

WARRNAMBOOL PLANNING SCHEME

Plans approved for:

**Dennington Rise Development Plan**

In accordance with the requirements under

Development Plan Overlay – Schedule 1

Warrnambool Planning Scheme

Approved: **20 February 2006**

Delegate:

WARRNAMBOOL CITY COUNCIL

PT 1/3 SITE ANALYSIS

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of



# Dennington Rise

*A great place to call home*

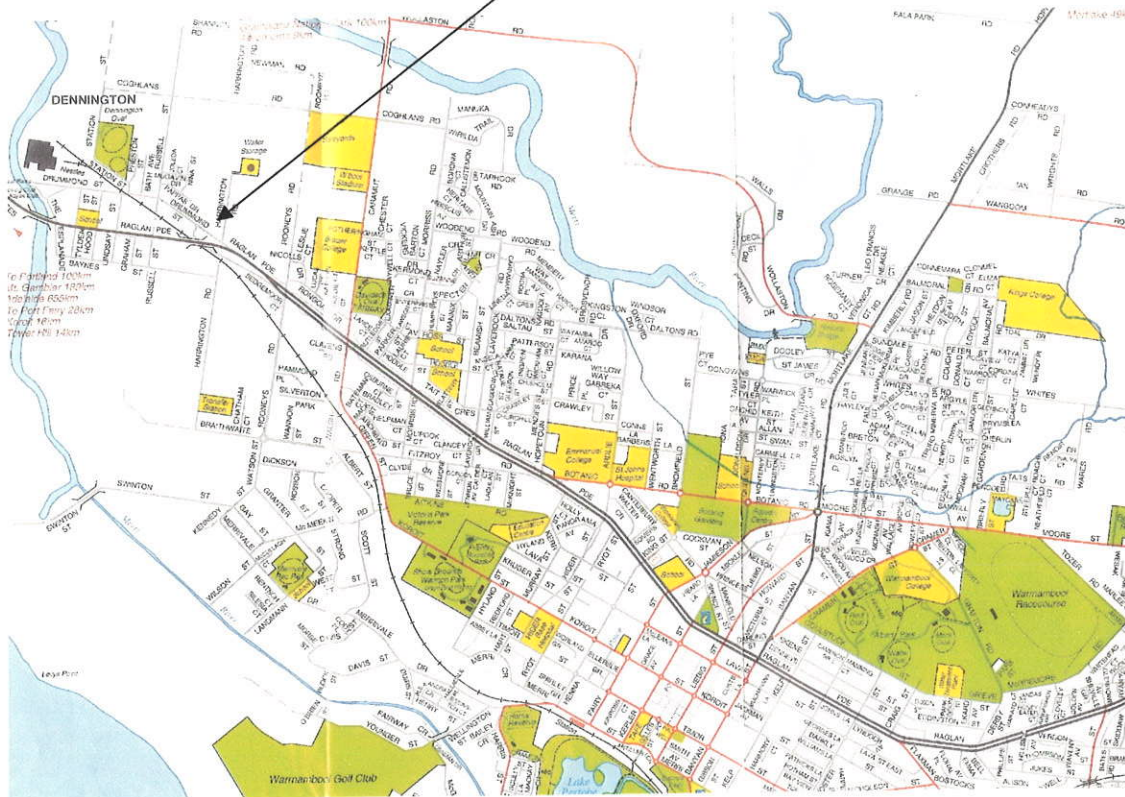
## Site and Context

**67 HARRINGTON ROAD, DENNINGTON**

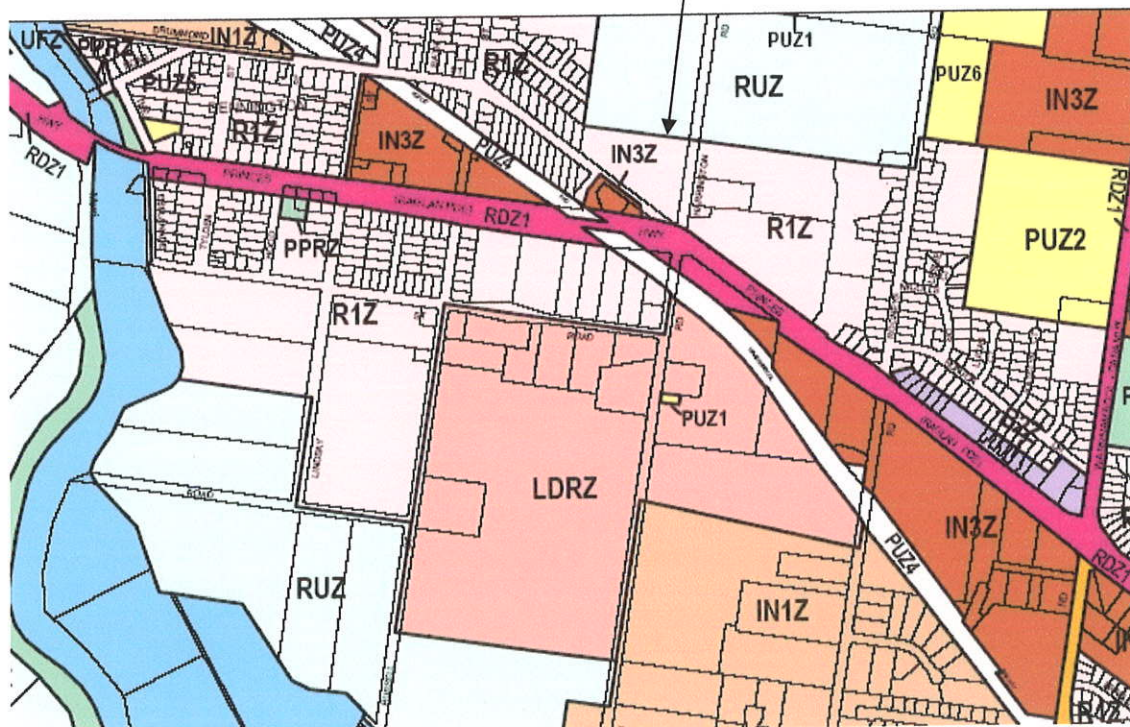
Prepared on behalf of South West Property Developments Pty Ltd  
23 September 2005

**Clause 56.01- Site and Context Description – refer also “Site Analysis & Design Response Plan” Prepared by Alan Simpson – Land Surveyor.**

The subject site is located on the north-west corner of Drummond Street and Harrington Road, Dennington.

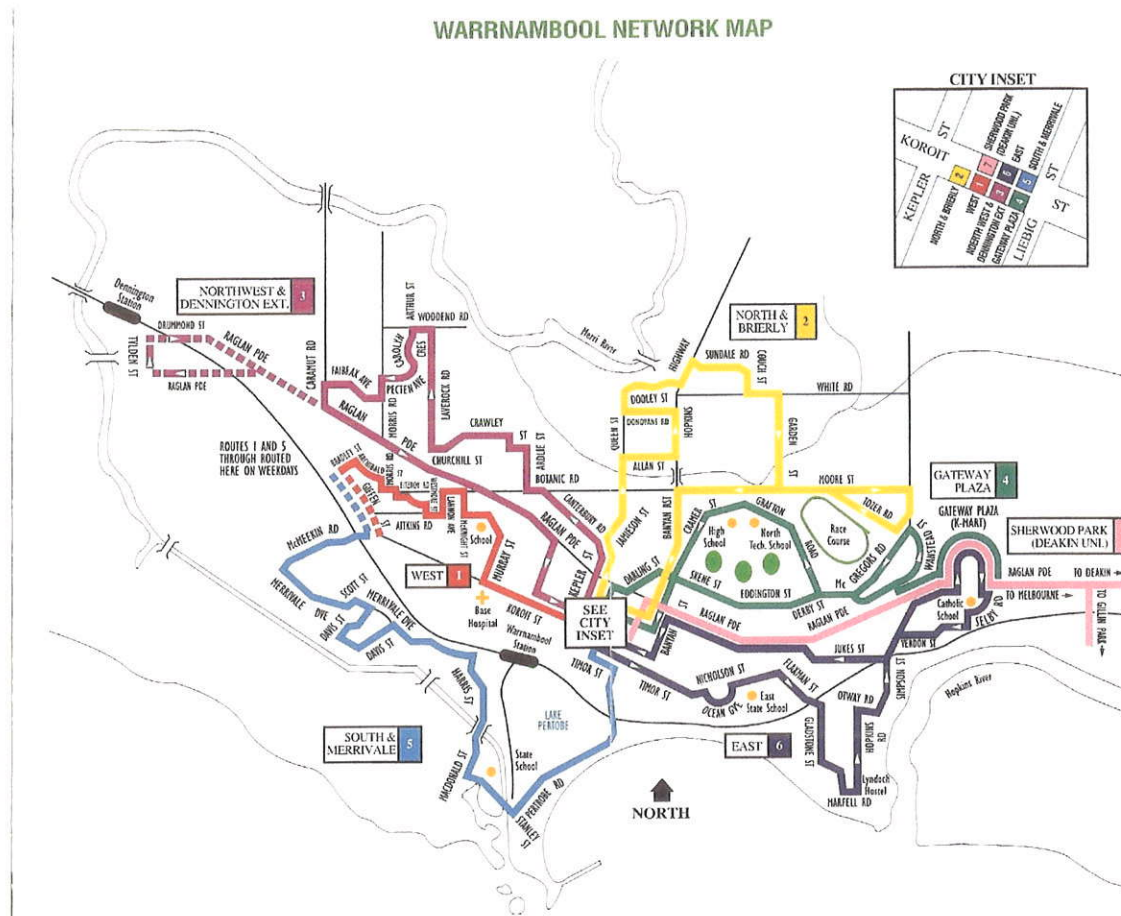


The nearby surrounding land uses include Residential, Rural and light industrial. Dennington has a small retail sector and existing areas of open space all very accessible to the subject site.





Opportunities to access public transport from the subject land is excellent, "Transit South West" Bus Route number 3 known as "Northwest & Dennington", travels east along Drummond Street eventually traveling into the CBD where it links up with other bus routes. There is a bus stop in Drummond Street within 500 metres of the site. – Refer to below "Network Map."



There is existing scattered vegetation on the site but it is not considered to be significant. Noise and odour sources from nearby industrial and commercial uses are considered to be minimal and have not restricted the residential development of other land within close proximity to the site.

The photos and "Site Analysis & Design Response" Plan adequately depicts the natural ground levels of the site. As shown significant viewlines can be achieved from many of the elevated sections of the site.

The soil conditions on the site have high quality drainage characteristics and there are no known contaminated or filled areas.



View from Centre of Drummond Street, looking east. Subject site to the left. Note ground level variation.

Same view but from the verge







View from existing footpath, which runs between subject site and Drummond Street, looking east.



View from footpath on north side of Drummond Street, (immediately adjoining site), looking south at the Dennington Bypass Road intersection.





View from Drummond Street footpath, looking east, south-west corner of subject site in view.



View from Harrington Road-Drummond Street intersection view looking west.





View from Harrington Road-Drummond Street, intersection looking west along subject site's southern boundary.



View from Harrington Road, looking south towards, Drummond Street, continuation of Harrington Road in distance.





Subject site view towards south east corner/section.



View of subject site looking north along, western boundary.





View of subject site, south-west corner/section, note ground levels.



View of subject site looking north towards its centre (from Drummond Street footpath).



Subject site, standing at approximate mid-point of southern boundary looking north.



View of subject site, note existing house on site which will be contained within proposed Lot 6.





View of subject site, from Harrington Road looking south-west – Cars traveling along Dennington Overpass in view.



View from south-east corner of the site looking north-west.





View of subject site, looking towards south-west corner (standing at Harrington Road).



View from Harrington Road, looking south-west, Rural Zoned part of site in foreground. Note views and vistas toward dunes.

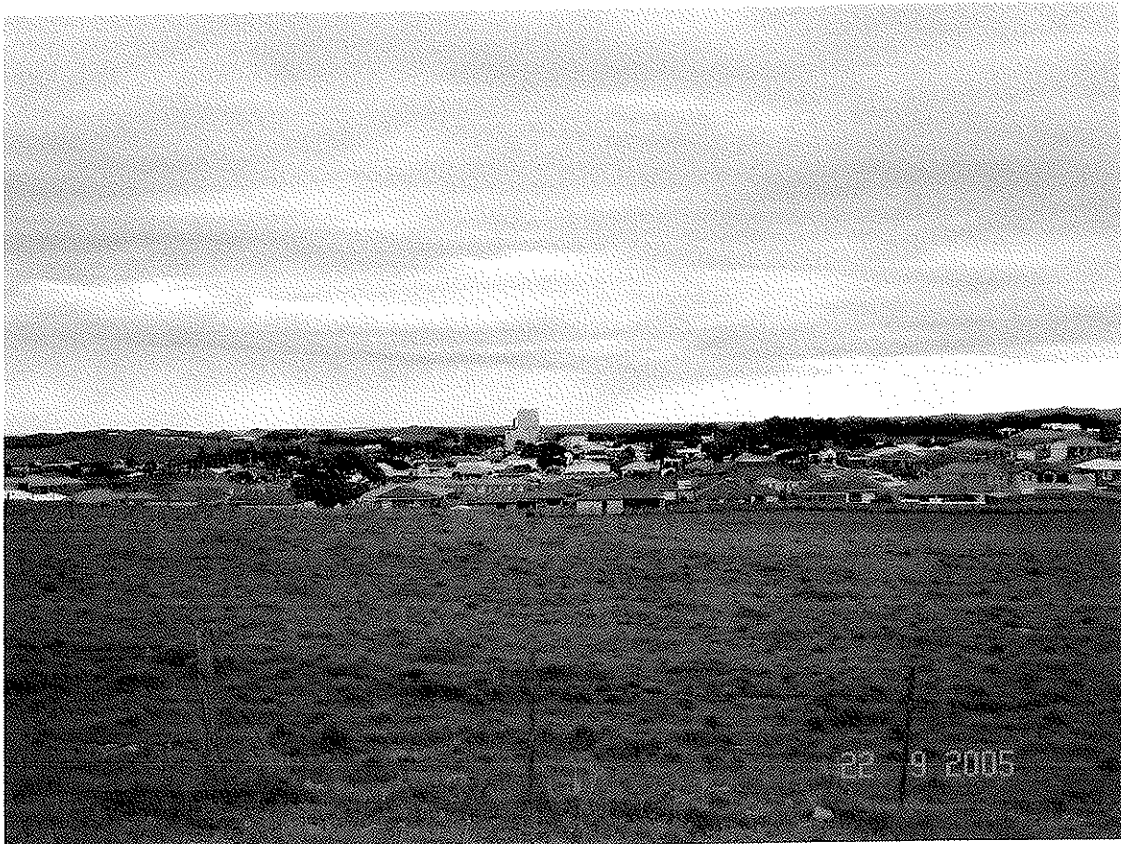




View looking south down Harrington Road.



View looking north along Harrington Road, near water tower entrance.



View from Harrington Road looking west, Rural Zone part of subject site in foreground.



View from Harrington Road, looking north-west, Rural Zoned part of the site in foreground.





View from Harrington Road, looking south-west, Rural Zoned part of site in foreground. Note views and vistas toward dunes.



View from Harrington Road looking south, Rural Zoned part of the land in view.

# DEVELOPMENT PLAN AND SUBDIVISION

## WARRNAMBOOL PLANNING SCHEME

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# Dennington Rise

*A great place to call home*

## 67 HARRINGTON ROAD, DENNINGTON

Prepared on behalf of South West Property Developments Pty Ltd  
23 September 2005

Amended 12 October 2005

# ADVERTISED



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## **1.0 Introduction**

This application relates to the subdivision of land at Crown Allotments 55 (Part) & 57, Parish of Wangoom, Township of Dennington (Vol 7457 Fol 074 & Conv Book 854 No 617), 149 Harrington Road, Warrnambool.

The subject site is located on the north-west corner of Drummond Street and Harrington Road, Dennington. The subject land has a total area of approximately 12.010 hectares.

The subject site is partly contained within the Residential 1 Zone, with the Development Plan Overlay Schedule 1 (DPO1) and the Design and Development Overlay Schedule (DDO4) and partly contained with the Rural Zone of the Warrnambool Planning Scheme (WPS).

The Rural Zone portion of the land is not proposed to be developed as part of this application; however, a boundary realignment to include the rural land in one whole title does form part of this application.

The subject site forms part of the Dennington North Structure Plan area. The subject site is identified in the Draft Dennington Structure Plan as being appropriate for conventional residential development.

This proposal has been developed in consultation with Council Officers and the consultants engaged to undertake the Structure Plan.

## **2.0 Summary of the Proposal**

The land which is currently contained within the Residential 1 Zone is proposed to be subdivided to create twenty (20) allotments including portions of four (4) new roads and two (2) reserves.

Lot 200 is proposed to be the 'balance lot', and is entirely contained within the Rural Zone part of the land, which will be subject to a separate combined Planning Scheme Amendment and planning permit application in the near future. This balance lot is created via boundary realignment permissible pursuant to the Rural Zone, Clause 35.01-4, "subdivision" dot point 1.

An indicative road and lot layout for the land currently contained within the Rural Zone is shown on the Development Plan for the purposes of clarifying possible future linkages.



The proposed residential allotments range in size from 550 square metres to 2,129 square metres. The average lot size is 810 square metres.

For the purposes of certification and compliance, the subdivision is to be undertaken in two (2) stages. Lots 1-5 (inclusive) and Lot 200 will be created via Stage 1, these lots all contain existing road frontage to Harrington Road. Lots 6-20 (inclusive) and the portions of the roads and reserves will form Stage 2.

The proposed subdivision is configured by way of an Access Street (R-2) running west from Harrington Road (approximately 107 metres north of Drummond Street intersection), this road turns to the north and will connect will the rural land to the north.

A small 'court bowl' (R-3) will run south from R-2 (approximately 90 metres west of Harrington Road) and a road running north (R-4) off R-2 will commence opposite this south running "court bowl" (R-4). R-1 is shown as a 22 square metres splay at the south east corner of the site.

The length of road frontages to the allotments range from 12.86 metres to 49.83 metres. Overall there is a good variation in the shape and size of the allotments.

R-2 proposes to have a road reserve width of 18 metres (30 metres at intersection of Harrington Road). This will allow a pavement width of 7.5 metres, and a 1.5 metre footpath on both sides of the road. R-3 will have a road reserve width of 15 metres (21.02 metres at intersection) which will allow for a 5.5 metre pavement width with footpath on one side.

There are two (2) reserves proposed, Reserve No 1 is a 2.3 metres wide strip which runs parallel with the southern boundaries of proposed lots 1, 18, 17, 15, 14, 13 and 12. This reserve provides for a mechanism to prevent any future access from these lots to Drummond Street and will effectively form part of the Drummond Street road reserve.

Reserve Number 2 is an 8 metre wide space which runs from the southern end of the Court Bowl (R-3) and will provide for a pedestrian link from development to the Drummond Street footpath.

The location of the roads and footpaths will provide an important link within the neighbourhood by providing a connection with established road and footpaths.

The application is also seeking approval for temporary signage consisting of display banners on poles in order to promote the sale of the land. There will be a total of 9 poles with banners.

The pole height will not exceed 7 metres above ground level and the area of the banners will be approximately 1 metre by 2.3 metres. The poles will be constructed within the title boundary of the property and will be spaced evenly along the Drummond Street and Harrington Road boundaries. The pole banners will be dismantled following the sale of the allotments – Refer design of banners attached.

### **3.0 Zones and Overlays**

Clause 32.01 of the WPS contains the Residential 1 Zone. The purpose of the Residential 1 Zone is to:

- To implement the State Planning Policy Framework (SPPF) and the Local Planning Policy Framework (LPPF), including the Municipal Strategic Statement (MSS) and local planning policies.
- To provide for residential development at a range of densities with a variety of dwellings to meet the housing needs of all households.
- To encourage residential development that respects the neighbourhood character.
- In appropriate locations, to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs.

It is considered the proposed subdivision achieves the above purposes.

The relevant objectives and implementation measures of the SPPF and LPPF are adequately achieved by the subdivision proposed.

The residential subdivisions proposed provides for a diverse mix of densities, lot shapes and orientations to encourage a variety of dwellings sizes and type.

It is considered the configuration of the subdivision including the roads and lot layout appropriately responds to the features of the neighbourhood and successfully contributes to a growing residential area.



Clause 43.02-4 contains the provisions relating to the DDO4. DDO4 relates to construction or extensions of single dwellings that are seven metres or higher above ground level, these provisions are not relevant to this subdivision application.

Clause 43.04-1 contains the provisions relating to the DPO1 these provisions are addressed in other accompanying documentation and are considered to be satisfied.

#### **4.0 State and Local Planning Policy Framework (SPPF & LPPF)**

The SPPF sets out general policies and principles for land use and development in Victoria.

The policies are grouped into six headings – settlement, environment, housing, economic development, infrastructure and particular uses and developments.

Key components that are relevant to this subdivision include:

Clause 14.01, "Planning for Urban Settlement", this policy aims to ensure that there is a sufficient supply of land for all types of uses and that urban areas are developed in an orderly manner.

Clause 15.12, "Energy Efficiency" is also relevant, as it encourages Planning and Responsible Authorities to:

- "Promote energy efficient building and subdivision design
- Promote the consolidation of urban development and integration of land use and transport
- Encourage the retention of existing vegetation or revegetation as part of subdivision and development proposals"

Clause 16, "Housing" incorporates objectives relating to the provision of single dwellings, medium density housing and rural living / rural residential development. Its aim is to ensure new residential development is well serviced, that medium density housing respects neighbourhood character, that densities be increased wherever possible and that rural living allotments are appropriately sited.

Clause 18, "Infrastructure", this policy contains clauses relating to declared highways, railways and tramways, car parking and public

transport access to development, bicycle transport and water supply, sewerage and drainage. Generally, the objectives are to ensure that land use is located close to existing or planned transportation (public and private), and that appropriate infrastructure is provided to new development.

Clause 18.02, "Car parking and public transport access to development" is also relevant. The development takes advantage of existing public transport available in the area.

Clause 19.01, "Subdivision" is also relevant. The objective under this policy is to control subdivision of land through Planning Schemes, within the framework of the Planning & Environment Act and the Subdivision Act. Under "General Implementation" planning schemes are required to enable referral of subdivision applications to relevant statutory authorities responsible for water, sewerage, drainage, electricity, gas and telecommunication services.

Clause 19.0.3 "Design and Built Form", the objective of this clause is to achieve high quality urban design and architecture that reflects the particular characteristics, aspirations and cultural identity of the community, enhances liveability, diversity, amenity and safety of the public realm and promotes attractiveness of towns and cities within broader strategic contexts.

Clause 21 and 22 (inclusive) contains the MSS and Local Policies.

The MSS contains clear vision statements about the future of Warrnambool, including:

- Encouraging sustainable management of the municipality's natural assets and environmental features, with particular emphasis on improving the quality of waterways and protecting riparian water frontages;
- Ensuring future urban development occurs in a compact form;
- Ensuring new development is provided with full infrastructure and social and community facilities;
- Avoiding linear and isolated developments; and
- Protecting productive agricultural land.

Other matters covered in the MSS include settlement and housing development, environment, economic development and infrastructure, and each matter contains a series of related issues, objectives and strategies. Among the issues identified relevant to the Dennington Area are:



- The need to maintain a compact urban form that will allow for the ease of service delivery and minimal infrastructure costs (Clause 21.08),
- The need to accommodate the growing population of the municipality within a range of dwelling types suitable for the needs of the community (Clause 21.08),
- The need to achieve a quality of residential development which conforms with accepted principles of sustainability and efficiency (21.08),
- The need to provide for a diverse range of housing opportunities that do not detrimentally impact on the residential amenity of an area (21.08),
- The need to protect and enhance, and improve access to the Merri River (Clause 21.09),
- The need to maintain and diversify the City's industrial base, including encouraging primary production (Clause 21.10), and
- Encouraging residential development in areas where community facilities are readily available (Clause 21.11).

Planning Scheme Amendment C43 provides for a re-written MSS and a new suite of local policies. This amendment is currently on exhibition.

Relevant to the subject area, the proposed new MSS adopts the recommendations of the Warrnambool Land Use Strategy and designates Dennington/North Dennington as an area for urban growth.

The Dennington North Structure Plan is also a direct result of the Land Use Strategy. This proposal has been developed to be in accordance with the visions and principles of the Structure Plan.

## **5.0 Policy Response Summary**

It is considered the proposed road and pedestrian networks will integrate well with the existing neighbourhood and the proposed lots sizes and shapes provide for a diverse mix housing development.

The proposed subdivision also enhances liveability, diversity, amenity and safety of the public realm. It is also believed the development will promote the attractiveness of Warrnambool within a broader strategic context.

In essence both the State Planning Policy Framework and Local Planning Policy Framework seeks to encourage urban consolidation objectives, including the retention of existing urban boundaries, the increased provision of diverse housing opportunities and the utilization of existing infrastructure.

These policies also emphasize the need for new development including, subdivisions, to respond to established neighbourhood character and to protect the amenity of the adjoining properties. It is considered the proposed subdivision encompasses all of the above policy principles.

It is believed the proposed lots and road network proposed within the subdivision maintain a consistent pattern which has been recently established in the Pappas Drive, Nina Street and Darwina Street subdivisions. The proposed road and lot layout provides for logical future connections those surrounding streets.

The new roads proposed will integrate and link in well with the surrounding neighbourhood and maximise the topographical features of the site. The diverse mix of lot sizes and dimensions is also a consistent feature of the neighbourhood.

Overall the proposal is an appropriate example of urban consolidation within an established urban environment. It is also considered future amenity impacts for occupants of the site and surrounding land will be minimised.



## **6.0 Development Plan Overlay**

Clause 43.04 of the Warrnambool Planning Scheme contains the provision relating to the Development Plan Overlay (DPO).

The purpose of the DPO is:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.
- To exempt an application from notice and review if it is generally in accordance with a development plan.

### **Clause 43.04-1 "Requirement before a permit is granted"**

A permit must not be granted to use or subdivide land, construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority.

A permit granted must:

- Be generally in accordance with the development plan.
- Include any conditions or requirements specified in a schedule to this overlay.

### **43.04-2 Exemption from notice and appeal**

An application under any provision of this scheme which is generally in accordance with the development plan is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

### **43.04-3 Preparation of the development plan**

The development plan may consist of plans or other documents and may, with the agreement of the responsible authority, be prepared and implemented in stages.

The development plan must describe:

- The land to which the plan applies.
- The proposed use and development of each part of the land.
- Any other requirements specified for the plan in a schedule to this overlay.
- The development plan may be amended to the satisfaction of the responsible authority.

#### **6.1 DPO Schedule 1 – “Residential Development Plan”**

The schedule 1 of the DPO applies to the subject site. The schedule is titled “Residential Development Plan.”

Clause 1.0 of the DPO1 state the requirements to met before a permit is granted

- A Development Plan is required to be submitted and approved by the responsible authority prior to subdivision of the land into more than two lots.

The Development Plan will:

- Include a Site Analysis which shows the topography of the land, and the location of any existing vegetation, drainage lines, existing buildings, sites of conservation, heritage or archaeological significance and other features.
- Show the proposed subdivision layout including lots, roads, public open space and other features of the subdivision in a manner which is responsive to the features identified in the Site Analysis.
- Identify the means by which sites of conservation, heritage or archaeological significance will be managed during the construction phase of the subdivision.
- Identify Appropriate Building Areas on the site and within individual lots that are suitable for the construction of dwellings or other buildings, which are not affected by constraints such as slope, potential for inundation, or presence of remnant vegetation to the satisfaction of the responsible authority. If there are no constraints affecting the site, all lots should be notated as Appropriate Building Areas.



- Include a Landscaping Plan showing the location of existing vegetation to be retained and proposed vegetation.
- Show suitable road and pedestrian linkages between the site and adjacent areas.
- Outline arrangements for the provision and funding of physical infrastructure.
- Identify the staging of the subdivision.

## **6.2 "Dennington Rise Development Plan"**

***The information submitted to satisfy the information required by the above-mentioned points of the DPO1 consists of:***

- ***This Planning Report,***
- ***The attached site and context description including photos,***
- ***The "Site Analysis & Design Plan prepared by Alan Simpson Land Surveyor,***
- ***The Landscape Plan prepared by Andrew George Landscape Architect and;***
- ***Supplementary engineering information provided by How Woodhouse Graesser.***

### **Site analysis**

The "Site Analysis & Design Response Plan" appropriately identifies the ground levels and contours of the site and surrounding area. The photos attached also assist in demonstrating the variation in levels.

Physical constraints of the site are identified as the site's overall width, in parts significant variation in ground levels and the Drummond Street interface.

The width of the site has subsequently restricted the road pattern layout. Placement of roads has also had to consider the slope of the land and the variation in levels. It was not considered safe or practical to allow vehicular access from lots onto Drummond Street.

Appropriate lot boundary fencing and landscaping of the Drummond Street road reserve has been designed at the request of Council Officers.

Allotment sizes have been designed to ensure buildings can be appropriately designed and developed on all of the proposed allotments. Part of the more elevated allotments will have significant viewlines.

Proposed Lot 1 has been designed and sited for a possible, permit required, non-residential use, or an appropriately designed and sited multi-dwelling residential development could occur on Lot 1.

There are scattered plantings of trees and shrubs on the site (mainly near the south-east corner). It appears some vegetable farming had occurred on the site. The existing vegetation on the site is not considered to be significant existing.

The natural drainage lines following the contours and levels of the land, there are several natural depressions over the land which could attract pooling of water, but the drainage qualities of the soil is high therefore water infiltration and dispersion occurs without impact.

The land depression in the vicinity of proposed lots 17, 18 and 19 and R-3 may be filled to bring the land to a more even level. This will be subject to a design prepared by the Civil Engineers.

There is an overall fall in the land from north to south (i.e. from Coghlan's Road down to Drummond Street), however as the plan and photos demonstrate the fall is undulating and not even. The same can be said about the part of the site subject to this application.

The existing dwelling is shown on the plan and the photos also identify existing shedding on the property. The existing dwelling on the site is not a significant heritage building; it is a modest single storey concrete cottage of which there are many other examples in Warrnambool and for that matter in Dennington.

There are no known parts of the site which are of conservation, archaeological or heritage significance. In the event that any significant artefacts are discovered during the construction process, the relevant stakeholders and authorities will be notified accordingly.

There are no known easements currently applying to the land.

#### The Road and Allotment Layout Including Possible Future Linkages



The road and lot layout shown on the on the "Site Analysis & Design Response Plan" also shows a concept plan for the future development of the part of the site which is zoned Rural. This is shown only to demonstrate how the part of the development, subject to this application, could be linked (in future) with Pappas Drive, the land to the north and additional connections to Harrington Road.

The road alignments and lot layouts are considered to be responsive to the overall constrained width of the site, the undulating topography of the land and the matters raised during the Dennington North Structure Planning (i.e. encourages linkages to the north).

The road intersection points within the subdivision and with Harrington Road are also considered to be safe, manageable and appropriate and have been located in consultation with Council Officers.

#### Building areas

All areas on the proposed allotments are described as appropriate building areas. As mentioned the land depression in the vicinity of proposed Lot 20, 19 and 18 may be filled to enable appropriate road levels.

There diverse housing choice opportunities provided for by the proposed road and lot configuration.

Proposed Lot 1 has been designed and sited for a possible, permit required, non-residential use, or an appropriately designed and sited multi-dwelling residential development could occur on Lot 1.

#### Landscaping -refer to Landscape Plan

Each allotment will be planted with one street tree. The Landscape Plan also shows proposed plantings along the road reserve on between the subject sites southern boundary and the north edge of the Drummond Street pavement. Planting are also shown in the two (2) proposed reserves. The proposed planting are consistent with Council's expectations.

#### Infrastructure funding and staging

A detailed drainage and stormwater management plan is provided by How Woodhouse Graesser and should also be considered in the DPO1 response.

The portion of the site which is zoned Residential 1 and which is subject to the DPO1 is able to utilise connections into Council's existing drainage system along Drummond Street.

The 1 in 10 year flow will be conveyed in appropriately sized pipes to the discharge point at the south east corner of the site. Excess runoff (overland flow) will be directed down the 8 metres wide "Reserve 2".

There is also opportunity to disperse excess stormwater drainage to lessen its impact on Council's drainage system by way of directing run off from Lots 12-17 inclusive onto the proposed landscaping within the Drummond Street reserve.

Harrington Road is fully constructed from the intersection with Drummond Street to the frontage of the existing house on the site (proposed lot 5), subsequently stage 1 of the subdivision relates to the creation of Lots 1-5 inclusive (and Lot 200 – balance rural lot).

Stage 2 involves the creation of Lots 6-20 (inclusive) and the creation of proposed roads and reserves.

There are no concerns regarding the provision of infrastructure and the funding of it.

## **7.0 Particular Provisions**

Clause 56 "Residential Subdivision" is contained within the Particular Provisions of the WPS.

Clause 56 of the WPS seeks to:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To encourage subdivisions that provide a wide range of lot sizes, are cost-effective and meet community standards for health and amenity.
- To provide safe, environmentally sustainable and livable neighbourhoods.
- To encourage subdivision design that:
  - Identifies and appropriately responds to site opportunities and constraints.
  - Respects the existing neighbourhood character or achieves a preferred neighbourhood character for the area.
  - Gives new communities a sense of place and identity.
  - Provides safe and convenient access to a range of physical and community infrastructure.
  - Protects natural and cultural features.

The following section will detail an assessment of the relevant objectives and standards of the provisions of Clause 56.

### **7.1 Clause 56.02 - COMMUNITY DESIGN**

#### **56.02-1 Residential character and identity objective**

The land has strong physical characteristics due to the undulating levels including elevated areas.

The proposed subdivision layout provides for a strong sense of identity and interest. In some parts of the land significant views and vistas are available and the allotments have been appropriately sited and orientated to maximize this potential.



The site is surrounded by established road and pedestrian networks.

Each residential allotment proposed, is within reasonable walking distance to existing retail and public open space facilities within Dennington.

The proposed road layout and its associated pedestrian paths will encourage residents to access the existing community infrastructure available in Dennington.

In relation to the site's main physical characteristics and features of its setting the following points are made:

- The land is 'interesting' undulating land located within the Dennington North growth corridor.
- Considerable site level differences and variations between property the boundaries and adjoining Drummond Street and Harrington Road. The land slopes in a number of directions but with an overall fall from north to south.
- A distinctive ridgeline runs (east-west) through the property.
- The views and vistas available out over Dennington towards the dune systems to the south west.
- The layout has provided good pedestrian and vehicular access to Harrington Road and Drummond Street.
- Width of the site limits road pattern layouts
- Drummond Street interface.

The road alignments and lot layouts are considered to be responsive to the overall constrained width of the site, the undulating topography of the land and the matters raised during the Dennington North Structure Planning (i.e. encourages linkages to the north).

The road intersection points within the subdivision and with Harrington Road are also considered to be safe, manageable and appropriate and have been located in consultation with Council Officers.

It is considered the subdivision layout has responded to the site's characteristics, setting, landmarks and views and therefore integrates successfully with the surrounding environment.

The proposed intersections have been provided at safe and convenient locations with good sight distances to ensure the safety of pedestrians and commuters.

The proposed layout also allows for a reasonable number of residential lots to front Harrington Road.

The development is with close proximity to existing retail and community facilities including the Shamrock Hotel, Dennington General Store and accessibility to the CBD is high.

#### **56.02-2 Planning for movement objective**

The movement network established by the new roads and associated footpaths is considered to be successful.

The proposed intersection points provide for a clear line of sight in both directions along the new roads and Harrington Road.

The new roads will successfully provide a high level of access to the new subdivision whilst establishing a good external connection to Harrington Road and Drummond Street. The new roads also plan for the future connections to the North and with Pappas Drive.

The proposed road reserve widths and subsequent pavement widths (and footpaths) will enable, vehicles, pedestrians and cyclists to co-exist safely.

The footpaths along all of the roads and reserve number 2 will provide a clear pedestrian links to the external road and pedestrian networks.

The alignment of the proposed roads and the topography of the land provides for physical 'slow' points and traffic calming measures.

At the design detail stage, for the road construction, additional slow points may be considered if Council deems it necessary.

Opportunities to access public transport from the subject land is excellent, "Transit South West" Bus Route number 3 known as "Northwest & Dennington", travels east along Drummond Street eventually travelling

into the CBD where it links up with other bus routes. There is a bus stop in Drummond Street within 500 metres of the site.

The most logical movement for pedestrians to access the Public Transport would be to travel along the proposed footpaths and the Reserve number 2 link.

The design of the roads will ensure emergency and service vehicles will be able to adequately access each allotment.

Therefore in summary the subdivision provides a movement network that establishes good internal and external access for residents off Harrington Road and Drummond Street maximises safety, encourages public transport patronage by being in close proximity to existing bus routes and minimises the impact of through traffic.

#### **Clause 56.02-3 Environmental sustainability objective**

An environmentally sustainable approach to this development was a consideration when planning for this development.

There are no significant watercourses or streams apparent on the subject site that act as existing natural or man-made drainage systems.

The nearest water way to the subject site is the Merri River.

The lot layout and sizes encourages the on-site stormwater retention.

A pipe system will be designed to accommodate the development discharge for a 1 in 10 year storm event. Discharges that exceed this pipe system up to the 1 in 100 year event will be contained and conveyed along the designated overland flow paths.

There is also opportunity to disperse excess stormwater, to lessen its impact on Council's drainage system, by way of directing runoff from Lots 12-17 (inclusive) onto the proposed landscaping along the Drummond Street reserve.

The lot layouts provide for good solar orientations on a north-south and east- west axis.

The road layout and the associated pedestrian footpaths will encourage walking and cycling.



The road layout also represents efficient provision of infrastructure which will in the long run benefit Council.

#### **56.02-4 Residential diversity objective**

The lot sizes in the proposed subdivision range from 550 square metres to 2129 square metres. The lot shapes and street frontages also vary.

It is considered the subdivision as a whole provides for a reasonable range in lot sizes, and many of the lots would be able to contain multi-dwelling developments as well as large single dwelling developments.

Overall it is considered that the subdivision proposed will result in a diverse mix in housing density, styles and shapes.

#### **56.02-5 Public open space objective**

The only public open space provided for onsite is via reserves, no large pockets of onsite open space is provided for, as a direct result Draft Dennington North Structure Plan, whereby a substantial area of public open space is proposed along the Merri River. A public open space contribution will be made.

There are existing pockets of open space in Pappas Drive and there other existing public open space areas in Dennington, including near the Merri River Bridge crossing and the recreation reserve.

#### **56.02-6 Safety and security objective**

The layout of the road and the proposed lots provides for good and reasonable orientation and surveillance over the streets which enhances the safety and security of residents and reduces the risk of vandalism. Appropriate fencing will be designed to provide for the surveillance of the Reserve 2.

Aesthetically please fencing design will also be undertaken along the Drummond Street boundary and will form part of the Landscape Plan.

Overall the proposed subdivision provides for safe and convenient visual and physical linkages to the adjoining footpaths and road to enhance the safety and security of residents. There will be a high amount of passive surveillance provided for by the proposed allotment and road layout.

### **56.02-7 Environmental constraints and bushfire hazard objective**

The site does not have any soil, flooding or bushfire hazard constraints. Has mentioned there soil has high drainage qualities and onsite water infiltration is not a problem.

There is no significant vegetation on the site which provides for a constraint or bushfire hazard.

As mentioned the layout of the subdivision has incorporated natural features of the land, namely the topography and view lines. Additionally on-site water retention and water sensitive drainage designs techniques are proposed to be utilized.

## **7.2 Clause 56.03 MOVEMENT NETWORK**

### **56.03-1 Street network objectives**

The proposed east-west road, R-3, has been provided with a minimum road reserve width of 18 metres and will be serving less than 30 dwellings which allows it to be defined as an "Access Street" in accordance with the specifications contained within Table C1.

A possible future connection to the north, (and to Pappas Drive) may alter its status, but the proposed reserve and pavement width is appropriate for a "Collector Street" if the status of the road did change.

The new road contributes to providing a network of streets where there will be a clear physical distinction between traffic routes and residential streets by way of road layout and lot configuration.

The alignments of the roads have been designed to achieve lots with high solar access, integrate appropriately with the proposed drainage system and provide appropriate links, views and vistas.

It is considered the road will provide for acceptable levels of accessibility, safety and convenience for all traffic (pedestrian and vehicular) while ensuring acceptable levels of amenity are achieved by minimizing the impact of through traffic.

### **56.03-2 Street network detail objectives**

There will be an acceptable level of accessibility, safety and convenience for all road users. The road layout will ensure there is an acceptable level of amenity and there will be no negative impact by way of through traffic due to the width and layout of the proposed street, the 'no short cut' nature of the street. This road network and the possible future north connections are consistent with the issue and opportunities provided for within the Draft Dennington North Structure Plan.

There will be appropriate slow points along R-2. Upon the detailed designing of the roads additional traffic management techniques could be considered if Council deemed it necessary.

### **56.03-3 Intersection objective**

The intersections proposed will be controlled by T-junctions.

The location of the T-Junctions are considered to be at the most safe and convenient locations for vehicle and pedestrian traffic due to the junctions being located where sight lines in both directions are clear.

The detail of the intersections will be designed by a suitably qualified civil engineer.

### **56.03-4 Controlling speed objective**

The speed of the traffic along the east-west collector street will be kept to acceptable levels due to it being designed in accordance with Table C3.

The controlled vehicle slow points are at appropriate spacings. Further carriageway narrowing can be incorporated, if required, by Council at the detailed design stage.

The slow points have been appropriately designed to take into account the needs of cyclists by ensuring speed compatibility, adequate space for concurrent passage and off street diversions. The deflection angles are also in accordance with table C4.

### **56.03-5 Local accessibility objectives**

The proposed roads integrate well into the existing street networks and are located at appropriate points to allow for the safe passage of motorists, cyclists and pedestrians.



There is a safe, convenient and legible movement network for pedestrians and cyclists along streets and paths to points of attraction within and adjoining the development. There are clear pedestrian and cyclist linkages to the Drummond Street and Harrington Road.

There will be direct local vehicle trips provided for to and from the CBD. The roads and footpath will receive adequate surveillance from the residential allotments.

#### **56.03-6 Public transport objectives**

As mentioned there is an existing bus route which runs along Drummond Street with a bus stop within easy walking distance of this property.

Bus routes may alter within the area as a result of the continued development of the Dennington North area.

However it is not considered that the existing bus route will alter as a result of this subdivision.

### **7.3 Clause 56.04 PEDESTRIANS AND CYCLISTS**

#### **56.04-1 Pedestrian and cyclists objectives**

The road shown as R-2 has been designed to have a footpath on both sides of the street. The R-3 and R-4 will have a footpath constructed on one side. The alignment and construction of the footpaths will be designed by suitably qualified civil engineers to accord with all relevant construction standards.

The footpaths will appropriately connect with the existing and proposed street network.

The projected vehicles volumes and traffic speed and the use of the road within the subdivision enables comfortable pedestrian use. The alignment of the path is considered to be convenient.

#### **7.4 Clause 56.05 PUBLIC OPEN SPACE**

The only public open space provided for onsite is via reserves, no large pockets of onsite open space is provided for, as a direct result Draft Dennington North Structure Plan, whereby a substantial area of public open space is proposed along the Merri River. A public open space contribution will be made.

There are existing pockets of open space in Pappas Drive and there other existing public open space areas in Dennington, including near the Merri River Bridge crossing and the recreation reserve.

Therefore clauses **56.05-1** to **56.05-3** inclusive will be satisfied by way of a monetary contribution. The reserves proposed on the land may be considered to form part of the properties contribution to open space.

#### **7.5 Clause 56.06 LOT SIZE AND ORIENTATION**

##### **56.06-1 Lot diversity objective**

There is a good variation in lot sizes ranging from 550 square metres to 2129 square metres, there is also a good variation in the in the boundary dimensions and overall shapes of the proposed allotments.

Each allotment provides for an appropriate building area to enable construction of dwellings of varying sizes including outbuildings, the proposed road frontages should also enable convenient vehicle access.

##### **56.06-2 Solar orientation objective**

All of the proposed lots achieve the requirements of C19, each lot has a reasonable northern orientation and any housing design should be able to maximizes the solar orientation benefits available to the land.

##### **56.06-3 Site constraints and features objective**

As mentioned an identified constraint of the site is its width, and in some parts the variation ground levels and the interface with Drummond Street (due to vehicular access being restricted onto and off Drummond Street).

Appropriate fencing and landscaping of the Drummond Street road reserve will enable an aesthetically pleasing design outcome.

Allotment sizes have been designed to ensure buildings can be appropriately designed and developed on all of the proposed allotments.

As mentioned some of the more elevated allotments will have significant viewlines.

#### **56.06-4 Lot area and dimensions objective**

All of the proposed allotments all have areas in excess of 500 square metres. All allotments are capable of containing a rectangle measuring 10 metres by 15 metres.

Overall it is considered that reasonably sized dwellings can be designed to be developed on the proposed allotments. Each allotment can accommodate adequate car parking areas and well orientated private open space.

### **7.6 Clause 56.07 STREET DESIGN**

#### **56.07-1 Streetscapes objectives**

The proposed streets will provide for an attractive and distinctive streetscape which will enhance the residential amenity of the development. The road carriageway width and verge widths proposed will enable them to perform their designated functions, including adequate space for providing footpaths, drainage services. Each allotment will allow for dwellings to appropriately front the proposed road.

The layout of the road and lots will create a unique sense of identity. As a minimum one (1) street tree per allotment will be provided the species will be at the direction of Council. The Development Plan appropriately demonstrates these plantings.

The road layout also provides a configuration of residential allotments which are able to maximize views and vistas available to the area and the road alignment best suits the topography of the land.

An example of a possible cross-section of the proposed road is included in the Engineering plans forming part of this application.



### **56.07-2 Street width objectives**

The east-west road, R-2, proposes a road reserve width of approximately 18 metres this allows for a pavement width of 7.5 metres, a 1.5 metre footpath on both sides of the road.

R-3 and R-4 will have a reserve within of 15 metres and a minimum pavement width of 5.5 metres. A footpath on one side of these roads will be constructed.

Sight distances along the road will also be quite safe.

All carriageways and footpaths will be designed in accordance Council' Design Engineering Guidelines.

The movement of vehicles and pedestrians will be able to proceed safely along the proposed carriageways without unacceptable inconvenience and delay.

Adequate on street car parking on the east-west road will be achieved without detrimentally impacting upon the movement of vehicles and pedestrian to and from the allotments. There is no bus route anticipated on any of the proposed roads.

### **56.07-3 Street alignment objective**

The road will be design by a suitably qualified civil engineer and will be designed to meet both Council and Australian Standards. The road alignment reflects the physical characteristics of the land, the road alignment will also restrict the speed of vehicles, cross-falls on pavements will be minimal.

### **56.07-4 Street function objectives**

The proposed road created by this subdivision have sufficient carriageway and verge widths to allow the streets to perform there designated functions within the street networks.

The road reserves and carriageways will be designed in accordance with the specified standards.

The proposed 1.5 metre wide footpath is in excess of the requirements of Table C7 but in accordance with Councils Design Engineer Guidelines.

The stormwater drainage system has been designed in consultation with Council's Engineering Office. – Refer to Drainage Plans. The general aim has been to minimize the volume of stormwater runoff into the existing drainage system.

The proposed pipe system has been designed to accommodate a discharge for a 1 in 10 year storm event. Discharges that exceed this pipe system (up to the 1 in 100 year event) will be contained and conveyed along the designated overland flow paths to be discharged appropriately.

Drainage pits will be provided where necessary and will be designed appropriately.

There are opportunities to disperse excess stormwater drainage, with an aim of lessening its impact on the existing drainage system. Such opportunities include directing runoff from proposed lots 12-17 (inclusive) onto the proposed landscaping works within the Drummond Street road reserve.

The drainage design will ensure minimal stormwater impact in the event of a significant rain event.

## **7.9 Clause 56.10 UTILITIES PROVISION**

### **56.10-1 Shared trenching objective**

Opportunities for shared trenching between compatible servicing authorities will be investigated and where possible implemented in a timely and cost effective manner.

### **56.10-2 Sewerage objective**

All lots will be connected to the reticulated sewerage system design and constructed in accordance with the requirements of Wannon Water.

### **56.10-3 Water supply objective**

All lots will be connected to the reticulated water system provided by Wannon Water Authority. The system will be designed to be adequate, safe, reliable and efficient.

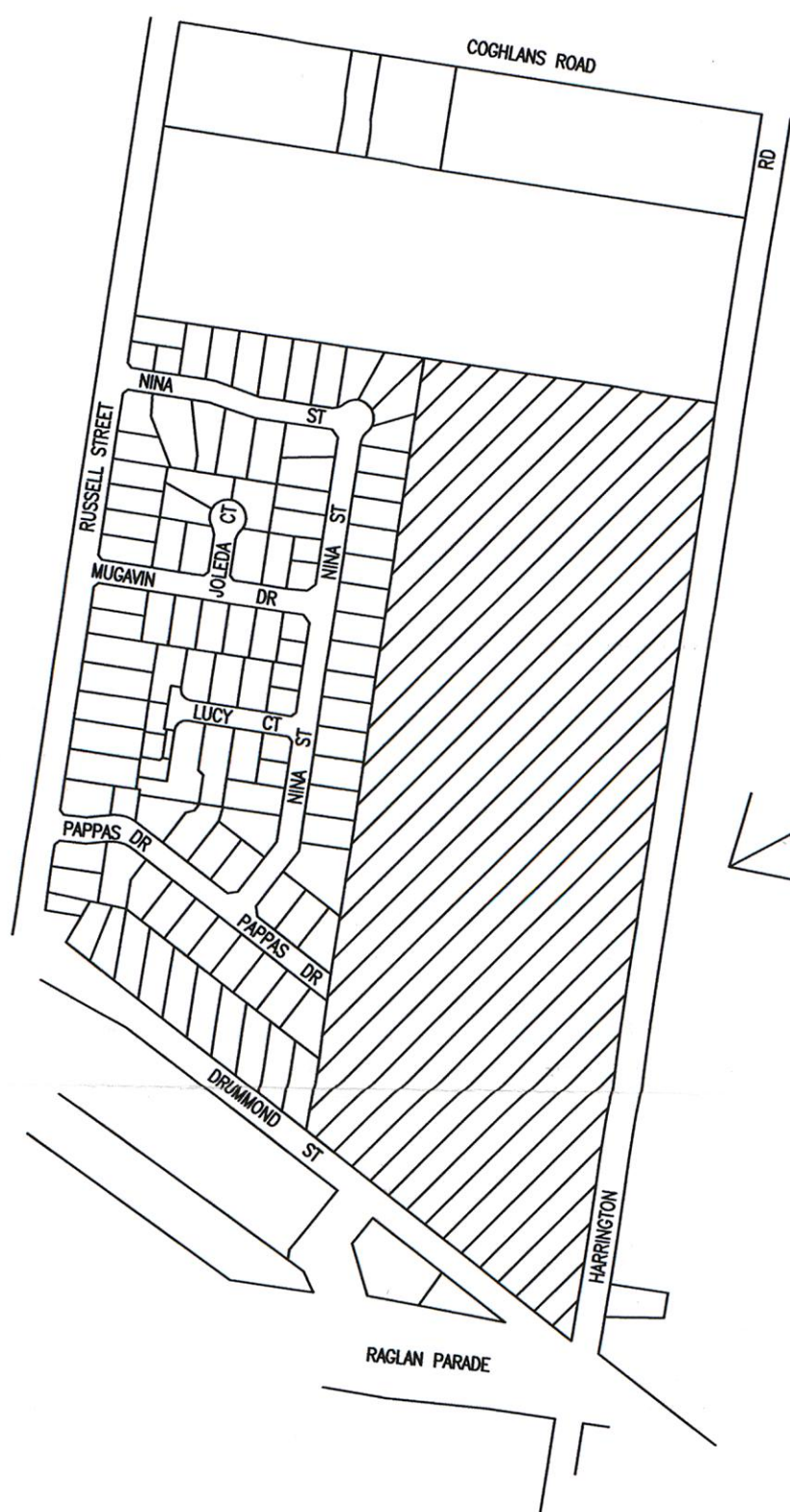
#### **56.10-4 Electricity, telecommunications and gas objective**

All public utilities will be provided to each lot in consultation with the relevant authorities.

#### **56.10-5 Public lighting objective**

Street lighting will be provided within the road reserve in accordance with Councils requirements or the relevant power supply company and obviously to Australian Standards.





LOCALITY DIAGRAM

TWO EXISTING LAND PARCELS: VOL. 7457 FOL 074 & VOL. 10901 FOL 230  
TOTAL SITE AREA: 12,010 hectares  
5% TOTAL SITE AREA: 6005 sq metres  
PUBLIC OPEN SPACE AREA: 552 sq metres (2 Reserves)  
AREA NEW ROAD RESERVES: 5,033 sq metres.  
LENGTH OF NEW ROADS TO BE CONSTRUCTED: 280 metres (SOUTH SECTOR - WITHIN SITE)  
LENGTH OF EXISTING ROADS TO BE CONSTRUCTED: 485 metres (HARRINGTON ROAD)  
TOTAL LOT YIELD: 20 RESIDENTIAL LOTS, 1 RESIDUAL LOT, 2 OPEN SPACE RESERVES, & 4 ROAD PORTIONS.  
AVERAGE LOT SIZE (SOUTH SECTOR - 20 LOTS): 810 sq metres.  
ROADS & RESERVES TO VEST IN COUNCIL ON TITLE ISSUE  
LAND TO BE DEVELOPED IN TWO STAGES  
STAGE 1: LOTS 1 - 5 & LOT 200  
STAGE 2: LOTS 6 - 20 & ROADS & RESERVES  
RESIDUAL LOT, LOT 200, TO BE DEVELOPED AT A LATER TIME SUBJECT TO REZONING.  
POTENTIAL FUTURE LOT LAYOUT SHOWN WITHIN LOT 200 IS INTENDED FOR LATER CONSIDERATION.  
REFER TO ENGINEERING DESIGN PLANS FOR DETAIL OF ROAD PAVEMENT AND PHYSICAL SERVICES SPECIFICATION.

NOTE: DIMENSIONS AND AREAS SHOWN HEREON  
ARE SUBJECT TO VERIFICATION BY SURVEY.  
PLAN SUBJECT TO APPROVAL BY AUTHORITIES.



**Dennington Rise**  
*A great place to call home*

## SITE ANALYSIS & DESIGN RESPONSE PLAN

### SOUTHWEST PROPERTY DEVELOPMENTS

PARISH OF WANGOOM  
TOWNSHIP OF DENNINGTON  
CROWN ALLOTMENT 55 (PART) &  
CROWN ALLOTMENT 57

#### NOTATIONS

SURVEY DATUM IS MGA ZONE 54 VIDE WANGOOM PM 115 AND WANGOOM PM 474

LEVEL DATUM IS TO AHD VIDE WANGOOM PM 115 RL 11.304m

LEVELS ARE SHOWN THUS:  $\pm 11.8$

MAJOR CONTOUR INTERVAL IS 2.00m, MINOR CONTOUR INTERVAL IS 0.20m.

DATE OF SURVEY 8/7/2005

ALAN H. SIMPSON  
LAND SURVEYOR  
A.B.N. 25 987 042 659  
P.O.BOX 421, WARRNAMBOOL 3280  
PHONE (03) 55611846 FAX (03) 55621775

SURVEYORS REF.  
**1447A**  
VERSION 2  
1447A\_DESIGN2\_STAGE1.DWG  
1447A.SEE

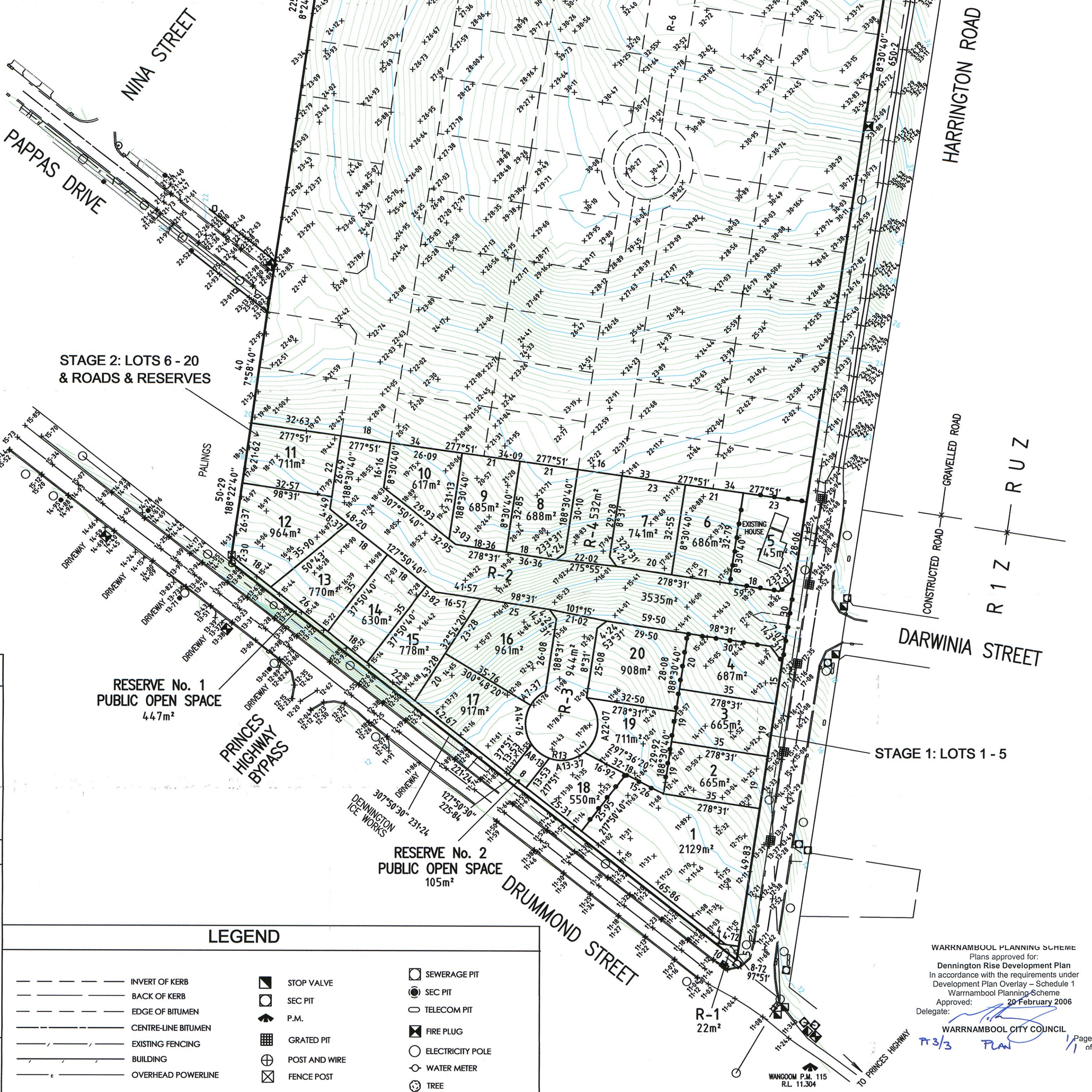
ORIGINAL  
SCALE SHEET  
SIZE  
1:1000 A1

#### LEGEND

- INVERT OF KERB
- BACK OF KERB
- EDGE OF BITUMEN
- CENTRE-LINE BITUMEN
- EXISTING FENCING
- BUILDING
- OVERHEAD POWERLINE

- STOP VALVE
- SEC PIT
- P.M.
- GRATED PIT
- POST AND WIRE
- FENCE POST

- SEWERAGE PIT
- SEC PIT
- TELECOM PIT
- FIRE PLUG
- ELECTRICITY POLE
- WATER METER
- TREE



WARRNAMBOOL PLANNING SCHEME  
Plans approved for:  
Dennington Rise Development Plan  
In accordance with the requirements under  
Development Plan Overlay - Schedule 1  
Warrnambool Planning Scheme  
Approved: 20 February 2006  
Delegate:  
WARRNAMBOOL CITY COUNCIL  
R13/3 PLAN