

MITCHELL SHIRE COUNCIL

Council Meeting Attachment

DEVELOPMENT AND INFRASTRUCTURE

21 MAY 2018

9.2

**DEVELOPMENT PLAN - 71 AND 81 DARRAWEIT
ROAD AND 15 ROWES LANE, WALLAN**

Attachment No: 2

**Assessment against Schedule 16 of the
Development Plan Overlay**

Requirements of DPO 16	Development Plan Response
<i>The development and use of each part of the land</i>	<i>The Development Plan identifies that the land will be used for residential and open space purposes.</i>
<i>Proposed subdivision layout demonstrating a diversity of residential lot sizes.</i>	<p><i>A range of residential lots sizes are proposed (See Concept Plan).</i></p> <p><i>Two ‘Superlots’ will deliver smaller conventional lots (under 300sqm).</i></p> <p><i>There are 8 ‘Development Parcels’ which will provide a range of lot sizes (304sqm – 1005sqm).</i></p> <p><i>The largest range of lots sizes are contained within Development Parcel 8, which is located on the southern boundary. Within this location, lots sizes will range from 536sqm – 1005sqm.</i></p>
<i>Multiple vehicle entry and exit points to facilitate connectivity and linkages as well as safety in the event of fires, accidents or other foreseen emergencies.</i>	<i>The Development Plan identifies two new access points from the site onto Rowes Lane. Access from the site will also be provided via Banon Street and Masestro Drive, which provide connections to Darraweit Road via Zack Street and Dakota Avenue.</i>
<i>The staging of development.</i>	<p><i>The Development Plan identifies the proposed staging of the development. Stage 1 includes land owned by the applicant (81 Darraweit Road and 15 Rowes Lane), with Stage 2 incorporating 71 Darraweit Road.</i></p> <p><i>Council has been informed that the applicant is actively trying to purchase 71 Darraweit Road.</i></p>
<i>Consideration of land topography and an appropriate design response</i>	<p><i>The location of the development parcels and road layout has been considered within the context of the topography of the site.</i></p> <p><i>This has been demonstrated by identifying road layouts to run with the contours, thereby</i></p>

	<p><i>achieving side sloping lots and encouraging the flow of stormwater in flood events to follow the internal roads.</i></p>
<p>A traffic impact assessment report which reviews internal and external traffic and movement network impacts, prepared in consultation with VicRoads and to the satisfaction of the responsible authority, and identifies costs for developer contributions where the impact is outside the developable area. The following must be considered within the assessment report:</p> <ul style="list-style-type: none"> • <i>The distribution, hierarchy and characteristics of vehicular and pedestrian circulation networks.</i> • <i>The impact of additional development on Darraweit Road and Rowes Lane and appropriately apportioned developer contributions for any required road construction and/or upgrade works to the intersection.</i> • <i>The ability to achieve safe access to the surrounding road network.</i> • <i>The suitable location for any future public bus route that may service the area.</i> 	<p><i>A Traffic Impact Assessment Report has been prepared as part of the Development Plan. This Report assessed the traffic generation and distribution of the proposed development, and the impact this would have upon the existing road network.</i></p> <p><i>The key findings of the Report included;</i></p> <ul style="list-style-type: none"> • <i>The Darraweit Road/Rowes Lane intersection is demonstrating a higher than typical crash history.</i> • <i>The proposed residential development is likely to generate a daily traffic volume of 1,514 vpd with a peak traffic volume of 131vph by 2028 (at full development)</i> <p><i>The Traffic Impact Assessment Report provides a series of recommendations which will be considered during the determination of any future subdivision applications.</i></p> <p><i>VicRoads have no objection to the proposed layout within the Development Plan.</i></p> <p><i>The proposed intersection treatment of Rowes Lane and Darraweit Road will be determined at the subdivision stage.</i></p>

<p><i>A pedestrian walkway and cycle path plan which identifies:</i></p> <ul style="list-style-type: none"> • <i>The interfaces with and proposed connections to existing or planned pathways (cycle and pedestrian) within the surrounding street network.</i> • <i>Contiguous pedestrian and cycle connectivity between the development area and the Wallan Activity Centre and any existing or planned local recreational space.</i> • <i>The provision of adequate footpath construction within the proposed subdivision.</i> 	<p><i>A connectivity plan has been prepared which shows pedestrian paths along all internal roads, and demonstrates connectivity within the estate and Wallan Activity Centre. This Plan also differentiates between existing and future connections as outlined within the Wallan Structure Plan.</i></p>
<p><i>An assessment of the community infrastructure and open space needs generated by any subdivision or development of the land. The assessment must identify the costs for developer contributions and appropriate apportionment for the provision of community infrastructure and passive and active open space.</i></p>	<p><i>An open space contribution will be provided. This includes the provision of a 0.3ha local park and a financial contribution.</i></p> <p><i>A financial contribution (via a s173 Agreement) will be made to fund social/community infrastructure services in Wallan as part of any future subdivision planning permits associated with this site.</i></p>

<p><i>An assessment consistent with the requirements of the Permitted clearing of native vegetation: biodiversity assessment guidelines (Department of Environment and Primary Industries, September 2013).</i></p>	<p><i>A Biodiversity Assessment has been undertaken as part of the Development Plan which found that the site is largely devoid of remnant native vegetation.</i></p> <p><i>The Assessment confirmed that the majority of vegetation on the site is exotic or planted natives, which do not require a planning permit under the Planning and Environment Act 1987 to lop, destroy or remove the vegetation.</i></p>
<p><i>A landscape plan which identifies the following:</i></p> <ul style="list-style-type: none"> <i>• The landscape treatments for any public reserve, including reserves for the purpose of draining, public open space and carriageway/road.</i> <i>• The proposed species and plant spacing of street trees, this must include consideration of existing street tree planting patterns and species within the surrounding area.</i> <i>• An arborist report detailing the location of any existing native vegetation which is to be protected or where native vegetation is to be regenerated, in accordance with the Permitted clearing of native vegetation: biodiversity assessment guidelines</i> 	<p><i>A preliminary Landscape Plan has been prepared that provides details for the treatment of the proposed open space and internal roads.</i></p> <p><i>The plans show the planting of one street tree per lot, with additional trees being planted along the lots siding onto internal streets to provide an enclosed canopy.</i></p> <p><i>Passive Open Space will also be provided.</i></p>

<p><i>(Department of Environment and Primary Industries, September 2013).</i></p>	
<p><i>A civil infrastructure and drainage report that addresses the capacity of infrastructure to service the development (including drainage and sewerage), the treatment and retardation of stormwater and responds to the principles of water sensitive urban design and environmental functions of waterways. The report should have regard to the policies and guidelines of servicing authorities.</i></p>	<p>A Servicing Infrastructure Report and Stormwater Management Strategy has been prepared as part of this Development Plan.</p>

<p><i>How the Development Plan has addressed the Key Directions and Strategies of the Wallan Structure Plan, December 2015.</i></p>	<p><i>The subject site is identified in the Wallan Structure Plan as a key infill site for future residential development.</i></p>
<p><i>How the Development Plan provides for a coordinated development outcome for the entire relevant residential infill area.</i></p>	<p><i>The Development Plan demonstrates how the entire site could be developed in the future for residential purposes.</i></p> <p><i>A key element of this is the road network, lot sizes and the provision of open space.</i></p>
<p><i>In the case of a proposal that is lodged prior to a Development Plan being approved, that the proposal will not prejudice a coordinated development outcome for the entire DPO16 area.</i></p>	<p><i>Not applicable</i></p>
<p><i>The views of Yarra Valley Water, VicRoads, Melbourne Water, CFA and other relevant State Government Departments/Authorities, as determined by the responsible authority.</i></p>	<p><i>The views of the relevant authorities have been considered prior to the finalisation of the Development Plan.</i></p> <p><i>The views of relevant Agencies will also be sought for any future subdivision applications associated with the subject site.</i></p>
<p><i>Impact of the development on the external road network and (including but not limited to works identified in the transport impact assessment report) and any related developer contributions</i></p>	<p><i>The proposed development will result in a new access being created to Rows Lane. The Development Plan will require the upgrade of Rows Lane up to Darrarweit Road from the new point of access created along Rows Lane. This will include;</i></p> <ul style="list-style-type: none"> <i>➤ Fully Sealed pavement</i> <i>➤ Kerb and channel and associated drainage to the development side</i>

	<p>➤ <i>Footpath to the development side</i></p> <p><i>The intersection treatment of Rowes Lane and Darraweit Road will also be upgraded, and this will be determined during the future subdivision stages.</i></p> <p><i>Pedestrian paths will be provided along internal roads connecting to existing paths and future links identified in the Wallan Structure Plan.</i></p>
<p><i>Arrangements for the provision and contribution for any necessary physical and social infrastructure as a result of development.</i></p>	<p><i>Open Space</i></p> <p>A contribution towards public open space is required in accordance with the Subdivision Act 1988 for an amount up to 5% of the land value. The subject site is 9.14ha, which means that a contribution of 0.457ha of land or an equivalent cash contribution is required.</p> <p><i>Community and Social Infrastructure</i></p> <p>The proposed development will result in an increased demand on existing infrastructure and services within Wallan. It is recommended that a contribution is sought from future subdivision planning applications via a s173 Agreement.</p> <p>The current applicant has agreed to the payment of a contribution (for each new residential lot) for an amount that will be determined prior the subdivision of the land via a s173 Agreement.</p>