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SCHEDULE 17 TO THE DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO17**

WERRIBEE PLAZA SHOPPING CENTRE

Werribee Plaza Shopping Centre is located on the north-west corner of Derrimut Road and Heaths Road, Hoppers Crossing.

1.0 Requirement before a permit is granted

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A permit may be granted for use, subdivision or to construct or carry out minor works before a development plan has been approved by the responsible authority. An application for use, subdivision or to construct or carry out minor works (before a development plan has been approved) must be accompanied by a report demonstrating that the proposal will not prejudice the development plan requirements specified in this schedule.

2.0 Conditions and requirements for permits

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None specified.

3.0 Requirements for development plan

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The development plan should facilitate the orderly alterations and staged additions to the Centre, reflecting its dynamic role in responding to the increased scale and diversity of its market catchment areas.

All development should be generally in accordance with the approved Development Plan. The Development Plan should:

- identify appropriate land uses
- provide a Design and Built Form Strategy
- provide an Integrated Transport Plan
- provide an Environmental Design and Management Strategy.

3.1 Land Uses

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The Development Plan should provide for a range of land uses consistent with the regional activity centre role of Werribee Plaza and its designation as a major activity centre in the *Melbourne 2030* strategy. The range of land uses could include:

- major shops such as large supermarkets, discount departments stores and department stores.
- specialty shops such as convenience goods and services.
- food and drink premises including convenience restaurants, a hotel and take away food premises.
- offices including banks, medical centre, real estate and travel outlets.
- places of assembly including cinemas, library, gymnasium, bingo, a tavern and gaming.
- new community uses and the relocation of the existing library.
- restricted retail uses such as home entertainment and homewares outlets and automotive related outlets.

3.2 Design and Built Form Strategy

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The Design and Built Form Strategy should set out the form and design outcomes to be achieved. The Strategy should:

- Provide the location, height, layout and floor areas of the proposed building forms in accordance with Figure 1.
- Provide cross-sections of all new buildings, illustrating building height and setbacks.
- Provide a staging plan.
- Include the layout of all the uses and show the level of integration between the uses.
- Ensure all building forms fronting Heath and Derrimut Roads provide strong architectural statements and are integrated with landscaping and artwork.
- Encourage development to maximise site coverage over multiple levels and include basement car parking and loading areas where practical.
- Locate taller, landmark buildings close to the intersection of Heaths and Derrimut Roads.
- Ensure Heaths Road and Derrimut Road frontages are designed to accommodate uses which have external presentation and/or active frontages.
- Ensure the Derrimut Road frontage to be developed as a focus for retail premises, food and drink premises, recreational uses and offices which have external presentation and/or active frontages. The street edge treatments are to allow for pedestrian activities and slow vehicle movements for drop off/ pick up.
- Provide entertainment uses (which operate after normal trading hours) along the Heaths Road frontage or towards the southern section of the Derrimut Road frontage.
- Ensure customer access to the gaming facility is external to the Centre.
- Ensure the frontage along Heath Road is activated as much as possible. Entry and exit points should be discrete with landscaped setbacks and architectural screening to loading/car parking areas. Vehicle entry and exit points should be discrete and building forms could extend over these spaces to provide architectural continuity and activation.
- Ensure the boundary treatment to the north is retained with fencing and buffer planting strips.
- Ensure the boundary treatments to the west are a combination of fencing and landscaping treatment together with pedestrian access improvements internal to the site and the Barber Drive connection.
- Identify loading and unloading areas and their means of access.

3.3 An Integrated Transport Plan

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The Development Plan must include an Integrated Transport Plan (ITP). The ITP should be prepared to the satisfaction of VicRoads, Director of Public Transport and the responsible authority. The Plan should set out the response to all access needs and emphasise delivery of a sustainable movement network including:

Walking and cycling

- Identifying key pedestrian routes from areas adjacent to the site to the main entries of the Centre. This must demonstrate safe, convenient access from all areas, and particularly the south side of Heaths Road and the east side of Derrimut Road.
- Maintaining pedestrian / cycle access to and from Johnston Avenue and Barber Drive.
- Designated cycle routes from Heaths Road and Derrimut Road to on-site bicycle storage facilities.
- A location plan of employee and visitor bicycle facilities including arrangement for end of trip facilities.

- Shared pathways to Heaths and Derrimut Roads.

Public Transport

- The location and layout of the public transport bus interchange (vehicle and passenger facilities) and access routes to them from vehicles and pedestrian routes, and access points to the Centre. This should also include identifying the location of taxi ranks.
- Priority for buses through the internal network including at exit points to the site and where practical on adjoining intersections to maintain and improve bus travel times to the satisfaction of the Department of Transport and VicRoads.
- Ensuring any relocation of the bus interchange provides:
 - Bus bays grouped in one location.
 - Safe and weather protected waiting areas with direct access to the centre.
 - Coordinated linkages to the pedestrian access routes in and around the centre.

Vehicle Access

- Any works considered necessary for public transport vehicles or passenger facilities.
- The proposed traffic management and control works on-site and on adjoining roads and staging.
- The location and layout of pedestrian, bicycle and vehicle routes. This should be in general accordance with Figure 1.
- The location of any vehicular access ways to adjoining land.
- The proposed intersections, both existing and proposed road works.
- Any road works necessary to ensure that sufficient road capacity is achieved when the development is complete. The roads are to be developed in stages matched to the development of the centre.
- Connections where possible between the various areas of parking associated so drivers do not have to enter and exit main roads to move between parking area.

Car Parking

Car parking spaces required for a Shop and other uses must be specified on the Development Plan by number and/or by ratio and by stage as applicable. In determining the total provision required for each stage, the Decision Guidelines at Clause 52.06-1 are to be used.

3.4

Environmental Design and Management Strategy

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The Environmental Design and Management Strategy should include:

- An Ecologically Sustainable Development Report prepared by a suitably qualified person to demonstrate that the design of the new buildings will achieve “best practice” as specified through the Greenstar Retail Centre Design Rating Tool or similar level, with commitment to achieving greater water use efficiency. This report should include the proposed urban design and building techniques, management of storm and water run-off and onsite re-use and any other initiatives.
- A Landscape Plan identifying a planting schedule of all proposed trees, shrubs and ground covers.
- A Construction Management Plan which sets out the principal construction issues and how the anticipated processes will be managed. The Construction Management Plan should address local amenity issues and make provision for:
 - measures to protect the amenity of surrounding areas through the construction period against dust, noise and stormwater control and security lighting.
 - the management of construction worker vehicles.
 - the delivery and storage of materials on the site.
 - a schedule of hours of work during the normal week.
 - a procedure to seek specific out of hours work to deal with special construction

- requirements.
- construction access to the site.

The responsible authority may waive or reduce the requirements detailed above that are not considered relevant as applicable.

4.0 Decision Guidelines

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Before deciding on any application to develop and use the land, the responsible authority may consider any views received from interested parties to assist in the assessment of sound design outcomes.

Figure 1.

