



WARRNAMBOOL PLANNING SCHEME

Plans Approved for

Permit Number: DP2025-0002

Endorsed Under: DPO Schedule 15

On the: 31/08/2026

Delegate: bmellor

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MPAA
STUDIO

Development Plan

19 HORNE ROAD, WARRNAMBOOL

ISSUED 13 AUGUST 2026

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QUALITY ASSURANCE

Development Plan Report

19 Horne Road, Warrnambool

Project Number

24-1440

Revision

05

Prepared By

CM

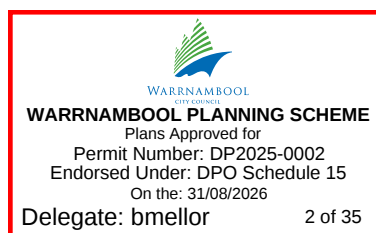
Project Lead

CM

Issued

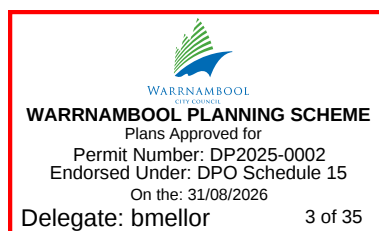
13 August 2026

Revision	Date	Issue
01	27 February 2025	Draft version
02	10 July 2025	Final version
03	25 February 2026	RFI
04	9 July 2026	Final changes for adoption
05	13 August 2026	Revision per Council email 6 August 2026

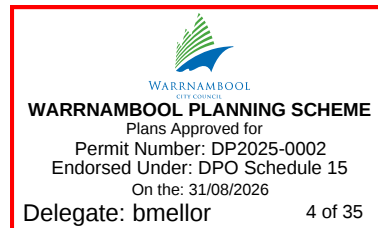


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1. INTRODUCTION



On behalf of Warrnambool Property Investments, MPAA Studio intends to seek approval for a development plan application. Preparing a Development Plan is required under Clause 43.04 of the Warrnambool Planning Scheme. This proposed plan aims to facilitate future development of the site, as outlined in the Warrnambool Eastern Activity Centre Structure Plan.

The development plan for 19 Horne Road includes the following elements:

- Designation of land use areas for bulky goods retail (consistent with employment outcomes).
- Establishing road connections from Princes Highway through the site to Horne Road, guided by a Traffic Impact Assessment.
- Ensuring appropriate considerations for on site car parking and loading/unloading areas.
- Provision of Built Form Design Guidelines, alongside the Design and Development Overlay (DDO18) requirements, to direct future built form.
- Evidence that the area can support landscaping through a comprehensive landscape master plan.
- Planning report, site and context analysis and assessment against relevant Development Plan Overlay (DPO15) requirements.
- Inclusion of a Bushfire Management Plan to identify measures to mitigate risks until urban development progresses in the area.
- Guidance from a Stormwater Management Strategy to ensure that drainage for the broader catchment is adequately addressed.

The following documents form part of the development plan application:

- Development Plan set (prepared by MPAA Studio)
 - o Existing conditions and context
 - o Development plan with land uses shown and overall site plan layout
 - o Integrated Water Management Plan
 - o Access and Street Network Plan
 - o Landscape Masterplan
- Traffic Impact Assessment (prepared by ESR Transport Planning, 13/8/2026).
- Stormwater Management Strategy (prepared by SITEC, Revision B, 7/10/2025).
- Bushfire Management Plan (prepared by Grampians Bushfire Planning, Ref 26233, 23/4/2026).
- Preliminary Site Investigation (prepared by Provincial Geotechnical Pty Ltd, Version 3 8/7/2026).
- Draft Cultural Heritage Management Plan (prepared by Tech Duinn, Revision 2, CHMP 20773, 27/1/2026).



2. SITE AND SURROUNDS

2.1. Site description

Site address	19 Horne Road, Warrnambool
Title details	Lot 2 on Plan of Subdivision 510713S
Site description	The site has a total area of approximately 2.61 hectares and is irregular in shape, as the site wraps around the existing bulky goods site on the corner of Horne Road and Raglan Parade. The site contains dual frontage, with 25 metres of frontage to Horne Road and 101.25 metres frontage to Princes Highway.
Easements, restrictions or covenants	There are no easements or restrictions on title or the plan of subdivision applicable to this allotment.

Refer to **Appendix A** - Certificate of Title.

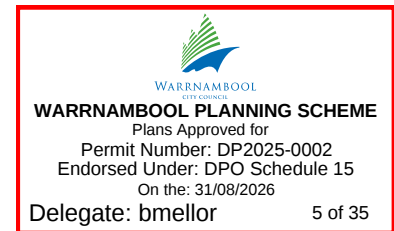
2.2. Site context

The Site has previously been used for agriculture, consisting of fodder production and some supplementary livestock grazing. At the time of writing, the site is used for the placement of overflow car stock from a car dealership business. At certain times of the year, it is known that this site provides for other temporary events, such as the circus. The Site currently contains no built form. The Site is associated with the agricultural lots to the north and west, demonstrated by the lack of fencing on the northern and western boundaries. Instead, post-and-wire fencing is used to demarcate a strip of land, approximately 7 metres in width, parallel to the boundary of the commercial lot to the south, which extends into the adjoining lot to the west. A farm gate is located where this strip of land meets the boundary with the road reserve of Horne Road. There is no other infrastructure on the Site. The topography is very gently undulating, with a gentle rise from southwest to northeast. There is no vegetation on the Site apart from exotic pasture grasses.

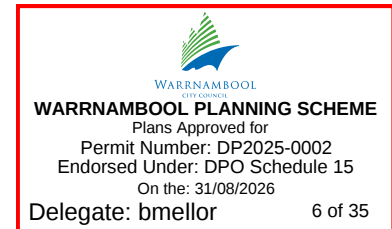
The Site is within the Warrnambool settlement boundary. It is approximately 4.5 kilometres to the east of the centre of Warrnambool City Centre.

The Site is within the Eastern Activity Centre Boundary (see Warrnambool Eastern Activity Centre Structure Plan (August 2016, Amended February 2020).

While the Site itself is wholly within the Commercial 2 Zone, the locality is an interface of several zones and land uses. Within 250 metres of the Site boundaries, the following zones are found:



- Farming Zone
- Commercial 2 Zone
- Road Zone Category One
- Road Zone Category Two
- Commercial 1 Zone
- General Residential Zone
- Mixed Use Zone
- Public Use Zone 4 (Rail reserve corridor)



The Site was previously used for agriculture in conjunction with the agricultural lots to its north and west, which are within the Farming Zone.

This area of farming land is constrained to the west and east with well-established commercial development in commercially-zoned land. Land to the south of Raglan Parade and to the south-east, south and south-west of the Site is fully developed and zoned as commercial land and mixed use land. There is also land to the south-west which is zoned for residential use, which is yet to be developed.

The farming land within the Eastern Activity Centre Boundary is strategically designated to be rezoned in the future for a mix of Residential, Mixed Use, Office/Employment, Bulky Goods/Highway Related Uses, and Activity Centre uses.

The established commercial development to the east and south is mostly bulky goods retailing (anchored by a Bunnings store), requiring large, leased floor areas and extensive areas set aside for car parking.

The Site's key interfaces are as follows:

North	<u>Farming Zone:</u>
82 Raglan Parade, Warrnambool (Lot 3 PS510713)	Lot 3 is an agricultural lot, one of nine lots forming an agricultural land holding known as 82 Raglan Parade. The lot has an area of approximately 6.8 hectares. It contains no built form. It does not have fencing on the common boundary with the Site.
West	<u>Farming Zone, Commercial 2 Zone, General Residential Zone:</u>
82 Raglan Parade, Warrnambool (Lot 2 PS544176)	Lot 2 is an agricultural lot, one of nine lots forming an agricultural land holding known as 82 Raglan Parade. The lot has an area of approximately 15 hectares. It contains the dwelling, outbuildings and agricultural infrastructure associated with the landholding. The parts of this lot within the Commercial 2 Zone and General Residential Zone have not been development in accordance with these zones, to

	date. The lot does not have fencing on the common boundary with the Site. <u>Farming Zone:</u> 56 Raglan Parade is a property with a total area of approximately 2244 square metres. The property contains an outbuilding (previously used as a commercial premises, currently not in use) and two gravel crossovers.
56 Raglan Parade, Warrnambool (Lot 1 TP891604)	
South (from west to east) Road reserve (not developed) Road reserve (Princes Highway).	<u>Farming Zone:</u> There is a road reserve with a width of 5 metres between the southern boundary of the lot, and the wider road reserve of Raglan Parade. The Site integrates this reserve into its current agricultural land use. There is post and wire fencing on the southern boundary of this road reserve. <u>Road Zone Category One:</u> The road reserve of Raglan Parade/Princes Highway is approximately 50 metres in width. <u>Commercial 2 Zone:</u> Adjoining the 270 metre long strip of land on the Site, to the south, there is a large commercial single lot property with an area of approximately 6.8 hectares. Bulky goods retail stores are provided here and is anchored by a Bunnings and Rebel Sport.
Raglan Parade (Lot 1 PS510713)	
East (from north to south) Road reserve Raglan Parade (Lot 1 PS510713)	<u>Road Zone Category Two:</u> Adjoining the 25 metre wide strip of land on the Site, to the east, the road reserve of Horne Road is approximately 20 metres in width. <u>Commercial 2 Zone:</u> Adjoining the 150 metre long body of land on the Site, to the east, there is a large commercial single lot property with an area of approximately 6.8 hectares. The existing tenants on this lot include 'That Furniture Store, Pet Stock 'Rebel Sport', 'Forty Winks' and 'Bunnings'.



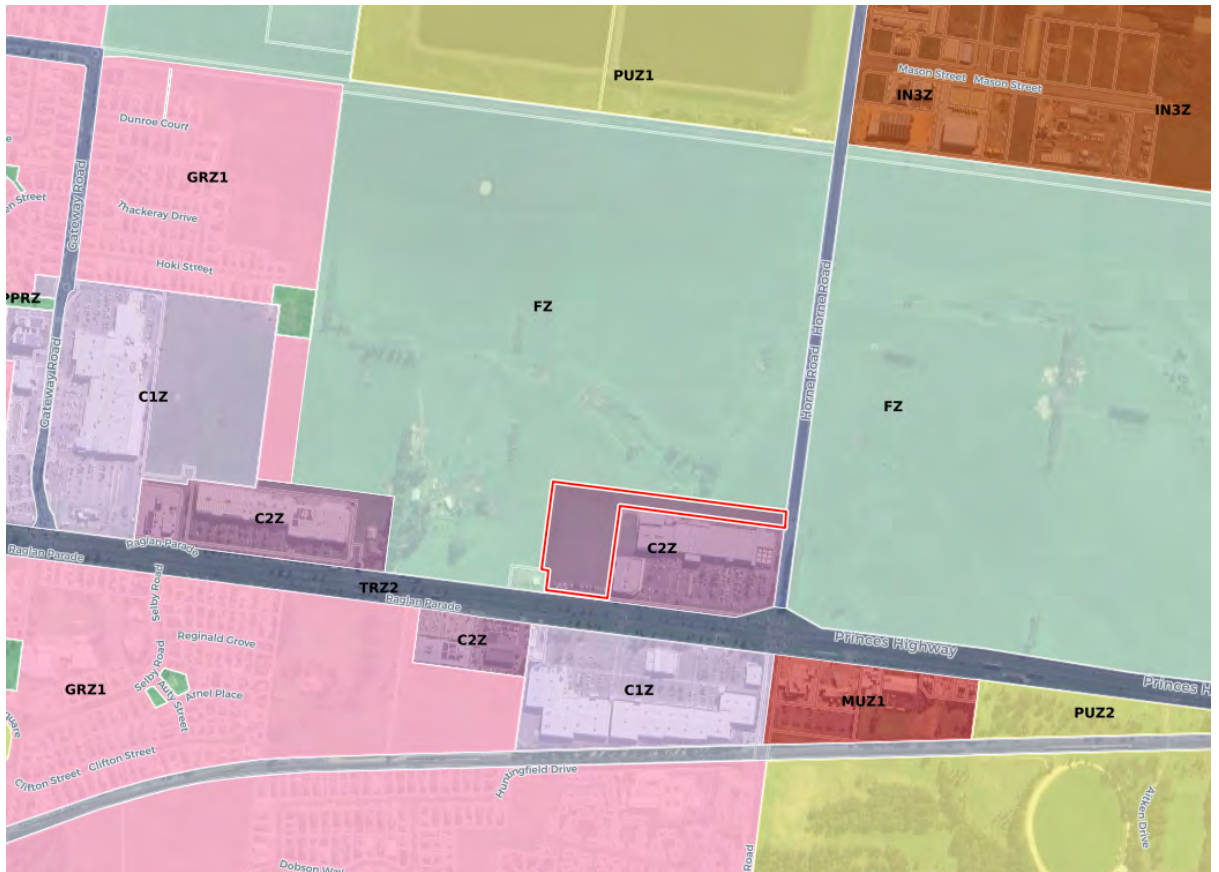


Figure 1: Subject site and context



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3. Warrnambool Eastern Activity Centre

Structure Plan

The Warrnambool Eastern Activity Centre Structure Plan (Mesh Pty Ltd, February 2020) is a planning framework that outlines the use and development of East Warrnambool's Activity Centre. This centre is identified as a Major Activity Centre within Clause 11.03-1L-01 Activity Centres in Warrnambool. The Structure Plan was adopted by Council in 2020 – although only part of the Structure Plan was implemented by way of amendments to the Warrnambool Planning Scheme. The subject site and similar surrounding properties remained in the Farming Zone until such time that individual landowners were ready to proceed with a planning scheme amendment.

On 16 May 2024, C214 was gazetted into the Warrnambool Planning Scheme which saw the rezoning of the subject site from Farming Zone to the Commercial 2 Zone, as well as the provision of the Development Plan Overlay in accordance with the Structure Plan.

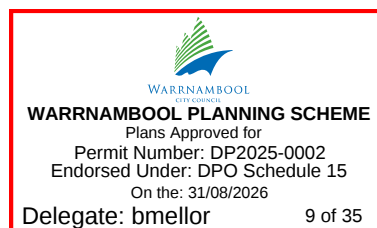
Key observations within the Structure Plan applicable to the 19 Horne Road site include the following:

- The site is identified as an office/employment character precinct
- The site has an area nominated as a drainage reserve.
- The site has an interface with bulky goods precincts to the east and west, and additional office/employment precinct areas to the north.
- The site has an interface both Horne Road and Princes Highway.
- There is an east-west connector road nominated further north of the site.
- To the north and west of the site there is a 'landmark building' nomination.

Please refer to Figure 2 and Figure 3 overleaf.

Within the Structure Plan are a number of design guidelines and actions for each character precinct. The precinct identified for this site is the **Office/Employment Character Precinct**.

The objectives, requirements and actions for the Office/Employment Character Precinct have been considered overleaf at Table 1 below.



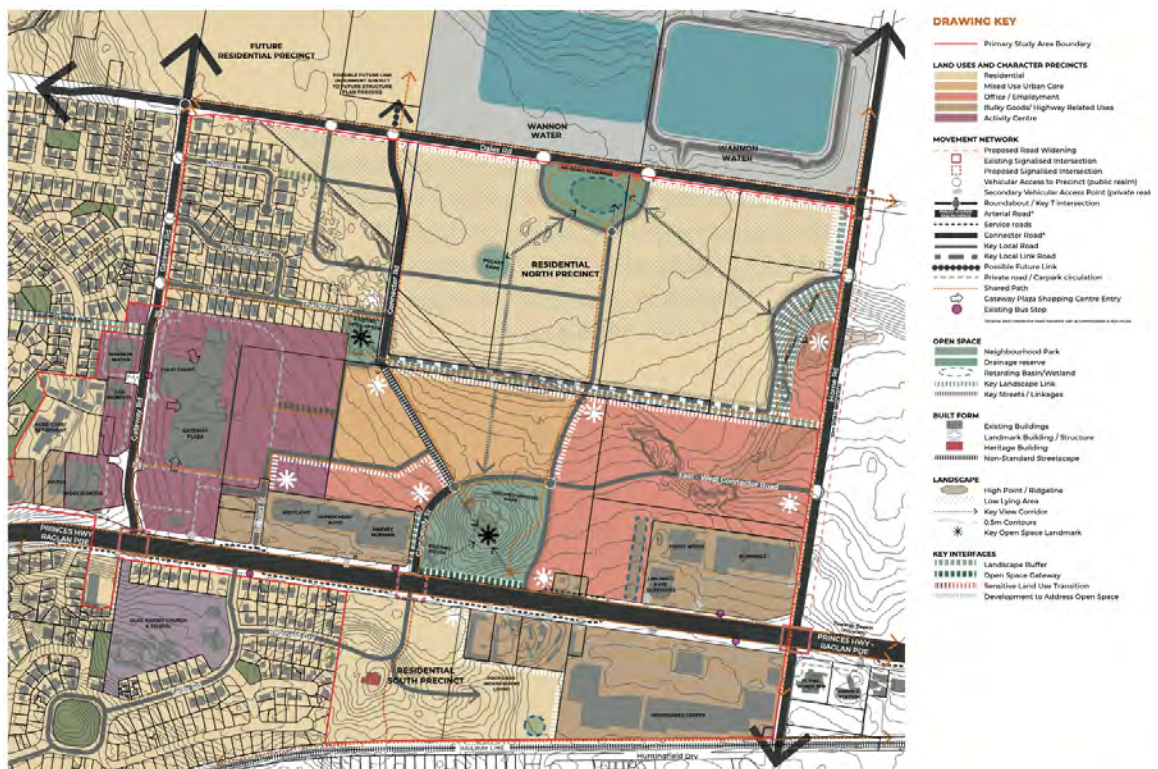


Figure 2: Warrnambool Eastern Activity Centre Structure Plan

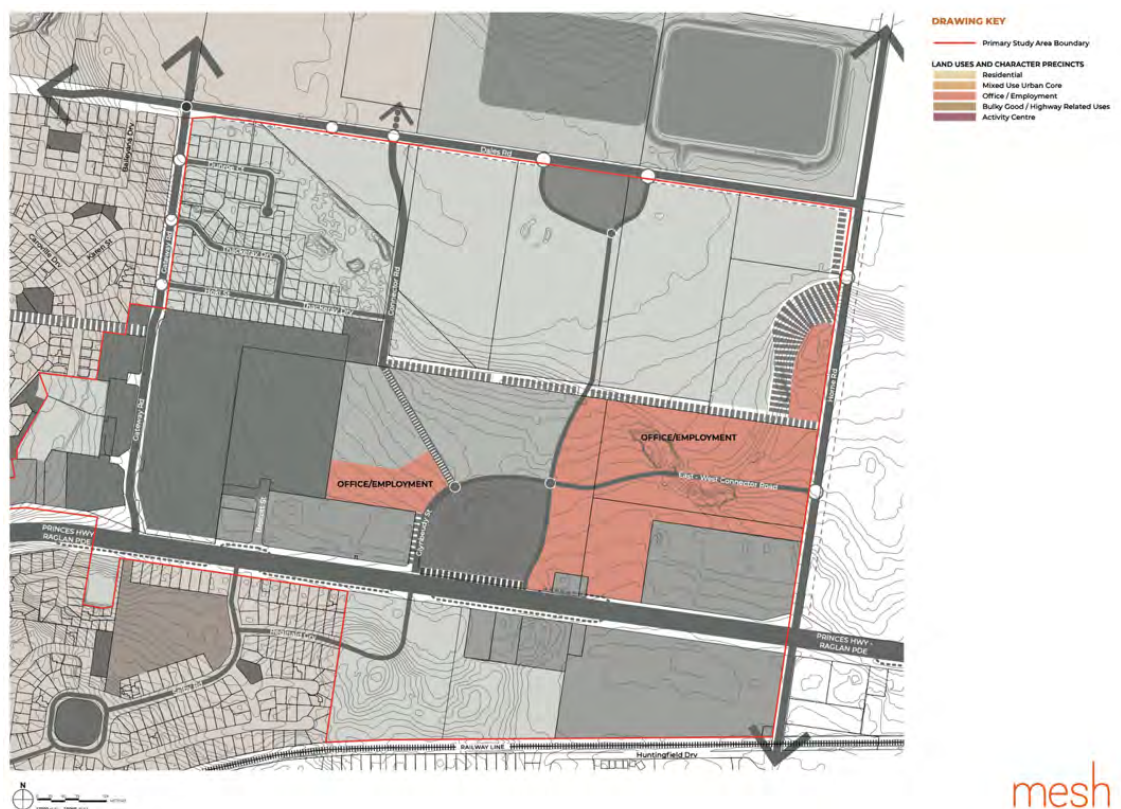
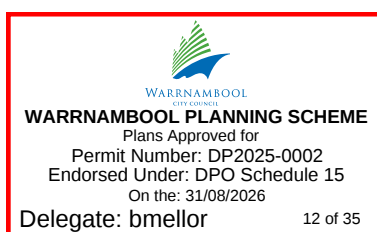


Figure 3: Office / Employment Character Precinct (WEACSP)

Table 1: Office/Employment Character Precinct: Objectives, Requirements and Actions

Office/Employment	Guideline	Response
Preferred Character	An employment precinct comprising offices and other business within a highly landscaped ‘business park’ or campus-style setting, that presents a high quality built form interface to Horne Road, connector streets and open space.	This character can be facilitated within the Commercial 2 Zone on the subject site as envisaged by the WEACSP as it allows the appropriate suite of land uses and development, including the proposed bulky goods retail scenario, which can be landscaped effectively and comprise a high quality built form to street interfaces. The built form will be further guided by the Design and Development Overlay – Schedule 18, as well as the Built Form Design Guidelines provided as part of this development plan.
Design Objectives	To create an attractive business park for offices and other service-based industries. To encourage development of a variety of building footprints and office sizes to support a range of business and employment opportunities. To support a subdivision design and placement of buildings that: Responds to the topography, Provides connectivity to adjoining precincts where possible, Minimises land use conflict with adjoining residential areas through setbacks, landscaping and building orientation, Minimises the visual prominence of carparking areas when viewed from Horne Road, connector streets and open space, Creates lot depths that provide sufficient space for buildings, landscaping and discreetly located carparking. To encourage development that presents a strong built form interface to Horne Road, linear open space links and connector roads. To encourage built form that is of a high quality, minimises visual bulk and presents an active interface (entries, windows etc.) to Horne Road and connector streets. To require landscaping of streets and public and semi public open space areas (around buildings and within carparks) consistent with the preferred ‘business park’	This requirement is relevant to future land use, development and subdivision applications. The development plan preparation and approval is part of the process in order to transition to the site from being a vacant parcel in the Commercial 2 Zone, to realising a carefully planned development. The layout, including intended uses of the development plan area will set future development up for success so that they are able to achieve the design objectives without additional constraints crated by the development plan. The layout takes advantage of its highway location and dual access to Horne Road and does not contain any land use conflicts, due to the existence of a bulky goods centre already to the east. The Design and Development Overlay 18 (DDO18) is applicable to the site. This is consistent with the Structure Plan and assists in. implementing design objectives. DDO18 will be supplemented by the Built Form Design Guidelines provided as part of this development plan.  WARRNAMBOOL PLANNING SCHEME Plans Approved for Permit Number: DP2025-0002 Endorsed Under: DPO Schedule 15 On the: 31/08/2026 Delegate: bmellor 11 of 35

	character, including extensive informal and formal tree plantings, mounding and screening vegetation. To require an holistic approach to stormwater treatment that avoids localised and temporary drainage treatment where possible.	
Requirements	Prior to approval of a Planning Permit for use, development or subdivision, a Development Plan must be prepared for the entire precinct, and respond to the requirements contained within DPO. A summary of the requirements are as follows: - An assessment of the site conditions (including expert background reports regarding flora and fauna and cultural heritage), - An overall street level concept plan that demonstrates compliance with the Design Guidelines in the EAC Structure Plan, - Landscape masterplan, - Design Guidelines for buildings and landscaping, - Stormwater plan. - Prior to rezoning, landholders must enter into a Section 173 Agreement regarding contributions to fund shared infrastructure across the EAC. Refer to Chapter 6 of the EAC Structure Plan.	Schedule 15 to the Development Plan Overlay has been gazetted into the Warrnambool Planning Scheme specifically to respond to the requirements of the Structure Plan for the Office/Employment Character Precinct, including requirements to infrastructure contributions through a Section 173 Agreement. This development plan will be an important link in the planning process, from the initial structure plan process, through to development occurring on site and takes into account the requirements of DPO15: 1. Background strategic work 2. Structure Plan 3. Planning Scheme Amendment (rezoning) 4. Development Plan 5. Planning permit application 6. Implementation of planning permit
Actions	Apply the Commercial 2 Zone. Prepare and apply a Development Plan Overlay (schedule to be determined).	The site has been rezoned from Farming Zone to the Commercial 2 Zone. A Development Plan Overlay (DPO15) has been applied to the site.



Shared Infrastructure Plan

Chapter 6 of Warrnambool Eastern Activity Centre Structure Plan

The *Warrnambool Eastern Activity Centre Shared Infrastructure Plan 2016* sets out the higher order infrastructure that is required to service new development within the area.

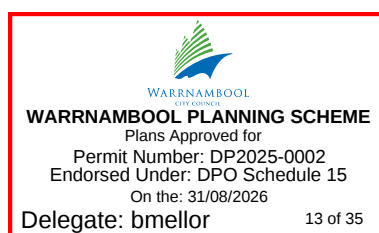
To address the Warrnambool Eastern Activity Centre Shared Infrastructure Plan the proponent will:

- Enter into a Section 173 agreement to be registered on the title of the land to provide for apportionment of financial contributions to higher order shared infrastructure in accordance with the Warrnambool Eastern Activity Centre Shared Infrastructure Plan 2016 as a condition of any permit that might be granted for the site.

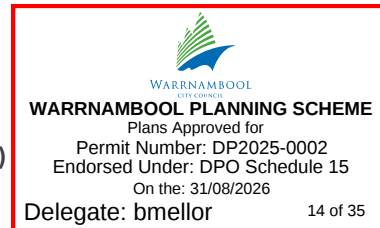
Council will negotiate with each landholder on a case-by-case basis regarding a reasonable allocation of costs/projects. Negotiations will be based on a holistic understanding of infrastructure required, as identified in this EAC Structure Plan, and a detailed understanding of infrastructure required to service individual properties based on timing and location of the each development.

Agreements will be based on the fair and equitable allocation of costs associated on a per hectare of net developable area basis for new development.

Infrastructure requirements will be addressed by Council at the time of approval on a site-specific basis.



4. Schedule 15 to Clause 43.04 Development Plan Overlay



Eastern Activity Centre Office and Employment Character Precinct (DPO15)

Objectives

- To implement the vision of the Warrnambool Eastern Activity Centre Structure Plan (Mesh Pty Ltd, February 2020) by providing for an attractive business park for a range of office, employment and other services-based industry uses to support the primary role of the Warrnambool CBD.
- To create a distinct and defined character precinct for office and employment and to enhance the gateway role of the Eastern Activity Centre.
- To achieve a high quality built form outcome which minimises visual bulk, provides for high standards of environmentally sustainable design and presents an active interface to Horne Road, Princes Highway, internal connector roads and open space.
- To achieve a high quality and attractive landscape outcome which considers water-sensitive urban design and is integrated with surrounding interfaces and land uses.
- To provide for a high level of connectivity that supports a range of transport

Requirements of development plan

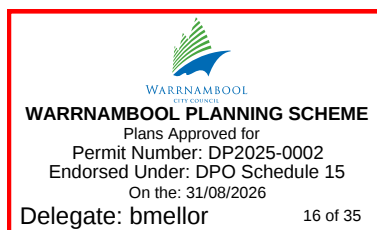
The development plan includes a response to the requirements below:

DPO15 Requirement	Response
Site Context and Analysis	
Analysis of surrounding land uses and development, adjoining roads, public transport routes and relevant infrastructure.	This planning report discusses the context of the site and surrounds. The development plan provides for a visual representation/map of the area.
A feature and level survey prepared by a suitably qualified expert which nominates the ground level and contours of the land, identifies existing and adjoining structures on the surface including current buildings and fences, shows trees and other vegetation, and identifies an existing drainage or utility services.	Approximate contours have been provided for town planning purposes to identify the general topography of the land. Detailed contours will be prepared to finalise detailed design of stormwater solutions, as well as future civil construction of roads. There are no trees or patches of vegetation on the land. The boundary comprises post and wire fencing around the entire perimeter. No buildings exist on the site. Adjoining buildings can be made out in aerial imagery within the development plan set.
An environmental assessment prepared by a suitably qualified expert of the flora, fauna and habitat significance of the land which includes recommended actions for management, revegetation and restoration of any identified conservation and vegetation protection areas where relevant. The assessment must also make recommendations with regard to management of	The subject site has long been used for agricultural purposes, including grazing, where the land is entirely made up of exotic pastoral grasses. There is no evidence of native vegetation on site and the site has been entirely cleared, trampled and grazed over the years, becoming void of any environmental significance.



DPO15 Requirement	Response
noxious weeds as identified by the Catchment and Land Protection Act 1994.	
An archaeological survey and heritage assessment prepared by a suitably qualified expert which includes recommendations for the protection, restoration and interpretation of significant sites, and where appropriate, design measures to sensitively integrate sites. The assessment must also identify areas where a Cultural Heritage Management Plan is required by the Aboriginal Heritage Act 2006.	There is no European heritage of interest on the land. For Aboriginal Cultural Heritage, a draft CHMP document has been provided for review (prepared by Tech Duinn, Revision 2, CHMP 20773, 27/1/2026). At the time of writing the document is still obtaining Registered Aboriginal Party Approval, however it is noted that from the assessment and testing, no Aboriginal artifacts were found. The document identifies where and why a CHMP is required under the Aboriginal Heritage Act 2006 as per the requirements of DPO15, and an approved CHMP will indeed be required prior to any statutory decision for a specified high impact activity associated with significant ground disturbance (ie: planning permit stage).
An environmental audit prepared by a suitably qualified expert identifying any environmental hazards or contamination on the land and proposed treatments, if any; or a qualified statement indicating the absence of such hazards or contamination.	The item is to be provided only to the satisfaction of Council. In this instance, no sensitive use is proposed, and therefore no further reporting has been undertaken. It is noted that for this site, a Preliminary Site Investigation was carried out as per of the planning scheme amendment process (C214) which concluded that the site is considered to have a low potential for contamination and that the risk to human health and environment associated with potential contamination is low (prepared by Provincial Geotechnical Pty Ltd, 8/7/2026).
Land Use Plan	
A clear definition of the Office/Employment land uses generally in accordance with the Warrnambool Eastern Activity Centre Structure Plan (Mesh Pty Ltd, February 2020).	The proposed development plan outlines a vision for anticipated and compatible land uses, aligning with the principles of the Warrnambool Eastern Activity Centre Structure Plan (Mesh Pty Ltd, February 2020). Notably, there is a degree of alignment between the land use outcomes for "office/employment" and those associated with "bulky goods" retail, particularly as it is put within the WEACSP (preferred character and requirements). Both categories contribute to employment generation and support the economic functionality of the precinct. The subject site, with its strong highway frontage, is ideally suited to bulky goods retail. This aligns with the Structure Plan's recognition of the Princes Highway corridor as suitable for secondary commercial uses, including bulky goods, car sales, and showrooms. Furthermore, the site complements the adjoining bulky goods developments, creating a cohesive and functional commercial precinct. The decision to rezone the land as Commercial 2 Zone (C2Z) reflects careful consideration of its characteristics and location. The C2Z was selected as the most appropriate zoning under the Victorian Planning Provisions, ensuring flexibility for commercial

DPO15 Requirement	Response
	activities that require visibility and accessibility along the highway. In contrast, office/employment uses typically do not require such prominent highway frontage and are better suited to sites without this locational advantage. While various uses within the C2Z may not require planning permits, the development plan provides detailed guidance to ensure that future land use and development are consistent with the precinct's broader objectives. Bulky goods retail achieves comparable outcomes to office/employment uses by fostering local employment opportunities, contributing to economic growth, and activating the precinct. To ensure the development aligns with the Structure Plan's vision, built form and landscaping controls will be applied. These measures will maintain a strong visual presence along the highway and deliver a high-quality urban environment. On balance, the introduction of bulky goods retail on this site is appropriate and complementary, enhancing the area's commercial functionality without compromising the overarching vision for the Warrnambool Eastern Activity Centre.
Built Form and Urban Design Guidelines	
Demonstrate consideration of the design guidelines, objectives and requirements listed in the Warrnambool Eastern Activity Centre Structure Plan (Mesh Pty Ltd, February 2020) and include the following: - Built form - Public realm and adjoining land interfaces - Landscaping and fencing - Car parking provision and accessibility - Environmentally Sustainable Design and Water Sensitive Urban Design - Signage - Subdivision	Built form and urban design guidelines are provided as part of the Development Plan, as appropriate. These design guidelines will supplement built form requirements of the Design and Development Overlay – Schedule 18 (DDO18).
Access and Street Network Plan	



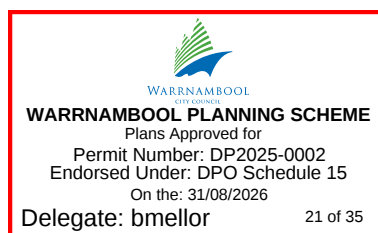
DPO15 Requirement	Response
- An overall street level concept plan that demonstrates compliance with the Design Guidelines in the Warrnambool Eastern Activity Centre Structure Plan (Mesh Pty Ltd, February 2020). - A service road to be provided in accordance with the Warrnambool Eastern Activity Centre Structure Plan (Mesh Pty Ltd, February 2020) adjoining Raglan Parade to the satisfaction of the Department of Transport and Planning. - A plan of pedestrian and bicycle connectivity and integration within and external to the precinct. - Internal street cross-sections to be provided consistent with the Infrastructure Design Manual(IDM) for the applicable standard of road, also demonstrating how street trees can be integrated in road reserves.  WARRNAMBOOL PLANNING SCHEME Plans Approved for Permit Number: DP2025-0002 Endorsed Under: DPO Schedule 15 On the: 31/08/2026 Delegate: bmellor 17 of 35	Please refer to the Access and Street Network Plan provided for details. The site at 19 Horne Road can operate relatively independently of the planning of the broader area, featuring dual access points from both the Princes Highway and Horne Road. The development plan outlines a road network designed for efficient internal traffic circulation, informed by a Traffic Impact Assessment (prepared by ESR Transport Planning, 13/8/2026). When assessed against the WEACSP, the development plan layout does not interfere with the anticipated future network, which includes collector roads to the north and west. Even though privately owned, the proposed road layout allows for potential future connections to the north, as the perimeter road facilitates truck and loading access. Bicycle parking and related facilities will be addressed during the planning permit stage; however, the development plan indicates sufficient space to accommodate these features within the designated car parking areas. A footpath is anticipated along the site's frontage to link with the existing footpath network to the east. Footpaths will also be provided internally to the car parking area as well as along shop frontages. Additionally, a bus stop is situated to the east, in front of the Bunnings site, ensuring strong pedestrian connectivity. In accordance with discussions with VicRoads, a future service lane possibility can be allowed for in the design of the deceleration lane. Further, no U turn modification is required in the Raglan Pde median.
Integrated Water Management Plan	
- Details of an integrated approach to stormwater system management for the whole precinct which addresses all off-site drainage infrastructure requirements (including any on adjoining land external to the area affected by the schedule), and designed with reference to the whole catchment. - Identification of all land to be set aside for drainage purposes, detailing the approximate size and location of all drainage reserves and system requirements.	A Stormwater Management Strategy (SMS) (prepared by SITEC (7/10/2025) has identified how the broader drainage catchment will be accommodated within the precinct, including the development plan area. Along the eastern boundary of the site (adjoining the Rebel sport building), a drainage asset is nominated. Refer to the Integrated Water Management Plan for an overview of the approach to stormwater as well as the broader catchment plan prepared by SITEC (also included within the SMS). An upgrade to the Raglan Parade drainage network is required to ensure appropriate capacity. The network is to cater for 5% AEP (industrial), with overland flow paths available for 1% AEP storm

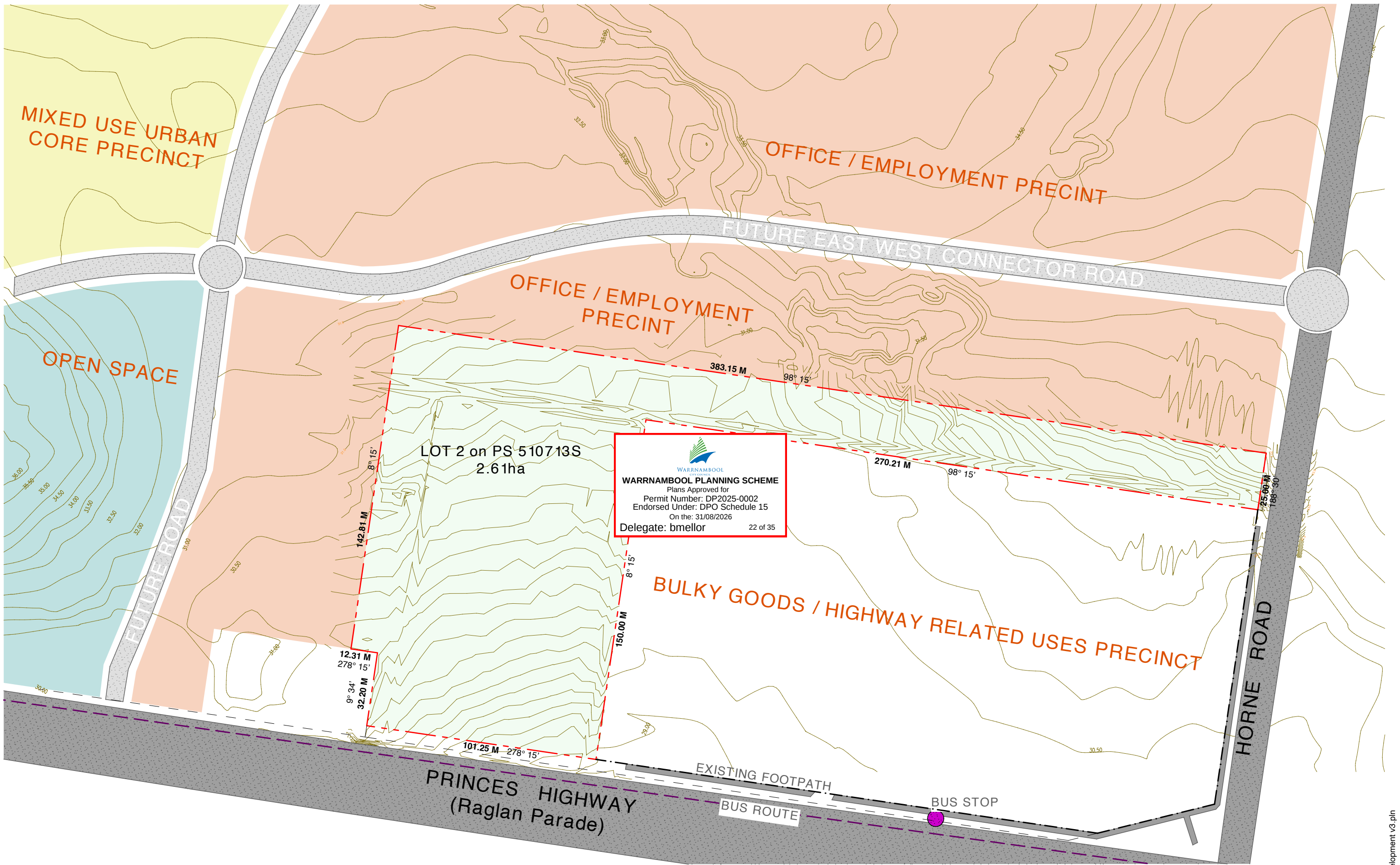
DPO15 Requirement	Response
- A stormwater management system that ensures peak discharge rates, volumes, and pollutant loads of all stormwater leaving the site post development are no greater than pre-development and that ensures no adverse impacts to any surrounding area. - The design, sizing, construction details and maintenance requirements of all Water Sensitive Urban Design facilities including, swales, wetlands, and sedimentation basins, in particular during and post-construction when any wetland plants are establishing.	events. Construction is to be in accordance with Infrastructure Design Manual. A potential drainage retarding basin was anticipated, however, an engineering solution for drainage for the catchment may alter either the size of the basin or what type of asset will go in its place to ensure an appropriate outcome for the broader catchment area. Assets are to be underground storage cells, beneath the car parking area and the commercial traffic lane area, in addition to rainwater tanks. A proposed GPT is located at the Raglan Pde frontage and an amount of fill is required in the front portion of the site in order for drainage assets to line up with outlet pipes. Sustainability items are incorporated within the built form design guidelines, where rainwater tanks, re-harvesting of water and permeable surfaces will be encouraged to improve the integrated water management response of the site. Delivery, ownership and maintenance The proposed drainage and treatment infrastructure (such as underground storage, GPT, and rainwater tanks) is to be constructed on the title of 19 Horne Road, beneath the proposed hardstand and access road areas, ahead of connection into pipework serving the broader DR03 catchment. It is recognised there are two reasonable pathways for ownership of this infrastructure. Given the treatment and storage assets are located within a drainage area required to service the broader catchment rather than solely the subject site, there is a reasonable basis for these assets to become Council-owned and maintained, consistent with their catchment-wide function. The connecting stormwater pipes may similarly warrant a degree of Council ownership, given the network will extend to and connect with upstream landowners. Equally, we note the infrastructure sits within the private title boundary and could instead remain in private ownership on that basis. We are open to either outcome and would welcome Council's guidance on which ownership model it considers appropriate in this specific scenario, so this can be resolved to Council's satisfaction. Delivery is proposed to be secured via planning permit conditions, ensuring the infrastructure is constructed as part of the approved development rather than as a standalone works-in-kind contribution. This provides certainty that the DR03 catchment infrastructure will be delivered concurrently with development, rather than being contingent on a separate funding or construction pathway. This is anticipated under the Warrnambool Eastern Activity Centre Shared Infrastructure Plan 2016.

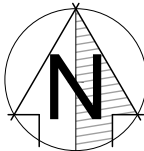
DPO15 Requirement	Response
	It is acknowledged Council's interest in ongoing maintenance certainty given the infrastructure serves the broader DR03 catchment, not solely the subject site. We are open to a maintenance obligation being secured via permit condition or section 173 agreement, whether the assets ultimately sit in private or Council ownership, to ensure the asset continues to perform its shared catchment function irrespective of future changes in land ownership.
Landscape Master Plan	
- The location of any existing vegetation, the nomination of any existing vegetation to be removed or any measures required to provide for its retention, where appropriate. - An overall landscape master plan for any proposed open space, including street tree master plan with an emphasis on landscaping adjoining the interface of development, Princes Highway, Horne Road and internal connector roads. - A description of landscaping themes and written justification for the type and location of landscaping. - A management plan for the establishment of all landscape treatments, including any open space, trees or vegetated wetland areas.  WARRNAMBOOL PLANNING SCHEME Plans Approved for Permit Number: DP2025-0002 Endorsed Under: DPO Schedule 15 On the: 31/08/2026 Delegate: bmmellor 19 of 35	The development plan nominates a native landscape theme and approximate location, serving as a high-level guide for the preparation of a detailed landscaping plan. Notably, there is no existing vegetation on site. Effective ongoing management regimes should be strategically planned, secured, and managed at the planning permit stage. Most private bulky goods centres tend to prefer private maintenance of plantings by landscape gardeners. In this case, however, the majority of plantings will occur in private areas, still providing visual amenity to the public realm. The nominated landscaping theme encourages the use of native species that are compatible with the Ecological Vegetation Class (EVC) of the locality, particularly emphasizing drought-resistant and low-maintenance species. There will be no public open space provided, or roads classified as a public road. There is a strong emphasis on plantings around hardstand areas, especially at the interface with the Princes Highway. The landscaping plan presented provides evidence that there is sufficient space for canopy trees, shrubs, and ground cover. Importantly, the opportunity is retained for potential street trees within the Princes Highway Reserve as well as Horne Road, however this is subject of further investigation and needs to be to the satisfaction of the Responsible Authority. It is thought that trees within the Horne Road reserve would be detrimental for sightlines, and the Princes Highway frontage should retain flexibility to facilitate a potential service road.
Bushfire Management Plan	
For interim bushfire hazards: - The management of the bushfire hazard within the distance specified in Column A in Table 1 to Clause 53.02 (19 metre setback) - The mechanism to be used (for example, condition on planning permit or Section 173	A Bushfire Management Plan has been prepared for the site which assesses potential hazards, and is provided as part of the Development Plan as well as a background document, prepared by Grampians Bushfire Planning (23 April 2026). This also occurred as part of the planning scheme amendment that formed part of the rezoning application for this property.

DPO15 Requirement	Response
Agreement) is to ensure implementation and compliance during the fire danger period. - Ensure that the location, design, and construction of development and landscaping - incorporates and implements bushfire protection measures as required. - Identify areas where the bushfire hazard requires specific bushfire management measures for subdivision and/or building works to be implemented. - Provide more bushfire resilient development for the completed development and during the staging of the development.  WARRNAMBOOL PLANNING SCHEME Plans Approved for Permit Number: DP2025-0002 Endorsed Under: DPO Schedule 15 On the: 31/08/2026 Delegate: bmellor 20 of 35	It was found that due to its context, any future land use, subdivision and development must allow for a response to an interim bushfire hazard. Given the nearest wall to the boundary comprises a non-combustible concrete tilt panel, the required setback can reasonably be reduced from the DPO referenced 19 metres of defensible space to a setback of approximately 6 metres or less. This is broadly comparable to the spatial outcomes typically associated with BAL-40 to BAL-FZ risk responses, having regard to the grassland fuel type and slope classification. The proposed 6-metre setback represents a proportionate and site-responsive outcome and will also incorporate a B-grade all-weather hardstand area capable of accommodating emergency vehicle access. While this area is not necessary for standard truck circulation associated with the rear loading dock operations, it provides a functional and resilience-focused allowance for fire appliance access if required. This will be in accordance with the objectives of the DPO. It is also noted that there will be the appropriate provision of water supply, including rainwater tanks, and hydrants, fire hose reels and boosters on site if required at development stage. Further, a perimeter road (with exception of western boundary), is nominated within the development plan to provide a good location for fighting fires if required, from a potential grass fire from the north. To the west there will be a hardstand all-weather surface suitable for emergency vehicle access if required. As it is a commercial building there will be additional fire regulations to comply with at building permit stage. The Bushfire Management Plan also provides guidance on this, with additional dimensions provided as setbacks from boundaries to allow for appropriate returns/wraps around each corner of the building.
Planning Report	
- How the Development Plan demonstrates consistency with the requirements described within this schedule and the requirements of the Warrnambool Eastern Activity Centre Structure Plan (Mesh Pty Ltd, February 2020). - The infrastructure projects relevant to the precinct and that financial contributions are to be secured via a Section 173 Agreement in accordance with the requirements of this schedule and the Warrnambool Eastern Activity Centre Shared Infrastructure Plan 2016.	This planning report provide for an assessment against the Development Plan Overlay Requirements. Infrastructure projects have also been discussed and will be subject to further negotiations and agreement with Council, in accordance with the Warrnambool Eastern Activity Centre Shared Infrastructure Plan.

5. Development Plans



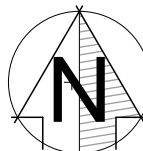


 MPAA STUDIO	Co.Lab, Dispensary Lane Warrnambool VIC 3280 info@mpaastudio.co Phone: (03) 5562 9443 ABN 53253414622	revision: description: date:	project: PROPOSED DEVELOPMENT AT RAGLAN PARADE WARRNAMBOOL VIC. 3280		date:	drawn by:
					AUGUST 2026	JH/MD
		ALL WORKS TO BE CARRIED OUT IN STRICT COMPLIANCE WITH THE NATIONAL CONSTRUCTION CODE (NCC) OF AUSTRALIA. CONTRACTORS TO CHECK ALL SITE DIMENSIONS & LEVELS BEFORE COMMENCEMENT OF WORK. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALE.	client: WARRNAMBOOL PROPERTY INVESTMENTS Pty Ltd		scale:	project no.: rev.:
			drawing title: EXISTING CONDITIONS & STRUCTURE PLAN		NOT TO SCALE A3	24-1440 v3
					designed by:	dwg no:
					CM	TP1 of TP5

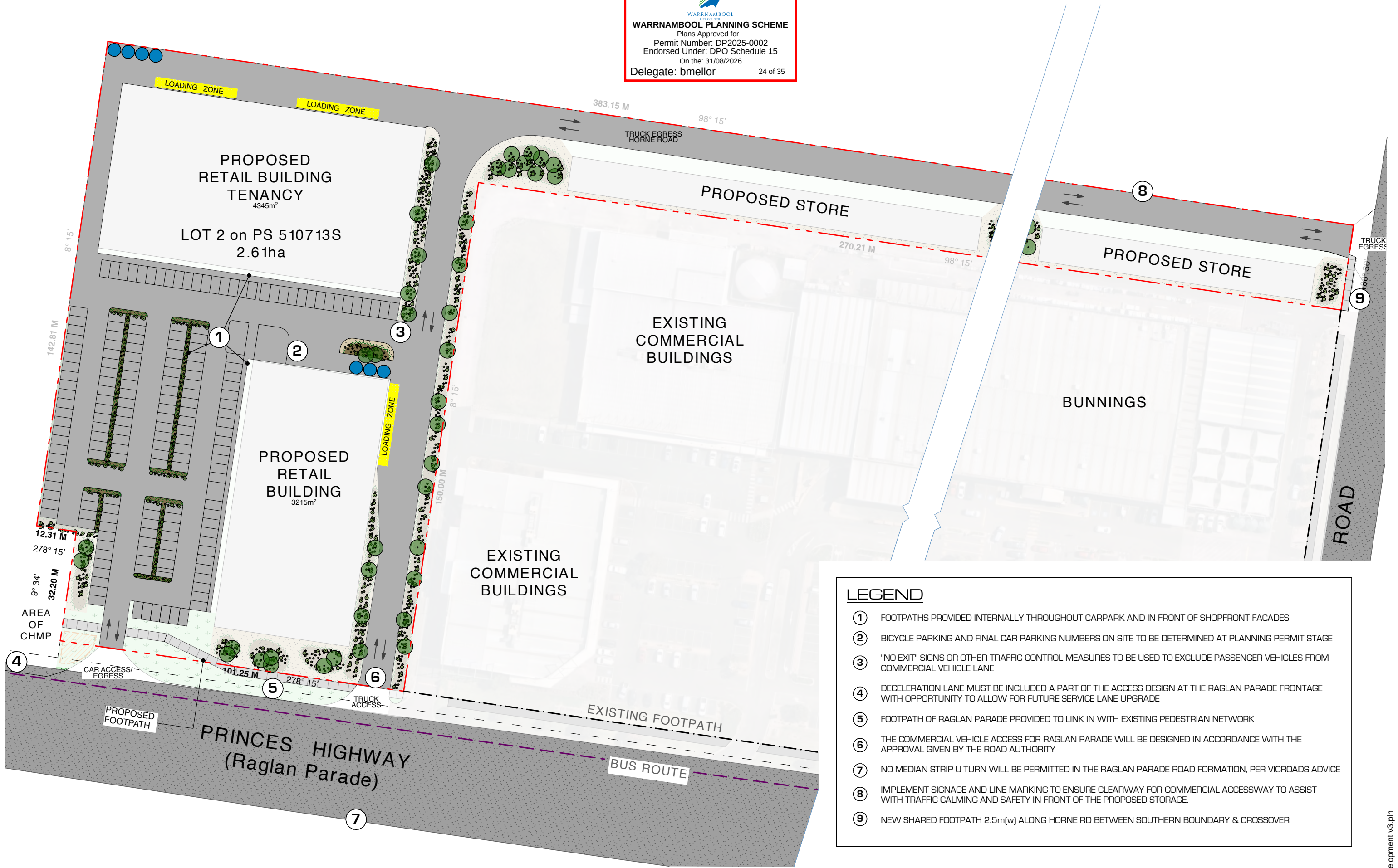
© Myers Planning & Associates 2026

24-1440 Raglan Parade Development v3.pln

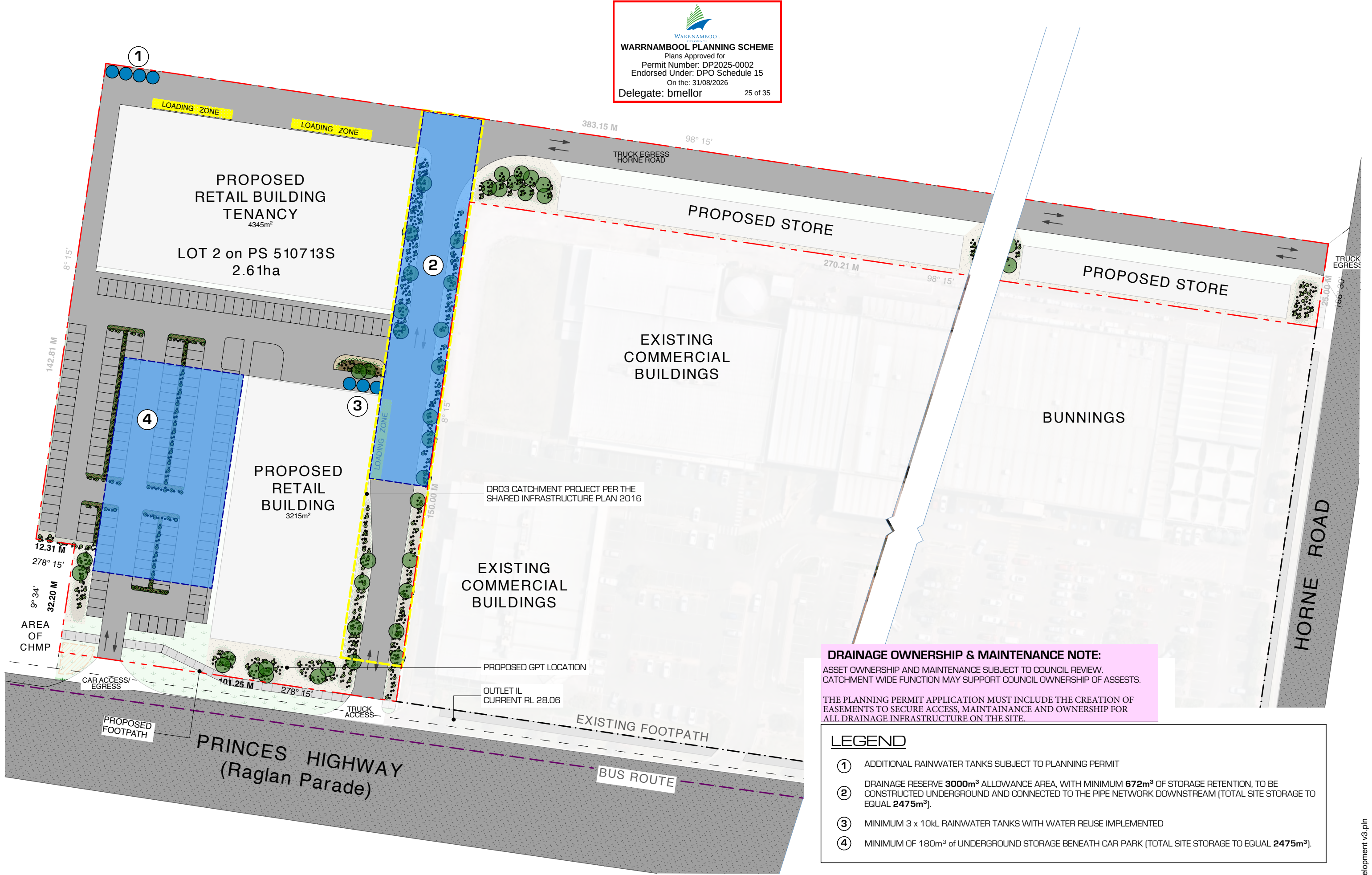


 MPAA STUDIO	Co.Lab, Dispensary Lane Warrnambool VIC 3280 info@mpaastudio.co Phone: (03) 5562 9443 ABN 53253414622	revision: description: date:	project: PROPOSED DEVELOPMENT AT RAGLAN PARADE WARRNAMBOOL VIC. 3280	north: 	date: AUGUST 2026	drawn by: JH/MD	
		ALL WORKS TO BE CARRIED OUT IN STRICT COMPLIANCE WITH THE NATIONAL CONSTRUCTION CODE (NCC) OF AUSTRALIA. CONTRACTORS TO CHECK ALL SITE DIMENSIONS & LEVELS BEFORE COMMENCEMENT OF WORK. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALE.	client: WARRNAMBOOL PROPERTY INVESTMENTS Pty Ltd		scale: 1 : 1000 A3	project no.: 24-1440	rev.: v3
		© Myers Planning & Associates 2026	drawing title: SITE PLAN		designed by: CM	dwg no: TP2 of TP5	

24-1440 Raglan Parade Development v3.pln

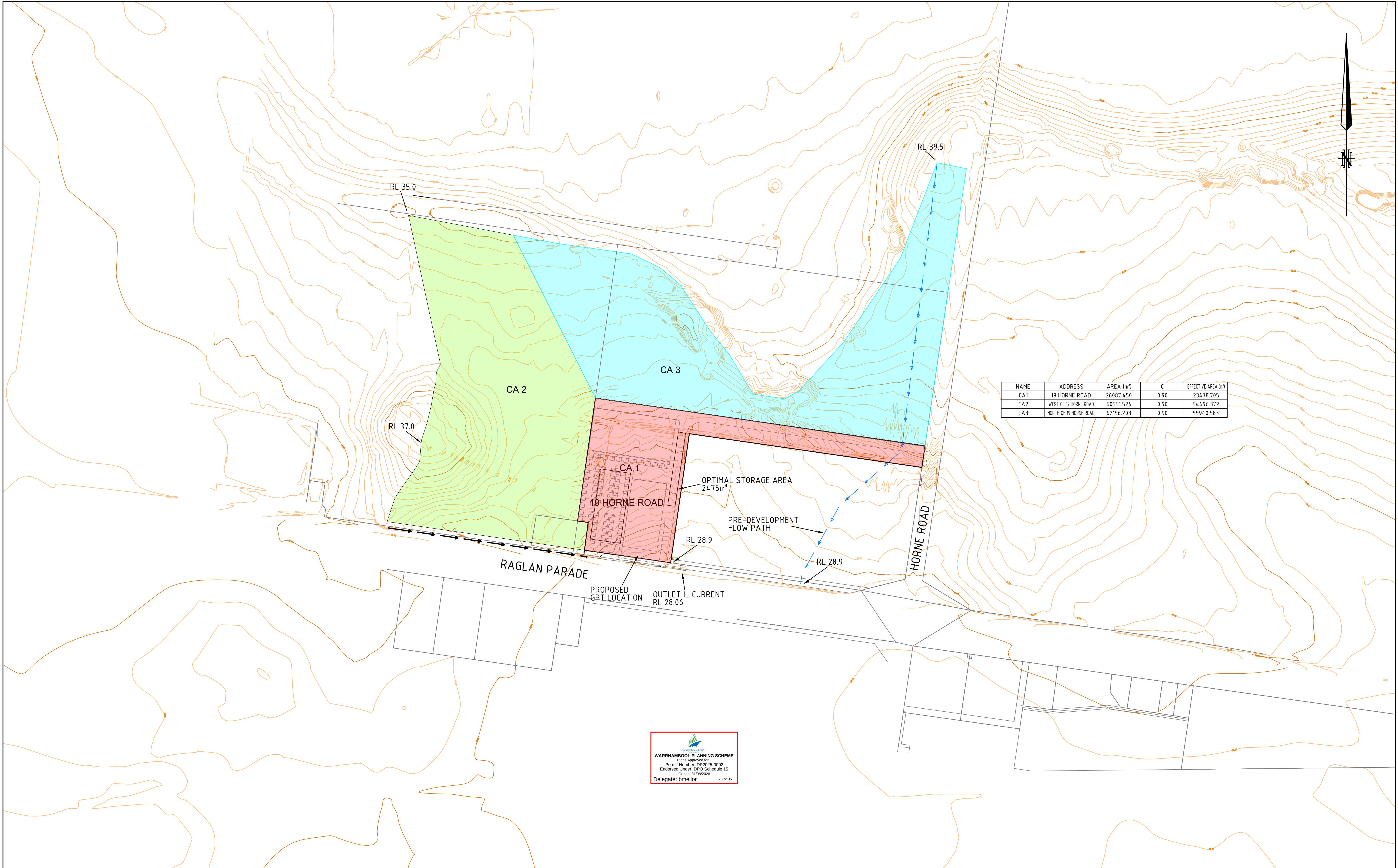


- LEGEND**
- ① FOOTPATHS PROVIDED INTERNALLY THROUGHOUT CARPARK AND IN FRONT OF SHOPFRONT FACADES
 - ② BICYCLE PARKING AND FINAL CAR PARKING NUMBERS ON SITE TO BE DETERMINED AT PLANNING PERMIT STAGE
 - ③ "NO EXIT" SIGNS OR OTHER TRAFFIC CONTROL MEASURES TO BE USED TO EXCLUDE PASSENGER VEHICLES FROM COMMERCIAL VEHICLE LANE
 - ④ DECELERATION LANE MUST BE INCLUDED A PART OF THE ACCESS DESIGN AT THE RAGLAN PARADE FRONTAGE WITH OPPORTUNITY TO ALLOW FOR FUTURE SERVICE LANE UPGRADE
 - ⑤ FOOTPATH OF RAGLAN PARADE PROVIDED TO LINK IN WITH EXISTING PEDESTRIAN NETWORK
 - ⑥ THE COMMERCIAL VEHICLE ACCESS FOR RAGLAN PARADE WILL BE DESIGNED IN ACCORDANCE WITH THE APPROVAL GIVEN BY THE ROAD AUTHORITY
 - ⑦ NO MEDIAN STRIP U-TURN WILL BE PERMITTED IN THE RAGLAN PARADE ROAD FORMATION, PER VICROADS ADVICE
 - ⑧ IMPLEMENT SIGNAGE AND LINE MARKING TO ENSURE CLEARWAY FOR COMMERCIAL ACCESSWAY TO ASSIST WITH TRAFFIC CALMING AND SAFETY IN FRONT OF THE PROPOSED STORAGE.
 - ⑨ NEW SHARED FOOTPATH 2.5m(w) ALONG HORNE RD BETWEEN SOUTHERN BOUNDARY & CROSSOVER



DRAINAGE OWNERSHIP & MAINTENANCE NOTE:
ASSET OWNERSHIP AND MAINTENANCE SUBJECT TO COUNCIL REVIEW.
CATCHMENT WIDE FUNCTION MAY SUPPORT COUNCIL OWNERSHIP OF ASSETS.
THE PLANNING PERMIT APPLICATION MUST INCLUDE THE CREATION OF
EASEMENTS TO SECURE ACCESS, MAINTAINANCE AND OWNERSHIP FOR
ALL DRAINAGE INFRASTRUCTURE ON THE SITE.

- LEGEND**
- ① ADDITIONAL RAINWATER TANKS SUBJECT TO PLANNING PERMIT
 - ② DRAINAGE RESERVE 3000m³ ALLOWANCE AREA, WITH MINIMUM 672m³ OF STORAGE RETENTION, TO BE CONSTRUCTED UNDERGROUND AND CONNECTED TO THE PIPE NETWORK DOWNSTREAM (TOTAL SITE STORAGE TO EQUAL 2475m³).
 - ③ MINIMUM 3 x 10kL RAINWATER TANKS WITH WATER REUSE IMPLEMENTED
 - ④ MINIMUM OF 180m³ OF UNDERGROUND STORAGE BENEATH CAR PARK (TOTAL SITE STORAGE TO EQUAL 2475m³).



NAME	ADDRESS	AREA (m ²)	C	EFFECTIVE AREA (m ²)
CA1	19 HORNE ROAD	26087.450	0.90	23478.705
CA2	WEST OF 19 HORNE ROAD	60551524	0.90	54496.372
CA3	NORTH OF 19 HORNE ROAD	62156.203	0.90	55940.583

WARRNAMBOOL PLANNING SCHEME
Plans Approved for
Permit Number: DP2005-0002
Endorsed Under: DPO Schedule 15
On the: 31/08/2026
Delegate: bmellor 26 of 35

Stuart Ian Titmus

MIEAust NER

Signature _____ Date 16/01/25

Registered on the NER in the area(s)
of practice of Civil Engineering

VBA EC 58059

National
Engineering
Register

BLA PE0001386

SITEC

CONSULTING ENGINEERS

184 FAIRY STREET

WARRNAMBOOL VIC 3280

E: INFO@SITECVIC.COM.AU P: (03) 5561 3939

REVISION	DESCRIPTION	DATE	HOR	VER	NAME	DATE	PS
	DESIGN				S. UWLAND	JAN 25	
	DRAWN				B. TURNER	JAN 25	
B	STORAGE AMENDMENTS	OCT 25	CHECKED		S. UWLAND	JAN 25	
A	STORAGE AMENDMENTS	AUG 25	CAD FILE		24-158 CATCHMENT PLAN - REV B.dwg		
-	INITIAL SUBMISSION	JAN 25					

PLANNING PERMIT NUMBER P-----

PROPOSED WORKS
19 HORNE ROAD
WARRNAMBOOL
OVERALL CATCHMENT PLAN

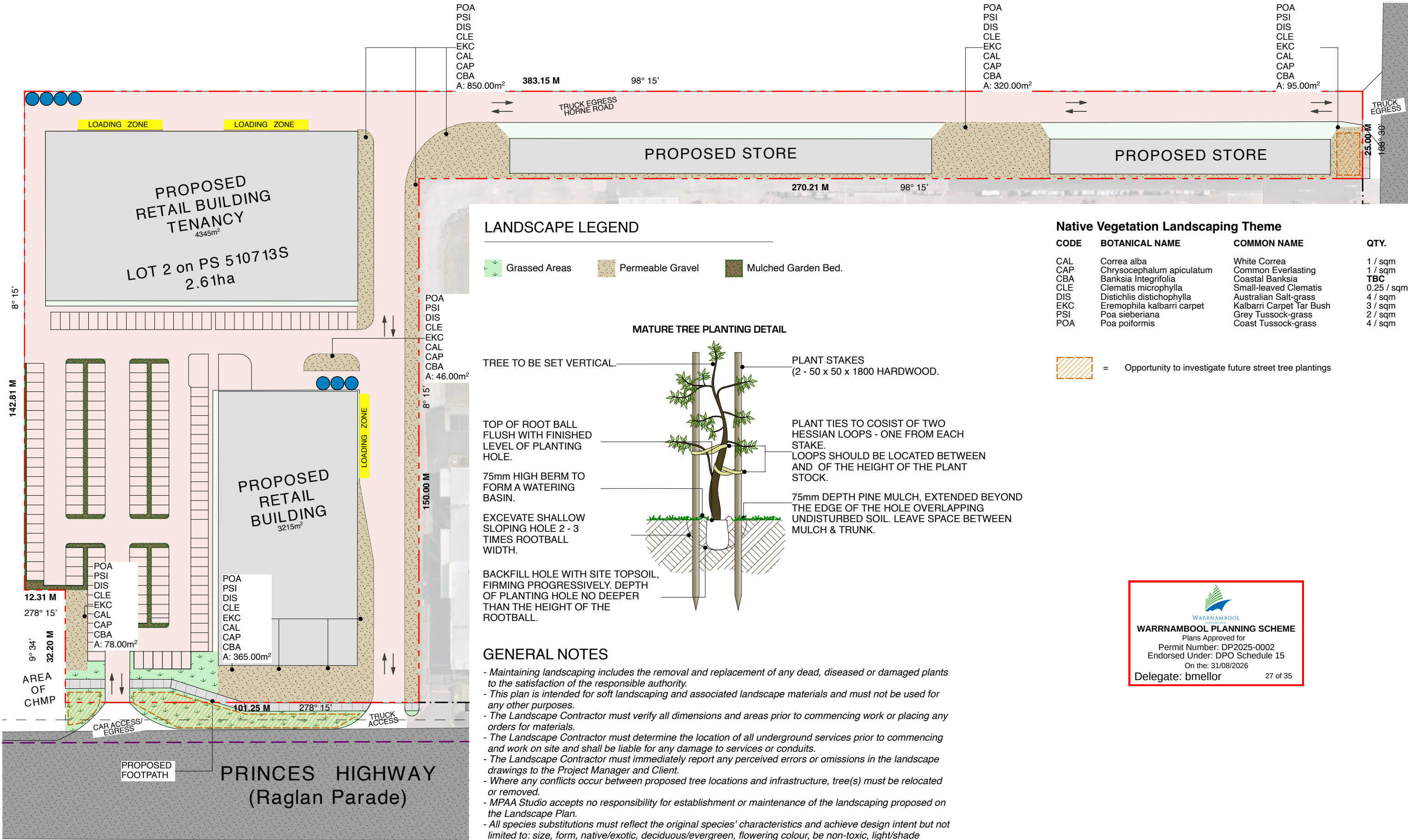
SCALE 1: 2000

SIZE A1

PROJECT No. 24-158

SHEET No. 1 OF 3

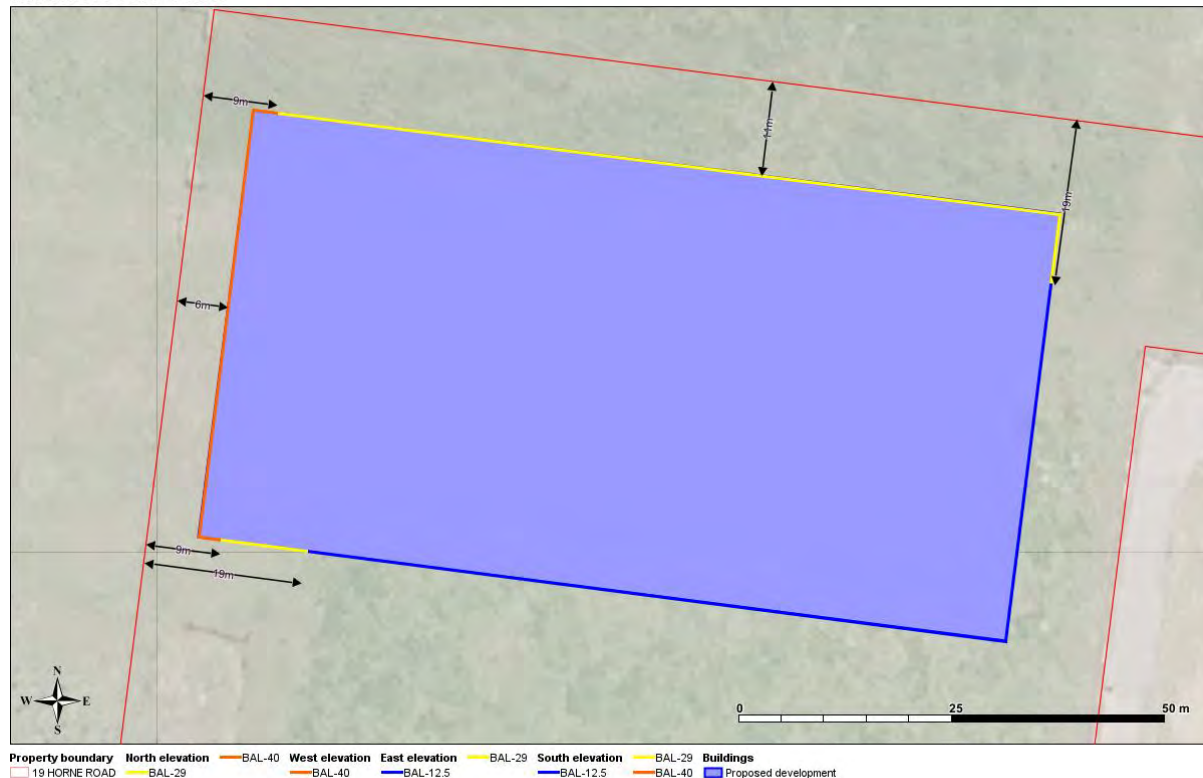
REV B





Bushfire Management Plan – 19 Horne Road Warrnambool

Bushfire Site Plan



Map Printed from FireMaps on Thu Apr 23 10:42:40 AEST 2026

Prepared by : Bruce Farquharson, Grampians Bushfire Planning
0409 510 718 bruce@grampiansbushfireplanning.com.au
Reference: 26233
Date: 23 April 2026
Version No: 1

This bushfire Management Plan applies only to the building proposed for the northern part of 19 Horne Road Warrnambool within 19 metres of the property boundary.



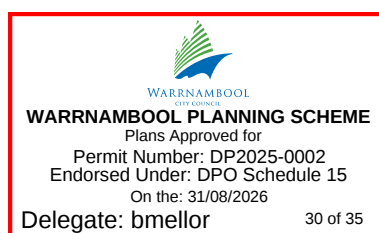
Bushfire Protection Measures

a) Construction Standard

- The building is to be a minimum of 6 metres from the western boundary of the property.
- The building is to be a minimum of 11 metres from the northern boundary of the property. The verandah / roof overhangs over loading docks may encroach into this space.
- The verandah / roof overhangs over loading docks within 19 metres of the property boundary are to be non-combustible
- External walls are to be a minimum of 8 metres high.
- Except where specified otherwise, the building is to be designed and constructed to Bushfire Attack Level BAL-12.5.
- West elevation
 - This elevation is to be designed and constructed to BAL-40.
- South elevation
 - Those parts within 9 metres, measured horizontally, of the western property boundary are to be designed and constructed to BAL-40.
 - Those parts from 9 metres to 19 metres, measured horizontally, of the western property boundary are to be designed and constructed to BAL-29.
- East elevation
 - Those parts within 19 metres, measured horizontally, of the northern property boundary are to be designed and constructed to BAL-29.
- North elevation
 - Those parts within 9 metres, measured horizontally, of the western property boundary are to be designed and constructed to BAL-40.
 - Those parts greater than 9 metres, measured horizontally, from the western property boundary are to be designed and constructed to BAL-29.
- Where any BAL rating is specified, design and construction to a greater BAL rating is permitted.

<End of fire management plan>

6. Design Guidelines

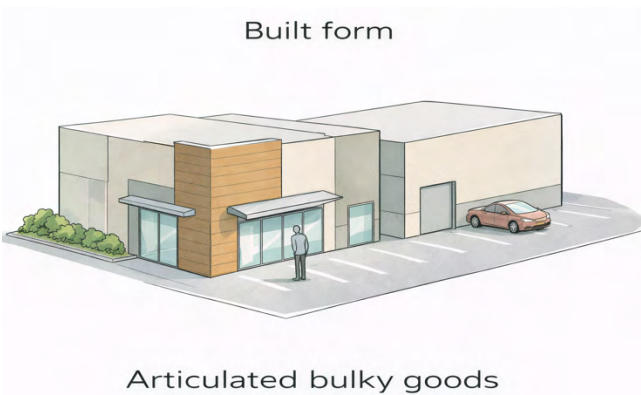


Built Form and Urban Design Guidelines

These guidelines are intended to provide a practical framework to guide future buildings and works within the development plan area, ensuring a high-quality commercial outcome consistent with DPO15, DDO18 and the Warrnambool Eastern Activity Centre Structure Plan.

Given the Commercial 2 Zone and the site's prominent interface with Princes Highway and Horne Road, it is anticipated that future development will include bulky goods, showroom, and large format commercial buildings. Such buildings inherently require large floorplates, functional layouts, and may utilise tilt panel or similar construction methods.

Accordingly, these guidelines focus on the articulation, landscaping, and presentation of large format built form to the public realm, rather than prescribing fine-grain retail outcomes that would be inconsistent with the intended land use function.



Acknowledging bulky goods format, differing design forms and forms of articulation are encouraged

Built Form

Future development should comprise high-quality large format commercial buildings that minimise visual bulk and present a strong architectural outcome to key interfaces.

- Buildings may incorporate large floorplates and tilt panel construction; however, expansive façades should be visually moderated through articulation, material variation, glazing, and landscaping.
- Long wall planes should be broken up through vertical or horizontal articulation, recessed panels, feature elements, or changes in material and colour.
- Building design should avoid monolithic built form when viewed from Princes Highway and Horne Road, particularly at primary elevations. Side elevations presenting to streets are acceptable.
- Roof forms and parapets should incorporate variation and architectural detailing to reduce the appearance of excessive scale.
- Building heights should generally be limited to two to three storeys (approximately 8–10 metres), with any taller elements recessed or designed to minimise visual dominance within the streetscape.
- High quality and durable materials, including metal cladding, masonry, glazing, and textured façade treatments, should be prioritised over large uninterrupted blank precast surfaces where visible from the public realm.
- Plant, loading areas, storage, and building services should be integrated into the overall building design and screened from public view.

Public Realm and Adjoining Land Interfaces

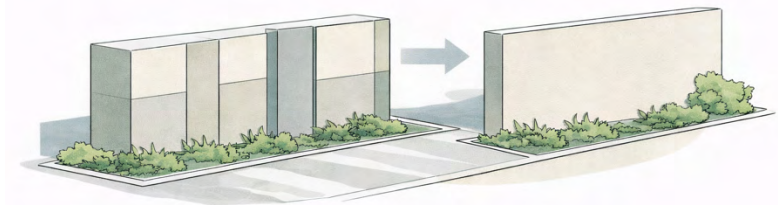
Development should reinforce the site's gateway role within the Eastern Activity Centre and present a strong, legible commercial interface to key roads.

- Buildings should address Princes Highway and Horne Road with clearly defined frontages, entrances, glazing, and architectural detailing.
- Showroom, office, or customer-facing components should be oriented toward primary road frontages where practicable to enhance visual activation.
- Large format retail buildings should prioritise architectural presentation along primary interfaces, while service and loading functions should be directed to secondary or internal areas.
- Each tenancy may present a slightly different façade formats or entry's to assist with articulation.
- Development should provide passive surveillance to streets, car parks, and pedestrian pathways through building orientation and glazing where operationally appropriate.
- Interfaces to adjoining undeveloped or agricultural land should incorporate appropriate setbacks to reduce grassfire risk.
- External lighting should be integrated into building and landscape design to improve safety, legibility, and night-time presentation without creating excessive glare to adjoining land or the highway corridor.



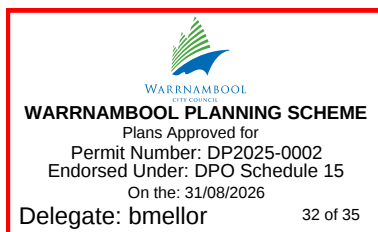
Facade articulated & blank wall treatment

Each tenancy could provide their own façade articulation, with blank walls used sparingly and softened by landscaping.



Facade articulated & blank wall treatment

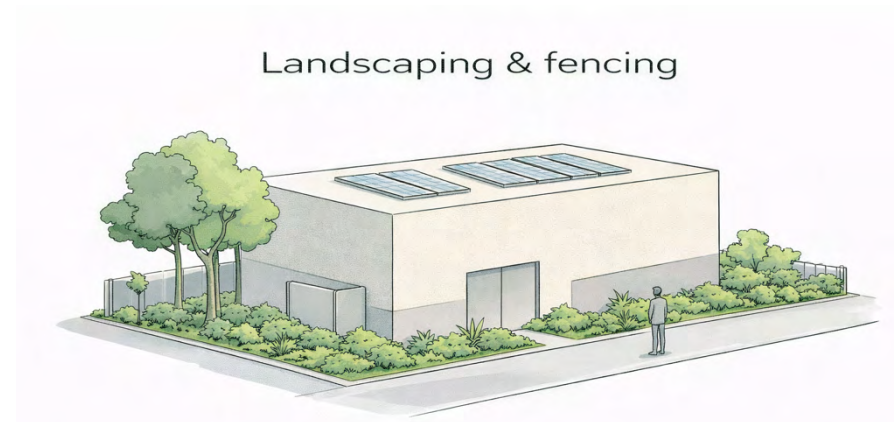
Blank walls softened by landscaping or other methods such as articulation or material/paint differences.



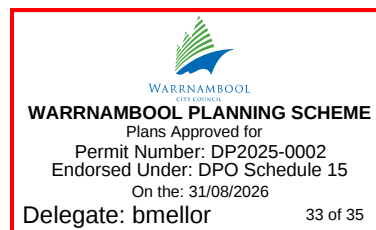
Landscaping and Fencing

Landscaping is a key element in achieving the intended landscaped business park character and softening the visual impact of large format buildings and hardstand areas.

- A strong landscaped gateway interface should be provided along Princes Highway to enhance the visual quality of the corridor and reinforce the gateway role of the precinct.
- Substantial landscaping, including canopy trees, shrubs, and groundcover, should be provided along road frontages, internal accessways, and car parking areas.
- Landscaping should be strategically used to soften blank walls, screen service areas, and reduce the visual dominance of expansive hardstand and parking areas.
- A native and drought-tolerant planting palette is encouraged to reflect local landscape character and ensure long-term sustainability and low maintenance.
- Fencing visible from public areas should be visually permeable, well-designed, and integrated with landscaping rather than dominated by utilitarian security fencing.
- Solid fencing along primary frontages should be avoided unless appropriately softened with substantial planting.



Solid fencing to be avoided along frontages. Fencing to be softened or provide transparency if used, with exception of boundary or loading dock fencing.



Car Parking Provision and Accessibility

Car parking should support the operational requirements of bulky goods development while minimising visual impact from the public realm.

- Car parking areas should be located behind or to the side of built form where practicable, rather than dominating primary street frontages.
- Large parking areas should be broken up through landscaping islands, canopy tree planting, and pedestrian circulation paths.
- Pedestrian pathways should provide safe and direct connections between parking areas and primary building entrances.
- Accessible parking spaces should be located in convenient and clearly identifiable locations near entrances.
- Bicycle parking and end-of-trip facilities should be accommodated within the site in accessible and visible locations.



Parking to be located to side or rear and provide clear access to entry

Environmentally Sustainable Design and Water Sensitive Urban Design

Future development should incorporate environmentally sustainable design measures appropriate to large format commercial buildings.

- Buildings should incorporate passive design principles including orientation, shading, natural lighting, and energy-efficient materials where feasible.
- Rooftop solar infrastructure and energy-efficient building systems should be encouraged to reduce operational energy demand.
- Rainwater tanks should be integrated into building and site design to facilitate rainwater harvesting for landscaping and non-potable uses.
- Water-sensitive surface treatments are encouraged to be utilised for hardstand and other runoff areas.
- Stormwater management measures should align with the broader integrated water management strategy and avoid adverse impacts on surrounding land and infrastructure.

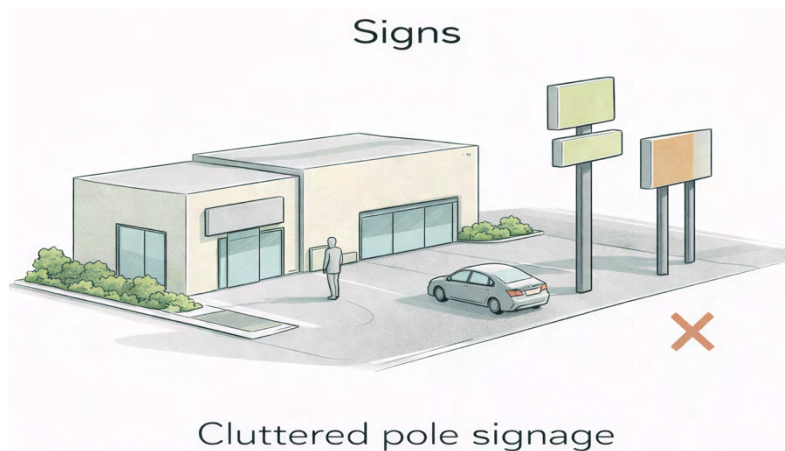


Use of solar panels and rainwater tanks encouraged

Signage

Signage should be integrated into the architectural design of buildings and contribute to a coordinated and high-quality commercial presentation.

- Building-mounted signage should be prioritised over excessive freestanding or pole signage along primary frontages.
- Signage should be proportionate to building scale and integrated with façade design and materials.
- Signage clutter and visually intrusive advertising structures should be avoided, particularly along Princes Highway.
- If pole signage is selected, consolidate within one sign instead of multiple.
- Wayfinding signage within the site should be clear, consistent, and legible for both vehicles and pedestrians.



Avoid cluttered or excess signage

Subdivision

Any subdivision should facilitate coordinated large format commercial development and not compromise future built form, access, or landscaping outcomes.

- Lot layout should allow sufficient depth for large format buildings, landscaping buffers, and discreetly located car parking areas.
- Subdivision should align with proposed access arrangements, drainage infrastructure, and internal circulation networks.
- Fragmentation of key development areas required for landscaping, access, and stormwater infrastructure should be avoided.
- Future subdivision must not prejudice safe and functional access from Princes Highway and Horne Road, in accordance with Department of Transport requirements.
- Subdivision is preferred following a known built form outcome.

