

09/07/2020  
C103warr**SCHEDULE 14 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO 14**.

**EASTERN ACTIVITY CENTRE RESIDENTIAL SOUTH CHARACTER PRECINCT****1.0**09/07/2020  
C103warr**Objectives**

To reinforce the Precinct's defining heritage and gateway attributes.

To provide diverse residential lot sizes and housing outcomes across the precinct.

To ensure a connected street network and pedestrian and cycling paths that connects to the adjoining road networks and public open space.

To achieve high quality landscape treatments (including the creation of boulevards, canopy tree and screen plantings in appropriate locations).

To ensure lot layouts and housing designs respond appropriately to the interface with Princes Highway, heritage features, rail corridor, and commercial areas.

**2.0**09/07/2020  
C103warr**Requirement before a permit is granted**

A permit may be granted to use or subdivide land, construct a building or construct or carry out works before a development plan has been prepared provided the responsible authority is satisfied that the granting of a permit will not prejudice the future use or development of land for the purpose of the objectives and requirements of this schedule and Warrnambool Eastern Activity Centre Structure Plan 2016.

**3.0**09/07/2020  
C103warr**Conditions and requirements for permits**

The following conditions and/or requirements apply to permits:

- A written statement describing how the proposed subdivision or development of land addresses the approved Development Plan.
- A condition requiring a section 173 agreement to be registered on the title of the land to provide for apportionment of financial contributions to higher order shared infrastructure.

**4.0**09/07/2020  
C103warr**Requirements for development plan**

A development plan must be generally in accordance with the Warrnambool Eastern Activity Centre Structure Plan 2016 and include the following requirements:

**Subdivision and Staging of Development:**

- Provide residential subdivision generally at conventional density (lot sizes of approximately 400-600m<sup>2</sup>) with opportunities for smaller and larger lots across the precinct.
- Indicative lot layouts, new streets, pedestrian/cycling paths and public open space.
- Proposed locations of easements for underground services.
- Any proposed staging of development, including staging of infrastructure and open space delivery.

**Housing Options**

- Details showing how different housing options will be distributed through the precinct, as appropriate, and how the proposed mix and type of housing responds to local housing need.

**Urban Context and Site Analysis Plan which includes:**

- Existing conditions, including surrounding land uses and development, adjoining roads and pedestrian links, public transport routes, topography, heritage features, railway corridor, easements and infrastructure.
- A site analysis and design response.

### **Urban Design Master Plan which provides:**

- Subdivision design that incorporates discrete design elements that will result in a diverse and attractive public realm and sense of place across the precinct, such as (but not limited to):
  - an internal road network that provides a high level of access within the precinct for all vehicular and non-vehicular traffic and which responds to the topography of the site.
  - use of small-scale open spaces and public nodes.
  - varied block sizes and frontages.
  - diverse cross-sections of roads and road reserves, including boulevards and widened streetscape.
  - a movement network designed to maximise public realm views to existing heritage fabric.
- Optimises solar access to as many lots as possible.
- Appropriate landscaping within road reserves including canopy tree species.
- Appropriate setbacks to Princes Highway and internal roads. Any residential setback to Princes Highway should respond to the character and dimension of existing residential setbacks present along the south of the road corridor.
- Appropriate transition and interface design treatment to commercial areas including canopy landscaping and development designed to minimise the visual impact of commercial areas from the public realm.
- An appropriate gateway interface design treatment to the railway corridor comprised of a continuous row of canopy trees (of a species appropriate to the image of the Warrnambool area), and which may include a linear public cycling/pedestrian linkage where appropriate.
- Appropriate interface design treatment between open space areas and proposed development, including primary dwelling orientation and/or landscaping.

### **Heritage Assessment which includes:**

- Recommendations for the protection, restoration and interpretation of heritage significant individual sites and, where appropriate, design measures to sensitively integrate sites into the precinct. Any recommendation should be meaningfully integrated into the Development Plan and master plans.

### **Open Space and Landscape Master Plan which includes:**

- Location of existing significant trees, trees to be retained and any tree protection measures required to provide for their retention, where appropriate.
- An overall landscape master plan, for proposed open space, including street tree master plan.
- A description of the hierarchy of open spaces in the precinct and how it is proposed to provide public access to those spaces.
- A plan of pedestrian connectivity and integration within and external to the precinct.
- Street cross-sections demonstrating how canopy trees can be integrated in road reserves.
- A management plan for the establishment of all landscape treatments, including open space and trees.

### **Integrated Transport and Traffic Management Plan which includes:**

## WARRNAMBOOL PLANNING SCHEME

- Encourage legibility and convenience of movement into and within the precinct and to create opportunities for access to, and use of public and active transport nodes.
- Specification of road, bicycle and footpath dimensions, using cross sections where appropriate.
- Identification of upgrades to the external road network to the satisfaction of the responsible authority.
- Pedestrian and cycling linkages to key destinations outside the precinct.
- Provision for a pedestrian/bicycle path along the rail corridor for future connection to Sherwood Park.
- Traffic and car parking management measures, as appropriate.

### **Circulation and Movement Plan which includes:**

- The internal road and pedestrian and cycling path network including but not limited to:
  - Primary vehicle access and egress from Princes Highway.
  - Secondary vehicle access and egress from Reginald Grove.
  - Pedestrian and cycling path linkages to Princes Highway.

### **Contamination Report which provides:**

- Possible sources and location of contamination that may affect the land.
- Options for remediation measures, as appropriate.
- Any restrictions on future development of the site including restrictions on built form.

### **Drainage and Stormwater Management Plan which provides:**

- Details an integrated approach to stormwater system management for the whole precinct, addresses all off-site drainage infrastructure requirements (including any on adjoining land external to the area affected by the schedule), is designed with reference to the whole catchment.
- Identification of all land to be set aside for drainage purposes, detailing the approximate size and location of all drainage reserves and system requirements.
- A stormwater management system that ensures peak discharge rates, volumes, and pollutant loads of all stormwater leaving the site post development are no greater than pre-development and that ensures no adverse impacts to any surrounding area.
- Includes the design, sizing, construction details and maintenance requirements of all Water Sensitive Urban Design facilities including, swales, wetlands, and sedimentation basins, in particular during and post-construction when any wetland plants are establishing.