

Development 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.

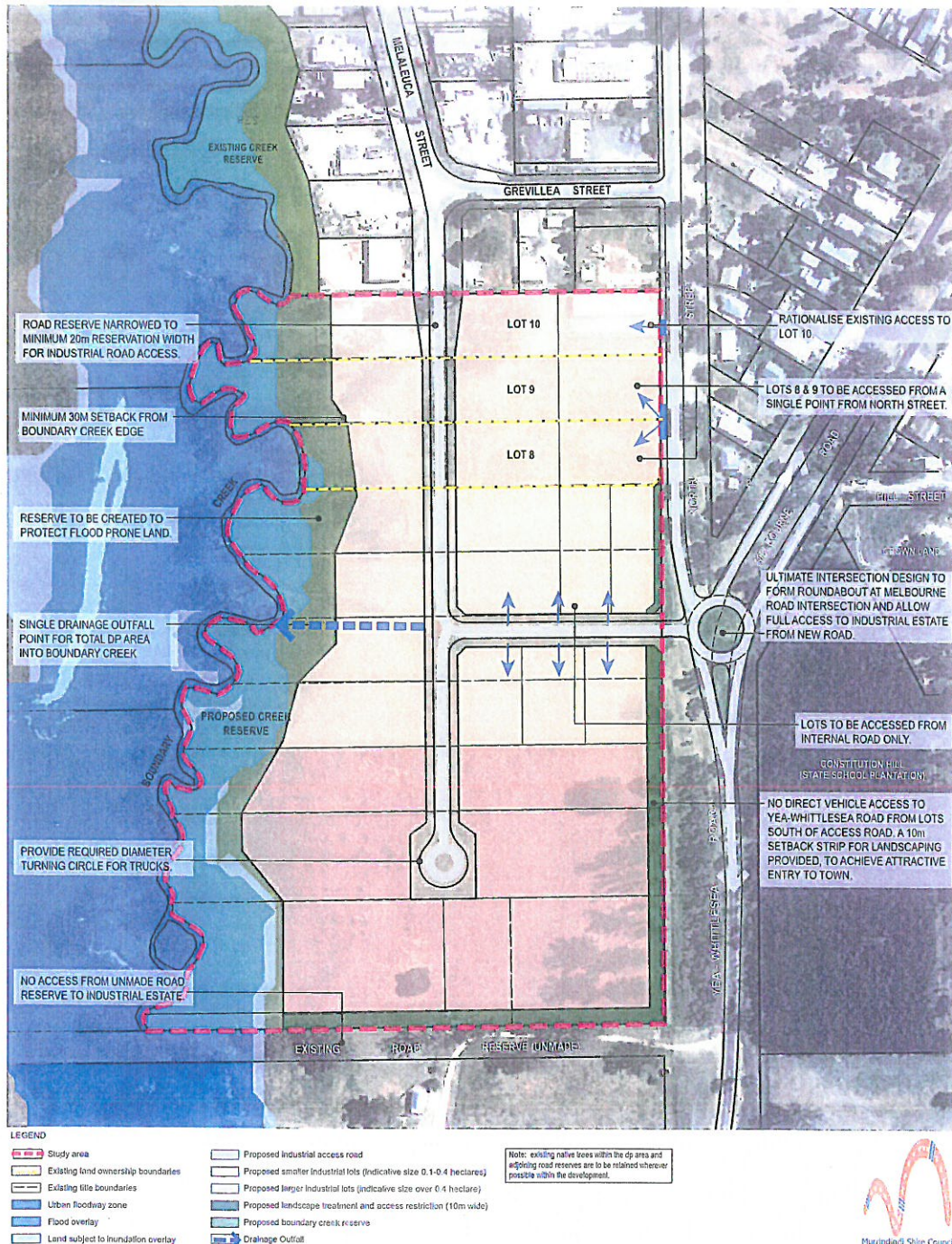


Figure 1: Proposed Development Plan

The development plan provides access from Melaleuca Street in the north and more centrally via an access road fed by a proposed roundabout intended to address the difficult traffic condition at the intersection of North Street and Melbourne Road. North – south access will terminate in a court bowl at the southern end of the subdivision.

Addressing the provisions of the DPO4 Schedule

Describe the relationship of uses proposed on the land to existing and proposed uses on adjoining land and proposed buffer distances separating land uses in accordance with Environment Protection Agency standards and guidelines.

The proposed subdivision consolidates the existing industrial area to the north and further defines an industrial precinct for Yea as set out in the MPS.

To the west the development plan protects flood prone land by creating a reserve that extends the existing reserve along the Boundary Creek alignment, allowing future pedestrian/cyclist oriented recreational development. This also protects existing native vegetation in the creek corridor, and maintains a minimum 30 metre setback to development.

A landscape buffer prevents access south of the proposed new access road and along the southern road reserve (unmade) to maintain the attractive entry to the town along the Yea-Whittlesea Road.

North of the proposed access road, lot access is located to service existing industrial lots and reduce any impact upon adjacent residential lots.

Any specified EPA buffer distances required for specific land uses will need to be addressed when a planning permit application for use of the land is submitted. Required buffer distances can be found at Clause 52.10 – Uses with Adverse Amenity Potential.

Provide appropriate arrangements for the provision and funding of necessary physical and social infrastructure.

Provision of adequate road reserve and a redesigned access road intersection will allow safer through traffic and access to the subdivision. Extension of the creek reserve will create the potential for recreational opportunities such as cycling and walking trails along Boundary Creek. 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.

The development of a full intersection design at North St/Melbourne Road will be required by VicRoads before any traffic can utilise the intersection with the new street.

The intersection works, while directly benefiting the industrial estate, will also have a broader benefit to the community of Yea, as well as road travellers, as these works will rectify a currently undesirable intersection treatment. Council in conjunction with VicRoads will investigate State and Federal funding to construct the roundabout on

North Street and Melbourne Road after which the internal road from Melaleuca Street to North Street can be developed.

As detailed in the TIAR, the Whittlesea-Yea Road is a declared arterial road, and is an important inter-regional connector between the Melbourne northern suburbs and Yea. In relation to crash history, there are 3 casualty crashes recorded on North Street over the past 5 years. As stated in the TIAR *"In the context of an earlier (1991) crash at North Street and Grevillia Street intersection, it can be concluded that intersection issues require careful planning along this high speed entrance to Yea that is subject to low speed access manoeuvres at access points."*¹

Provide an overall scheme of landscaping and any necessary arrangements for the preservation or regeneration of existing vegetation.

Given the location of the development on the edge of the Yea Township, careful treatment of the landscape interface must address the Murrindindi Planning Scheme's Urban Areas design policy to ensure the site's development will contribute to the character of the town entry.

Landscape buffers along the southern and eastern borders will reduce the visual impact of the industrial precinct upon the surrounding areas and allow the creation of a visual gateway to Yea. The theme of native and indigenous planting should be continued in these buffers, and in any streetscape or site planting within the development plan area. Existing significant vegetation at the southern and western edges of the site will be retained within Tree Protection Zones (TPZ). A TPZ is defined by DSE as twice the tree canopy. TPZ's around existing trees should be fenced to ensure protection of the tree, particularly during any construction works. The creek reserve protects sensitive vegetation along the Boundary Creek alignment. Access to the creek reserve for maintenance should be provided from either the existing unmade road reserve or an alternative location within the development plan area.

**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.**

Convenient access to the Goulburn Valley Highway is available along North Street. The Yea town centre is connected to the site via Melbourne Road.

Direct access to the Yea-Whittlesea Road is provided as detailed above.

Meet market demand for industrial development.

Other than this currently zoned industrial land, there are no appropriately zoned alternatives for locating new industrial operations within the Yea Township. The currently developed part of the North Street Industrial Estate is already occupied, and recent applications indicate there is demand for smaller industrial development opportunities within this estate. The DP layout maintains flexibility to provide a variety of lot sizes that will cater for a mix of potential developments. The DP layout maintains flexibility to provide a variety of lot sizes that will cater for a mix of potential developments.

¹ John Piper Traffic Pty Ltd, *Yea Industrial Estate Development Stage 2, Whittlesea-Yea Road (North street), Yea Traffic Impact assessment Report*, February 2007, p. 6

Provide a soil and water report with all applications to demonstrate the capacity of infrastructure to service the development, treat and retard stormwater, and reduce and impacts on soil and water downstream of the development.

Individual permit applications for subdivision and/or use of land within the DP area must submit a report that demonstrates this capacity. A drainage study should be carried out to ensure adequate drainage of the site is provided and there is minimal impact to Boundary Creek as a result of the development of land in this area.

Design Requirements

In addition to satisfying the requirements of the DPO schedule, the following design and siting requirements have been developed for this DP, based on the minimum requirements of Clause 22.03-1 of the Murrindindi Planning Scheme:

- 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; and
- 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.

All development must be connected to reticulated water, sewerage, power and stormwater facilities. Fencing along development boundaries must remain consistent to retain an aesthetic cohesion to the area. Lots abutting the creek reserve must fence their boundary with the reserve with a minimum 1.8 metre high black coated cyclone wire fencing to maintain a consistent interface with the creek.

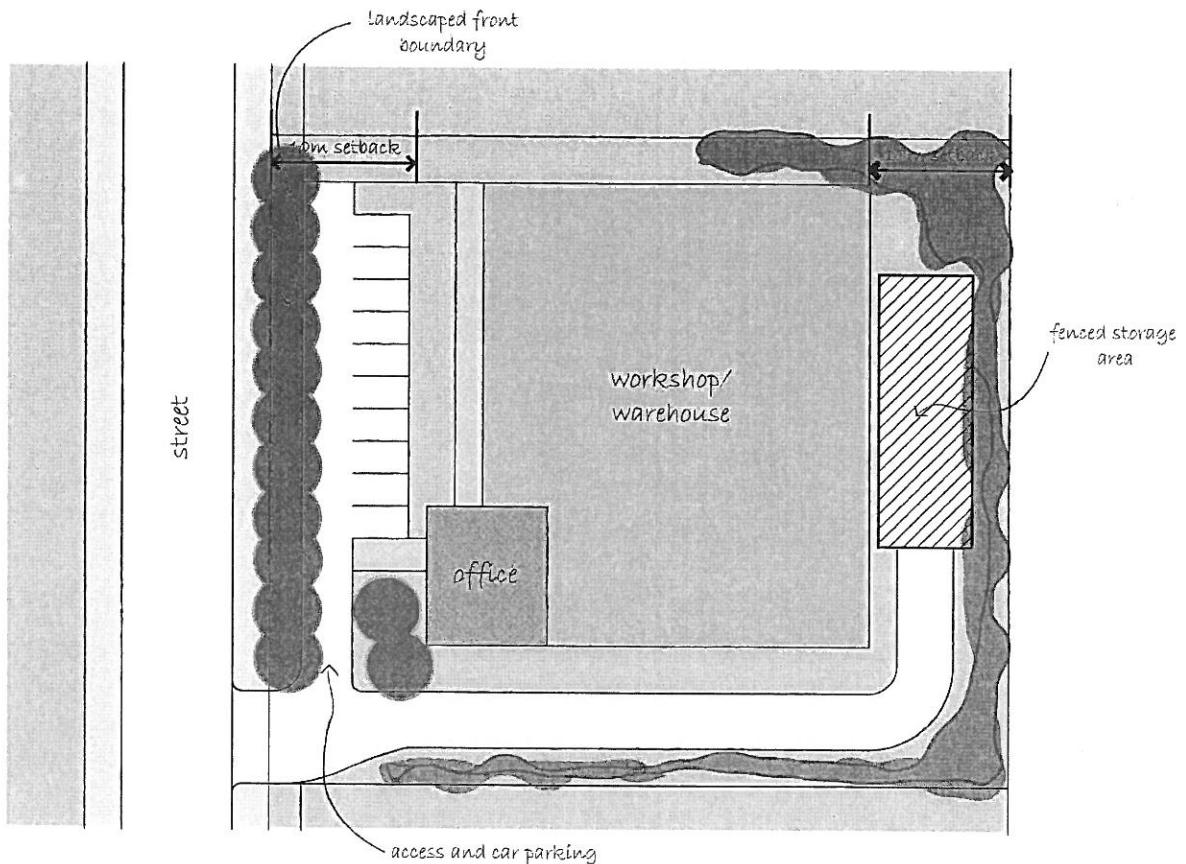


Figure 4: Design requirements – concept diagram

Plan Changes and Review

Plan Changes

The Responsible Authority must approve any changes to this Development Plan. Before any changes can be approved, a period of consultation with stakeholders and the local community must occur to ensure general acknowledgement and acceptance of the changes is agreed. This is to be undertaken as follows:

- Exhibition of an amended DP proposal to all landowners and appropriate authorities and the local community for a minimum of 2 weeks;
- Approval of the amended DP by the Murrindindi Shire Council after giving all submitters the chance to be heard in relation to the proposal.

In considering amendments to a Development Plan, Council should consider:

- Current requirements for the use and development of the land, including demand for uses;
- Relevant council directions and strategies;
- The current planning scheme and policies at the time of the amendment;
- Requirements of referral authorities;

- The need for the coordinated use and development of land;
- The need to meet the purposes of the zone provisions; and
- Whether the amendment will still meet the objectives of the Development Plan.

Review

This plan will expire 15 years after official approval by Murrindindi Shire Council.

After the expiry of this development plan, the Responsible Authority may review and approve a new development plan.

**DEVELOPMENT PLAN APPROVED BY MURRINDINDI SHIRE
COUNCIL ON 18 DECEMBER 2007**

SIGNED:

D. Meyer
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DATE:

22/1/2008
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