



# Mernda Town Centre - North East Precinct

## Development Plan



### Mernda Town Centre North East Development Plan

The Development Plan was approved by the City of Whittlesea on 30 August 2016, in accordance with Clause 43.04 Schedule 15 of the Whittlesea Planning Scheme.

20/10/2016

  
Signature of the Responsible Authority

**This report has been prepared by the office of Spiire**

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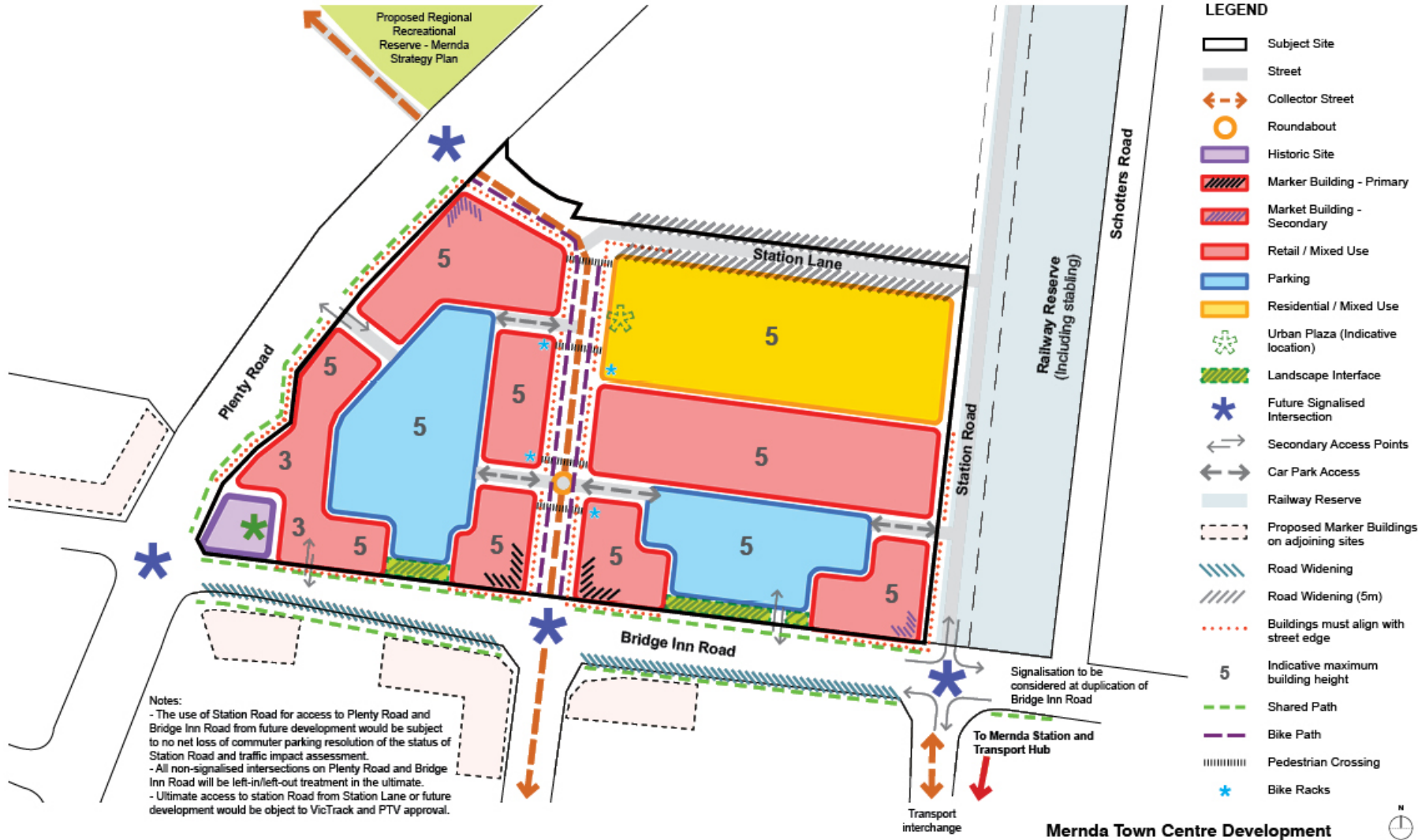
**1 Executive Summary**

The Mernda Town Centre North East Precinct Development Plan (the Development Plan) provides a framework for the development of land in the north-east precinct of the Mernda Town Centre. It includes provision for mixed use / retail development along Plenty and Bridge Inn Roads, and medium density residential development in the north-east of the precinct.

The development framework suits a range of commercial and residential outcomes, such as larger-format retailing and mixed use activity and medium scale residential, to take advantage of the new Mernda rail station and to serve the Mernda growth area. The overall Development Plan is shown in Figure 1.

The Development Plan has been prepared in accordance with the requirements of the Whittlesea Planning Scheme and is supported by relevant background investigations.

Figure 1: Development Plan



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## 2 Introduction

The Mernda Town Centre North East Precinct Development Plan (the **Development Plan**) has been prepared on behalf of a landholder group in accordance with the requirements of Schedule 15 to the Development Plan Overlay (DPO15) in the Whittlesea Planning Scheme (the **Scheme**). The Development Plan applies to land in the north-east precinct of the Mernda Town Centre. The precinct is bounded by Bridge Inn Road to the south, Plenty Road to the west, Station Road to the east and Station Lane to the north (Figure 2).

The Development Plan responds to the key strategic directions of the Mernda Strategy Plan and advances the vision for the Mernda Town Centre as outlined in the Mernda Strategy Plan and the Mernda Town Centre Comprehensive Development Plan. The Development Plan guides future use and development of land within the precinct and will complement approved development plans for surrounding land within the Mernda Town Centre and the wider Mernda growth area.

The Development Plan has been informed by the following background assessments:

- Traffic assessment prepared by Traffix Group (Appendix 1);
- Flora and fauna assessment prepared by Spiire (Appendix 2);
- Aboriginal cultural heritage assessment prepared by TerraCulture (Appendix 3);
- European historic heritage assessment prepared by Bryce Raworth (Appendix 4);
- Environmental site assessment prepared by Atma Environmental (Appendix 5);
- Infrastructure servicing report prepared by CPG (now Spiire) (Appendix 6);
- Drainage report prepared by Spiire (Appendix 7); and
- Arboricultural assessment prepared by TreeLogic (Appendix 8).

The Development Plan provides an integrated response to the precinct as a whole which includes multiple properties. The Mernda Town Centre North East Precinct Development Plan consists of plans and this report, and is presented in the following sections:

- Site analysis
- Strategic planning framework
- The Development Plan
- Development Plan Elements
- Implementation

The Development Plan anticipates some properties within the precinct will be developed independently of adjoining properties, and some properties will be consolidated prior to development.

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### **3 Site Analysis**

#### **3.1 Development Plan Precinct**

The Development Plan precinct consists of twelve adjoining lots including properties from 571 to 607 Bridge Inn Road and 1438 to 1464 Plenty Road, totalling approximately 7.83 hectares (Figure 3). Station Lane is located within the precinct, whereas other adjoining roads (arterial) are outside the precinct.

Bridge Inn Road is a two lane undivided arterial road with linkages to Epping Road to the west and Yan Yean Road to the east. Plenty Road is an arterial road which serves as a major north-south route traversing the municipality.

The existing precinct generally contains low density rural residential properties improved with dwellings and outbuildings surrounded by open paddocks with windrows and scattered vegetation. The heritage listed Mernda Mechanics Institute is a local landmark located in the south-west corner of the precinct. All properties within the precinct have access to the arterial roads adjoining the precinct.

Six land owners have funded the preparation of the Development Plan, who represent 82% of the land holding within the precinct. Four parcels within the precinct along the Old Plenty Road alignment are Council owned. These parcels, excluding Station Lane which is also Council owned, have been included in the precinct and the design response prepared in this Development Plan. A land ownership plan is shown in Figure 3.



Figure 2: Development Plan Precinct





Figure 3: Land ownership plan



### 3.2 Regional Context

The Development Plan subject site is situated in a strategically important location towards the northern end of the Plenty Valley Growth Corridor (Figure 4). Growth within the Plenty Valley Growth Corridor is primarily focused in South Morang and Mernda.

The Mernda Town Centre will be a sub-regional activity centre that will service a primary catchment of around 50,000 people when the Mernda urban growth area is fully developed. The town centre will also serve a catchment in the rural north of the municipality. A catchment of this size is equivalent to a Major Activity Centre and sufficient to support at least two supermarkets, a discount department store, and an extensive range of speciality shops and mixed use commercial land uses including retail, office, medical and residential.

Minimal development has occurred in the Mernda Town Centre to date. However, with the imminent construction of a new railway station, there will be sufficient impetus for the locality.

The Mernda Town Centre Comprehensive Development Plan (CDP) provides direction as to how the Mernda Town Centre should be developed. The precinct comprises the north-east quadrant of the town centre which the CDP designates as retail/mixed use and medium density residential development. Land uses identified for the precinct are intended to complement the traditional shopping core designated for the south-east quadrant of the town centre on the south side of Bridge Inn Road. Development plans have been approved for land in the north-west and south-west quadrants of the town centre.

**Figure 4: Site Context**



### **3.3 Site Analysis**

The features and constraints of the Development Plan precinct are detailed below and shown in Figure 5. These have been informed by background assessments in regards to traffic, flora and fauna, Aboriginal cultural heritage, European historic heritage, environmental site conditions, infrastructure servicing, drainage and arboriculture.

#### **3.3.1 Landform**

The Development Plan precinct has a generally even slope of approximately 2% in which it rises three to four metres from Bridge Inn Road to Station Lane. Beyond the northern boundary of the precinct the land rises six to seven metres up a 13% escarpment. The existing Station Lane road reserve straddles the lower section of this escarpment, however, the lane is not constructed despite the road reserve existing. The slope provides a pleasant view south over the precinct from its northern section.

#### **3.3.2 Ecology**

A Flora and Fauna Assessment and an Arboricultural Assessment have been prepared for the Development Plan precinct (refer Appendix 2). The Flora and Fauna Assessment undertaken by Spiire identified 9 scattered trees (two medium old trees and 8 small trees) and one patch of Plains Grassy Woodland (EVC 55) in the south of the Development Plan precinct. The patch of trees was assessed as being planted, not remnant. The remainder of the Development plan precinct is assessed as highly modified due to historical land uses. Furthermore, the Development Plan precinct is not considered to contain critical habitat of any threatened species of fauna. Overall, the likely impacts of development on flora and fauna values in the Development Plan precinct are considered to be minimal, and there is no requirement for referral to the Australian Government Minister for the Environment and Energy under the EPBC Act for any future development of the Development Plan precinct.

The Arboricultural Assessment prepared by TreeLogic assessed 29 indigenous and native trees within the Development Plan precinct including the scattered trees identified in the Flora and Fauna Assessment which are shown in Figure 6. It concluded that many of the assessed trees as planted specimens. In terms of aboricultural merit, 9 trees were assessed as having a moderate aboricultural rating, 16 as having a low aboricultural rating, and four with no aboricultural rating.

The assessment did not identify any specimens of particular aboricultural significance in terms of size, age, botanical rarity, significance or landscape contribution. The trees with a moderate aboricultural rating were generally of an unremarkable nature and it is considered these are appropriate for retention where possible in future site master planning. Trees with low arboriculture ratings can be retained or removed as required, whilst trees with no arboricultural rating can be removed due to structural defects.

Overall, these assessments concluded there are no significant ecological constraints to the planning of the Development Plan precinct. The following principles should however be met when developing the Development Plan precinct:

- Any application / proposal within the Development Plan precinct must seek to maximise retention of existing native vegetation and demonstrate efforts to incorporate existing trees within any proposal;
- Vegetation proposed for retention must be retained in accordance with Council's Tree Protection Zone policy and guidelines;
- A planning permit will be required for the removal of any native vegetation within the Development Plan precinct in accordance with relevant statutory controls and Council policy. There are no exemptions provided as part of this Development Plan; and
- Any native trees proposed for removal may be subject to offsetting requirements.



Figure 5: Development Plan Precinct Site Analysis

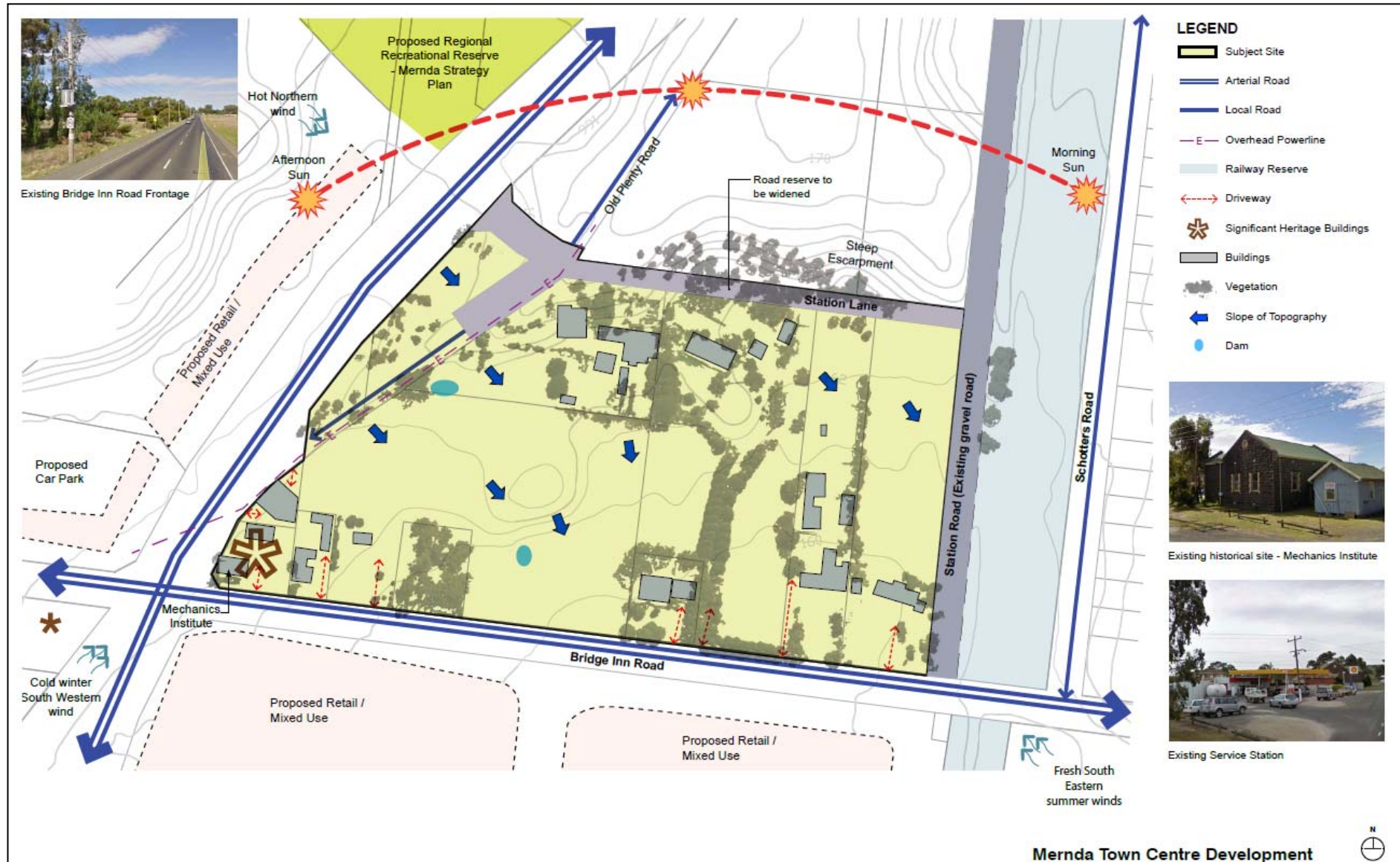
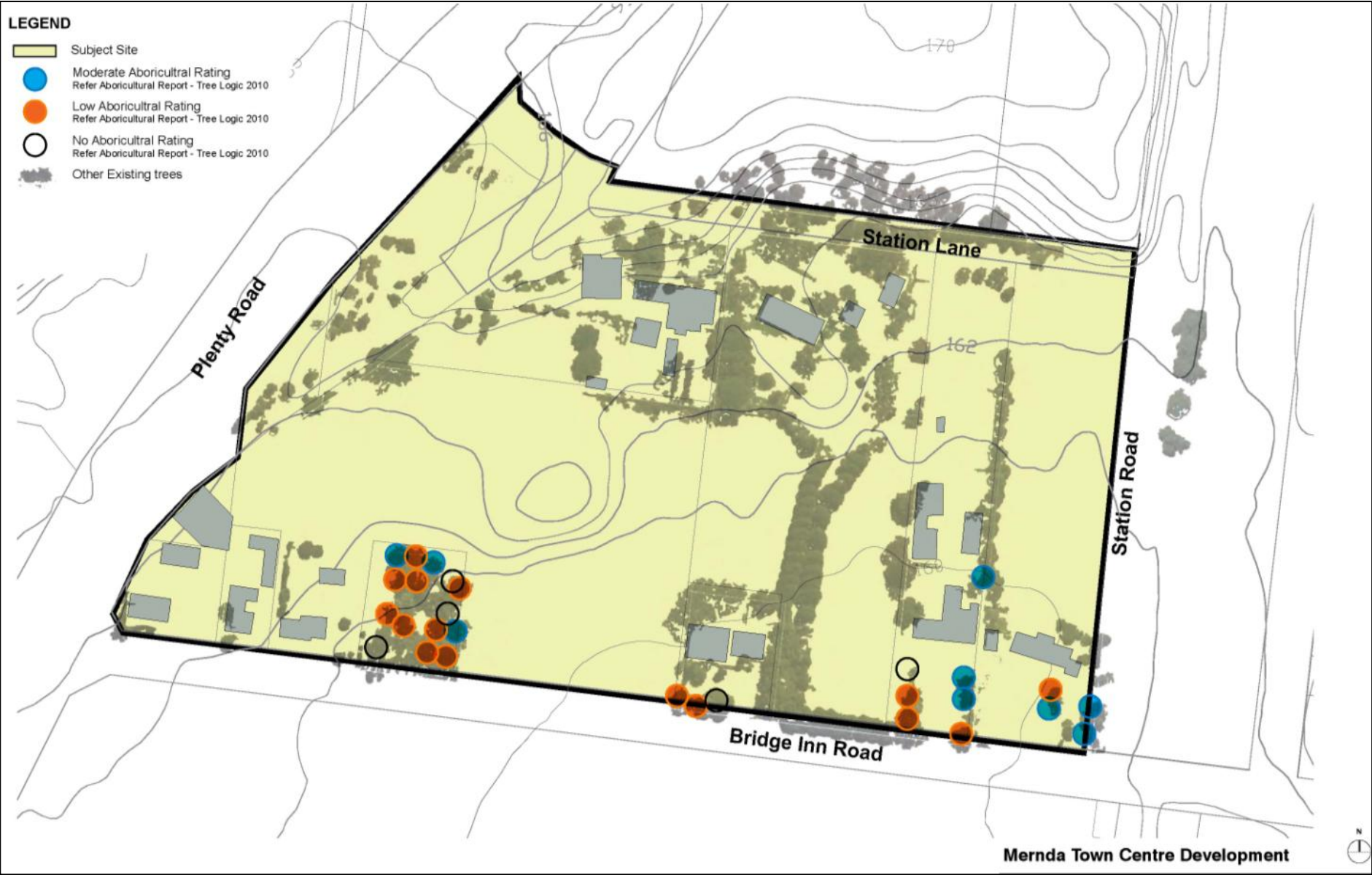




Figure 6: Development Plan Precinct Existing Tree Plan



### 3.3.3 Heritage

An European historic heritage assessment and an Aboriginal cultural heritage assessment have been prepared for the Development Plan precinct (refer Appendix 3 and 4). The European historic heritage assessment prepared by Bryce Raworth notes the Mernda Mechanics Institute and adjacent caretaker's cottage are affected by Schedule 20 to the Heritage Overlay (HO20) and warrant protection. It recommends that new development should preserve the landmark status of the heritage buildings by maintaining an appropriate curtilage around the heritage buildings that is broadly equivalent to the property boundary of 1438-1440 Plenty Road.

The assessment recommends that new large-scale development in the Development Plan precinct, particularly to the rear of the heritage buildings on Bridge Inn Road, should provide a transition in scale, with increases in bulk and height away from the heritage buildings.

The Aboriginal cultural heritage assessment prepared by TerraCulture confirmed that no known Aboriginal cultural heritage places are located within the Development Plan precinct. While there are a relatively high number of archaeological places within the surrounding area, including scarred trees and stone artefact scatters, the nearest sites are more than 100 metres from the southern boundary of the precinct. The assessment states that the Development Plan precinct is not located within an area of cultural heritage sensitivity and therefore the preparation of a Cultural Heritage Management Plan (CHMP) is not required under the provisions of the *Aboriginal Heritage Act 2006*.

### 3.3.4 Servicing infrastructure

The servicing implications of the Development Plan are discussed in the attached Infrastructure Servicing Report prepared by CPG (now Spiire) (refer Appendix 6).

A new branch sewer has been constructed through land south of Bridge Inn Road providing reticulated sewer to the precinct.

Potable water supply is available to the precinct from existing mains in Plenty Road and Bridge Inn Road. Recycled water supply is not mandated for the Mernda growth area and is not available to the precinct.

The Development Plan precinct is connected to 22kV electricity supply in overhead lines along Bridge Inn Road. A new substation in South Morang will increase capacity to the town centre and the precinct. A high voltage overhead electricity line is located in the Old Plenty Road reservation. When this land is developed this line will likely be relocated to Plenty Road.

Gas supply is available to the precinct in mains along Plenty Road and Bridge Inn Road.

### **3.3.5 Drainage**

The Development Plan precinct generally slopes south, draining into an open channel on the south side of Bridge Inn Road. The drainage requirements for the Development Plan precinct are detailed in Melbourne Water's Mernda Central Drainage Scheme 4635 which is described in the attached Drainage Strategy (Appendix 7) prepared by CPG (now Spiire). The Strategy confirms wetlands for on-site treatment of stormwater are not required within the Development Plan precinct, rather smaller streetscape level systems can be used for stormwater treatment. The Strategy also suggests stormwater can be conveyed through pipe drainage and overland flow within future road reserves to the outfall in the south-east corner of the Development Plan precinct.

### **3.3.6 Traffic and movement**

The Development Plan precinct adjoins public roads to the north, south and west. Plenty Road is an arterial road which serves as a major north-south route through the municipality. It has an existing road reserve of 39-43m. Bridge Inn Road is a secondary arterial road with linkages to Epping Road to the west and Yan Yean Road to the east. It has an existing road reserve of 20m. Both roads are presently two lane undivided roads with unmade verges, and both will be upgraded to four lane divided roads with constructed verges. Provision has been provided in the Development Plan for the widening of Bridge Inn Road.

The intersection of Plenty Road and Bridge Inn Road will be upgraded from the existing roundabout to a signalised intersection. The design of this intersection has been substantially resolved by Council and VicRoads, and the proposed intersection does not require land take from the Development Plan precinct.

Station Road, is situated on land owned by VicTrack as part of the railway reserve that adjoins the Development Plan precinct's eastern boundary. It is an unmade gravel road which has been used as a public road for an extended period. Future development within the Development Plan precinct may require Station Road to access Bridge Inn Road and Plenty Road (via Station Lane). A future signalised intersection is to be located at the intersection of Bridge Inn Road and Station Road.

Station Lane, inside the Development Plan precinct's northern boundary, is an unconstructed road within a 10.8m reserve. Development of the Development Plan precinct may potentially require its reservation to be widened to 20m. This would allow a bus service to operate. The widening will require 5m of land set aside from the north and south side of the existing reserve.

It is noted, however, that should Station Lane not be required to accommodate a bus service, the ultimate reservation for Station Lane can be renegotiated with the Responsible Authority and PTV at the planning permit application stage.

The 20m wide Old Plenty Road reservation will become redundant with development of the precinct and the Council owned reservation has been incorporated into the design vision for the Development Plan precinct. The existing intersection from Plenty Road

into the reservation will be retained as the primary western entry point into the Development Plan precinct, and ultimately constructed in the future as a signalised intersection.

The Mernda Strategy Plan and Mernda Town Centre Comprehensive Development Plan show a new north-south collector road to the south of Bridge Inn Road extending north through the middle of the precinct and connecting to Plenty Road at the precinct's north-western boundary. This road is shown as a two lane road and a future signalised intersection is shown at the intersection of Bridge Inn Road and the new north-south road.

The Mernda Strategy Plan Development Contributions Plan (DCP) contains five projects adjacent to the Development Plan precinct including:

- Plenty Rd Duplication
- Bridge Inn Road Duplication
- Signalised Intersection (Plenty Road and Bridge Inn Road)
- Signalised Intersection (Plenty Rd and North-South Collector Street)
- Signalised Intersection (Bridge Inn Road and Station Road)

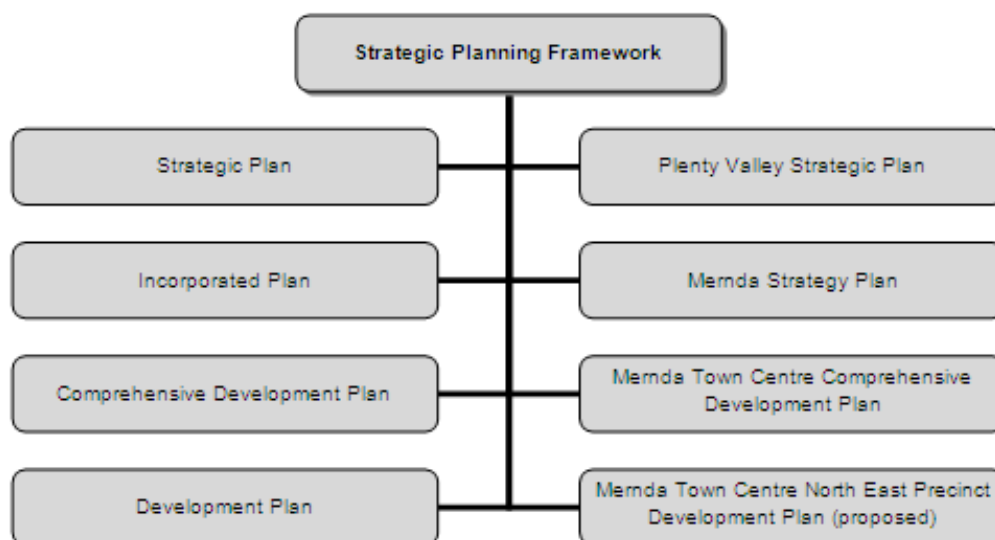
### **3.3.7 Environmental assessment**

An Environmental Site Review (Phase 1 Assessment) has been prepared by Atma Environmental (refer Appendix 5) to identify potential site contamination issues. The review found that the Development Plan precinct is currently predominately being used for residential purposes, although it has historically been used for stock grazing and cultivation. It was noted that past precinct activities associated with agriculture may have contributed to small isolated point sources of land contamination – such as sheds, machinery maintenance, or fuel storage – and that this may have impacted on discrete areas of the Development Plan precinct. However, such uses are ancillary and no past primary land uses of high contamination risk have been identified.

The findings of the review indicate that the Development Plan precinct has a low overall site contamination potential. In general, isolated point sources of potential contamination are of limited extent, and are considered to be readily manageable in the course of normal development works within the Development Plan precinct. The exception to this is likely to be the identified petrol station site, which should be the subject of a more detailed environmental assessment as part of any future planning permit application process for that site.

## 4 Strategic Planning Framework

Strategic planning for the Mernda growth area has an extensive history, culminating in the incorporation of several plans into the Scheme. The following diagram summarises the hierarchy of planning policies and the relevant plans prepared in relation to these stages.



### 4.1 Mernda Strategy Plan

The Development Plan area applies to land designated in Precinct 5 of the Mernda Strategy Plan. The Mernda Town Centre is described as:

*Approximately 50 hectares in area (including land in Precincts 3 & 4). At full development the centre could support up to 27,500m<sup>2</sup> (GFA) of retail and 77,450m<sup>2</sup> (GFA) of business/commercial. Land has also been set aside for possible one-off uses such as a tertiary education campus.*

The Mernda Strategy Plan also includes the Development Plan area in the Precinct 3 Plan, which describes the vision for the precinct as:

- *Development in proximity to the Mernda Town Centre to contain higher residential densities to support retail and community land uses and public transport. Key heritage items such as the Mechanics Institute should be incorporated into designs to maintain connections with the area's rural history.*
- *Sites for retail and business/commercial land-uses requiring arterial road frontage.*



## 4.2 Mernda Town Centre Comprehensive Development Plan

The Mernda Town Centre Comprehensive Development Plan (CDP) shows the Development Plan precinct within an area designated for retail/mixed use and medium density residential lot as shown in Figure 7. The CPD sets five urban design principles: land use integration and density; access and connectivity; diversity and adaptability; local identity and legibility; and ecological responsiveness.

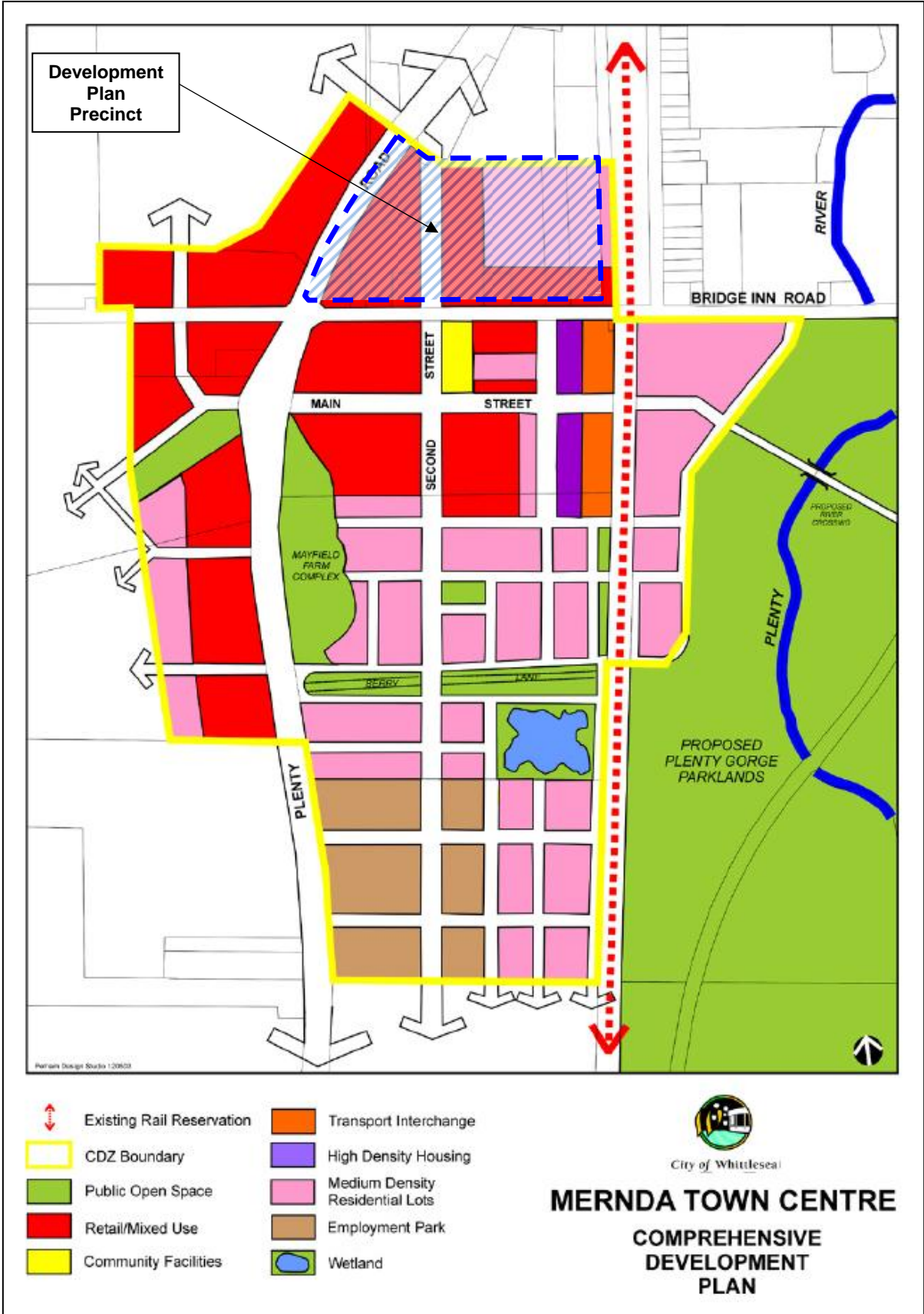
The key elements of the CDP which set a framework for the precinct include:

- ‘Perimeter block approach’ which seeks to sleeve larger buildings and associated car parks with fine-grain buildings that present directly to the street.
- The distinctive natural and cultural heritage values of Mernda, such as the Mechanics Institute and Bridge Inn Hotel, will be built upon to create a strong local identity.
- The mixed-use ‘main street’ environment within the town centre will be located in the south-east quadrant of the town centre, south of Bridge Inn Road.
- A ‘second street’ will run north-south and cross Bridge Inn Road into the precinct.
- Given future traffic volumes on Plenty Road and Bridge Inn Road environments along these routes will be too hostile for pedestrian-oriented development but is appropriate for larger-scale highway development.
- Coarse-grain retail development is designated on the north side of Bridge Inn Road where access is available to large pad-sites and arterial road frontage.
- Medium density residential development is to occur on the periphery of the retail/commercial components of the town centre.

The CDP generally shows retail/mixed use, referred to as coarse-grain retail development in this Development Plan precinct, along Plenty Road, Bridge Inn Road and the north-south collector street. Medium density residential development is generally shown in the north-east corner of the Development Plan precinct.

Higher level sections of the planning policy framework are included in Appendix 9 for reference.

Figure 7: Mernda Town Centre Comprehensive Development Plan



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## **5 The Development Plan**

This Development Plan has been prepared in response to the findings of the background investigations and site analysis and informed by relevant aspects of the strategic planning framework, including the Mernda Strategy Plan and CDP. In particular, the provisions of the CDP as it relates to the Development Plan precinct have guided preparation of this Development Plan.

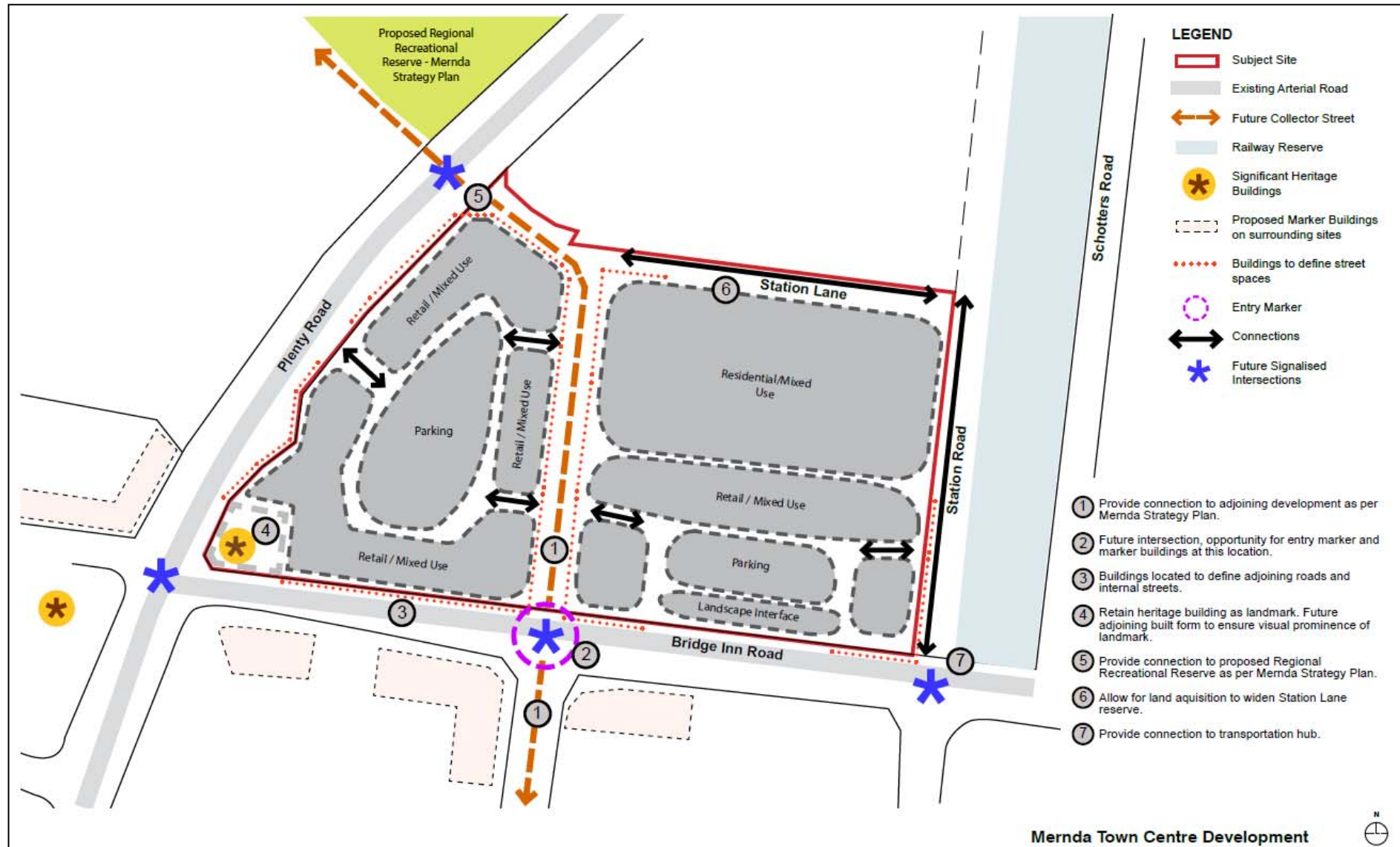
### **5.1 Design response**

This Development Plan has been influenced by the key features of the Development Plan precinct and its surrounds which include:

- Accessibility to the local and regional transport network with frontages to Plenty Road and Bridge Inn Road.
- Exposure for commercial activities along arterial road frontages.
- Its location immediately north of the future services, facilities and housing in the core main street precinct south of Bridge Inn Road.
- Proximity to the future Mernda railway train station.
- Historic and landmark qualities of the Mechanics Institute and the caretaker's cottage.
- Minimal constraints on development in the Development Plan precinct due to topography, vegetation, land contamination, heritage, drainage and transport infrastructure.
- Availability of servicing infrastructure within a timely and efficient manner.
- Provide an extension of the north-south collector street into the precinct.
- Connections with adjoining precincts in the Mernda Town Centre.
- Use nominated intersections for access into the Development Plan precinct.

The key elements of the design response are shown in the Figure 8.

Figure 8: Development Plan Precinct Design Response



## 5.2 Development Plan Overview

This Development Plan provides for a mixed use precinct comprising an eastern and western module of coarse-grain retail development along arterial road frontages and the north-south collector street which extends from the main street core south of Bridge Inn Road. Medium density residential development is proposed in the north east of the Development Plan precinct away from arterial road interfaces with local services and amenities along the north-south collector street.

The Overall Development Plan is shown in Figure 9.

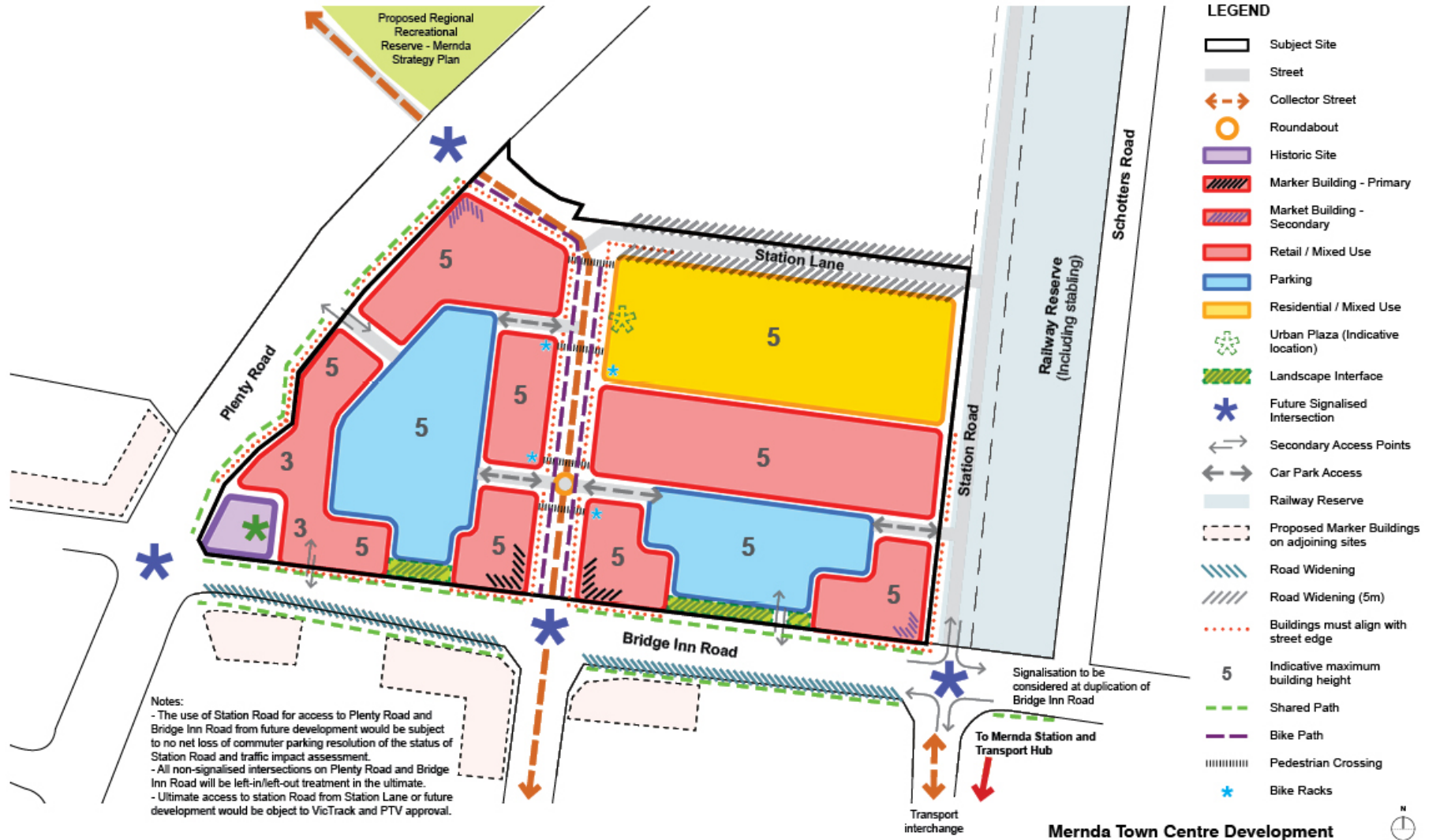
The key elements of the Development Plan include:

- Creation of a mid-block gateway entry into the precinct from Bridge Inn Road at the future signalised intersection noted by development of marker buildings on key corners.
- Provision of the north-south collector street as a pedestrian-friendly spine for the Development Plan precinct.
- Provision of a flexible development framework capable of intensification and renewal over time as the market determines.
- An eastern and western module of coarse-grain retail development with centralised car parking.
- A module of medium density residential development with the potential for ground level retail and a well-managed interface to coarse-grain retail development.
- Retain the Mechanics Institute as a local landmark.
- Public urban plaza near medium density residential precinct and north-south collector street.
- Buildings aligned with street edges.
- Provision of landscaped setbacks interspersed with buildings along arterial road frontages.

The following section provides detail of the key elements of the Development Plan relating to land use, built environment, movement network, landscape and public space, interfaces and staging.



Figure 9: Overall Development Plan



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## 6 Development Plan Elements

### 6.1 Land use

The Development Plan facilitates a broad range of retail/mixed use and residential land uses which are identified to be located in the precinct by the CDP. The Development Plan provides for:

- Coarse-grain retail development in modules on the eastern and western side of the proposed north-south collector street that take advantage of exposure to Plenty Road and Bridge Inn Road. This land use is described in the CDP as 'highway sales', 'peripheral sales' or 'bulky goods retail'. It is likely demand exists and will strengthen for larger footprint retail development to service the Mernda growth area. The modules can provide large pad-sites which are suited to coarse-grain retail development or other complementary uses such as petrol-filling stations, convenience restaurants, garden supplies, fast-food restaurants, medical centres, supermarket or markets which require arterial road frontage.
- The perimeter block principle has been used to locate the indicative footprints of coarse-grain retail development and complementary uses within each module as shown in Figure 9.
- It is anticipated the ultimate extent of land uses and development footprint of new buildings will only partially cover the indicative footprints due to spacing requirements between uses, landscaping, accessways and on-site car parking. The spacing of buildings will provide sightlines to buildings within the Development Plan precinct from Plenty Road and Bridge Inn Road. Coarse-grain retail development can be provided above car parking areas with the use of undercroft parking, basement car parks and decked car parking structures.
- Central car parking areas are provided within each of the coarse-grain retail modules. The central location of car parking reduces its visibility to passing traffic. The coarse-grain retail modules are accessed from adjoining arterial roads via future signalised intersections and secondary unsignalised access points from Bridge Inn Road and Plenty Road.
- The Mechanics Institute and caretaker's cottage is protected as a local landmark and presently used by a local community group. It is managed by Council under a committee of management arrangement with the community group. Options for development of under-utilised land at the rear of the Mechanics Institute site should be investigated. Future land uses and buildings in the vicinity of the Institute building will be of a complementary scale to preserve its significance.
- A module of medium density residential development is located on the periphery of the coarse-grain retail development in the north-eastern area of the Development Plan precinct. Within this area a mix of uses is encouraged at ground level that may include residential, retail, commercial, office and community uses. The residential module is accessed via the north-south collector street, Station Lane and Station Road.

- A landscape buffer may be required between the residential module and the coarse-grain retail module if the proposed coarse-grain retail uses have the potential to impact the amenity of future residences. An integrated mixed-use development incorporating retail and residential uses with no amenity impacts will not require a landscape buffer.
- The form of residential development will be determined in the planning permit stage, and it is envisaged it may range from 20-100 dwellings per hectare of gross developable area.
- Where integrated mixed-use development incorporating retail and residential uses occurs, medium density residential development may extend above retail uses into coarse-grain retail modules to the south.
- At the western end of the residential module finer-grain retail or office uses are encouraged at ground level to activate the north-south collector street and provide a transition to the north-south collector street. Housing should be provided above street level.
- An urban plaza should be created in the western part of the residential module in proximity to the north-south collector road that provides amenity for future residents. The size of the urban plaza should be determined by its function and relationship to adjoining development.

The development framework provided in the Development Plan establishes an overall structure that can accommodate the intensification and renewal of buildings over time as demand for land uses in the Development Plan precinct shifts with market forces. A flexible approach should be adopted toward land uses in the Development Plan precinct where it can be demonstrated proposed uses achieve the objectives of the town centre.

Properties in the Development Plan precinct may be developed independently of adjoining properties or consolidated prior to development. The priority during the initial phase of development should be on the creation of a sustainable development framework for the Development Plan precinct through a well considered street network and siting of buildings, along with high quality design of the public realm including car parking and landscaping.

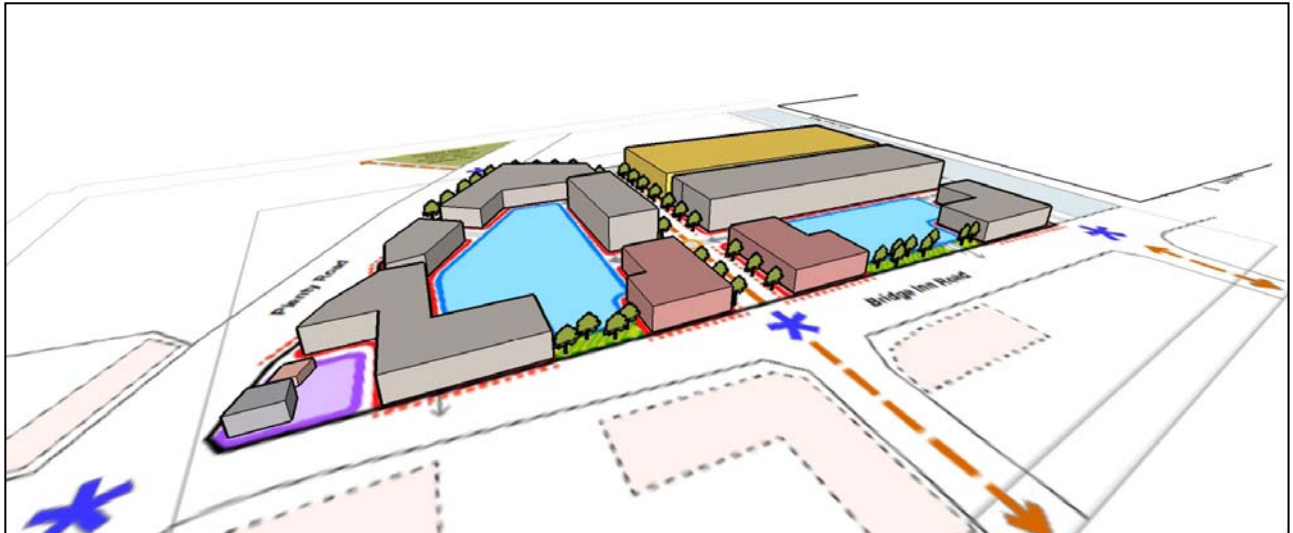
## **6.2 Built Environment**

The Development Plan encourages a high quality built environment which contributes to the creation of attractive and flexible commercial and residential development and pedestrian-friendly spaces throughout the Development Plan precinct. The Development Plan provides for:

- Coarse-grain retail buildings should generally be sited according to the perimeter block principle around central car parking areas and sleeved with finer grain uses where they interface with streets in desirable locations as shown in Figure 10.

- Buildings should align with street edges along external roads and internal streets. These may be spaced to allow sightlines into the precinct. The location of car parking between new buildings and adjoining arterial roads and internal streets should be avoided. Some setback of buildings from streets is appropriate as is landscaping within setbacks.

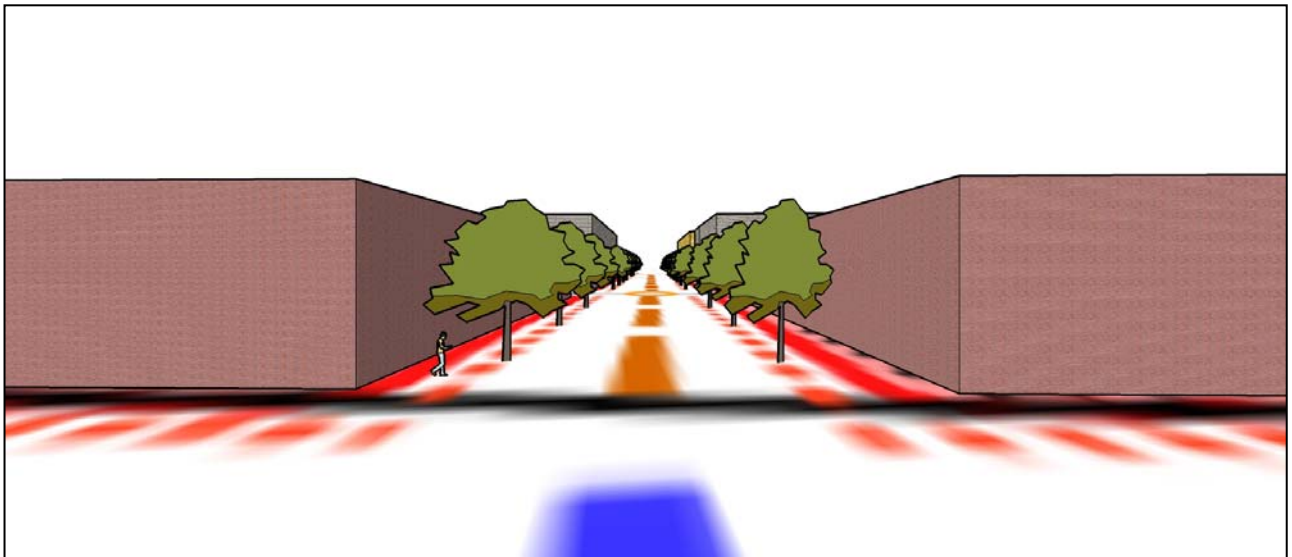
**Figure 10: Development Plan overall building massing**



- The north-south collector street should be activated by finer grain uses in key locations, such as corners, to create a pedestrian-oriented environment as shown in Figure 10.
- Windows and entrances to buildings should provide a connection between buildings and streets at ground level to animate the street.
- While buildings along the street frontage should incorporate canopies, they must not interfere with regularly spaced trees.
- Services areas and loading bays should be located behind buildings and should include increased articulation or landscape buffers as appropriate.
- The configuration and size of building footprints and car parking areas in Figure 9 is indicative and should be finalised at the planning permit stage.
- Buildings may be located in areas of designated as landscape interface along Bridge Inn Road.
- Coarse-grain retail development and medium density residential development should be up to a maximum height of five storeys, except adjacent to the Mechanics Institute site where it should not exceed a height of three storeys along Plenty Road and Bridge Inn Road before transitioning up to four and five storeys. Initial development within the precinct may not reach five storeys but should be at least two storeys. Buildings should be sited to align with street edges and set the pattern for intensification of development over time.

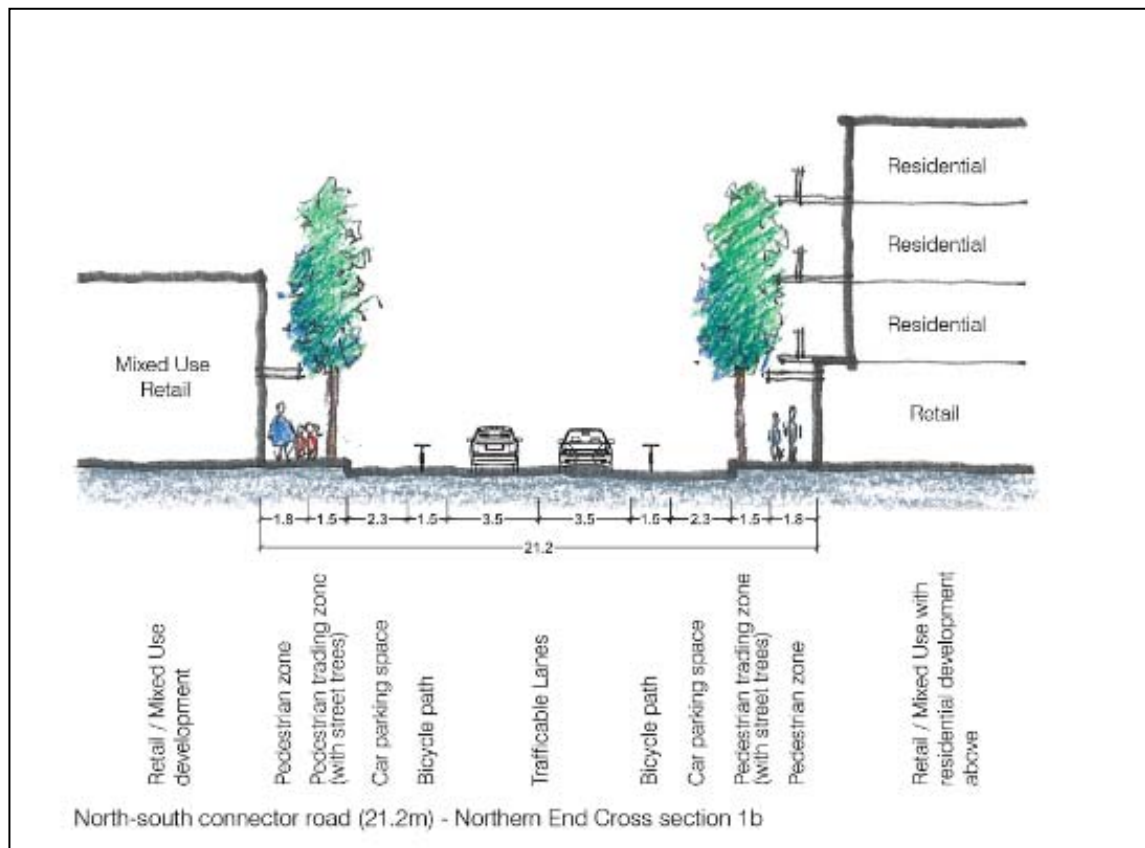
- New buildings on properties adjacent to the Mechanics Institute and caretaker's cottage should sensitively integrate with the heritage buildings. New buildings on adjacent sites should therefore:
  - Be sited to avoid encroaching on the existing curtilage around the heritage buildings.
  - Be of a scale that is respectful to the heritage buildings.
  - Provide an appropriate transition in bulk and height to the heritage buildings.
  - Reference the parapet heights and proportions of the heritage buildings.
  - Use materials and finishes that are respectful of the heritage buildings.
- Land immediately in front of the Mechanics Institute and caretaker's cottage should be kept free of vehicle parking or other modern structures which would detract from the historic value of the site.
- Development at the rear of the Mechanics Institute site may be appropriate where it does not dominate or overwhelm the Mechanics Institute and caretaker's cottage.

**Figure 11: North-South Collector Street activated by buildings**



- The north-south collector street should generally be constructed in accordance with the cross section in Figure 12 and 14. The cross section provides for a pedestrian zone, trading zone, dedicated bike lane, parallel car parking and carriageway on both sides of the street.

Figure 12: North-South Collector Street cross section (northern end)



- Primary marker buildings must be sited at the southern gateway into the Development Plan precinct at the intersection of Bridge Inn Road and the north-south street to define the entry and emphasise arrival into the Development Plan precinct as shown in Figure 10. This is achieved with minimal building setbacks from Bridge Inn Road and the north-south collector street as shown in Figure 13. In the initial phase of development, primary marker buildings should be at least two storeys plus an architectural feature nearest to the intersection that provides an overall height of three storeys as shown in Figure 14. Ultimate development of the precinct may see marker buildings up to five storeys. Development must reference the provision of street trees shown in Figure 17.
- Secondary marker buildings should be constructed in the north-west (1464 Plenty Road) and south-east (607 Bridge Inn Road) corners of the Development Plan precinct where this is appropriate for new development. These sites suit future development that takes advantage of arterial road exposure such as a



- petrol station or convenience restaurants. New development should attempt to site buildings that define these entries into the Development Plan precinct.
- Development footprints should be oriented to maximise solar access to buildings.

**Figure 13: Marker buildings at the gateway entry to the precinct**

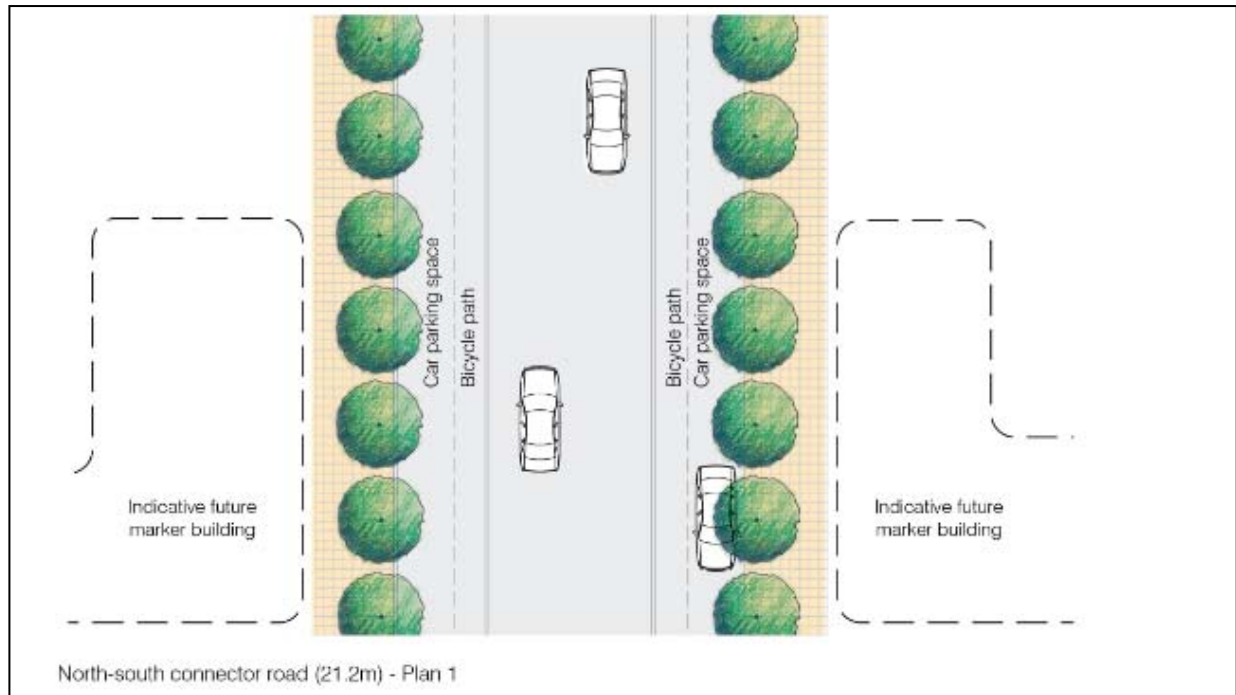
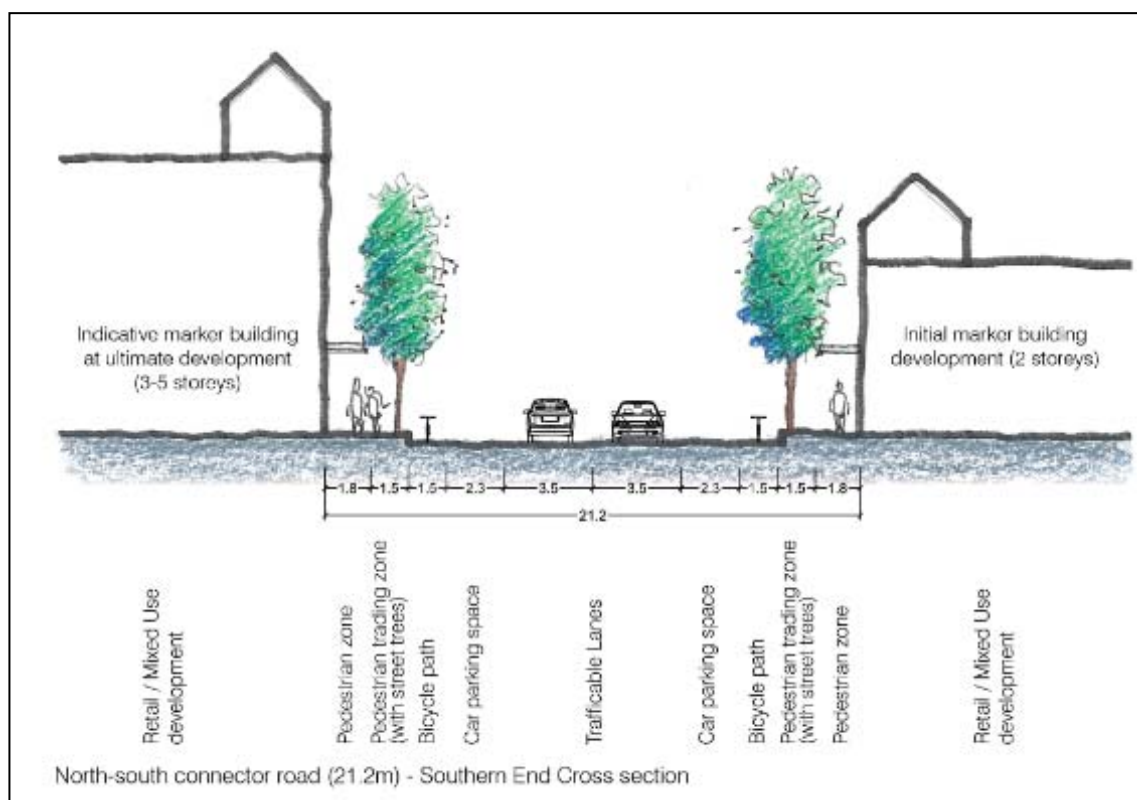


Figure 14: Marker buildings heights at stages of development (southern end)



### 6.3 Movement network

The Development Plan provides for a movement network consistent with that shown for the Development Plan precinct in the CDP and Mernda Strategy Plan. The Development Plan enables the Development Plan precinct to be highly accessible from the surrounding arterial road network and provides effective internal connectivity within the precinct. In regards to movement, the Development Plan provides for:

- Primary access into the Development Plan precinct would be via future signalised intersections at Bridge Inn Road / north-south collector street, Bridge Inn Road / Station Road and Plenty Road / north-south collector street. Dependent on staging of development in the Mernda Town Centre these intersections may be initially unsignalised and developed with left in and out turning lanes. Ideally the intersections should be co-ordinated with adjoining development.
- Secondary access points into the Development Plan precinct via unsignalised intersections from Bridge Inn Road and Plenty Road into coarse-grain retail modules as shown in Figure 9. The turning movements into and out of the precinct via secondary access points may be subject to change as arterial roads adjoining the Development Plan precinct and arterial road intersections

are constructed. Details of these access points will be confirmed at planning permit stage in consultation with VicRoads and Council.

- Additional direct access on to Plenty Road and Bridge Inn Road from pad-site developments may be permitted subject to approval by VicRoads and Council.
- Existing access points to properties along Plenty Road and Bridge Inn Road will be maintained until a change of use is proposed on the property. Where intersection or road upgrade works affect any existing access points, new access arrangements to the site will be provided by VicRoads or Council.
- Existing reservations for Plenty Road adjacent to the Development Plan precinct do not require future widening with the exception of acceleration and deceleration lanes if they are required. Bridge Inn Road may require widening as indicated in the Development Plan, Figure 9.
- The construction of interim intersection treatments in Plenty Road and Bridge Inn or any interim upgrade of Plenty Road and Bridge Inn Road adjacent to the Development Plan precinct must be located in the ultimate location of works and consider all requirements for the construction of ultimate works to minimise future rework.
- The north-south collector street should be accommodated within a 21.2m wide reserve as shown in Figures 12 and 14. The northern section of the north-south collector street is located on Council owned land, therefore Council will need to facilitate delivery of this section of the road.
- A roundabout should be provided on the north-south collector street to access central car parking areas for the coarse-grain retail development.
- Station Lane will provide access to the residential module. The reservation for Station Lane should be widened from 10.8m to 20m. The widening will require 5m widening on the north and south side of the existing reserve. This would allow a bus service to operate. It is noted, however, that should Station Lane not be required to accommodate a bus service, the ultimate reservation for Station Lane can be renegotiated with the Responsible Authority and PTV at the planning permit application stage.
- Development in the eastern module of the Development Plan precinct may require Station Road to access Bridge Inn Road. If this eventuates the unmade Station Road will need to be upgraded in a 20m reserve. As Station Road is a road on Council's roads register under the Road Management Act, unmade and located outside the precinct on VicTrack land, Council should facilitate discussions regarding delivery of land for Station Road when this connection is required.
- Should the function of Station Road not be upgraded to the role of a 'local road', provision must be made within the Development Plan precinct for an additional north-south road link.
- Car parking should be provided within the nominated car parking areas in accordance with Clause 52.06 unless a variation to the requirement is agreed to by Council. Each module of coarse-grain retail development is serviced by a central car parking area which is generally sleeved behind new buildings whilst

affording visual connection to car parking areas from adjoining arterial roads. On-street, short stay car parking is provided along the north-south collector street and Station Lane. The residential module should provide resident and visitor car parking in accordance with Scheme requirements.

- Where loading bay areas are required, they should be accessible from the proposed street network and car parking areas. The need for a landscape buffer treatment should be assessed where loading bay areas are situated adjacent to residential development in the precinct.
- If properties within the Development Plan precinct are developed independently of adjoining properties, the proposed development should provide on-site car parking in accordance with Clause 52.06 unless a variation to the requirement is agreed with Council or an agreement is put in place to have the car parking requirement satisfied on another property.
- Internal streets, accessways and car parking within the precinct should be constructed by developers of the Development Plan precinct.
- A bus stop should be provided near the intersection of Bridge Inn Road and the north-south collector street.
- Bicycle lanes should be provided along the north-south collector street in accordance with Figure 12 and 14. A shared path should be provided along Plenty Road.
- A priority pedestrian link to the town centre core and future Mernda train station and transport interchange should be provided along the north-south collector street. A priority pedestrian link to the regional recreation reserve to the north-west of the Development Plan precinct should also be provided along the north-south collector street.
- Pedestrian crossings and public bicycle storage racks should be located generally as shown in Figure 9. The design of pedestrian and bicycle crossing points along the north-south collector road and at arterial road intersections should prioritise these modes over motorised vehicles.
- Green travel plans should be submitted with planning permit applications.

Detailed intersection design will be resolved to the satisfaction of VicRoads and Council at planning permit stage.

#### **6.4 Landscape and Public Space**

The Development Plan provides a landscape concept that supports development in the Development Plan precinct presenting positively to adjoining roads and providing high quality public open spaces within the Development Plan precinct. The Development Plan therefore provides for:

- Where practical, incorporation of existing trees with medium arboricultural ratings (as shown on Figure 6) into the development.

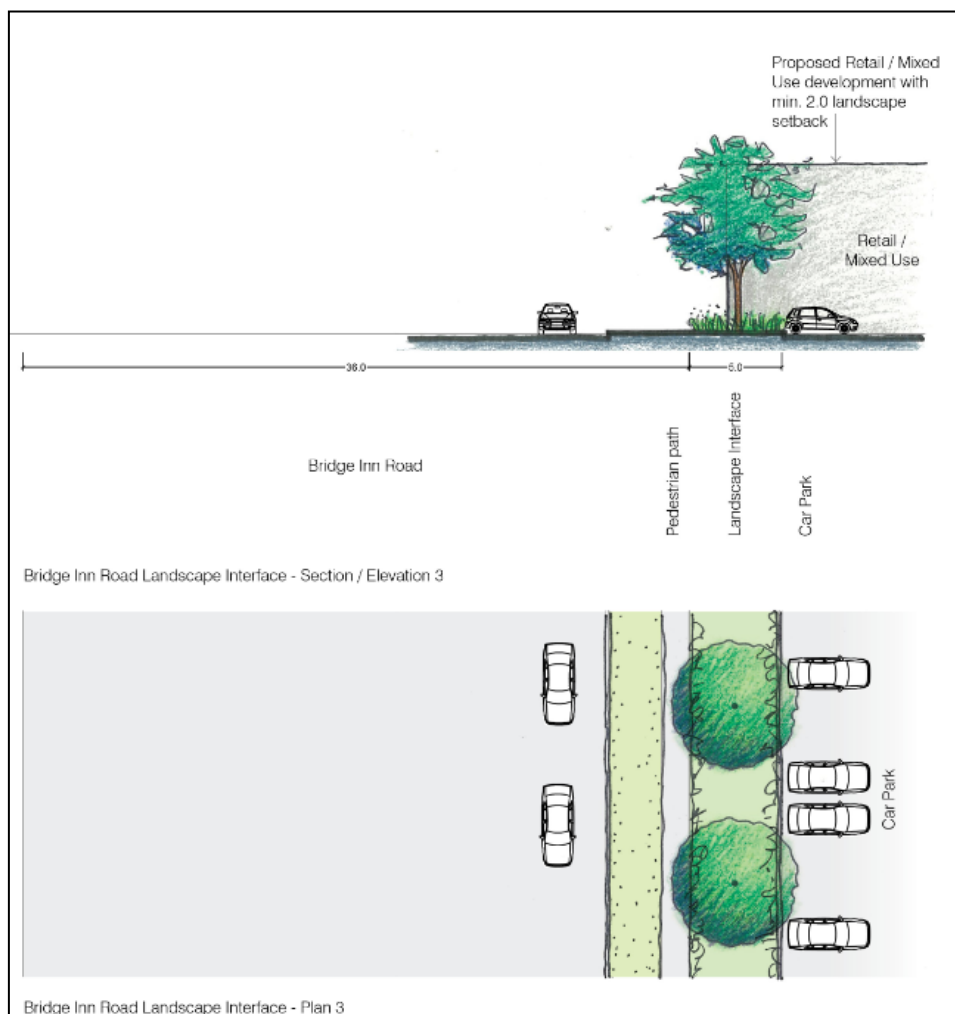
- Landscape interfaces should be provided along roads within the Development Plan precinct, an example is shown in Figure 15. Landscape interfaces should be generally in accordance with the cross section in Figure 16. The future footprint of proposed development in Figure 15 is indicative, therefore the ultimate extent and location of landscape interfaces should be resolved in the planning permit stage.
- The north-south collector street should be planted with a canopy tree overstorey of indigenous species of 10-14m in height as shown in Figures 11, 12, 14 and 15. Larger form canopy trees are encouraged including “Pinegreen Green Pillar” (*Quercus Palustris*) or “Capital” (*Pyrus Calleryana*).
- Public open space should be incorporated as an urban plaza in proximity to the western end of the residential module near the north-south collector street. The plaza will provide amenity for residents and adjoining businesses in the finer-grain retail area. The possible location of the urban plaza is shown in Figure 15.
- Land shown as ‘Retail/Mixed Use’ in the Development Plan is not required to pay a public open space contribution. Land shown as ‘Residential/Mixed Use’ in the Development Plan is required to pay a public open space contribution in accordance with Clause 52.01 of the planning scheme which is 10.7% of gross developable area.
- In the residential module, the urban plaza will contribute to the public open space contribution by the land owner(s). No further land for public open space is required by the Development Plan, although some additional public open space may be desirable and this will be determined by the developer during detailed design. Public open space contributions will be provided as cash where land is not provided.

Figure 15: Development Plan Landscape Concept





**Figure 16: Bridge Inn Road Landscape Interface**



## 6.5

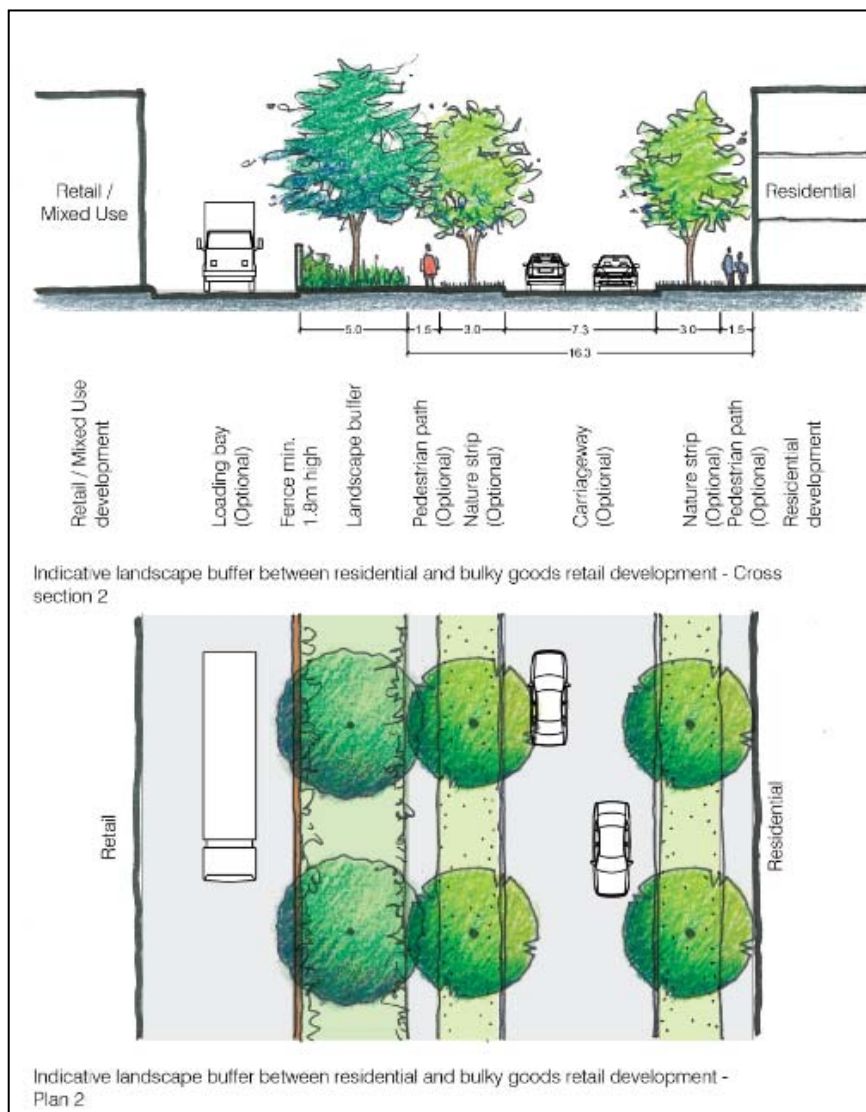
### Interfaces

The Development Plan provides for a well-managed interface between residential development and coarse-grain retail development in the eastern module of the Development Plan precinct. The Development Plan therefore provides for:

- Where uses proposed within the coarse-grain retail development have potential to impact the amenity of residential land, a landscape buffer consisting of a densely planted landscape strip and solid high fence along the southern boundary of the residential module should be provided (refer Figure 17). Where coarse-grain retail development adjoining the residential module will not impact the amenity of residential land, a landscape buffer is not required.
- Other residential/commercial interface treatments may be considered by Council to their satisfaction at the planning permit application stage.

- The Development Plan should consider the interfaces of future development with the proposed car park and stabling in the adjacent rail reserve.

**Figure 17: Indicative Residential / Commercial Landscape Interface**



## 6.6

### Indicative Staging

The Development Plan acknowledges that aspirations of land holders and willingness to pay for key service infrastructure, intersections and roading will influence the staging of development. In reality some land owners will choose to develop their properties independent of others, whilst some properties will be sold and consolidated. The Development Plan endeavours to facilitate development of land in both scenarios.

The ability to open up multiple development fronts throughout the precinct will be governed by the development framework outlined in the Development Plan. Co-ordinated development of adjoining land holdings in some instances is likely to be required. Figure 18 overlays property boundaries within the precinct to illustrate interdependencies between properties and potential staging of development in Stage 1. Where development of individual properties proceeds independent of others, development should not prejudice or defer delivery of infrastructure required for integrated development of the Development Plan precinct. Table 1 details minimum infrastructure requirements necessary for development of each property.

It is noted, that Development Plan staging infrastructure requirements indicated in Table 1 should be read in conjunction with Figure 18.

**Table 1: Development staging infrastructure requirements**

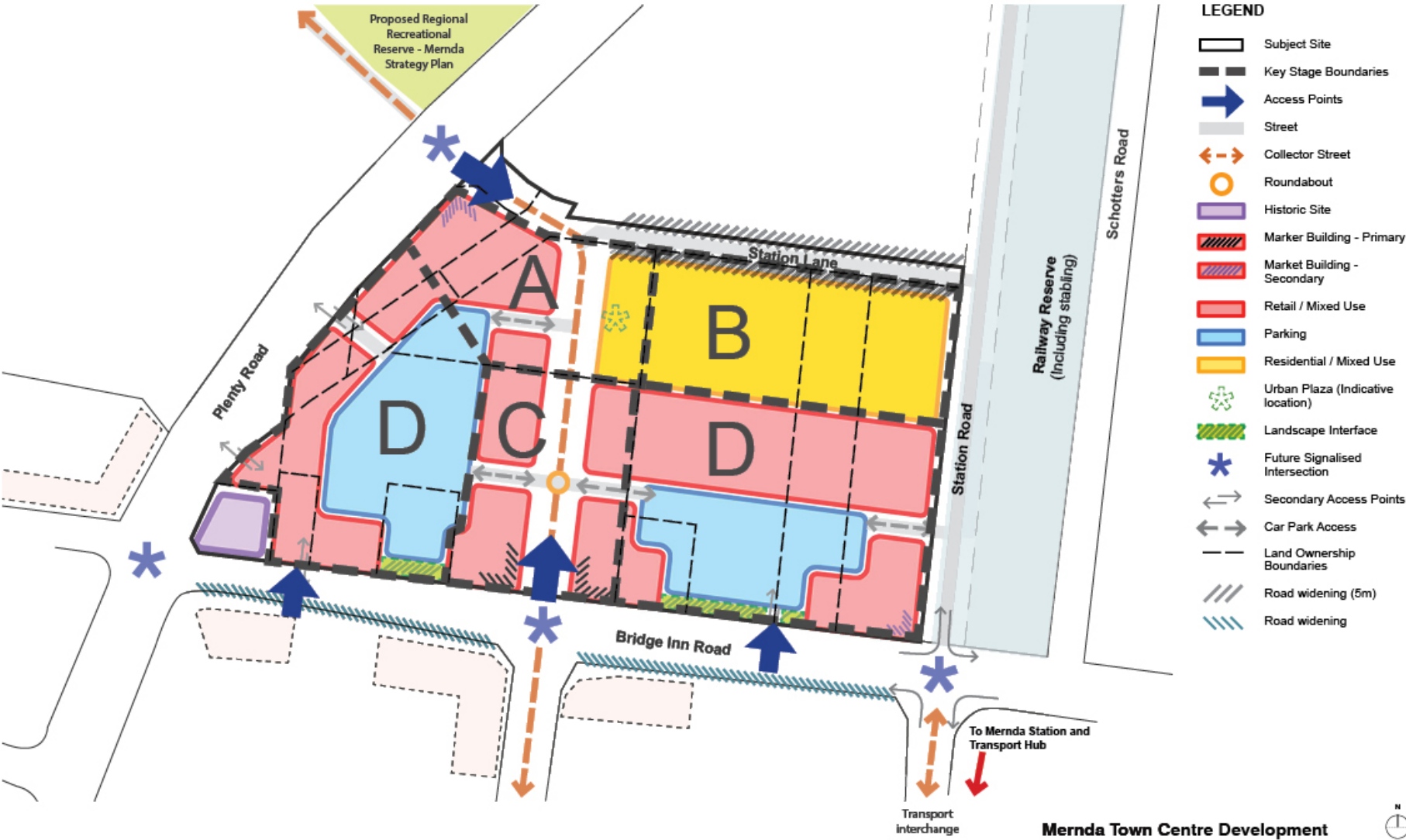
Stage	Infrastructure Requirement	Land Owner Cost Apportionment (refer Figure 3 – Land Ownership Plan)
A	<ul style="list-style-type: none"> <li>- Must construct share of interim intersection to Plenty Road at north-south road</li> <li>- Must construct north-south road to boundary with 1460 Bridge Inn Road in initial stage of development</li> <li>- Must construct north-south road (staged to southern boundary)</li> <li>- Must construct appropriate on-site car parking for proposed use</li> <li>- Must construct access street and car parking area to boundary with 575 Bridge Inn Road and 1446, 1450 &amp; 1464 Plenty Road</li> <li>- Must construct interim carriageway in southern half of Station Lane adjacent to northern boundary of property</li> </ul>	1446-1464 Plenty Road (50%) 1460 Plenty Road (50%)
B	<ul style="list-style-type: none"> <li>- Must construct interim carriageway in southern half of Station Lane adjacent to northern boundary if property access to Station Lane is required.</li> <li>- Must construct appropriate on-site car parking for proposed use</li> <li>- Must construct Station Lane access to Station Road if agree by VicTrack / PTV.</li> </ul>	595 Bridge Inn Road (33.3%) 601 Bridge Inn Road (33.3%) 607 Bridge Inn Road (33.3%)
C	<ul style="list-style-type: none"> <li>- Must construct share of interim</li> </ul>	575 Bridge Inn Road (100%)

	<p>intersection to Bridge Inn Road at north-south road</p> <ul style="list-style-type: none"> <li>- Must construct north-south road (staged to northern boundary)</li> <li>- Must construct roundabout and east and west access streets to on-site car parking areas in initial stage of development. The eastern access street must be constructed to boundary with 595 Bridge Inn Road</li> <li>- Must construct appropriate on-site car parking for proposed use</li> </ul>	
D	<ul style="list-style-type: none"> <li>- Existing secondary access to 1444 Plenty Road should be formalised when the property is redeveloped or when the intersection of Plenty Road and Bridge Inn Road is constructed</li> <li>- Must construct two secondary access points to Bridge Inn Road and appropriate on-site car parking for proposed use</li> <li>- Must construct car parking area and access to Plenty Road.</li> <li>- Must construct car parking area and access street to boundary with Stage C and Station Road if agreed by VicTrack and PTV</li> <li>- Must construct share of interim intersection to Bridge Inn Road at Station Road if access to site is agreed by VicTrack and PTV</li> </ul>	<p>1444 Plenty Road (12.5%)  1446-1464 Plenty Road (12.5%)  571 Bridge inn Road (12.5%)  575 Bridge Inn Road (12.5%)  591 Bridge Inn Road (12.5%)  595 Bridge Inn Road (12.5%)  601 Bridge Inn Road (12.5%)  607 Bridge Inn Road (12.5%)</p>

It is likely that commercial development will precede residential development given its proximity to access and services in Plenty Road and Bridge Inn Road.

The likely timing of development in the precinct will be influenced by the rate of development occurring in the Mernda Town Centre and surrounding residential growth areas.

Figure 18: Development Plan with Indicative Staging and Property Boundaries



## 7 Implementation

### 7.1 Development Contributions

The Development Plan precinct is within Precinct 3 of the Mernda Strategy Plan and Schedule 7 to the Development Contributions Plan Overlay (DCPO7). The DCP lists the projects to be undertaken within Precinct 3 and the wider area. The projects in Table 1 are adjacent to the Development Plan precinct and should be considered during development.

**Table 2: DCP projects**

Project	Project Description
<b>RO01</b>	Plenty Rd Duplication - Construction of 4 lane divided road between Masons Rd and McArthurs Lane
<b>RO03</b>	Bridge Inn Road Duplication - Construction of 4 lane divided road between western Strategy Plan boundary and Yan Yean Rd
<b>RO08</b>	Major Signalised Intersection (Plenty Road & Bridge Inn Road)
<b>RO10</b>	Intersection #2 signalisation (Plenty Road & North-South Collector Street). To be developer funded to the satisfaction of the Responsible Authority.
<b>RO11</b>	Intersection #3 signalisation (Bridge Inn Road & Station Road)

### 7.2 Land owner contributions

Land owners within the Development Plan precinct are required to pay development contributions when their land is developed. Contributions are calculated on the basis of hectares of Net Developable Area (NDA). NDA is total site area minus land encumbered by or required for drainage, arterial road widening, easements or conservation. NDA includes collector roads and local access streets and public open space.

Different development contribution rates apply for residential and commercial uses in the precinct. The rates in the DCP (which will be indexed to 2016 dollars) are:

– Residential	=	\$94,137/NDHa
– Non-residential (commercial)	=	\$13,635/NDHa

There are no land requirements or encumbrances on land in the precinct, therefore the total site area equals the NDA. The residential and non-residential (commercial) land areas on each land holding within the precinct area are shown in Table 2 for the purposes of calculating development contributions. Table 2 provides the residential and non-residential (commercial) area on each property as shown in the Mernda Strategy Plan and the Development Plan. These figures may vary due to the greater level of detail provided in this Development Plan.



Table 3: Development contributions land areas

Property No. (MSP – Precinct 3)	Address	Total Area (ha <sup>2</sup> )	% of precinct	Area in MSP (ha <sup>2</sup> )		Area in Plan (ha <sup>2</sup> )	
				Residential	Commercial	Residential	Commercial
35-36	575 Bridge Inn Road	2.24	28.7	0.00	2.24	0.00	2.24
31	607 Bridge Inn Road	1.01	12.9	0.68	0.33	0.39	0.62
28	1460 Plenty Road	0.76	9.7	0.82	0.00	0.27	0.49
34	571 Bridge Inn Road	0.11	1.4	0.00	0.11	0.00	0.11
29	595 Bridge Inn Road	1.59	20.3	1.29	0.41	0.68	0.91
30	601 Bridge Inn Road	0.69	8.9	0.52	0.24	0.27	0.43
25-27	1446-1464 Plenty Rd*	1.00	12.7	0.35**	0.00**	0.23	0.77
37	591 Bridge Inn Road	0.20	2.5	0.00	0.20	0.00	0.20
32	1444 Plenty Road	0.07	0.9	0.00	0.07	0.00	0.07
33	1438-1440 Plenty Rd	0.16	2.0	0.00	0.16	0.00	0.16
Total		7.83	100	3.66	3.76	1.83	5.99

\* Council owns 9,959m<sup>2</sup> within the precinct which includes the existing reservation of Station Lane and Old Plenty Road. The whole of the Station Lane reservation and part of the Old Plenty Road reservation will be retained as streets in the Development Plan (3,715m<sup>2</sup>). The balance of Council owned land (6,244m<sup>2</sup>) will be absorbed into the Development Plan precinct as developable area. When Council land is developed developer contributions should only be paid on the developable area.

\*\* In the Mernda Strategy Plan the total area of Council owned land excludes land within the Old Plenty Road and Station Lane reservation. This Plan includes this land as requested by Council.

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**8 Appendices**

- Appendix 1 – Traffic Impact Assessment (Traffix Group)
- Appendix 2 – Flora and Fauna Assessment (Spiire, formerly CPG Australia)
- Appendix 3 – Aboriginal Cultural Heritage Assessment (TerraCulture)
- Appendix 4 – European Cultural Heritage Assessment (Bryce Raworth)
- Appendix 5 – Environmental Site Review (Atma Environmental)
- Appendix 6 – Infrastructure Servicing Report (Spiire, formerly CPG Australia)
- Appendix 7 – Drainage Assessment (Spiire, formerly CPG Australia)
- Appendix 8 – Arboricultural Assessment (TreeLogic)
- Appendix 9 – Planning Policy Framework Summary (Spiire)