

WARRNAMBOOL PLANNING SCHEME
Development Plan for:

Horne Road Industrial Area
.....
is approved in accordance with the requirements
under Development Plan Overlay - Schedule 11.....
WARRNAMBOOL CITY COUNCIL

Delegate: *[Signature]*

Date: *2/3/2015*

HORNE ROAD DEVELOPMENT PLAN

PREPARED FOR NDB PROPERTIES



FEBRUARY 2015

 DAVID LOCK
ASSOCIATES
TOWN PLANNING & DESIGN SERVICES

WARRNAMBOOL PLANNING SCHEME

Development Plan for:

Horne Road Industrial Area

Is approved in accordance with the requirements
under Development Plan Overlay - Schedule II

WARRNAMBOOL CITY COUNCIL

Delegate:

[Signature]

Date:

2/3/15



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DAVID LOCK ASSOCIATES

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WARRNAMBOOL PLANNING SCHEME

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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 Home Road Industrial Area, Warmambool (Subject Site).

The proposed Home 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 Warmambool 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.

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2.0 Vision

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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.

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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.

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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.

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SUBJECT LAND
CITY LIMIT



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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.

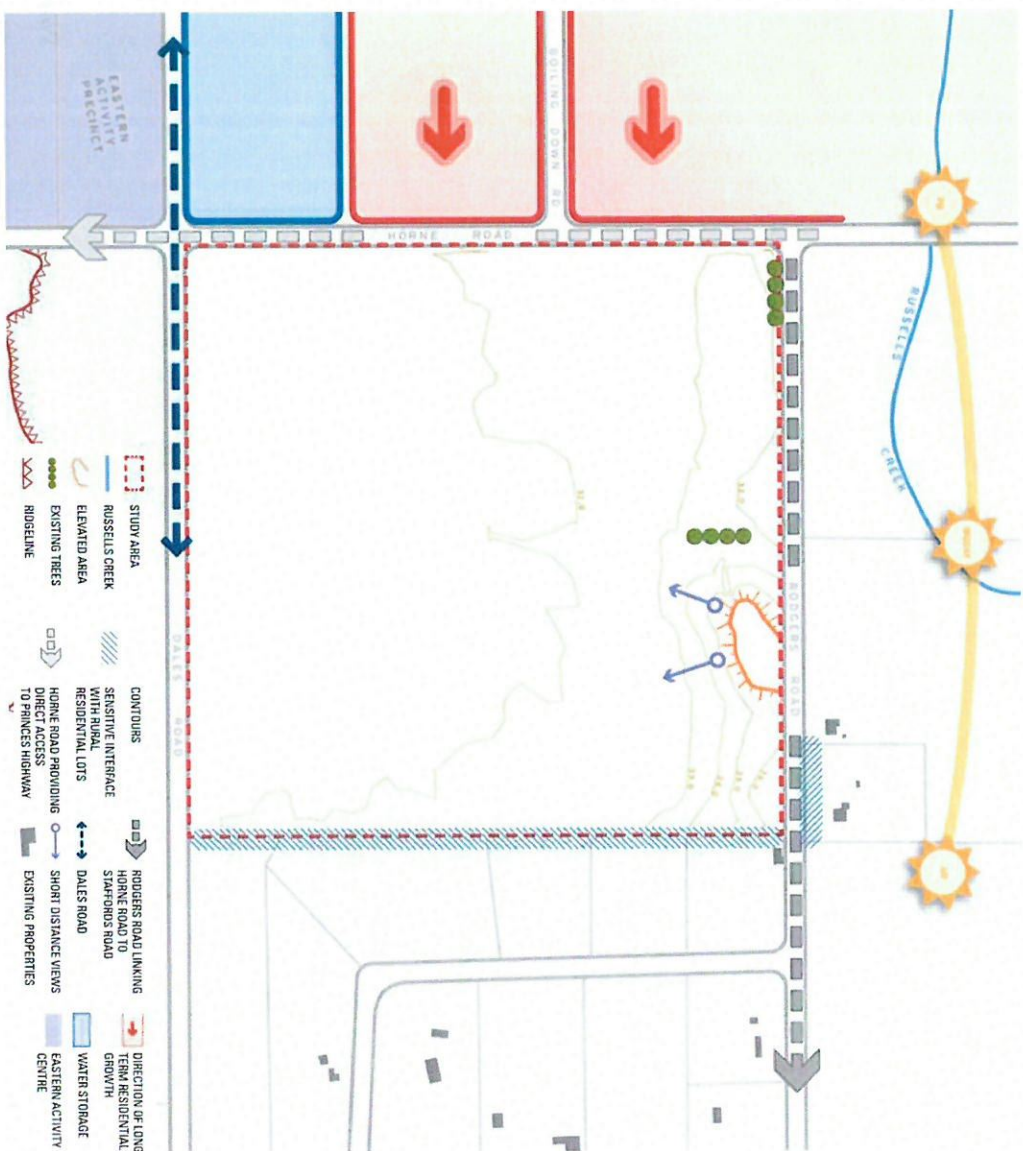
The site is relatively free from development constraint. The site is predominantly flat with a gentle rise towards the north east corner. A row of cypress trees is located towards the centre of the site adjacent to Rodgers Road and Horne Road.

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.



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.

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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 (*Isoplepis 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 porifolius*). There is also some Mat Grass (*Hemarthra 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.



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3.0 Site Analysis

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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.

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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.

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3.0 Site Analysis

Dales Road

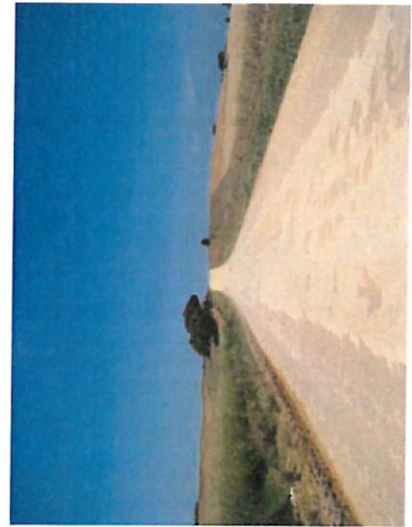
Dales Road is a local road orientated in an east-west direction that connects Aberline Road to Staffords Road to the east. Dales Road is unconstruted between Gateway Road and Staffords Road and is currently closed to traffic at Horne Road in both directions.

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.



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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.

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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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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.

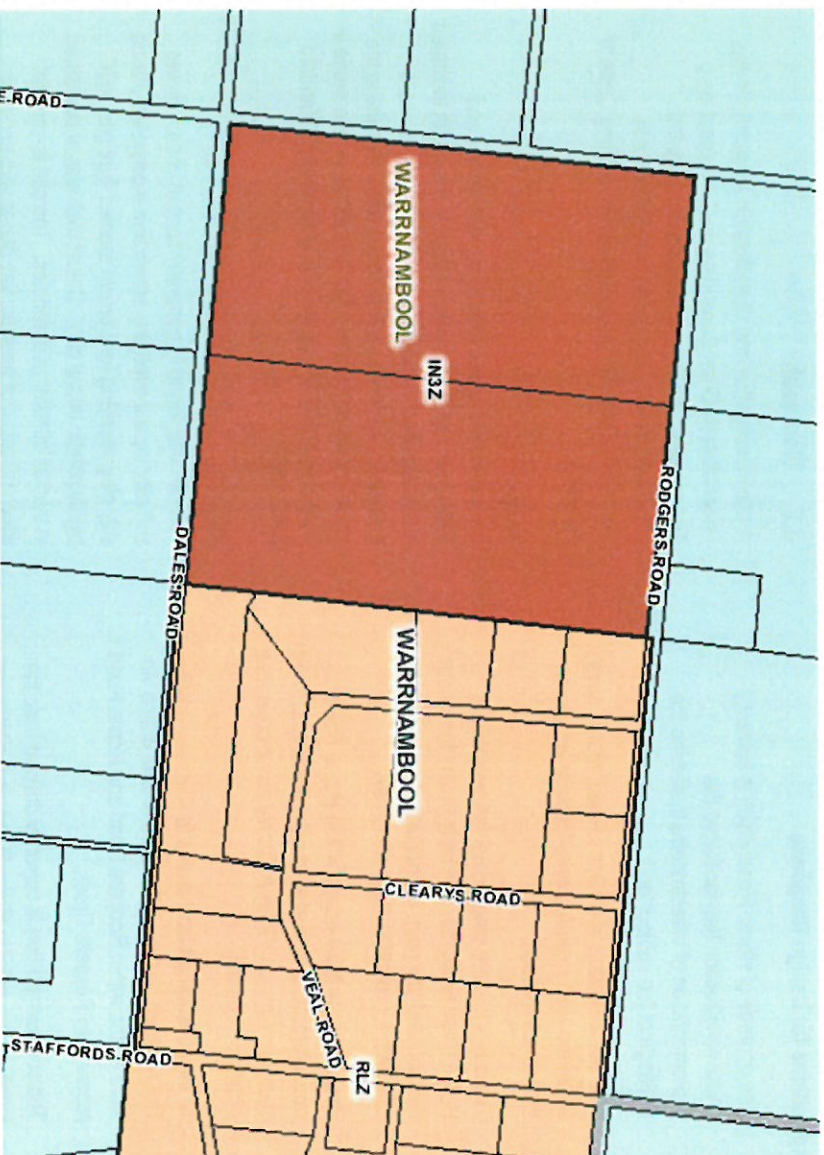


Figure 3: Planning Scheme Zoning Map

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4.0 Planning Policy Context

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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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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 Home Road by avoiding use of service roads and by minimising front setbacks of buildings to Home Road.
- To minimise the visual impact of car parking when viewed from Home 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 Home Road Framework Plan shown in the *Warrnambool Industrial Land Use Review*, 2010.



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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.

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Relevant policy seeks to achieve the following performance standards:

- 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 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.

- 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 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 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.

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.

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 Delegate: *[Signature]*

Delegats: *akt*
Date: *02/03/15*

5.0 Design Response

The preparation of the Development Plan has been informed by the detailed site and policy context analysis outlined above. The Development Plan has been prepared in accordance with the Horne Road Framework Plan in the Warrnambool Industrial Land Use Review 2010 and the objectives of DPO11.

The Development Plan consists of the following structural elements:

5.1 Open Space

The site analysis identifies the location of rural residential properties to the north and east of the subject site. The Horne Road Framework Plan identifies the need for a linear open space network linking Hopkins River and Russells Creek.

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Date: *02/03/15*

Response

- The Development Plan incorporates a 50m wide landscaped open space buffer along the eastern boundary of the site. This space has a dual purpose. It provides an appropriate buffer between the subject site and the rural residential properties to the north and east as well as creating a recreational space.
- The design of the open space buffer has been informed by an acoustic assessment which includes appropriate tree species and landscaped mounds for screening purposes.
- Buildings will be oriented towards the open space to allow opportunities for passive surveillance.
- A Landscape Master Plan has been developed to provide for the comprehensive landscaping and design of open space buffer.
- The drainage swale is located at the western edge of the public open space and will be grassed/vegetated which is consistent with the open space area.

5.0 Design Response

The Landscape Master Plan incorporates an overall street tree master plan for the subject site. Key planting species include:

- Acacia Melanoxydon (Blackwood)
- Eucalyptus Viminalis (Manna Gum)
- Feature 'Entry Tree' (Chinese Elm)
- Banksia Integrifolia (Coastal Banksia)
- Corymbia Ficifolia (Red Flowering Gum)
- Eucalyptus Leucoxydon (Yellow Gum).

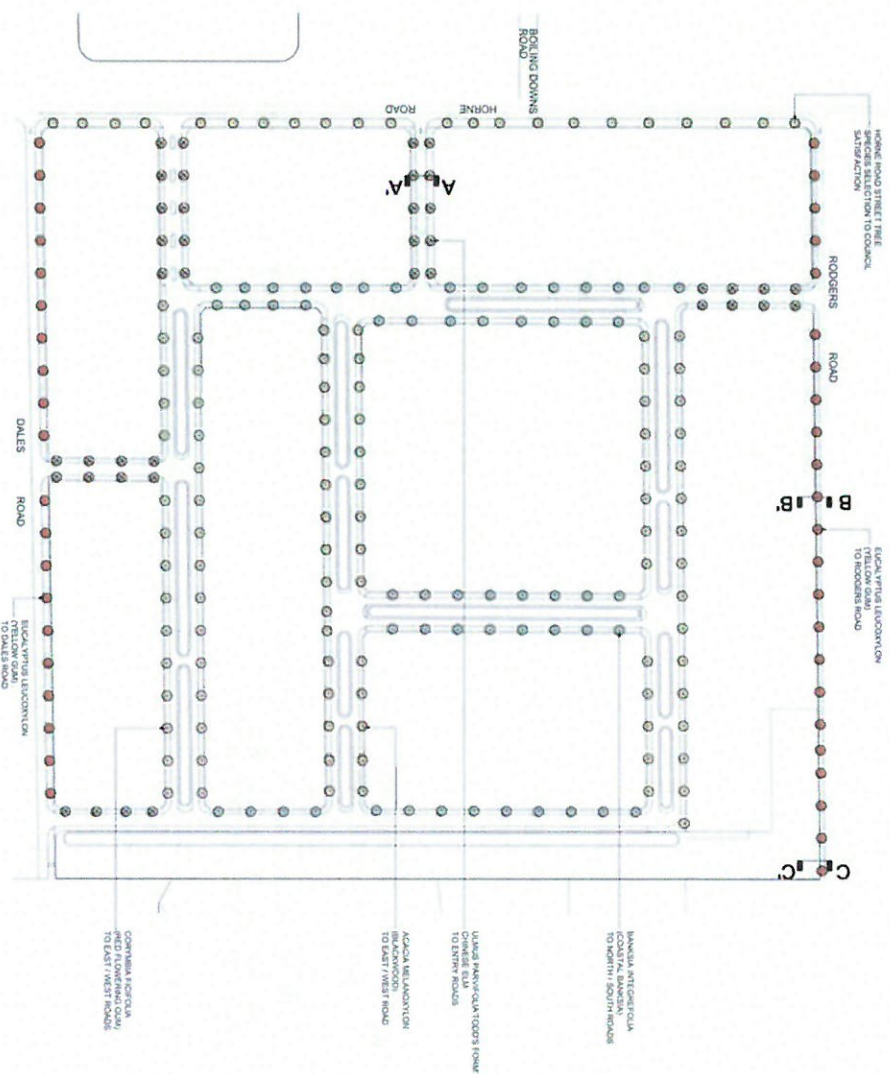
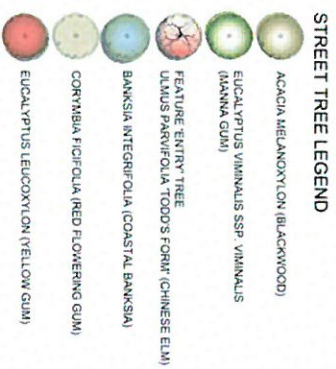


Figure 7: Street Tree Plan

DAVID LOCK ASSOCIATES

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Development Plan for:

Horne Road Industrial Area

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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

WARRNAMBOOL PLANNING SCHEME

Development Plan for:

Horne Road Industrial Area

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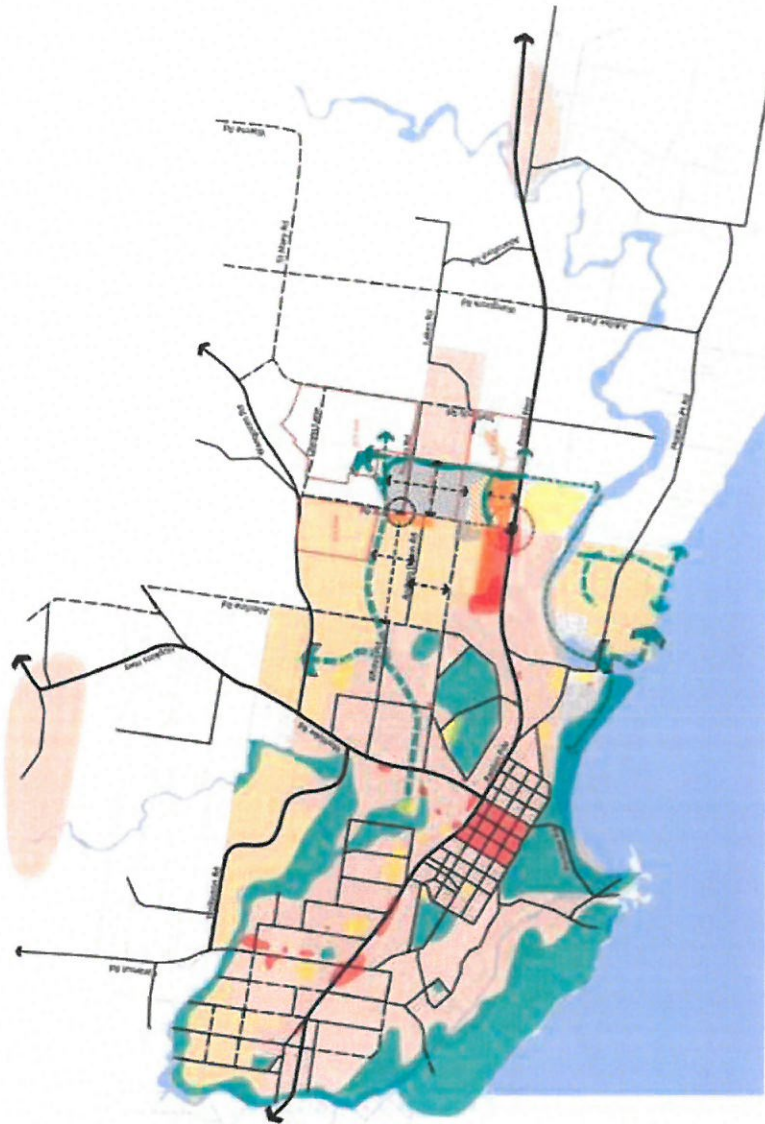


Figure 5: Industrial Land Supply, Warrnambool (From Warrnambool Industrial Land Review 2010)

4.0 Planning Policy Context

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

- Upgrade local services such as Home 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 Home Road and the Princes Highway.
- Develop Home Road as the main employment spine for the eastern precinct.
- Create a consistent character to the built form and streetscape of Home 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 Home Road.
- Utilise natural features and infrastructure such as the Russells Creek, water storage and ridgelines as a means for land use change and transition.
- 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.

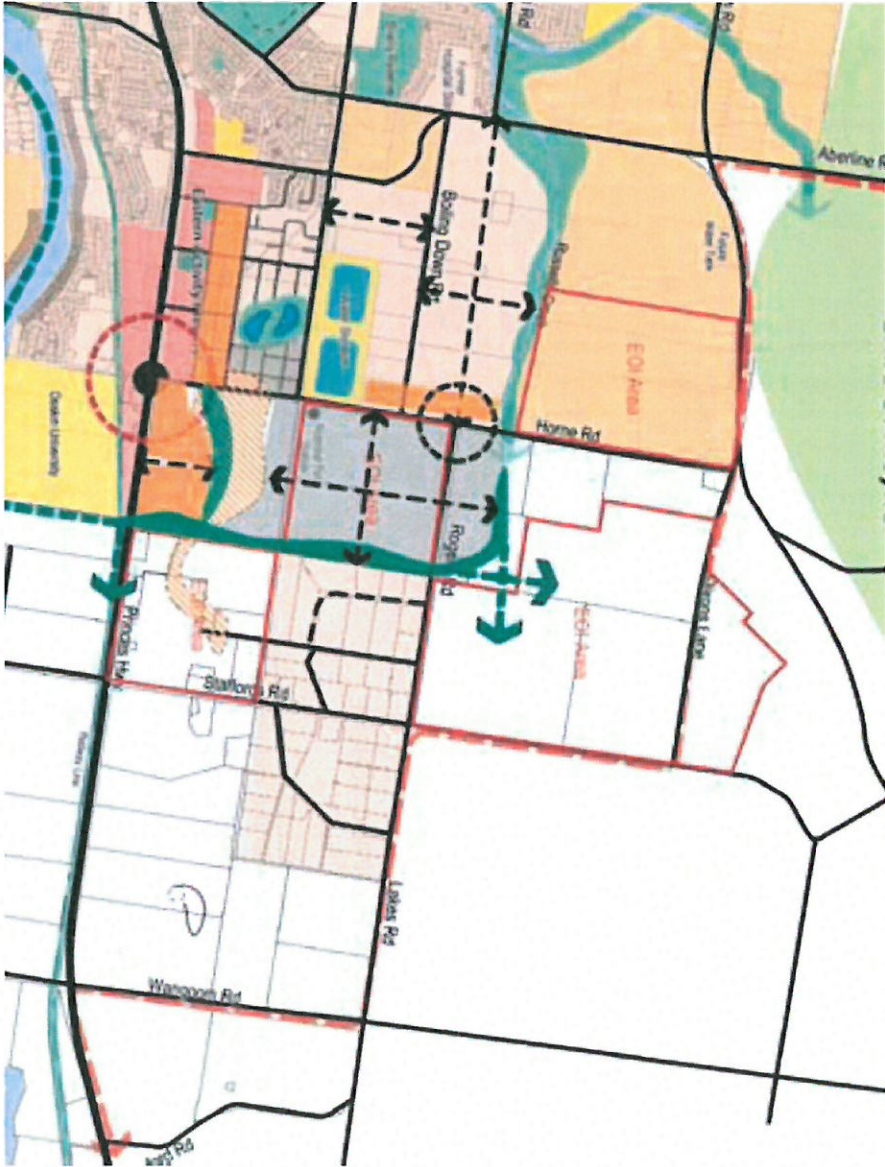


Figure 6: Home Road Framework

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Development Plan for:

Home Road Industrial Area

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under Development Plan Overlay - Schedule 11
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5.0 Design Response

Key elements of the Open Space Buffer Plan include:

- A 2.5m wide concrete shared pedestrian and cycle path.
- Buffer planting to screen adjacent rural properties from development.
- Low level mounding to provide visual interest. The mounding is located along the eastern boundary of the Open Space Buffer so as not to compromise opportunities for passive surveillance of the open space.

- The proposed mound will not impact overland flow to neighbouring properties.

- Culvert crossing points to ensure access to the proposed pathway.

- Vehicle exclusion fencing to the retention swale interface.

- Staged development as detailed in the Landscape Plan

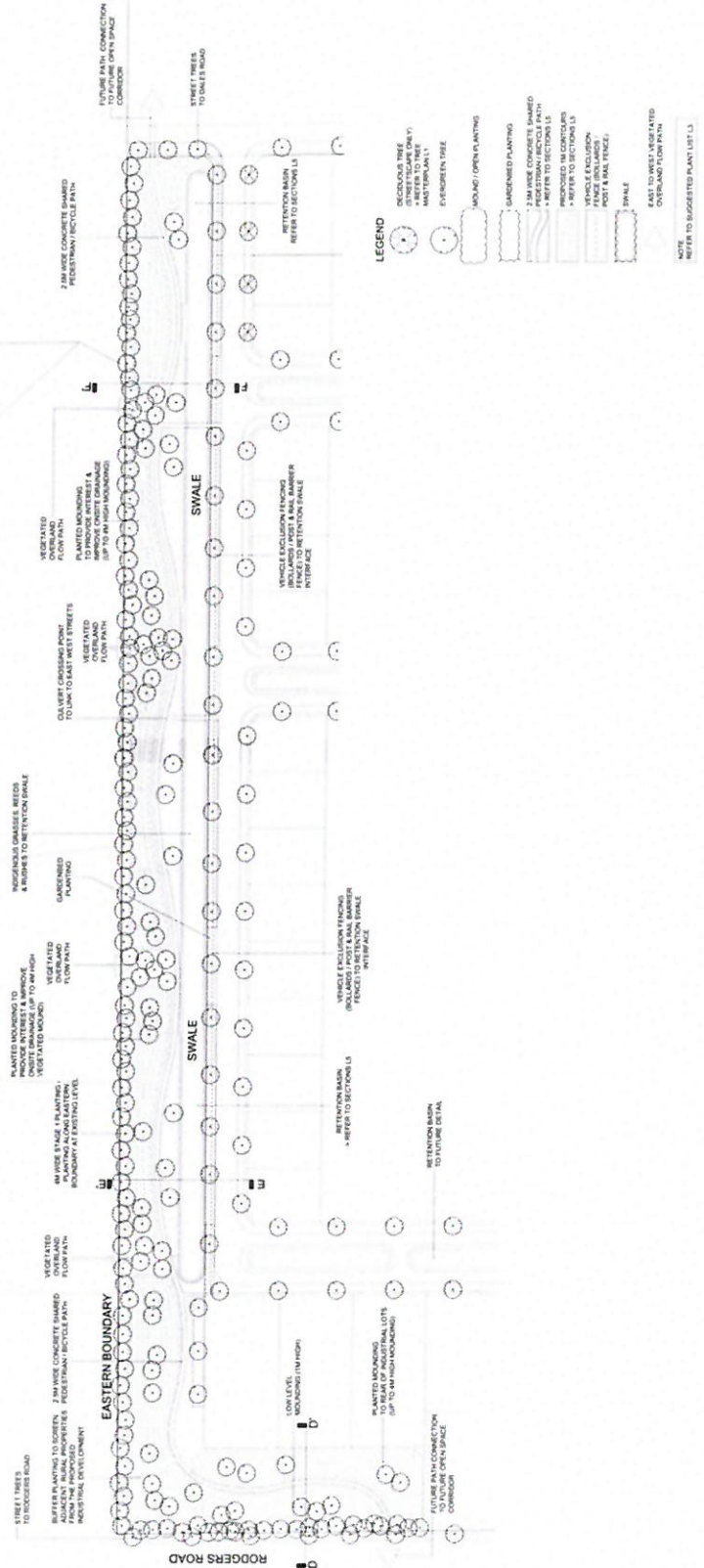
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HC

5.0 Design Response

5.2 Stormwater Management

The site analysis found the site is currently not well drained and during the winter months surface water ponds on the flat portion of the site and is drained by the temporary connection to the Wannan Water Authority scour drain.

Russells Creek forms part of the natural drainage pattern for the area. There is sufficient fall available to drain the proposed development to Russells Creek using a gravity system. The proposed industrial activity will significantly increase the run-off and therefore on-site storage and retention methods are required.

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- STUDY AREA
- LANDSCAPE BUFFER/REGIONAL OPEN SPACE NETWORK
- SWALES
- EXISTING PROPERTIES
- INTERFACE TREATMENT TO HORNE ROAD, RODGERS ROAD AND DALES ROAD

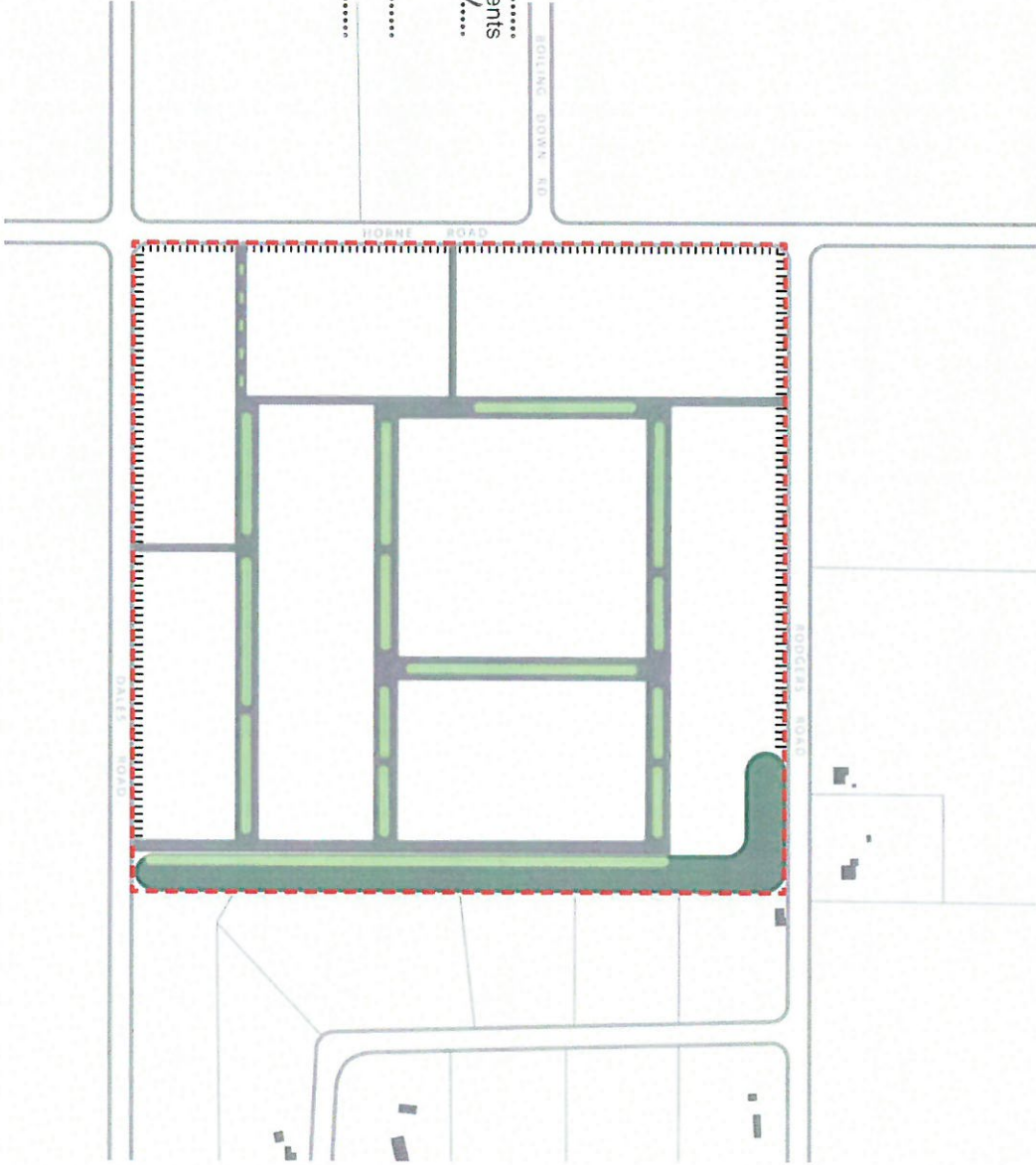


Figure 9: Open Space and Stormwater Plan

5.0 Design Response

DAVID LOCK ASSOCIATES

Response

- A gravity stormwater outfall drain from the subject land along Horne Road to Russells Creek will be constructed.
- The gravity stormwater outfall drain will be controlled by permit conditions that require the runoff from the subject site to be maintained at pre-development levels.
- Extensive vegetated retention swales will be constructed within the development to store stormwater for up to 1 in 100 year ARI.
- The vegetated swales will be located in the road reserves and a large swale located on the periphery of the open space network.
- A Landscape Masterplan has been developed which includes planting details for the swales and typical cross sections for their construction.
- Stormwater from the allotments and road reserves would be discharged directly into the retention swales.
- The use of retention swales will provide an opportunity to implement Water Sensitive Urban Design (WSUD) principles.
- The swales will provide treatment of the stormwater by allowing sediment from the runoff to settle out in the base of the swale where nutrients can be absorbed.
- Gross Pollutant Traps will intercept floating and large particular matter.

- The swales have a 6m wide base to be planted with water tolerable, high quality vegetation which once established will require minimal/maintenance.
- The swales have been designed to be easily maintained with a 3:1 slope which will be planted with vegetation to enable easy maintenance and to preserve high visual amenity with vegetation to be fully detailed to the satisfaction of the responsible authority, with a ramped access for maintenance vehicles provided at each end of the swale.
- The Stormwater Management Plan (SMP) prepared by Brian Consulting sets out principles for stormwater management across the site which have been used to develop the stormwater management system for the site, including reference to Council's WSUD guidelines.
- The stormwater management requirements of future development on the site will be reviewed at planning permit stage against Council's WSUD guidelines.

Rainwater Storage Tanks
It is proposed to retain and re-use stormwater on each individual allotment through the use of storage tanks to store stormwater run-off from roofs.

Covenants will be placed on individual lots requiring the provision of specifically sized rainwater storage tanks for not potable uses such as landscape watering, wash down and toilet cisterns. The amount of stormwater required to be stored would be proportional to the lot size.

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Date: *02/03/15*

5.0 Design Response

5.3 External Movement Network

The subject site is bounded by Horne Road, Rodgers Road and Dales Road. Horne Road is scheduled for a staged upgrade (Phase 1 & 2), while both Rodgers and Dales Roads will be upgraded in the future. The external links to the site have been designed based on traffic generation rates and models of traffic distribution for vehicles entering and exiting the site.

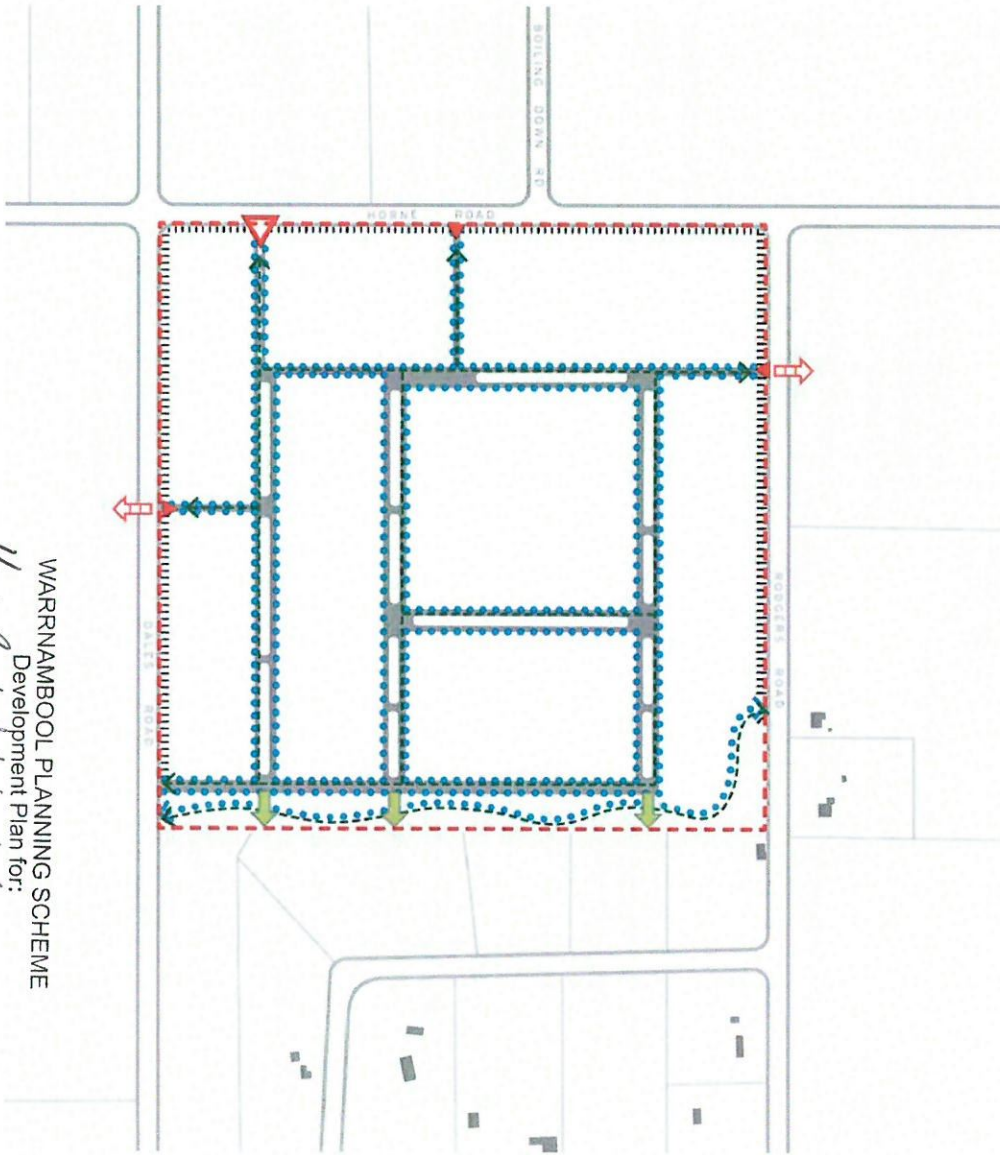


Figure 10: Road Network Plan

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Is approved in accordance with the requirements
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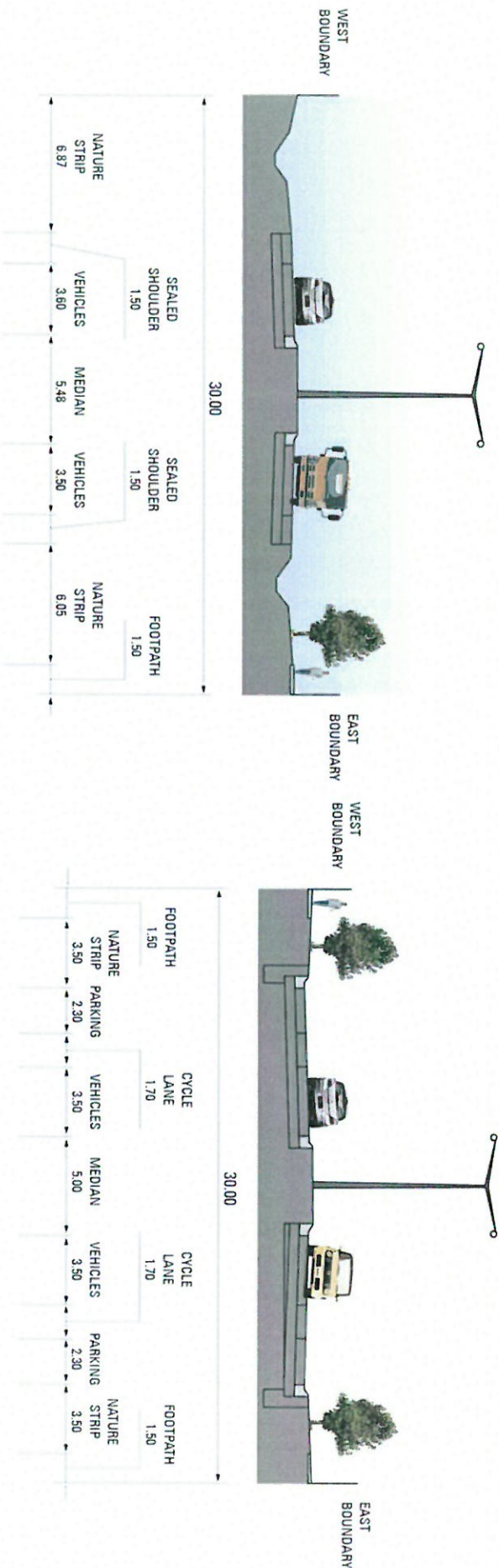
5.0 Design Response

Response

- Horne Road will be the primary link to the subject land from the Princes Highway.
- The primary access point to the site is located off Horne Road to manage traffic flows and provide an appropriate sense of address. This intersection will be located approximately 150m north of Dales Road.
- Secondary access on to Horne Road will be provided, approximately 100m south of Boiling Down Road.
- Access from Dales Road and Rodgers Road will connect the subject site with future development areas to the north and south.
- All lots with a street frontage will have direct access to roads.

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5.0 Design Response



HORNE ROAD CROSS SECTIONS

WARRNAMBOOL PLANNING SCHEME

Development Plan for:

Horne Road Industrial Area

Is approved in accordance with the requirements under Development Plan Overlay - Schedule WARRNAMBOOL CITY COUNCIL

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5.0 Design Response

External Roads

Typical cross sections have been prepared for Rodgers Road and Dales Road, with Warrnambool City Council providing the design for Horne Road.

Rodgers Road and Dales Road

To improve service to the subject site it is proposed to ultimately construct Dales Road and upgrade Rodgers Road.

The sections of Rodgers Road and Dales Road abutting the site will be configured as two way road with a 10.5m pavement.

Both roads will be configured as a Rural Road with the intention that either road can be upgraded to service potential future development to the south of Dales Road and north of Rodgers Road.

Horne Road

Horne Road will be configured as a two-way Rural Collector Road. In order to service the initial stage of the proposed development, it is proposed that Horne Road, immediately north of Dales Road, will be configured to provide turning lanes.

For Phase 2 construction, Horne Road will be configured as a two lane divided arterial road. The Road will ultimately extend from Raglan Parade through to Wangoom Road in the north.

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Development Plan for:

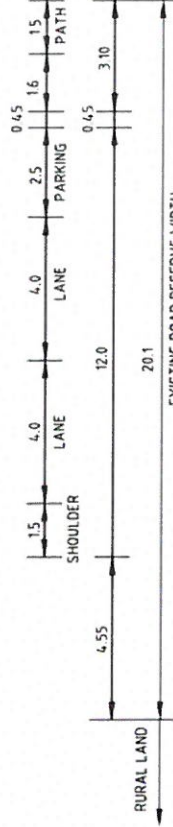
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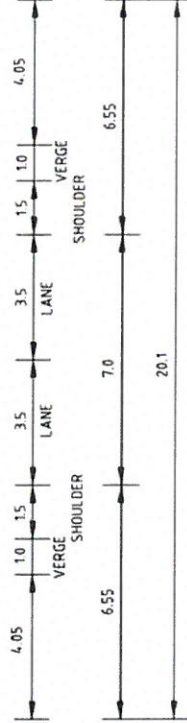
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DAVID LOCK ASSOCIATES



ROGERS ROAD / DALES ROAD ADJOINING INDUSTRIAL DEVELOPMENT



ROGERS ROAD / DALES ROAD - RURAL COLLECTION ROAD
BEYOND INDUSTRIAL DEVELOPMENT

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Development Plan for:

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Delegate:

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5.0 Design Response

5.4 Internal Movement Network

An internal road network has been developed to safely and efficiently provide for vehicle, pedestrian and cycle movements within the site.

The road widths are sufficient to accommodate the required services to meet the needs of the development.

Response

- The internal road network is shown on the Road Network Plan at Figure 10. This provides for a permeable internal street network establishing legible north-south and east-west routes through the subject land.
- Three road forms are proposed for the internal road network. These are shown in the cross sections provided and detailed below.
- It is proposed to use large retention swales for storage and treatment of stormwater and for ease of maintenance incorporate swales into the road reserves.
- Entry roads have been centrally aligned with the swales to ensure effective traffic management and to aid legibility.
- To facilitate traffic circulation within the site additional culvert crossings and crossover points over the central retention swales are provided.

- The site will be primarily served by the southernmost internal road that links to the eastern side of Horne Road, immediately north of Dales Road.

- Warrnambool City Council's design and construction standards contained in the Infrastructure Design Manual (IDM) will be applied to the internal road construction.

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Development Plan for:

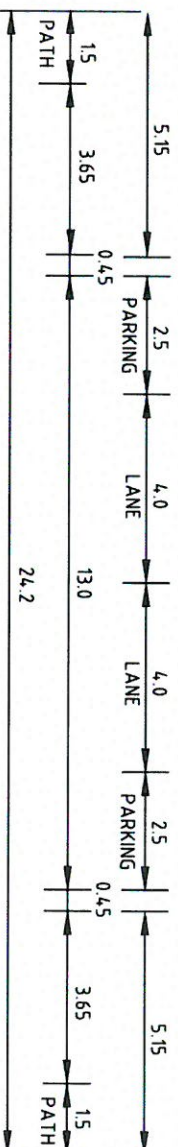
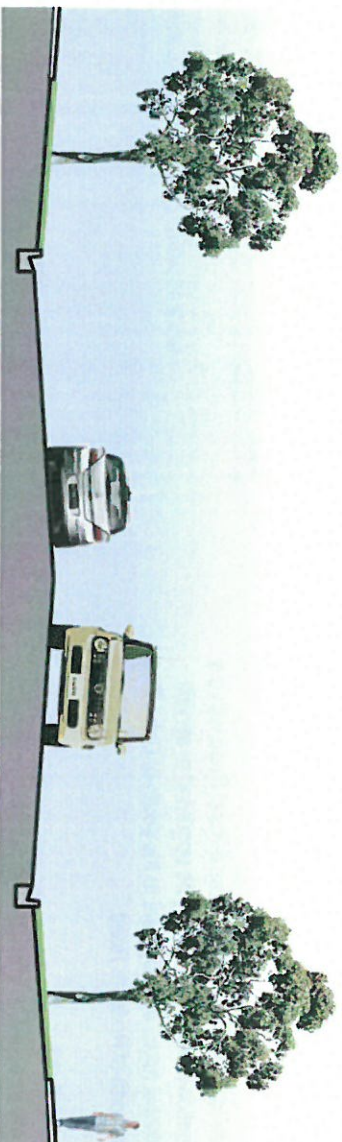
Horne Road Industrial Area

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INDUSTRIAL ROAD (NO CENTRAL LANDSCAPING)

5.0 Design Response

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Horne Road Industrial Area

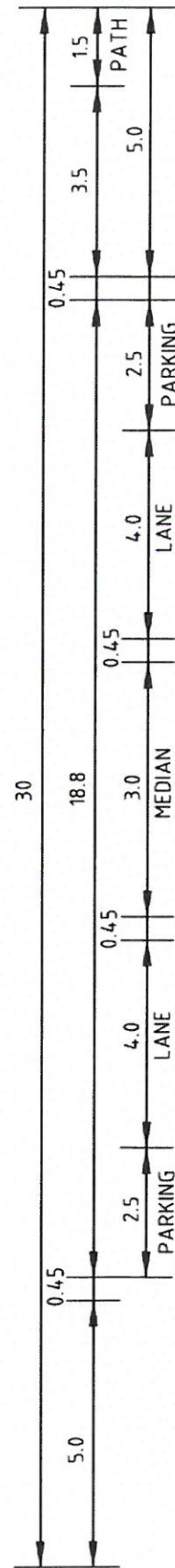
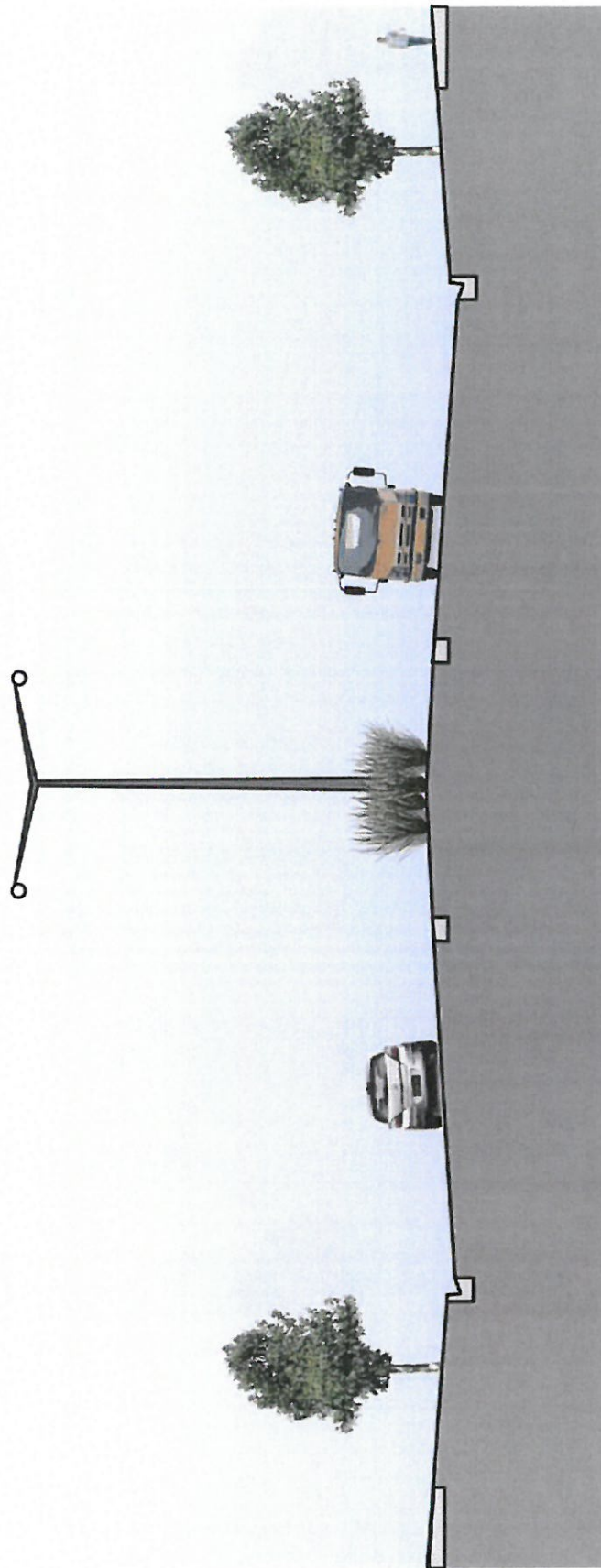
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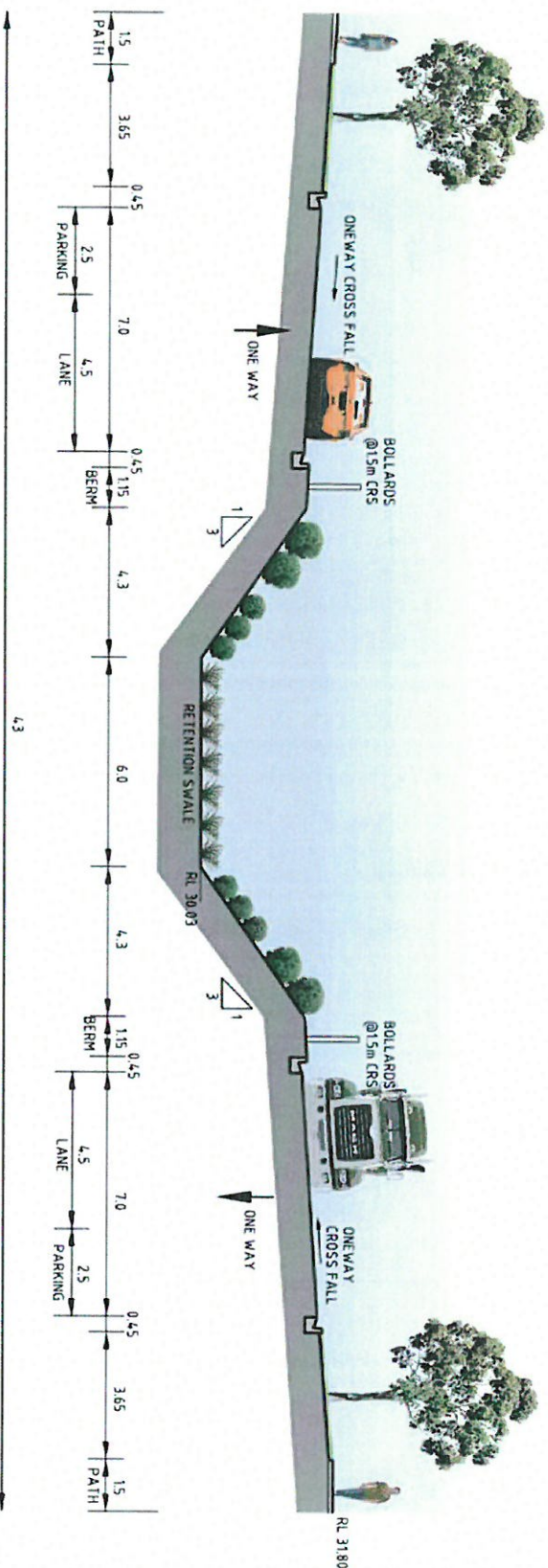


INDUSTRIAL ROAD (WITH BROKEN CENTRAL LANDSCAPING)

5.0 Design Response

Internal Road Forms

- The main internal roads serving the industrial allotments are configured as two way divided road with a central retention swale and 7m wide pavements, comprised of a 4.5m wide seal and 2.5m wide parallel parking lane both sides.
- An industrial road with broken central landscaping configured as a two way divided road with 6.5 metre wide pavement comprised of a 4m wide seal and a 2.5m wide parallel parking lane each side.
- An industrial road without broken central landscaping configured as a conventional two way road with 13 metre pavement comprised of two 4m wide traffic lanes and two 2.5m wide parallel parking lanes.



INDUSTRIAL ROAD WITH RETENTION SWALE

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Development Plan for:

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WARRNAMBOOL CITY COUNCIL

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5.0 Design Response

Traffic Management Measures

A Traffic Management Plan has been prepared by Brian Consulting in support of the Development Plan. There is a need to protect the amenity of the existing rural residential properties to the east of the subject site whilst ensuring existing delivery access is maintained to existing rural residences and enterprises.

In order to protect the amenity of the rural residential area along Rodgers Road to the east it is proposed to restrict truck usage along this road through the imposition of a load limit enforced through Council's traffic management system.

The proposal for a load limit has the advantage in that truck access to properties is maintained through Council's permit and exemptions system, while excluding all other truck traffic from travelling to the east.

Restriction on heavy vehicles by means of load limits or physical infrastructure to the satisfaction of council. All traffic exiting the Subject Site onto Rogers Road or Dales Road, through incorporation of a central traffic island and signage at each point of exit, will in the case of Rodgers Road be required to turn left to Horne Road and in the case of Dales Road be required to turn right to Horne Road.

03/03/15

5.5 Pedestrian and Cyclist Movement

Pedestrian and cyclist movements have been prioritised throughout the site development.

Response

- All roads within the site have 1.5m wide pedestrian paths.
- The footpaths allow for uninterrupted pedestrian movement throughout the site and provide access to the open space area in the eastern section of the site.
- The width of these paths is also sufficient to provide safe routes for cyclists through the site.
- The eastern open space area provides a linear park link through the site from Dales Road to Rodgers Road.
- This 50m wide buffer provides ample space for pedestrian and cyclist movement through the site.

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Date: *02/03/15*

5.0 Design Response

5.6 Built Form, Land Use and Interfaces

DPO11 seeks to ensure that new development will enhance the visual and streetscape amenity of the area, particularly along Horne Road, Rodgers Road and Dales Road. A key objective seeks to mitigate the potential divisive influence of Horne Road by avoiding use of service roads and by minimising front setbacks of buildings to Horne Road. Acoustic advice has determined the appropriate location for smaller lots in order to limit the potential off-site amenity impacts on neighbouring rural residential properties.

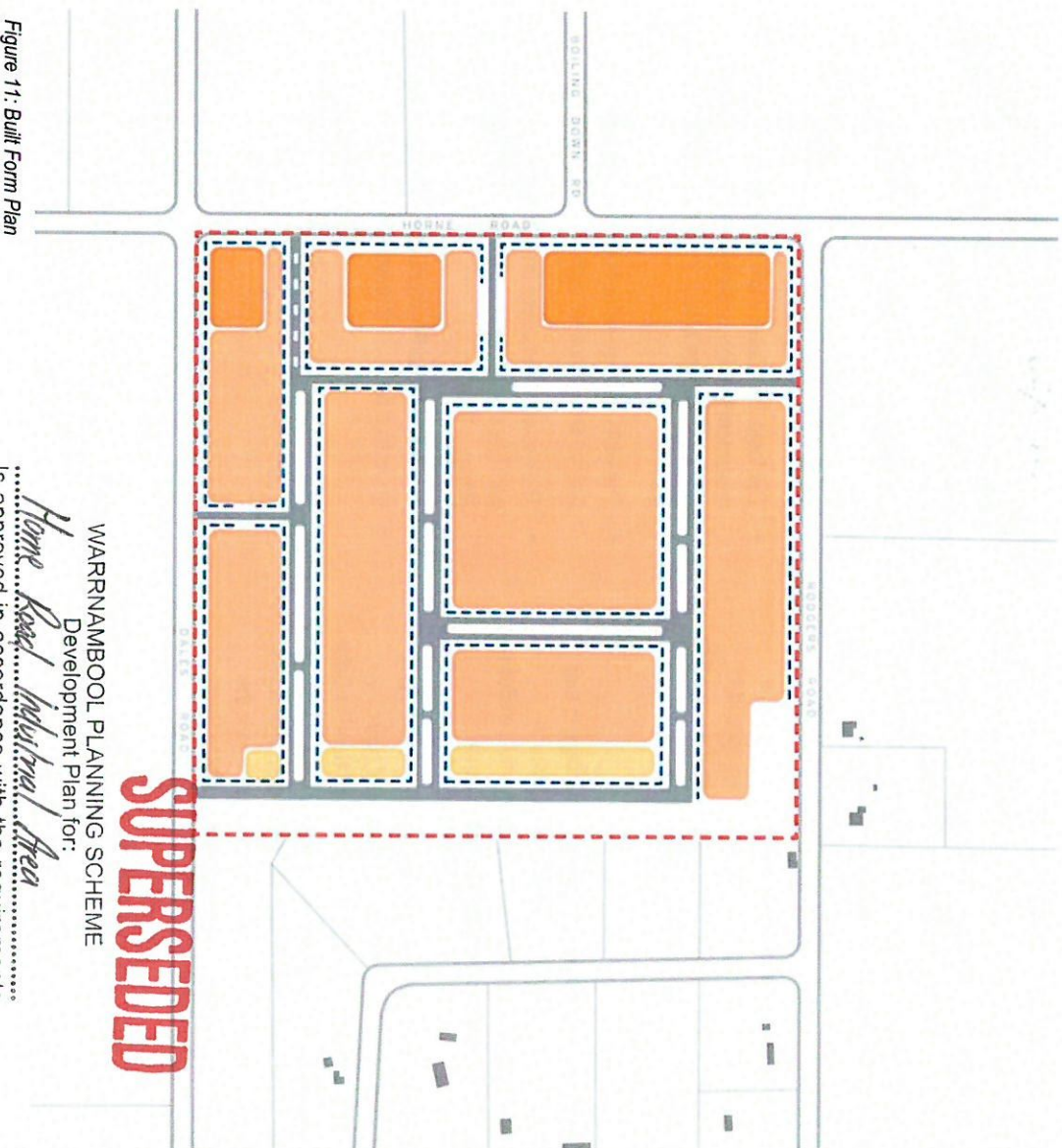


Figure 11: Built Form Plan

WARRNAMBOOL PLANNING SCHEME
Development Plan for:
Home Road Industrial Area
Is approved in accordance with the requirements
under Development Plan Overlay - Schedule
WARRNAMBOOL CITY COUNCIL
Delegate: *Neil*
Date: *02/03/15*

5.0 Design Response

5.6 Built Form, Land Use and Interfaces

DPO11 seeks to ensure that new development will enhance the visual and streetscape amenity of the area, particularly along Horne Road, Rodgers Road and Dales Road. A key objective seeks to mitigate the potential divisive influence of Horne Road by avoiding use of service roads and by minimising front setbacks of buildings to Horne Road. Acoustic advice has determined the appropriate location for smaller lots in order to limit the potential off-site amenity impacts on neighbouring rural residential properties.

-  STUDY AREA
-  LOT FRONTS ON HORNE ROAD SHOULD BE A MINIMUM OF 50M WIDE
-  SMALL, MEDIUM AND LARGE LOTS (ACROSS REMAINDER OF SITE)
-  SMALL LOTS (ADJACENT TO THE PUBLIC OPEN SPACE AREA)
-  BUILT FORM TO FRONT STREET AND OPEN SPACE
-  EXISTING PROPERTIES

DAVID LOCK ASSOCIATES

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under Development Plan Overlay - Schedule ...
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Delegate: [Signature]
Date: 21/10/2015



WARRNAMBOOL CITY COUNCIL
DATE RECEIVED
20 MAR 2015
PLANNING OFFICE

Figure 11: Built Form Plan

5.0 Design Response

DAVID LOCK ASSOCIATES

Response

- Built form will create a strong and consistent character to Horne Road, Dales Road and Rodgers Road. Buildings will be oriented to front all external and internal streets to provide articulation to the public realm.
- A range of lot sizes are provided. This will encourage a range of commercial, business and industrial employment opportunities. Subject to detailed town planning approval lot sizes are likely to fall within a broad range between 1,500m² to 4ha. The Development Plan seeks to retain flexibility in lot sizes to respond to market demand.
- Smaller lots are located adjacent to the landscape buffer. This will provide a transition towards the rural residential properties to the east in regard to scale and off-site amenity impacts. Larger lots are located within the balance of the site where the potential off-site visual and noise amenity impacts can be minimised.

WARRNAMBOOL PLANNING SCHEME
Development Plan for:

Horne Road Industrial Area

Is approved in accordance with the requirements
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WARRNAMBOOL CITY COUNCIL

Delegate:

Date:

[Signature]
02/03/15

6.0 Development Plan

The design response is derived from the detailed site and planning policy context analysis. The Development Plan seeks to respond to the key objectives of the DPO1.

Key elements of the Development Plan include:

- A permeable street network that provides a high degree of internal and external connectivity including access to Horne Road and consideration of possible future connections to land to the south and north.
- A layout that appropriately responds to the site's interfaces. Smaller lots are located adjacent to the open space link to appropriately respond to the abutting rural residential land to the east. Larger lots are located within the balance of the site where their potential off-site amenity impacts can be minimised. Lots are oriented to front external roads such as Horne Road, Rodgers Road and Dales Road to provide a strong built form presence.
- An open space buffer approximately 50m wide located along the eastern boundary and part of the northern boundary of the subject site.
- A Stormwater management system that utilises best practice WSUD techniques.

Note: The subdivision design on the Horne Road Frontage will limit the negative impact from both a traffic management and visual amenity perspective. Please refer to the Design Guidelines at Section 7.0 of the Development Plan to ensure high quality built form and design outcomes on the Horne Road Frontage.

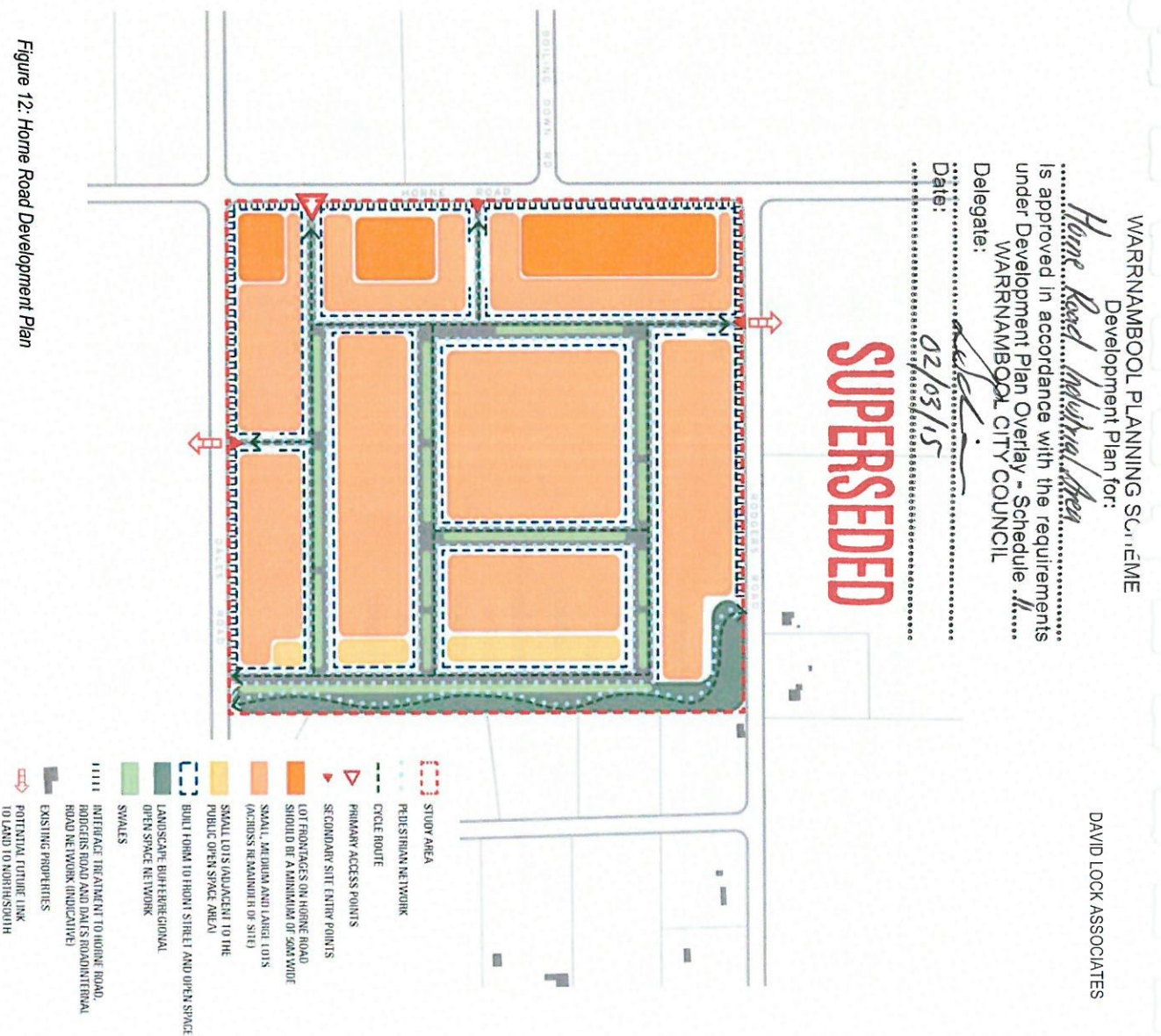


Figure 12: Horne Road Development Plan

6.0 Development Plan

The design response is derived from the detailed site and planning policy context analysis. The Development Plan seeks to respond to the key objectives of the DPO11.

Key elements of the Development Plan include:

- A permeable street network that provides a high degree of internal and external connectivity including access to Horne Road and consideration of possible future connections to land to the south and north.
- A layout that appropriately responds to the site's interfaces. Smaller lots are located adjacent to the open space link to appropriately respond to the abutting rural residential land to the east. Larger lots are located within the balance of the site where their potential off-site amenity impacts can be minimised. Lots are oriented to front external roads such as Horne Road, Rodgers Road and Dales Road to provide a strong built form presence.
- An open space buffer approximately 50m wide located along the eastern boundary and part of the northern boundary of the subject site.
- A Stormwater management system that utilises best practice WSUD techniques.

Note: The subdivision design on the Horne Road Frontage will limit the negative impact from both a traffic management and visual amenity perspective. Please refer to the Design Guidelines at Section 7.0 of the Development Plan to ensure high quality built form and design outcomes on the Horne Road Frontage.

WARRNAMBOOL PLANNING SCHEME Development Plan for:

Horne Road Industrial Area
Is approved in accordance with the requirements
under Development Plan Overlay - Schedule 111...
WARRNAMBOOL CITY COUNCIL

Delegate: [Signature]

Date: 21/10/2015

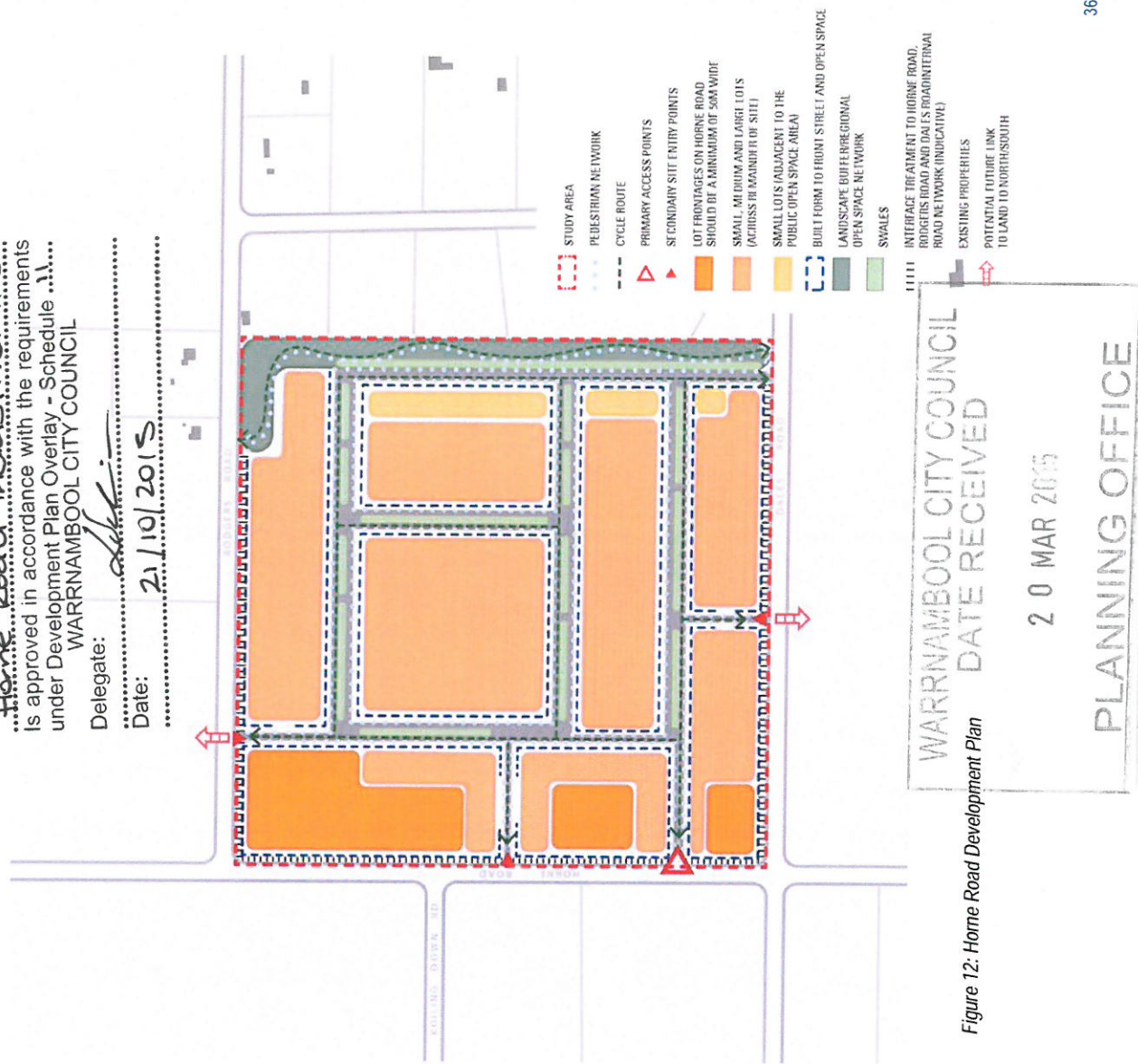


Figure 12: Horne Road Development Plan

6.0 Development Plan

6.1 Staging

The Development Plan is supported by a staging plan that identifies the infrastructure requirements for each stage as the site is developed. This plan has been developed to demonstrate that the infrastructure requirements can be met for the entire development and also for each of the seven stages of the construction program.

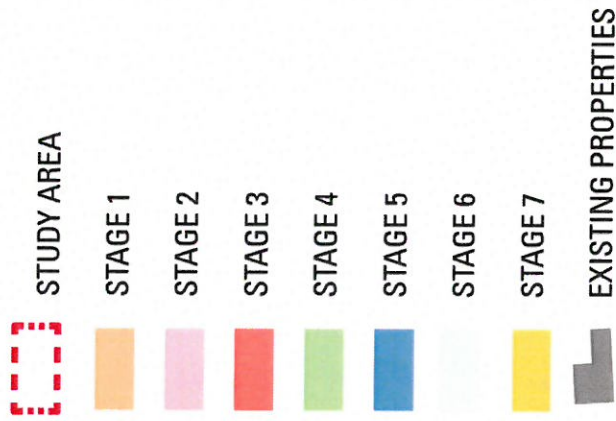


Figure 13: Horne Road Staging Plan



WARRNAMBOOL PLANNING SCHEME
Development Plan for:

Horne Road Industrial Area

Is approved in accordance with the requirements
under Development Plan Overlay - Schedule 1.1...

WARRNAMBOOL CITY COUNCIL

Delegate: *[Signature]*

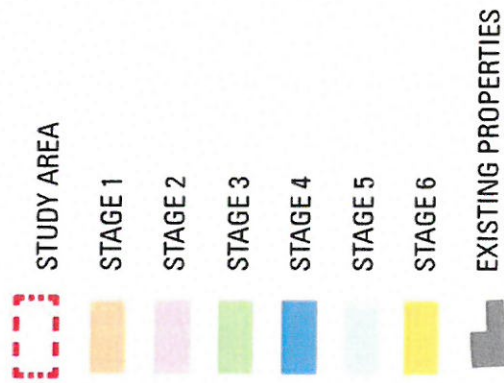
Date: **21/10/2015**

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6.0 Development Plan

6.1 Staging

The Development Plan is supported by a staging plan that identifies the infrastructure requirements for each stage as the site is developed. This plan has been developed to demonstrate that the infrastructure requirements can be met for the entire development and also for each of the five stages of the construction program.



WARRNAMBOO PLANNING SCHEME
Development Plan for:
Horne Road Industrial Area
Is approved in accordance with the requirements
under Development Plan Overlay - Schedule 11
WARRNAMBOO CITY COUNCIL

Delegate:

Date:

02/03/15

SUPERSEDED

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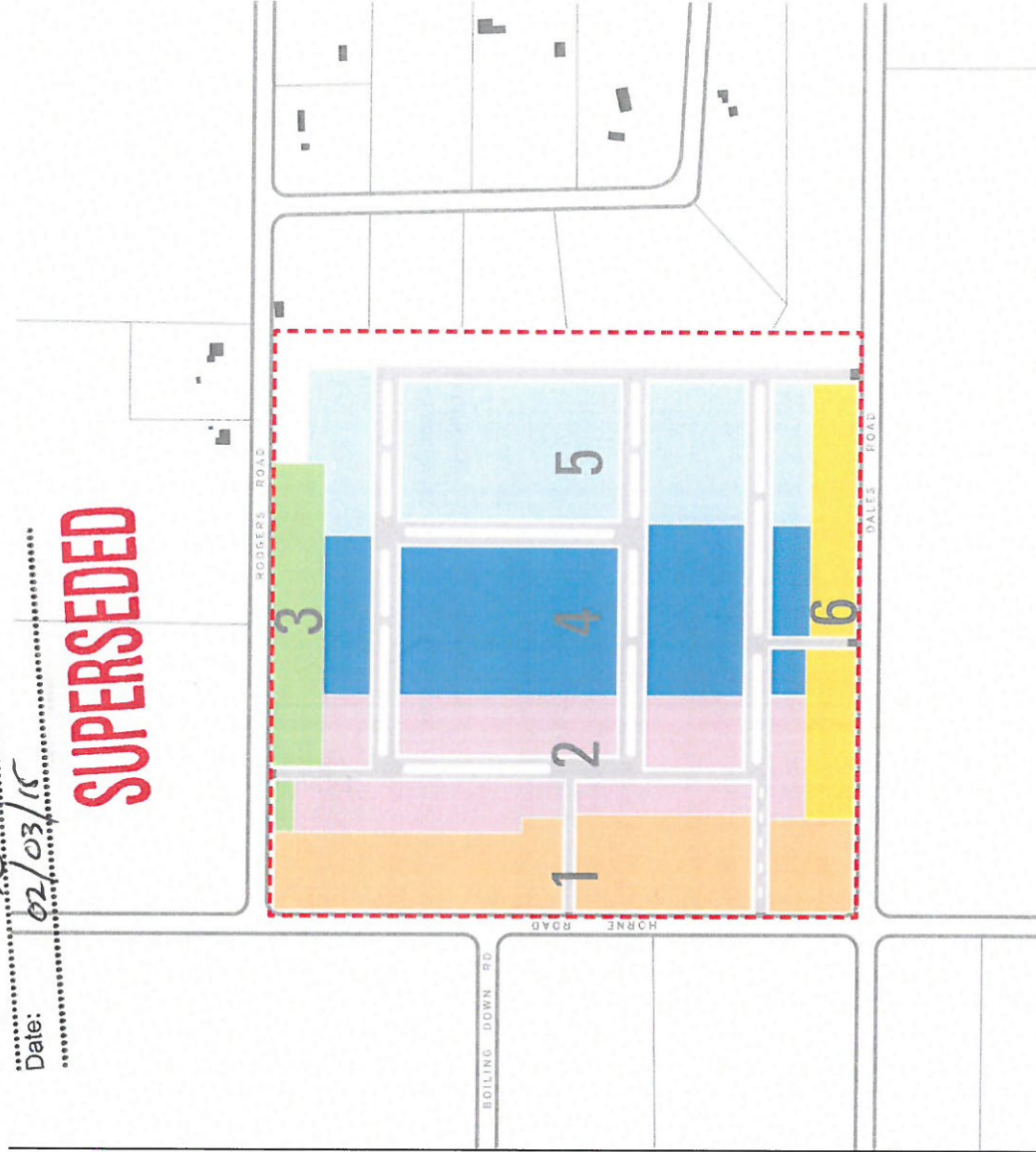


Figure 13: Horne Road Staging Plan

7.0 Design Guidelines

7.1 Introduction

These building and site guidelines are applicable to lots within the Home Road Industrial Area (the precinct). They seek to encourage a high standard of architecture, urban design and landscape. The Guidelines provide a set of concise criteria to ensure the precinct establishes a new benchmark for quality industrial development within Warrnambool.

The overarching objective of the Guidelines is:

To create a contemporary, functional, high aesthetic quality business park catering for a wide range of business and industry users.

7.2 Application of the Guidelines

These design guidelines provide a basis for future planning permit applications for subdivision and development. The responsible authority will use the Design Guidelines in their assessment of future applications to ensure high quality built form outcomes across the site.

These design guidelines apply to all development within the precinct. They have been crafted to deliver an attractive, efficient and functional precinct whilst facilitating the continued employment growth of Warrnambool.

The guidelines should be read in conjunction with the Warrnambool Planning Scheme. Proponents seeking to develop within the precinct should demonstrate compliance with the intent of the guidelines.

Minimum requirements are established to ensure a degree of consistency in the development of the precinct.

Requirements may be varied where the overall objectives of the guidelines are achieved. The proponent should provide a reasonable justification for the variation. This will be prepared to the satisfaction of the Responsible Authority.

The design response is derived from the detailed site and planning policy context analysis. The Development Plan seeks to respond to the key objectives of the DPO11.

Key elements of the Development Plan include:

- A permeable street network that provides a high degree of internal and external connectivity including access to Home Road and consideration of possible future connections to land to the south and north.
- A layout that appropriately responds to the site's interfaces. Smaller lots are located adjacent to the open space link to appropriately respond to the abutting rural residential land to the east. Larger lots are located within the balance of the site where their potential off-site amenity impacts can be minimised. Lots are oriented to front external roads such as Home Road, Rodgers Road and Dales Road to provide a strong built form presence.
- An open space buffer approximately 50m wide located along the eastern boundary and part of the northern boundary of the subject site.
- A Stormwater management system that utilises best practice WSUD techniques.

WARRNAMBOOL PLANNING SCHEME

Development Plan for:

Home Road Industrial Area

Is approved in accordance with the requirements under Development Plan Overlay - Schedule 11, WARRNAMBOOL CITY COUNCIL

Delegate:

Date:

02/03/15

7.0 Design Guidelines

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7.3 Design Guidelines

Building Setbacks

Front Setbacks

At least 20% of the building frontage is setback from the lot boundary a minimum of 5 metres and a maximum of 16m. This part of the building is to be used for office/administration/showroom purposes and will be the primary building entrance.

For smaller lots up to 2,000m² setbacks can be varied at the discretion of Council.

With the exception of vehicle access points and pedestrian footpath entries, the front setback must be landscaped.

For corner lots, buildings must address each street frontage. Buildings should be setback a minimum 5 metres from the primary street boundary and a minimum 3 metres from the secondary street boundary. This will also provide an appropriate built form gateway into the precinct.

Side and Rear Setbacks

Buildings may be constructed to side and rear boundaries.

Developers are encouraged to setback from side and rear boundaries a minimum distance of 2 metres or as required by relevant Building Codes.

WARRNAMBOOL PLANNING SCHEME

Development Plan for:

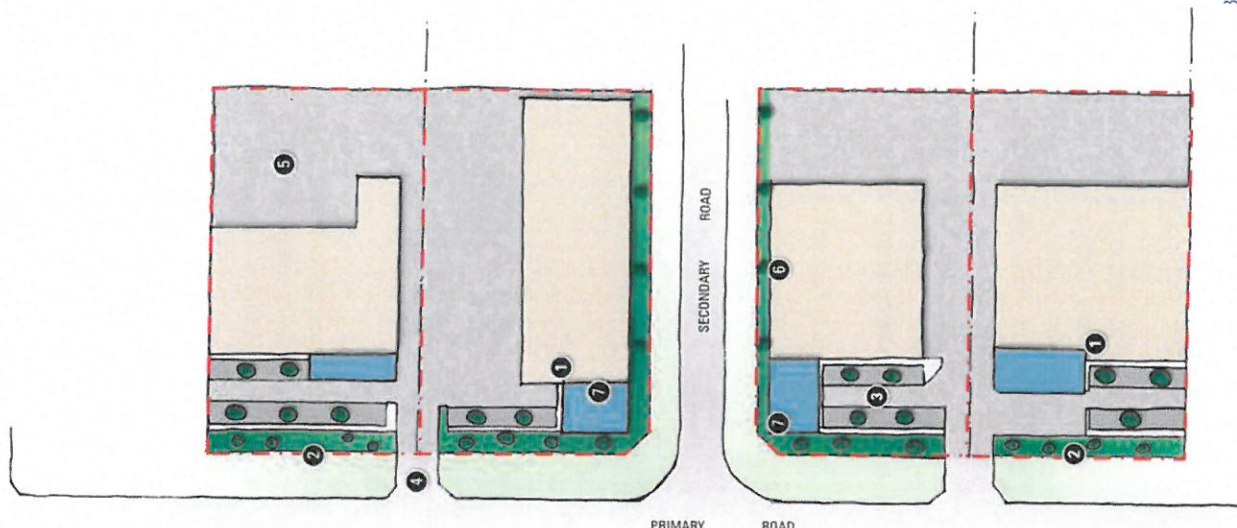
Horne Road Industrial Area

Is approved in accordance with the requirements under Development Plan Overlay - Schedule 11.....
WARRNAMBOOL CITY COUNCIL

Delegate:

Date:

02/03/15



1. BUILDINGS APPROPRIATELY SETBACK TO CREATE INTEREST IN THE BUILDING FACADE

2. ALL LOTS TO INCLUDE A 5 MINIMUM 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. LOADING AND OTHER SERVICES WILL BE LOCATED OUT OF SIGHT FROM THE PUBLIC REALM

6. CORNER SITES MINIMUM 3M LANDSCAPED SETBACK FROM THE SECONDARY STREET BOUNDARY

7. FOR CORNER SITES THE OFFICE COMPONENT OF BUILDINGS SHALL BE LOCATED SO THAT IT ADDRESSES BOTH STREETS

7.0 Design Guidelines

Siting and Design

Siting

Buildings should be oriented to maximise passive solar design.

Buildings must be designed to address the street or public realm. To promote passive surveillance and visual interest main entrances and ancillary office components should face the street.



Main entrances should be oriented towards the street

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

External service and storage areas, including loading bays and other operational requirements, shall be screened from the public realm. Landscaping and fencing can be used to help screen these areas.

Built Form Character

Buildings should demonstrate excellence in design and build quality.

The front elevation shall be articulated to positively contribute to the public realm. Methods can include but are not limited to:

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

Built form should avoid exposed and unrelieved blank walls. The visual impact of large expanses of wall is to be minimised through architectural treatment and/or use of colour.



Buildings should avoid large blank expanses of wall

Main entrances are to be on the front elevation and clearly visible from the public realm. These components should be designed as focus points to the building. All plant and equipment should be integrated into the building or screened from view from within the public realm.

Outbuildings and other structures should be considered as part of an integrated design approach complementing the primary building.

Site Coverage

In accordance with Clause 22.03-1 buildings should not occupy more than 50% of the site. Applications for buildings that do occupy more than 50% of the site should show how matters such as car parking can be satisfactorily addressed.

WARRNAMBOOL PLANNING SCHEME

Development Plan for:

Horne Road Industrial Area
is approved in accordance with the requirements under Development Plan Overlay - Schedule 14.....
WARRNAMBOOL CITY COUNCIL

Delegate:

Date:

02/03/15

7.0 Design Guidelines

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.



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

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.



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

DAVID LOCK ASSOCIATES

Building colours should be generally sympathetic and complimentary with the natural environment.
This should include the use of pale and light 'coastal colours'.

WARRNAMBOOL PLANNING SCHEME

Development Plan for:

Horne Road Industrial Area

Is approved in accordance with the requirements under Development Plan Overlay - Schedule 11
WARRNAMBOOL CITY COUNCIL

Delegate:

Date:

02/03/18

7.0 Design Guidelines

Car Parking and Loading

Car Parking

Car parking is to be provided at rates outlined in the Warrnambool planning Scheme.

All car parking must be accommodated on-site. Any waiver in car parking requirements will be strongly discouraged.



All car parking is to be accommodated on-site

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

Visitor and/or staff parking shall be separated from the operational areas of the lot such as truck manoeuvring areas, loading areas and storage areas.

Parking areas should accommodate suitable space for shade tree landscaping between parking rows.



Parking areas should accommodate space for landscaping

Parking areas must be paved and sealed with asphalt.

Car parking areas must be graded and designed to channel storm water run-off.

Loading and servicing areas must be of sufficient size so that all activities can be undertaken within lot boundaries.

All loading and service areas should be screened from the public realm and located at the rear or sides of the buildings behind the front building line.

No external storage or service areas shall be carried out 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.

Cross-Overs

All lots require a vehicle cross-over.

Shared cross-overs between adjoining lots will be strongly encouraged to minimise traffic impact to ensure a high quality streetscape character.

Vehicle cross-overs shall not be permitted within 10m of a road intersection.

WARRNAMBOOL PLANNING SCHEME

Development Plan for:

Home Road Industrial Area

Is approved in accordance with the requirements under Development Plan Overlay - Schedule 11, WARRNAMBOOL CITY COUNCIL

Delegate:

Date:

02/03/15

7.0 Design Guidelines

Landscape Design and Fencing

Landscape

Landscape plans for individual lots should be prepared. Plans should be in general accord with the landscape theme outlined in the Horne Road Landscape Master Plan and Clause 22.03-1 of the Warrnambool Planning Scheme.

Landscaping should be utilised to screen and soften buildings and car parking areas.



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 along the front boundary of each lot will be approved at the discretion of Council. Should fencing be required for security purposes it should be located behind the 5m front landscaped setback. Fencing should be designed as part of the overall design theme and to provide a high degree of transparency to a maximum height of 1.8 metres.



Fencing should provide a high degree of transparency

Fencing for security purposes is permitted alongside and rear boundaries. The minimum standard for security reasons should be between 1.8m to 2.0m incorporating black steel mesh incorporating gates, posts and fittings.

Signage

All signs must be provided in accordance with the provisions of Clause 52.05 of the Warrnambool Planning Scheme.

Horne Road, Warrnambool, Vic.
Is approved in accordance with the requirements under Development Plan Overlay - Schedule 44.
WARRNAMBOOL CITY COUNCIL

Delegate:

Date:

02/03/15

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



Signage should be integral to the building facade

Only one business identification sign per lot will be permitted within the front setback. Where there are multiple occupancies on single lots a composite sign will be permitted. Visual clutter will be discouraged.



A composite sign will avoid visual clutter

WARRNAMBOOL PLANNING SCHEME

Development Plan for:

Horne Road Industrial Area

Is approved in accordance with the requirements
under Development Plan Overlay - Schedule 4

WARRNAMBOOL CITY COUNCIL

Delegate:

Date:

02/03/15



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