# NORTH OF THE MERRI

## Development Plan Stage 1 (Wollaston Road Precinct)

By
TRACT CONSULTANTS PTY LTD

FINAL

OCTOBER 2012

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# Contents

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# PART 1

## PLANNING FRAMEWORK

# Executive Summary

## OVERVIEW

A development plan is required by Schedule 10 of Development Plan Overlay at clause 43.04, of the Warrnambool Planning scheme.

A development plan is the second stage of a 3 tiered planning approval process involving:

- **Structure Plan**, a plan for the wider "Merri North" development area, incorporated into the planning scheme, which establishes the broad land use elements, servicing background and development contributions for the future urban area;
- **Development plan**, this will address a component of the Structure Plan Area (Merri north Stage 1 will address the central area of the Structure Plan). This will present an integrated plan to local street level and describe the specific design elements, land use and indicative staging for development. It provides a detailed basis for the preparation of subdivision plans; and,
- **Planning permit** for subdivision and development. A subdivision plan is the final development approval for the plan area and will detail individual lots and a final street network. Plans for development will also need to respond to the development plan in detail and design of the public realm areas (landscaping etc.), to be implemented as part of the development.

## LOCATION

The Merri North Development Plan Stage 1 (Wollaston Road Precinct) occupies the central portion of the Structure Plan area at the location containing the main community and recreational elements including: extensive sections of the Merri Floodplain, the local retail centre, potential school site and local parks. The plan also contains the elevated ridge line and southerly slopes overlooking the Merri River and Warrnambool skyline.

## INFLUENCES ON THE PLAN

The Merri North Structure Plan generally and this development plan specifically provides for a major new growth front for Warrnambool, north of the Merri River. It has the potential to provide for a diverse market and while physically separated from the existing urban area by the Merri River floodplain, will ultimately link directly to the Warrnambool CBD. The linkages will be visual, particularly from elevated sites and direct links via the proposed Bromfield Street Bridge and proposed pedestrian bridges.

As an integrated part of Warrnambool and with the opportunity to provide a premium residential address, opportunities exist to adopt and enhance many of the traditional design elements for Warrnambool that give the town its own identity.

**Key design Characteristics of Warrnambool include:**

- A broad street grid network;
- Wide street reservation widths, particularly on key connector and access streets;
- Wide verges on streets enabling enhanced street tree planting and use of larger tree species;
- Large lot frontages to the street. Traditional lots are generally 18m (60 foot) frontages or larger;
- Large and highly visible open space areas; and,
- Public areas have a high proportion of use of exotic tree species with use of native or indigenous species more restricted to watercourses/floodplains (or coastal interface areas).

## DESIGN RESPONSE

Responding to the structure plan, the development plan seeks to incorporate the traditional elements of Warrnambool into a contemporary subdivision and development pattern. The development plan also seeks to respond to the topography of the plan area and create an opportunity to link the new urban area of Warrnambool to the existing city visually while taking advantage wherever possible, to the views the site offers. Key areas of response within the plan are to:

- Provide a modified street grid network, while responding to topographical features of the plan area;
- Orientate the local street network to encompass end of street views to the Warrnambool skyline (from elevated areas) or to open space on the Merri River floodplain;
- Provide for large lots in areas of slope, particularly areas containing significant slope;
- Provide for diverse housing, including small lot, integrated housing or lots with potential for future subdivision in areas less constrained by slope;
- Treat Wollaston Road and the main east/ west connector as traditional "Warrnambool type" main streets with large frontages (generally 18m+), provide for large verges and dominant, exotic, tree species planting;
- Access roads and local streets to provide, where possible, larger verges and diverse street tree planting;
- Landscaping to include themed neighbourhood precincts at residential street level to create distinction between localities within the plan area with consistent and dominant street tree planting on connector and main roads; and,
- Provide house frontage to all open space areas including to local parks and the floodplain land.

### Key elements of the plan

The development plan provides for:

- Approximately 650 to 700 residential lots;
- Local convenience (retail) centre;
- Future primary school;
- Merri River floodplain parkland;
- 2 local parks integrated with the river or with extensive views to Warrnambool;
- Major landscaped boulevards; and,
- A themed landscape response to the urban area.

## IMPLEMENTATION OF THE PLAN

The development plan is a detailed guiding document for subdivision and Development Plans to be lodged with Council for approval. It is based on the current known opportunities and constraints at the time of its preparation. Further detailed site assessment or the need to respond to unforeseen circumstances may require some variation to the plan from time to time.

Any future planning application must be generally in accordance with the development plan.

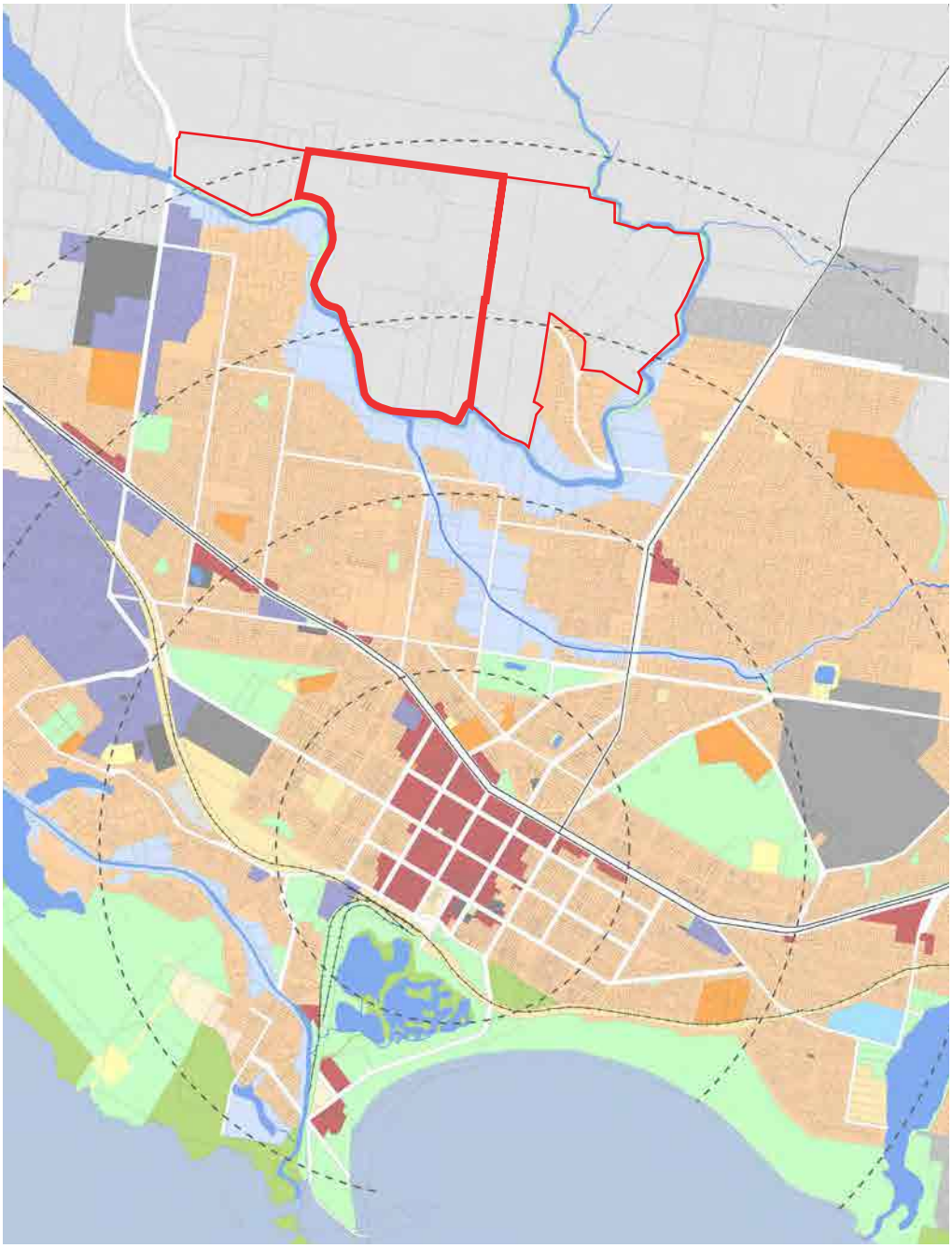

Figure 1 _ Location Plan

**Legend**

North of the Merri Development Plan Stage 1 (Wollaston Road Precinct) Area

North of the Merri Structure Plan Area

1km Radius

# Introduction

## RESPONSE TO NORTH OF THE MERRI STRUCTURE PLAN

The current North of the Merri River Structure Plan (NMRSP) was incorporated into the Warrnambool Planning Scheme in April 2012, through Amendment C69, and outlines the planning and development framework for approximately 250 hectares of land referred to as the North of the Merri River Growth Area, one of Warrnambool's four identified growth areas.

The North of the Merri Development Plan Stage 1 (Wollaston Road Precinct) builds upon the objectives and directions of the NMRSP to provide a detailed plan for the future development of the Wollaston Road precinct. In response to the specific features of the precinct, the development plan includes the following response to the overall structure of the precinct:

- Alignment and location of the key boulevard road to respond to drainage and topography requirements;
- The local convenience centre to achieve a vibrant, and street based centre collocated with community facilities and open space networks;
- Locating retarding basins in response to the topography of the precinct;
- Open space to provide a precinct wide integrated open space network that focus' on views and vistas; and,
- Make available and progressively develop the Merri River floodplain as a future recreational asset.

## DEVELOPMENT PLAN OVERVIEW

The North of the Merri Development Plan Stage 1 (Wollaston Road Precinct) (the development plan) provides a framework for the development of approximately 122 hectares of rural land or approximately half of the land within the North of the Merri River growth area.

The land represents a significant opportunity for new residential development and growth within Warrnambool with the potential for greater diversity in housing in response to demographic projections of smaller household sizes.

The land is subject to the Residential Zone 1 (RZ1) and Urban Floodway Zone (UFZ), with Wollaston Road subject to the Road Category 2 Zone (RZ2). The land is also affected by the Development Plan Overlay – Schedule 10 (DPO10), Development Contribution Plan – Schedule 1 (DCP01) and Environmental Significance Overlay – Schedule 2 (ES02).

This development plan has been prepared in accordance with Schedule 10 to the Development Plan Overlay – North of the Merri River Development Plan (DPO10).

## PURPOSE OF THE DEVELOPMENT PLAN

The purpose of the development plan is to implement the vision and objectives of the NMRSP to establish a well-connected and well serviced community that demonstrates a positive sense of place, with specific reference to the following elements:

- Movement network;
- Open space;
- Activity centre and community facilities;
- Neighbourhoods and density; and,
- Utilities and drainage.

## DEVELOPMENT PLAN AREA

The development plan area comprises a number of properties within the NMRSP area, as shown in Figure 1 – Location Plan.

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# Relevant Planning Provisions

## STATE PLANNING POLICY

The State Planning Policy Framework (SPPF) seeks to balance the various competing objectives of the planning scheme to facilitate sustainable development that provides a net community benefit.

In particular, the SPPF seeks to ensure that future development is responsive to the features of a site and its local and regional context, and affords an efficient and sustainable provision of infrastructure and services.

The following clauses of the SPPF are relevant to the Development Plan:

- Clause 11 – Settlement;
- Clause 12 – Environmental and Landscape Values;
- Clause 13 – Environmental Risks;
- Clause 15 – Built Environment and Heritage;
- Clause 16 – Housing;
- Clause 17 – Economic Development;
- Clause 18 – Transport; and,
- Clause 19 – Infrastructure.

## LOCAL PLANNING POLICY FRAMEWORK

The Local Planning Policy Framework (LPPF) seeks to ensure that future urban growth in Warrnambool is appropriate to the role and character of the area in terms of land use, density and scale of built form, environmental and landscape significance, and the provision of infrastructure and services.

The following clauses of the LPPF are relevant to the Development Plan:

- Clause 21.05 – Housing;
- Clause 21.06 – Environment;
- Clause 21.07 – Economic Development;
- Clause 21.08 – Infrastructure;
- Clause 22.02 – Environment; and,
- Clause 22.03 – Economic Development.

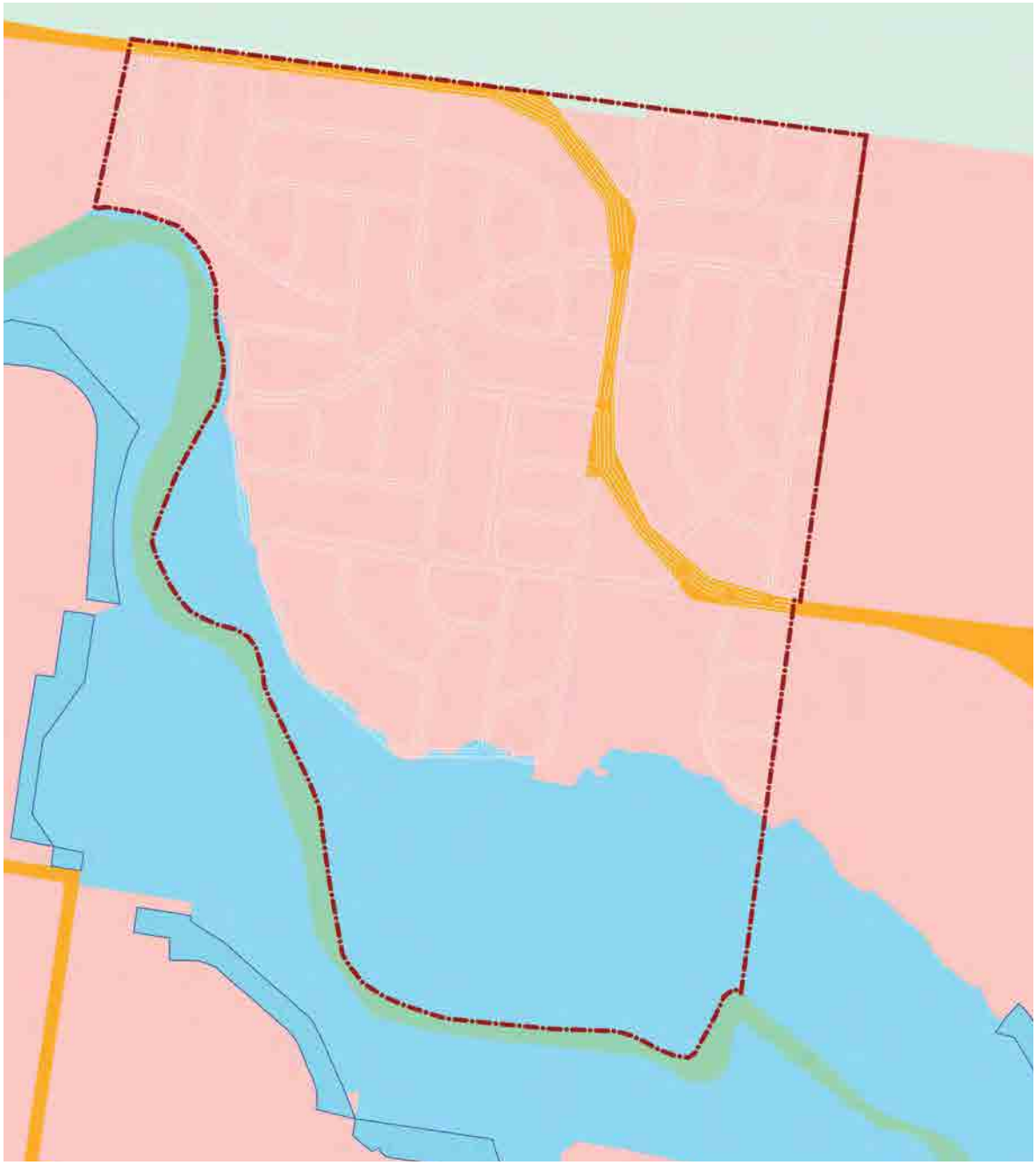

Figure 2 _ Existing Zones 1:10 000

**Legend**

- Residential 1 Zone
- Urban Floodway Zone
- Road Zone Category 2
- Public Park and Recreation Zone

# ZONES

The development plan area is subject to three zones. Refer to Figure 2 – Zone Plan.

### Clause 32.01 Residential 1 Zone

The majority of the site is located within the Residential 1 Zone (R1Z). The purpose of the R1Z is:

- *To provide for residential development at a range of densities with a variety of dwellings to meet the housing needs of all households;*
- *To encourage residential development that respects the neighbourhood character; and,*
- *In appropriate locations, to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs.*

### Clause 37.03 Urban Floodway Zone

Part of the site is subject to the Urban Floodway Zone (UFZ). The purpose of the UFZ is:

- *To identify waterways, major floodpaths, drainage depressions and high hazard areas within urban areas which have the greatest risk and frequency of being affected by flooding;*
- *To ensure that any development maintains the free passage and temporary storage of floodwater, minimises flood damage and is compatible with flood hazard, local drainage conditions and the minimisation of soil erosion, sedimentation and silting;*
- *To reflect any declarations under Division 4 of Part 10 of the Water Act, 1989; and,*
- *To protect water quality and waterways as natural resources in accordance with the provisions of relevant State Environment Protection Policies, and particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).*

### Road Zone Category 2

The Wollaston Road reserve is subject to the Road Zone Category 2 (RD2Z). The relevant purpose of the RD2Z is:

- To *identify significant existing roads.*

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# OVERLAYS

### Clause 43.04 - Development Plan Overlay – Schedule 10

The site is affected by Schedule 10 to the Development Plan Overlay (DPO10). The purpose of the DPO is:

- *To identify areas which require the form and conditions of future use and development to be shown on a Development Plan before a permit can be granted to use or develop the land; and,*
- *To exempt an application from notice and review if it is generally in accordance with a Development Plan.*

This development plan has been prepared in accordance with the objectives and requirements of DPO10 for part of the DPO10 area.

### Clause 45.06 - Development Contributions Plan Overlay – Schedule 1

The site is affected by Schedule 1 to the Development Contributions Plan Overlay (DCPO1). The purpose of the DCPO is:

- *To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.*

A Development Contributions Plan was incorporated into the Warrnambool Planning Scheme through Amendment C69 in April 2012. A response to Development Contributions Plan has been outlined in Section 4 of this development plan to specify the required development contributions as applied to the development plan area.

Future Section 173 Agreements which enable the staged delivery of DCP infrastructure and DCP payments must be entered into by developers prior to the issue of any permit for subdivisions.

### Clause 42.01 Environmental Significance Overlay – Schedule 2

Part of the site is affected by Schedule 2 to the Environmental Significance Overlay (ESO2). The environmental objectives to be achieved are:

- *To protect the natural, cultural and visual values of the Hopkins and Merri Rivers, their tributaries, adjacent land and associated habitat corridors;*
- *To promote the integrated management and protection of the rivers and adjacent land;*
- *To ensure freehold land along the rivers is used and developed in a sustainable manner;*
- *To maintain and enhance stands of remnant vegetation and encourage planting of locally indigenous species;*
- *To prevent and arrest erosion of the riverbanks, which includes discouraging the grazing of stock close to riverbanks;*
- *To place high priority on protecting the rivers and adjacent land in locations which are visible from main roads, residential areas and other key activity locations; and,*
- *To provide the opportunity for the provision of public open space adjacent to the river in appropriate locations to provide for passive and active recreational activities.*

This Development Plan responds to the statement of environmental significance and environmental objectives of ESO2.


Figure 3 _ North of the Merri Structure Plan

# NORTH OF THE MERRI STRUCTURE PLAN

## Description

The North of the Merri Structure Plan provides the planning framework for approximately 250ha of land referred to as the "North of the Merri River Growth Area", which is one of Warrnambool's four identified growth areas.

Importantly, the structure plan defines a vision and broad structure for the movement network and land uses within the Structure Plan area.

## Key Elements

The following key elements are identified in the north of the Merri Structure Plan:

### Movement Network

A key connector road network that:

- Responds to the topography and existing road reserves (internal and external);
- Provides the framework for a modified grid-based local road network with a high level of streetscape diversity;
- Provides internal connections between neighbourhoods and externally to surrounding neighbourhoods;
- Incorporates a positive landscape character (boulevard treatment) in key locations; and,
- Incorporates an accessible public transport route and linked pedestrian/ cycle network.

### Open Space

An interlinked open space network that:

- Focuses on the Merri River floodplain and key site features (ridge lines, existing vegetation, heritage features visually and physically connected to surrounding land uses);
- Can accommodate a range of functions, including drainage, active and passive recreation, walking/ cycling trails and to preserve key site features; and,
- Provides a high amenity setting for diverse housing outcomes, including medium density housing.

### Activity Centre and Community Facilities

A centralised activity and community centre that:

- Provides a local focus for the community;
- Provides opportunities to co-locate community facilities, including a school and active open space, adjacent to the retail/service heart;
- Provides opportunities for shared use of facilities where possible;
- Takes a 'street-based' form;
- Provides a context for higher density housing; and,
- Supports the retail hierarchy as noted in the Warrnambool Retail Strategy and Clause 21.07.

### Neighbourhood and Density

A series of internal neighbourhoods that:

- Are diverse in landscape, streetscape and built form character;
- Are clearly defined;
- Contain an identifiable neighbourhood 'core' (open space, activity centre, key topographic feature) to establish a sense of place; and,
- Provide opportunities for diverse housing outcomes, from smaller lots to larger lots, to achieve an average density of 12 lots per net developable hectare.

### Utilities and Drainage

Physical services and infrastructure that:

- Meets the needs of the community and the development;
- Is equitably funded and efficiently delivered;
- Represents 'best practice' provision and design; and,
- Details of how the Structure Plan delivers each aspect of this vision is explored in more detailed in the following chapter.

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# PART 2

## SITE ANALYSIS & OPPORTUNITIES

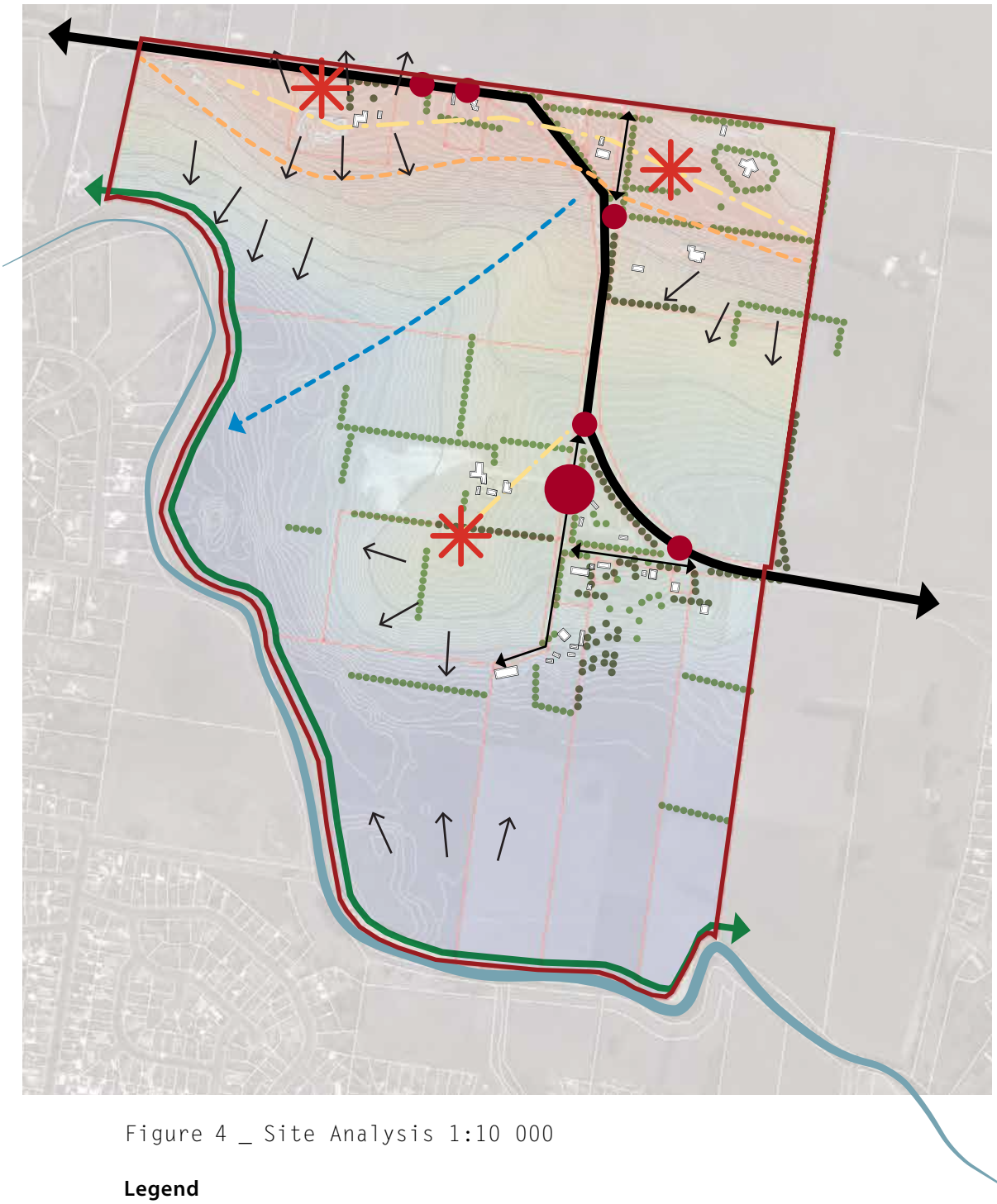

Figure 4 _ Site Analysis 1:10 000

**Legend**

- Views
- Crest
- Ridge Line
- Gully
- Pedestrian Path
- Merri River
- Existing Buildings
- Wollaston Road
- Existing Road Reserves
- Existing Entry Points
- High Points
- Exotic Vegetation (Cypress)*
- Native Vegetation (Planted)*

* Some planted windrows, may have been cleared

# Site Analysis

## SITE LOCATION AND CONTEXT

The site is located to the north of the City of Warrnambool, approximately 2km north of the Warrnambool City Centre and separated from the existing urban area by the Merri River.

The City of Warrnambool is the major regional centre within south western Victoria, located approximately 160km from Geelong and 230km south west of Melbourne. The site forms part of the North of the Merri River (NMR) growth area, one of Warrnambool's four identified growth areas.

The shape and future growth of the city has been influenced by a number of key factors including:

- Princes Highway, forming the major east west connection;
- Mortlake Road/Hopkins Highway and Warrnambool-Caramut Road forming the major north south connection;
- The Merri River, wrapping around the western and northern areas of the township;
- The Merri North Structure Plan; and,
- In addition to the City Centre, the Centro Plaza on Mortlake Road and the Gateway Plaza on Princes Highway provide key activity and employment centres in Warrnambool.

Warrnambool is typical of may towns within regional Victoria, planned initially to a grid with wide streets. Warrnambool's development, until the mid 20th century, largely occurred within the original township envelope or extensions to that street network.

Key characteristics include:

- Broad street grid network;
- Wide streets with wide verges;
- Large lot frontages; and,
- Extensive use of exotic street tree species.

Since the 1970's, more recent development has departed from the traditional features and responds to subdivision trends at the time of their development.

This development plan seeks to build on the more traditional elements of urban design in Warrnambool.

## THE DEVELOPMENT PLAN AREA

The development plan has an area of approximately 122ha and is bound by Merri River to the south and rural land within the Farming Zone to the north. The land to the east and west of the site forms the remaining undeveloped land within the NMR growth area.

Wollaston Road is an existing collector road that connects to Caramut Road to the west and Hopkins Highway to the east of the site. Wollaston Road runs east-west along the northern edge of the site, cutting through the site in a north-south direction and crossing the eastern boundary in an east-west direction.

The site has a undulating topography generally falling towards the low lying areas along the Merri River floodplain. This gives significant long views towards Warrnambool, particularly to features along the ridge line and shorter views to the Merri River.

There are a number of existing rural residences scattered across the development plan area.

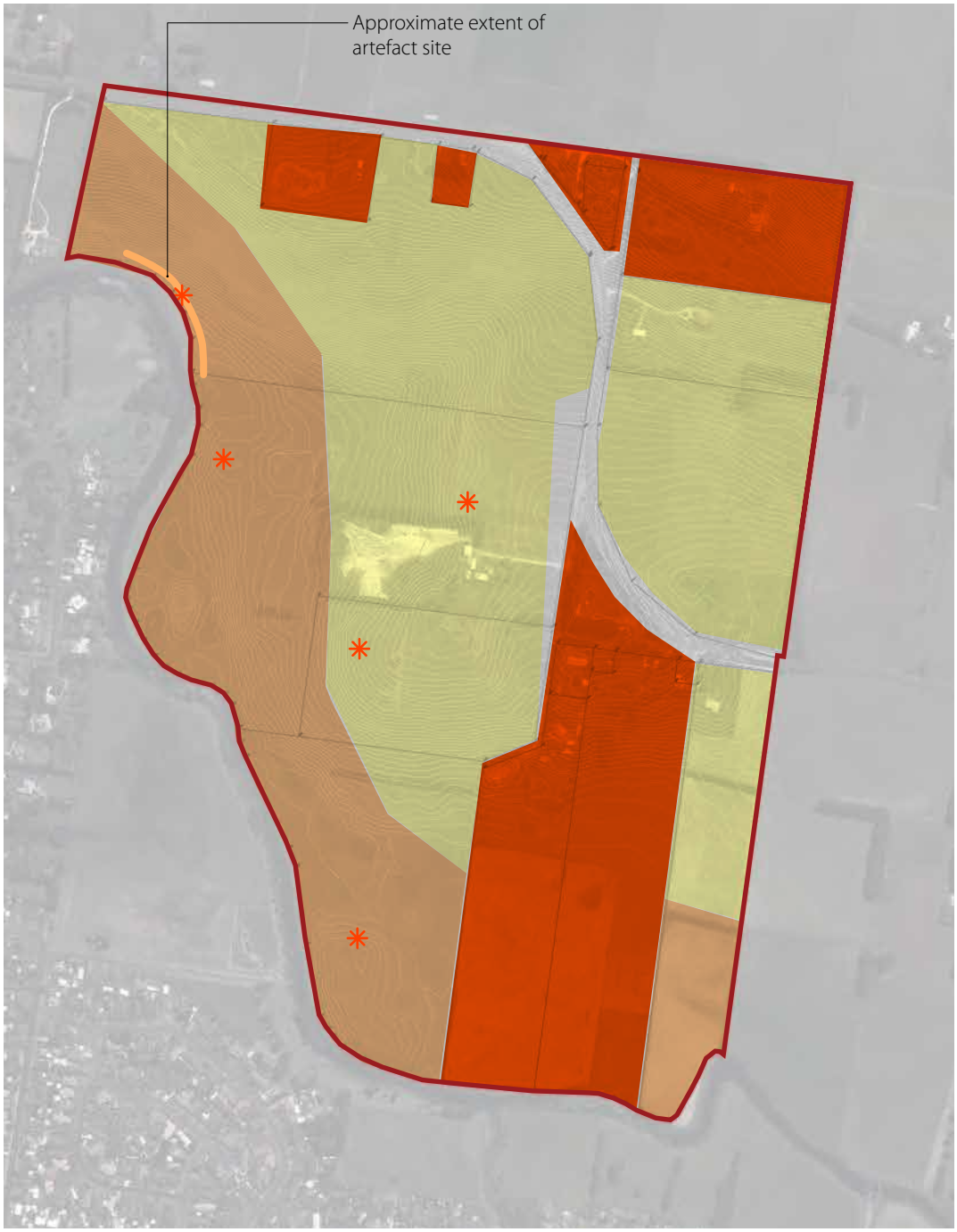


Figure 5 _ Cultural Heritage - Areas of Sensitivity 1:10 000

**Legend**

North of the Merri Development Plan Stage 1 (Wollaston Road Precinct) Site Area

**Probability of containing artefacts**

- Low
- Moderate to high
- Known artefact site (note: may have been salvaged)
- Properties Not within CHMP

Source: *Wollaston Rd: Housing Subdivision Warrnambool - Cultural Heritage Management Plan Number 11662,* prepared by Urban Colours Arts , September 2011

## CULTURAL HERITAGE

A Cultural Heritage Management Plan (No. 11662) has been prepared for the majority of the Development Plan area. Small holdings in the north of the area and the area designated for a primary school and active open space (floodplain) have not been included.

Those areas not subject to the Cultural Heritage Management Plan will have to prepare a Cultural Heritage Management Plan and have approved (by the relevant Registered Aboriginal Party (RAP) ) prior to the issue of a town planning permit.

There are 5 sites identified within the plan area, three of which are within the floodplain and two located within the future urban area. All are stone fragments or scatter sites. Key recommendations include:

- A salvage programme be initiated as part of the development of sites within the future urban area prior to subdivision;
- The three sites within the floodplain be preserved and managed as part of future open space; and,
- Any services and facilities within the floodplain avoid sites. This will be a consideration in the preparation of plans for the floodplains as a recreation area.

## FLORA AND FAUNA

Vegetation on site is predominantly exotic pasture grass and weed species which provide low habitat value for native fauna. A Habitat Hectare assessment of the land was not required as native vegetation recorded within a drainage line and small area subject to inundation provided <10% native under storey cover.

Many of the rows of mature pine trees located throughout the area have been removed, those remaining have some good roosting and nesting sites for several bird species and arboreal mammals, however most tree's no longer exist.

Seventeen bird species were recorded during the assessment. No fauna species of National or State conservation significance were observed during the assessment and the likelihood of such species occurring at the site is considered low due to the modified condition of the site, lack of suitable habitat and current land practices including cropping and cattle grazing.

The adjacent Merri River contains both native and exotic flora species. This vegetation does provide habitat for amphibians, waterbirds and reptiles. One species of State Conservation Significance, Water Parsnip, was recorded along the bank of the Merri River during the assessment. Water Parsnip has a poorly known (k) status within Victoria. This area of the site is not subject to development.

Figure 6 _ Flora & Fauna Assessment Area

Flora & Fauna Assessment Area

Detailed results in the Earth Tech *Flora and Fauna Assessment Wollaston Road, Warrnambool - Final Report March 2006*

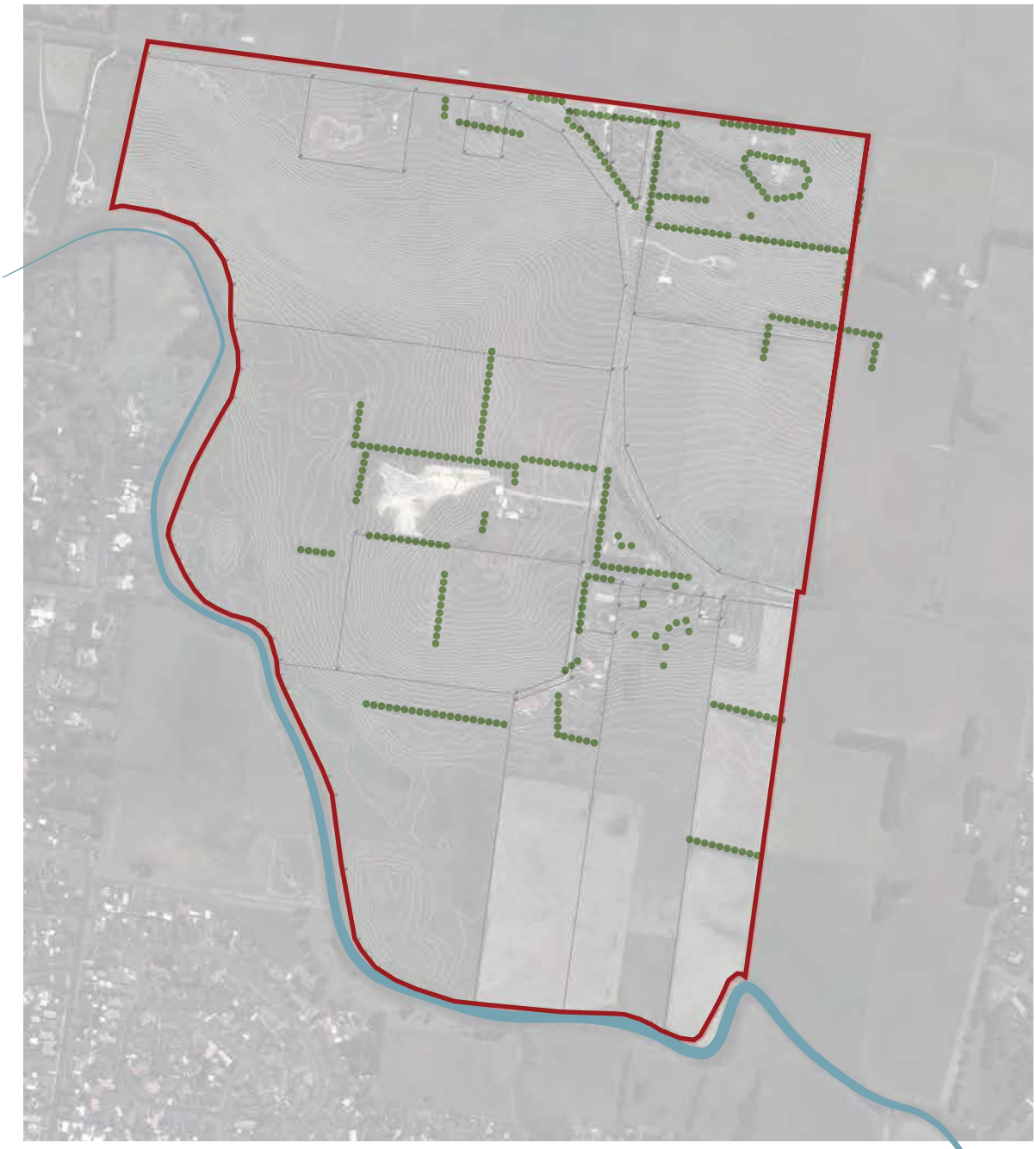

Figure 7 _ Arboricultural Survey 1:10 000

**Legend**

- Exotic Vegetation (Cypress) -*
- Native Vegetation (Planted)*

* Typically planted windrows, largely removed as at July 2012

Note: Tree retention where possible at detailed design stage will be required, particularly on property 18.

Source: *North of the Merri Development Plan Precinct B - Developer Group Feedback,* prepared by CPG and Tract Consultants, March 2012

## ARBORICULTURAL SUMMARY

The Development Plan Area contains no naturally occurring indigenous trees required to be retained, other than trees on the banks of the Merri River, to be retained in open space.

Originally dominated by significant wind break plantings of Cypress Pines (A species not suitable for incorporation into urban development) the only other occurrences are individual, isolated trees.

The dominant occurrence of established trees occurs within the proposed school site and the triangular parcel referenced as property 18 in the land budget. Any retention or removal will need to be addressed as part of the development proposal for that site and the ability to preserve trees as part of any functioning school site.

None of the native trees are original indigenous species. All have been planted.

It is recognised that many trees will not be able to be retained but a focus on retention where possible at detailed design stage will be required, particularly in relation to property 18, as identified in Figure 13.

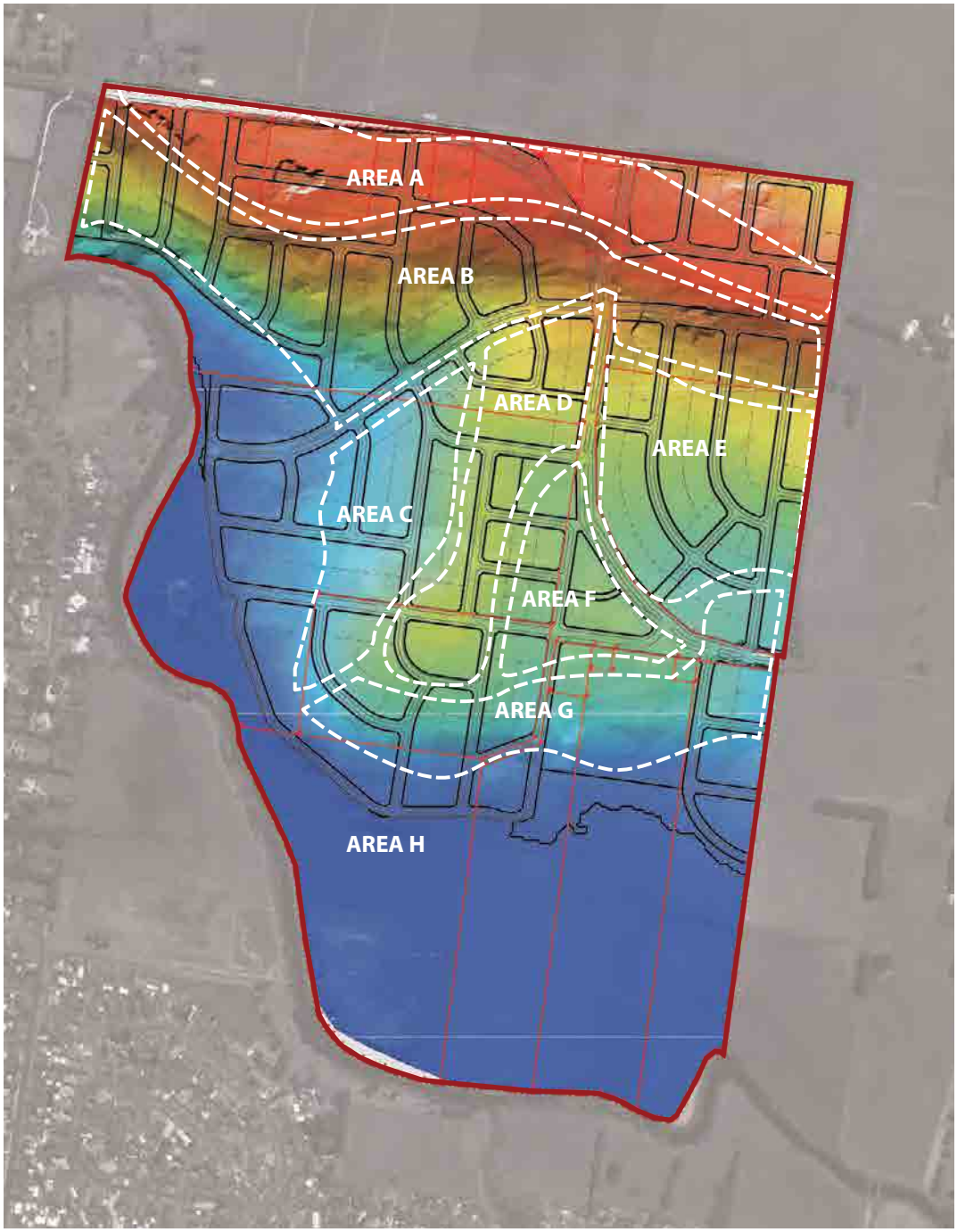


Figure 8 _ Terrain Analysis 1:10 000

# LANDSCAPE ASSESSMENT - VIEWS AND VISTAS

The landform and topography of the development plan area is diverse and distinctive, incorporating low lying areas along the Merri River floodplain before ascending to a prominent ridge line at the northern end of the site.

The topography of the site provides spectacular views from the crest of the ridgeline, across the city to the south, and farm land to the north. This ridgeline is also visible from other parts of Warrnambool.

The key design response opportunities for the development plan include:

**Area A - Main Ridgeline**

Views from the wider landscape are generally screened by the crest

**Response:**

- Orientate lots onto Wollaston Road; and,
- Minimise connection points to Wollaston Road.

**Area B - Southern Visible Slope (western side of site)**

- Views south to the urban landscape;
- High visual impact on surrounding areas; and,
- Characterised by sections of significant slope.

**Response:**

- Street design must accommodate slope, streets generally north/south orientation;
- Strong emphasis on end of street views; and,
- Need for a design response to slope (see Figures 14 & 15 in part 3).

**Area C - River Valley Views**

Areas are hidden from southern views by site's contours

- Low visual impact on surrounding residential areas to the south; and,
- Medium impact on residential areas to the west.

**Response:**

- Orientate end of street destinations and views to floodplain wherever possible; and,
- Accommodate connector road drainage functions.

Views to the Warrnambool Urban Landscape

Views across the site

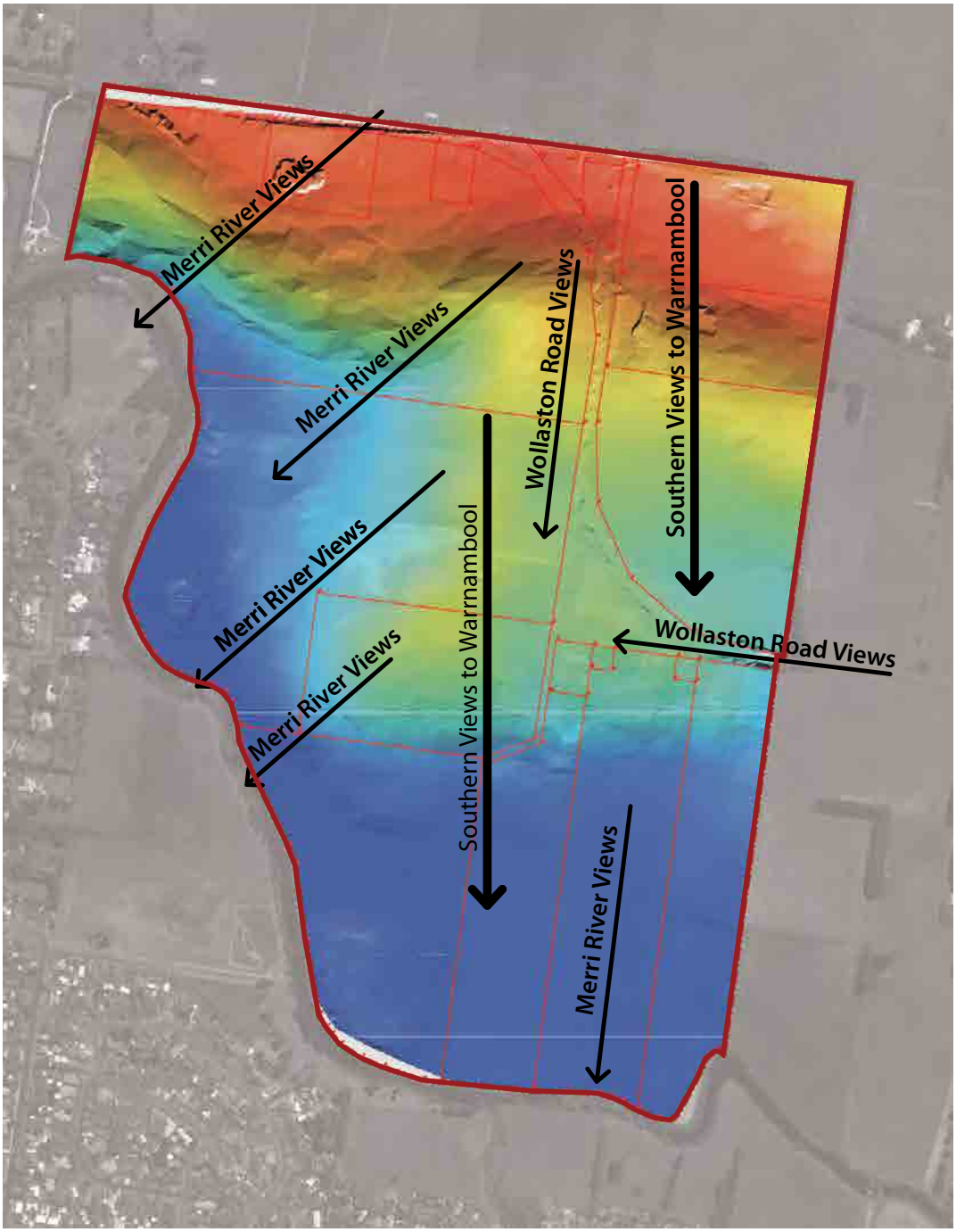


Figure 9 _ Major View Corridors 1:10 000

# LANDSCAPE ASSESSMENT - VIEWS AND VISTAS (cont.)

**Area D - Lower Plateau Area**

- Views west and south to the urban landscape of Warrnambool; and,
- Medium visual impact on surrounding areas.

**Response:**

- Retain southern 'end of ridge' views through siting of open space on the southerly slope of the ridge;
- Central street with long views to open space; and,
- Intersecting cross streets provide access to Wollaston Road.

**Area E - Southern Visible Slope (eastern side of site)**

- Views south to and from the urban landscape of Warrnambool;
- High visual impact on surrounding residential areas to the south; and,
- Lower areas will largely be obscured.

**Response:**

- Need to respond to Wollaston Road alignment in subdivision design; and,
- Generally north/south street orientation to retain views from elevated areas.

**Area F - Hidden Area**

- Limited views across the Merri and to the urban Warrnambool landscape; and,
- Area will largely lose rural views to future development.

**Response:**

- Function as a 'gateway' off Wollaston Road, to this residential area; and,
- Emphasise this precinct as an adjunct to future retial and services area.

**Area G - Lower Slope**

- Views south to the Merri floodplains; and,
- Medium visual impact on surrounding areas.

**Response:**

- Orientate streets north/south to provide end of street views and access to floodplains; and,
- Emphasises boulevard frontages to floodplains.

**Area H - Floodplain Interface**

- Reasonably flat area; and,
- Significant interface with the Merri River.

**Response:**

- Emphasise main interface to floodplains by orientating housing onto future parkland; and,
- Provide 'statement' street tree planting on boulevards, emphasising the floodplains as a destination.

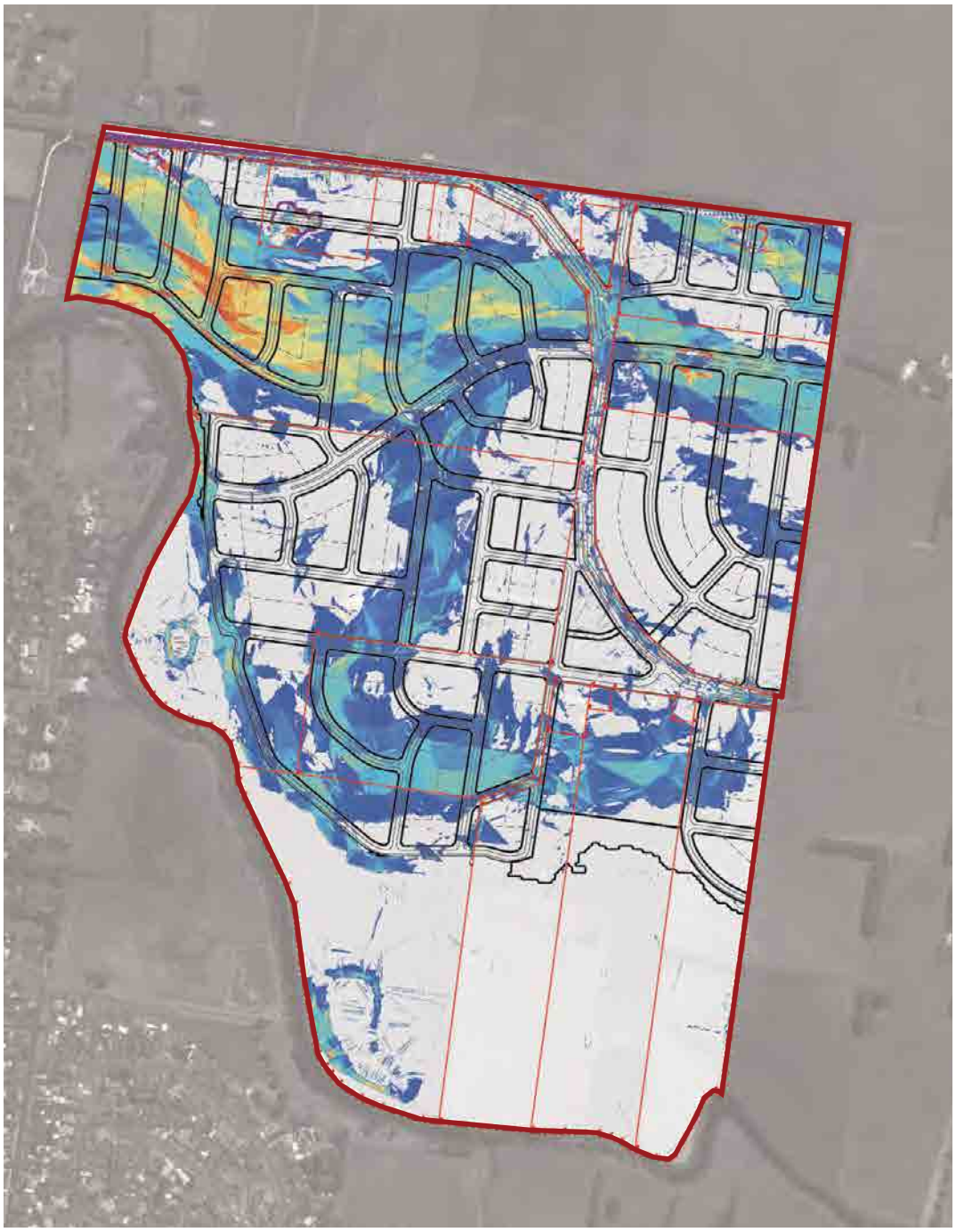

Figure 10 _ Slope Analysis 1:10 000

**Legend**

- 5%
- 10%
- 15%
- 20%
- 25%
- 30%

# SLOPE ANALYSIS

The southern slope or fall to the Merri River from the main east-west ridge line in the north of the plan presents the most significant design challenge for the development plan area.

Some sections of slope exceed 20% gradient and will require not only specific siting of the local street network to respond to slope but a specific focus on the size and orientation of lots to allow for appropriate siting of housing, access and response to slope generally .

Further south, within the development plan area, the extent of slope is of a lesser gradient, generally not exceeding 10%.

Part 3, design response will address deigning for slope in more detail.

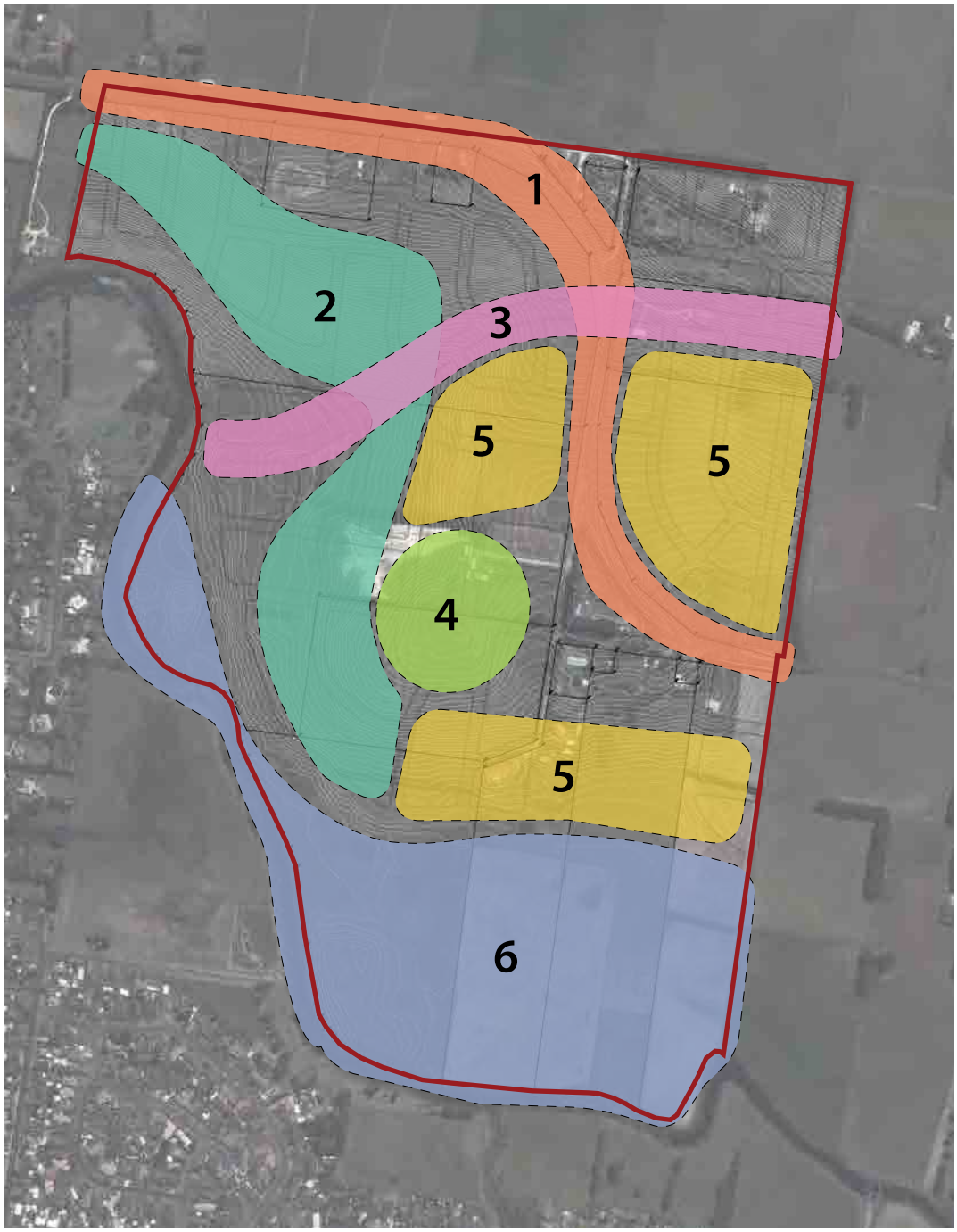


Figure 11 _ Design Opportunities 1:10 000

**Legend**

- 1/ Wollaston Road
- 2/ Views to the Merri River & Warrnambool
- 3/ Main South-West Connector, West of Wollaston Road
- 4/ Knoll or Hilltop
- 5/ Orientation of Local Street Network
- 6/ Merri River Floodplain

# DESIGN OPPORTUNITIES

### 1/ Wollaston Road

- A major Boulevard;
- Ability to replicate a typical Warrnambool streetscape;
- Large lot frontages to Wollaston Road;
- Large frontage will minimise the number of crossovers onto this main connector road;
- Present as a well landscaped through road; and,
- The deflections in Wollaston Road at the two bends in the road create irregular 'triangle parcels of developable land. Intersections of local streets will need to be designed to provide safe access or access may need to be restricted.

### 2/ Views to the Merri River and Warrnambool

- Respond to the elevated location with generally southern falling slope to the river;
- Presents opportunities to incorporate views on north/south orientated streets; and,
- Interface between residential development and the river floodplain present opportunities for high exposure via the edge road with local streets orientated to the river.

### 3/ Main South-West Connector, West of Wollaston Road

- Main gully central to the plan is the main natural drainage line and the road must facilitate a response to stormwater management. This presents an opportunity for a major boulevard connector as the key entrance road in the north; and,
- The natural curve of the gully presents an opportunity to create a boulevard effect for the main connector road, west of Wollaston Road.

### 4/ Knoll or Hilltop

- South of this 'lower plateau area' (area d on terrain analysis plan) outstanding views exist to the south, encompassing the Merri floodplain and the urban skyline of Warrnambool; and,
- An open space opportunity exists to capitalise and capture these views, providing a fall of a minimum least 3m from the boundary of the residential lot to the north. A key objective is to retain views post development.

### 5/ Orientation of Local Street Network

- The significant fall from the ridge to the Merri River presents an opportunity to create views on the local street network to this asset.

### 6/ Merri River Floodplain

- Retain the floodplain as an open space asset for the new community and Warrnambool more generally;
- Locate this northern 'local park' adjoining the floodplain to create a more formal local park node to the wider floodplain;
- The Floodplain provides an opportunity to progressively provide a less formal open space area with a network of pedestrian and cycle trails; and
- Council to develop a "Merri River parklands master plan" (in stages) for the floodplain.

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# PART 3

## Development Plan

Figure 12 _ North of Merri - Stage 1 - Development Plan 1:10 000

**Legend**

- North of the Merri Development Plan Stage 1 (Wollaston Road Precinct) Site Area
- Land Ownership
- Merri River
- Residential
- Local Neighbourhood Centre
- Future School Location
- Encumbered (Urban Floodway Zone, 1% floodline or 30m setback from river)
- Passive Open Space

# Development Plan

## DEVELOPMENT PLAN

The development plan seeks to:

- Meet the objective of the DPO10 within the Warrnambool Planning Scheme;
- Respond to the plan and directions provided by the North of the Merri Structure Plan;
- Respect and respond to protection of the Merri River corridor and floodplain;
- Respect and respond to the protection of significant archaeological sites;
- Retain areas of remnant biodiversity assets, in particular the Merri River corridor;
- Respond sympathetically to the topography of the plan area;
- Optimise views to, and access to the Merri River floodplain;
- Recognise and enhance Wollaston road as the main thoroughfare through road widening and the provision of major, feature, tree planting;
- Emphasise the east-west connector road through significant feature tree planting; and,
- Provide a diversity of housing lot sizes and opportunities for diverse housing products including:
  - A range of lot sizes from 350m$^2$ and above;
  - Potential for larger lots to be identified for future sub division; and,
  - Subject to a town planning application, sites for higher density development, particularly in proximity to the local activity centre.

Key elements of the plan include:

- Existing Merri River floodplain available for diverse recreation uses including active open space;
- A local street network provided generally on a grid network, orientated towards the Merri River and key local open spaces;
- A street network that seek to optimise 'long views' to the Merri River and in the south of the plan, the Warrnambool skyline;
- A centrally located activity centre on Wollaston Road;
- A preferred site for a State Primary School;
- Local parks in central and highly visible locations; and,
- A design that responds to the significant slope of the site utilising it to enhance views and diversity of housing product.


Figure 13 _ Property Specific Land Budget Plan 1:10 000

**Legend**

- Development Plan Area
- Property
- 6 Property ID No.
- Arterial Road
- Primary School
- Encumbered Land
- Passive Open Space
- Neighbourhood Activity Centre
- Residential
- 1:100 Year Flood CMP Data
- Flood Line Structure Plan

## SUMMARY LAND BUDGET

| DESCRIPTION | RESIDENTIAL AREA | | |
|---|---|---|---|
| | HECTARES | % OF TOTAL PREC | % OF NDA |
| TOTAL PRECINCT AREA (ha) | 121.68 | 100.0% | |
| Transport | | | |
| Arterial Roads | 4.60 | 3.78% | 5.82% |
| Sub Total | 4.60 | 3.78% | 5.82% |
| | | | |
| Government Education | | | |
| Government Schools* | 5.22 | 4.29% | 6.61% |
| Sub Total | 5.22 | 4.29% | 6.61% |
| | | | |
| Encumbered Land | | | |
| UFZ, 1% Flood or Setback to River | 30.92 | 25.41% | 39.15% |
| Sub Total | 30.92 | 25.41% | 39.15% |
| | | | |
| Unencumbered Open Space | | | |
| Unencumbered Land Available for Recreation | | | |
| Passive Open Space | 1.97 | 1.6% | 2.49% |
| Sub Total | 1.97 | 1.6% | 2.49% |
| | | | |
| TOTALS OPEN SPACE | 32.89 | 27.0% | 41.65% |
| NET DEVELOPABLE AREA (NDA) ha | 78.97 | 64.90% | 100.00% |

* School - approximately 5 ha is shown as per the NMRSP. Any reduction of the area required for school land will be subject to further discussion. Any balance land not required for school purposes will be developed for residential or associated purposes in accordance with the relevant zone provisions.

## PROPERTY SPECIFIC LAND BUDGET

| PROPERTY ID NO. | TOTAL AREA (HECTARES) | ARTERIAL ROADS | | | GOVERNMENT SCHOOLS | | | ENCUMBERED LAND | | PASSIVE OPEN SPACE | | | TOTAL NET DEVELOPABLE AREA (HECTARES) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | ARTERIAL ROAD HA | % OF PROPERTY | % OF NDA | GOVERNMENT SCHOOLS HA | % OF PROPERTY | % OF NDA | ENCUMBERLAND HA | % OF PROPERTY | UNENCUMBERED PASSIVE OPEN SPACE HA | % OF PROPERTY | % OF NDA | |
| Property 1 | 23.58 | 0.13 | 0.55% | 0.61% | 0.00 | - | - | 0.94 | 3.99% | 1.15 | 4.88% | 5.38% | 21.36 |
| Property 2 | 2.01 | 0.03 | 1.49% | 1.52% | 0.00 | - | - | 0.00 | - | 0.00 | - | - | 1.98 |
| Property 3 | 0.50 | 0.01 | 2.00% | 2.04% | 0.00 | - | - | 0.00 | - | 0.00 | - | - | 0.49 |
| Property 4 | 22.20 | 0.02 | 0.09% | 0.11% | 0.00 | - | - | 3.81 | 17.16% | 0.00 | - | - | 18.37 |
| Property 5 | 7.22 | 0.00 | - | - | 0.00 | - | - | 0.00 | - | 0.82 | 11.36% | 12.81% | 6.40 |
| Property 6 | 11.96 | 0.00 | - | - | 0.00 | - | - | 9.88 | 82.61% | 0.00 | - | - | 2.08 |
| Property 7 | 7.37 | 0.00 | - | - | 0.88 | 11.94% | 107.32% | 5.67 | 76.93% | 0.00 | - | - | 0.82 |
| Property 8 | 10.20 | 0.00 | - | - | 3.62 | 35.49% | - | 6.58 | 64.51% | 0.00 | 0.00% | - | 0.00 |
| Property 9 | 7.52 | 0.00 | - | - | 0.11 | 1.46% | 3.26% | 4.04 | 53.72% | 0.00 | - | - | 3.37 |
| Property 10 | 0.11 | 0.00 | - | - | 0.11 | 100.00% | - | 0.00 | - | 0.00 | - | - | 0.00 |
| Property 11 | 0.11 | 0.00 | - | - | 0.11 | 100.00% | - | 0.00 | - | 0.00 | - | - | 0.00 |
| Property 12 | 0.43 | 0.00 | - | - | 0.35 | 81.40% | 437.50% | 0.00 | - | 0.00 | - | - | 0.08 |
| Property 13 | 10.66 | 0.33 | 3.10% | 3.19% | 0.00 | - | - | 0.00 | - | 0.00 | - | - | 10.33 |
| Property 14 | 4.52 | 0.05 | 1.11% | 1.12% | 0.00 | - | - | 0.00 | - | 0.00 | - | - | 4.47 |
| Property 15 | 5.70 | 0.00 | - | - | 0.00 | - | - | 0.00 | - | 0.00 | - | - | 5.70 |
| Property 16 | 0.52 | 0.00 | - | - | 0.00 | - | - | 0.00 | - | 0.00 | - | - | 0.52 |
| Property 17 | 0.51 | 0.00 | - | - | 0.00 | - | - | 0.00 | - | 0.00 | - | - | 0.51 |
| Property 18 | 6.56 | 4.03 | 61.43% | 161.85% | 0.04 | 0.61% | 1.61% | 0.00 | - | 0.00 | - | - | 2.49 |
| TOTAL | 121.68 | 4.60 | 3.78% | 5.82% | 5.22 | 4.29% | 6.61% | 30.92 | 25.41% | 1.97 | 1.62% | 2.49% | 78.97 |

## PROJECTED DEVELOPMENT YIELD

| PROPERTY ID NO. | TOTAL AREA (HECTARES) | TOTAL NET DEVELOPABLE AREA (HECTARES) | NAC | | | CONVENTIONAL DENSITY 12DWELLINGS PER NRHA | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | ACTIVITY CENTRE HA | % OF PROPERTY | % OF NDA | NRHA | DWELLINGS | % OF PROPERTY | % OF NDA |
| Property 1 | 23.58 | 21.36 | 0.00 | - | - | 21.36 | 256 | 90.59% | 100.00% |
| Property 2 | 2.01 | 1.98 | 0.00 | - | - | 1.98 | 24 | 98.51% | 100.00% |
| Property 3 | 0.50 | 0.49 | 0.00 | - | - | 0.49 | 6 | 98.00% | 100.00% |
| Property 4 | 22.20 | 18.37 | 0.67 | 3.02% | 3.65% | 17.70 | 212 | 79.73% | 96.35% |
| Property 5 | 7.22 | 6.40 | 0.00 | - | - | 6.40 | 77 | 88.64% | 100.00% |
| Property 6 | 11.96 | 2.08 | 0.00 | - | - | 2.08 | 25 | 17.39% | 100.00% |
| Property 7 | 7.37 | 0.82 | 0.00 | - | - | 0.82 | 10 | 11.13% | 100.00% |
| Property 8 | 10.20 | 0.00 | 0.00 | - | - | 0.00 | 0 | - | - |
| Property 9 | 7.52 | 3.37 | 0.00 | - | - | 3.37 | 40 | 44.81% | 100.00% |
| Property 10 | 0.11 | 0.00 | 0.00 | - | - | 0.00 | 0 | - | - |
| Property 11 | 0.11 | 0.00 | 0.00 | - | - | 0.00 | 0 | - | - |
| Property 12 | 0.43 | 0.08 | 0.00 | - | - | 0.08 | 1 | 18.60% | 100.00% |
| Property 13 | 10.66 | 10.33 | 0.00 | - | - | 10.33 | 124 | 96.90% | 100.00% |
| Property 14 | 4.52 | 4.47 | 0.00 | - | - | 4.47 | 54 | 98.89% | 100.00% |
| Property 15 | 5.70 | 5.70 | 0.00 | - | - | 5.70 | 68 | 100.00% | 100.00% |
| Property 16 | 0.52 | 0.52 | 0.00 | - | - | 0.52 | 6 | 100.00% | 100.00% |
| Property 17 | 0.51 | 0.51 | 0.00 | - | - | 0.51 | 6 | 100.00% | 100.00% |
| Property 18 | 6.56 | 2.49 | 0.01 | 0.15% | 0.40% | 2.48 | 30 | 37.80% | 99.60% |
| TOTAL | 121.68 | 78.97 | 0.68 | 0.56% | 0.86% | 78.29 | 939 | 64.34% | 99.14% |

Figure 14 _ Development Plan Key Features 1:10 000

**Legend**

- Extended views to floodplain and Warrnambool
- Local Open Space
- Floodplain
- Areas of significant slope
- Major Boulevard
- River Boulevard

# Key Design Features

## EXTENDED VIEWS

In preparing the development plan, regard has been given to the particular site features offered by the location and a desire to incorporate elements of the design and layout present within the established urban area of Warrnambool.

The plan area includes extensive areas of fall to the Merri River floodplain which will form an important recreational and aesthetic asset to the new community. Views exist from elevated areas to the south including the existing city of Warrnambool skyline.

**Response**

- Site local streets on slope to take advantage of end of street view to the Merri River and Warrnambool skyline;
- Where possible orientate local streets onto local parks;
- Utilise the local street network and parks to establish links with the floodplain; and,
- Seek to minimise planting at end of streets to avoid loss of street views.

## SITING OF OPEN SPACE

The plan area includes extensive areas of the Merri River floodplain which will form an important recreational and aesthetic asset to the new community. Views to the south also have the existing city of Warrnambool on the skyline.

**Response**

- Locate local parks generally in accordance with the NMRSP;
- Site the northern Local Park "A" so as to form an integrated part of the extended Merri floodplain reserve;
- Site the southern local Park "B" to include the fall to the Merri River and retain views across the floodplains to the Warrnambool skyline (see Figure 15); and,
- Utilising the local street network to provide links between parks floodplains.

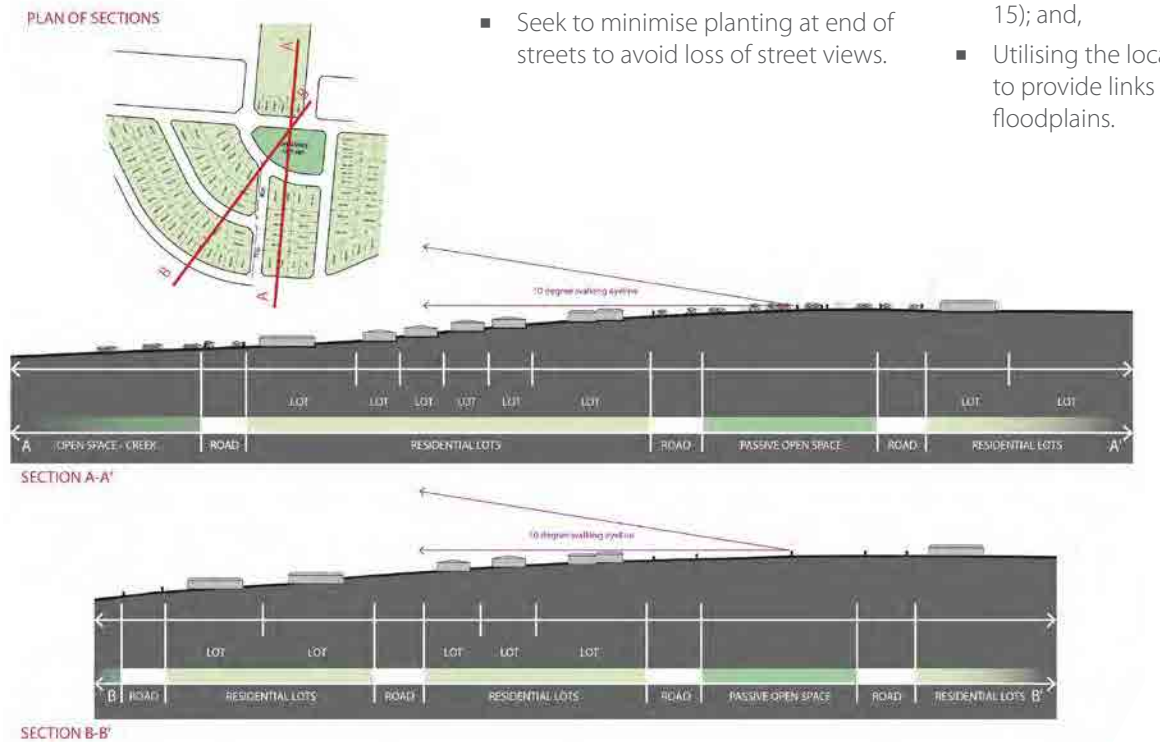



Figure 15 _ Local Park B - View Lines

## DESIGNING FOR SLOPE

The dominant ridge line extending across the north of the development plan area contains sections of slope, in some locations exceeding 20% (see Figure 10).

The development plan has been designed to orientate local streets on the fall of slope rather than across it.

Subdivision will need to respond to slope in a way that delivers a lot that is sympathetic to the slope and presents developable 'pads' or envelopes for housing (see Figure 15).

Key considerations in preparing a plan of subdivision include:

- Extent of slope on street network;
- Extent of cut and fill and implications for access to lots;
- Size of lots and extent of slope; and,
- Ability to site a housing envelope within a new lot created.

In some instances where slope exceeds 15% the lot size and orientation may need to be increased or varied to practically respond to slope. On excessive slope larger than normal lot sizes may need to be considered.

**Design Standards**

In preparing plans of subdivision on areas where significant slope exists plans and documentation supporting the application must address:

- Stability of slope on lot boundaries;
- Any retaining walls and materials of construction;
- Any stabilisation mechanisms proposed;
- Identification of areas of cut and fill;
- Identification of building envelopes;
- Access points to lots and extent of slope on access ways;
- Extent of slope on roads and footpaths; and,
- Any potential impact on public realm or public assets.


Figure 16 _ Designing for Slopes

Image source : *North of the Merri Development Plan Precinct B - Developer Group Feedback,* prepared by CPG and Tract Consultants, March 2012

## MAJOR BOULEVARD

The established Warrnambool streetscape is influenced significantly by wide tree lined streets fronted by large allotments. While in some instances (in particular more recent subdivision) there has been a departure from this, it is still a dominant feature of Warrnambool and this is a key element the development plan seeks to draw upon.

### Response

Wollaston Road and the main connector constitute the primary 'Boulevard Roads'. Key design outcomes are:

- Wide streets with large tree species, including exotics and central median treatment;
- Large lot frontage or building outcomes that replicate large frontages (generally 18m+ average); and,
- Larger frontages provide a secondary benefit of limited crossover points onto Wollaston Road, assisting in traffic management.

Primary access roads to retain boulevard design principles described above (without central medians) providing large lot frontages except for frontages to local open space where flexibility of lot sizes should be retained.

## RIVER BOULEVARD

The Merri River floodplain will ultimately be a major future open space asset, not only for the plan area but for Warrnambool generally. Orientating the street network and access points to the floodplain is a key objective of the development plan. The 'River Boulevard' not only opens the floodplain to views, it also provides optimum access.

### Response

- Maintain a contiguous access road interfacing with the river floodplain;
- Housing should front the floodplain;
- The 'River Boulevard' should accommodate on street parking as part of its design;
- Provide interruptions to continuous movement on the boulevard to slow traffic and provide safer public realm, including access to the floodplain; and,
- Potential exists to provide car parking associated with active open space or more intensive uses along or adjoining the river boulevard.

## EXISTING TREES

Central to the plan area (predominantly within or adjoining the proposed primary school site) several planted Eucaypt and mixed native trees exist.

Where possible, trees should be retained and incorporated through:

- Inclusion within public realm;
- Small, feature reserves for single high quality trees; and,
- New allotments can retain trees close to property boundaries where they will not impact on building envelopes.

It is recognised that many trees will not be able to be retained but a focus on retention where possible at detailed design stage will be required, particularly property 18 as identified in Figure 13.

Figure 17 _ Housing Diversity Opportunities

**Legend**

Area subject to slope - suited to larger lots

Less constrained areas - suited to mixed density and intensification over time

Large lot frontage (18m+)

# URBAN DENSITY

The density plan seeks to implement the objectives of the North of the Merri Structure Plan to provide an average rate of 12 lots per hectare with a diversity of lot sizes. Key elements include:

- Higher density areas generally located close to services and open space, within areas with minimal slope;
- A traditional (Warrnambool) streetscape of large frontages are to be provided on Wollaston Road and the main connector road;
- Opportunities for smaller lots and future intensification in less contained areas; and,
- Areas subject to slope encouraged to provide larger lots.

The overall objective of 12 lots per Ha net developable area density required by the NOMSP will be reviewed over time with the likely further intensification of development and further subdivision of larger lots not impacted by slope.

The type of housing capable of being provided will need to respond to the physical constraints of the plan area, particularly the slope. Essentially two broad categories of urban density opportunities exist.

### Area subject to slope

While varying across the plan area, areas identified as subject to slope and more suited to larger lots and, with some exceptions, generally not suited to future subdivisions

### Less constrained areas

Location identified as 'less constrained' in figure 16 have the potential to accommodate a diverse range of housing types from small lots of 350m$^2$ or less to 800m$^2$, with potential for future subdivision over time. Large lot frontages (generally 18+) should remain on Wollaston Road and collector roads as appropriate.

### Future Intensification

In designating urban density within the Development Plan the opportunity for the provision of further diversity in housing type, at subdivision stage, should not be precluded. A subdivision plan may provide alternative outcomes subject to consideration under the provisions of residential 1 zone including the provision of:

- Future medium density;
- Integrated housing; and,
- Dual occupancy.

Areas identified as being subject to excessive slope will generally not be suited to intensification and regard will need to be given to slope in the consideration of any proposal.

Figure 18 _ Movement Network Plan 1:10 000

**Legend**

- Sub Arterial - 30m Road Reserve /27m Reserve
- Connector - 27.4m Road Reserve
- Primary Access Street - 21m Road Reserve
- Local Street - 16m Road Reserve
- Park Edge Street - 13m Road Reserve/12m Road Reserve
- Controlled Intersection
- Local Area Traffic Management
- Median Break subject to further design details
- Pedestrian Crossing Point
- Pedestrian Link
- Bus Stops

# Movement Network

## ROAD NETWORK

The overall movement network illustrated in Fig. 18 matches the traffic and transport advice from TTM Consultants Pty Ltd in their report entitled "NORTH OF MERRI DEVELOPMENT PLAN STAGE 1 - TRANSPORT IMPACT ASSESSMENT" dated 1 October 2012. This development plan provides some additional flexibility to the TTM advice where variations of road widths and verges may be proposed and considered for landscape and/or urban design purposes beyond the traffic function of the road.

### Sub Arterial

The only sub arterial road is Wollaston Road, dissecting the plan area from east to west. From a 27 metre road reserve on the northern boundary of the Development Plan, Wollaston Road will widen to a 30 metre divided road reserve from the northern bend to the plan boundary in the south. Key elements include:

- Central median in the 30m section of the road;
- Road widening to occur on both sides of the road in the north of the plan, shifting to the north in the south of the plan;
- The cross section to allow for a parking lane each side of Wollaston Road with 'returns' at intersection and at key points between intersecting streets, to be confirmed at the detailed design stage (refer to Figures 19 &20); and,
- Median breaks limited to the connector road intersection and key entry points into the development in the south of the plan. Median breaks to be constructed with appropriate turning lanes.

### Connector Road

Intended to function as the main east/west connector across the Structure Plan Area, providing a principle connection to the east in particular, the connection will:

- Function as the primary access point from Wollaston Road;
- Facilitate the main traffic control mechanism on Wollaston Road;
- Provide a key boulevard into the Development Plan;
- Provide an off road shared cycle path; and,
- The connector will provide a central median treatment with median breaks at three 'T' intersections east of Wollaston Road and at local street roundabouts wear of Wollaston Road only (refer to Figure 18).

### Primary Access Street

Intended to provide access to development from Wollaston Road, the primary access street will:

- Function as a gateway to the future residential areas from Wollaston Road at a local level; and,
- Provide primary access to the activity centre and primary school site.

### Local Access Street

Local access street will:

- Vary in width from 16 metres to 18
- metres;
- 18 metre streets will generally function as longer streets, carrying larger volumes of traffic and provide end of street destinations (eg. sub arterial, connector or open space and views). An emphasis is placed on wider verges and increased landscaping, retaining 'rural township' experiences;
- 16 metre streets will provide shorter local links; and,
- The local street network should, wherever possible, provide an end of street view.

### Park Edge/River Boulevard

The Park edge/River Boulevard is proposed with two possible variants of typical section. The 12m condition will be typical and the 13.8m variation will be applied at points of activity or areas expected to accommodate reasonable frequency or that which might attract parking demands that are unlikely to be able to be comfortably accommodated within the standard "Park Edge" street form, a wider (7.3 metres) carriageway is proposed. The actual application of the wider carriageway should be determined in conjunction with the design and location of park facilities including barbeques playground equipment and the like. The Park edge/Boulevard will:

- Provide a continuous interface to future parkland;
- Provide the main vehicle access to the Merri floodplains for the Development Plan Area and wider community;
- Allow for a parking lane to accommodate anticipated future public demand; and,
- Provide interruptions to continuous movements at key points on the boulevard.

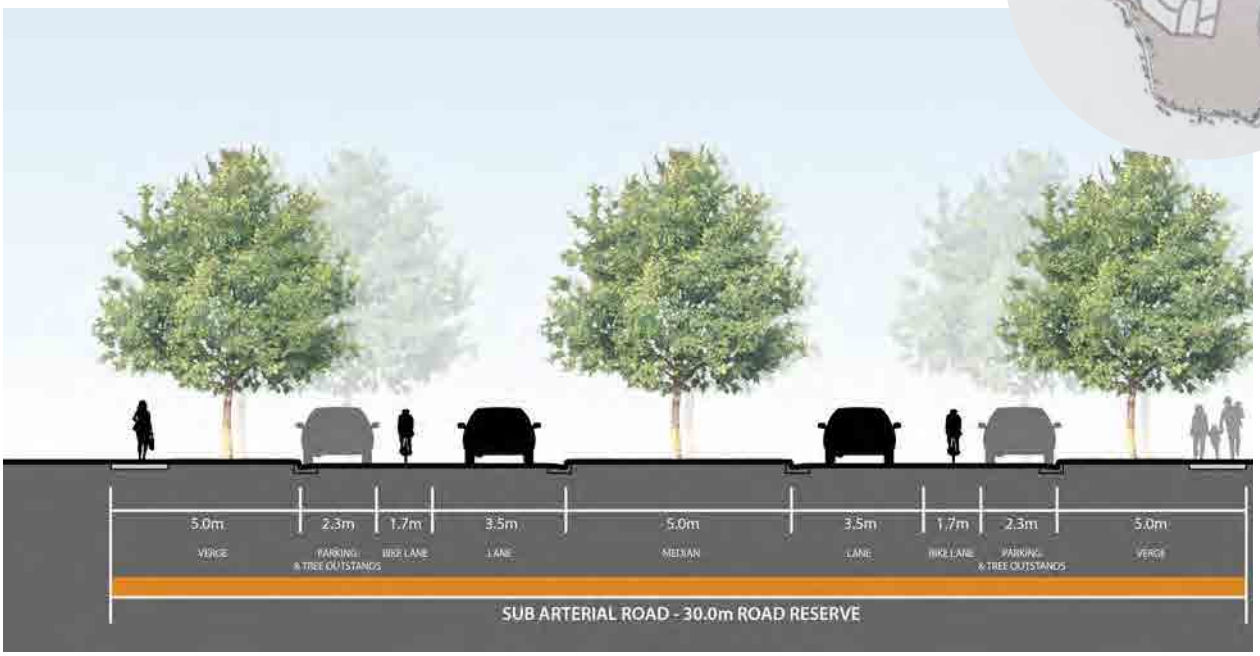



Figure 19 _ Sub Arterial Section 1:200


Figure 20 _ Sub Arterial Section 1:200

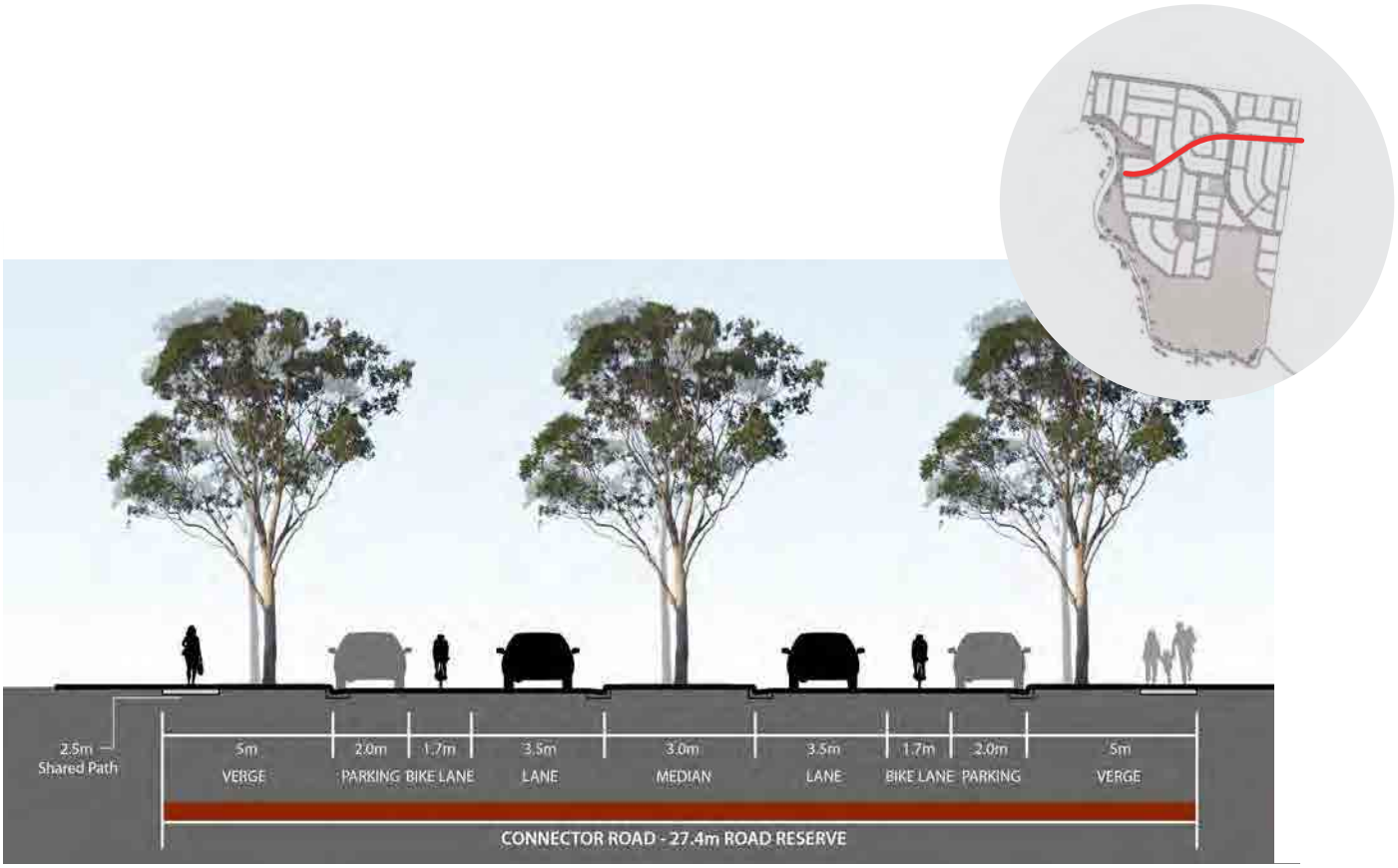



Figure 21 _ Connector Road Section 1:200


Figure 22 _ Primary Access Street Section 1:200

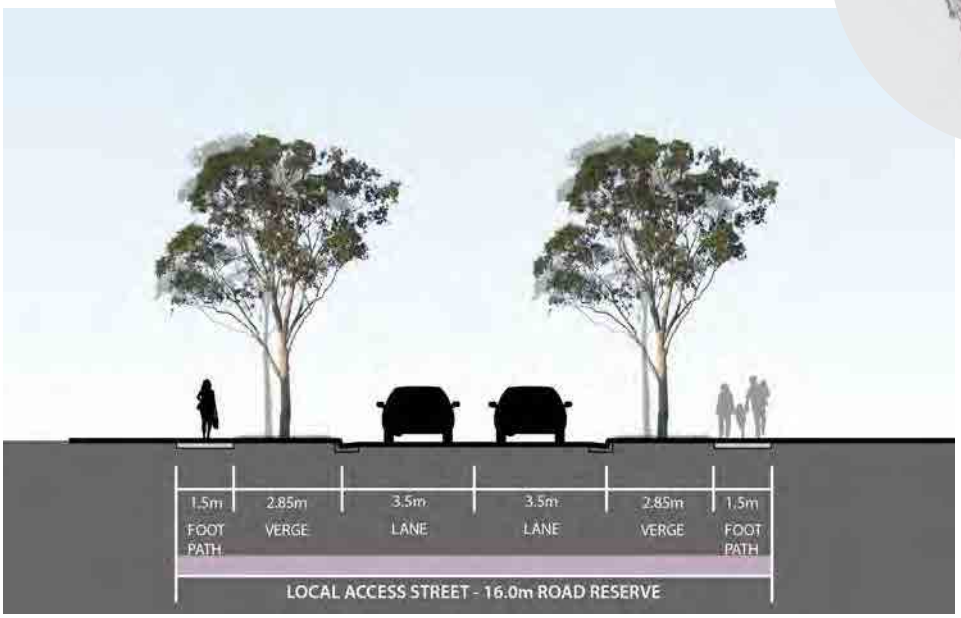



Figure 23 _ 16m Road Reserve 1:200


Figure 24 _ Local Street Section 1:200

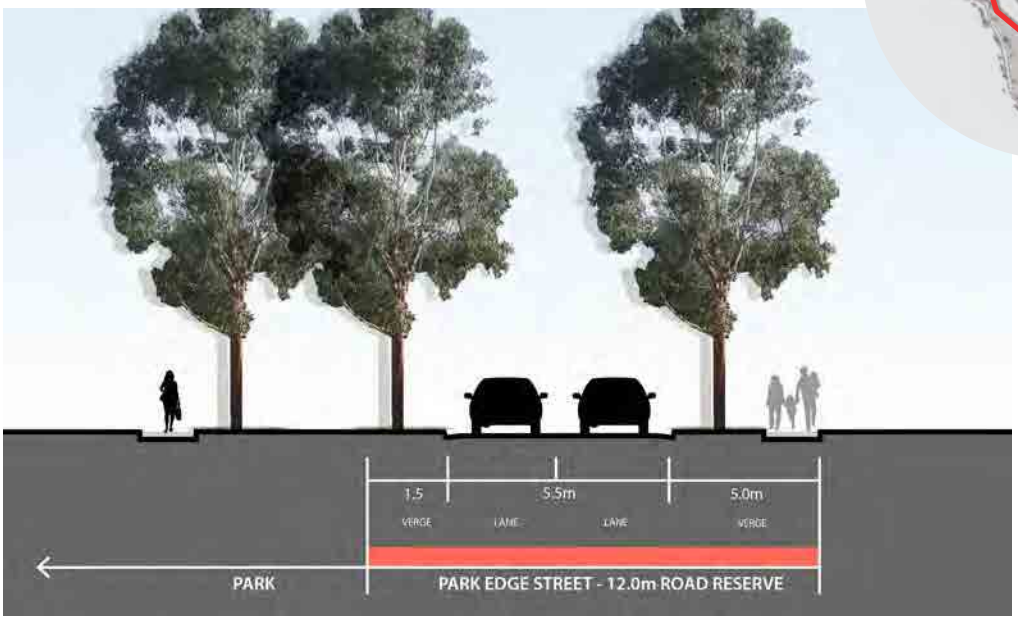



Figure 25 _ Park Edge/River Boulevard Type 1 1:200

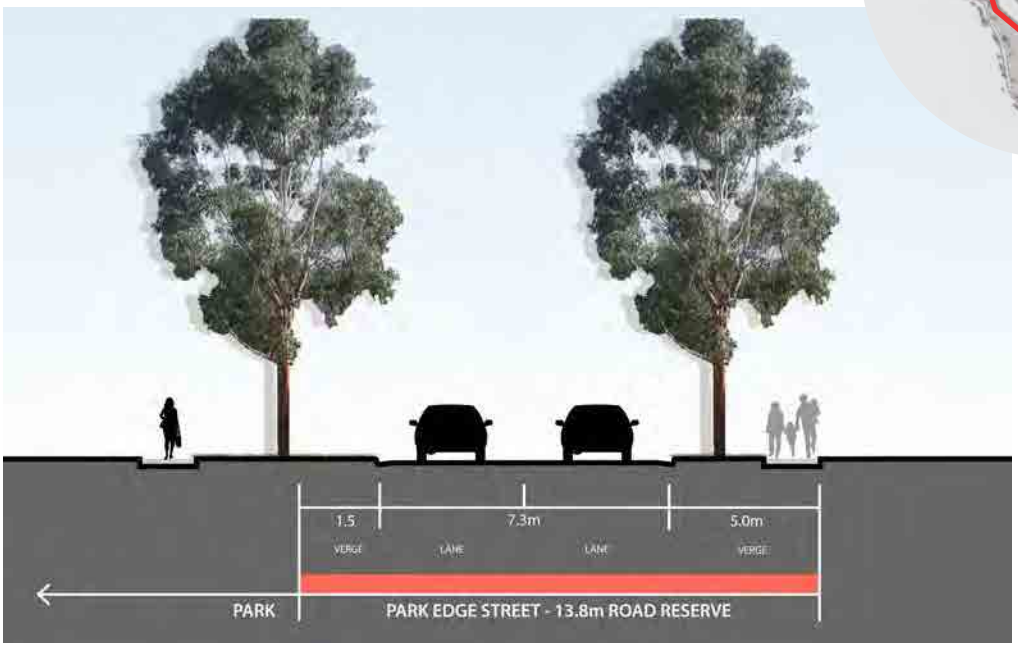



Figure 26 _ Park Edge/River Boulevard Type 2 1:200

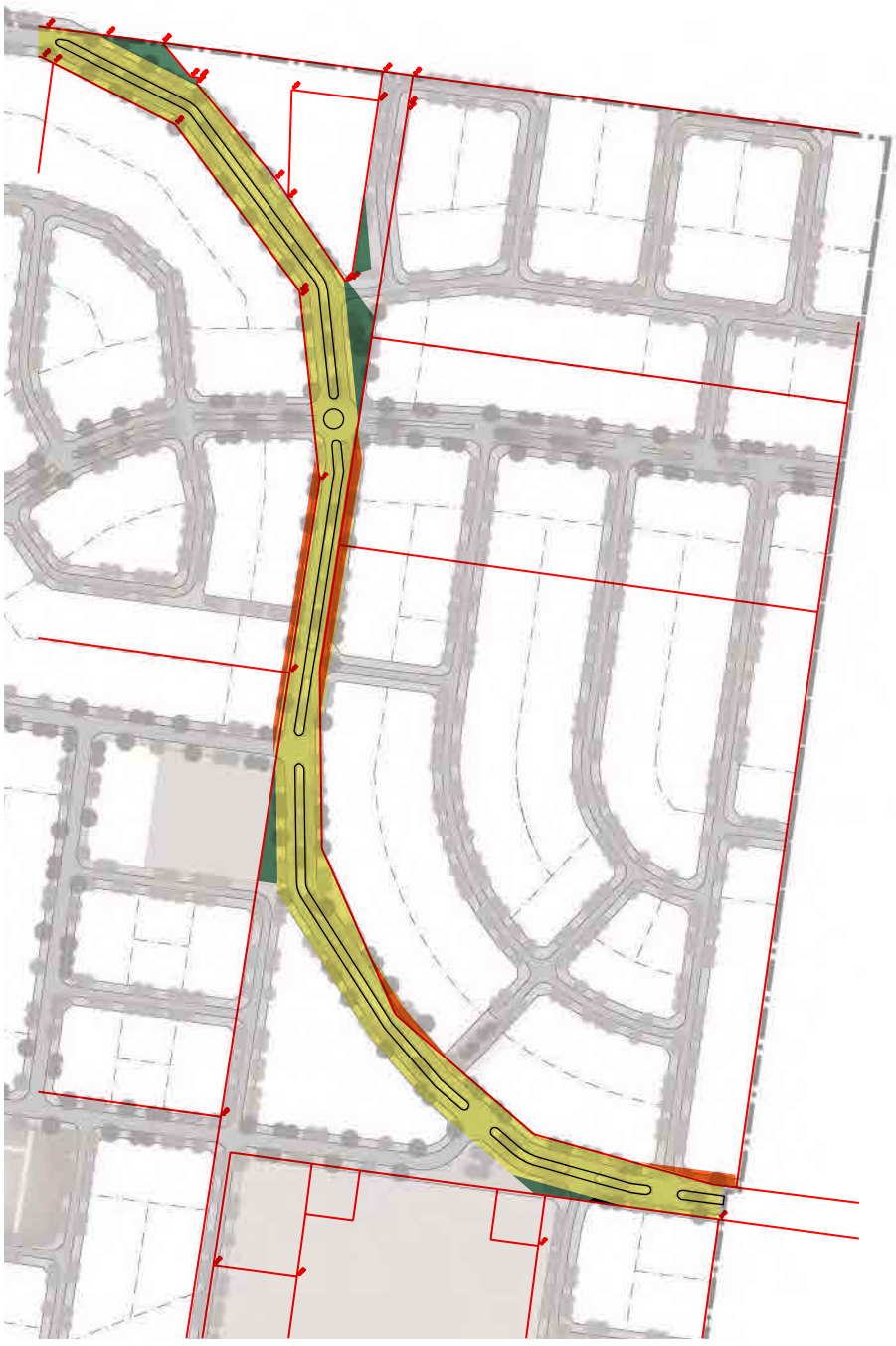


Figure 27 _ Wollaston Road Widening and Design Features 1:5000

**Legend**

- Existing Wollaston Road Profile
- New Wollaston Road Profile
- Road Widening
- Landscape Treatment (within existing profile)

* Any land required for intersection splays upon final design detail not shown in Figure 26 as road widening will form part of the requirement of development and will be provided at the developers cost.

# Movement Network

## WOLLASTON ROAD WIDENING

The irregular cross section of the existing Wollaston Road and the additional increase in reservation to accommodate the planned road cross section will necessitate additional land requirements that vary for the section within the development plan.

In summary, Wollaston Road will eventually contain a widening on both sides of the road through the "central" section, transitions to the northern side of the road in the south of the plan area.

The Wollaston Road design will need to be confirmed and finalised prior to construction but should include:

- Returns at the end of parking lanes at intersecting streets;
- Opportunities for additional planting and landscaping at locations where additional land exists within the ultimate future road reserve (see street network landscaping);
- Provide a raised crossing point, central to the plan area at the linear pedestrian link point;
- Dominant high quality tree species and landscaping to emphasise the role of Wollaston Road as the thoroughfare and to provide enhanced visual amenity; and,
- Initial median breaks to exists only at the roundabout on the east-west connector, access street opposite the school site and southern entry to the part of the Development Plan, east of Wollaston Road.

Figure 27 provides an indicative long section of the middle section of Wollaston Road identifying future widening and key features for incorporation into final, detailed design.

Figure 28 _ Pedestrian & Cycle Network 1:10 000

**Legend**

- Growth area wide primary pedestrian & cycle network - off road
- Precinct based primary pedestrian network
- Off road pedestrian /cycle network
- On road cycle lanes
- Controlled Intersections
- Median Break (with right turning lane)
- Primary pedestrian priority crossing points
- Bus stop locations
- Public Space
- Flood Plain (Regional Open Space)
- Dedicated "end of street" reserves

# Movement Network

## PEDESTRIAN AND CYCLE LINKS

The plan proposes a number of alternative pedestrian and cycle opportunities other than the road network. Key elements include:

- Cycle lanes on Wollaston Road and connector;
- Street network to function as the primary pedestrian and cycle network;
- Pedestrian and cycle paths to be constructed within the Merri River floodplain (location to be confirmed in detailed design plan, prior to construction); and,
- Pedestrian linkages provided as dedicated reserves at key 'end of street' destinations onto Wollaston Road.

## PUBLIC TRANSPORT

It is envisaged that the primary public transport route will be Wollaston Road providing a bus route into central Warrnambool.

The timing of delivery of services and ultimate route is yet to be determined and commencement of a regular bus service is uncertain.

Bus stops will be located on Wollaston Road at locations identified in the North of the Merri Structure Plan.

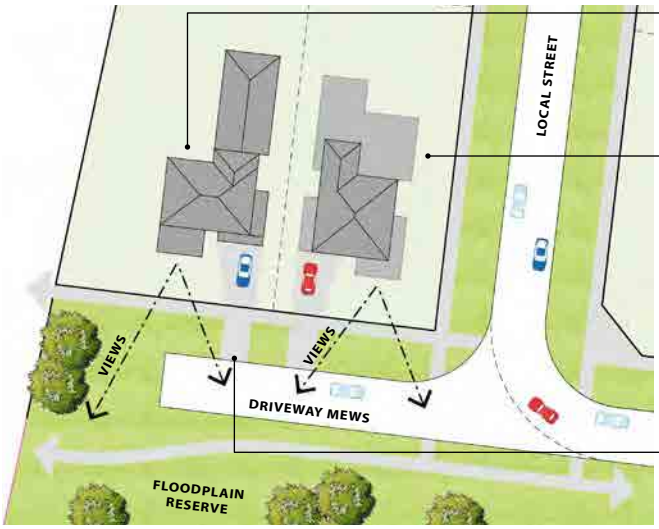
## INDIVIDUAL LOCAL AREA RESPONSES

In delivering the concept for the movement network a number of pedestrian walkways, local access points and crossing points are identified.

The following diagrams present concepts for each of these features which provide a basis for a final, detailed plan to be prepared as part of a future subdivision plans, prior to construction.


1. River Mews Court
2. Northern Local Park Interface
3. Pedestrian Walkway
4. Access point to Wollaston Road
5. Wollaston Road Crossing and Pedestrian Walkway

Figure 29 _ Local Area Responses

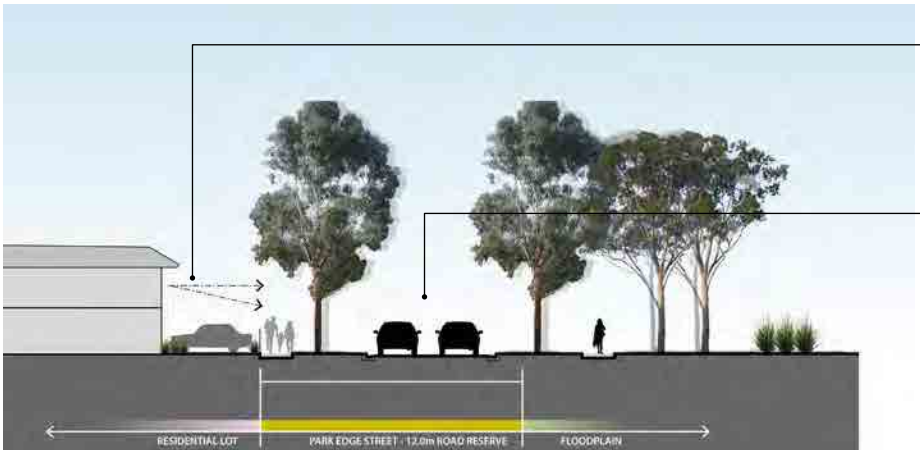



Built form should be oriented towards adjacent flood plain to provide passive surveillance opportunities along this interface

Lots to address Mews

Driveway Mews to provide access to lots. Driveways to be less than 60m length.

Figure 30 _ 1/ River Mews Court




Built form should be oriented to, where practical, towards the adjacent park, to provide passive surveillance opportunities along this interface

Narrow road reserve slows traffic and encourages park surveillance

Figure 31 _ 2/ Northern Local Park Interface


Safe and welcoming pedestrian connection through to Wollaston Road

Pedestrian link may include soft landscaping treatments, seating areas and places to rest

Fencing an access provided at either end of the link to ensure only pedestrian access is permitted (design specification to be confirmed prior to development)

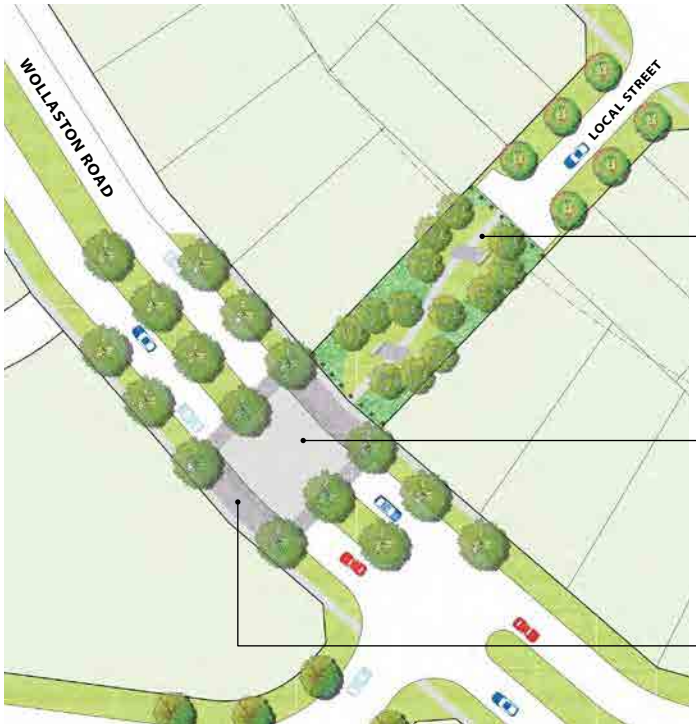
Figure 32 _ 3/ Access Point to Wollaston Road


Driveway access from side roads is encouraged to avoid long extended driveways and to minimise breaks in feature

Feature tree and soft landscaping treatments to be provided at the termination of a key vistas on Wollaston Road (travelling in both directions)

Driveway access to lots fronting Wollaston Road to be consolidated

Figure 33 _ 4/ Aligned Northern Intersection




Safe and welcoming pedestrian connection through to Wollaston Road, may include seating areas and places to rest

Raised / wombat crossing (on same plane as kerb extension) emphasises pedestrian priority and provides traffic calming at this location (detailed design as part of Wollaston Road design)

Kerb extension to reduce distance between footpaths for pedestrians and provides clear sight lines - allowed for by removal of parking opposite the pedestrian link (detail to be resolved)

Figure 34 _ 5/ Wollaston Road Crossing

Figure 35 _ Open Space 1:10 000

**Legend**

- Public/passive open space
- Flood Plain (regional open space)
- Potential for active open space co-located with school (location and size indicative only)

# Open Space

## ACTIVE OPEN SPACE

### Character

An active open space reserve which has the ability to provide active (football, cricket, soccer and multi sport courts) and passive recreational uses will be provided at a location on the Merri River floodplain. The final location and details of any active open space will be the subject of future detailed planning for the floodplain.

The reserve may incorporate formal sports activities including active playing fields, a shared pavilion and car parking area, as well as less formalised uses, such as children's playground facilities, shaded tree areas, seating and picnic facilities.

A walking / cycling path will provide connections to surrounding residential areas and through the wider open space network. The reserve will adjoin the proposed primary school and will reinforce this location as the focus for community and active recreational activity.

The specific location and dimensions of the future active open space reserve and the facilities to be developed will be determined via the preparation of a future Merri River Parklands Master Plan.

### Features

- Landscape values;
- Sport facilities which may include football, cricket and soccer pitches, multi sport courts, a shared pavilion and associated car parking, subject to future planning;
- Shade tree planting;
- Park furniture/seating;
- Path connections;
- Play facilities;
- Picnic facilities; and,
- Fishing Facilities.

## PUBLIC/PASSIVE OPEN SPACE

### Character

Two local neighbourhood parks will provide passive recreational opportunities for the surrounding residential community. They will offer a place for children to play and establish relationships and will allow people to relax, meet and greet within close proximity of their homes. Park A is located adjacent to the floodplain with views from the residential streets terminating at this point. The location of Park A, the northern park, varies from the structure plan. The relocation has occurred in response to the opportunity to enhance open space provision close to the river and difficulty in early delivery of the park in the northern location.

Park B is 0.81 hectares and is strategically located on the high point of the site. This reserve will reinforce the character established by the adjacent key access road and will provide a visual connection between the floodplain and the residential area.

Reflecting a 'local park' aesthetic both reserves will incorporate a combination of hard and soft landscape treatments including paths, seating, play facilities and shade trees to create an inviting, exciting and enjoyable environment for a variety of people. Walking/cycling paths will provide connections to surrounding residential areas and to the wider landscape.

### Features

- Landscape values;
- Shade tree planting;
- Park furniture / seating;
- Path connections;
- Play facilities; and,
- Picnic facilities.

## FLOODPLAIN

### Character

A large open space reserve located within the floodplain of the Merri River. The reserve will form part of the drainage strategy for the site and will provide visual and physical connections to Merri River - defined by the Urban Floodway Zone, the 1% floodline or 30m setback from river wherever the floodline is less than 30m.

Providing high amenity for surrounding residential housing, the reserve will provide for diverse recreational activities. A path network will connect the reserve with the wider landscape, while soft landscaping and seating will offer the local community a space in which they can relax, sit and enjoy.

There is also the opportunity to incorporate interpretive signage to promote awareness of the drainage and ecological function of Merri River.

Detailed elements of the future reserve, such as

- Path locations;
- Feature planting;
- Fencing, location and type; and,
- Facilities such as play equipment or BBQ's .

Will be addressed as part of detailed park planning.

### Features

- Landscape values;
- Shade tree planting;
- Revegetation;
- Park furniture / seating;
- Path connections;
- Drainage functions;
- Ecological values; and,
- Fishing facilities.

## Street Network Landscaping Concept

In presenting a concept for landscaping of the local street network, the objective of enhancing the main connector and Wollaston Road as main thoroughfares, is reinforced through the use of dominant tree species (Pin Oak) for the full length of each road, while creating local "areas" or themed precincts for the landscaping of local streets.

Key elements include:

- Dominant species for main roads;
- Local 'themed' neighbourhood planting; and,
- Feature planting on additional reservations or ends of vision lines.

Figure 36 presents a 'themed neighbourhood' concept where specific tree species are identified for specific precincts on neighbourhoods providing a point of difference back precinct.

These neighbourhoods with their distinctive landscaping will be separated by the main connector and access streets, back with their own distinctive themes.

Main road street themes include:

**1. Sub Arterial**

*Quercus palustris*
Pin Oak

**2. Connector**

Verges - *Quercus palustris*
Pin Oak

Median - *Pyrus Calleryana Capital*
Ornamental Pear

**3. Park Edge Along Floodplain**

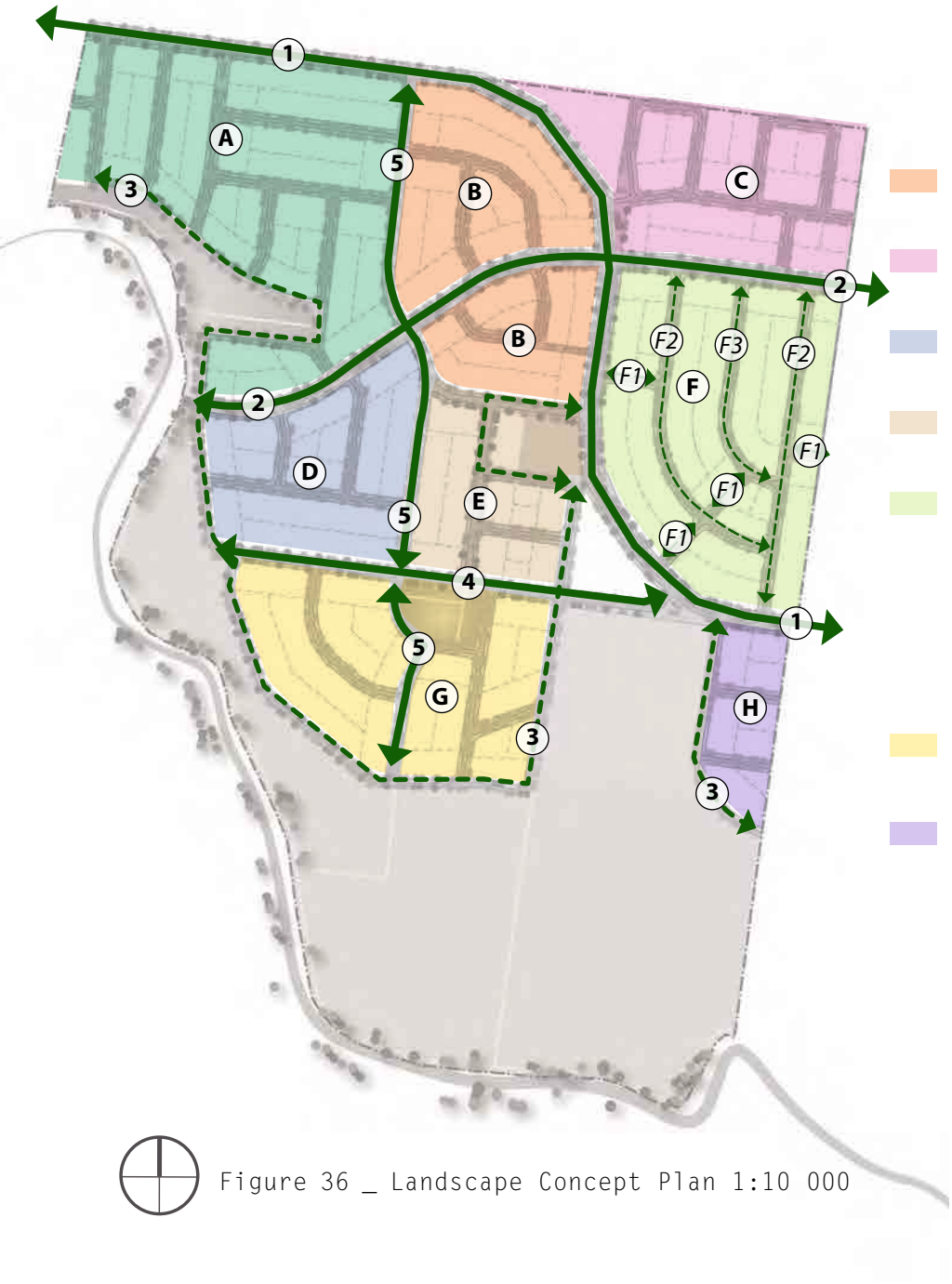
*Eucalyptus ovata*
Swamp Gum

**4. East-West Street**

*Lophostemon confertus*
Brushbox

**5. North-South Street**

*Magnolia grandiflora greenback*
Southern Magnolia




**Local Streets 16m Width**

A.1 *Corymbia ficifolia 'fairy floss'*
Flowering Gum 'Fairy Floss'

A.2 *Acer platenoides Crimson Sentry*
*Norway Maple*

A.3 *Pyrus ussuriensis*
Manchurian Pear

B. *Zelcova serrata 'green vase'*
Japanese Elm 'Green Vase'

C. *Eucalyptus leucoxylon 'Rosea'*
Pink-Flowering Gum

D. *Elaeocarpus reticulatus*
Blueberry Ash

E. *Pyrus betulaefolia 'dancer'*
Ornamental Pear

F.1 *Quercus palustriis*
Pingreen Pillar

*F.2 Corymbia ficifolia 'wildfire'*
Flowering Gum 'Wildfire'

F.3 *Corymbia ficifolia 'fairy floss'*
Flowering Gum 'Fairy Floss'

G. *Corymbia ficifolia 'wildfire'*
Flowering Gum 'Wildfire'

H. *Agonis flexuosa*
Willow Myrtle

The larger tree species identified for the main road network will require increased verges and reservation area to accommodate the trees and setbacks from road pavement

Figure 36 _ Landscape Concept Plan 1:10 000

## 1.SUB ARTERIAL
## 2.CONNECTOR - VERGE



*Quercus palustris*
Pin Oak

## 2.CONNECTOR - MEDIAN



*Pyrus Calleryana Capital*
Ornamental Pear

## 3.PARK EDGE ALONG FLOODPLAIN



*Eucalyptus ovata*
Swamp Gum

## 4.EAST-WEST STREET



*Lophostemon confertus*
Brushbox

## 5.NORTH-SOUTH STREET



*Magnolia grandiflora greenback*
Southern Magnolia

## A.1 LOCAL STREETS




*Corymbia ficifolia 'fairy floss'*
Flowering Gum 'Fairy Floss'

## A.2 LOCAL STREETS


*Acer platenoides Crimson Sentry*
Noorway Maple

## A.3 LOCAL STREETS



*Agonis flexuosa*
Willow Myrtle

## B. LOCAL STREET



*Zelcova serrata 'green vase'*
Japanese Elm 'Green Vase'

## C. LOCAL STREET



*Eucalyptus leucoxylon 'Rosea'*
Pink-Flowering Gum

## D. LOCAL STREET



*Elaeocarpus reticulatus*
Blueberry Ash

## E. LOCAL STREET



*Pyrus betulaefolia 'dancer'*
Ornamental Pear

## F.1 LOCAL STREET



*Quercus palustris 'pingreen pillar'*
Upright Pin Oak

## F.2 LOCAL STREETS



*Corymbia ficifolia 'wildfire'*
Flowering Gum 'Wildfire'

## F.3 LOCAL STREETS




*Corymbia ficifolia 'fairy floss'*
Flowering Gum 'Fairy Floss'

## H. LOCAL STREETS



*Pyrus ussuriensis*
Manchurian Pear

# Activity Centre and Community Facilities

## LOCAL ACTIVITY CENTRE

The local activity centre will function to provide local convenience retail services and potentially private services, supporting higher order centres outside the plan area, including central Warrnambool.

Any proposal for this site will need to respond to the emerging needs of the growing community and the extent of service delivery at locations nearby.

The local activity centre is located on a site of approximately 8000m$^2$ and is anticipated to support 1000m$^2$ to 1200m$^2$ gross leasable floor space, maximum.

The site offers potential to provide private services such as medical or private healthcare, and integrated medium density housing.

Any proposal for a shop, retail premises or any other commercial use other than that allowed for under the existing zone provisions will require a rezoning.

A rezoning request must be accompanied by:

- A retail needs assessment or needs assessment for any proposed use; and,
- A detailed design response for the site.

**Concept for the Centre**

The following concept presents a representation of how the local activity centre might develop. The concept is indicative only and final design and detail will be subject to a separate town planning application or rezoning request.

Key features of the centre include:

- Primary shop frontage to Wollaston Road;
- On site car parking at rear of the shops;
- Pedestrian 'through links' to shop entrance;
- On street parking on northern primary access road;
- Landscaped buffer to rear of residential interfaces;
- Ability for street front landscaping to interface with Wollaston Road widening; and,
- Outdoor seating area and 'cafe' precinct on Wollaston Road frontage protected from westerly winds.

Figure 37 _ Community Facilities

**Legend**

Neighbourhood Activity Centre
Potential School Site


Figure 38 _ Activity Centre

## PRIMARY SCHOOL

The primary school site has been nominated on a location central to the future Merri North community on the major road transport route and adjoining active open space.

The school site meets the access criteria of the Department of Education and Early Childhood Development (DEECD).

Delivery of a school will be the responsibility of DEECD and timing of acquisition and construction will need to be confirmed by DEECD.

## PRIVATE OR NON PRIVATE FACILITIES

The Development Plan may accommodate provision of any non-government facilities or services such as child care, medical services etc subject to the provision of the relevant zoning.

The responsible authority may consider rezoning of land to accommodate a use that is not permitted within a residential 1 zone if a need for a service or use is established. Siting of any community facility should meet the following criteria:

- Be located fronting Wollaston Road or a connector road;
- Be of a size and scale of development that can be integrated with adjoining and nearby land uses; and,
- The use should not create excessive traffic, noise, or an excessive impact on the residential amenity of the area.


Figure 39 _ Drainage Plan 1:10 000

# Services and Infrastructure

## SERVICING

The development plan area is capable of being serviced by all major urban services. In particular, as a requirement of the Development Plan Overlay and North of the Merri Structure Plan, a detailed response to storm water management and drainage is required.

### Water Supply

Wannon Water are currently designing the required water infrastructure to serve the development plan area, with the intention to commence construction during the summer season of 2012 – 2013, for commissioning in 2013 - 2014. The development plan area will be served via a 300mm dia main extending down from the Liebig Street water tower, and across the Merri River along the route of the proposed extension to Bromfield Street to Wollaston Rd. As a short term measure, this main will provide reticulated water to each development within the plan area, but will eventually become a feeder main to an elevated storage facility from which reticulation mains will be extended.

### Sewer

Wannon Water are currently designing the required sewer infrastructure to serve the development plan area, with the intention to commence construction during the summer season of 2012 – 2013, for commissioning in 2013 - 2014. The development plan area will be served via gravity reticulation / collector mains extending along the flood plain boundary, and down to the authority constructed pump station, where it will be pressurised, conveyed under the Merri River, and into existing Wannon Water assets on the south side of the river.

### Gas, Electricity and Telecommunications

The area has the capacity to be services with gas, electricity and telecommunications. Service providers, within service areas, are requires to extend services to new subdivision within major urban areas, including Warrnambool.

### Drainage

The Warrnambool City Councils' North of the Merri Structure Plan, and associated development contribution plan; provides for the construction of shared drainage assets both underground and as surface treatments for the stormwater runoff from the development plan area. An underground pipe network is scheduled to convey the stormwater from the developable areas into the floodplain, where swale drains and wetlands will treat the water to current best practice standards prior to discharge into the Merri River. Wetlands constructed within the flood plain / Public Open Space area will not only satisfy the current Water Sensitive Urban Design Guidelines for the development of urban land, but will also contribute to the passive experience of the parklands, proposed for the area.

Key elements of the drainage strategy, responding to the provisions of the North of the Merri Structure Plan and DCP include:

### Staging of Drainage Works

It is anticipated that drainage works will be staged in delivery in response to servicing the specific development sites and catchments as development occurs at different times.

Whilst the North of the Merri DCP includes a range of drainage works that will need to be progressively constructed to establish the permanent drainage solution, it is likely that the key landholdings within the Development Plan area will be sought to be developed independently. Should each of the key landholdings be subject of separate planning permit applications it will be necessary for the permit applicant to demonstrate to the satisfaction of Council that drainage outfall can be provided to service the land prior to issue of the permit. Where any such proposal involves interim works that do not form part of the ultimate drainage solution as identified in the North of the Merri DCP', these works will be provided at the developer's cost and no credit will be provided to offset DCP payments. Where direct access is not available to the Merri River floodplain and conveyance of storm water is required across privately owned land it will be incumbent upon the permit applicant to obtain written landowner consent or establishment of necessary easements prior to issue of planning permit

### Relocation of Infrastructure

An existing powerline dissects the northern part of the plan area. This powerline will be placed underground within the future street network. This is addressed as a development contribution item.


Figure 40 _ Drainage Plan 1:10 000

# DRAINAGE OPTION FOR DR06

Brian Consulting Pty Ltd advise that there are three viable options for drainage of DR06 including:

**Option A**

To implement drainage in accordance with the Structure Plan and DCP:

- works to be completed on properties owned by parties outside the current development group, and is dependant on staging of the development of this land.
- will require works to be completed on the land immediately to the south, within the immediate flood plain and within the flood plain on Rodgers land.

**Option B**

This drainage option involves the construction of a new underground piped drainage network from the low point in Wollaston Rd, West along Wollaston Rd to the Rodgers Land, and then south through Rodgers land to the proposed wetlands.

If actioned, this network should be sized to cater for the difference between the pre-developed 100 year flows and the fully developed 100 year flows, to ensure that the capacity of the existing open drain from the Wollaston Rd low point is not exceeded.

**Option C**

This drainage option requires the construction of a detention basin at the low point of the DR06 area, sized to cater for the difference between the pre-developed 100year flows and the fully developed 100 year flows, to ensure that the capacity of the existing open drain from the Wollaston Rd low point was not exceeded.

This drainage option is fully developer funded, and is only applicable to the amount of land served by the basin, limiting discharge to the existing pre-development flows into the existing drainage system to the south of Wollaston Rd.

Water Sensitive Urban Design policy would require quality treatment via a system of raingardens strategically placed throughout the upper reaches of the contributing catchment, enabling the basin to function as a temporary short-term retention system only. While this system can remain in place indefinitely, de-commissioning of the basin can be easily achieved, should an alternative solution be presented, (namely drainage option DR06-A), enabling the land to be developed into residential allotments.

# Staging

## OBJECTIVES

The objective of the staging plan is to provide an indication of the likely commencement point and direction of development based on:

- Access to urban services;
- Safe road access;
- The potential for each development to commence independently and at different times;
- The ability to stage upgrades to local infrastructure; and,
- The requirement to withhold the frontage to Wollaston Road until such time as the upgrade of Wollaston Road has been undertaken to the standard specified in the North of the Merri Local Structure Plan.

The staging plan should assist in delivery of infrastructure and timing for provision of development contributions. The staging plan provides for development to commence on two of the larger properties within the Development Plan area in the short term. Subdivision and development is not anticipated to occur on the third landholding until such time as the upgrade of Wollaston Road has occurred. Until such time as the upgrade of Wollaston Road is delivered it will be necessary to with hold the frontage to Wollaston Road. This strategy has been adopted to enable development to commence (up to 400 lots) before the upgrade of Wollaston Road is required. Due to the absence of reticulated services and the condition of existing infrastructure (such as Wollaston Road) it will be necessary to carefully control the staging of development as part of the planing permit process.

Lots fronting Wollaston Road have been identified in the later stages of development and will not be able to be developed until such time as the upgrade of Wollaston Road has been undertaken to the standard specified in the North of the Merri Local Structure Plan.

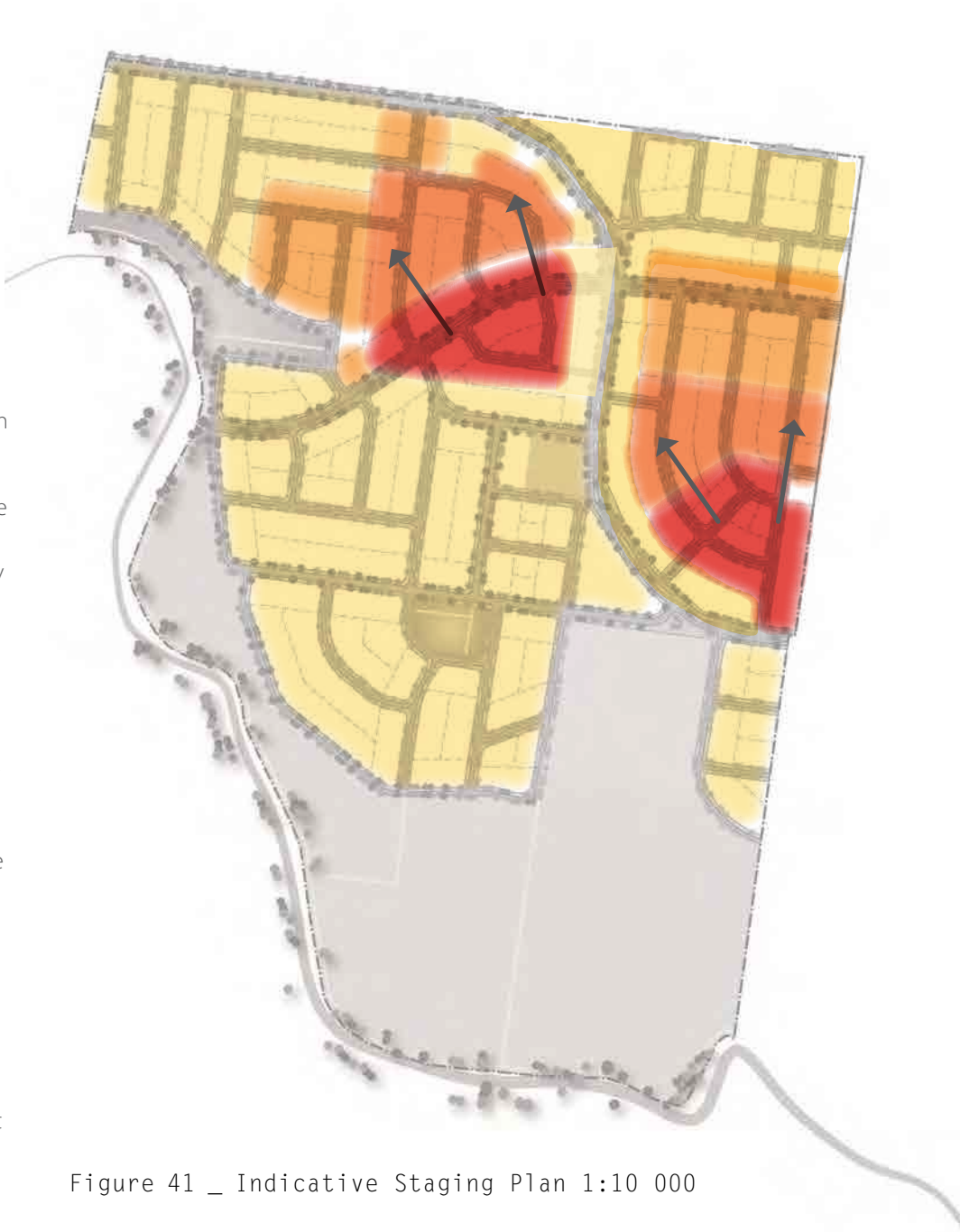



Figure 41 _ Indicative Staging Plan 1:10 000

# Urban Density

The objective of the North of Merri Structure Plan is for the development plan area to achieve an overall net urban density of 12 lots per Ha.

Given the need to design subdivision around physical constructions, particularly scope, certain parts of the development plan will be most suited to larger lots. Less constrained sites suited to more diverse density. It is anticipated that the overall objective of 12 lots per Ha will ultimately be met through the diversity of lot sizes in subdivision plans initially and through further subdivision of land over time. Key outcomes in achieving the desired outcomes long term are:

- Larger lots on Wollaston and the central connector roads;
- Larger lots through the subdivision in other locations capable of being further subdivided over time; and,
- Smaller lots at appropriate locations as part of subdivision application.

# Land Management During Development

In accordance with the requirements of the DPO 10, development is required to address the management of weeds (specifically weeds of national significance) during the development phase.

In addition soil erosion and land degradation risk during development is likely to be required to be addressed by the Catchment Management Authority and council.

**Site Management Plan**

To integrate the management of site degradation the development site during the development phase, Council may require a "site management plan" to be prepared and implemented for the life of the development (construction period) as a condition of town planning permit. Such a management plan could include:

- A weed management plan, mapping weeds proposing management mechanisms and reviewing regularly weed control mechanisms;
- Drainage and run off management. The proposed management of soil erosion risks and run off to water course and the Merri River; and,
- On site rubbish, containment for storage and reduction of wind blown rubbish from construction sites.

# Background Reports Informing The Development Plan

The development plan has been informed by a number of specifically focussed studies providing background material to both inform the preparation of the development plan and provide direction on the detail of the final plan.

While some of the issues addressed by the background reports are relatively "static" and need only be undertaken once, some areas may be influenced by change over time and it may be necessary to update information relative to some of the background material as part of planning permit applications for subdivision or development.

Background reports informing the development plan include:

**Drainage**

*The North of Merri - North of the Merri Development Plan Stage 1 (Wollaston Road Precinct) Drainage Report*
Brian Consulting Pty Ltd (October 2012)

**Biodiversity**

*Ecological Due Diligence Assessment, Wollaston Road, Warrnambool*
SMBL (October 2009).

*Validating Earlier Assessment 2006*
(Earthtech 2006)

**Environmental Assessment**

*Preliminary Environmental Site Assessment (EGA) of the North of Merri Structure Plan, Warrnambool*
Environmental Earth Services (November 2009)

**Cultural Heritage Management Plan**

*Wollaston Road, Warrnambool: Housing Subdivision Cultural Housing Management Plan - No. 11662*
(November 2011).

**Servicing**

*Infrastructure Servicing Report - 327,229 and 250-264 Wollaston Road, Warrnambool*
Brian Consulting Pty Ltd (November 2011).

**Arboricultural**

*Tree Report for Wollaston Road Subdivision*
Warrick Petering - Forest and Garden Tree Services (Undated)

**Traffic**

*North of Merri Development Plan Stage 1 Transport Impact Assessment*
TTM Consultants (October 2012)

# Matters requiring resolution either at Planning permit Application, or in accordance with permit conditions

In addition to any other application requirements or Planning Permit conditions required by the Responsible Authority, the following items are highlighted as matters likely to require resolution through the permit application, or through permit conditions to the satisfaction of the Responsible Authority.

### 1. Staging

Application requirements:

- Wollaston Road is to be completed to the standard specified in the North of the Merri Local Structure Plan before any lots fronting Wollaston Road are created
- Where staging is proposed, a staging plan must be submitted with the application.
- Where subdivision is proposed on Wollaston Road, the subdivision of lots adjoining Wollaston Road must be shown as a separate stage of development.

Permit condition:

- Council will require the staging plan to specify that the land fronting Wollaston Road will be set aside until the upgrade of Wollaston Road is completed.

### 2. Drainage

Application requirements:

- Planning Permit Applications will need to provide:
  - demonstrate that a satisfactory drainage outfall can be provided to service the land; and,
  - where conveyance of storm water is required across privately owned land, the permit applicant will need to submit with the application, written landowner consent or have established necessary easements.
  -

Permit conditions:

- Prior to the commencement of works, proponents will need to establish outfall drainage to the satisfaction of the drainage authority.

Additional agreements:

- Council will not take management of interim drainage solutions and applicants will be encouraged to seek ultimate drainage solutions. If interim works are proposed, Council may seek a management agreement or it may provide conditional approval subject to the proponent accepting liability for interim works under a section 173 Agreement or other contract to the satisfaction of the Responsible Authority.

### 3. Biodiversity

Permit condition:

- Prior to removal of native vegetation, an updated flora and fauna report must be provided to the satisfaction of the Responsible Authority, and must not be more than 18 months old at the time of the permit issue.
- In addition to recording any on site values, the flora and fauna report should also include a review and recommendations for the management of Weeds of National Significance.

### 4. Environmental Assessment

Permit conditions:

- Prior to use of land for sensitive land use purposes, Council may require a further assessment of any specific parts of the plan area where a change of land use has occurred from the background studies which the responsible authority considers appropriate for further contamination assessment. This may include but is not limited to:
- Farm related activity
- Soil storage or transfer sites; and,
- House sites and associated activity in outbuildings.

### 5. Cultural Heritage Management

Application requirements:

- Properties 2, 3, 7, 8, 11, 12, 15, 16, 17 and 18 are required to obtain a Cultural Heritage Management Plan prior to the issue of a permit for subdivision or major works.

Permit note:

- A note will be added to Subdivision Permits identifying that the permit area is subject to CHMP 11662. This will ensure that the applicant is aware that buildings and works permitted by the Planning Permit are also subject to requirements under an approved CHMP under the Aboriginal Heritage Act 2006.

### 6. Servicing

Application requirements:

- Council may require a servicing report to be provided with an application to subdivide land.
- Except for drainage or sewer if required by the relevant authority, no services are to be located on the park side of Park Streets or the River Boulevard unless agreed by the Responsible Authority.

Permit conditions:

- In addition to any service authority conditions, it is understood that permits will include a condition confirming the finalisation of future sewerage easements and pump stations to the satisfaction of Wannon Water.

### 7. Arboriculture

Application requirements:

- Applications will be required to submit proposed tree retention plans.
- Generally, this will affect a scattering of planted trees on property 18.

### 8. Site Management Plan

Permit condition:

- A planning permit may include a condition requiring the preparation and submission of a site management plan to the satisfaction of the Council.

  The site management plan is expected to include:

  - Construction management – typical construction management requirements including machinery, spoil and site storage, waste management during construction, wash down areas and other matters normally associated with construction management of subdivision works; and,
  - A weed management plan detailing how balance subdivision areas will be managed while in rural/semi-rural form, which not only reduces the spread, but actively reduces weed presence.

### 9. Development Contributions

Permit conditions:

Future Section 173 Agreements which enable the staged delivery of DCP infrastructure and DCP payments must be entered into by developers prior to the issue of any permit for subdivisions

### 10. Section 173 Agreements

Future Section 173 Agreements which enable the staged delivery of DCP infrastructure and DCP payments must be entered into by developers prior to the issue of any permit for subdivisions

# PART 4

# DEVELOPMENT CONTRIBUTIONS

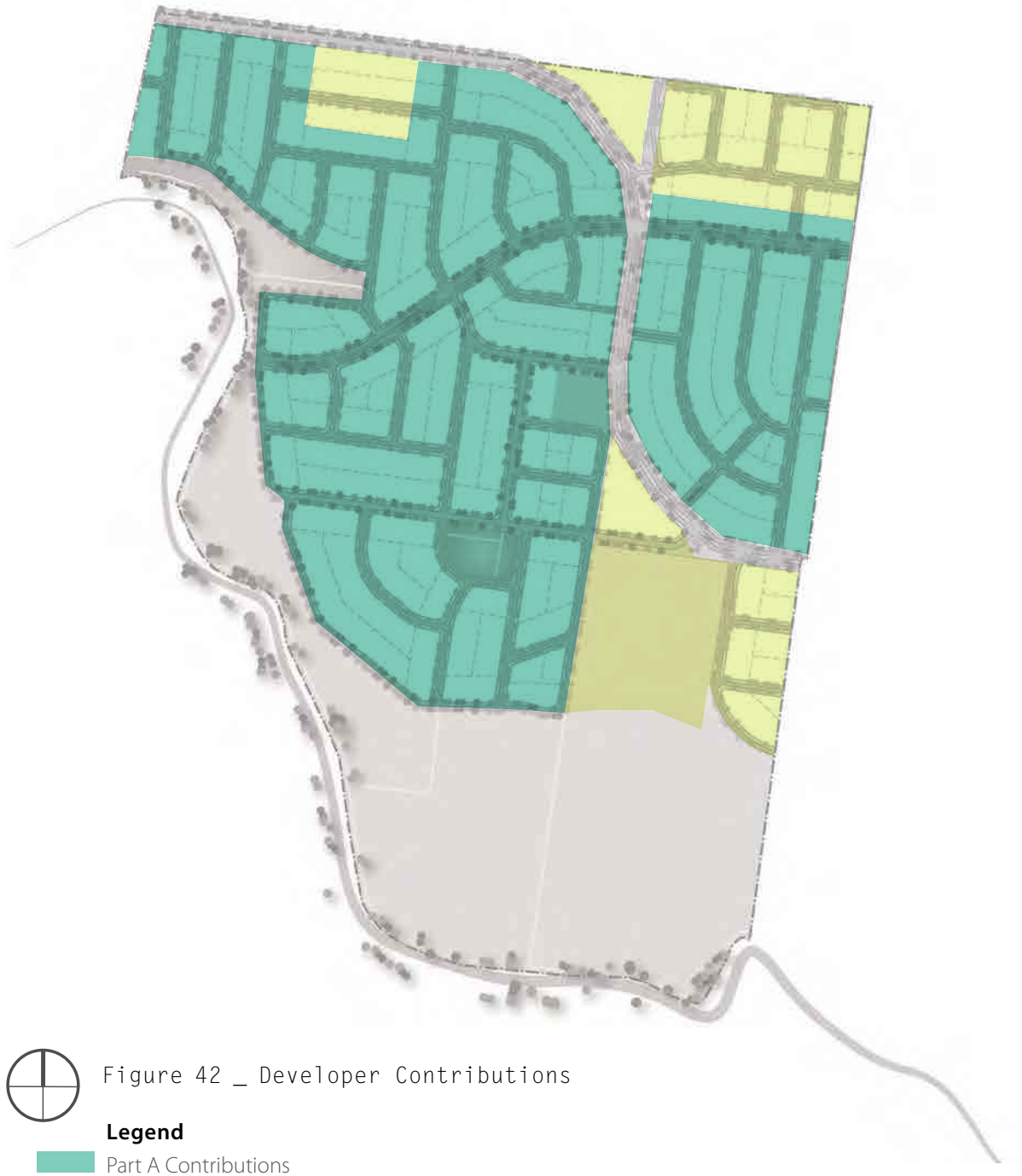


Figure 42 _ Developer Contributions

**Legend**

Part A Contributions

Part B Contributions

# Development Contributions

## NORTH OF THE MERRI RIVER STRUCTURE PLAN

A Development Contributions Plan (DCP) and corresponding Schedule 1 to the Development Contributions Overlay (DCPO1) applies to the Development Plan area.

The incorporated DCP identifies the range of infrastructure items and the costing of each item to be contributed to by the structure plan area.

## DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY SCHEDULE 1

DCPO1 applies to the NMRSP area. It identifies that the total structure plan area should contribute a total value of $23 795 175 to local infrastructure at a rate of $134 435 per hectare of net developable area, indexed from 2011.

As this development plan constitutes only part of the DCP area, development within the development plan area will contribute proportionally to infrastructure based on the net developable area within the DCP area.

The key considerations in implementing the DCPO1 are:

- The development plan applies to only part of the DCP area;
- The development plan will make a proportional contribution to local infrastructure based on a per hectare rate to net developable area; and,
- Infrastructure items to be contributed will, where possible, relate to and respond to need generated by the development plan area.


Figure 43 _ Development Contributions Items

# IMPLEMENTATION

## DELIVERY OF CONTRIBUTIONS

Figure 41 identifies a range of infrastructure projects form the incorporated NMRDCP that are essential to development within the plan area. Developers will be required to make DCP payments for each stage of development unless Council has provided the developer with a credit for the construction of DCP infrastructure. Council will only provide developers with such a credit where DCP infrastructure has been completed and other relevant milestones have been reached to Council's satisfaction. The DCP infrastructure for which a credit will be provided and the relevant milestones at which Council will provide the credit will be specified in a section 173 agreement. DCP projects required to be delivered by this development plan have been selected based on the spatial association the land has to project required to service the staging of development.

The priority projects within the area include:

- Construction of 2 sections of Wollaston Road;
- Construction of a roundabout at Wollaston Road and the east/west collector;
- Undergrounding of existing power lines;
- Various drainage works;
- Provision of local parks;
- Transfer of river floodplain land; and
- Credit for cost associated with preparation of the structure plan.

Development contributions will be progressively delivered in two parts in response to the rates specified in Schedule 1 to the Development Contribution Plan Overlay (DCP01) subject to indexation, as indicatively shown in Figure 43.

### Part A Contributions

Constitute the three larger development sites within the Development Plan area that will assume responsibility for direct delivery of those infrastructure projects shown in Figure 44. The projects are summarised in table *Reconciliations of Priority Works* and the specific responsibilities are summarised in the table below.

### Part B Contributions

Contributions from privately owned smaller land holdings will be identified and implemented via a Section 173 Agreement in association with any future applications for subdivision. Cash contributions are assumed for these landholdings in accordance with the indexed contribution rates specified in Schedule 1 to the Development Contribution Plan Overlay however works in lieu may be considered by the responsible authority.

## RECONCILIATION OF PRIORITY WORKS

| Item | Description | DCP total cost | DCP Contribution |
|---|---|---|---|
| RO02 | Wollaston Rd Part 2 | $3,567,943.25 | $3,567,943.25 |
| RO03 | Wollaston Rd Part 3 | $612,078.50 | $612,078.50 |
| RO09 | Intersection - Wollaston Rd /e-w connector | $355,290.00 | $355,290.00 |
| RO14 | Intersection Wollaston Road / Hopkins Highway | $605,000.00 | $205,700.00 |
| IN01 | Powerline underground | $700,000.00 | $700,000.00 |
| DR01 | Floodplain | $816,662.50 | $177,019.76 |
| DR03 | Catchment 2 Drain | $870,607.50 | $870,607.50 |
| DR04 | Catchment 3 Drain | $407,236.25 | $407,236.25 |
| DR06 | Catchment 4 wetland and drain (Stage 1 - 55%) | $1,155,603.00 | $636,737.25 |
| OS01 | Local Park A | $409,200.00 | $409,200.00 |
| OS02 | Local Park B | $223,200.00 | $223,200.00 |
| PL01 | Prep Structure Plan | $125,000.00 | $125,000.00 |
| | Residual Cash Component | | $3,128.49 |
| Total | | $9,847,821.00 | $8,293,141.00 |