



Submission to Whittlesea City Council
Laurimar Masterplan

Yan Yean Road, Doreen
Prepared for DLL Laurimar Park Pty Ltd
by Tract Consultants Pty Ltd

In association with:
Brett Lane & Associates Pty Ltd;
Biosis Research Pty Ltd;
TreeLogic Pty Ltd;
Urbis JHD;
SM Urban
Neil M Craigie Pty Ltd; and
Cardno Grogan Richards
October, 2007

1 Executive Summary

This Masterplan applies to land known as Laurimar in Doreen (see Figure 1 – Map of Subject Site). The Masterplan is not required by the Whittlesea Planning Scheme but has been prepared in co-operation with Council to establish a development framework for the site that will allow the creation of a fully serviced suburb and town centre.

Laurimar has been developing since the mid 1990's generally in accordance with the Laurimar at Yan Yean Outline Development Plan 1996 (LYYODP). This Development Plan provides an update on the LYODP incorporating all of the primary elements including the town centre, public open spaces and the arterial street network. In line with more recent state planning policy the plan achieves an increase in residential gross density* across the site.

The majority of the site will contain residential land use to cater for expected population growth. The central part of the site will be used for public open space, wetlands, recreation and the town centre. It is envisaged that the site will provide an approximate lot yield of 2355.

The plan allows for a high degree of remnant native vegetation retention. This includes retention of all but thirteen River Red Gums and three Swamp Gums within future public open spaces and street reserves and part of the eastern edge of Brennan's Forest. In addition the three hilltops at the west and northwest of the site are to be retained for public open space. Other substantial areas of public open space are planned around Hazel Glen Drive.

Delfin Lend Lease (DLL) aims to create a high quality and sustainable development that supports the established community on the land and which respects the landscape and built environment.

This plan will provide for a master planned development that incorporates significant elements of the existing landscape and establishing a unique character for the growing suburb of Doreen.

DLL will continue to work with Council through the Masterplan approval and implementation phases to establish Laurimar as a benchmark development.

*Gross and net density figures are derived from the Land Budget in Section 5.6. Gross density refers to the total land area including non developable uses, public open space and the town centre development in the land area figure. The "net density" calculates the density of houses within the dedicated residential areas.



Figure 1 – Map of Subject Site

2 Planning Framework

The Laurimar site has a long history within Melbourne's north eastern growth corridor. It has been identified for residential development since the late 1980's and in the 1990's residential development commenced on the eastern portion of the site from Yan Yean Road.

2.1 Site History

Having identified the Plenty Valley for potential urban development as early as the late 1960's, Whittlesea City Council and State planning authorities undertook a finer scale planning analysis in the late 1980's as part of the Plenty Valley Strategic Plan. This resulted in the Laurimar land becoming part of the Plenty Valley urban growth corridor.

In the early 1990's Whittlesea City Council prepared the Mernda Local Structure Plan as part of a series of Growth Area Amendments for the Plenty Valley Corridor- L82 the South Morang Local Structure Plan, L83 the Mernda Local Structure Plan and L84 the Whittlesea Township Local Structure Plan.

The Mernda Local Structure Plan established the broad land use principles for Mernda but due to sewage servicing constraints in the area was replaced by the Mernda Local Structure Plan (Part 1). The Laurimar at Yan Yean Outline Development Plan provided local level detail for Laurimar and was subsequently approved in 1996.

Through this comprehensive planning framework Laurimar has become one of the first "masterplanned" developments within Whittlesea and has successfully achieved its vision of a highly integrated, site responsive and community based development in a sustainable way.

The planning and development of Laurimar continues to evolve through the ongoing design of the proposed Laurimar town centre, which will be an essential provider of services and facilities for this new community.

Unique aspects of Laurimar

The commencement of urban development at Laurimar preceded development of the broader Mernda-Doreen growth area due to the arrangement of a servicing solution that was not available in the broader growth area at the time. This enabled development to proceed in the mid-1990's with the first residents moving in during 1998.

The relative isolation of the site from urban development at the time and its focused design strategy has resulted in a relatively strong attachment by residents to the idea of Laurimar as a community in itself.

Additionally Council has enjoyed a highly productive and close relationship with the former land developer. This has resulted in Council having an intimate working knowledge of the site and its likely capabilities. Delfin Lend Lease have continued this approach through engaging in workshops and ongoing discussions with Council in order to produce this Masterplan.

2.2 Strategic Planning Review

The north eastern growth corridor has been guided by a series of key planning reports. These set the regional development framework to the Laurimar site, as outlined below.

2.2.1 Mernda Local Structure Plan Part 1

The Mernda Local Structure Plan (LSP) was approved in 1995 and is an incorporated document in the Planning Scheme. This LSP established the broad land use development principles for the Mernda area including the Laurimar site. (Refer Figure 2: Mernda Structure Plan Part 1)

2.2.2 Laurimar at Yan Yean Outline Development Plan 1996 (LYYODP)

The LYYODP details the unique design philosophy and vision of Laurimar as a community focused development that fosters social interaction, a sense of identity and responds strongly to the local context.

The philosophy for Laurimar set out on page 4 of the LYYODP, is as follows:

"Laurimar will be developed to respond to the social, cultural and aesthetic values of prospective buyers. Our aim is to meet their needs in respect to the provision of a high quality residential environment, supported by community, cultural and recreational facilities.

The plan for Laurimar is inspired by the natural characteristics of the locality and the site; expansive views to rolling hills; the heritage of the area and the proximity to the Plenty Gorge Park; the significance in the southern section of the site of the remnant, historic red gums.

Our intention is to integrate and compliment the natural characteristics of the area. The design embodies these project objectives. It is in harmony with the surrounding landscape, vistas and environment. Laurimar will benefit from its proximity to the Plenty Gorge Park, Yan Yean Reservoir, rural landscape and conservation areas.

In the development of Laurimar at Yan Yean we have opportunities to help create a significant community to the north-east of Melbourne. By 'community' we mean more than just a group of people living in one place or one district. In this concept we express a shared ownership of the location and an identification with it by the citizens of Laurimar."

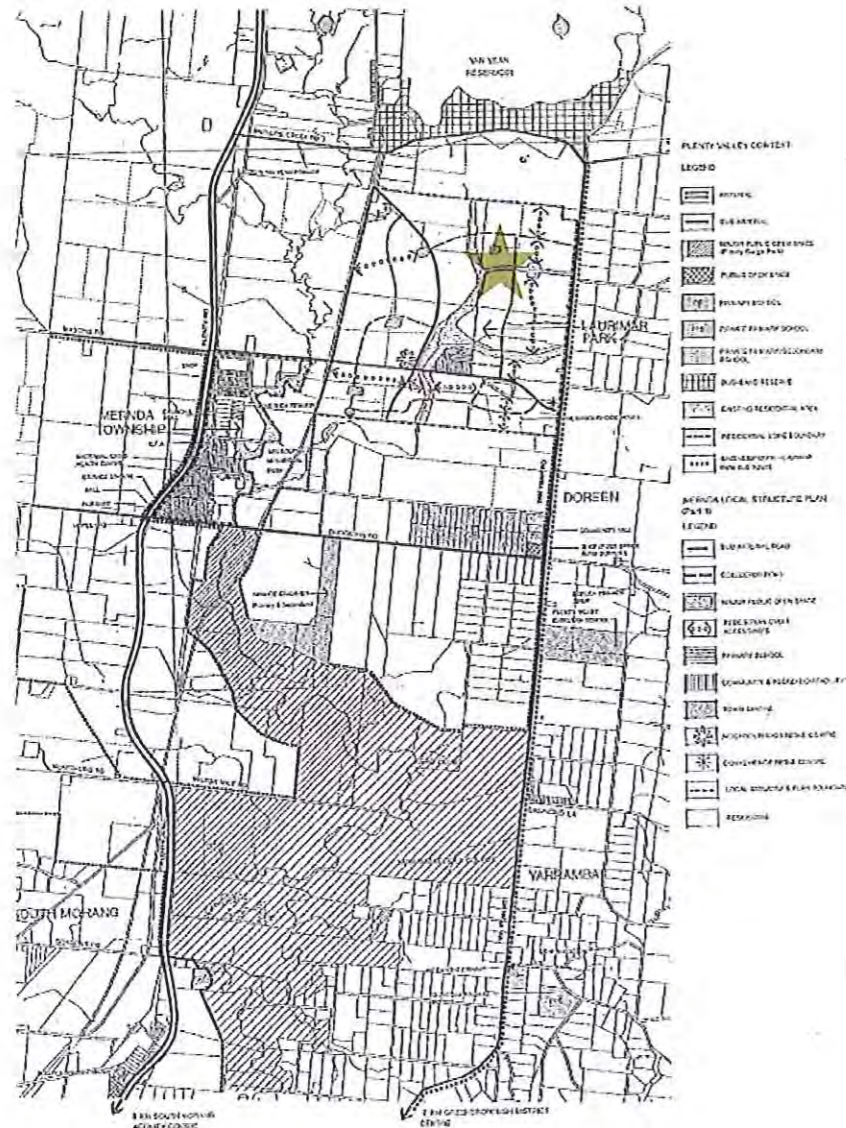


Figure 2 – Mernda Structure Plan Part 1

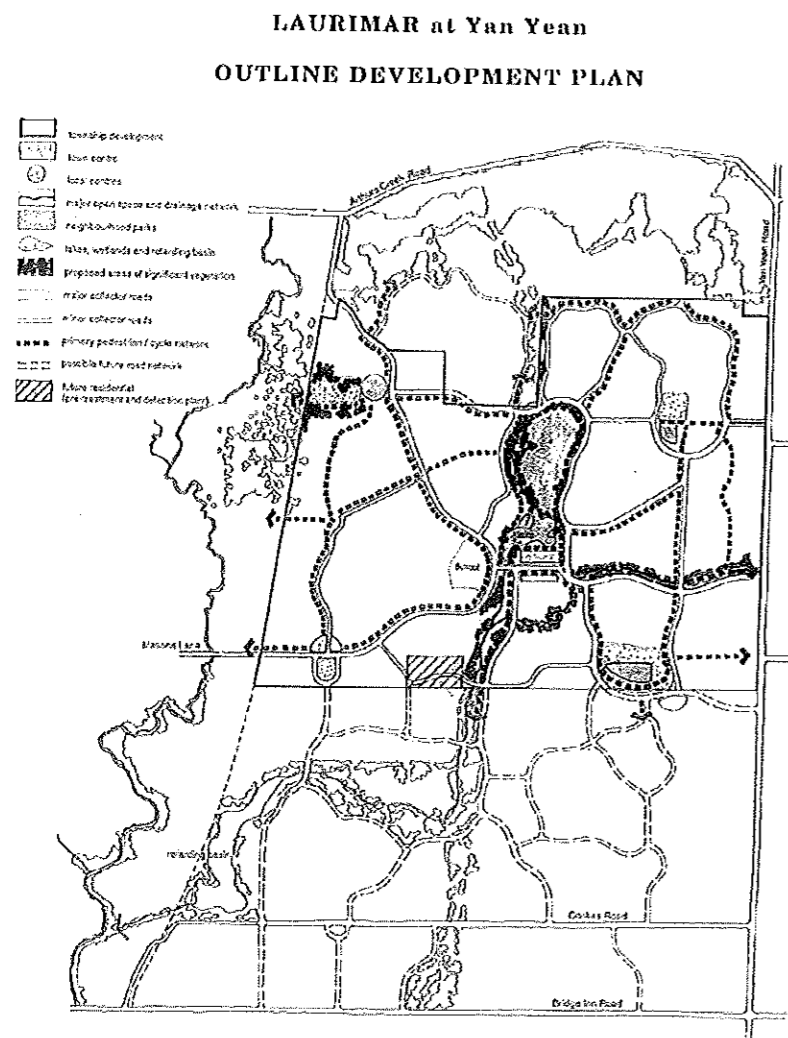


Figure 3 – Laurimar at Yan Yean Outline Development Plan (1996)

2.2.3 Requirements of the LYYODP

The relevant components of the approved LYYODP are set out below. Please refer to Figure 3 for this plan.

Local Road Network

- The road network is based on an axis with a primary east-west road complemented by a lower order north-south roads.
- The east west sub arterial connected Yan Yean Road to Masons Road.
- A central north-south sub-arterial/collector runs around the central park land, known as Flaxen Hills Road.
- Connection from Arthurs Creek Road in the northwest through to the town centre is proposed to provide a direct route to the town centre for residents in the northwest of the site and provide access to non-urban areas beyond the site to the north.

Pedestrian & Cycle Linkages

- This plan proposed a strong network of pedestrian and cycle routes. These were incorporated into the open space network and provided linkages between key recreation and community facilities.
- The streets were to be designed to promote lower speeds and encourage on street cycling.

Subdivision Design and Densities

- The subdivision was planned to take advantage of the varied topography and views from slopes.
- Development was to commence from the south east corner along Yan Yean Road and then to the north and west as dictated by efficient servicing of the land.
- A large central lakeside park with connections to the north and east formed the central focal point of the subdivision and also the basis of the open space network. A community and recreation area was located in this central park to serve the surrounding area.

Provision for a Range of Dwelling Types

- The ODP promoted diversity in lot sizes and lot choices to foster an "innovative residential development."
- Lots in Stage 1 were to be between 850-1000sqm.
- Three ranges of densities were proposed. Lots interfacing the Village and Town Centre at 250-600sqm, Township at 450-1000sqm and lots along the rural fringe at 1000-10,000sqm.

Location and details of non-residential uses

- The town centre was to provide up to 10,000sqm of retail floor space. It was to be located centrally on the site and adjacent to the public open space reserve.
- Three local neighbourhood centres totalling 2000sqm retail floor space were located along bus routes.
- A primary school co-located to the town centre and main community and recreational facilities.

Landscape Concept

- The OPD sought to preserve the River Red Gums in open space areas as a major landscaping feature.
- The use of "bold, formal" street planting along major sub arterials and collector roads.
- Central open space to have variety of landscape treatments.
- Protection of a significant stand of River Red Gums in the south east corner of the site.
- Cypress tree windbreaks to be removed.

Environment and Cultural Features

- The ODP did not identify any known significant cultural features on the site.
- High quality remnant vegetation (particularly River Red Gums) are to be incorporated into the development and landscape character.

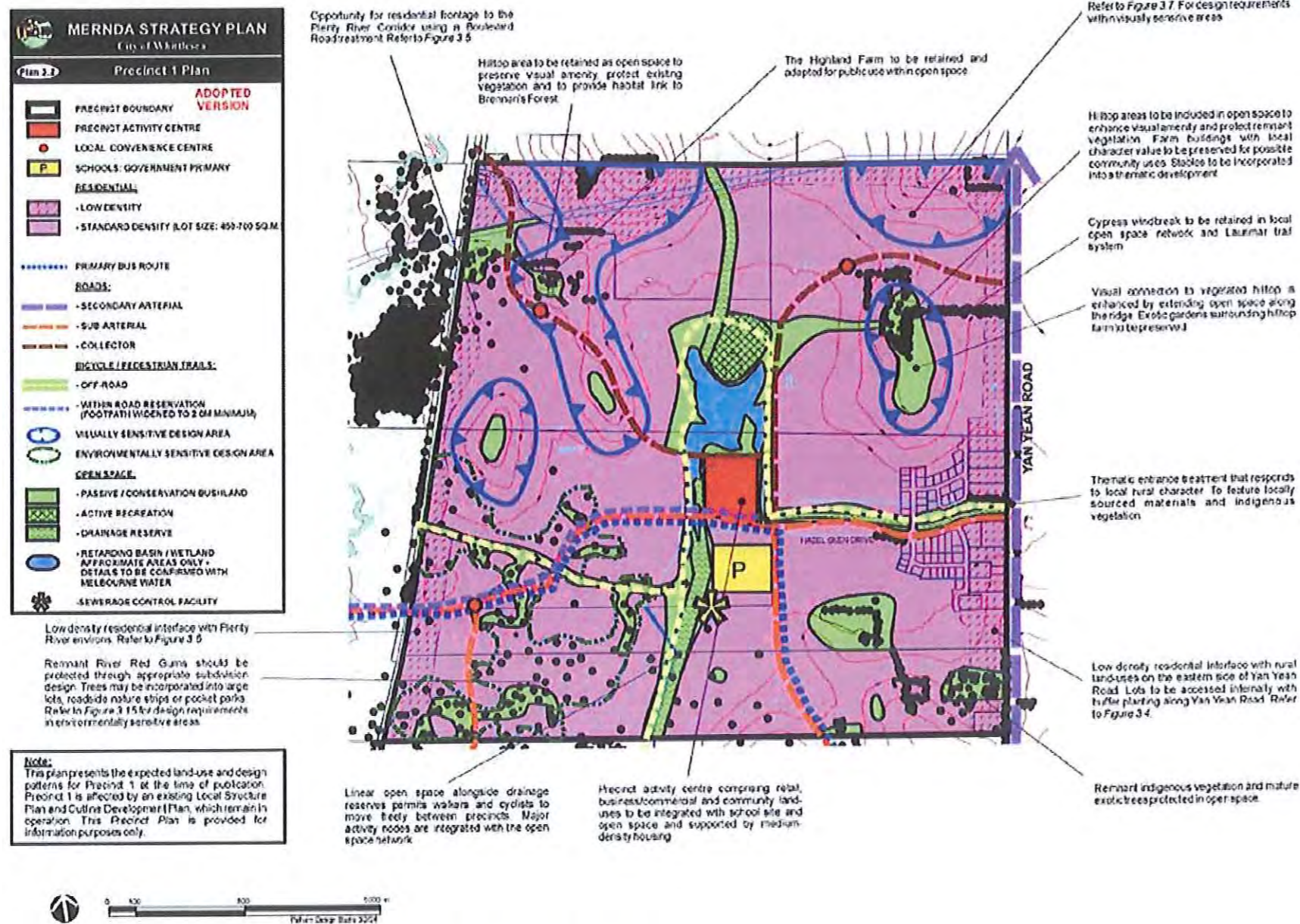


Figure 4 – Mernda Strategy Plan– Precinct 1 (City of Whittlesea, 2004)

2.2.3 Mernda Strategy Plan (MSP)

The MSP, adopted by Council in 2004, incorporates the key elements of the Mernda Local Structure Plan Part 1 and the LYODP. The MSP, which is incorporated in the Whittlesea Planning Scheme remains the key reference in terms of site planning at Laurimar.

The Laurimar site is shown in the MSP as the major part of Precinct 1. The Precinct 1 plan in the MSP is broadly consistent with the LYODP with the following exceptions.

- Only collector roads and higher are shown;
- An increased focus on hilltops and natural features to be retained;
- Reconfiguration of the central wetland and town centre layout;
- Primary school location changed to south of Hazel Glen Drive;
- Flaxen Hills Road runs more directly north-south and connects through to Yan Yean Road; and,
- Nomination of a Community Activity Centre and neighbourhood house within the town centre.

The strategy plan also provides more detail on the size and configuration of community facilities and open space areas. Please refer to Figure 4 – Mernda Strategy Plan Precinct 1

2.3 Policy Context

2.3.1 State Planning Policy Framework

Clause 12 – Metropolitan Development (Melbourne 2030)

This Masterplan responds to the following relevant directions of State metropolitan policy:

12.01 – A more compact city

To facilitate sustainable development that takes full advantage of existing settlement patterns, and investment in transport and communication, water and sewerage and social facilities.

Activity Centres

While not a nominated activity centre under Melbourne 2030, Laurimar incorporates a town centre site. The centre itself is detailed more fully within the provisions of the Comprehensive Development Zone – Schedule 3. This Masterplan provides for a surrounding development pattern that will focus on the centre as a community hub and shopping centre.

Features that will contribute to the centre being a high activity location within the overall neighbourhood include:

- Co-location of the primary school site adjacent to the centre;
- Collector roads and off-road paths converging on the centre;
- Provision for a bus route along Hazel Glen Drive;
- Strong and direct street connections to Mitchell's Run and beyond to the south; and
- Significant public open space adjacent to the centre.

Housing

The activity centre is interfaced by higher density housing. These lots will be at an approximate net density of 32 lots per hectare. These houses will be "inner urban" housing types and include terraced styles and rear loaded lots. The balance of the development allows for a mixture of medium and conventional density throughout the site.

Additionally the lot pattern resulting from this Masterplan highlights the natural features of the site such as hilltops and remnant vegetation.

12.02 – Better management of metropolitan growth

To locate metropolitan growth close to transport corridors and services and provide efficient and effective infrastructure to create benefits for sustainability while protecting primary production, major sources of raw materials and valued environmental areas.

Growth Areas

Laurimar is within a designated growth area within the Urban Growth Boundary. The site has benefited from strategic planning over a long period at both the state and local level and will eventually be integrated with the overall Mernda-Doreen Corridor.

While a rail line is unlikely to operate near the site in the medium term, provision has been made for a rail station at Mernda. Provision for a bus route along Flaxen Hills Drive and Hazel Glen Drive will connect the neighbourhood to the Principle Public Transport Network.

The site is able to be serviceable via extensions to the existing network within the eastern part of Laurimar and some employment will be provided through the establishment of a new activity centre.

The development will highlight the sites significant natural features through retention of a number of red gums and creation of reserves on prominent hilltops. Sites of cultural significance will be recorded for posterity.

12.04 – A more prosperous city

To create a strong and innovative economy.

Innovation and knowledge economy

The development of an attractive neighbourhood with a local activity centre and a diversity of living opportunities may be conducive to creating opportunities for innovation and supporting the knowledge economy.

12.05 – A great place to be

To create urban environments that are of better quality, safer and more functional, provide more open space and an easily recognisable sense of place and cultural identity.

Urban design

The Masterplan addresses urban design, cultural identity and neighbourhood character, safety, heritage, open space and neighbourhood design to create a new neighbourhood with an individual identity and a functional layout.

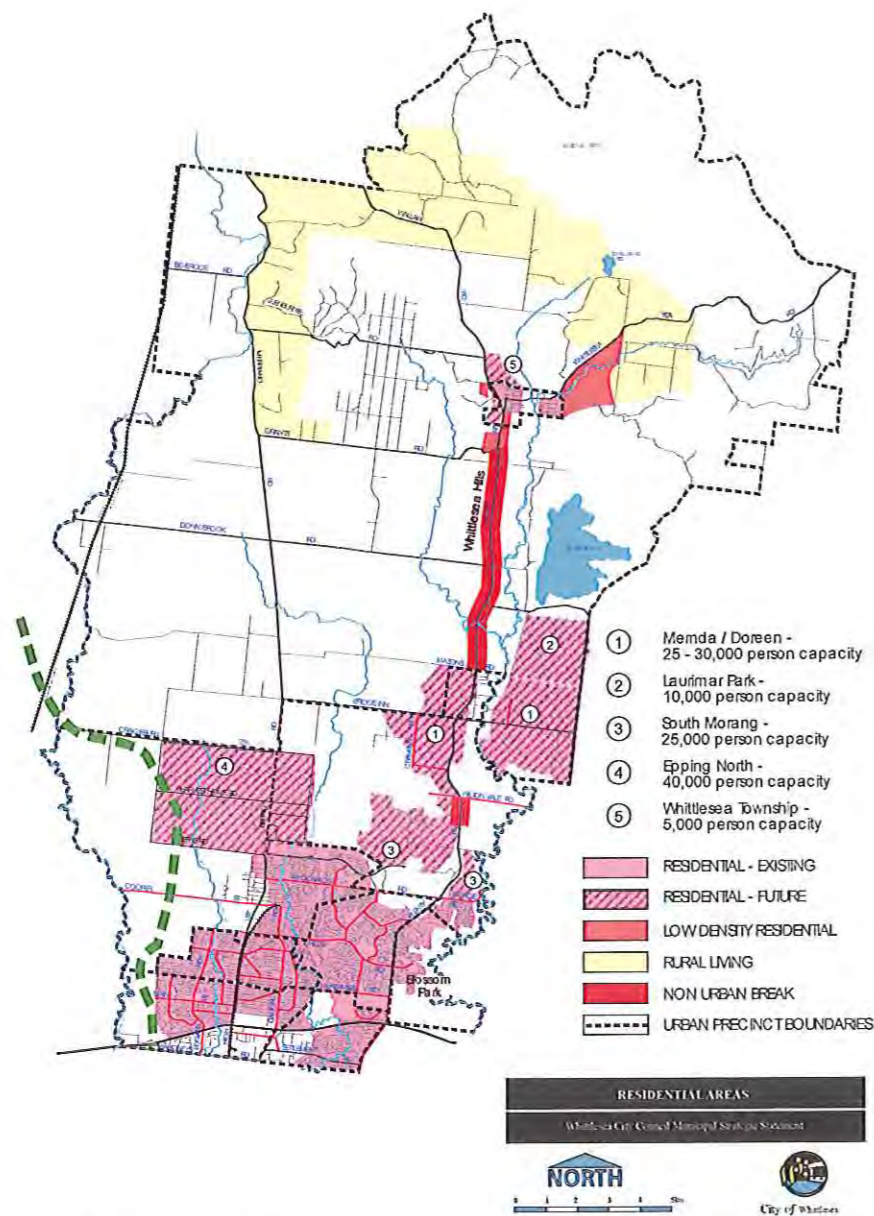


Figure 5 – Residential Areas.

12.06 – A fairer city

To provide fairer access to and distribution of social and cultural infrastructure.

Laurimar will enjoy physical services to an urban standard while community facilities will be located primarily in the town centre.

12.07 – A greener city

To minimise impacts on the environment to create a sustainable path for future growth and development.

The Masterplan provides for sensitive stormwater management through a wetland system and allows for potential non-motorised trips through a permeable street network.

The creation of the wetland system and the retention of significant vegetation on site is likely to contribute to the ongoing biodiversity values of the site.

12.08 – Better transport links

To create a more sustainable transport system by integrating land-use and transport.

The transport system will be enhanced through the development of a strong sub-arterial and collector road network, a complementary on/off-road pedestrian/cycle network and location of public and commercial uses on major thoroughfares.

Clause 14 – Settlement

This subject site can supply additional urban land in a designated growth corridor while providing for a layout that integrates with surrounding development.

Clause 15 – Environment

The Masterplan provides for sensitive stormwater management through a wetland system and allows for potential non-motorised trips through a permeable street network.

The creation of the wetland system and the retention of significant vegetation on site is likely to contribute to the ongoing biodiversity values of the site.

Clause 16 – Housing

A key driver of the Masterplan is to provide choice in housing. This will be achieved through a varied lot typography across the Masterplan area. The natural topography of the land combined with the road and open space layout creates five identifiable neighbourhoods. These neighbourhoods will each have their own identity expressed through lot sizes, lot widths and housing product. The neighbourhood will allow for an orderly expansion of the urban fabric and the full servicing of the development area.

Clause 17 – Economic Development

The Masterplan identifies land suitable for an activity centre in line with local policy.

Clause 18 – Infrastructure

The development area can be serviced via extension of the existing urban services network to the south and west and through the provision of schools and community facilities in nominated areas.

2.3.2 Local Planning Policy Framework

21.06 – 1 Residential Growth Areas

Doreen is specifically designated as a lower density area with the aim of creating housing diversity in the context of the overall Whittlesea growth corridor. It is anticipated to accommodate around 10,000 people and be developed over about 12 years (having started in 1998). Second and third homebuyers are the anticipated market and the rural interface is a key design issue.

The incorporation of Melbourne 2030 into the Whittlesea Planning Scheme has resulted in a degree of change in the approach to the site, particularly in terms of density. It is considered more desirable at this stage to increase the overall density of the site. Please refer to Figure 5 - Residential Areas. This will achieve a number of aims including implementing a compact city model, generating a critical mass of population for the town centre, catering to reducing household sizes both now and over time, and allowing for flexibility in future uses of the land.

The increase in densities now required under Melbourne 2030 ("significantly higher than 10 dwelling per hectare") and soon to be implemented under the revised Clause 56 have changed the approach to sites such as Laurimar. The Masterplan achieves a net density of 13.2 dwellings per hectare in the future western portion of Laurimar. This measurement of density excludes non developable uses, public open space and the town centre. The gross density of the proposed western portion of the site is 9.2 dwellings per hectare. This compares with the aspirational average density in the Mernda Strategy Plan of 8 dwellings per hectare. Please refer to the Land Budget at Section 5.6 for further breakdown of these components.

21.06 – 5 Activity Centres

A proposed activity centre of 10,000sqm floor space by 2021 is indicated under this policy. However the zone provisions indicate a maximum GLFA of 7,500sqm. Laurimar Town Centre is envisaged as a neighbourhood centre in the hierarchy of activity centres. This is smaller than both Mernda and South Morang.

Recent economic analysis of the town centre has indicated that a total retail floorspace of approximately 6000sqm is supportable on this site. In addition it is questionable as to whether the broader site can sustain any local convenience stores.

Please Refer to Appendix A for the Retail Assessment of the Town Centre prepared by Urbis JHD.

21.06 – 6 Transport and Accessibility

While not specifically mentioning Laurimar Park or Masons Road this policy mentions strengthening east–west traffic routes (e.g. Masons Road), upgrading Plenty Road and facilitating non–private car travel. Connectivity within subdivisions is envisaged to reduce reliance on the arterial network.

The proposed development enhances the east–west connectivity by connecting Masons Road and Hazel Glen Drive into a single road.

The subdivision pattern within the site will provide for a high degree of connectivity to key destination sites such as the town centre, school, central park/lake and local neighbourhood parks. This is particularly relevant for pedestrian and cycle users who benefit from both on–road access and a supplementary pedestrian/cycle network.

21.06 – 7 Infrastructure Provision

The main focus of infrastructure provision in relation to development such as that by this Masterplan is developer contributions. At present there is a focus on upgrading Plenty Road as development occurs along the road. The Mernda Local Structure Plan includes the Doreen/Mernda Development Contributions scheme (please refer to Section 6). This scheme highlights that DLL will be required to upgrade the round-about at Plenty Road and Masons Road.

22.04 – Subdivision Design Policy

This policy aims to ensure that new subdivisions achieve a number of goals including: diversity of lot sizes, well connected movement networks and specific requirements with regard to the incorporation of natural and cultural heritage of development sites and their surrounds.

At Laurimar, natural and cultural heritage is present primarily in the form of River Red Gums, scar trees and the landscape character of hilltops. The Masterplan specifically draws upon and enhances the natural topography of the land. The central wetland feature will accentuate the central valley while hilltop parks will highlight the three key hills framing the western half of the site.

22.10 – River Redgum Protection Policy

River Redgums are recognised as a major component of the local landscape in Whittlesea. This policy encourages their retention and incorporation into new development where possible. In particular they are encouraged to be retained in public open space or reserve areas.

All but thirteen of the River Red Gums on site are to be retained within the proposed development area. Pursuant to Victoria's Native Vegetation Management Framework or the "Net Gain Policy", the removal of 13 River Red Gum trees would attract an offset obligation of the planting of 370 new River Red Gum trees, the on-going protection of 60 existing very large old trees and 8 existing large old trees. These offsets are all achieved through protection of trees on-site, which will be appropriately protected during the construction phase and beyond.

Please refer to Appendix B for the Flora, Fauna and Net Gain Report prepared by Brett Lane and Associates (February 2007) for details of the net gain strategy.

22.11 – Development Contributions Plan Policy

This policy requires that, in order to satisfy the needs of new residents, monetary contributions or direct provision from developers are required to assist in the provision of new infrastructure and community facilities. Development contributions are discussed in Section 6. A full outline of contributions are shown in the Mernda Strategy Plan – Development. This document is incorporated into the Whittlesea Planning Scheme.

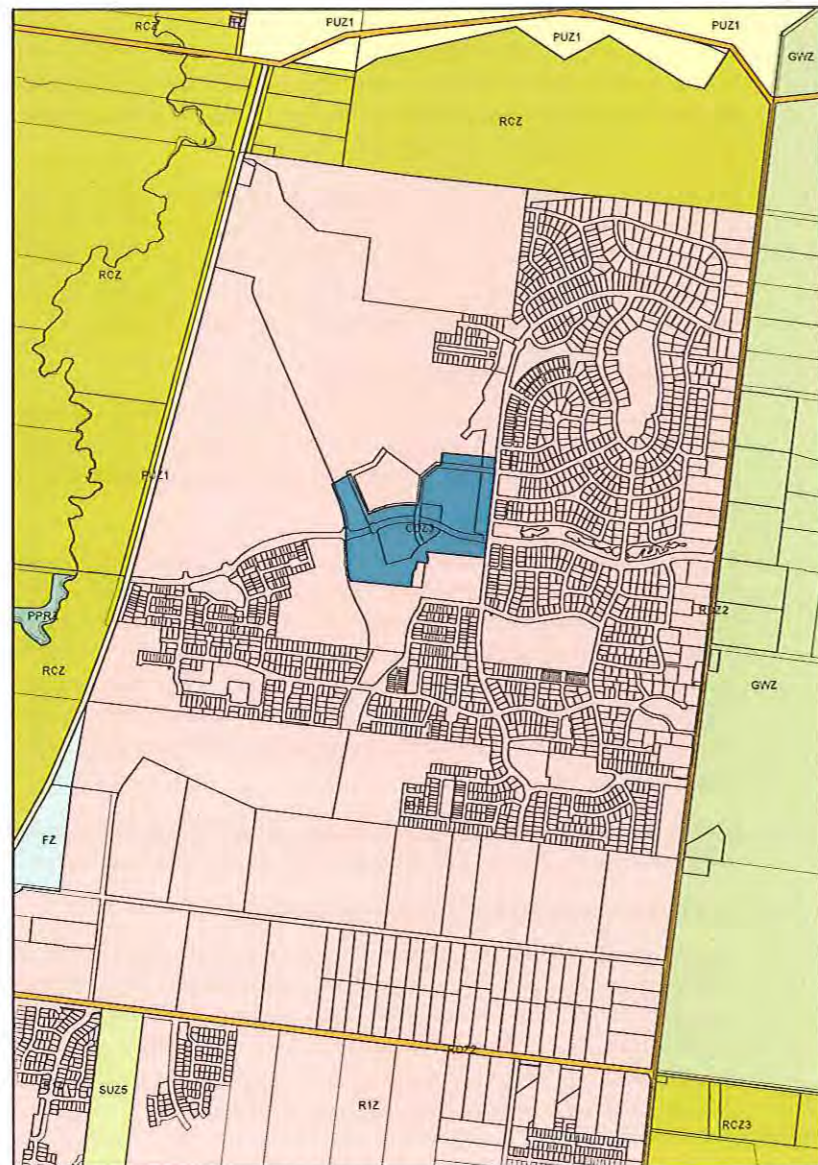


Figure 6 – Zone Plan

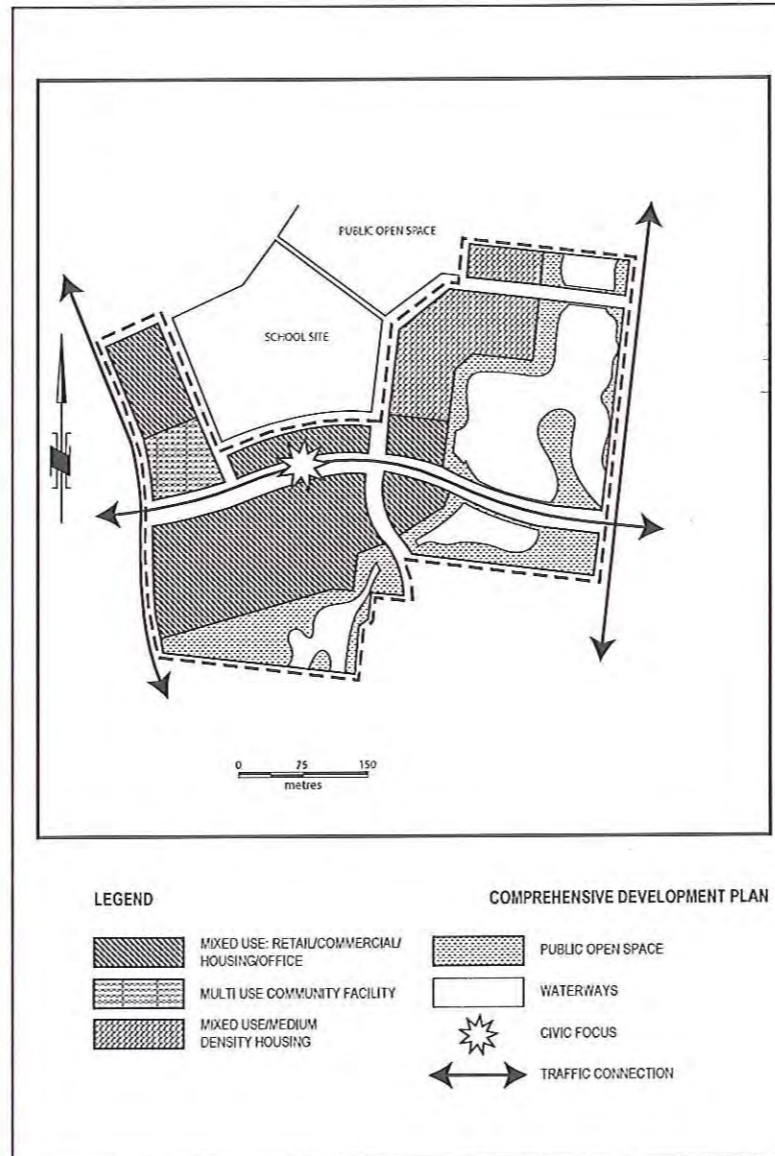


Figure 7 – Approved Comprehensive Development Plan

2.4 Existing Planning Scheme Controls

2.4.1 Residential 1 Zone (R1Z)

The objectives of the zone are to implement state and local policy by providing for a variety of residential development and a limited range of non-residential uses while respecting the character of the place.

All of Laurimar, except the town centre, is in this zone. The Masterplan shows that the site is primarily intended for residential development at a range of densities as intended under this zone. Please Refer to Figure 6 – Zone Plan.

2.4.2 Comprehensive Development Zone 3 (CDZ3)

This zone applies to the town centre site. It is designed to facilitate a mix of retail, commercial, community and residential uses within a 'compact, pedestrian-orientated and traditional mixed use town centre'.

Accommodation (including dwellings), office and retail uses do not require a permit in this zone as long as they are 'generally in accordance with the Laurimar Town Centre Comprehensive Development Plan (and any other applicable development plan forming part of or approved under this Scheme)'. Retail uses are permitted up to 7,500sqm of GLFA. Leisure, recreation and place of assembly uses require a permit under this zone.

A Comprehensive Development Plan has been approved by Council. Please Refer to Figure 7 - Approved Comprehensive Development Plan.

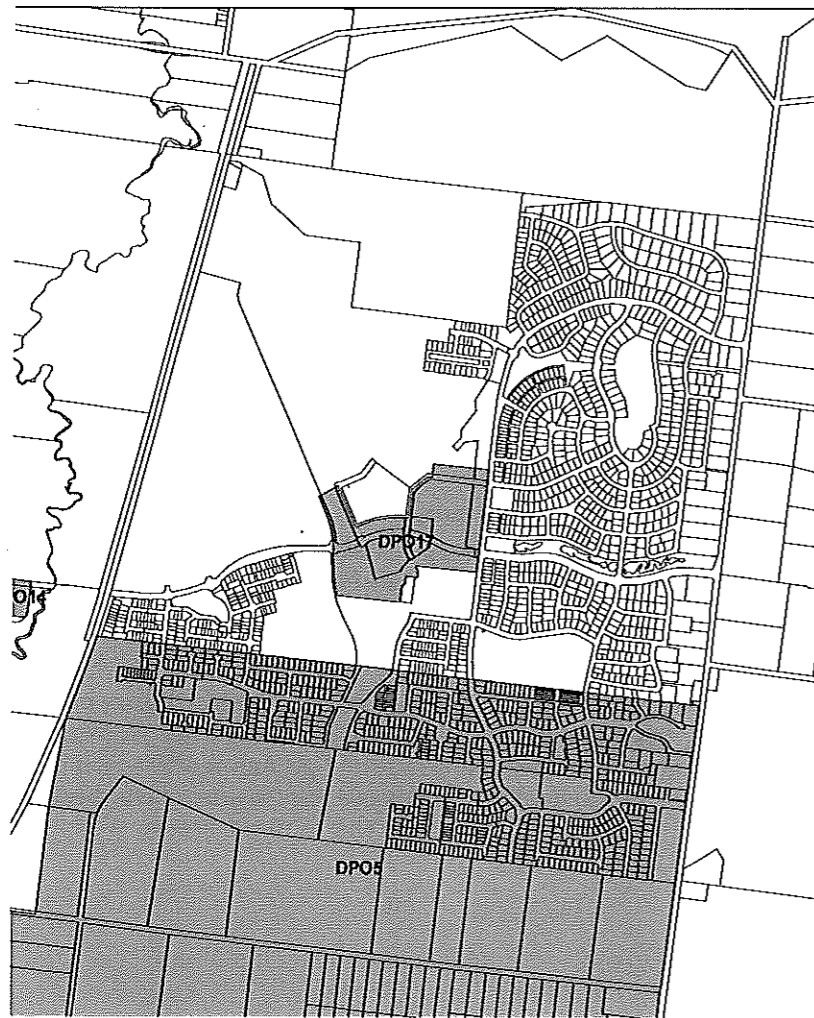


Figure 8 – DPO 17 Plan

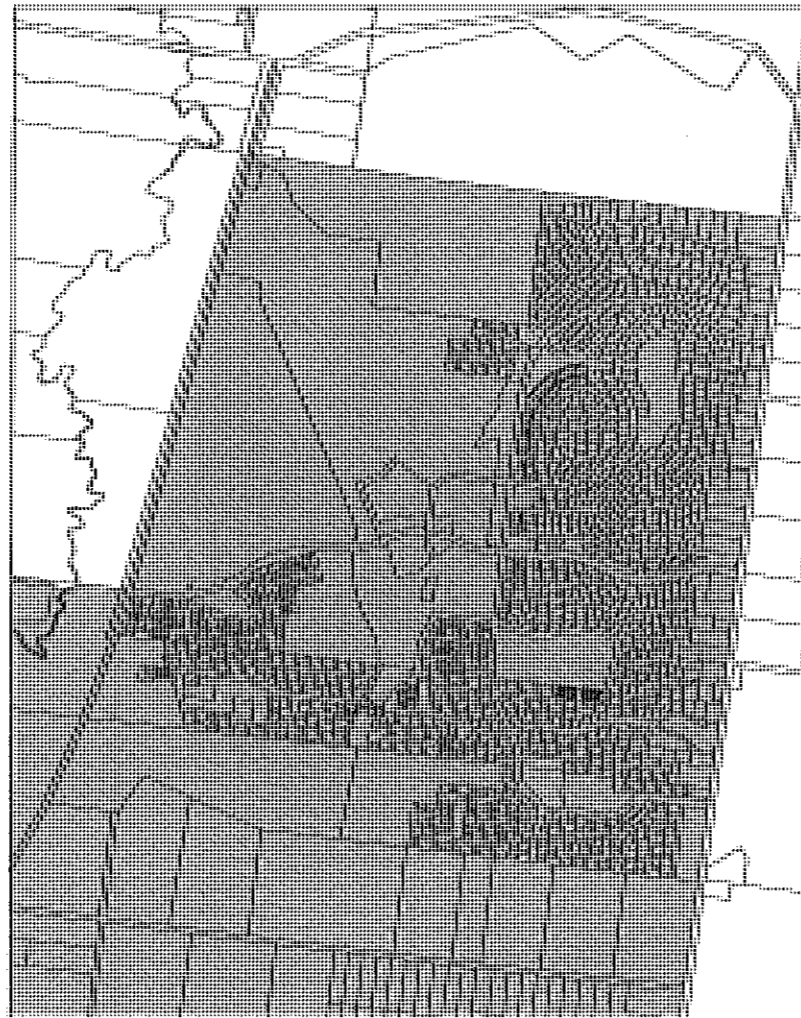


Figure 9 – VPO 1 Plan

2.4.3 Development Plan Overlay 17

This overlay, affecting only the town centre land, requires a plan to be prepared which is a more detailed version of the CDP. This plan requires specific details about physical changes indicated for the land, landscape plans, drainage plans, traffic management plans, heritage issues and the overall design of the subdivision. Please Refer to Figure 8: DPO 17 Plan.

2.4.4 Vegetation Protection Overlay 1

This overlay covers the whole site. It requires the retention of healthy trees on site which will become part of public open space, road reserves and individual lots. A considerable amount of significant vegetation exists on site. This presents both opportunities for open space and landscape design and constraints in terms of subdivision layout. Please Refer to Figure 9: VPO 1 Plan.



Figure 10 – DDO 1 Plan

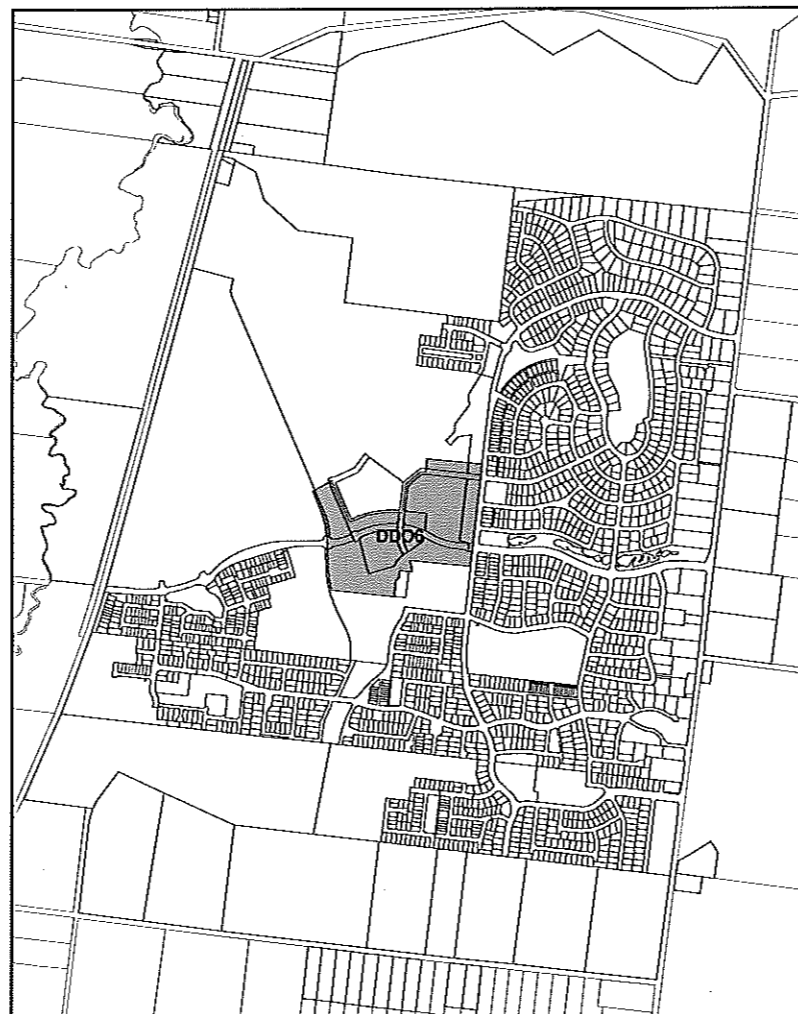


Figure 11 – DDO 6 Plan

2.4.5 Design and Development Overlay 1

This overlay aims to achieve an identity for the residential component of the site through the application of consistent:

- Building setbacks;
- Building height;
- Maximum site coverage;
- Building envelopes;
- External materials and finishes; and
- Methods for the protection of native vegetation where appropriate.

Please Refer to Figure 10: DDO 1 Plan.

2.4.6 Design and Development Overlay 6

This overlay aims to achieve a human scale to the town centre and provide for a high quality pedestrian experience with reference to traditional neighbourhood design principles. Please Refer to Figure 11: DDO 6 Plan.

2.4.7 Clause 56 – ResCode for Subdivisions

This clause aims to produce coherent and safe subdivision layouts that provide for long term usability and flexibility in subdivision design. This clause is particularly aimed at generating increased pedestrian activity and increased active frontages to dwellings to enhance the character of the streets within a given neighbourhood. This is applicable to all subdivisions within the R1Z portion of the site.



Figure 12 – Aerial Photo

3 Site Context and Analysis

3.1 Existing Conditions

The Laurimar Site comprises 334ha in area and is situated on the west side of Yan Yean Road, Doreen. The east part of the site has been developed for urban purposes with the balance of the land in the single ownership of DLL Laurimar Park Pty Ltd.

The key features of the Laurimar site are:

- An existing curvilinear subdivision layout for 500 residential lots on the eastern portion of the site which responds to the natural topography;
- Transition of lot sizes with larger lots along the rural interfaces and smaller lots towards the town centre;
- Built form character which respects the local rural area through pitched roofs, single storey dwellings and a natural colour scheme;
- 2 established vehicle entries from Yan Yean Road;
- Significant areas of open space including linear trails;
- A community area;
- Partially constructed wetlands system around the Hazel Glen Drive Reserve;
- The western balance of the site is used for grazing purposes;
- Prominent hill tops;
- Scattered River Red Gums; and
- A central drainage reserve.

Please refer to Figure 12 for the Aerial Photo and Figure 13 for a plan showing the land uses which interface the site.



Figure 13 – Land Interfaces

3.1.2 Surrounding Uses

West

To the west is the Yan Yean Pipe Track and the Plenty River valley. The pipe track acts as a constraint to further urban development as well as defining part of the Urban Growth Boundary (UGB). The Masterplan will need to provide for appropriate setbacks from the development or works, accounting for any vegetation that may require retention, or any heritage elements such as bluestone walls that require protection associated with the pipetrack reserve.

The Plenty River is not as incised at this point as it is further south however significant stands of vegetation exist between the river and the site boundary adding to the biodiversity and landscape value of the site. The area is known as Brennan's Forest.

North

The UGB runs along the northern boundary of the existing developed area of Laurimar. A small pocket of land to the north of the future development area is not included in the Laurimar Masterplan and is currently being considered for residential uses.

All land north of the UGB is currently zoned for rural purposes and contains the Yan Yean Reservoir.

South

Similarly to Laurimar, the Mitchell's Run Estate situated directly to the south, is already well progressed with the development of residential lots. In accordance with the Mernda LSP Part 1 and Mernda Strategy Plan, several road connections are available through Mitchells Run to the south. These include: Brookwood Avenue, Flaxen Hills Road and Painted Hills Road. Lots bordering Laurimar within Mitchells Run generally back onto the Laurimar property allowing for a relatively seamless integration between the two developments.

East

The land to the east of Yan Yean Road is outside the UGB and is primarily used for rural purposes.

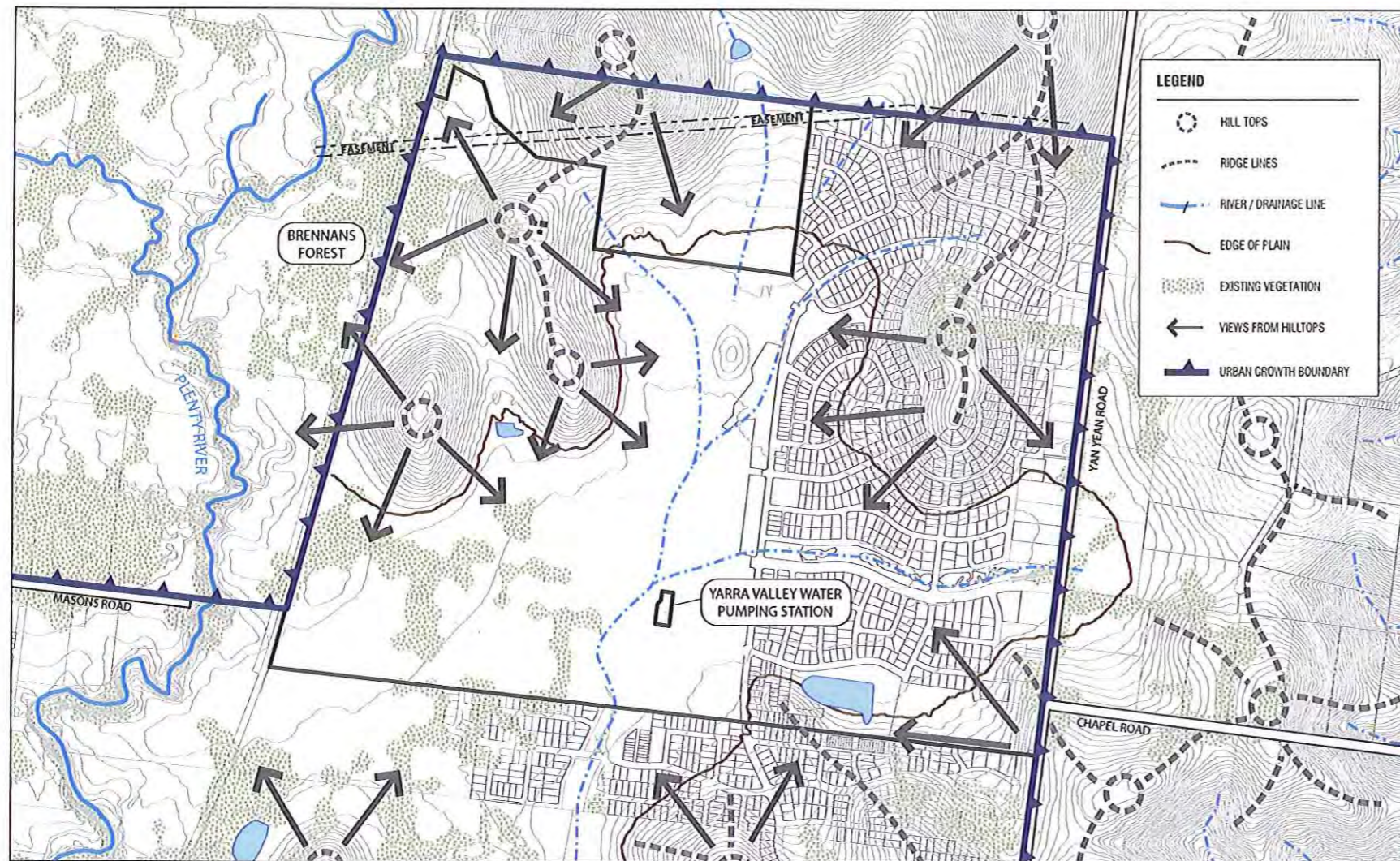


Figure 14 – Site Analysis

3.2 Visual Features and Topography

The site forms a natural amphitheatre comprised of a natural plain surrounded on three sides by volcanic hills. It drains naturally away to the south west, towards the Plenty river and the Yan Yean pipe track, via the Mitchell's run development (Refer Figure 14: Site Analysis). The site is divided by these hills into a series of visually and physically isolated catchments.

The site's eastern half is a fully developed residential area. The area has taken full advantage of the topography and hydrology of the area, with key features being the preservation of key views from the public domain and the use of Water Sensitive Urban Design along existing drainage lines. Rothacker Hill has been preserved as hilltop park, this has guaranteed that views from this important vantage point will remain accessible to residents. The natural drainage line which runs east west through the site has also been preserved and enhanced to make a grand entrance statement along Hazel Glen Drive. Water Sensitive Urban Design features are incorporated into the road reserve.

The western half of the site, which is yet to be developed, contains 3 cone-like hills which have panoramic views over the plain. These hills have direct visual connections to Rothacker Hill in the east, to each other and to hills in the surrounding areas. The plain is the location of the future town centre and wetland reserves. The western boundary of the site runs parallel to the Yan Yean pipe track through which Melbourne's first piped water was supplied from the Yan Yean Reservoir to the north (Brennans Forest is also located on this western boundary). The western boundary is the current Urban Growth Boundary of Melbourne.

The three hills and their ridge divide the western, undeveloped part of the site into two visually isolated catchments. The northern pocket has a much more natural character with views out over the native vegetation of Brennans Forest. The southern section is of a much more rural character with the steep grassed slopes flattening out onto a grazed plain with much less remnant native vegetation.

The natural drainage of the site runs down from the escarpments of the volcanic hills across the plain and alongside the Yarra Valley Water pumping station before flowing from the site into the Mitchell's Run development.

River Red Gums are the dominant native species on the site. They are restricted to the north western portion of the site, behind the hills in Brennans Forest, and to the south western portion of the site on the flat plain. (Refer section 3.3)



Figure 15 – Tree Retention Plan

Overall it is the views from the hilltops into the centre of the site and the views of the hilltops from the future town centre on the plain that are the most significant features of the site. These view lines, features and natural drainage lines have been used to generate the concept for Laurimar

Any future development at Laurimar must respect the prominence of these hilltops and protect their natural character.

3.3 Flora, Fauna and Habitat Significance

Brett Lane & Associates (BLA) have undertaken a flora and fauna assessment of the Laurimar property. It includes consideration of the Victorian Native Vegetation Management Framework (VNVMF). A copy of this report is provided in Appendix B.

Existing Vegetation

As indicated in Figure 15, the site contains two remnant areas of degraded plain woodlands (EVC55); a 6.5ha patch is located in the north west corner and a 25.5ha patch to the south. These patches total 32.2 hectares in area and contain 117 remnant trees, mostly river red gums. In addition, 12 scattered remnant trees were recorded outside these patches. Of the 129 remnant trees in total, 116 are classified as large or very large old trees.

3.4 Arboriculture Assessment

TreeLogic Pty Ltd have undertaken an arboricultural assessment of trees on the site. Given the predominance of River Red Gums on the site, the report contains a significant discussion on the safety and retention of these trees with particular reference to Whittlesea's River Red Gum policy.

The majority of trees attracted a low arboricultural rating due to structural and health deficiencies commonly associated with older trees such as those found on site. As such they will display an above average rate of limb failure and decay leading to falling hazards. If they are to be retained, unstable older River Red Gum trees should be sited within open space areas to lessen the risk of injury to person or property.

There are twenty seven trees with a moderate arboricultural rating. These can be more safely incorporated into development on the site with smaller protection zones.

Please refer to Figure 15 – Tree Retention Plan and Appendix C for the Arboricultural Assessment prepared by TreeLogic Pty Ltd.

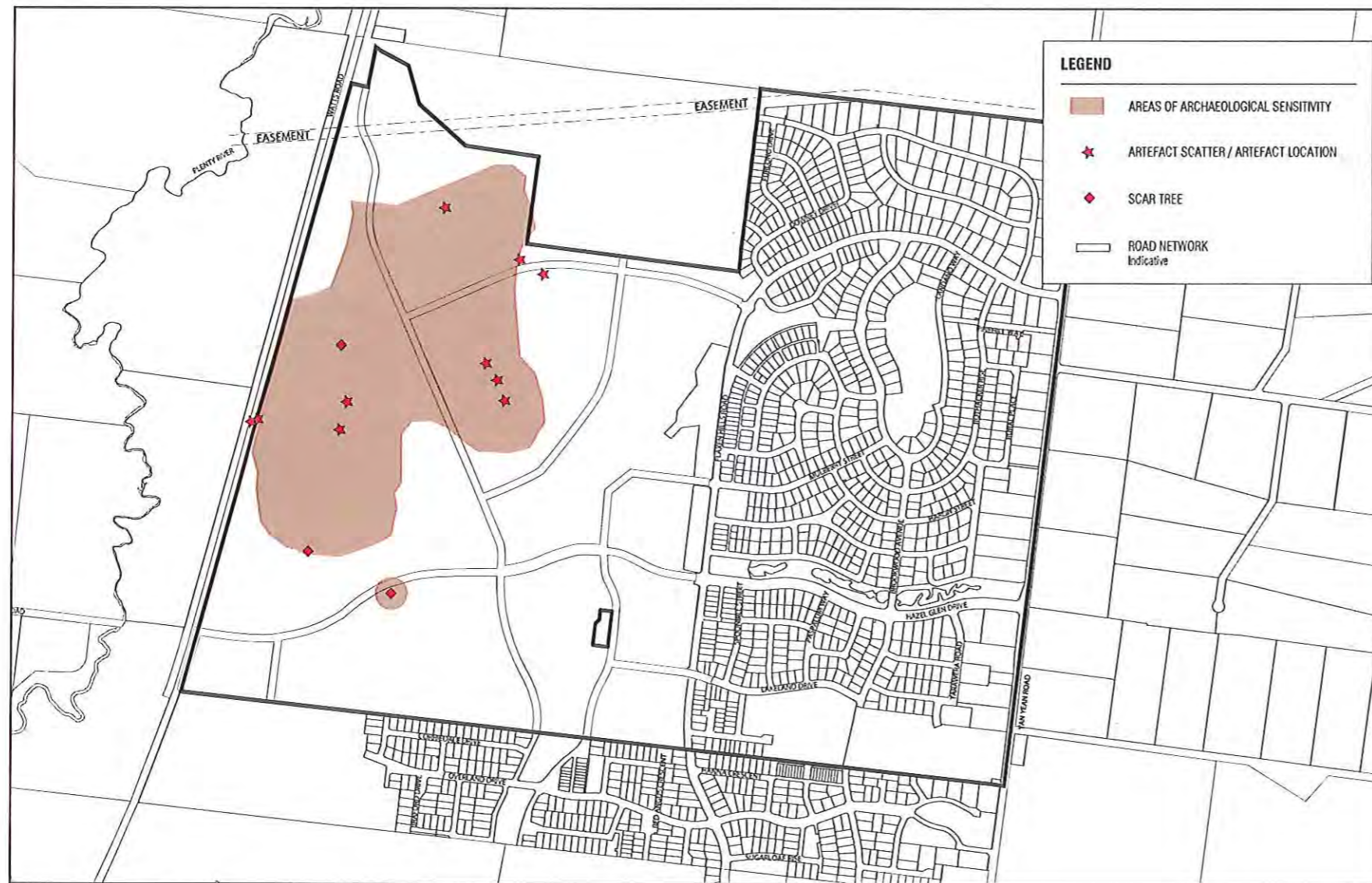


Figure 16 – Heritage Plan

3.5 Heritage and Cultural Significance

Biosis Research have surveyed the site for both aboriginal and historical sites and artefacts (please refer to **Appendix D** for full report). Their report builds on work undertaken within Laurimar by Luebbers (2003), Thomson (2004) and Rhodes (2004) for the former owner of the property.

The previous studies combined recorded three scarred trees and one artefact within the western half of Laurimar. These are shown on **Figure 16 – Heritage Plan**.

The Biosis study added the following information to archaeological knowledge of the site (p23–30):

- The recent recording and subsequent de-listing (by Heritage Victoria) of the Riversdale Homestead and Dairy Buildings. The buildings have since been removed from the site;
- A survey of the proposed residential development area known as 'stage 5b' with no resulting archaeological sites but a low archaeological potential – Stage 5b was also monitored by a Wurundjeri representative;
- Sub-surface testing on the three hilltops within the subject site resulting in eight new aboriginal archaeological sites (isolated artefacts – 11 silcrete, 1 quartzite and 1 quartz artefact);
- Sites with aboriginal archaeological potential are the three hills (high potential), 50m around each scarred tree (low potential) – The sites warranting further investigation are shown in **Figure 5** of the Biosis report;
- No further historical sites were found.

Following from these recordings are Biosis' recommendations for the protection of aboriginal and historical sites including:

- Protection (fencing) of the three scar trees within the site during construction;
- Protection (fencing) of the four newly recorded artefacts proposed for location within parks;
- Consent to Disturb should be obtained for sites situated in proposed development areas;
- Monitoring (by archaeologist and Wurundjeri representative) of initial soil disturbance within identified high and moderate aboriginal archaeological potential sites; and
- Monitoring (by archaeologist) of initial soil disturbance within the Riversdale Homestead and Dairy.

3.6 Existing Transport Network

The LYYODP sets out a road hierarchy for the Laurimar site. This plan established Hazel Glen Drive as the sub arterial road running east west through the site and connecting into Yan Yean Road to the east. This intersection is the primary access point into Laurimar.

To the west Hazel Glen Drive will ultimately connect with Masons Road and Plenty Road via a bridge to be constructed over the Plenty River.

A series of collector roads run north south from Hazel Glen Drive. These provide connection into the existing Laurimar residential areas and into the residential areas to the south. Flaxen Hills Road is the primary north south collector road and will provide the southern access point into Laurimar.

The LYYODP also shows connection to the north west of Laurimar via a collector street connecting into Woods Road which then intersects with Arthurs Creek Road, an east-west sub arterial road. This provides a northern connection into Plenty Road.

The existing Laurimar road layout was designed to provide a strong network of pedestrian and cycle routes linking into key open space areas, community facilities and to the surrounding area including the regional trail along the old Whittlesea railway route.

In order to assist in the development of the pedestrian and cycle network, road layouts were modified so as to include generous nature strips, traffic calming measures and pedestrian and cycle refuges at critical nodes and crossing points.

3.7 Design and Built Form

The existing eastern portion of Laurimar reflects the design philosophy and vision of Laurimar as a community based and site responsive development.

The overall subdivision design responds to the natural undulating topography. This provides views from slopes and a curvilinear road network. The road layout integrates with the open space network and preserves existing vegetation through parklands, tree reservations and varied footpath widths. These elements create a unique local character dominated by meandering wide local streets framed by large River Red Gums and stands of young native species.

Diversity of the streetscapes throughout Laurimar has been achieved through the variation of nature strip width, tree reservation and alternative finishes. This creates visual diversity but most importantly promotes pedestrian and cyclist activity throughout the area.

A variety of lot sizes exists across Laurimar. The peripheral areas near Yan Yean Road respect the surrounding rural landscape with larger lots (1000-10,000sqm), the middle "township area" has generous residential lots (450-1000sqm) and the inner Village and Town Centre areas provide smaller lots and opportunities for medium density housing.

Dwelling designs have adopted a site responsive approach. Dwellings on slopes are sited and designed to preserve the landscape values and minimise visual intrusion. Embankments use stone and other natural material which complement the natural surrounds.

For the remainder of the residential area, the subdivision design has incorporated principles of sustainable and site responsive design through street alignment, wide road network and emphasis on retaining rural and traditional styled single level dwellings. Wide allotments and open gardens provide an open streetscape and encourage interaction with the street. The colours and materials reinforce the natural and rural theme of the area whilst varied and articulated building facades create visual interest.

3.8 Social and Community Facilities

The established eastern half of Laurimar already contains a community centre (currently used as a land sales office) and a Maternal and Child Health Care Centre. These facilities allow for the delivery of programs and services to the existing community.

It is expected as part of the town centre at Laurimar a Community Activity Centre (CAC) will be integrated into this neighbourhood centre.

The Doreen Village (corner of Bridge Inn Road and Yan Yean Road) contains a general store, post office, oval, tennis court and primary school. These facilities partly cater to the current population of Laurimar, however will not be able to handle the projected increase in population in the near future. It is envisaged that the future town centre will contain these facilities to cater for all the future population.

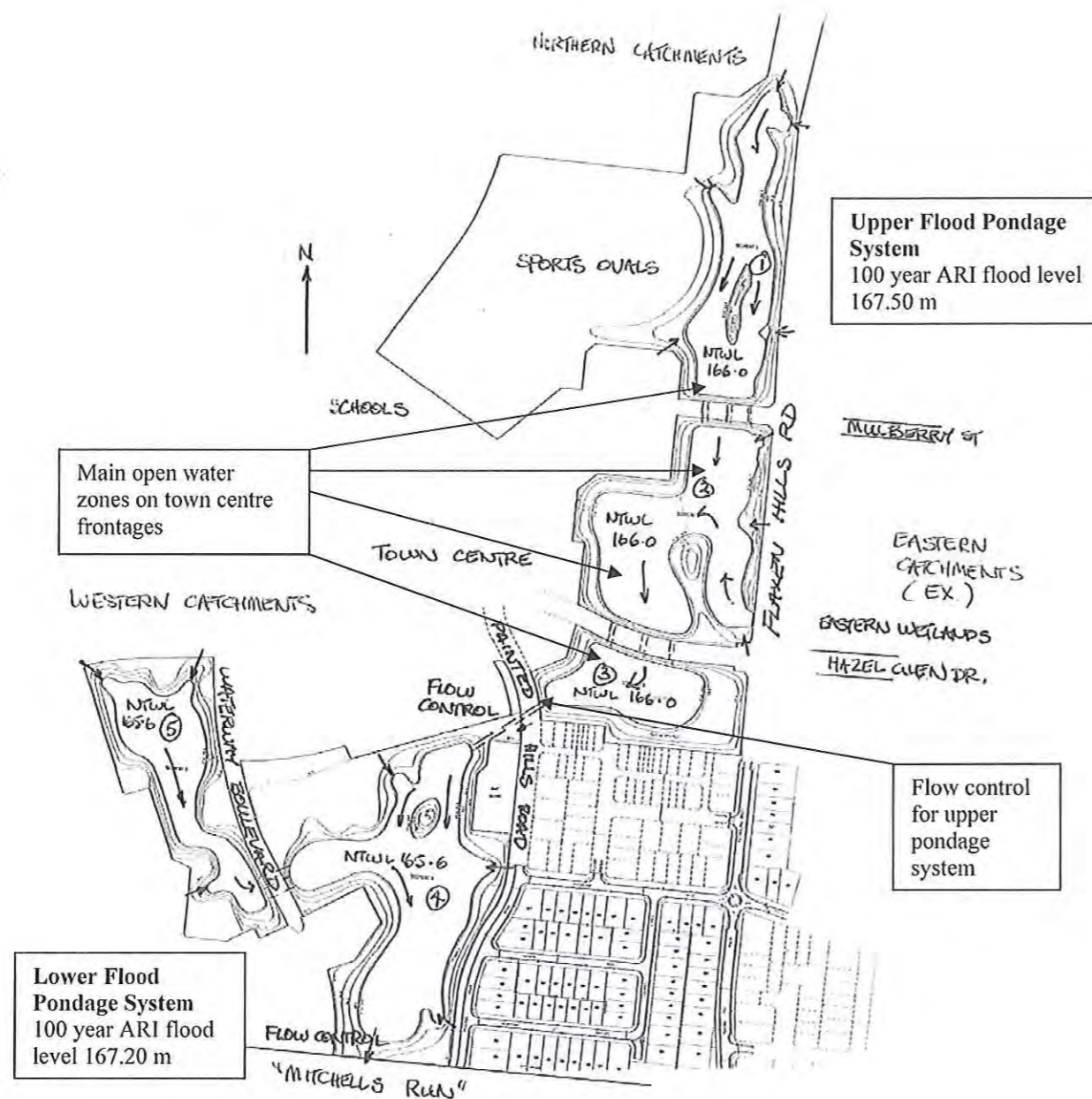


Figure 17 – Drainage Masterplan

3.9 Waterways, Drainage and Catchment

The overall Laurimar site is characterised by a valley formation in a central location. This landform would have carried overland flows from the former watercourse that is now dammed by the Yan Yean Reservoir.

The majority of land within the western portion of the site drains to this central valley. The exceptions to this are areas at the western edge of the site that slope toward the Plenty River.

The site contains a significant part of the planned drainage network for the urban areas of Doreen. The Mernda Strategy Plan identifies a major retarding basin in the central 'valley' area of Laurimar linking via a channel drainage reserve to properties in the south. This arrangement is broadly based on Melbourne Water's Drainage Scheme for Laurimar and Doreen.

The existing Drainage Master Plan for the site shows a series of wetlands and drainage infrastructure along Flaxen Hills Road and roughly surrounding the town centre (refer to Figure 17 – Drainage Masterplan and Appendix E for the Surface Water Management Strategy prepared by Neil M Craigie Pty Ltd). The wetlands are planned to receive flows from the north and west of the Laurimar site and direct them south via a series of connecting flow control points.

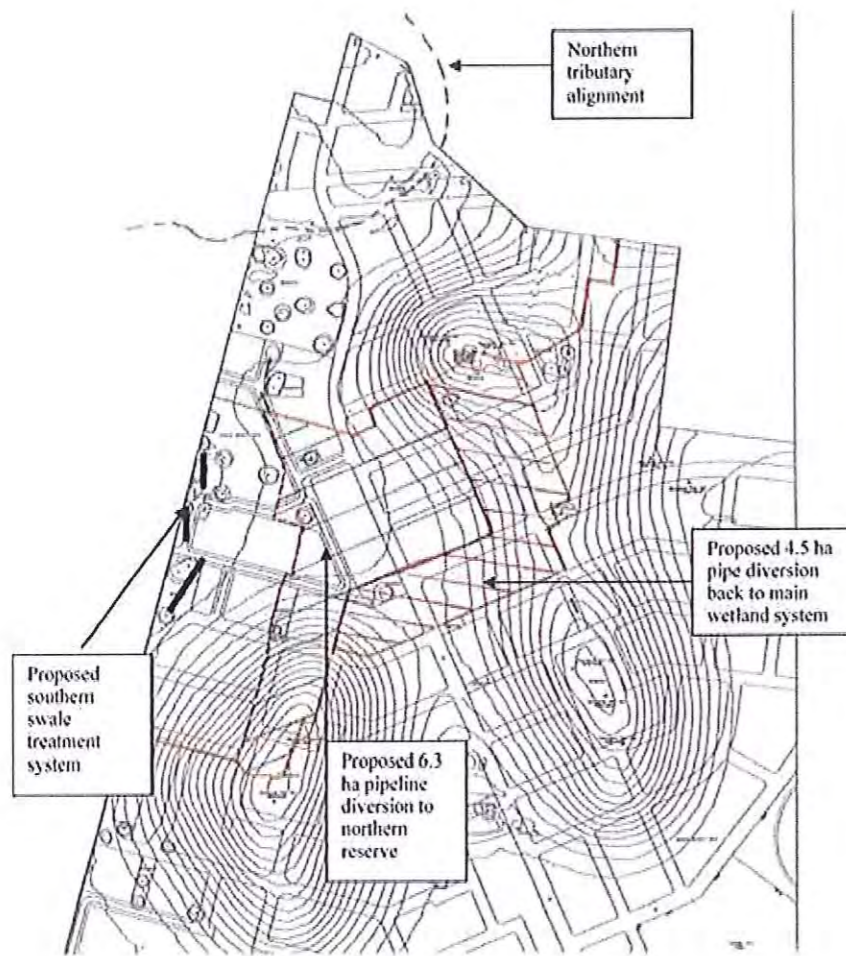


Figure 4
Proposed pipeline diversions
(Note: the base for this plan is the estate masterplan layout as at 9 February 2007)

Figure 18 - Proposed North-west pipeline diversions

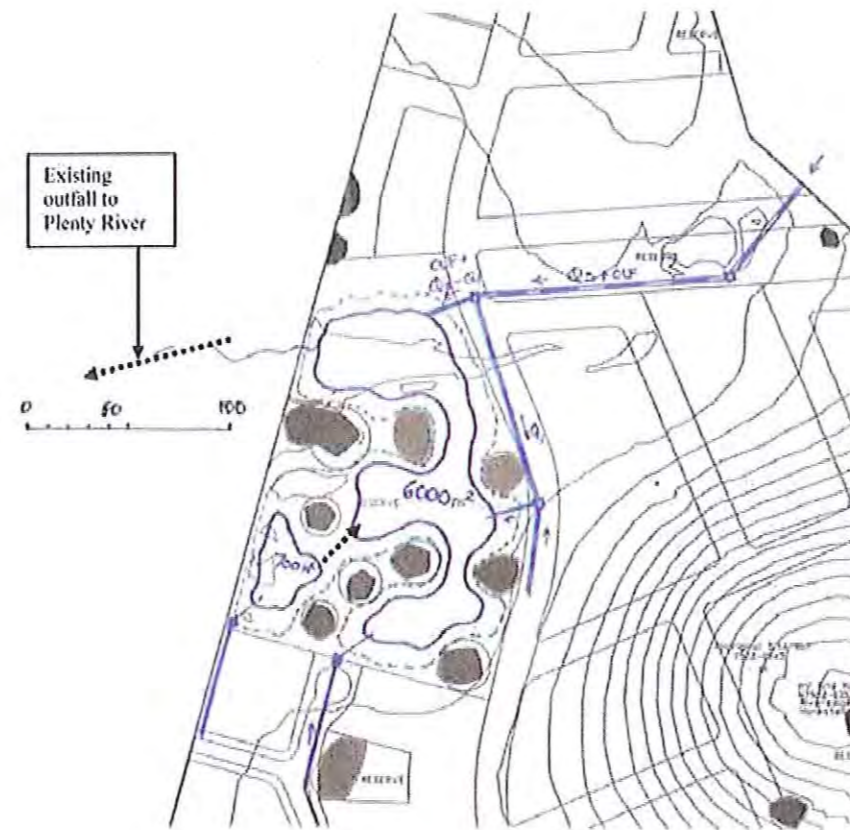


Figure 5
Proposed wetlands/retarding storage system and inlet pipe system concept in northern reserve
(Note: the base for this plan is the estate masterplan layout as at 9 February 2007)

Figure 19- Proposed wetlands/retarding storage system and inlet pipe system concept in northern reserve

North West Drainage Strategy.

An additional Surface Water Management Strategy has been prepared by Neil M Craigie for the balance of land in the north-west segment of the estate which drains west toward the Plenty River (Refer to Figures 18 and 19 and Appendix F for the report prepared by Neil Craigie, Feb. 2007). The proposed Drainage Strategy comprises of:

- Pipeline diversion to re-direct Plenty River catchment flows to suitable treatment sites;
- Constructed wetland/retarding storages;
- Vegetated and bioretention swale systems;
- Encouragement of other WSUD options especially including provision of rainwater tanks plumbed to supply toilet flushing and other lot uses including irrigation needs;
- Best practice management of all construction activities.

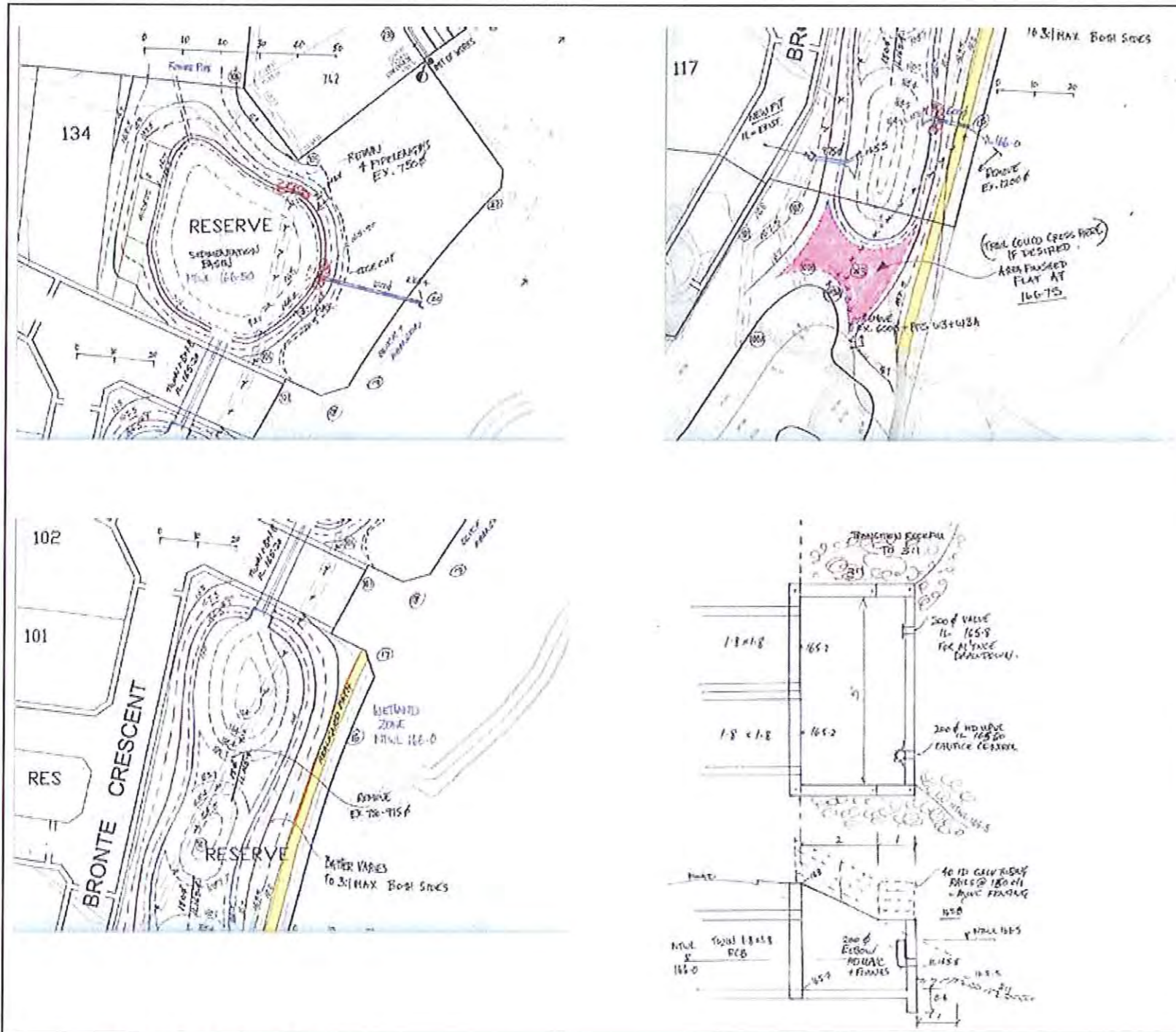
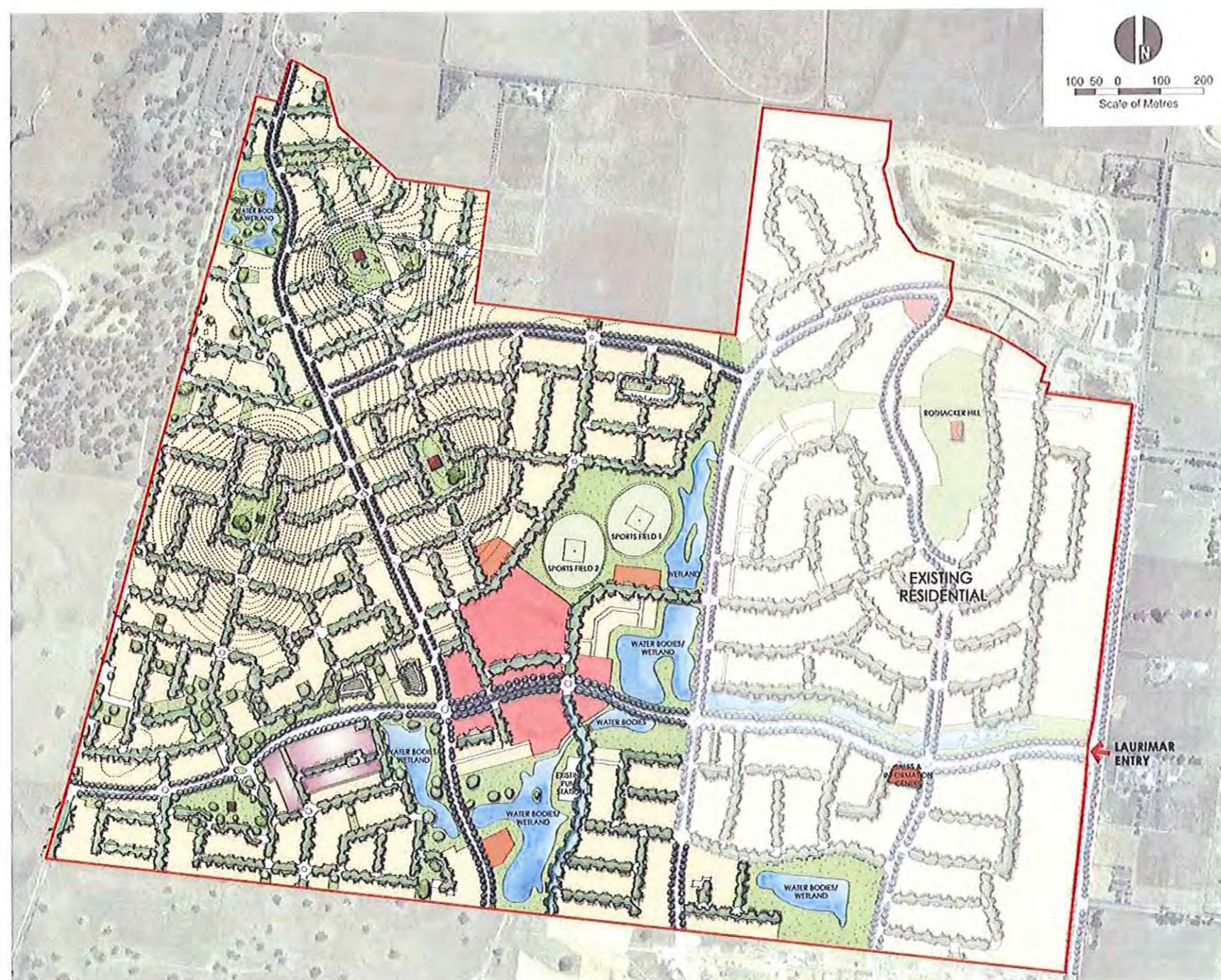


Figure 20 - North East Wetland Extension

North-East Wetlands Extension

An extension to the north-east wetlands forms part of the revised Laurimar Surface Water Management Strategy. The extension is required to cater for urban flows across the northern boundary. Please refer to Figure 20 (opposite) and Appendix I - Flaxon Hills North-East Wetlands Extension for further detail.



4 Development Vision

Laurimar will be developed to provide a high quality residential community developed around a centrally located town centre. Laurimar will provide comprehensive community, cultural and recreation facilities.

DLL Laurimar Park Pty Ltd adopts the vision for Laurimar set out in the previous Laurimar at Yan Yean Outline Development Plan at page 4 which states:

"The plan for Laurimar is inspired by the natural characteristics of the locality and the site; expansive views to rolling hills; the heritage of the area and the proximity to the Plenty Gorge Park; the significance in the southern sections of the site of the remnant, historic red gums."

"Our intention is to integrate and complement the natural characteristics of the area. The design embodies these project objectives. It is in harmony with the surrounding landscape, vistas and environment. Laurimar will benefit from its proximity to the Plenty Gorge National Park, Yan Yean Reservoir, rural landscape and conservation areas."

Laurimar is about community living. Key design and development features will include:

- High quality community facilities and events;
- Pedestrian friendly neighbourhood streets;
- Linear parkways and cycle paths for linkages with the community;
- A vibrant town centre with integrated school, supermarket, shops, cafe's and restaurant to establish a meeting place for the new community;
- Outdoor parks and recreation spaces to offer a healthy outdoor living environment;
- Good access to bus services for the schools and town centre;
- Managed wetlands and waterways for water treatment and passive recreation benefit;
- Extensive network of bike paths and walking trails; and
- Protection of significant River Red Gums in the street and open space network to reflect the natural character

Figure 21 – Artists impression of Masterplan

5 Masterplan Components

This section of the Masterplan details individual components which have contributed to the design of the Laurimar Masterplan. These components respond to the strategic and site analysis issues raised in section 3 and 4.

The Masterplan is shown in Figure 21.

5.1 Proposed Land Uses

The Masterplan provides a framework for the full development of the Laurimar Estate. It builds on the existing residential area to direct the form and pattern of development on the undeveloped portion of the land. In doing so the Masterplan provides conventional residential areas, a town centre fronting the primary boulevard and a centrally located local primary school and Community Activity Centre.

The details of these components are outlined below:

Residential

A range of residential lot densities will be achieved within the development. Lots will generally range in size between 300sqm and 1000sqm.

To achieve dwelling diversity, a variety of lot shapes and sizes will be introduced into the streetscapes. Dedicated areas of more intensive residential densities will be located generally at the edge of the town centre. It is likely that this will assist in achieving a stronger urban form for the town.

Lower density lots will generally occur at the non-urban edges of the site with the additional site space acting as a buffer between urban and non-urban land uses.

In principle, residential lots will be designed to front open spaces and offer safety and surveillance to the public realm.

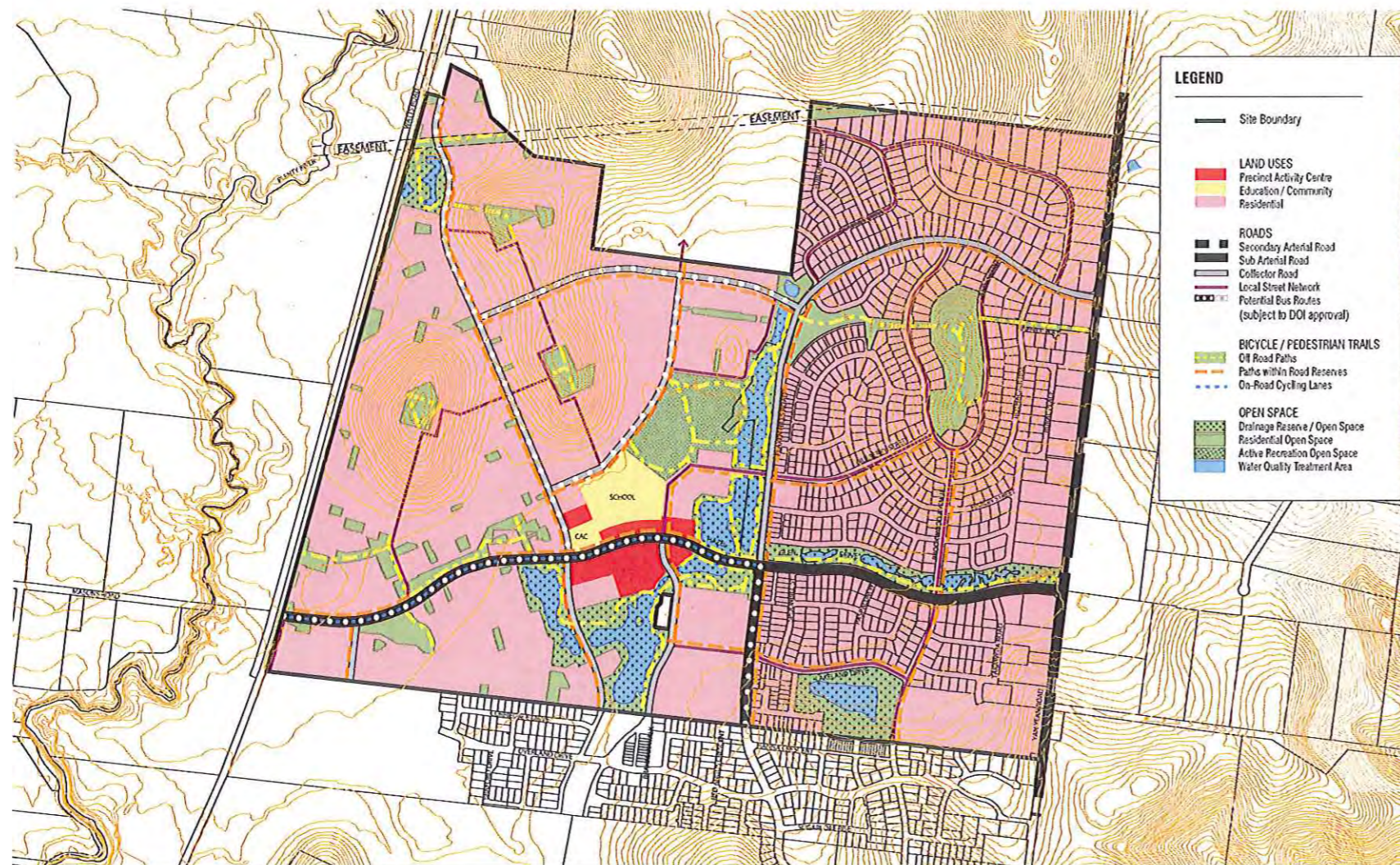


Figure 22 – Masterplan

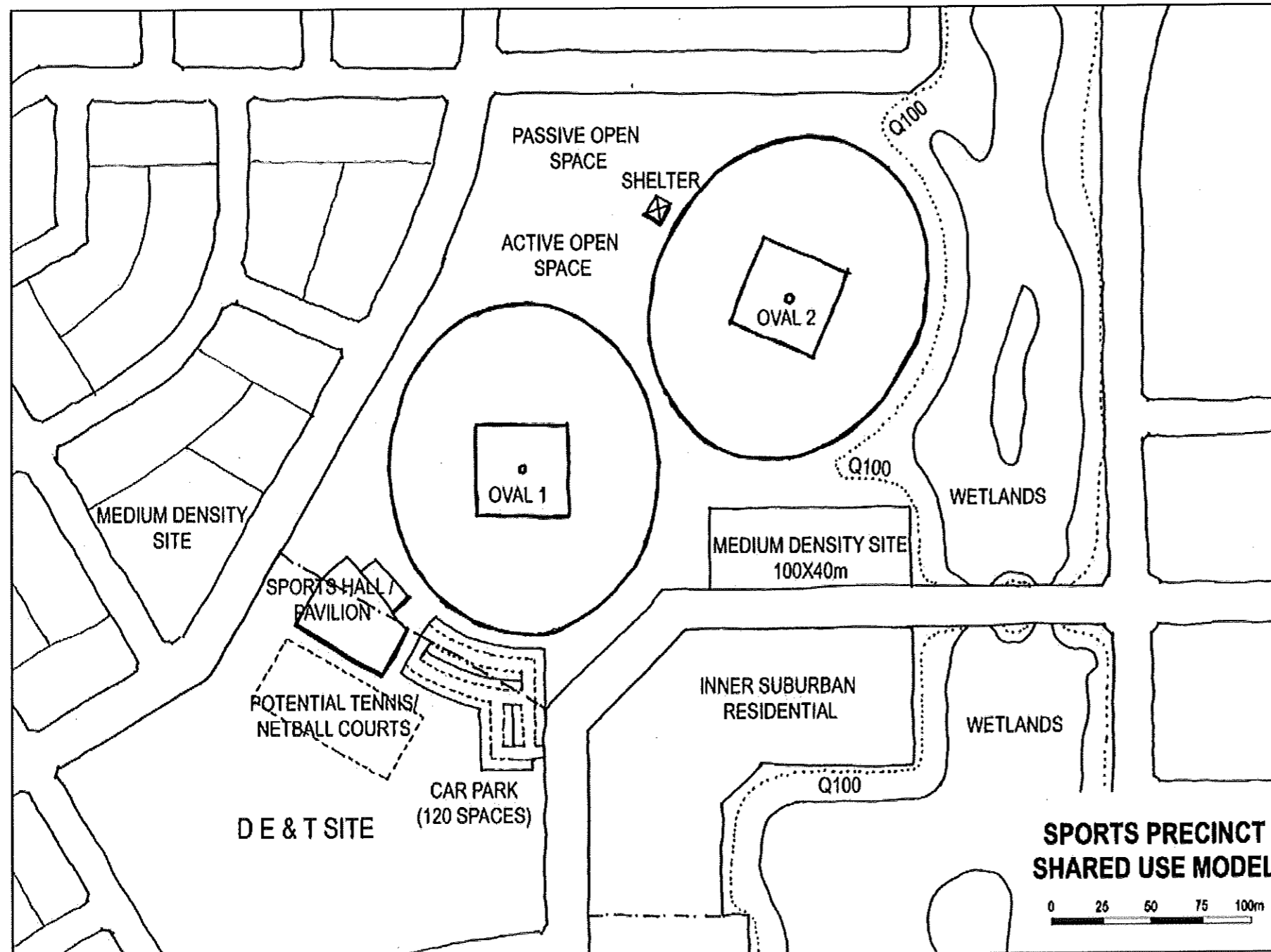


Figure 23 – Proposed Sports Facilities Operation 'Shared-Use'

Sports Facilities

A significant portion of land has been set aside for the establishment of sports facilities to the north of the proposed DE&T site. This facility will include the establishment of two full sized ovals, along with associated car parking, pavilions and passive open space areas.

DLL Laurimar Park Pty Ltd intends to pursue a "shared use" solution to the use of this sports facility. This would include the co-location of a number of user groups such as Education Providers, Council and Community Groups with facilities such as the sports halls / pavilion, court sports and car parking. This preferred option of a shared solution is demonstrated in Figure 24.

An alternative sports facilities operation has also been included that demonstrates the sports facilities layout should a "shared use" solution not be implemented. (Refer Figure 25).

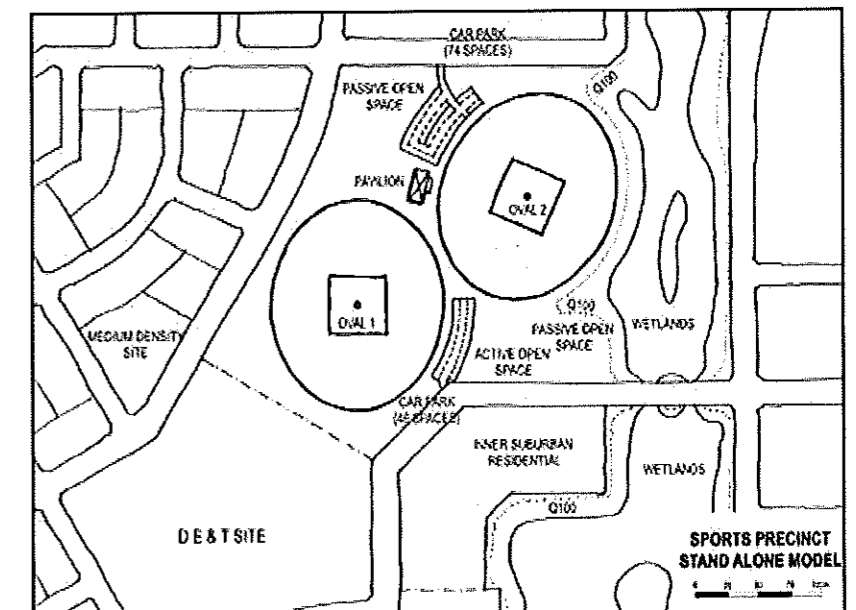


Figure 24 – Alternative Sports Facilities Operation 'Stand Alone'



Figure 25 – Open Space Network

5.2 Public Open Space

Public open space has always been an integral component of the Laurimar Estate. The Masterplan builds on the existing hierarchy of open space which includes active, passive and linear trails. These components are shown in Figure 26 and are detailed below:

Open Space Provision

The Estate already contains 5 open space reserves plus a linear trail along Hazel Glen Drive. A further 9 major open space areas are proposed including wetland and open space reserves with 6.5ha to be set aside for ovals and active open space adjacent to the school and water way.

Landscape design

Landscaping of the site will be influenced by the existing vegetation and landscape features. Hilltops will be highlighted through the creation of reserves on the three peaks in the western half of the site. Similarly to the existing hilltop park at Laurimar they will provide an integral role to link pedestrian and cycle path networks and improve accessibility throughout the site.

5.3 Aboriginal and European Cultural Sites

The three scar trees identified within the site are to be retained within public spaces (parks or road reserves). All of the identified artefact scatters will be retained within reserves, however some may need to be relocated to areas of open space nearby and will therefore require a consent to disturb from Aboriginal Affairs Victoria. (refer Figure 26)

Further details of the management of cultural sites is included in the Archeological Report in Appendix D.

5.4 Flora and Fauna

Trees to be Retained or Removed

The proposed design concept aims to retain 102 large and very large old trees, mostly in public open space. Two of these trees are located on roadsides and are considered to be retained but not protected (due to the anticipated absence of natural regeneration beneath them), resulting in the protection of 100 large and very large trees on the site. The removal of 16 trees from the site is considered unavoidable. This would require a planning permit under Clause 52.17 of Particular Provisions in the Local Planning Scheme. Victoria's Native Vegetation Management Framework or the 'Net Gain' policy would guide assessment of the planning permit.

Net Gain Assessment

The Net Gain policy requires proponents and planning authorities to consider the following principles when considering planning permit applications to remove native vegetation and/or trees: a) to avoid impacts on remnant native vegetation and trees wherever possible; b) to minimise unavoidable vegetation and tree removal; and c) to offset unavoidable vegetation and tree removal with an equivalent or greater area and quality of native vegetation and/or tree numbers through a combination of protecting and enhancing existing vegetation, or revegetation work.

On private land the current expectation is that the proponent at least demonstrates how the three key principles of the Net Gain approach have been met as part of the design and management of a development, and that this is documented in a planning application. To achieve a Net Gain in accordance with the policy, any approved removal of native vegetation must be offset with a proposal that meets the requirements.

The current concept plan proposes the removal of 16 large and very large old trees, one medium tree and one small tree. This removal would attract a recommended offset obligation of the planting of 420 new native plants and the ongoing, secure protection of 50 existing very large old trees, 16 existing large old trees and 2 existing medium trees. Sufficient medium, large and very large old trees are being retained as part of this proposal to satisfy the protection requirements of this recommended offset, and revegetation plans on site could incorporate the planting requirement.

The final form of offsets required in the event of tree removal are usually the subject of negotiations with the planning authority concerned after the issue of a planning permit, and subject to a secondary consent process. An offset plan should be prepared prior to commencement of works incorporating actions to ensure protection and enhancement of retained remnant trees, as well as documentation of open space and constructed wetland landscaping works as these are proposed to make up the offset requirement.



Figure 26 – Road Movement Network

5.5 Transport Network

The transport network is based on the analysis and calculations by Cardno Grogan Richards as per the report in Appendix G.

5.5.1 Traffic Numbers

As outlined in the Cardno Grogan Richards report, the hierarchy of roads is derived from traffic generation and distribution modelling. The overall lot plan was divided into 22 precincts and estimated on the basis of 10 vehicle movements per household per day. It was assumed that 43% of the trips would be internal within Mernda.

5.5.2 Proposed Road Network

From the above traffic number assessment the following road hierarchy, shown in Figure 27, will accommodate the needs of the future and existing Laurimar population:

Arterial and collector road network

The arterial street network will provide a full connection between Masons Road in the west to Hazel Glen Drive in the existing Laurimar residential area and then terminates at Yan Yean Road. This east-west connection will feed the majority of traffic into the site and will support the town centre.

A second arterial road extends up from Flaxen Hills Road and provides a north south arterial and connection into the existing areas of the subdivision.

The arterial network is supported by a hierarchy of streets including major collectors, collector road and high order access streets. These streets have been designed to complement the existing residential areas and connection points and also complement the fall of the land.

Local street network

The local street network provides for a highly permeable network of streets, and where appropriate laneways, that provide both access to dwellings and enable a safe low speed environment.

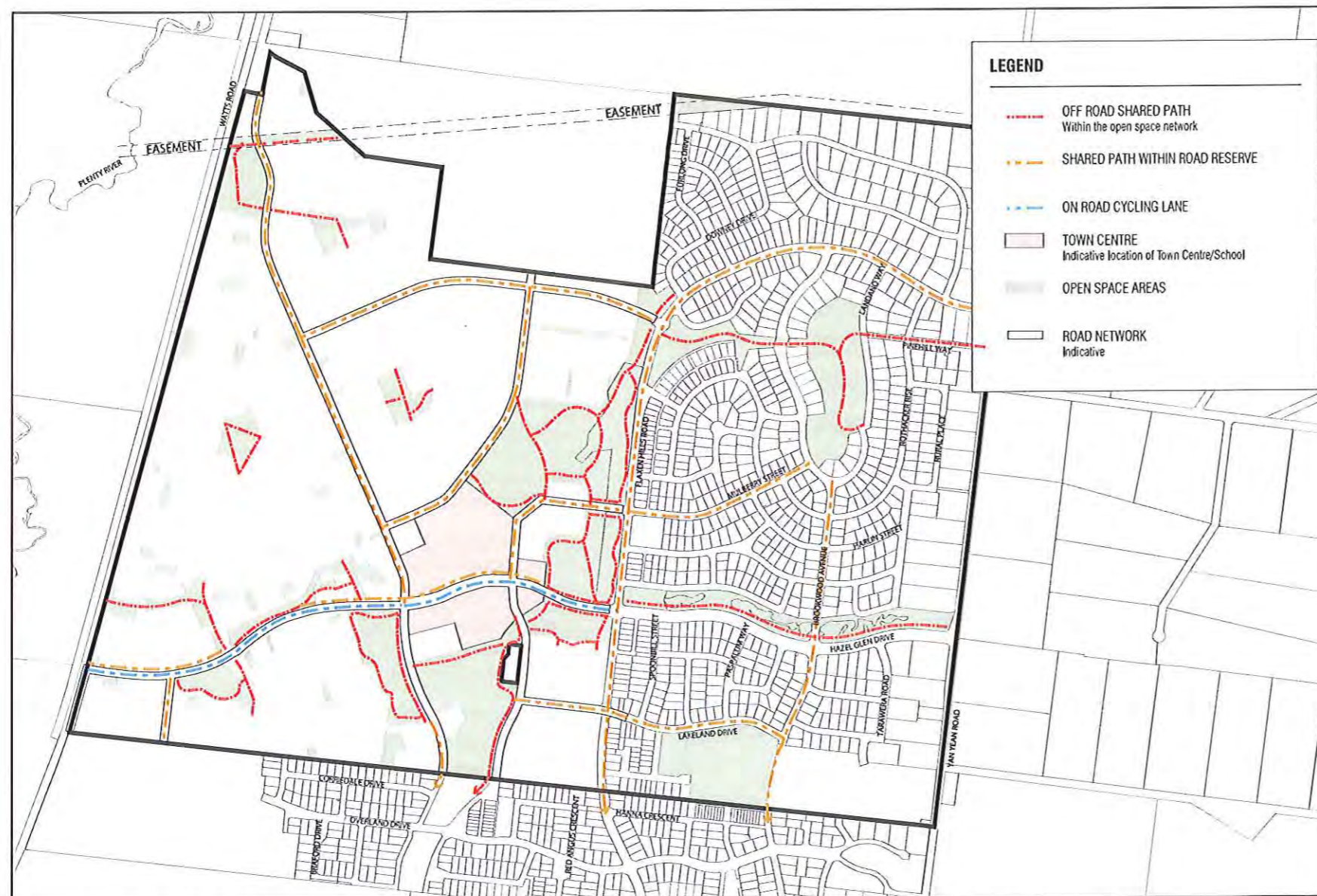


Figure 27 – Pedestrian & Cycle Network

Pedestrian and cycle

The primary pedestrian and cycle network will be located both within road reserves and open space reserves. The shared path network within the road reserve will generally follow the collector and sub-arterial network with some local streets to be used as connections. Off-road sections in the network are provided through local parks and within the wetlands area. On-road cycling lanes will be provided on Hazel Glen Drive.

The pedestrian and cycle links are shown in Figure 28.

Public transport

In keeping with the requirements of the Mernda Strategy Plan (2004) Hazel Glen Drive and Flaxen Hill Road will be capable of accommodating bus movements. The 520 bus route currently services Laurimar running along Hazel Glen Drive and Plenty Road.

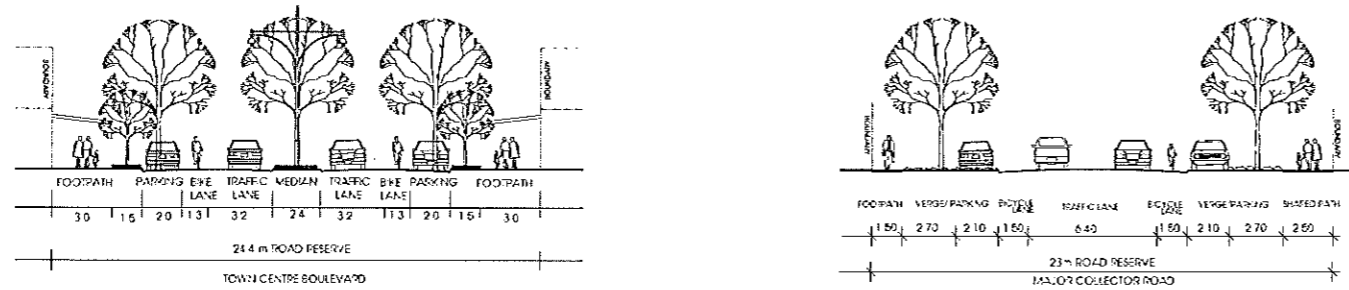
It is envisaged that once the connecting bridge to Mason's Road is complete that a bus route will provide a more direct route to the future Mernda Town Centre.

5.5.3 Road Cross Sections

The road cross sections respond to the demand for each level of road in the network hierarchy. Please refer to Figure 29 for examples of each cross section.

The **Town Centre Boulevard** promotes a pedestrian friendly boulevard through the town centre whilst also serving as the main east west connector road. The Boulevard will be 24.4m wide and incorporate two lanes divided by a planted median strip, on-street indented parallel parking on either side of the road, on road cycling lanes and pedestrian paths on both sides of the road.

Town Centre Collector Roads provide north south connections between the Town Centre and major recreation and open space areas including the primary school. The most eastern town centre road will also connect into the existing Laurimar residential area. Town Centre Roads are 20m wide and incorporate two way traffic, on-street indented parallel parking and a shared path on one side and a pedestrian path on the opposite road side. The pedestrian and shared paths are separated from the carriageway by a planted strip.



The Major Collector Road is the continuation of the Town Centre Boulevard outside the retail precinct. This road is 23 metres wide and provides for two way traffic, on-road bicycle lanes, off-street indented parallel parking, and footpaths and shared cycling/pedestrian path separated from the carriageway by a landscaped strip.

The Residential Collector Roads provide connections from the residential areas in the south up to the Major Collector Road. These roads are 20 metres wide with on-street parallel parking. Similar to the major collector road design, pedestrian and shared path traffic is separated from the carriageway by a wide landscaped strip.

The School Road runs along the southern boundary of the Primary School site. This road is 23 metres wide, with on-street indented parallel parking on one side and 90 degree verge parking on the other. Footpaths are provided on both sides of the carriageway.

Higher Order Access Streets provide connectivity to the residential areas in the north of the Masterplan. These streets are 19.6m wide to allow for the ease of movement of traffic and provide off street indented parallel parking. An off street pedestrian path is provided on one side of the carriageway and a shared path is provided on the other.

The Wide Residential Street is the standard street across the new residential areas of the development. These streets enjoy a 16m road reserve allowing a wide and generous streetscape. On-street parallel parking is provided on all streets and pedestrian paths are located on either side of the carriageway.

The Wide Local Access Street runs along any public open space boundary where the shared path will be provided within the open space and not on the road reserve. The rest of the configuration is the same as the wide residential street.

5.5.4 Permeability

The subdivision layout ensures ease of access for cars, cyclists and pedestrians by creating a distinct road hierarchy. As previously shown, the widths of roads are based on the traffic generation and distribution modelling, ensuring that the road network responds to the demand of future and current residents and traffic moves in an efficient and logical manner.

As shown in Figure 28, there is a continuous network of pedestrian and cyclist links. These are also linked to key locations such as the Town Centre, school site and areas of open space.

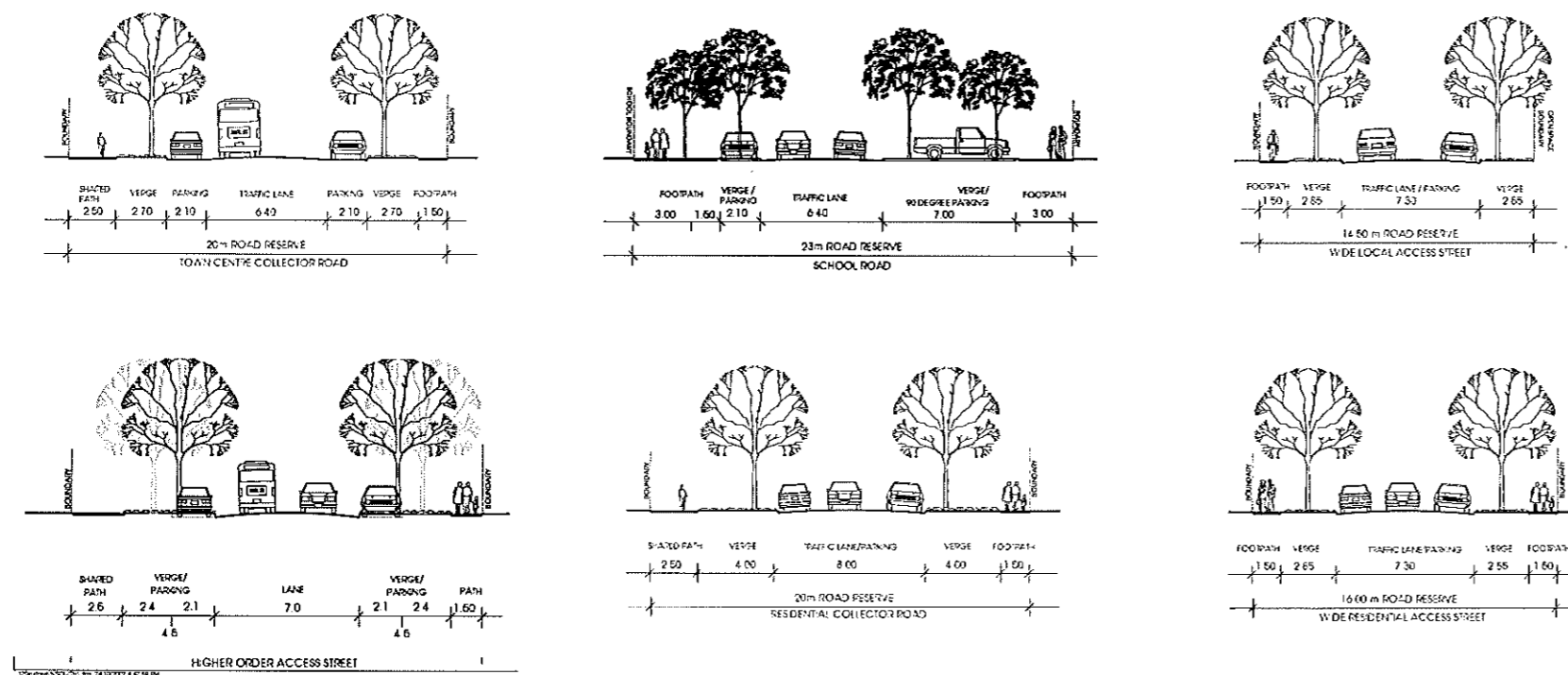


Figure 28 – Street Sections

5.6 Service Provision

Sewer and Water

Yarra Valley Water (YVW) is the responsible authority for the provision of water and sewerage. Sewerage at Laurimar is currently pumped off-site via a pumping station close to the southern boundary of the site. Sewer infrastructure that services Laurimar is currently being upgraded and is expected to cater for the entire developed site when complete. An existing sewer outfall is located north of the pumping station. A branch sewer will be constructed west of the pumping station to as part of future development.

Presently lots within the eastern half of Laurimar are serviceable to RL 175m. Planned upgrade works to the Yan Yean Road pumping station for summer 2006 will allow for servicing of lots up to RL 205m. Within the site the 300mm water pipe along Hazel Glen Drive will be extended west to connect with a future 375mm water pipe within the existing pipe track at the western boundary of Laurimar. The 375mm pipe will provide water service for the lots on higher land at the northwest of the property.

YVW's servicing strategy for Laurimar is currently under review with an expected completion date of August 2007.

Drainage

City of Whittlesea is the responsible authority for internal drainage to service the site. These works will be constructed in accordance with current Council Standards.

Melbourne Water is the responsible authority for main drainage. The land is identified in the Laurimar Drainage Scheme. DLL Laurimar Park Pty Ltd will under take the required drainage works in lieu of developer contributions.

Most of the site falls towards a relatively flat floodplain in the middle of the Masterplan area. Melbourne Water has advised that connection to the flood plain is permitted, but retardation of storm water would be required for residential development. The retarding basin itself will contain the proposed feature lake and wetland system.

Power, Gas and Telecom

SP AusNet can supply the development with electricity within their standard urban development conditions. An existing high voltage cable exists along Hazel Glen Drive and will be extended to the west.

Envestra are the responsible authority for the provision of gas and can extend their gas network into the estate in accordance with their standard conditions.

Telstra can provide telecommunications infrastructure to the estate including the requirement for shared trenching.

Please refer to Appendix H for the Servicing Report prepared by SM Urban.

5.7 Land Budget of Undeveloped Portion (Ha)

Site Area	2011.10
Non Developable Uses	9.16
Structural Roads	7.24
Sewer Pump Station	0.37
Electrical Easement (Village 3 and Stage 4)	1.55
Public Open Space	43.55
Active recreation- ovals	6.50
Laurimar Parks and Wetlands	19.85
Neighbourhood Parks	9.55
Linear Parks	1.79
Reserves	5.68
Town Centre Development	14.31
Education Facilities	3.41
Community Activity Centre	0.55
Retail	2.00
Commercial and Mixed Used	2.23
Residential	3.70
Roads	2.42
Residential Development	134.08
Existing Laurimar Stages (4D & 5)-WATERDALE	23.16
Neighbourhood 1 - The Briars	18.04
Neighbourhood 2 - Harrison's View	36.37
Neighbourhood 3 - Humevale Dairy	23.61
Neighbourhood 4 - Eastern Hilltop	23.59
Neighbourhood 5 - The Maples	8.20
Medium Density Sites	1.29
Proposed New Dwellings	1850
Current Dwellings	500
Total Number of Dwellings	2350



Figure 29 – Staging Plan

5.8 Development Staging

It is proposed to continue on-going multiple developments fronts as the Estate progresses further west. The Staging Plan is shown as Figure 30.

The stage numbers shown on Figure 30 indicate the order of development and the year of commencement for each stage. Year 1 of the development will commence following approval of this Masterplan. The subsequent stages will occur in the corresponding years with the final stage commencing within 7 years.

Please note that the time frame for staging is only indicative and will ultimately be dictated by market demand and infrastructure servicing. It will be reviewed with Council on an on-going basis.

6 Development Contributions

The Mernda Strategy Plan Part 1 is an incorporated document to the Whittlesea Planning Scheme and sets out the Development Contributions requirements for Laurimar.

Development Contributions will be payable generally in accordance with this incorporated document.

Mernda Local Structure Plan – Part 1						
DOREEN/MERNDA DEVELOPMENT CONTRIBUTIONS						
	LAND HA	UNITS	TOTAL CONST. COST \$	LAND COST \$	DEVELOPERS SHARE	TOTAL COST \$
1	Roads Trafficating					
	Masons Road extension & Plenty River Crossing	7.2 ha	2,350,000	1,296,000	100.0%	3,646,000
	Roundabout at Plenty Rd & Masons Rd		160,000		100.0%	160,000
	Intersection Improvements on Yan Yean Rd		350,000		100.0%	350,000
	Extend North-South Arterial to Arthurs Creek Road	6.1 ha	2,500,000	1,098,000	100.0%	3,598,000
	Widen Yan Yean Rd to Bridge Inn Rd		200,000		100.0%	200,000
	TOTAL	0.00	2,350,000	1,296,000		7,954,000
2	Open Space & Landscaping					
	Base Requirement @ 5%	20.20				0
	Additional Open Space	10.00		300,000	100.0%	300,000
	Playground Equipment		120,000		100.0%	120,000
	Landscaping		350,000		100.0%	350,000
	Pedestrian Cycle Path	3,600 m	129,600		100.0%	129,600
	TOTAL	30.20	599,600	300,000		899,600
3	Community Services & Facilities					
	Community House	0.06	250,000	48,000	100.0%	298,000
	Community Activity Centre	0.25	500,000	200,000	100.0%	700,000
	Upgrade Existing Doreen Primary School		25,000	0	100.0%	25,000
	Community Plan				100.0%	10,000
	Extension of Bus Services (first 5 years)					300,000
	TOTAL	0.31	775,000	248,000		1,333,000
	Other					
	Connection of Mernda Township to Sewer		450,000			450,000
	TOTAL	0.00	450,000	0		450,000
	GRAND TOTAL	30.51	3,724,600	1,844,000		10,636,600
	TOTAL LOTS	2,600				
	TOTAL COST PER LOT	4,091				
ITEMS ADDITIONAL TO DEVELOPMENT CONTRIBUTION						
5	Plenty Road Duplication					
	Duplication of Plenty Rd from Masons Lane to Macarthurs Lane (1)	4 kms	4,200,000		Up to 100.00%	4,200,000
	TOTAL LOTS	2,600				
	TOTAL COST PER LOT	1,615				

Page 15

Figure 30 – Laurimar Development Contributions

Contents

1	Executive Summary	3
2	Planning Framework	4
2.1	Site History	4
2.2	Strategic Planning Review	4
2.3	Policy Context	7
2.4	Existing Planning Scheme Controls	10
3	Site Context and Analysis	13
3.1	Existing Conditions	13
3.2	Visual Features and Topography	15
3.3	Flora, Fauna and Habitat Significance	16
3.4	Arboriculture Assessment	16
3.5	Heritage and Cultural Significance	17
3.6	Existing Transport Network	18
3.7	Design and Built Form	18
3.8	Social and Community Facilities	18
3.9	Waterways, Drainage and Catchment	19
4	Development Vision	22
5	Masterplan Components	23
5.1	Proposed Land Uses	23
5.2	Public Open Space	25
5.3	Aboriginal and European Cultural Sites	25
5.4	Flora and Fauna	26
5.5	Transport Network	27
5.6	Service Provision	30
5.7	Land Budget of Undeveloped Portion (Ha)	30
5.8	Development Staging	31
6	Development Contributions	32
7	Conclusion.	33

Table of Figures

Figure 1 –	Map of Subject Site	3
Figure 2 –	Mernda Structure Plan Part 1	4
Figure 3 –	Laurimar at Yan Yean Outline Development Plan (1996)	5
Figure 4 –	Mernda Strategy Plan– Precinct 1 (City of Whittlesea, 2004)	6
Figure 5 –	Residential Areas.	8
Figure 6 –	Zone Plan	10
Figure 7 –	Approved Comprehensive Development Plan	10
Figure 8 –	DPO 17 Plan	11
Figure 9 –	VPO 1 Plan	11
Figure 10 –	DDO 1 Plan	12
Figure 11 –	DDO 6 Plan	12
Figure 12 –	Aerial Photo	13
Figure 13 –	Land Interfaces	14
Figure 14 –	Site Analysis	15
Figure 15 –	Tree Retention Plan	16
Figure 16 –	Heritage Plan	17
Figure 17 –	Drainage Masterplan	19
Figure 18 –	Proposed North-west pipeline diversions	20
Figure 19 –	Proposed wetlands/retarding storage system and inlet pipe system concept in northern reserve	20
Figure 20 –	North East Wetland Extention	21
Figure 21 –	Artists impression of Masterplan	22
Figure 22 –	Masterplan	23
Figure 23 –	Proposed Sports Facilities Operation ‘Shared-Use’	24
Figure 24 –	Alternative Sports Facilities Operation ‘Stand Alone’	24
Figure 25 –	Open Space Network	25
Figure 26 –	Road Movement Network	27
Figure 27 –	Pedestrian & Cycle Network	28
Figure 28 –	Street Sections	29
Figure 29 –	Staging Plan	31
Figure 30 –	Laurimar Development Contributions	32
Figure 31 –	Masterplan	33

Appendices

These are located in the separate Appendices Document.

- Appendix A – Retail Assessment, Urbis JHD (March 2006)
- Appendix B – Flora, Fauna and Net Gain Assessment, Brett Lane and Assoc. (Feb. 2007)
- Appendix C – Arboricultural Assessment, TreeLogic Pty Ltd (June 2006)
- Appendix D – Archaeological Investigations, Biosis Research (Aug. 2006)
- Appendix E – Surface Water Management Strategy, Neil M Craigie Pty Ltd (July 2006)
- Appendix F – Surface Water Management Strategy Master Plan Report Review - Plenty River Catchments, Neil M Craigie Pty Ltd (Feb. 2007)
- Appendix G – Traffic Engineering Review, Cardno Grogan Richards (April 2007)
- Appendix H – Servicing Report, SM Urban (Aug. 2006)
- Appendix I – Flaxen Hills Drive NE Wetland Extension (20 July 2007)
- Appendix J – Laurimar Estate Surface Water Management Strategy, Neil M Craigie Pty Ltd (December 2007)

7 Conclusion

This Masterplan establishes a planning framework for the long term development of Laurimar as a high quality, sustainable community. It develops a vision for the form of the future development which is complementary to the existing residential form and responds to the unique topography and setting of the Laurimar Site.

The Masterplan provides a framework for the integration of the existing residential area in the west and the future residential area on the eastern portion of the site. It also ensures that the whole community will be supported by community, cultural and residential facilities plus a town centre.

Importantly this Masterplan builds upon the previous strategic plans such as the Mernda Strategy Plan (Part 1) and the Laurimar at Yan Yean Outline Development Plan. This Masterplan sees the fulfillment of these policies whilst incorporating up to date analysis and State Policy direction.

The Masterplan provides clear guidance and direction to review future permit applications and assist in a co-ordinated development approach between DLL Laurimar Park Pty Ltd and Council.

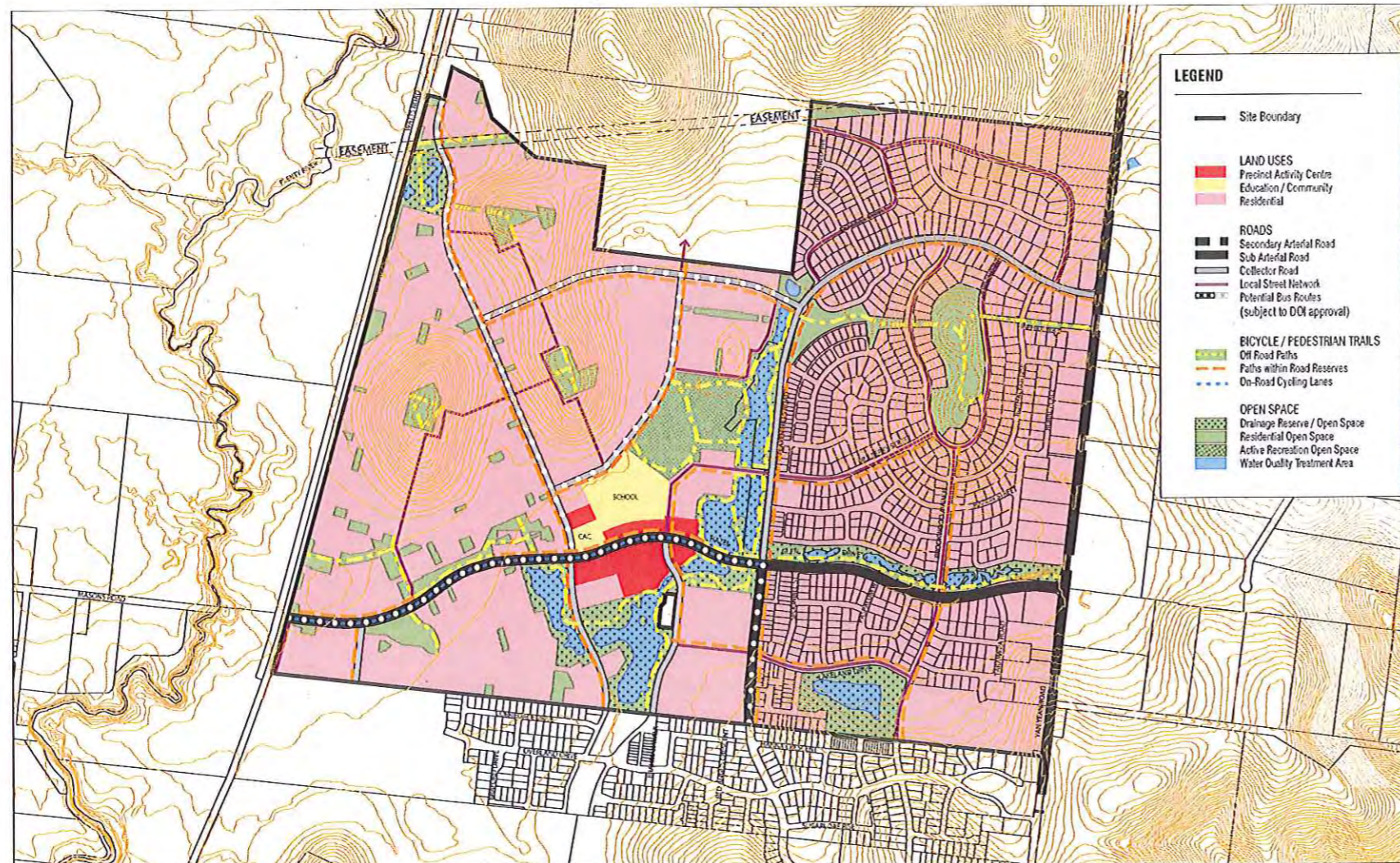


Figure 31 – Masterplan

