

MITCHELL SHIRE COUNCIL

Council Meeting Attachment

SUSTAINABLE COMMUNITIES

15 FEBRUARY 2016

7.1

PLANNING SCHEME AMENDMENT GC28 - DONNYBROOK / WOODSTOCK PRECINCT STRUCTURE PLAN

Attachment No: 4

**Mitchell Shire draft submission to Amendment
GC28 - Donnybrook / Woodstock Precinct
Structure Plan**



***Amendment GC28:
Donnybrook/Woodstock Precinct
Structure Plan***

Submission on behalf of
Mitchell Shire Council

February 2016

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1. Introduction

Mitchell Shire Council welcomes the opportunity to provide a submission on Amendment GC28 and on the draft Donnybrook/Woodstock Precinct Structure Plan (PSP).

Approximately 220 hectares of land in the draft PSP is located in the Shire of Mitchell of which approximately 62 hectares has been identified for urban development. The urban area located in Mitchell is referred to in the PSP as 'Merristock'. It is noted that the remainder is predominantly proposed to be included in a 'nature conservation reserve' and conservation open space'.

Mitchell Shire is particularly disappointed that the PSP has been exhibited without an accompany Development Contributions Plan (DCP) or prior to the implementation of the new Infrastructure Contribution Plan (ICP) system. This has severely inhibited Councils ability to properly respond to the draft PSP. It is noted that other recent PSP's have been exhibited with an accompany DCP. The failure to exhibit a contributions plan alongside the draft PSP has prevented Council from understanding the cost of the infrastructure items identified in the draft PSP and whether contributions collected will be sufficient to facilitate the delivery of such items. This is critical information pertinent to the entire structure and sustainability of the proposed communities.

Mitchell Shire acknowledges its submission dated 25 February 2015 to the agency consultation. Whilst it is noted that some of these issues have been addressed, there remains some concern in respect to the isolation and sustainability of the proposed community. It is critical that this community is provided with a range of basic services locally and good transport connections to the remainder of the precinct to access other necessary services, facilities and employment. There, is also opportunity to better integrate the proposed retail, community and recreational uses within the precinct. Council has included a recommended Urban Design Framework (UDF) for the Merristock Local Convenience Centre in this submission.

In summary, the key issues for Mitchell Shire in respect to the draft PSP:

- The need for a DCP/ICP to accompany the PSP to enable Council to understand the cost of identified infrastructure against the contributions which will be collected,

- The need for costings of infrastructure items identified in the draft PSP,
- Providing further guidance on the proposed temporary road access and measures to address and manage bushfire risks,
- Revising the design of the Merristock Urban Design Framework to provide for better integration of the local town centre,
- Improving connectivity within the precinct and providing pedestrian/cycle connectivity to Lockerbie PSP; and
- Miscellaneous comments and corrections in respect to content in the PSP and associated amendment documentation. A list of miscellaneous errors identified in the amendment documentation, which needs to be corrected, is contained in Appendix 1.

2. Draft Donnybrook/Woodstock Precinct Structure Plan

2.1 Infrastructure Contributions Plan (ICP)

- Mitchell Shire's preference is for a DCP or ICP to be prepared to accompany the proposed PSP prior to its incorporation in the Mitchell Planning Scheme.
- Brompton Lodge PSP in Casey CC for example has been exhibited recently with an accompanying DCP. Mitchell Shire cannot see any reason why the same process has not be followed for Amendment GC28.
- Without a contributions plan, Mitchell Shire cannot properly assess the ability to deliver the infrastructure to which it is identified as the lead agency in the PSP.
- Preliminary assessment has indicated that Mitchell Shire could be significantly underfunded (approx. \$6.5 to 8 million which includes almost \$4 to
- 6 million of underfunding for Community and Recreation items) under an ICP system.
- Greater certainty is required on the new ICP system to inform a response to the draft PSP and identified infrastructure items. Currently, there is no certainty in respect to
 - standard levies
 - allowable items
 - criteria for a supplementary levy.

- Cost sharing with PSP's to the north would be problematic due to uncertainty in respect to timing of development.
- It is considered that a pedestrian/cycle link is required between Merristock and Lockerbie PSP. It is considered that the option for utilising the existing underpass beneath the Melbourne-Sydney railway should be investigated. The link should be included as an ICP item and costs shared across the entire PSP area given it will benefit the wider precinct.
- It is critical that an ICP is able to deliver the necessary infrastructure for the Merristock community. If it does not it will leave an isolated community without the necessary and safe transport connections, services and facilities it needs to be sustainable.
- Mitchell Shire recommends a range of options be explored should the levy amounts not cover the identified infrastructure items. These include:
 - use supplementary levies to cover funding shortfall,
 - review of infrastructure items in Infrastructure Plan to ensure that the cost of providing the infrastructure matches the contributions collected. This may result in the amendment of some items however given the isolation nature of the community it is critical that any amendment does not detrimentally affect the sustainability of the future community,
 - provide for a single charge area to enable contributions to be collected from across the PSP to fund all items in the PSP Infrastructure Plan,
 - any other suitable options.
- It is critical that the above issues are resolved **prior** to the finalisation of the PSP and not deferred to the process for preparing an ICP, or through the preparation of ad-hoc section 173 agreements as an interim measure.

2.2 Image, Character, Heritage and Housing

- Housing Density

Mitchell Shire is supportive of medium and higher density in appropriate locations such in proximity to Town Centres and public transport. However, it is important that such density is not promoted in areas without or isolated from facilities, services and transport.

R21 requires a minimum density of 20 dwellings / NDH for subdivision of land within 400 metres walkable catchment of designated public transport routes. The PSP is not clear on what is considered a designated public transport route? It is requested that any public transport route that services Merristock not be captured by this requirement.

Higher density in Merristock will result in more people living in an area that is poorly serviced by facilities and transport network. This potentially could result in poor socio-economic outcomes and an isolated community. It is critical that Merristock is developed only at density that is appropriate for the level of local service provision.

Miscellaneous

- R1: The requirement for street trees is rather prescriptive for the PSP document. The requirement is not clear whether it is referring to spacing or height.
- G5 and G6: It is considered that it should be acceptable to enable a delineation between the parts of the precinct in the two different municipalities particularly given the separation of the neighbourhoods.
- R15: In order to promote passive surveillance of the linear path on the gas easement, the priority of the gas easement should be lifted above local access streets and connector roads.

2.3 Merristock Local Centre

- Co-location with Community Facility

Table 4 indicates that the centre is 'co-located with a community facility'. However, the local convenience centre and the community facility are separated by a distance of approximately 200 metres. The separation of the facility from the local convenience centre does not support the concepts around creating a '20 minute neighbourhood'. The local convenience centre and community facility need to be better integrated. Appendix 2 & 4 provides a recommended Urban Design Framework (UDF) for the Merristock Local Centre. It is recommended that this UDF be adopted as part of the final PSP.

- Urban Design Framework

It is considered that the Merristock Local Centre Urban Design Framework could be redesigned to create a more integrated local centre as discussed above. Appendix 2 & 4 provide a recommended Urban Design Framework (UDF) for the Merristock Local Centre. It is recommended that this UDF be adopted as part of the final PSP.

- R38: In the absence of a tree protection policy for Mitchell Shire it is recommended that tree protection zones for trees to be retained in Mitchell Shire are provided to the satisfaction of the responsible authority.
- R45: Require this to be agreed to by the Responsible Authority.

2.4 Open Space, Community Facilities and Education

- SR-07: Sporting Reserve

The provision of a single sports ground is considered adequate to meet the needs of the subject community subject to consistency with the changes proposed as part of the UDF contained in Appendix 2 & 4.

Costings need to be provided in a contributions plan.

- MCH and Kindergarten Facility:
The components of this facility are outlined in Table 8: 'LCC 6 Merristock'. It is requested that an additional 25m² be added to the facility (or alternative shared space) to enable MCH to provide an area where it can provide allied health services to support the MCH service.

Costings for this facility must to be provided in a contributions plan.

Miscellaneous

- R40: A minimum size for parks should be specified if new parks are allowed to be created to avoid the creation of multiple pocket parks. The Mitchell Open Space Strategy 2013-2023 (MOSS) recommends a minimum of 1 hectare.

2.5 Biodiversity and Threatened Species

- Conservation Area 22

It is considered that should the southern part of Conservation Area 22 be reviewed than the northern section (part of Mitchell Shire) should also be reviewed to determine whether any further land would be suitable for urban development. Whilst supporting the protection of significant native vegetation Mitchell Shire would be concerned with any further increase to the size of the Conservation Areas as proposed in the 'Friends of Merri Creek' submission. The proposed size already presents challenges in respect to future management and separates the Merristock from the remainder of the precinct. Any further increase would reduce the net developable area (NDA) further separate Merristock from the precinct. A reduction in the NDA would affect the long-term sustainability of the community and its ability to fund the necessary infrastructure required by the community.

- Guidelines should be provided to manage the interface between the conservation area and adjoining sports reserves and water management areas.
- Bushfire Management

The proposed Merristock community is vulnerable to bushfire risk due to proximity to vast areas of grasslands proposed to be contained in conservation areas. It is critical that tow access/egress points are provided to the community from the commencement of its development. Mitchell Shire strongly encourage the MPA to further engage with the CFA to ensure that bushfire mitigation measures and controls are adequately incorporated into the PSP and amendment documents.

2.6 Transport and Movement

- East West connector road and bridge across Melbourne-Sydney Railway.

Table 10: Precinct Infrastructure Plan: East West connector road (2 lane bridge) is listed in the table. This bridge has been deleted from the plans and it must also be deleted from this table.

- Street Network

Mitchell Shire proposes the following amendments to the exhibited street network plan

- Realign the connector street to connect directly with the local convenience centre and other facilities including the community centre and active open recreation.

- Provision of a north-south running local access street with two way bike paths connecting the local convenience centre/facilities with the conservation area along the Merri Creek and the Merri Creek bicycle network.
- Utilise intersection with Pattersons Drive and connector street to provide access to pocket of residential land located east of Pattersons Drive
- Provision of secondary left in / left out access on Pattersons Drive to access southern portion of Merristock
- Realignment of interface roads to avoid intersection with Pattersons Drive.

The recommended street network plan incorporating the above amendments is attached in Appendix 3.

- Pedestrian and Cycle Linkage to Lockerbie

Although, the East West bridge across Melbourne-Sydney Railway is not supported, it is requested that a pedestrian /cycle link is provided to the Lockerbie PSP area to better integrate and provide access to the facilities of both communities. This would provide better access for both communities to the facilities and open space/ conservation areas provided in both PSP areas and help to connect the communities.

There is an existing underpass beneath the Melbourne – Sydney Railway which a drainage line flows through and provides access for the property owner. This existing underpass should be investigated as a potential link. The link should be included as an ICP item and the cost shared across the entire PSP as it would benefit the wider precinct. The proposed link is attached in Appendix 3.

- Bus Capable Road Network

‘Plan 13- Public Transport’: With the removal of the East West bridge across Melbourne-Sydney Railway, the bus capable connector road does not lead anywhere. A bus route must be provided to service the Merristock community. Therefore, it is recommended that a bus route be provided which utilises the proposed connector street and strategic local access roads to provide a loop.

However, the cross section for the Local Access Street - Level 2 is not wide enough to cater for a bus. It is recommended that either:

- the carriageway within the Local Access Street - Level 2 be widened by 1m to allow for buses to utilise this street as a route, or
- a new cross-section be prepared for a bus capable Local Access Street to make provision for buses on strategic local access streets in Merristock.

- Temporary Access Road

The plans indicate the indicative alignment of a 'temporary access road' from Patterson Drive (Merristock) to Epping Road. However, there is no detail or guidance provided in the PSP. It is requested that guidance/control be provided in the PSP document/ UGZ schedule in respect to the temporary roads including:

- purpose and function,
- possible alignment and criteria for its alignment
- standard of construction,
- timing,
- construction and funding responsibility.

It is imperative that the temporary road be constructed upon the commencement of development in Merristock and at no cost to Council. The road is critical to provide a secondary access and egress point particularly for emergency circumstances. It is recommended that the Country Fire Authority be further engaged in this regard.

It is considered that an appropriate standard of construction would be for a 20m road reserve with 6.0m seal and 1.5m shoulders.

It is recommended that its route be consistent with a future road required as part of the future development of the precinct to the north of Donnybrook/Woodstock.

- Interface key local access street (conservation area)

'Plan 12- Street Network' indicates that these local streets will intersect with Patterson Drive. However, the angle and location of the intersections would not support connection. Can this be clarified either on the plan or in the supporting text?

- APA Gas Easement

Whilst, the sensitivity of the gas pipelines is acknowledged, Council would be concerned with any unreasonably costly mitigation measures in respect to the crossing of roads such as Patterson Drive across the pipeline easement that could potentially compromise the ability of the road to be funded via an ICP.

- Isolation and disconnection

Overall, the Merristock area is isolated and disconnected from the surrounding urban area and the remainder of the PSP. The road and public transport connections to the area are poor and will limit the ability of future residents to easily access services and facilities.

Land on the eastern side of Pattersons Drive is particularly disconnected from the rest of the Merristock area due to the alignment of Pattersons Drive. Provision needs to be made as part of the intersection with Pattersons Drive and the connector street to access this area.

- R59: How much variation to a street cross section is acceptable? It is recommended that it be to the satisfaction of the Responsible Authority.
- R77: Crushed rock paths are expensive to maintenance and not preferable for Council.

2.7 Utilities

- 4.5 Service Placement Guides- Drainage
 - Under Nature Strips: Replace 'Possible' with 'Preferred'
 - Under Trees: Replace 'Possible' with 'No'
 - Under Kerb: Replace 'Preferred' with 'Possible'
 - Under Road Pavement: Replace 'Preferred' with 'Possible' (note: only acceptable where there is indented parking areas).

3. Donnybrook/Woodstock: Draft Precinct Infrastructure

Plan Projects Summary – October 2015

- As stated above the Mitchell Shire has concerns with the level of information provided to as part of the exhibition to respond with an informed submission. It is a concern that no costings of infrastructure items have been provided. This inhibits the ability for Council to assess whether the identified infrastructure can be provided by a standard levy and the new IC system.

It is critical to understand this in order to:

- ensure that the community is delivered the infrastructure identified in the PSP
- that works in kind agreements can be entered into between Council and development proponents because there is a consistency between the developer's contribution liability and the cost of infrastructure required to be delivered
- supplementary levies can be investigated where there is a substantial funding shortfall particularly for highly variable infrastructure items such as bridges or for areas with a low net developable areas such as Merristock.

It is recommended that costings be prepared for all infrastructure items contained in the Infrastructure Plan Projects Summary document.

4. Donnybrook/Woodstock: Background Report – October 2015

- No comment

5. Planning Scheme Documents

5.1 Exhibited Documents

- No comment

5.2 Planning Scheme Maps

- No comment

5.3 Planning Scheme Ordinance

Schedule 2 to the Rural Conservation Zone

- No comment

Schedule 4 to the Urban Growth Zone

- 2.5: This does not provide a clear statement on permit triggers (i.e. does shop area relate to the size of the shop being built or need to take into account existing shops, and if so, is this all shops in the precinct?)
- 2.7: Needs to be reviewed. There is a discrepancy in terminology - 'construction management plan' used in some cases and 'safety management plan' used in others. It is also considered that some of the requirements for this plan are onerous (such as landscape plans).
- 3.1: The clause requires a land budget table to prepared in the same format as the Precinct Structure Plan (PSP) however the land budget table in the PSP does not include some of the items (eg. expected population, dwelling and employment yields) required by the clause.
- 3.1: The requirement to have the Site Management Plan approved by the CFA before an application lodged may limit Council's ability to negotiate an acceptable site layout with an applicant. It would be better to have a Site Management Plan prepared in consultation with the CFA but then have this plan formally referred to the CFA for approval as part of the planning application.

- 3.2: Whilst it is understood that it is standard wording, it would be good to have the Public Infrastructure Plan (PIP) requirements amended so as it does not make reference to landscaping or works in lieu as this must be negotiated separately with Council separately and may not be supported.
- 3.2: Semi colon required following the first bullet point instead of the full stop.
- 3.4 and 4.4: Kangaroo Management Plans- is it necessary that a plan is both required to be submitted with the application for subdivision and then as a condition of a permit for it to be approved by the Secretary to the DELWP. Could this be simplified?
- 4.0: The wording of this needs to be altered as currently all conditions are mandatory however it is clear that some conditions are only to be applied in certain circumstances.
- 4.2 and 4.3- Land for community facilities and open space. The wording needs to be revised to makes clear that this does not refer to the cost of the land but rather the costs associated with the land transfer.
- 4.4: There is an issue with requiring a Land Management Cooperation Agreement (LMCA) at the last stage of development, as there may be only one lot in the final stage, however this agreement may be intended to apply to a greater area. It needs to be reconsidered as to how this will apply if it is to cover all affected lots.
- 4.4: Protection of conservation areas and native vegetation during construction- requirements for fencing should reference Australian Standards for tree protection fencing.
- 4.4: Protection of conservation areas and native vegetation during construction- Recommend that 'Construction stockpiles, fill, machinery
 - be located not less than 30 metres from a waterway' instead of the 15 metres currently proposed.

- 4.7: This clause requires a condition be included on a permit stating that a Section 173 Agreement 'must' be entered into, however the clause then states within the condition that the Agreement is only necessary 'if required' by the responsible authority or the owner. This needs to be clarified and consistently worded.

- Temporary Roads in Precinct Structure Plan

It is requested that guidance/control be provided in the UGZ schedule in respect to the temporary roads including:

- purpose and function,
- possible alignment and criteria for its alignment
- standard of construction,
- timing,
- construction and funding responsibility.

It is imperative that the temporary road be constructed upon the commencement of development in Merristock and at no cost to Council. The road is critical to provide a secondary access and egress point particularly for emergency circumstances. It is recommended that the Country Fire Authority be further engaged in this regard.

Schedule 6 to the Environmental Significance Overlay

- 1.0: Mitchell Shire is supportive of the Statement of Environmental Significance.
- 4.0: 'An application must also be accompanied by, as appropriate...' – recommend that a requirement for 'a qualified arborists report' to be added.
- 6.0: It is suggested that the decision guidelines are more consistency with other existing controls along the Merri Creek such as ESO3 in the Whittlesea Planning Scheme.
- 6.0: It is suggested that as part of the decision guideline: 'The proposed management practices of the land including...' that 'impacts on the natural hydrology of the area' be added as an additional consideration.

- 6.0: It is suggested that the 'Mitchell Environment Strategy 2014', 'Merri Creek and Environs Strategy' be included/referred to in the decision guidelines.

Schedule to Clause 52_01

- No comment

Schedule to Clause 52_17

- No comment

Schedule to Clause 81_01

- No comment

6. Conclusion and Recommendations

The above submission highlights the issues and concerns Mitchell Shire has identified in respect to Amendment GC28 and the Donnybrook / Woodstock PSP. Of particular concern is the failure to exhibit an accompanying contributions plan with the PSP, the lack of costings of identified infrastructure items and the isolation of the Merristock community. Mitchell Shire also recommends improvements to the Urban Design Framework for the Merristock Local Convenience Centre and to pedestrian/cycle connectivity to the adjoining Lockerbie PSP. There are also a significant number of miscellaneous issues and errors that have been identified in the amendment documentation.

Mitchell Shire makes the following recommendations:

- A contributions plan be prepared to accompany the PSP or greater certainty be provided in respect to the adequate funding of infrastructure items via development contributions. It is critical that this be resolved prior to the finalisation of the PSP and not deferred to a subsequent process of preparing an ICP.
- Costings be prepared for all infrastructure items contained in the Infrastructure Plan Projects Summary document.
- Greater guidance and control be provided in the PSP and associated amendment documentation in respect to the proposed 'temporary roads'.
- The future urban structure and street network plans be updated to ensure consistency with Appendices 2 and 3.
- The Urban Design Framework (UDF) for the Merristock Local Centre be replaced with the recommended version contained in Appendix 4. The future urban structure be updated to align with the amended UDF.
- A pedestrian/cycle link be provided to the Lockerbie PSP possibly utilising an existing underpass beneath the Melbourne - Sydney Railway; and
- The PSP and amendment documentation be revised in accordance with comments and corrections outlined in the above submission and miscellaneous errors/queries identified in Appendix 1.

Appendix 1: List of Miscellaneous Errors

Document	Section	Page	Note
Donnybrook/ Woodstock PSP	Contents	3	Contents page does not match the title of chapters in the document
	1. Introduction	5	1.0 Introduction: Reference made to a Development Contributions Plan (DCP) whereas the remainder of the document refers to a Infrastructure Contributions Plan (ICP)
	2. Outcomes	12	'Plan 4- Land Use Budget' refers too 'DCP land' in legend
" "	3.1 Image, character, heritage & housing	15	G1: Vic Roads generally want to minimise local street connections onto arterial roads. Is this wording inconsistent with Vic Roads requirements.
" "	" "	16	R12: Bullet point 5 does not flow as it is written and possibly should be relocated to a sentence of its own.
" "	" "	16	R16 and R17: The illustrations are contained in the Appendices whereas they are referred to as being in Figures 1, 2 and 3.
" "	" "	17	R21 and G9: Should refer to Table 2 and not Table 1.
" "	3.2 Town Centre	19 75	Table 4: Retail Floor Space and Commercial Floor Space for Merristock Local Convenience Centre is inconsistent with '4.3.6- Merristock Local Centre Urban Design Framework'. Table 4 indicates 1000sqm of retail space and 0sqm of commercial space whilst 4.3.6 indicates 1000m ² for a supermarket, 500m ² of retail space and 500sqm of commercial space.
" "	" "	20	3.2.3: No 'intensive urban' shown on plans. Should it refer to plans 3&6?
" "	" "	21	R31: Is the indented parking intended to be in the service lanes or on the arterial roads?
" "	" "	21	R38: Appendix number needs to be updated.
" "	3.3 Open Space, Community Facilities & Education	26	R41: What if the same developer owns adjoining property?
" "	" "	26	R44: Is 'paper road' the legal terminology?
" "	" "	26	R48: Mitchell Planning Scheme needs to be also referenced. The requirement refers to Plan 6 whereas it should be Plan 7. The requirement also refers to Table 4 and Table 5 whereas it is assumed that it should refer to Table 6.
" "	" "	26	G22: Incorrect Table number
" "	" "	26	G27: Except for other restrictions such as

			R41.
“ “	“ “	31	Errors contained in Table 8: ‘LCC 6 Merristock’ including: - MCH and kindergarten facility land area is listed as 0.8ha whereas in the land budget it’s identified as 0.5ha. - Sporting Reserve land area is listed as 8ha and comprising AFL/cricket grounds whereas in the land budget it’s identified as 5.6ha. - The responsibility is listed as City of Whittlesea instead of Mitchell Shire
“ “	3.4 Biodiversity and Threatened Species	33	R54: the requirement should also ensure that public lighting is best practice in respect to energy efficiency.
“ “	“ “	33	G33: the guideline should include a statement to retain or minimise impacts on the natural hydrology for the area.
“ “	“ “	34	‘Plan 9- ‘Conservation Area Concept Plan – Areas 22 & 34’: Botanical names should also be referenced alongside common names.
“ “	“ “	34	Plan 9: Who is responsible for the preparation of the Fire Management Plans for the conservation areas?
“ “	“ “	37	R56: The format of this requirement is not correct as there are additional requirements for the road contained alongside the alternatives for trafficable widths. These two issues should be separated.
“ “	“ “	37	R56: Are the local access street cross sections consistent with these requirements, ie: trafficable widths?
“ “	“ “		A park along the Merri Creek extending to Wallan is currently being proposed by Merri Creek Management Committee and Wallan Environment Group and it is recommended that it be referenced in the plan or background material.
“ “	3.5 Transport and Movement		Connector Street running north/south on western edge of proposed local sports reserve in Merristock. - ‘Plan 3- ‘Future Urban Structure’, ‘Plan 6- Local Centres, ‘Plan 14- Integrated Water Management’ shows the street. - ‘Plan 4- ‘Land Use Budget’, ‘Plan 7- Open Space’ shows it as a utilities easement. - ‘Plan 12- Street Network’ and ‘Plan 13- Public Transport’ shows the street but does not define its status. - ‘Figure 4.3.6 Merristock Local

			<p>Centre Urban Design Framework' shows it as connector street</p> <ul style="list-style-type: none"> - Plan 5 indicates that area as 'interface – railway' for which a cross section is provided for in Figure 4.4.5. - Given the above inconsistencies, the status of this street needs to be made clear. - The street does not appear to lead anywhere (OMR corridor) and there is no indication of ultimate connection and purpose.
“ “	“ “	43	R70, R74 and R77: Should refer to Plan 13 and not Plan 12.
	3.6 Integrated Water Management and Utilities	47	R89 and G51: Needs to be consistent- ie: are 66kV required to be placed underground or not?
“ “	“ “	47	R94: Plan 12 needs to be updated to Plan 15.
“ “	“ “	47	R95: Figure 5 needs to refer to Figure 2.
“ “	“ “	52	Figure 2 – Gas transmission pipeline easement: Is there the potential for other elements: (ie: furniture, exercise equipment, artwork) with minimal footings to be installed in the easement?
“ “	Various		Merristock sometimes referred to as Merristock
“ “	Various		Patterson Drive sometimes referred to as Patterson Boulevard in PSP and IPP documents.
Donnybrook/Woodstock: Background Report – October 2015			Section 7. Community Facilities and Education: Noted that the table in this section is inconsistent with items listed in the PSP (ie: LCC6: Merristock).
Schedule 3 to IPO	3.0	3	In the third dot point add including hydrological systems.
Schedule 4 to the DPO			The schedule refers to the Woodstock/Donnybrook Development Contributions Plan. Should this instead refer to the Donnybrook/Woodstock Infrastructure Contributions Plan.
Schedule 4 to the UGZ			The format of headings should be reviewed for consistency.
“ “	1.0	1	Map 1 is inconsistent with Plan 3 – 'Future Urban Structure' in the draft Donnybrook/Woodstock PSP (ie: Map 1 indicates a connection across the Melbourne-Sydney Railway which has been removed from Plan 3).
“ “	3.1	3	In first bullet point, 'Precinct Structure Plan' should be capitalized

“ “	3.1	3	The clause refers to the ‘colour outlines in Table 2 – Lot Size and Housing Type Guide’ however Table 2 does not include ‘colour outlines’.
“ “	3.1	4	The clause refers to Plan 4 – Image and Character’. It is assumed that the clause should instead refer to ‘Plan 5 Character and Housing’.
“ “	3.1	4	The seventh bullet point refers to the ‘Housing’ section of the PSP. It is assumed that it should instead refer to the ‘Image, Character, Heritage and Housing’ section.
“ “	3.2	4	Semi colon required following the first bullet point instead of the full stop.
“ “	3.5	4	Clarification is needed as to whether a Transport Impact Assessment Report (TIAR) is required when creating new arterial roads (assume it would be) as well as if changing access to the existing road network.
“ “	4.4	7	In final bullet point of page 7, ‘Precinct Structure Plan’ should be capitalised.
Schedule 6 to the ESO	4.0	3	The reference to ‘Victoria’s Native Vegetation Management – A Framework For Action....’ needs to be updated. It is now the ‘Permitted Clearing Regulations’.

Appendix 2: Recommended Merristock Urban Structure

EXHIBITED VERSION



RECOMMENDED VERSION

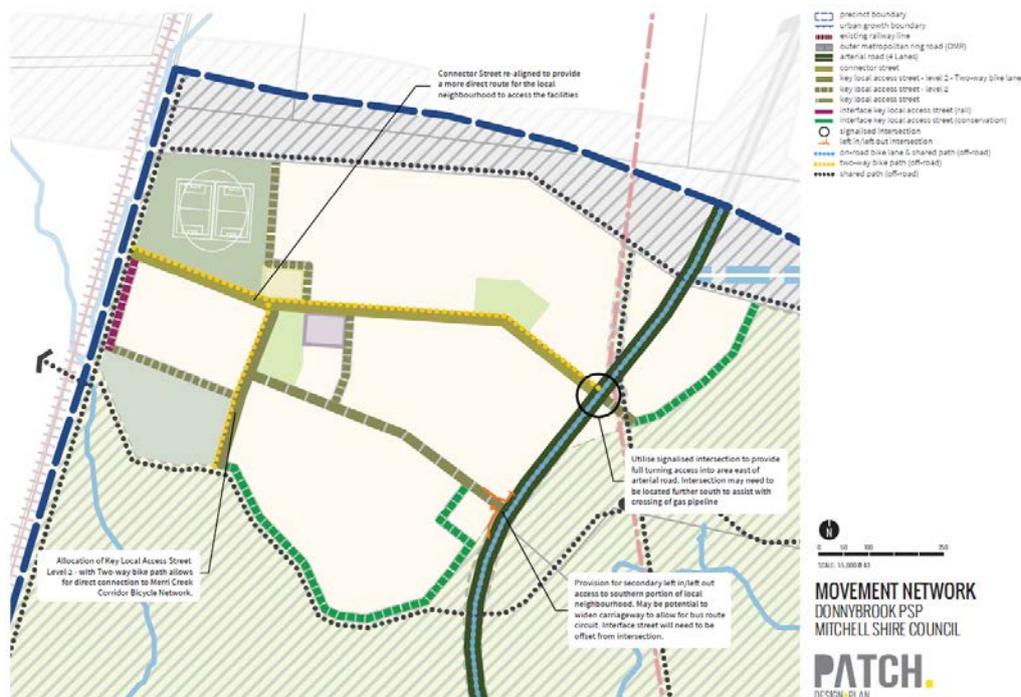


Appendix 3: Recommended Merristock Street Network

EXHIBITED VERSION

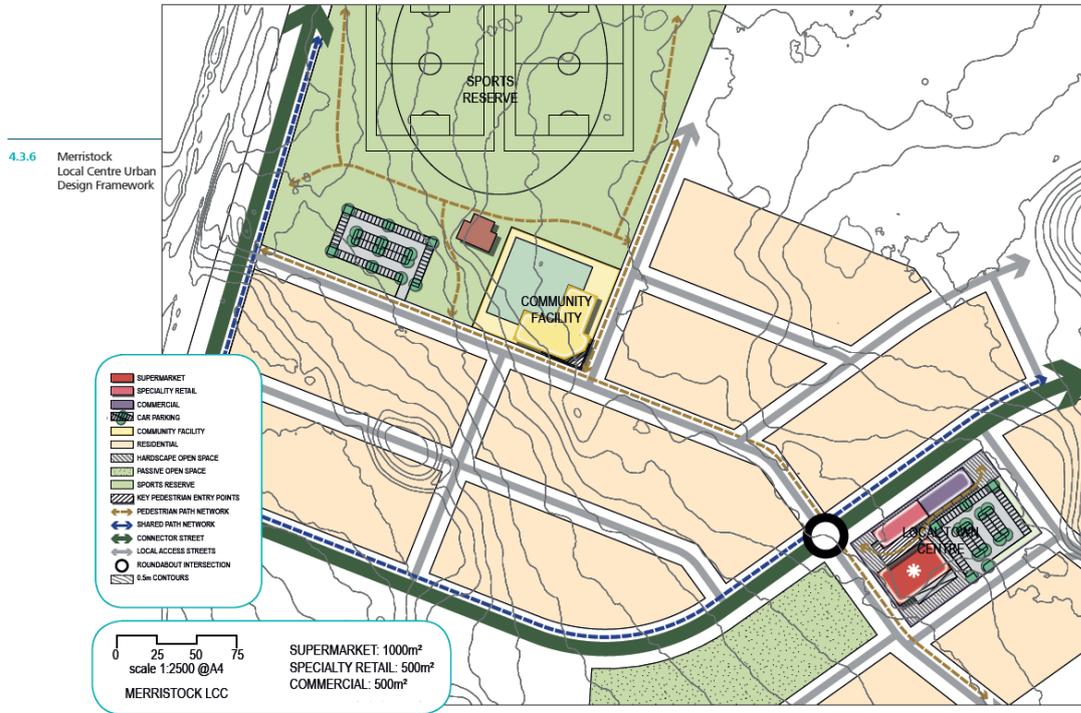


RECOMMENDED VERSION



Appendix 4: Recommended Merristock Street Local Centre Urban Design Framework

EXHIBITED VERSION



RECOMMENDED VERSION

