

# WPA.



## Station Road Development Plan

July 2024

Prepared on behalf of Mercator Developments Pty Ltd

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### Station Road Development Plan

The Development Plan was approved by the City of Whittlesea on 12 August 2024, in accordance with Clause 43-04 Schedule 5 of the Whittlesea Planning Scheme.

12/08/2024.....  
Signature of the Responsible Authority

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# 1 Executive Summary

**Proposal Summary:** The preparation of a strategic document to guide infill development within the subject area, adjoining the Mernda Town Centre, which will transition to a medium density residential precinct. The Station Road Development Plan (SRDP) aims to assist Council assessing future planning permit applications for subdivision, land use and development. The SRDP is prepared in accordance with the applicable provisions of the Whittlesea Planning Scheme and *Mernda Strategy Plan 2008*.

**Development Plan Area:** The Development Plan incorporates eight (8) properties located to the north-east of the Mernda Town Centre (see Figure 1). The triangular shaped SRDP area is generally bounded by Plenty Road to the west, Station Lane road reserve to the south and Station Road to the east.

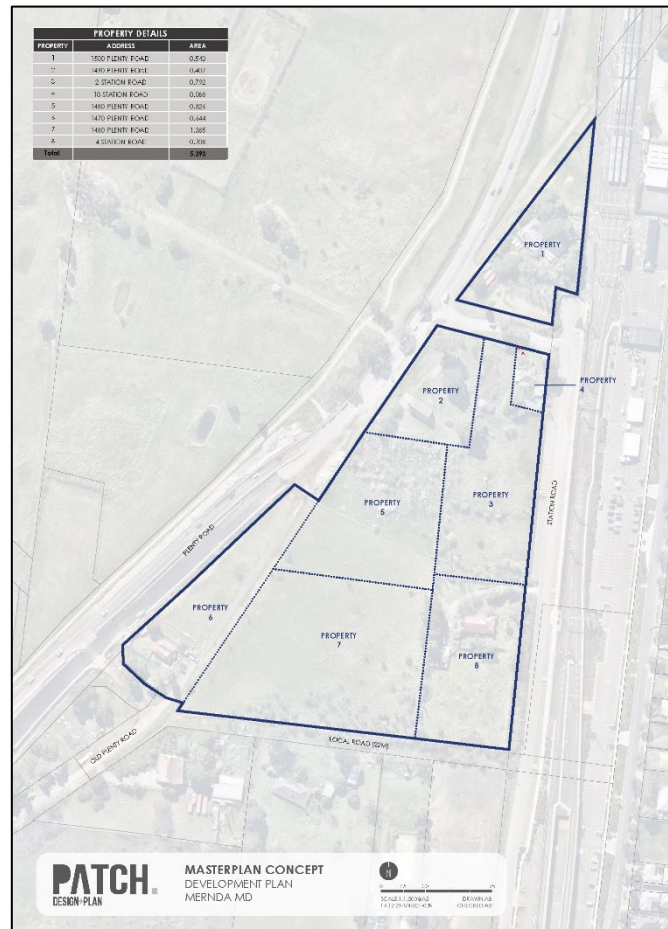
**Site Area:** The overall combined area is 5.39 hectares (approx.).

**Overarching Strategic Document:** *Mernda Strategy Plan 2008* (prepared by Whittlesea City Council)

**Zone:** General Residential Zone (Schedule 1)

**Overlays:** Development Contributions Plan Overlay (Schedule 9), Development Plan Overlay (Schedule 5), Heritage Overlay (Schedule 21 & 69), Incorporated Plan Overlay (Schedule 1), Vegetation Protection Overlay (Schedule 1), Public Acquisition Overlay (Schedule 15)

**Existing Development Plans in the Surrounding Area:** Mernda Town Centre North-East Development Plan (immediately to the south); Mernda Town Centre Development Plan; Mernda Town Centre North-West Development Plan.



**FIGURE 1 – PROPERTY PLAN**  
PREPARED BY PATCH DESIGN+PLAN



## 2 Introduction

The Station Road Development Plan (SRDP) has been prepared by WPA, on behalf of Mercator Developments Pty Ltd, to guide the future development of properties within the SRDP area (see Figure 1). These properties are envisaged for future medium density residential development within the *Mernda Strategy Plan (MSP)*, which designates the site for future urban growth subject to the preparation and approval of a Development Plan.

It is noted that this precinct is the last remaining Development Plan Overlay area within the Mernda Town Centre precinct that does not have an approved Development Plan. This is largely because increased residential densities designated in the MSP could not be truly realised until the town centre progressed (see Figure 2), as well as there not being any appetite from previous landowners to take responsibility for the process. Additionally, the recent extension of rail services to Mernda and the establishment of retail and commercial uses, assist in justifying the viability for higher densities.

The SRDP has been prepared taking into consideration the existing site features, as well as the requirements of the Development Plan Overlay - Schedule 5 (DPO5) and *Mernda Strategy Plan 2008* under the Whittlesea Planning Scheme. Any future planning permits issued for subdivision or development must be “generally in accordance” with the approved SRDP.

The preparation of the SRDP has been guided by a series of specialised reports including:

- Feature & Level Survey
- Urban Design
- Servicing & Drainage
- Biodiversity
- Arboricultural
- Contamination
- Acoustic
- Traffic
- Heritage

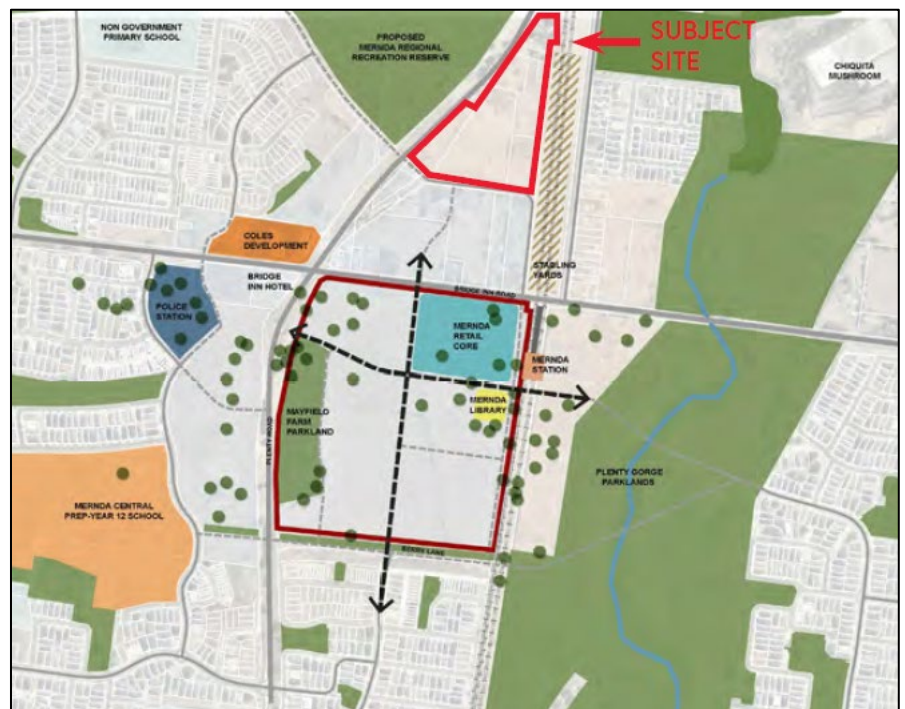


FIGURE 2- MERNDA TOWN CENTRE PLAN

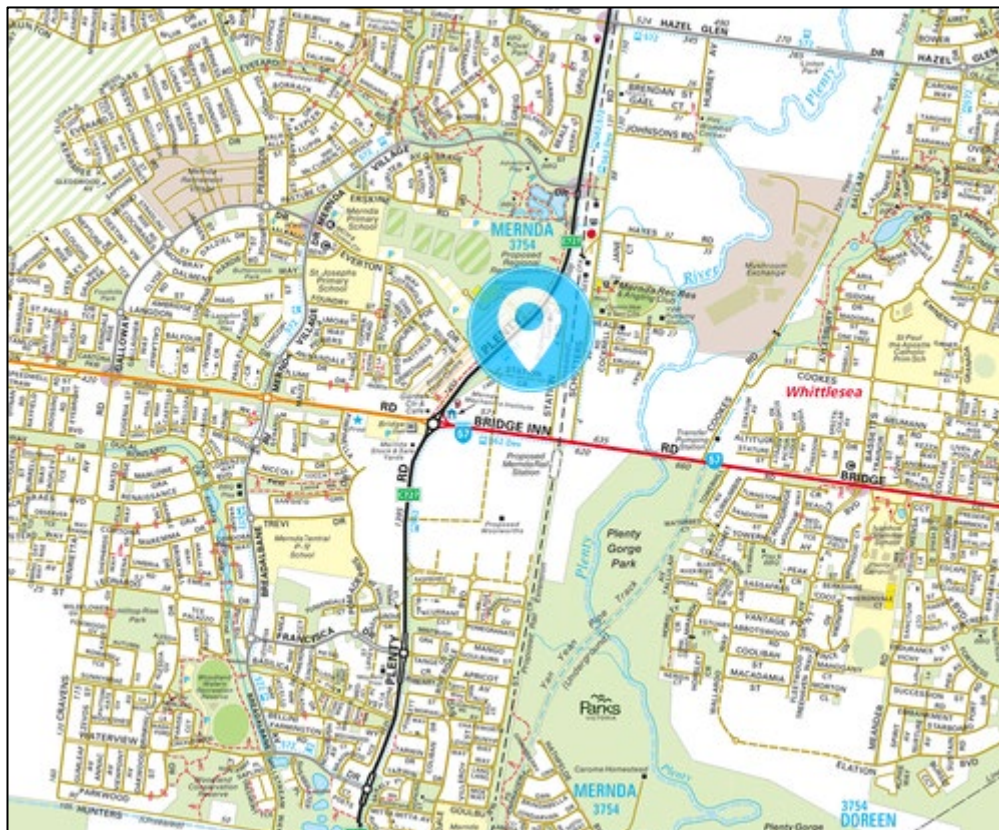
## 3 Detailed Site Analysis

The suburb of Mernda has experienced significant residential growth in recent decades as a designated greenfield growth area in Melbourne's northern growth corridor. The majority of the residential area has been developed, with the SRDP area representing an infill development opportunity to the north of the emerging Mernda Town Centre and adjacent the Mernda Railway Station. The envisaged development outcomes within the SRDP will comprise of medium density housing contributing to the diversity of housing stock in Mernda.

A detailed Site Analysis has been undertaken for the SRDP area taking into consideration the following background information that assesses the existing site conditions and features:

- 3.1 Site Context
- 3.2 Precinct Features & Contours
- 3.3 Existing Biodiversity
- 3.4 Heritage
- 3.5 Contamination
- 3.6 Road Hierarchy
- 3.7 Existing Public Transport
- 3.8 Services Availability

A summary of the above considerations are provided on the following pages (see Figures 3-13).



**FIGURE 3 – MELWAYS MAP**  
SOURCE: MELWAYS ONLINE



### 3.1 Site Context

The SRDP area is located adjacent to the northeast corner of the emerging Mernda Town Centre and existing Mernda Railway Station. As such, the subject area is within walking distance (400m) to a variety of shops, services and public transport options. It sits central to the suburb of Mernda, now largely developed, comprising a range of land uses consisting primarily of conventional density residential areas.

The major arterial roads of Plenty Road and Bridge Inn Road are located nearby to the west and south of the site, respectively, with the railway line to the east. An aerial image of the site is provided below (see Figure 4).



**FIGURE 4 – AERIAL IMAGE**  
SOURCE: NEARMAP

## 3.2 Precinct Features and Contours

The SRDP area is characterised by gently undulating terrain, with small rises in the southern and northeast extent. The majority of vegetation has previously been cleared, although there are some scattered trees and other vegetation throughout the site, particularly in the north. There are several existing dwellings, a dry stone wall and St. Joseph's Catholic Church.

A Feature and Level Survey Plan was prepared by Lyssna to determine the existing contours, terrain, vegetation, built structures and property boundaries within the study area. A copy is provided as **Appendix 1** of this document, and an excerpt is shown at Figure 5 adjacent. Site photos are shown at Figures 6 and 7 below.

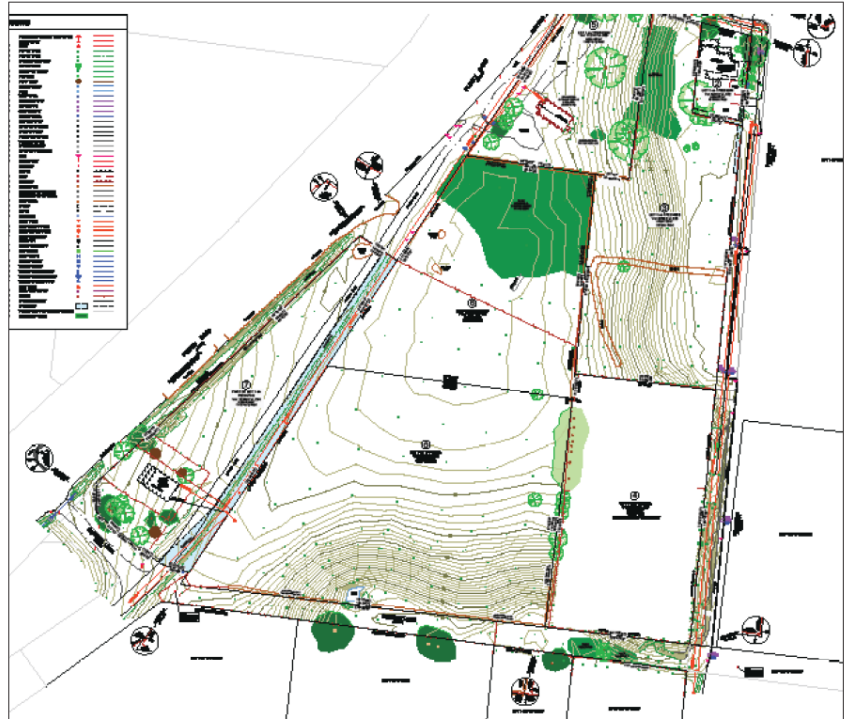


FIGURE 5- SURVEY PLAN  
PREPARED BY LYSSNA



FIGURE 6- SITE PHOTO - OLD PLENTY ROAD FACING NORTH  
SOURCE: WPA



FIGURE 7- SITE PHOTO - CORNER STATION ROAD  
FACING SOUTHWEST  
SOURCE: WPA



### 3.3 Existing Biodiversity

The SRDP area has predominantly been cleared of remnant vegetation, however there are some scattered trees, street trees and planted species throughout the site, as well as trees within the St Joseph's Church grounds afforded heritage protection.

Of the trees assessed, 22 were recommended for removal, 16 indigenous trees 'could be retained' and 3 Victorian natives were on an adjoining property.

A total of 24 River Red Gums were identified including Tree Nos. 1-6, 9-10, 19, 21, 24, 26, 28, 30-34, 43-44, 47-50.

For further details regarding trees onsite please refer to the submitted Arboricultural Report, prepared by Treemap Arboriculture, provided as **Appendix 2**.

A detailed Biodiversity Assessment identified the locations of existing patches of native vegetation and scattered trees within the site, including 1 large and 7 small River Red Gums (see Figures 8 & 9). A copy of the assessment, prepared by Ecolink Consulting, is provided as **Appendix 3**.

The assessment also notes that threatened species of flora and fauna were not found and are unlikely to occur within the subject site due to a lack of suitable habitat.

The property not assessed (Property 8) will require a Biodiversity Assessment of flora and fauna as part of future permit applications for subdivision or development. Property 1 was also not granted access for the arborist assessment and will require further assessment.

Any native vegetation that is approved for removal in subsequent permit applications will need to be appropriately offset to the satisfaction of the Responsible Authority in accordance with the Native Vegetation Provision (Clause 52.17) within the Whittlesea Planning Scheme.

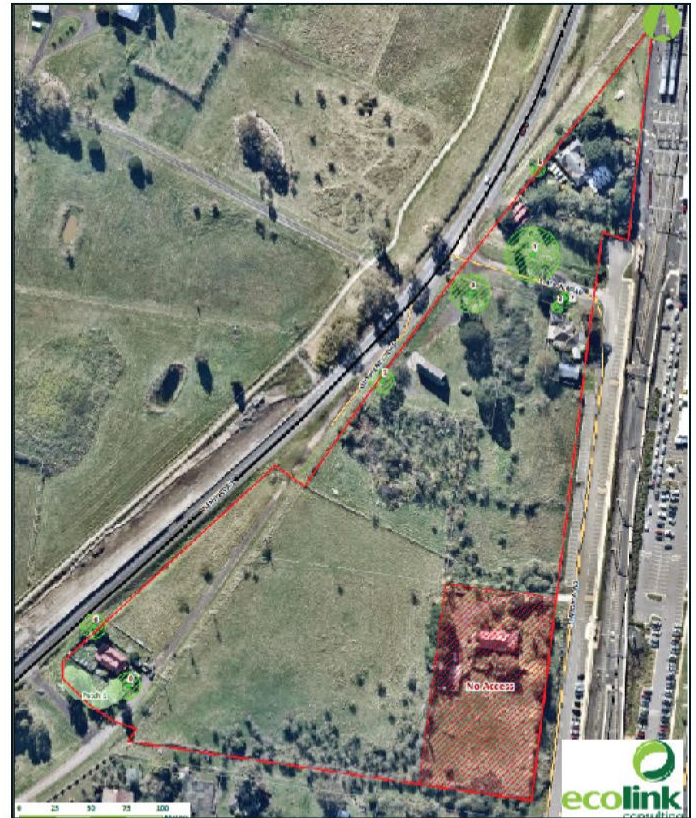


FIGURE 8- BIODIVERSITY PLAN  
PREPARED BY ECOLINK CONSULTING



FIGURE 9- SITE PHOTO - EXISTING TREE  
SOURCE: WPA



### 3.4 Heritage

A Heritage Assessment, including a Dry Stone Wall Management Plan, was undertaken by Benchmark Heritage for a Dry Stone Wall, St Joseph's Church and Graff's House (which previously burnt down). These are located on Properties 2, 5 and 7. A copy of this Heritage Assessment is provided at **Appendix 4**.

Planning permission was granted by Whittlesea Council in accordance with Planning Permit No. 716367 to demolish Graff's House after it burnt down. A condition of its removal was for the provision of a heritage reserve providing interpretation of the site.

The St Joseph's Church, constructed in circa 1884, is located in the west of the site adjacent Plenty Road (see Figure 10). This building is heritage listed and must be retained within future development.

A Dry Stone Wall is located along the eastern boundary of 1480 Plenty Road. Construction of the wall is estimated in the late 1800s. The wall was assessed as in poor condition within the submitted Dry Stone Wall Management Plan.

The two dwellings on properties 6 and 8 have also been identified for potential heritage significance, subject to further detailed assessment at planning permit stage. An independent assessment by Council's heritage advisor determined that the dwelling located within Property 6 (1470 Plenty Road) would warrant heritage protection and that the heritage overlay would be applied. To combat this and allow for the Development Plan to progress, the masterplan has been updated and nominates an indicative curtilage area to be appropriately considered upon the submission of any subsequent permit applications for subdivision and/or use and development.

It is noted that no part of the site is currently within an identified area of Aboriginal Cultural Heritage Sensitivity (see Figure 11).



**FIGURE 10 – ST JOSEPHS CHURCH**  
SOURCE: WPA



**FIGURE 11 – ABORIGINAL CULTURAL HERITAGE SENSITIVITY**  
SOURCE: WPA

### 3.5 Contamination

A Contamination Assessment, provided as **Appendix 5**, was prepared by Connolly Environmental to ensure the land within the SRDP is suitable for sensitive uses. The assessment comprises a site history review, detailed site inspection and soil sampling. The assessment found that there was no evidence of contamination and no former land uses that would cause contamination of the land, and consequently no requirement for further investigation.

### 3.6 Road Hierarchy

The SRDP area is adjacent two arterial roads; Plenty Road and Bridge Inn Road, to the west and south, respectively. Station Road abuts the sites eastern boundary (at the railway interface) before intersecting the northern portion of the site in an east-west direction. Old Plenty Road is also located to the southwest of the site, providing access to several private properties. Station Lane, currently a gravel road, extends east from Plenty Road to Old Plenty Road, with an unconstructed road reserve thereon.

### 3.7 Existing Public Transport

The SRDP area is located adjacent to the Mernda Railway Station which forms part of the Mernda railway line providing commuter rail passenger train services to Melbourne's CBD (see Figures 12 & 13). There are also several bus routes that have a stop outside Mernda Railway Station, including route service nos. 381, 382, 384, 385, 388, 389 and 390. These bus services provide connection across Melbourne's northern suburbs.

### 3.8 Railway Interface

A Train Noise Assessment, provided as **Appendix 6**, was prepared by Marshall Day Acoustics to assess rail noise and outline attenuation measures to achieve appropriate amenity outcomes for future residents. The assessment found that the majority of noise disturbance occurs to the north-east of the site associated with the rail stabling facility. Therefore, the assessment recommends a noise barrier to this interface, as well as additional built form treatment to dwellings along the entire eastern boundary.



FIGURE 12- MERNDA STATION



FIGURE 13- MERNDA STATION PLATFORM



### 3.9 Services Availability

Arcadis have been engaged to provide professional engineering advice regarding the civil servicing and drainage requirements for the precinct. Arcadis have undertaken a detailed site analysis and desktop assessment to understand the site context and servicing requirements. The availability of services are summarised as follows:

- **Sewer:** Yarra Valley Water is the responsible authority for sewer. There are potential sewer outfall locations to the north, south-east and south-west. However, the south-east and south-west options are likely to be unsuitable, due to constraints associated with the railway line and shallow pipe depth, respectively. The northern option could be suitable, however it could be difficult to grade all outfall to this one location due to topography. Alternatively, a sewer pump station would be required.
- **Water:** Yarra Valley Water is the responsible authority for water reticulation. There are a number of existing potable water assets within and adjacent to the subject site. Class A recycled water is not mandated in the area.
- **Gas:** APA is the responsible authority for gas. There are a number of existing assets within proximity of the subject site including a DN63 main in Schotters Road beyond the railway and also a DN200 on the western side of Plenty Road adjacent to the subject site. There is also a proposed DN180 in Bridge Inn Road.
- **Power:** AusNet Services is the responsible authority for electricity. There are existing 22kV high voltage overhead lines along Plenty Road and Bridge Inn Road. In Station Street, there is a low voltage overhead line supplied from the northern end of Station Street.
- **NBN:** NBNCo is the responsible authority for telecommunications. The closest existing NBN assets are available in Bridge Inn Road to the south or alternatively Schotters Road, however the connection is highly constrained as it's east of Mernda Station. There are Telstra pits to the northern end of Station Street and also overhead comms lines in Old Plenty Road separate to the electrical power line.
- **Drainage:** There is existing council owned stormwater infrastructure within proximity to the site in Bridge Inn Road, Schotters Road and Plenty Road (at the Bridge Inn Road Intersection). From site observations it is noted that there are existing drainage pits adjacent to the railway which collects and outfalls the surface run-off from the eastern grading portion of the site. The western grading portion of the site is predominately limited to 1470 Plenty Road and outfalls overland to be collected in table drains in Plenty Road.

For further details please refer to the Drainage and Engineering Servicing Strategy and Stormwater Management Strategy provided as **Appendix 7** and **Appendix 8**, respectively.

## 4 Strategic Planning Context

The Whittlesea Planning Scheme incorporates a series of planning policies to guide decision making for development outcomes within the municipality. This section outlines the policy framework in relation to the proposal.

### 4.1 Municipal Planning Strategy

Clause 71.01 of the Whittlesea Planning Scheme ('the Scheme') states that the "*Municipal Planning Strategy (MPS) provides an overview of important local planning issues in an introductory context, sets out the vision for future use and development in the municipality and establishes strategic directions about how the municipality is expected to change through the implementation of planning policy and the planning scheme*".

The following clauses are considered the most relevant in the assessment of this Development Plan:

#### **Clause 02.02 - Vision**

This Clause states that the *Shaping Our Future: Whittlesea 2030 Strategic Community Plan* provides the community's vision for the City of Whittlesea. The key strategic, land use and development directions of the community plan are:

- Inclusive and engaged community
- Accessibility in, out and around the City
- Growing economy
- Places and spaces to connect people
- Healthy and wellbeing
- Living sustainably

#### **Clause 02.03-1 - Settlement**

##### Urban Growth

Council aims to manage urban growth by:

- Planning development in locations where required infrastructure can be provided effectively and in a timely manner.
- Providing opportunities for mixed use, employment generating centres that are aligned with public transport and roads.
- Minimising adverse amenity impacts from industry and future rail infrastructure on residential areas.
- Protecting environmental assets.

#### **Clause 02.03-2 - Environmental and Landscape Values**

##### Biodiversity and Native Vegetation:

Council aims to:

- Protect areas of biodiversity and native vegetation including conservation areas protected for urban growth areas.
- Increase connectivity between key habitat areas whether regional or local.
- Avoid incremental incursions into environmentally sensitive areas beyond the boundaries of land reserved for future urban development.
- Prioritise vegetation offsets in areas of Red Gum Woodlands beyond the urban fringe.



River Red Gums:

Council aims to:

- Protect River Red Gum trees due to their intrinsic value in establishing a character and identity especially for newly-developing areas but also in existing rural areas.

**Clause 02.03-5 - Built Environment and Heritage**Urban and Building Design

Council aims to:

- Upgrade the image and appearance of Whittlesea including its; Activity centres, major gateways and transport corridors, industrial areas, employment centres.
- Facilitate the integration of local features or focal points including River Red Gums into the design of new communities.
- Retain local environmental features and landscape qualities.
- Encourage the provision of attractive and walkable neighbourhoods that use spaces to encourage recreation and social interaction.

Heritage

Council aims to:

- Protecting and maintaining the integrity and historic character of Whittlesea's heritage places.
- Using the interpretation of heritage places to promote heritage in the municipality.

**Clause 02.03-8 - Transport**

Council aims to support an integrated transport system by:

- Setting aside land in the early stages of development to provide for long term roads and public transport to be established.
- Providing a high level of connectivity within and between subdivisions to enhance the effectiveness of transportation networks.
- Servicing the higher order activity centres of Epping, Plenty Valley, University Hill, and in the future Mernda, Wollert and Donnybrook by high capacity rail and by good access to the arterial road network.
- Locating smaller neighbourhood centres so they are served by local public transport.
- Facilitating sustainable modes of transport.

## 4.2 Planning Policy Framework

Clause 71.02 of the Scheme states that the purpose of the PPF is to “ensure that the objectives of planning in Victoria (as set out in section 4 of the *Planning and Environment Act 1987*) are fostered through appropriate land use and development planning policies and practices that integrate relevant environmental, social and economic factors in the interests of net community benefit and sustainable development.”

The following clauses are considered the most relevant in the assessment of this Development Plan.

**Clause 11 - Settlement**

This provision has been set up to essentially anticipate and respond to the needs of existing and future communities through the provisions of appropriately zoned serviced land for future housing, employment,

recreation and open space, commercial and community facilities and infrastructure. The objectives of the following sub-clauses should be taken into consideration:

Clause 11.01-1S - Settlement: To facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.

Clause 11.02-1S - Supply of Urban Land: To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.

Clause 11.03-1S - Activity Centres: To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

### **Clause 12 – Biodiversity**

This provision establishes guidance for the protection of natural values. The objectives of the following sub-clauses should be taken into consideration:

Clause 12.01-1S – Protection of Biodiversity: To protect and enhance Victoria’s biodiversity.

Clause 12.01-1L – River Red Gum Protection: To retain and provide for the long-term viability of River Red Gums.

Clause 12.01-2S – Native Vegetation Management: To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.

### **Clause 15 - Built Environment and Heritage**

This provision strives to recognise the role of urban design, building design, heritage and energy and resource efficiency in delivering liveable and sustainable cities, towns and neighbourhoods. The objectives of the following sub-clauses should be taken into consideration:

Clause 15.01-1S - Urban Design: To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

Clause 15.01-1L - Urban Design in the City of Whittlesea:

- Support built form outcomes that create a connection to place and the community.
- Design development to orient toward rather than away from the street.

Clause 15.01-1R - Urban Design - Metropolitan Melbourne: To create a distinctive and liveable city with quality design and amenity.

Clause 15.01-2S - Building Design: To achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.

Clause 15.01-2L - Environmentally Sustainable Development: To achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

Clause 15.01-3S - Subdivision Design: To ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.



Clause 15.01-3L - Subdivision Design: To design subdivisions to be site responsive.

Clause 15.01-4R - Healthy Neighbourhoods - Metropolitan Melbourne: To create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.

Clause 15.01-5S - Neighbourhood Character: To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

Clause 15.03-1S – Heritage Conservation: To ensure the conservation of places of heritage significance.

Clause 15.03-1L – Heritage Conservation in Heritage Conservation Areas

General Strategies (as deemed relevant):

- Secure and protect places with identified heritage value in the early stages of subdivision and development processes.
- Protect views of, and vistas to, silhouettes and profiles of a heritage place including mature vegetation and landmarks where these views or vistas have been identified as contributing to the significance of the heritage place.
- Design subdivision plans to maintain a heritage place and any associated contributory elements associated with a heritage place on a single lot and, where possible, utilise original boundaries.

Clause 15.03-1L - Dry Stone Walls: To support the conservation and repair of dry stone walls and their sympathetic integration within developments.

Clause 15.03-2S - Aboriginal Cultural Heritage: To ensure the protection and conservation of places of Aboriginal cultural heritage significance.

### **Clause 16 - Housing**

This provision seeks to ensure there is adequate housing supply to meet different needs and the long-term sustainability of housing in appropriately accessible locations. The objectives of the following sub-clauses should be taken into consideration:

Clause 16.01-1S – Housing Supply: To facilitate well-located, integrated and diverse housing that meets community needs.

Clause 16.01-2S – Housing Affordability: To deliver more affordable housing closer to jobs, transport and services.

### **Clause 18 - Transport**

This provision strives to ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe. The objectives of the following sub-clauses should be taken into consideration:

Clause 18.01-1S - Land Use and Transport Integration: To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.

Clause 18.01-2S - Transport System: To facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system.

Clause 18.01-3S – Sustainable and Safe Transport: To facilitate and environmentally sustainable transport system that is safe and supports health and wellbeing.

Clause 18.02-1S - Walking: To facilitate an efficient and safe walking network and increase the proportion of trips made by walking.

Clause 18.02-2S - Cycling: To facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling.

Clause 18.02-3S – Public Transport: To facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport.

Clause 18.01-4S – Roads: To facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure.

### **4.3 Mernda Strategy Plan**

The Development Plan area is located within Precinct 3 of the overarching *Mernda Strategy Plan 2008* (the 'Strategy Plan') prepared by City of Whittlesea (Figure 14). This document provides overarching strategic guidance on the future urban structure of Mernda. The Strategy Plan designates the SRDP area for medium density residential development, given its close proximity to the town centre.

It also states the following:

*"Heritage places such as Graffs Farmhouse and St Josephs Church to be protected within medium density housing area."*

A further assessment of the SRDP against the plans and objectives of the MSP is provided at Section 6.3 of this report.

## 4.4 Mernda Town Centre Comprehensive Development Plan

The Mernda Town Centre Comprehensive Development Plan (MTCCDP) applies to the Mernda Town Centre (the 'town centre') which is designated as a future major activity centre. The MTCCDP provides the overarching framework to guide development of the town centre, consistent with the objectives of the Mernda Strategy Plan, across five sets of urban design principles.

The subject area is located on the periphery of the town centre, providing convenient access to shops, services and transport. This supports the provision of increased residential densities and the opportunity to provide diverse forms of housing to meet different needs within the community.

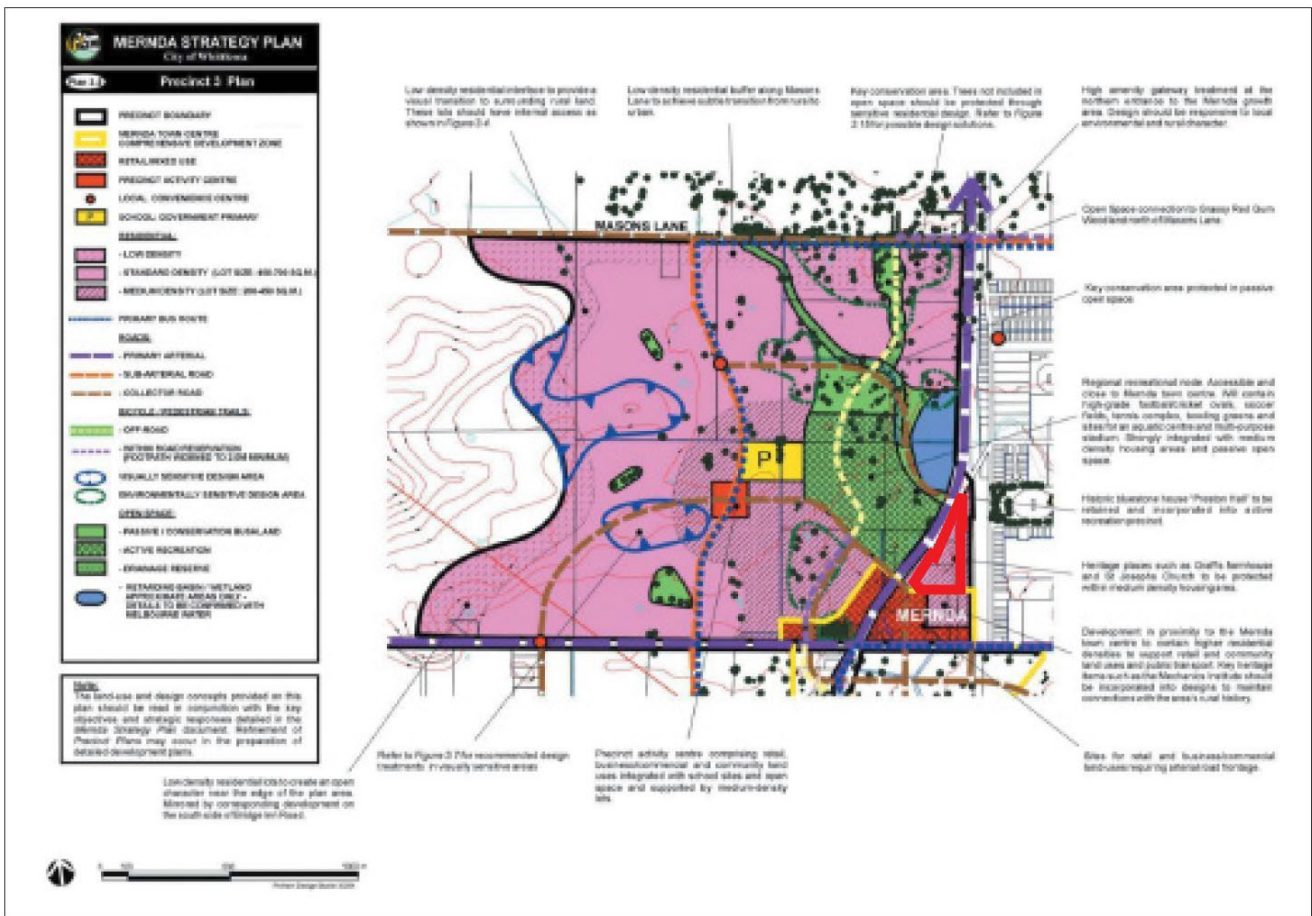


FIGURE 14- MERENDA STRATEGY PLAN - PRECINCT 3  
SOURCE: WHITTLESEA CITY COUNCIL



## 5 Planning Controls Summary

### 5.1 Zoning

The Development Plan area is currently zoned as General Residential Zone - Schedule 1 under the Whittlesea Planning Scheme (see Figure 15).

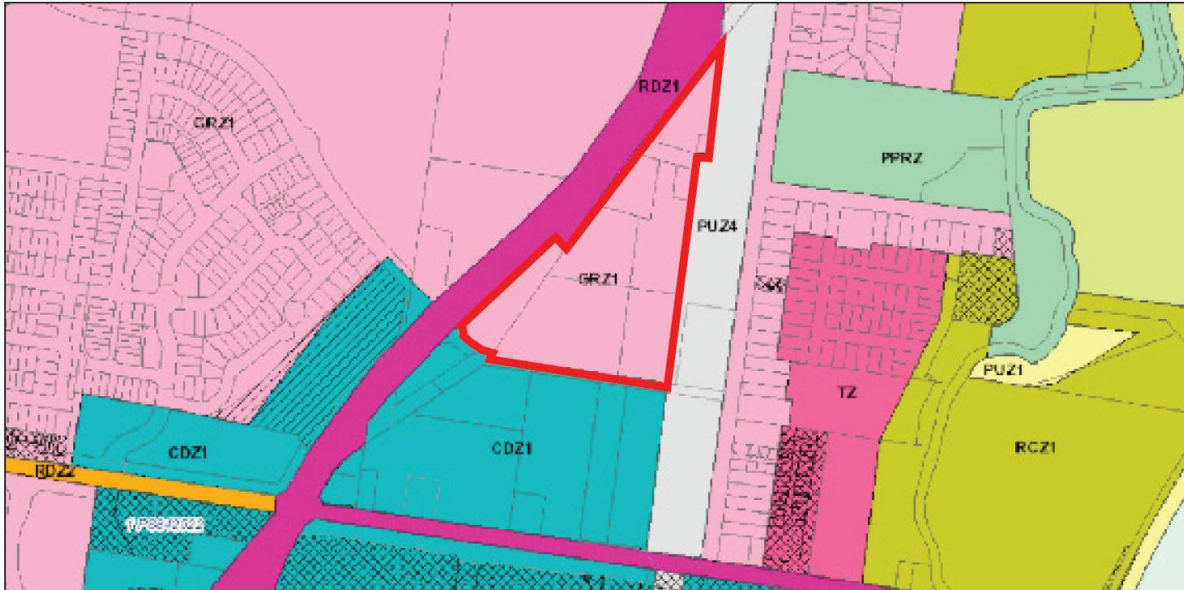


FIGURE 15- ZONING PLAN  
SOURCE: VICPLAN

### 5.2 Overlays

The Development Plan area is also covered by the following Overlays (shown at Figures 16-20):

- Development Plan Overlay - Schedule 5
- Vegetation Protection Overlay - Schedule 1
- Incorporated Plan Overlay - Schedule 1
- Heritage Overlay - Schedule 21 and Schedule 69
- Development Contributions Plan Overlay - Schedule 9
- Public Acquisition Overlay -

A brief overview of these overlays is provided on the following pages.

**Development Plan Overlay - Schedule 5**

The applicable Development Plan Overlay (DPO) requires the approval of a Development Plan prior to a permit being granted for subdivision, use or development (Figure 16). This Development Plan has been prepared pursuant to the requirements of this Overlay, which is discussed further in the following section of this report.

**Incorporated Plan Overlay - Schedule 1**

The Incorporated Plan Overlay (IPO) implements the Mernda Strategy Plan within the Whittlesea Planning Scheme as the overarching strategic document applicable to the site and surrounding area (Figure 17). Any approved Development Plan or planning permit must be generally in accordance with the provisions of the Mernda Strategy Plan.

**Heritage Overlay - Schedules 21 and 69**

The purpose of the Heritage Overlay (HO) includes to conserve places of cultural significance and ensure that development does not adversely impact them (Figure 18). The HO21 applies to the St Joseph’s Church which will be retained within future development. HO69 refers to Graff’s House which burnt down in 2015 and was approved for removal. A permit is required to subdivide land, remove a building, construct a building or carryout works within the HO. As outlined, a subsequent Heritage Overlay schedule will be applied to Property 6.

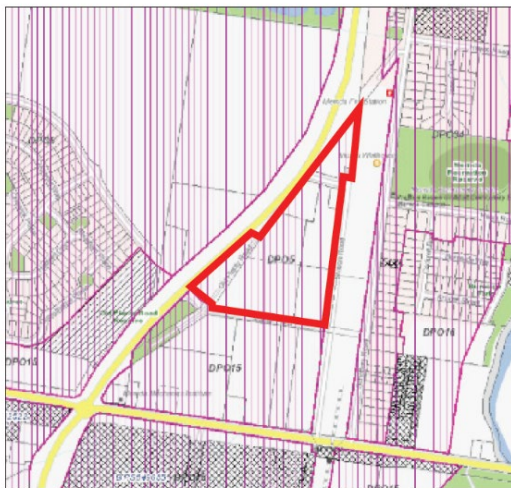


FIGURE 16- DEVELOPMENT PLAN OVERLAY  
SOURCE: VICPLAN

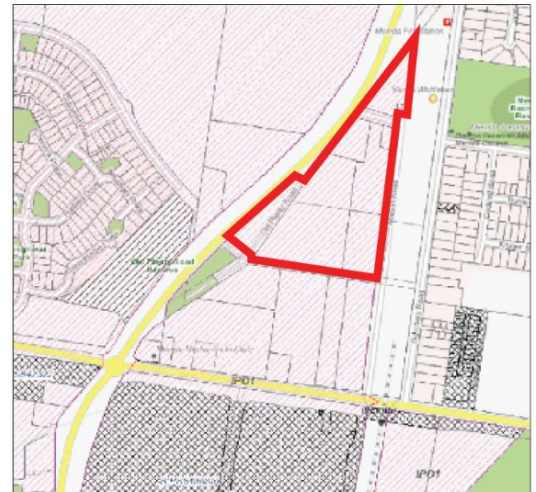


FIGURE 17- INCORPORATED PLAN OVERLAY  
SOURCE: VICPLAN



FIGURE 18- HERITAGE OVERLAY  
SOURCE: VICPLAN

**Vegetation Protection Overlay - Schedule 1**

The purpose of the Vegetation Protection Overlay (VPO) includes to protect areas of significant vegetation (Figure 19). The applicable Schedule 1 to the VPO (VPO1) identifies native vegetation within Mernda, particularly Red Gum Grassy Woodlands, as important for protection. A planning permit is required for the removal, destruction or lopping of any native vegetation. An arboricultural assessment of existing River Red Gums is also listed as an application requirement. Any future subdivision or development is not to affect adjoining native vegetation that is to be retained.

**Development Contributions Plan Overlay - Schedule 7**

This overlay implements the *Mernda Strategy Plan Development Contributions Plan* (DCP), which stipulates the developer contributions required for the provision of shared infrastructure and services (see Figure 20). It is anticipated that the requisite contribution for individual properties will be included as a condition of future planning permits.

**Public Acquisition Overlay 15**

This overlay identifies land proposed to be acquired to facilitate road widening and a major four-leg intersection at Plenty Road, Station Lane and Everton Drive.



FIGURE 19- VEGETATION PROTECTION OVERLAY  
SOURCE: VICPLAN

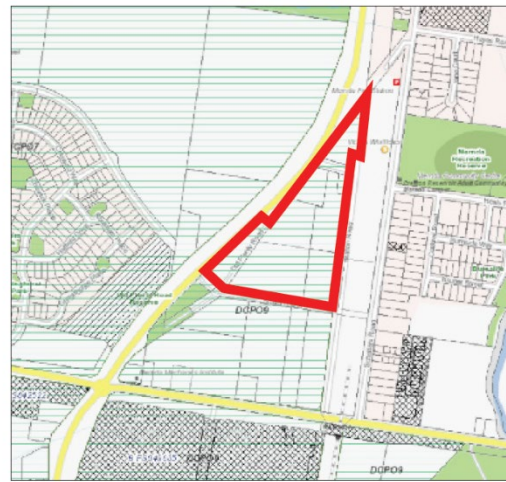


FIGURE 20- DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY  
SOURCE: VICPLAN



FIGURE 21- PUBLIC ACQUISITION OVERLAY  
Source: VICPLAN



## 5.3 Heritage Provisions Response

The following assessment is provided against the provisions of the Heritage Overlay, as it applies to the St Joseph's Church and Graff's House, as well as Historic Dry Stone Walls, including local provisions at Clause 15.03-1L and the Heritage Overlay.

The Application Requirements to accompany a planning application are listed at Clause 1.0 of the Schedule to the Heritage Overlay (Clause 43.01).

### 5.3.1 St Joseph's Church

The St Joseph's Church (hereafter 'the Church') is protected under the Heritage Overlay (H021).

The relevant application requirements for the Church include:

- *A report explaining the proposal and how it addresses any heritage policy in this scheme.*

This report provides details of the proposal including retention of the Church within the future development area. The layout has considered retention of the Church within a future lot. It has also been provided with internal, local road access from the east (rather than Plenty Road) which also ensures sight lines of the Church are maintained. Furthermore, appropriate separation has been provided to the future residential area.

- *A Heritage Impact Statement prepared by a suitably qualified heritage consultant, that assesses the impact of the proposal on the heritage place outlining: The cultural heritage significance of the place and a description of the contributory elements of the heritage place and how these have been considered in the preparation of the application.*
  - *Existing conditions and the current use of the place.*
  - *The works proposed and what physical and/or visual impacts will result from the proposed works.*
  - *Reasons outlining why any detrimental impacts on the significance cannot be avoided.*
  - *Alternative proposals and measures being employed to avoid, limit or manage any unavoidable detrimental impacts.*

Please refer to the submitted Heritage Assessment prepared by Benchmark Heritage. The assessment appropriately identifies that the heritage values of the Church will not be impacted within the context of future development.

### 5.3.2 Dry Stone Walls

The Dry Stone Wall is protected under local provisions, with application requirements outlined under the Heritage Overlay, as follows:

- *For applications where dry stone walls may be affected:*
  - *A feature survey of the dry stone walls within the proposed development.*

Please refer to the Survey Plan which identifies the location of dry stone walls. It is noted that distinction should be made between historic dry stone walls and other rocks or boulders, such as landscaping rocks between Plenty Road and St Josephs Church.

- *A dry stone wall management plan which includes the following:*
  - *Photographs (or suitable records) of the dry stone walls.*

- *Recommendations for repair and/or reconstruction.*
- *Conservation works that will retain the cultural significance of the dry stone walls.*
- *A plan showing the proposed location of any landscaping, footpaths, and structures that may impact on the dry stone walls.*

Please refer to the submitted Dry Stone Wall Management Plan, forming part of the submitted Heritage Assessment, prepared by Benchmark Heritage (see Appendix 4). The report provides a comprehensive survey and assessment of the dry stone wall.

In summary, the wall was assessed as 'Poor' condition, meaning that most of the wall has collapsed. There were no intact sections of the wall recorded. The construction technique of the wall indicates it was constructed after 1870, due to the use of supporting wire. It is considered probable that the wall was constructed by stacking loose rocks under the fence rather than a professional dry stone wall method. The report found that the wall has local value only, and removal would have minimal impact on the overall heritage value of the subject land.

Given the poor condition and low heritage value identified in the assessment, it is proposed to remove the dry stone walls, with the exception of the dry stone wall within the St Josephs Church site. It is proposed to reuse removed stone in accordance with Whittlesea policy within landscaping or interpretative features within the proposed Graff's House reserve.

### 5.3.3 1470 Plenty Road, Mernda

An independent assessment by Council's Heritage Advisor determined that the existing dwelling located in the south-west corner of 1470 Plenty Road has heritage significance and will need to be protected. The Development Plan has been appropriately modified to apply the proposed curtilage around the dwelling and immediate surrounds. Any future permit application for use and development will incorporate the dwelling and ensure its protection.

## 5.4 Development Plan Overlay -Schedule 5 Response

This section addresses each of the specific requirements of the Development Plan as set out in Clause 43.04 of the Whittlesea Planning Scheme, as well as the specific requirements set out within the applicable Schedule 5 to the Development Plan Overlay (DPO5).

### 5.4.1 General DPO Requirements

The Development Plan responds to the requirements set out in the DPO as follows:

**Table 1.** DPO Requirements Response

Clause 43.04-3 Requirement	Assessment / Response
The development plan may consist of plans or other documents and may, with the agreement of the responsible authority, be prepared and implemented in stages.	The Development Plan Package consists of the plan entitled Masterplan Concept Development Plan, provided as <b>Appendix 9</b> to this report.
A development plan that provides for residential subdivision in several specified zones, including GRZ, must meet the requirements of Clause 56 as specified in the zone.	The Development Plan indicates a conceptual subdivision layout and local internal road network. It is anticipated that this will allow for future subdivision in accordance with Clause 56.
The development plan must describe: <ul style="list-style-type: none"> <li>• The land to which the plan applies.</li> </ul>	<ul style="list-style-type: none"> <li>• The Development Plan applies to the land within the Development Plan boundary as depicted in previous</li> </ul>

<ul style="list-style-type: none"> <li>• The proposed use and development of each part of the land.</li> <li>• Any other requirements specified for the plan in a schedule to this overlay</li> </ul>	<p>sections of this report. It comprises the remaining land without a Development Plan confined by Plenty Road, the railway line and Station Lane.</p> <ul style="list-style-type: none"> <li>• The proposed use and development of each part of the land is detailed on the plan.</li> <li>• Refer to section 5.3.2 for a response to the specific DP schedule requirements.</li> </ul>
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#### 5.4.2 DPO5 Specific Requirements

Table 2 sets out the specific requirements for a development plan listed at Clause 4.0 of the DPO5 and explains how the proposed SRDP meets those requirements.

**Table 2.** DPO5 Requirements Response

<b>DPO5 Requirements</b>	<b>Assessment/Response</b>
<p>1. Generally in accordance with the Mernda Strategy Plan and associated Precinct Plans. A written report must be submitted addressing how the Development Plan responds to and applies the design principles and key objectives of the relevant plans.</p>	<p>The Development Plan is consistent with the plans and objectives of the Mernda Strategy Plan (MSP). The SRDP Area is designated for residential purposes under the MSP and has been prepared taking into consideration the goals of the MSP such as supporting higher densities and retention of the St Joseph's Church.</p>
<p>2. Protection and enhancement of identified conservation areas. An environmental assessment of the flora, fauna and habitat significance of the land must be submitted which includes recommended actions for management, revegetation and restoration of conservation and vegetation protection areas and the links between such areas. The assessment should be guided by the broader environmental assessment recommendations completed as part of the Mernda Strategy Plan.</p>	<p>Please refer to the submitted Biodiversity Assessment which provides an assessment of the existing flora and fauna onsite. It identifies that there are minimal environmental values present that warrant protection. Additionally, the MSP does not identify any areas environmental significance or future open space or conservation areas within the subject area.</p>
<p>3. Retention and integration of individual and stands of mature trees, particularly indigenous River Red Gums. An arborcultural survey of all existing trees on the land and their condition, health and integrity must be submitted including appropriate measures for the long term preservation of the tree(s) having regard to their proposed open space or development context. A tree protection strategy must also be submitted to ensure that trees (including canopy and root system) are not damaged during subdivision construction.</p>	<p>The submitted Biodiversity Assessment and Arborist Report appropriately assesses existing vegetation onsite, including River Red Gums. The majority of trees were identified as having low retention value and therefore were recommended for removal. However, proposed retention and removal of River Red Gums will be addressed at planning permit stage. Furthermore, Tree Protection Strategies can be prepared as part of individual planning permit applications, as required, to the satisfaction of the Responsible Authority. This has been noted as a requirement on the plan and at Section 7.4 of this report.</p>
<p>4. A 'Net Gain' assessment of any native vegetation to be removed having regard to the background document Victoria's Native Vegetation Management – A Framework for Action including the location of any necessary offsets.</p>	<p>The submitted Biodiversity Assessment includes an indicative assessment of the offset requirements for potential vegetation removal, to be formally addressed at planning permit stage to the satisfaction of the responsible authority.</p>
<p>5. Recognition of important landscape views and vistas. A visual impact assessment must be submitted for those areas identified as 'visually sensitive' in the Precinct Plans forming part of the Mernda Strategy Plan.</p>	<p><i>Not Applicable</i> - The SRDP area is not identified as 'visually sensitive.' Nor does it interface with any important landscape views. Therefore, this requirement is not deemed a relevant consideration.</p>



<p>6. Provision of appropriate transition and interface design treatments between designated land uses identified in the Mernda Strategy Plan. Design concept plans for the interface between residential areas and the following land uses must be submitted:</p> <ul style="list-style-type: none"> <li>• Adjacent or opposite land zoned Rural and Environmental Rural.</li> <li>• High voltage power transmission line easements.</li> <li>• Mernda town centre and other precinct activity centres.</li> <li>• The existing rail reserve and Melbourne Water 'pipe track' reservation.</li> <li>• Identified cultural heritage places.</li> <li>• Low density residential areas.</li> <li>• Primary and Secondary arterial roads.</li> <li>• Major open space reserves.</li> </ul>	<p>The SRDP has appropriately responded to surrounding land uses and interfaces including the railway line to the east and Plenty Road secondary arterial to the west. The street network has been designed with the use of laneways and paper roads (subject to VicTrack approval) to ensure that dwellings will appropriately front and activate the abovementioned areas.</p>
<p>7. Provision of appropriate transition and interface design treatments between designated land uses and the existing or proposed Plenty Gorge Parklands which incorporates a boulevard road adjacent to the parklands and the design of lots such that no common boundary abuts the parklands.</p>	<p><i>Not Applicable</i> - The SRDP area does not interface with the Plenty Gorge Parklands. Therefore, this requirement is not deemed a relevant consideration.</p>
<p>8. A landscape strategy for the area adjacent to the existing or proposed Plenty Gorge Parklands including plans...</p>	<p><i>Not Applicable</i> - The SRDP area does not interface with the Plenty Gorge Parklands. Therefore, this requirement is not deemed a relevant consideration.</p>
<p>9. Conservation and protection of Aboriginal and European cultural heritage places. A detailed archaeological survey and heritage assessment must be submitted which includes recommendations for the protection, restoration and interpretation of significant individual sites and, where appropriate, design measures to sensitively integrate sites into the proposed town centre or open space network...</p>	<p>The St Joseph's Church is a heritage listed building that will be retained within a separate land parcel.</p> <p>Interpretation of Graff's House will be provided within an open space reserve in accordance with the relevant planning permit. This will also incorporate a feature constructed from stone reused from the Dry Stone Walls proposed for removal.</p> <p>The existing dwellings within Property 6 will be subject to a further detailed assessment and heritage controls to determine the exact curtilage. An indicative area has been designated on the SRDP for protection in the interim.</p> <p>The site is not within an area of identified Aboriginal Cultural Heritage Sensitivity and, therefore, it is considered that no further investigations are required.</p>
<p>10. Application of the principles of water sensitive urban design (WSUD). A stormwater management plan must be prepared and submitted which provides for the protection of natural systems, integration of stormwater treatment into the landscape, protection of water quality (particularly in relation to the Plenty River and its tributaries), and reduction of run-off and peak flows. The plan must have regard to the particular WSUD principles set out in the Mernda Strategy Plan.</p>	<p>Please refer to the submitted Stormwater Management Strategy which outlines stormwater management for the site in accordance with the applicable Melbourne Water drainage scheme. In accordance with this scheme, it is anticipated that stormwater will be conveyed and treated at a catchment level within downstream assets external to the SRDP area, as well bioretention basins within the site.</p>

11. Opportunities for a diverse range of allotment densities and dwelling types. A statement of housing outcomes, population and lot yield targets must be submitted.	The urban layout has been designed to deliver a range of lot densities and dwellings including both conventional and medium density allotments. Please refer to the submitted Development Plan Package for details regarding the urban layout, and Section 7.2.1 of this report for further information regarding anticipated development outcomes.
12. Provision of a road network providing a high degree of connectivity and external and internal permeability. A functional road layout plan must be submitted showing typical road cross sections and integration with the existing and proposed arterial road network. The plan should further provide for any public bus network which may be required within the Development Plan area; the provision of land for road widening where identified in the Mernda Strategy Plan; and a bicycle and pedestrian network plan (which includes links to adjoining land and networks).	The road network has been designed to provide a high degree of connectivity. Roads will consist of local roads, a connector street and several laneways, providing rear-loaded access to a number of lots. The connector street will be constructed within the Station Lane road reserve to the south, with the provision of land for road widening. The site will have access to the external network including Plenty Road and Bridge Inn Road. In relation to the Station Lane widening, the adjoining Mernda Town Centre North East Development Plan states the following: Development of the Development Plan may potentially require its reservation to be widened to 20m to allow for a bus service to operate. Should Station Lane not be required to accommodate a bus service the ultimate reservation can be re-negotiated at the planning permit application stage. Please refer to the Road Network Plan, forming part of the Development Plan Package, and shown at Section 7.2.4 of this report.
13. A landscape concept plan for all open space areas.	<i>Not applicable</i> - The site does not contain any open space areas. Therefore, this requirement is not deemed a relevant consideration.
14. A street tree concept plan.	It is submitted that this can appropriately be addressed as part of future planning permit applications to the satisfaction of the Responsible Authority. It is noted that the inclusion of rear-loaded lots will allow increased street tree planting opportunities within the primary frontage due to reduced vehicle crossovers.
15. Precinct activity centre design concept plans.	<i>Not applicable</i> - The SRDP area does not contain any activity centres. Therefore, this requirement is not deemed a relevant consideration.
16. A conduit network concept plan to facilitate the future installation of advanced telecommunications services through optical fibre cabling.	The submitted Drainage and Servicing Infrastructure Strategy identifies that NBN is available nearby to be provided to the site.
17. A development contributions plan and open space land budget.	It is anticipated that development contributions will be included as a condition of future planning permits in accordance with the applicable Mernda Strategy Plan DCP.
18. An environmental audit identifying any environmental hazards or contamination on the land and proposed treatments, if any; or a qualified statement indicating the absence of such hazards or contamination.	Please refer to the submitted Contamination Assessment which appropriately identifies that the site does not contain any contamination and, therefore, is suitable for residential uses.
19. The location of any detention tanks, drainage retarding basins or other utility infrastructure required to service the neighbourhood.	Please refer to the submitted Stormwater Management Strategy which outlines the anticipated requirements for the provision of drainage connections and infrastructure, including the indicative location of bioretention basins.

20. The stages, if any, by which the development of the land is proposed to proceed.	Please refer to the Staging Plan, forming part of the Plan Package, which demonstrates that staging will largely progress from the southern portion of the site towards the north to tie in with existing road and servicing infrastructure.
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## 6 Vision & Design Response

With consideration of the detailed Site Analysis undertaken for the overall study area, the applicable requirements of the Whittlesea Planning Scheme and the overarching Mernda Strategy Plan, the following Vision and Design Response were formulated to help guide preparation of the Development Plan layout and assist Council's assessment of future planning permit applications.

### 6.1 Development Plan Vision

*The Development Plan will facilitate development of a residential growth precinct that contributes to housing diversity and supports activity within the emerging Mernda Town Centre. And to provide a high quality, highly accessible and highly liveable neighbourhood that takes advantage of the sites proximity to key transport, shops and services.*

### 6.2 Design Response

The following list identifies site responsive design considerations used to guide the urban design layout:

1. The urban layout should be designed to minimise irregular shaped lots influenced by the triangular shaped site;
2. Built form should respond to sensitive interfaces associated with major transport routes to the west and east;
3. Support opportunities for the retention of scattered River Red Gums, particularly a large tree in the north of the precinct;
4. The topography is gently undulating;
5. Pedestrian and cycling connections should be facilitated to encourage active transport to the Mernda Town Centre and Railway Station;
6. Appropriate connections should be provided to the external road network, including Plenty Road, Station Road and Station Lane.

Please refer to the Site Analysis Plan, forming part of the submitted Development Plan Package, and shown at Figure 21 on the following page.





**FIGURE 22 – SITE ANALYSIS PLAN**  
PREPARED BY PATCH DESIGN+PLAN

### 6.3 Mernda Strategy Plan Response

This section outlines how the SRDP has been designed giving consideration to the plans and key objectives of the Mernda Strategy Plan. The subject site's location within each relevant MSP Plan, as well as an MSP Comparison Plan (prepared by Patch Design + Plan), are shown at Figures 22-28 on the following pages.

Plenty Road and Bridge Inn Road are designated as secondary arterial roads to the west and south, as well as a bus route (see Figure 22). A collector road is also designated through the adjoining site to the southwest. The railway reservation is also shown to the southeast, which has since been constructed.

A shared path is designated within the Plenty Road and Bridge Inn road reserves, as well as a regional shared path within the railway reservation adjacent to the east of the site (see Figure 23).

There are no areas of environmental significance, public open space or activity centres designated within the SRDP area (see Figures 24-26). However, the Mernda Town Centre is designated immediately to the southwest.

The majority of the site is also within an area of low archaeological sensitivity, except for a small portion of the southwest corner which is 'high for scarred trees (red gum)' (Figure 27).

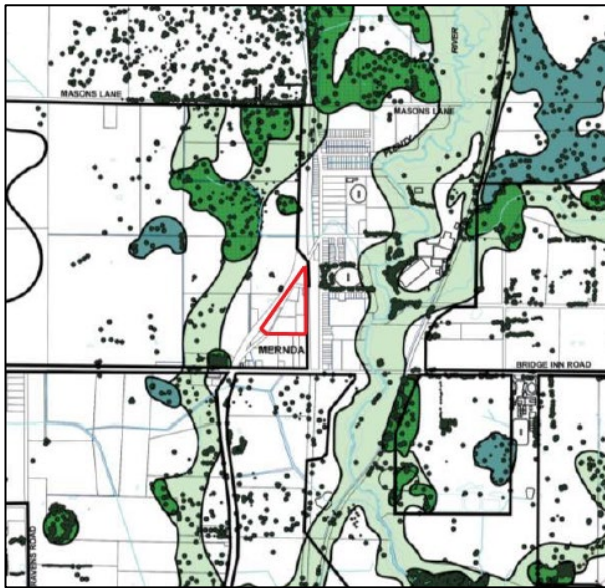


**FIGURE 23 – ROADS & PUBLIC TRANSPORT PLAN**  
SOURCE: MERNDA STRATEGY PLAN

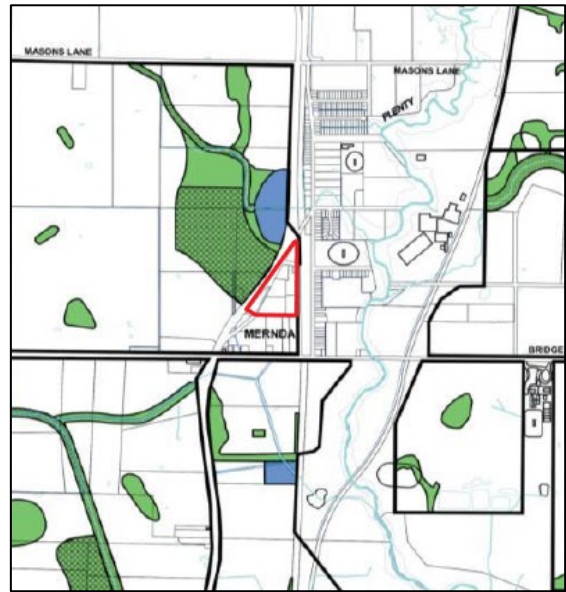


**FIGURE 24 – BICYCLE/PEDESTRIAN NETWORK PLAN**  
SOURCE: MERNDA STRATEGY PLAN

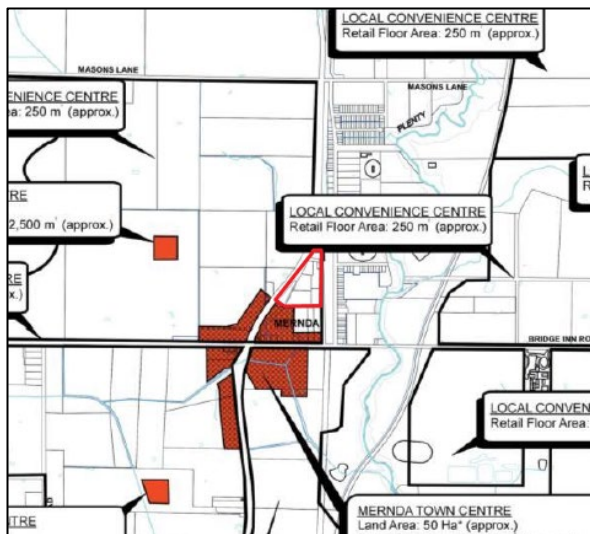




**FIGURE 25 – AREAS OF ENVIRONMENTAL SIGNIFICANCE PLAN**  
SOURCE: MERNDA STRATEGY PLAN



**FIGURE 26 – OPEN SPACE NETWORK PLAN**  
SOURCE: MERNDA STRATEGY PLAN



**FIGURE 27 – ACTIVITY CENTRES PLAN**  
SOURCE: MERNDA STRATEGY PLAN



**FIGURE 28 – ARCHAEOLOGICAL SENSITIVITY PLAN**  
SOURCE: MERNDA STRATEGY PLAN

**Table 3.** Response to Mernda Strategy Plan Key Objectives

MSP Key Objective	Response
<p>1. To put in place an efficient, equitable and environmentally sustainable transportation system that reduces car dependence, encourages walking and cycling for local trips, and supports local economic activity.</p>	<p>The SRDP will support conventional and medium density residential housing within walking distance to the Mernda Railway Station and Town Centre, reducing the reliance on the private motor vehicle. Footpaths on local streets will link to the broader pedestrian and cycling network, allowing residents to access their daily needs by active modes of transport.</p>
<p>2. To protect and enhance environmental values by applying the principles of ecologically sustainable design to the designation of open space and the construction of urban areas.</p>	<p>The SRDP area does not contain any designated areas of public open space. However, it is anticipated that consistent street tree planting will be provided throughout.</p>



3. To establish a series of diverse and pedestrian-friendly precinct activity centres that complement a mixed-use Mernda Town Centre of sub-regional status.	The SRDP area does not contain an activity centre, however residents will have pedestrian access to the adjacent Mernda Town Centre which will help support commercial activity.
4. To facilitate the timely provision of a range of community and recreation facilities to meet the needs of local residents and promote community health and cohesion.	The SRDP area does not contain any designated community or recreation facilities. Therefore, this is not deemed a relevant consideration.
5. To establish an integrated open space network that maintains ecological integrity and landscape character as well as offering a wide range of passive and active recreation opportunities for all user-groups.	The SRDP area does not contain any designated areas of public open space. However, residents will have direct access to a regional cycling path along the railway line, as well as active recreation and conservation reserves on the adjacent side of Plenty Road.
6. To protect Aboriginal and European heritage sites and to increase community understanding and awareness of this heritage through site-responsive urban design.	<p>St Joseph's Church will be retained within its own individual parcel whilst Graffs House will be interpreted within a public reserve.</p> <p>Potential heritage dwellings will be subject to further comprehensive assessment at the planning permit stage.</p> <p>The SRDP area is not currently within an area of Aboriginal Cultural Heritage Sensitivity.</p>
7. To effectively and efficiently implement the servicing and drainage strategies that have been prepared by Yarra Valley Water and Melbourne Water respectively.	The submitted engineering strategies outline drainage and servicing for the site in accordance with Yarra Valley Water and Melbourne Water strategies, respectively.



**FIGURE 29 – MSP COMPARISON PLAN  
PREPARED BY PATCH DESIGN+PLAN**

## 7 The Development Plan

This section provides further details regarding key elements of the urban structure and should be read in conjunction with the Development Plan Package provided at **Appendix 9**.

A series of specialist consultants were engaged to provide expert advice and input to the design of the SRDP. These reports also assess the SRDP against the applicable guidelines and standards to ensure appropriate compliance is achieved. This information will help to set clear development and engineering expectations to assist future permit applications for subdivision and development. Therefore, it is considered that the following information serves to suitably justify the proposed SRDP.

### 7.1 Future Urban Layout & Land Use Overview

The SRDP incorporates 8 individual properties with a combined overall area of approximately 5.39ha.

The primary land uses will comprise conventional and medium density residential. The Development Plan package includes several plans such as the Site Analysis, Road Network, Masterplan Concept Development Plan and exemplar Case Study Images, which are discussed in the following section of this report. A copy of the Masterplan Concept Development Plan is shown on the following page (see Figure 29).

The residential areas will be supported by a local road network that connects to Station Road and Plenty Road via a future connector street through the adjoining property to the south.

It is envisaged that required drainage infrastructure and servicing will be located below ground within the road reserve. The internal and external road network have been designed to ensure traffic is unobstructed and supports bicycle and pedestrian activity through the delivery of pedestrian paths and appropriate street design.



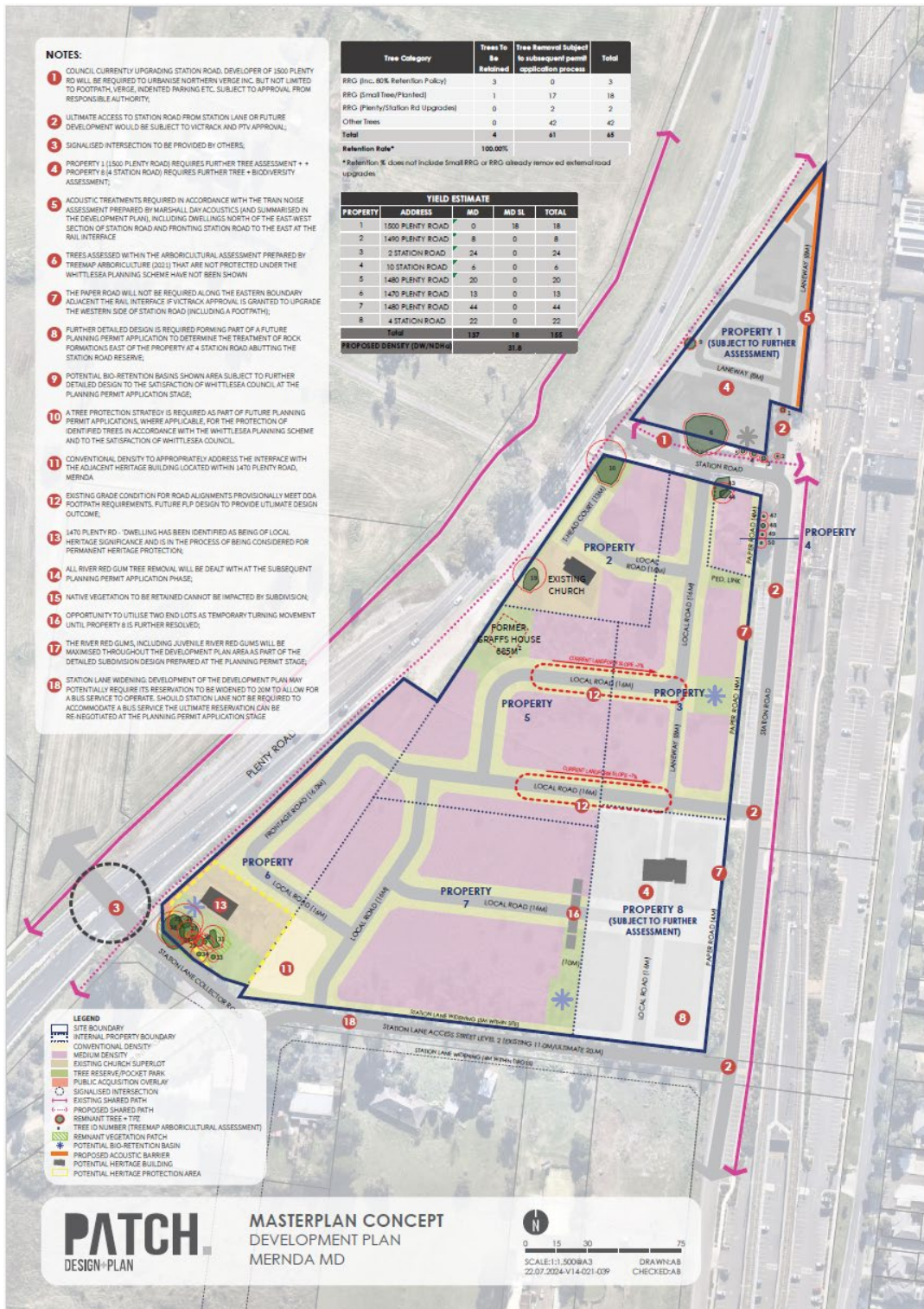


FIGURE 30- MASTERPLAN CONCEPT DEVELOPMENT PLAN PREPARED BY PATCH DESIGN+PLAN

## 7.2 Key Elements

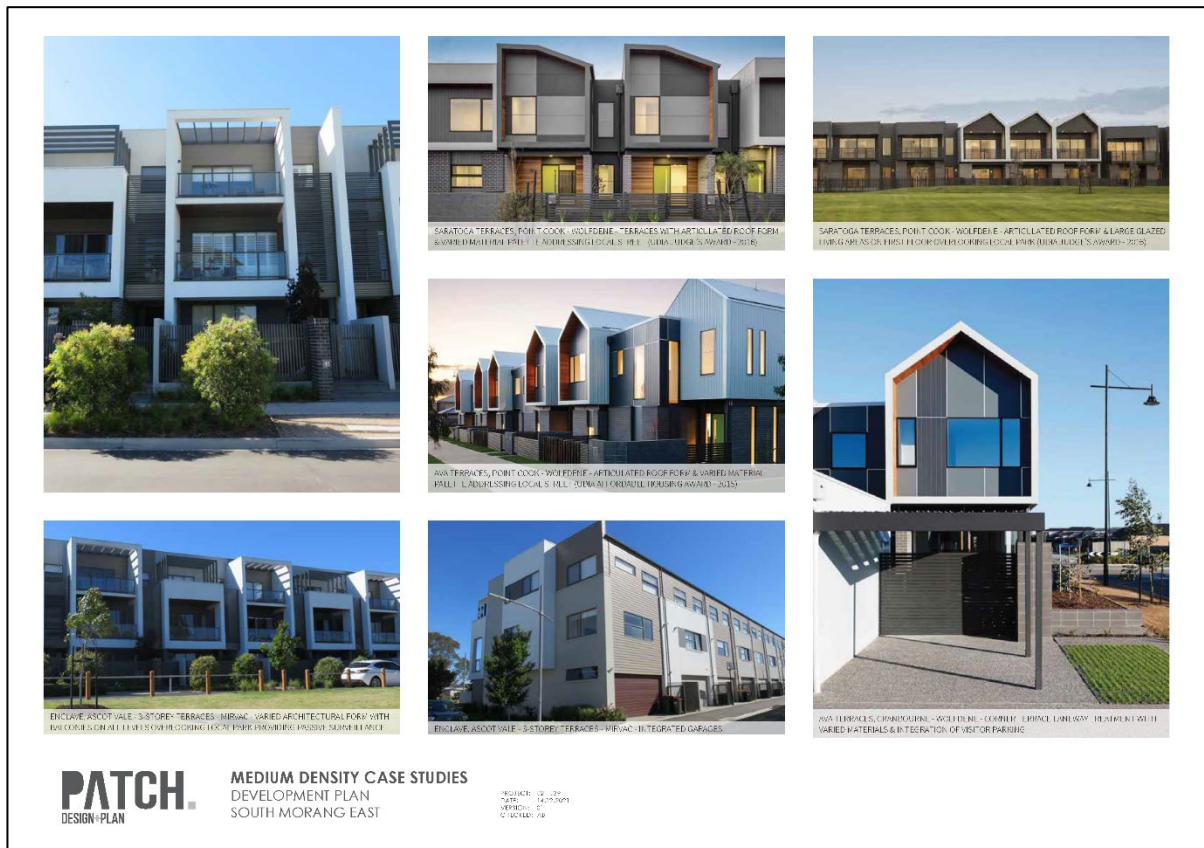
### 7.2.1 Residential



The Urban Design response identifies residential areas appropriate to the site context and key interfaces.

This includes a mixture of conventional lots (300-450m<sup>2</sup>) and medium density residential areas (lots ranging from 150-300m<sup>2</sup>), with the majority of smaller lots accessed via rear laneways.

A series of exemplar images from several case studies have been provided to demonstrate the type and quality of built form that is anticipated for the medium density allotments. An excerpt is also shown as Figure 30 below.



**FIGURE 31- CASE STUDY IMAGES PROVIDED BY PATCH DESIGN+PLAN**



## 7.2.2 Servicing

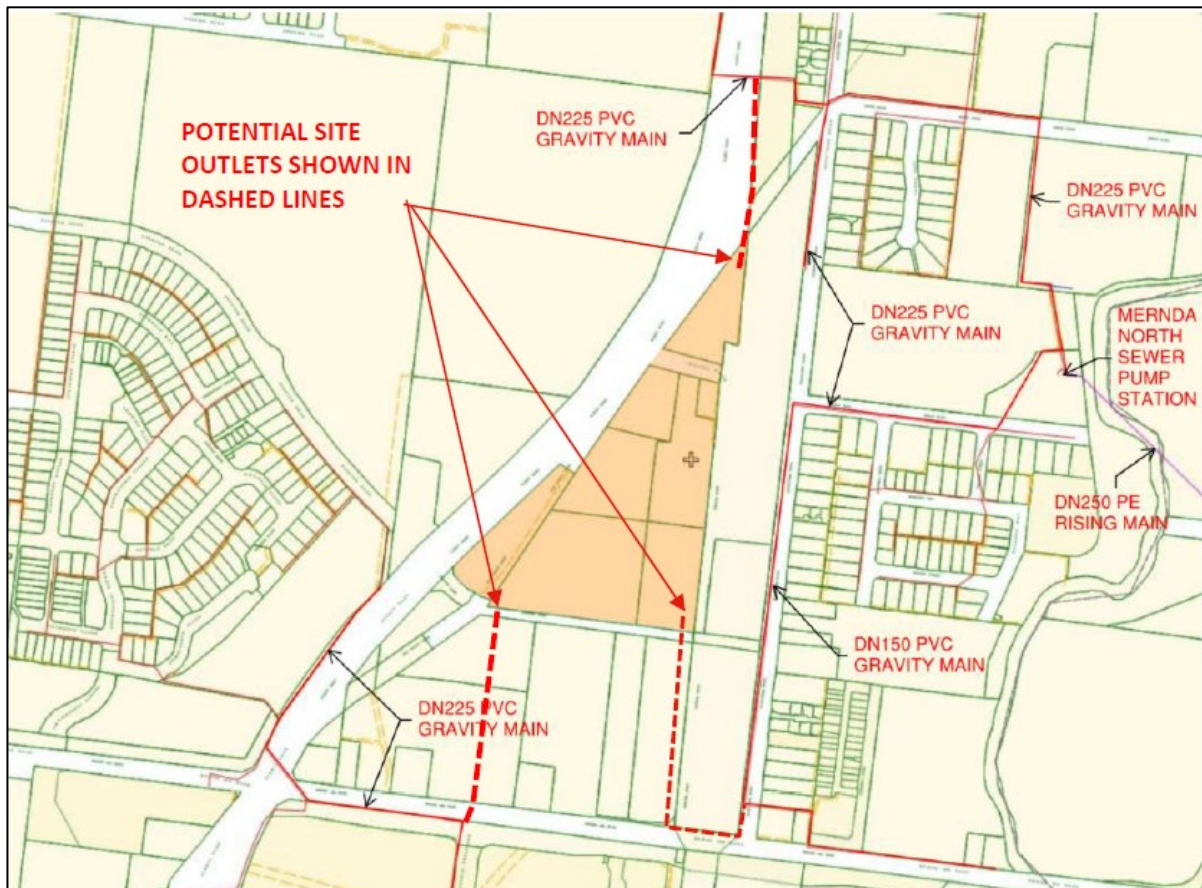


A professional engineering consultant, Arcadis, were engaged to prepare a high-level servicing strategy for the provision of utilities to the subject area (Figure 31).

The key conclusions were as follows:

- All servicing infrastructure is available, or can be provided, to the subject site with potential for external extensions/upgrades;
- There is a sewer outfall to the north that should be able to provide for at least part of the site. Alternatively, it is expected that a sewer pump station could be required;
- There are a number of water assets adjacent to the subject site, however these may not have necessary capacity to service the site and therefore may require upgrades;
- Gas, power and NBN are available near to the site, although similarly some external upgrades may be required.
- All existing aerial services, including electricity (rated 22kV or less) and telecommunications assets, within the development area and streets abutting the subdivision are required to be undergrounded.

For further details please refer to the Drainage and Engineering Services Strategy, prepared by Arcadis, provided as **Appendix 7**.



**FIGURE 32- SEWER SERVICING PLAN**  
SOURC: YARRA VALLEY WATER



### 7.2.3 Drainage

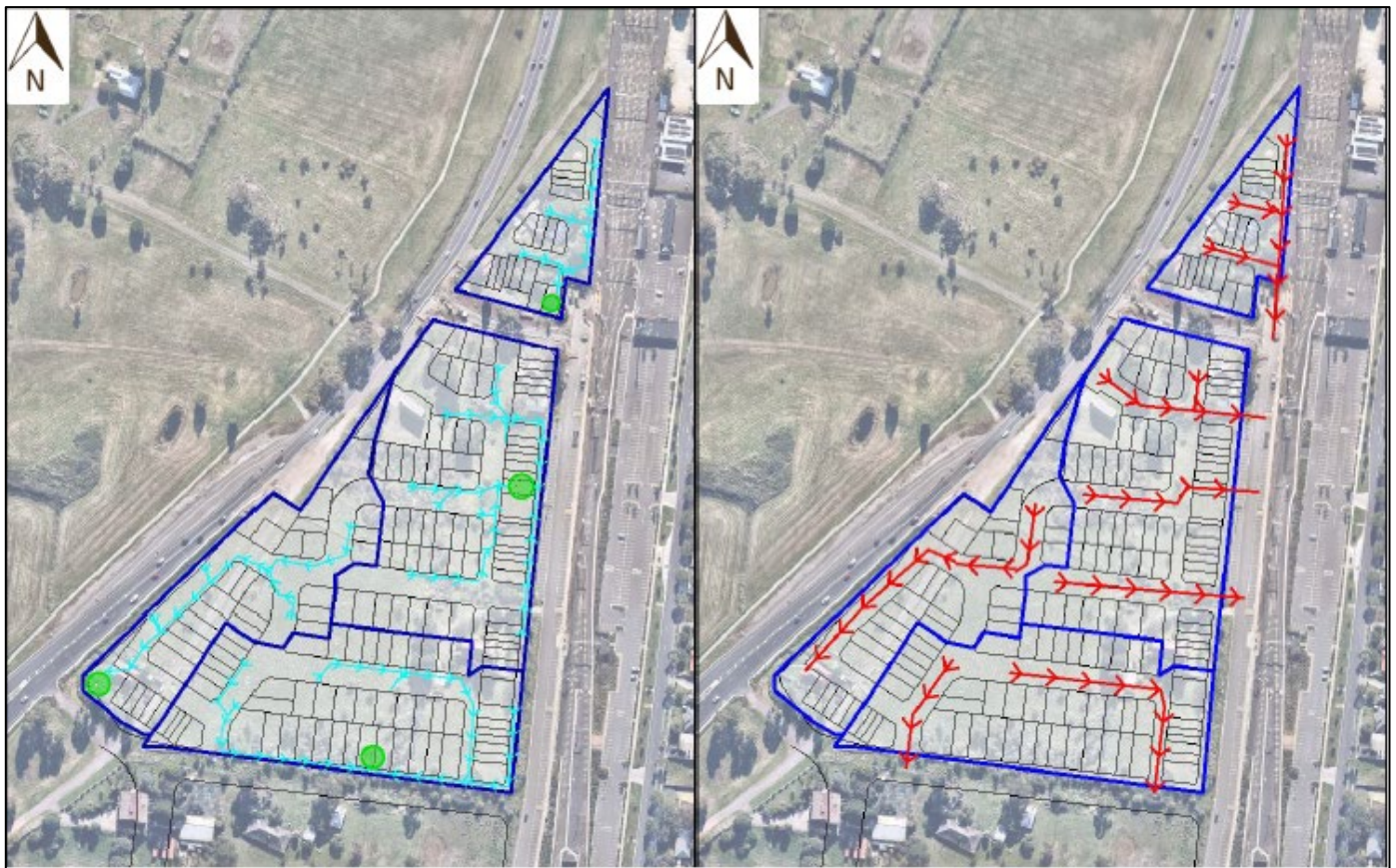


The urban layout has been designed with consideration of flood conditions and to appropriately manage stormwater generated from urban development. An excerpt of the Mernda Central DSS is shown as Figure 32 below.

Site drainage infrastructure is summarised as follows (refer Figure 32 below):

- Stormwater runoff for the minor rainfall event will be collected and conveyed downstream via a traditional pit and pipe road drainage network (20% AEP, 5-year ARI)
- Roadways will be used to convey flows to the downstream for larger rainfall events up to the 1% AEP (100-year ARI) design rainfall event.
- Prior to discharging from the site, stormwater runoff from minor frequent events will undergo water quality treatment in bio-retention basins as a water sensitive urban design measure.
- Discharge locations from the site will ultimately aim to align with the Mernda Central DSS drainage layout with several outlets to Station Road to the east, the Station Lane easement to the south, and crossing Plenty Road to the west. Additional information is currently being sought from relevant authorities to confirm the status and hydraulic capacity of their nearby infrastructure.
- Depending on the status and timing of downstream infrastructure (proposed or constructed) some interim stormwater quantity measures, such as on-site detention basins, may be required.

For further details please refer to the Stormwater Management Strategy (SWMS), prepared by Arcadis, provided at **Appendix 8**.



**FIGURE 33-** PROPOSED PIPE NETWORK (BLUE), BIO-RETENTION BASINS (GREEN) AND MAJOR FLOW PATHS (RED)  
PREPARED BY ARCADIS

## 7.2.4 Access and Transport

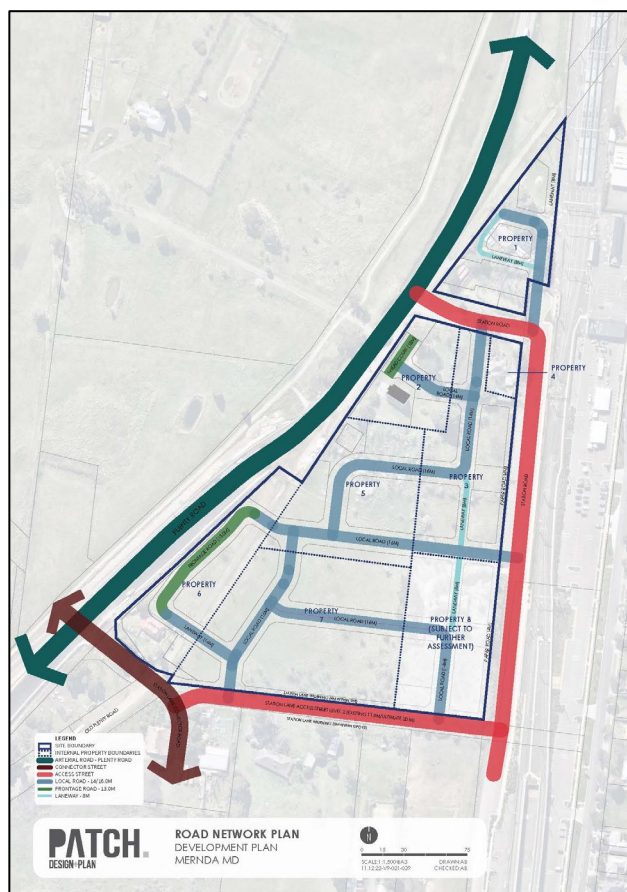
### Traffix Group

The urban layout has been designed with input from a professional traffic consultant, Traffix Group, to design a safe, convenient and efficient internal road network throughout the precinct (see Figure 33).

Key aspects of the transport network are described as follows:

- The road network is generally consistent with the Mernda Strategy Plan;
- It utilises the existing road network, as well as additional connections and upgrades, to provide a high level of vehicular, cycling and pedestrian permeability;
- Logical connections to the external network are provided;
- Traffic management measures have been identified to assist creation of a safe road environment, including intersection treatments;
- The proposed road network is expected to satisfactorily accommodate all future traffic movements;
- The proposed impact of the anticipated traffic volumes is expected to be minimal and manageable in the context of the overall road network.
- Street cross sections will be designed in accordance with City of Whittlesea's Guidelines for Urban Development.

For further details please refer to the Traffic Engineering Assessment, prepared by Traffix Group, provided at **Appendix 10**.



**FIGURE 34- ROAD NETWORK PLAN  
PREPARED BY PATCH DESIGN+PLAN**

### 7.2.5 Railway Interface Acoustic Treatment



The Train Noise Assessment, prepared by Marshall Day Acoustics, outlines several recommendations for appropriate noise attenuation to help meet guidelines for internal amenity of dwellings. This includes an acoustic barrier to the north-east boundary adjacent the train stabling yard, as well as building envelope design measures to dwellings behind the acoustic barrier and along the eastern boundary of the subject site (adjacent the train line). These measures include glazing systems, and façade and roof treatments. Proposed noise attenuation measures are also identified on the Masterplan Concept Development Plan.

For further details please refer to the Train Noise Assessment, provided at **Appendix 6**.

### 7.2.6 Biodiversity & Tree Retention / Removal



A Biodiversity Assessment and Arboricultural Assessment were undertaken for properties where access could be obtained. Field work was conducted to identify and map existing flora and fauna on the subject site.

Key aspects of the vegetation management are described as follows:

- Retention and removal of River Red Gums (RRG's) will be subject to detailed design at the planning permit stage to the satisfaction of the responsible authority.
- Several RRG's are outside the subject site and may be impacted by external factors, such as:
  - Tree nos. 1-5 are located outside the subject site may be removed to facilitate widening / urbanisation of Station Road and an interface road to the station.
  - Tree nos. 24 & 34 are located within the PAO.
- Other identified River Red Gums will require a planning permit for their removal and the provision of necessary offsets in accordance with the Whittlesea Planning Scheme.
- A native vegetation patch in the south-west corner will be impacted by land required for the applicable PAO. However, it is anticipated that a portion may be retained subject to future detailed design at the planning permit stage.
- River Red Gum trees must be assessed against Clause 12.01-1L of the Whittlesea Planning Scheme to ensure that preservation of high quality trees within local parks and widened nature strips.
- The River Red Gums, including juvenile River Red Gums will be maximised throughout the Development Plan area as part of the detailed subdivision design prepared at the planning permit stage.

Please refer to the Masterplan Concept Development Plan which identifies the location of existing trees within the SRDP area. It is worth noting that any future subdivision and development is not to affect the adjoining native vegetation that is to be retained.

For further details please refer to the Biodiversity Assessment, prepared by Ecolink Consulting, provided at **Appendix 3**.



## 7.2.6 Heritage



A Heritage Assessment was undertaken for St Joseph's Church, Graff's House and the Dry Stone Walls, as well as the dwelling on Property 6. Key recommendations of the report for the management of heritage features are as follows:

### Dry Stone Walls

Recommendation 1: No further heritage assessment is required. The dry stone wall is assessed as being of local significance (see Section 4 of the assessment).

### Recommendation 2: Use of Surplus Stone

The stone wall should be subject to restoration or salvage if restoration is not possible:

1. Dismantling the Wall/Restoration of the wall
  - A qualified practitioner must be used for any restoration work for the dry stone wall removal.
  - This must be done in a careful and systematic manner, preferably not during the winter, and in a fashion that does not break, chip or otherwise damage the stone.
2. Salvage and Storage of Material
  - The salvaged stone must be stored at a suitable location and in a manner that protects the stone from any future works, preferably where earthworks are not planned or where they have been completed.
3. Options for the salvage and reuse of the stone:
  - The stone from the historic wall material must be stockpiled and reused to help retain this aspect of the area's character through re-use in fencing and landscaping.
  - Surplus stone may be disposed off-site.

### St Joseph's Church

Recommendation 3: St. Joseph's Catholic Church must be retained within the proposed development. The proposed lot containing the church must be designated a no-go zone during any ground disturbance works.

Recommendation 4: St Joseph's Catholic Church should be registered in the Heritage Victoria Database as an example of Victorian Gothic architecture.

### Graff's House

Recommendation 5: Graff's House should be managed in accordance with the Consent to Damage permit.

### Heritage Dwelling (Property 6)

A Heritage Protection Area (or 'curtilage') is shown on the SRDP for Property 6, affording protection to the dwelling subject to further assessment at the planning permit stage.

Please refer to the Masterplan Concept Development Plan which identifies the heritage features. For further details please refer to the Heritage Assessment, prepared by Benchmark Heritage, provided at **Appendix 4**.

## 7.3 Intrastructure Contributions

### 7.3.1 Melbourne Water Drainage Contribution

Developers are required to pay a contribution for the delivery of drainage infrastructure in accordance with the Mernda Central Development Services Scheme (DSS).

It is anticipated that this will be included as a permit condition to be paid by individual developers at the time of development. The contribution rates are currently listed as \$181,948 per hectare (hydraulic) and \$41,424 per hectare (water quality), respectively, although these are subject to change at any time. Please refer to the Melbourne Water website for the latest rates.

### 7.3.2 Development Contributions

Developers are required to pay a contribution for the provision of shared infrastructure in accordance with the Mernda Strategy Plan Development Contributions Plan Precinct 5 (DCP) and the Development Contributions Plan Overlay - Schedule 7 (DCPO7).

It is anticipated that this will be included as a permit condition to be paid by individual developers at the time of development. The current contribution rates (2022/23 indexed rates) are \$213,527.61 per hectare for the Development Infrastructure Levy (DIL) and \$219.72 per dwelling for the Community Infrastructure Levy (CIL). These rates are subject to annual indexation increases. Please refer to Council's website for the latest rates.

### 7.3.3 Public Open Space Contribution

A Public Open Space Contribution of 10.7% Gross Developable Area is required as part of future permit applications in accordance with the Mernda Strategy Plan and Clause 53.01 of the Whittlesea Planning Scheme.

## 7.4 Planning Permit Application Requirements

It is anticipated that future planning permit applications will need to submit additional information (including but not limited to the following), subject to the discretion of the Responsible Authority:

- Detailed Servicing Strategy
- Stormwater Management Strategy (SWMS)
- Traffic Impact Assessment
- Landscape Plan
- Arboricultural Assessment (Property 1 & 8)
- Comprehensive Heritage Assessment (Property 6 only)
- Biodiversity Assessment (Property 8)

As directed by DEECA and given seasonal conditions on the site, it is possible that flora and fauna identified within the Environment Protection and Biodiversity Conservation (EPBC) Act may be present within the Development Plan area and may require further assessment at the planning permit stage.

Property 8 elected to not be included in the preparation of background reports for this Development Plan. Consequently, they require the full suite of assessments to be prepared in accordance with the Whittlesea Planning Scheme prior to development of their property.

### 7.4.1 Design Guidelines

The implementation of Design Guidelines will be required to the satisfaction of Council, as a condition of a granted permit and implemented as a condition of the sale of contract of future residential lots. These should include measures specific to the site and relate to street address, interface and view lines.

The following guidance should be considered in relation to double fronted lots:

- Design to provide overlooking (such as balconies) to promote passive surveillance of the public realm.
- Dual fronted lots must express non-dominant garage design treatments with vertical separation and secondary access to the lot supported.
- Design must conceal services from the public realm.
- Design must provide shared bin storage that is screened and located away from dwelling entry points and windows.

The Design Guidelines will also include guidance on limiting overshadowing of any adjoining native vegetation with a requirement for shadow diagrams to accompany any application for development.

Given the property is eligible for the Future Homes Program as per the State Government direction, there may be opportunities to explore higher densities in the southern extent of the property, which will result in specific design objectives and requirements being applied.



## 8 Conclusion

This Development Plan has been prepared in accordance with the requirements of the Development Plan Overlay - Schedule 5 (DPO5) of the Whittlesea Planning Scheme. As demonstrated in preceding sections, the SRDP successfully responds to, and appropriately satisfies, the key design considerations set out in the DPO5, Mernda Strategy Plan and Whittlesea Planning Scheme.

In summary, the key benefits (as listed throughout this document) will be the ability to provide affordable and diverse housing opportunities in a high-quality neighborhood that respond to the site's convenient access to the Mernda Railway Station and emerging Mernda Town Centre.



FIGURE 35- MERNDA TOWN CENTRE

# Station Road Development Plan

## **Appendix 1** **SURVEY PLAN** (PREPARED BY LYSSNA)

# **Station Road Development Plan**

## **Appendix 2**

### **ARBORICULTURAL ASSESSMENT AND REPORT**

(PREPARED BY TREEMAP ARBORICULTURE)



# Station Road Development Plan

## **Appendix 3**

### **BIODIVERSITY ASSESSMENT**

(PREPARED BY ECOLINK CONSULTING)

# Station Road Development Plan

## **Appendix 4** **HERITAGE ASSESSMENT** (PREPARED BY BENCHMARK HERITAGE)

# Station Road Development Plan

## Appendix 5

### CONTAMINATION ASSESSMENT

(PREPARED BY CONNOLLY ENVIRONMENTAL)



# **Station Road Development Plan**

## **Appendix 6**

### **TRAIN NOISE ASSESSMENT**

(PREPARED BY MARSHALL DAY ACOUSTICS)

# Station Road Development Plan

## **Appendix 7**

### **DRAINAGE AND ENGINEERING SERVICING STRATEGY REPORT**

(PREPARED BY ARCADIS)

# Station Road Development Plan

## **Appendix 8**

### **STORMWATER MANAGEMENT STRATEGY**

(PREPARED BY ARCADIS)



# Station Road Development Plan

## **Appendix 9**

### **DEVELOPMENT PLAN PACKAGE**

(PREPARED BY PATCH DESIGN+PLAN)

# **Station Road Development Plan**

## **Appendix 10**

### **TRAFFIC ENGINEERING ASSESSMENT**

(PREPARED BY TRAFFIX GROUP)

**WPA.**

WHITEMAN

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PROPERTY &  
ASSOCIATES