


WARRNAMBOOL PLANNING SCHEME
Plans Approved for
Development Plan Number: DP2024-0004
Endorsed Under: DPO Schedule 11
On the: 29/05/2026
Delegate: nlegoe 1 of 49

HORNE ROAD DEVELOPMENT PLAN

PREPARED FOR NDB PROPERTIES



FEBRUARY 2015



Contents

Section	Page
1.0 Introduction	2
2.0 Vision	3
3.0 Site Analysis	4
4.0 Planning Policy Context	14
5.0 Design Response	21
6.0 Design Guidelines	40

Figures
Figure 1: Warrnambool Context Plan
Figure 2: Horne Road: Existing Conditions
Figure 3: Planning Scheme Zone Map
Figure 4: Planning Scheme Overlay Map
Figure 5: Industrial Land Supply
Figure 6: Horne Road Framework
Figure 7: Development Plan & Staging Plan
Figure 8: Lot Size Plan
Figure 9: Movement Network Plan
Figure 10: Cross Section Plans
Figure 11-16: Landscape Masterplan
Figure 17: Drainage Plan

Document Version

Version	Date	Author
V2	5/02/2026	CM

Record sheet

Section	Version
New Table of Contents (revised sections and page numbers)	V2 - 5/02/2026
Retain Section 1.0 Introduction	V1 – 2/03/2015
Retain Section 2.0 Vision	V1 - 2/03/2015
Retain Section 3.0 Site Analysis	V1 - 2/03/2015
Retain Section 4.0 Planning Policy Context	V1 - 2/03/2015
New Section 5.0 Design Response	V2 - 5/02/2026
Replace 6.0 Development Plan (Development Plan now in Section 5.0)	V2 - 5/02/2026
New Section 6.0 Design Guidelines (re-numbered from Section 7.0)	V2 - 5/02/2026

Development Plan Change Register

This record sheet provides a high-level summary of substantive changes between the original Development Plan and the revised Development Plan.

Section 5 – Design Response

Category	Original Development Plan 2/3/2015	Revised Development Plan 5/02/2026
Road Layout & Cross Sections	Indicative internal road layout with multiple road typologies and conceptual cross sections.	Internal road layout reconfigured and simplified; road cross sections rationalised to fewer standardised types.
Minimum Lot Size	Broad range between 1,500 and 4ha.	Minimum lot size formalised at 1,500 sqm.
Minimum Lot Frontage	Minium 50m in some areas.	Minimum frontage formalised at 30 metres.
Eastern Interface Buffer	Indicative landscaped buffer of approximately 50 metres.	Continuous 60-metre-wide landscaped buffer including the road along the eastern boundary.
Landscaping & Open Space	Landscape treatment and public open space shown conceptually.	Comprehensive Landscape Master Plan introduced with clearly defined public open space areas.
Drainage Strategy	Conceptual drainage strategy approach.	Revised drainage documentation based on further detailed design; defined basins and drainage corridors.
In-road Swales	Conceptual in-road swales included.	In-road swales removed following detailed engineering assessment.
Staging	Indicative staging framework.	Expanded and formalised staging framework comprising 13 stages.

Section 6 – Design Guidelines

Category	Original Development Plan 2/3/2015	Revised Development Plan 5/02/2026
Front Landscaping Requirement	Landscaping to street frontage to be 5.0 metres	Minimum 3.0-metre landscaped strip to the front boundary formalised.
Corner Lot Secondary Frontage	Landscape to secondary frontage to be 3.0m.	Minimum 2.0-metre landscaped setback to secondary street frontage formalised.
Fencing Height	Maximum fencing height generally around 1.8 metres.	Maximum fencing height increased to 2.0 metres.
Car Parking Benchmark	Relied primarily on Clause 52.06 standards without estate-specific metrics.	Estate-specific parking benchmark introduced at 1.2 spaces per 100 m ² NFA, informed by parking surveys.
Subdivision Metrics in Guidelines	Subdivision guidelines not explicit.	Minimum lot size (1,500 sqm) and minimum frontage (30 m) explicitly codified within the Design Guidelines.



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On the: 29/05/2026
Delegate: nlegoe 3 of 49



WARRNAMBOOL PLANNING SCHEME
Plans Approved for
Development Plan Number: DP2024-0004
Endorsed Under: DPO Schedule 11
On the: 29/05/2026
Delegate: nlegoe 4 of 49

1.0 Introduction

1.1 Background

This report has been prepared by David Lock Associates (DLA) on behalf of NBD Properties Pty Ltd the landowners of the Horne Road Industrial Area, Warrnambool (Subject Site).

The proposed Horne Road Industrial Area Development Plan (Development Plan) responds to the requirements of Schedule 11 to the Development Plan Overlay (DPO). The Plan implements the strategic vision for the Subject Site articulated by the DPO. It provides a robust and flexible planning framework to guide the future planning permit applications for the site.

The Development Plan is supported by a detailed site analysis which has evolved through consideration of environmental, archaeological, land capability, drainage, access and movement, visual and noise amenity issues. The Development Plan has been prepared to ensure the delivery of a high quality industrial hub in accordance with best practice planning and design.

1.2 Purpose

The Development Plan has been developed in accordance with the objectives of the Industrial Land Use Review undertaken by Warrnambool City Council. The purpose of the Development Plan is to:

- Implement the objectives of the Industrial Land Use Review.
- Respond to the key planning policy context for the Subject Site.
- Achieve the objectives of DPO11.
- Provide a sound technical and specialist analysis of the site as a basis for planning future development.
- Provide guidance and performance criteria for the assessment of planning permit applications for subdivision use and development.
- Provide a clear indication regarding infrastructure requirements and their staged delivery.
- Outline a series of design principles and guidelines to inform the future development of the Subject Site.
- Overall, to provide for a holistically planned industrial hub that incorporates a high level of accessibility, appropriate services and high quality urban design.

2.0 Vision

2.1 The Vision for Horne Road

Horne Road will play an important role in the future economy of Warrnambool. It provides a strategically located efficient facility with convenient access for customers, suppliers and workforce.

The development will create significant numbers of new jobs requiring a range of skills. With its dedication to design excellence, Horne Road will become a unique facility within Warrnambool and the region.

The vision for Horne Road Industrial Area is the creation of a successful and leading edge industrial development with a high quality physical environment that is harmonious with its setting to benefit staff, visitors and the broader community.

The application of design guidelines will ensure a high and consistent standard of design is maintained whilst at the same time fulfilling the range of occupiers needs. The developer is committed to the continued management of a high standard of development of the area.



3.0 Site Analysis

3.1 Comprehensive Site Analysis

An overall site analysis was undertaken to inform the preparation of the Development Plan. This included a review of the strategic context of the site and is supported by a series of technical reports that include:

- Native Vegetation Report, prepared by CPG Australia Pty Ltd.
- Aboriginal and Historical Heritage Assessment, Ecology Partners Pty Ltd.
- Traffic Management Report, prepared by Brian Consulting Pty Ltd.
- Stormwater Management Report, prepared by Brian Consulting Pty Ltd.
- Geotechnical Report, prepared by Brian Consulting Pty Ltd.
- Civil Infrastructure Report, prepared by Brian Consulting Pty Ltd.





WARRNAMBOOL PLANNING SCHEME
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On the: 29/05/2026
Delegate: nlegoe 6 of 49

3.0 Site Analysis

3.2 Strategic Context

The Subject Site is located at Horne Road within the City of Warrnambool. Key aspects of the strategic context include:

- The site is located approximately 6kms to the north-east of the Warrnambool Melbourne CBD.
- The Eastern Activity Precinct, an important mixed-use node, is located approximately 600m to the south of the subject site.
- Land to the east of the subject site that is currently zoned and used for Rural Living Purposes.
- Land to the west of Horne Road which is identified for future residential growth within the Warrnambool Planning Scheme.
- Princes Highway, approximately 800m to the south, is a key transport route within Warrnambool, connecting it to Geelong and Melbourne.
- To the north, Horne Road connects via Wangoom Road to Hopkins Highway.
- To the south of the Princes Highway, Deakin University and Sherwood Park Railway Station connects Warrnambool to Geelong and Melbourne.



Figure 1: Warrnambool Context Plan

3.0 Site Analysis

3.3 Existing Site Conditions

The site comprises approximately 65 hectares of land located approximately 6kms from Warrnambool CBD. The site is bounded by Horne Road to the west, Rodgers Road to the north and Dales Road (an unmade road) to the south. Properties to the north, south and west are used primarily for farming purposes with the exception of a water storage facility to the south-west. Land to the east is occupied by Rural Living properties. Russels Creek is located approximately 200m to the north of the site.

The site is relatively free from development constraint. The site is predominantly flat with a gentle rise towards the north east corner. A row of cypress trees is located towards the centre of the site adjacent to Rodgers Road and Horne Road.

A ridge line located to the south of Dales Road will screen development within the site from the Princes Highway.

Primary access from the Princes Highway is from Horne Road. A secondary access from Boiling Down Road links the site to the north-east growth corridor of Warrnambool. Rodgers Road is a local road providing access to the existing Rural Living properties to the east.

There is access to Hopkins Highway along Horne Road and Wangoom Road.

Three existing properties immediately about the site at the north eastern corner of the site at Rodgers Road.

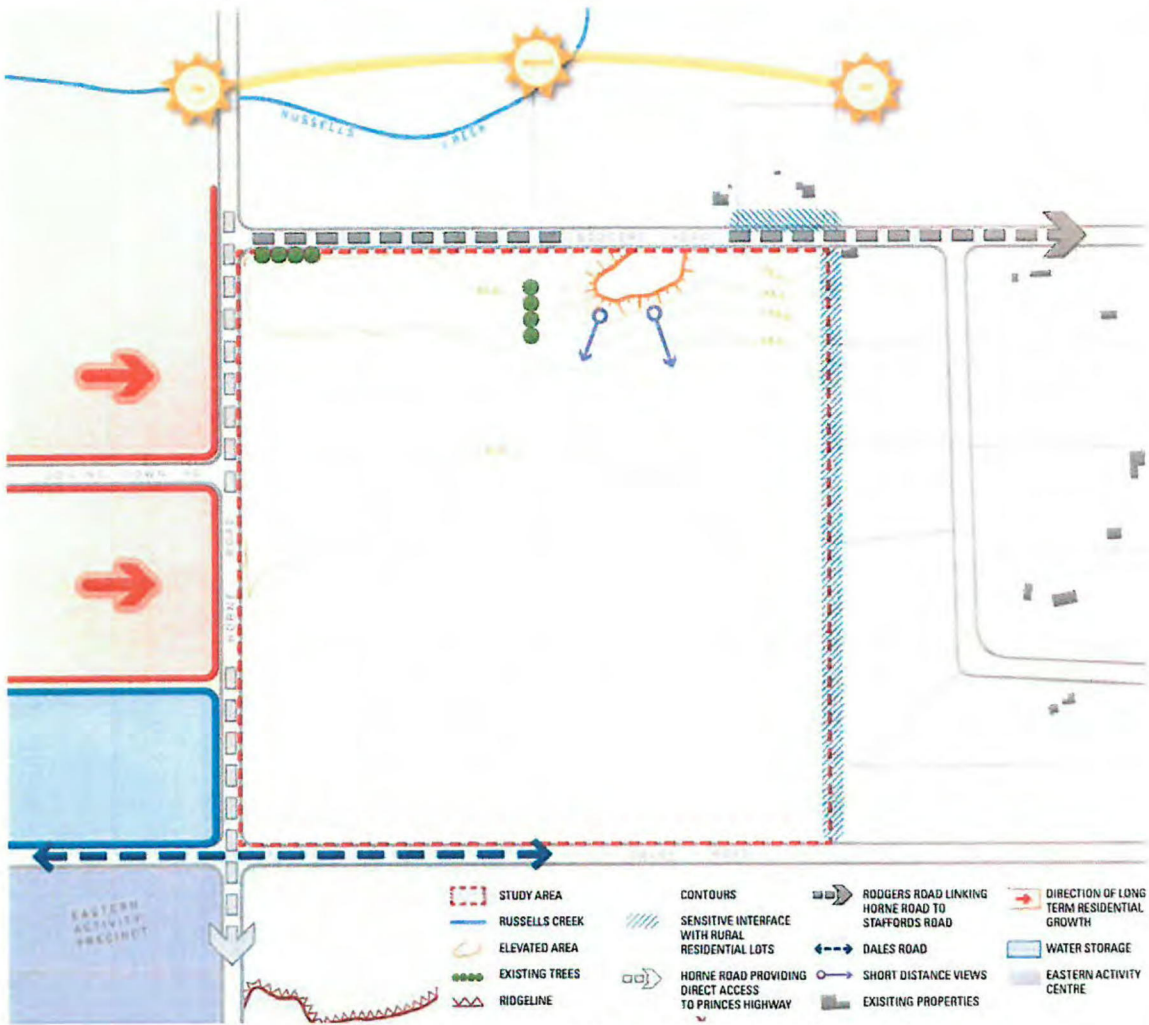


Figure 2: Horne Road: Existing Site Conditions



WARRNAMBOOL PLANNING SCHEME
Plans Approved for
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Endorsed Under: DPO Schedule 11
On the: 29/05/2026
Delegate: nlegoe 9 of 49

DAVID LOCK ASSOCIATES

3.0 Site Analysis

3.4 Flora and Fauna

Landscape Context

The subject land is within the Glenelg Hopkins Catchment Management Authority Region. The land is in the catchment of Russel Creek which lies to the north of the site and flows into the Merri Creek. The Hopkins River flows towards the ocean 2.5km to the south of the site.

The soil is rich, fertile cracking clay. The land is in the Victorian Volcanic Plan bioregion and the modelled Ecological Vegetation Class (EVC) for the site is EVC 55 Plains Grassy Woodland. The EVC55 has a conservation status of endangered in this bioregion. The Plains Grassy Woodland is typically an open eucalypt woodland with trees to 15m. The soil type is fertile, poorly drained soil on flat to gently undulating plains at low elevations. The understorey consists of a few sparse shrubs over a species rich grassy and herbaceous ground layer (to 1m). The dominant eucalypt is generally River Red Gum (*Eucalyptus camaldulensis*). Understorey shrubs are Golden Wattle (*Acacia pycnantha*) and Hedge Wattle (*Acacia paradoxa*). Common grasses in this EVC are Spear-grass spp. (*Austrostipa* spp.), Kangaroo Grass (*Themeda triandra*) and Wallaby grass spp. (*Austrodanthonia* spp).

A search encompassing 10km zone around the site of the National Environment Protection and Biodiversity Conservation (EPBC) Act databases lists a multitude of species and sites of national significance which must be considered and protected.

Most of these are associated with the coastal environment and historic built form of Warrnambool. None of the 42 EPBC listed threatened Flora and Fauna species are likely to be present on the site as there is no appropriate habitat.

There is potential for the two EPBC Threatened Ecological Communities listed below to occur on the site:

Grassy Eucalypt Woodland of the Victoria Volcanic Plain	Critically Endangered	Community known to occur within area
Natural Temperate Grassland of the Victorian Volcanic Plain	Critically Endangered	Community known to occur within area

Desktop review of relevant DSE threatened Flora and Fauna databases (Biodiversity Interactive Map) indicate that the threatened Grey-headed Flying-Fox has been recorded in the vicinity of the site.

Site Assessment

The field assessment established that there is no native vegetation present across the site. It is cleared agricultural land covered by a range of planted agricultural pasture species including: Perennial

Rye-grass (*Lolium perenne*), Phalaris (*Phalaris aquatica*) and Clover (*trifolium* spp.), and the less valuable pastorally, Barely-grass (*Hordeum leporinum*) and Ribwort (*Plantago lanceolata*). Some paddocks are heavily grazed while others are being rested.

There are no indigenous or native trees or shrubs on the site. The only trees are large, old, planted, exotic cypress pine trees. There was no evidence of native grasses or herbs on the site. However, to the east the neighbouring paddock has some well-established Poa Tussock-grass (*Poa* spp) and Knobby club-rush (*Isolepis nodosa*). Dales Road, to the south of the site contains some very small patches of Kangaroo grass (*Themeda triandra*), Wallaby grass (*Austrodanthonia* s.l spp), Poa Tussock-grass (*Poa* spp), and Prickfoot (*Eryngium vesiculosum*). Dales Road also had a range of exotic weeds including Gorze (*Ulex europaeus*), yellow thistle and Salisfy (*Tragopogon porrifolius*). There is also some Mat Grass (*Hermarthia uncinata*) on the south side of Rodgers Road.

There is some Bathurst Burr (*Xanthium spinosum*) which is a declared noxious weed on bare ground near dams and trees across the site which should be controlled. There are a number of woody weed species around the perimeter of the site on the roadsides and adjoining private land to the east predominantly Gorze (*Ulex europaeus*) and African Box thorn (*Lycium ferocissimum*). Gorze is a weed of national significance which should be eradicated from the adjoining land.

3.0 Site Analysis

The threatened Grey-headed Flying-fox has been recorded within the vicinity of the site, but there is no vegetation of use to the Flying-fox on the site.

The EBPC threatened Woodland community is known to occur within 10km of the site but does not occur on the site as there is no native vegetation.

As there was no native vegetation and none of the modelled EVC was present, no habitat hectare assessments were conducted and no off-set plan is required.

Implications for Design Response

- Development of this land is not limited by the potential presence of native vegetation.
- There is no native vegetation present on the site. It is cleared agricultural land covered by a range of planted agricultural pasture species.
- There are no indigenous or native trees or shrubs on the site. The only trees are large, old, planted exotic cypress pine trees.
- There was no evidence of native grasses or herbs on site.
- There is no threatened species or habitat on the site.
- As there was no native vegetation, and none of the modelled EVC was present, no habitat hectare assessments were conducted and no off-set plan is required.



3.0 Site Analysis

3.5 Cultural Heritage

Ecology Partners were commissioned to prepare an Aboriginal and Historical Heritage Assessment for the subject site. The project is a desktop review and brief site inspection.

Field Assessment and Results

The site inspection includes the ground survey of the subject site to detect the presence of Aboriginal and historical archaeological sites.

Methodology

The survey took the form of a pedestrian survey in which the qualified cultural heritage advisor (archaeologist) walked across a representative sample of the subject site as well as driving across the paddocks and getting out of the vehicle at a number of locations to inspect the ground surface. The survey took five hours and the weather was overcast, although this did not hamper visibility.

Limitations on Survey

Ground visibility at the time of the survey was quite poor, with approximately 0-5% visibility over most of the site, and only slightly more visibility in the northern section (5-10%). Due to its poor visibility, it is possible that Aboriginal and historical archaeological sites, may be present, but were not discovered. Additionally, the effective limit of an individual conducting a survey is two metres (being 1m each side of the path they walk) (Burke & Smith 2004:65).

Therefore, although a representative sample of the activity area was surveyed, the entire area was not, leaving a small potential for the presence of sites in unsurveyed areas. The activity area also had sections of high disturbance due to the concentration of dams, watering troughs, a stock pen and a windmill bore which, although surveyed, may have impacted sub-surface cultural heritage deposits.

Results of the Survey

The survey did not uncover any sites of Aboriginal or historical cultural heritage significance. Currently, the land is being used to run cattle, which has resulted in the types of ground disturbance associated with these animals such as cattle trails and churned soil near feed and water locations.

No mature native trees are located within the subject site. No caves, cave entrances or rock shelters are present within the subject site. The subject site has some structures and features worth noting. Most noticeably, the land in the north of the subject site slopes upwards. This is from a relatively flat plain that characterises the rest of the activity area to the south. This slope is most prominent in the form of a rise situated approximately halfway along the east west axis of the northern boundary, and which reaches its crest approximately 60m south of the northern boundary.

This rise is littered with basalt floaters, which also occur amongst the shallower rises to the west, and east of the central rise to the edges of the subject site and to about 200m south of the northern boundary. It is elevated approximately 5m above the rest of the subject site at its crest, and reaches this point approximately 150m from its base.

Implications for Design Response

- There were no Aboriginal or historical sites discovered on the subject site.
- There is potential for sub surface cultural heritage sites to be discovered.
- A Cultural Heritage Management Plan (CHMP) is required to be prepared for part of the Subject Site prior to any high impact activity being undertaken.
- No ground disturbance works shall be undertaken prior to a CHMP being prepared.
- Industrial subdivision is defined as a high impact activity; therefore a CHMP will be prepared prior to the subdivision of the land.
- The timing of the preparation of the CHMP will allow for appropriate provision to be made for any design measures required in response to the results of the CHMP.

3.0 Site Analysis

3.6 Traffic and Access

The proposed development has frontage to Horne Road to the west, Dales Road to the south and Rodgers Road to the north.

A summary of the existing network is outlined below:

Horne Road

Horne Road is a local road, currently under construction, orientated in a north south direction connecting Raglan Parade with Wangoom Road to the north. An 80km/hr speed limit applies to the full length of the road.

At the southern end, Horne Road has been fully constructed with a 14.5m wide sealed pavement with kerb and channel, comprised of a two way configured road with a central dedicated turning lane to provide access to a Bunnings store.

The proposed Horne Road Construction Layout Plans shows that the configuration will extend from the end of the existing seal just north of the existing Bunnings development to Dales Road.

Truck traffic has been excluded from using Horne Road and "No Trucks" signage has been erected within the road reserve at Wangoom Road, Rodgers Road and at the Raglan Parade end of the Horne Road adjacent to Bunnings.

Horne Road – North from Raglan Parade to Rodgers Road

Warrnambool City Council proposes to construct Horne Road north of Raglan Parade in 2 phases.

For Phase 1 construction, Horne Road is configured as a two-way Rural Collector Road with a 7.0m seal and 1.5m sealed shoulders.

To service the initial stage of the proposed development, it is proposed that Horne Road, immediately north of Dales Road is being configured to provide turning lanes. Cross sections comprise a two-way divided road with 3.5m seals and a central 5.48m median.

Horne Road north of the proposed entrance road to the development will revert back to a Rural Collector Road.

For Phase 2 construction it is proposed that Horne Road will be configured as a two lane divided arterial road. It is proposed to provide a 7.5m wide seal for each direction comprising a 3.5m wide traffic lane and 1.7m wide bicycle lane and a 2.3m wide parking lane. It is proposed to provide a 5.0m wide central median for provision of vehicle storage associated with turning movements.

For Phase 2 construction the configuration for Horne Road will ultimately extend from Raglan Parade through to Wangoom Road in the north.

Horne Road – North of Rodgers Road

Warrnambool City Council proposes to construct Horne Road north of Rodgers Road in two stages.

Phase 1 is being constructed as a two-way Rural Collector Road with a 7.0m seal and 1.5m sealed shoulders.

For Phase 2 the configuration will ultimately extend from Raglan Parade through to Wangoom Road in the north, as detailed above.

Layout Plans are attached to the Traffic Management Report prepared by Brian Consulting in support of this Development Plan.

Boiling Down Road

Boiling Down Road is a local road orientated in an east west direction connecting Horne Road to Aberline Road to the west. The pavement is configured as a two way road with a 4.8m seal.

A 5 tonne load limit currently applies to users of the road and signage indicating the restriction has been erected at the eastern or Horne Road end of the road.

3.0 Site Analysis

Dales Road

Dales Road is a local road orientated in an east-west direction that connects Aberline Road to Staffords Road to the east. Dales Road is unconstructed between Gateway Road and Staffords Road and is currently closed to traffic at Horne Road in both directions.

Rodgers Road

Rodgers Road is a local road orientated in an east west direction connecting Horne Road to Staffords Road to the east. The pavement is configured as a two way road with a 4.7m seal.

Implications for Design Response

- Rodgers Road and Dales Road will require upgrading in accordance with the triggers established in the Development Plan Overlay (DPO).
- The construction of the staged upgrade of Horne Road is underway. Horne Road is being upgraded between Princes Highway and Wangoom Road. These works make provision for access to the Subject Site.
- Horne Road will provide a main link to the Subject Site and is ideal for the primary point of access.
- In the future Rodgers Road will be upgraded and Dales Road will be constructed and are suitable for secondary access points to provide for future connections.
- Internal roads need to provide strong east-west and north-south links.



WARRNAMBOOL PLANNING SCHEME
Plans Approved for
Development Plan Number: DP2024-0004
Endorsed Under: DPO Schedule 11
On the: 29/05/2026
Delegate: nlegoe

13 of 49



3.0 Site Analysis

3.7 Storm-Water Drainage

Existing Conditions

A detailed investigation into the existing drainage of the subject land and surrounding road reserves has been carried out using a detailed feature and level contour survey prepared by Mr Trevor McDowell.

Additional site survey work was also carried out by Brian Consulting Pty Ltd to locate pipe drains and table drains not shown on the earlier survey plan and TGM to provide detail within the Horne Road Reserve.

This has been superseded by the construction of Horne Road that is currently underway and includes drainage infrastructure to service the subject land.

Catchment Area

The 65ha parcel of subject land forms part of a larger 115ha catchment area that generally drains to the north to Russells Creek.

Table Drains within Road Reserves

Investigation has revealed that the table drains on the north and south side of Rodgers Road are well formed and grade to the intersection of Horne Road and then to Russells Creek.

The table drains within Horne Road, north of Boiling Down Road, grade to the north and discharge into Russells Creek. There is a cross road culvert under Rodgers Road to allow the table drain on the east side to flow to the north.

The existing table drains within Horne Road, south of Boiling Down Road and north of Dales Road, are poorly formed but generally grade to a localised low point in Horne Road, approximately 200m north of Dales Road. Reference to the levels shows that when Horne Road is fully constructed, the table drains can be regarded to remove the localised low point and provide an overland flow path for a 1 in 100 year storm event as the level of the table drain at Dales Road is 31.53m AHD and 30.18m AHD to Russells Creek, a difference of 1.35m.

In addition, the survey shows that there is 2.49m fall available between Dales Road and the invert of Russells Creek at RL 29.04AHD for future piped drainage.



WARRNAMBOOL PLANNING SCHEME
Plans Approved for
Development Plan Number: DP2024-0004
Endorsed Under: DPO Schedule 11
On the: 29/05/2026
Delegate: nlegoe 14 of 49

3.0 Site Analysis

Implications for Design Response

- The upgrade of Horne Road which is currently under construction has facilitated the implementation of infrastructure to service the drainage of the subject land.
- With the exception of Rodgers Road, table drains within the road reserves were found to be poorly formed and graded.
- There is adequate longitudinal fall available in Horne Road to regrade the table drains to remove the localised low point to provide a 1 in 100 year flow path for runoff to Russells Creek.
- Regrading the table drains within Horne Road would remove the need to use the existing 525mm diameter Wannon Water Authority scour drain as a stormwater outfall.
- All the subsequent land drains to Russells Creek. The northern portion of the subject land drains via table drains within Rodgers Road and Horne Road reserves to Russells Creek.
- The southern portion is currently drained from the localised low point in Horne Road via the Wannon Water Authority 525mm diameter scour drain outfall to Russells Creek.

3.8 Geo-tech

A site investigation and classification assessment was undertaken by Brian Consulting on the subject land. The scope of works related to site investigation, classification and footing recommendations in accordance with the provisions of the Building Code of Australia.

Testing

Thirteen number test sites were established and excavated using a powered auger to the depth indicated in the attached bore logs. Disturbed samples were collected, observed, assessed and classified using the visual-tactile procedure. Site classification was made in accordance with the provisions of Australian Standard 2870 -1996.

Findings

The site was found to generally consist of dark brown soft silty topsoil overlying brown firm moderately plastic silty clay overlying light brown mottled light grey stiff highly plastic basalt clay. Basalt rock was encountered in a small number of boreholes. The site is very flat which is typical of basaltic clay plains with underlying weathered basalt. There was no sign of any swamps, soaks or sinkholes on site and no slope stability issues.

No seepage of standing water table was encountered.

The Surface Ground Movement Coefficient of Victoria map sheet Colac SJ-54 12 indicates that the underlying site consists of Quaternary Period Basaltic Clays.

Implications for Design Response

- The site was found to be suitable to be developed an industrial land and classified Class "H".
- The site is very flat and an adequate formal drainage system should be constructed as part of any subdivision works.
- Any subdivision works should be constructed during summer months.
- In order to maintain footings for the life of the structure care should be taken to avoid planting trees closer to the building than their full mature height. Particular attention should be given to avoiding trees that are listed on sheet No. 10-75 "Trees and Foundations" as published by CSIRO Division of Building Information Service.
- Where masonry construction is to be used it is recommended that full height masonry articulation joints be provided at a maximum continuous spacing of six metres in accordance with the guidelines contained in Technical Note 61 "Articulated Walling" from the Cement and Concrete Association of Australia.



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WARRNAMBOOL PLANNING SCHEME

Plans Approved for
Development Plan Number: DP2024-0004
Endorsed Under: DPO Schedule 11
On the: 29/05/2026

Delegate: nlegoe

15 of 49

4.0 Planning Policy Context

This section of the report provides an assessment of the relevant planning controls and policy context.

4.1 Zones

Clause 33.03: Industrial 3 Zone

The subject site is within the Industrial 3 Zone (IN3Z).

The purpose of this zone is:

- To provide for industries and associated uses in specific areas where special consideration of the nature and impacts of industrial uses is required or to avoid inter-industry conflict.
- To provide a buffer between the Industrial 1 Zone or Industrial 2 Zone and local communities, which allows for industries and associated uses compatible with the nearby community.
- To ensure that uses do not affect the safety and amenity of adjacent, more sensitive land uses.

A use must not adversely affect the amenity of the neighbourhood, including through the:

- Transport of materials, goods or commodities to or from the land.
- Appearance of any stored goods or materials.
- Emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.

A key decision guideline is the effect that the use may have on nearby existing or proposed residential areas or other uses which are sensitive to industrial off-site effects.

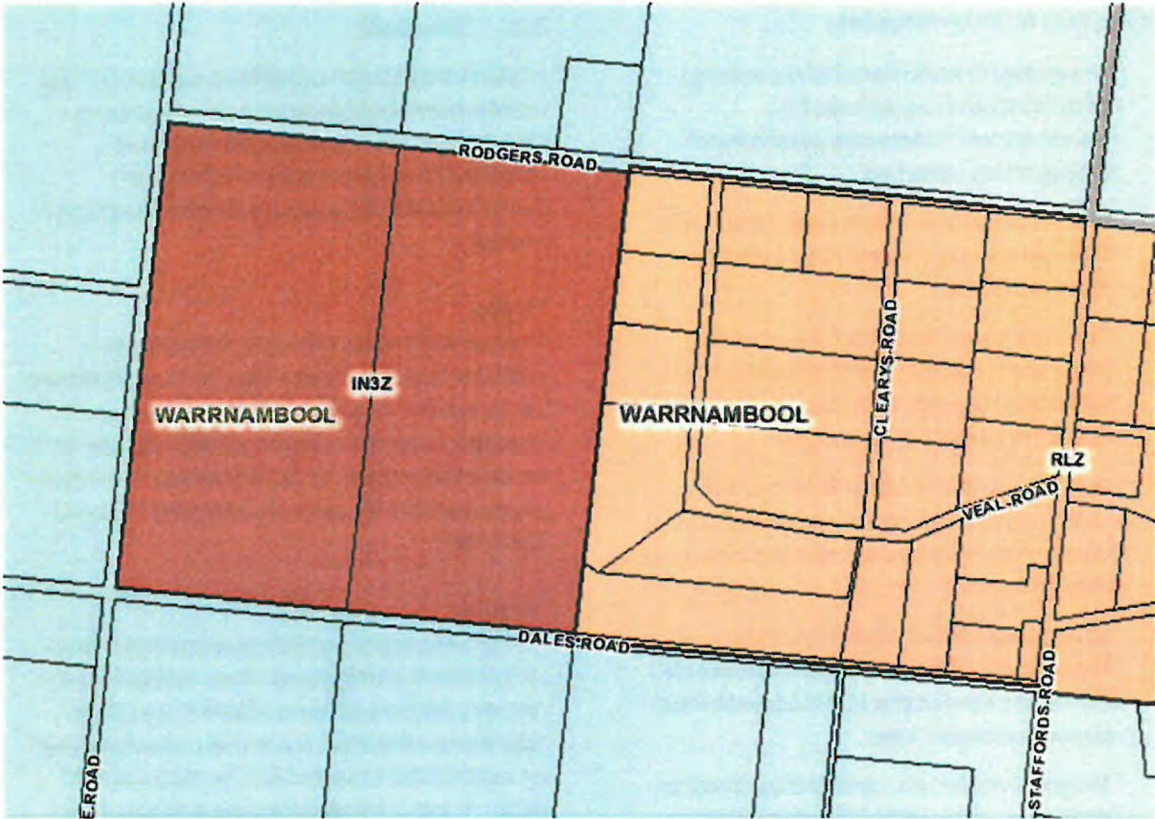


Figure 3: Planning Scheme Zoning Map



WARRNAMBOOL PLANNING SCHEME
Plans Approved for
Development Plan Number: DP2024-0004
Endorsed Under: DPO Schedule 11
On the: 29/05/2026
Delegate: nlegoe

16 of 49

4.0 Planning Policy Context

4.2 Overlays

Clause 43.04: Development Plan Overlay (DPO11)

A development plan for the subject site must address the following objectives:

- To provide for a holistically planned industrial hub that incorporates a high level of accessibility, appropriate services and high quality urban design.
- To ensure the structure of Horne Road Industrial Area fits within a broader land-use plan for the Horne Road corridor as indicatively shown in the *Warrnambool Industrial Land Review, 2010* and provides flexibility for connections with adjoining land.
- To ensure that new development is well designed and will enhance the visual and streetscape amenity of the area, particularly along Horne Road, Rodgers Road and Dales Road.
- To encourage high standards of urban design and landscaping within new development and along Horne Road, Rodgers Road and Dales Road.
- To ensure that land uses within Horne Road Industrial Area are compatible with each other and do not unreasonably impact on the amenity of adjoining land uses.
- To ensure appropriate road and drainage infrastructure is provided to service land for the purposes of an industrial hub.
- To minimise industrial traffic impacts on unconstructed roads and residential areas.



Figure 4: Planning Scheme Overlay Map



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WARRNAMBOOL PLANNING SCHEME
Plans Approved for
Development Plan Number: DP2024-0004
Endorsed Under: DPO Schedule 11
On the: 29/05/2026
Delegate: nlegoe 17 of 49

4.0 Planning Policy Context

- To provide a high quality, landscaped buffer between industrial uses and the adjoining Rural Living Zone to the east.
- To provide effective stormwater management and improve stormwater quality as part of new development proposals by incorporating the use of Water Sensitive Urban Design treatments.
- To mitigate the potentially divisive influence of Horne Road by avoiding use of service roads and by minimising front setbacks of buildings to Horne Road.
- To minimise the visual impact of car parking when viewed from Horne Road.
- To encourage use of varied building materials and finishes that respond to the preferred character within Warrnambool, including use of glazing, masonry and colour bond.
- To provide opportunities for suitable linkages between highways, major roads and urban areas including footpath, bicycle lane and share path networks.

A development plan must include a detailed site analysis and design response that includes the following items to the satisfaction of the responsible authority.

It must also contain a design response that is based on the results of the site analysis process and is generally consistent with the indicative Horne Road Framework Plan shown in the *Warrnambool Industrial Land Use Review*, 2010.





WARRNAMBOOL PLANNING SCHEME
Plans Approved for
Development Plan Number: DP2024-0004
Endorsed Under: DPO Schedule 11
On the: 29/05/2026
Delegate: nlegoe

18 of 49

4.0 Planning Policy Context

4.3 State Planning Policy Framework

Clause 11.05: Regional Development

Key strategies seek to deliver a network of high-quality settlements by through the provision of appropriately located supplies of residential, commercial, and industrial land across a region, sufficient to meet community needs.

13.04-1: Noise abatement

A key objective seeks to assist the control of noise effects on sensitive land uses.

Strategies seek to ensure that development is not prejudiced and community amenity is not reduced by noise emissions, using a range of building design, urban design and land use separation techniques as appropriate to the land use functions and character of the area.

Clause 15.01: Urban Environment

A key objective of this Clause is to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.

A key objective of Clause 15.01-2 seeks to achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.

Clause 15.02: Sustainable Development

Seeks to encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.

Clause 17.02: Industry

The objective of this Clause seeks to ensure availability of land for industry. Key strategies seek to:

- Identify land for industrial development in urban growth areas where:
 - Good access for employees, freight and road transport is available.
 - Appropriate buffer areas can be provided between the proposed industrial land and nearby sensitive land uses.
- Provide an adequate supply of industrial land in appropriate locations including sufficient stocks of large sites for strategic investment.
- Avoid approving non-industrial land uses, which will prejudice the availability of land for future industrial requirements, in identified industrial areas.

4.4 Local Planning Policy Framework

Clause 21.03: Vision – Strategic Framework

This policy outlines the key strategic vision for Warrnambool. The Strategic Framework Plan incorporates an interim Urban Growth Boundary, which extends around the Eastern Industrial Precinct (the Subject Site). The Clause outlines that this boundary is considered interim until a city-wide strategic review is undertaken in the future.

Clause 21.07: Economic Development

Relevant economic development objectives include:

- To ensure that there is an adequate supply of industrial-zoned land with appropriate servicing capability.
- To encourage well planned industrial development with high standards of amenity, siting and design especially along major routes.
- To protect the amenity of residential areas from the effects of industrial activity, while not impeding the productivity of industrial enterprises.



WARRNAMBOOL PLANNING SCHEME
Plans Approved for
Development Plan Number: DP2024-0004
Endorsed Under: DPO Schedule 11
On the: 29/05/2026
Delegate: nlegoe 19 of 49

4.0 Planning Policy Context

Clause 22.03: Economic Development

Relevant policy seeks to achieve the following performance standards:

Buildings

- Buildings should not occupy more than 50% of the site. Applications for buildings that exceed 50% of the site area should show how matters such as car parking can be satisfactorily addressed.
- Buildings should be constructed in materials that are visually attractive such as brick, masonry or Colourbond metal.

Setbacks

- Setbacks may vary depending on the nature of the site, existing development and the need to ensure safe traffic circulation.
- Frontage setbacks – To ensure active and vibrant road frontages and to generate a sense of containment within industrial development, front setbacks should be reduced and consistent, with minimal car parking located in the front setback. Car parking should be located along the side and rear.

Car Parking

- On site car parking must be provided according to the rate prescribed in the planning scheme unless a proposed use warrants a reduction.
- Vehicle loading and unloading should be designed to occur totally within the site.
- Common parking areas should be considered as part of any integrated development.

Advertising

- Advertising signs should identify the name of the business occupying the premises and the service offered.
- Above roof signs are discouraged.
- Integrated projects involving a number of lots and buildings should include a directory sign indicating business names and services offered.

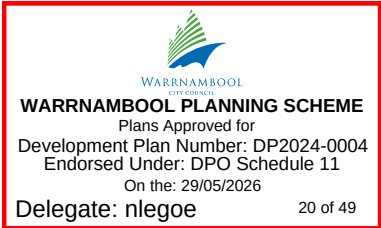
Landscaping

Landscaping on each site will be encouraged to:

- Retain existing vegetation where practical.
- Use locally indigenous vegetation.
- Screen areas where visibility for safety is not essential.
- Define areas of pedestrian and vehicular movement.
- Provide landscaping that minimises maintenance requirements.
- Allow appropriate maintenance and landscaping of areas where future building may occur.
- Use landscaping instead of fencing in areas such as the frontage of the site.
- Avoid fencing at the site frontage unless the applicant demonstrates fencing is required for security reasons.

Noise Abatement Measures

Before deciding on an application, the responsible authority should consider any significant effects which the use or development may have on the environment, or which the responsible authority considers the environment may have on the use or development.



4.0 Planning Policy Context

DAVID LOCK ASSOCIATES

4.5 Reference Documents

Warrnambool Industrial Land Review (2010)

The key finding of the Industrial Review is that consolidation of the eastern growth area offers the most appropriate short to medium and possibly longer term opportunity to introduce additional industrial land supply. The eastern growth area has the capacity to satisfy desirable locational criteria. It can also make a positive contribution to the City.

A co-ordinated approach to land uses, infrastructure projects and urban design is required to achieve the desired outcomes

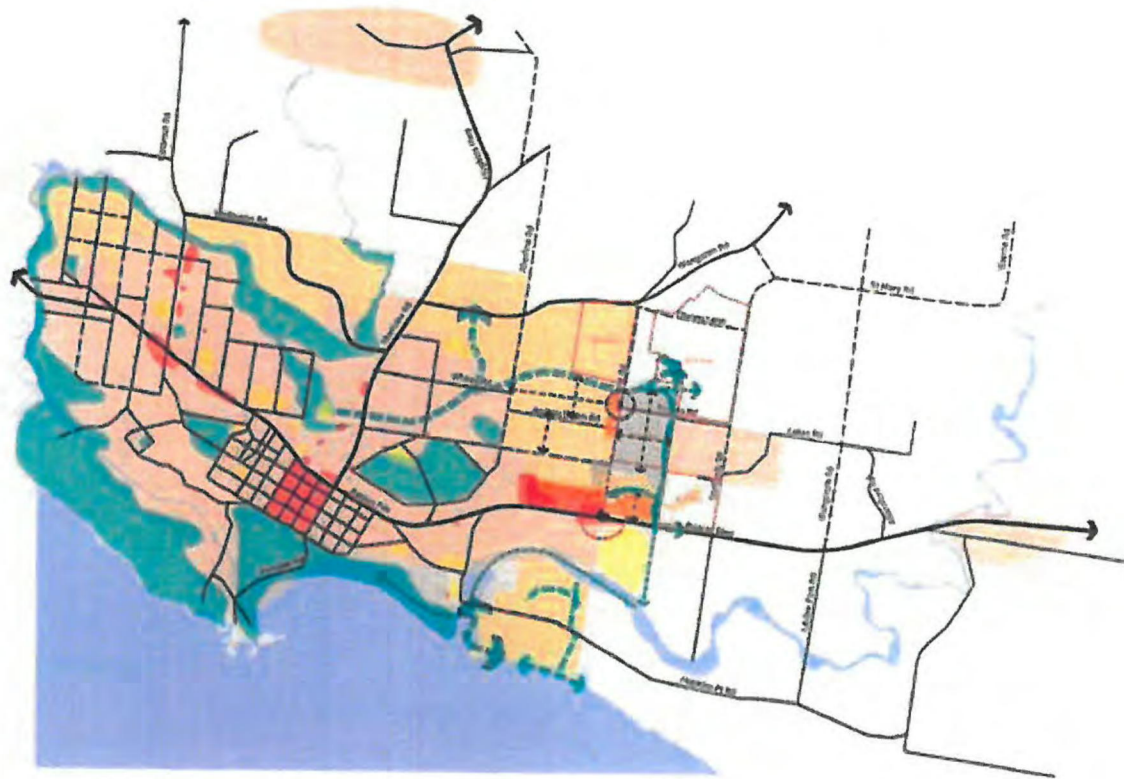


Figure 5: Industrial Land Supply, Warrnambool (From Warrnambool Industrial Land Review 2010)



WARRNAMBOOL PLANNING SCHEME
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Endorsed Under: DPO Schedule 11
On the: 29/05/2026
Delegate: nlegoe

21 of 49

4.0 Planning Policy Context

The Review incorporates an indicative Horne Road Framework Plan that seeks to:

- Upgrade local services such as Horne Road.
- Consolidate the gateway precinct to provide an attractive entrance to Warrnambool.
- Provide an early framework for more detailed consideration of Warrnambool's long term strategic direction for urban growth.
- Provide a linear open space network incorporating the Russells Creek and rail reserve that provides a buffer and transition to the existing rural residential development.
- Create an identifiable built form and landscape gateway at the intersection of Horne Road and the Princes Highway.
- Develop Horne Road as the main employment spine for the eastern precinct.
- Create a consistent character to the built form and streetscape of Horne Road. This is to ensure the road performs a role as a land use integrator rather than segregator.
- Extend residential growth in an easterly direction over Aberline Road towards Horne Road.
- Utilise natural features and infrastructure such as the Russells Creek, water storage and ridgelines as a means for land use change and transition.

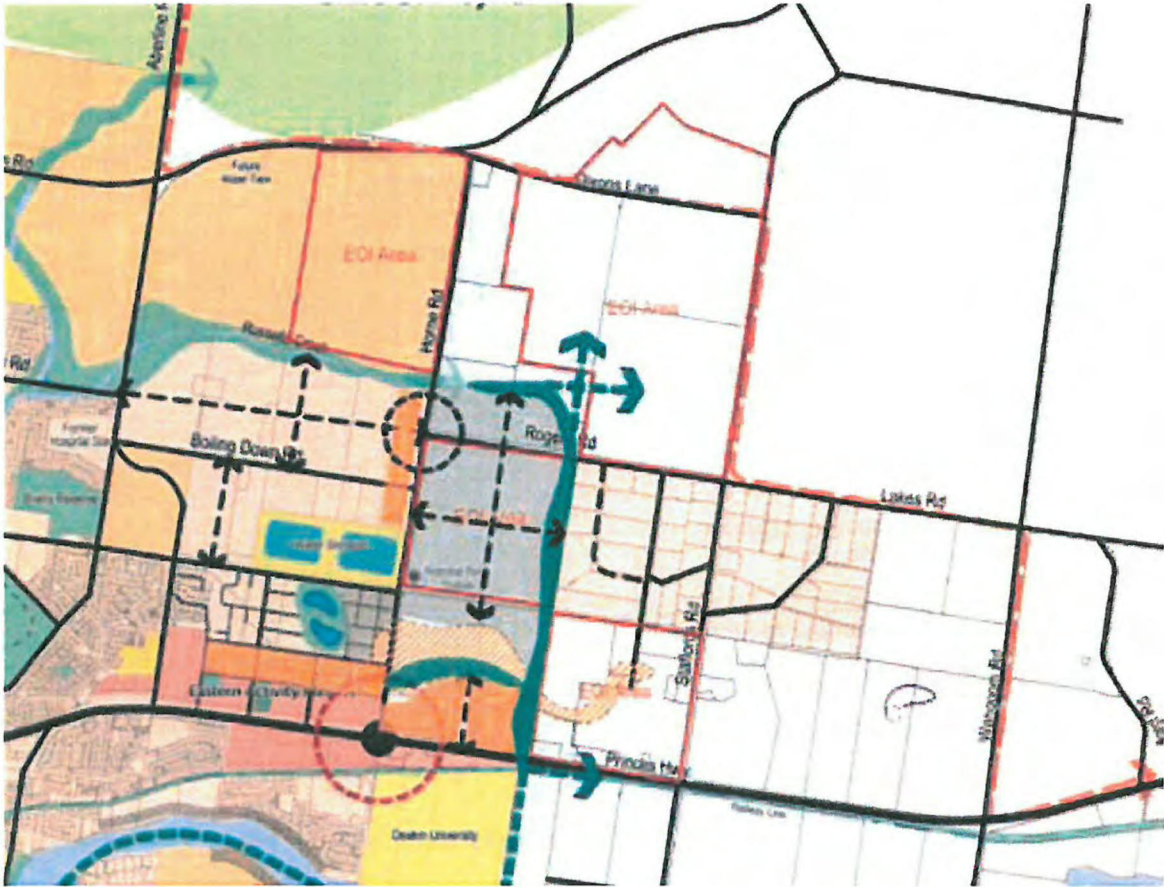


Figure 6: Horne Road Framework

- Allow for a staged release of unconstrained large scale land parcels for employment, with high levels of expose, and distinct edges. This includes the immediate rezoning of 64ha of land within the heart of the eastern precinct.

5.0 Design Response

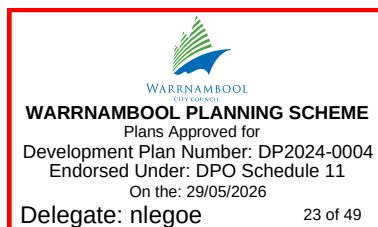
The Gateway Business Park Development Plan has been shaped by a detailed understanding of the site's characteristics, strategic policy context, infrastructure constraints, and urban design opportunities. The plan responds to the objectives of Schedule 11 to the Development Plan Overlay (DPO11) in the Warrnambool Planning Scheme, and reflects the overarching vision for high-quality, serviceable industrial land within the Horne Road growth corridor.

The layout has been designed to deliver an integrated and functional industrial estate, supported by a logical staging strategy, well-connected road and movement network, effective drainage solutions, and landscape buffers that address interface sensitivities.

Road Network and Access

The internal street network comprises a grid of three east-west roads and three north-south roads, offering strong permeability, legibility, and flexibility for industrial lot access. Vehicular access is provided via two main intersections on Horne Road to the west, and one intersection from Rodgers Road to the north. A further access point is reserved to the south, enabling future connection into adjoining development land.

The road layout ensures efficient circulation for heavy vehicles and emergency services while supporting a high level of connectivity for future tenants and operators. The street hierarchy and cross sections have been developed in accordance with Council's Infrastructure Design Manual (IDM), with several internal roads already constructed as part of previous stages.



Storm water Management

A revised drainage strategy has been incorporated into the plan, with two large retention basins centrally located and at the northern end of the site. These basins have been designed to accommodate both detention and treatment of stormwater runoff in accordance with best practice water sensitive urban design (WSUD) principles.

The former concept of in-road swales was not considered technically feasible following detailed engineering assessments. Instead, stormwater will be conveyed via a combination of road reserves, local infrastructure, and drainage conveyance constructed within the Dales Road reserve to the south. This drain will connect to a stormwater discharge point within Horne Road.

The overall stormwater design response requires allotments to be filled to a minimum of 32.5 AHD.

Staging

A staging plan has been prepared that outlines the full development of the Gateway Business Park across 13 stages.

The staging has been designed to align with infrastructure delivery and market demand, allowing for flexibility while ensuring orderly progression of services and roads.

Lot sizes

Stages 1-4 contain varying lot sizes, generally with larger lots fronting Horne Road in excess of 1,500 square metres, and smaller lot sizes internally to the Estate ranging between 850-1500 square metres.

For Stages 5-13 the minimum lot size will be 1,500sqm, with a minimum frontage of 30 metres. Larger allotments will be created in certain key locations with the expectation that it will attract larger operators and businesses who require more land.

Eastern Interface and 60m Buffer Reserve

A key feature of the Development Plan is the provision of a 60-metre-wide reserve along the eastern boundary of the site. This multi-functional space has been designed to address a range of planning, amenity and environmental outcomes, including:

- A shared pedestrian and cycling path (2.5m wide) running from Rodgers Road in the north to Dales Road in the south.
- A landscaped buffer providing visual screening and acoustic mitigation to nearby rural residential properties.
- A road reserve for a future edge street, supporting address and passive surveillance. The road reserve adds distance to the nearby residential areas from the industrial uses and is included within the buffer.
- Drainage swale infrastructure for stormwater conveyance to Dales Road, integrated with the broader stormwater strategy.
- Tree planting, mounding and landscape screening designed in consultation with an acoustic specialist to provide appropriate visual and acoustic separation.
- Opportunities for passive recreation, green infrastructure and ecological enhancement.

Buildings and industrial lots fronting the reserve have been orientated to provide passive surveillance and visual connection to this open space corridor.

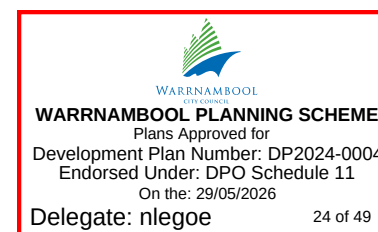
A Landscape Master Plan accompanies the Development Plan and outlines the proposed treatments and planting typologies for the reserve.

The Landscape Master Plan provided is a concept at this stage to demonstrate how these areas may be developed in accordance with requirements and to provide a good landscape buffer outcome. The exact detail would be finalised at the relevant subdivision stage as part of the planning permit process, subject to further Council approval.

The design response delivers:

- A practical and legible industrial subdivision layout
- Upgraded roads and coordinated movement connections
- Dedicated access points to Horne Road and Rodgers Road
- A consolidated stormwater management system with on-site basins
- A well-designed open space interface and buffer zone along the eastern boundary
- A staging framework that enables logical progression of infrastructure delivery and land release

The Development Plan demonstrates a strong alignment with strategic policy objectives and provides a robust framework for the continued growth and success of the Gateway Business Park.



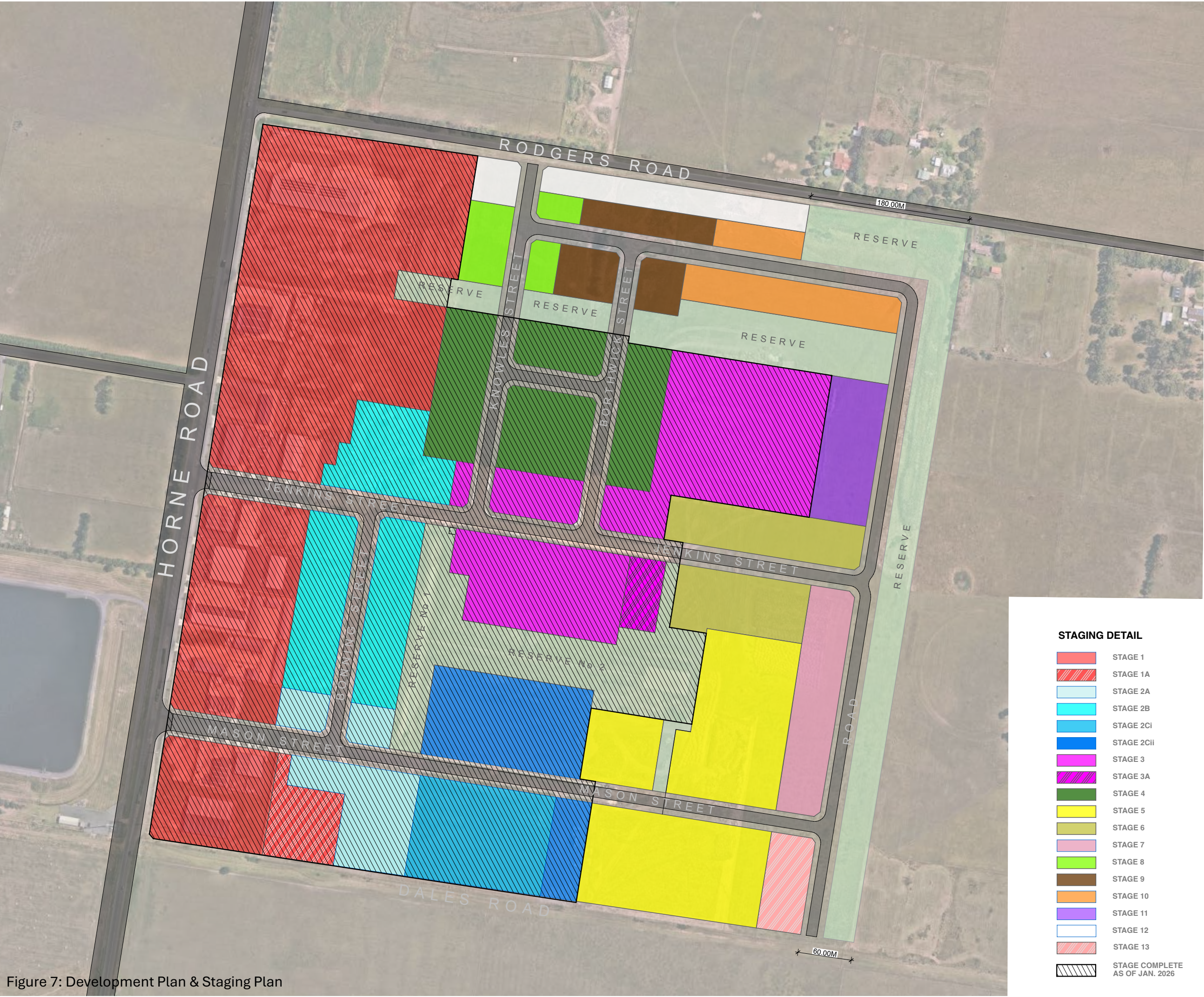


Figure 7: Development Plan & Staging Plan



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WARRNAMBOOL PLANNING SCHEME
Plans Approved for
Development Plan Number: DP2024-0004
Endorsed Under: DPO Schedule 11
On the: 29/05/2026
Delegate: nlegoe 25 of 49

NOT FOR CONSTRUCTION

Drawn By: -
Plot Date: 30/1/2026
Scale: AS SHOWN @ A3
Client: Warrnambool Project Design & Development Pty Ltd

SITE ADDRESS :
HORNE ROAD
WARRNAMBOOL

DRAWING TITLE :
DEVELOPMENT PLAN -
STAGING PLAN

PROJECT NAME :
DEVELOPMENT STAGING
PLAN

DRAWING No.

TP1 of TP6

REVISION No.

1:4000



STAGING DETAIL

- STAGE 1
- STAGE 1A
- STAGE 2A
- STAGE 2B
- STAGE 2Ci
- STAGE 2Cii
- STAGE 3
- STAGE 3A
- STAGE 4
- STAGE 5
- STAGE 6
- STAGE 7
- STAGE 8
- STAGE 9
- STAGE 10
- STAGE 11
- STAGE 12
- STAGE 13
- STAGE COMPLETE AS OF JAN. 2026

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Scale: AS SHOWN @ A3
Client: Warrnambool Project Design & Development Pty Ltd

SITE ADDRESS :

HORNE ROAD
WARRNAMBOOL

DRAWING TITLE :

LOT SIZE PLAN

PROJECT NAME :

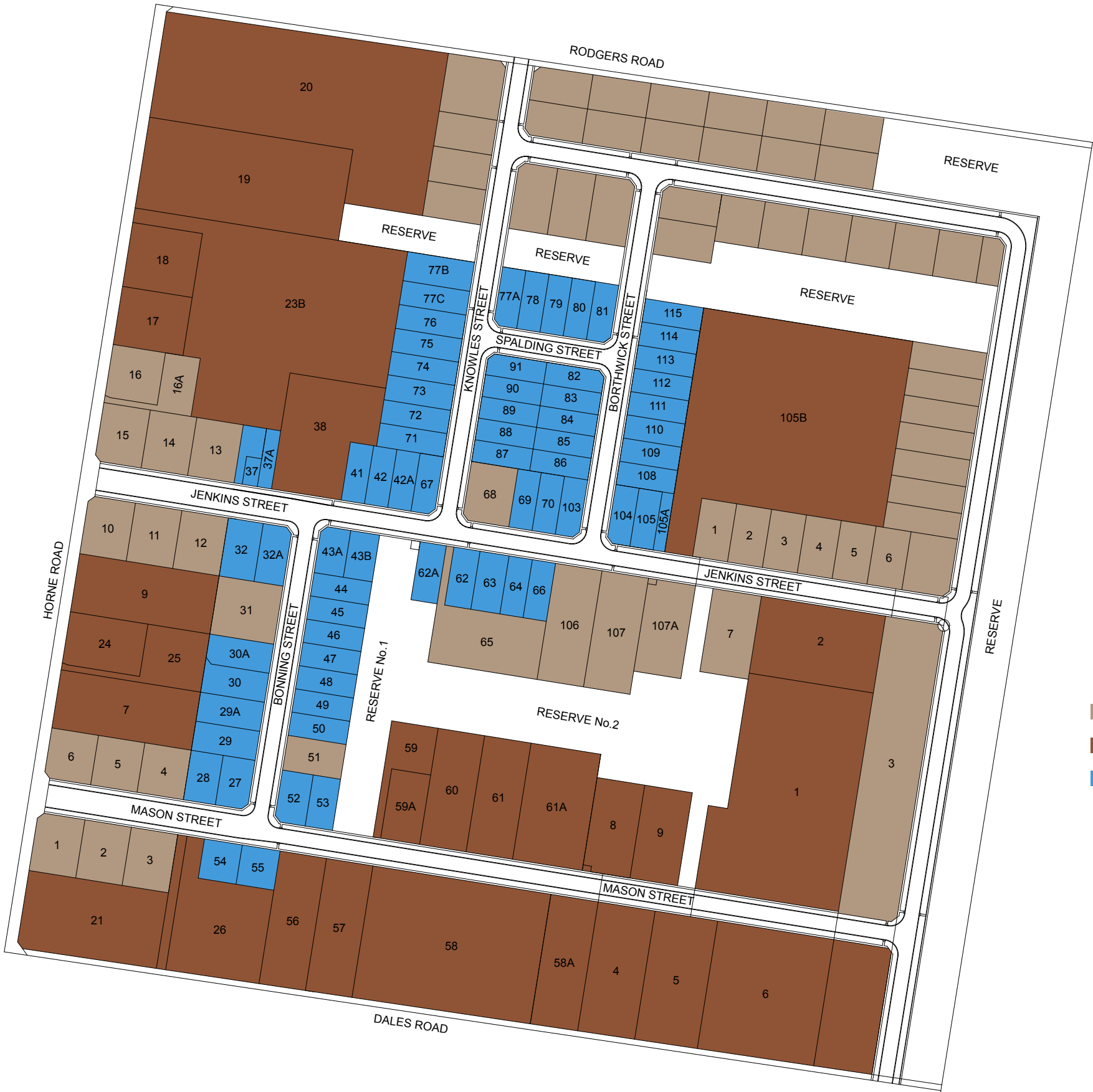
DEVELOPMENT STAGING
PLAN

DRAWING No.

TP5 of TP6

REVISION No.

1:4000



LEGEND

 LOTS MINIMUM 1,500m²

 LOTS 3,000m² - 3ha

 LOTS PREVIOUSLY APPROVED
RANGING FROM 900 - 1500m²

Figure 8: Lot size plan

5.1 Movement Network and Road Cross Sections

External Road Network

The subject land is bounded by Horne Road to the west and Rodgers Road to the north. These two roads form the key external connections to the estate, linking the site with the wider industrial and transport networks of Warrnambool.

Horne Road has already been upgraded in accordance with the approved Horne Road Development Plan to support the Gateway Business Park. The works included construction of a two-lane divided carriageway with turning lanes and a dedicated southbound bicycle lane, along with a footpath on the eastern side of the road. A future northbound bicycle lane, parking lane, and footpath on the western side of Horne Road will be delivered in conjunction with development on the western side of the road.

Rodgers Road currently exists as a partially constructed rural road and will require upgrading as development progresses in the future. In accordance with the Development Plan, Rodgers Road will ultimately be constructed with a 10.5m sealed carriageway, incorporating two 4.0m traffic lanes and a parking lane, as well as a footpath on the southern side of the road adjacent to the site. These upgrades will ensure that Rodgers Road can safely accommodate projected traffic volumes and provide appropriate access to future development north of the subject land. A 5-tonne load limit will be introduced immediately east of the site's eastern boundary to restrict heavy vehicle access into the adjoining low-density residential area. Rodgers Road upgrades will be delivered as a condition of subdivision and staged in alignment with development frontages, ensuring timely provision of infrastructure in step with land use change. A safe pedestrian crossing point will be provided to link the estate to the northern side of Rodgers Road in anticipation of future development as part of the East of Aberline Growth Area Structure Plan.

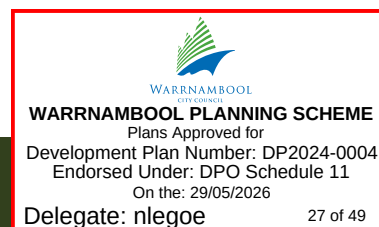
Consistent with the original Development Plan, **Dales Road** can ultimately be constructed.

The external road network and access strategy for the site has been designed having regard to established traffic generation rates and traffic distribution modelling for vehicles entering and exiting the estate. In this context, the current layout deliberately avoids directing industrial traffic east along Dales Road toward the existing rural residential area.

In the Development Plan one access point is provided to both the Dales Road Reserve and Rodgers Road to ensure the subject land remains capable of connection with potential future development areas to the south and north respectively. Both roads are envisaged to function as Rural Roads, with their ultimate configuration allowing for future upgrading if required to service adjoining land, without prejudicing the orderly development of the broader precinct.

External Access to Development Area

- Primary site access is from Horne Road, approximately 150m north of Dales Road via Mason Street. This intersection is centrally located to support site legibility and traffic management.
- Another primary access point to Horne Road is provided approximately 100m south of Boiling Down Road, via Jenkins Street. This is a minor left-in/left-out industrial access intended for additional flexibility and circulation. Turning lanes are not proposed at this location and are not considered necessary based on expected traffic volumes.
- Traffic generation and intersection performance modelling were previously completed as part of the original rezoning of the precinct. These assumptions have been reviewed and remain valid for the current land use and access strategy. SIDRA analysis indicates the primary access will operate at acceptable levels of service.
- Rodgers Road will serve as a key connection to future development areas north of the estate as secondary site entry points



- Cross sections for Rodgers Road and Dales Road have been prepared and are included in this report. Horne Road cross section design has been prepared by Warrnambool City Council.

Horne Road

- Horne Road functions as a two-lane divided Rural Collector Road.
- It has been upgraded along the eastern frontage of the site to provide appropriate turning lanes and access management for the initial stages of development.
- In future, Horne Road will be upgraded to a full divided arterial road extending from Raglan Parade to Wangoom Road, supporting both Gateway Business Park and the broader “Estate of Aberline” growth area.

Rodgers and Dales Road

- The Rodgers Road and Dales Road typical cross-section is shown as a 10.5m wide sealed rural road, incorporating two traffic lanes, a parking lane, and a pedestrian footpath.
- Any upgrade can be delivered as part of the staged development of the site and can service both the subject land and future growth to the north and south of the site.
- Load limits will ensure it functions safely for industrial traffic while protecting the amenity of nearby sensitive land uses.

Internal Movement Network

A permeable and legible internal street layout is proposed, structured around a hierarchy of road types that cater to industrial traffic volumes, provide for service vehicles, and prioritise safety and connectivity.

Internal Street Network

- The key cross section for internal roads is a standard industrial road with 12.5 metre wide two-way carriageway within a 24.2 metre reservation.
- The road network provides strong north-south and east-west connections, with no dead-end streets or cul-de-sacs.
- Entry roads have been centrally aligned to facilitate easy navigation and safe intersections.
- All internal roads will be designed and constructed to Warrnambool City Council’s specifications under the Infrastructure Design Manual (IDM).

Pedestrian and Cyclist Movement

Pedestrian and cyclist access has been comprehensively integrated into both the internal and external movement network.

- Footpaths will be provided on both sides of all internal streets.
- A footpath will be constructed along the southern side of Rodgers Road, adjacent to the development.
- Horne Road includes an existing footpath on its eastern side. A future footpath is proposed for the western side, to be delivered in future stages.
- Cycling infrastructure includes:
 - o A southbound on-road bicycle lane on the eastern side of Horne Road (already constructed)
 - o An interim sealed shoulder on the western side for northbound cyclists
- A 2.5m wide shared pedestrian and cycle path will be provided:
 - o Along the eastern landscaped buffer within the site (Horne Road frontage) between Dales Road and Rodgers Road.
- These off-road paths form part of a broader vision for a linear trail linking Russell Creek in the north with the Hopkins River corridor to the south.

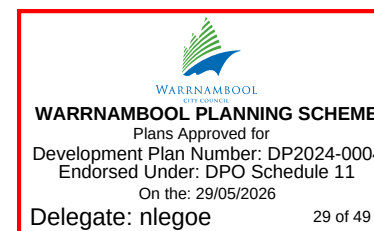
The combination of on-road and off-road cycling options provides for a flexible and safe cycling environment. The low speeds and wide carriageways of internal roads will allow cyclists to safely share space with vehicles.

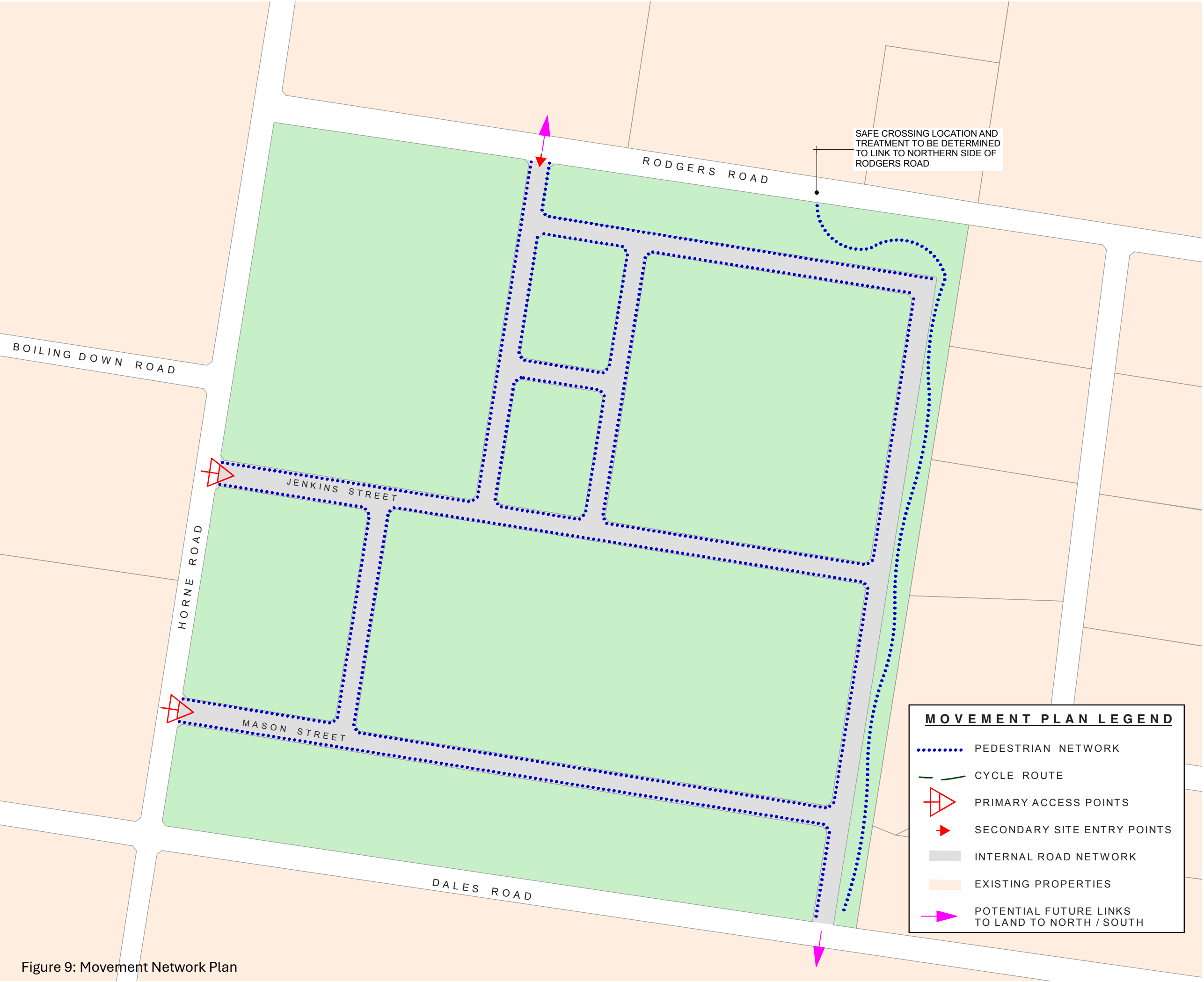
Car Parking

An analysis of existing industrial operations within the Gateway Business Park has informed a site-specific approach to parking provision.

Key findings from site surveys conducted on Thursday 18 April 2024 by Traffic Group included:

- Peak parking demand occurred at 12:00pm.
- Observed peak rate: Up to 1.81 spaces per 100m² of Net Floor Area (NFA).
- Average across estate: 0.45 spaces per 100m² NFA (including on-street and off-street parking).
- A recommended parking rate of 1.20 spaces per 100m² NFA (85th percentile) is considered suitable for most future uses in the estate.
- Less typical uses (e.g. indoor recreation, convenience shop, place of assembly, motor repairs) should be assessed individually for parking demand.
- On-street parking is proposed on both sides of all internal roads, designed to accommodate 1–2 spaces per allotment (based on 20m frontages). Proposed frontages have now increased to minimum of 30m.
- Adoption of the 1.20 space per 100m² standard across future permit applications will reduce the need for case-by-case assessments.
- This parking rate is considered consistent with Clause 52.06 of the Warrnambool Planning Scheme and is appropriate for the industrial and warehouse context of the Gateway Business Park.





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On the: 29/05/2026
Delegate: nlegoe 30 of 49

NOT FOR CONSTRUCTION

Drawn By: -
Plot Date: 30/1/2026
Scale: AS SHOWN @ A3
Client: Warrnambool Project Design & Development Pty Ltd

SITE ADDRESS :
HORNE ROAD
WARRNAMBOOL

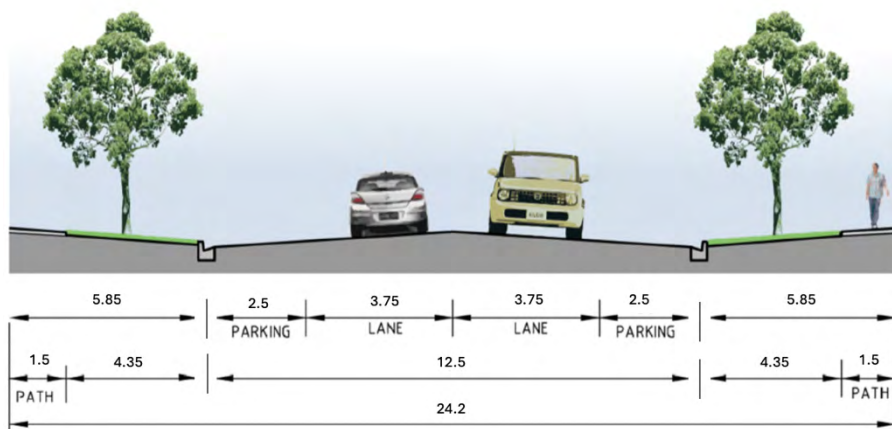
DRAWING TITLE :
INTERNAL MOVEMENT
NETWORK

PROJECT NAME :
DEVELOPMENT STAGING
PLAN

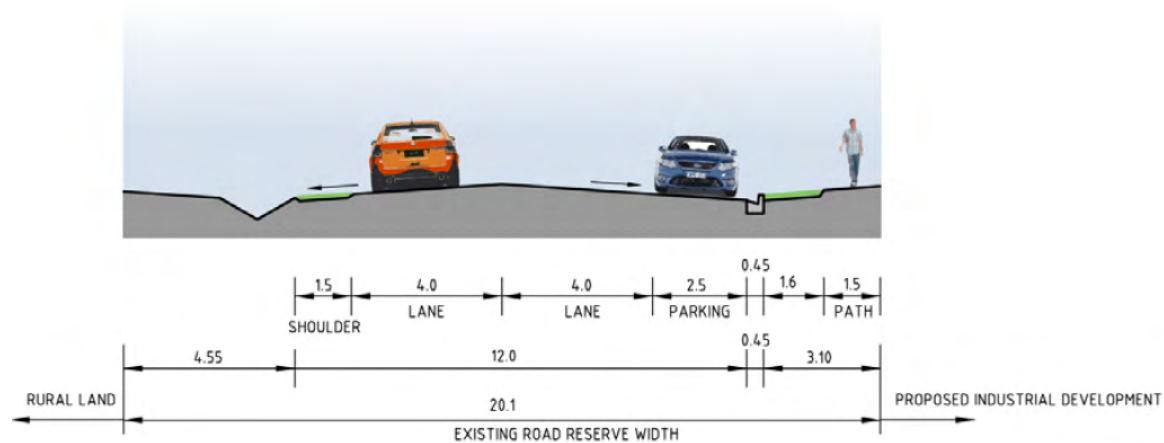
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TP4 of TP6

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1:5000





INTERNAL INDUSTRIAL ROAD (NO CENTRAL LANDSCAPING)



RODGERS ROAD & DALES ROAD ADJOINING INDUSTRIAL DEVELOPMENT

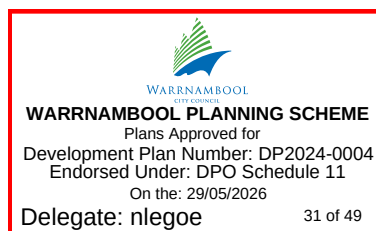


Figure 10: Cross Section Plans

5.2 Landscape Masterplan

The Development Plan includes a comprehensive landscape response along the site's sensitive eastern and northern boundaries, consistent with the requirements of Schedule 13 to the Development Plan Overlay (DPO13).

A 60-metre-wide reserve is provided along the full eastern boundary, exceeding the minimum 50-metre buffer required by the DPO. The reserve integrates an edge road condition, a 2.5-metre-wide shared pedestrian and cycling path, a landscaped zone, and a drainage swale. The buffer continues west along Rodgers Road for 180 metres, consistent with the overlay schedule.

The landscape treatment has been designed to reflect its multi-functional purpose, acting as:

- A visual and amenity buffer to adjoining Rural Living Zone properties;
- A passive recreation corridor with public access;
- A drainage corridor integrated with the stormwater system;
- A strategic interface consistent with the intent of Amendment C72 and the Planning Panel findings.

The design and planting layout has been prepared in accordance with the ThomsonHay Landscape Master Plan, which responds to the site's topography, view lines, and interface character.

Acoustic Considerations

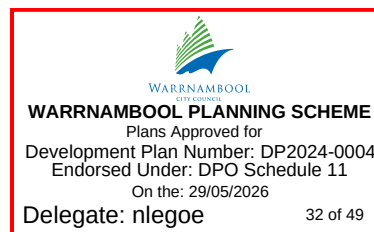
While the DPO includes a reference to acoustic assessment in relation to landscaping, the approach taken in this Development Plan is consistent with the intent of the Planning Panel, which emphasised the role of a landscaped buffer as a passive acoustic and visual interface, rather than a requirement for standalone noise modelling at this early stage.

Given:

- the current absence of built form or noise-generating uses,
- the generous width and planting strategy of the buffer, and
- the expectation that landscape details will be refined at the subdivision stage,
- it is appropriate for any further acoustic assessment or refinement to be addressed in future permit stages, once specific land uses and built form are confirmed.

The current landscape design has been developed with careful consideration of interface and amenity, and is expected to effectively manage edge conditions both in the interim and over the long term.

The landscape masterplan has been prepared by ThomsonHay.



Base information derived from the following sources:

- Civil Concept Plans (Sitec Consulting Engineers 27 Feb 2025)
- Aerial Photo (Nearmap - 22 Nov 2024)
- Site inspections

Due to possible distortions associated with the aerial photograph and the Civil property base plan, the location of existing and proposed features are approximate only and should be verified on site prior to commencement of works. All dimensions / areas shown are approximate only and should be confirmed on site. Refer to titles for legal purposes and for exact boundary locations and property areas.

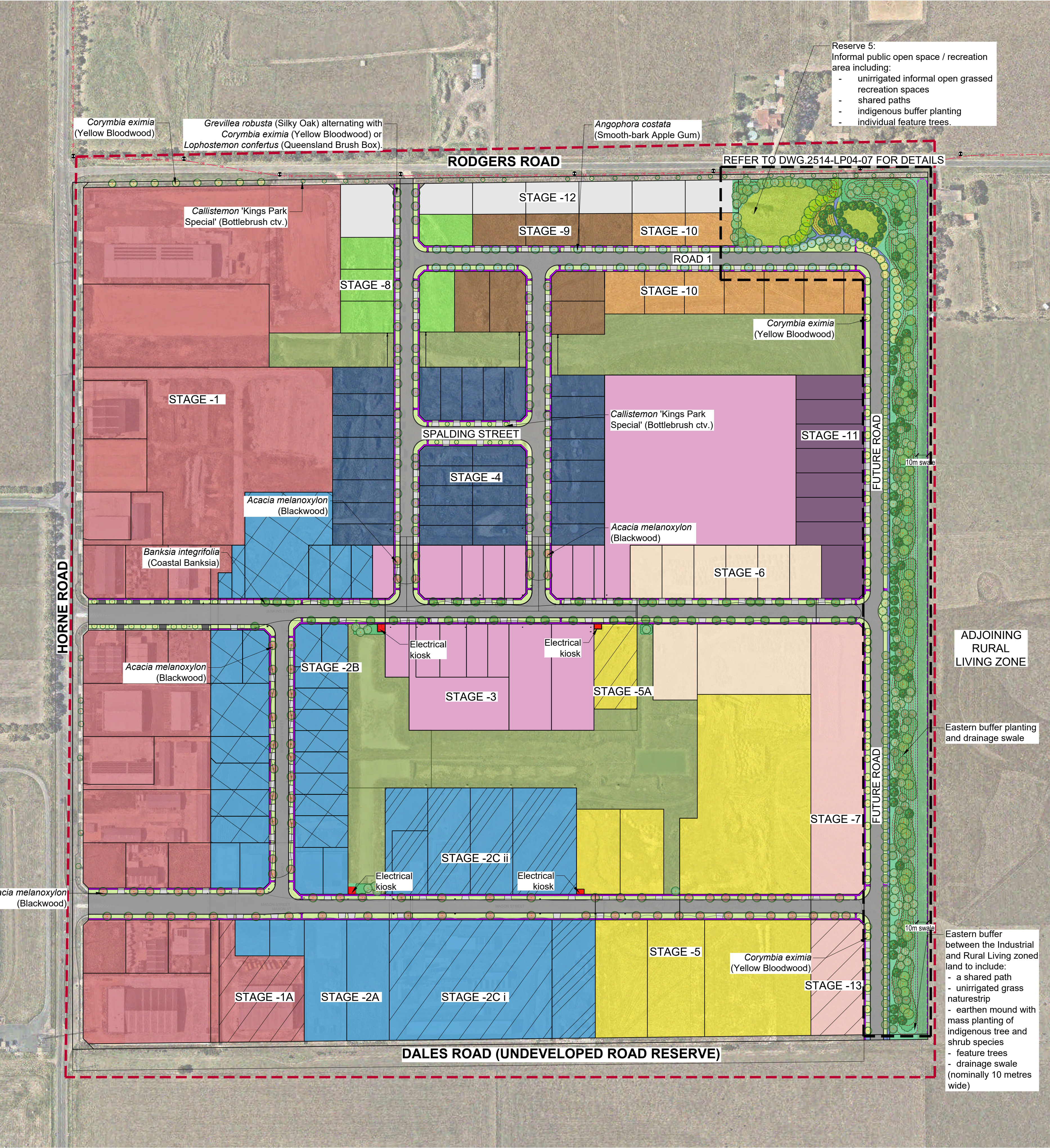


Figure 11: Landscape Masterplan

WARRNAMBOOL PLANNING SCHEME
Plans Approved for
Development Plan Number: DP/2024-0004
Endorsed Under: DPO Schedule 11
On the: 28/05/2026
Delegate: nlegoe 33 of 49

REVISIONS
12 / 05 / 2025 - REV A Inclusion of alternative subdivision arrangement + public open space in north eastern corner + additional 10m width to Dales Rd reserve
06 / 08 / 2025 - REV B Updated as per revised subdivision layout
22 / 09 / 2025 - REV C Updated as per revised subdivision layout and Engineer site planning requests
03 / 10 / 2025 - REV D Updated Dales Rd reserve with 12m swale
30 / 01 / 2026 - REV E Updated as per revised subdivision layout and Council comments.

LEGEND
Existing / future industrial estate area
Internal road
Existing tree
Existing driveway
Proposed driveway
Proposed 1.5m wide concrete footpath
Proposed 2.5m wide shared concrete footpath
Proposed wetland planting
Unirrigated grassed naturestrip
Reserve
Proposed unirrigated lawn / informal kickabout area
Proposed native / indigenous tree and shrub planting
10m wide drainage swale
Overhead power line / power pole
Proposed electrical kiosk - refer to civil plans
Fence to Council requirements

PROPOSED STREET TREE PLANT PALETTE
JENKINS ST Banksia integrifolia (Coastal Banksia)
BONNING ST, MASON ST, KNOWLES ST Acacia melanoxylon (Blackwood)
BORTHWICK ST Grevillea robusta (Silky Oak) alternating with Corymbia eximia (Yellow Bloodwood) or Lophostemon confertus (Queensland Brush Box).
SPALDING ST & RODGERS RD Callistemon 'Kings Park Special' (Bottlebrush ctv.)
ROAD 1 Angophora costata (Smooth-bark Apple Gum)
ROAD 2 Corymbia eximia (Yellow Bloodwood)
ROAD 2 RESERVE FEATURE TREES TO BE SELECTED FROM Araucaria heterophylla (Norfolk Island Pine) Melia azedarach 'Elite' (White Cedar) Grevillea robusta (Silky Oak) Elaeocarpus reticulatus (Blueberry Ash) Corymbia maculata (Spotted Gum) Corymbia eximia (Yellow Bloodwood)

DRAFT

North Arrow

Project Name & Address:
Gateway Business Park Industrial Estate
Horne Rd
WARRNAMBOOL

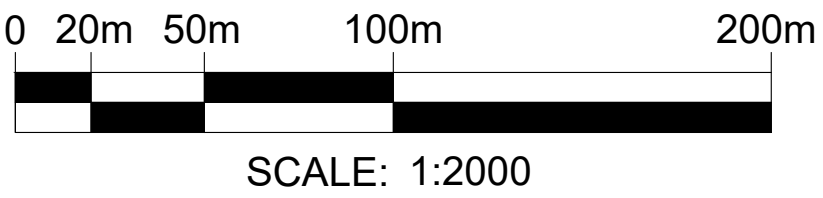
Drawing Title:
Landscape Master Plan

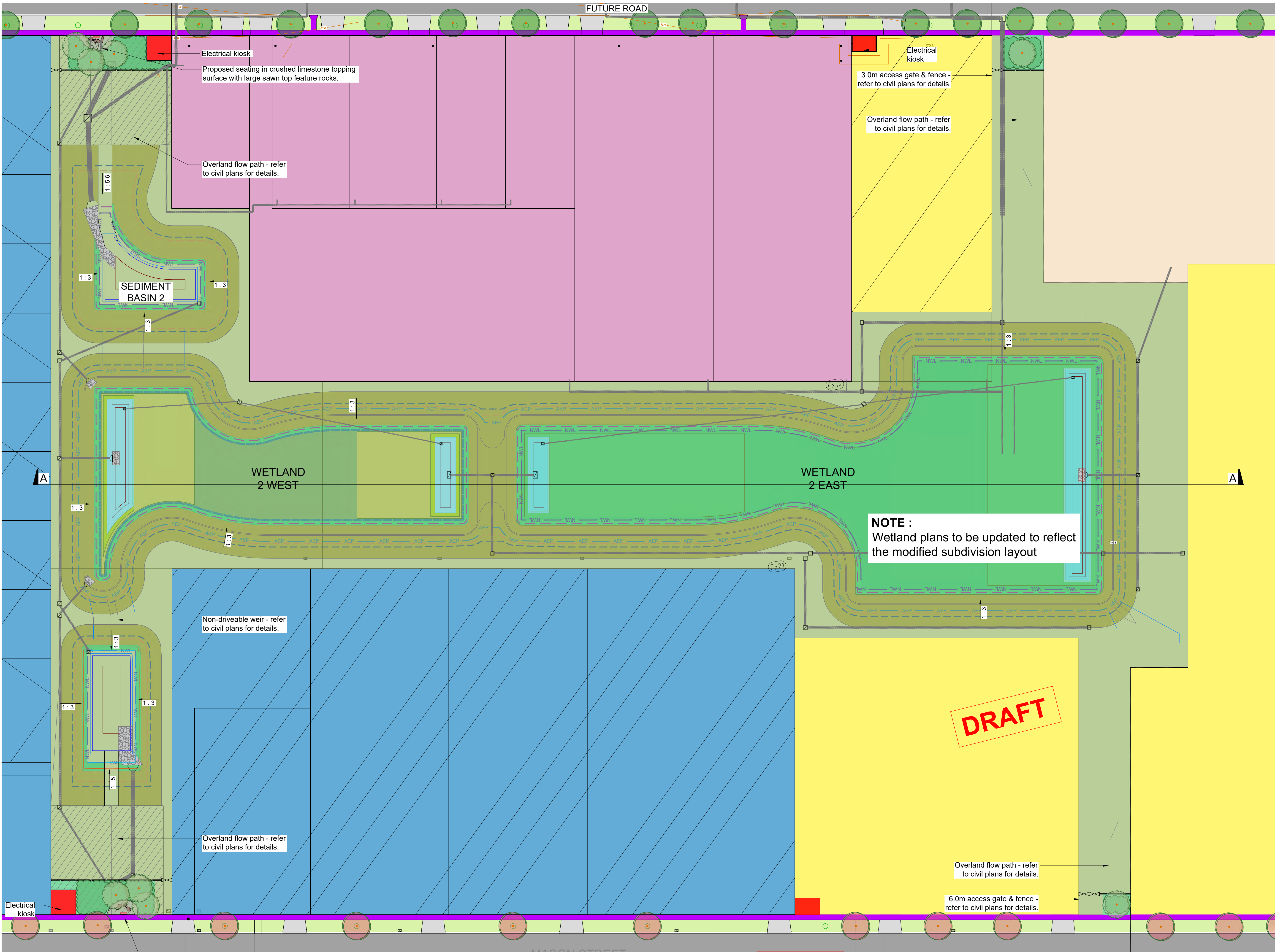
Client:
NDB Properties Pty Ltd.

Date: January 30, 2026
Scale: 1:2000 @ A1 Sheet Size
Drawn: OJ / PP
Checked: DH
Planning Ref: N/A
Drawing No:
2514 - LP01 Rev E

THOMSON HAY
LANDSCAPE ARCHITECTS

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REVISIONS

12 / 05 / 2025 - REV A
Inclusion of alternative subdivision arrangement + public open space in north eastern corner + additional 10m width to Dales Rd reserve

06 / 08 / 2025 - REV B
Updated as per revised subdivision layout

22 / 09 / 2025 - REV C
Updated as per revised subdivision layout and Engineer site planning requests

03 / 10 / 2025 - REV D
Updated Dales Rd reserve with 12m swale

30 / 01 / 2026 - REV E
Updated as per revised subdivision layout and Council comments.

LEGEND

- Undeveloped industrial lots
- Endorsed industrial lots
- Internal road
- Proposed driveway
- Proposed 1.5m wide concrete footpath
- Unirrigated grassed naturestrip
- Proposed electrical kiosk - refer to civil plans
- Fence to Council requirements

WETLAND LEGEND

- Nominal water level (NWL)
- Extended detention level (EDD)
- 1% AEP level
- Flood level - RL31.40
- Freeboard Level 31.1
- Open water
- Zone 1 Ephemeral Batter 0 - 500mm above NWL
- Zone 2 Shallow Marsh 0 - 150mm below NWL
- Zone 3 Deep Marsh 150 - 350mm below NWL
- Zone 4 Submerged Marsh 350 - 600mm below NWL
- Zone 5 Embankment Planting 500mm+ above NWL
- 100mm FCR layer - refer to civil plans for detail
- 150mm concrete basin floor - refer to civil plans for detail

Project Name & Address:
Gateway Business Park
Industrial Estate
Horne Rd
WARRNAMBOOL

Drawing Title:
Wetland Planting Treatment

Client:
NDB Properties Pty Ltd.

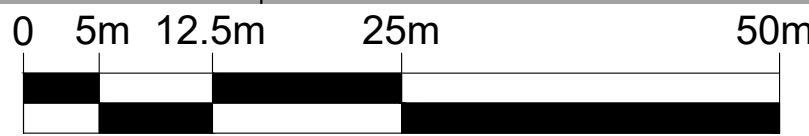
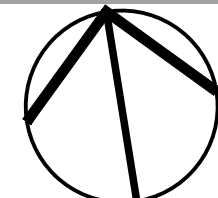
Date: January 30, 2026
Scale: 1:500 @ A1 Sheet Size
Drawn: OJ / PP
Checked: DH
Planning Ref: N/A
Drawing No: 2514 - LP02 Rev E

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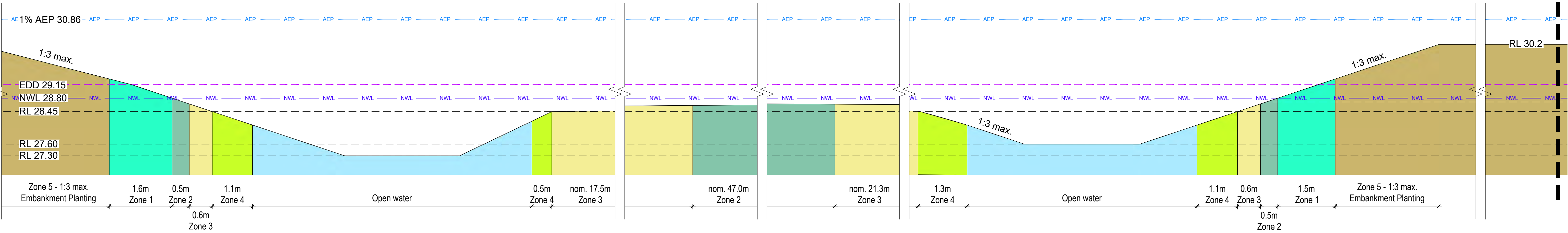
Figure 12: Landscape Master plan

Proposed seating in crushed limestone topping surface with large sawn top feature rocks.

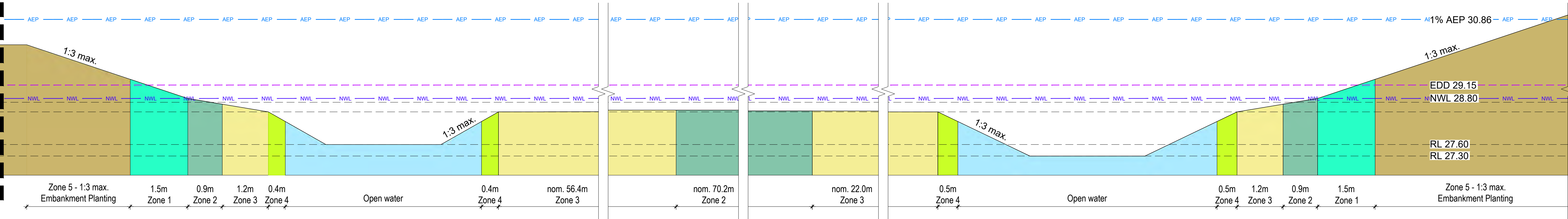


SCALE: 1:500

— TOB 32.50 —



— TOB 32.50 —



LONGITUDINAL SECTION A - A (WETLAND)
Scale 1:100 @ A1

WETLAND LEGEND

- Nominal water level (NWL)
- Extended detention level (EDD)
- 1% AEP level
- Open water
- Zone 1 Ephemeral Batter
0 - 500mm above NWL
- Zone 2 Shallow Marsh
0 - 150mm below NWL
- Zone 3 Deep Marsh
150 - 350mm below NWL
- Zone 4 Submerged Marsh
350 - 600mm below NWL
- Zone 5 Embankment Planting
500mm+ above NWL

GATEWAY BUSINESS PARK INDUSTRIAL ESTATE HORNE ROAD WARRNAMBOOL - WETLAND & DRAINAGE SWALES PLANT PALETTE

Species to be selected from the following:

Botanical Name	Common Name
ZONE 1 - Ephemeral Planting (0-0.5m Above NWL)	
<i>Amphibromus nervosus</i>	Swamp Wallaby-grass
<i>Carex appressa</i>	Tall Sedge
<i>Carex tereticaulis</i>	Basket Sedge
<i>Ficinia nodosa</i>	Nobby Clubrush
<i>Gahnia sieberiana</i>	Red-fruit Sedge
<i>Juncus flavidus</i>	Yellow Rush
<i>Juncus pallidus</i>	Pale Rush
<i>Microlaena stipoides</i>	Weeping Grass
<i>Poa labillardieri</i>	Common Tussock Grass
<i>Lomandra longifolia</i>	Spiny-headed Matt-rush
ZONE 2 - Shallow Marsh Planting (0-0.15m Below NWL)	
<i>Baumea articulata</i>	Jointed Twig-rush
<i>Bolboschoenus caldwellii</i>	Sea Club-rush
<i>Bolboschoenus fluviatilis</i>	Tall Club-rush
<i>Cladium procerum</i>	Leafy Twig-rush
<i>Cynogeton procerum</i>	Water Ribbons
<i>Eleocharis acuta</i>	Common Spike-rush
<i>Isolepis cernua</i> subsp. <i>cernua</i>	Nobby Club-rush
<i>Juncus pallidus</i>	Pale Rush
<i>Schoenoplectus tabernaemontani</i>	River Club-rush

ZONE 3 - Deep Marsh Planting (0.15-0.35m Below NWL)

<i>Baumea articulata</i>	Jointed Twig-rush
<i>Cynogeton procerum</i>	Water Ribbons
<i>Eleocharis sphacelata</i>	Tall Spike-rush
<i>Schoenoplectus tabernaemontani</i>	River Club-rush
<i>Triglochin procerum</i>	Water Ribbons
<i>Villarsia reniformis</i>	Running Marsh Flower

ZONE 4 - Submerged Marsh Planting (0.35-0.6m Below NWL)

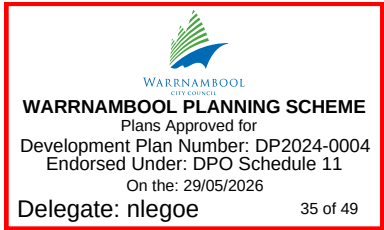
<i>Azolla filiculoides</i>	Pacific Azolla
<i>Eleocharis sphacelata</i>	Tall Spike-rush
<i>Myriophyllum crispatum</i>	Water-milfoil
<i>Nymphoides spinulosperma</i>	Marshwort
<i>Potamogeton ochreatus</i>	Blunt Pondweed
<i>Triglochin striata</i>	Streaked Arrow-grass
<i>Vallisneria americana</i>	Eel-grass

ZONE 5 -Embankment Planting

<i>Austrodanthonia caespitosa</i>	Common Wallaby-grass
<i>Poa labillardieri</i>	Common Tussock Grass
<i>Poa sieberianna</i>	Fine-leaf Tussock Grass
<i>Lomandra longifolia</i>	Spiny-headed Mat-rush

NOTE :

Wetland plans to be updated to reflect the modified subdivision layout



DRAFT

Project Name & Address:
Gateway Business Park
Industrial Estate
Horne Rd
WARRNAMBOOL

Drawing Title:

Concept Sections -
Wetland

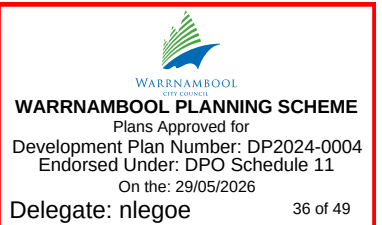
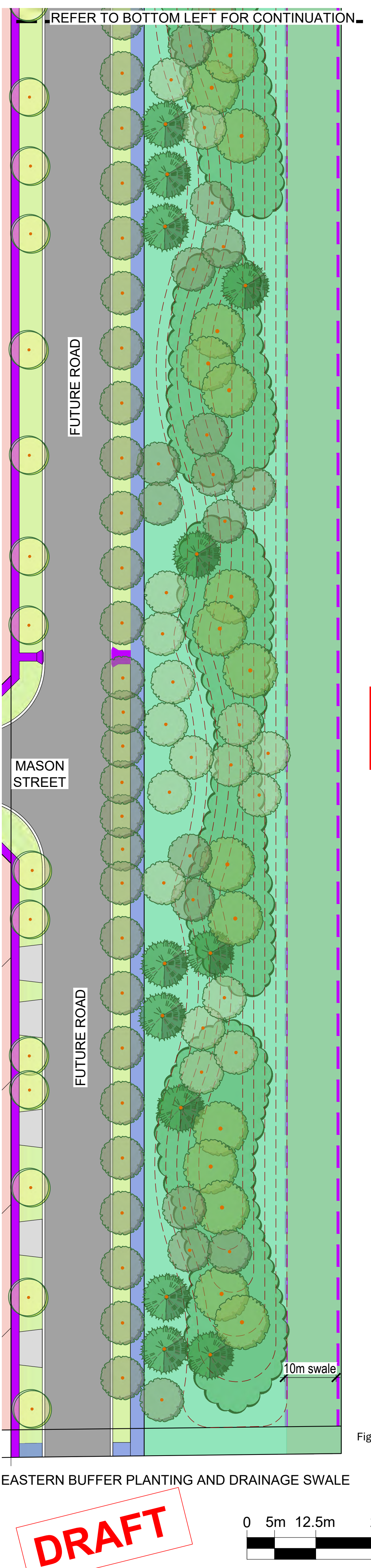
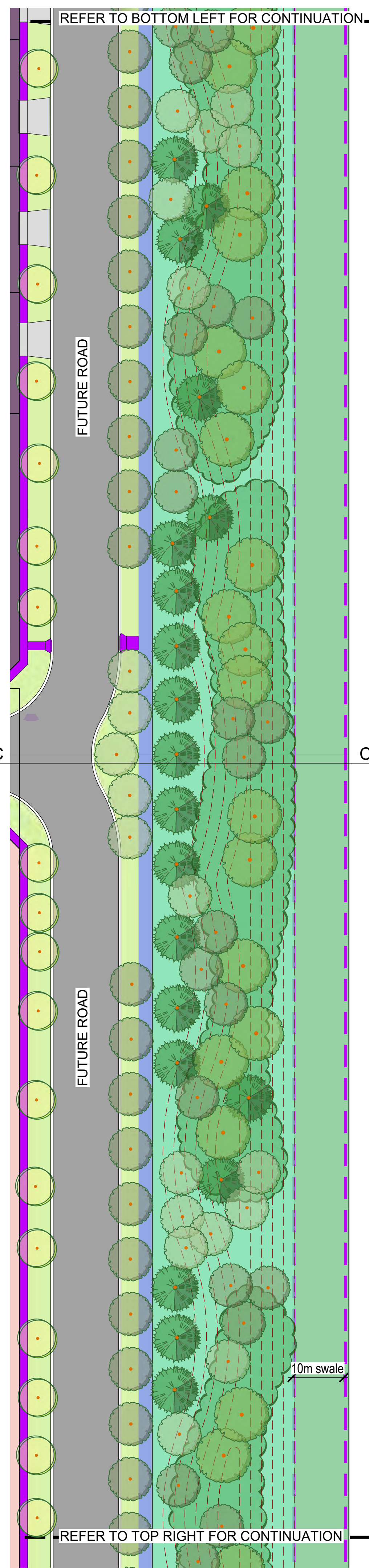
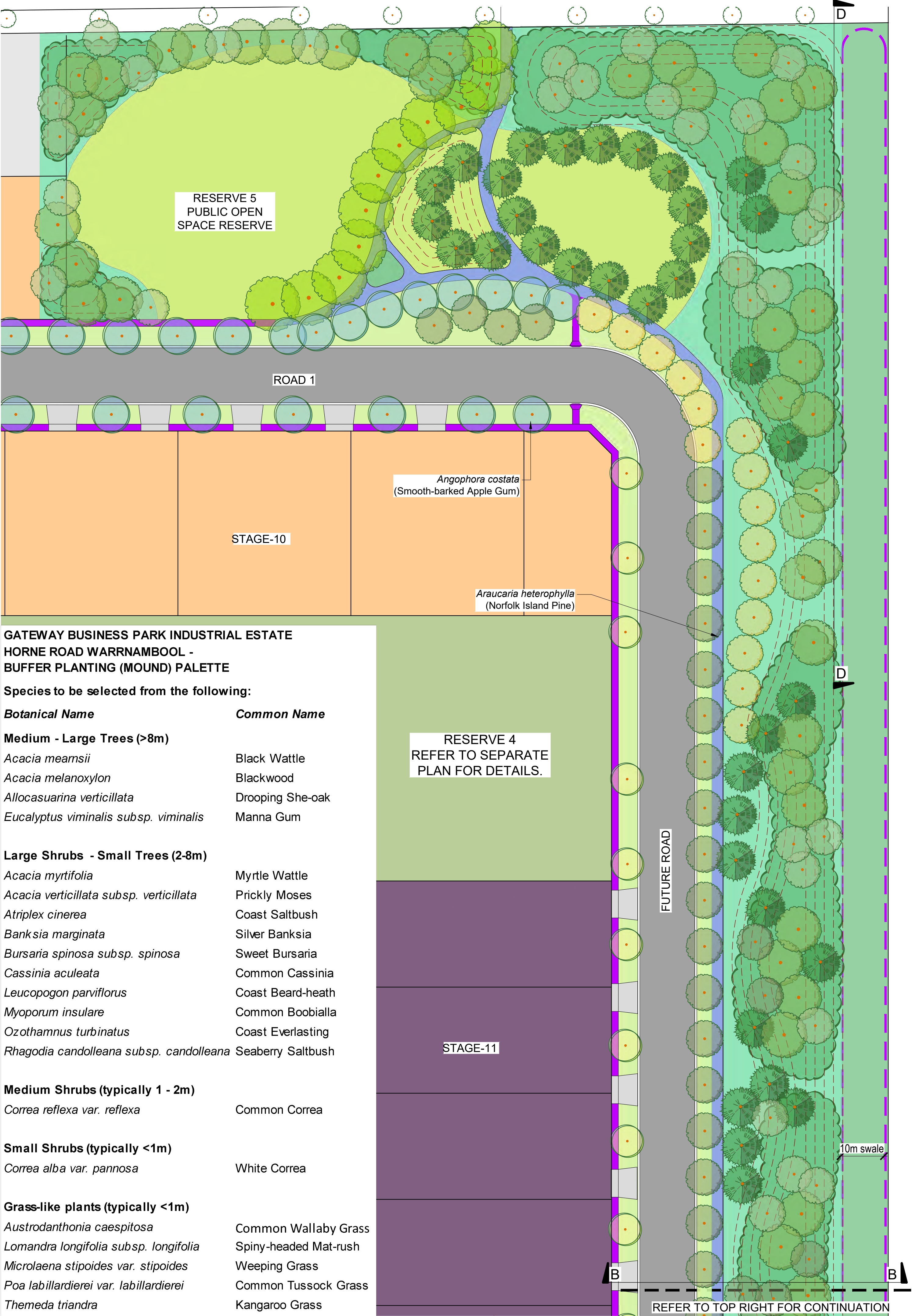
Client:
NDB Properties Pty Ltd.

Date: January 30, 2026
Scale: 1:50 @ A1 Sheet Size
Drawn: OJ / PP
Checked: DH
Planning Ref: N/A
Drawing No:
2514 - LP03 Rev E

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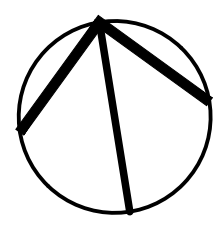
Figure 13: Landscape Masterplan



REVISIONS
12 / 05 / 2025 - REV A Inclusion of alternative subdivision arrangement + public open space in north eastern corner + additional 10m width to Dales Rd reserve
06 / 08 / 2025 - REV B Updated as per revised subdivision layout
22 / 09 / 2025 - REV C Updated as per revised subdivision layout and Engineer site planning requests
03 / 10 / 2025 - REV D Updated Dales Rd reserve with 12m swale
30 / 01 / 2026 - REV E Updated as per revised subdivision layout and Council comments.

LEGEND

- Internal road
- Proposed driveway
- Proposed carpark
- Proposed 1.5m wide footpath
- Proposed 2.5m wide shared concrete footpath
- Proposed 6.0x2.5m carpark
- Proposed fitness station area
- 10 metre wide drainage swale
- Unirrigated grassed naturestrip
- Reserve
- Proposed unirrigated lawn / informal kickabout area
- Proposed native / indigenous tree and shrub planting
- Proposed earthen mounds - contours at 0.5m intervals
- Proposed feature trees
- Proposed electrical kiosk - refer to civil plans



NOTE:
Refer to DWG.2514 - LP06 & LP07 for sections.

Project Name & Address:
Gateway Business Park
Industrial Estate
Horne Rd
WARRNAMBOOL

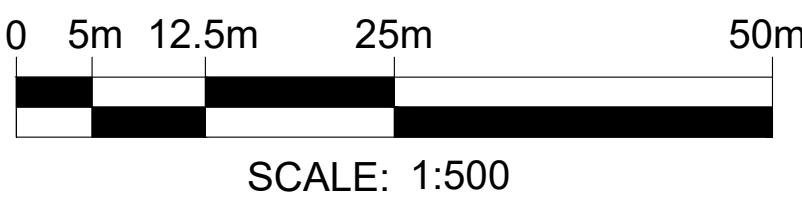
Drawing Title:

**Concept Plan - Reserve 5
& Eastern Buffer Planting**

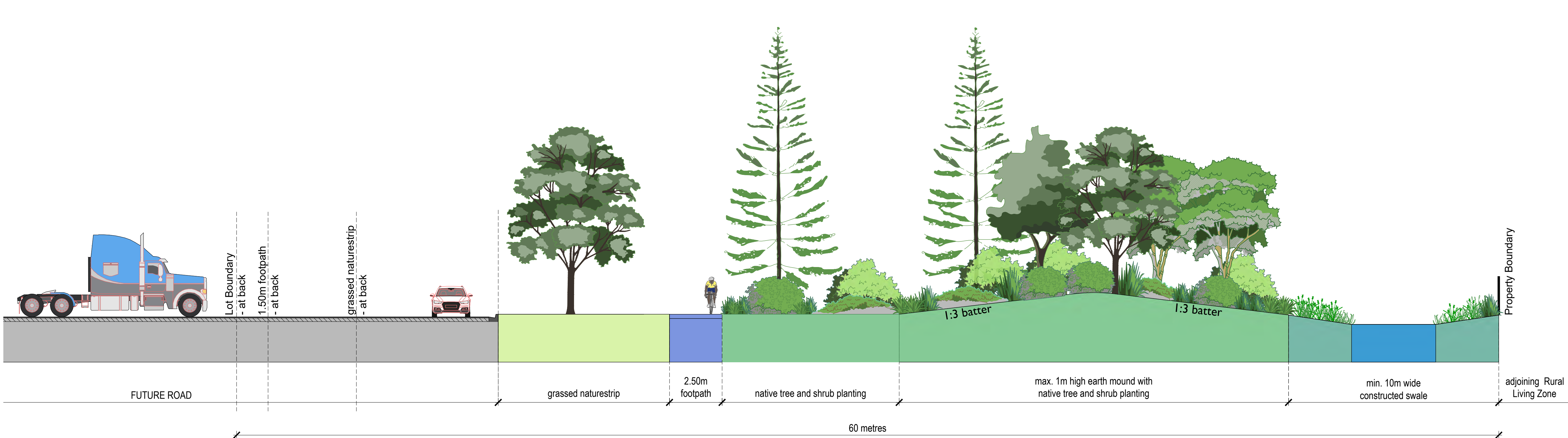
Client:
NDB Properties Pty Ltd.

Date: January 30, 2026
Scale: 1:500 @ A1 Sheet Size
Drawn: OJ / PP
Checked: DH
Planning Ref: N/A
Drawing No:
2514 - LP04 Rev E

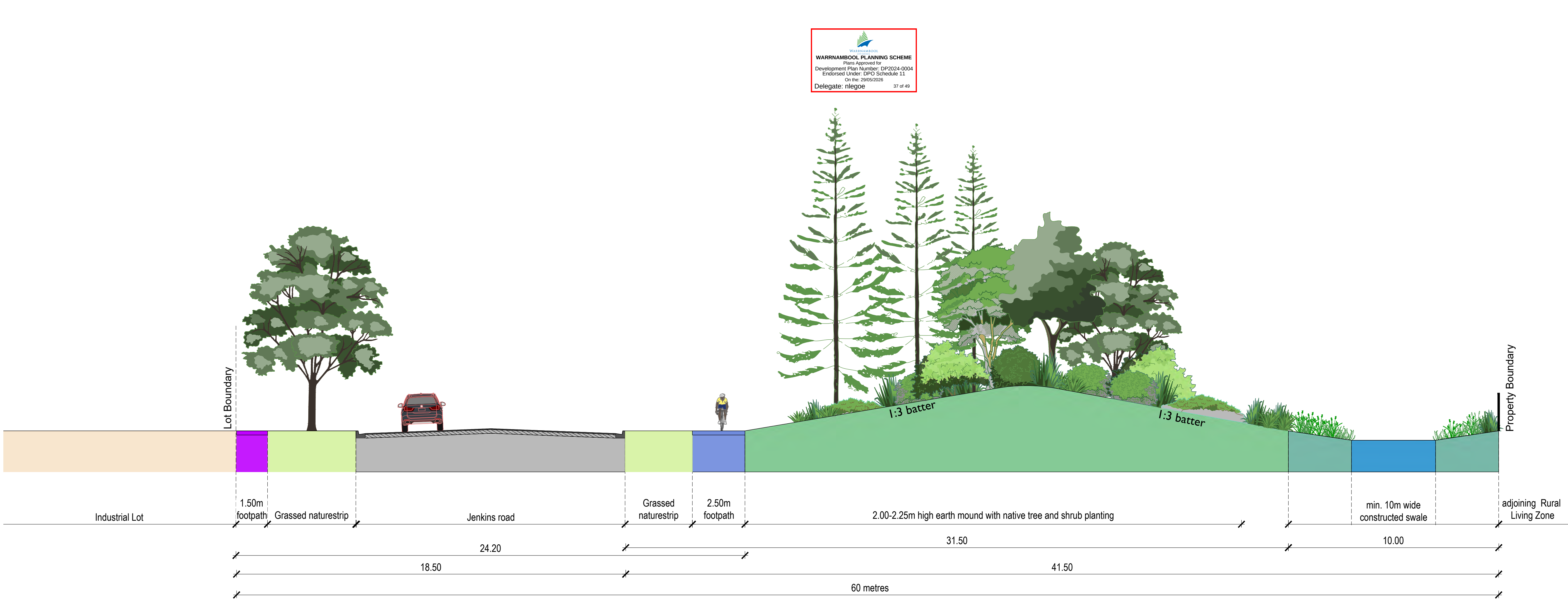
DRAFT



SCALE: 1:500



TYPICAL SECTION C - C (EASTERN BOUNDARY BUFFER)
Scale 1:100 @ A1



TYPICAL SECTION B - B (EASTERN BOUNDARY BUFFER)
Scale 1:100 @ A1

Figure 15: Landscape Masterplan

REVISIONS	
12 / 05 / 2025	- REV A Inclusion of alternative subdivision arrangement + public open space in north eastern corner + additional 10m width to Dales Rd reserve
06 / 08 / 2025	- REV B Updated as per revised subdivision layout
22 / 09 / 2025	- REV C Updated as per revised subdivision layout and Engineer site planning requests
03 / 10 / 2025	- REV D Updated Dales Rd reserve with 12m swale
30 / 01 / 2026	- REV E Updated as per revised subdivision layout and Council comments.

LEGEND	
	Undeveloped industrial lots
	Endorsed industrial lots
	Internal road
	Proposed 1.5m wide footpath
	Unirrigated grassed naturestrip
	Proposed native / indigenous tree and shrub planting

DRAFT

Project Name & Address:
Gateway Business Park
Industrial Estate
Horne Rd
WARRNAMBOOL

Drawing Title:

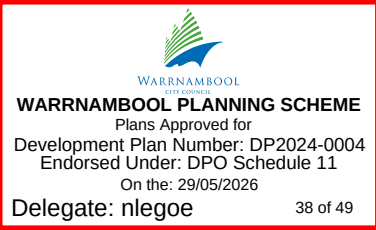
Concept Cross Sections
- Eastern Buffer Planting

Client:
NDB Properties Pty Ltd.

Date: January 30, 2026
Scale: 1:100 @ A1 Sheet Size
Drawn: OJ / PP
Checked: DH
Planning Ref: N/A
Drawing No:
2514 - LP05 Rev E



TYPICAL LONGITUDINAL SECTION D - D (EASTERN BOUNDARY BUFFER)
Scale 1:100 @ A1



REVISIONS
12 / 05 / 2025 - REV A Inclusion of alternative subdivision arrangement + public open space in north eastern corner + additional 10m width to Dales Rd reserve
06 / 08 / 2025 - REV B Updated as per revised subdivision layout
22 / 09 / 2025 - REV C Updated as per revised subdivision layout and Engineer site planning requests
03 / 10 / 2025 - REV D Updated Dales Rd reserve with 12m swale
30 / 01 / 2026 - REV E Updated as per revised subdivision layout and Council comments.

DRAFT

Project Name & Address:
Gateway Business Park
Industrial Estate
Horne Rd
WARRNAMBOOL

Drawing Title:
Concept Longitudinal
Section - Eastern
Boundary Buffer

Client:
NDB Properties Pty Ltd.

Date: January 30, 2026
Scale: 1:100 @ A1 Sheet Size
Drawn: OJ / PP
Checked: DH
Planning Ref: N/A
Drawing No:
2514 - LP06 Rev E

THOMSON HAY
LANDSCAPE ARCHITECTS

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5.3 Drainage Plan

Effective stormwater management is a key consideration for the Gateway Business Park, given the scale of the development area, the relatively flat topography, and the strategic location of the site within a broader drainage catchment.

Although the land sits at approximately 32.0 metres AHD, the natural fall across the site is minimal. This has historically resulted in poor surface drainage and water ponding during wetter months. The site also receives runoff from surrounding land to the east and northeast, adding to the volume and complexity of the stormwater challenge.

To address these conditions, a comprehensive Stormwater Management Plan (SMP) has been prepared and amended (Water Technology 13/12/2023). The SMP has directly informed the subdivision design, road layout, fill levels, drainage infrastructure, and open space network.

Key Elements of the Strategy

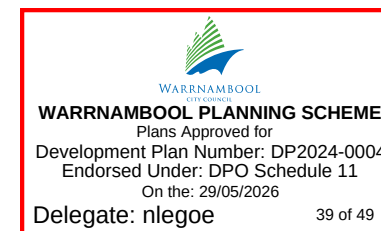
- **Earthworks and Fill:** Development areas have been raised to a minimum of 32.5m AHD to facilitate drainage by gravity and protect future buildings and infrastructure.
- **Drainage Basins:** Two large vegetated retention basins will be constructed in the central and northern parts of the site. These basins are designed to accommodate rainfall events up to and including the 1% AEP (1-in-100-year) storm event.
- **Discharge Control:** Runoff from the site will be discharged to Russell's Creek via Horne Road, using a gravity outfall drains that has already been constructed, as well as a pump system.
This outfall has been designed to accommodate the full drainage demands of the estate at completion.
Flows will be maintained at pre-development discharge levels, in accordance with planning permit conditions.
- **Water Sensitive Urban Design (WSUD):** The system integrates WSUD treatments to improve water quality prior to discharge, including:

- Sedimentation via flat-bottomed basins and swales
- Nutrient absorption through soil and vegetation
- Litter traps to intercept debris and gross pollutants
- **Maintenance and Access:**
 - o Ramped access points for maintenance vehicles are provided at each end of each basin.
 - o Vegetation will consist of hardy, low-maintenance species tolerant of both wet and dry conditions.
- **Land Ownership and Handover:** The drainage reserves and stormwater basins are to be vested in Warrnambool City Council as public assets and maintained in accordance with Council's standards.

Dales Road Drainage

The **Dales Road reserve** forms an essential part of the broader drainage strategy. Its key functions include:

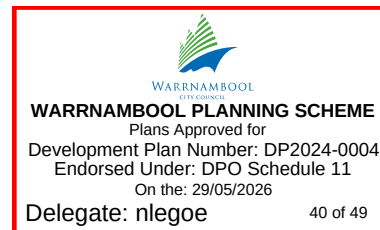
- Acting as a conveyance corridor for runoff from the industrial estate and adjoining catchment to the east
- Enabling gravity-fed drainage to the southwest corner of the site at Dales Road and Horne Road, where stormwater is to be conveyed to discharge.
- Supporting stormwater management and treatment outcomes for future industrial development to the south
- Integrating with the linear open space and shared path along the site's eastern boundary



Implementation and Ongoing Review

The Stormwater Management Plan prepared by WaterTechnology sets out the guiding principles and detailed modelling behind the stormwater system. These include application of best-practice WSUD measures and alignment with the Warrnambool City Council WSUD Guidelines.

Stormwater management requirements will continue to be assessed at each planning permit stage, with development required to demonstrate compliance with the adopted SMP and relevant Council policies.



This drawing shall be read in conjunction with all other drawings and specifications issued to the builder.
DO NOT SCALE - The builder shall check all dimensions and levels on site prior to construction. Any discrepancies shall be referred to #Contact Company before work proceeds. Refer to written dimensions only. Drawings shall not be used for construction purposes until issued for construction. This drawing reflects a design by #Contact Company and is to be used only for work when authorised in writing by #Contact Company.

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Rev	Description	Date

NOT FOR CONSTRUCTION

Drawn By: -
Plot Date: 9/2/2026
Scale: AS SHOWN @ A3
Client: Warrnambool Project Design & Development Pty Ltd

SITE ADDRESS :

**HORNE ROAD
WARRNAMBOOL**

DRAWING TITLE :

DRAINAGE PLAN

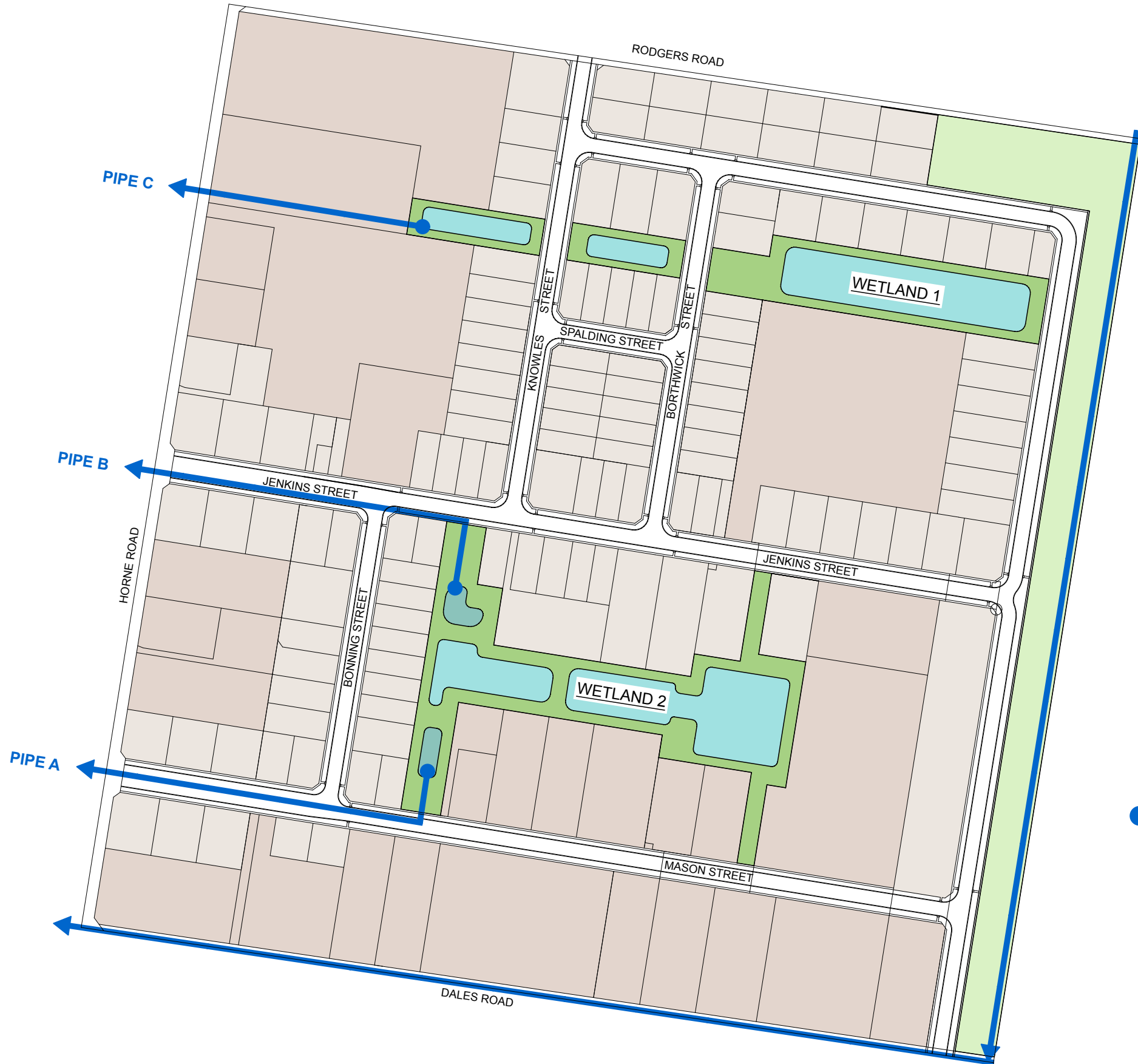
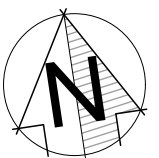
PROJECT NAME :

**DEVELOPMENT STAGING
PLAN**

DRAWING No.

TP6 of TP6

REVISION No.



LEGEND

 OPEN GREEN SPACE

 DRAINAGE RESERVES / WSUD ASSETS

 SEDIMENT BASIN

 DRAINAGE CONVEYANCE

6.0 Design Guidelines

This section is intended to replace the Design Guidelines in Section 7.0 of the original approved development plan, prepared by David Lock Associates (2015).

Building Setbacks

Front Setbacks

Buildings should be set back from the lot boundary by a minimum of 5 metres and a maximum of 16 metres. This area is designated for office, administration, or showroom use, and it will service as the main entrance to the building.

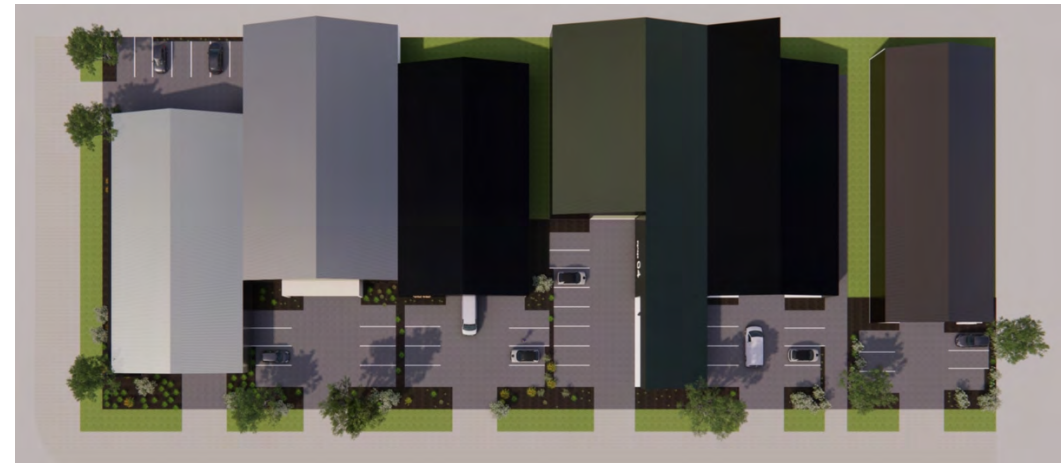
For smaller lots up to 2,000 square metres, setbacks can be varied at the discretion of Council

With the exception of vehicle access points and pedestrian footpath entrances, the front 3-metre setback must be landscaped.

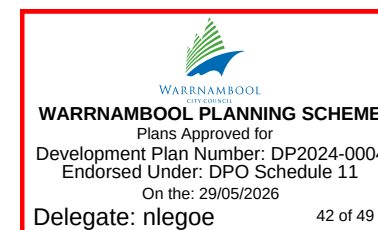
For corner lots, buildings must face each street they are adjacent to. The building should be set back at least 5 meters from the main street and at least 2 meters from the secondary street. This will create a suitable entrance into the area with the appropriate built form.

Side and Rear Setbacks

Buildings may be constructed to side and rear boundaries.



1. Buildings appropriately setback to create interest in the Building façade.
2. All lots to include a minimum 3 metre landscape setback from their primary street frontage.
3. Visitor and staff car parking are to be located adjacent to primary building entrance.
4. Shared cross-overs shall be encouraged.
5. Corner sites a minimum 2 metre landscaped setback from the Secondary street boundary.



Siting and Design

Siting

Buildings should be designed with main entrances and ancillary office components facing the street to promote passive surveillance and visual interest in the public realm.



Main entrances should be oriented towards the street

On corner lots, buildings should be designed so that these components are located near the road intersection and address both street frontages.

External service and storage areas, such as loading bays and other operational necessities, should be located to the side or rear whenever possible.

Landscaping and fencing can be utilised to help screen these areas.

Built Form Character

Buildings must display high quality design and construction. The frontal facade should enhance the public space, using various methods, such as:

- The use of different materials and colours.
- Clearly defined entrance points.
- The incorporation of horizontal and/or vertical elements.
- Variation in facade alignment
- Feature roof forms, parapets or other architectural features.
- Integrated signage.

Built forms should avoid having exposed and unrelieved blank walls facing a street. The visual impact of large expanses of wall should be minimised through architectural treatment and/or the use of colour.



Buildings should avoid large blank expanses of wall, where it faces a street.

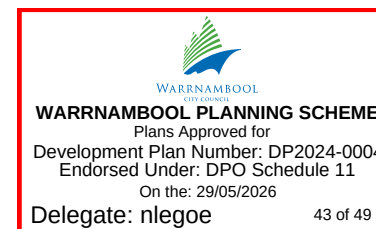
Ensure that the main entrances are located on the front of the building or have good side access from the internal parking area. They should be clearly visible from the public area and designed as focal points of the building.

All plant and equipment should be integrated into the building or screened from view from public spaces.

Any outbuildings and other structures should be designed to complement the main building as part of an integrated approach.

Site Coverage

Buildings should not cover more than 50% of the site. Applications for buildings exceeding this limit should address car parking satisfactorily.



Building Materials, Finishes and Colours

All buildings within the site should demonstrate consistent use of colours, form and material.

Buildings should avoid exhibiting a uniform finish to facades. Any facade should incorporate horizontal or vertical elements or use different materials, grading of colour or finishes to break-up unrelieved walls.

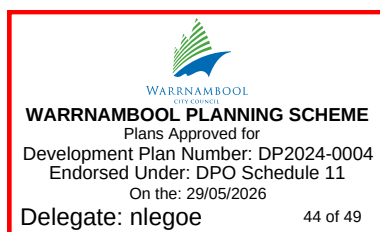
Buildings should utilise a range of materials.

These may include, but should not be limited to: concrete panels, zincalume, profiled metal cladding, face brickwork or glass.

Ancillary office elements that have frontage to the street should be constructed primarily of glass with steel framing, brick or tilt panel with stencil design.

Building colours should be generally sympathetic and complimentary with the natural environment.

This should include the use of bright colours.



The front elevation of buildings should be articulated to contribute positively to the streetscape.



A range of materials and finishes can help break up unrelieved facades.

Car Parking and Loading

Car Parking

Discretionary Car Parking Waivers

Based on the results of the Traffix Group Car Parking Demand Assessment (May 2024) parking reductions may be supported only when spaces are provided in exceedance of 1.2 per 100m² net leasable floor area.

Car parking waivers may be granted at the discretion of the council, particularly where on-street parking can accommodate the overflow demand without significant impact on local traffic and parking conditions.

Contextual Parking Assessment for Unique Uses

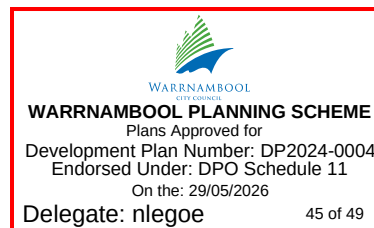
For less common uses such as indoor recreation facilities, places of assembly, motor repairs, or convenience shops, a tailored parking demand assessment should be conducted to determine appropriate on-site parking requirements, recognising the unique parking needs of these uses.

Car parking at the front of buildings should be suitably landscaped so that areas are adequately screened when viewed from the abutting road.

Visitor and staff car parking areas are to be located adjacent to the primary building entrance. A clear pedestrian pathway must be provided to the entrance of the building.

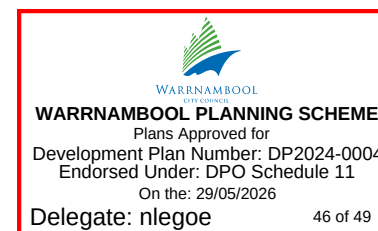


Car parking areas are to be located adjacent to the primary building entrance.





Parking areas should accommodate space for landscaping



Parking areas must be paved and sealed with concrete.

Loading and servicing areas must be large enough to accommodate all activities within lot boundaries.

All loading and service areas should, whenever possible, be located at the rear or sides of the buildings behind the front building line.

No external storage or service areas are allowed within the front boundary setback area, in front of the building line.

Sufficient space should be provided to ensure that all vehicles can exit sites in a forward direction. Planning permit applications should supply information that relate to the types of vehicles to be used on site, and if required, swept path diagrams prepared by a qualified person.

Landscape Design and Fencing

Landscape

Landscape plans for individual lots should be prepared, and should provide for a 3-metre front landscaping strip. Plans should be in general accord with the landscape theme outlined in the Horne Road Landscape Master Plan.

Native and drought-tolerant species for canopy trees, shrubs and ground coverings are strongly encouraged.

Landscaping should be utilised to screen and soften buildings and car parking areas, but not at the expense of sightline requirements for vehicles or pedestrians.



Landscaping can soften the impact of buildings and car parking

Where a building incorporates a side setback an appropriate landscape strip must be provided.

Drainage areas and swales shall be designed as attractive high-amenity locations.

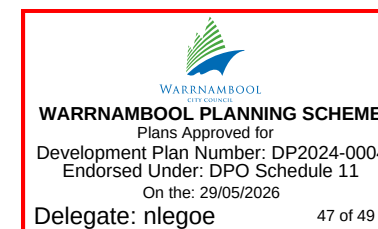
Fencing

Fencing should be designed as part of the overall design theme and to provide a high degree of transparency to a maximum height of 2.0 metres.

Fencing should not disrupt any sightline requirements required for vehicles or pedestrians.



Fencing should provide a high degree of transparency



Signage

All signs attached to buildings should be designed as an integral part of the building facade.

Where there are multiple occupancies on single lots a composite sign will be encouraged. Visual clutter will be discouraged

Signage should not disrupt any sightline requirements required for vehicles or pedestrians.



A composite sign will avoid visual clutter

Subdivision

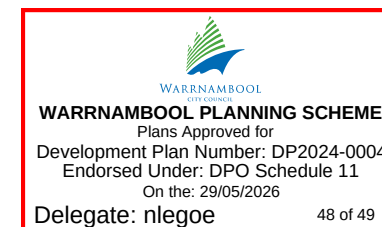
The minimum lot size is 1,500 square metres, with a minimum frontage of 30 metres. Further or subsequent subdivision of allotments or buildings may be appropriate (such as different tenancies) provided that common property and car parking outcomes are not negatively impacted.

Provide for a variation in lot sizes, width and depth in key locations, and generally in accordance with the overall development plan.

Provide for a subdivision design that responds appropriately to the interface with the adjacent low-density residential land including through design guidelines which require the locating of development with a stronger built form presence or uses with a potential for off-site amenity impacts towards the Horne Road frontage.

Internal allotments to the Horne Road Industrial Area with no immediate interface to a perimeter road or adjoining residential area can provide for a mix of lot sizes, including both larger allotments and smaller allotments, suitable for typical land uses typically found within the Industrial 3 Zone, provided that built form design guidelines are not potentially compromised (ie: site coverage or car parking).

Subdivision in stages must have appropriate regard to the delivery of open spaces, drainage reserves and roads, in accordance with the development plan.





WARRNAMBOOL PLANNING SCHEME

Plans Approved for

Development Plan Number: DP2024-0004

Endorsed Under: DPO Schedule 11

On the: 29/05/2026

Delegate: nlegoe

49 of 49