

17/05/2012  
C72**SCHEDULE 11 TO THE DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO11**.

**HORNE ROAD INDUSTRIAL AREA DEVELOPMENT PLAN****1.0 Requirement before a permit is granted**17/05/2012  
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The responsible authority may grant a permit for subdivision, use or development prior to the approval of a development plan only where it is satisfied that the proposed subdivision, use or development addresses the Objectives and Design Response provisions of this schedule.

**2.0 Conditions and requirements for permits**17/05/2012  
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Any application for subdivision, use or development before a development plan has been prepared must be accompanied by a Traffic Study that reviews road infrastructure requirements and management requirements.

Any permit granted must include conditions relating to road infrastructure upgrades and traffic management measures considered to be required as a response to the Traffic Study and as determined by the responsible authority.

Any application for use or development must include a report assessing the proposal against the provisions of the development plan and the building and site design guidelines.

Any permit granted must include conditions requiring the preparation, approval and satisfactory implementation of site landscaping plans.

Any permit granted must include a condition requiring the preparation, approval and satisfactory implementation of a construction management plan.

**3.0 Requirements for development plan**17/05/2012  
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A development plan must address the following objectives

- To provide for a holistically planned industrial hub that incorporates a high level of accessibility, appropriate services and high quality urban design.
- To ensure the structure of the Horne Road Industrial Area fits within a broader land-use plan for the Horne Road corridor as indicatively shown in the *Warrnambool Industrial Land Use Review, 2010* and provides flexibility for connections with adjoining land.
- To ensure that new development is well designed and will enhance the visual and streetscape amenity of the area, particularly along Horne Road, Rodgers Road and Dales Road.
- To encourage high standards of urban design and landscaping within new development and along Horne Road, Rodgers Road and Dales Road.
- To ensure that land uses within the Horne Road Industrial Area are compatible with each other and do not unreasonably impact on the amenity of adjoining land uses.
- To ensure appropriate road and drainage infrastructure is provided to service the land for the purposes of an industrial hub.
- To minimise industrial traffic impacts on unconstructed roads and residential areas.
- To provide a high quality, landscaped buffer between industrial uses and the adjoining Rural Living Zone to the east.
- To provide effective stormwater management and improve stormwater quality as part of new development proposals by incorporating the use of Water Sensitive Urban Design treatments.

- To mitigate the potentially divisive influence of Horne Road by avoiding use of service roads and by minimising front setbacks of buildings to Horne Road.
- To minimise the visual impact of car parking when viewed from Horne Road.
- To encourage use of varied building materials and finishes that respond to the preferred character within Warrnambool, including use of glazing, masonry and colour bond.
- To provide opportunities for suitable linkages between highways, major roads and urban areas including footpath, bicycle lane and share path networks.

#### **Site Analysis**

A development plan must include a detailed site analysis and design response that includes the following items to the satisfaction of the responsible authority:

- An environmental assessment of the flora, fauna and habitat significance of the land which includes recommended actions for management, revegetation and restoration of conservation and vegetation protection areas where relevant.
- An archaeological survey and heritage assessment which includes recommendations for the protection, restoration and interpretation of significant sites, and where appropriate, design measures to sensitively integrate sites.
- A land capability assessment that identifies the geotechnical conditions of the land and makes recommendations regarding the suitability of the land to be developed for industrial purposes and any other management recommendations considered appropriate.
- A drainage analysis identifying the existing drainage conditions and recommendations for interim and ultimate drainage solutions to ensure the site can be adequately drained.
- A traffic study that identifies existing and proposed road conditions and makes recommendations regarding required road infrastructure improvements to service the industrial hub. The traffic study must specify a breakdown by landholding of projected share of usage of required road infrastructure improvements.

#### **Design Response**

The development plan must comprise:

- A design response that is based on the results of the site analysis process and is generally consistent with the indicative Horne Road Framework Plan shown in the *Warrnambool Industrial Land Use Review, 2010*.
- A written report and plans addressing the objectives described in this schedule.
- The written report and plans must include:
  - Provision for a street network providing a high degree of internal and external connectivity and permeability. The road network should have regard for potential future subdivision of adjoining land and the protection of the Rural Living Zone from heavy vehicle traffic.
  - Details of proposed lots sizes and the type of uses proposed.
  - An overall subdivision design which responds appropriately to the interface with the adjacent low-density residential land including through design guidelines which require the locating of development with a stronger built form presence or uses with a potential for off-site amenity impacts towards the Horne Road frontage. Larger lots and uses should generally be located along the Horne Road frontage. Smaller lots and uses that have fewer off-site amenity impacts should be located at the interface with the adjacent Rural Living Zone facing onto an edge road to the open space link/ buffer.
  - Indicative cross-section for all streets, including Rodgers Road, Dales Road and Horne Road.
  - Details of the proposed Horne Road, Rodgers Road, Dales Road development interface, including provision for high quality built form, active frontage, a consistent, minimal setback, minimal car parking within front setback and high quality landscaping treatments.

- Provision of a continuous unbroken open space link/buffer along the eastern boundary and part of the northern boundary of a minimum width of 50 metres. It must extend westerly along Rodgers Road for 180 metres. It must include provision of an edge road condition to the open space link/buffer. The, design, alignment and landscaping of this open space link/buffer must take in to account the scale of the planned land uses and the proposed built form interface and respond to the site conditions (including topography, vegetation, view lines) and its intended function (primarily as a buffer to adjoining Rural Living Zone, and secondary use as a pedestrian/cycle link). If an edge road treatment is applied, the width of the edge road reserve will be considered as part of the buffer. The design of the open space link/buffer must also be informed by an acoustic assessment. It should include consideration of the provision of landscaped mounds at interfaces with sensitive uses along the buffer to reduce the visibility of industrial development.
- A stormwater management plan for the whole of the land, which provides for interim and ultimate drainage solutions. The plan must utilise Water Sensitive Urban Design principles where appropriate and ensure that water discharged from the site does not detrimentally affect the water quality of local streams and wetlands. It must also identify opportunities for incorporation of roof water harvesting including demonstration of consultation with Wannon Region Water Authority or its subsequent equivalent authority. It must take into account the desirability of locating any drainage retention facility alongside the proposed open space buffer.
- A landscape master plan for the whole of the land that identifies a preferred character or theme for the Horne Road corridor, Rodgers Road and Dales Road and details proposed street tree species and open space treatments, including a high quality landscape design for Horne Road, Rodgers Road and Dales Road.
- A traffic management plan that identifies measures to ensure industrial traffic is directed toward constructed parts of the road network and does not unreasonably impact on existing residential areas. The traffic management plan must show deliberate measures to prevent industrial traffic from heading east along Rodgers Road and Dales Road and accessing the industrial area via Staffords Road.
- Provision of infrastructure services to the site including water supply, sewerage and electricity.
- Details of proposed internal and external works required to service the development, including road and drainage infrastructure.
- Details of any land required to be set aside for road, utility and drainage infrastructure to service the development including a strip of land along Horne Road to be set aside as a road reserve for the Horne Road ultimate cross-section.
- Requirements in the form of building and site design guidelines relating to the following:
  - Building setbacks.
  - Building height.
  - Maximum site coverage.
  - Building envelopes.
  - Outdoor storage areas
  - Building materials and finishes.
  - Variation in lot sizes, width and depth in key locations.
  - The relationship between buildings and pedestrian spaces.
  - Parking provision and configuration.
  - Landscaping and fencing in accordance with the performance standards in Clause 22.03-1.
  - Methods for protection of native vegetation - including an explanation of how the design guidelines are to be implemented.

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**Decision guidelines**

In considering whether to approve a development plan, the responsible authority must consider the recommendations and indicative Horne Road Framework Plan contained in the *Warrnambool Industrial Land Use Review, 2010*.

**5.0**

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**References**

*Warrnambool Industrial Land Use Review, 2010*.