



147 WOLLASTON DEVELOPMENT PLAN North of the Merri River Growth Area

4 November 2022



Development Plan 147 Wollaston Road Warrnambool
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	Document	Date	Prepared By
<i>A</i>	Urban Design Package	26/10/2022	Beveridge Williams
<i>B</i>	Open Space Plan	4/11/2022	Beveridge Williams
<i>C</i>	Traffic Impact Assessment	4/11/2022	Beveridge Williams
<i>D</i>	Stormwater Management Strategy	4/11/2022	Beveridge Williams
<i>E</i>	Services Plan	4/11/2022	Beveridge Williams
<i>F</i>	Title Documents	4/11/2022	
<i>G</i>	Cultural Heritage Management Plan	15/04/21	Heritage Insight Pty Ltd.
<i>H.</i>	Bushfire Development Report	2/11/22	Terramatrix
<i>I.</i>	Vegetation Assessment	4/11/2021	Mark Trengove Ecological Services

1 Introduction

1.1 Development Plan Overview

The 147 Wollaston Development Plan ('The Development Plan') has been prepared by proUrban Planning Advisory and Management (proUrban) on behalf of Wollaston Developments Pty Ltd.

The Development Plan provides a clear framework for the future development of the land identified as 147 Wollaston Road, Warrnambool.

The Development Plan has been prepared in accordance with the requirements of the Development Plan Overlay – Schedule 10 (DPO10) at Clause 43.04-10 of the Warrnambool Planning Scheme and the North of the Merri River Growth Area Structure Plan.

1.2 Development Plan Vision

To implement the vision depicted in the North of the Merri River Structure Plan to establish a vibrant community that is well-connected, well-serviced and that has a positive sense of place.

The 147 Wollaston Development Plan seeks to guide the future development of the land to provide for a diverse range of residential lots and residential land uses to meet the needs of the community. The Development Plan seeks to facilitate future development which will improve the Merri River interface and create a well-connected open space network.

The Development seeks to provide improved pedestrian and cycle connectivity through the area.

2 Site Context

2.1 Site Context

The City of Warrnambool, located 330km southwest of Melbourne, is the major regional centre within south-western Victoria. The City has a diverse population and provides a base for housing, employment and education for the broader region.

To accommodate projected population growth, the City of Warrnambool has identified four key growth areas suitable for accommodating growth, including the North of the Merri River growth area.

The North of the Merri River growth area is located approximately 4km north west of the Warrnambool Central Business District and has historically been used for farming, with established residential areas to the south, east and west.

Development has commenced on a number of residential estates within the North of the Merri River growth area.

2.2 Site Description

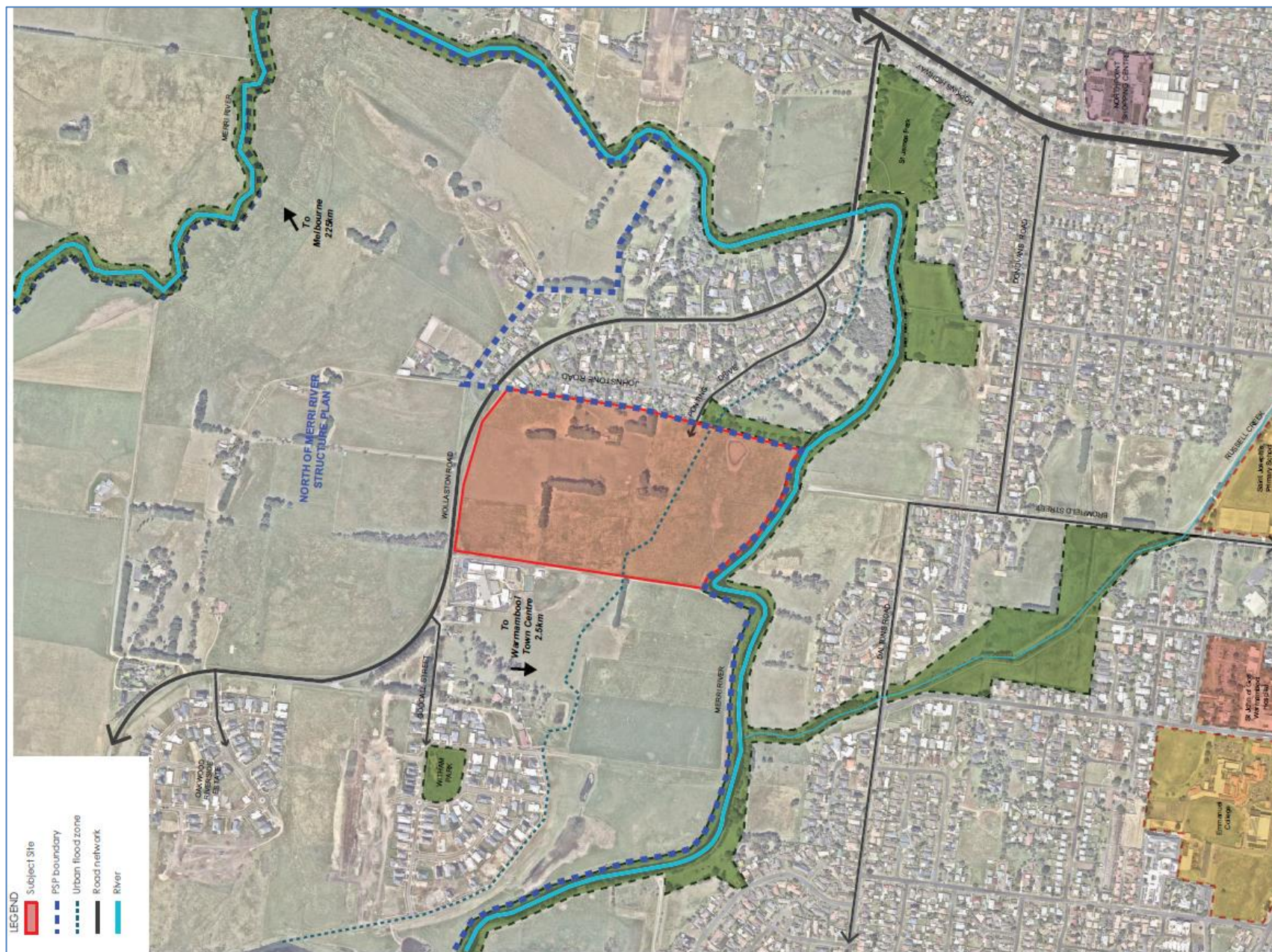
The subject site is located at 147 Wollaston Road. The site contains two lots and the relevant Certificate of Titles confirm that the site has the following legal descriptions:

- Lot 1 on Title Plan 99782; and
- Lot 1 on Title Plan 8844446.

The site has a total area of approximately 24.844ha and is currently occupied by a single dwelling and outbuildings. There are a number of established stands of pine trees across the site. Other than grassland and fencing the site is otherwise void of any notable onground features. The land generally slopes from the north (Wollaston Road) down to the south (Merri River). Please refer to the aerial image on page six and site and surrounds photos on pages seven, eight and nine for further details of the existing conditions of the site.

The subject site is located on the eastern edge of the growth area, with frontage to Wollaston Road to the north and the Merri River to the south. Ponting Drive and the Ponting Drive Reserve Playground are to the east south east with established residential dwellings along the northern half of the eastern boundary (fronting Johnstone Road). The Merri River Mootkana school is to the west.

Approximately one third (the southern third) of the site is in the Merri River floodplain.



Plan 1 / Site Context Plan



Figure 1 | View from Wollaston Road looking southwest to Merri River School



Figure 2 | View from Wollaston Road looking south



Figure 3 | View from Wollaston Road looking east



Figure 4 | View from Wollaston Road looking south



Figure 5 | View from Ponting Drive looking northwest



Figure 6 | View from Ponting Drive looking south



Figure 7 | View from Ponting Drive looking west



Figure 8 | View of Merri River from south Wollaston Road Warrnambool



Figure 9 | View from Ponting Drive looking south



Figure 10 | View from Bromfield Weir looking north



Figure 11 | View from Bromfield Street looking north



Figure 12 | View of Bromfield Weir looking north

3 Planning Policy Context

3.1 Planning Policy Framework

The Planning Policy Framework (PPF) seeks to ensure that the objectives of planning in Victoria (as set out in Section 4 of the *Planning and Environment Act 1987*) are fostered through appropriate land use and development policies and practices. It informs the preparation and implementation of local planning policy objectives and the introduction of zone and overlay controls, and seeks to integrate relevant environmental, cultural, social and economic factors in the interest of net community benefit and sustainable development. Those clauses most relevant to the Development Plan include:

- Clause 11 Settlement
- Clause 12 Environmental and Landscape Values
- Clause 13 Environmental Risks
- Clause 15 Built Environment and Heritage
- Clause 16 Housing
- Clause 18 Transport
- Clause 19 Infrastructure.

Clause 11.01-1R Settlement – Great South Coast

- *To attract more people to the region.*

Clause 11.03-2S Growth Areas

- *To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits while protecting primary production, major sources of raw materials and valued environmental areas.*

Clause 11.03-2L-01 North of the Merri Growth Area

- Land use strategies:
 - Create five distinct neighbourhoods defined by a neighbourhood ‘core’ of passive open space and the local activity centre.
 - Avoid further urban expansion beyond the established boundary to protect the viability of nearby agricultural land.

- Provide higher density housing and mixed uses, such as home offices, surrounding the activity centre.
- Avoid future development encroaching upon flora, fauna and cultural heritage assets.
- Access and circulation strategies:
 - Link each neighbourhood by Wollaston Road, the east-west boulevard connector road and the ‘green loop’ comprising the floodplain.
 - Use Wollaston Road as the primary connector road to connect externally to the east and west and incorporate a central median to create a strong landscape character/boulevard effect.
 - Provide a north-south connection over the Merri River at Bromfield Street to connect the growth area with urban areas to the south.
 - Provide a connected on and off-road pedestrian/cycle network that uses the Merri River, local open space links and boulevard connector roads.
 - Provide an active edge to all open space areas, including the floodplain, via edge roads.
 - Provide direct property access to all roads, including Wollaston Road.
 - Provide a dedicated pedestrian/cycle link to the adjacent Ponting Estate in the location of Ponting Drive.
 - Discourage through vehicle movements into the Ponting Estate.
- Open space and landscape strategies:
 - Maximise use of the Merri River floodplain for active open space and passive recreation to minimise the need to set aside developable land for open space.
 - Create a ‘green loop’ system of open space and green boulevards, comprising the floodplain, east-west boulevard connector and local open space.

- Link open space to neighbourhoods through road treatments, including edge roads along the length of the floodplain.
- Cluster development to provide land for large areas of public open space (utilising the floodplain), environmental linkages and the protection of ridgelines.

Clause 12.03-1L Waterways and wetlands

- *To maintain the ecological health and natural and cultural values of Warrnambool's waterways and wetlands.*
- Strategies:
 - Encourage use and development that enhances estuary, river and lake water quality, and minimises nutrient and sediment load conditions.
 - Ensure use and development mitigates any visual impacts to the Hopkins estuary, rivers and their environs.
 - Support the restoration of degraded land, particularly stream frontages, floodplains and riparian areas.
 - Revegetate along waterways and floodplains using native species with the inclusion of understorey species.

Clause 13.03-1L – Merri River and Russells Creek floodplains

- *To maintain the integrity of the Merri River and Russells Creek floodplains.*
- Strategies:
 - Discourage the filling of land that is subject to flooding.
 - Encourage the use of constructed wetlands as a means of storing floodwater, to improve water quality and contribute to natural habitats. Incorporate the Merri River and Russells Creek floodplains into open spaces.
 - Avoid development that will have an adverse downstream impact in terms of flooding and water quality.
 - Ensure that when drainage and flood protection works are inadequate that habitable buildings are protected from flooding in major storms.

Clause 16.01-1L – Housing supply

- Support increased residential densities in growth areas and established urban areas within proximity to existing or planned transport corridors, activity centres and open space.
- Support the redevelopment of former industrial sites within established residential areas.
- Support residential infill development within established urban areas that complements the area's neighbourhood character.

Clause 19.02-6L – Open space

- Develop an open space network that protects the municipality's natural and cultural environments and enhances biodiversity and water quality.
- Protect sites with high environmental or cultural values by incorporating them into the open space network as part of growth area planning.
- Encourage development adjacent to public open space to provide clear separation between public and private land.
- Avoid development that reduces public access to open space.
- Encourage development to enhance a sense of safety by maximising interaction, passive surveillance and incidental lighting of open space.

Clause 19.03-3L – Integrated water management

- *To reduce environmental degradation associated with stormwater run-off and effluent disposal.*
- Strategies:
 - Establish artificial wetlands, retention basins and stormwater pollution traps and other water sensitive urban design features as a means of controlling the quality and quantity of stormwater run-off from urban areas.
 - Control urban run-off to protect and enhance waterways.
 - Reduce sediment and nutrients entering waterways.
 - Discourage waste disposal systems for residential, industrial and commercial purposes that are detrimental to the environment.

- Encourage the re-use of wastewater and stormwater run-off within greenfield growth areas.

3.2 Municipal Planning Strategy

The Municipal Planning Strategy (MPS) outlines the vision and strategic directions for the City of Warrnambool. The clauses most relevant to the Development Plan include:

Clause 02.01 – Context

- Warrnambool is Victoria's largest coastal regional city and is the fastest growing economy and population centre in South West Victoria.
- The City is bound by Moyne Shire in the north, east and west; and by the Southern Ocean in the south. It is approximately 260 kilometres west of Melbourne and has a land area of 120 square kilometres.
- Warrnambool has a steadily growing population of about 35,200 in 2019 (ABS) that is expected to increase to 43,000 people by 2031.
- The majority of the population is in Warrnambool, Dennington, Allansford, Bushfield and Woodford.
- Warrnambool is served by the Princes and Hopkins Highways and the Great Ocean Road. There is a passenger and freight rail service to Melbourne and a local and regional bus service. The Warrnambool Airport is 11 kilometres northwest of the City.
- Warrnambool has a diversity of land uses including residential, industrial and commercial. Much of the rural area (approximately 60 per cent of the land area) is used for agriculture, particularly dairy farming.
- Warrnambool provides support to the region for commerce, governance, social services, health, education, the arts and recreation. There is a clear retail hierarchy with Warrnambool City Centre as the principal retail and commercial centre for South-West Victoria and other retail components including the Eastern Activity Centre (a secondary retail centre), small shopping centres and convenience stores.

- Specialist medical services include the Warrnambool Base and St. John of God Hospitals. There are numerous primary and secondary schools and the Deakin University is located on the eastern outskirts of the City.
- First inhabitants and traditional custodians of the area are the Eastern Maar people and there are a number of important cultural heritage areas.
- Warrnambool has a large number of buildings, places, gardens, and trees dating from the nineteenth century that reflect Warrnambool's history as a market, port and place of residence and are of significant heritage value.
- Warrnambool is situated on one of the most spectacular sections of the southwest Victorian coastline and is a major tourist hub. The Botanic Gardens, Lake Pertobe and the Warrnambool Foreshore (among others) are key recreational spaces that also offer substantial tourism and environmental benefits.

Clause 02.02 – Vision

- The Council Plan (2017-2021) sets out the following vision for Warrnambool:
A cosmopolitan city by the sea
- The Council Plan identifies four objectives relevant to land use planning:
 - Sustain, enhance and protect the natural environment.
 - Foster a healthy, welcoming city that is socially and culturally rich.
 - Maintain and improve the physical places and visual appeal of the city.
 - Develop a smarter economy with diverse and sustainable employment.

Clause 02.03 – Strategic Directions

Clause 02.03-1 Settlement – Urban Growth

- Warrnambool's growth areas provide for a variety of dwelling types and development densities.

- Council's strategic directions for its growth areas are:
 - Directing urban growth to identified growth areas in order to protect productive rural areas and achieve a more compact sustainable urban area.
 - Supporting increased residential densities in growth areas close to transport corridors, activity centres and open space.
 - Facilitating infrastructure provision of roads, drainage, utilities and community infrastructure through structure planning and development contributions.

Clause 02.03-2 Environmental and landscape values

- The Merri River, Hopkins River and associated wetlands and floodplains form a highly significant coastal wetland system that provides important habitat for listed species of flora and fauna
- Council's strategic directions for biodiversity are:
 - Protecting and enhancing sites of biodiversity conservation significance.
 - Providing wildlife habitat and corridors for vulnerable and threatened flora and fauna species in coastal reserves.
 - Arresting the decline and fragmentation of native vegetation to minimise land and water degradation issues.

Clause 02.03-3 Environmental risks and amenity

Floodplain management

- The Merri River and Russells Creek floodplains affect large expanses of land within urban and rural areas.
- The management of floodplains protects the natural environment and properties that are at risk of flooding.
- The filling of flood prone land can significantly alter water flow within the floodplain.
- Council's strategic directions for floodplain management are:
 - Protecting floodplains from development that would detrimentally impact their function.
 - Protecting life, property and community infrastructure from flood events.

Clause 02.03-5 Built environment and heritage

Sustainable development

- A compact urban environment that encourages increased public transport patronage as well as walking and cycling has substantial benefits in reducing reliance on motor vehicles with a consequent reduction in greenhouse gas emissions.
- A socially and economically sustainable Warrnambool will generally include a mix of shops and services, community facilities, employment choices, housing choices, a network of open spaces, and public transport options.
- Council is committed to ecologically sustainable development principles in relation to water conservation, the minimisation of greenhouse gas emissions, protection of biodiversity assets and the protection of natural coastal resources.
- Council's strategic directions for sustainable development are:
 - Creating a sustainable City that allows people to walk or cycle to access their everyday needs and contributes to social interaction, community building and wellbeing.
 - Promoting ecologically sustainable development.
 - Supporting development that reduces energy and greenhouse gas emissions.

Urban design

- View sharing is an emerging issue within the municipality. Views of the ocean, the Merri and Hopkins Rivers, inland hilltops and ridgelines, and surrounding rural areas are highly valued. The siting and design of development can have a critical impact on sensitive areas, views, liveability, safety and visual appearance.
- Distracting and dominating signage can impact on public amenity particularly in areas of heritage significance and along township entrances.
- The vision for a liveable city revolves around health and wellbeing and the social and physical attributes that contribute to this. The design of the built environment can also influence the incidence of crime and feelings of safety within the city.

- Council's strategic directions for urban design are:
 - Protecting and enhancing the quality of the built environment.
 - Facilitating the sharing, rather than protection, of views from the public realm and private areas.
 - Providing for signs that are in context with the scale of development, the surrounding environment and the surrounding signage patterns.
 - Promoting safety and the perception of safety in the design of buildings.
 - Designing developments to maximise vehicle and pedestrian access between activity centres and surrounding neighbourhoods.

Clause 02.03-6 Housing

Housing diversity

- Warrnambool has a range of dwelling sizes. Every five in ten dwellings contain three bedrooms. Two and four bedroom dwellings represent one in six of all dwellings. Over the next two decades, Warrnambool's population is projected to age and household sizes are expected to continue to get smaller. Dwelling sizes however, are anticipated to increase and by 2031, a quarter of the City's dwellings could have four or more bedrooms. More diversity in dwelling sizes is needed.
- Council's strategic directions for housing diversity are:
 - Providing infill opportunities to accommodate residential development.
 - Ensuring future populations have access to a diverse range of housing options including increasing the supply of housing for smaller households.

Housing affordability

- The affordability of housing has significant impacts on the liveability and economic prosperity of the community. A lack of affordable housing is a barrier to attracting key workers and tertiary students to the City. It also has detrimental impacts on sole parents, single people, young people, older people (65+ years) and children of sole parents.

- Council's strategic directions for housing affordability are:
 - Facilitating smaller lot sizes and housing for the ageing and student populations close to community services.
 - Providing social housing in future growth area planning

Clause 02.03-8 Transport and Infrastructure

Transport

- Warrnambool residents are currently heavily reliant on personal motor vehicles for transport. The Sustainable Transport Strategy (WCC, 2010) seeks to improve walking and cycling infrastructure and to encourage residents and visitors to use these transport modes and public transport more often.
- Council's strategic directions for transport are:
 - Providing an integrated transport network.
 - Facilitating the use of sustainable transport modes. Prioritising pedestrian movements in the Warrnambool City Centre.

Open space

- Warrnambool's open space network is identified on the Warrnambool Strategic Framework Plan at Clause 02.04. While overall provision of open space in Warrnambool is good, there are some areas where residents do not have access to open space within walking distance of home.
- Council's strategic directions for open space are:
 - Facilitating high quality open space within walking distance for all residents.
 - Improving access to waterways to provide important recreational opportunities.
 - Improving connectivity between open spaces and access to off-road trails.

Development Infrastructure

- Council's strategic directions for development infrastructure are:
 - Minimising stormwater runoff into the catchments by the use of water sensitive urban design and utilising open spaces to act as floodways.

- o Providing for the sustainable planning, design and construction of infrastructure.

3.3 Strategic Documents

Warrnambool Open Space Strategy (2014)

The overarching vision for open space in Warrnambool is:

“Warrnambool will have a high quality, diverse, accessible open space network that reflects community needs and enhances social connection, environmental protection and economic benefit”.

The Warrnambool Open Space Strategy (WOOS) provides a framework for open space planning and management within the City of Warrnambool. The WOOS identifies large amounts of flood affected land as open space areas within the growth area. The WOOS identifies opportunities for improved overall connectivity along the Merri River corridor.

Warrnambool City-Wide Housing Strategy (2013)

The Warrnambool City-Wide Housing Strategy (WCWHS) provides guidance on housing density and dwelling types for future residential development within Warrnambool. The WCWHS builds on the Warrnambool Land Use Strategy 2004, which identified the need for the expansion of Warrnambool's urban area and identified five greenfield growth areas including the North of the Merri precinct.

The subject site is identified as a greenfield growth area in the City-Wide Housing Framework Plan. The WCWHS seeks the development of 12 dwellings per net developable area and directs increased housing densities to areas near transport corridors, open space and activity centres. The WCWHS identifies opportunities for a variety of dwelling types to be provided within greenfield areas.

North of the Merri Structure Plan (2011)

The North of the Merri River Structure Plan (NMRSP) defines a vision and broad structure for the movement network and land uses within the Structure

Plan area to guide preparation of more detailed Development Plans and Planning Permit Applications that will be prepared for individual landholdings.

In doing so the NMRSP outlines the planning and development framework for the North of the Merri growth area.

The vision for the North of the Merri Structure Plan area is:

To create a well-connected and well serviced community that has a positive sense of place.

The NMSP identifies five key elements, including:

- Movement
- Open space
- Activity centre and community facilities
- Neighbourhood and density
- Utilities and drainage.

Clear themes emerge throughout the NMSP as to the desired outcome for the area. The key themes include:

- A positive landscape character.
- A focus on accessible public transport and pedestrian/cycle networks.
- Providing high amenity settings for diverse housing outcomes.

Warrnambool 2040 Plan (2019)

Warrnambool 2040 (W2040) is a community plan for Warrnambool that outlines the long-term visions and goals for Warrnambool's environment, economy, place and people.

In relation to place, W2040 outlines the following goals:

- an affordable and accessible place to live for everyone
- encourages and prioritises sustainable transport
- well-connected outside the city
- has accessible, high-quality public spaces and facilities

Progress measures identified to achieve these goals include:

- More residential properties within 400m of quality public open space than in 2017.
- Housing types and sizes are more diverse than in 2017.
- All residents feel safer walking in their neighbourhoods than they did in 2017.
- All residents have high-quality, public places/facilities/infrastructure within their local areas (800m).

Sustainable Subdivisions Framework Trial: October 2020 – March 2022

The Framework seeks to mitigate the impacts of future climate projection scenarios, creating sustainable and liveable subdivisions that can adapt to the changing climate. The Framework identifies seven (7) categories that can assist in creating environmentally sustainable subdivisions:

- Site Layout and Liveability
- Streets and Public Realm
- Energy
- Ecology
- Integrated Water Management (IWM)
- Urban Heat
- Circular Economy (Materials and Waste)

3.4 Zoning

3.4.1 General Residential Zone (GRZ)

Majority of the site is located within Schedule 1 to the General Residential Zone (GRZ1) of the Warrnambool Planning Scheme. The GRZ1 relates to the General Residential Area. In addition to implementing the Municipal Planning Strategy and the Planning Policy Framework, the purpose of the GRZ1 includes:

- To encourage development that respects the neighbourhood character of the area.

- To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

3.4.2 Urban Floodway Zone (UFZ)

The southern portion of the site adjacent to the Merri River is located within the Urban Floodway Zone (UFZ). In addition to implementing the Municipal Planning Strategy and the Planning Policy Framework, the purpose of the UFZ includes:

- 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.
- 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).

A planning permit is required to undertake buildings and works within the UFZ.

3.5 Overlays

3.5.1 Environmental Significance Overlay – Schedule 2 (ESO2)

The purpose of the ESO includes:

- To identify areas where the development of land may be affected by environmental constraints.
- To ensure that development is compatible with identified environmental values.

Schedule 2 to the ESO relates to the Hopkins and Merri River Environs. The ESO2 outlines the following environmental objectives to be achieved:

- 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.
- 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.

3.5.2 Development Contributions Plan Overlay – Schedule 1 (DCPO1)

The North of the Merri River growth area, including the subject site is affected by Schedule 1 to the Development Contributions Plan Overlay (DCPO1). The purpose of the DCPO includes:

- 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.

Schedule 1 to the DCPO provides a summary of the levies payable by the development.

The overlay was implemented following the preparation of The North of the Merri River Development Contributions Plan (NMRDCP). The NMRDCP was prepared to enable the equitable and efficient delivery of a range of infrastructure to service planned growth within the NMRSP area. The NMRDCP applies to all land that is subject to the NMRSP.

The NMRDCP identifies the necessary infrastructure and establishes a framework to ensure that the cost of infrastructure is shared equitably by all development proponents and by the broader community.

3.5.3 Development Plan Overlay – Schedule 10 (DPO10)

The purpose of the DPO10 includes:

- 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.
- To exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority.

Schedule 10 to the DPO specifically relates to the North of the Merri Development Plan.

A development plan must be generally in accordance with the NMRSP and must address the following objectives:

Overall Objectives

To implement the vision depicted in the NMRSP to establish a well-connected and well serviced community that demonstrates a positive sense of place, with specific reference to the following plan elements:

- Movement network

- Open space
- Activity centre and community facilities
- Neighbourhoods and density
- Utilities and drainage.

To implement the layout, design and density objectives of the NMRSP.

Movement Network Objectives

To provide a movement network, including a connector road, local street and pedestrian/cycle path network that:

- Responds to the topography and existing road reserves (internal and external to the Development Plan area). Establishes a modified grid-based local road network with a high level of streetscape diversity, including a variety of street cross-sections.
- Establishes connections between neighbourhoods within the NMRSP area, and to existing, surrounding neighbourhoods where relevant.
- Incorporates a positive landscape character in key locations through use of boulevard treatments and high quality street tree planting.
- Provides an accessible public transport route along Wollaston Road and a linked pedestrian and cycle network (on and off road).

Open Space Objectives

To provide an interlinked open space network that:

- Focuses on the Merri River floodplain and key site features (ridgelines, existing vegetation, heritage features) to create a 'green loop' of open space connected by boulevard roads throughout the structure plan area.
- Is visually and physically connected to surrounding land uses through use of edge road treatments or active frontages.
- Accommodates a range of functions, including drainage, active and passive recreation, walking/cycling trails and preserves key site features.
- Locates local open space to form the heart of neighbourhoods.
- Provides a high amenity setting for diverse housing outcomes, including current and future medium density housing.

- Establishes a distinct character for each open space that reflects the context and intended function of the space and provides for an area of usable open space.
- Reinforces the role of streets by establishing small green spaces within the local street network, including small parks, widened nature strips and central medians to provide points of difference and to create neighbourhood character.
- Identifies land within the floodplain suitable for active and passive recreation purposes and for drainage and conservation purposes, having regard for the 30m biodiversity corridor along the river.

Activity Centre and Community Facilities Objectives

To provide a centralised activity and community centre that:

- Provides a local focus for the community, incorporating retail at a local Convenience Centre scale.
- Locates community facilities, including the primary school and local and active open space, adjacent to or nearby the retail/service centre.
- Identifies opportunities for shared use of land for community facilities, including the primary school and any required Council operated facilities.
- Is accessible via public transport with convenient access to a bus stop. Takes a 'street-based' form with a design that enhances visual interaction between the street and the land uses and accommodates on-street parking.
- Provides adequate parking for retail and other commercial uses in a location that does not feature prominently from key locations, such as Wollaston Road.
- Provides opportunities for diverse housing options including higher density housing and mixed use activities surrounding the centre, including service businesses and home offices.
- Incorporates buildings and uses of a scale sympathetic to the surrounding residential context.

Neighbourhoods and Density Objectives

To provide a series of internal neighbourhoods that:

- Are diverse in landscape, streetscape and built form character, each with a neighbourhood 'core' consisting of a feature (such as open space, a streetscape feature, local activity centre etc).
- Are clearly defined by streetscape features and land uses, yet are connected through use of local streets and the 'green loop' of open space and boulevard connectors.
- Provide diversity in lot sizes and housing styles, with smaller lots in key, high amenity locations around open space and the local activity centre and larger lots in appropriate locations such as on steep slopes.
- Achieve an overall density of 12 lots per net developable ha across the structure plan area.
- Incorporates a high amenity character through use of diverse streetscape cross-sections and distinct open space to provide a context for diverse and higher density housing outcomes.
- Incorporates sensitive design of lots and siting of housing to preserve opportunities for infill subdivision/development to occur over time.
- Provides an appropriate housing and fencing interface to adjoining rural land, and vehicle and pedestrian connections to adjoining residential land.

Utilities and Drainage Objectives

To provide physical services and infrastructure that:

- Meet the needs of the future community and the development.
- Is provided in accordance with the NMRDCP.
- Provides for the efficient, staged delivery of services and infrastructure to ensure all lots are provided with adequate services.
- Incorporates a Water Sensitive Urban Design approach to stormwater management to protect the water quality of the Merri River.

4 Site Analysis

4.1 Surrounding Land Uses and Development

The site is located on the eastern edge of the North of the Merri Growth Area.

To the east, the site adjoins established residential properties which front Johnstone Road and Ponting Drive. The dwellings are a mix of single and double storey and are well setback from the street. There is an existing playground at the intersection of Johnstone Road and Ponting Drive.

To the immediate north of the Development Plan land, the site adjoins Wollaston Road, a Category 2 Road Zone. On the opposite side of Wollaston Road, the land is currently vacant however forms part of the North of the Merri River Growth Area. The NMRSP envisages standard density residential development for this land.

To the west, the site adjoins the Merri River School (formally the Warrnambool Special Development School).

To the south, the site adjoins the Merri River. The Merri River originates in Winslow to the north of Warrnambool and flows through to Stingray Bay, in the Thunder Point Coastal Reserve. On the southern side of the Merri River, is the Bromfield Weir. The South of Merri Open Space Precinct Plan identifies a potential river crossing from the weir to the subject site.

4.2 Topography and Views

Landform within the site comprises undulating topography with a gentle slope towards the river. The Feature and Level plan shows the slopes generally descends from north east and north to south direction. The high points are located on the north east corner of the site, which is approximately RL 25. The low points are located along the southern boundary (the bank of Merri River), which ranges from RL 3 to 4.

The site benefits of views to Warrnambool to the south across the Merri River and to the west towards the North of the Merri growth area.

4.3 Waterways and Drainage

The Merri River is the primary waterway for the development plan area. The NMRSP identifies the Merri River as a key part of the drainage corridor function. The NMRSP identifies the need for Water Sensitive Urban Design (WSUD) treatment measures to ensure the discharge of urban stormwater into the Merri River protects the water quality of the river.

The Drainage Authority for the area is Warrnambool City Council, in consultation with the Glenelg Hopkins Catchment Management Authority (GHCMA). Council and the GHCMA have prepared detailed flood mapping of the area to determine the 1 in 100 year flood extent. The area of encumbered floodplain will serve a key drainage function as well as serving additional functions including environmental importance and opportunities for passive and active open space. The identified floodplain area has been zoned as UFZ and includes the southern portion of the subject site.

4.4 Flora and Fauna

Vegetation within the site is predominately exotic pasture grasses and weed species. There are a number of planted cyprus trees planted in windbreaks along existing fencelines. A 2009 assessment of the Flora and Fauna in the growth area found the area was highly disturbed with little native vegetation remaining.

The Vegetation Assessment prepared by Mark Trengove Ecological Services found vegetation on site has been subjected to past disturbances and is degraded. The Vegetation assessment confirms the vegetation on site comprises predominately exotic plant species, with two native plant species, Lesser Loosestrife and a Rush species recorded in the study area. These species occur in a few very small clumps (<1m² each) and represent a minor

component of the vegetation. These fragments are not considered 'patch vegetation.

Implications

- No patch or scattered tree native vegetation is proposed to be impacted upon.
- No State, National or Regionally significant plant species were recorded within the study area.
- The proposal is assessed to have no implications under the Commonwealth EPBC Act.
- Referral to DELWP is not required under the Native Vegetation Removal Regulations as no
- patch or scattered tree native vegetation is proposed to be removed.

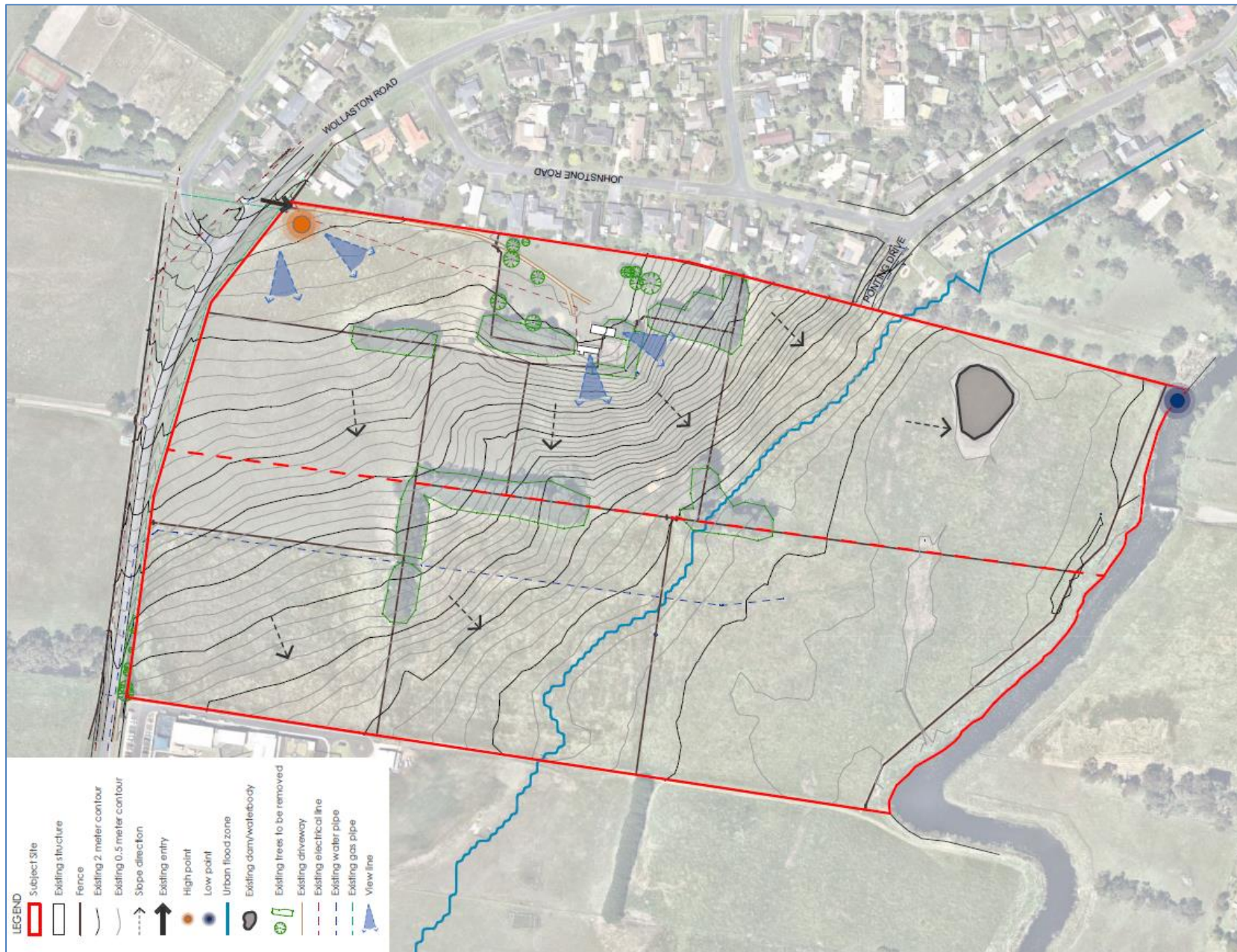
4.5 Cultural Heritage

A Cultural Heritage Management Plan (CHMP) has been prepared by Heritage Insight Pty Ltd and approved by the Director Heritage Services Aboriginal Victoria.

A standard and complex assessment were undertaken by Heritage Insight Pty Ltd and the Eastern Maar Aboriginal Corporation (EMAC). The CHMP concluded that the activity area contains low archaeological potential as it is located on both a steep slope (unsuitable for camping) and the flood plain adjacent Merri River. It was noted that the flood plain is regularly inundated and has likely been highly modified since European settlement. No Aboriginal cultural material was located during this CHMP assessment.

4.6 Access

The site currently has access from Wollaston Road. Wollaston Road is considered a connector road and has a road reserve of approximately 20 metres. Wollaston Road runs through the growth area and connects Caramut Road to the Hopkins Highway.



Plan 2 | Site Analysis Plan



Plan 3 / 147 Wollaston Development Plan

5 Development Plan

This Development Plan outlines the land use, built form and landscape features that will guide the future development of the land at 147 Wollaston Road, Warrnambool. The Development Plan has been informed by the views of the Warrnambool City Council, Glenelg Hopkins Catchment Management Authority, Wannon Water, Eastern Maar Aboriginal Corporation, the planning framework and the vision of Wollaston Developments Pty Ltd.

The Development Plan seeks to implement the vision depicted in the NMRSP to establish a well-connected and well serviced community that demonstrates a positive sense of place, with specific reference to the following plan elements:

- Movement network;
- Open space;
- Neighbourhoods and density; and
- Utilities and drainage.

5.1 Movement network

The Development Plan has been designed around a well-connected movement network, which seeks to provide improved connectivity for vehicles, pedestrians and cyclists.

The proposed movement network connects into the existing road network at Wollaston Road and facilitates improved pedestrian and cycling networks envisaged by the NMRSP. The Development Plan also provides for future connections to Bromfield Street to the south through a 24m wide carriageway easement that connects the internal road network (and Wollaston Road) through the open space reserve and river corridor to the Merri River.

Strong consideration has been given to the existing road network and natural topography of the area in developing the road network. The Development Plan includes a north south connector road which comprises two different cross sections. There is a strong focus on landscaping throughout the road network with nature strips proposed on both sides of the carriageway.

Whilst the residential connector street (stages 1 and 2) does not connect through to Ponting Drive, this connection has strategic merit, particularly in the interim whilst the Bromfield Street connection is not realised. Connecting the future Bromfield Street and Ponting Drive is discouraged by the NMRSP in response to feedback seeking to avoid 'rat running' through the existing street network to the east.

The development plan realises the vision of the NMRSP by providing an east west shared path connection adjacent to the Merri Creek. This will link the sites western boundary with the Ponting Drive Reserve. A north south shared path will connect to the aforementioned shared path and also links Ponting Drive with the Merri River.

5.1.1 Wollaston Road

The Development Plan adjoins Wollaston Road to the north. Wollaston Road is proposed to be upgraded to a Boulevard Connector to the west of the intersection with the subject site and a connector road to the east in accordance with the NMRSP. The Wollaston Road intersection has been designed 150m to the east of the indicative location depicted within the NMRSP. This has been done to better accommodate the proposed lot layout and support the retirement village or residential development within stage three. The development plan includes a row of residential lots which front Wollaston Road. It is proposed these lots will gain direct access from Wollaston Road.

5.1.2 Connector Street

A 20m wide north-south connector street is proposed along the eastern side of the development plan area. The alignment of the road deviates slightly from the North of the Merri Structure Plan to facilitate the retirement living village in stage three.

Two variations of the connector street are proposed for the residential lot interface and retirement village interface. The residential lot interface provides a 7.3m carriage way separated by a 4.85m wide landscaping strip and 1.5m wide pedestrian path. The retirement village interfaces maintains the 7.3m

carriageway but provides additional landscaping the the west, with a 6.85m wide landscape strip to the west and 2.85m wide landscape strip to the east. Whilst the road layout and alignment is not strictly in accordance with the NMRSP, the proposed layout is generally in accordance with the NMRSP. The variances enable the facilitation of the retirement village which responds to broader strategic issues within the municipality. These include planning and managing for an ageing populating and facilitating community infrastructure associated with this.

The connector road intergrates with residential allotments proposed to back onto the established residential properties fronting Johnstone Road (outside the development plan area).

The development plan includes the provision for future connection to Bromfield Street to the south. A 24m wide easement is proposed to provide the future road connection at such time as the funding for the Bromfield Street bridge becomes available.

5.1.3 Pedestrian/Cycle Connections

Pedestrian paths are included along both sides of the connector Street. The development plan also includes a 2.5m wide shared path along the Merri River corridor and along the eastern boundary to the Ponting Street Reserve. The shared paths will connect into the existing informal paths through Ponting Reserve and the broader road network at Ponting Drive. To the west, the shared path will connect into the future development of the adjoining lot.

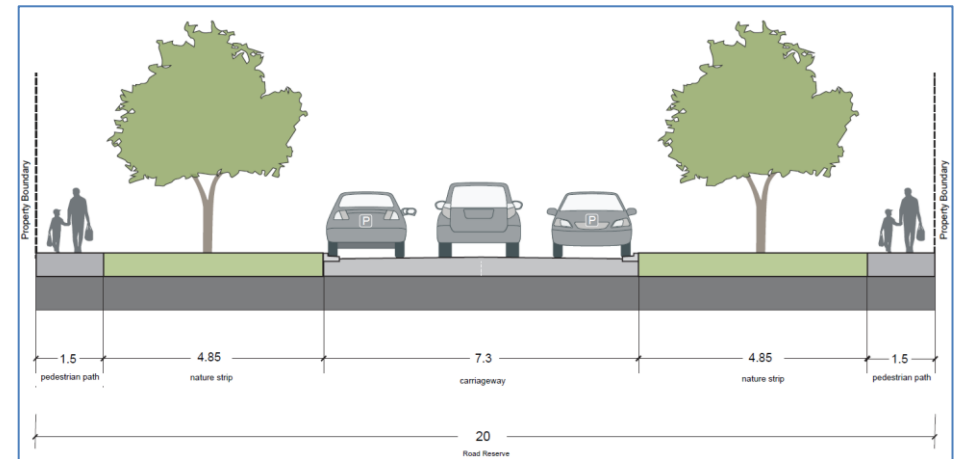


Figure 13 | Section - Residential Lot Interface

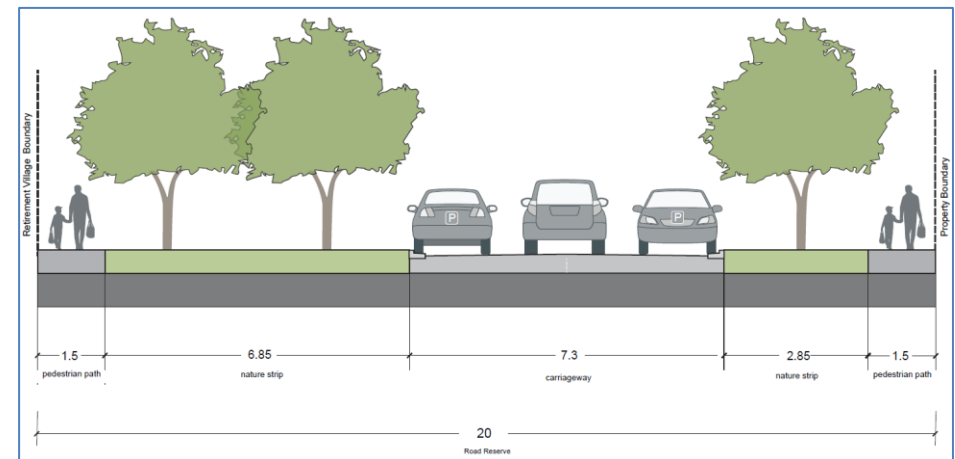
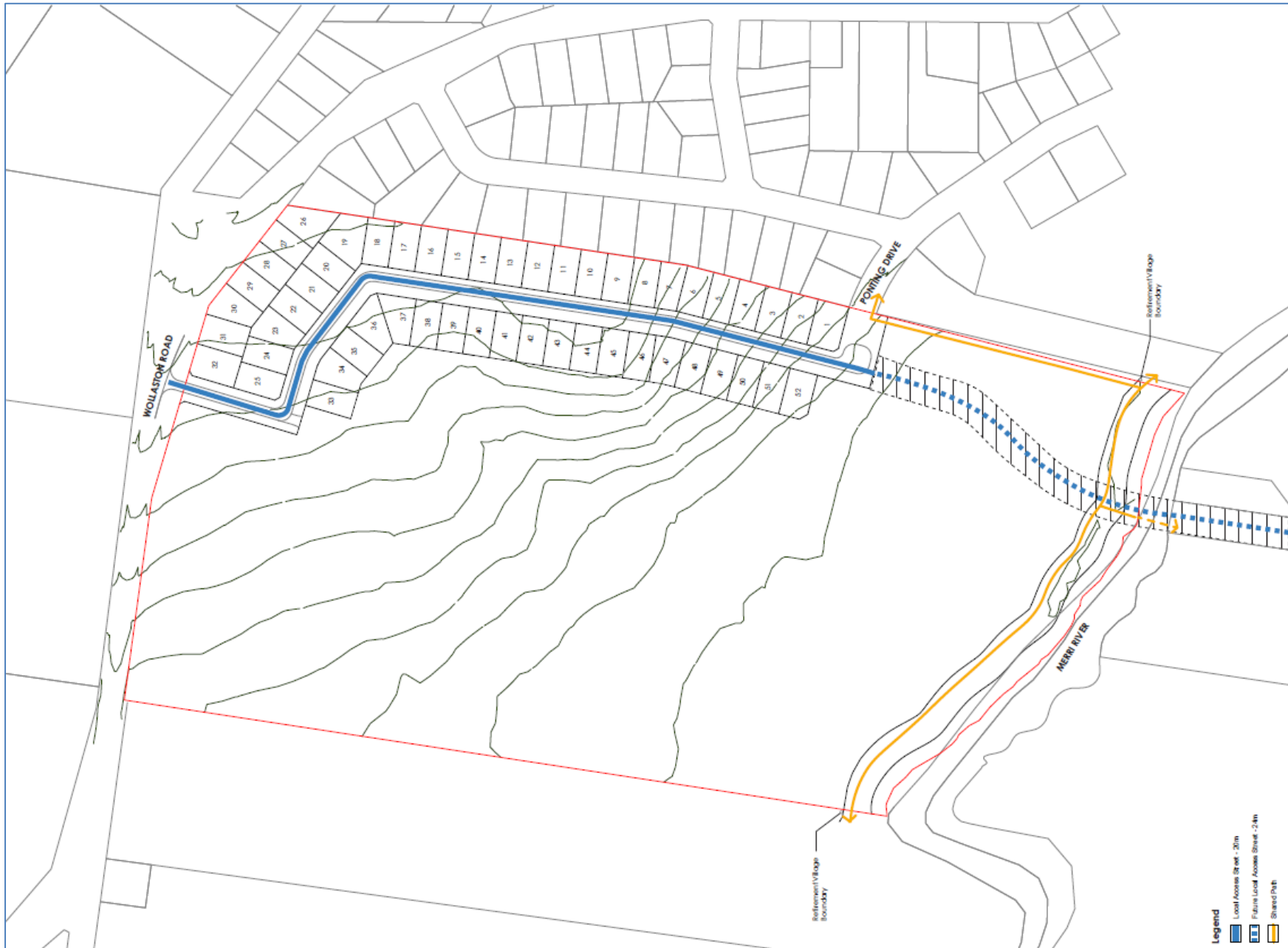


Figure 14 | Section - Retirement Village Interface



Plan 4 / Movement Network

5.2 Open space

The Merri River floodplain has been the centrepiece of the development plan. The development plan seeks to create a well-connected open space network along the river corridor to provide amenity to the future residents and broader area. The floodplain is designated as public open space and includes a 2.5m wide shared path, which is proposed to connect in to the Ponting Street reserve, road network and the existing residential precinct to the west. A 10m wide vegetation buffer is proposed adjacent to the river edge to retain and reinstate the existing vegetation.

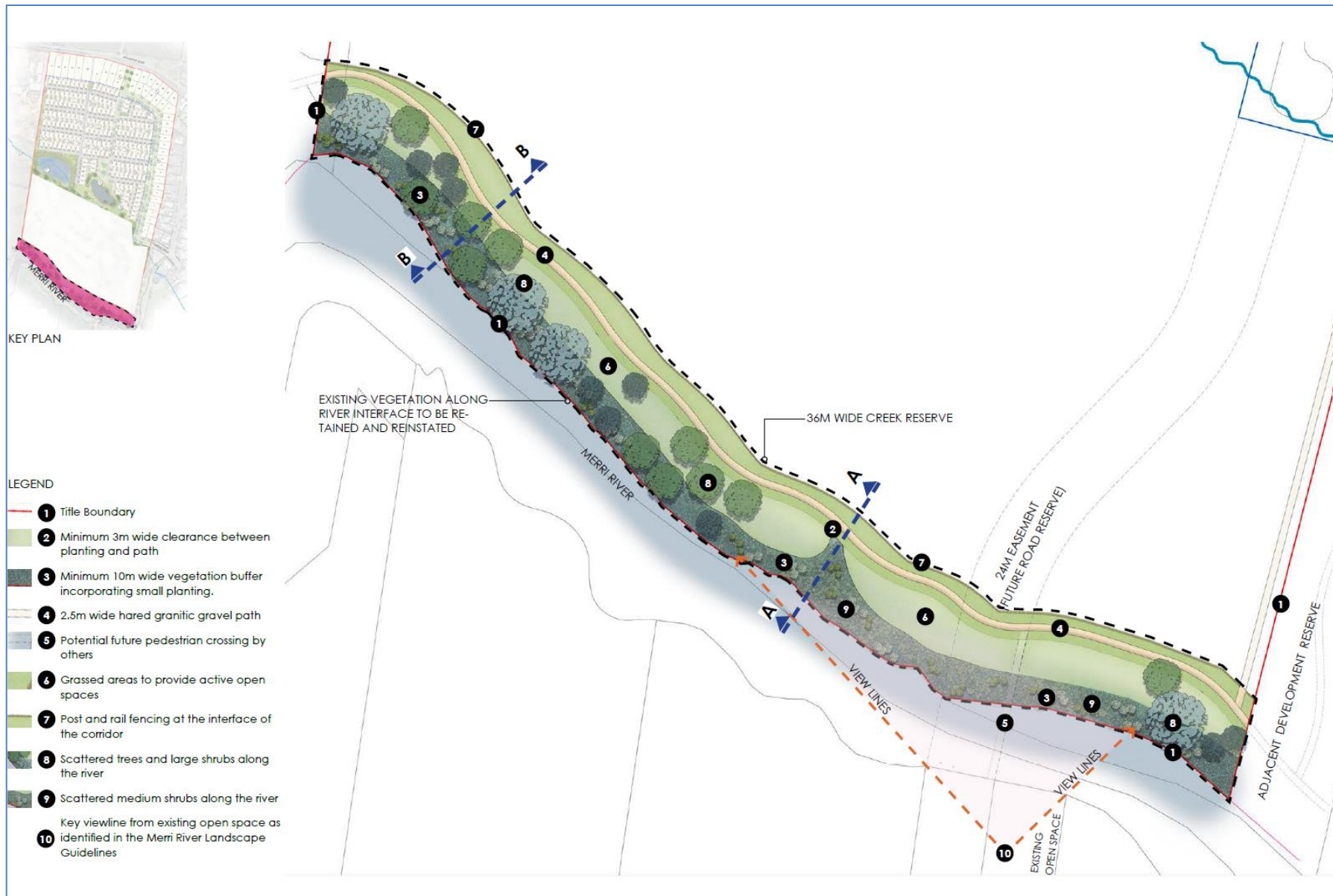
To maintain the character and ecological values of the Merri River corridor, the river corridor area will include native vegetation indigenous to South West Victoria. A mix of trees, shrubs and groundcovers are proposed, including Blackwoods (*Accacia melanoxylon*) and Swamp gums (*Eucalyptus ovata*).

The development plan will play its part in facilitating the 'green loop' envisaged in the Structure Plan through the provision of open space and well landscaped road networks.

5.2.1 Street Network

The connector street includes wide nature strips which are proposed to be landscaped with native vegetation indigenous to south west Victoria. Plant species will be selected from the Warrnambool City Council Street Tree Planting and Management Guidelines and follow the landscape character of the river corridor.





Plan 6 | River Corridor Plan

5.3 Neighbourhoods and Density

The development plan seeks to achieve the objectives of the structure plan by providing a diversity of lot sizes and housing styles. In particular the site seeks to respond to the ageing population through the provision of a retirement village which will significantly improve the diversity of accommodation options in the precinct.

5.3.1 Residential areas

The development plan includes 52 residential lots along the eastern portion of the site. The lots range in size from 698m² to 957m² with an average lot size of 718m². The lots predominantly front the connector road, with 7 lots proposed to front Wollaston Road directly. The lots have been designed to enable future change over time to respond to increased housing demand in the area and enable infill subdivision or development.

The residential area provides for 10.4 lots per ha. It is acknowledged this is slightly below the density target of 12 lots per ha. The lower density is considered appropriate given the site's location on the edge of the growth area and potential for infill development in the future.

5.3.2 Retirement village

The balance of the site is proposed to be developed as a retirement village. The retirement village is proposed to have a distinctive character and includes a series of internal private road networks. The retirement village area is to be retained as a single lot, however will provide for dwellings at increased densities, increasing the overall density of the site.

In the event the balance of the land is not developed as a retirement village, this land will be developed for residential purposes in line with the density target of the NMRSP.

5.4 Utilities and drainage

The utility providers have confirmed that the land can be serviced.

5.4.1 Water and Sewerage

Wannon Water are the responsible authority for water and sewerage in the development plan area.

A new watermain is proposed along the northern edge of the area within the Wollaston Road reserve and will run along the new connector street. The area will connect to the existing watermain in the north east corner of the site and at Ponting Drive.

The development will connect into the existing sewer to the west and east in line with Ponting Drive.

5.4.2 Electricity

Powercor Australia are the relevant service provider for electricity within the development plan area. The area will connect into the existing electricity lines at Ponting Drive and Wollaston Road.

The existing overhead powerlines connecting the existing dwelling are proposed to be removed.

5.4.3 Telecommunications

Telstra are the relevant service provider for telecommunications in the area. The site will connect into existing telecommunications lines along Wollaston Road and Ponting Drive. The existing telecommunications line connecting the existing dwelling is proposed to be removed.

5.4.4 Drainage

Warrnambool City Council and Glenelg Hopkins CMA are the relevant service providers for drainage.

A Stormwater Management Strategy has been prepared by Beveridge Williams as part of this development plan. Two stormwater retarding basins are proposed within the floodplain. The retarding basins will have volumes of 4,980m³ and 1,160m³ and will detain the 1% AEP post development site flow to pre-development level. Stormwater quality management is proposed to be managed through a 500m² sedimentation basin and a 2,000m² wetland system.

The legal drainage point for the overall catchment will be to Merri River to the south. The subsurface drainage network for the development will convey all pipe flows to the outlet location, via the proposed stormwater quality treatment facilities (sedimentation basin and wetland). The pipe network will be adequately sized to convey the 20% AEP flows throughout the proposed development's drainage network.

Overland flows from the subject site will be directed via the proposed subdivisional roads to the retarding basins. The internal roads for the development, and associated lot finished surface levels, will be designed to ensure that the 1% AEP overland flows through the site are within the safe hydraulic capacity of road floodway.

5.4.5 Gas

Tennix are the service provider for gas within the development plan area. The area will connect to the existing gas main at the intersection of Wollaston Road and the connector street and at Ponting Drive.

5.4.6 Staging

The development is proposed to be split across 3 stages to ensure the provision of infrastructure and services.

Development is proposed to commence in the north-east corner at the intersection of the connector street and Wollaston Road. Stage 1 comprises 26 lots and has an area of 2.466ha. Stage 2 includes the remainder of the residential lots and comprises an area of 2.544ha. Stage 3 includes the balance of the land set aside for the retirement village.

5.5 Land Budget

The following table calculates the net developable area for the site. In total there is a total of 21.779ha of developable land within the development plan area.

Description		Hectares	% of total area	% of NDA
Total	Development Plan area	24.844 ha	100%	
Encumbered Land				
Urban Floodway Zone		1.247 ha	5.0%	5.7%
Transport				
Wollaston	Road Upgrade	0.000 ha		0%
Local Road		1.275 ha	5.1%	5.9%
Easement (future road)		0.543 ha	2.2%	2.4%
Net	Developable Area (NDA)	21.779 ha	87.7%	

Urban Design Package

147 Wollaston Road, Warrnambool

Client

Gull Group

Issued

26.10.2022



Beveridge Williams

Development Plan - 147 Wollaston Road Warrnambool
Approved 5 December 2022

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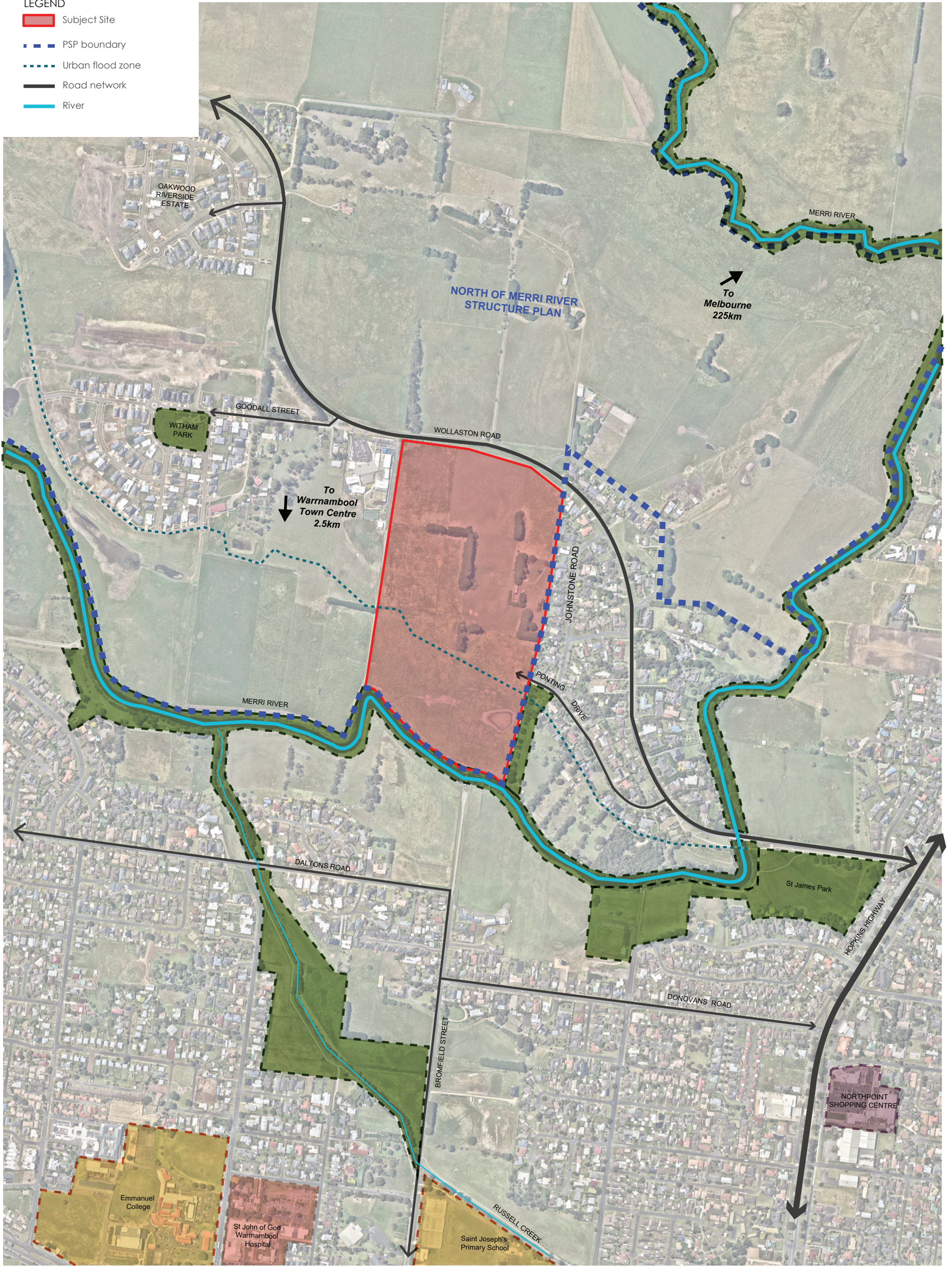
Client: Gull Group
Issued: 26.10.2022
Version: 06
Prepared by: WEB/MJ
Checked by: WEB

Town Planning
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Surveying
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Water Resource Management
Project Management

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- LEGEND
- Subject Site
 - PSP boundary
 - Urban flood zone
 - Road network
 - River



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Site Context Plan

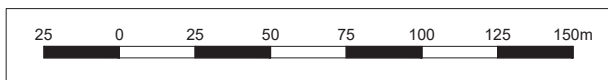
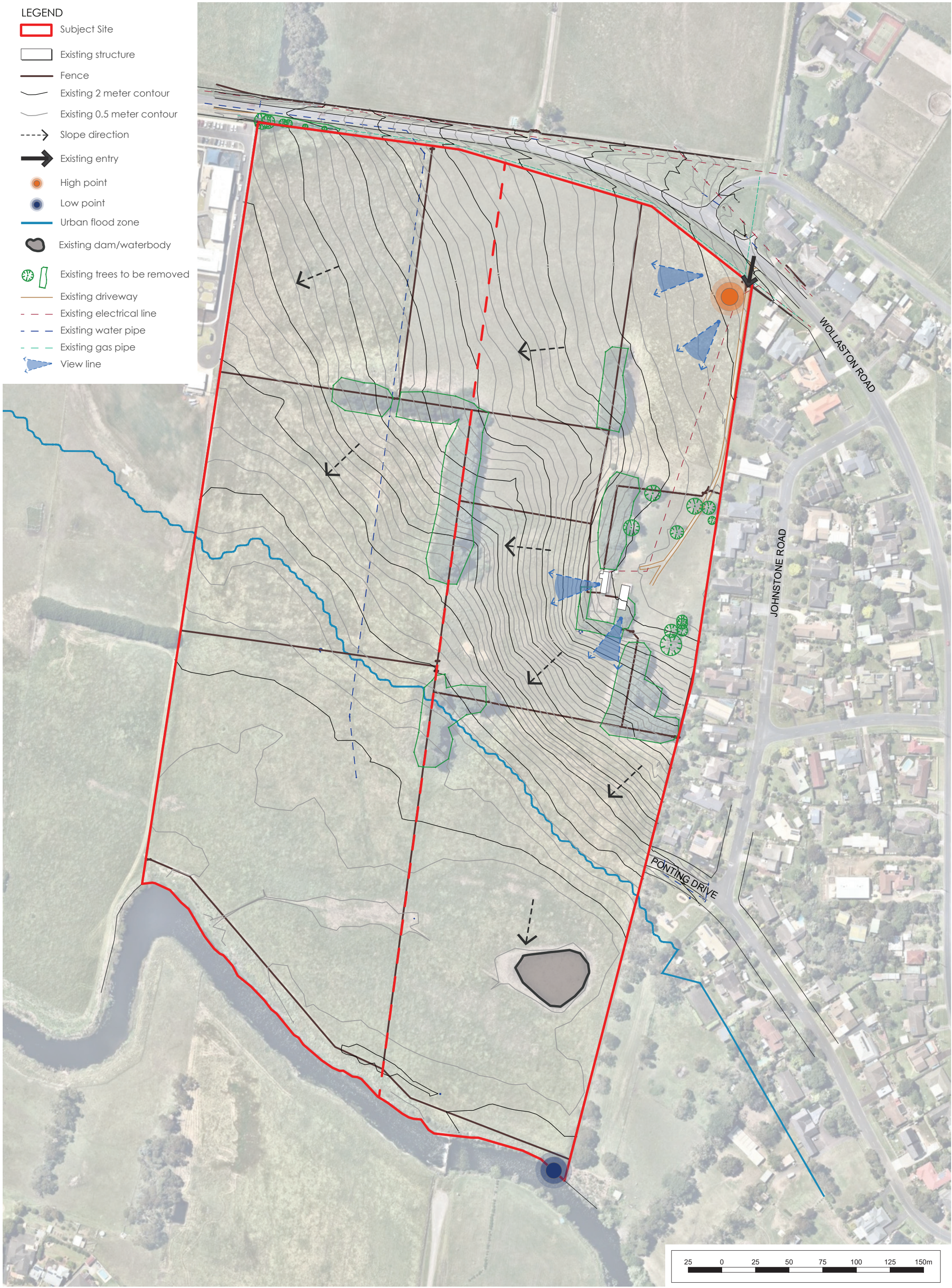
147 Wollaston Road, Warrnambool

Gull Group

					Date: 04.03.2021		
					Version No:		
					01		
					Job No: 2000243		
01	04.03.2021	Initial Issue			WEB	WEB	Scale (A1): NS
Version: 01							Scale (A3): NS
Description: 147 Wollaston Road Warrnambool							
\\MELST001\DATA\JOBS DATA\2000243 - 147 WOLLASTON ROAD WARRNAMBOOL\UD\CAD\2000243_SITE ANALYSIS.DWG							
Approved 5 December 2022							



- LEGEND
- Subject Site
 - Existing structure
 - Fence
 - Existing 2 meter contour
 - Existing 0.5 meter contour
 - Slope direction
 - Existing entry
 - High point
 - Low point
 - Urban flood zone
 - Existing dam/waterbody
 - Existing trees to be removed
 - Existing driveway
 - Existing electrical line
 - Existing water pipe
 - Existing gas pipe
 - View line



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Site Analysis Plan

147 Wollaston Road, Warnambool

Gull Group

Version	Date	Description	Drafted	Approved
01	04.03.2021	Initial Issue	WEB	WEB
02	20.08.2021	Second Issue	MJ	WEB

Date: 20.08.2021

Version No:

02

Job No: 2000243

Scale (A1): 1:1250

(A3): 1:2500



Development Plan - 147 Wollaston Road Warnambool
Approved 5 December 2022



Legend

- 1 - Residential/retirement living
- 2 - Open space
- 3 - Wetlands
- 4 - Residential lots - 700m² - 52 lots
- 5 - Creek reserve
- 6 - Water main
- 7 - Urban Flood Zone Boundary
- 8 - Retarding Basin
- 9 - Indicative swale
- 10 - Indicative shared path (granitic sand)
- 11 - Potential road reserve for future bridge crossing

Scale : 1:2000 @ A3

BW Beveridge Williams

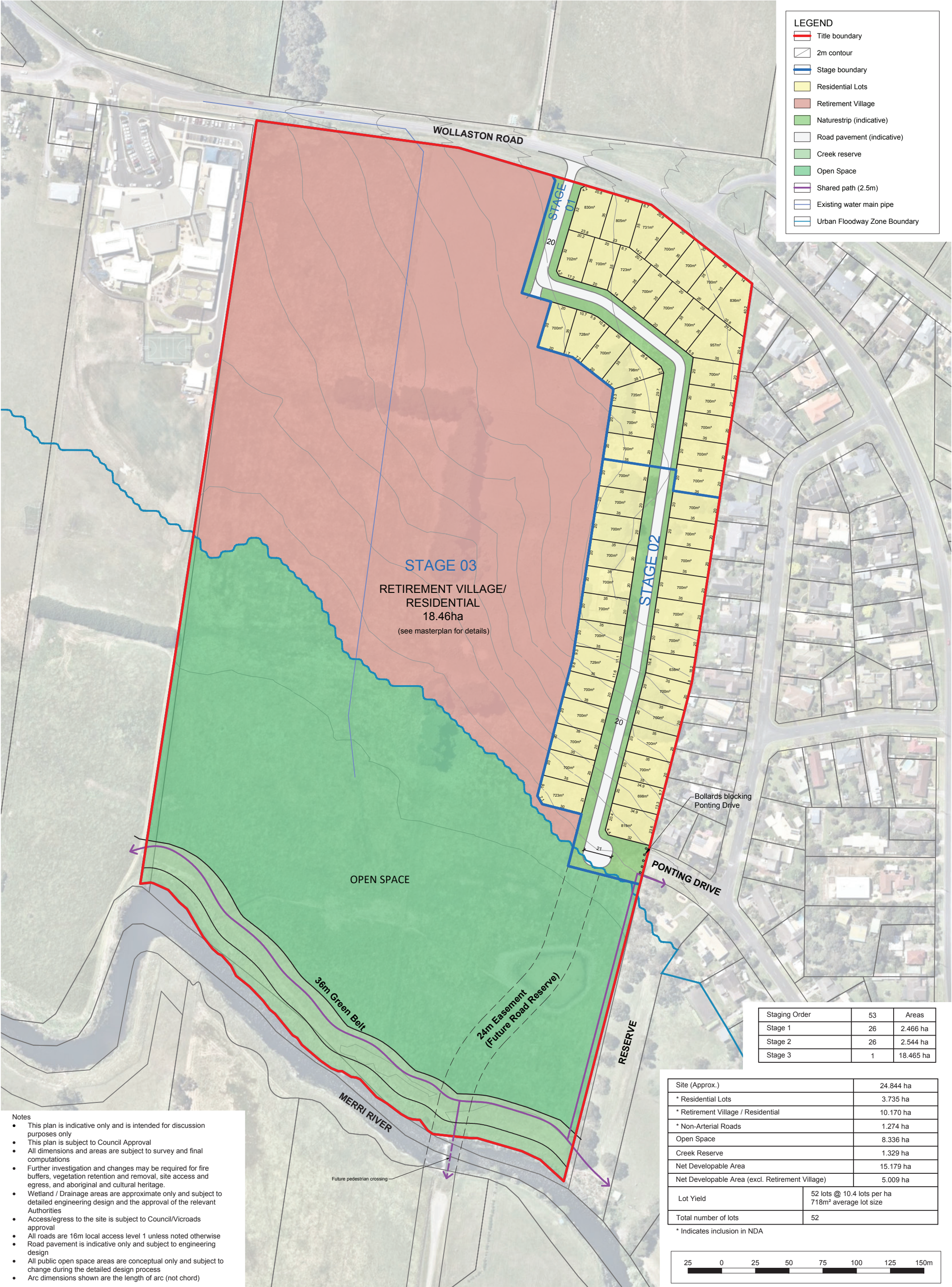


147 Wollaston Road, Warrnambool

Master Plan

2000243
26.10.2022
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Development Plan - 147 Wollaston Road Warrnambool
Approved 5 December 2022



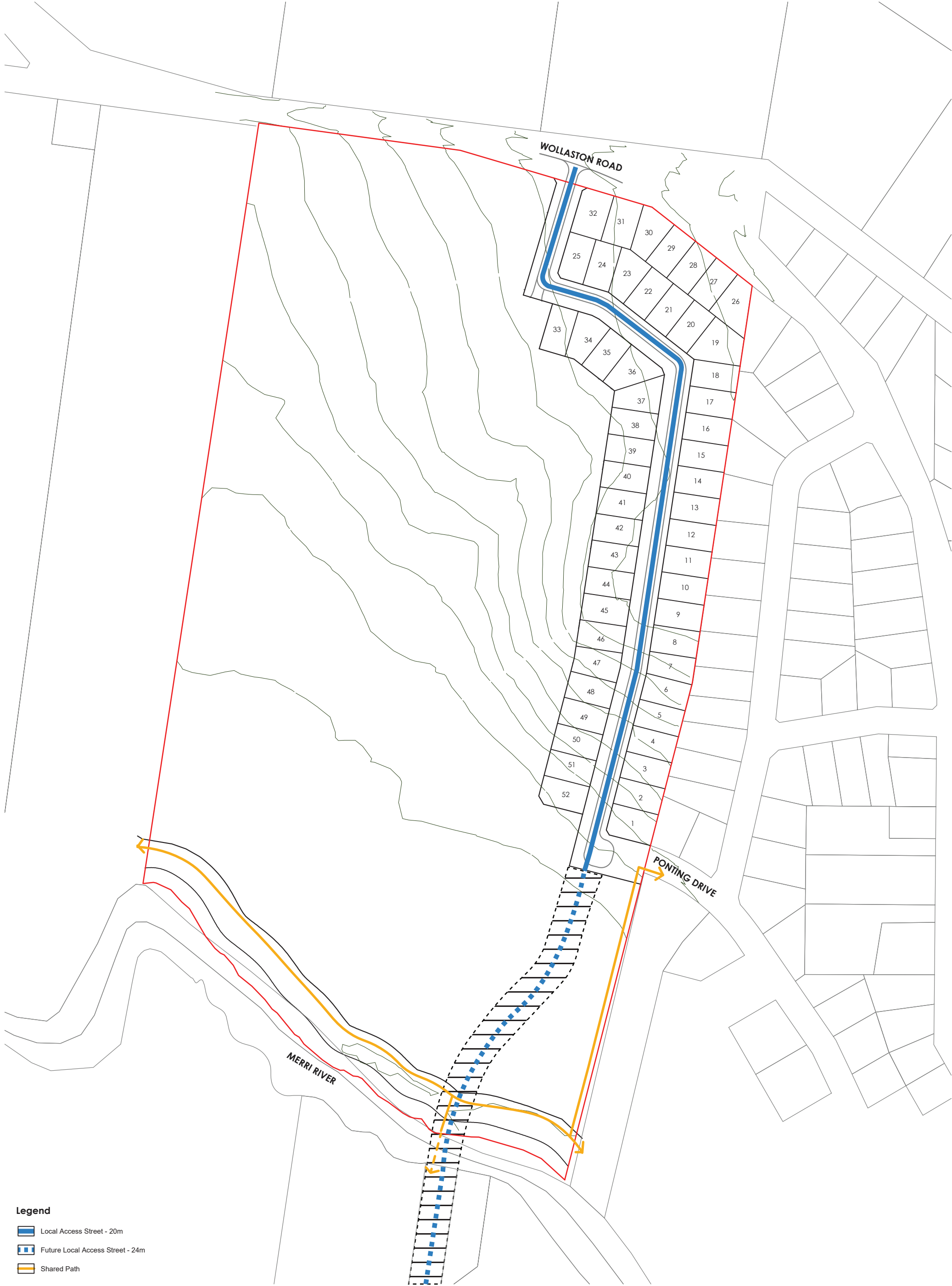
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Indicative Subdivision Plan
147 Wollaston Road, Warnambool
Gull Group

08	20.05.2021	Amended layout	MJ	WEB	Date: 26.10.2022
09	08.06.2021	Amended layout	MJ	WEB	Version No:
10	25.08.2021	Amended layout	MJ	WEB	12
11	08.08.2022	Amended layout	VA	WEB	Job No: 2000243
12	26.10.2022	Golf course removed	VA	WEB	Scale (A1): 1:1250



Development Plan - 147 Wollaston Road Warnambool
Approved 5 December 2022



Legend

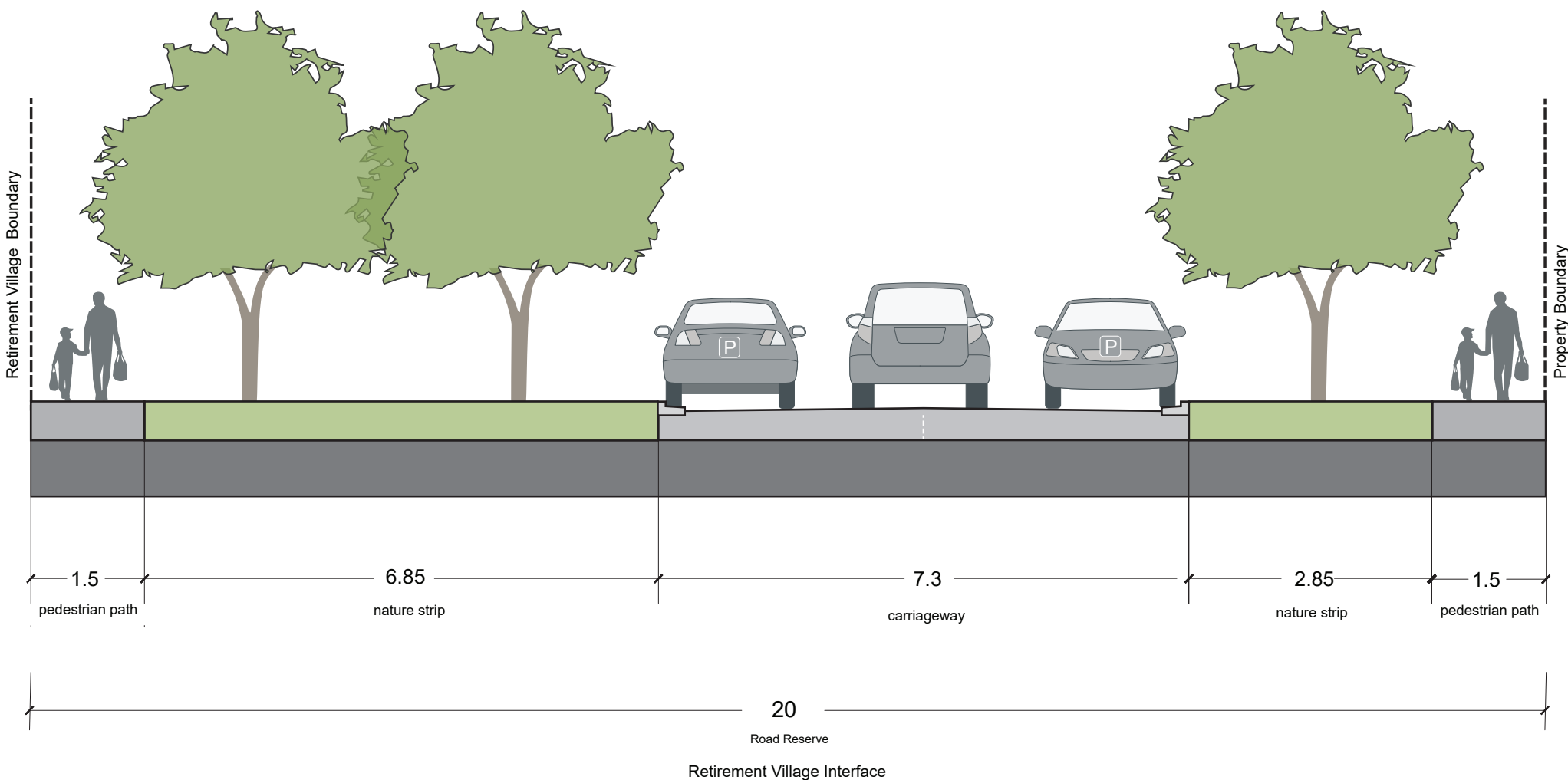
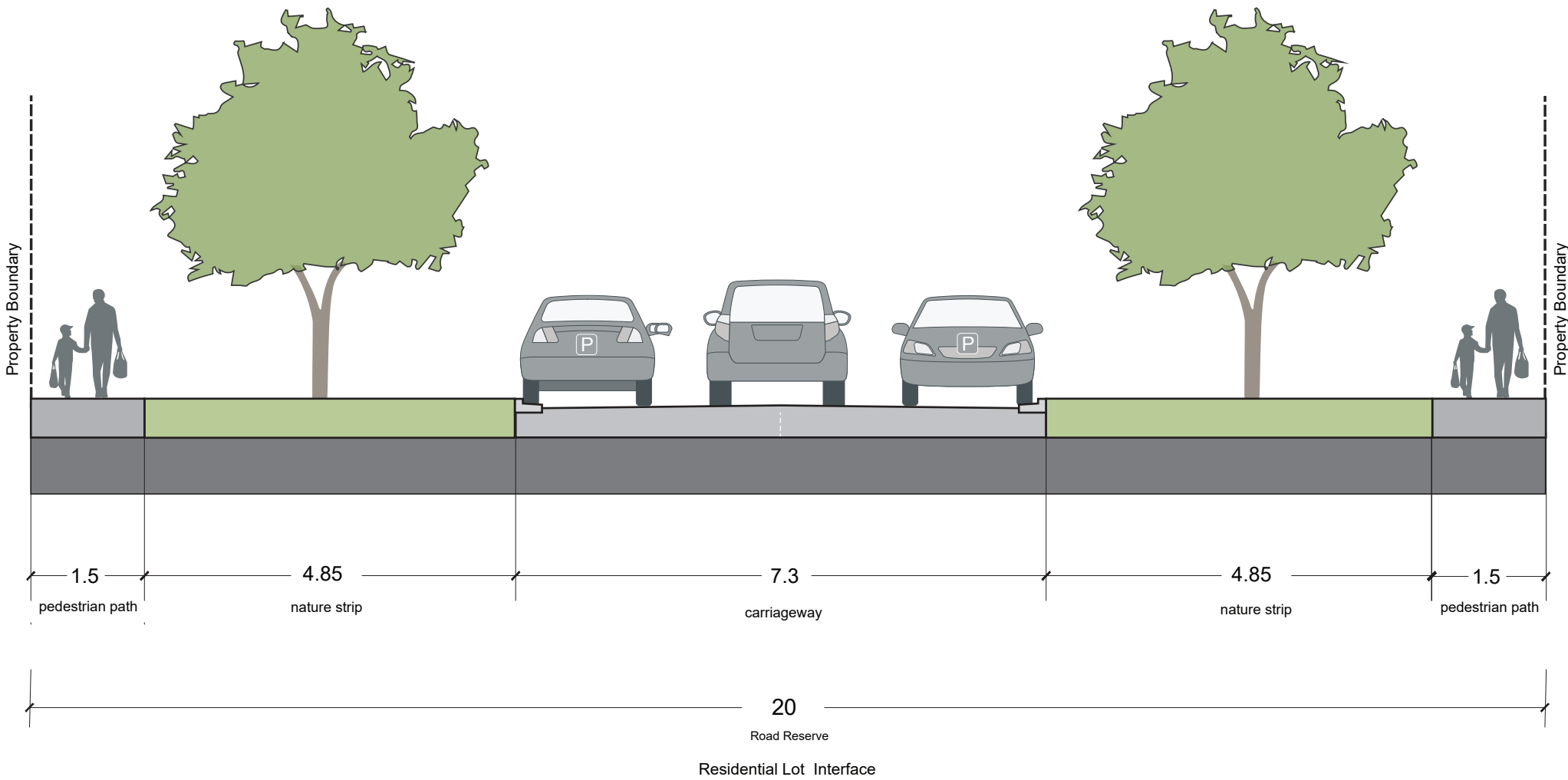
- Local Access Street - 20m
- Future Local Access Street - 24m
- Shared Path

Scale : 1:2000 @ A3



147 Wollaston Road, Warrnambool
Mobility Plan

2000243
26.10.2022
Ver 02





Street Trees

- Trees will be native and indigenous species
- Trees will be chosen from Warrnambool City Council Street Tree Planting and Management Guidelines and follow the landscape character of Merri River Concept Plan
- Final tree species and location will be subject to a Landscape Master Plan

Open Space

- Planting will be native and indigenous species
- Planting will be chosen from Warrnambool City Council Street Tree Planting and Management Guidelines and follow the landscape character of Merri River Concept Plan
- Final planting selections and location will be subject to a Landscape Master Plan

Merri River

- See 36m Creek Reserve Concept Plan, cross sections and Indicative Planting Palette for further details.

- Legend**
- 1 - Residential/retirement living
 - 2 - Open space
 - 3 - Wetlands
 - 4 - Residential lots - 700m² - 52 lots
 - 5 - Creek reserve
 - 6 - Water main
 - 7 - Urban Flood Zone Boundary
 - 8 - Retarding Basin
 - 9 - Indicative swale
 - 10 - Indicative shared path (granitic sand)
 - 11 - Potential road reserve for future bridge crossing

Scale : 1:2000 @ A3



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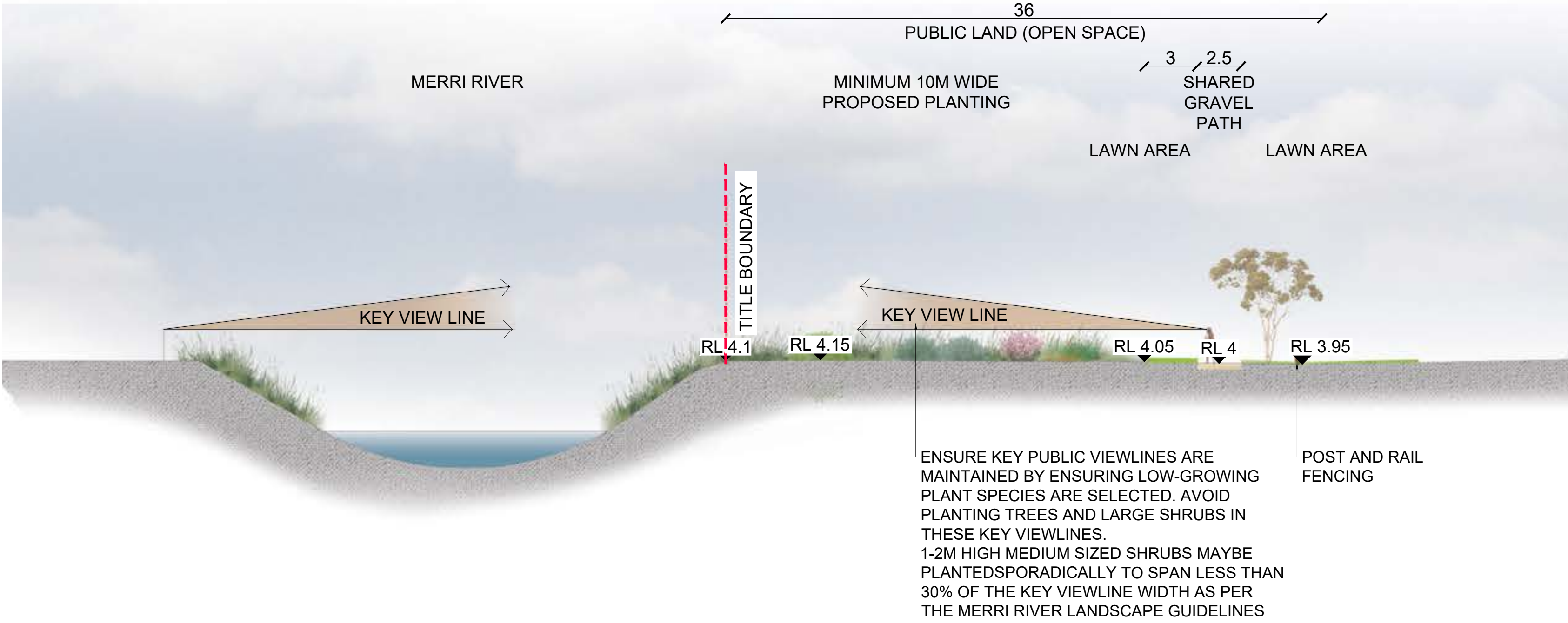


KEY PLAN

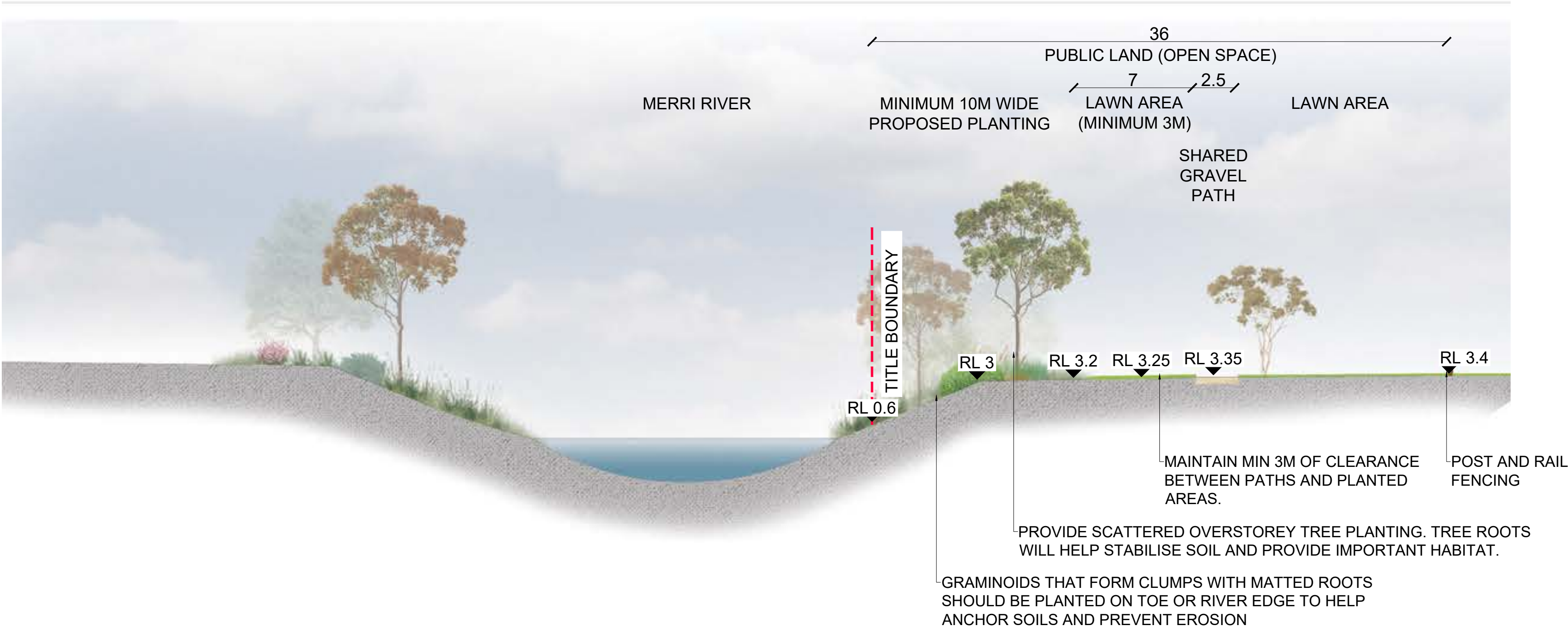
LEGEND

- 1 Title Boundary
- 2 Minimum 3m wide clearance between planting and path
- 3 Minimum 10m wide vegetation buffer incorporating small planting.
- 4 2.5m wide hared granitic gravel path
- 5 Potential future pedestrian crossing by others
- 6 Grassed areas to provide active open spaces
- 7 Post and rail fencing at the interface of the corridor
- 8 Scattered trees and large shrubs along the river
- 9 Scattered medium shrubs along the river
- 10 Key viewline from existing open space as identified in the Merri River Landscape Guidelines





SECTION AT AA




SECTION AT BB




POST AND RAIL FENCING

TREES (>8M)




Acacia melanoxylon | Blackwood
12-15 x 5m




Eucalyptus ovata | Swamp Gum
10 x 5m


LARGE SHRUBS TO SMALL TREES (2-8m)




Leptospermum lanigerum | Woolly
Tea-tree | 2-6 x 1-3m



Acacia paradoxa | Hedge Wattle
2-4 x 2-5m




Melaleuca squarrosa | Scented
Paperbark | 2-5 x 1-2m




Myoporum insulare | Common
Boobialla | 1-6 x 3m


MEDIUM SHRUBS (1-2M)




Acacia myrtifolia | Myrtle Wattle |
1-2 x 1-2m



Leptospermum scoparium | Manu-
ka | 2 x 2m




Leucopogon virgatus | Common
Beard-heath | 0.3-1 x 0.2-0.6m




Pimelea humilis | Common
Rice-flower | 0.3 x 0.3-1 m


SMALL PLANTS (<1M - MIX OF SMALL AND PROSTRATE SHRUBS,
HERBS AND GRAMINOIDS)




Dichondra repens | Kidney-weed |
Prostrate




Hydrocotyle pterocarpa | Wing
Pennywort | Prostrate




Persicaria decipiens | Slender Knot-
weed | Prostrate




Senecio odoratus var. odoratus |
Scented Groundsel




Urtica incisa | Scrub Nettle | Pros-
trate




Carex appressa | Tall Sedge |
1 x 1m




Dianella revoluta | Black Anther
Flax-lily | 0.3-1 x 0.5-1m




Ficinia nodosa | Knobby Club-rush |
1 x 0.8m




Gahnia sieberiana | Red-fruit Saw-
sedge | 1.5-2 x 2-3m




Lomandra longifolia | Mat Rush |
0.5-1 x 0.4-0.6m




Phragmites australis | Common
Reed |



Poa labillardierei | Common Tus-
sock- grass | 1.2 x 0.3-0.8m



Schoenus lepidosperma | Slender
Bog-sedge | 0.3 x 0.2m



Themeda triandra | Kangaroo Grass
| 1.5 x 0.5m

NOTE - PLANTING PALETTE IS AS PER MERRI RIVER LANDSCAPE GUIDELINES AND EVC 53

Indicative Planting Palette

147 Wollaston Road, Warrnambool

Gull Group


Project Number: 2000243

Drawn by: SV

Checked by: SK, JD

Revision: B

Issued: 04.11.2022



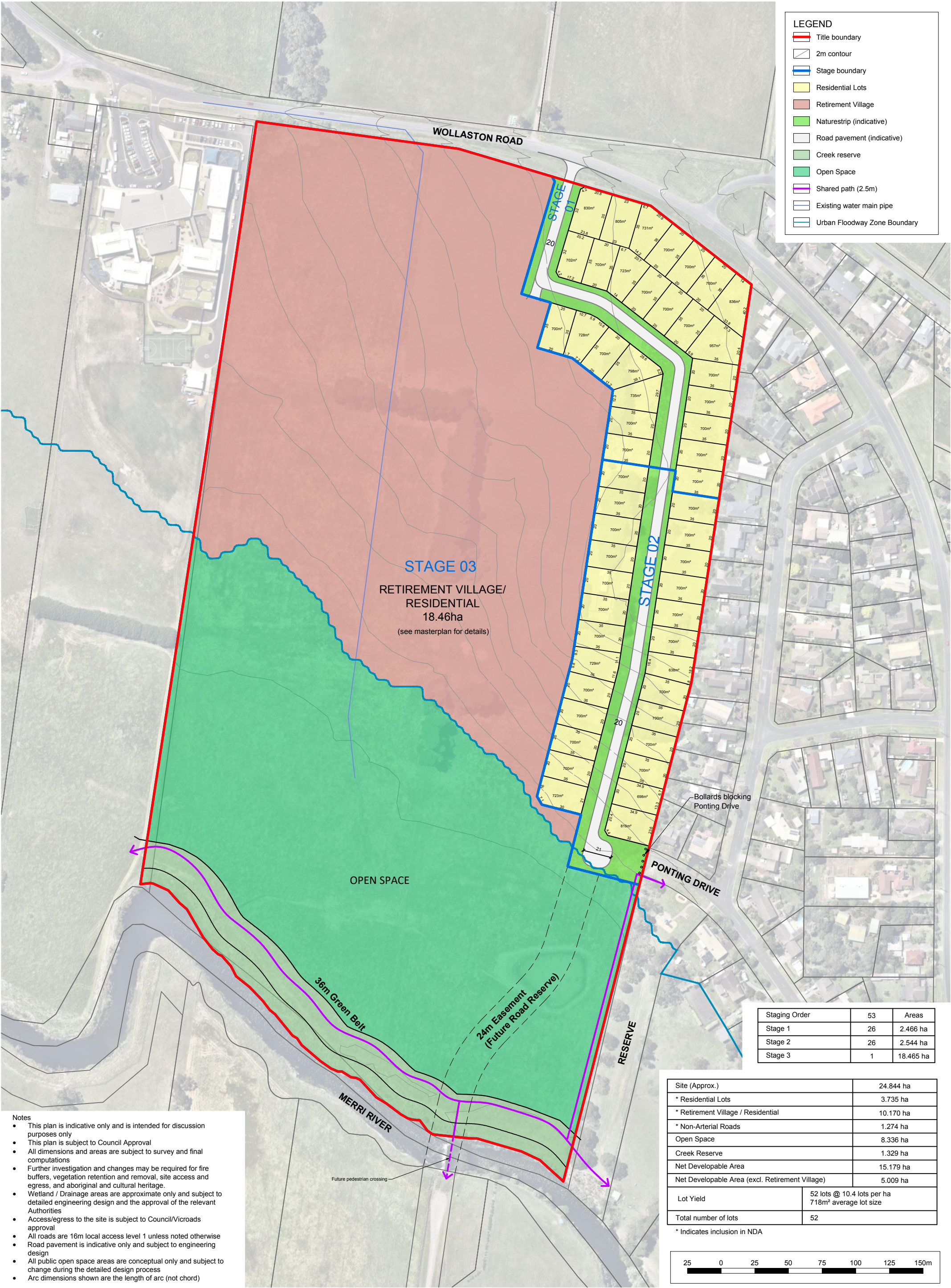
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Version: 2, Version Date: 08/12/2022

Development Plan - 147 Wollaston Road Warrnambool
Approved 5 December 2022

APPENDIX B: SITE LAYOUT PLAN



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Indicative Subdivision Plan
147 Wollaston Road, Warnambool
Gull Group

08	20.05.2021	Amended layout	MJ	WEB	Date: 26.10.2022
09	08.06.2021	Amended layout	MJ	WEB	Version No: 12
10	25.08.2021	Amended layout	MJ	WEB	Job No: 2000243
11	08.08.2022	Amended layout	VA	WEB	Scale (A1): 1:1250
12	26.10.2022	Golf course removed	VA	WEB	(A3): 1:2500

Development Plan - 147 Wollaston Road Warnambool
Approved 5 December 2022