



Development Plan

# Lamont Street, Alexandra

March 2010

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## 1.0 Introduction

Murrindindi Shire Council commissioned SMEC Urban in November 2007 to prepare a Development Plan for the Lamont Street Industrial area in Alexandra. This work was to build on the previous investigations completed for the site by Parsons Brinkerhoff for the Shire of Murrindindi in May 2005<sup>1</sup>. The Lamont Street industrial area is located at the eastern edge of the Alexandra township, and is currently partly occupied by Gould's Sawmill.

The intent of the Development Plan is to provide a structure and layout to guide any future expansion of the existing industrial area in a co-ordinated manner, and protect existing land uses, including the existing residential properties.

## 2.0 The Land

The subject site includes land surrounding Lamont Street, bounded by the Gordon Street road reserve to the north, Lethbridge Road reserve to the east, U.T. Creek to the south and Station Street to the west. The site is located to the east of the centre of town, and north of the Goulburn Valley Highway. The site occupies approximately 24.1 hectares.



Figure 1: Alexandra township and subject site

<sup>1</sup> Parsons Brinkerhoff Australia Pty Limited, *Lamont Street Development Plan*, 26 May 2005.

### 3.0 Site and Township Context

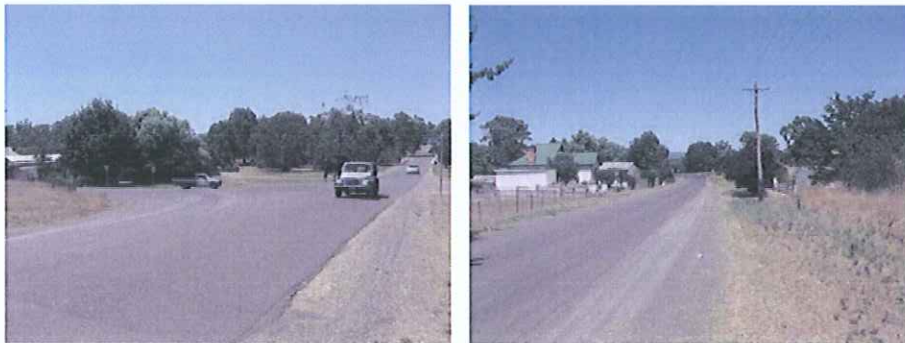
The north eastern part of the site above Lamont Street is occupied by Gould’s Sawmill, which is an established local business that generates significant employment for Alexandra. A key objective of the Murrindindi Planning Scheme is to ensure the provision of adequate industrial land in the western part of Alexandra for a range of light industrial uses, and industrial land in the north eastern part of Alexandra for industrial uses that may require separation distances from residential and other sensitive uses.

The land zoned Industrial 1 to the south of Lamont Street is owned by the Dame Pattie Menzies Centre. Some of this land directly south of Lamont Street has also been leased by Gould’s for the purpose of air drying processed timber. Several residential allotments exist at the intersection of Lamont Street and Station Street, within the Industrial 2 zone. These properties have been established for a long period, and are expected to be retained as residential land uses in the immediate future. The U.T. Creek runs through the land owned by the Dame Pattie Menzies Centre, and forms the boundary between the subject site and residential uses to the south.

Large vehicle (truck) traffic generated by the Sawmill currently negotiates the intersection of Station and Lamont Streets to enter the site, past the existing residential properties.

Features adjacent to the site include:

- U.T. Creek and the drainage/vegetation corridors to the south.
- Views of rolling hills in all directions.
- The Alexandra Racecourse and Golf Course to the north, and a linear recreation reserve exists to the west.



**Figure 2: Lamont Street and Station Street intersection**

Existing lots within the study area range from 700 sqm to over 5ha in area, with the small lots containing the existing residential properties at the Lamont Street/Station Street intersection.

A Site Analysis Plan is included in Attachment ‘A’, and assesses the opportunities and constraints that affect the Development Plan area.

Key opportunities are:

- Existing industrial land use can be consolidated to increase safety and efficiency for existing and future industry.
- Access to the sawmill can potentially be improved to alleviate current traffic conflicts at the Station Street and Lamont Street intersection.

- A potential buffer to development along U.T. Creek can be developed into a recreational amenity and environmental asset for Alexandra.
- Flat, grazed, currently Farming zone land exists to the east that can be readily developed for industrial uses if required.
- Existing residential properties in the industrial area can be afforded protection through the Development Plan process

Key constraints are:

- Interface with existing residential properties at the Station Street/Lamont Street corner, and ensuring their amenity is protected.
- Costs associated with long term road development are potentially prohibitive.
- Drainage issues existing in Industrial 1 zoned land adjacent to U.T. Creek and other drainage lines.
- Existing residents concerns regarding the current zoning of the site.
- The planning scheme requirement for a 30m setback from the creek.

The issues outlined above and in the Site Analysis Plan inform the next stage of the Development Plan preparation.



**Figure 3: Site photos**

## 4.0 Proposed Use and Development of Land

The Murrindindi Planning Scheme (MPS) provides the planning framework for development of land within the study area. Specifically, it provides a land use zoning framework for development within the township.

This Development Plan defines an area and the future form and use of land for primarily industrial purposes within this area. Any future proposal for development, subdivision or use of land within this area must be generally in accordance with the Development Plan, as well as having considered the objectives and performance measures outlined in this Plan.

Following feedback received from stakeholders, the Development Plan responds to the specific conditions identified by the Site Analysis and consultation with stakeholders and authorities. The plan is contained in Attachment B to this document.

## 5.0 Development Plan Objectives and Performance Measures

### Development Plan Objectives

The Development Plan included in Attachment B has been prepared in response to the Murrindindi Planning Scheme, existing zoning of the land, and also the proposed Lamont Street policy developed as part of Amendment C23 to the Murrindindi Planning Scheme.

The **objectives** of this Development Plan are:

- Provide for existing industrial uses and developments to continue to operate and potentially expand in the future.
- Encourage high quality and well-designed industrial subdivision and development.
- Use the development plan process to guide existing and future industrial uses and developments, while recognising residential uses and developments in the area.
- Outline guidance for the recognition and continuation of residential uses and developments in the area.
- Minimise potential amenity conflicts between industrial and residential uses and developments.
- Maintain the continuity and residential amenity of existing dwellings near the intersection of Lamont and Station Streets.
- Maintain the level of safety and service on the road network.

In addition to these key objectives, **policies** that apply to this land are as follows:

- All use and development of land be designed, developed and operated in accordance with an approved development plan for the area.
- Existing industrial uses and developments have the ability to continue to operate and potentially expand.
- Industrial subdivision and development have a functional layout, be of quality design and be well serviced.
- Potential amenity conflicts between industrial and residential uses and developments are minimised.
- In the event that any dwelling (including out-building and works normal to the dwelling) in the vicinity of the Lamont and Station Street intersection is damaged or destroyed, support is given for the continuity of residential use and development through a planning permit issued in accordance with Clause 63.10 of the Murrindindi Planning Scheme.
- Development planning for the area recognises the existence of residential dwellings near the intersection of Lamont and Station Streets, and the layout of subdivision and development is designed to provide some separation of industrial and residential uses to minimise potential amenity impacts between the uses.
- A landscaping plan and landscaping that provides screening between the industrial development and existing dwellings near the intersection of Lamont and Station Streets accompany all future industrial buildings and development.

The Development Plan also addresses other aspects of the Murrindindi Planning Scheme, including the following:

#### Clause 21.07-3 Strategies and Objectives:

*Provide for the orderly development of the Alexandra industrial areas in Lamont and McKenzie Streets through the outline development plan process.*

#### Clause 21.07-4 Implementation

This policy specifies that strategies and objectives will be implemented by:

- Using the Industrial 2 Zone for areas comprising major industries.
- Preparation of an outline development plan for the Alexandra industrial areas adjacent to Lamont Street and McKenzie Street.

#### Clause 22.03-1 Urban Areas

This clause defines industrial policy for development and states specific guidelines that have been incorporated into the performance measures of this Development Plan.

The land within the subject site is zoned **Industrial 1** and **Industrial 2** under the provisions of the MPS. The main purposes of these zones are to provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities. The Industrial 2 zone also requires that consideration of the impacts of any industrial development or use on residential development within the area be considered in any decision.

#### Performance Measures

The following performance measures must be considered and met for any proposed use and development of the land for industrial uses. These requirements respond to the objectives and policies outlined in the proposed Amendment C23 documentation, and the existing Development Plan Overlay (Schedule 4)

##### General

- Guide the current and future industrial use and development of the area, in particular detailing opportunities for timber processing and associated uses and developments.
- Identify a future preferred layout for all roads and other services and other infrastructure for the industrial use and development of the land. This layout is to include the recognition of existing dwellings near the intersection of Lamont and Station Streets for long-term residential use.
- Outline measures to reduce amenity impacts between industrial and residential uses and developments and maintain the residential amenity of existing dwellings in the area.
- Provide buffers between industrial land and other privately owned land, including dwellings near the intersection of Lamont and Station Streets. This buffer is to be at least 20 metres in width, which can be reduced to 10 metres if the development of any industrial building has a masonry wall without windows on the western side. A buffer is to include landscaping in accordance with an approved landscape plan.
- Outline potential lot sizes, providing for a range of industrial lot sizes with a minimum of 1,000 square metres.
- Identify measures to improve the safety and amenity of Lamont Street as a key link between the Alexandra golf course / racecourse and parkland to the west on Station Street.
- Identify future staging of industrial use and development that enhances growth potential for these uses, in particular the timber industry, and protect the residential amenity of existing dwellings near the intersection of Lamont and Station Streets.
- To provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of the local community.
- Allow for consolidation and continued economic development of the timber industry within the Alexandra township. Considerable amounts of currently Farming Zoned land to the east of Lethbridge Street could readily accommodate expansion of the industrial precinct.
- Provide available land for Industrial 2 development that could require significant buffers to sensitive uses (such as residential).

### Access and infrastructure

- Outline external and internal road access, layout and linkages to efficiently cater for industrial usage and meet Murrindindi Shire Council standards. Road layout, design and provision to protect the residential amenity of existing dwellings near the intersection of Lamont and Station Streets.
- Existing road surfaces and the Station Street/Lamont Street intersection to be upgraded to improve safety conditions for all vehicles accessing the sawmill and any proposed industrial subdivision.
- Consider the future extension of Lethbridge Street to the south to provide a direct route for sawmill traffic to the highway and aid the overall circulation of the industrial precinct.
- Provide appropriate arrangements for the provision and funding of necessary physical and social infrastructure.
- All road reserves within the DP area are to be a minimum of 20 metres wide and are required to be constructed by the developer of the land, in accordance with Council's standards. Requirements are as follows:
  - road standard concrete industrial driveway crossings;
  - upright concrete kerb and channel;
  - concrete footpaths both sides of the road, 1.5 metres wide with 100mm reinforced concrete;
  - pavement width 10 metres invert to invert;
  - sealed with asphalt with minimum of 80mm; and
  - pavement designed in accordance with the VicRoads pavement design guidelines.
- Any access requirements of VicRoads to individual allotments will be at the landowner's expense and will be a requirement of planning permits for subdivision of the land.
- Provide suitable linkages between highways, major roads and urban areas. Provide a potential street network that affords good levels of accessibility and safety for vehicles and pedestrians.
- A Transport Impact Assessment Report (TIAR) is to be prepared for any proposed development that may impact on the level of safety and service of the Goulburn Valley Highway or any other main road to determine the extent of mitigating works required on declared arterial roads, to be determined in consultation with VicRoads.
- Any mitigating works identified in a TIAR are to be completed prior to each stage of the development.
- A detailed drainage analysis of the subject site is required to ascertain the extent of development possible. Individual permit applications for subdivision and/or use of land within the DP area must submit a report that demonstrates the sites capacity to be suitably drained. Any drainage study must ensure adequate site drainage of the area and have a minimal impact to UT Creek and address water quantity and quality impacts of development.
- Buildings and works are to be setback a minimum distance of 30 metres from designated waterways.
- Provide that development addresses and meets water sensitive urban design principles.
- All development must be connected to reticulated water, sewerage, power and stormwater facilities. Require that effluent disposal on the land must be adequately disposed of through a reticulated sewerage supply or to comply with the *Code of Practice – Onsite Wastewater Management, December 2008*.
- All new lots created must be provided with reticulated water and sewerage.



### Environment

- Provide buffers between industrial buildings and development and U.T. Creek of at least 30 metres to meet Goulburn Murray Water standards.
- Identify and protect any remnant native vegetation on the land, particularly along the U.T. Creek reserve.
- Existing significant vegetation on the subject site must be retained within Tree Protection Zones (TPZ). A TPZ is defined by DSE as twice the width of the tree canopy. TPZ's around existing trees should be fenced to ensure protection of the tree, particularly during any construction works.
- The extension of the U.T. Creek recreation link to improve opportunities for pedestrian and cyclist facilities, amenity and connectivity through Alexandra.
- Provide that development addresses and meets water sensitive urban design principles.

### Built Form

- Buildings and open storage areas should not cover more than 60% of each individual lot.
- A 10 metre minimum setback from front and rear boundaries must be provided to allow for landscaping and car parking.
- 20% of each development site should be landscaped to limit impact on the surrounding residential and rural landscape. Landscaping should be encouraged along lot boundaries.
- Buildings should be constructed using brick, stone, concrete, Colourbond or similar material. Buildings should be coloured in muted tones that will integrate with the surrounding natural landscape.
- All car parking and external storage areas must be sealed with an all weather surface in accordance with Council requirements.
- Goods and materials are not to be displayed in a setback area. Screen fencing may be erected to screen outdoor storage areas in rear or side setbacks.
- Fencing along development boundaries must remain consistent to retain an aesthetic cohesion to the area. Lots abutting any public reserves must fence their boundary with the reserve with a minimum 1.8 metre high black coated cyclone wire fence to maintain a consistent interface with the creek.

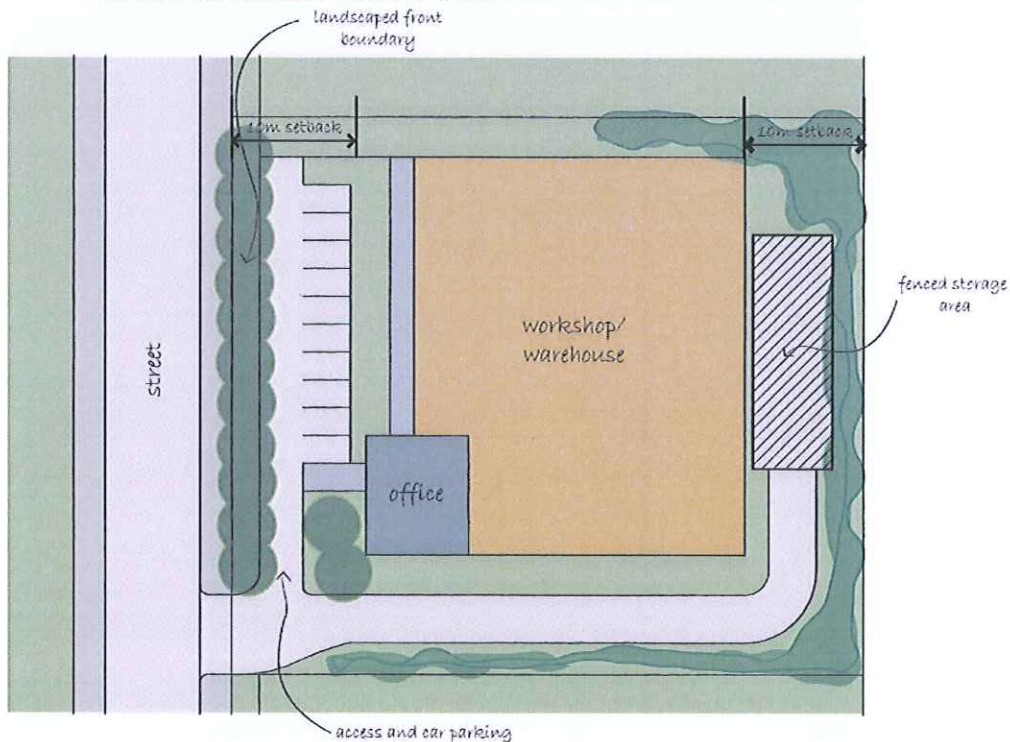


Figure 4: Design requirements - concept diagram

## 6.0 Life of the Development Plan and Plan Review

This plan will expire fifteen (15) years after the date that it is approved by Murrindindi Shire Council.

After the expiry of this development plan, the responsible authority may review and approve a new development plan.

An approved development plan may be reviewed. Murrindindi Shire Council intends that notification of any proposed amendment to this approved development plan will be given to potentially affected landowners, relevant service and government agencies and the general community.

In considering whether to amend this existing development plan, the responsible authority should consider the following:

- Whether the amendment meets the objectives, performance measures and provisions of the original development plan;
- Current Murrindindi Planning Scheme strategies, policies and controls for the use and development of the land;
- Relevant council directions, strategies and guidelines;
- Retention of the land for future use and development for industrial purposes.

## 7.0 References

Parsons Brinkerhoff Australia Pty Limited, *Lamont Street Development Plan*, 26 May 2005  
Murrindindi Planning Scheme, [www.dpcd.vic.gov.au](http://www.dpcd.vic.gov.au)

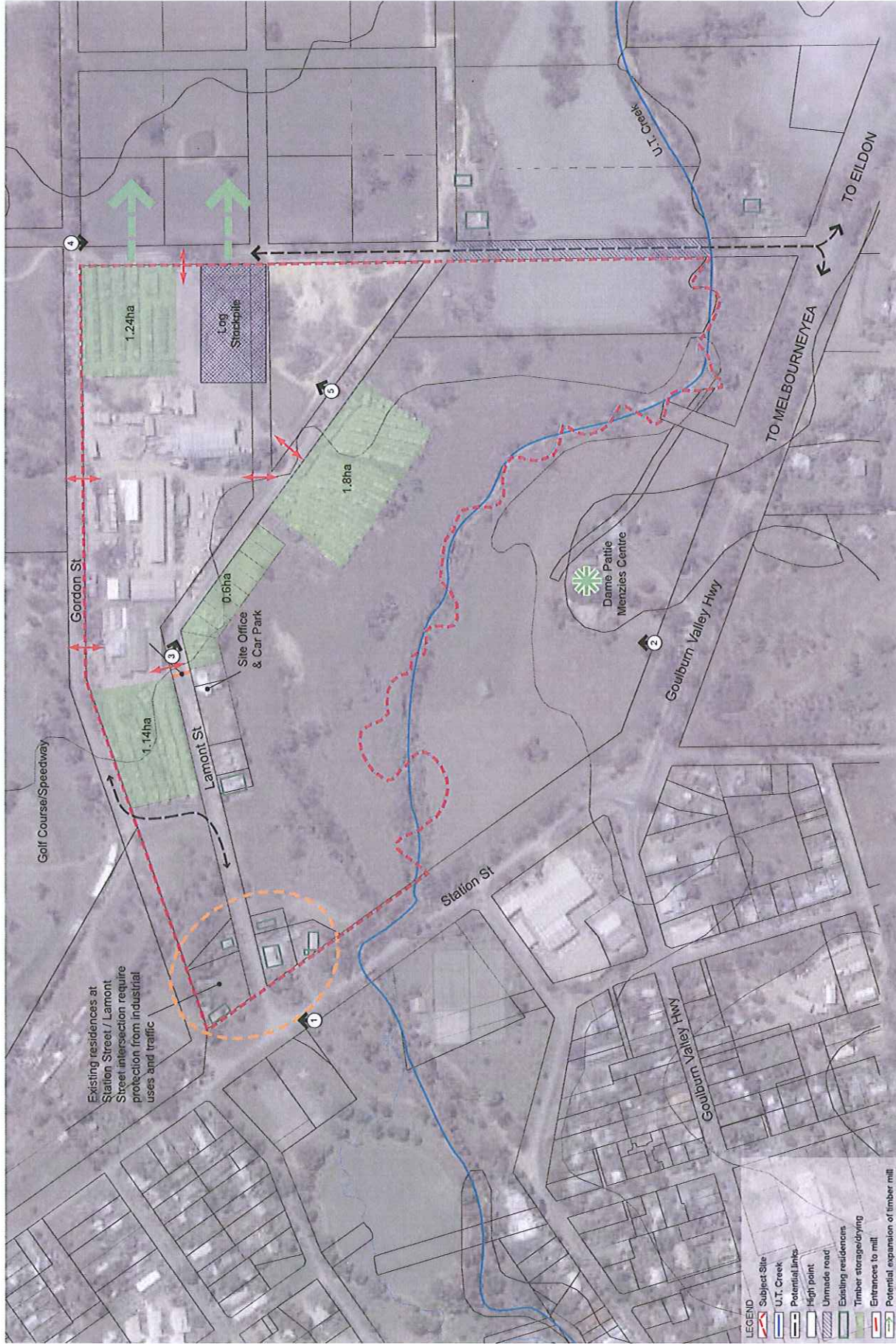
**DEVELOPMENT PLAN APPROVED BY THE MURRINDINDI SHIRE COUNCIL ON**

*24 March 2010*  
.....

**SIGNED:** .....  
  
**(ACTING CHIEF EXECUTIVE OFFICER)**

**DATE:** *25/5/10*

# Attachment A – Site Analysis



Existing residences at Station Street / Lamont Street intersection require protection from industrial uses and traffic

- LEGEND**
- Subject Site
  - U.T. Creek
  - Potential links
  - High point
  - Unmade road
  - Existing residences
  - Timber storage/drying
  - Entrances to mill
  - Potential expansion of timber mill



1 Crest situated on Station St directly Nth of Lamont St intersection restricts visibility of traffic entering Station St from the timber mill.

2 View from Dame Pattie Menzies Centre toward Timber Mill

3 Timber drying arrangement requires crossing of Lamont St to redistribute within Mill site.

4 Potential to expand Timber Mill into adjacent paddocks to consolidate land use

5 Log stockpile for unprocessed timber located at the furthest point from Lamont St entrance

ATTACHMENT A

Site Analysis - Lamont St, Alexandria  
Murrumbidgee Shire Council



ref: 3410201P  
date: June 2009  
rev: B  
drawn: HW  
checked: MW

please note:  
This plan is based on preliminary information only and may be subject to change as a result of formal Council/Authority advice and detailed site investigations

Scale: 1:2000 @ A1  
0 20 40 60  
Scale: 1:4000 @ A3  
0 40 80 120



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## Attachment B – Development Plan

## DEVELOPMENT PLAN FEATURES

Goulds Sawmill retains current configuration, Lamont Street is to be controlled with boom gates at the sawmill site office, but remain open to public traffic.

Provide opportunity to develop currently industrial zoned land with consideration of access restrictions.

Lamont Street to remain the primary access for all sawmill traffic.

Land east of Lethbridge Street to be rezoned to Industrial 2 zone to create opportunities for industrial uses that may require separation distances from residential and other uses.

Protection from loss of amenity to be provided for existing residences on Lamont Street/Station Street intersection through buffers and separation from larger scale industries.

Further Industrial development must provide 20m buffer to existing residences to protect existing residential amenity

Rezoned to Industrial 2 zone to provide opportunity to expand Sawmill to the east. Apply Development Plan Overlay to guide future layout and development.

Access road requires construction to access currently zoned industrial land

**LEGEND**

- Subject Site
- Circulation Network
- Proposed Road
- Road to be controlled with boom gates and to remain open
- Potential Road Alignment
- UT Creek Walking Path/Recreation Link
- Potential Industrial Subdivision subject to resolution of site drainage
- Industrial 1 Zone (development dependent on Lethbridge St construction)
- Existing Residential
- Gould's Sawmill
- Potential Sawmill Storage/Industrial Expansion opportunities
- U.T. Crookline and Drainage lines
- 30m Creek Subback
- Public Open Space
- Landscape Buffer



Scale: 1:2000 @ A1  
 0 20 40 60m  
 Scale: 1:4000 @ A3  
 0 40 80 120m



**please note:**  
 This plan is based on preliminary information only and may be subject to change as a result of formal Council/Authority advice, detailed site investigations and confirmation by survey

ref.: 34-10201P  
 date: March 2010  
 rev.: D  
 drawn: HW  
 checked: MW

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## ATTACHMENT B Development Plan - Lamont St, Alexandra Murrumbidgee Shire Council

