LOCAL AREAS

This clause focuses on local area implementation of the objectives and strategies set out earlier in the Warrnambool Planning Scheme. Each section relates to a particular precinct within the municipality, and should be read in conjunction with the rest of the Municipal Strategic Statement and not in isolation.

The sections are organised under the following Local Area headings:

- City Centre
- Eastern Activity Precinct
- Dennington Activity Centre
- North Merri Growth Area
- Coastal Hopkins Growth Area
- North Dennington Growth Area.

City Centre

The Warrnambool City Centre is the most significant retail commercial district and services precinct serving southwest Victoria. It provides a regional role for services including: retailing; professional and business services; government and administration; justice and legal services; higher education; health and welfare services; and hospitality, recreation and entertainment.

Vision

To support the Warrnambool City Centre as the principal activity centre for Warrnambool and southwest Victoria.

Warrnambool City Centre supports an economically, sustainable and socially rich environment through its city spaces and landscape, land use activities, access and movement network and built form.

Implementation strategies

General

- Ensure that any proposed use or development within Warrnambool City Centre is generally in accordance with the Warrnambool City Centre Revitalisation - The Structure Plan (2012), including the Warrnambool City Centre Framework Plan as shown in Figure 1.

Land use and activities

The indicative use of land is identified in the Warrnambool City Centre Framework Plan (Figure 1) and described in the table to clause 21.02 headed ‘City of Warrnambool Activity Centre Hierarchy: Role and Function of Centres.’

- Support housing diversity for residents of all life stages to reside in the City Centre.
- Improve the amenity of established residential precincts and create opportunities for more housing diversity.
- Provide adequate services and facilities to support an effective working environment.
- Require new development to interact with the public realm and provide ground level retail/commercial uses.
- Encourage higher density residential development in the City Centre, particularly at upper storeys.
Economic development

- Promote and support the role of the City Centre as the pre-eminent shopping, services and trading centre in southwest Victoria.
- Facilitate the establishment of new regional-level businesses in the City Centre.
- Protect and maintain the primary retail role of the City Centre and strengthen the viability of the core retail area, focused on Liebig Street.
- Encourage the establishment of additional higher-order or regional retail anchor stores in the City Centre.

Urban design and built form

- Require buildings and infrastructure to have an emphasis on sustainability.
- Reinforce the City Centre as a civic and cultural place.
- Require the scale of new development to avoid detrimental amenity impacts on surrounding areas of the City Centre.
- Ensure new development is sympathetic to existing heritage character.

Access and circulation

- Support pedestrian priority.
- Facilitate walking, cycling, shopping, recreation, meeting and social network opportunities.
- Provide planned and catered for movement opportunities.
- Facilitate direct connections between core retail attractors and Liebig Street, to maximise pedestrian flows along the street.
- Maintain traffic flows and provide convenient vehicular access.

Car parking

- Provide adequate levels of car parking to meet current and future demand.

City spaces and landscape

- Create a City Centre that is safe and welcoming to the community through key initiatives and festivals.
- Reinforce and enhance the natural environment, gateway entries, vistas and landscape features.
- Improve the landscape setting and presentation of properties in the public and private realm.
- Improve the quality and function of public spaces and create recreation and leisure opportunities.

Future strategic work

- Preparation of design guidelines for new development within the City Centre.
- Preparation of a car parking strategy for the City Centre.
- Review land use zonings across the City Centre to ensure the most appropriate mix of land uses can be achieved.

Reference documents

*Warrnambool City Centre Revitalisation – The Structure Plan (2012)*
Figure 1 - Warrnambool City Centre Framework Plan
Eastern Activity Precinct

The Eastern Activity Precinct is located at the eastern extent of Warrnambool to either side of Raglan Parade (Princes Highway) between Horne/Mahoneys Road to the east, the Gateway Church to the west, the Hopkins River to the south and Dales Road to the north.

The Eastern Activity Precinct is identified in Clause 21.02 as a Major Activity Centre within Warrnambool, with a retail core area that encompasses the Gateway Plaza and Environs. Gateway Plaza and Environs has a secondary retail role to Warrnambool City Centre. It serves a subregional retail role and provides for the weekly shopping needs of residents living in east Warrnambool and surrounding districts. Clause 21.02 also identifies the Eastern Activity Precinct as being the principal bulky goods precinct within the Municipality, with a regionally-significant cluster of restricted retail stores.

Vision

To establish the Eastern Activity Precinct as a vital and recognisable mixed use urban extension to the city, comprising integrated retail, business, residential, tourism and recreational facilities that are highly accessible and legible to all users, and configured sensitively around the particular natural and landscape qualities that define the city’s predominantly rural fringe.

Implementation strategies

General

- Ensure that any proposed use or development within the Eastern Activity Precinct is generally in accordance with the Eastern Activity Precinct Structure Plan, including the Eastern Activity Precinct Framework Plan as shown in Figure 2.

Land use and activities

The indicative use of land is identified in the Warrnambool Eastern Activity Centre Precinct Structure Plan Concept and described in the table to Clause 21.02 headed ‘City of Warrnambool Activity Centre Hierarchy: Role and Function of Centres.’

- Encourage the development of community services and activities such as child care centres, maternal and child health centres and local medical facilities at Gateway Plaza and Environs to diversify its function as a community hub.

- Encourage medium density residential development within 400 metres of Gateway Plaza and Environs.

- Provide more affordable accommodation as well as a range of higher density housing such as townhouses, aged persons accommodation and commercial accommodation.

Economic development

- Consolidate Gateway Plaza and Environs as the secondary retail centre in Warrnambool serving a sub-regional role and providing a local centre to residents living in east Warrnambool and surrounding districts.

- Ensure that development of Gateway Plaza and Environs does not detract from the role of the City Centre as the principal activity centre in the region and the primary retail centre.

- Encourage the consolidation of bulky goods and peripheral retailing activity in the Eastern Activity Precinct.

- Encourage bulky goods retailing to locate in the Warrnambool Homemaker Centre, as well as a limited number of large format retail shops in the form of superstores with a minimum floor area of 1,000 square metres (not discount department store or supermarket) locating in the Warrnambool Homemaker Centre to enhance the regional role of the Eastern Activity Precinct.
Encourage the establishment of complementary activities such as trade and building supplies, rural and farm machinery supplies, highway sales and showrooms in the Eastern Activity Precinct.

**Urban design and built form**

- Introduce a defined ‘gateway’ to demarcate an entrance point and make a statement about the significance of the city.
- Promote visual integration of sub-precincts and individual sites by ensuring the built form of new developments responds to its surrounds and extensive active frontages address the public realm.
- Ensure consistency in landscaping and urban design treatments to create a unified sense of place.
- Ensure high-quality interfaces are delivered between the retail core and adjacent sites by encouraging further specialty retail development to activate edges, avoiding blank walls and dead spaces.
- Establish a clear and legible urban pattern that is sensitive to the precinct’s landform and subdivision pattern.
- Generate a clear urban form and activity transition across the precinct that represents a shift in character from the open rural areas to the east towards a more intense urban focus around the retail core.
- Define an urban pattern that communicates a transition between the western retail and the eastern end.
- Create development form that provides a sense of frontage and street address to each frontage.
- Establish development that is diverse and interesting in appearance with clear vertical and horizontal breaks.
- Generate an urban form that portrays a sensible arrangement of backs to backs and fronts to streets.
- Define development form with diverse roof form and silhouette that conceals infrastructure and services.
- Achieve a development scale that sits within as opposed to above the natural landscape setting.
- Ensure the highest possible degree of design quality in development form and finish.
- Encourage creative and innovative design that provides high quality residential living environments.
- Require that the presentation of new developments along the highway frontages makes a positive contribution to the appearance of the area.
- Underpin the principles of ecologically sustainable design in the alignment, orientation and design of buildings, streets and places.
- Manage the visual setting through the careful control of signage, infrastructure and advertising.

**Access and circulation**

- Encourage integrated vehicle circulation systems, providing direct linkages between existing developments and new sites.
- Ensure new pedestrian and bicycle networks deliver direct and safe connections between developments from ‘door to door’ and from public road reserves to entry points.
- Ensure the layout and design of new developments maximises pedestrian access to and from the centre into surrounding neighbourhoods, by ensuring the residential road network ‘feeds into’ the road network servicing commercial developments.
- Define permeable access through the precinct in a north-south and east-west manner.
- Facilitate integrated and safe pedestrian and cycle connections throughout the Precinct.
- Achieve meaningful connections to the east of the existing Gateway Plaza centre.
- Achieve appropriately spaced signalised junctions along Princes Highway.
- Establish an attractive and inviting Highway arrival experience along the Princes Highway.
- Manage surface car parking in ‘courts’ to reduce the visual impact from the Highway.
- Establish suitable reserves to peripheral roads such as Horne Road to accommodate for future traffic needs.
- Incorporate integrated public transport to ensure that equitable access for all is provided.
- Facilitate pedestrian linkages across the Highway to ensure that the route reflects an activity corridor.
- Form a clear hierarchy of roads to and throughout the Precinct that will ‘open up’ the area and make it easier for pedestrians, cyclists, cars and public transport services to move freely.

Open space and landscape
- Continue the important legacy of landscape associated with the Princes Highway corridor.
- Protect and enhance local view corridors along the Highway and to north and southern high points.
- Recognise the role and place of both topography and landscape in the Precinct as key markers.
- Aim to retain and/or enhance existing landscape features within the Precinct, including cultural plantings.
- Acknowledge the importance of drainage management and servicing of the flat northeast land.
- Utilise landscape as the common thread that can help to integrate different land uses and forms.
- Adopt the principles of ecologically sustainable design, including Water Sensitive Urban Design in the planning of all places.
- Utilise landform and mounding to manage the visual presence of car parking to the Highway frontage.
- Encourage strong canopy landscape effects to the northern hillside residential estate for visual integration.
- Consider a role for a major water feature/ detention area to the north-eastern flat as a development focus.
- Establish proud and useable public open spaces that are highly visible, accessible and north facing.

Future strategic work

Reference documents
Figure 2 - Eastern Activity Centre Framework Plan
Dennington Activity Centre

The *Warrnambool Retail Strategy (2007)* identifies a hierarchy of activity centres for the City. Relevantly the strategy seeks to facilitate the development of several strategically located neighbourhood and local convenience centres to support developing areas and small communities, including a neighbourhood activity centre at Dennington.

The *Dennington Neighbourhood Activity Centre Structure Plan (2009)* determines the appropriate location, form and configuration of an Activity Centre in light of the location of existing commercial and community facilities and available developable land that is easily accessible to the growing residential sector with good highway exposure. The Structure Plan also determines a suitable built form that ensures a centre that is functional, attractive and effective as a community focal point with the capacity to grow.

Given the expansion of the greater City, Dennington is now the gateway to Warrnambool and serves an important role as the first front of urban development when approaching the City from the west.

**Vision**

Dennington Neighbourhood Activity Centre is a small village precinct and the primary focus for the local convenience and weekly shopping needs of Dennington / West Warrnambool, comprising a range of retail, commercial, leisure and community facilities and enticing outdoor spaces. Improved links between the Town Centre and residential growth areas, in association with new mixed use development along Lindsay Street will ensure harmonious integration between the new retail area and the existing traditional village heart.

**Implementation strategies**

**General**

- Ensure that any proposed use or development within the Dennington Neighbourhood Activity Centre is generally in accordance with the *Dennington Neighbourhood Activity Centre Structure Plan (2009)*, including the Dennington Activity Centre Framework Plan as shown in Figure 3.

**Land use and activities**

The indicative use of land is identified in the Dennington Activity Centre Framework Plan (Figure 3) and described in the table to Clause 21.02 headed ‘City of Warrnambool Activity Centre Hierarchy: Role and Function of Centres.’

- Encourage supermarket and specialty retailing to approximately 3,000 square metres combined to serve as the commercial anchor in the centre within the Commercial 1 Zone.

- Provide a single supermarket of 2,000 square metres set as close as possible to the Highway frontage with glazed presentation to the south and east.

- Support additional freestanding retail uses of up to 1,000 square metres to be set to the Highway frontage and built to boundary with activated building edges.

- Encourage Lindsay Street to evolve as a ‘main street’ with a mix of land uses facing the street in a traditional form with footpaths, glazed frontages and housing above. This effect should wrap around to address Drummond Street.

- Maintain the employment role of the triangular parcel of industrial land to the eastern corner, which may convert to a non-retail based use over time.

- Encourage the development of a community, housing and tourism precinct to deliver services and facilities needed by the growing population in a convenient location, which is connected to retail and mixed use areas fronting the Highway.
Encourage sites along the highway surrounding the community hub and retail precinct to develop for tourism, capitalising on the visibility to passing traffic and the City’s western gateway location. This should extend to crossing the Merri River and may be associated with existing or consolidated housing.

Require physical separation between any possible future community and tourism uses and residential land so as to avoid activity conflicts.

Support a diversity of housing choice through the consolidation of housing on standard lots within proximity to the town centre.

Encourage a diverse population to reside in Dennington by providing townhouse and unit development within easy walking distance to services and shopping of the Town Centre.

Maintain recreational and parkland services and facilities along the Merri River bank.

Urban design and built form

Retail Development

Ensure freestanding supermarket buildings within the Commercial 1 Zone are no more than 1 storey in height or 6 metres in elevation. Visually interesting roof form and integrated signage is essential.

Accommodate 2 storey form of up to 8.5 metres in height to the Highway frontage and along Lindsay Street with retail at ground level and other uses above.

Require built form along Raglan Parade to address the street with glazed frontages and entries to the street.

Require built form to be low scale and unobtrusive to maintain view lines from surrounding elevated topography.

Avoid large expanses of flat roofs and plant fittings on rooftops should be appropriately screened when viewed from elevated positions.

Ensure new development close to corners is positioned to the lot boundary and clearly demarcates and addresses the junctions to each edge.

Ensure buildings are well designed to front external and internal streets, provide active frontages and well concealed service areas.

Integrate vertical and horizontal division of form to any future retail development so as to limit the extent of visual bulk and mass.

Require the material palette of new built form to display a variety of finishes that responds to the natural environment in texture and colour and avoid the use of large expanses of brightly coloured rendered walls.

Provide a plaza space with potential for street furniture, public notice boards, lighting and landscaping.

Require servicing and loading facilities to be located to the rear with separate heavy vehicle access to minimise conflicts with smaller vehicles and pedestrians.

Require signage to be respectful of the neighbourhood setting with low scale integrated design preferred. Illuminated highway signage should be avoided.

Precinct-wide development

Support and encourage sustainable practice in building and landscape design.

Maintain and reinforce the existing community structure at Dennington.
- Ensure the retention of traditional building stock in the precinct and celebrate the heritage of Dennington with interpretive signage at appropriate locations advising of the story of the town and its population over time.
- Develop a consistent built form edge to any new development that may occur along Drummond Street with zero setback and north facing awnings.
- Establish a high quality built environment respectful of the gateway location along the Highway and prevailing low scale surrounds.
- Ensure buildings are well designed in sympathy with the village and address the streetscape with activated or attractive edges in exposed locations.

**Access and circulation**
- Upgrade the intersection of Lindsay Street and the Highway with signals so as to allow for the safe passage for pedestrians to the retail centre.
- Establish an internal east-west link between Lindsay and Russell Streets along the existing drainage easement to serve as a new urban frontage.
- Establish a key north facing pedestrian plaza that links stand alone retail development with the supermarket. This space should be thoughtfully landscaped and appropriately sited to provide a high quality public realm.
- Require all loading and service access for retail uses to be located to the rear of development and concealed through design and landscape treatments.
- Limit the extent of open surface car parking in a single location through the development of car parking courts that are landscaped.
- Examine the potential to open Russell Street at its crossing with the rail so as to allow better north-south links for pedestrians and vehicles. The capacity of this link needs to be assessed by the relevant authorities.
- Upgrade Russell Street (south of the railway line) to allow access to the supermarket while respecting the heavy vehicle movements for existing business to the east.
- Investigate upgrading the rail crossing at Drummond Street to facilitate the fluid movement of vehicles and pedestrians to and from the Activity Centre.
- Facilitate pedestrian movement to the retail core by providing footpath links from both north and south Dennington.
- Investigate reopening Hood Street at the Highway so as to permit permeable north south access for all.
- Establish Lindsay Street as a new main street by ensuring a high quality kerbside environment through consistent street tree plantings, pedestrian paths and lighting.

**Open space and landscape**
- Develop a strong landscape theme through street tree planting of appropriate species and responsive to site conditions that provides clear trunks to maintain sight lines to either side of Raglan Parade located within the road reserve; in tandem with street lighting, signage and landform treatments.
- Maintain recreational and parkland services and facilities along the Merri River bank.
- Establish a linear open space for cycling and pedestrian access along the former rail reserve linking to the historic rail bridge and Merri River open space network.
- Establish a management plan to ensure the protection and future health of the existing Cypress trees to The Esplanade and enhanced river bank setting as primary high quality open space within the Town Centre.
Future strategic work

- Review the need to apply a Development Plan Overlay across the wider precinct area.

Reference documents

Dennington Neighbourhood Activity Centre Structure Plan (2009)
Figure 3 - Dennington Activity Centre Framework Plan
North of the Merri Growth Area

The North of the Merri Growth Area is identified in the City Wide Housing Strategy 2013. The area comprises approximately 250 hectares and is bound by Wollaston Road and a ridgeline to the north, Caramut Road to the west, and the Merri River to the south and east.

Vision

To create a well-connected and well serviced community that has a positive sense of place.

Implementation strategies

General

- Ensure that any proposed use or development within the North of the Merri Growth Area is generally in accordance with the North of the Merri River Structure Plan, including the North of the Merri Framework Plan as shown in Figure 4.

Land use and activities

- Create five distinct neighbourhoods defined by a neighbourhood ‘core’ (passive open space, the local activity centre).
- Link each neighbourhood by the key character roads (Wollaston Road and the east-west boulevard connector) and the ‘green loop’ comprising the floodplain and east-west boulevard connector.
- Promote residential land use and development with net environmental benefit.
- Establish a clear boundary to further urban expansion that protects the viability of nearby agricultural land.
- Ensure that future development does not encroach upon flora, fauna and cultural heritage assets.
- Provide a diverse range of lot sizes to achieve an average density of 12 lots per net developable hectare.
- Locate a small-scale activity centre centrally within the growth area, on the west side of Wollaston Road that will form an accessible and vibrant ‘heart’ to the North of the Merri community.
- Provide local convenience centre retail and services, possibly including a small convenience/general store, small service businesses, a café and community services such as childcare and a medical centre.
- Provide opportunities for higher density housing and mixed uses, such as home offices surrounding the activity centre.
- Incorporate public space as a central part of the activity centre by co-locating the activity centre with a passive open space reserve.
- Integrate the activity centre with surrounding community uses such as the primary school.
- Provide opportunities for shared use of community facilities, for example, shared use of the primary school site as a Council operated community centre.
- Ensure the activity centre is accessible via public transport by locating it on a bus route.

Access and circulation

- Utilise the existing Wollaston Road reserve as the key spine road through the Structure Plan area to connect externally to the east and the west, and to define and connect internal neighbourhoods.
- Provide a north-south connection over the Merri River at Bromfield Street to connect the growth area with urban areas to the south.
• Align a secondary east-west connector road taking into account topographic features (along a ridge line to the east of Wollaston Road, and along the valley to the west of Wollaston Road).

• Incorporate a central median into the cross-section of Wollaston Road through the central part of the plan area to create a strong landscape character/boulevard effect, and to manage traffic movements at intersections with local roads.

• Incorporate a central median within the east-west connector to create a grand-tree lined boulevard in a visually prominent location, and to connect the Merri River in a ‘green loop’ to be utilised by pedestrians and cyclists.

• Provide a connector road network that will enable the provision of a modified grid-based local road network that is highly permeable and connected, and comprises a variety of local road cross-sections to add interest to the neighbourhoods.

• Utilise Wollaston Road as a bus route that is accessible to the majority of residents within a five-minute walk (400 metres).

• Provide a connected on and off road pedestrian/cycle network that utilises the Merri River, local open space links and boulevard connector roads.

• Provide an active edge to all open space areas, including the floodplain, via edge roads.

• Provide a ‘one-sided’ cross-section for Wollaston Road where it interfaces with rural land to the north.

• Provide ‘direct’ property access to all roads, including Wollaston Road.

• Provide for a pedestrian/ cycle only link between the adjacent existing Ponting Estate and the growth area in the location of Ponting Drive. This link is not to facilitate through vehicle movements.

Open space and landscape

• Maximise use of the floodplain for active open space and passive recreation where possible to minimise the need to set aside developable land for open space.

• Locate active open space land within the floodplain. Sufficient land has been identified to accommodate two ovals, car parking, tennis courts and a shared pavilion within the floodplain, adjacent to the proposed primary school.

• Create a ‘green loop’ system of open space and green boulevards, comprising the floodplain, east-west boulevard connector and local open space which provides a high amenity landscape setting for diverse housing outcomes, and provides a connected off-road pedestrian/ cycle movement network.

• Locate passive open space to coincide with landscape / site features where appropriate to protect these features and to provide each space with its own distinct character.

• Visually and physically link open space to neighbourhoods through the use of edge road treatments, including edge roads along the length of the floodplain.

• Incorporate small urban ‘green’ spaces within the detailed design of subdivisions, including small pocket parks, widened nature strips, central medians etc. to provide a point of difference within neighbourhoods that can be utilised as a context for higher density housing.

• Encourage development that is clustered together to provide land for large areas of public open space (utilising the floodplain), environmental linkages and the protection of ridgelines.

Reference documents

North of the Merri River Structure Plan (2011)
Figure 4 - North of the Merri Growth Area Framework Plan
Coastal Hopkins Growth Area

The Coastal Hopkins Growth area is located immediately east and south of the Hopkins River and contains approximately 115 hectares of land with the potential to accommodate approximately 650 lots.

Vision

To provide a superior quality residential environment that responds to local characteristics and context, and provides a range of living opportunities through a diversity of residential densities situated in a variety of landscape settings.

Implementation strategies

General

- Ensure that any proposed use or development within the Coastal Hopkins Growth area is generally in accordance with the Coastal / Hopkins River Environment Structure Plan, including the Coastal Hopkins Growth Area Framework Plan as shown in Figure 5.

Land use and activities

- Promote land use and development south east of Hopkins Point Road which results in net environmental benefit to the coast.
- Encourage environmental housing with a substantial river edge reserve, north of Hopkins Point Road.
- Establish a clear eastern boundary at the ridgeline on the south side of Hopkins Point Road and in line with Deakin University at the northern side of Hopkins Point Road as shown by the urban growth boundary.

Urban design and built form

- Encourage development that is clustered together to provide for large areas of public open space, environmental linkages and the protection of ridgelines and significant flora and fauna species that demonstrate key environmental benefits.
- Encourage development densities that are not necessarily uniform, but respond to a visual and environmental assessment of potential development impacts.
- Require building and site design to blend into the landscape.
- Ensure that future development does not encroach upon significant flora, fauna and cultural heritage assets.
- Require subdivision with buffer areas that afford effective protection of the environmental values of the coast and river environments from impacts such as stormwater, septic discharge, domestic animals, and climate change.
- Protect the ridgeline, coastal and river systems when considering any form of development.
- Require the identification of building envelopes which respond to the visual and environmental context of the site, and allow for the reasonable sharing of views to the ocean and/or the Hopkins River from adjoining properties.

Access and circulation

- Provide a network of pedestrian and bicycle paths that provide links between neighbourhoods, open space areas and to Hopkins Point Road.
- Road reserves are to contain significant space to provide a vegetated backdrop/foreground to future buildings and structures.
- Provide a movement network that responds to the topography of the site, and provides a permeable layout for convenient vehicle and pedestrian access.
- Ensure access points from Hopkins Point Road are carefully chosen to optimise sight distance in both directions.

**Open space and landscape**

- Preserve the environmental values and landscape qualities of the area.
- Require the preparation of detailed siting and design schemes such as stormwater reuse, drought resistant gardens, habitat creation and enhancement which includes revegetation and solar orientation of buildings that demonstrate net environmental benefits resulting from any form of proposed residential development.
- Retain the coastal dune and river frontages through designation as public reserves for biodiversity purposes.
- Designate the ridgeline north of Hopkins Point Road as public open space with appropriate setbacks to housing to maintain a vegetated ridgeline.
- Protect the ridgeline, coastal and river systems when considering any form of development.
- Actively encourage revegetation so as to reduce the visual impact of the height and built form of buildings and structures.

**Reference documents**

*Coastal/Hopkins River Environment Structure Plan (2008)*
North Dennington Growth Area

The North Dennington Growth Area is an area of 160 hectares bound by the Merri River to the north and west, the existing urban area to the south and Harrington Road to the east. The growth area is situated approximately 4 kilometres west of central Warrnambool, and is anticipated to accommodate approximately 1,250 new residential lots.

Vision

A residential community providing for diverse housing densities and lifestyle opportunities, with high quality and sustainable urban design outcomes that reflect the environmental assets and landscape attributes of the location abutting the Merri River.

Implementation strategies

General

- Ensure that any proposed use or development within the North Dennington Growth Area is generally in accordance with the North Dennington Structure Plan, including the North Dennington Growth Area Framework Plan as shown in Figure 6.

Land use and activities

- Ensure that land use and development enhance the river environment at North Dennington.
- Identify preferred locations for higher density housing and smaller lots in locations that are close to services and amenities such as open space, St John’s Primary School and future convenience retail and the community hub.
- Provide for larger lots in areas with significant slope and/or prominent ridgelines.
- Co-locate a small scale community hub with the St Johns Primary School or Dennington Recreation Reserve.
- Enhance opportunities for shared use of facilities at St Johns Primary School.

Urban design and built form

- Encourage development near ridgelines that limit visual impact.
- Ensure that development addresses local streetscapes and open spaces.
- Ensure the design of new residential development enhances views to and from the Merri River and responds to the diverse topography of the area.
- Encourage integrated water resource use including rainwater tanks, recycled water and re-use of grey water and stormwater where practicable.

Access and circulation

- Utilise and reinforce Coghlan’s Road as the main thoroughfare servicing the growth area and to provide the main connection to the east providing direct access to Warrnambool via Caramut Road.
- Provide a Loop Road along the edge of the open space network adjoining the Merri River as an active interface.
- Provide an active edge to all other open space areas, via local streets fronting these areas.
- Extend the unmade road reserves of Russell Street, Station Street and Harrington Road to the Merri River Loop Road to enable future local access and connections to the open space network.
- Provide a grid based local road network that builds upon the existing alignment of road reservations within the growth area and responds to topography in locations where steep land is a constraint.
Create better links to the Dennington Town Centre through intersection upgrades and the establishment of pedestrian connections across the extension of Station and Russell Streets.

Identify Coghlans Road as the primary bus route and expand public transport out to Station Street, Shannon Road and Harrington Road as the growth area develops.

Open space and landscape

Set aside flood prone land along the Merri River for flooding and drainage purposes. This land can also be used for passive open space needs, thereby freeing up unencumbered land for development.

Recognise the proximity of Dennington Reserve to the growth area and its ability to generally meet the active open space needs of future residents.

Provide for a shared path within the St Johns Primary School that will provide a link to Dennington Reserve.

Provide an attractive, safe and active interface with all open space areas through use of roads frontages and passive surveillance.

Encourage smaller pocket parks and widened road reserves on an as-required basis to protect and retain important cultural heritage or natural features as essential elements of the future character of the area.

Improve biodiversity through the integration of landscaping/revegetation and retention of stormwater treatment for habitat.

Reference documents

North Dennington Structure Plan (2014)
Figure 6 - North Dennington Growth Area Framework Plan