

DEVELOPMENT PLAN

DENNINGTON NEIGHBOURHOOD ACTIVITY CENTRE

181-191 Russell Street, Dennington

URBIS – May 2010

WARRAMAROOL SLANDING COURT
WARRNAMBOOL PLANNING SCHEME Development Plan for:
181-191 Russell St Dennington
Is approved in accordance with the requirements
under Development Plan Overlay - Schedule
Delegate;
Date: 2 1/6/19

ADVERTISED



draft

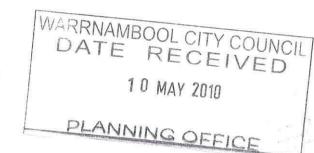
Our Ref: HM15600

5 May 2010

Urbis Pty Ltd Level 12, 120 Collins Street MELBOURNE VIC 3000

Attention: Mr. Jamie Govenlock

Dear Jamie



RE: 1308-1328 RAGIAN PARADE, DENNINGTON PROPOSED SUPERMARKET – DEVELOPMENT PLAN

A development plan has been prepared for the proposed development of a supermarket and specialty retail land uses at 1308-1328 Raglan Parade in Dennington. Requirements for a development plan for this site which forms part of the Dennington Neighbourhood Activity Centre – Retail Precinct are outlined in Schedule 9 to the Development Plan Overlay.

Clause 2.0 of Schedule 9 states that the Development Plan must be informed by the following matters to the satisfaction of the responsible authority and must be generally consistent with the 'Dennington Neighbourhood Activity Centre Structure Plan – October 2009'.

The traffic and transport related requirements of Schedule 9 are outlined below:

- A comprehensive site analysis plan that provides details of:
 - Vehicle & Pedestrian Links
 - Public Transport
 - Car paring provision
- Urban design objectives and outcomes including loading, vehicle access and car parking.
- The development Plan must show:
 - A Traffic Management Plan which must show any traffic management and traffic control works considered necessary in adjoining and nearby roads when the development is completed.
 - The means of vehicle and pedestrian ingress to and egress from the land
 - Specific car parking rates for all uses, including visitor parking to the satisfaction of the responsible authority. Car spaces should be designed to Councils specifications.

To this end, we provide the following information in relation to each of the above traffic and transport related requirements which have been considered in preparing the development plan.

Vehicle Access & Pedestrian Links

The development plan illustrates the proposed vehicle access points and pedestrian linkages including ingress to and egress from the proposal and how these linkages interconnect to the remainder of the precinct and wider Activity centre.







Specifically, vehicle access to the site and the car parking area is proposed via a site crossover to Russell Street and Raglan Parade (Princes Highway).

Several pedestrian paths and crossing locations are included as part of the proposed development including pedestrian crossing locations within the car park and pedestrian paths/crossings linking the site to Russell Street & Raglan Parade and the south west 'future development sites'. Possible future pedestrian access over the railway reserve have also envisaged.

Public Transport

The site is moderately serviced by public transport, namely by buses to which bus stops are located along Raglan Parade adjacent to Hood Street approximately 250m west of the subject site and are accessible via sealed pedestrian paths on both sides of Raglan Parade.

Car Parking Provision

The development plan indicates that a total of 148 spaces are proposed as part of the development including two disabled parking spaces and two parents with pram parking spaces. This level of car parking equates to an overall on-site parking provision of 4.56 spaces per 100 sqm of proposed floor area.

Guidance on the parking generating characteristics for supermarkets and specialty shops has been sourced from RTANSW Guide to Traffic Generating Developments version 2.2. This document represents the most comprehensive traffic and car parking generation data set compiled in Australia to date.

The RTANSW Guide nominates a peak design parking rate of 4.2 spaces per 100m² GLA for supermarkets and 4.5 spaces per 100m² GLA for specialty shops.

In addition, parking survey results of a number of supermarket / speciality shop developments of similar size and nature throughout Victoria have been compiled from a variety of sources. The results suggest an average peak parking demand of 3.3 spaces per 100m² GLA, with an 85th percentile peak of 4.0 spaces per 100m² GLA.

Application of this rate to the proposal anticipates a peak parking demand for between 107-130 spaces.

The proposed parking provision of 148 spaces or 4.56 spaces per 100 sqm of proposed floor area is in excess of the above empirical parking data and is considered capable of accommodating the anticipated peak car parking demands.

The proposed parking layout is in excess of the standard parking module dimensions set out in the Warrnambool Planning Scheme with spaces measuring 2.6m in width, 5.4m in length and accessed from aisles at least 6.2m wide (minimum). Typical space dimensions are provided on the development plan.

Traffic Management & Control

Although a definitive access strategy is yet to be finalised, GTA Consultants has liaised with VicRoads in relation access to the proposed development. Therefore at this stage, access to/from Raglan Parade will be via a new access facilitating all movements except right out. Vehicles exiting the site and wishing to travel westbound will be able to do so via Russell Street. Loading vehicle access is proposed via Russell Street. These access arrangements are reflected in the development plan.

W. RRNANBOOL CITY COUNCIL
DATE RECEIVED

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Bicycle Facilities

The development plan shows two bicycle racks conveniently located adjacent to the building which will provide some 20 bicycle parking spaces which is adequate to accommodate the bicycle parking space requirements under Clause 52.34 of the Warrnambool Planning Scheme.

Loading Areas

The development plan also illustrates a loading area located to the north of the building with access proposed via Russell Street. Analysis of this loading dock indicates that the design vehicle can enter and exit the site comfortably in a forward direction.

Based on the aforementioned review, it is considered that the proposed development plan adequately addresses the traffic and transport related requirements outlined in Clause 2.0 of Schedule 9 of the Development Plan Overlay. Furthermore, it is also considered that the development plan is generally consistent with the traffic and transport related principals of the 'Dennington Neighbourhood Activity Centre Structure Plan – October 2009'.

I trust that the above is clear and meets with your expectations. Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Melbourne office on (o3) 9851 9600.

Yours sincerely

GTA CONSULTANTS

Simon Davies Director (VIC)

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Dennington Neighbourhood Activity Centre – Retail Precinct

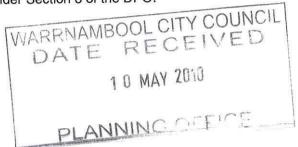
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The proposed development plan information submitted is considered to meet all of the requirements for the development plan under Section 3. The development plan information submitted is appropriate because:

The building form is of a low scale and is generally 6-7 metres in height in elevation. It is noted that some parts of the façade element are higher, particularly the entry canopy, however the majority of the building is of a lower scale with a building height of approximately 6-7 metres. This low scale will maintain viewlines from surrounding elevated topography.

In terms of the higher elements of the building, this is considered acceptable under the DPO where 2 storey heights are considered to be appropriate on sites fronting the Princes Highway. As the site does front the Princes Highway, the proposed building heights are considered to be appropriate.

- The supermarket and specialty shops front the main internal east-west road that will run between Russell and Lindsay Streets.
- The future development sites located across the frontage of the site have been modified through the deletion of the corner pad site at the corner of Princes Highway and Russell Street. The future development pad site in the south-west corner of the site will be developed in the future by a third party. At this stage it is not known what type of development will occur in this location. However it has been clearly marked on the development plan that any future development on this pad site will need to be in accordance with the requirements of the Development Plan Overlay.
- The proposed building, being a supermarket will have a large area of roof. However the colouring of the roof will be such that it will be done in muted tones so as to minimise any affect on amenity and views from surrounding properties.
- The proposed supermarket contains a variety of materials, colours and finishes which are indicated on the architectural plans. There is a range of paint colours from darker to lighter colours, timber cladding, masonry brickwork in addition to colorbond cladding. This palette of materials, finishes and colours is considered to be appropriate for the proposal.
- The proposal does not contain any large expanses of brightly coloured rendered walls. All colours are considered to be muted and appropriate for the site and precinct conditions.
- The architectural plans indicate the future signage areas for the shops and supermarket.
- The traffic and car parking requirements of the DPO have been addressed by the attached information provided by GTA consultants in their letter dated 5 May 2010. This information refers to the information provided on the architectural plans and concludes that:
 - Based on the aforementioned review, it is considered that the proposed development plan adequately addresses the traffic and transport related requirements outlining Clause 2 of Schedule 9 of the Development Plan Overlay. Furthermore, it is also considered that the development is generally consistent with the traffic and transport related principles of the Dennington Neighbourhood Activity Centre Structure Plan - October 2009.
- A landscaping plan prepared by Hamilton Landscape Architects Pty Ltd is attached which includes the appropriate information required under Section 3 of the DPO.



Version: 1, Version Date: 19/09/2017



