) as a mixed-use principal activity centre
- development of other major activity centres at Werribee Plaza, Manor Lakes Laverton and the Boardwalk Activity Centre

Employment

The Plan provides for economic and employment growth by:

- encouraging new employment opportunities along the Princes Highway and the Werribee rail line
- reinforcing the centres along the existing rail corridors and the Principal Public Transport Network as the focus of major commercial development
- supporting development of the former Laverton Airbase site and the technology precincts as major mixed use business and service centres
- strengthening the role of the Laverton North industrial area through a new business-oriented activity centre at Truganina

Open Space

The Plan provides for regional open space by:

- providing for proposed new metropolitan parklands along the Werribee River and for enhancements to regional parklands at Point Cook
- supporting the protection of open space corridors for environmental and recreation purposes along the creeks which cross the growth area
- identifying a number of other areas for further investigation on the basis of their potential significance for flora and fauna conservation

Transport

The Plan provides for the transport needs of the growth area by:

- making provision for a future public transport network including both the Principal Public Transport Network (rail and bus) and other local bus services
- connecting the major activity centres and employment nodes within the growth area with public transport services
- making allowance for improvements to key north-south and east-west roads
- identifying key areas for significant commercial, community and residential development along the Werribee rail corridor and proposed public transport routes, at Werribee town centre, at the former Laverton Airbase and in the technology precinct

- Land Use**
- Urban Growth Boundary
 - Existing Urban Areas
 - Employment - Existing
 - Urban Land Supply
 - Employment - Proposed
 - Mixed Use Employment - Proposed

- Strategic Road Network**
- Freeway
 - Arterial Road

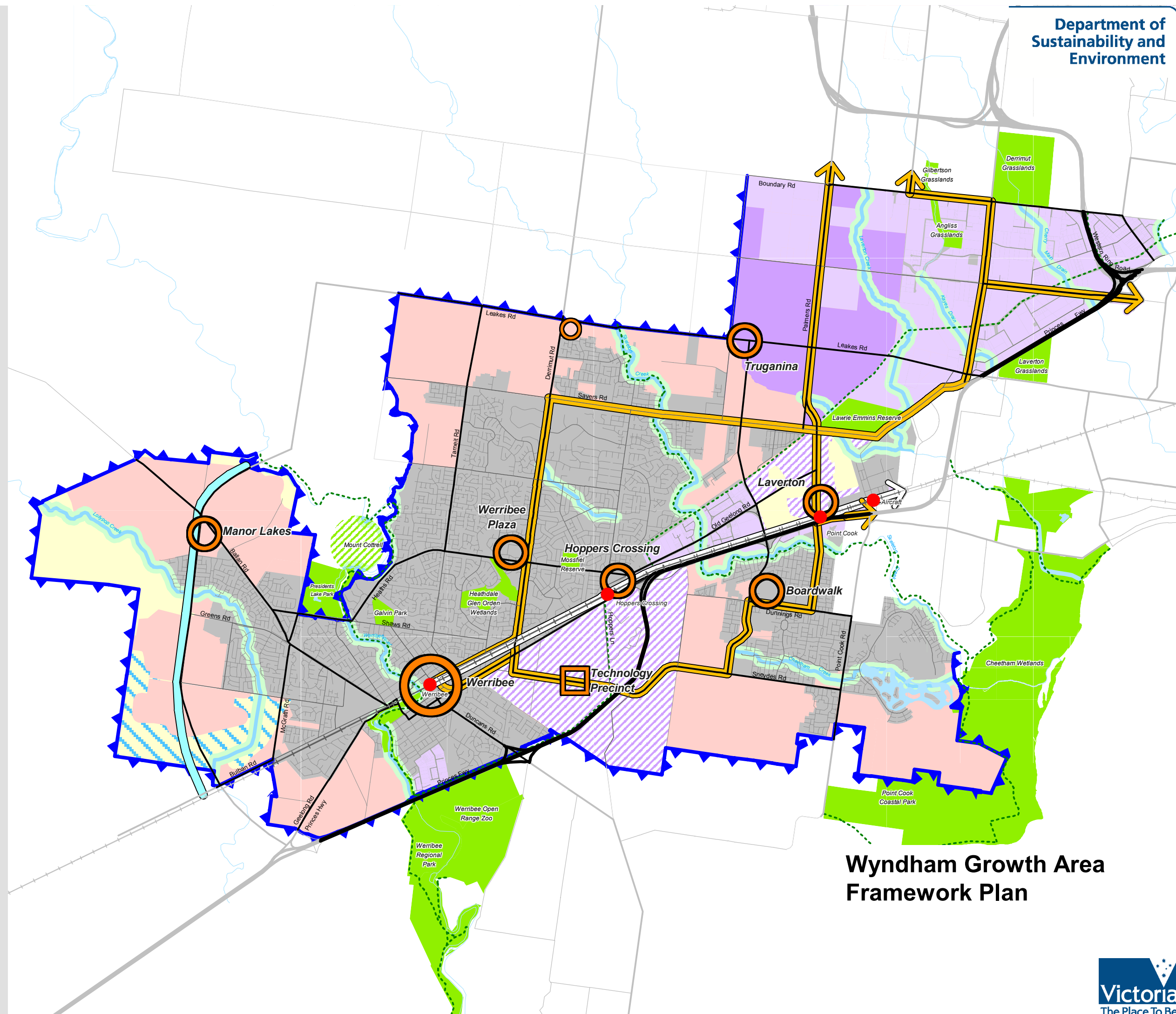
- Principal Public Transport Network (PPTN)**
- Rail Line
 - Station - Existing or Committed
 - Rail
 - PPTN Bus Route
 - Potential Network Option (subject to further investigation)

- Activity Centres**
- Neighbourhood (Large)
 - Major
 - Principal
 - Specialised

- Environment**
- Regional Open Space
 - Regional Open Space - Investigation Area
 - Potential Environmental Sensitivity (subject to further investigation)
 - Potential Environmental Water Management Constraint (subject to further investigation)
 - Significant Waterway
 - Other Waterway
 - Metropolitan Trail Network (existing and proposed)

0 1 2 3
Kilometres

NORTH



Wyndham Growth Area Framework Plan