

MYERS
PLANNING GROUP

RIVERLAND ESTATE DEVELOPMENT PLAN

North of the Merri River Growth Area

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WARRNAMBOOL PLANNING SCHEME

Development Plan for:

Riverland Estate DP

Pages: *1-52*

Is approved in accordance with the
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1. INTRODUCTION

1.1. DEVELOPMENT PLAN OVERVIEW

The Riverland Estate Development Plan has been prepared by Myers Planning Group on behalf of landowners of the Riverland Estate, Warrnambool.

The development plan provides a clear framework for the development of over 22 hectares of land identified within the North of Merri River Growth Area Structure Plan.

1.2. DEVELOPMENT PLAN VISION

Building on the vision of the North of Merri River Growth Area Structure Plan, the Riverland Estate will be a well-connected and well serviced community which has a distinctive character and unique sense of place.

A key feature of the estate is the Merri River corridor parkland which forms the natural habitat for all kinds of native plants, birdlife and animals. In addition to the natural attributes of the river, this corridor will include a shared pedestrian / bicycle path along the entire length of the Merri River, forming a contiguous link to future residential development east of the development plan area.

The proposed street network responds to the natural topography of the site and enhances the natural qualities of the area. Wide road reserves provide opportunities for landscaped links to the river corridor and the provision of 'pause places' will facilitate social interaction.

Tree lined streets, comprising indigenous trees, will form a landscape backdrop to the neighbourhood. Provision has been made to continue street tree themes from future residential development, east of the development plan area, which will provide a seamless landscape transition from one development plan area to another.

The proposed street network provides convenient access and efficient movement to encourage walking and cycling throughout the development plan area. A key feature of the street network includes a shared pedestrian / bicycle path network which will link future residents to the river corridor parkland and nearby path networks.

Four-way intersections have been avoided in order to minimise infrastructure delivery costs. Roads straddling boundaries have been avoided where possible to ensure landowners can independently develop their own parcels.

The development plan responds to existing dwellings and allows landowners the option of retaining their current dwellings within the

development of their land. The plan also includes a logical sequence of development to facilitate growth in a way which allows efficient use of existing infrastructure.

Sensitive design and landscape treatments along Caramut Road and Wollaston Road will create an attractive gateway to the city when approaching Warrnambool from surrounding rural areas.

In short, the Riverland Estate redefines urban living where people can live in a high quality environmentally sensitive urban environment.

1.3. STRUCTURE OF THE DEVELOPMENT PLAN

The Riverland Estate Development Plan is structured in a format which responds to the features of the area and key elements of the North of Merri River Growth Area Structure Plan. The development plan is structured as follows:

- **Planning Context** which provides an overview of State and local planning policy, local strategies, zones and overlays affecting the development plan area.
- **Site Analysis** which explores property ownership, surrounding land uses, topography, views and vistas, natural features, existing infrastructure and access.

- **Design Response** which details the proposed movement network, open space, density of development, infrastructure and staging.
- **Infrastructure Contributions** which identifies a range of infrastructure items required to be delivered as development occurs within the area.

The development plan area, located at the western end of the North of the Merri River Growth Area, comprises approximately 22.6 hectares of land adjacent to the Merri River.

2. SITE DESCRIPTION

2.1 SITE LOCATION AND CONTEXT

Warrnambool is Victoria's largest coastal regional city and the fastest growing population centre in southwest Victoria.

To accommodate population growth, Warrnambool City Council has rezoned land within four greenfield residential growth areas (including the North of the Merri River Growth Area).

The North of the Merri River Growth Area, located approximately four (4) kilometres north-west of the Warrnambool Central Business District, was rezoned in 2012. Development has commenced within the growth area with a series of residential estates currently under construction.

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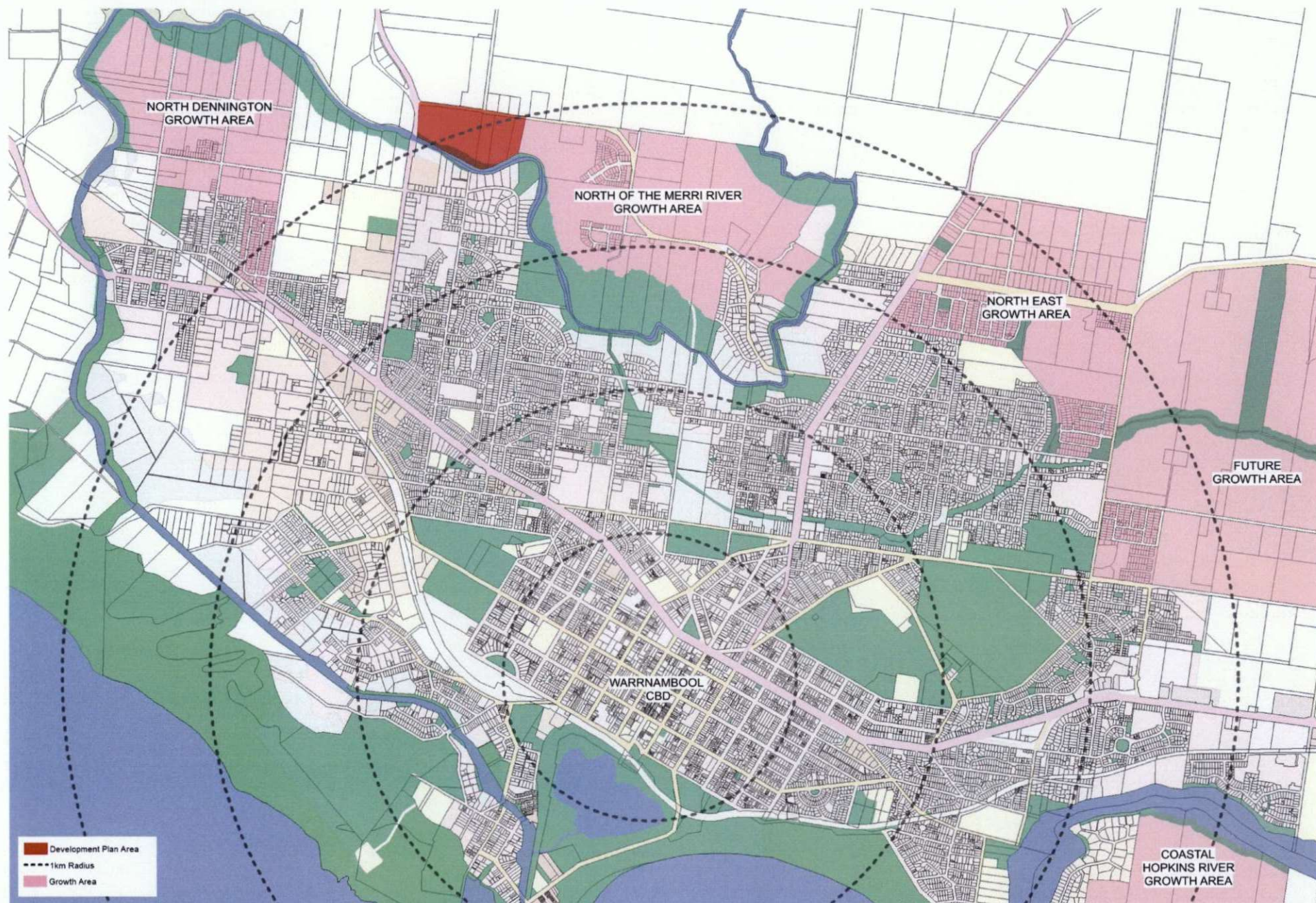


Figure 1: Location plan

3. PLANNING CONTEXT

3.1. STATE PLANNING POLICY FRAMEWORK

The State Planning Policy Framework comprises general principles for land use and development in Victoria.

The following clauses of the State Planning Policy Framework are relevant to this 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 18 Transport
- Clause 19 Infrastructure.

The above policies seek to ensure future development is responsive to the sites natural features, adjacent land uses and proposed development. Policy also seek to ensure development promotes the efficient and sustainable provision of infrastructure.

The Great South Coast Regional Growth Plan provides broad direction for land use and development across the Great South Coast region. The North of the Merri River Growth Area is identified as a key residential growth area within the plan.

3.2. LOCAL PLANNING POLICY FRAMEWORK

Building on the State Planning Policy Framework, the Local Planning Policy Framework sets the local and regional strategic policy context for Warrnambool. It comprises the Municipal Strategic Statement and specific local planning policies.

The following clauses of the Local Planning Policy are relevant to this development plan:

- Clause 21.01 Municipal Profile, Council Vision and Strategic Directions
- Clause 21.02 Settlement
- Clause 21.03 Environment and Landscape Values
- Clause 21.06 Built Environment and Heritage
- Clause 21.07 Housing
- Clause 21.10 Infrastructure
- Clause 21.11 Local Areas.

The above policies direct urban growth to Warrnambool's greenfield growth areas (in addition to urban infill opportunities). The policies also identify future development within growth areas provides an opportunity to deliver a variety of dwelling types with varying development densities.

Development contributions plans are identified within the planning scheme as the mechanism to facilitate appropriate infrastructure provision in terms of roads, drainage, utilities and community infrastructure.

3.3. LOCAL STRATEGIES

North Merri River Growth Area Structure Plan (2011)

The structure plan outlines the planning and development framework for the North of the Merri River Growth Area. The structure plan defines a vision and broad structure for the movement network within the growth area. Key elements carrying through from the structure plan into this development plan include:



- An efficient road network which responds to topography, provides connections between planned neighbourhoods and incorporates a modified grid-based road network.
- A diverse range of residential densities (average density 12 dwellings per net developable hectare).
- An open space corridor along the Merri River which incorporates a linked pedestrian / bicycle network.
- A vehicular interface to the proposed Merri River open space corridor.
- A high standard of urban design and landscape design.

Warrnambool City-Wide Housing Strategy (2013) Housing Strategy

The Housing Strategy provides guidance on housing densities and dwelling types in Warrnambool. The strategy identifies the need to develop a variety of dwelling types with varying development densities within greenfield growth areas. A target of 12 dwellings per developable hectare, with higher densities near open space and transport corridors, is encouraged by the strategy.

Warrnambool Open Space Strategy (2014)

The Open Space Strategy provides an overarching framework to direct open space planning and management in Warrnambool to the year 2026. The strategy identifies large areas of land within the growth area will be set-aside for open space (Merri River floodplain). The strategy identifies the provision of a corridor along the river will greatly improve overall connectivity of open space along the Merri River, including opportunities to connect open space to the southern side of the river.

3.4. ZONING

The development plan area is subject to four planning zones:

GENERAL RESIDENTIAL ZONE

As recommended by the North of the Merri River Growth Area Structure Plan, the majority of the development plan area is located within the General Residential Zone. The relevant purpose of the General Residential Zone is to:

- *Encourage development that respects the neighbourhood character of the area.*
- *Implement neighbourhood character policy and adopted neighbourhood character guidelines.*

- *Provide a diversity of housing types and moderate housing growth in locations offering good access to services and transport.*

A permit is required to subdivide land within the General Residential Zone. Subdivision must occur in accordance with the requirements of Clause 56 (Residential Subdivision) of the Warrnambool Planning Scheme. These requirements have been considered in the preparation of the Riverland Estate Development Plan.

A permit is required to develop land for two or more dwellings. A proposal to develop two or more dwellings on a single lot must occur in accordance with the requirements of Clause 55 (Two or More Dwellings on a Lot and Residential Buildings).

URBAN FLOODWAY ZONE

Flood affected land within the development plan area is subject to the Urban Floodway Zone. The relevant purpose of the Urban Floodway Zone 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.*

A permit is required to develop land within the Urban Floodway Zone. This includes the construction of fences (excluding post and wire and post and rail fencing), road works, pathways and play facilities.

ROAD ZONE CATEGORY 2

The Wollaston Road reserve is subject to the Road Zone Category 2. The relevant purpose of the Road Zone is to *identify significant existing roads*.

PUBLIC CONSERVATION AND RESOURCE ZONE

The Merri River reserve is subject to the Public Conservation and Resource Zone. The purpose of the Public Conservation and Resource Zone is to:

- *Protect and conserve the natural environment and natural processes for their historic, scientific, landscape, habitat or cultural values.*
- *Provide facilities which assist in public education and interpretation of the natural environment with minimal degradation of the natural environment or natural processes.*
- *Provide for appropriate resource based uses.*

3.5. OVERLAYS

The development plan area is subject to the following overlays:

DEVELOPMENT PLAN OVERLAY

The entire development plan area is subject to Schedule 10 the Development Plan Overlay.

The purpose of the overlay is to ensure development within the growth area is generally in accordance with the layout, design and density objectives of the North of the Merri River Structure Plan.

A permit cannot be granted to subdivide land until a development plan has been prepared and approved by Warrnambool City Council. Any permit issued must be generally in accordance with the approved development plan.

A development plan must address the following elements as contained within the North of the Merri River Growth Area Structure Plan:

- Movement network
- Open Space
- Neighbourhoods and density.
- Utilities and drainage.

The objectives and requirements contained in Schedule 10 to the Development Plan Overlay are discussed further in Section 4.

DEVELOPMENT CONTRIBUTIONS OVERLAY

The entire development plan area is subject to Schedule 1 to the Development Contributions Overlay. The purpose of the overlay 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.*

Any permit granted must be consistent with the relevant development contributions plan.

In April 2012, a development contributions plan was incorporated into the Warrnambool Planning Scheme via Amendment C69. A response to the development contributions plan has been outlined in Section 7 of this development plan.



ENVIRONMENTAL SIGNIFICANCE OVERLAY

The Merri River frontage is subject to Schedule 2 to the Environmental Significance Overlay. The purpose of the overlay is to:

- *Identify areas where the development of land may be affected by environmental constraints.*
- *Ensure that development is compatible with identified environmental values.*

This development plan responds to the statement of environmental significance and environmental objectives contained within Schedule 2 to the Environmental Significance Overlay.

4. SCHEDULE 10 TO THE DEVELOPMENT PLAN OVERLAY

4.1. OBJECTIVES OF THE DEVELOPMENT PLAN

Schedule 10 to the Development Plan Overlay seeks to ensure development plans address the following objectives:

Overall Objectives

To implement the vision depicted in the North of the Merri River Structure Plan to establish a well-connected and well serviced community which demonstrates a positive sense of place, with specific reference to the following plan elements relevant to this development plan:

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

To implement the layout, design and density objectives of the North of the Merri River Structure Plan.

Movement Objective Networks

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

- 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 North of the Merri River Structure Plan 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).

KEY DESIGN CONSIDERATIONS:

- Provide a highly permeable street network which responds to topography and enables people to access open space and public transport.
- Provide road, pedestrian, bicycle connections to future neighbourhoods, east of the development plan area.
- Provide attractive streetscapes which enhance the amenity of the area and reflect the environmental values of the Merri River.

Open Space Objectives

To provide an interlinked open space network which:

- 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 30 metre biodiversity corridor along the river.

KEY DESIGN CONSIDERATIONS:

- Provide a parkland corridor along the Merri River which protects and enhances

biodiversity values and provides passive recreation opportunities.

- Provide attractive streetscapes which enhance the amenity of the area and reflect the environmental values of the Merri River.
- Identify opportunities to incorporate small green spaces within the local street network (for example, 'pause places' along local access streets).

Neighbourhoods and Density Objectives

To provide a series of internal neighbourhoods which:

- 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.

KEY DESIGN CONSIDERATIONS:

- Provide a diversity of lot sizes with smaller lots located near the proposed Merri River parkland corridor.
- Achieve an overall density of 12 lots per net developable hectare.
- Provide attractive streetscapes which enhance the amenity of the area and

reflect the environmental values of the Merri River.

Utilities and Drainage Objectives

To provide physical services and infrastructure which:

- Meet the needs of the future community and the development.
- Is provided in accordance with the North of the Merri River Development Contributions Plan.
- 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.

KEY DESIGN CONSIDERATIONS:

- Provide efficient delivery of services and infrastructure which improves the environmental performance of proposed subdivisions.



4.2. REQUIREMENTS FOR THE DEVELOPMENT PLAN

Development plans should be prepared for a group of landholdings which represent a logical defined precinct (as shown on Figure 22 within the North of Merri River Growth Area Structure Plan). As discussed earlier, this development plan relates to the precinct on the corner of Wollaston Road and Caramut Road.

The development plan must include a detailed site analysis and design response which addressed the requirements contained in Schedule 10 to the Development Plan Overlay.

The **site analysis** must include the following:

- An environmental assessment of the flora, fauna and habitat significance of the land which includes recommended actions for management, revegetation and restoration of any identified conservation and vegetation protection areas where relevant.
- An arboriculture assessment of all existing trees on the land which provides a description of the condition, health and integrity of all trees.

- An archaeological survey and heritage assessment which includes recommendations for the protection, restoration and interpretation of significant sites, and where appropriate, design measures to sensitively integrate sites.
- A landscape assessment that defines any important landscape views or vistas and any landscape features.
- An environmental audit identifying any environmental hazards or contamination on the land and proposed treatments, if any; or a qualified statement indicating the absence of such hazards or contamination.

The site analysis is provided in Section 5. In addition to the above requirements, the site analysis also details property ownership, surrounding land uses and proposed development, existing infrastructure and services, and existing access and linkages.

The development plan must also include a **design response** based on the site analysis. The report must include:

- A street layout plan, including cross-sections for all streets and a road hierarchy plan.
- An open space plan, including street tree themes.
- An indicative lot layout plan.

- A development sequencing plan and overall land budget.

The design response is provided in Section 6.

The following reports and assessments have informed the preparation of the development plan:

BIODIVERSITY

Ecological Assessment with Net Gain of Vegetation, corner of Wollaston Road and Caramut Road, Warrnambool Garry Cheers, Flora and Fauna Consultant (July 2013).

ENVIRONMENTAL ASSESSMENT

Environmental Site Assessment at 391 Wollaston Road, Warrnambool Environmental Earth Sciences (August 2016).

CULTURAL HERITAGE MANAGEMENT PLAN

Proposed Residential Subdivision at Lot 2 and CA 10B, corner of Wollaston Road and Warrnambool-Caramut Roads, Warrnambool, Cultural Heritage Management Plan Number: 11656 Alpha Archaeology Pty Ltd (November 2016).

SERVICING AND DRAINAGE

*Engineering Services report, 140 Lot
Subdivision – Wollaston Road, Warrnambool*
Brian Consulting Pty Ltd (May 2016).

*Riverland Estate, Wollaston Road -
Warrnambool, Stormwater Management Plan*
Brian Consulting Pty Ltd (May 2016).

TRAFFIC

Traffic Impact Assessment Traffix Group Pty
Ltd (August 2016).



5. SITE ANALYSIS

5.1. PROPERTY OWNERSHIP

The development plan area comprises three (3) individual landholdings ranging from 1.9 hectares to 16.5 hectares in area.

The largest landholding (391 Wollaston Road) includes two titles across 16.5 hectares of land and has approximately 517 metres frontage to Wollaston Road and 210 metres frontage to Caramut Road. The landholding has approximately 540 metres frontage to Merri River.

The remaining two land holdings (373 and 375 Wollaston Road) have narrow frontages to Wollaston Road (between 73 metres and 140 metres) and a combined frontage to the Merri River of approximately 235 metres.

Both landholdings are developed with single dwellings orientated towards the Merri River. These dwellings pose a design constraint which will affect the overall layout and configuration of the development plan area. These will need to be considered through the preparation of the Development Plan.

The Merri River comprises 1.4 hectares of crown land. The river is currently inaccessible as it is bordered by private land.

Approximately 2 hectares of privately owned land (predominately located within Landholding 1) is within the Merri River 1-in-100 year flood line.

Table 2 (page 49) provides a detailed breakdown of parcel size of landholdings within the development plan area.

KEY DESIGN CONSIDERATIONS:

- Enable individual land owners opportunities to develop independently of each other without compromising the development plan (for example, avoid roads straddling property boundaries where possible).
- Provide public access along the entire length of the Merri River corridor.
- Provide options for landowners to retain existing dwellings within the development of their land.

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Date: 16/1/17



Figure 2: **Property Ownership**



5.2. SURROUNDING LAND USES AND PROPOSED DEVELOPMENT

Immediately east of the development plan area is land within the North of the Merri River Growth Area 'Wollaston Road Precinct'. A Development Plan for the precinct was approved in October 2012 (North of the Merri Wollaston Road Precinct Development Plan).

The Wollaston Road Precinct Development Plan provides for approximately 650 to 700 residential lots, a local convenience centre, future primary school, two local parks, a Merri River parkland corridor and internal street network. Residential development within the precinct has commenced with several dwellings constructed and/or currently under construction. Road, pedestrian and bicycle connections to this precinct will need to be considered through the preparation of the development plan.

Land immediately north of the development plan area is located within the Farming Zone. Land north of Landholding 1 is used for broadacre farming. Land opposite Landholdings 2 and 3 has been subdivided and developed for rural living purposes.

Wollaston Road is identified as the Urban Settlement Boundary for the City of Warrnambool. Urban development will therefore be contained to land south of Wollaston Road. Landscape treatments along Wollaston Road will need to be considered through the preparation of the development plan to provide a transition between the urban / rural interface.

KEY DESIGN CONSIDERATIONS:

- Provide road, pedestrian, bicycle connections to the Wollaston Road Precinct (Stage 1 Development Plan area).
- Ensure future residential development fronts existing roads (Wollaston Road and Caramut Road).
- Provide a landscape treatment along Wollaston Road and Caramut Road to transition between the urban / rural interface.

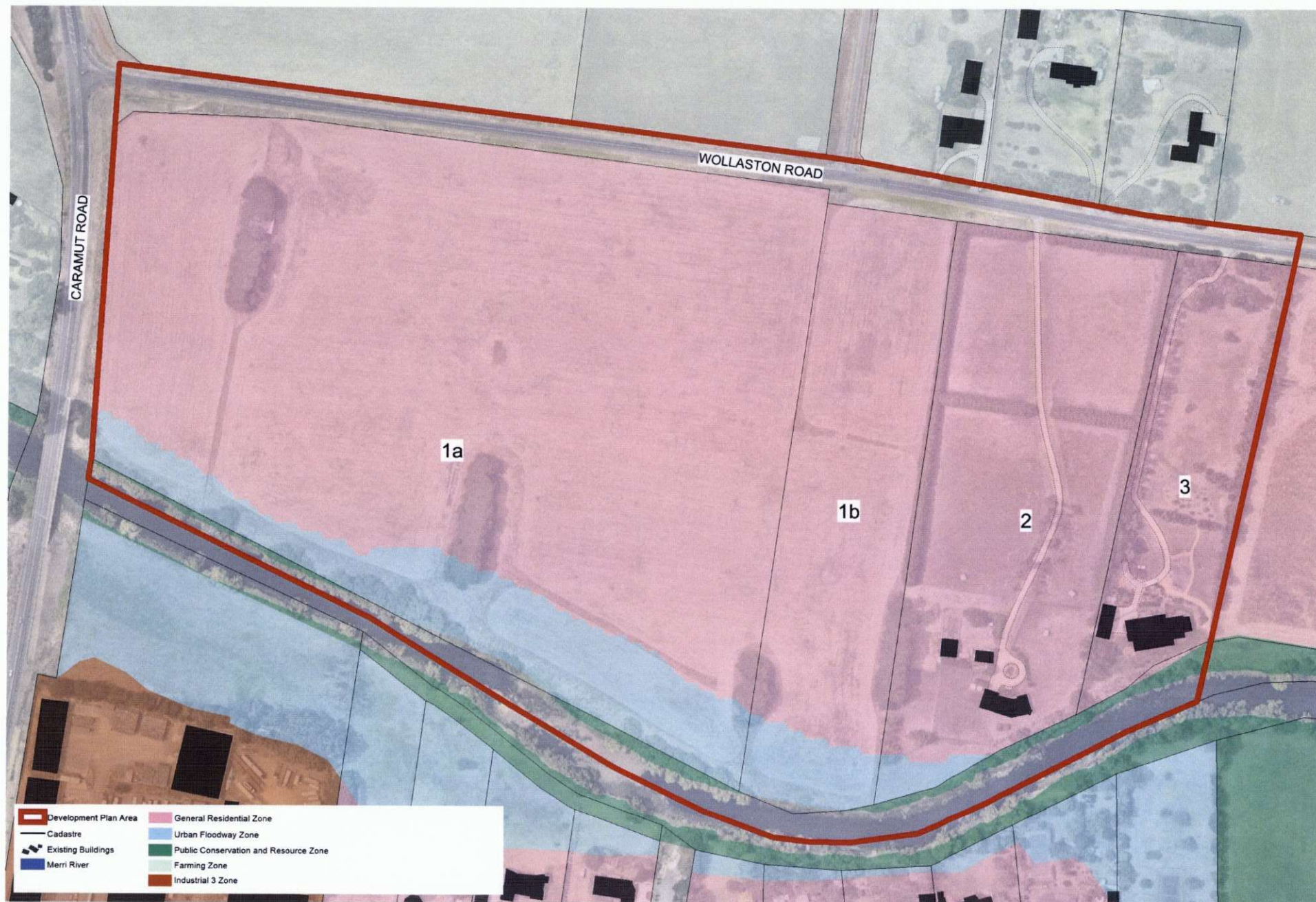


Figure 3: Land uses



5.3. TOPOGRAPHY AND VIEWS

Landform within the development plan area comprises undulating topography with a gentle slope towards the river, relatively flat areas of land in the west and elevated sections in the east.

There are low lying areas along the Merri River increasing to a steep escarpment further east along the river (Landholdings 2 and 3). The North of the Merri River Structure Plan requires low lying encumbered areas to be reserved for drainage purposes.

There is a natural drainage line (low point) which runs from Wollaston Road to the Merri River.

There are a number of crests and ridges across the development plan area which influence views to and from the area. Elevated sections of the development plan area provide view lines towards established urban areas and long distance views to the coastal dune system to the south.

The development plan area is highly visible along Caramut Road on the approach to Warrnambool. Landscape treatments along

Wollaston Road and Caramut Road will need to be considered through the preparation of the development plan to provide an attractive gateway to the city.

KEY DESIGN CONSIDERATIONS:

- Design with topography to reinforce perception of topography and reduce unattractive earthworks.
- Work with topography for drainage purposes.
- Provide higher density housing in areas with minimal slope.
- Orientate lots in elevated areas to capture key views (for example, Merri River and long distance views across urban areas).
- Provide a landscape treatment along Wollaston Road and Caramut Road to provide an attractive gateway to the city.



Figure 4: Topography and views



5.4. WATERWAYS AND DRAINAGE

The primary waterway in the development plan area is the Merri River, which is an integral part of the drainage corridor in the greater Warrnambool area. There is a natural drainage line (low point) which runs from Wollaston Road to the Merri River.

The North of the Merri River Structure Plan identifies discharge of urban stormwater into the Merri River will need to be treated through Water Sensitive Urban Design measures which protect the quality of the river.

The Merri River is also an area of high amenity and high value flora and fauna within the riparian corridor and presents significant passive recreation opportunities.

A flood study, undertaken by the Glenelg Hopkins Catchment Management Authority, identified the 1 in 100 flood extent. The North of the Merri River Structure Plan requires low lying encumbered areas (land zoned Urban Floodway Zone) to be reserved for drainage purposes (with a secondary passive recreation function).

KEY DESIGN CONSIDERATIONS:

- Reserve low lying encumbered land along the Merri River for drainage purposes (with a secondary passive recreation function).
- Align roads to allow for overland flows along natural drainage lines.
- Provide access to the future Merri River parkland corridor through the provision of an edge road and shared path network.



Figure 5: Waterways and drainage



5.5. FLORA AND FAUNA

Vegetation within the development area is predominately exotic pasture grasses and weed species which provide little habitat value for native fauna.

There are a number of planted *Cypress spp.* in windrows within paddocks and along property boundaries. Landholdings 2 and 3 also contain stands of mature planted native and exotic tree species.

The floodplain along the Merri River is very weedy and has a broken line of Crack Willow (*Salix fragilis*) close to the bank of the river. In a few areas where there is no Crack Willow, a few aquatic plant species are persisting in the shallow water.

The main habitat values of the development plan area are associated with the Merri River and its riparian zone which has potential to provide habitat for amphibians, water birds and reptile species.

The riparian and in stream habitats of the Merri River provide habitat for one threatened species (Great Egret) and there is a likelihood that amphibians, wetland birds, fish and flora

listed under the *Environment Protection and Biodiversity Conservation Act 1999* may use these habitats.

The remainder of the development plan area has little habitat value for flora and fauna.

Development within the Merri River corridor and riparian zone should be avoided. All development, including construction of roads, should be located above the floodplain to avoid impact on sites of ecological value.

assessment which identifies the habitat significance of the land and includes recommendations for management, revegetation and restoration of any identified conservation and vegetation protection areas.

KEY DESIGN CONSIDERATIONS:

- Avoid development within the Merri River corridor and riparian zone.
- Protect and enhance ecological values of the Merri River corridor.

GUIDELINES FOR PERMIT APPLICATIONS:

- Applications for subdivision (Landholdings 2 and 3) or buildings and works within the Merri River parkland corridor should be accompanied with a flora and fauna



Figure 6: *Flora and fauna*



5.6. GEOLOGY AND SOILS

The Geological Survey of Victoria, 1:250,000, *Portland* map (1997), identifies the development plan area is located on Newer Volcanics basalt. The basalt is described as extrusive tholeiitic to alkaline basalts with minor scoria, alluvium and tuff. Pyroclastic basalt may also be encountered within the development plan area.

An Environmental Site Assessment has been undertaken for the majority of the development plan area (Landholding 1). The assessment identified there is low risk of contamination associated with current and former uses. The assessment also found there is extremely low probability of acid sulfate soils occurring within the development plan area.

GUIDELINES FOR PERMIT APPLICATIONS:

- Applications for subdivision (Landholdings 2 and 3) should be accompanied with an Environmental Site Assessment to assess the potential for land to be contaminated by previous and/or current activities.

5.7. CULTURAL HERITAGE

The development plan is within an area of cultural heritage sensitivity as described in the *Aboriginal Heritage Regulations 2007*. A Cultural Heritage Management is required to be prepared and approved by the relevant Registered Aboriginal Party (or the Office of Aboriginal Victoria) prior to land being subdivided or developed.

A Cultural Heritage Management Plan has been prepared for the majority of the development plan area (Landholding 1).

No Aboriginal archaeological sites were identified within Landholding 1 however, several areas of moderate to high Aboriginal archaeological potential were identified. These include the Merri River floodplain, the slope in the northwest corner and elevated sections in the northeast.

The Cultural Heritage Management Plan recommends sites within the Merri River floodplain be protected. Harm to the remaining sites cannot be avoided. Due to the low scientific significance of the sites, the Cultural Heritage Management Plan

considered salvage of the sites to be unnecessary.

Landholdings not subject to the Cultural Heritage Management Plan must prepare a Cultural Heritage Management Plan. The plan must be approved by the relevant Registered Aboriginal Party (or the Office of Aboriginal Victoria) prior to the issue of a town planning permit.

KEY DESIGN CONSIDERATIONS:

- Retain and protect areas of Aboriginal cultural significance within the Merri River floodplain.

GUIDELINES FOR PERMIT APPLICATIONS:

- Applications for subdivision (all landholdings) or buildings and works within the Merri River parkland corridor must be accompanied with an approved Cultural Heritage Management Plan.
- Any permit issued must be in accordance with the recommendations of the approved Cultural Heritage Management Plan.

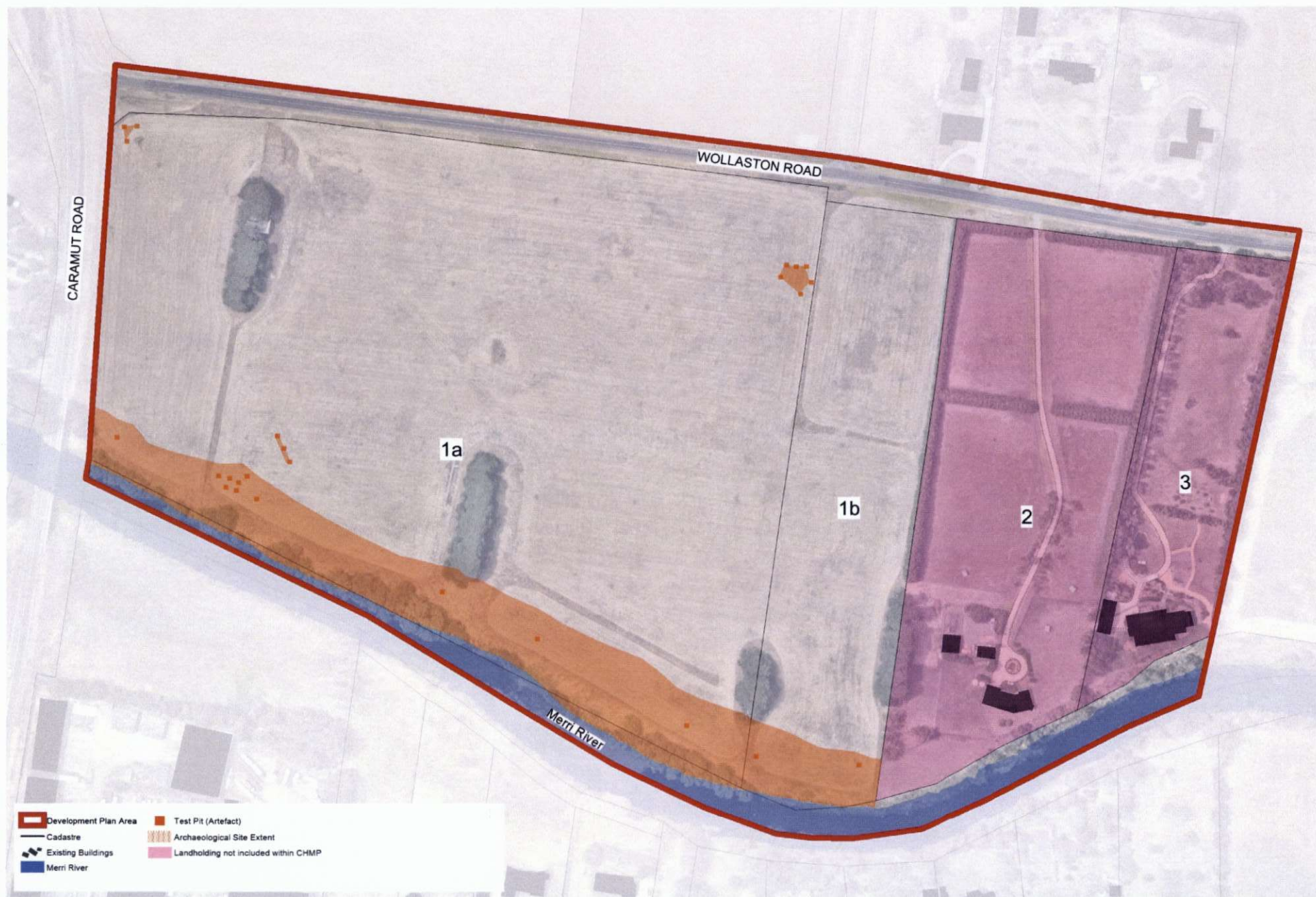


Figure 7: Cultural heritage



5.8. ACCESS AND LINKAGES

Wollaston Road is an existing connector road which traverses the growth area and connects Caramut Road to the west and Hopkins Highway (also known as Mortlake Road) to the east (signalised intersection).

Wollaston Road is currently constructed to a rural standard and has a road reserve of approximately 20 metres. The North of the Merri River Structure Plan recommends Wollaston Road be upgraded (in stages). The interim cross-section applicable to the development plan area includes a 12.7 metre carriageway (including cycle lanes and parking), a 4.5 metre nature strip and 1.5 metre footpath along the northern boundary of the development plan area.

The intersection of Wollaston Road / Caramut Road consists of an un-signalised intersection, which will require minor upgrades to operate safely following development within the growth area (as identified within the North of the Merri River Development Contributions Plan).

Wollaston Road is identified as the bus route for the growth area. Walkability to the bus

route will need to be considered through the preparation of the development plan.

Caramut Road is an arterial road (managed by VicRoads). Direct vehicle access to Caramut Road is discouraged. The Merri River restricts vehicle access south of the development plan area.

The North of the Merri River Structure Plan requires an edge road to the Merri River to provide a connection between the open space corridor and residential development.

As discussed earlier in this report, Landholdings 2 and 3 are developed with single dwellings orientated towards the Merri River. These dwellings pose a design constraint which will affect the overall layout and configuration of the development plan area. These will need to be considered through the preparation of the development plan.

KEY DESIGN CONSIDERATIONS:

- Upgrade Wollaston Road in accordance with the North of the Merri River Structure Plan and Development Contributions Plan.
- Provide a road network which is highly permeable to enable people to access open space and public transport (for example, gridded street network).
- Restrict direct vehicle access to Caramut Road and Wollaston Road (within 120 metres of the Caramut Road intersection).
- Provide access to the future Merri River parkland corridor through the provision of an edge road and shared path network.
- Provide road, pedestrian, bicycle connections to the Wollaston Road Precinct (Stage 1 Development Plan area).

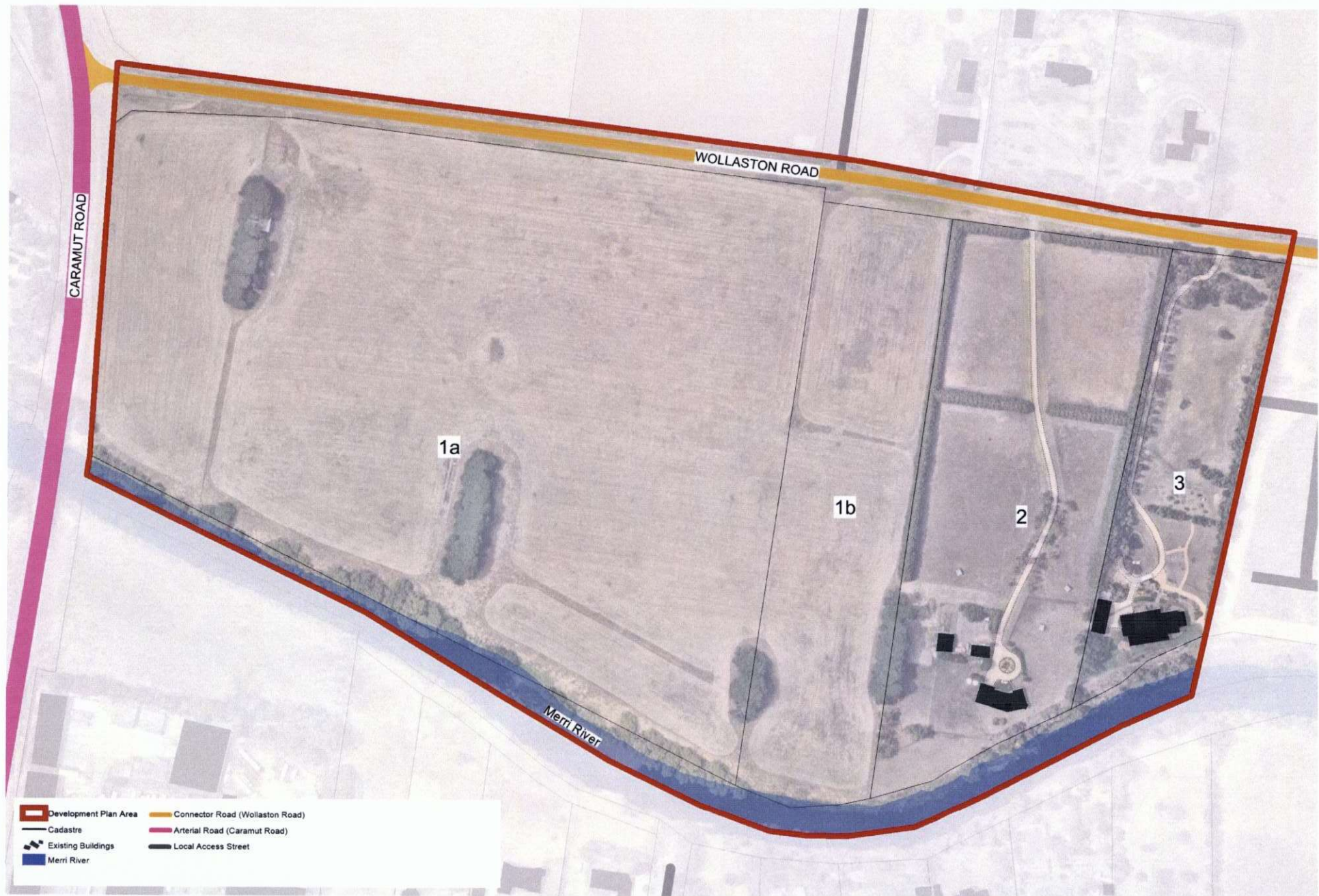


Figure 8: Access and linkages



6. DESIGN RESPONSE

The Riverland Estate Development Plan provides a cohesive design which responds to the Key Design Considerations contained in the site analysis section of this report.

The development plan seeks to:

- Provide an internal road network which is highly permeable and encourages walking and cycling throughout the development plan area.
- Provide road, pedestrian, bicycle connections to the Wollaston Road Precinct (Stage 1 Development Plan area).
- Reserve low lying encumbered land along the Merri River for drainage purposes (with a secondary passive recreation function).
- Protect and enhance ecological values of the Merri River corridor.
- Retain and protect areas of Aboriginal cultural significance within the Merri River corridor.
- Provide public access to the future Merri River parkland corridor through the provision of a contiguous edge road and shared path network along the entire length of the reserve.
- Design with topography to reinforce perception of topography, reduce unattractive earthworks and for drainage purposes.
- Provide sufficient space for significant street tree plantings to form a landscaped backdrop to the neighbourhood.
- Provide a landscape treatment along Wollaston Road and Caramut Road to provide an attractive gateway to the city.
- Provide small green spaces within the local street network ('pause places') to allow people to rest and pause.
- Orientate lots in elevated areas to capture key views (for example, Merri River and long distance views across urban areas).
- Provide higher density housing in areas with minimal slope and near open space.
- Enable individual land owners to develop independently of each other without compromising the development plan.
- Provide options for landowners to retain existing dwellings within the development of their land.
- Upgrade Wollaston Road in accordance with the North of the Merri River Structure Plan and Development Contributions Plan.
- Restrict direct vehicle access to Caramut Road and Wollaston Road (within 120 metres of the Caramut Road intersection).
- Ensure key infrastructure (such as water supply and sewerage services) can be provided in a timely and efficient manner.



Figure 9: **Development Plan**



6.1. MOVEMENT NETWORK AND ROAD HIERARCHY

The development plan area adjoins Wollaston Road to the north. In accordance with the requirements of the North of the Merri River Structure Plan, Wollaston Road will be upgraded with a carriageway suitable for accommodating buses, indented parking bays and wide nature strip (refer to Figure 12 within the structure plan for cross section).

Internally, the proposed movement network has been designed not solely for motor vehicles but also for pedestrians and cyclists. The movement network includes a diverse range of streetscapes and cross sections which creates a clear hierarchy of more and less important streets. For example, 'Primary Access Streets' (also referred to as 'Feature Landscape Streets') run for several blocks and include wide nature strips with space for large street trees, a shared path network and 'pause places'¹. Shorter 'Local Access Streets' generally run for only a block or two and have narrower nature strips (space for medium street trees) and generally have a more intimate character.

The street grid provides convenient access and efficient movement to encourage walking and cycling throughout the development plan area. The proposed street grid also ensures future dwellings are located within walking distance to future public transport along Wollaston Road. As development progresses, a pedestrian link may be required within the development area between Wollaston Road and the east/west Primary Access Street as the subdivision layout is finalised.

A shared pathway network will connect future residential development with the proposed river corridor parkland and adjoining residential areas.

Due to the low volumes of traffic expected to be generated as a result of future residential development, a consistent is proposed across the entire development plan area.

Roads are aligned with natural topography and drainage lines within the area and are generally aligned to provide best orientation for passive solar performance for future dwellings.

The street network has been designed to avoid direct vehicle access to Caramut Road and Wollaston Road (within 120 metres of the Caramut Road / Wollaston Road intersection).

Four-way intersections have been avoided in order to minimise infrastructure delivery costs. Roads straddling boundaries have been avoided where possible to ensure landowners can independently develop their own parcels. There is however, an instance where this could not be avoided (common boundary between landholdings 2 and 3).

GUIDELINES FOR PERMIT APPLICATIONS:

- Applications for subdivision must be accompanied with a Traffic Impact Assessment which identifies existing traffic conditions, assesses suitability of proposed internal movement network and access arrangements, and evaluates traffic impact on the surrounding road network.

¹ 'Pause places' are discussed further in Section 6.2.

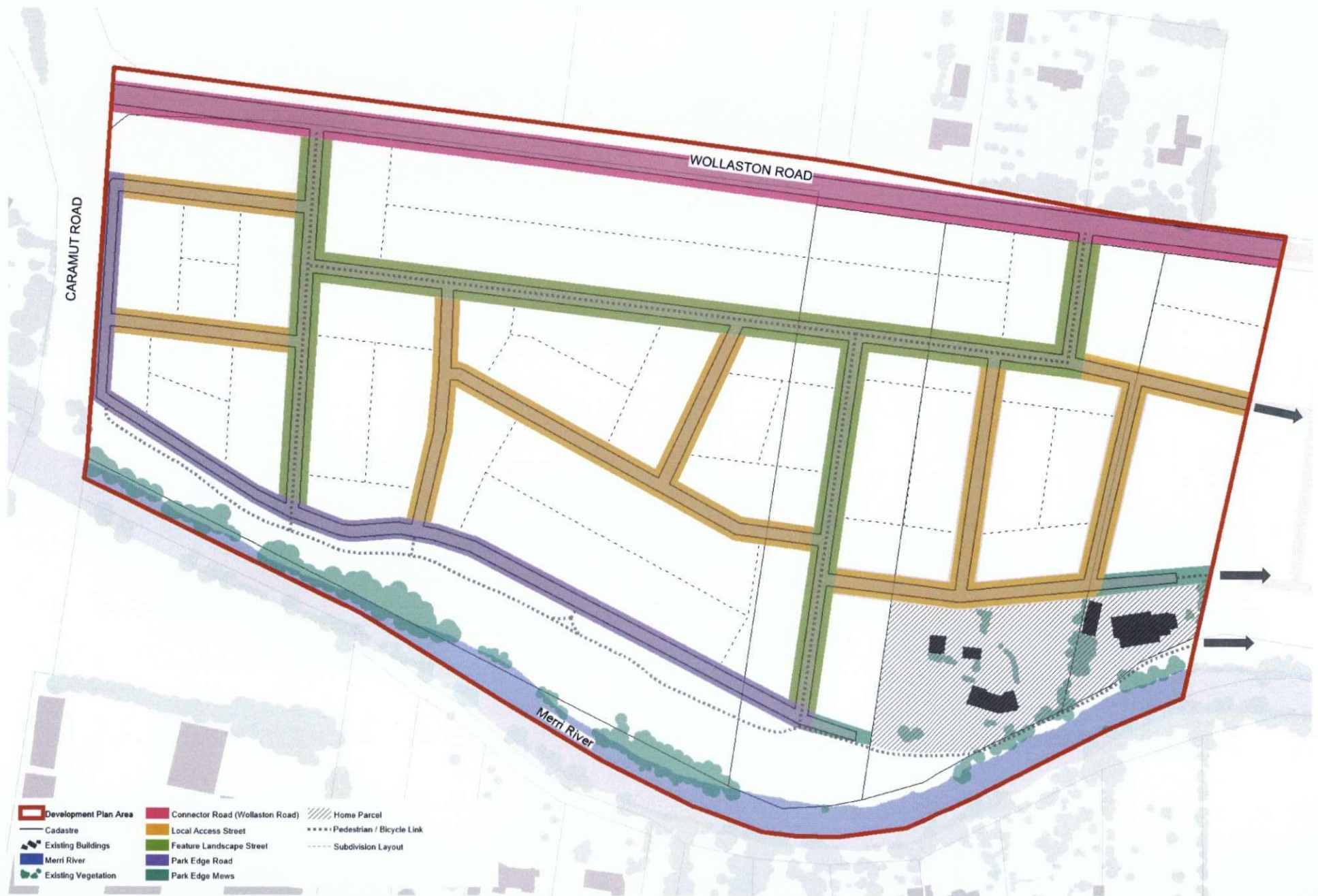


Figure 10: Overall Movement Network and Road Hierarchy



LOCAL ACCESS STREET

Local Access Street level roads provide residential access where traffic is subservient, speed volumes are low and pedestrian movements are facilitated.

The cross section allows for a 6 metre -7.3 metre carriageway, a 1.5 metre wide footpath both sides of the road, and generous verges to enable landscaping (refer to Figure 11 for detailed cross section).

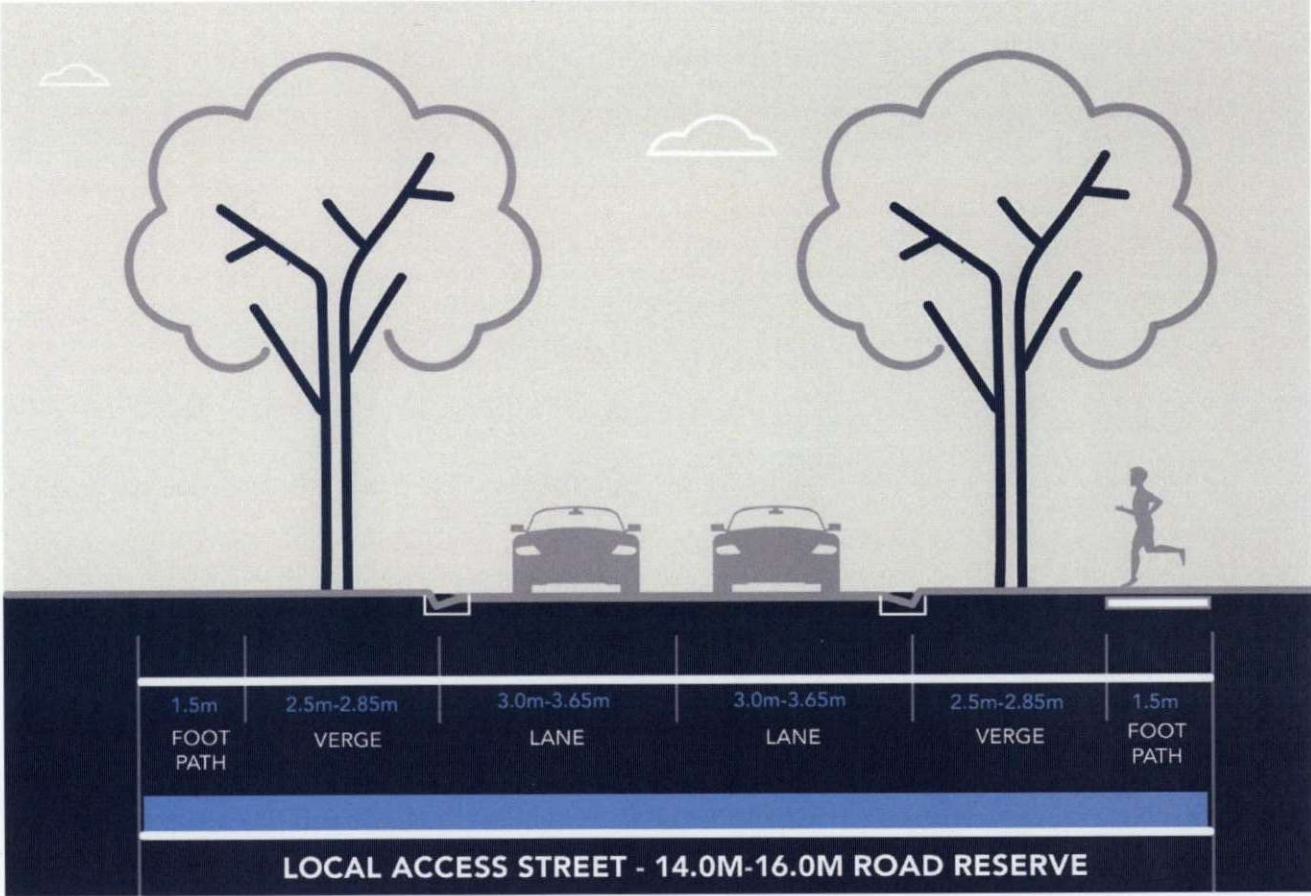


Figure 11: Local Access Street Cross Section

**PRIMARY ACCESS STREET / FEATURE
LANDSCAPE STREET**

Similar in function to a Local Access Street, Primary Access Street level roads are designed to carry higher volumes of pedestrian and bicycle movements. With wide road reserves between 18 and 20 metres, they also function as key vegetated spines linking the river corridor parkland to the estate.

Primary Access Street level roads feature heavily vegetated verges and include a 7.3 metre carriageway, a 2.5 metre wide shared path and a 1.5 metre wide footpath (refer to Figure 12 for detailed cross section).

Primary Access Streets will also include ‘pause places’ to facilitate informal social interaction and form useful resting points for less physically able pedestrians.

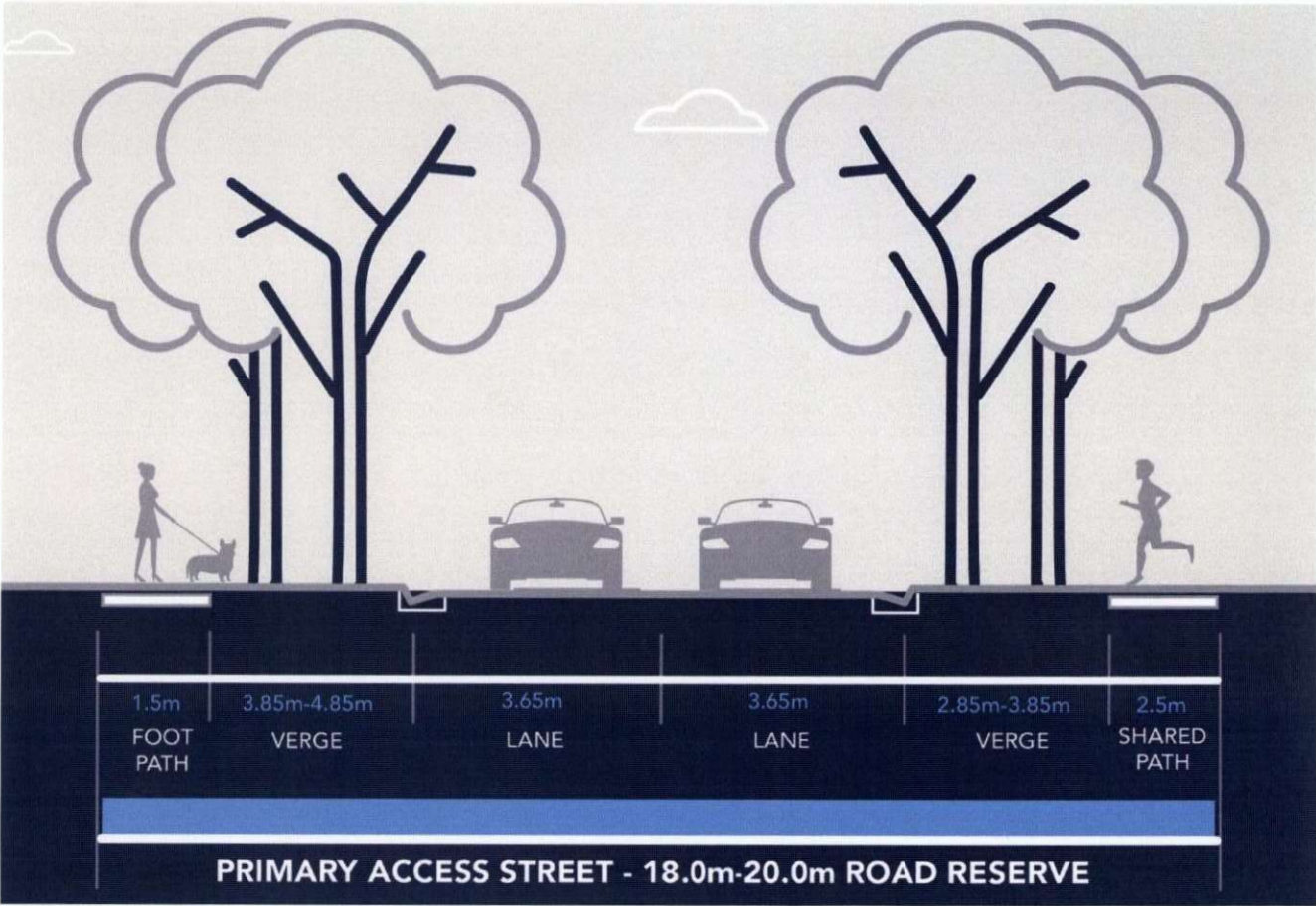


Figure 12: Primary Access Street / Feature Landscape
Street Cross Section



PARK EDGE ROAD

The Park Edge Road is a modified Local Access Street level road which will front onto the majority of the proposed river corridor parkland.

Two variations of the Park Edge Road are proposed, a 14 metre road reserve and a narrower 12 metre road reserve (refer to Figures 13 and 14 for detailed cross sections).

The 14 metre profile provides for car parking on both sides of the road **within** a 7.3 metre carriageway. A footpath is provided on the development side of the road. This road profile will be applied to areas along the river corridor parkland where car parking demand is likely to be higher.

The 12 metre profile provides for car parking on one side of the road (development side) within a 6 metre carriageway. A footpath is also provided on the development side of the road. This road profile will be applied to areas along the river corridor parkland and fronting Caramut Road where car parking demand is likely to be low.

While continuous vehicular access to the river corridor parkland is preferred, it is not

possible in all instances due to slope constraints and the locations of existing dwellings (for example, Landholding 2 and 3). In these situations, a pedestrian / bicycle path will be provided between the dwellings and the river corridor parkland to accommodate services and a shared footpath.

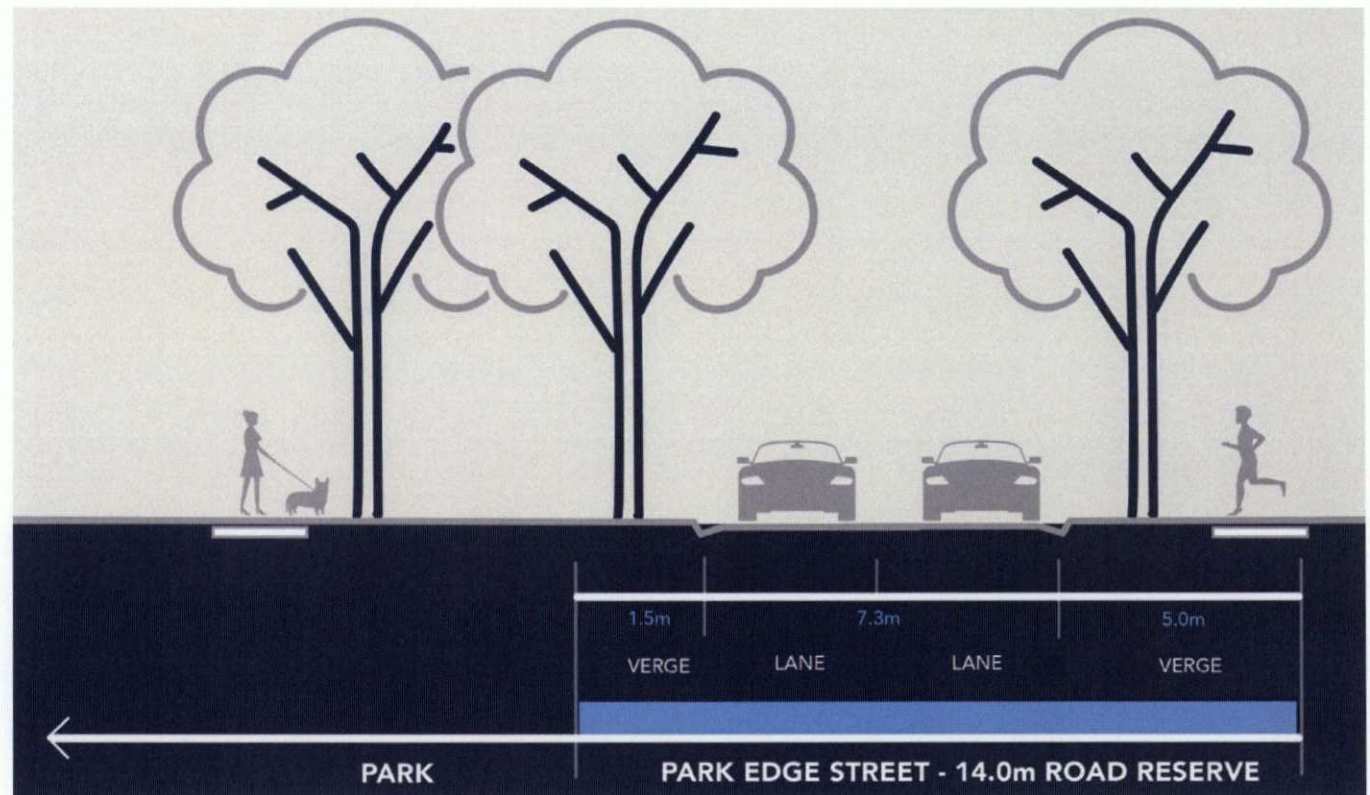


Figure 13: *Park Edge Road Cross Section (14 metre profile)*

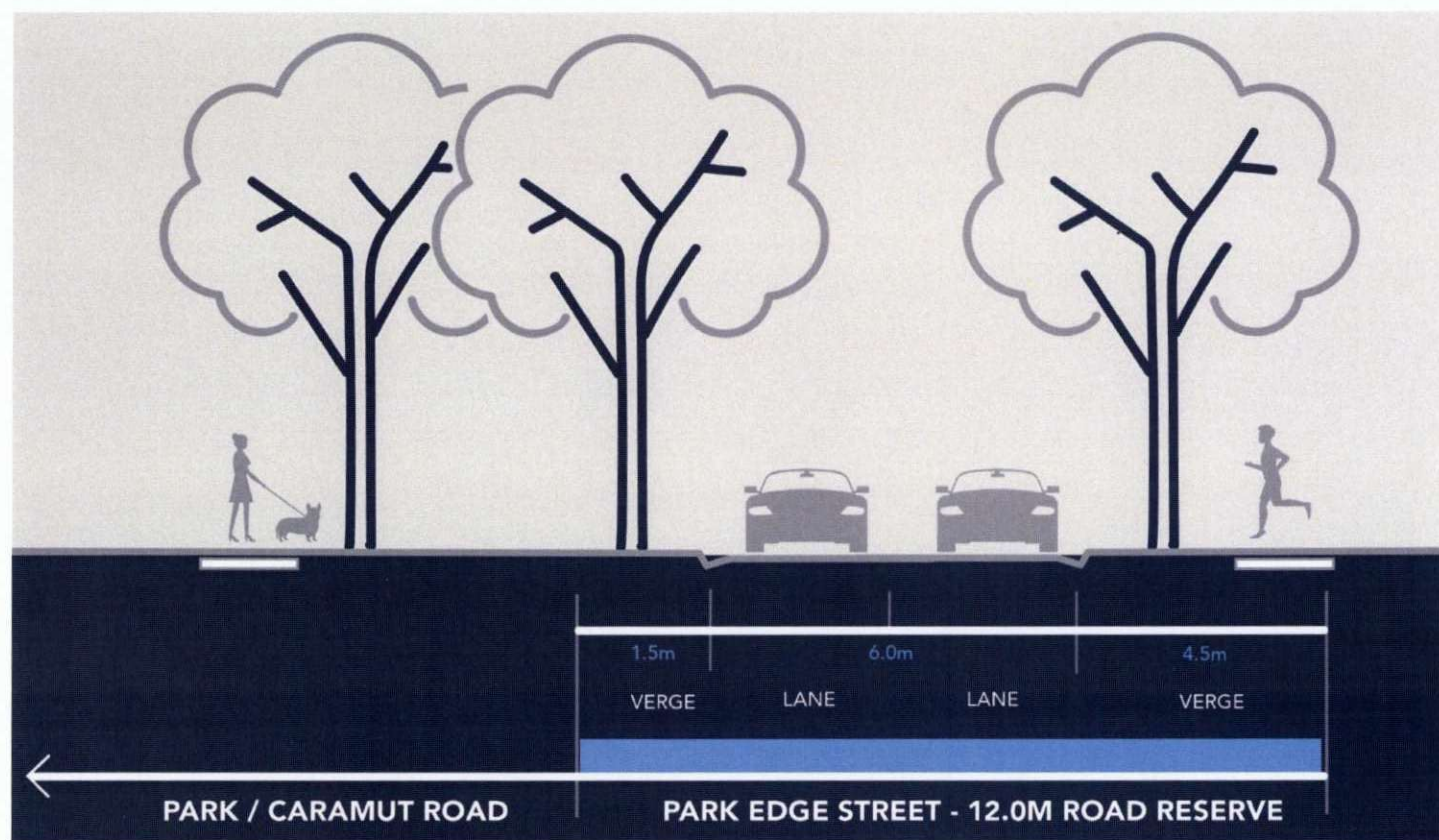


Figure 14: **Park Edge Road Cross Section (12 metre profile)**



PARK EDGE MEWS

An individual design treatment is required to transition from the Park Edge Road to the shared path network along the river corridor parkland (for example, where continuous vehicular access can not be provided) and to provide a link between the development plan area and future residential development to the east (south of the existing dwelling on Landholding 3).

The Park Edge Mews will be a shared vehicle and pedestrian street servicing up to two dwellings. The street design includes a distinctive surface treatment (for example, change in colour and/or texture) and raised road pavement to integrate within the open space link / corridor (refer to Figure 15 for a diagram of this feature).

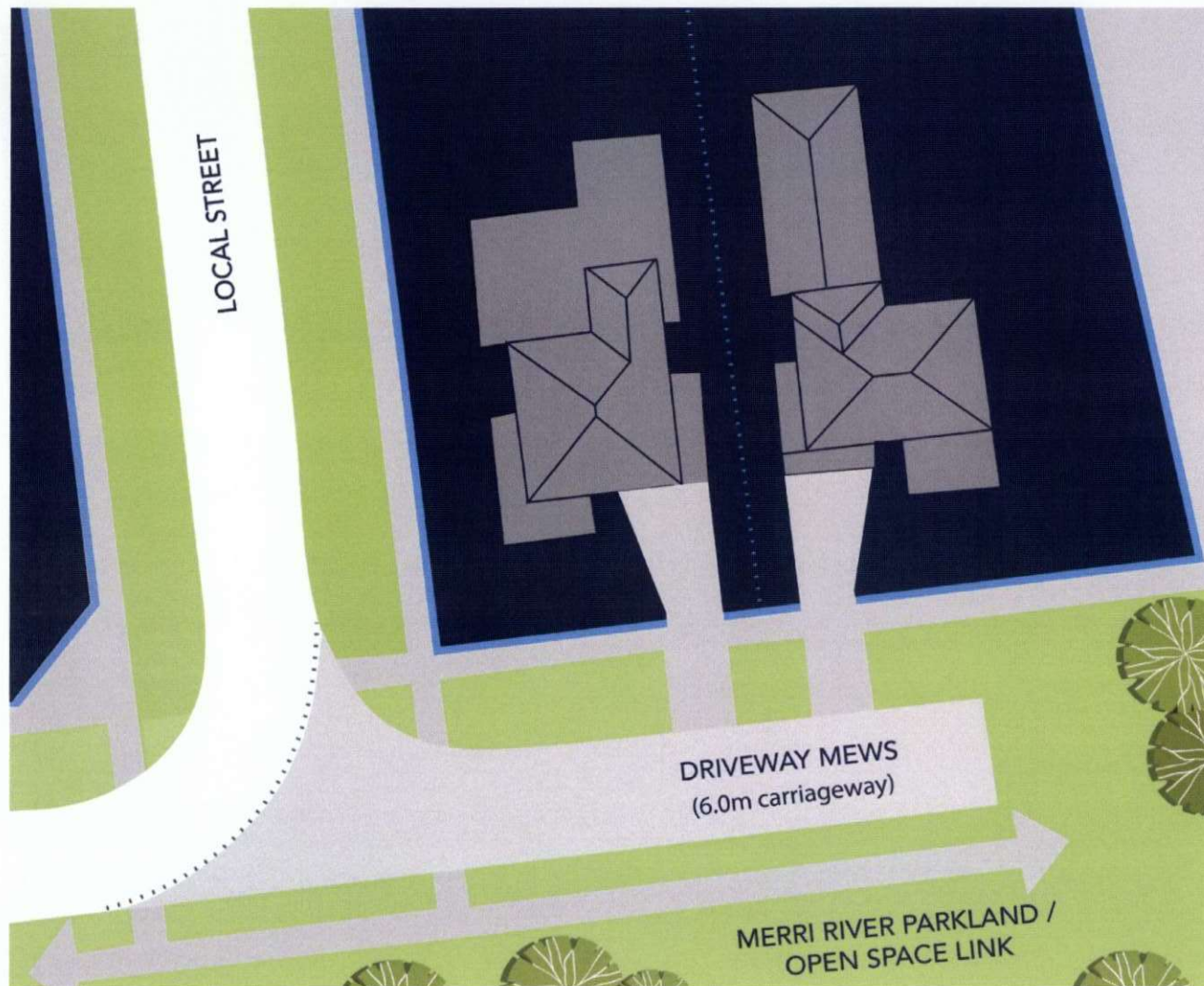


Figure 15: *Park Edge Mews*



6.2. OPEN SPACE AND LANDSCAPE

Building on the principals of the North of the Merri River Growth Area Structure Plan, the development plan incorporates an open space network which makes efficient use of developable land and is focused primarily around the Merri River floodplain.

A key feature of the open space network is the Merri River corridor parkland which forms the natural habitat for all kinds of native plants, birdlife and animals. In addition to the natural attributes of the river, this corridor will include a shared pedestrian / bicycle path along the entire length of the Merri River, forming a contiguous link to future residential development east of the development plan area.

A shared pathway network will be constructed along the Primary Access Street network which will connect to the parkland corridor to future residential development within the development plan area. Roads, featuring heavily vegetated verges, will provide a visual connection the parkland corridor and Merri River. 'Pause places' will be developed along

the Primary Access Street network which will act as minor landmarks within the development plan area as well as providing a place for people to rest and pause.

RIVER CORRIDOR PARKLAND

The 2-hectare river corridor parkland forms part of the drainage strategy for the development plan area. The parkland corridor is defined by the Urban Floodway Zone or generally set back 30 metres from the river².

Extensive revegetation within the river parkland corridor will reinforce the character and ecological values of the Merri River. A combination of hard and soft landscape treatments including shared paths, seating, shade trees, play facilities and fishing facilities will support the parkland's passive recreation role and reinforce the natural character of the reserve³.

Detailed elements such as revegetation, shade tree planting, park furniture (for example seating), bollards, materials, path connections, play facilities and fishing facilities will be addressed as part of a detailed masterplan for the parkland corridor.

The Open Space Network is illustrated in Figure 16.

² In some instances, a 30 metre setback is not possible due to the location of existing dwellings.

³ Subject to detailed masterplan and required approvals.



Figure 16: Open Space Network



STREET NETWORK LANDSCAPE CHARACTER

Wollaston Road

Continuing the street landscaping character established in the *North of the Merri Development Plan Stage 1 (Wollaston Road Precinct)*, Pin Oak (*Quercus palustris*) will be planted along the southern side of Wollaston Road (northern edge of the development plan area). *Quercus palustris* are a large sized deciduous tree with good autumn colour.

Local and Primary Access Roads, River Edge Road and Caramut Road

In keeping with the character and ecological values of the Merri River corridor, the development plan area will be dominated by native vegetation indigenous to South West Victoria.

Primary Access Roads, the River Edge Road and Caramut Road will be lined with Swamp Gum (*Eucalyptus ovata*), a large sized evergreen tree which bears white clusters of flowers between March-November. Local Access Roads will be lined with Blackwood (*Acacia melanoxylon*), a small to medium sized evergreen tree which bears cream clusters of flowers between August-October.

Species selection will be finalised through the preparation of landscape plans at the relevant stage of subdivision.



Pin Oak (*Quercus palustris*)



Swamp Gum (*Eucalyptus ovata*)



Blackwood (*Acacia melanoxylon*)

Local and Access Road (connection to adjoining neighbourhood)

Continuing the street landscaping character established in the *North of the Merri Development Plan Stage 1 (Wollaston Road Precinct)*, Flowering Gum 'Fairy Floss' (*Corymbia ficifolia* 'fairy floss') will be planted along roads with connection to adjoining neighbourhoods. The use of Flowering Gum 'Fairy Floss' will achieve a seamless landscape transition between the development plan area and future residential development to the east.

PAUSE PLACES

'Pause places' will be created along the Primary Access Street network which will provide an attractive and comfortable place for people to break a journey, wait and relax.

Each 'pause place' will have a unique character and design which will act as minor landmarks within the street network. 'Pause places' will comprise seating generally augmented with amenities such as landscaping and public art. Up to three (3) 'pause places' will be constructed along the Primary Access Street road network located approximately 250 metres apart.



Flowering Gum 'Fairy Floss' (Corymbia ficifolia 'fairy floss')

Detailed elements such as landscaping, furniture (for example, seating), materials, and public art will be addressed as part of detailed masterplan for the each 'pause place'.

GUIDELINES FOR PERMIT APPLICATIONS:

- Before the certification of a plan of subdivision, detailed landscape plans must be prepared for the Merri River Corridor parkland and proposed 'pause places' (as relevant to the stage of subdivision).
- Landscape plans should include (as relevant) details on revegetation, shade tree planting, park furniture, bollards, materials, path connections, play facilities and fishing facilities. Indigenous species should be used where possible.



6.3 NEIGHBOURHOODS AND DENSITY

The Neighbourhood Diversity Plan (Figure 17) seeks to implement the objectives of the North of the Merri River Structure Plan to provide diversity of lot sizes and character areas. Key elements include:

- The local street layout enables subdivision to achieve the target density of 12 lots per net developable hectare.
- Higher density housing is generally located near open space and areas where slope is minimal. Lots will generally be between 350 square metres and 700 square metres in these areas.
- In recognition of Wollaston Road's planned boulevard character, single dwelling lots with wider frontages are planned to front Wollaston Road (19.5 metre frontages).

The street network has also been designed to facilitate change over time in response to evolving social preferences. For example, lots within the Wollaston Road / Caramut Road Character Area have potential to be easily developed with secondary dwellings (i.e.

granny flats or studio apartments above garages). All lots⁴ within the development plan area have potential to be developed as multi-unit sites.

⁴ Other than lots within the Wollaston Road Boulevard Character Area.

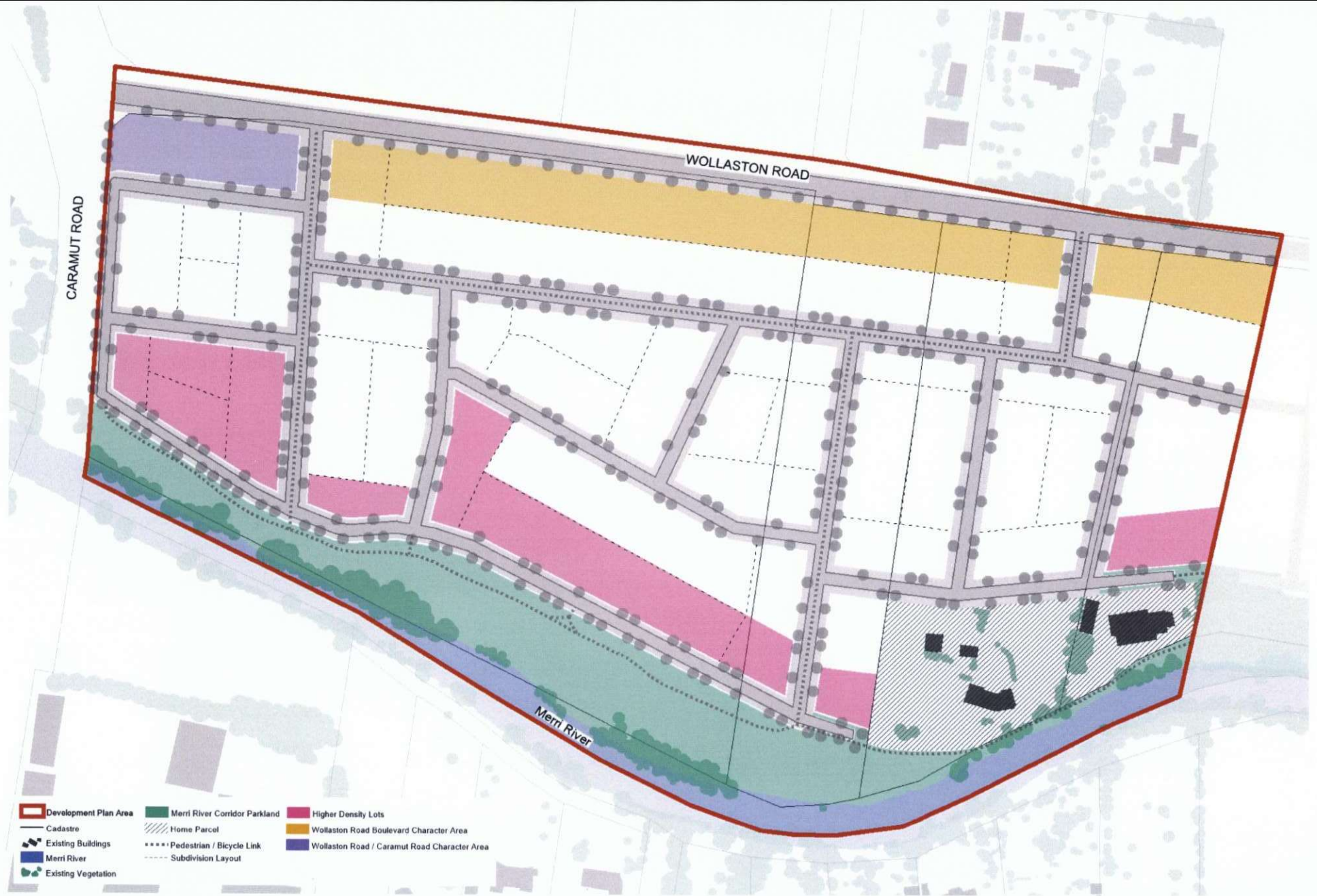


Figure 17: Neighbourhood diversity



STREET INTERFACE GUIDELINES

The following guidelines have been developed for lots which have frontage to Wollaston Road. The guidelines encourage development to address street frontages and provide a quality landscape setting along Wollaston Road.

Siting and density

General:

- Dwellings must address Wollaston Road.
- Dwellings on corner lots must address both streets.
- Front setbacks should match adjoining dwellings or be setback 5 metres from Wollaston Road (whichever is less).

Wollaston Road Boulevard Character Area:

- One (1) dwelling per lot is permitted.
- Further subdivision of lots is not encouraged.

Wollaston Road / Caramut Road Character Area:

- Garages with zero setback to the rear Local Access Street are encouraged.
- A wall on a side or rear boundary should must be limited to a total length of not more than 7.0 metres on that boundary.

- The development of secondary dwellings (i.e. granny flats or studio apartments above garages) with access to the rear Local Access Street is encouraged.

Fencing

General:

- Front fences must be no greater than 1.5 metres in height.

Wollaston Road / Caramut Road Character Area:

- Fencing along the rear Local Access Street frontage must be:
 - Setback at least 0.5 metres from the property boundary to provide a landscaping strip, and
 - No greater than 1.8 metres in height.
- Planting of hedges and/or landscaping along the rear boundaries is encouraged.

Vehicle access

Wollaston Road Boulevard Character Area:

- One vehicle crossover per lot is permitted.

Wollaston Road / Caramut Road Character Area:

- Vehicle access is not permitted from Wollaston Road or Caramut Road.

The above guidelines will be enforced through a covenant on future lots.

GUIDELINES FOR PLANNING PERMITS:

- Applications for subdivision should achieve a target density of 12 lots per net developable hectare and provide a subdivision layout which is generally in accordance with the local street layout as shown in Figure 17.
- Smaller lots should be provided within walking distance of the Merri River parkland corridor. Lots with wide frontages should be provided along Wollaston Road (minimum frontage of 19.5 metres).
- Ensure future development along Wollaston Road is consistent with the Street Interface Guidelines.

6.4. UTILITIES AND DRAINAGE

The development plan area is capable of being serviced by all major urban services.

Water supply

Wannon Water is the responsible authority for the provision of water supply facilities to the development plan area.

Water supply can be provided by either a continuation of the 225mm diameter main to the east in Wollaston Road or by a 150 mm diameter main along Caramut Road.

Sewer

Wannon Water is the responsible authority for the provision of sewerage facilities to the development plan area.

The site has a natural slope to the south and all future residential allotments can be serviced via a gravity sewer. A pump station will be located in the south west corner of the development plan area which will enable future allotments to connect to the existing sewer.

Electricity

Powercor is the responsible authority for the provision of electricity supply to service the development plan area.

Electricity supply can be provided to the area from existing overhead lines in Wollaston Road. A power kiosk will be required to be installed in order to serve the proposed development⁵.

Gas

SP AusNet is the responsible authority for provision of gas reticulation to service the development plan area. A 125mm diameter high pressure gas pipeline exists in Wollaston Road which is available and the preferred option for connection / extension.

Telecommunications

The National Broadband Network Company (NBNco) is the responsible authority for the provision of telecommunication facilities to service the development plan area. Connection is proposed to be made via an extension to existing existing services in the Wollaston Road to the east.

Drainage

Warrnambool City Council is the responsible authority for stormwater drainage within the development plan area.

Stormwater will be collected and treated via proposed infiltration / bio-retention facilities. Post development stormwater flows will be retarded by an underground detention system, and ultimately discharged into the Merri River at pre-development rates.

⁵ To be included as part of the subdivisional works completed during the civil construction phase of the development.



6.5 STAGING AND OVERALL LAND BUDGET

Staging

The Development Sequencing Plan ensures key infrastructure (such as water supply and sewerage services) can be provided to the development plan area in a timely and efficient manner. The Development Sequencing Plan also assists in timing of development contributions.

Lots which have direct vehicle access to Wollaston Road have been identified for later stages and will not be developed until the upgrade of Wollaston Road has been undertaken (to the standard specified within the North of the Merri River Structure Plan and accompanying development contributions plan).

GUIDELINES FOR PERMIT APPLICATIONS:

- Lots which have direct vehicle access to Wollaston Road must not be completed until the upgrade of Wollaston Road has been undertaken to the standard specified within the North of the Merri River Structure Plan.
- Where staging is proposed, an application must be accompanied with a Staging Plan. Staging should be generally in accordance with this development plan.

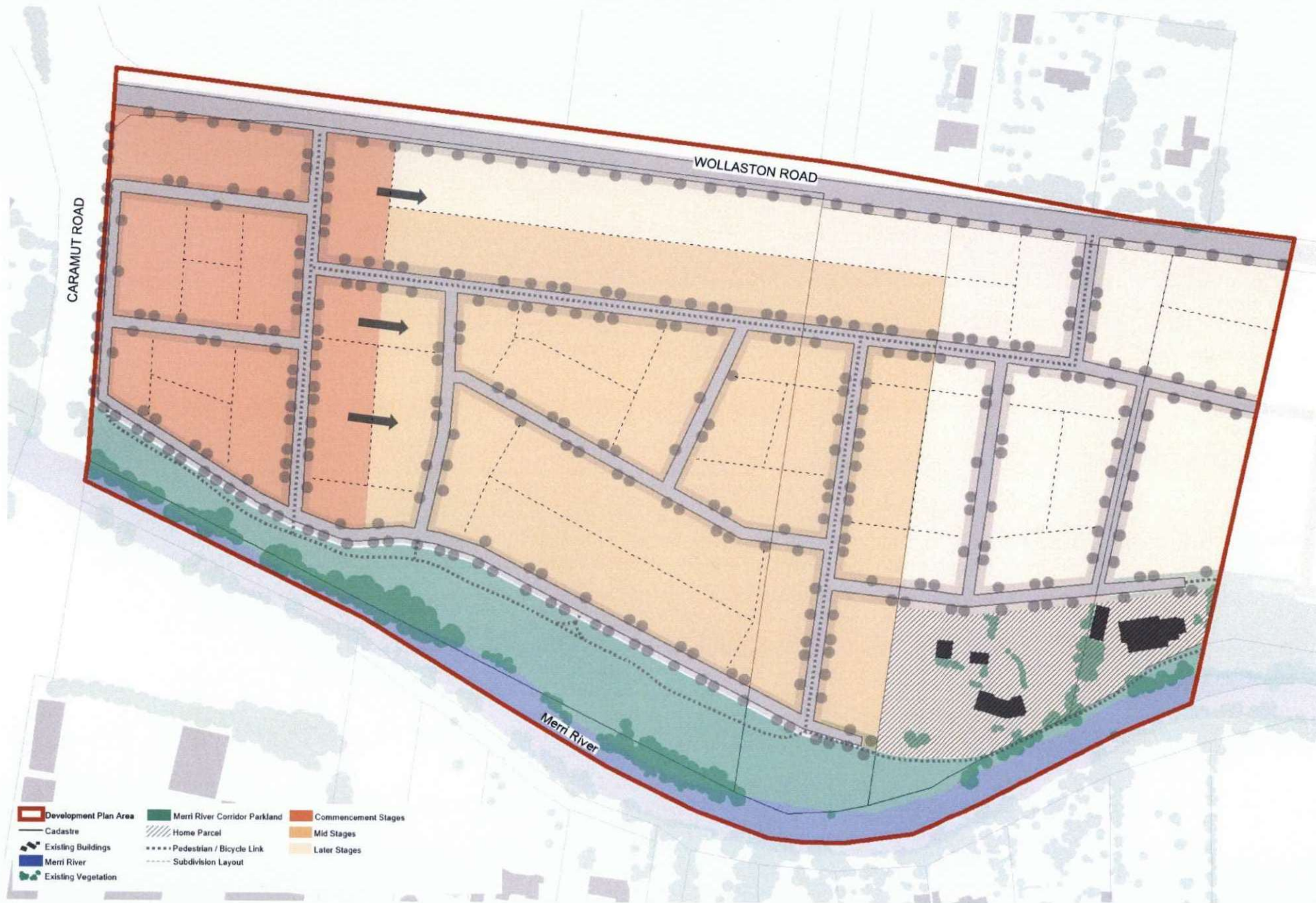


Figure 18: Development Sequencing Plan



Overall land budget

The following tables calculate the area for each category of land use shown on the development plan (for example, river corridor parkland, residential development) (Table 1) and the projected development yield per landholding (Table 2).

In total, there is 20.3 hectares of developable land within the development plan area with capacity to accommodate approximately 241 new dwellings.

Description	Hectares	% of total area	% of NDA
Total development plan area	22.6	100%	
Encumbered land			
Urban Floodway Zone (floodplain)	2.0	8.9%	9.8%
Transport			
Wollaston Road upgrade	0.3	1.3%	1.4%
Net Developable Area (NDA)	20.3	89.8%	

Table 1: Land Budget Summary

Landholding	Total Area (hectares)	Encumbered land (hectares)	Transport (hectares)	Net developable area (hectares)	Projected dwellings
1a	13.3	1.6	0.3	11.4	136
1b	3.1	0.3	0.0	2.8	33
2	4.3	0.1	0.0	4.2	50
3	1.9	0.0	0.0	1.9	22

Table 2: Projected development yield

7. INFRASTRUCTURE CONTRIBUTIONS

Land within the development plan area is subject to a Development Contributions Plan (DCP) Overlay which identifies a range of infrastructure items required to be delivered as development occurs within the area. Projects generally include road and intersection upgrades, provision of community facilities and installation of drainage infrastructure.

Development contributions will be implemented through a Section 173 Agreement (under the *Planning and Environment Act 1987*). An agreement must be entered into prior to Statement of Compliance.

The agreements should identify specific DCP projects to be delivered and the cost attributable to the development area. If no DCP projects are required to be delivered, a contribution will be required on a stage-by-stage basis (in accordance with the requirements of the *North of the Merri River Development Contributions Plan 2011*).

7.1. SHARED INFRASTRUCTURE PRINCIPLES AND APPROACH

Development Contributions Plan projects may be provided by each developer as 'works in lieu' rather than making a contribution. Where works are provided in lieu of making a contribution, a credit will be provided against the developer's development contribution liability at the rate specified in the relevant infrastructure project sheet⁶, irrespective of the actual cost of works.

7.2. SHARED INFRASTRUCTURE PROJECTS

There are a number of infrastructure projects within the development plan area which can be contributed to by different developers as development occurs within the area. Priority projects within the development plan area include:

- Construction of Wollaston Road.
- Reconditioning of Wollaston Road and Caramut Road intersection.
- Drainage works.
- Transfer of encumbered land within the Merri River corridor.

- Construction of a shared path within the Merri River parkland corridor.

Contributions for the above projects will be progressively delivered in accordance with the rates specified within Schedule 1 to the Development Contributions Plan Overlay subject to appropriate indexation.

GUIDELINES FOR PERMIT APPLICATIONS:

- Before the certification of a plan of subdivision the owner must enter into an agreement under section 173 of the *Planning and Environment Act 1987* which provides for the delivery of agreed Developer Contributions Plan projects.
- If no Developer Contributions Plan projects are required to be delivered, a contribution will be required on a stage-by-stage basis (in accordance with the requirements of the *North of the Merri River Development Contributions Plan 2011*).

⁶ Subject to appropriate indexation



8. PERMIT APPLICATION REQUIREMENTS

In addition to any application requirements under the Warrnambool Planning Scheme, the following items require resolution through the permit application process or through conditions on any planning permit issued.

Movement network

Applications for subdivision must be accompanied with a Traffic Impact Assessment which identifies existing traffic conditions, assesses suitability of proposed internal movement network and access arrangements, and evaluates traffic impact on the surrounding road network.

Open space and landscape

Before the certification of a plan of subdivision, detailed landscape plans must be prepared for the Merri River Corridor parkland and 'pause places' (as relevant to the stage of subdivision). Landscape plans should include (as relevant) details on revegetation, shade tree planting, park furniture (for example, seating), bollards, materials, path connections, play facilities and fishing facilities. Indigenous species should be used where possible.

Applications for subdivision (Landholdings 2

and 3) or buildings and works within the Merri River parkland corridor should be accompanied with a flora and fauna assessment which identifies the habitat significance of the land and includes recommendations for management, revegetation and restoration of any identified conservation and vegetation protection areas.

Neighbourhoods and density

Applications for subdivision should achieve a target density of 12 lots per net developable hectare and provide a subdivision layout which is generally in accordance with the local street layout as shown in Figure 17.

Smaller lots should be provided within walking distance of the Merri River parkland corridor. Lots with wide frontages should be provided along Wollaston Road (minimum frontage of 19.5 metres).

Ensure future development along Wollaston Road is consistent with the Street Interface Guidelines.

Staging

Lots which have direct vehicle access to Wollaston Road must not be completed (i.e. Statement of Compliance) until the upgrade of

Wollaston Road has been undertaken to the standard specified within the North of the Merri River Structure Plan.

Where staging is proposed, an application must be accompanied with a Staging Plan. Staging should be generally in accordance with this development plan.

Development contributions

Before the certification of a plan of subdivision the owner must enter into an agreement under section 173 of the *Planning and Environment Act 1987* which provides for the delivery of agreed Developer Contributions Plan projects.

If no Developer Contributions Plan projects are required to be delivered, a contribution will be required on a stage-by-stage basis (in accordance with the requirements of the *North of the Merri River Development Contributions Plan 2011*).

Environmental site assessment

Applications for subdivision (Landholdings 2 and 3) should be accompanied with an Environmental Site Assessment to assess the potential for land to be contaminated by previous and/or current activities.

Cultural heritage

Applications for subdivision (all landholdings) or buildings and works within the Merri River parkland corridor must be accompanied with an approved Cultural Heritage Management Plan.

Any permit issued must be in accordance with the recommendations of the approved Cultural Heritage Management Plan.



