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WHITTLESEA PLANNING SCHEME

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Town Planner Date



McDONALDS ROAD DEVELOPMENT PLAN
McDONALDS ROAD & PLENTY ROAD
SOUTH MORANG

OCTOBER 2001



City of Whittlesea

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1.0 Introduction:

As part of its strategic planning for the municipality, the City of Whittlesea has undertaken the development of a number of Development Plans for key sites. This plan has been developed for an important area of land at the prominent corner of Plenty Road and McDonalds Road in South Morang. It is also in part, a response to an application for the subdivision of a property which forms the western third of the Development Plan area.

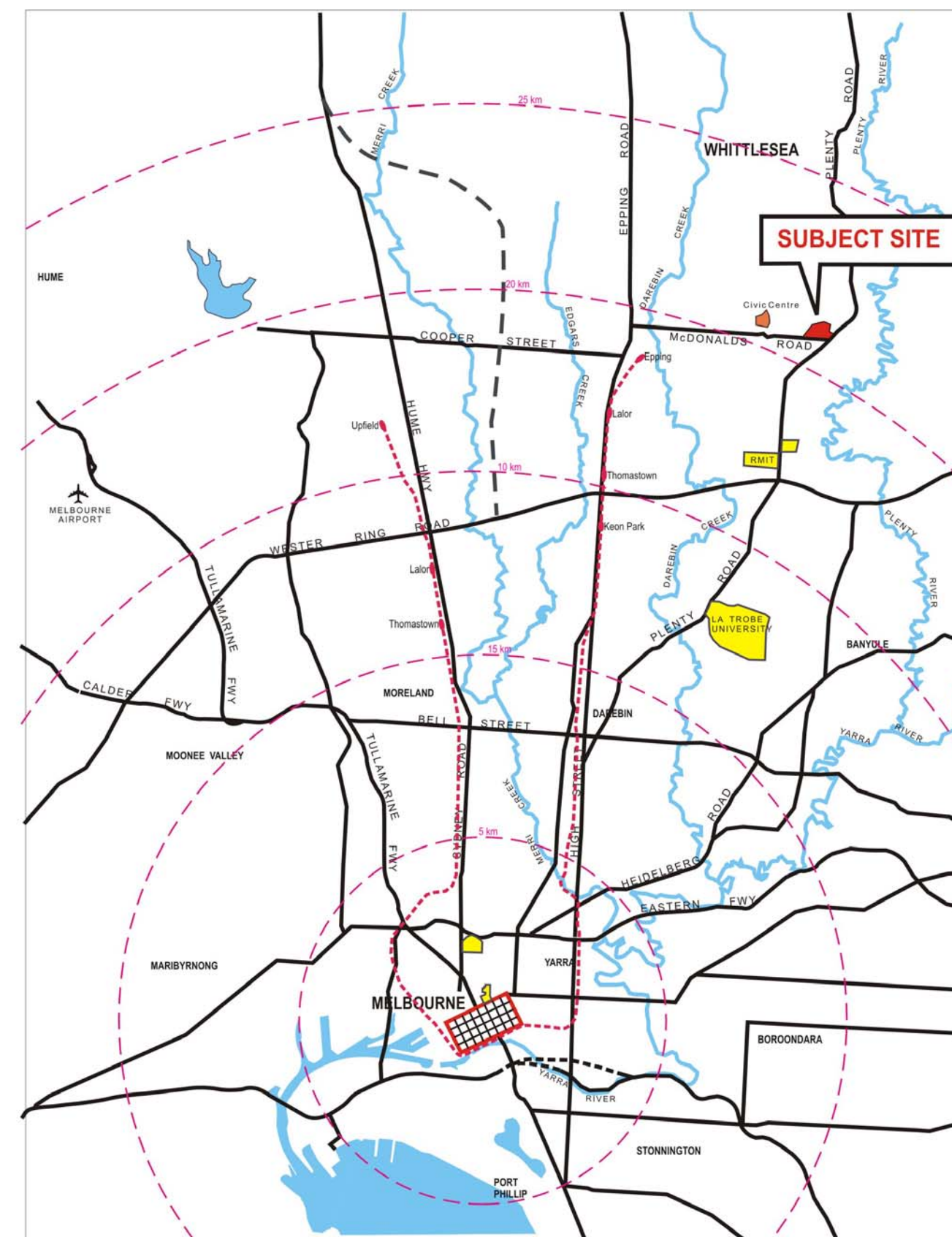
This Development Plan is intended as a framework to guide the development of the application for subdivision site and the adjoining lands to the east which combine to form the Development Plan for the North Side of McDonalds Road at Plenty Road. The plan and accompanying written guidelines establish parameters for development within the subject site itself and are aimed at providing a sensitive, workable design solution for the users of this site while protecting and enhancing the important public realm elements of the area.

1.1. Background

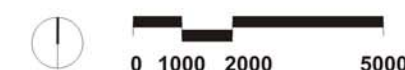
Under the Whittlesea Planning Scheme the following is a list of matters which must be addressed in the preparation of a Development Plan:

The development plan must show:

- *The location and details of access points to adjoining roads.*
- *The internal road layout and 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 removed.*
- *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.*
- *A sediment control plan to operate during and after the construction phase and provisions which minimise the impact of runoff to rivers and other natural drainage lines. The requirement for the preparation of a development plan does not apply to the use of land, the construction of a building or the construction or carrying out of works that does not relate to subdivision.*
- *A management program for the control and maintenance of open space is to be shown on the Development Plan which 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.*



MELBOURNE METROPOLITAN CONTEXT MAP
Figure 1



McDONALDS ROAD DEVELOPMENT PLAN

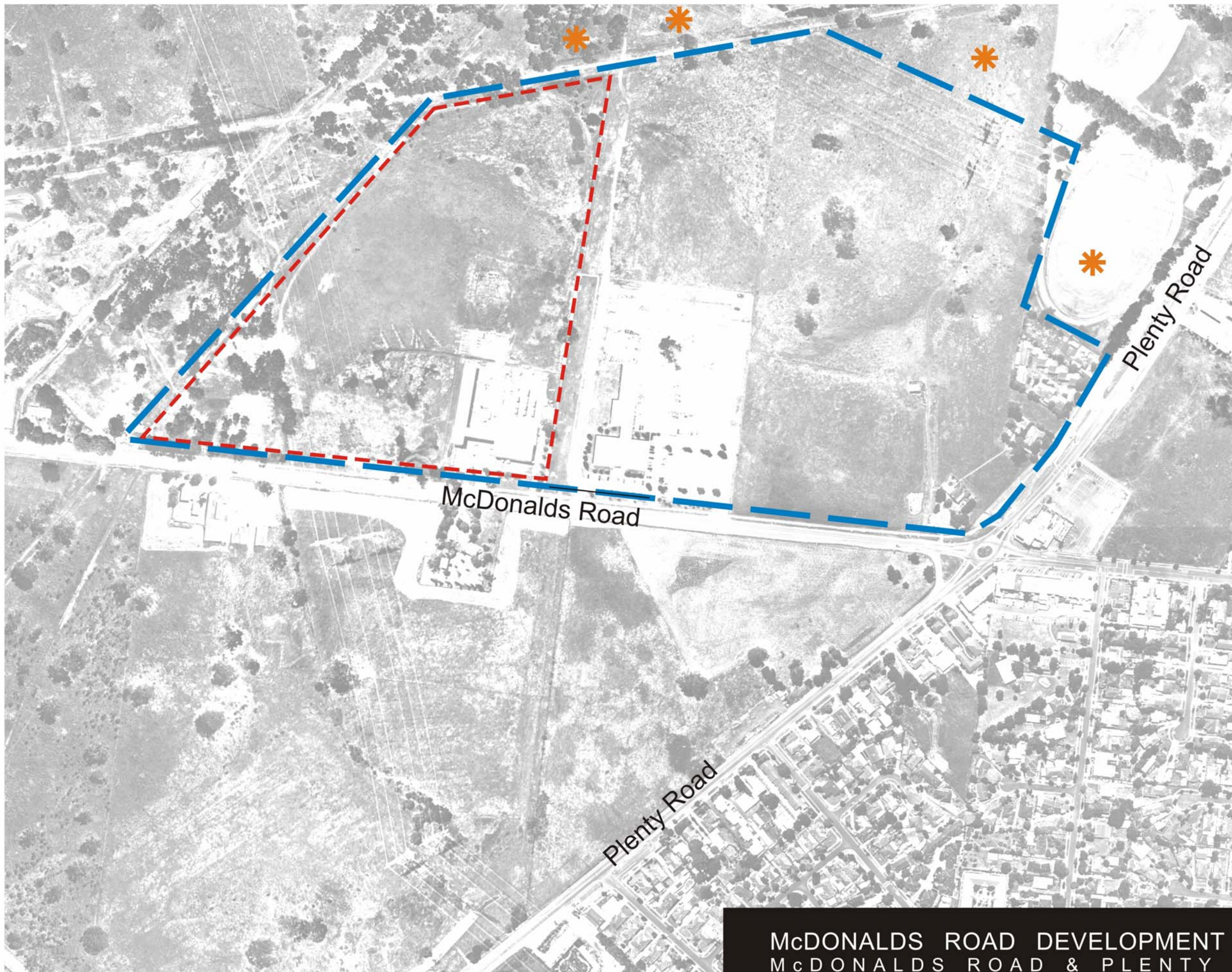
McDONALDS ROAD & PLENTY ROAD

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- D.P. Boundary
- - Subdivision application location
- * Area subject to further investigation

**DEVELOPMENT PLAN
LOCATION**
Figure 2

McDONALDS ROAD DEVELOPMENT PLAN
McDONALDS ROAD & PLENTY ROAD
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If development is to be completed in stages, show the areas to be set aside for open space in each stage 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.

2.0 Urban Context:

The Development Plan site consists of largely vacant land at the northwest corner of Plenty Road and McDonalds Road in South Morang approximately 1.2 kilometres from the City of Whittlesea Civic Centre and Municipal Offices and approximately 22 kilometres from the centre of Melbourne. Both Plenty Road and McDonalds Road are Primary Arterial Roads. At present, adjacent to the Development Plan site, each of these roads consists of an undivided single carriageway, each of which will be upgraded long term to a dual carriageway. Plenty Road is subject to the VicRoads Plenty Road Corridor Study and is the major north-south corridor for the eastern half of the City of Whittlesea and the South Morang Activity Centre.

Within the Development Plan there is a current application for a subdivision of a property which forms the western third of the application for subdivision site itself there is a Mitre 10 Hardware Store. There are several major public utilities which have a strong influence on the Development Plan site including high voltage transmission lines to the west and northeast, the disused Whittlesea Railway Line and the Yan Yean Pipetrack. The Commercial Hotel on the northeast corner of the intersection of Plenty Road and Gorge Road forms a local landmark for the area. Opposite the hotel is a small local strip shopping centre and to its immediate south is the residential area of South Morang. The eastern portion of the Development Plan site on McDonalds Road includes an Office occupied by TXU, residences including a group of units on Plenty Road, and vacant land. Opposite the site to the south is a vacant paddock and a dwelling.

(Refer Metropolitan Context Map Figure 1 Development Plan Location Figure 2)

2.1 MSS

The City of Whittlesea Municipal Strategic Statement (MSS) includes a range of objectives, strategies and actions which will influence outcomes within the Development Plan area. In particular the visual significance of major gateways and the desire to progressively upgrade the appearance of the municipality through retention of natural features is highlighted. The

The extent to which improved outcomes are sought is indicated in the objective relating to *Image and Appearance* which is:

To progressively upgrade the image and appearance of the City of Whittlesea focussing on retention of local environmental features, landscape qualities and urban and landscape design improvements.

Other related strategies and actions include:

- Pay careful attention to signage on land or buildings which adjoin or have exposure to major gateways and important transport corridors to ensure signs enhance the visual amenity of the area.
- Focus on incorporation of River Redgums and other items of the City's cultural heritage to define the character of future development of the South Morang Activity Centre.
- Require service road treatments or other frontage treatments and substantial landscape setbacks along main and other significant roads such as McDonalds Road, Cooper Street and Plenty Road.
- Discourage visually intrusive industrial uses from locating in the environmentally sensitive areas where high quality urban and landscape design outcomes are sought in and around the South Morang Activity Centre.
- Oppose the establishment of unsightly industries in close proximity to major activity centres and along main roads.
- Maintain efficient functioning of main roads by ensuring there is effective access control via the use of service roads along main roads or otherwise by limiting the number of direct access points.
- Improve the appearance and connectivity to main roads by avoiding developments which 'back on' to main roads and by requiring the establishment of service roads or other means such as parallel access places to achieve frontage treatments.
- Prepare Strategic Planning Statements which summarise the future intentions with regard to role, access control, need/potential for widening/duplication, abutting land use, relationship to public transport systems and landscaping/urban design intentions for each of the key links within the municipal transportation network.

Zoning

The site is part of the designated Future Employment Area as described on The Municipal Framework Plan. The land is currently zoned Business 3, the purpose of which is:

"To Implement the State Planning Policy Framework and the local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To encourage the integrated development of offices and manufacturing industries and associated commercial and industrial uses."



1. South Morang Reserve
2. Existing Residential
3. TXU
4. Danahers Mitre 10
5. Commercial Hotel

- ■ ■ Drainage Line
- Pipe track
- Existing Vegetation requiring further investigation
- High Voltage Transmission Lines and Towers
- - - Toe of Ridgeline
- D.P. Boundary
- Disused Railway Reserve

SITE ANALYSIS
Figure 3

0 25 50 100 200 500



McDONALDS ROAD DEVELOPMENT PLAN
McDONALDS ROAD & PLENTY ROAD
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Additionally, the City of Whittlesea seeks

- To encourage innovation in industrial development particularly in the form of managed estates with integrated architectural and landscape treatment.
- To ensure development in a high-amenity environment and attractive landscape setting
- with a high standard of urban design.
- To provide sites suitable for commercial and associated industrial activities to be determined before subdivision and development.
- To ensure that development takes place in an orderly and proper manner having regard to vehicle and pedestrian movement and car parking.
- To ensure that the development undertaken will be in harmony with the amenity of nearby land, including any primary arterial roads and residential, recreation and public authority use.
- To conserve the existing native vegetation and ensure that the buildings and works are appropriately located to ensure the long term preservation of native vegetation and landscape quality.

Overlays

In addition to the Business 3 Zone the following Overlays affect the land:

- The Development Plan Overlay (DPO 7)
- The Vegetation Protection Overlay (VPO 1)

The purposes of the overlays are as follows:

Development Plan Overlay

- 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.

Vegetation Protection Overlay

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To protect areas of significant vegetation.
- To ensure that development minimises loss of vegetation.
- To preserve existing trees and other vegetation.
- To recognise vegetation protection areas as locations of special significance, natural beauty, interest and importance.
- To maintain and enhance habitat and habitat corridors for indigenous fauna.
- To encourage the regeneration of native vegetation.

2.2 Site Analysis

The Development Plan area is largely influenced by a combination of topography, vegetation, built form, and major infrastructure:

2.3.1 Topography:

- The land rises to a small knoll at the northern end of the site which creates an amphitheatre effect, screening some of the impacts of the High Voltage Transmission lines and infrastructure beyond and offering potential sites for development which are less visually obtrusive.
- Conversely, development on the knoll itself may be highly exposed to the main traffic routes; and
- Low portions of the site hold water intermittently and serve as ephemeral wetland areas.

2.3.2 Vegetation:

- The vegetation of the surrounding area is a mix of remnant indigenous River Red Gum Open Woodland and the more mixed native/exotic plantings of the retail centre and typical garden residential areas beyond;
- McDonalds Road has a strong indigenous vegetation character to the west of the Development Plan area; and
- On the site itself are several stands of trees and major individual trees which are mostly River Red Gums.

2.3.4 Built Form:

- The two storey historic Commercial forms a local landmark for the area;
- Opposite the hotel is a small local strip shopping centre and to its immediate south is the predominantly one storey residential area of South Morang;
- Within the Development area are some one storey single residences and residential units;
- The Mitre Ten Hardware store is a large "big box" equivalent in height to nearly two

storeys which houses a retail shop and a distribution facility and to its immediate east is the low, single storey TXU Facility.

2.3.5 Infrastructure:

- The very shape of the land parcels has been delineated by the High Voltage Transmission corridor, the Water Pipetrack and water main, the disused Railway line and the major roads;
- The Powerlines are the most visually dominating infrastructure element;
- The pipetrack has several large groups of remnant trees and regenerating indigenous vegetation; and
- VicRoads has determined that there will be limited access from McDonalds and Plenty Roads to the site.

These site elements will play a large part in determining an appropriate subdivision layout and in the development of built form types and landscape themes.

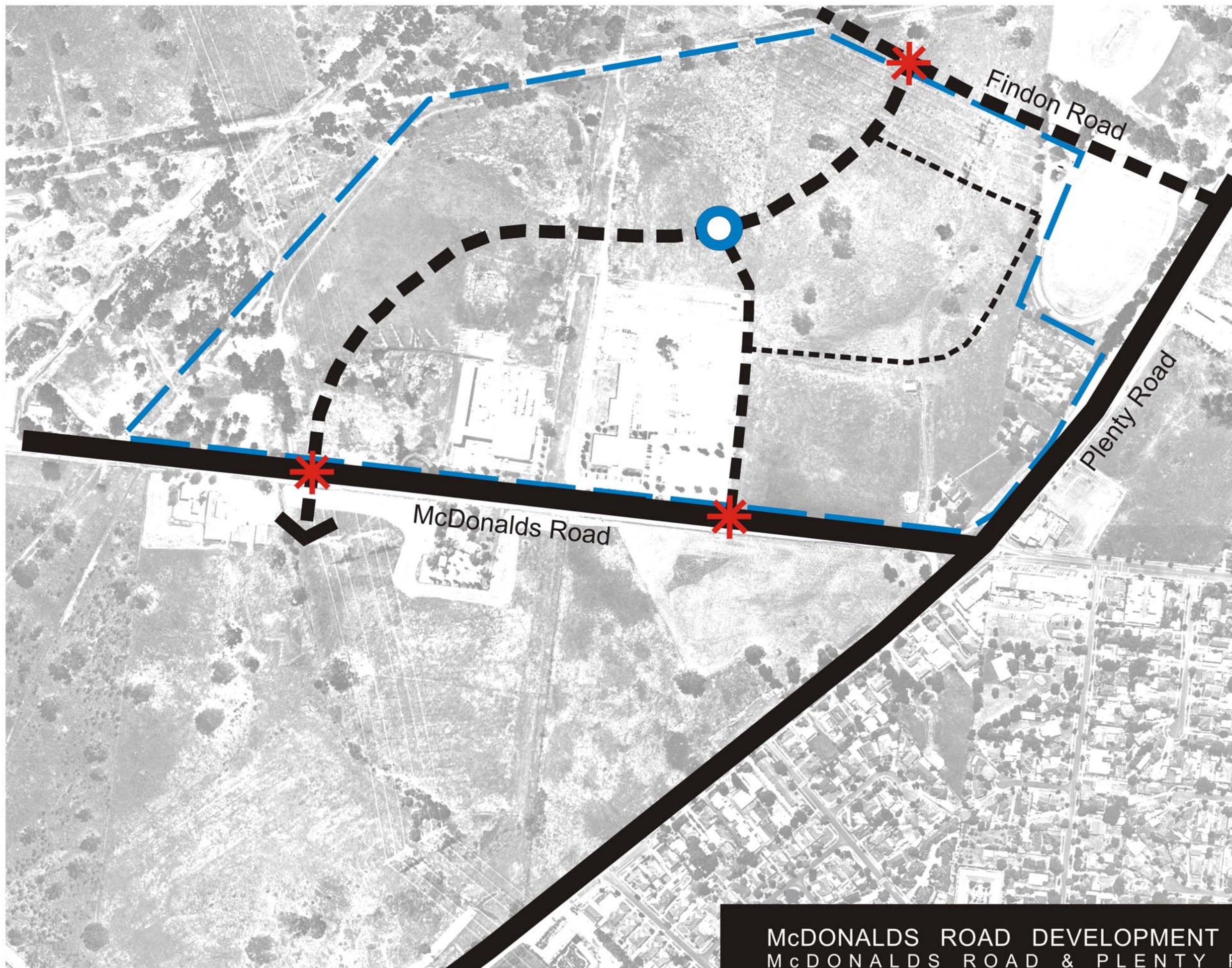
(Refer Site Analysis Figure 3)

2.3.6 Implications of the Site Analysis for the Development Plan:

- The topography of the site should be a major determinant in the development of road layouts which minimise cut and fill and which provide easy access and grades for delivery vehicles;
- Drainage and sediment control should be based on retention of as much stormwater on site as possible;
- Permeable surfaces should form a major part of the site area;
- The built form should use changes in levels to advantage to screen undesirable elements of sites and to mitigate the impacts of the power lines;
- Existing significant trees should be evaluated for health and safety and means for their protection and inclusion should be developed. Lot boundaries should be developed to place large trees away from potential building envelopes;
- Landscape themes should be developed using local indigenous plants and in particular the River Red Gum Trees.
- Street tree species should be compatible with the River Red Gums but should address safety and engineering concerns such as sightlines, minimal limb drop etc;
- The new built form should be complimentary to surrounding built forms and should use contemporary well designed and articulated forms to enhance the landscape setting;
- The infrastructure constraints must be considered carefully including using grading and built form to reduce visual impacts;
- Access should generally be from internal site roads or service roads of main roads.

3.0 Development Plan Objectives

The primary objective of this Development Plan is to create a quality urban design outcome for this important development site at the gateway to the Plenty Growth Area and the Civic Precinct in the City of Whittlesea. This Development Plan should be treated as part of an integrated design approach for the area which draws upon the existing builtform and landscape opportunities of the site and its surrounding neighbourhood while overcoming the



-  Controlled Intersection signals
-  Controlled Intersection roundabout

INDICATIVE CIRCULATION
CONCEPT PLAN
Figure 4

McDONALDS ROAD DEVELOPMENT PLAN
McDONALDS ROAD & PLENTY ROAD
SOUTH MORANG

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site's constraints.

Other important objectives are to provide the opportunity for increased employment activities in this area while protecting the significant remnant River Red Gum trees and other environmental attributes of the area.

The preparation of this Development Plan and Guidelines is intended to encourage a high quality of development based on clear performance criteria rather than prescriptive "rules" in order to encourage innovative, contemporary design solutions for this site.

4.0 Design Principles:

The Key Design Principles guiding the development of this site include the site specific elements as outlined in Section 2.3.6 - Implications of the Site Analysis for the Development Plan as well as the following overall design principles:

1. Use of Local Context to help formulate design solutions including
 - protection and enhancement of the existing landscape setting of the open River Red Gum Woodlands and the sense of openness of this setting;
 - consideration of the impact of any future road widenings and improvements which will create "boulevard " treatments to McDonalds and Plenty Roads; and
 - provision for public transport access;
2. Creation of built forms which
 - Use contemporary forms and materials to create buildings worthy of this important Gateway locale;
 - avoid excessive overshadowing of public spaces and employee amenity areas;
 - are sited to help visually screen the high voltage transmission lines; and
 - incorporate integrated signage treatments for individual buildings and the area as a whole.
3. Development of an Open Space Strategy for the site which incorporates:
 - a hierarchy of open space treatments including reserves which protect major trees;
 - street tree planting strategies and streetscape treatments for internal and external road frontages;
 - protection of existing significant trees and other environmentally significant features on individual lots;
 - placement of tall screening trees on ridgelines to help reduce the impact of the high voltage transmission lines;
 - a consistent standard of landscape treatment along frontage setbacks using
 - harmonious species, furniture and paving treatments;
 - provision of useable employee amenity areas;
 - provision of public/semi public areas which are safe, well lit and observable; and
 - incorporation of Water Sensitive Urban Design Treatments including permeable surfaces and on site retention of stormwater where possible.

4. Development of a Circulation Strategy for the site which incorporates:
 - clearly defined entry points;
 - safe sight distances at intersections and control points;
 - easy movement and appropriate turning circles for large trucks; and
 - safe, convenient and attractive pedestrian and bicycle routes.

5.0 Site Layout/Circulation

The site layout and circulation systems for vehicles, pedestrians and cyclists have the potential to become the primary site design influences. The quality of the design and layout of external and internal roads and accompanying pedestrian and bicycle routes will help link the site to adjacent areas externally and within the site.

The proposed circulation layout provided in Figure 4 is based on both local and strategic transport planning objectives including:

1. The future extension of Findon Road;
2. The upgrading of McDonalds and Plenty Roads.

The proposed circulation layout in Figure 4 shows how a sensitively placed road system can take advantage of the natural form of the site linking important open space nodes and provide for both vehicular and non-vehicular traffic while catering for the regional and local strategic context.

The circulation concept is based on:

- An internal road which links McDonalds Road to the future extension of Findon Road enabling traffic to bypass the McDonalds/Plenty Road intersection and which may extend south of McDonalds Road
- The internal road must therefore be of a higher order of design and construction than a typical local access road taking into account capacity, sightlines and landscape and built forms;
- Provision of roads which can cater for large vehicles for delivery of goods and to provide well defined on site circulation areas as well;
- Limited access to the main roads with access internal or off service roads where feasible;
- Internal roads serving majority of lots;
- Roads designed to work with the topography;
- Provision for clearly defined pedestrian and cycle routes on streets;
- Footpath to be provided on north side of McDonalds Road

(Refer Indicative Circulation Plan Figure 4)

5.1 Roads

- Entry points to the site from Plenty Road and McDonalds Road must comply with VicRoads design standards for visibility and sightlines;
- Intersection designs for the main internal road must incorporate traffic calming devices

and urban design treatments appropriate to a "bypass" route;

- Entrances must be clearly signposted and well lit;
- The internal street hierarchy should be clear and easily "read" by motorists; and
- Provision must be made for the future extension of Findons Road across the northern boundary of the site.

5.2 Parking Areas

- On street car parking can be provided in limited areas but the majority of car parking should be separated from main circulation routes on each building site;
- Visitor parking must be located towards the front of the site, visible from street but not overly dominating;
- Employee and long term parking should be at centre or rear of sites screened from main roads; and
- Landscape treatments must endeavour to preserve existing trees and provide shade for parked cars.

5.3 Pedestrian Circulation

- Pedestrian paths must be provided on at least one side of all internal streets and along the Plenty Road and McDonalds Road frontages. Pedestrian circulation internally to sites should be separated from main vehicular circulation routes and designated pedestrian routes through car parks should also be provided;
- Disabled access must be provided throughout the development plan area;
- Pedestrian routes must be highly observable and well lit;
- Weather protection for pedestrians should be provided at entries; and
- A bus shelter should be provided on the McDonalds Road frontage.

5.4 Service Areas

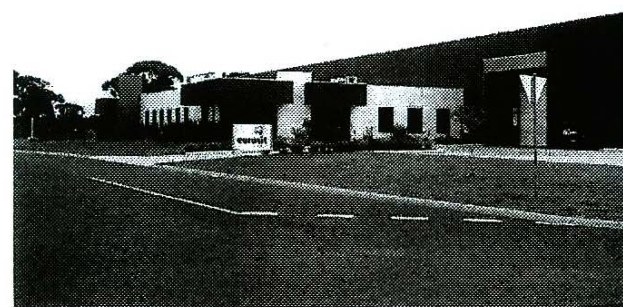
- Service bays and loading facilities must be separated from main circulation routes and screened with integrated fences and/or screening vegetation;
- Provide for adequate truck turning movements including rubbish removal vehicles and deliveries to sites

6.0 Built Form Guidelines

While recognising that the likely uses of the site may vary from office through to light industrial and commercial, it is important to develop built forms which are complimentary to this major civic gateway for the City of Whittlesea. The built form of the Development Plan area should be of a fine, contemporary design and incorporate the clever use of materials and forms appropriate to this prominent site. The following guidelines are suggested design considerations which emphasise performance rather than specific site prescriptions. Architects and developers are encouraged to use these guidelines in cooperation with the City of Whittlesea as the basis for innovative and exciting built form outcomes.

6.1 Building Scale/ Size of Development

- Building scales should be appropriate to the setting and the intended use of the site; and
- Scale of built form should not overwhelm the building site in order to help preserve the sense of the open River Red Gum parkland of the area which is described in Section 2.3.6 Implications of the Site Analysis for the Development Plan;
- The impact of the powerlines and other infrastructure must be a consideration, built form may be used to help reduce these impacts or draw attention from them where appropriate;
- Buildings should be sited to maximise viewing opportunities to significant stands of vegetation; and
- Colour can be used to reduce apparent visual bulk as shown below:



- Colour used to reduce impact of large elements;
- The office/public entry is scaled more intimately at pedestrian entry areas

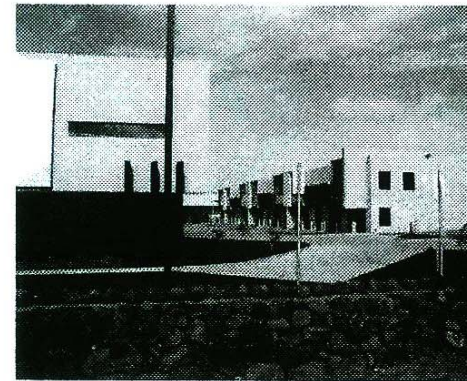
6.2 Building Orientation

- Buildings should be oriented to provide a strong built form edge to the main road frontages along Plenty Road and McDonalds Road and the internal site roads;
- Buildings should have an address to both “front” and “side” streets and corner sites should address both street frontages;
- Service areas should not be prominent from frontage areas;
- Primary entrances to buildings should be from street frontages; and
- Buildings should be sited to maximise solar orientation and sunlight penetration to outdoor open spaces particularly staff amenity areas.

6.3 Building Form

- The built form of the site should be developed in an innovative, contemporary styling appropriate to this prominent site;
- Buildings should be developed which are complementary in form and style to adjoining neighbours, and nearby significant buildings such as the Civic Precinct and Shopping Centre which share a common “vocabulary” of form, style and materials. Use of innovative building techniques, materials and construction methods should be encouraged; and
- The use of energy efficient materials, construction methods and alternative technologies

such as solar power should also be encouraged.



- Simple materials used effectively;
- Robust "industrial" character
- Contemporary forms and materials



- The office/public entry is scaled more intimately at pedestrian entry areas
- Use of local material (stone wall)
- Integrated signage panels

6.4 Facades:

As this development plan area has frontages to two major arterial roads, the built form must provide interest at two levels:

- 1) From a distance when viewed at speed from passing automobiles and public transport; and
- 2) Close up at a pedestrian scale, from entrances, and in car parks.

Facade designs should therefore incorporate elements which allow the built form to "read" well on both levels through the use of the following techniques:

- Employ the use of solid and void to create interest in form and play of light and shade;
- Avoid use of large blank walls, provide variety and articulation of facades;
- Tilt-up concrete slab walls should be avoided, if used, care should be taken in the detailing of construction joints and the provision of facade relief and detailing in form work and mouldings;
- Use of mirror or reflective glass should be minimised with a greater predominance of masonry or solid wall materials. Reflectivity should be kept below 15% to reduce glare impacts on passing motorists and to improve pedestrian comfort;
- Ground floor levels of buildings should be detailed and scaled to pedestrian interest and activity with durable, high quality materials;
- Colours should be generally drawn from the surrounding landscape with potential for smaller areas of highlight contrasting colours for visual interest;
- Building identification signage should be integrated into the facade design; and

- Lighting should be used to highlight elements of the development but should not be distracting to motorists.

6.5 Roof Tops/Plant and Equipment:

- Rooftops should be designed to be compatible with the design of building facades and should be attractive when viewed from a distance;
- Air-conditioning plant and associated equipment should be screened from view or integrated with the design of the façade or landscape treatments; and
- Telecommunications equipment such as satellite dishes, microwaves etc should be screened or else integrated with the design of the building. Solar panels and other similar devices should be integrated with the design of the building.

6.6 Signage:

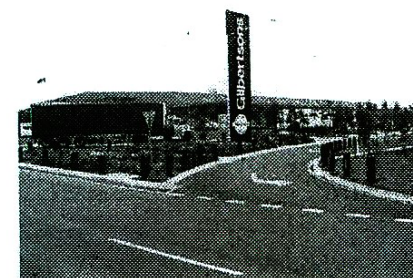
An integrated signage strategy should be developed which sets out signage controls and a hierarchy for the site including:

- Site Identification
- Building Identification
- Tenant Directories
- Circulation/Access
- Regulatory Signs



Site Identification Signs

- Sign for entire area creates "corporate identity"
- Directories can continue theme



Site Identification Signs

- Sign for entire area creates "corporate identity"
- Directories can continue theme

7.0 Landscape Treatments

The site analysis clearly shows that the landscape character of the River Red Gum Woodland is an important element for this site. As discussed earlier, an integrated Landscape Architectural treatment of this site will act as an overall unifying element for the development. The use of a unified pallet of plant materials (softscape) and paving and furniture elements (hardscape) can provide a distinctive and coordinated site treatment which will emphasise the quality and prominence of this development. Coordination of the street tree planting strategy for the internal streets with those of Plenty Road and McDonalds Road will further reinforce the landscape quality.

7.1 Landscape Theme

The overall landscape theme should be based on the existing River Red Gum woodland character of the surrounding area. Tall canopy trees with limited understorey plantings of indigenous species should be used throughout the streetscapes and open space areas. Individual developments can use more detailed treatments and varied species adjacent to pedestrian and amenity areas but domestic scaled plantings and detail treatments are to be avoided.

7.2 Open Space

- The overall open space strategy should emphasise the River Red Gum woodland character of the surrounding area;
- Open Space should be provided in areas which are real use to users of the site and to protect sites of environmental importance; and
- The landscape treatments for this site should be simple with a limited use of garden beds and tall canopy trees but maintaining the open woodland effect with a high standard of car park landscaping and amenity areas adjacent to buildings.

Figure 6 - Indicative Subdivision Concept for the Development Plan shows Open Space provision central to the eastern portion of the site to preserve large trees and provide a focal point for users of the site and as a buffer for the units. No open space is shown in the western portion of the site but this could be excised from the Potential Development Site adjacent to McDonalds Road once a proper tree assessment has been completed (refer Section 7.7). The total area of the Development Plan is approximately 26.7 hectares. The

open space shown is 7125 square metres or 2.48% of the site. Council should seek developer contributions in lieu of open space to enhance the overall quality of the streetscapes of the site.

7.3 Hardscape

- Pedestrian Paving should provide smooth, level surfaces providing visually interesting non-glare/low reflective materials;
- The area should have a common pallet of street furniture such as bins, seats, bollards and lighting fixtures, and
- Water sensitive urban design elements including retarding basins to slow site runoff

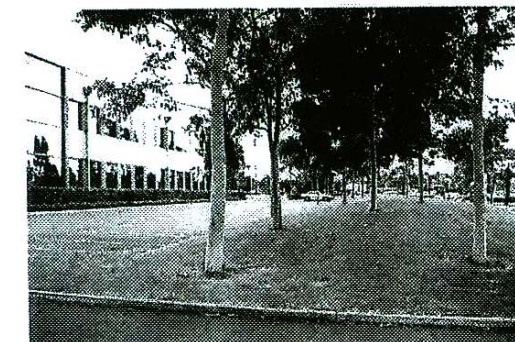
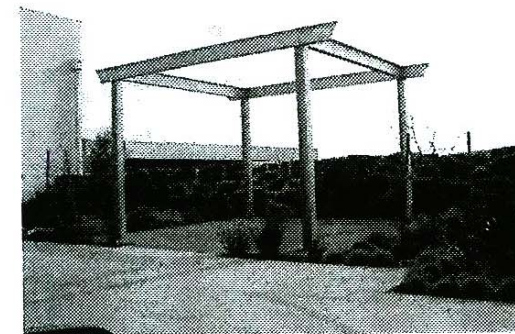
should be utilised.

7.4 Softscape

Development of a common softscape strategy can further enhance the landscape integration of the site including the following:

- Use of local species of grasses and tufted plants along with low water use groundcovers and low shrubs in garden beds adjacent to buildings;
- Forward planting of Street Trees along McDonalds and Plenty Roads can be used to provide emphasis to the site;
- Use of indigenous trees in naturalised clumps rather than regimented avenues should be considered along the internal street network to further enhance the River Red Gum Woodland character;
- Individuality of landscape design can be expressed at the ground plane of individual buildings and sites but the common canopy street trees should provide the visual link for the entire site;
- Consider the use of deciduous trees in staff amenity seating areas or pergolas with deciduous vines to allow for winter sun and summer shade;
- Reduce the area of exotic lawns, use organic and inorganic mulches; and
- All garden areas should be irrigated to conserve water.

- *Staff amenity areas should be well sited and designed*



- *Low maintenance mounding and trees softens sites, screens parking etc. but provides visual access for motorists and pedestrians.*

- *Streetscape treatments should emphasise local materials and species*



7.5 Landscape Management Plan

- Development of a Landscape Management Plan for implementation and subsequent long term maintenance is a requirement of this Development Plan. Early discussions should be held with the City of Whittlesea Parks Department to determine maintenance regimes for Public

Open Space areas.

- A weed management plan should be incorporated with the Landscape Management Plan
- to deal with the infestation of blackberries on parts of the site; and
- A Sediment Control plan is also a requirement of this Development Plan.

7.6 Tree Management Plan

- It is a requirement of Council to conserve the existing native vegetation where possible and to ensure that buildings and works area appropriately located to ensure their long term preservation. A permit will be required to remove native vegetation.
- Due to the high number of River Red Gum trees on the site, qualified expert arboricultural advice is required to determine the long term viability of the existing trees, to develop protection measures during construction and to develop a long term maintenance regime to ensure their continued health; and
- A tree hazard assessment should also be a part of this work to determine if there are any limbs or branches which could constitute a public safety risk and mitigation measures should be provided.

7.7 Potential Development Site on Application Land

The Potential Development Site on the application site shown on Figure 6 requires detailed investigations by the applicant to satisfy the following requirements:

- No access may be taken from McDonalds Road;
- Trees must be retained unless a qualified arboriculturalist can demonstrate that they will not be viable in the long term;
- A tree covenant or agreement must be prepared to ensure long term protection and during construction;
- Tree clusters must be protected to ensure the visual quality of the woodland character of McDonalds Road;
- Building envelopes which protect the above must be developed, smaller built form may be required to achieve this;
- Landscape treatments including car park and access drives which protect the drip line area of trees and which incorporate highly permeable surfaces must be included in the above; and
- Investigations into restrictions for development under or adjacent to powerlines and the pipetrack must also be included.

8.0 Liaison with Utilities

- The impact of high voltage transmission lines on certain portions of the Development Plan area requires close consultation with the relevant Power authorities to ensure access to towers by maintenance crews;
- There are strict guidelines for land uses under these lines including placement of structures and landscape treatments; and
- The pipetrack, 2100mm diameter water main and other easements must be considered in the development of the final subdivision plan.

9.0 Indicative Subdivision Plans

To illustrate a potential application of the above described guidelines and techniques two Indicative Subdivision plans are attached to this document. These are intended to assist potential developers in preparing plans which emphasise a more integrated approach to the

Development Plan area rather than individual parcels of land. Figure 5 is a potential plan of subdivision for the Applicant Land on McDonalds Road, Figure 6 includes this subdivision within a broader vision for the entire Development Plan which integrates the entire site.

- These plans are indicative only and are subject to an assessment of lot configurations and sizes suited to intended users needs;
- In general, however, larger lots and built forms which can act to present a strong address to the main roads is a desirable goal;

- The road forms allow for variability in lot sizes in a modular manner;
- Open space should be located central to the development where possible;
- Roads should include provision for pedestrians and bicycles
- Remnant trees should be assessed and retained where possible.

(Refer Figure 5 Indicative Subdivision Concept for Application Land and Figure 6 Indicative Subdivision Concept for Development Plan)

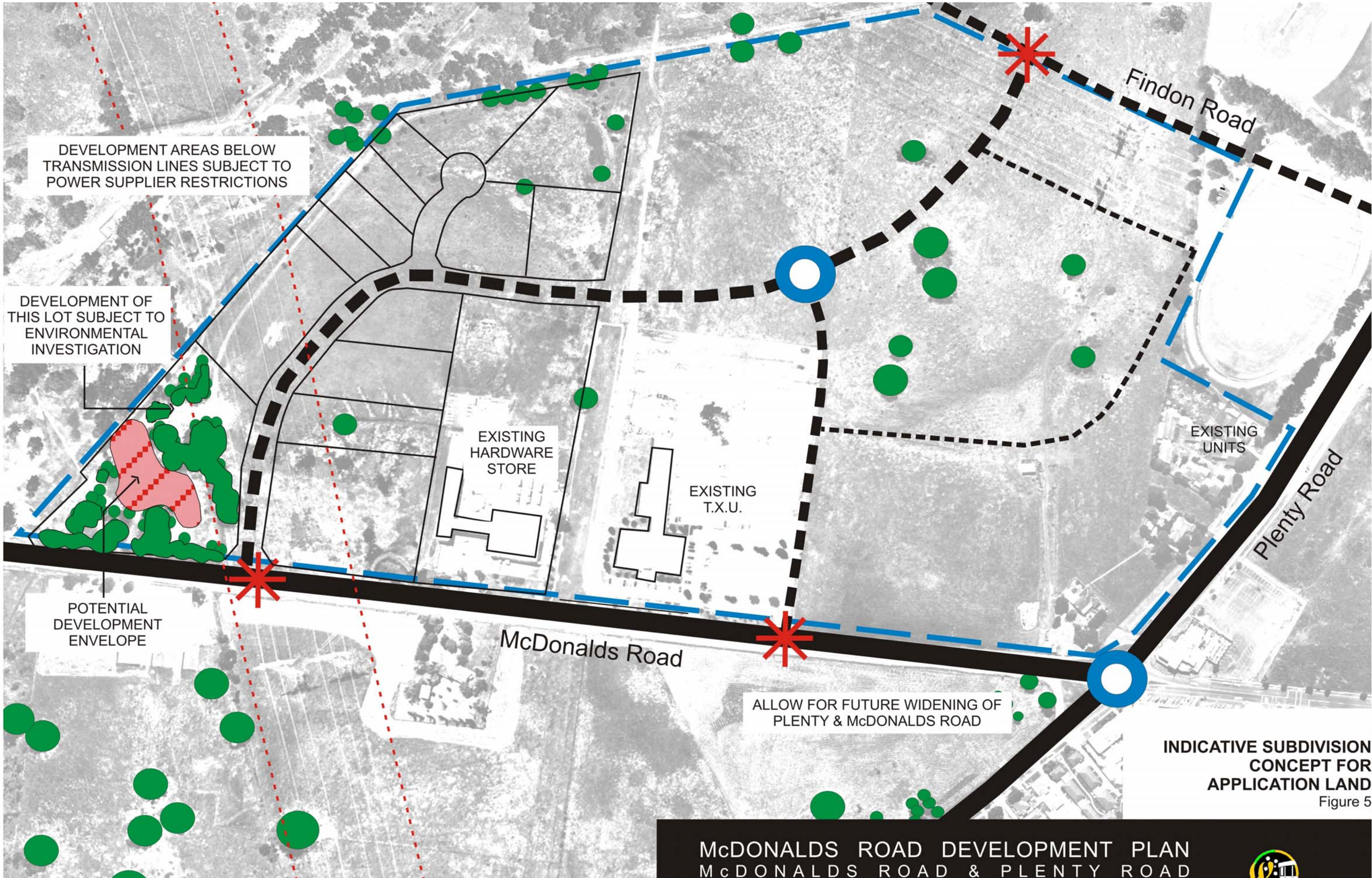


Figure 5



McDONALDS ROAD DEVELOPMENT PLAN

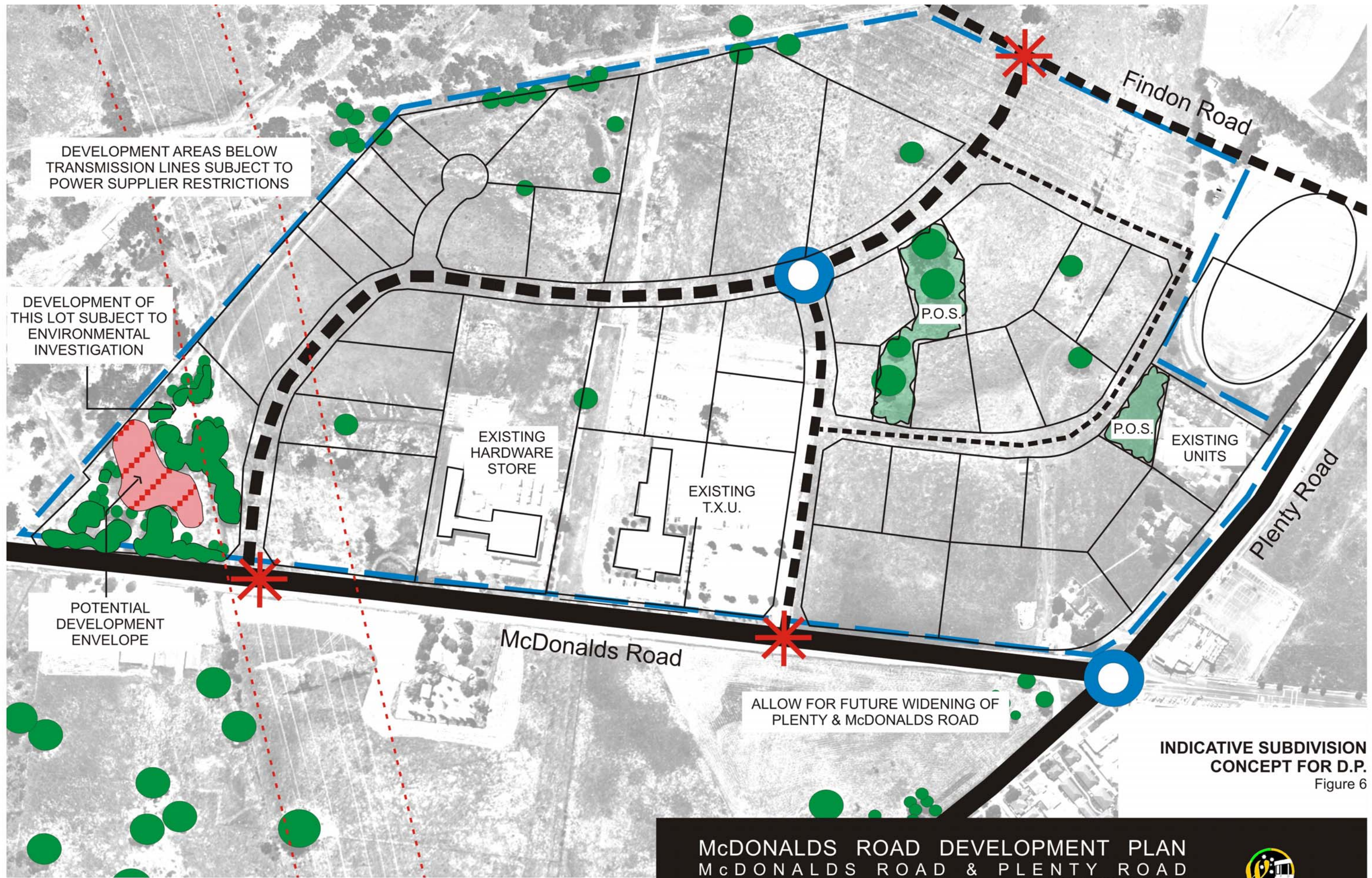
McDONALDS ROAD & PLENTY ROAD

SOUTH MORANG

OCTOBER 2001



City of Whittlesea



INDICATIVE SUBDIVISION
CONCEPT FOR D.P.
Figure 6

McDONALDS ROAD DEVELOPMENT PLAN
McDONALDS ROAD & PLENTY ROAD
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