

# Mernda Town Centre South- Western Precinct (2015) Development Plan

Land at 1405-1425 Plenty Road, Mernda 3754

*Planning report to Whittlesea City Council*

## Mernda Town Centre South West Development Plan

The Development Plan was approved by the City of Whittlesea on 25 August 2015, in accordance with Clause 43.04 Schedule 15 of the Whittlesea Planning Scheme.

12/10/2015

  
Signature of the Responsible Authority

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0313-0628 PR01\_00 October 2015

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**Vision – Mernda Town Centre South-Western Precinct (2015) Development Plan:**

*'The Development Plan will facilitate a vibrant and diverse mixed-use precinct offering restricted retail, trade supplies, and other commercial outlets and community facilities as an integral part of the Mernda Town Centre. A range of housing at medium density will complement the commercial development, with residents benefitting from a high level of accessibility including on foot, by bicycle and on public transport'.*

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# 1 INTRODUCTION

This report, titled the Mernda Town Centre South-Western Precinct Development Plan (2015) (**Development Plan**), sets out a framework for the long-term development of the designated Development Plan Area (**DP Area**). It aims to ensure that the area makes the fullest possible contribution to achieving the strategic vision for the Mernda Town Centre as a whole, as outlined in the Mernda Strategy Plan (2004).

The Development Plan will supersede and replace the Mernda Town Centre South-Western Precinct Development Plan which was approved by Whittlesea City Council (**Council**) on 6 July 2010 (**2010 Development Plan**).

Developments completed since the 2010 Development Plan was approved, surrounding planning permit decisions, and changes in the property market and the commercial environment, have all contributed to the need for a new development plan which better recognises the DP Area's particular land use strengths and opportunities as well as reflecting its place within the wider Mernda Town Centre precinct.

In preparing the new Development Plan, the opportunities and constraints which informed the 2010 Development Plan, and the design response within the 2010 Development Plan, have all been reviewed and considered. Where new circumstances make it necessary, changes have been made. Otherwise, the principles underlying the 2010 Development Plan have been retained and are reflected in the new Development Plan, as outlined in more detail in this report.

## 1.1 The Area

Land at 1405-1425 Plenty Road, Mernda (referred to in this report as the **DP Area**) is part of an area which has long been designated as a town centre, and a hub of commercial activity, within Melbourne's rapidly expanding northern growth corridor. The DP Area is strategically located south-west of the intersection of Plenty Road and Bridge Inn Road, with frontages to each of these major roads.

This intersection, with the historic Bridge Inn Hotel and the Mechanics Institute, is the historic heart of the Mernda township. Over time, it will evolve as the hub of the new community, with a concentration of shopping, working, recreational, community and other opportunities in an aesthetically pleasing environment.

## 1.2 Purpose of Development Plan

Together, the Development Plan and this report address the objectives of state and local planning policy which guide use and development of the DP Area as a key part of the Mernda Town Centre.

This report demonstrates how the Development Plan meets all of the applicable requirements for a development plan and is therefore suitable for approval by Council.

The requirement for the Development Plan arises because the Development Plan Overlay (**DPO**), and Schedule 15 to the overlay (**DPO15**), has been applied to the DP Area under the Whittlesea Planning Scheme.

Clause 43.04-1 of the planning scheme provides that where the DPO applies:

*" 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.*

*This does not apply if a schedule to this overlay specifically states that a permit may be granted before 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. "*

The DPO15 schedule gives rise to further specific requirements for the Development Plan. **Table 1** sets out specific requirements under DPO15 and identifies the section or sections of this report that address each requirement.

Specifically, the Development Plan:

- identifies land uses within the DP Area including trade supplies/restricted retail/food and drink, restricted retail/food and drink with possible residential above, mixed use – residential, mixed use – entertainment, medium density residential, community and mixed use - general;
- balances flexibility with certainty, providing an appropriate level of detail while allowing for a variety of building parcels to accommodate a range of uses;
- provides for an access network to allow ease of movement onto, over and from the DP Area for pedestrians, cyclists and motorists;
- demonstrates urban design and built form principles that are consistent with relevant strategic policies and with the future desired character of the area;
- integrates future development within the DP Area with surrounding sites; and
- maximises as far as possible the retention of existing River Red-gum trees.

**Figure 4 – Development Plan** is provided for endorsement as the formal development plan under the provisions of DPO15.

Table 1 – DPO15 specific requirements

Requirement	Section of this report
DP to be informed by site analysis	Section 2; <b>Figure 3</b>
General consistency with Mernda Strategy Plan and Mernda Town Centre Comprehensive Development Plan	4.5.3; 4.5.4
Protection and enhancement of identified conservation areas	2.3; 3.2; 3.3; Figure 4; 5.10; Ecology and Heritage Partners Report
Retention and integration of individual and stands of mature trees, particularly indigenous River Red Gums	5.7; Figure 4; Tree Logic Report
“Net gain” assessment of native vegetation including location of any offsets	5.6; Ecology and Heritage Partners Report
Location of various land uses, or mixed land uses, comprising the DP Area	5.1; <b>Figure 4</b>
Provision of appropriate transition and interface design treatments between designated land uses (or mixed land uses) and residentially-zoned land on the town centre periphery; rail station and transport interchange; existing rail reserve; identified cultural heritage places; primary and secondary arterial roads	5.8
Provision of appropriate transition and interface design treatments to existing or proposed Plenty Gorge Parklands	Not applicable – the DP Area has no boundary to existing or proposed Plenty Gorge Parklands
Landscape strategy for area adjacent to existing or proposed Plenty Gorge Parklands	
Conservation and protection of Aboriginal and European cultural heritage places	5.3; 5.4
Application of the principles of Water Sensitive Urban Design (WSUD)	5.11
Provision of road network providing a high degree of connectivity and external and internal permeability	5.5; <b>Figure 16</b> ; TTM Report
Traffic management plan	5.5; TTM Report
Parking plan	5.5; TTM Report

Requirement	Section of this report
Concept plans for modal transport interchange and train station	Not applicable. The station and interchange are removed from the DP Area. The DP makes provision for convenient connections to the Train Station Precinct.
Landscape architecture and urban design concept plans for all proposed public open space and walkways	5.9, <b>Figure 13, 15 &amp; 16</b>
Street tree concept	5.9, <b>Figure 13</b>
Building envelopes showing building heights, massing and indicative scale	Refer to 5.2, Built form design principles and objectives
Application of energy efficiency and water conservation principles in building form and design	6
Development contributions plan and open space land budget	6
Conduit network concept plan	5.11; 6; GPR Report
Environmental audit identifying any environmental hazards or contamination	6
Location of detention tanks, drainage retarding basins or other utility infrastructure	5.11; GPR Report
Stages, if any, by which development will proceed	5.12

## 2 SITE AND CONTEXT

The DP Area and its context are described in this section of the report.

### 2.1 Description of Area

Land within the DP Area is identified in **Table 2**.

The DP Area is irregular in shape, with an approximate area of 10.7 hectares, as shown in **Figure 1 – Aerial Plan**.

Of the land known as 1405 Plenty Road, Mernda, only that part within the Comprehensive Development Zone, Schedule 1 (CDZ1), with an area of approximately 8.6 hectares, is within the DP Area. The remainder of that land, which is within the General Residential Zone (GRZ), is outside of the DP Area to the north-west.

The land at 1405 Plenty Road is not currently subject to any formal use and, with the exception of a disused and dilapidated former farm dwelling and associated outbuildings, has no substantial improvements.

The whole of the land at 1415 and 1425 Plenty Road, Mernda, is within the DP Area. 1415 Plenty Road is the former Mernda sale yards, and retains remnants of some of the structures associated with that previous use. 1425 Plenty Road, Mernda, includes the Bridge Inn Hotel and associated car parking areas, as recently renovated.

**Table 2 – Land within DP Area**

Address	Lot/Plan	CT Reference	Whole or part?
1405 Plenty Road, Mernda	Lot CC PS 533979	Vol. 10920 Folio 417	Part
1415 Plenty Road, Mernda	Lot 1 TP 410678	Vol. 6275 Folio 863	Whole
1425 Plenty Road, Mernda	Lot 1 TP 836029	Vol. 6508 Folio 420	Whole

### 2.2 Area Context

The DP Area in its local context is depicted in **Figure 2 – Locality Plan**.

The DP Area is located to the south-west of the intersection of Plenty Road and Bridge Inn Road, approximately 25 kilometres north of Melbourne's CBD and within the Whittlesea City Council area.

The DP Area has a road boundary to Bridge Inn Road to the north (222 metres), and irregular boundaries to Plenty Road to the east (approximately 640 metres) and Pomaderris Drive to the east (approximately 450 metres).

To its south the DP Area adjoins, along a boundary of approximately 120 metres, land within the General Residential Zone (GRZ) including residential lots fronting Eaglehawk Drive.





**LEGEND**  
--- DEVELOPMENT PLAN BOUNDARY

FIGURE 1 - AERIAL PLAN

A3  
SCALE 1:4000

1:405 - 1425 PLENTY ROAD, MERNDA

PROJECT NO 0313-0628/07 D006 REV 00 DRAWN TS CHECK AT DATE 29/08/2014

Figure 1 – Aerial Plan



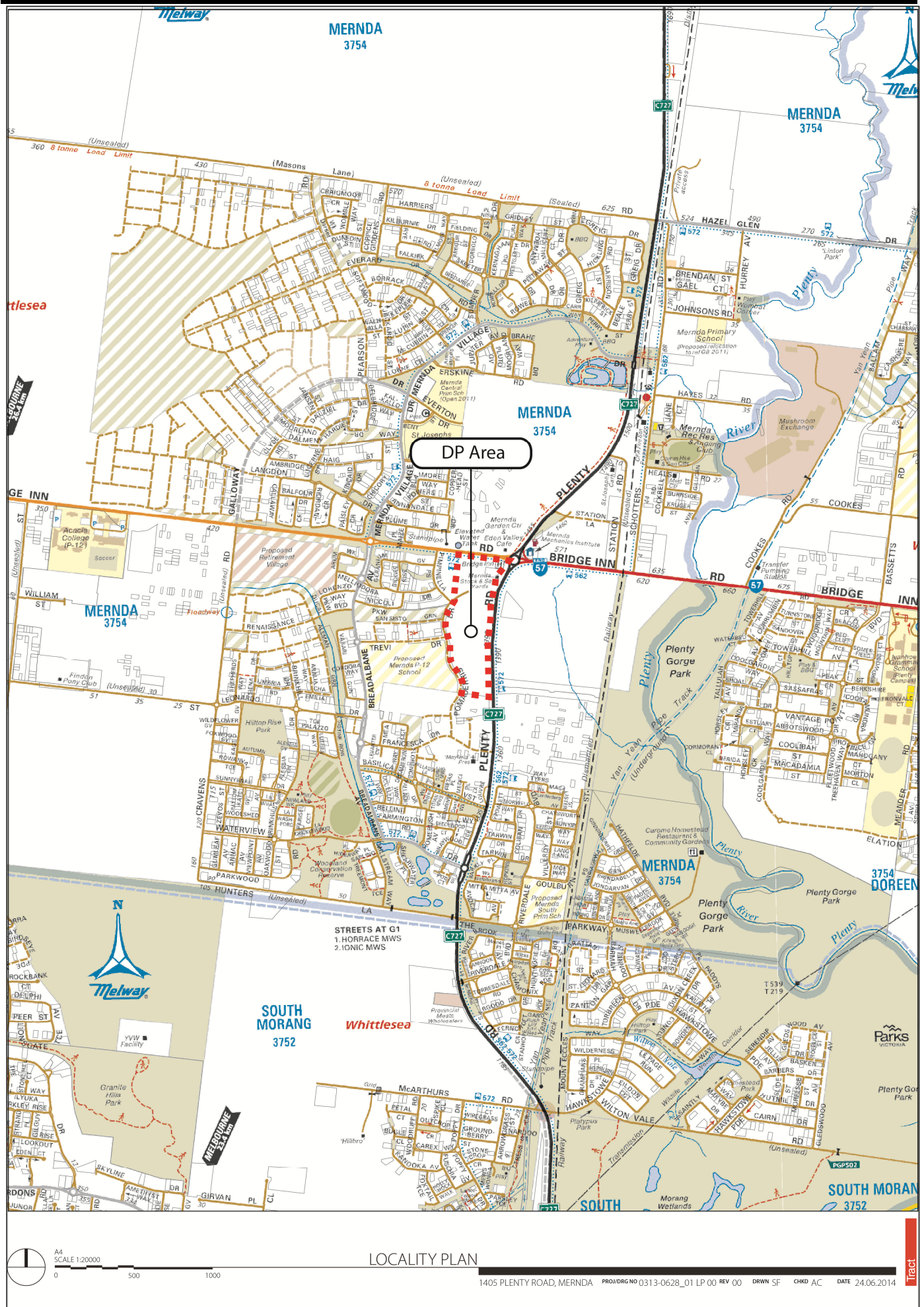


Figure 2 – Locality Plan

Where it borders the DP Area, Plenty Road is an undivided road running generally north to south, with 1 northbound and 1 southbound traffic lane each flanked by a designated bicycle lane. Plenty Road forms part of designated State route C727, running from the Metropolitan Ring Road at Greensborough to the Northern Highway at Wallan via Whittlesea. Plenty Road is zoned Road Zone, Category 1 (**RDZ1**).

Bridge Inn Road, where it borders the DP Area, is an undivided road running generally east to west, with 1 traffic lane in each direction. Parallel parking bays are provided to the both sides of the road to where it forms the boundary of the Bridge Inn Hotel. Towards the western boundary of the DP Area a left-turn slip lane is provided for westbound traffic to enter Pimpinella Pass with an associated painted centre median.

Bridge Inn Road runs from Epping Road at Wollert to Yan Yean Road at Doreen, where (as Doctors Gully Road) it continues further east to Nutfield. It is zoned Road Zone, Category 2 (**RDZ2**).

Plenty Road and Bridge Inn Road intersect at a single-lane roundabout, with raised islands to each approach, immediately to the north-east of the DP Area. Plans exist for the upgrade of both roads as key arterials to serve Mernda.

Mernda includes areas of relatively recent residential development, as well as large areas of former pastoral or agricultural land designated for urban (commercial, community and residential) purposes under applicable planning controls and strategic policies.

## 2.3 Key Site Attributes

Key site attributes are shown on **Figure 3 – Context and Site Analysis**.

- Expansive views of horizon and sky; of gently undulating grasslands punctuated by the occasional river red gum.
- The site is bookended by two discernible rises – a more prominent knoll near Berry Lane and a lesser hill in the north- western corner near Bridge Inn Road.
- Adjacencies to three local landmarks just beyond the project boundary – the Bridge Inn Hotel, the Saleyard and Mayfield Farm. All are important surviving remnants of Mernda's rural past (though the latter two are in a state of disrepair).
- Remnants of a dilapidated farm shed on the southern knoll – not of heritage worth.
- Local west-east drainage line running from a linear park to an old culvert under Plenty Road – follows natural grade.
- Interfaces to two busy arterial roads – Plenty and Bridge Inn Roads.
- Open woodland character of Plenty Road verges extant along part of the boundary.
- Several linkages to adjacent Renaissance Rise estate.
- Semi-rural feel despite nearby urban development.

## 2.4 Heritage

### 2.4.1 Aboriginal cultural heritage

Land at 1405 Plenty Road, within the DP Area, has been identified as an area of cultural heritage sensitivity, being located within 50 metres of 2 registered cultural heritage places recorded on the Victorian Aboriginal Heritage Register.

For this reason, a Cultural Heritage Management Plan (CHMP) was prepared in 2013 and was registered as CHMP 12624 in relation to the previous proposal to sell and subdivide this land.

The subsequent Cultural Heritage Letter of Advice (provided with this report) advises that following a thorough process of investigation for cultural material under the CHMP, no Aboriginal heritage was identified, and existing Aboriginal sites were found likely to have been destroyed.

Further detail in relation to Aboriginal cultural heritage is provided in section 5.3, below.

### 2.4.2 Historical cultural heritage

Two sites of historical cultural heritage significance are located within the DP Area.

At 1415 Plenty Road, the remnants of the Morang Cattle Markets are subject to a Heritage Overlay (**HO66**) under the Whittlesea Planning Scheme.





Figure 3 – Context and Site Analysis

At 1425 Plenty Road, the Bridge Inn Hotel is subject to a Heritage Overlay (**HO67**) covering the original brick hotel and weatherboard outbuilding.

The Mernda Strategy Plan (refer section 4.5.3, below) requires that development around the Mernda Town Centre should incorporate key heritage places such as the Bridge Inn Hotel and the Saleyards (Cattle Markets) and that design should maintain connections with Mernda's rural history.

## 2.5 Trees

Tree Logic was engaged to prepare an Arboricultural Assessment for the DP Area. The assessment found that:

- Within 1405 Plenty Road, the Assessment finds no trees of High rating, 4 of Moderate, 20 of Low and 1 with no rating.
- The 21 of Low or no rating are regarded as generally posing no constraint on design and could be removed as required. They are found to be structurally poor remnant specimens.
- The 4 found to be of Moderate value (all within the proposed trade supplies/restricted retail/food and drink footprint) are of relatively young age and small size and easily replaceable within associated landscape design by trees of appropriate species.

## 2.6 Biodiversity

Ecology & Heritage Partners was engaged to prepare a Biodiversity Assessment for the DP Area.

The report originally issued in September 2014 and updated in February 2015 finds that:

- 43 flora species (15 indigenous and 28 non-indigenous) were recorded within the study area during a field assessment in July 2014. No significant flora species were recorded within the study area during the field assessment; however there is suitable habitat within the study area for flora species of national (Matted flax-lily) and State (Slender Bindweed, Slender Tick-trefoil and Rye Beetle-grass) conservation significance.
- 23 fauna species were recorded within the study area during the field assessment, including 2 mammals (one native, one introduced) and 21 birds (17 native, 4 introduced). There is suitable within the study area for one fauna species of national conservation significance (Golden Sun Moth).
- Vegetation within the study area did not meet the condition thresholds that define any significant ecological communities.
- Any development plan should take the protection of River Red Gums within the study area into consideration.
- A referral to the Commonwealth Environment Minister may be required pending the outcome of targeted surveys for Matted Flax-Lily and Golden Sun Moth.
- A planning permit is required to remove, disturb or lop any native vegetation. Areas of remnant native vegetation, scattered trees and habitat for rare or threatened species must be offset if they are proposed to be disturbed.

## 2.7 Opportunities and Constraints

Opportunities and constraints which were identified in the report accompanying the 2010 Development Plan, and which informed the 2010 Development Plan, have been reviewed and adopted as relevant as part of the preparation of the new Development Plan.

Additional considerations arising from changed circumstances have also been taken into account as indicated in **Table 3**.

In Section 3.4, Table 4 identifies how the new Development Plan responds to the opportunities and constraints identified in Table 3.

Table 3 – Opportunities and constraints

	Identified in relation to 2010 Development Plan	Additional considerations for 2015 Development Plan
<b>OPPORTUNITIES</b>	<ul style="list-style-type: none"> <li>• Within Retail/Mixed use precinct under Mernda Town Centre Comprehensive Development Plan</li> <li>• At corner of major intersection within Mernda Town Centre</li> <li>• Size and proportion of DP Area</li> <li>• Topography – mostly flat with views to elevated areas beyond.</li> <li>• Direct exposure to main roads</li> <li>• Limited vegetation on majority of site.</li> <li>• Existing use of part of site for hotel/entertainment purposes.</li> </ul>	<ul style="list-style-type: none"> <li>• Opportunity to create a safe, pedestrian-orientated commercial and community precinct within the Town Centre, particularly accessible from residential areas to the south and west.</li> <li>• Accessibility to be enhanced by future Mernda Railway Station.</li> <li>• Heritage sites (Bridge Inn Hotel and sale yards) which form the historic hub of Mernda will be key landmarks within the DP Area.</li> </ul>
<b>CONSTRAINTS</b>	<ul style="list-style-type: none"> <li>• Future road widening of Bridge Inn Road and Plenty Road.</li> <li>• Topographic features at the south and north-west.</li> <li>• Heritage significance of hotel and sale yards.</li> <li>• Isolated scattered River Red Gums (approval previously given for removal of some of these trees).</li> <li>• Interfaces with developing residential areas to the west.</li> </ul>	<ul style="list-style-type: none"> <li>• Surrounding approvals that have departed from MTC CDP and in particular intersection locations.</li> <li>• Planning permit issued for Hotel expansion that fixes northern connection point</li> <li>• Future residential interface to the south will also be relevant.</li> </ul>

## 3 THE PROPOSAL

### 3.1 Vision – Statement

This development plan adopts the following vision:

*“ The Development Plan will facilitate a vibrant and diverse mixed-use precinct offering restricted retail, trade supplies, and other commercial outlets and community facilities as an integral part of the Mernda Town Centre. A range of housing at medium density will complement the commercial development, with residents benefitting from a high level of accessibility including on foot, by bicycle and on public transport. ”*

### 3.2 Design Response

The Vision for the DP Area will be implemented through the following design response. These principles are informed by the site analysis and by the opportunities and constraints identified in the previous section. They also correspond, with modification where appropriate, to the design response identified in the 2010 Development Plan. The design:

- Will facilitate the provision of vehicle connections from Plenty Road to Bridge Inn Road in an alignment which provides convenient access to, and an efficient development arrangement for, the DP Area. The design relates the Plenty Road vehicle connection points with the proposed street network within neighbouring precincts.
- Supports the recent renovation of the Bridge Inn Hotel to consolidate its Mixed use – entertainment role within the historic township and within the Mernda Town Centre.
- Provides for interpretation of or design reference to the social and heritage significance of the Mernda Stock and Saleyards in any redevelopment of this part of the DP Area – subject to the intentions of the owner of that site from time to time.
- Facilitates the development and use of part of the land for commercial purposes in a built form which addresses the proposed street network to establish an active street life.
- Balances flexibility with certainty to provide an appropriate level of detail, along with providing for a variety of building parcels to accommodate a range of uses.
- Facilitates the use of the southern part of the precinct for large-format retailing (trade supplies/restricted retail) and for food and drink premises.
- Provides for mixed use – residential in the central-western part of the precinct, fronting the new east-west road through the DP Area.
- Provides for restricted retail use and food and drink premises with a frontage to a potential Plenty Road service road immediately to the south of the saleyards site.
- Provides for possible residential use above ground level within the restricted retail / food and drink area, to provide for car-free lifestyles.
- Transforms the drainage reserve into a major landscaped feature (the ‘Northern Green Link’).
- Responds to the existing River Red Gums through street and open space design.

- Provides for an active street edge consistent with the Mernda Town Centre Comprehensive Development Plan guidelines.
- Ensures that car parking does not impose unreasonably on the public realm.
- Provides a diversity of housing options for Mernda including apartments and townhouses.

### 3.3 Development Plan Elements

The Development Plan, to be endorsed under DPO 15, is found at **Figure 4 – Development Plan**. Major elements include:

- Land uses – a mix of uses including mixed use – general, trade supplies / restricted retail / food and drink, restricted retail / food and drink with possible residential above, mixed use – entertainment, mixed use – residential, medium density residential and community.
- Retail – A mix of restricted retail (bulky goods) / food and drink uses fronting Plenty Road and a major trade supplies/restricted retail/food and drink precinct to the south. This balances flexibility with certainty to provide an appropriate level of detail, along with providing for a variety of building parcels to accommodate a range of uses.
- Mixed use – entertainment land use designation for the existing hotel.
- Mixed use – general land use designation for the saleyards.
- Intersections – Utilising the approved signalised intersections at Berry Lane/Plenty Road and Bridge Inn Road/Sissinghurst Parade, and proposing a new signalised intersection West of Mayfield Farm, and a new left/in left out between that intersection and Berry Lane.
- Pedestrian Crossings – Establishing a strong connection via the approved pedestrian crossing on Plenty Road to the Town Centre Core and Train Station Precinct.
- Pedestrian Connections – Generous footpaths on all streets providing a high level of connectivity in all directions.
- Cycle Connections – Off-road shared paths on key routes to provide safe and convenient cycling options.
- Green Link – Transforming the drainage line into a multi-purpose Green Link that incorporates the River Red Gums and connects Renaissance Rise residential development to the Town Centre Core and Train Station. This contemporary approach will create a unique sense of place for this part of Mernda Town Centre.
- River Red Gums – Retention of 12 River Red Gums (within or immediately adjacent to the DP Area) to provide character to the site and preserve their environmental values.
- Bridge Inn Hotel – Supporting the recent renovations of the Hotel by providing a road connection to the parcel and not proposing any land use change.
- Saleyards – no land use change proposed.

### 3.4 Response to identified opportunities and constraints

**Table 4** identifies how the new Development Plan responds to the opportunities and constraints identified in Table 3 of this report.

Table 4 – Development Plan response to opportunities and constraints

	Identified Opportunity or Constraint	How the new Development Plan responds
OPPORTUNITIES	<b>Identified in relation to 2010 Development Plan:</b> <ul style="list-style-type: none"> <li>• Within Retail/Mixed use precinct under Mernda Town Centre Comprehensive Development Plan</li> <li>• At corner of major intersection within Mernda Town Centre</li> <li>• Size and proportion of DP Area</li> <li>• Topography – mostly flat with views to elevated areas beyond.</li> <li>• Direct exposure to main roads</li> <li>• Limited vegetation on majority of site.</li> <li>• Existing use of part of site for hotel/entertainment purposes.</li> </ul>	<ul style="list-style-type: none"> <li>• Provides for commercial, community and residential land uses as appropriate for the town centre location.</li> <li>• Provides for entertainment, community and commercial land uses to main road frontages.</li> <li>• Takes account of scale and proportions of the DP Area to ensure appropriate layout and transition in land uses.</li> <li>• Topography of the site accommodates extensive areas needed for trade supplies and restricted retail land uses. Proposed residential uses will benefit from views.</li> <li>• DP layout maximises ease of access and visibility for commercial and community land uses along Plenty Road frontage.</li> <li>• Retention of scattered trees wherever possible – 12 in number.</li> <li>• No change to existing (2010 Development Plan) designation of hotel for mixed use – entertainment.</li> </ul>
	<b>Additional considerations for 2015 Development Plan:</b> <ul style="list-style-type: none"> <li>• Opportunity to create a safe, pedestrian-orientated commercial and community precinct within the Town Centre, particularly accessible from residential areas to the south and west.</li> <li>• Accessibility to be enhanced by future Mernda Railway Station.</li> <li>• Heritage sites (Bridge Inn Hotel and sale yards) which form the historic hub of Mernda will be key landmarks within the DP Area.</li> </ul>	<ul style="list-style-type: none"> <li>• Green links into and through the DP Area from east and west will enhance pedestrian access into the DP Area and other precincts of the Mernda Town Centre beyond the DP Area.</li> <li>• Green links will enhance accessibility onto and over the DP Area to the future Mernda Railway Station.</li> <li>• DP provides for continuing use of Bridge Inn Hotel for mixed use - entertainment, and recognises the sale yards as a heritage site.</li> </ul>

	Identified Opportunity or Constraint	How the new Development Plan responds
CONSTRAINTS	<b>Identified in relation to 2010 Development Plan:</b> <ul style="list-style-type: none"> <li>• Future road widening of Bridge Inn Road and Plenty Road.</li> <li>• Topographic features at the south and north-west.</li> <li>• Heritage significance of hotel and sale yards.</li> <li>• Isolated scattered River Red Gums (approval previously given for removal of some of these trees).</li> <li>• Interfaces with developing residential areas to the west.</li> </ul>	<ul style="list-style-type: none"> <li>• Extent of DP Area allows for road widening along Bridge Inn Road and Plenty Road boundaries. Indicative service road provides access to restricted retail and food and drink premises along Plenty Road frontage.</li> <li>• Enhancing these topographic features through the provision of green links onto and over the DP Area.</li> <li>• Retention of hotel for mixed use - entertainment, and recognition of sale yards as a heritage site.</li> <li>• While the removal of 15 scattered trees (including 3 dead trees) is proposed (the same number as in the 2010 Development Plan), 12 trees will be retained in appropriate locations.</li> <li>• Proposed green links and main east-west road through the DP Area will enhance permeability from residential areas to the west. Land uses to Pomaderris Drive will provide appropriate interfaces to adjoining residential areas.</li> </ul>
	<b>Additional considerations for 2015 Development Plan:</b> <ul style="list-style-type: none"> <li>• Surrounding approvals that have departed from MTCCDP and in particular intersection locations.</li> <li>• Planning permit issued for Hotel expansion that fixes northern connection point</li> <li>• Future residential interface to the south will also be relevant.</li> </ul>	<ul style="list-style-type: none"> <li>• Intersection and signalised pedestrian crossing locations provide appropriate links across Plenty Road and into town centre precincts to the east.</li> <li>• DP provides for this connection to Bridge Inn Road.</li> <li>• Provision for community interfaces to the south of DP Area.</li> </ul>



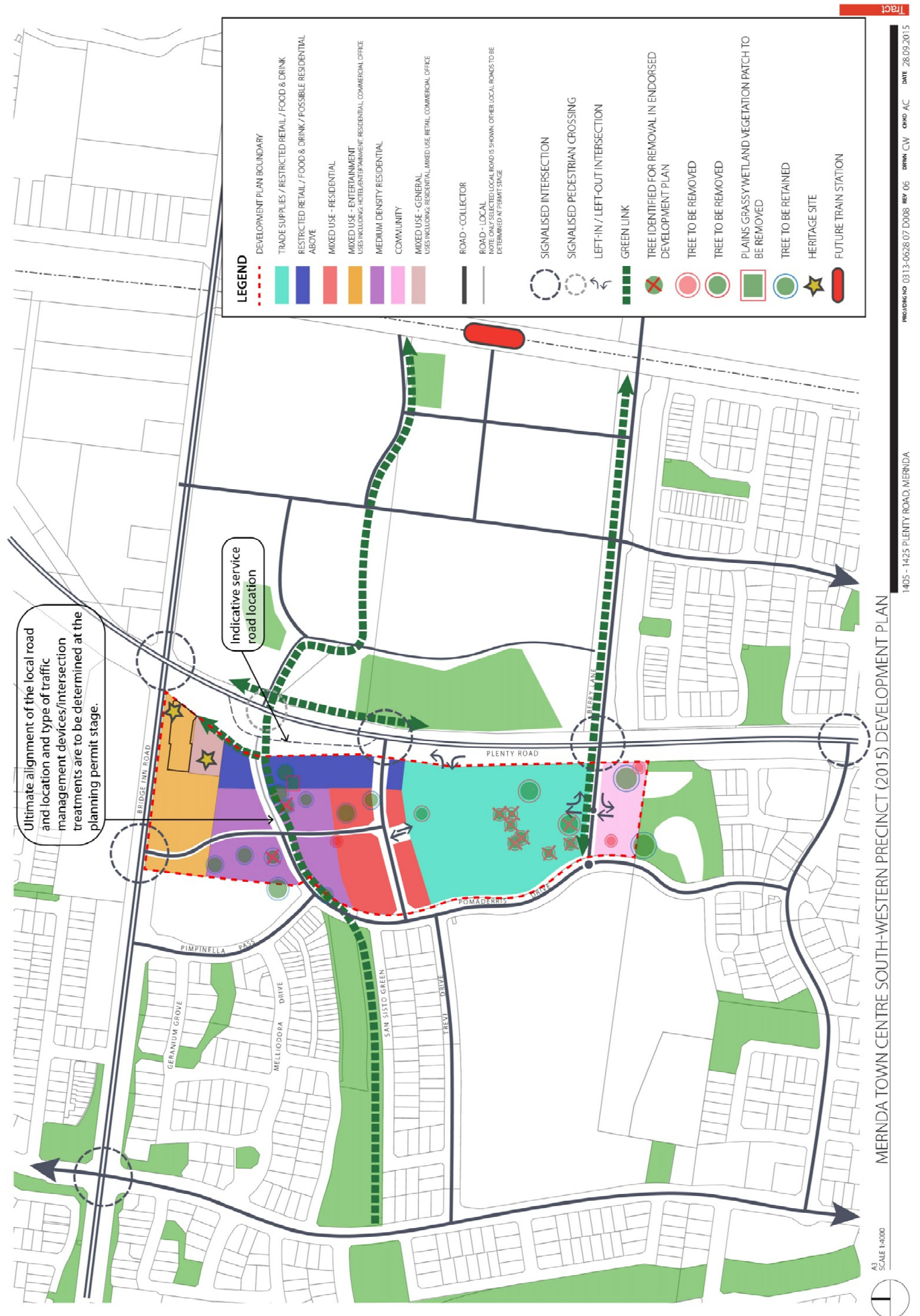


Figure 4 – Development Plan



## 4 PLANNING FRAMEWORK

### 4.1 State Planning Policy Framework (SPPF)

The following elements of the SPPF are relevant to the Development Plan:

#### 4.1.1 Clause 9.01 - Plan Melbourne

Clause 9 provides for references to previous metropolitan strategic policies (*Melbourne 2030* and *Melbourne 2030: A planning update – Melbourne @ 5 million*) to be disregarded, and where relevant for planning and responsible authorities to consider and apply Plan Melbourne: Metropolitan Planning Strategy (2014).

Section 4.5.1 explains how the Development Plan meets relevant objectives of Plan Melbourne.

#### 4.1.2 Clause 11 - Settlement

Clause 11 requires planning to anticipate and respond to the needs of existing and future communities for land for housing, employment, recreation and other purposes. Planning is to recognise and as far as practicable contribute towards diversity of choice, economic viability, a high standard of urban design and amenity, accessibility, land use and transport integration and other identified objectives. Planning is to facilitate sustainable development taking advantage of existing settlement patterns and investment in transport, communication and other infrastructure.

Specific provisions within Clause 11 are also relevant:

- Clause 11.01-1 – Activity centre network, with the objective of building up activity centres as a focus for high-quality development, activity and living for the whole community. It includes strategies for development of a network of activity centres which differ in size and function, which provide different types of housing, including forms of higher density housing, and which maximise choices in services, employment and social interaction.
- Clause 11.01-2 – Activity centre planning, with the objective of concentrating major retail, residential, commercial administrative, entertainment and cultural developments into activity centres which provide a variety of land uses and are highly accessible to the community. Again, a diversity of housing types at higher densities are encouraged in and around activity centres, with concentration of activities that generate high numbers of non-freight trips in highly accessible activity centres. The mix of uses in activity centres is to be broadened to include a range of services over longer hours appropriate to the type of centre and needs of the population served.

The Development Plan responds to relevant strategies and objectives of Clause 11 by:

- Providing for the housing, employment, retail and community needs of existing and future residents of Mernda in a location designated in successive strategic policies as an activity centre or town centre for the emerging Mernda community.
- Providing opportunities for a diversity of housing types, including at medium density, within the town centre precinct and in close proximity to the future Mernda railway station and associated transport infrastructure.

#### 4.1.3 Clause 15.01 – Urban Environment

Within Clause 15.01, Clause 15.01-1 – Urban Design has the objective of creating urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.

Specific strategies include:

- Promoting good urban design to make the environment more liveable and attractive.
- Ensuring new development or redevelopment contributes to community and cultural life by improving safety, diversity and choice, the quality of living and working environments, accessibility and inclusiveness and environmental sustainability.
- Require development to respond to its context in terms of urban character, cultural heritage, natural features, surrounding landscape and climate.
- Requiring development to include a site analysis and descriptive statement explaining how the proposed development responds to the site and its context.

The Development Plan achieves the objectives of Clause 15.01-1 by providing for the retention of the significant Bridge Inn Hotel and recognising the former sale yards as a heritage site. The road network within the DP Area, provision for green corridors onto and over the DP Area and the retention wherever possible of key trees within the DP Area also contribute to these objectives.

A descriptive statement as to how the Development Plan responds to its site and context is provided in section 5.1 of this report.

#### 4.1.4 Clause 15.03 – Heritage

Clause 15.03 seeks to ensure the conservation of places of heritage significance. Specific strategies include:

- Providing for the conservation and enhancement of those places which are of aesthetic, archaeological, cultural, social or other cultural value.
- Encouraging appropriate development that respects places with identified heritage values and creates a worthy legacy for future generations.
- Retaining those elements that contribute to the importance of the heritage place.
- Encouraging the conservation and restoration of contributory elements.
- Ensuring an appropriate setting and context for heritage places is maintained or enhanced.

The Development Plan advances the objective of this clause, and relevant strategies, by accommodating the retention of the Bridge Inn Hotel and recognising the former Mernda sale yards as a heritage site, while in each case maintaining an appropriate setting and context for these heritage places.

#### 4.1.5 Clause 16 – Housing

Clause 16 seeks to provide for housing diversity and the efficient provision of supporting infrastructure, with new housing to allow for walkability to activity centres, public transport, schools and open space. Housing developments should be integrated with infrastructure and services, and new housing should be located in or close to activity centres, employment corridors and other sites that offer good access to services and transport. A range of housing types should be provided to meet increasingly diverse needs, and housing stock should match changing demand by widening housing choice, particularly in the middle and outer suburbs.

By allocating parts of the DP Area for mixed use – residential and medium density residential use, including the potential for residential uses to be located above restricted retail /food and drink uses, the Development Plan contributes to an increase in housing diversity and choice in an outer-suburban growth area in which single detached dwellings are currently over-represented. Future residents within the DP Area will be able to access shops and services, public transport, open space and schools within walkable distance.

#### 4.1.6 Clause 17 – Economic Development

Within Clause 17, Clause 17.01 – Commercial aims to encourage development which meets the communities' needs for retail, entertainment, office and other commercial benefits, and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities.

Strategies in relation to this objective include:

- Locate commercial facilities in existing or planned activity centres.
- Provide new convenience shopping facilities to meet the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.
- Provide outlets of trade-related goods or services directly serving or ancillary to industry and which have adequate on-site car parking.

The Development Plan contributes towards this policy and its objectives by providing for the development of a key part of Mernda Town Centre, a designated activity centre, in a location which will be highly accessible to existing and future residential areas, including provision for food and drink, restricted retail and other commercial facilities where appropriate.

Designation of parts of the DP Area for trade supplies/restricted retail/food and drink and restricted retail/food and drink with possible residential above includes provision of space for adequate provision of on-site car parking.

#### **4.1.7 Clause 18.01 – Integrated Transport**

Clause 18.01 seeks to create a safe and sustainable transport system by integrating land use and transport.

Strategies include:

- Developing transport networks to support employment corridors that allow circumferential and radial movements.
- Planning urban development to make jobs and community services more accessible by:
  - Ensuring access is provided to developments in accordance with forecast demand, taking advantage of all available modes of transport and minimising adverse impacts on existing transport networks and the amenity of surrounding areas.
  - Concentrating key trip generators such as higher density residential development in and around Major Activity Centres on the Principal Transport Network.
  - Providing safe, convenient and direct pedestrian and cycling access to activity centres, public transport interchanges and other strategic redevelopment sites.

The Development Plan provides for the development of a precinct which will integrate commercial and community town centre services and facilities with a range of housing. The vehicle, cycle and pedestrian networks within the DP Area have been designed to allow for an appropriate level of access – from arterial roads (Plenty Road and Bridge Inn Road); from existing residential streets to the west of the DP Area; and across Plenty Road to the south-eastern precinct of the Mernda Town Centre and the future Mernda Railway Station beyond it.

#### **4.1.8 Clause 18.02 – Sustainable Personal Transport**

Clause 18.02 seeks to promote the use of sustainable personal transport. Strategies include:

- Encouraging the use of walking and cycling by creating environments that are safe and attractive.
- Developing high-quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.
- Ensuring that development provides opportunities to create more sustainable transport options such as walking, cycling and public transport.
- Ensuring cycling routes and infrastructure are constructed early in new developments.

The access strategy for the Development Plan has been designed having regard to the existing and proposed road network. The Development Plan has been designed to present attractive and interactive street frontages for bus routes forming part of the Principal Public Transport Network and serving the Mernda Town Centre precinct, as well as convenient pedestrian access at numerous points within the DP Area. Green links and shared paths both within the DP Area and outside its boundary, along Plenty Road, will encourage walking and cycling.

## **4.2 Local Planning Policy Framework (LPPF)**

The following elements of the LPPF under the Whittlesea Planning Scheme are relevant to the Development Plan:

#### 4.2.1 Municipal Strategic Statement (MSS)

- Clause 21.03-2 (Growth Areas Framework) of the MSS provides the broad strategic framework for growth area planning within the City of Whittlesea. The Municipal Framework Plan within Clause 21.03-2 depicts the DP Area as a combination of existing and future residential areas.
- Clause 21.04-1 (Activity Centre Planning) aims to define the role and extent of a series of activity centres which establish a focus for the provision of accessible goods and services, employment generation, community meeting places and associated land uses. Strategies include allocating “unmet potential for the provision of retail floor space” in locations which are accessible to existing and future population and which contribute to or promote activities for employment generation and the provision of public transport. The clause also seeks to limit the extent of commercial incursion into residential and industrial areas by allocating suitable amounts of industrial and commercial land in appropriate locations.

The Development Plan supports this element of the MSS by providing for provision of goods and services, employment generation and community facilities within a defined activity centre that is readily accessible to residents, including by existing and likely future public transport services. The allocation of extensive parts of the DP Area for commercial uses will help to prevent the incursion of these uses into nearby residential areas.

- Clause 21.08-1 (Urban Design) seeks to progressively update the image and appearance of the City of Whittlesea, focussing on retention of local environmental features, landscape qualities and urban and landscape design improvements. Related strategies include protecting sensitive landscapes and the overall scenic quality within the municipality; and improving the appearance of the municipality by providing for gateway strategies for major roads, including Plenty Road.

The Development Plan will support these objectives by preserving existing trees wherever possible, by providing for retention of the landmark Bridge Inn Hotel and recognition of the former sale yards as a heritage item and provision for a new landmark development within the mixed-use precinct marking the southern entry into the Mernda Town Centre precinct.

- Clause 21.09 (Housing) seeks to plan for a diverse series of residential communities with a unique identity and sense of place, catering to all segments of the housing market and respecting and incorporating local environmental and cultural features. It also seeks to promote the establishment of increased diversity and quality of housing to meet the needs of existing and future residents in a manner which contributes positively to local character and sense of place.

The Development Plan supports the objectives of this clause by designating a significant part of the DP Area for potential medium density residential use. This will substantially increase diversity and choice within the housing market in this highly accessible growth area. Retention of significant existing trees and proximity to heritage sites (the Bridge Inn Hotel and the former Mernda sale yards) will contribute to the identity and sense of place of the emerging community. Provision for possible residential use above restricted retail uses within the DP Area will allow for the development of types of housing which differ from the detached dwellings which are over-represented nearby.

- Clause 21.10 (Economic Development) aims to create a better jobs/housing balance and achieve greater diversity in employment opportunities. The Development Plan supports this objective by providing for trade supplies, food and drink premises, restricted retail and community uses in areas which are highly accessible to existing and future residential areas.

#### 4.2.2 Local Planning Policies

Clause 22.10 – River Redgum Protection Policy has the objective of ensuring that the development of urban and rural areas takes into account the presence, retention, enhancement and long-term viability of River Red Gums in urban areas. Related policy includes to recognise the intrinsic value of River Red Gums in establishing character and identity in rural and urban areas, and to request a comprehensive site analysis and arborist’s report with any planning proposal on land which contains remnant River Red Gums.

The Development Plan has been informed by a comprehensive Arboricultural Assessment and a Biodiversity Assessment. Refer to sections 5.6 and 5.7, below, for further detail including a Tree Retention Plan showing trees to be retained and removed.

### 4.3 Zone

The whole of the DP Area is within the Comprehensive Development Zone and Schedule 1 to that zone (CDZ1). Refer to **Figure 5 – Zoning Plan**.

Among the purposes of the CDZ is to provide for a range of uses and the development of land in accordance with a comprehensive development plan incorporated into the planning scheme.

Specific purposes of Schedule 1 to the CDZ, entitled Mernda Town Centre Comprehensive Development Plan, are:

- To designate land suitable for a compact, pedestrian-orientated and traditional mixed use town centre.
- To incorporate and integrate a dynamic range of land uses including (among others) retail, office and recreation, in accordance with a Comprehensive Development Plan.
- To provide an appropriate interface to adjoining residential areas, main roads, open spaces and the future rail corridor and to ensure that non-residential uses do not cause a loss of amenity to nearby residents.
- To encourage residential development within defined locations and at medium or higher densities to make optimum use of the facilities and services available within the town centre.
- To allocate an appropriate level of retail, office and other commercial floorspace for the town centre.

The **Mernda Town Centre Comprehensive Development Plan (MTCCDP)** is the comprehensive development plan which has been incorporated in the Whittlesea Planning Scheme in relation to CDZ1. The MTCCDP is further discussed in section 4.5.5, below.

CDZ1 requires all use of land to be generally in accordance with the MTCCDP, as well as any further Incorporated Plan and Development Plan required under the planning scheme.

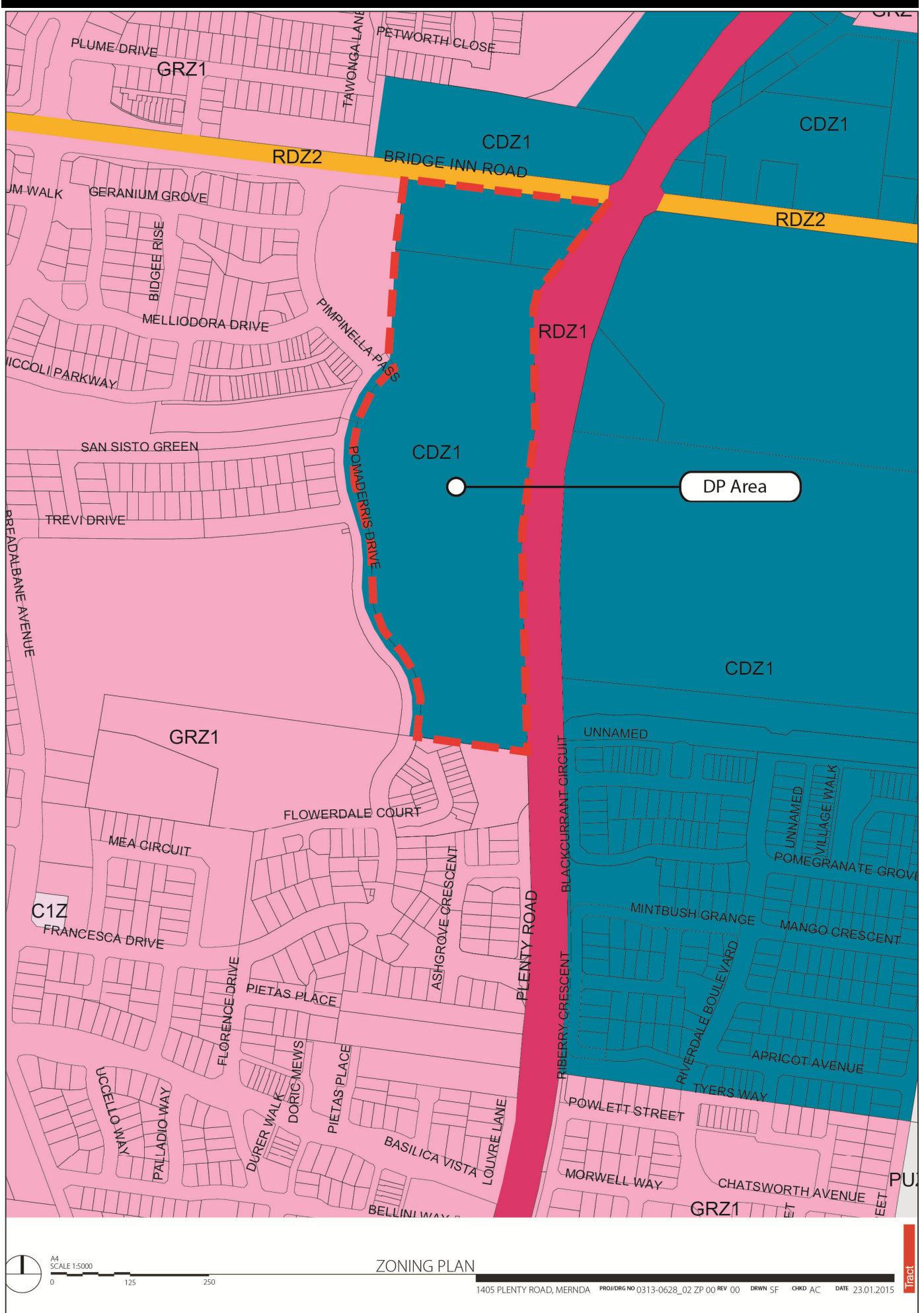


Figure 5 – Zoning Plan



## 4.4 Overlays

The following overlays affect all or part of the DP Area:

### 4.4.1 Vegetation Protection Overlay and Schedule 1 (VPO1)

The Vegetation Protection Overlay (VPO) has purposes which include to protect areas of significant vegetation, to ensure that development minimises loss of vegetation and to preserve existing trees and other vegetation. Where the VPO applies, a permit is required to remove, destroy or lop any vegetation specified in a schedule to the overlay, unless a specific exemption applies.

The whole of the DP Area is covered by Schedule 1 to the VPO (VPO1) – see **Figure 6 – Vegetation Protection Overlay and Heritage Overlay Plan**.

VPO1 relates to Significant Vegetation (River Redgum Grassy Woodland) which is found in Mernda and other parts of the Plenty Valley.

Noting that removal of many River Red Gums was approved under the 2010 Development Plan, the DP protects 12 River Red Gums within or immediately adjacent to the DP Area by incorporating them into landscaped Green Links, road reserves and areas designated for Community and Medium Density Residential uses.

### 4.4.2 Heritage Overlay (HO)

Within the DP Area, the former Morang Cattle Markets (sale yards) and the Bridge Inn Hotel are subject to the Heritage Overlay. They are designated respectively as items 66 and 67 within the Schedule to the overlay. Refer to **Figure 6**.

The overlay seeks to conserve and enhance heritage places of natural or cultural significance, including those elements which contribute to the significance of a heritage place. A planning permit is required for any proposal to subdivide land, to demolish or remove a building or to construct a building or construct or carry out works where the Heritage Overlay applies.

Both the Hotel and the sale yards are recognised as heritage sites in the DP and sensitively incorporated into the surrounding urban fabric.

### 4.4.3 Incorporated Plan Overlay and Schedule 1 (IPO1)

The whole of the DP Area is subject to Schedule 1 to the Incorporated Plan Overlay. Refer to **Figure 7 – Incorporated Plan Overlay**.

The IPO identifies areas which require the form and conditions of future use and development to be shown on an incorporated plan before a permit can be granted to use or develop the land. A permit application is exempt from notice and review requirements if it is generally in accordance with an incorporated plan.

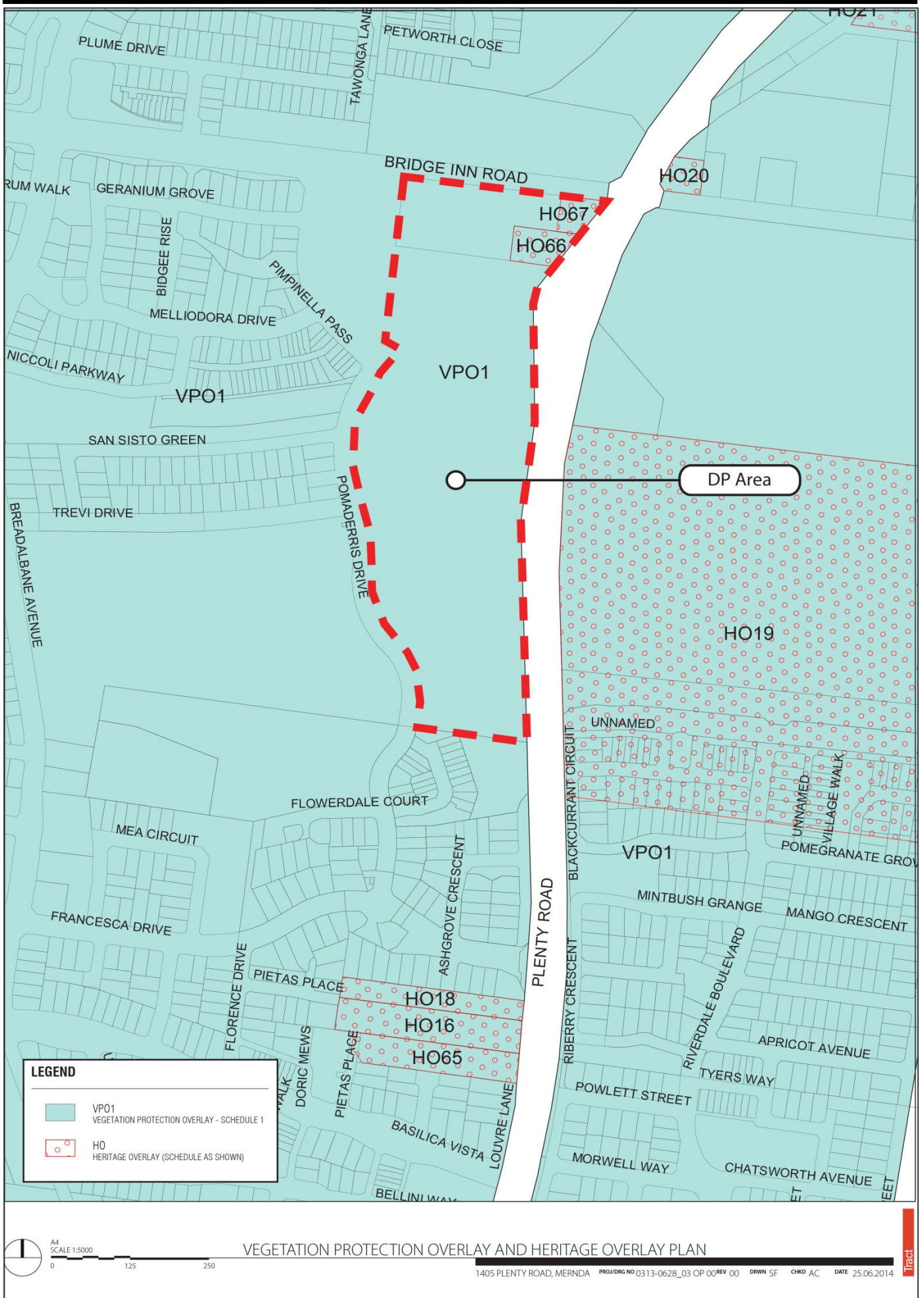


Figure 6 – Vegetation Protection Overlay and Heritage Overlay



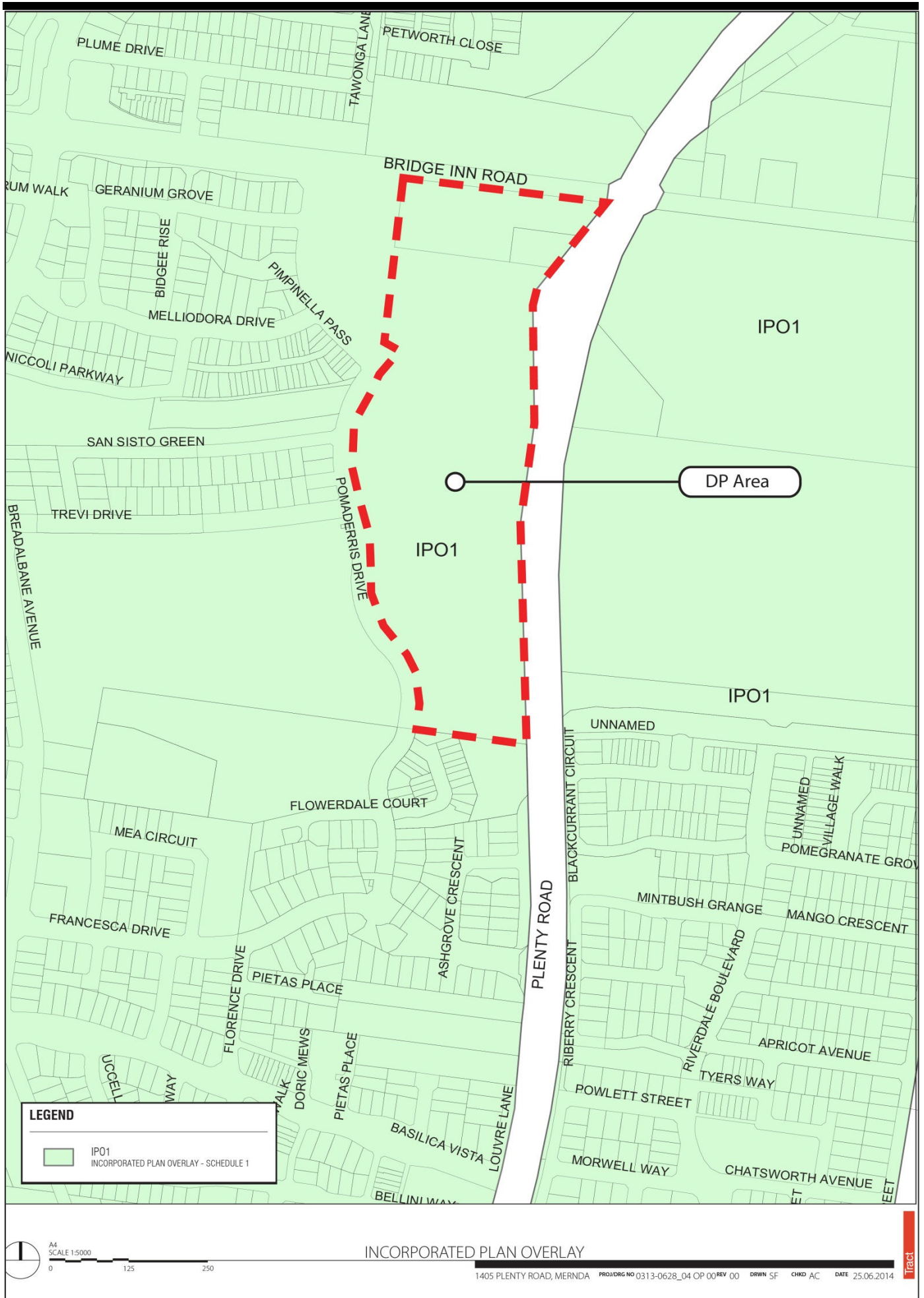


Figure 7 – Incorporated Plan Overlay

#### 4.4.4 Development Plan Overlay and Schedule 15 (DPO15)

The whole of the DP Area is subject to the Development Plan Overlay (DPO), which identifies areas which require the form and conditions of future use and development to be shown in a development plan before a permit can be granted to use or develop the land. A permit application for development which is generally in accordance with an approved development plan is exempt from notice and review requirements.

The DP Area is subject to Schedule 15 to the Development Plan Overlay (DPO15), with the exception of an area of approximately 0.49 hectares of 1405 Plenty Road where the western boundary of the DP Area is defined by the curving alignment of Pomaderris Drive. That area is subject to Schedule 5 to the DPO (DPO5). Refer to **Figure 8 – Development Plan Overlay**.

It is assumed that the boundary between the 2 differently-scheduled DPO areas was drawn along a presumed, more easterly alignment of Pomaderris Drive before the construction of that road actually occurred in its existing alignment.

Pursuant to advice from Council, the Development Plan and this report have been prepared on the basis that DPO15 applies to the whole of the DP Area, including the strip within 1405 Plenty Road along Pomaderris Drive to which DPO5 actually applies. Pursuant to that advice, this report and the Development Plan respond to the requirements of DPO15, and do not address DPO5.

The **Mernda Town Centre South-Western Precinct Development Plan** was approved by Council on 6 July 2010 under DPO15 and applies to an area which corresponds to the DP Area.

Once approved by Council, the Development Plan will supersede this existing development plan.

#### 4.4.5 Development Contributions Plan Overlay and Schedule 8 (DCPO8)

The whole of the DP Area is subject to Schedule 8 to the Development Contributions Plan Overlay (DCPO8). See **Figure 9 – Development Contributions Plan Overlay**.

The DCPO identifies areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.

Under DCPO8, the Mernda Precinct 4 Development Contributions Plan applies to the whole of the DP Area. Developer contributions are a matter for subsequent planning permit processes.

## 4.5 Relevant Strategic Documents

### 4.5.1 Plan Melbourne

Plan Melbourne designates the intersection of Bridge Inn Road and Plenty Road as the site of the future Mernda Activity Centre within metropolitan Melbourne's Northern Subregion. Within that Subregion, it identifies a requirement for 140,000 to 180,000 new dwellings by 2031, allocated 25-35,000 apartments, 30-45,000 townhouses, flats and units and 85-105,000 detached dwellings.

Of the dwelling requirement to 2031, 40-60,000 dwellings will be provided in established areas, and 95-115,000 dwellings in growth areas.

Plan Melbourne also includes a series of Directions aimed at the achievement of stated outcomes and objectives, including (as relevant to the Development Plan):

- Direction 2.2 – Reduce the cost of living by increasing housing supply near services and public transport, which will contribute towards the Housing Choice and Affordability outcome of providing a diversity of housing in defined locations that cater for different households and are close to jobs and services.
- Direction 4.1 – create a city of 20-minute neighbourhoods, which will contribute towards the Liveable Communities and Neighbourhoods outcome of creating healthy and active neighbourhoods and maintaining Melbourne's identity as one of the world's most liveable cities.

The Development Plan will contribute towards relevant Plan Melbourne objectives by providing the opportunity for medium density residential development within a designated growth area, which will benefit from access to transport and services and, in the future, the proposed Mernda Railway Station.

Development of a range of commercial and community uses within the DP Area will broaden the range of services and jobs available to existing and future residents of Mernda and thereby contribute to the development of this area as a “20-minute neighbourhood”.

#### 4.5.2 Melbourne North Growth Corridor Plan

Growth Corridor Plans for Melbourne’s urban growth corridors were released in June 2012, including the North Growth Corridor Plan. **Figure 10 – Melbourne North Growth Corridor Plan (excerpt)** shows the DP Area within the context of the North Growth Corridor.

The Growth Corridor Plans seek to facilitate an ongoing supply of accessible, affordable and well-serviced land in each of Melbourne’s growth corridors. Within the North Growth Corridor, Mernda is identified as a Major Town Centre, served by a high-capacity public transport line – the South Morang railway, extended to Mernda – running east of Plenty Road.

The Development Plan is consistent with the North Growth Corridor Plan by facilitating development of a key part of the Mernda Town Centre.

#### 4.5.3 Mernda Strategy Plan – Precinct 4

The Mernda Strategy Plan is the incorporated plan that applies to the DP Area under IPO1. It provides broad-level guidance on the development of Mernda and Doreen within the wider Plenty Valley Growth Corridor, and guides and informs the preparation of development plans.

The Mernda Strategy Plan aims to facilitate development which meets future housing needs, as well as fostering economic development, environmental preservation and social progress. Within the Mernda Strategy Plan, individual Precinct Plans provide detailed and site-specific guidance on land use and design requirements. Development plans must be generally in accordance with the relevant Precinct Plan.

All of the DP Area is within Precinct 4 under the Mernda Strategy Plan. The location of the DP Area within Precinct 4 is shown in **Figure 11 – Mernda Strategy Plan Precinct 4**.

The following specific objectives for Precinct 4, drawn from the Precinct Plan for that precinct, are relevant for the DP Area:

- Designation for Retail/Mixed Use.
- Development to incorporate key heritage places such as the Bridge Inn Hotel and Mernda Saleyards.
- Establishment of a linear open space connection to establish linkages between the residential hinterland (to the west) and the Mernda Town Centre.
- Protection of River Red Gums.
- Establishment of a road link between Plenty Road and Bridge Inn Road through the DP Area.
- Design which is sensitive to the environment.

The Development Plan furthers these objectives. In particular:

- It promotes a range of uses consistent with the location of the DP Area within the Mernda Town Centre and its Retail/Mixed Use classification, including trade supplies/restricted retail/food and drink, restricted retail/food and drink with possible residential above, mixed use – residential, mixed use - entertainment, medium density residential and community.
- It establishes a road link between Plenty Road and Bridge Inn Road as part of an efficient and effective road network serving the DP Area and linking it to adjoining areas.
- It provides for green links through the DP Area connecting with other designated linear green spaces beyond the boundaries of the DP Area.
- It allows for the establishment of pedestrian and shared path links to generally align with those provided for in the Mernda Strategy Plan.
- It retains as far as possible River Red Gums and provides the opportunity for them to be preserved in appropriate settings as key contributors to the future character of the DP Area.



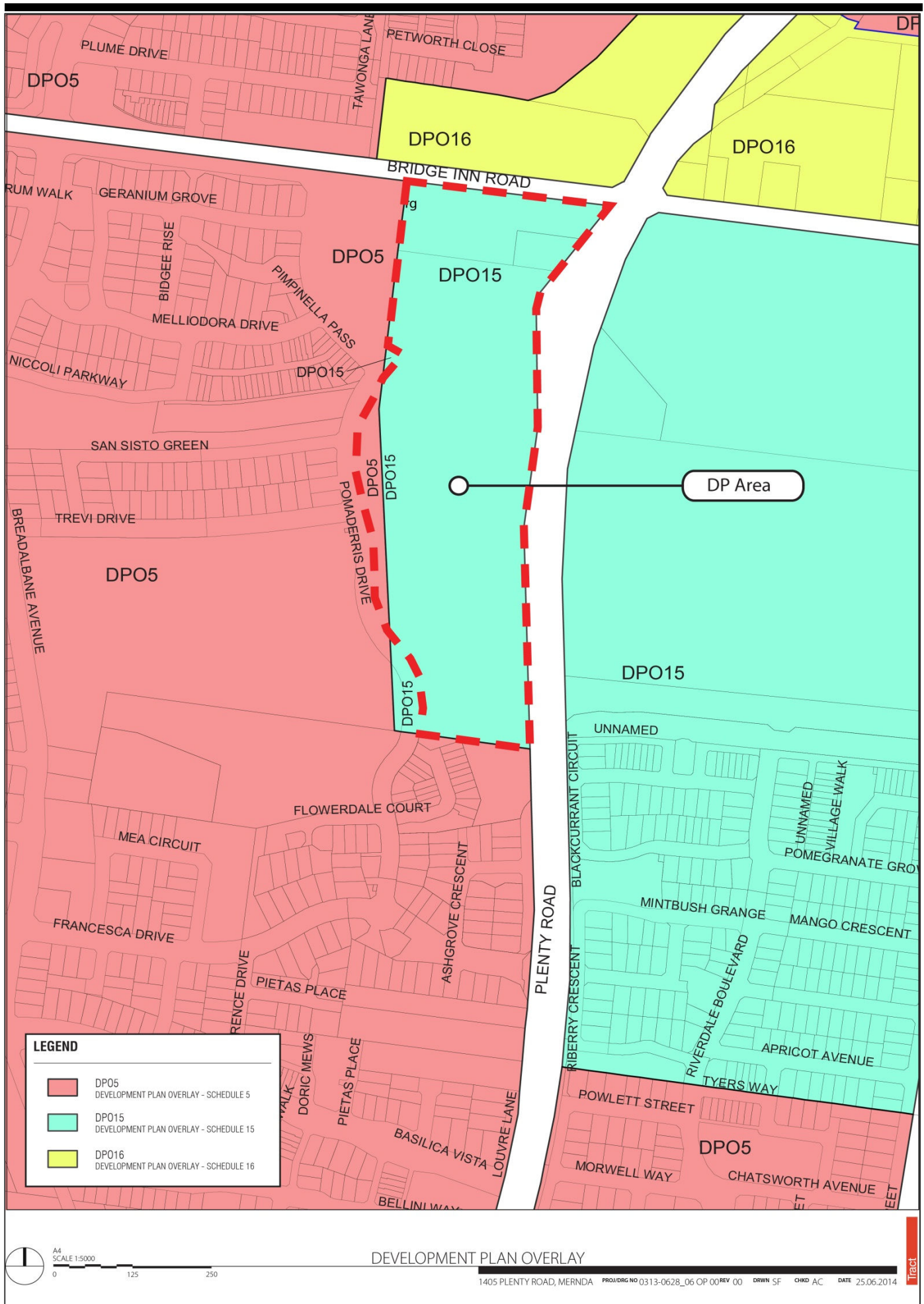


Figure 8 – Development Plan Overlay

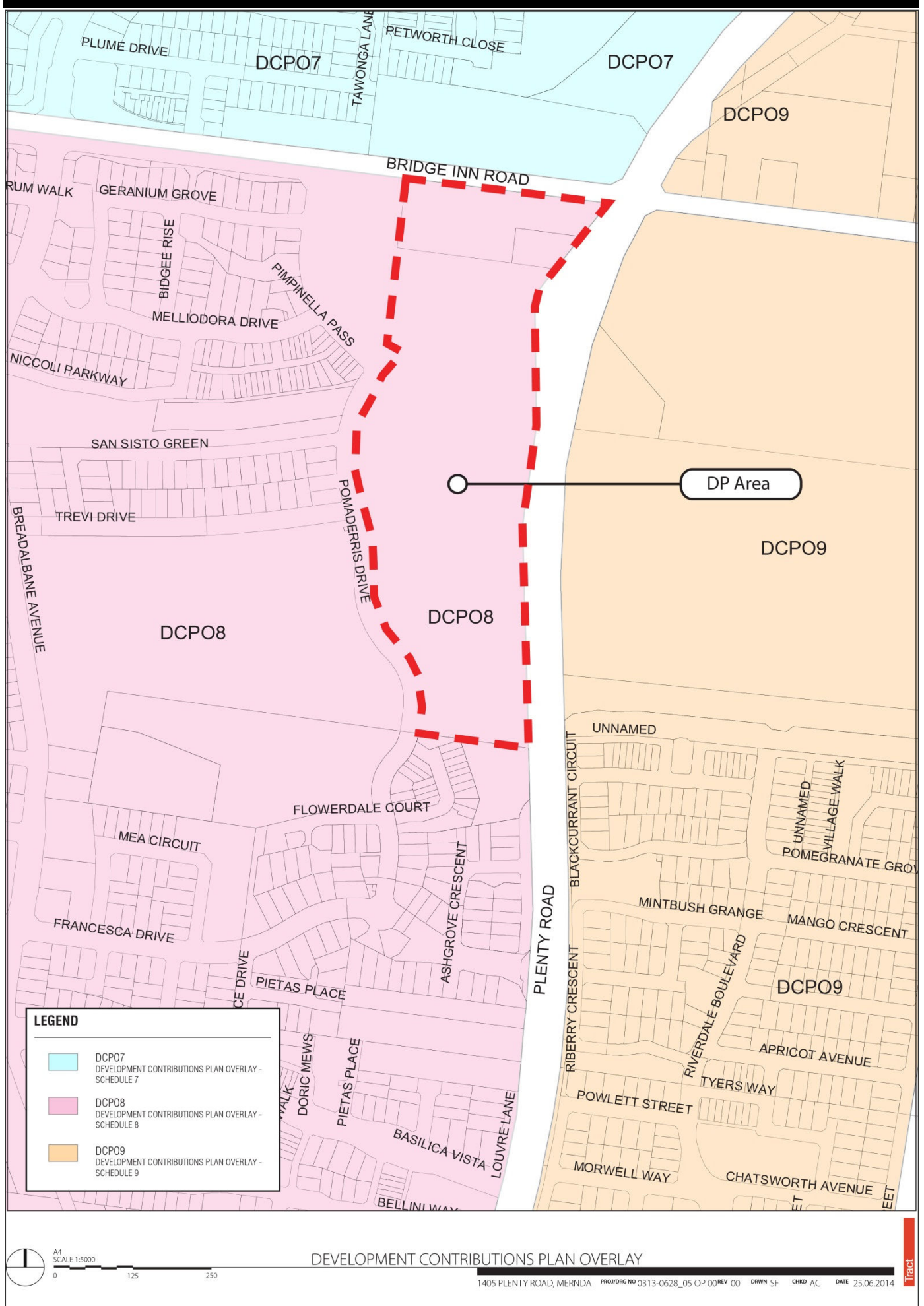


Figure 9 – Development Contributions Plan Overlay

#### 4.5.4 Mernda Town Centre Comprehensive Development Plan

The Mernda Town Centre Comprehensive Development Plan (**MTCCDP**) was incorporated into the Whittlesea Planning Scheme in 2004 (Amendment C045) as the comprehensive development plan relating to land zoned CDZ1. The MTCCDP was amended by Amendment C045 in 2004.

The approximate boundaries of the DP Area are depicted in the context of the Comprehensive Development Plan in **Figure 12 – Mernda Town Centre Comprehensive Development Plan**.

The report accompanying the MTCCDP notes that development plans and subdivision plans relating to land covered by the MTCCDP must be “generally in accordance with” the MTCCDP.

The report further outlines Council’s intention for Mernda Town Centre to develop as a sub-regional centre serving a primary catchment of around 50,000 people, once the Mernda growth area is fully developed. In this form the Town Centre will further social, economic and environmental objectives outlined in the Mernda Strategy Plan.

The following characteristics and attributes are identified for the Mernda Town Centre:

- Form the social and economic heart of a community.
- Remove the need to use a car for many local trips.
- Support public transport services.
- Generate local economic activity and employment.
- Promote civic pride and community participation.

The MTCCDP adopts 5 sets of Urban Design Principles to realise the Town Centre as envisaged, with more detailed principles to be identified under the same 5 subject headings in subsequent development plans, and providing more specific directions on street design, lot layout, building form and architecture.

**Table 5** sets out the Urban Design Principles identified within the MTCCDP and how the Development Plan responds to each of them.

In addition to the Urban Design Principles, the MTCCDP sets out specific objectives in relation to elements of the Town Centre, including:

- Provision for a “core mixed-use area” to the south and east of the Plenty Road/Bridge Inn Road intersection, comprising four “super-blocks” and accommodating large-format retail buildings and associated car parking. It also potentially accommodates community buildings and medium-density residential development.
- Outside of the “mixed-use core”, provision for “coarse-grain retail development that is not suited to the pedestrian-oriented Main Street”, variously referred to as “highway sales”, “peripheral sales” or “bulky goods retail”. Typically this development requires large pad-sites and arterial road frontage with service road access. It includes petrol-filling stations, garden supplies and fast-food restaurants, and other land uses with similar needs.

The MTCCDP specifically identifies the western side of Plenty Road, and either side of Bridge Road, as suitable for this type of retailing.

- Provision of quality medium-density housing in and around the Town Centre is seen as underpinning its function and viability. Density of residential development within the area covered by the MTCCDP should be in the order of 20 lots per hectare (gross developable area). Buildings with vertical scale are encouraged to create attractive streetscapes and to allow a vertical mixing of uses.



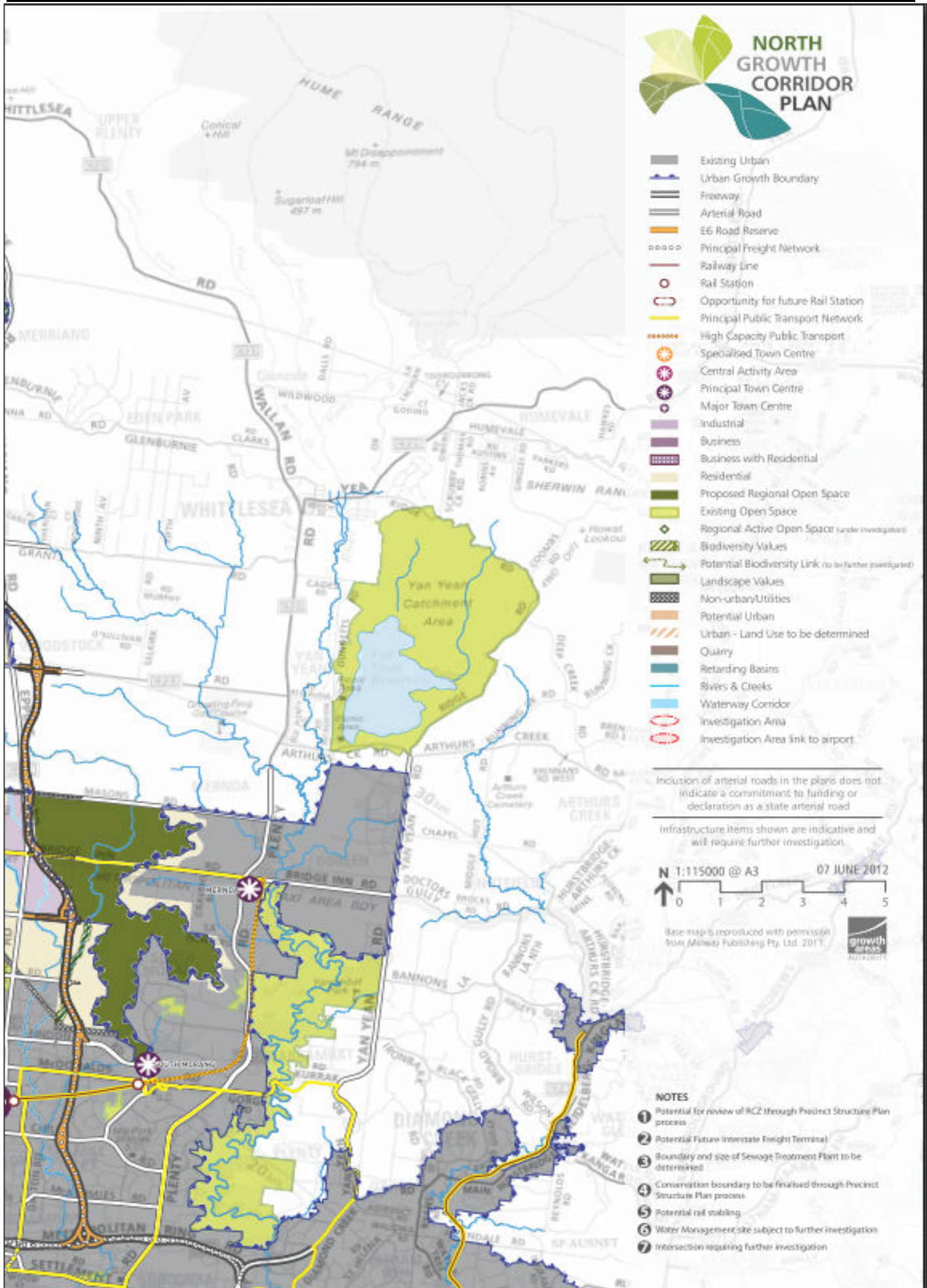
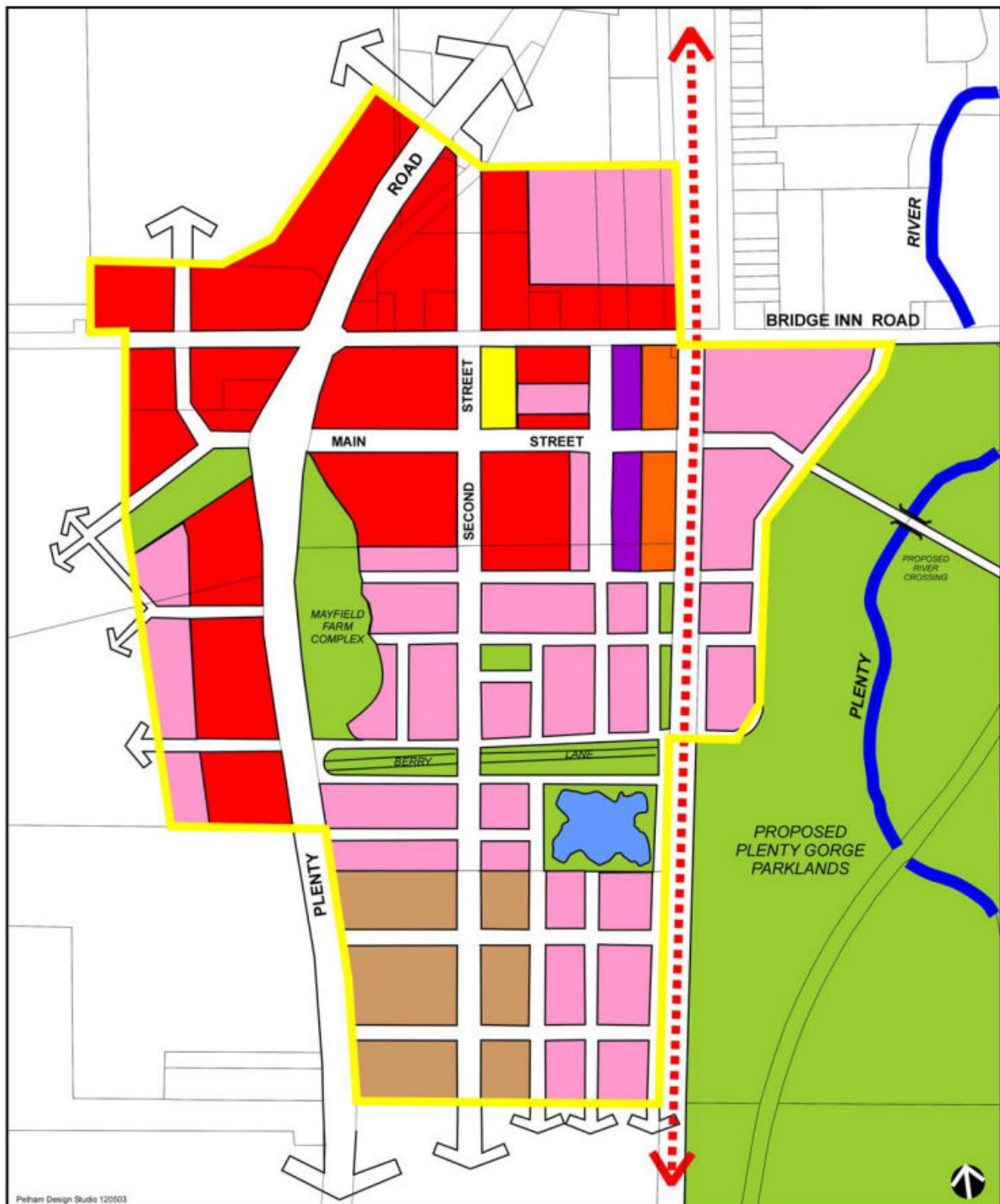


Figure 10 – Melbourne North Growth Corridor Plan (excerpt)









City of Whittlesea

## MERENDA TOWN CENTRE COMPREHENSIVE DEVELOPMENT PLAN

Figure 12 – Mernda Town Centre Comprehensive Development Plan

Table 5 – Mernda Town Centre Comprehensive Development Plan Urban Design Principles

Urban Design Principles and elements from MTCCDP	Development Plan's response
<b>#1 – Land Use Integration and Density</b>	
<ul style="list-style-type: none"> <li>Maximise employment capacity and opportunities for medium density housing around the mixed use core.</li> </ul>	<ul style="list-style-type: none"> <li>Development Plan provides both for employment-generating retail and entertainment uses, and medium density housing, in close proximity to the mixed use core.</li> </ul>
<ul style="list-style-type: none"> <li>Integrate the Town Centre site with the movement economy.</li> </ul>	<ul style="list-style-type: none"> <li>A high level of access is provided to all modes of transport, and in particular strong connections to the future Mernda Train Station.</li> </ul>
<ul style="list-style-type: none"> <li>Provide small high quality public spaces or squares in the core of the Town Centre with larger ones to the periphery.</li> </ul>	<ul style="list-style-type: none"> <li>A number of strategically located public spaces are shown on the Open Space Plan (see <b>Figure 13</b>).</li> </ul>
<ul style="list-style-type: none"> <li>Concentrate most intensive mixed-use development in the core of the Town Centre – close to public transport and arterial roads.</li> </ul>	<ul style="list-style-type: none"> <li>The majority of the DP Area is designated as trade supplies/restricted retail/food and drink, and medium density residential, with a mix of uses along the proposed east-west road.</li> <li>The Plan does not support the use of the land for Retail such as a Supermarket.</li> </ul>
<ul style="list-style-type: none"> <li>Capture economic benefits that can flow from arterial roads by fronting them with appropriate retail and commercial development within the confines of the Comprehensive Development Plan area.</li> </ul>	<ul style="list-style-type: none"> <li>Direct arterial road frontage and access to Plenty Road is provided for trade supplies/restricted retail uses/food and drink, with a potential service road providing access to Plenty Road for restricted retail use with possible residential above.</li> </ul>
<ul style="list-style-type: none"> <li>Locate community uses where they are most accessible.</li> </ul>	<ul style="list-style-type: none"> <li>The majority of community uses are provided for in the Town Centre Core near the Train Station, with a smaller amount shown south of Berry Lane in the DP Area.</li> </ul>
<b>#2 – Access and Connectivity</b>	
<ul style="list-style-type: none"> <li>Create a logical and coherent network of connected routes to form a supporting skeleton for the Town Centre.</li> </ul>	<ul style="list-style-type: none"> <li>Roads within DP Area provide logical and coherent access within the DP Area and links to the Town Centre and other areas.</li> </ul>
<ul style="list-style-type: none"> <li>Integrate public and private transport systems.</li> </ul>	<ul style="list-style-type: none"> <li>Bus stops can be provided along Plenty Road adjacent to the DP Area. Strong connections are provided across Plenty Road to the Train Station which is within the walking catchment.</li> </ul>
<ul style="list-style-type: none"> <li>Ensure that the transport hub effectively serves the residential precincts of Mernda.</li> </ul>	<ul style="list-style-type: none"> <li>Medium density residential precincts within the DP Area will be highly accessible to the future Mernda Railway Station.</li> </ul>
<ul style="list-style-type: none"> <li>Design pedestrian and bicycle routes to provide continuous links between Town Centre, the Plenty Gorge Parklands, and all residential precincts.</li> </ul>	<ul style="list-style-type: none"> <li>Pedestrian and cycle links will provide access between residential precincts and the DP Area and to other parts of the Town Centre.</li> </ul>
<ul style="list-style-type: none"> <li>Align street linkages to provide safe and convenient access to public transport nodes.</li> </ul>	<ul style="list-style-type: none"> <li>The DP includes multiple connections across Plenty Road to the Train Station.</li> </ul>

Urban Design Principles and elements from MTCCDP	Development Plan's response
<ul style="list-style-type: none"> <li>• Provide for an active development frontage to all streets.</li> <li>• Create strong road connections and synergies between the Town Centre, the adjoining residential precincts, and the Plenty Gorge Parklands.</li> </ul>	<ul style="list-style-type: none"> <li>• Refer section 5.2, built form design principles and objectives.</li> <li>• Internal roads within the DP Area provide ready access from nearby residential areas.</li> </ul>
<ul style="list-style-type: none"> <li>• Surround public spaces with streets or building frontages.</li> </ul>	<ul style="list-style-type: none"> <li>• Refer section 5.2, built form design principles and objectives.</li> </ul>
<ul style="list-style-type: none"> <li>• Design access to the Town Centre to spread traffic across the road network rather than channel it onto the primary arterial roads.</li> </ul>	<ul style="list-style-type: none"> <li>• Access from residential areas to the west of the DP Area, in combination with access from Plenty Road and Bridge Inn Road, will spread traffic across the road network.</li> </ul>
<b>#3 – Diversity and Adaptability</b>	
<ul style="list-style-type: none"> <li>• Provide for an appropriate mix of employment, residential and community land uses.</li> </ul>	<ul style="list-style-type: none"> <li>• The Development Plan provides for employment and residential uses and accommodates retention of heritage items to the north-west of the DP Area.</li> </ul>
<ul style="list-style-type: none"> <li>• Provide an interconnected grid-based street system that can support a range of land uses as conditions change over time.</li> </ul>	<ul style="list-style-type: none"> <li>• A highly permeable grid of streets is provided for in the DP area, as well as connections to surrounding sites.</li> </ul>
<ul style="list-style-type: none"> <li>• Design a robust urban form that can adapt to changing community needs and economic conditions.</li> </ul>	<ul style="list-style-type: none"> <li>• The DP balances flexibility with certainty to provide an appropriate level of detail, along with providing for a variety of building parcels to accommodate a range of uses.</li> </ul>
<ul style="list-style-type: none"> <li>• Transitions between different land uses, from retail to residential for example, should occur mid-block to ensure streetscape consistency.</li> <li>• Locate new land uses so that they relate positively to existing land uses.</li> </ul>	<ul style="list-style-type: none"> <li>• This can be achieved and will be further detailed at the permit stage.</li> </ul>
<b>#4 – Local Identity and Legibility</b>	
<ul style="list-style-type: none"> <li>• Provide an urban form and movement network that is easily understood and negotiated.</li> </ul>	<ul style="list-style-type: none"> <li>• A highly permeable grid of streets is provided for in the DP area, as well as connections to surrounding sites.</li> </ul>
<ul style="list-style-type: none"> <li>• Utilise Mernda's distinctive and natural and cultural heritage features, such as River Red Gums and heritage buildings, to create a positive sense of place.</li> </ul>	<ul style="list-style-type: none"> <li>• The Mernda Saleyards and the Bridge Inn Hotel are retained. Retention where possible of River Red Gums will also contribute to sense of place.</li> </ul>
<ul style="list-style-type: none"> <li>• Shape streets and paths in response to landform and natural features.</li> </ul>	<ul style="list-style-type: none"> <li>• The street pattern has responded positively to trees (shifted and widened where necessary), and the east-west drainage line.</li> </ul>
<ul style="list-style-type: none"> <li>• Provide a strong visual connection between public spaces and the developments that front them.</li> </ul>	<ul style="list-style-type: none"> <li>• This can be achieved and will be further detailed at the permit stage.</li> </ul>
<ul style="list-style-type: none"> <li>• Achieve a high degree of visual enclosure around smaller public spaces in the retail core.</li> </ul>	<ul style="list-style-type: none"> <li>• Small public spaces, notably the town square based on an existing River Red Gum, are fronted by a combination of streets and buildings.</li> </ul>
<ul style="list-style-type: none"> <li>• Orientate medium density residential development so that it engages with the Plenty Gorge Parklands.</li> </ul>	<ul style="list-style-type: none"> <li>• NA</li> </ul>

Urban Design Principles and elements from MTCCDP	Development Plan's response
<b>#5 – Ecological Responsiveness</b>	
<ul style="list-style-type: none"> <li>• Protect sites of ecological sensitivity</li> </ul>	<ul style="list-style-type: none"> <li>• The DP provides for the protection of 12 River Red Gums</li> </ul>
<ul style="list-style-type: none"> <li>• Create green linkages between major areas of habitat</li> </ul>	<ul style="list-style-type: none"> <li>• An east-west Green Link will connect with the existing Green Link in Renaissance Rise.</li> </ul>
<ul style="list-style-type: none"> <li>• Showcase natural features within public space that is fronted by development.</li> </ul>	<ul style="list-style-type: none"> <li>• River Red Gums will be incorporated and fronted by a combination of streets and development.</li> </ul>
<ul style="list-style-type: none"> <li>• Orientate lots to maximise solar access to buildings.</li> </ul>	<ul style="list-style-type: none"> <li>• This has been achieved to the extent practical given the small size and fixed street connection points.</li> </ul>



Figure 13 – Open Space Plan



## 5 KEY CONSIDERATIONS

### 5.1 Key Land Uses

The Development Plan designates broad land use outcomes for the DP Area. Consistent with the stated objectives of the Mernda Strategy Plan, the Development Plan provides for:

- Trade supplies/restricted retail/food and drink – the southern part of the DP Area will accommodate a building or multiple buildings for use as trade supplies, restricted retail and/or food and drink outlets, with provision for access from the south, the north (via the proposed east-west street) and the east (left-in, left-out from Plenty Road).
- Restricted retail / food and drink / possible residential above – north of the trade supplies/restricted retail/food and drink area, and on either side of the proposed east-west road, buildings will be used as restricted retail and/or food and drink outlets, with the possibility of residential use above. A service road will provide access to and from Plenty Road.
- Mixed use – residential on both sides of the proposed east-west street.
- Mixed use – entertainment designation for the Bridge Inn Hotel site (including hotel/entertainment, residential, commercial office).
- Medium density residential – likely to include townhouses and low-scale apartments.
- Mixed use – general designation for the Mernda Saleyards site, including residential, mixed use, retail and commercial office.
- Community – An area that could include community uses or a place of worship in the south of the DP Area.

### 5.2 Built form design principles and objectives

In specifying built form design principles and objectives for the DP Area, the following site features and characteristics have been taken into account:

- Key corners and gateway opportunities.
- Existing heritage sites – the Bridge Inn Hotel and the Mernda Saleyards – and their built form and existing and potential future use.
- Areas for ground-level activation.
- Interfaces requiring mediation through landscape.
- Interfaces where passive surveillance should be provided.

Built form objectives expressed in the 2010 Development Plan (specifically, Figure 9, the Built Form/Public Realm Interface Plan) have been taken into account and retained, except where modification is appropriate, as expressly identified below.

Based on these considerations, the following design principles and objectives apply to built form within the DP Area. They will be given effect at the planning permit stage when development, use or subdivision of land within the DP Area is being proposed.

2015 Development Plan Design Principle or Objective	Change from the 2010 Development Plan
1 – Taller built forms are encouraged on prominent corners, with minimum or zero setbacks to street frontages within the area designated for “Mixed Use - Residential” along the proposed east-west access road.	Given the likely format of trade supplies and restricted retail development within areas designated for those uses, and the existing controls on residential built form within ResCode, this objective has been modified.
2 – Retain existing valued heritage built form and use elements of the Bridge Inn Hotel, and use elements to inform the design of new buildings.	None
3 – Provide interpretive or design references to the Mernda Saleyards to acknowledge the social significance of activities previously held at this heritage place. Development of this site should acknowledge the heritage and social significance of the site and provide for a development outcome which positively addresses and activates the street.	None.
4 - Encourage the provision of a generous landscaped mid-block pedestrian path to improve access between Pomaderris Drive and Plenty Road. (The proposed Northern Green Link and the proposed east-west road will both contribute towards meeting this objective.)	None.
5 – Locate parking areas at the rear, centre or side of buildings (other than buildings for restricted retail or trade supplies uses).	None.
6 – Design buildings to provide passive surveillance to car parking areas.	None.
7 – Incorporate water sensitive urban design treatments in parking areas	None.
8 – Provide tree planting in car parking areas for shade and amenity (one tree bay provided for every 8 spaces)	None.
9 – Incorporate existing River Red Gums into open spaces within areas of medium density residential, restricted retail with possible residential above and mixed use residential, including on and around the designated northern Green Link.	Previously, existing River Red Gums were to be incorporated into open spaces within parking areas. Retention of River Red Gums within areas of residential or possible future residential use, or on or around the designated northern Green Link, will enhance the setting of the retained trees.
10 – All built form should seek to activate the street and have a minimal front setback.	None.
11 – Ensure the provision of active frontages.	None.
12 – Ensure dedicated and continuous pedestrian paths from building entries to footpaths and street crossing points.	None.
13 – Encourage the provision of canopies along building frontages.	None.
14 – Ensure entry points into buildings are clearly visible from the street and parking areas.	None.

2015 Development Plan Design Principle or Objective	Change from the 2010 Development Plan
15 - Ensure a continuous 7.0 metre wide landscape setback to the street frontage along the westward extension of Berry Lane, to create a landscaped environment for a shared pedestrian and cyclist path as a continuation of the linear open space link to the west	None.
16 - Provide continuous tree planting in the landscape setback along this street frontage and strengthen the street tree treatment to visually buffer commercial development from the residential neighbourhood	None.
17 - Landscape plant material should comprise of ground covers and shrubs less than 1 metre in height and canopy trees with a clearance of 3 metres to lowest branches above the ground to provide clear sightlines and maintain a safe public environment.	None
18 – Ensure loading areas are visually screened from the street	None

### 5.3 Aboriginal Cultural Heritage

A Cultural Heritage Management Plan (**CHMP**) was prepared in 2013 and was registered as CHMP 12624 in relation to the previous proposal to sell and subdivide the land at 1405 Plenty Road, within the DP Area. A CHMP was required in relation to that proposal because of the location of the land within 50 metres of 2 registered cultural heritage places recorded on the Victorian Aboriginal Heritage Register.

Subsequently, in relation to the preparation of the Development Plan, a Cultural Heritage Letter of Advice was requested from Ecology and Heritage Partners, which had prepared CHMP 12624.

The letter of advice finds that:

- Land at 1405 Plenty Road has been thoroughly investigated for the presence of cultural material under the CHMP.
- No Aboriginal heritage was identified and the existing Aboriginal sites were found likely to have been destroyed.
- The proposed new Development Plan is in keeping with the original activity description, which included development and subdivision of the property in accordance with approved uses under the Comprehensive Development Zone Schedule 1 (**CDZ1**) (and the Residential 1 Zone (**R1Z**), which then applied to land within the CHMP but outside the DP Area). The activity description within the CHMP (which includes “significant grading, levelling and trenching activities for building construction and the installation of services such as water, sewage, gas and electricity”) is therefore sufficiently inclusive to accommodate the changes proposed in the Development Plan.
- The amended project design and associated works (as contemplated by the new Development Plan) are considered to be an “exempt activity” as there is already an approved CHMP in relation to the area to be affected by the works.
- In relation to properties at 1415 and 1425 Plenty Road not included in the CHMP, due to previous development there is a very low likelihood of Aboriginal heritage being retained.

### 5.4 European Cultural Heritage

The area has a rich farming history. The Development Plan proposes to link the former saleyards site, south of the Bridge Inn Hotel, into the open space network as a key public space node. Representing an important place making opportunity, development on this site should respect and enhance the heritage values to ensure that the site provides a publically-accessible connection to Mernda’s rural past.

The Development Plan also proposes improved linkages to the heritage-protected Mayfield Farm, on the east side of Plenty Road, through a variety of new crossings.

## 5.5 Transport and Movement

The road and movement networks proposed in the Development Plan are generally consistent with what is proposed in the Mernda Strategy Plan. Refer to **Figure 16 – Access and Movement Plan**.

Key features of these networks include:

- The proposal for an intersection of Plenty Road with Berry Lane, 550 metres south of Bridge Inn Road.
- An additional, fully directional, signalised intersection is provided approximately half-way between Bridge Inn Road and Berry Lane.
- A left-turn-only intersection providing additional access to the Trade Supplies site from Plenty Road.
- A “green link” providing for foot/cycle connection to the open space corridor west of Pomaderris Drive and the signalised pedestrian crossing approximately 150 metres south of Bridge Inn Road.
- Pedestrian and cycle connectivity is provided with shared paths linking Pomaderris Drive to Plenty Road at Berry Lane and at the proposed pedestrian crossing.
- An indicative service road location to Plenty Road, providing access to the proposed restricted retail/food and drink/possible residential above precinct.
- A designated Key Service Route to ensure that service vehicle access to that part of the DP Area designated for trade supplies will occur in a manner which minimises impacts on the local road network.

A Traffic Impact Assessment report was prepared by TTM Consulting (Vic) Pty Ltd in September 2014 and was updated in February 2015. The report finds that:

- The configuration proposed in the Development Plan will operate with “reasonable capacity margins” and an appropriate level of service in the afternoon peak hour.
- Construction will need to be co-ordinated with duplication of Plenty Road, if that is imminent.
- The Development Plan provides, in respect of traffic engineering issues, an adequate response to the requirements of Schedule 15 to the Development Plan Overlay, and there are no traffic engineering or related reasons why the Development Plan should not be approved.

Construction of interim transport improvements and movement networks which are contemplated by the Development Plan will be delivered as and when required to support individual development within the DP Area.

## 5.6 Biodiversity

Findings of the Biodiversity Assessment prepared by Ecology & Heritage Partners in September 2014, and updated in February 2015, are set out in section 2.6 above.

The report considers 2 scenarios for the clearing of vegetation within the DP Area, each of which would be assessed under the Moderate Risk-based pathway:

- Scenario 1 involves the removal of 15 scattered trees and 0.03 hectares of vegetation. Scenario 1 would give rise to an offset requirement of 0.034 General Biodiversity Equivalence Units (BEU);
- Scenario 2 involves the removal of 36 scattered trees and 0.03 hectares of vegetation. Scenario 2 would give rise to an offset requirement of 0.078 General BEU.

The Development Plan proposes the removal of 15 trees (including dead trees and trees within the plains grassy woodland vegetation patch to be removed), so the offset requirement is likely to be equal or approximately equal to what has been calculated for Scenario 1.

## 5.7 Arboriculture

While the arboricultural assessment finds that none of the existing trees in the DP Area are of high arboricultural value, existing trees are to be retained, where possible. A total of 12 River Red-gum trees will be retained, an outcome comparable with what has been approved under the 2010 Development Plan.

Trees have been retained through a considered design approach that creates an East West Green Link along the drainage line, widened road reserves, and sensitive building design. Where trees are proposed to be retained, appropriate design measures, including tree protection zones, will be implemented through the planning permit stage.



## 5.8 Interface/Integration with Surrounding Sites

The Development Plan provides for an appropriate interface between the DP Area and surrounding sites through the following measures:

- Provision of two east-west pedestrian and cycling green links to connect with existing and planned links.
- Road network design to that is generally consistent with the Mernda Strategy Plan.
- Landscape buffer between Trade Supplies/Restricted Retail/Food and Drink site and Pomaderris Drive.
- A northern connection to the approved intersection of Sissinghurst Parade/Bridge Inn Road.
- Several western connections into the Renaissance Rise residential estate, including into the existing east west linear reserve.

## 5.9 Open Space and Landscape

The landscape concept extends the existing green link, which runs from the west, through the DP Area to connect with the planned green link to the east of Plenty Road. A stand of existing trees are retained within the link, with this area being expanded to form an open space node along the route (refer **Figure 14 – Pomaderris Drive and Green Link (North) Indicative Section**).

An additional green link is proposed along the Berry Lane alignment extending across Plenty Road from the east and running along the southern boundary of the Trade Supplies/Restricted Retail/Food and Drink area (refer **Figure 15 – Berry Lane and Green Link (South) Indicative Section**).

Street tree planting is identified for key roads within the DP Area to promote walkable, attractive streets. Landscape is also proposed to provide buffers to the Trade Supplies / Restricted Retail / Food and Drink site. Refer to **Figure 13 – Open Space Plan**.

An urban public realm environment within the Retail / Possible Residential Above area is proposed to promote the area as a local neighbourhood centre.

## 5.10 Environmental Considerations

The proposed development plan:

- Contributes to sustainable lifestyles by providing medium density housing in highly walkable locations where the '20 minute neighbourhood' is readily achievable.
- Provides retail facilities within walking distance of existing residential areas to promote sustainable lifestyles.
- Provides a permeable urban form and gridded street pattern to minimise unnecessary travel and journey times.
- Provides for retention of 12 existing River Red-gum trees, an outcome which is comparable with the approved 2010 development plan.
- Promotes a landscape design and planting schedule that uses predominantly indigenous species.
- Enhances the east / west drainage line as a 'Green Link' from Plenty Road.
- Promotes medium density housing that will achieve 6 star energy ratings.

## 5.11 Infrastructure Services

A Preliminary Servicing Report has been provided by GPR Consulting.

The report finds that:

- Minor and major drainage flows to be accommodated in underground pipe drains and in the road reserve network respectively.
- The site is divided into southern and northern catchments with stormwater from both discharging to existing mains or culvert at Plenty Road.
- Ultimately external downstream infrastructure will be required in the form of upgraded culverts and Plenty Road and downstream pipe work to the east through currently undeveloped land.
- Melbourne Water has indicated that 2 options exist for drainage of the site. Option 1 is a culvert upgrade at Plenty Road and an open drain outlet through downstream land east of Plenty Road. The first element would be considered scheme works and therefore reimbursable; the second element is

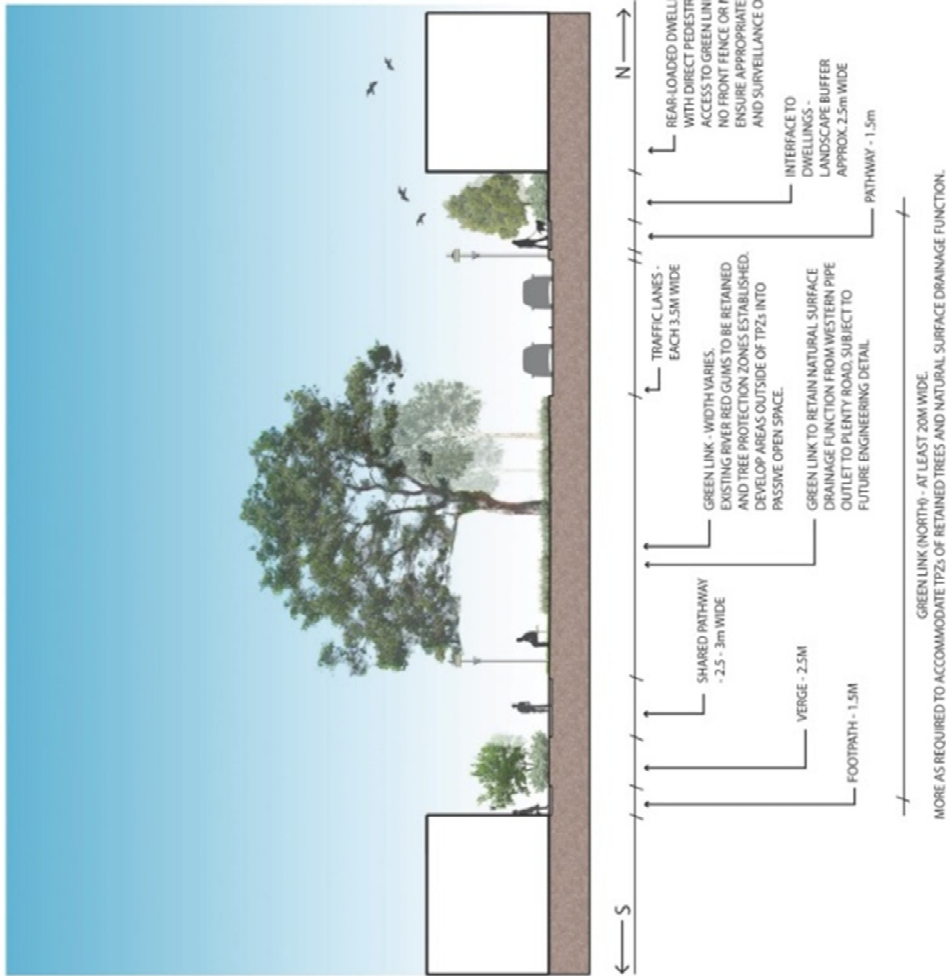
temporary works and therefore non-reimbursable. Option 2 is a temporary retarding basin on-site, within the open space area adjacent to Plenty Road. This would be considered temporary work and therefore not reimbursable.

- Potable water supply is available via existing Yarra Valley Water mains in Plenty Road and Pomaderris Drive. An existing 225mm main bisecting the site will need to be upgraded and relocated to suit the proposed development layout, with the preferred location being within a road reserve with appropriate clearances from other services.
- Sewer connection is available via Yarra Valley Water outlets to the south (fully operational) and the north (construction commencement is imminent with the outlet anticipated to be operational at the time of development on the site).
- SP AusNet is responsible for provision of electricity. Adequate capacity exists for supply via overhead mains in Plenty Road and underground mains in Pomaderris Drive.
- NBN Co. has advised that supply of the National Broadband Network to the site will be available with pit and pipe infrastructure to be provided by the developer to NBN specifications.
- APA is responsible for gas supply with adequate capacity to supply the DP Area. An existing 180mm main bisects the area and must be relocated to suit the proposed development layout. Relocation is to be within a public road reserve with appropriate clearances to other services. The draft layout currently supports this requirement. Alternatively, APA may accept realignment through private land subject to creation of an appropriate easement.

Infrastructure delivery will be tied to development staging, with the trigger for infrastructure provision to be determined at the planning permit stage.

## 5.12 Staging

The staging of the development allowed in this Development Plan will be based on a mix of factors, including market demand, servicing requirements, and authority requirements. As a result, any staging should be regarded as indicative. Notionally, the first stages are likely to be the Trade Supplies/Restricted Retail/Food and Drink in the south, Restricted Retail/Food and Drink towards to the centre, moving to medium density residential in the north along with community in the south.



- NOTES:
1. THIS SECTION PROVIDES A GENERAL INDICATION OF THE ROADWAY AND THE GREEN LINK. A DETAILED LANDSCAPE MASTERPLAN WILL BE PREPARED AS PART OF A FUTURE PLANNING PERMIT APPLICATION.
  2. PLANNING PERMIT APPLICATIONS FOR REAR-LOADED LOTS WITH DIRECT PEDESTRIAN ACCESS TO THE GREEN LINK WILL PROVIDE FOR PAPER ROADS IN ACCORDANCE WITH COUNCIL'S GUIDELINES FOR URBAN DEVELOPMENT - PAPER ROADS TECHNICAL NOTE.
  3. THE PREPARATION OF A CROSS-SECTION FOR THE COLLECTOR ROAD FUNCTION OF POMADERRIS DRIVE MUST MAINTAIN CONSISTENCY WITH THE EXISTING POMADERRIS DRIVE CROSS-SECTION AND INCLUDE THE GREEN LINK CONCEPT AS DETAILED ON THE LOCAL ROAD CROSS-SECTION ABOVE.
  4. ULTIMATE ROAD CROSS-SECTION ELEMENTS FOR THE LOCAL AND CONNECTOR FUNCTION OF POMADERRIS DRIVE ARE TO BE DETERMINED AT THE PLANNING PERMIT APPLICATION STAGE SUBJECT TO THE NATURE OF DEVELOPMENT PROPOSALS ON ADJACENT LAND.

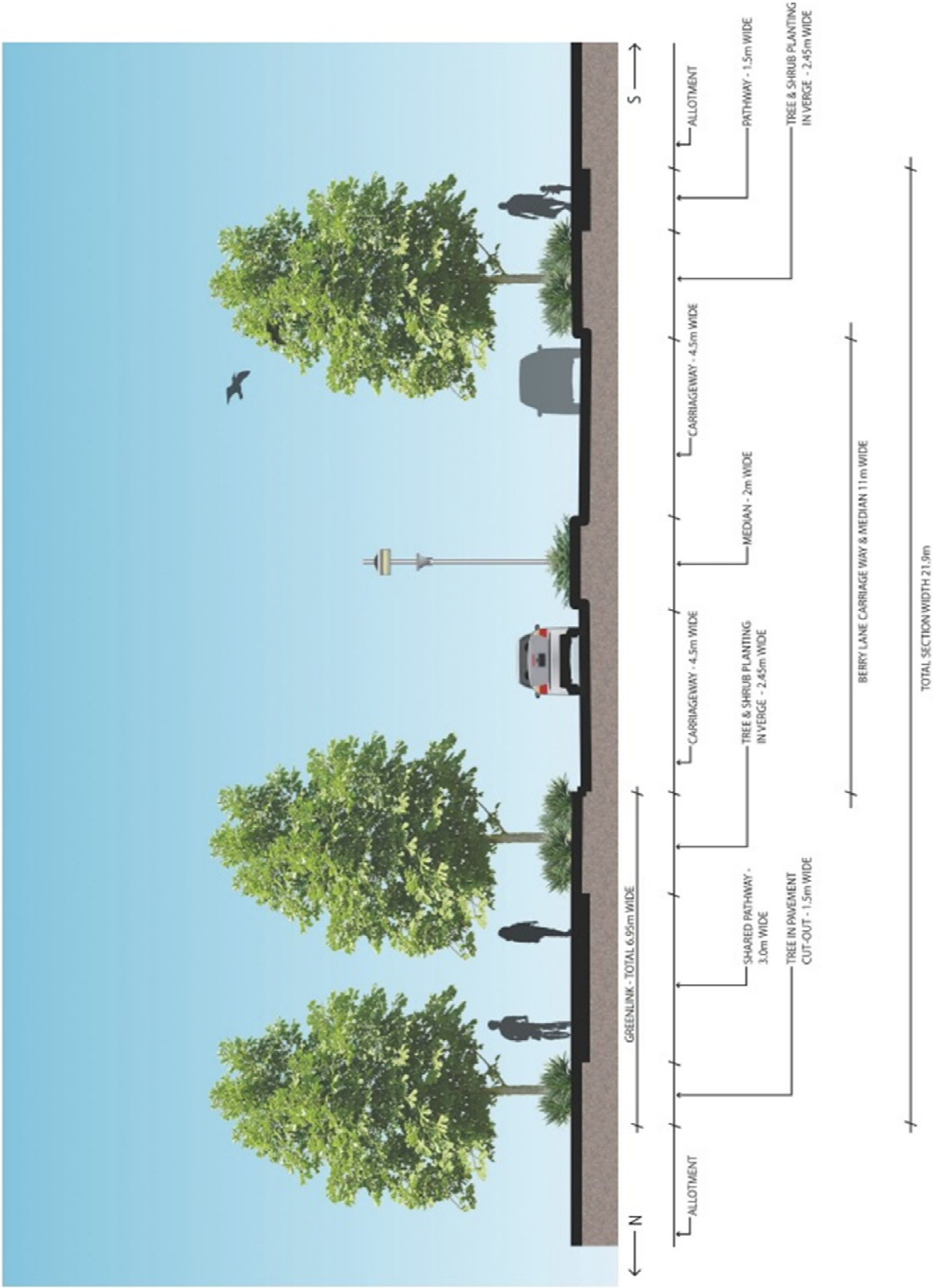


FIGURE 14 - POMADERRIS DRIVE AND GREEN LINK (NORTH) INDICATIVE SECTION

A3  
SCALE 1:200  
0 2 4 10

1405 - 1425 PLENTY ROAD, MERNDA

PROJ/CMD NO 0313-0628 07 D007 REV 04 GREEN GC CHD AC DATE 28.09.2015



NOTE:  
THIS SECTION PROVIDES A GENERAL INDICATION OF THE GREEN LINK.  
A DETAILED LANDSCAPE MASTERPLAN WILL BE PREPARED AS PART OF  
A FUTURE PLANNING PERMIT APPLICATION.

FIGURE 15 - BERRY LANE AND GREEN LINK (SOUTH) INDICATIVE SECTION

A3  
SCALE 1:100  
0 1 2 3 4 5

1405 - 1425 PLENTY ROAD, MERENDA

PHILIPPOPO 0313-0628 07 D007 REV 01 DESIGN JAVIS CENTRE AVE DATE 05.08.2015

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Figure 15 – Berry Lane and Green Link (South) Indicative Section



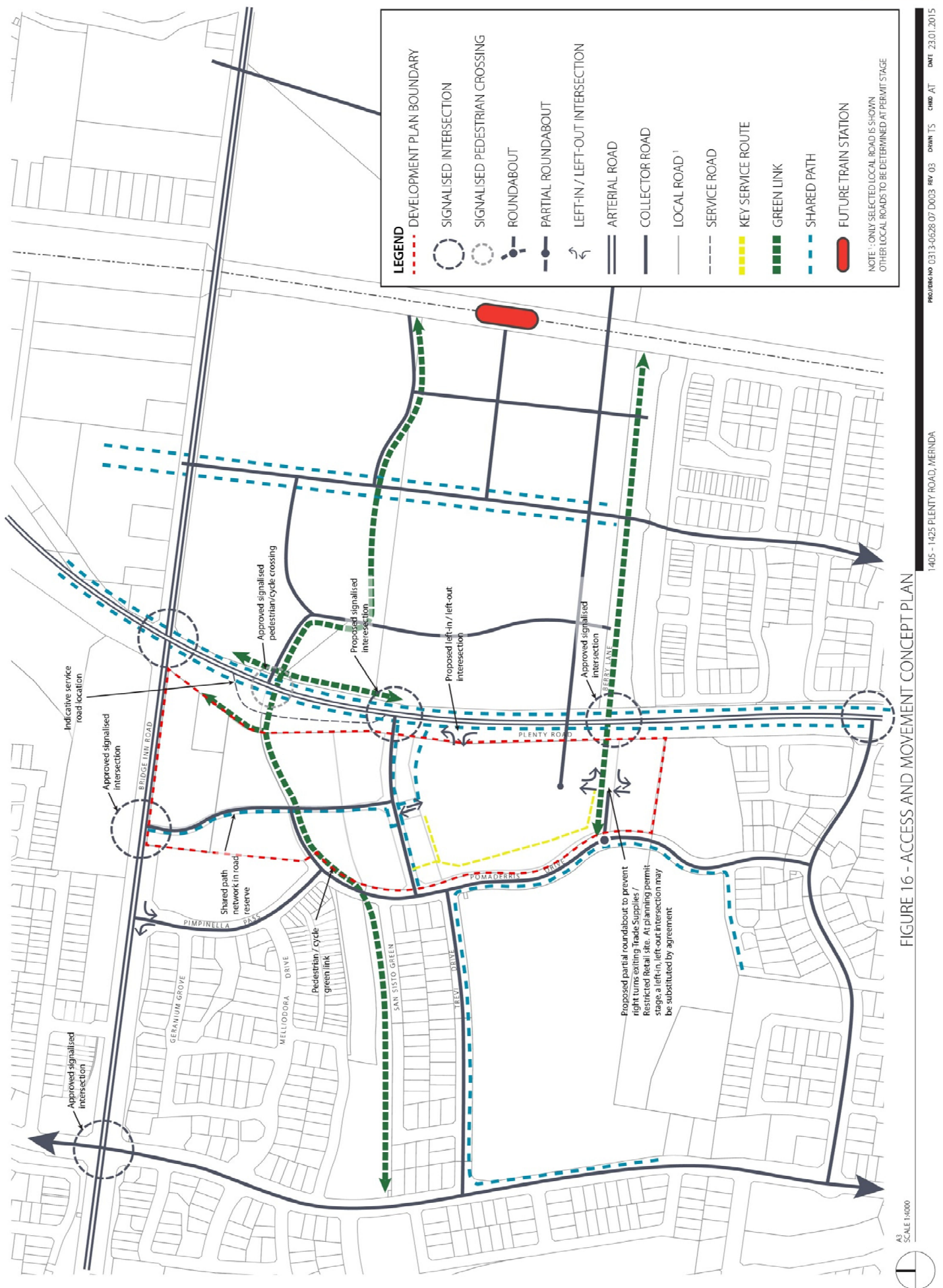


Figure 16 – Access and Movement Concept Plan

## 6

## PLANNING PERMIT REQUIREMENTS

Prior to the grant of a planning permit for development, use or subdivision of land within the DP Area, the following requirements, as appropriate, must be met to the satisfaction of the Responsible Authority:

- Application of the principles of water sensitive urban design (WSUD), including the preparation of a stormwater management plan.
- Built form which is generally in accordance with the built form design principles and objectives set out in section 5.2.
- A parking plan which designates the number of car parking spaces to be provided for particular uses.
- A street tree concept plan.
- The application of energy efficiency and water conservation principles in building form and design.
- A development contributions plan and open space budget.
- A conduit network plan.
- A staging plan for development.
- Provision of a safe, pedestrian-oriented road network.
- Retention and integration of individual and stands of mature trees, particularly indigenous River Red Gums.

In addition, the following requirements must be satisfied prior to the grant of a permit for development and use of specific parcels within the DP Area:

- 1405 Plenty Road, Mernda:
  - A detailed landscape concept plan to be submitted and approved showing the proposed east-west open space link and defining the location of a shared path within this reserve.
  - A plan detailing native trees to be removed must be submitted, supported by analysis which demonstrates that the proposed tree removal is unavoidable and cannot be addressed through alternative layout and design; and an offset for any trees to be removed in accordance with the requirements of the *Permitted Clearing of Native Vegetation – Biodiversity Assessment Guidelines* (Department of Environment, Land, Water and Planning, 2014).
  - In accordance with DPO15, an environmental audit identifying any environmental hazards or contamination on the land and proposed treatments, if any, or a qualified statement indicating the absence of such hazards or contamination.
- 1415 Plenty Road, Mernda (Mernda Stock and Saleyard site):
  - A conservation Management Plan (CMP) must be prepared and approved by the Responsible Authority, providing justification for any proposed use and considering the potential, viability and suitability, from a heritage perspective, for the land to accommodate open markets, a farmers market and associated stalls.
  - Interpretation of or design references to the social and heritage significance of the Mernda Stock and Saleyards will be included in any redevelopment of this part of the DP Area, to be informed by a detailed heritage assessment at planning permit application stage.

Requirements for functional layout plans and civil drawings for the interim and ultimate treatment of roads and intersections, and a Construction Management Plan, have been satisfied in respect of a previous permit application for 1425 Plenty Road (the Bridge Inn Hotel).

## 7 CONCLUSION

This Development Plan has been prepared in compliance with the requirements of the Development Plan Overlay, and Schedule 15 to that overlay (DPO15) under the Whittlesea Planning Scheme.

As demonstrated in the preceding sections, this Development Plan responds to and satisfies the requirements of the Development Plan Overlay and Schedule 15.

The Development Plan has been informed by, and is supported by, a detailed analysis of the environmental, heritage and landscape features of the DP Area. It meets all relevant objectives of strategic instruments including the Mernda Strategy Plan and the Mernda Town Centre Comprehensive Development Plan.

In particular, the Development Plan will establish a framework for future development of the DP Area which:

- Provides a centre for commercial and employment-related uses which are appropriate for the location within Mernda Town Centre.
- Balances flexibility with certainty by allowing for a variety of building parcels to accommodate a range of potential future uses, while providing an appropriate level of detail in relation to the DP Area.
- Allows for medium-density residential development in a location which will be highly accessible to the facilities and services within Mernda Town Centre, and to public transport services, including the future Mernda Railway Station.
- Provides for built form and land uses which will take account of interfaces with existing and likely future adjoining uses.
- Provides a pedestrian-oriented road network providing efficient connections to surrounding roads and access to all parts of the DP Area.
- Acknowledges identified Aboriginal cultural heritage values within the DP Area through the work done under the CHMP and the compliance requirements included within the CHMP.
- Provides for the protection of identified natural values of the DP Area through designation of existing trees to be retained and the opportunity for tree reserves at several locations within the DP Area.