



WPA.

Development Plan

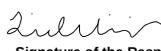
April 2025

Prepared on behalf of McDonald Properties (Vic) Pty Ltd

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2388 Plenty Road Development Plan

The Development Plan was approved by the City of Whittlesea on 20 May 2025, in accordance with Clause 43-04 Schedule 2 of the Whittlesea Planning Scheme.

23/05/2025... 
Signature of the Responsible Authority
Liam Wilkinson, A/Manager Strategic Futures

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1 Executive Summary

Subject Site Address: 2388 Plenty Road, Whittlesea

Formal Land Description: Lot 1 TP680470B

Lot Area: The overall combined area is 4.47ha

Proposal: Preparation of a guiding strategic document to assist Council in assessing subsequent permit applications for subdivision, change of land use and development. The Development Plan is prepared in accordance with the applicable overlay provisions and will provide guidance for land use, interface treatments and access (both pedestrian & vehicular).

Site Context: The Development Plan area is bounded by Plenty Road to the west, private industrial landholdings to the north, Green Wedge land to the east, and low-density residential landholdings to the south. The subject site is located within the Whittlesea Township boundary in accordance with the Strategic Framework Plan of the Whittlesea Township Plan adopted by Council in June 2021.

Zones: Low Density Residential Zone – Schedule 1 (LDRZ), Green Wedge Zone – Schedule 1 (GWZ)

Overlays: Development Plan Overlay – Schedule 2 (DPO2)

Existing Strategic Documents: Whittlesea Township Plan 2021

2 Introduction

The 2388 Plenty Road, Whittlesea Development Plan (hereafter 'Development Plan') has been prepared to provide strategic guidance for the future land use and development of the subject site addressed as 2388 Plenty Road, Whittlesea. The Development Plan has been prepared in accordance with the requirements of the Development Plan Overlay – Schedule 2 (DPO2) and key objectives and strategies of the Planning Policy Framework (PPF) of the Whittlesea Planning Scheme.

In particular, *Clause 43.04-2* of the Whittlesea Planning Scheme states that:

'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.*

In responding to the applicable requirements for the preparation of the Development Plan, a detailed site analysis has been prepared taking into account the key features and surrounding context of the site. Furthermore, this report provides suitable justification of the proposed development plan layout and land use themes, informed by a series of supporting background reports relating to economics, biodiversity, contamination, servicing/drainage and traffic.

2.1 Vision

The overall vision for the Development Plan is based on the following design considerations:

- Allow for the future use and development of healthcare services and aged care residential to meet demand.
- Achieve active frontages and respond to identified key interfaces.
- Create an inviting and personable scale with good solar orientation.
- Build upon the historical rural character elements of Whittlesea and its surrounds.
- Provide limited commercial tenancies that serve a convenience function to complement shops and services within the core township but do not undermine them.
- Employ best practice sustainability measures to reduce energy requirements and carbon emissions.

This has been informed by a more detailed site analysis, which is provided in the following Section 3 of this report.

3 Detailed Site Analysis

3.1 Site Context

The property forming the Development Plan area is surrounded by varied and contrasting land uses, in a transition area between Whittlesea's core township and rural-residential properties on the town's fringe. The surrounding area has a rich Aboriginal history and significant Aboriginal population, as well as historical built history of European settlement dating from 1837. A number of significant natural and recreational areas are also located nearby, including the Yan Yean Reservoir Park and Kinglake National Park.

Between 2015 and 2036, the population of the Whittlesea Township is expected to grow by 47% overall, while the 70 to 84 age group is expected to grow by 76% (Place Snapshots – whittlesea.vic.gov.au). This indicates a significantly aging population.

Consequently, it is considered important to provide necessary services and infrastructure to support these aging communities. This includes providing suitable accommodation to enable the opportunity to age in place, as well as health and medical services. Whilst also ensuring that new development respects the existing semi-rural character.



Figure 1- Aerial Image (dated 20/02/2024)

Source: Nearmap

3.2 Subject Site

The subject site is currently addressed as 2388 Plenty Road, Whittlesea, and is legally known as Lot 1 on TP680470B.

The subject site is rectangular in shape with a frontage to Plenty Road of 238m and a depth of 182m, giving a total land area of 4.478ha.

The subject site is bounded by Plenty Road to the west, industrial tenancies to the north, the former Whittlesea Railway Line (green wedge land) to the east and rural-residential lots to the south.

A Feature, Level, and Re-Establishment Survey, prepared by Lawlor and Loy Vic Pty Ltd, is presented as an excerpt in *Figure 3* on the next page. It shows that the Development Plan area is mostly flat, with a slight slope toward the south-eastern corner, and includes an existing dwelling in the north-west corner along with several outbuildings.

According to the Ecolink Biodiversity Report, the Development Plan site is largely modified, dominated by exotic grasses and agricultural weeds, with only one native species, Finger Rush, found sporadically in the paddock. No threatened flora or fauna were detected.

As per the Land Contamination Assessment carried out by Connolly Environmental, the site has no past history of being used for industrial, mining, or chemical storage purposes, and there is no evidence of previous contamination from past activities.



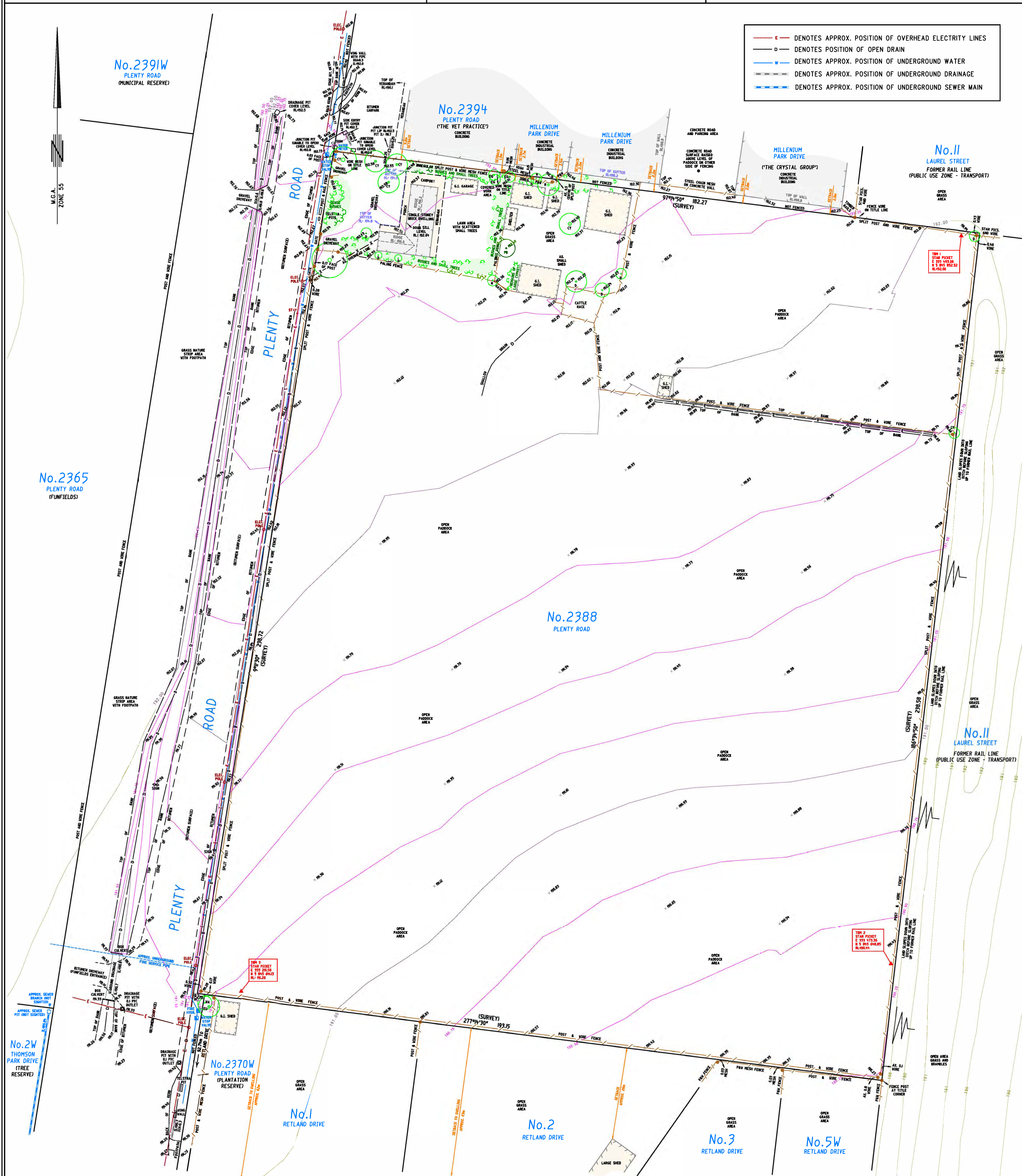
Figure 2– Aerial Image (dated 20/02/2024)

Source: Nearmap

Source: Lawlor and Loy Pty Ltd

TITLE PARTICULARS: C/T VOL.11203 FOL.694
LOT 1, TP.680470B
AREA OF LOT: 4.478ha (SURVEY)
4.461ha (TITLE)

Dean Edley
(LICENSED SURVEYOR)



1. LEVELS SHOWN THUS  ARE IN METRES TO A.H.D.
A.H.D. DATUM VIDE, PM-39 RL=188.32
2. CONTOURS SHOWN ACROSS SUBJECT LAND ARE AT 0.25m INTERVALS
TO A.H.D. AND HAVE BEEN DERIVED FROM SURVEY.
3. CONTOURS SHOWN ACROSS ADJOINING LAND ARE AT 1m INTERVALS
TO A.H.D. AND HAVE BEEN DERIVED FROM DIGITAL INFORMATION.
3. PLOTTED LOCATION OF FENCING ON THIS PLAN IS APPROXIMATE ONLY.
REFER TO OFFSET DISTANCES FROM TITLE BOUNDARY FOR ACTUAL
POSITION OF FENCING.
4. SMALL TREES AND SHRUBS HAVE NOT NECESSARILY BEEN LOCATED IN
THIS SURVEY. FOR DESCRIPTIONS OF TREES LOCATED REFER TO TREE
DESCRIPTION TABLE.
5. UNDERGROUND SEWER DETAILS DERIVED FROM INFORMATION
SUPPLIED BY YARRA VALLEY WATER LIMITED.

6. BUILDINGS AND WORKS SHOULD NOT EXTEND PAST EXISTING FENCING WITHOUT THE EXPRESS PERMISSION OF THE ADJOINING LAND OWNERS. LAND BEYOND EXISTING FENCING MAY BE SUBJECT TO POSSESSORY RIGHTS. THE CONSENT OF ADJOINING OWNERS SHOULD BE OBTAINED BEFORE REMOVING OR REPLACING EXISTING FENCING.
7. UNDERGROUND DRAINAGE DETAILS DERIVED FROM SURVEY
8. LOCATION OF BUILDINGS ON ADJOINING PROPERTIES ARE APPROXIMATE ONLY AND HAVE BEEN OBTAINED BY INDIRECT SURVEY METHODS.
9. BEARINGS ARE ON M.G.A. 94 DATUM.
10. THIS PLAN IS TO BE READ IN CONJUNCTION WITH THE CORRESPONDENCE RELATING TO THIS PLAN PREPARED BY LAWLOR AND LOY PTY. LTD.
11. THIS PLAN IS ON A GROUND M.G.A.94 COORDINATE DATUM.
NO SCALE FACTOR HAS BEEN APPLIED.
12. DIMENSIONS AND AREAS SHOWN AS "SURVEY" HAVE BEEN COMPUTED TO ACCORD WITH ABUTTING SURVEYS REGISTERED AT LAND VICTORIA

TREE	DESCRIPTIONS
EG	EVERGREEN
EU	EUCALYPT
D	DECIDUOUS
P	PINE
PB	PAPER BARK
WA	WATTLE
BB	BOTTLEBRUSH
WIL	WILLOW
PI	PITTOSPORUM
S	SHRUB
N	NATIVE
O	OAK
E	ELM
PO	POPLAR
CY	CYPRESS

1. INFORMATION SHOWN ON THIS PLAN REPRESENTS SITE CONDITIONS ON THE DATE OF SURVEY. ANY CHANGES THAT HAVE OCCURRED TO THE SITE SINCE THIS DATE ARE NOT REPRESENTED ON THIS PLAN. LAWLOR AND LOY PTY LTD ACCEPTS NO RESPONSIBILITY OR LIABILITY FOR CHANGES THAT HAVE OCCURRED SINCE THE DATE OF SURVEY.
2. ALL INFORMATION CONTAINED WITHIN THIS PLAN REMAINS THE INTELLECTUAL PROPERTY OF LAWLOR AND LOY PTY LTD.
3. ALL NOTATIONS SHOWN MUST REMAIN AS PART OF THIS PLAN. NOTATIONS SHOWN ARE AN INTEGRAL PART OF THE PLAN AND SHOULD BE READ IN CONJUNCTION WITH THE PLAN DIAGRAM.

LAWLOR AND LOY VIC PTY. LTD.

 SURVEYORS, PROPERTY MANAGEMENT
& TOWN PLANNING CONSULTANTS
UNIT 3, 18 SHERBOURNE ROAD BRIAR HILL 3088
P.O. BOX 242 GREENSBOROUGH 3088
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EMAIL: lawloy@netspace.net.au

LISCAD FILE: 8140.lcd
AUTOCAD FILE: 8140.dwg

3.3 Site Analysis

A detailed Site Analysis has been undertaken for the Development Plan area which has taken the following items into consideration:

- A. Surrounding Land Uses**
- B. Key Interfaces**
- C. Existing Community Facilities**
- D. Pedestrian Network**
- E. Existing Bus Routes**
- F Road Hierarchy**

A summary of each of these considerations are provided as follows (*see Figures 4-6*):

A. Surrounding Land Uses

There are a range of land uses immediately surrounding the Development Plan area. The area surrounding the subject site is characterised by low density housing to the south, the Funfields regional amusement park to the west, standard density housing to the north-west, commercial/industrial to the north, and the former railway line/green wedge land to the east. The Development Plan must have consideration for, and seek to appropriately integrate with, these surrounding land uses.

B. Key Interfaces

The Development Plan should appropriately respond to the following key interfaces:

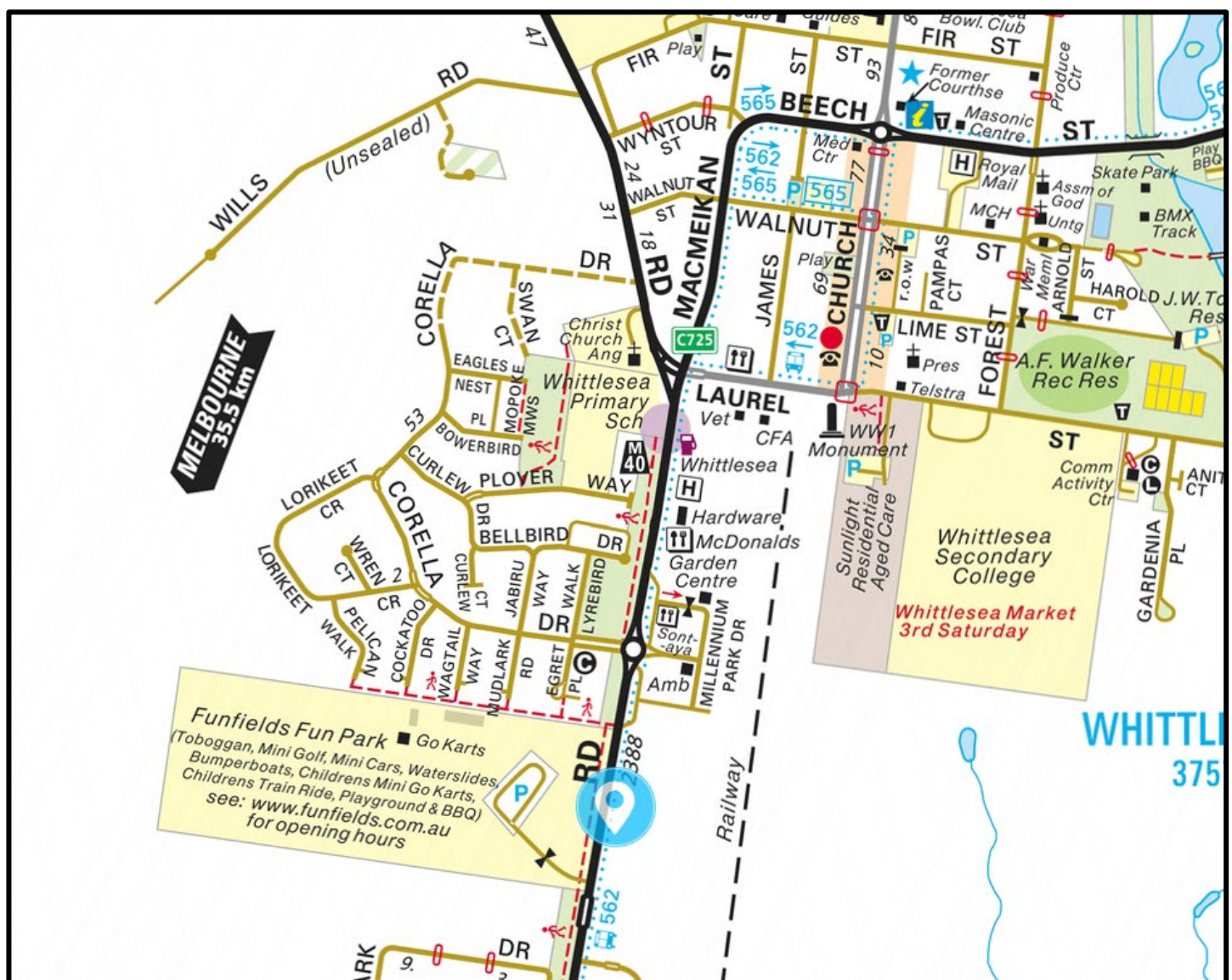
- Green Wedge Land - There is Green Wedge land to the east associated with a remnant area of the historic Whittlesea railway line, as well as rural conservation land. Consequently, land to the east provides natural vistas and should be appropriately activated to discourage illicit behaviour.
- Plenty Road - An arterial road adjacent to the sites western boundary, which provides the main access into the Whittlesea Township, as well as rural areas further north.
- Industrial Estate - There is an existing industrial estate abutting the sites northern boundary, generally comprising of a vet clinic, mail distribution centre, ambulance depot, auto-repairs facility and several trade supplies stores.

C. Existing Community Facilities

The Development Plan area is within proximity to the following existing services:

- Journey Early Learning Centre - 300m
- Whittlesea Primary School - 600m
- TLC Sunlight Residential Aged Care - 1.2km
- Whittlesea Secondary School - 1.3km
- Whittlesea Lodge (Nursing Home) - 1.3km
- Whittlesea Library - 1.4km
- Whittlesea Swim Centre - 1.5km

Figure 4 – Melways Map Source: www.land.vic.gov.au



D. Pedestrian Network

There is an existing footpath adjacent to the Development Plan area on the opposite (western) side of Plenty Road. There is also a footpath on the eastern side of Plenty Road located approximately 10m to the north-west corner of the Development Plan area, and adjacent to a service road.

E. Existing Bus Routes

There are two bus routes which service the Development Plan area, with bus stops located approximately 30m to the south of the site, on both sides of Plenty Road. The services include:

- Service 382- Whittlesea to Northland SC via South Morang Station
- Service 385- Whittlesea - Mernda Station -Greensborough

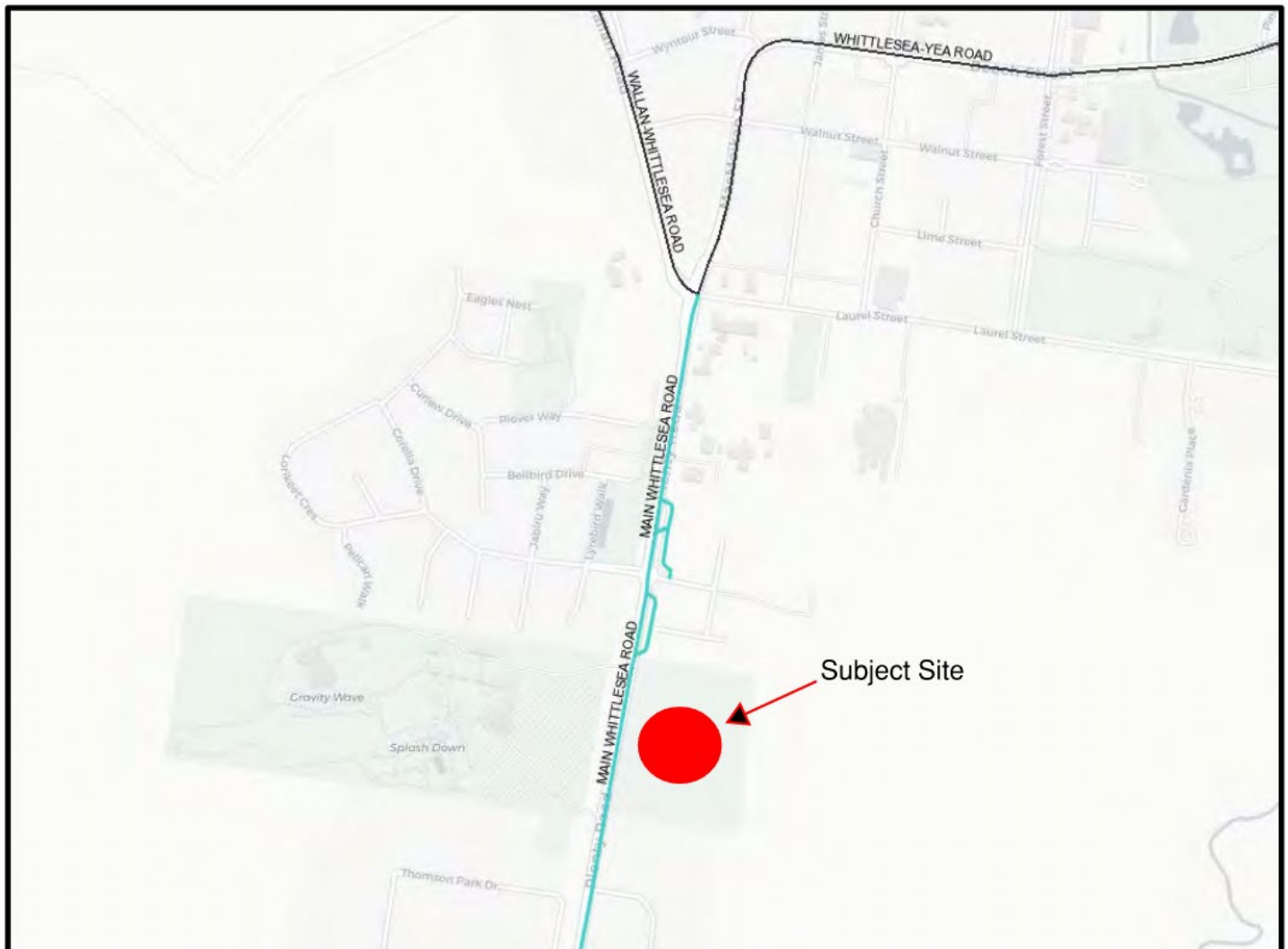
Figure 5 – Whittlesea Local Area Map Source: www.ptv.gov.au



F. Road Hierarchy

The DP area abuts Plenty Road along its entire western boundary. This is a Transport Zone 'TRZ2', arterial road, and any proposed access will require approval from the relevant authorities (i.e. Department of Transport). There is also an access point and right turning lane at the entrance to the Funfields amusement park adjacent the south-west corner of the Development Plan area.

Figure 6 – Vic Roads Declared Roads Source: www.vicroads.vic.gov.au



3.4 Key Considerations from Site Analysis

Based on the site analysis contained in the previous section of this document, there are a series of key matters that will need to be suitably considered forming part of the Development Plan. These factors can be summarised within the following key considerations and represented on the Site Analysis Plan (see *Figure 7* below):



Figure 7 - Site Analysis Plan, Source: Modan

- a) The location is surrounded by a variety of land uses including residential, industrial, a regional amusement park and community facilities
- b) Direct access and frontage to an arterial road (Plenty Road) provides opportunity for convenient access and clear visibility

- c) The site is generally clear of any existing features obstructing development. Most notably, there is no significant vegetation considered worthy of retention
- d) Natural vistas of the green wedge land and rural conservation land to the east
- e) Lack of existing vegetation on the site contributing to local character
- f) Provide accessible and safe connections to the existing pedestrian path network
- g) Ensure activation and appropriate use of the Green Wedge land
- h) There are limited aged care and health services readily available to the local community in the face of growing demand
- i) Contribute to the entry statement into the Whittlesea Township
- j) Provide a transition between rural residential areas to the south and Whittlesea Township to the north

4 Planning Controls and Planning Policy

4.1 Zoning

The property forming the Development Plan area is primarily zoned as Low Density Residential Zone – Schedule 1 (LDRZ), with a small area of Green Wedge Zone (GWZ) in the north-east corner (refer to *Figure 8* below).

The key purpose of the LDRZ is *‘to provide for low-density residential development on lots which, in the absence of reticulated sewerage, can treat and retain all wastewater.’*

The key purpose of the GWZ is *‘to recognise, protect and conserve green wedge land for its agricultural, environmental, historic, landscape, recreational and tourism opportunities, and mineral and stone resources.’*

The proposed development plan supports a mixture of uses within the portion of the site zoned as LDRZ, including aged care, health services and a limited commercial offering. Currently, these are all permissible under the zoning, however, are listed as Section 2 uses requiring a planning permit under *Clause 32.03-1 – Table of Uses*. It is also highlighted that industry (other than car wash), office (other than medical centre), and retail premises (other than convenience shop, food and drink premises, market and plant nursery) are all listed as prohibited uses. With respect to the GWZ land, the Development Plan specifies that future land uses are to be determined in accordance with zoning requirements and allowances.



Figure 8 – Zoning Plan

Source: VicPlan

4.2 Overlays

The Development Plan area is covered by the Development Plan Overlay – Schedule 2 (DPO2) as shown in *Figure 9* below. The DPO2 requires a Development Plan to be prepared prior to a permit being granted for subdivision, use or development.

This Development Plan has been prepared pursuant to the requirements of this Overlay, which is discussed further in the following section of this report.



Figure 9 – Development Plan Overlay Map

Source: VicPlan

4.3 Planning Policy

The key objectives and strategies of the Planning Policy Framework (PPF) have been considered in the preparation of this Development Plan. The following clauses are considered most relevant:

Clause 11 – Settlement

Clause 11.01-1S – Settlement: To facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.

Clause 11.02-1S – Supply of Urban Land: To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.

Clause 12 – Biodiversity

Clause 12.01-1S – Protection of Biodiversity: To protect and enhance Victoria's biodiversity.

Clause 12.01-1L – River Red Gum Protection: To retain and provide for the long-term viability of River Red Gums.

Clause 12.01-2S – Native Vegetation Management: To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.

Clause 15 – Built Environment and Heritage

Clause 15.01-1S – Urban Design: To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

Clause 15.01-1L – Urban Design in the City of Whittlesea:

- Support built form outcomes that create a connection to place and the community.
- Design development to orient toward rather than away from the street.

Clause 15.01-2S – Building Design: To achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.

Clause 15.01-2L – Environmentally Sustainable Development: To achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

Clause 15.01-3S – Subdivision Design: To ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.

Clause 15.01-3L – Subdivision Design: To design subdivisions to be site responsive.

Clause 15.01-5S – Neighbourhood Character: To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

Clause 15.03-2S – Aboriginal Cultural Heritage: To ensure the protection and conservation of places of Aboriginal cultural heritage significance.

Clause 16 – Housing

Clause 16.01-1S – Housing Supply: To facilitate well-located, integrated and diverse housing that meets community needs.

Clause 16.01-2S – Housing Affordability: To deliver more affordable housing closer to jobs, transport and services.

Clause 18 – Transport

Clause 18.01-1S – Land Use and Transport Integration: To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.

Clause 18.01-2S – Transport System: To facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system.

Clause 18.01-3S – Sustainable and Safe Transport: To facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing.

Clause 18.02-1S – Walking: To facilitate an efficient and safe walking network and increase the proportion of trips made by walking.

Clause 18.02-2S – Cycling: To facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling.

Clause 18.02-3S – Public Transport: To facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport.

Clause 18.01-4S – Roads: To facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure.

5 Development Plan Requirements

This section outlines how each of the general requirements for a Development Plan, as specified in Clause 43.04-4 of the Whittlesea Planning Scheme, is addressed, along with the specific requirements outlined in Schedule 2 of the Development Plan Overlay.

5.1 General Requirements

The Development Plan responds to the requirements set out in the Development Plan Overlay parent clause (Clause 43.04 and specifically Clause 43.04-4) as follows:

Clause 43.04-4 Requirement	Assessment / Response
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 Package is inclusive of a Development Plan Layout & Indicative Concept Plan, supported by a range of background documents, as referenced in Sections 6 and 7.
A development plan that provides for residential subdivision in several specified zones, including GRZ, must meet the requirements of Clause 56 as specified in the zone.	The Low Density Residential Zone is not specified, and therefore, this is not considered a relevant consideration of this development plan.
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 applies to the land at 2388 Plenty Road, Whittlesea, which is identified as Lot 1 on TP680470. • The proposed use and development of each part of the land is detailed on the proposed Development Plan Layout & Indicative Concept Plan. • Refer to section 5.2 for a response to specific DP schedule requirements.

5.2 DPO2 Specific Requirements

The following table sets out the specific requirements for a development plan under DPO2 and explains how the proposed Development Plan meets those requirements:

DPO2 Requirements	Assessment/Response
<i>Compliance with any approved Local Structure Plan or Incorporated Plan which applies to the land.</i>	The Development Plan is consistent with the objectives of the Whittlesea Township Plan (LSP) 2021.

	The subject site is located within Precinct 3 of the LSP, which aims to maintain low-density residential lots larger than 0.4ha. The LSP also seeks to ensure the site contributes to an attractive southern entrance to the township along Plenty Road and provides a suitable transition between the low-density properties to the south and the industrial estate to the north. Additionally, the LSP encourages the development of aged care facilities and other housing options for older residents in appropriate locations within the Township to support aging in place. As shown in the Development Plan Layout and Indicative Concept Plan (<i>Figures 10 and 11</i>), these outcomes have been carefully considered and can be implemented across three large super lots, each over 0.4ha, facilitating a staggered approach to built form across the site. As per the Development Plan Layout, this requires the adoption of four distinct precincts, each with varying recommended maximum height limits, allowing for: ▪ Health, retirement & aged care living. ▪ Medical centre, health, retirement & aged care living. ▪ Health & aged care living. ▪ Non- residential land uses permissible when fronting a road zone. The Indicative Concept Plans supporting the Development Plan Layout illustrate a more detailed potential development of these precincts, beginning with a retirement village to the south, followed by independent living units and a medical center further north, and aged care and commercial uses at the northernmost part. The layout has been carefully designed to demonstrate how the built form could be managed sensitively to preserve the amenity of the low-density properties to the south. The Development Plan Layout also aims to ensure that future development along the Plenty Road interface creates a strong sense of address, featuring permeable fencing, attractive landscaping, and appropriate setbacks to enhance the southern entrance to the Whittlesea Township. Furthermore,
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	acoustic evaluation and treatments are required for any sensitive residential uses in the north-eastern corner of the site to mitigate potential conflicts with the northern industrial interface.
<i>The subdivision design or layout of allotments.</i>	Detailed subdivision layouts will be the subject of future planning permit applications. However, as demonstrated by the Indicative Concept Plan in <i>Figure 12</i> , there is adequate space to accommodate the future arrangement of proposed uses, including internal roads and buildings.
<i>The internal road networks, road cross-sections and traffic treatments including the location and standard of bicycle and pedestrian footpaths</i>	A Traffic Impact Assessment Report has been prepared to support the movement elements of the Development Plan Layout. This report takes into account current traffic volumes on Plenty Road, as well as the projected traffic volumes related to the potential land uses shown on the Indicative Concept Plans. The key findings of this report adopted on both the Development Plan Layout and Indicative Concept Plan include the following: ▪ A roundabout, equipped with kerb and channel, off-road bicycle lanes, and pedestrian paths, is adequate to ensure safe multi-purpose access to and from the site while still maintaining efficient traffic flows along Plenty Road. ▪ An 18m wide east-west public road, with a roundabout at its eastern end, is adequate to accommodate and distribute vehicular traffic volumes passing through the site. ▪ A footpath and shared path can be integrated within the 18m east-west public road to accommodate both pedestrians and cyclists. ▪ A connection should be established between the existing footpaths to the north and south of the site along Plenty Road. All the infrastructure mentioned above is supported by functional layout plans or cross-sections included in the traffic report, which confirm their suitability.

<i>The co-ordination of different land ownerships</i>	The subject site only comprises a single landholding, which can accommodate an appropriate arrangement of buildings and roads, as well as an appropriate interface to adjoining land uses.
<i>Topographic details and the identification of significant environmental, physical and cultural features</i>	Please refer to the submitted Feature, Level and Re-establishment Survey Plan, prepared by Lawlor and Loy Pty. Ltd. for details of the site features and topography (<i>figure 3</i>). The submitted Biodiversity Assessment prepared by Ecolink Consulting identifies that the subject site does not contain any significant vegetation worthy of retention. The subject site is not within an area of Aboriginal Cultural Heritage Sensitivity and, therefore, the preparation of a Cultural Heritage Management Plan (CHMP) is not required.
<i>A drainage plan detailing works to control stormwater drainage run-off from the subdivision and individual lots</i>	A Storm Water Management Strategy has been prepared which identifies that the site can outfall to an open table drain located externally at the south eastern corner of the property, whilst peak flows can be attenuated to pre-developed levels via an underground detention system (refer to Section 7). Detailed Engineering plans will eventually need to be submitted as part of any future planning permit application.
<i>Open space contribution requirements</i>	Pursuant to Clause 53.01, a person who proposes to subdivide the land must make a contribution to the council for public open space. This contribution will be either: • An allocation of 5% of the land for public open space. • A payment up to 5% of the site value of the land. • Or a combination of both.
<i>Preliminary soil tests</i>	The submitted Contamination Assessment prepared by Connolly Environmental found that the site has low potential for contamination and consequently is suitable for residential purposes.
<i>A conceptual level landscape plan including the location and retention of existing vegetation, the</i>	A Landscape Concept Plan has been prepared by WPA to conceptually outline where landscape planting should occur to support the future subdivision &

<i>area proposed for revegetation including tree species and density and details of any excavations or alterations to the natural surface level</i>	development of the site. For further details, including species selection, see the concept plan located in Section 7.
<i>Separate building and effluent disposal envelopes for each lot</i>	There is an existing sewer pipeline along the Plenty Road reserve. Consequently, it is expected that a connection can be provided and sewerage can be conveyed offsite.

6 2388 Plenty Road, Whittlesea Development Plan

6.1 Development Plan Overview

The **2388 Plenty Road, Whittlesea Development Plan** (the 'Development Plan') comprises a single property with an overall area of 4.47ha.

A copy of the **Development Plan Layout** is provided on the following page (see *Figure 10*).

The proposed Development Plan Layout designates the site for a combination of potential land uses including health & aged care, medical, retirement and non-residential uses permissible when fronting a road zone, such as car wash, convenience restaurant, service station, convenience shop, food and drink premises etc.

The layout is deliberately set out at a high level to retain appropriate flexibility for the subsequent planning permit application phase, however is supported by the **Indicative Concept Plans** shown at *Figure 12*. These Concept Plans which are strictly indicative and for illustrative purposes, have been prepared to show how the site could practically be developed upon approval of this Development Plan.

As per the Concept Plans, the subject site will be supported by an internal local road network that will connect to Plenty Road. This includes a roundabout on Plenty Road to provide safe ingress & egress and another at the end of the local road to ensure vehicles may exit the site in a forwards direction. The internal and external road network will be designed to ensure traffic is unobstructed and bicycle and pedestrian movements are supported.

Importantly, the Development ensures that future buildings will be appropriately oriented to capture views of the green wedge land and hills to the east of the site, while also delivering a high-quality built form along Plenty Road to the west.

6.2 Future Application Requirements

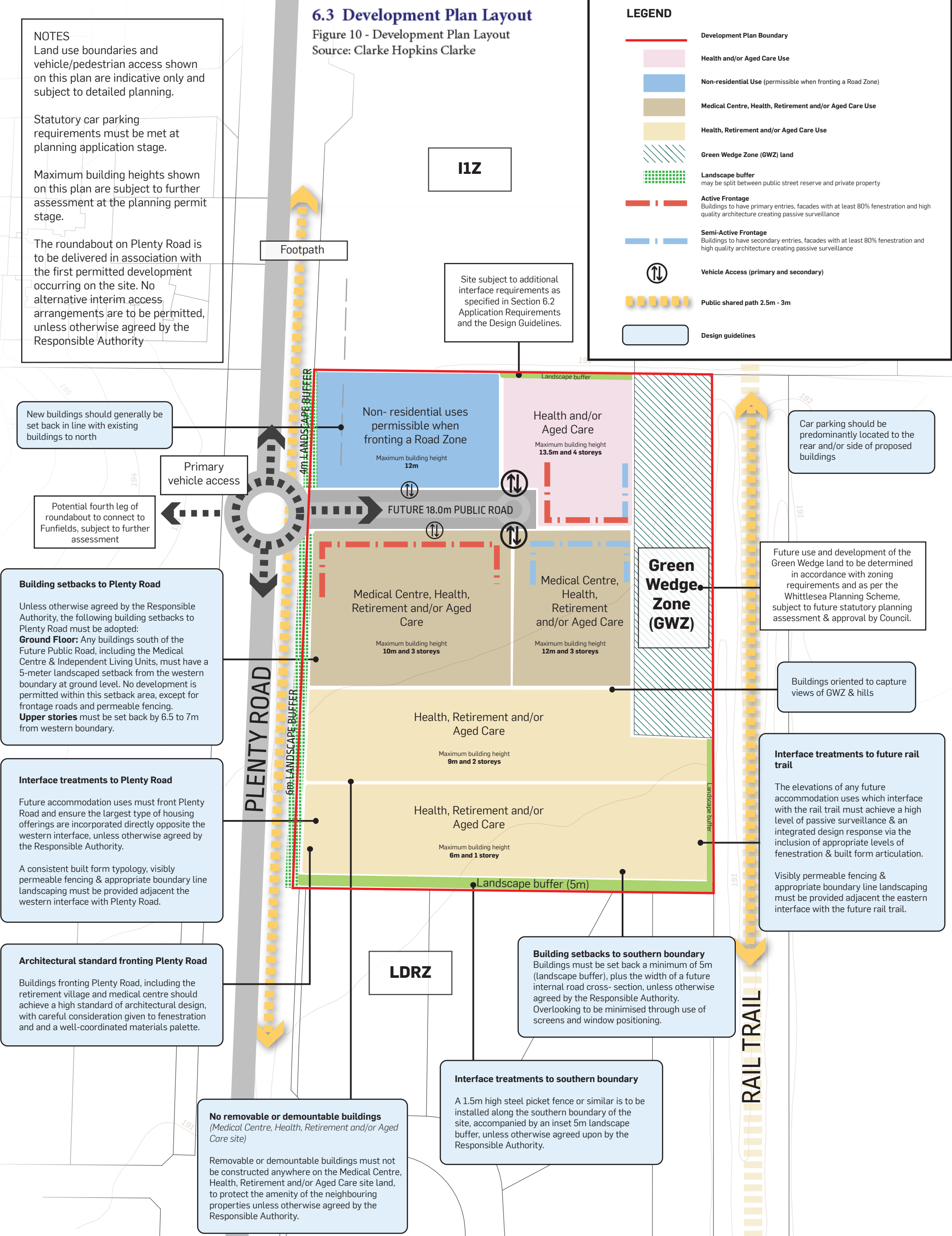
Unless otherwise agreed to by the Responsible Authority, any subsequent planning permit application submitted for the subject site must include:

- When proposing health & aged care, retirement living or medical centre land uses on the land, an appropriate written justification of a demonstrated need or lack of similar services readily available to residents. This may include an accompanying needs assessment and/or economic advice prepared by a suitably qualified professional or agency.
- An outfall agreement with the relevant neighbouring parties for the acceptance of a controlled increase in storm water volumes discharging from the south eastern corner of the site to the agreed legal point of discharge, being the open table drain within the Rail Trail. This agreement may be provided as a condition of any future permit granted.

- An acoustic assessment, conducted by a qualified acoustic engineer, must be included for any sensitive use (such as residential, child care centre, education centre, residential aged care centre, or hospital) to be developed in the northeast corner of the site. The assessment should thoroughly address the site's industrial interface concerning noise and light spill and recommend appropriate siting and design measures to mitigate these impacts.
- The first permit application for the development of the site must be accompanied by a high level plan outlining the proposed management of the remaining balance land, including the intended staging of future development and the anticipated timing for each stage.

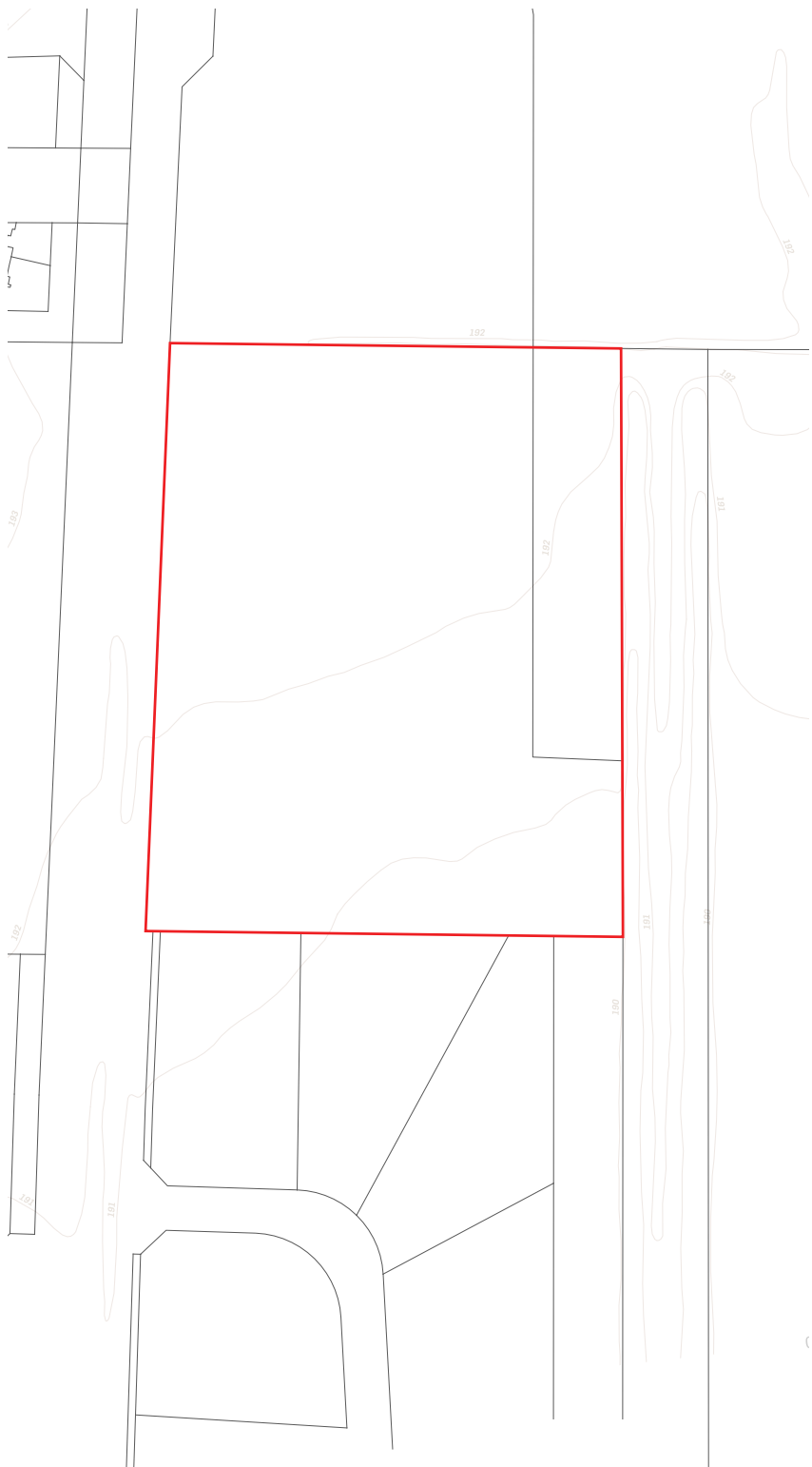
6.3 Development Plan Layout

Figure 10 - Development Plan Layout
Source: Clarke Hopkins Clarke



6.4 Environmentally Sustainable Design Plan

Figure 11 - Environmentally Sustainable Design Plan
Source: Clarke Hopkins Clarke



ENVIRONMENTALLY SUSTAINABLE DESIGN (ESD) TREATMENTS SCHEDULE

RAINWATER TANKS

Rainwater runoff will be collected and stored within five 10,000 litre rainwater tanks located across site to service each substantial consolidated building footprint.

STORMWATER TREATMENT

Site runoff including from roofed areas and overflows from Storm Water Tanks are to be diverted to & treated by a combination of Atlan Stormsacks & Flow filters, ensuring storm water flows are filtered for coarse and fine pollutants before reaching the legal point of discharge.

SOLAR ENERGY

The rooftops of each substantial building will be constructed in a manner which ensures that a minimum 10kW solar photovoltaic system can be installed by a future owner/tenant.

HEATING & COOLING SYSTEMS

To reduce energy consumption associated with the heating & cooling of any proposed buildings, each building will be installed with energy efficient air conditioners within one star of the best available product in the range at the time of purchase.

URBAN HEAT ISLAND EFFECT

Rooftops and future accessways/open car parking areas will be finished with light colours to reduce heat loads. Light coloured roofing must have a minimum solar reflective index of 82 (Colourbond 'Surfmist' or similar).

FOSSIL FUEL FREE DEVELOPMENT

No gas connections will be provided to service future buildings in order to reduce reliance on fossil fuel and in line with local and state targets of decarbonisation.

VENTILATION

All residential buildings must provide for satisfactory cross flow ventilation to reduce the need for mechanical cooling. Where possible, this outcome must also be achieved in the design of the potential commercial offerings onsite.

ACOUSTIC INSTALLATION:

All buildings will be designed to meet the National Construction Code requirement for acoustic insulation to minimise noise levels & noise transfer within and between buildings.

For any sensitive land uses located in the north-eastern corner of the site, an acoustic report must be prepared as part of the future permit application. The report should include suitable recommendations to ensure that all external industrial noise sources are satisfactorily attenuated in the building(s) siting & design.

BUILDING MATERIAL ASPIRATIONS

All timber, flooring, joinery & steel used in the construction of the development should be either recycled/reused (if available); sourced from responsible entities; or appropriately certified/accredited by leading organisations such as the Forest Stewardship Council; the Carpet Institute of Australia etc.

OPERATIONAL WASTE

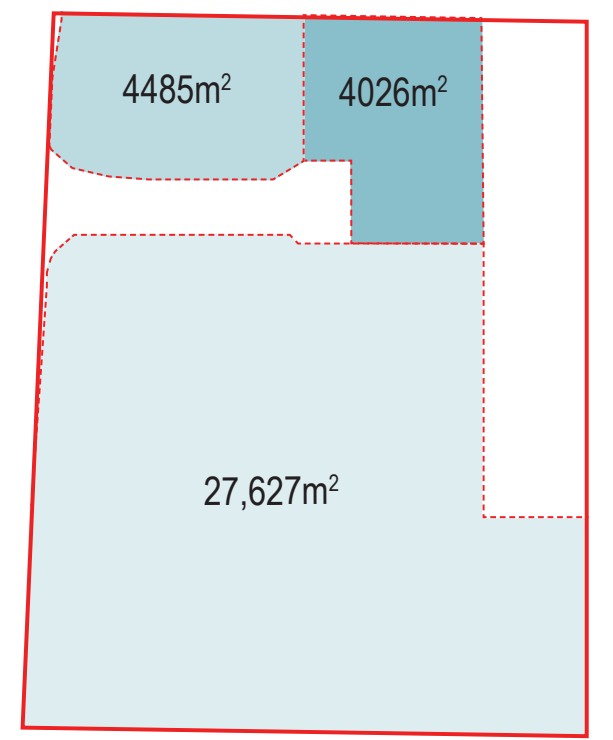
A dedicated & sufficiently sized storage area must be included within each building to provide convenient access to general waste; recycling waste; food/organic waste; & future glass waste disposal opportunities.

Note: The above ESD measures may be amended, deleted or supplemented with further initiatives when a detailed ESD Report is prepared for each future Buildings & Works Town Planning Application.

6.5 Indicative Concept Plan

Figure 12 - Indicative Concept Plan
Source: Clarke Hopkins Clarke

KEY PLAN
INDICATIVE LAND PARCEL SIZES



Industrial 3 Zone (IN3Z)



Low Density Residential Zone (IN3Z)

PRELIMINARY

PLENTY ROAD



PRELIMINARY

7 Supporting Background Reports

Following the preparation of an initial Development Plan Layout, a series of sub-consultants were engaged to prepare specialised reports and assessments to support the Development Plan. These reports provide the necessary information to establish clear development and engineering expectations, which will assist future permit applications for subdivision and development. The findings of these reports are summarised below:

Letter of Economic Advice (Ethos Urban, 8 March 2019) **ETHOS URBAN**

A letter of advice has been prepared by Ethos Urban outlining their professional view of the role and function of the commercial land uses on the site in the broader context of the Whittlesea retail hierarchy. Following an assessment, they concluded that:

Rather than competing with the Whittlesea Town Centre, it is considered the retail function at the subject site will provide a convenience offer primarily directed at passing trade and visitors to the township, with resident trade expected to be much less significant. In this regard, it is likely the proposed retail offering at the subject site will complement, rather than compete with, the Whittlesea town centre, which primarily serves local residents.

The development will provide an opportunity to capture some of the spend of passing trade which currently escapes the Town Centre, while also leveraging off the strong tourism and visitor-oriented use opposite.'

This finding indicates that the proposed non-residential uses are not likely to significantly harm the existing retail landscape in Whittlesea Town Centre. The development is expected to primarily attract individuals traveling along Plenty Road to reach Whittlesea Township and the rural areas to the south, as well as those visiting the nearby Funfields theme park.

Preliminary Engineering Services Report (WPA, 17 October 2024) **WPA.**

A high-level servicing strategy has been prepared by WPA to verify how utilities can be connected to the subject site. The key conclusions are as follows:

- All servicing infrastructure can be provided to the site with potential for external extensions/upgrades;
- **Sewer:** An existing Yarra Valley Water sewer manhole is located on the western side of Plenty Road approximately in line with the southern property boundary. A connection across Plenty Road will be needed to service the site;
- **Water supply:** An existing Yarra Valley Water main is located within the eastern reserve of Plenty Road adjacent the site and can provide a potable water connection to the property.
- **Gas:** A pipe connection is needed across Plenty Road to connect the property to an existing high-pressure gas main owned by APA Group and located within the western reserve of Plenty road.
- **Electricity:** An existing 3 strand overhead power line is located within the eastern reserve of Plenty Road adjacent the site. Ausnet services will need to confirm electrical supply requirements to the property at a later date.
- **Telecommunications:** An existing Telstra / NBN cable line and pit exists within the eastern reserve of Plenty Road adjacent the site and can provide telecommunication services to the property.

It is submitted that further detailed engineering investigations will occur off the back of future planning permit applications to develop the site.

Traffic Engineering Assessment (Traffix Group, 4 October 2024)

Traffix Group

In order to determine an appropriate access arrangement into the site, a supporting Traffic Impact Assessment Report has been prepared by Traffix Group which takes into account a number of potential land uses that could reasonably occur within each precinct of the Development Plan, their forecasted traffic generation during the AM & PM peak hours (263 vehicle movements either side of midday) and appropriately models this in conjunction with counts undertaken of existing traffic flows along Plenty Road (24-hour weekday two-way traffic volume average of 15,358 vehicles daily).

Using this information, the report identifies how the key traffic infrastructure requirements outlined below can manage both current and anticipated traffic volumes without negatively impacting the capacity and functionality of Plenty Road.

key Traffic Infrastructure Requirements:

- A roundabout that serves the northern portion of the site (immediately south-west of Pad Site 1) is required to provide access to the internal road network of the development (refer to the Functional Layout Plan (FLP) in *Figure 13* below). Note that a more refined FLP will undergo further assessment by the Department of Transport & Planning during the future detailed engineering stage of the project.

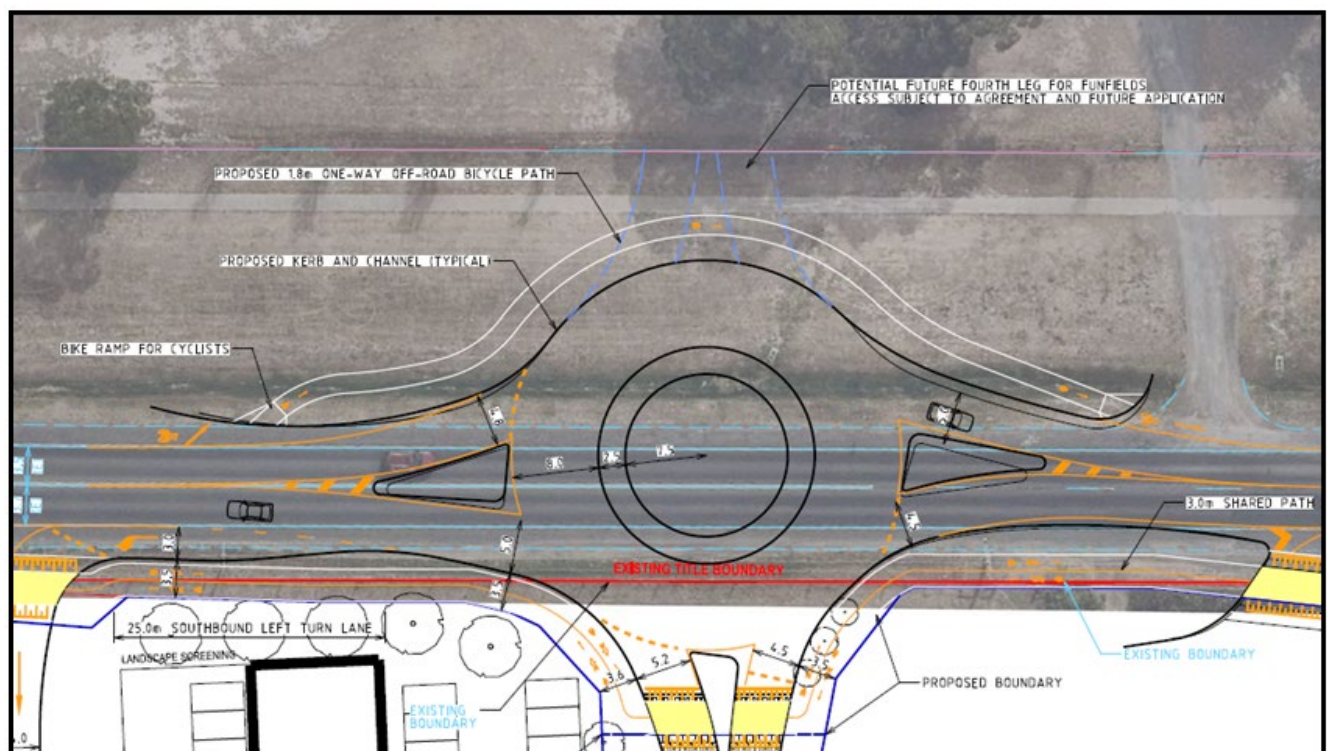


Figure 13 – Concept Functional Layout Plan (Source: Traffix Group)

- The provision of a new public access road that:
 - Provides individual lot access running in-between Plenty Road and the proposed internal roundabout.

- A single traffic lane in each direction.
- A footpath and verge on the northern side of the road.
- A 2.5 metre wide shared path on the southern side of the road (which would connect a future public trail to the east of the site) and additional verge and planting (refer to *figure 14* below).

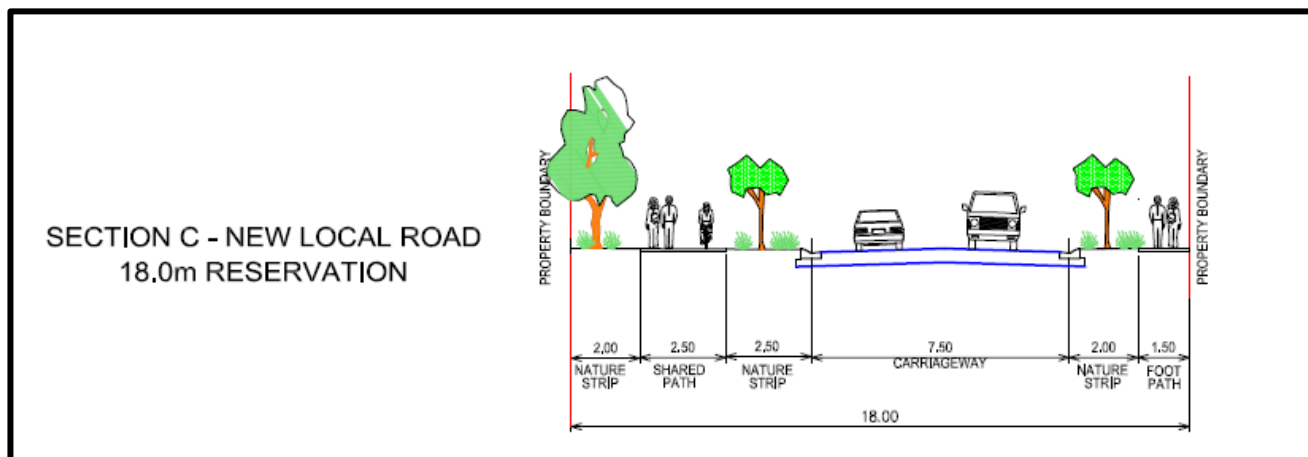


Figure 14 – Cross-section for 18m wide public access road (Source: Traffix Group)

- A smaller, internal roundabout on the site that facilitates vehicle turnaround and allows for a forward exit onto Plenty Road.
- All other roads within the Development Plan to be private roads.

It is acknowledged that the adoption of the above traffic arrangement is subject to obtaining support from the Department of Transport & Planning (DTP), as the relevant Statutory Referral Authority for the Principal Road Network. Notably DTP have reviewed the supporting traffic arrangement and provided their written support in principle on the 4th of February 2025. This support was contingent on the following edits to the Development Plan Layout and Indicative Concept Plans:

- The removal of any direct access from Plenty Road to the pad site in the northeastern corner.
- The removal of any other direct access points from Plenty Road, south of the 18m local road
- The removal of the indicative bus stop.

Each of these requested changes has been incorporated into the plans, and any additional access points that may be proposed for the site in the future will need to be assessed during the planning application stage.

Contamination Assessment (Connolly Environmental, 2 August 2023)

A Contamination Assessment was conducted to meet the requirements of the DPO2 for preliminary soil testing and to confirm that the site is free from contamination that could negatively affect future uses. This report draws on historical and current information from various databases, multiple site inspections, the latest of which took place on July 21, 2023, and consultations with the EPA. The report concluded that:

- There is no evidence that the site has previously been used for industry or mining.
- There is no evidence that the site has previously been used for the storage of chemicals, gas, waste or liquid fuel (other than minor above-ground storage that is ancillary to another use of the land).
- There is no evidence of past or present activities or events (occurring on or off the land) that may have caused contamination on the land.

- iv. The current and historical uses of the land and surrounds shows no history of contaminating activities and as there is no other evidence or suspicion for contamination, the site was found not to be potentially contaminated as defined by PPN30 and further investigation is not required.
- v. With respect to the requirements of Ministerial Direction No. 1, the environmental conditions of the land are suitable for the uses of land nominated on the Indicative Concept Plans.

It is considered that this Assessment has appropriately demonstrated that the site has a low risk of past contamination and is therefore suitable to permit the types of land uses reflected on the Indicative Concept Plans.

Biodiversity Assessment Report (Ecolink Consulting, August 2018)



A Biodiversity Assessment Report has been prepared by Ecolink to support the Development Plan and determine the ecological values of the study area, the presence, location and extent of native vegetation (if any) and to identify the applicable offsets required should the applicant develop the site.

To carry out this work, an onsite inspection of the study area was undertaken which revealed the property is heavily modified and primarily features exotic grasses and agricultural weeds, including Cape Weed (*Arctotheca calendula*), Onion Grass (*Romulea rosea*), Panic Veldt-grass (*Ehrharta erecta*), Paspalum (*Paspalum dilatatum*), Perennial Rye Grass (*Lolium perenne*), White Clover (*Trifolium repens* var. *repens*), and Annual Meadow Grass (*Poa annua*). Blackberry (*Rubus fruticosus* spp. agg.) and Sweet Briar (*Rosa rubiginosa*) were commonly found along the eastern fence line.

Only one native species was observed in the study area: Finger Rush (*Juncus subsecundus*), which was recorded sporadically within the paddock, as it is less palatable to grazing cattle than the surrounding pasture grasses. Furthermore, no threatened flora or fauna species were identified on the site.

In conclusion, the Biodiversity Report confirms that there is no native vegetation on the site that qualifies as a patch or scattered tree under the "Guidelines for the Removal, Destruction or Lopping of Native Vegetation," and therefore, no further consideration is needed for this Development Plan.

Storm Water Management Strategy (DPM Consulting Group, 8 October 2024)



In order to address the specific requirements of the DPO2 for a drainage plan detailing works to control stormwater drainage run-off from the subdivision and individual lots, a supporting Storm Water Management Strategy has been prepared by the DPM Consulting Group.

This report sets out the key requirements that need to be met in order to satisfactorily service the indicative concept plan layout. The most critical findings/items being:

- Council requires that the site outfall from its south eastern corner to the open table drain located external to the eastern boundary and within the Rail Trail. This will require further approval in time from the landowner, VicTrack, for the acceptance of increased (controlled) storm water volumes.
- Minor flows up to the 10% Annual Exceedance Probability (AEP) will be conveyed in an underground pipe network to their ultimate discharge point.
- Major flows up to the 1% AEP, meeting specific safety requirements, can flow in an overland flow path, along road reserves and constructed waterways and to their ultimate discharge point.

- An underground storage tank capable of detaining storm water volumes of up to 1,026m³ is required to attenuate peak flows to pre-developed conditions. This will be located in the bottom south east corner of the site and need to integrate with whichever land use is constructed to the south (see *figure 15* below).
- In order to ensure the development of the land will meet Best Practice Environmental Management Guidelines, all future proposals will need to optimise a combination of bioretention basins, rainwater tanks, passive street tree irrigation, buffer strips & permeable pavement (see *figure 15* below).
- Further investigations are expected to be undertaken during the future detailed design process to confirm the final outfall from the proposed development to the final point of discharge.



Figure 15 showing the proposed drainage system for the site (Source - DPM)

Landscape Concept Plan (WPA, 9 October 2024) **WPA.**

WPA has prepared a high-level Landscape Concept Plan to fulfill the specific DPO2 requirement of identifying the potential areas designated for revegetation, including specific tree species.

The concept plan, partially illustrated in *Figure 16* below, presents a suitable mix of plant species that will effectively break up and enhance the appearance of any future buildings on-site, particularly from the low-density properties to the south and Plenty Road to the west (see chosen screening trees in *Figure 17*).

The nominated planting outcomes throughout the plan serve to provide a clear demonstration of how strategically chosen and well placed plant species can serve to improve the overall sense of amenity within a development.

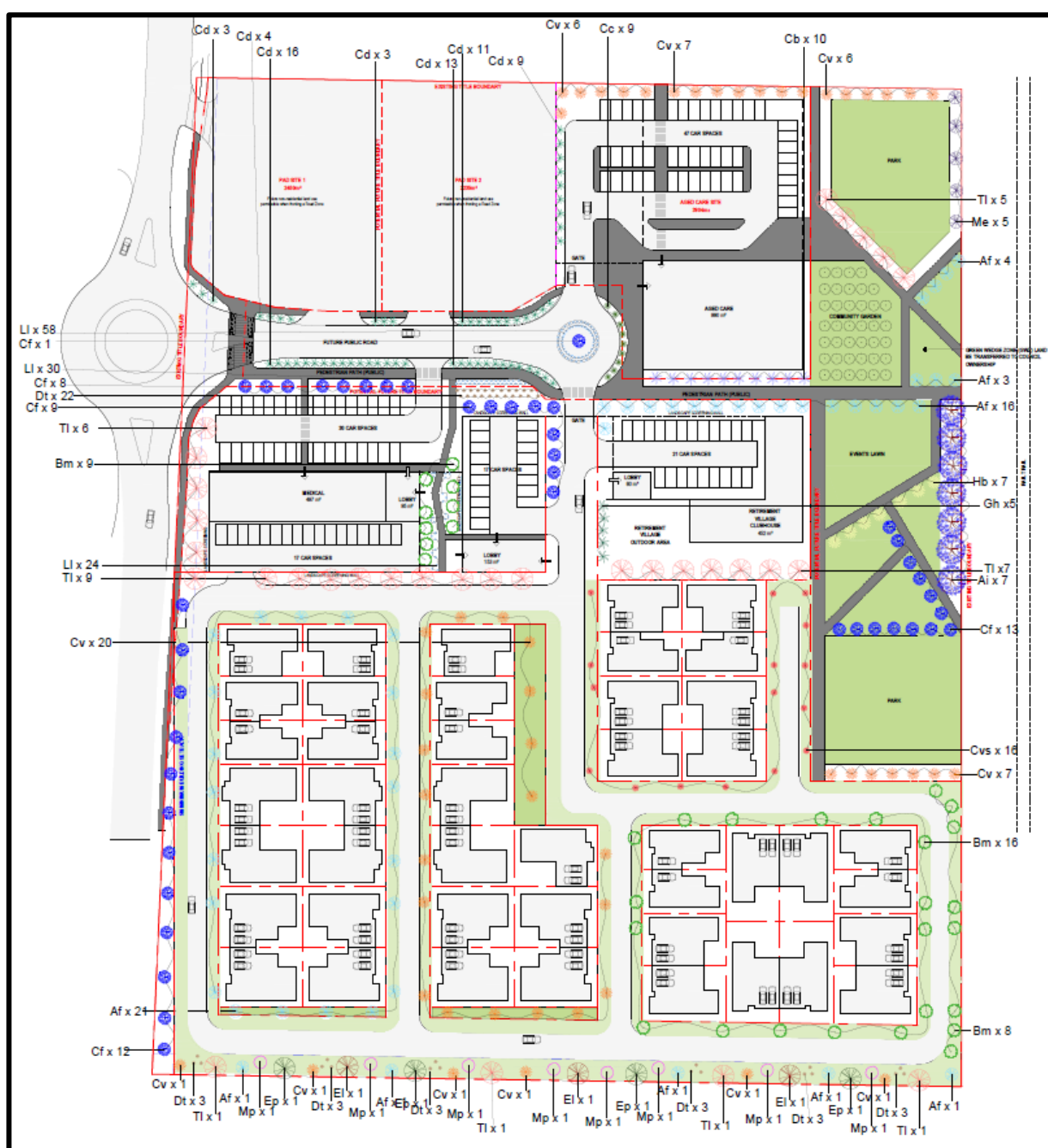


Figure 16 showing how conceptual landscaping can be included onsite (Source - WPA)



Figure 17 Nominated trees for the southern & western boundaries (Source – Google)

8 Conclusion

The proposed **2388 Plenty Road, Whittlesea Development Plan** provides strategic guidance supporting the future land use and development of the site, which will comprise a combination of medical, health, residential aged care, retirement and other non-residential land uses.

The Development Plan has been prepared in accordance with the specific requirements of the DPO2 and key objectives of the PPF contained within the Whittlesea Planning Scheme.

The proposed land use themes and overall layout are designed for the development of an infill parcel located between diverse and contrasting land uses, including rural-residential areas, a regional amusement park, industrial zones, a former railway line/green wedge land, and standard residential areas. As such, the Development Plan aims to create a seamless transition between these uses, addressing key interfaces while connecting to both pedestrian and vehicular networks. A significant benefit will be the provision of essential services for the local community that are not currently readily accessible.

It is considered that the Development Plan provides appropriate guidance for the preparation and consideration of future planning permit applications.

WPA.

WHITEMAN

PROPERTY &
ASSOCIATES