

# 360 McDonalds Road Development Plan 2017

April 2019 Amendment

## 360 McDonalds Road Development Plan – Amended

The Development Plan was approved by the City of Whittlesea on 28 June 2017, and amended on 9 August 2019, in accordance with Clause 43.04 Schedule 8 of the Whittlesea Planning Scheme.

9 August 2019

*George Livanos*  
Signature of the Responsible Authority

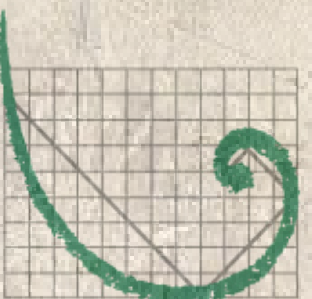
Prepared by ERM Australia Pty Ltd  
for Canopi Homes 360 Pty Ltd



360 McDonalds Road Development Plan 2019 Amendment

Environmental Resources  
Management Australia

Level 6  
99 King Street  
VIC 3000  
Telephone +61 3 9696 8011  
Facsimile +61 3 9696 8022  
PO Box 266  
South Melbourne 3205  
www.erm.com



**ERM**

canopi homes



# Vision

*‘The Development Plan will facilitate **sustainable commercial and residential development** of the land, inclusive of **open space** and the retention of River Red Gum Trees.*

*The underdeveloped land will be transformed in parallel with **existing and expected uses of the adjoining sites**. The Development Plan responds to existing **heritage and natural values**, capitalises on its unique position close to a range of **transport options, a sub regional activity centre and public facilities** including a **heritage parkland**, and provides **excellence in design** within a **quality public realm**.’*



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# 1. Introduction

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### PURPOSE

The 360 McDonalds Road Development Plan (2017) has been prepared and is submitted in accordance with the requirements of Schedule 8 to the Development Plan Overlay (DPO8) under the Whittlesea Planning Scheme.

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 as the responsible authority.

### LOCATIONAL CONTEXT

The Plenty Valley (South Morang) Activity Centre is located in the northern outskirts of Melbourne, approximately 20 kilometres north east of Melbourne's Central Business District. The site at 360 McDonalds Road is within a Commercial 1 Zone (CZ1) and is included in Development Plan Overlay Schedule 8 (DPO8) and Vegetation Protection Overlay (VPO1) in the Whittlesea Planning Scheme.

The site is located in the South Morang Activity Centre, within the Urban Growth Boundary. The site and surrounding area has easy access to Melbourne CBD via the South Morang train line. The immediate locality of the site is undergoing change, with increasing development within the area in accordance with Council's vision for the urbanisation of the Activity Centre.

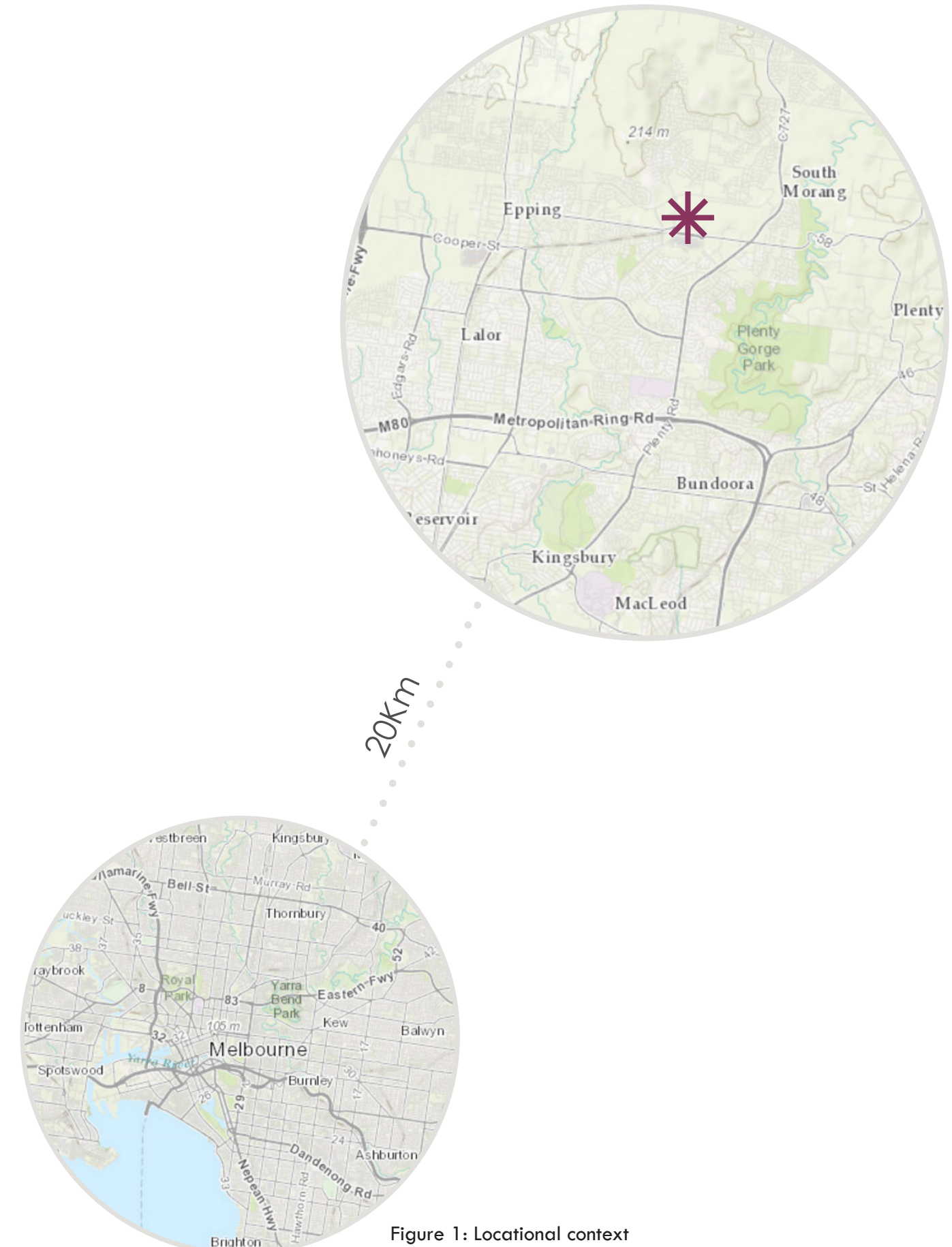


Figure 1: Locational context



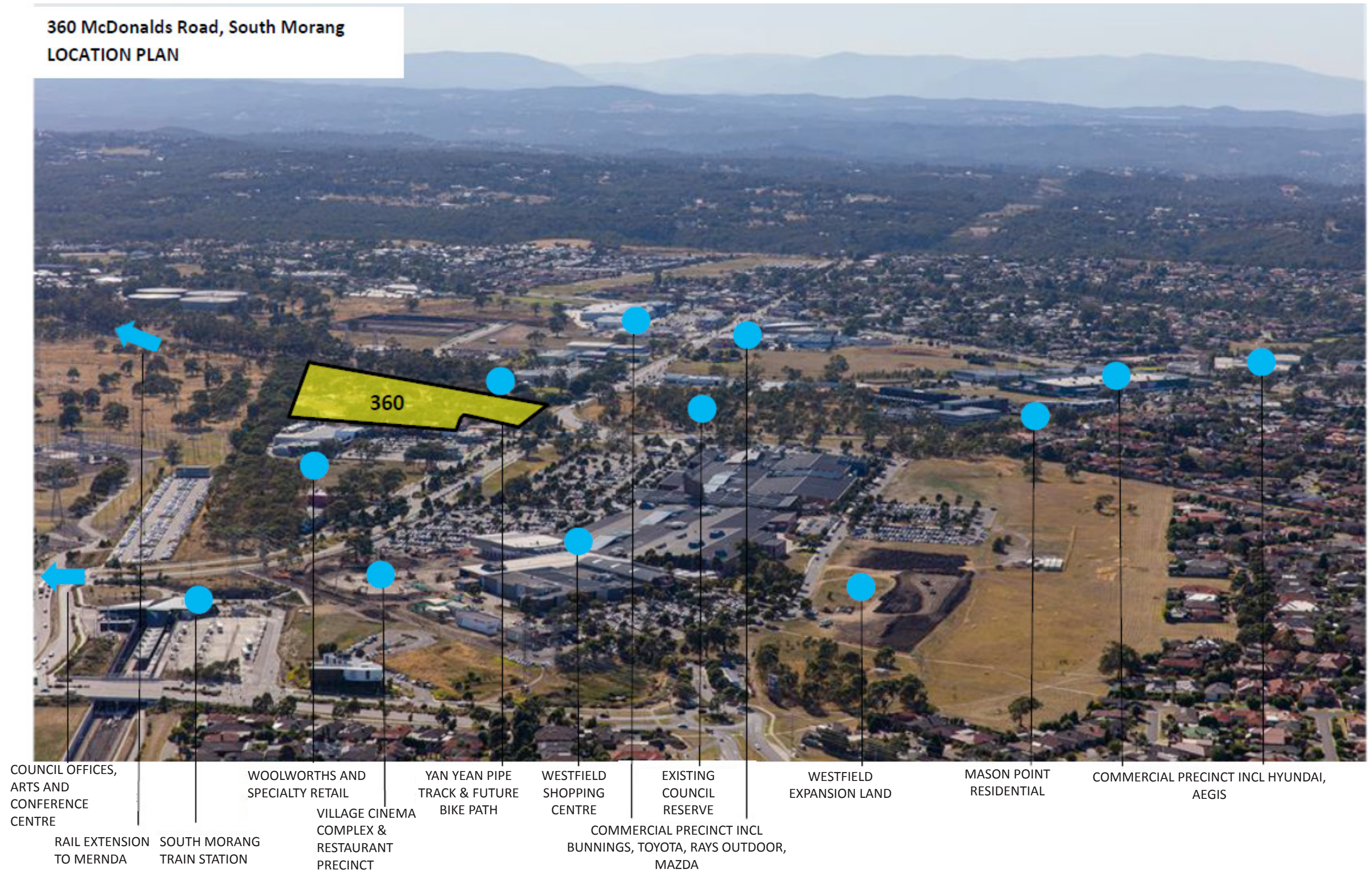


Figure 2A: Location plan



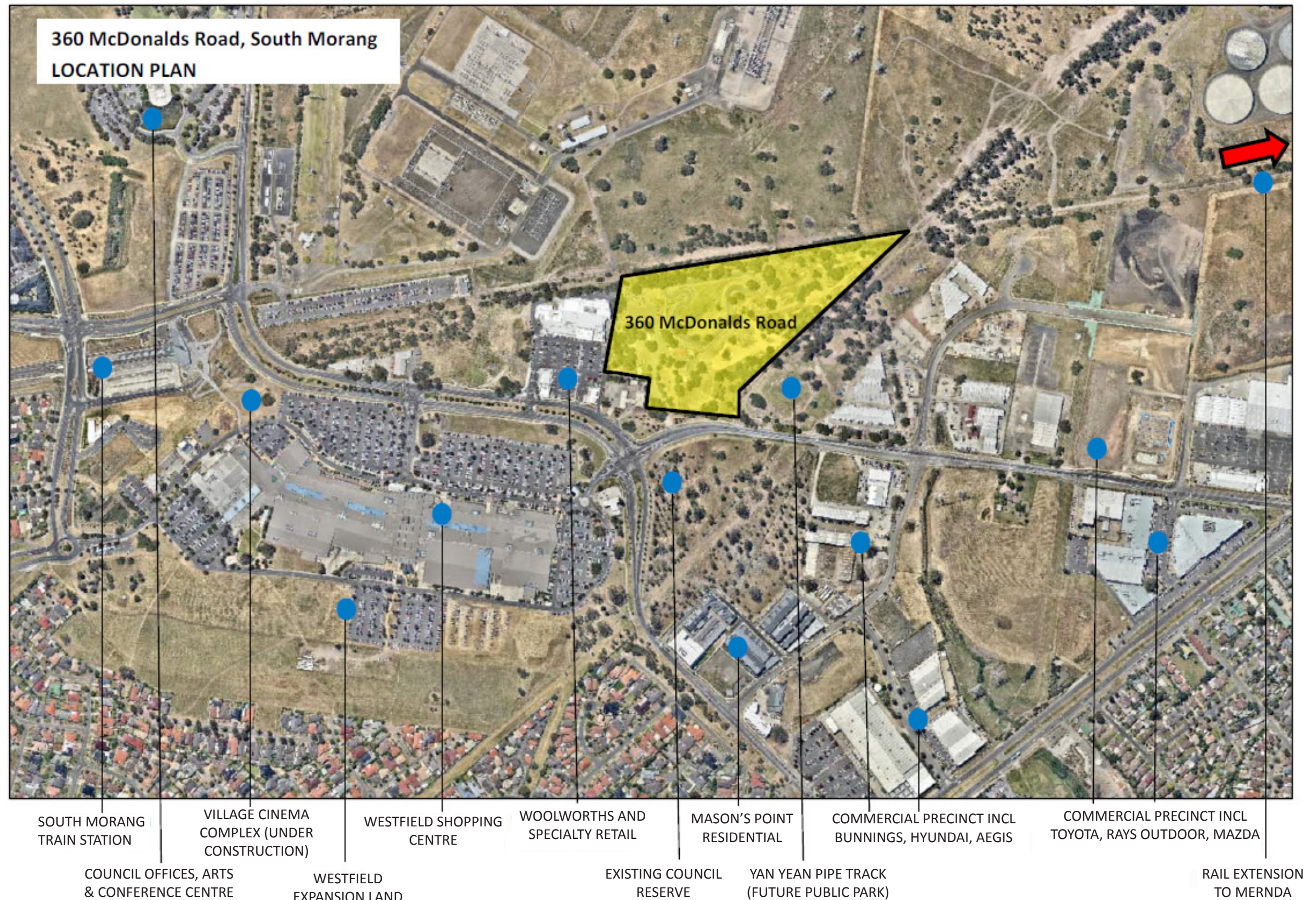


Figure 2B: Location plan





## 2. Whittlesea Planning Scheme

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2. Whittlesea Planning Scheme

DEVELOPMENT PLAN OVERLAY (DPO)

The purpose of the DPO is stated in **Clause 43.04** of the Whittlesea Planning Scheme as follows:

- “To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.
- To exempt an application from notice and review if it is generally in accordance with a development plan.”

**Clause 43.04-3 Preparation of the development plan** states that:

“The development plan may consist of plans or other documents and may, with the agreement of the responsible authority, be prepared and implemented in stages...

The development plan must describe:

- The land to which the plan applies.
- The proposed use and development of each part of the land.
- Any other requirements specified for the plan in a schedule to this overlay.

The development plan may be amended to the satisfaction of the responsible authority.”

DPO SCHEDULE 8 REQUIREMENTS

Schedule 8 to the DPO (South Morang Activity Centre Development Plan) provides specific guidelines about what the Development Plan must show which is spelt out below:

- “General consistency with the South Morang Local Structure Plan and any Ministerial Direction (note this is not applicable as the site is outside the Structure Plan area).
- Designated land use precincts, including the objectives of and uses permitted in each precinct.
- The internal road layout, including traffic management and control works considered necessary in adjoining and nearby roads when the development or any stage is completed.
- The general pattern of subdivision.
- The provision of land for road widening.
- The location of public transport facilities.
- The proposed bicycle and pedestrian pathways.
- An overall scheme for landscape development, including measures for the preservation of stands of existing indigenous vegetation and individual trees.
- The location of individual trees which are to be retained.
- The treatment of the boundaries between the zone and adjoining land.

- The provision of regional and local public open space to the requirements of the responsible authority.
- The staging of development.

The management program for the control and maintenance of open space shown on the development plan must:

- Show the areas available to the public and those available only to occupants and employees.
- Make provision for management and upkeep.
- Include a landscape plan for all open space areas showing contours, elevations, the type of landscaping and related features.
- If development is to be completed in stages, show the areas to be set aside for open space in each stage.”

Of particular relevance to the current proposal is that once a Development Plan is approved for the site any planning application under any other provision of the Planning Scheme, which is generally in accordance with the development plan, is exempt from the notice requirements, decision requirements and the review rights of the *Planning and Environment Act 1987*.

In regard to environmental ground conditions, future use and development applications are to include a Preliminary Environmental Site Assessment for part or whole of the site. If a statement of environmental audit is deemed to be required by Council for any stage of the development, it is to be provided prior to a statement of compliance for subsequent subdivision to individual lots being issued by Council.



## 3. Strategic Context

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### 3. Strategic Context

#### PLAN MELBOURNE

Plan Melbourne provides the vision for metropolitan Melbourne. Planning and responsible authorities are directed to consider and apply Plan Melbourne where relevant pursuant to Clause 9 of the Whittlesea Planning Scheme.

The following directions are considered relevant to the subject land:

##### *Housing Choice and Affordability*

2.1 Understand and plan for expected housing needs

2.2 Reduce the cost of living by increasing housing supply near services and public transport

##### *Liveable Communities*

4.1 Create a city of 20-minute neighbourhoods

4.3 Create neighbourhoods that support safe communities and healthy lifestyles

4.4 Plan for future social infrastructure

4.5 Make our city greener

4.8 Achieve and promote design excellence

The State Government has recently updated Plan Melbourne through Plan Melbourne Refresh. It is not expected that this process will impact on the relevant policies for the subject land.

#### STATE PLANNING POLICY FRAMEWORK (SPPF)

The SPPF sets out the State Planning Policies which apply to all land in Victoria and these policies must be taken into account when making decisions under the Planning Scheme.

The SPPF is structured around the following themes:

- Settlement (Clause 11)
- Environmental and landscape values (Clause 12)
- Environmental risk (Clause 13)
- Natural resource management (Clause 14)
- Built environment and heritage (Clause 15)
- Housing (Clause 16)
- Economic development (Clause 17)
- Transport (Clause 18)
- Infrastructure (Clause 19)

Of particular relevance to the current proposal are those policies related to Settlement, Environmental and Landscape Values, Built Environment, Housing and Transport.

#### LOCAL PLANNING POLICY FRAMEWORK (LPPF)

##### MUNICIPAL STRATEGIC STATEMENT (MSS)

The Municipal Strategic Statement (MSS) establishes the key policy objectives and strategic planning framework for land use planning in the City of Whittlesea. The MSS guides Council's land use planning decisions and provides the strategic basis for statutory land use controls.

Importantly the MSS also establishes a vital link between the State Planning Policy Framework and the Local Planning Policy Framework.

Key objectives included in the MSS which are particularly relevant to this Development Plan are contained in the following clauses

- Settlement (Clause 21.04)
- Environment and Landscape Values (Clause 21.05)
- Built Environments and Heritage (Clause 21.08)
- Housing (Clause 21.09)
- Economic Development (Clause 21.10)
- Transport (Clause 21.11)

### 3. Strategic Context

#### LOCAL PLANNING POLICY

Local Planning Policies are tools used to implement the objectives and strategies of the Municipal Strategic Statement and before making decisions the responsible authority must take the policies into account.

There are two local planning policies that are relevant to the Development Plan.

##### Clause 22.10 River Red Gum Protection Policy

This policy expresses the local policy significance of the visual and environmental contribution provided to the municipality by the Mature River Red Gums. Council's policy contains the following Objectives and Policies':

##### Policy

It is policy to:

- "Recognise the intrinsic value of River Red Gums in establishing character and identity in urban and rural areas.
- Request a comprehensive site analysis and arborist's report with any planning proposal for development on land which contains one or more remnant River Red Gums.
- Encourage that the majority of River Red Gums proposed for retention are sited in public open space reserves and/or road reserves.
- Ensure that, where a tree is to be located in a lot, the lot is large enough to accommodate a suitable development envelope that does not disturb the tree or its root system.
- Ensure that, where feasible, areas of significant

- River Red Gum regeneration are protected in any development proposal.
- Encourage tree removal to be generally limited to only those trees independently assessed as presenting a danger to people and property.
- Appropriately protect trees identified for retention during the construction phase, and thereafter ensure that their health is regularly monitored by an appropriate environmental consultant where located on public land.
- Ensure that any tree nominated on a development and/or subdivision plan for protection is located within an appropriate tree protection zone. The protection zone must be large enough to ensure that the trunk and canopy remain intact and that the root system is not severely damaged or destroyed during the construction phase.
- Ensure that any planning permit for subdivision which contains a protected tree on a lot includes a requirement that the protected tree, protection envelope, development envelope and any conditions relating thereto be nominated on the relevant title."

##### Clause 22.15 South Morang Activity Centre Policy

This Clause provides a number of relevant objectives and policies for the site, including:

"Clause 22.15-2 Objectives:

To encourage development of key strategic sites for a mix of uses

To encourage mix of employment generating use and development including offices on business zoned land.

To encourage higher density housing in a variety of forms.  
To improve vehicular and pedestrian access within the activity centre and linkages to adjoining land.

To encourage built form with active frontages that address public parks, reserves and adjoining streets.

Clause 22.15-3

It is policy to:

- Encourage new, higher density, multi-storey development that provides a mix of activities with retail, service industry and entertainment uses located on the ground floor (where permissible) to provide active frontages to streets and other public spaces.
- Encourage innovative design solutions to achieve the stated use and development objectives for the activity centre.
- Encourage the provision of new pedestrian paths to create links between the proposed public transport modal interchange and retail, commercial and residential uses to provide a safe and attractive environment for users.
- Encourage development to front onto and actively address public reservations including the Melbourne Water pipe track reservation and the future rail corridor.
- Encourage the integration of River Red Gums as a key feature of and the public realm.
- Encourage design solutions that reduce the visual impact of the high voltage transmission line easement through innovative design."



### 3. Strategic Context



Subject Site



South Morang Activity Centre  
Policy Area (Clause 22.15)

Figure 3: Subject site in relation to South Morang Activity Centre



#### DRAFT PLENTY VALLEY STRUCTURE PLAN

The Draft Plenty Valley Town Centre Structure Plan was endorsed by Council for the purpose of exhibition at its meeting on 21 March 2017. Council will now prepare and exhibit an amendment to the Whittlesea Planning Scheme to implement the Structure Plan in accordance with the Planning and Environment Act 1987. It is envisaged that once completed this will be inserted into the Whittlesea Planning Scheme through a Planning Scheme Amendment.

The draft plan provides a vision for the Town Centre to be a 'highly integrated, mixed-use, vibrant centre that supports the Plenty Valley Growth Corridor.

The Draft Plan identifies 5 precincts and the subject site sits within the Live and Work Precinct, which is seen as an area that balances higher density, mixed-use development with areas of open space and protected vegetation. The key directions provided by this Draft Structure Plan are shown on the accompanying map. Key points to note as relevant to the site can be summarised as follows:

- The plan seeks “Low/Townhouse Residential housing across most of the site with some medium residential at the north east and medium residential/mixed use to the south of the site.
- An area of public open space is proposed generally at the southern end of the site opposite the Pipehead Reservoir.
- Ensure the introduction of active ground floor uses to McDonalds Road street edge.

- Building heights sought are up to 6 storeys (< 21 metres).
- Ensure properties positively address adjacent open space.
- Sensitively integrate River Red Gums into public open space or integrated with development.
- Develop a shared user path connection via the Yan Yean historic pipe track which provides for a crossing of the railway line.
- A “Gateway location” is identified at the north east corner of the site.



### 3. Strategic Context

Figure 4: Live and Work Precinct Illustrative Masterplan



Figure 29 : Live and Work Illustrative Precinct Plan





## 4. Site Context and Design Response

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### SITE CONTEXT



Figure 5: Subject Site

The site is irregular in shape and has a 148.3 metre frontage to McDonalds Road and a total area of approximately 6.4 ha. It is occupied by a Go Kart Track, and contains a number of River Red Gum trees within the site.

The western portion of the site is used for heavy vehicle storage with trucks, multiple storage containers, building and general waste materials.

The eastern portion of the site is heavily disturbed due to the construction of a motor cross training facility which is no longer in use.

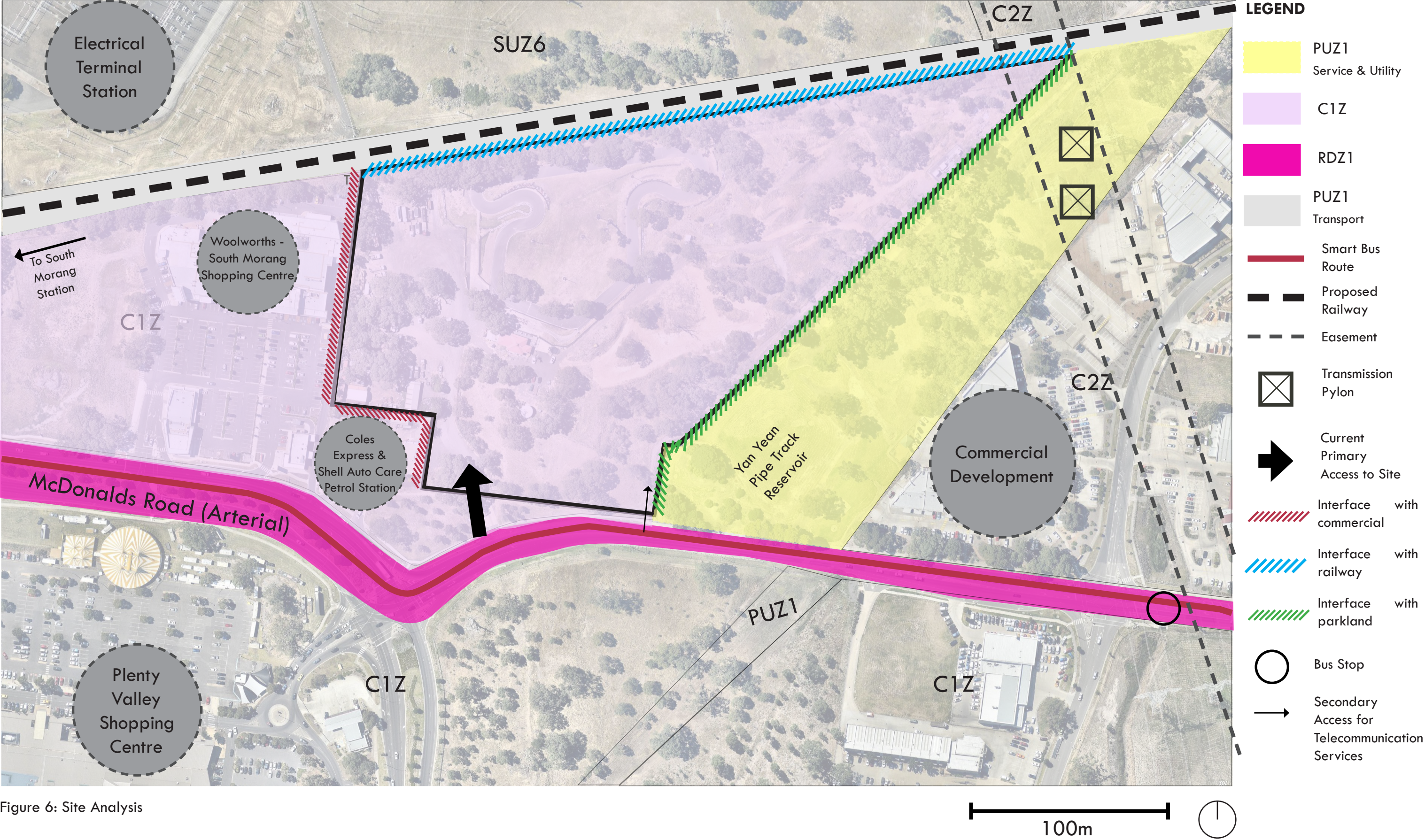
The site is generally flat with two large areas of natural hilling in the central area and eastern portion of the site.

The Land is encumbered by an easement in the north eastern corner of the lot described for high voltage overhead electrical transmission lines.

The land is also encumbered by a Caveat which is a lease agreement with Telstra Corporation Ltd for the telecommunications tower and another Caveat in favour of Canopi Homes 360 Pty Ltd as the new owner of the land under contract.



The plan below summarises zoning of the subject land and immediate area along with key features and interfaces.





SITE ANALYSIS

CONTEXT

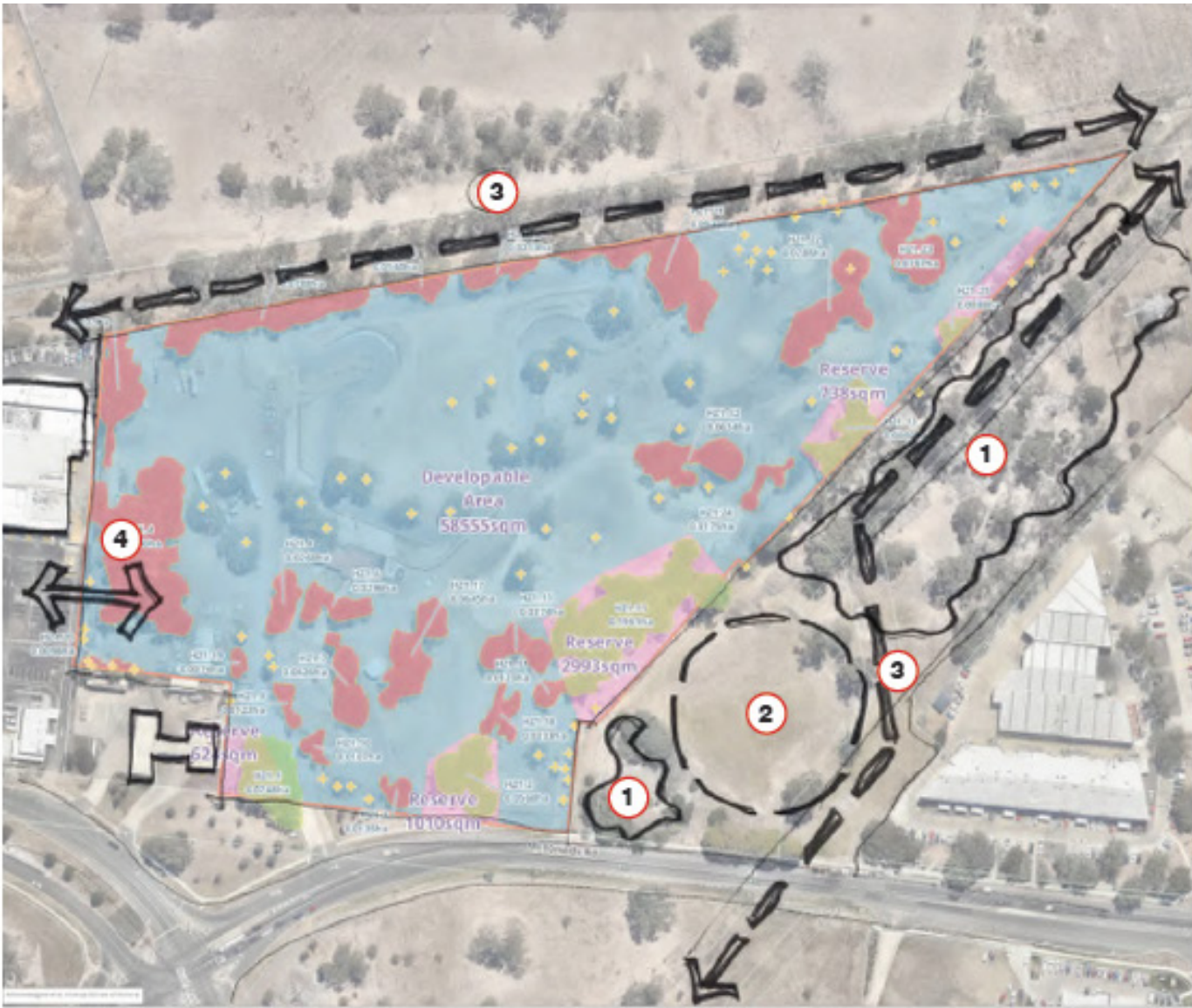


Figure 7: Context Opportunities

LEGEND

- 1 Proximity to Green Zone
- 2 Future Park Area
- 3 Future Bike Path
- 4 Connection to Commercial & Retail Adjacent

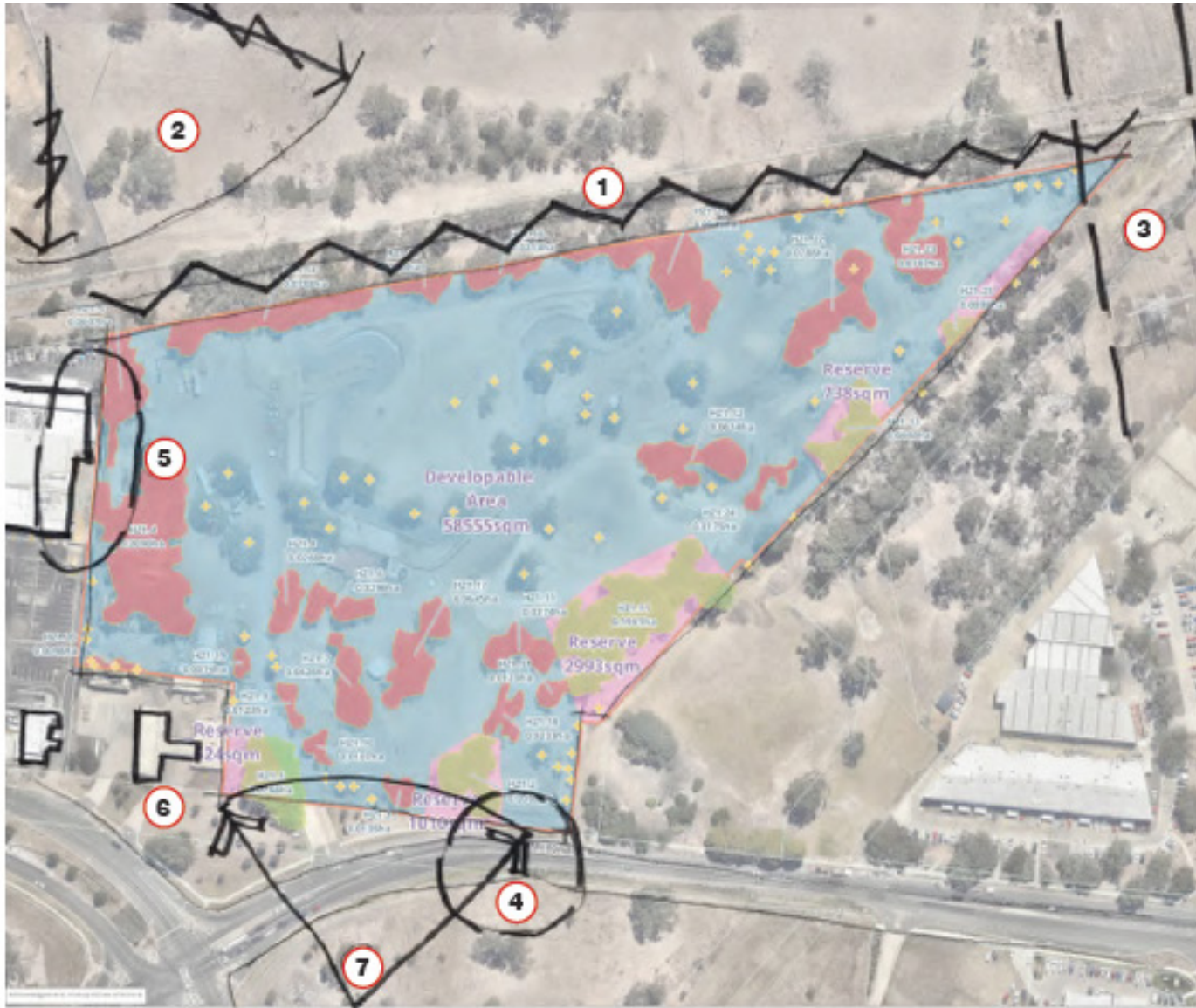


Figure 8: Context Constraints

LEGEND

- 1 Proposed Railway Amenity Issues
- 2 Electrical Sub Amenity Issues
- 3 Transmission Lines
- 4 Vehicle Access
- 5 Woolworth's Proximity
- 6 Service Station Amenity Impact
- 7 Narrow Frontage



## 4. Site Context and Design Response

### SUBJECT SITE

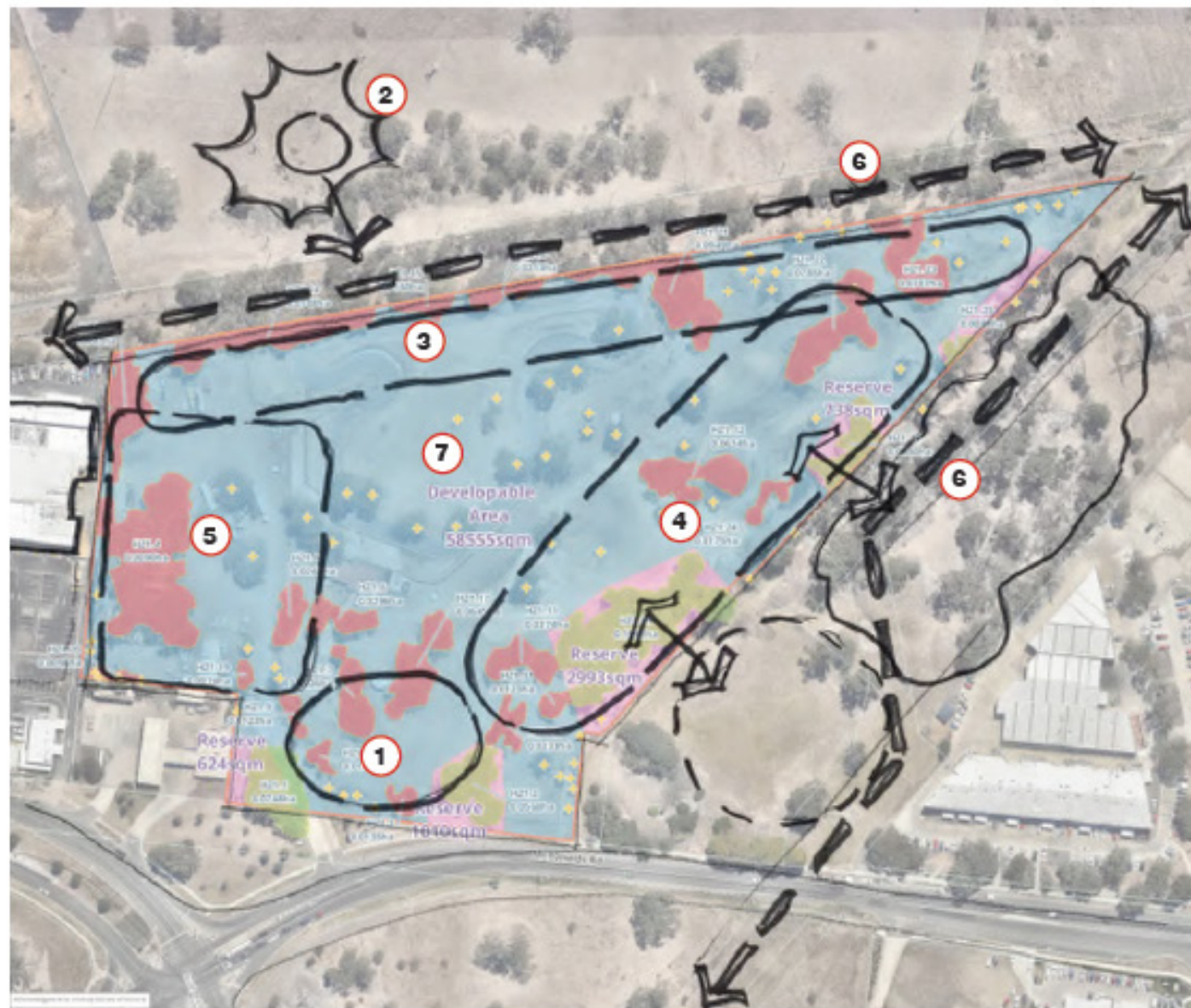


Figure 9: Site Opportunities

#### LEGEND

- 1** Prominent Frontage
- 2** Solar Access
- 3** Relatively Flat Land to Northern Boundary
- 4** Elevated Land Overlooking Green Space & Future Park
- 5** Extend Existing Shopping Area into Site
- 6** Direct Access to Future Bike Path
- 7** Abundance of Established Trees

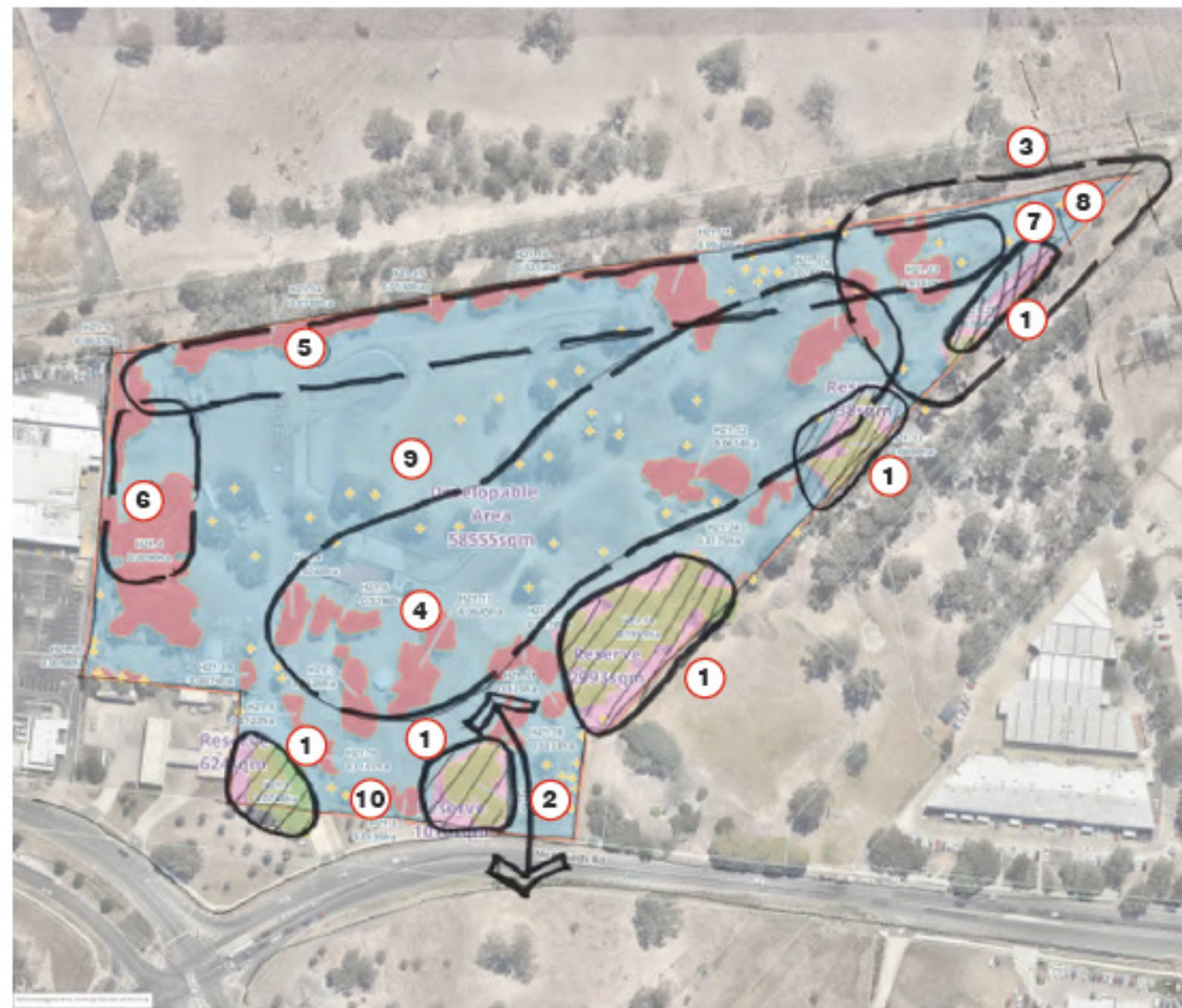


Figure 10: Site Constraints

#### LEGEND

- 1** Vegetation Reserves
- 2** Vehicle Access to McDonalds Road
- 3** Difficult Corner
- 4** Topography
- 5** Future Railway and Power Infrastructure Amenity
- 6** Built Form Amenity
- 7** Tower
- 8** Transmission Line Amenity
- 9** Site Proportions and Shapes
- 10** Narrow Street Frontage



DESIGN RESPONSE



Figure 11: Design Response Considerations

Considering opportunities and constraints of the site, what is the best design response?

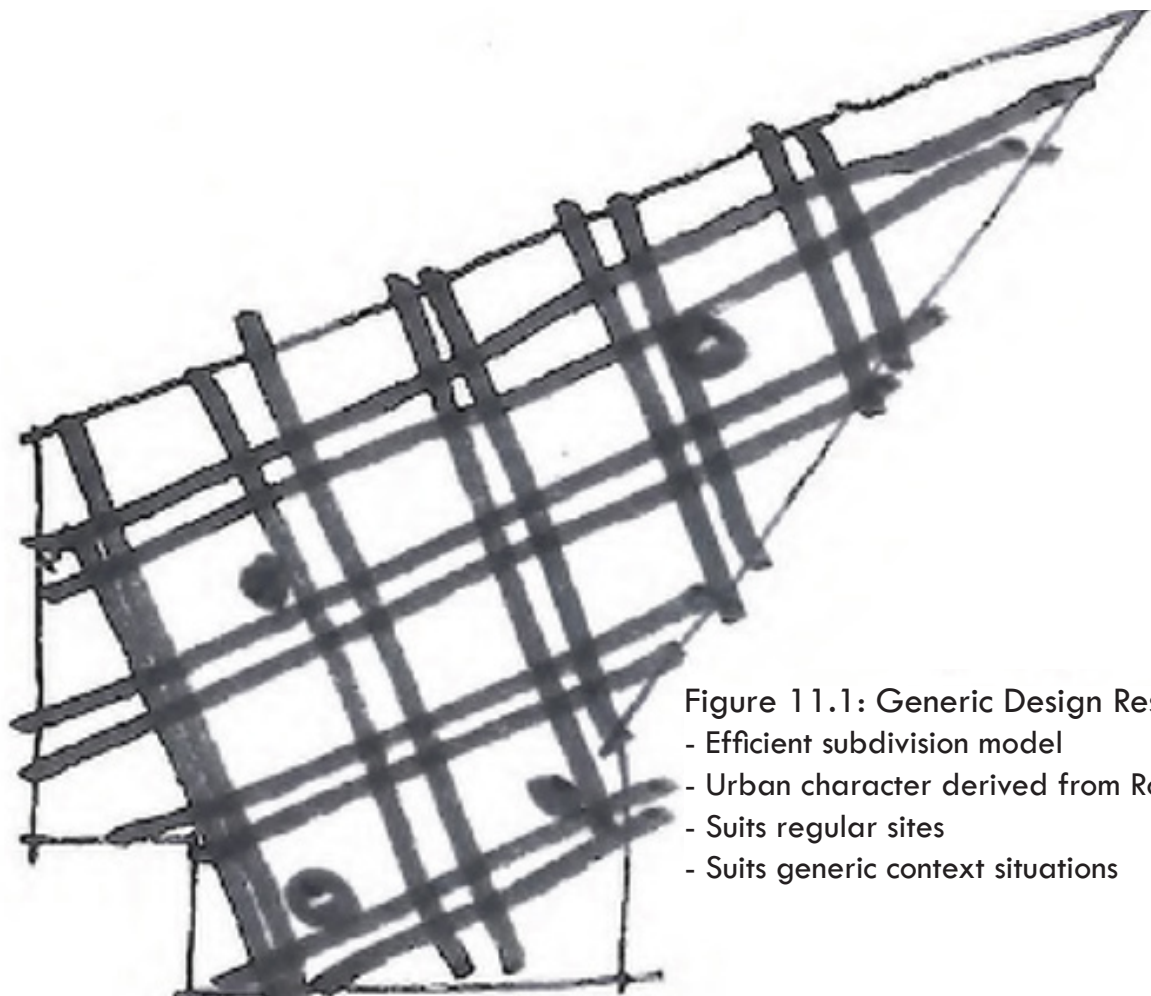


Figure 11.1: Generic Design Response

- Efficient subdivision model
- Urban character derived from Road Pattern
- Suits regular sites
- Suits generic context situations

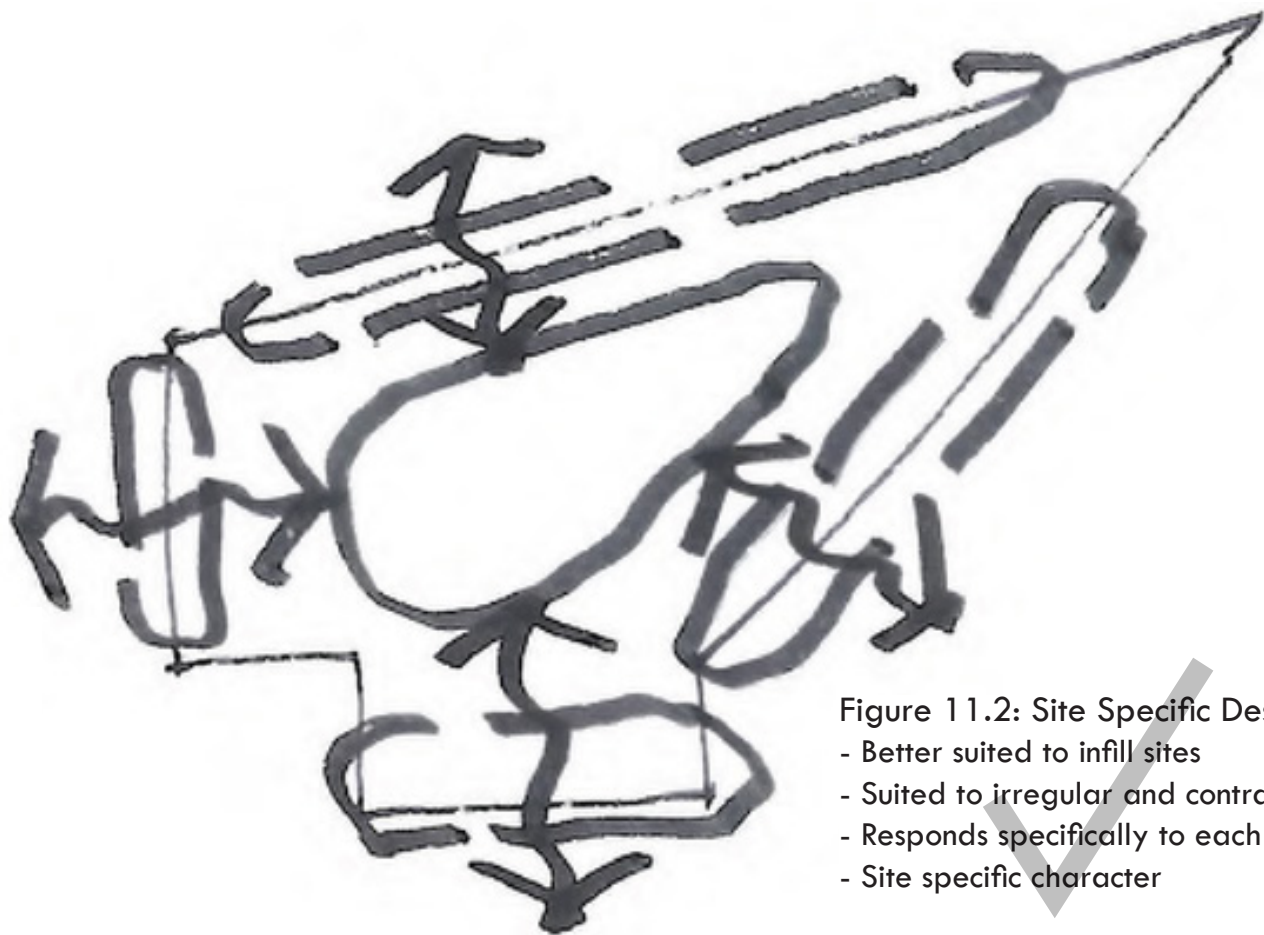


Figure 11.2: Site Specific Design Response

- Better suited to infill sites
- Suited to irregular and constrained sites
- Responds specifically to each interface
- Site specific character



## 4. Site Context and Design Response

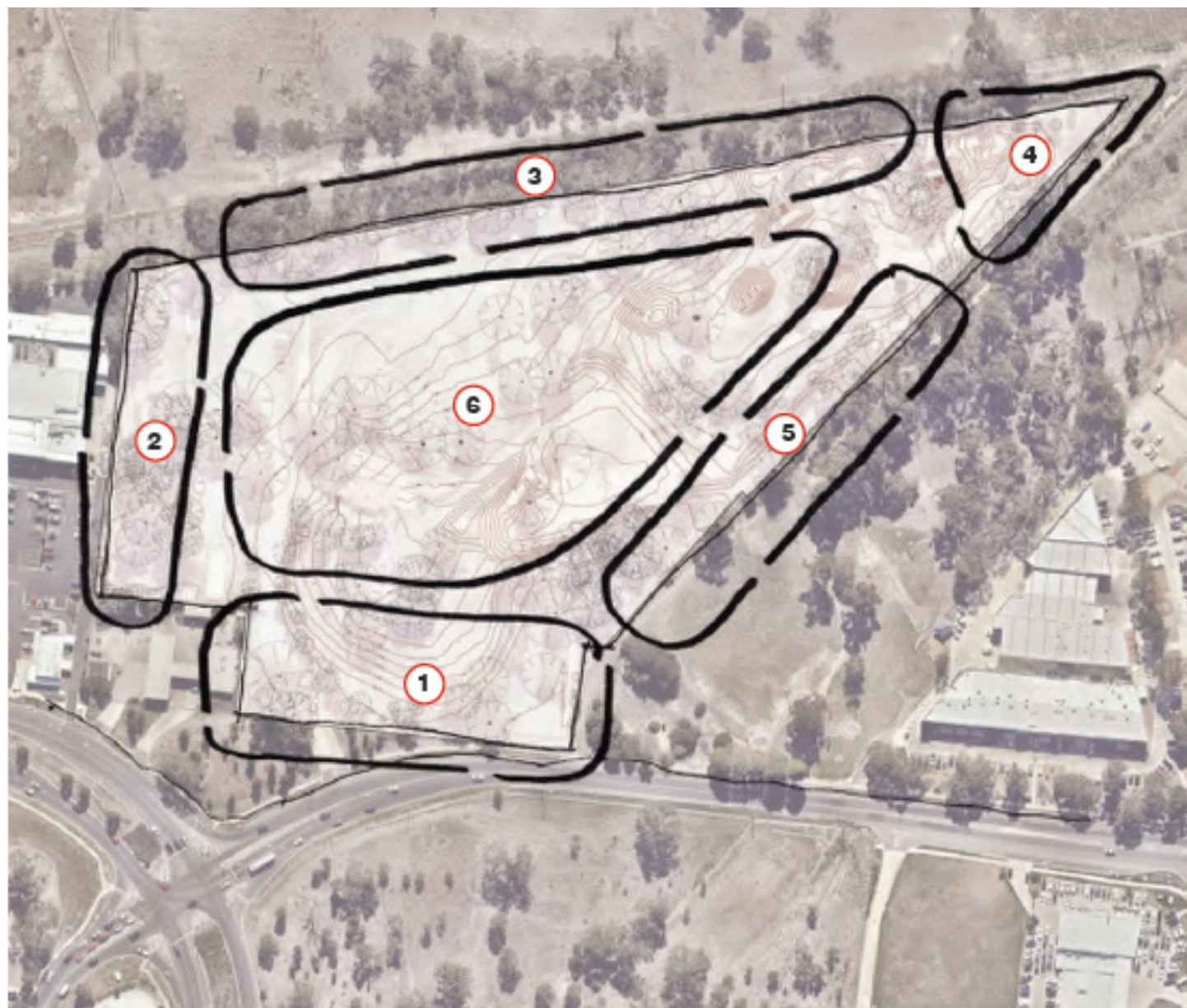


Figure 12: Interfaces & Placemaking

### LEGEND

- 1 Main Road Interface to McDonalds Road
- 2 Interface to Existing Commercial/Retail Use
- 3 Interface to Rail Corridor and Electrical Substation
- 4 Overhead Transmission Lines and Communication Tower
- 5 Interface to Landscape Corridor
- 6 Area Not Directly Affected by Interface Conditions  
Placemaking Opportunity



Figure 13: Landscape & Vegetation Interfaces

### LEGEND

- 1 Green Belt to South and East Boundaries Has Strong Links to Existing Landscape Corridor, Proposed Park and Bike Path
- 2 Rail Corridor Vegetation Currently Provides Amenity and Screening to the Northern Boundary but May Disappear



#### 4. Site Context and Design Response

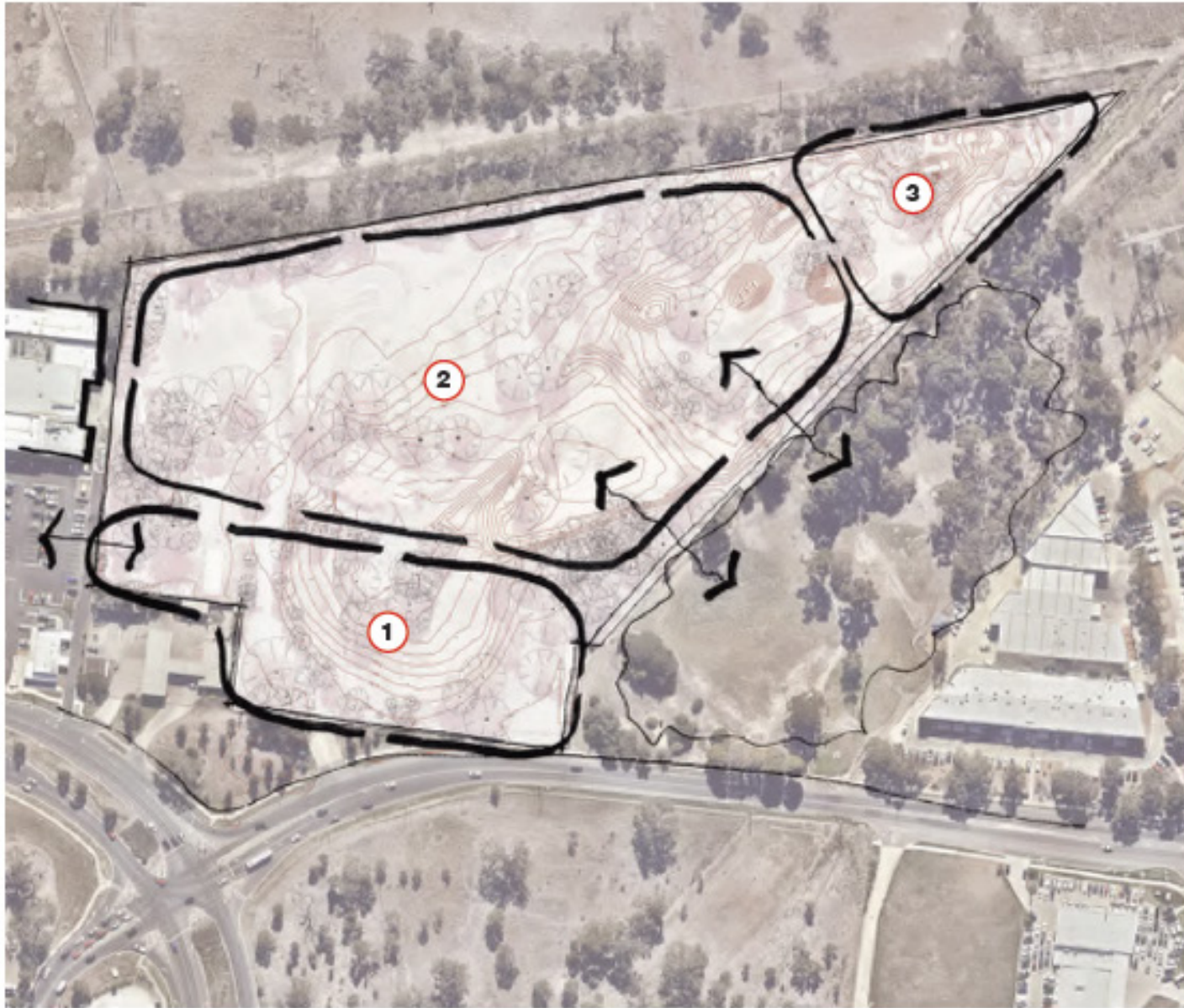


Figure 14: Use

##### LEGEND

- 1** Commercial Use to McDonalds Rd  
-Possible Link to Adjacent Development  
-Uses Complementary to the Proposed Development and Broader Community. eg. Child Care, Aged Care, Medical Centre, Allied Health, Gym and Small Retail.
- 2** Residential Use for a Variety of Dwelling Types Including Townhouse, Apartments, Aged Care. Strong Links to Landscape Corridor
- 3** Uses limited to those compatible with the existing powerline easement.

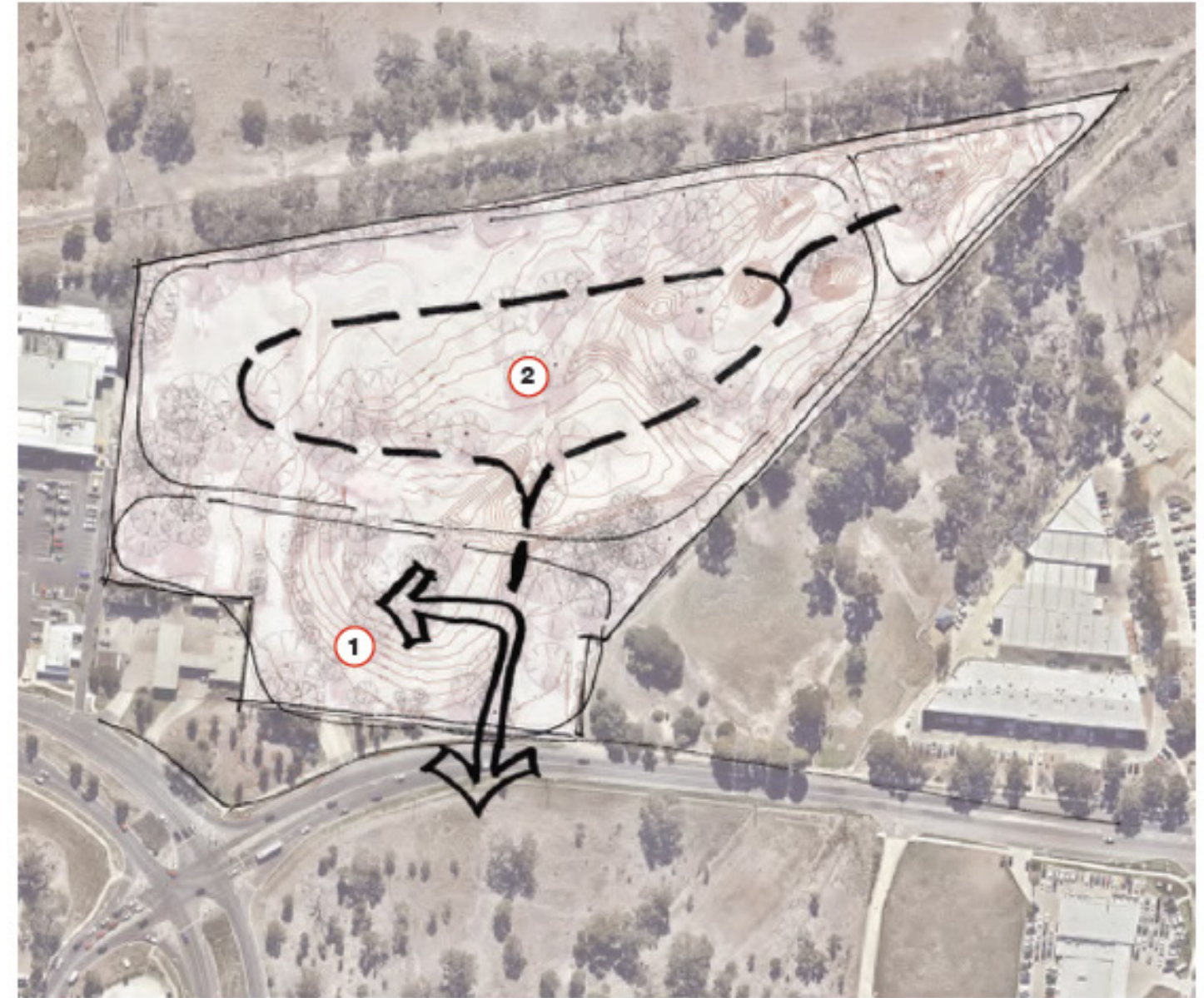


Figure 15: Vehicle Movement

##### LEGEND

- 1** Higher Order Vehicle Movement to Commercial Hub with Higher Intensity Visitation and Employment Density.
- 2** Lower Order Vehicle Movement to Local Residential Area



DESIGN CONCEPT

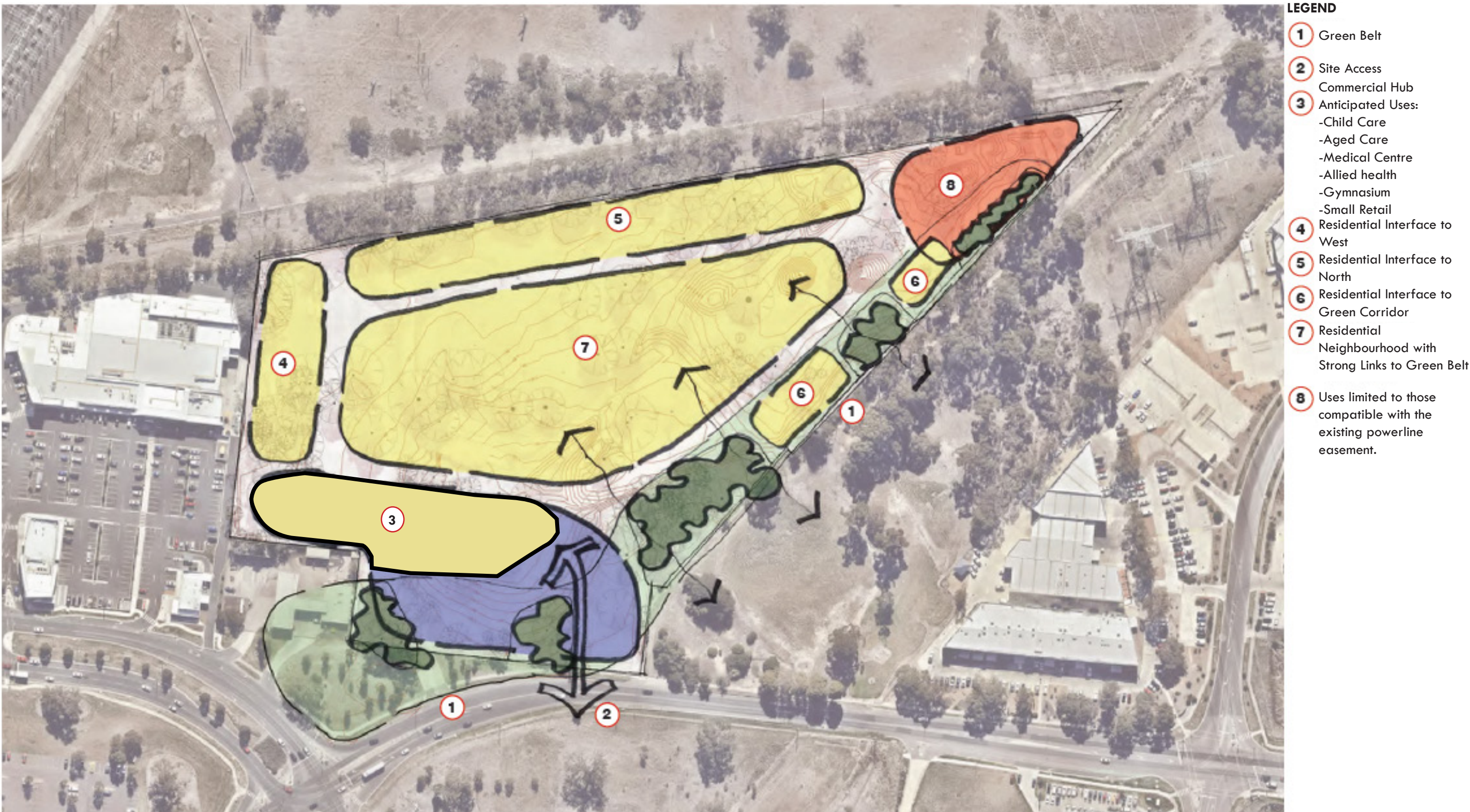


Figure 16: Design Concept





## 5. Development Plan

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### VISION

The Development Plan shown on the following page has been prepared to give effect to the following vision:

*‘The Development Plan will facilitate **sustainable commercial and residential development** of the land, inclusive of **open space** and the retention of River Red Gum Trees.*

*The underdeveloped land will be transformed in parallel with **existing and expected uses of the adjoining sites**. The Development Plan responds to existing **heritage and natural values**, capitalises on its unique position close to a range of **transport options, a sub regional activity centre and public facilities** including a **heritage parkland**, and provides **excellence in design** within a **quality public realm**.’*

### KEY FEATURES OF DEVELOPMENT PLAN

The Development Plan is informed by a number of specialist reports which together satisfy the DPO8 requirements (Refer to list of reports in the appendix).

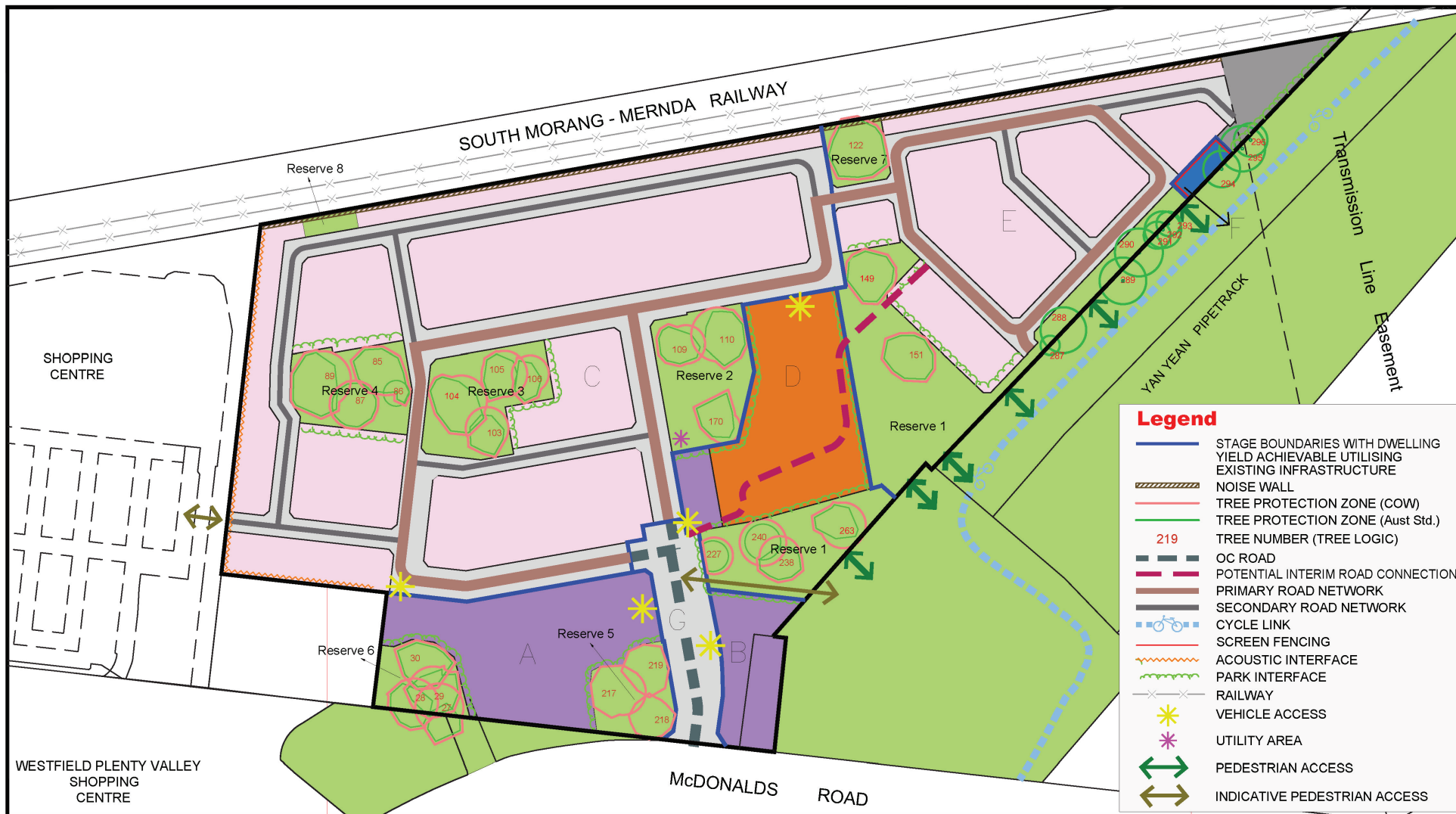
To give effect to the stated vision, the Development Plan includes the following key features:

- High quality public realm treatments providing in excess of 21% publicly accessible reserves.
- Reserve open space interface treatments and an expansion of the historic Yan Yean Pipetrack Reserve into the site.
- Retention of significant River Red Gum trees within public open space areas and road reserves defined in accordance with Council Tree

### Protection Zone Guidelines.

- Preservation and enhancement, through the provision of open space and landscaped areas, of key natural features.
- Pedestrian and cycle paths within new local road network with connections to McDonalds Road, South Morang Central Shopping Centre and Yan Yean Pipetrack Reserve.
- Mixed uses along the McDonalds Road frontage.
- Medium density residential development comprising townhouses and apartments up to 6 storeys and comprising a mix of one, two and three bedrooms.
- Residential density yield of approximately 500 dwellings based on the existing capacity of infrastructure services and can be amended if capacity is increased within the context of the overall Development Plan requirements.
- Acoustic interface treatments to future railway corridor and commercial areas.
- Internal road layout including local road access points to ensure a safe localised pedestrian/cyclist environment.
- Relocated accessway to the east of the site to improve safety along McDonalds Road.
- Areas constrained by the electricity transmission easement and the existing overhead transmission lines, will be used for uses compatible with the existing easement and designed with appropriate screening and landscaping to the Yan Yean Pipetrack Reserve.





|  | LAND USE                                    | AREA (ha)      | %           |
|--|---------------------------------------------|----------------|-------------|
|  | Residential, 2-4 Storeys (< 14m)            | 2.477ha        | 38.9%       |
|  | Mixed Use, Up to 6 Storeys (< 21m)          | 0.552ha        | 8.7%        |
|  | Residential, Up to 6 Storeys (< 21m)        | 0.392ha        | 6.2%        |
|  | Reserve                                     | 1.345ha        | 21.1%       |
|  | Road Reserve                                | 1.450ha        | 22.8%       |
|  | Telco Compound                              | 0.023ha        | 0.4%        |
|  | Uses Limited by Existing Powerline Easement | 0.097ha        | 1.5%        |
|  | <b>TOTAL SITE AREA</b>                      | <b>6.369ha</b> | <b>100%</b> |

|  | STAGE                  | AREA (ha)      | %           |
|--|------------------------|----------------|-------------|
|  | A                      | 0.5982ha       | 9.4%        |
|  | B                      | 0.0931ha       | 1.5%        |
|  | C                      | 3.1943ha       | 50.2%       |
|  | D                      | 0.6639ha       | 10.4%       |
|  | E                      | 1.6084ha       | 25.3%       |
|  | F                      | 0.0225ha       | 0.3%        |
|  | G                      | 0.1881ha       | 3.0%        |
|  | <b>TOTAL SITE AREA</b> | <b>6.369ha</b> | <b>100%</b> |

|  | STAGE                  | DWELLINGS        |
|--|------------------------|------------------|
|  | A                      | 60 - 80          |
|  | B                      | 20 - 40          |
|  | C                      | 170 - 180        |
|  | D                      | 80 - 120         |
|  | E                      | 70 - 80          |
|  | F                      | N/A              |
|  | G                      | N/A              |
|  | <b>TOTAL DWELLINGS</b> | <b>400 - 500</b> |



SITE AREA: 6.369 ha  
ZONE: Commercial 1 (C1Z)

## Development Plan

**360 McDonalds Road, South Morang**

0 15 30 45

scale 1:1500 @ A3

DATE: 04 April 2019

REF: 0490277

DWG: 0490277\_360 McDonalds Rd\_Development Plan

Environmental Resources  
Management Australia Pty. Ltd.  
Level 4, 89 The Road  
Melbourne Victoria 3000  
Telephone 03-9338 8811  
Facsimile 03-9338 8822  
www.erm.com.au



Figure 17: Development Plan



### COMPONENTS OF DEVELOPMENT PLAN

Further detail on matters identified in DPO8 are provided in the following sections and together comprise the Development Plan to guide future development for the site.

#### RIVER RED GUM TREE RETENTION

Tree Logic was commissioned to undertake an arboricultural assessment of selected tree features within and surrounding 360 McDonalds Road, South Morang to inform designers of tree related constraints and opportunities to the development of the site. The survey was required to determine the type, condition and retention value of trees within the site and provide appropriate tree protection measures.

This assessment together with our site analysis, biodiversity advice from Biosis and feedback from Council was used to guide our design concepts.

Trees were assessed and graded according to their retention values. Recommendations were made to ensure both successful retention and removal of trees on the subject site.

We have ‘mapped’ the 322 (258 being River red Gums) trees identified in the Tree Logic Report and deducted trees on the neighbouring properties to give us a total of 255 trees on site. Of these, 197 did not meet Council’s criteria for retention.

Of the remaining 58 trees, 19 trees were identified by Council as having (must) to be retained. We have retained all 19 trees on site and in addition have had regard to Council’s Tree Protection Zone (TPZ) guidelines in the design of future works (road reserves and open space) which reflects retention of trees in accordance with the council letter dated 6 December 2016.

The outcome of the above analysis is presented in the following ‘Tree Retention and Removal plan







TREE RETENTION & REMOVAL TABLE

| TREES TO BE RETAINED | Tree No.                                                   | Number |
|----------------------|------------------------------------------------------------|--------|
| Medium Old Trees     | 27, 30, 87, 103, 105, 106, 217, 219, 240                   | 9      |
| Large Old Trees      | 28, 29, 85, 86, 89, 109, 110, 122, 151, 170, 218, 227, 263 | 13     |
| Very Large Old Trees | 104, 149                                                   | 2      |
| Total                |                                                            | 24*    |

| TREES TO BE REMOVED  | Tree No.                                                                            | Number |
|----------------------|-------------------------------------------------------------------------------------|--------|
| Medium Old Trees     | 56, 73, 75, 96, 97, 115, 117, 124, 138, 145, 148, 174, 177, 180, 181, 226, 228, 229 | 18     |
| Large Old Trees      | 55, 78, 100, 102, 111, 112, 114, 125, 169, 172                                      | 10     |
| Very Large Old Trees | 51, 107, 108, 128, 140, 171                                                         | 6      |
| Total                |                                                                                     | 34     |

|                        |     |
|------------------------|-----|
| Total Number of Trees: | 58* |
|------------------------|-----|

\* Tree 238 is to be retained in addition to the trees listed. It does not fit the categories of Medium Old Tree, Large Old Tree or Very Large Old Tree.

LEGEND

Tree Colour:

- Green - Tree to be retained (River Red Gum)
- Green - Australian Standard TPZ (Non River Red Gum)
- Grey - Tree to be removed (River Red Gum)

Tree Protection Zone (TPZ):



Remnant Patch Vegetation Retained Outside CoW TPZ

# Native Vegetation Retention Plan

**360 McDonalds Road  
South Morang**



SITE AREA: 6.369 ha  
ZONE: Commercial 1 (C1Z)

0 15 30 45  
scale 1:1500 @ A3

DATE: 29 July 2019  
REF: 0490277  
DWG: 0490277\_360 McDonalds Rd\_Native Vegetation Retention Plan



Figure 18: Native Vegetation Retention Plan



### ROAD ACCESS AND LAYOUT

A Traffic Impact Assessment has been prepared by One Mile Grid which concludes that:

- The site is well located with regard to sustainable transport modes.
- The proposed road network, pedestrian and bicycle provisions are expected to provide convenient and safe access to the subject site for all road users.
- There are no traffic management and control works required in adjoining and nearby roads.
- The proposed access design indicates that it will operate satisfactorily following full development of the site.

- Sight distance criteria at the proposed access location are generally satisfied.
- The development requires provision of channelized left and right-turn lanes.
- The proposed concept layout plan for the site access has been located to maximise the separation to the signals to the west.
- An internal road network of varying widths will facilitate access to and from individual dwellings, and to car parks servicing the apartment and commercial uses.

In summary, One Mile Grid considers that the proposed development has been planned and designed in accordance with the Development Plan Overlay and is considered acceptable from a traffic engineering point of view.

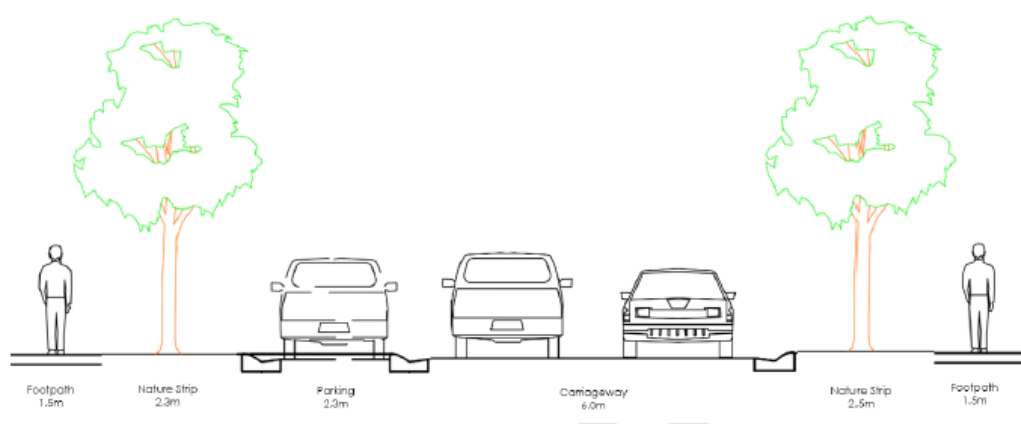


Figure 19: 16.5m Road Typical Cross-section (Council Road)

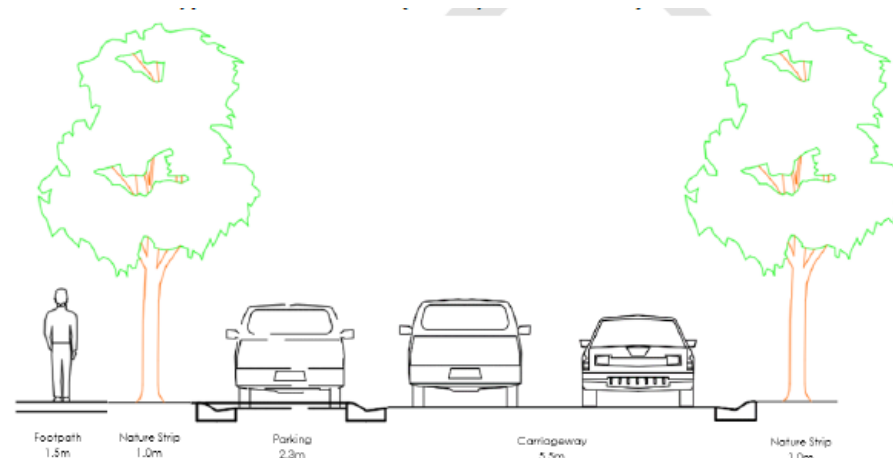


Figure 20: 12m Road Typical Cross-section (Primary Internal Road)

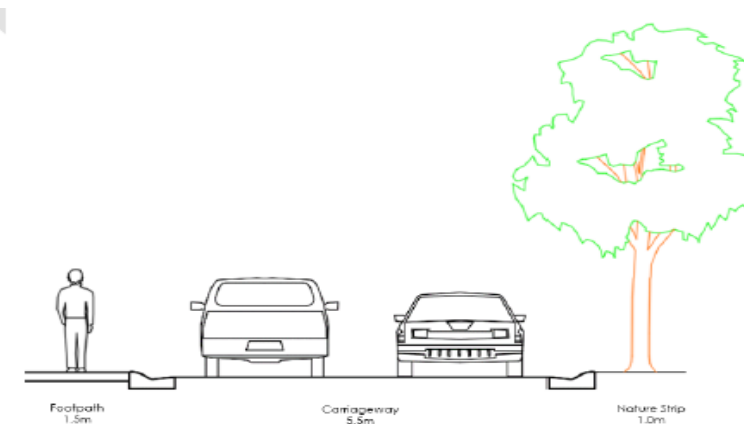


Figure 21: 8m Road Typical Cross-section (Secondary Internal Road)



5. Development Plan

BICYCLE AND PEDESTRIAN PATHS

Pedestrian paths will be provided on one side of the 8 metre and 12 metre roads and on both sides of the 16.5 m road. Bicycle routes within the site will be shared with vehicles, with the internal road network providing an appropriately low-speed environment for shared usage.

Key landscape principles include:

- Clear safe access with outdoor rooms of human scale with a village style to avoid repetitive urbanized streetscape.
- Paths are to be visually unobtrusive and pedestrian in nature with soft edges, which blend with landscape features
- Use sustainable natural materials in parkland with a mixed palette for the path treatments to lessen the impact of the system on natural or predominantly landscaped areas

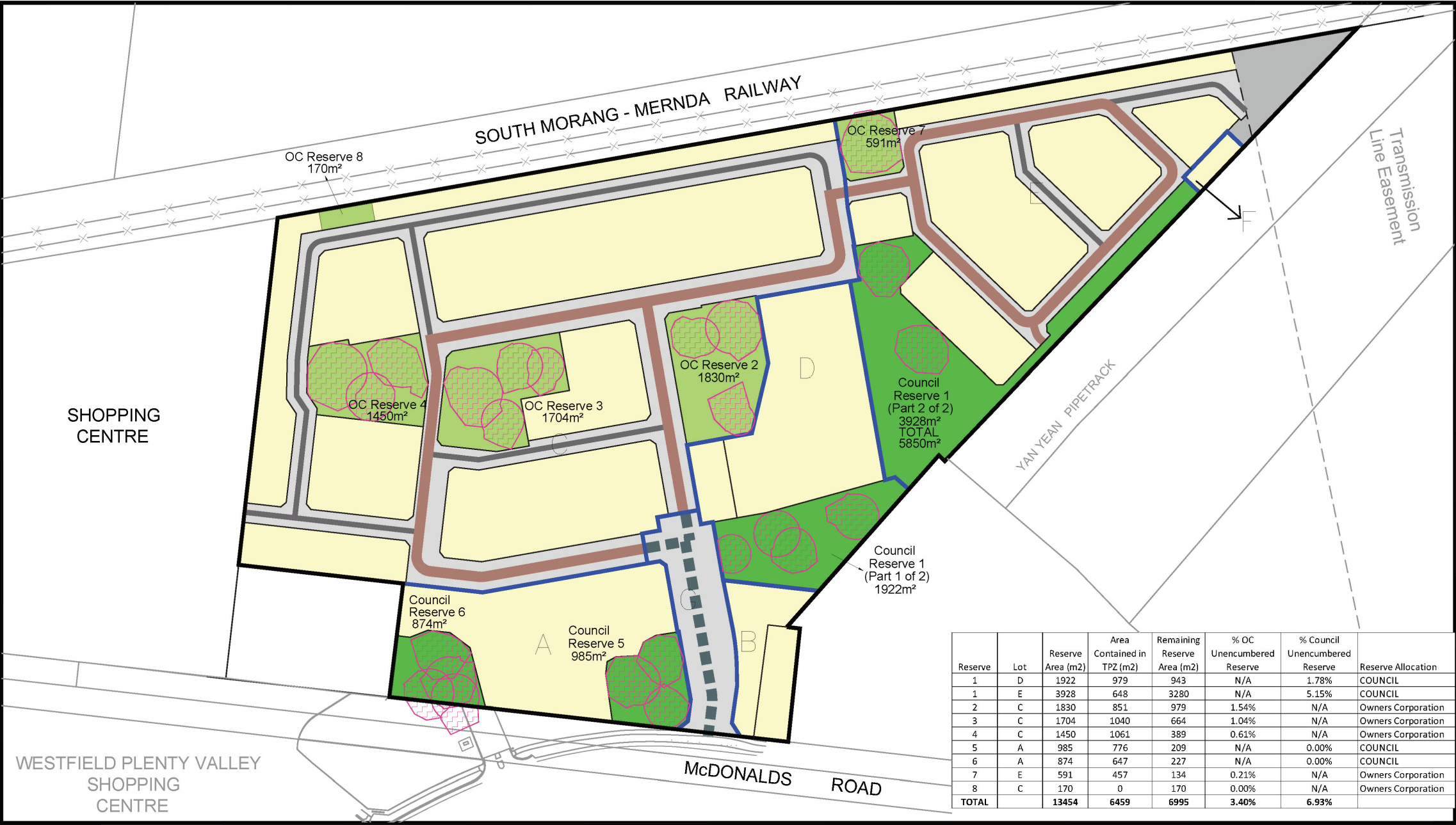




5. Development Plan

OPEN SPACE

Significant public open space areas (Council Reserves) are to be integrated with trees of particular aesthetic value and will form a natural extension to the abutting Yan Yean Pipetrack Reserve. Owners Corporation Reserves are to be provided to incorporate trees to be retained and include tree protection zones to Council guidelines.



| Reserve | Lot | Reserve Area (m2) | Area Contained in TPZ (m2) | Remaining Reserve Area (m2) | % OC Unencumbered Reserve | % Council Unencumbered Reserve | Reserve Allocation |
|---------|-----|-------------------|----------------------------|-----------------------------|---------------------------|--------------------------------|--------------------|
| 1       | D   | 1922              | 979                        | 943                         | N/A                       | 1.78%                          | COUNCIL            |
| 1       | E   | 3928              | 648                        | 3280                        | N/A                       | 5.15%                          | COUNCIL            |
| 2       | C   | 1830              | 851                        | 979                         | 1.54%                     | N/A                            | Owners Corporation |
| 3       | C   | 1704              | 1040                       | 664                         | 1.04%                     | N/A                            | Owners Corporation |
| 4       | C   | 1450              | 1061                       | 389                         | 0.61%                     | N/A                            | Owners Corporation |
| 5       | A   | 985               | 776                        | 209                         | N/A                       | 0.00%                          | COUNCIL            |
| 6       | A   | 874               | 647                        | 227                         | N/A                       | 0.00%                          | COUNCIL            |
| 7       | E   | 591               | 457                        | 134                         | 0.21%                     | N/A                            | Owners Corporation |
| 8       | C   | 170               | 0                          | 170                         | 0.00%                     | N/A                            | Owners Corporation |
| TOTAL   |     | 13454             | 6459                       | 6995                        | 3.40%                     | 6.93%                          |                    |

| SUMMARY                                         | Area (m2) | % of Total Land Area |
|-------------------------------------------------|-----------|----------------------|
| Total Land Area                                 | 63,685    |                      |
| Total Reserve Area                              | 13,454    | 21.1%                |
| Total Council Reserve Area                      | 7,709     | 12.1%                |
| Total Council Unencumbered Council Reserve Area | 4,305     | 6.8%                 |

- LEGEND:
- OWNERS CORPORATION RESERVE
  - COUNCIL RESERVE
  - AREA IN RESERVE COVERED BY RIVER RED GUM

SITE AREA: 6.369 ha  
ZONE: Commercial 1 (C1Z)

Open Space Plan

360 McDonalds Road  
South Morang

0 15 30 45  
scale 1:1500 @ A3

DATE: 29 July 2019  
REF: 0490277

DWG: 0490277\_360 McDonalds Rd\_Open Space Plan

Environmental Resources  
Management Australia Pty. Ltd.  
Level 4, 88 May Street  
Melbourne Victoria 3000  
Australia  
Telephone 03-9338 8811  
Facsimile 03-9338 8822  
www.erm.com.au





## 5. Development Plan

### LANDSCAPE MASTERPLAN

The site area has been identified as containing two types of landscape areas, River Red Gums in Open Space and River Red Gums integrated with Development. The key project planning approach was very landscape driven to designate 8 open space reserves around key groupings of River Red Gum Species. The overall Landscape Masterplan for the site is shown below.



Figure 24: Illustrative Landscape Masterplan



5. Development Plan

The Landscape philosophy for the site is based on an interpretation of locality characteristics, the site’s natural features, microclimate and cultural elements in order to preserve and enhance the natural River Red Gum Environment.



River Red Gum



Quality Open Space



Robust Materiality



Adaptable Spaces

Key objectives are to:

- Enhance residential amenity, provide habitat for native and indigenous plants and animals and integrate water catchment systems with streets and open spaces.
- Accentuate as a dominant feature the visual impact of mature River Gums.
- Provide a variety of parkland spaces and experiences that promote diverse place making and lifestyle choices for people.
- Develop a legible streetscape hierarchy through visually bold landscape structure with planting that will endure over time.
- Have a positive micro climate and visual amenity to dwelling outlook through careful street tree selections.
- Create great streets and gardens with landscape guidelines for front gardens aligned to scale and form of residential housing types
- Through thoughtful plant selections deliver architectural functions that screen, enclose, shade, expansive open parking areas to unify the built and natural environment.
- Integrate WSUD to protect the natural system, water quality and reduce storm water run off

Figure 25: Landscape Philosophy



## 5. Development Plan

### PARK TYPOLOGIES

Key landscape principles include:

- Open space parklands have been used as the building blocks to define the project neighbourhoods and help instill a sense of place and highlight the natural qualities of South Morang.
- Creating a hierarchy of green spaces will provide a diverse range of uses, outlooks, and microclimates to support a diversity of housing types and medium density living.
- The reserves are to be used for passive rather than active recreation.
- The parklands will be holistically integrated with the overall development and have been located to connect to the adjacent linear open space of the Yan Yean Pipe Track.

*Celebrating existing River Redgums to create Special Parkland Places*



Figure 26: Park Typologies



### INTERFACE TREATMENTS

#### ACOUSTIC AND VIBRATION

A report prepared by Acoustic Logic presents in principle recommendations to address external traffic, rail and plant and equipment noise impact from adjoining commercial / retail premises adjoining the site. The report also addresses potential rail vibration impact on the subject site. Vibration measurements conducted on site indicate compliance with the nominated criteria. Acoustic treatments required are:

##### A) West and South Boundaries:

An acoustically treated fence/barrier or built form is to be constructed in two locations along the site boundary:

- Facing the Woolworths Loading Dock
- The southern boundary facing Coles Express

##### B) North Boundary Interface to Rail

- An acoustic wall/built form is to be constructed on the site boundary along the entire northern boundary facing the proposed train line

This acoustic wall/built form is to:

- be nominally 5 metres high;
- have dwellings backing onto the wall facing away from the rail corridor;
- have zero setback from the site boundary except to provide light wells to adjacent dwelling;
- be painted or architecturally treated where it is visible.

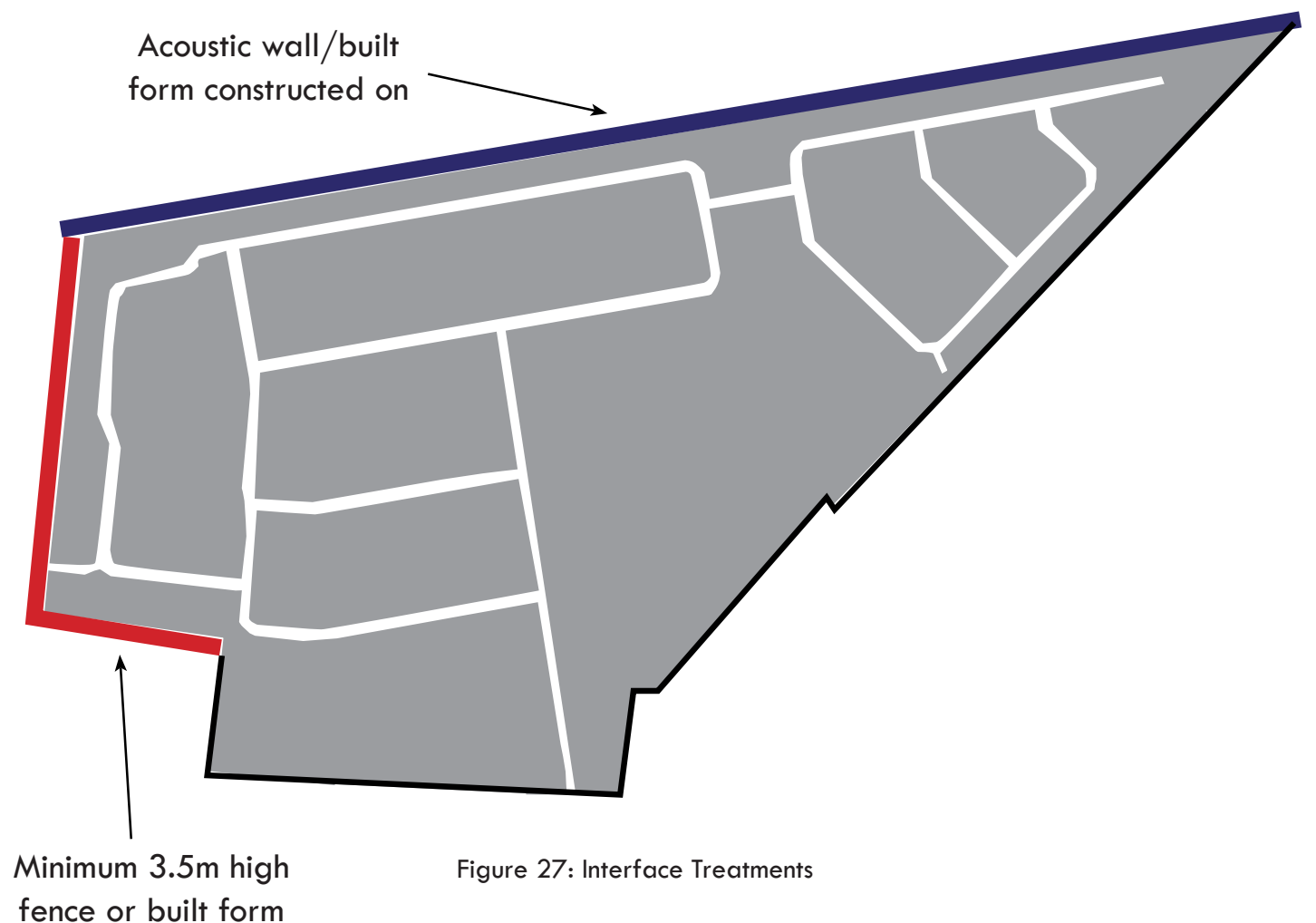


Figure 27: Interface Treatments



## 5. Development Plan

### RESERVE INTERFACES

A Landscape Masterplan prepared by Sym Studio/David Loudon landscape architect recommends landscape principles to address open space park interface with River Red Gum containment, the interface between the side and rear of dwellings and parks. Key recommendations are suggested accordingly:

#### Open Space Park/River Red Gum Containment

- Low wooden fencing to delineate open space areas
- River Red Gums proposed for retention are sited in public open space reserve
- Under canopy low maintenance, hardy native grasses to create a tidy appearance



Figure 28: Indicative Fence Imagery



Figure 29: Indicative Plant Imagery

### SIDE ELEVATIONS INTERFACE

Side elevations of built form adjacent to roads or reserves are to integrate with the public domain, be well designed and provide opportunities for passive surveillance by:

- The use of a variety of facade materials and treatments
- Inclusion of windows to provide visibility and surveillance while also maintaining privacy
- Low permeable feature fencing where appropriate
- Low level trees and strap planting ensuring that unsafe spaces are avoided except where there is a zero setback.

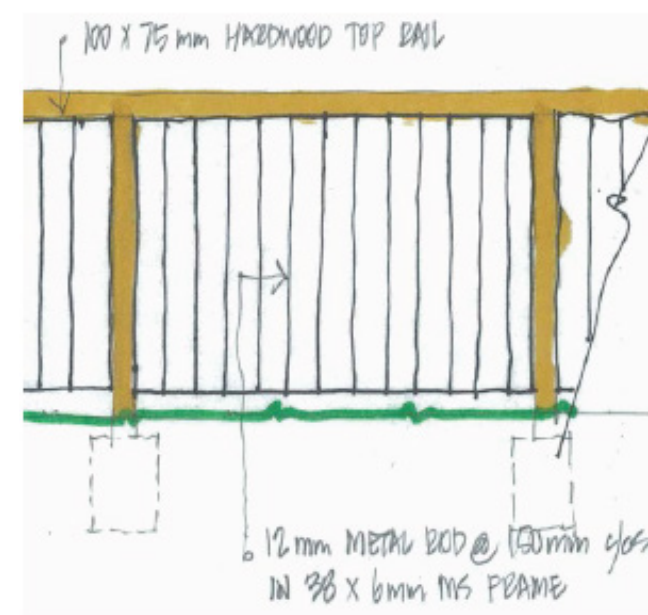


Figure 30: Suggested Fencing



Timber and Metal Fencing



Fencing Detail



## 5. Development Plan

### Rear Dwelling/External Park (Pipetrack)

- Informal transition with level change into parkland
- Boundary defined by low fencing and planting robust materials that are local and particular to the place



Figure 31: Indicative Fencing Imagery

### Rear of Dwelling/Internal Park

- Permeable fence type and hedge planting enclosure to private open space contains garden area
- Outlook to open space borrows the park landscape allows views to significant River Red Gum Trees
- Vertical level change from private to public space



Figure 33: Indicative Fencing and Planting Imagery



Figure 32: Typical Elevation Rear of Dwelling/Internal Park

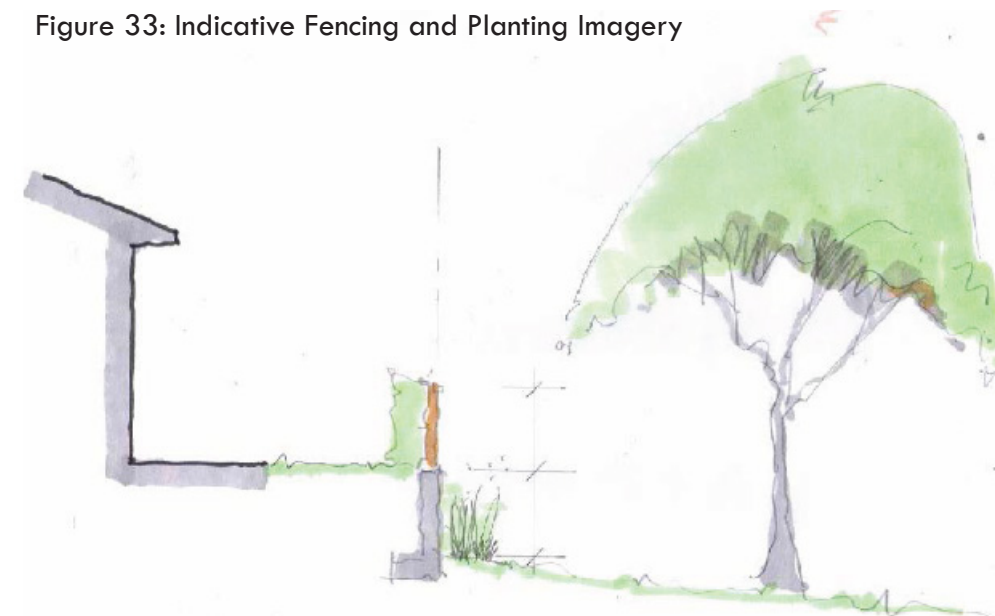


Figure 34: Typical Elevation



### PRIVATE OPEN SPACE

To achieve a unique landscape outcome within private open space the following landscaping guidelines are proposed:

- Street frontage gardens should be planted with no less than 80% of Australian Native Species selected from the attached scheduled of plants that are common to the Whittlesea locality.
- Encourage variety and interest options for introduced plants are listed in the schedule
- Planting density should not exceed 3 plants per square metre.
- Limit turf area to lower mowing requirements

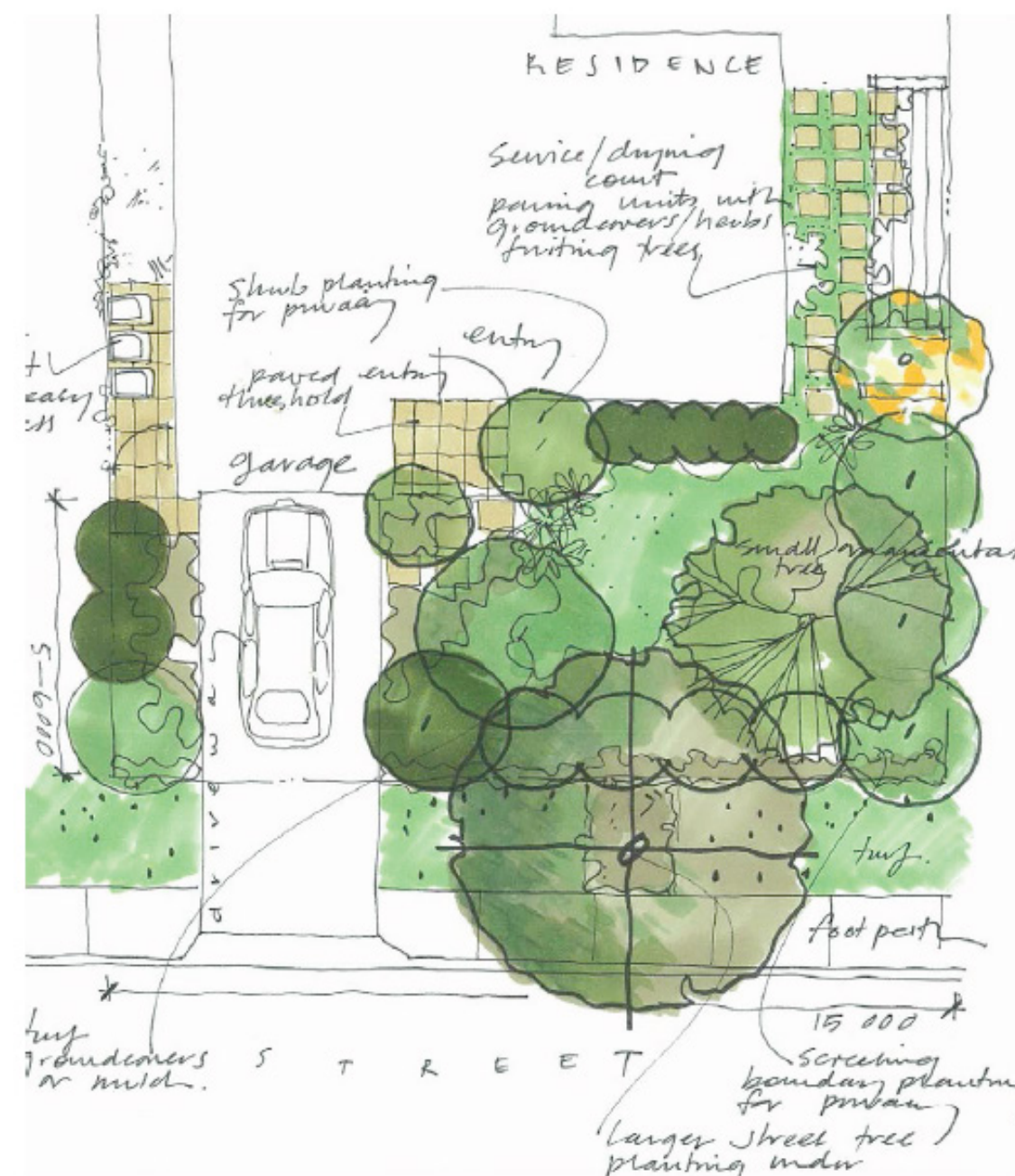


Figure 35: Balance, Accent & Contrast



Figure 36: Street Frontage Screening



Figure 37: Variety & Interest



Figure 38: Low Mowing Requirements





# Appendix

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The development plan is supported by the following referenced reports.

Biosis P/L  
360-365 McDonalds Road, South Morang - Biodiversity Assessment  
10 March 2017  
Ref: 23228.CanopiMcDonald.Final01.10032017

One Mile Grid Traffic Engineering  
360 McDonalds Road, South Morang - Transport Impact Assessment  
17 March 2017  
Ref:16486TIA001C-F.docx

Archaeology at Tardis  
360 McDonalds Road, South Morang – Cultural Heritage Statutory  
Obligations  
20 March 2017  
Ref: 3469.100

Compass Environmental  
Contamination Review: 360 McDonalds Road, South Morang VIC  
20 April 2017  
Ref: 16131CC20170420

Sym.Studio and David Loudon Landscape Architect  
360 McDonalds Road, South Morang – Landscape Masterplan Design  
Report  
March 2017

Tree Logic P/L  
Aboricultural Assessment - 360-465 McDonalds Road, South Morang  
and Addendum to 360 McDonalds Road, South Morang  
21 March 2017  
Ref: 007142

Acoustic Logic  
360 McDonalds Road, South Morang – Acoustic Assessment  
21 March 2017  
Ref : 20170188.1/0303A/R2/JD