

BENNETT ROAD DEVELOPMENT PLAN

MACEDON RANGES PLANNING SCHEME DEVELOPMENT PLAN OVERLAY SCHEDULE 18

DEVELOPMENT PLAN REPORT



DECEMBER 2021

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1.0 INTRODUCTION

The Development Plan for the Bennett Road Precinct applies to the land described under the Macedon Ranges Planning Scheme, as the “Bennett Road, Gisborne, Rural Living Area Development Plan Overlay Schedule 18”. The site is on the east side of Bennett Road and south of McGregor Road and has an area of approximately 132 hectares.

The Development Plan Overlay Schedule 18 (DPO18) specifies the planning requirements for future development of the area in a Development Plan with supporting specialist assessments. These planning requirements are addressed in this report which will guide future planning permit applications for subdivision and development.

The DPO18 supports the Rural Living Zone Schedule 2 over this precinct. There are no other planning scheme overlay controls.

The Bennett Road Precinct Development Plan by Terraco outlines the site conditions and key requirements to be considered for future development.

The Development Plan is supported by the following documents:

- Development Plan Overall by Terraco
- Development Plan Concept Plans by Terraco
- Site Photo Survey by Terraco
- Servicing Report by Terraco
- Drainage / Culvert Report by Terraco
- Survey plan by JR Edwards
- Traffic Management and Impact Plan by Traffix Group
- Land Capability and Storm Water Review by Archaeo-Environments Ltd
- Sustainability Report by Archaeo-Environments Ltd
- Biodiversity Assessment: Existing Conditions by Ecology & Heritage Partners
- Flora and Fauna Targeted Survey by Ecology & Heritage Partners
- Vegetation Management Plan by Ecology & Heritage Partners
- Cultural Heritage Assessment by Archaeo-Environments Ltd
- Landscape Concept by Habitat
- Fire Statement by Regional Planning & Design Ltd
- Acoustic Report by Cogent Acoustics

2.0 CONTEXT

2.1 The Site

The site has an area of approximately 132ha around Bennett Road & McGregor Road Gisborne, 4km south-east of the town centre. Residential development is to the west side of the Calder Freeway and rural residential lots are to the north side of McGregor Road and along Panorama Drive to the north.



Figure 1: Site Location

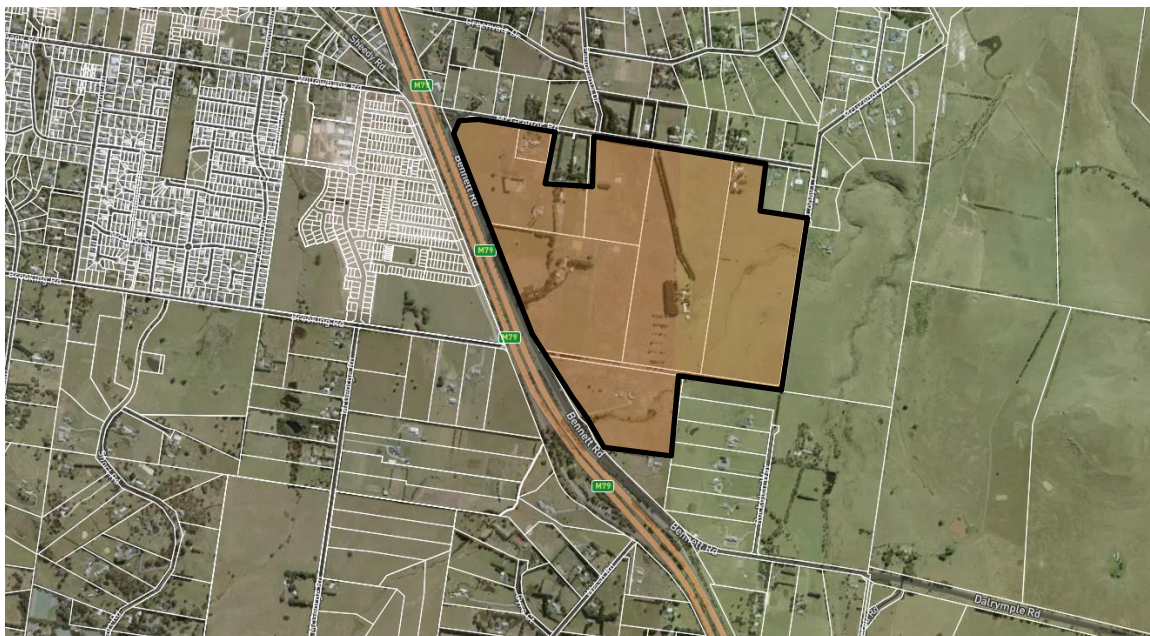


Figure 2: Aerial of Site Context



Figure 3: The Development Plan Area

The site is comprised of 6 allotments as follows:

- 88 Bennett Road (Lot 1, PS343448) 16.2ha
- 128 Bennett Road (Lot 1, PS343449) 25.7ha
- 168 Bennett Road (Lot 2, PS627007) 16.6ha
- 15 McGregor Road (Lot 1, TP886104) 11 ha
- 94 McGregor Road (Lot 1, LP134525) 31.8ha
- 134 McGregor Road (Lot 1, PS633404) 27.7ha

The precinct is bound by Bennett Road to the west, McGregor Road to the north, Coney Court and an unmade road to the east and the unmade Brookings Road and 88 Bennett Road to the south. All lots include a dwelling and associated outbuildings other than 15 McGregor Road. The properties currently have rural related uses with some grazing and haymaking to maintain grass heights. A drainage line runs through the precinct from the south-west to the north-east, known as the Djirri Djirri Creek which is evident on the survey plan at Figure 4.

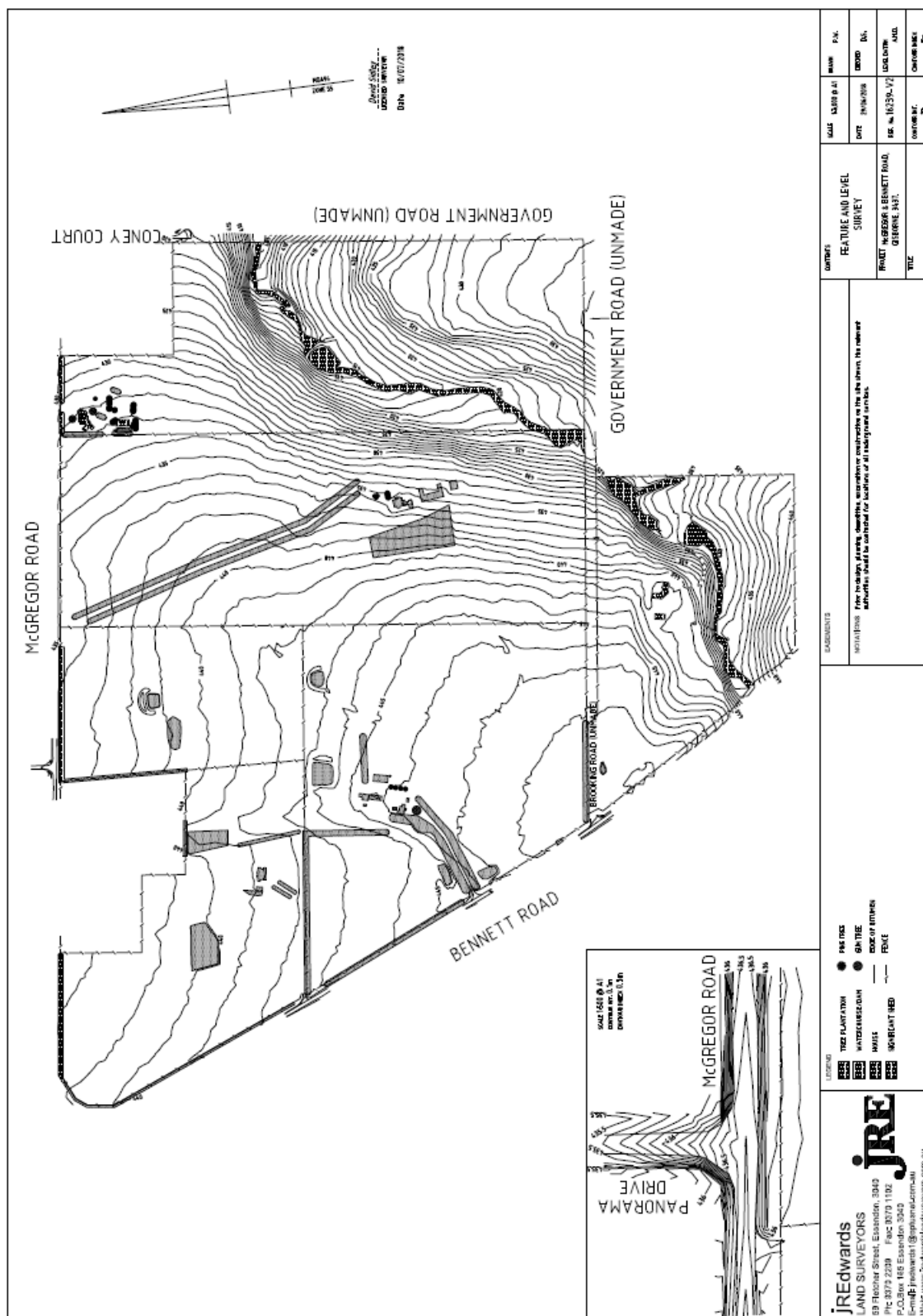


Figure 4: Survey Plan

The precinct is largely flat to undulating, however is steep along the drainage line or watercourse particularly to the east. The precinct is described in the Sustainability Report by Archaeo-Environments Ltd as follows:

The study area is characterised by a broad and open volcanic plain which includes an incised waterway across the south-west. The area has been almost entirely cleared of native vegetation, with minor clumps of eucalypts (predominantly grey box) and tree plantations, with the main vegetation existing as exotic plantings as driveway avenues and some cypress windbreaks and boundary plantings. There are 10 dams which are for the most part across gentle drainage depressions. The study area is fenced throughout with a range of grazing property and lifestyle properties.

2.2 The Site Context

The site is designated under the Planning Scheme Development Plan Overlay Schedule 18 for rural residential lots a minimum of 2ha in area.

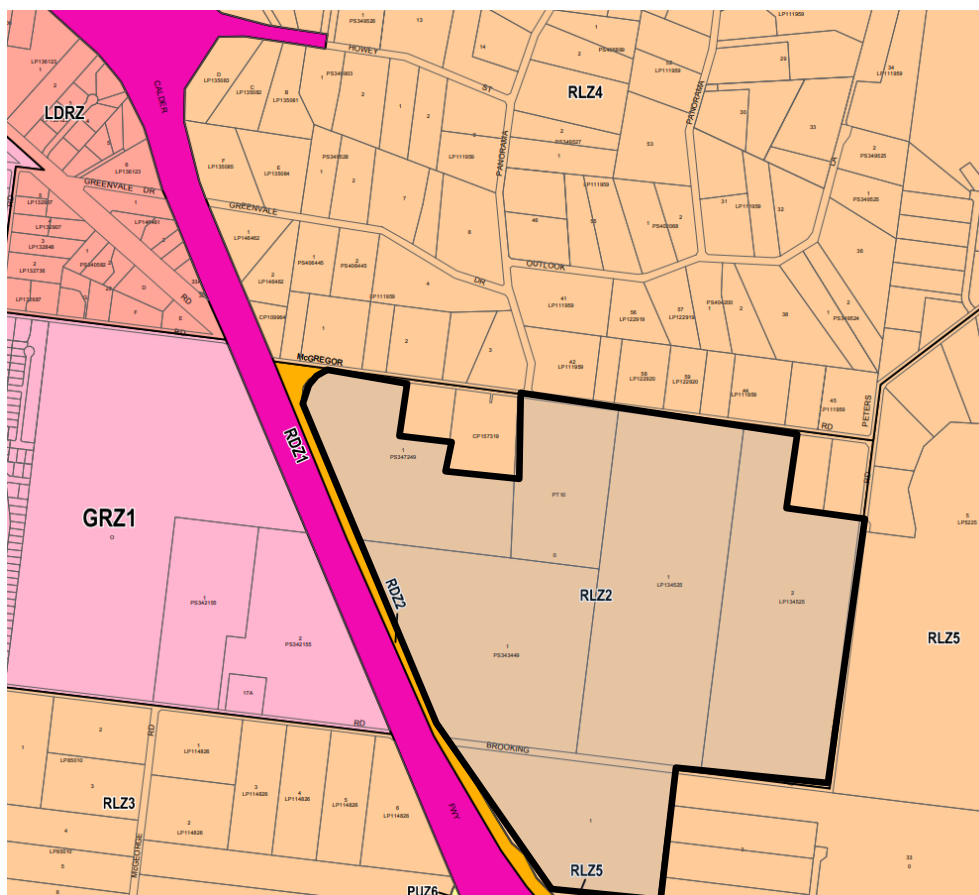


Figure 5: Macedon Planning Scheme Zone Map

The adjacent lane units are described as follows:

- Land to the north of McGregor Road comprises of rural residential lots that are mostly built upon and well established with vegetation and outbuildings. The Rural Living Zone Schedule 4 applies to this area specifying a 1 hectare lot size and lots generally range between 1 and 3 hectares.
- Land to the east and south is in the Rural Living Zone 5 which has an 8 hectare lot size with averaging provisions allowing for lesser lots to be created. Planning Permit PLN/2018/541 was issued at 21 Coney Court and 25 Dalrymple Road for a 10 lot subdivision including lots in the order of 2 hectares directly opposite the Development Plan area to the east side of Rockglen Way and south of the unmade Brooking Road.
- West of the Calder Freeway for the most part is a General Residential Zone under which standard residential subdivision is taking place.

The road access and general conditions are outlined in the Traffic Management and Impact Plan by Traffix Group as follows:

Vehicle access for the site to/from the Gisborne township to the northwest is available via Panorama Drive and Emmeline Drive. Access to/from areas to the north of the site and Melbourne city to the southeast is available via Calder Freeway, which can also be accessed via the Panorama Drive/Emmeline Drive route, and approximately 3.5km from the south via local roads to the Coangualt Road/Mundy Road freeway interchange.

The site has good access to central Sunbury to the southeast via two primary route options as follows: Via Dalrymple Road (to the southeast) which connects with Bennett Road directly; and Via Calder Freeway (via access ramps to the northwest).

Local roads are outlined as follows:

- *Bennett Road is a sealed road and has a carriageway width of approximately 6.35m, which accommodates a single lane of traffic in each direction.*
- *McGregor Road is a sealed road and has a carriageway width of 7m (approximate) which accommodates a single lane of traffic in each direction.*
- *Coney Court is a cul-de-sac road which extends to the south from McGregor Road. Coney Court is a sealed road and has a carriageway width of 3.9m (approximate).*

To the north:

Panorama Drive is generally aligned in a north-south 'loop' between McGregor Road and Outlook Lane. Panorama Drive is a sealed road and has a carriageway width of approximately 5.5m, which accommodates a single lane of traffic in each direction.

3.0 BENNETT ROAD DEVELOPMENT PLAN

The Bennett Road Development Plan (DP) site plans prepared by Terraco are in response to the Planning Scheme DPO18 and are supported by the specialist consultant inputs.

The DP plans include the following:

1. Development Plan Overall Plan
2. Development Plan Concept Plans
3. Site Photo Survey

The DP is supported by the Survey Plan prepared for the area. The plan outlines the 6 properties in the precinct, the existing road network and the unmade road reserves. It details the site slope at 1m contour intervals, the drainage line / watercourse through the site and areas of minimal and greater slope adjacent to the watercourse.

The Subdivision Concept Plan outlines lots of the minimum 2 hectare size and a potential yield of 53 lots. The actual yield and configuration shall be determined at the planning permit subdivision stage under site analysis including waste water treatment. This particularly relates to the southern portion of 134 McGregor Road which has rocky areas.

Development is expected to commence from the north-west where there is direct availability of services, however it will be up to individual sites as to when development occurs. Building envelope setbacks from the watercourse (Djirri Djirri Creek) environs are specified where slope is steepest in 134 McGregor Road and 88 Bennett Road. The southern portion of 134 McGregor Road has a stony rise and poor soils for waste water treatment; it is shown as a “superlot” with a maximum yield of 6 lots to be dependant upon a land capability and environmental assessment.

The key features of the subdivision concept plan are:

- The concept responds to the topography and minimises cut and fill. This relates to along the Djirri Djirri Creek as the land is otherwise flat to undulating.
- The water course is to be vested in Council as a minimum 60m wide reserve, 30m to each side of the waterline and wider where shown with a Council maintenance and fire protection access track on the north side. Additional land shall form part of the reserve as shown on the subdivision concept plan.
- Dwellings and sheds are to be constructed on slopes that are flatter than 1:6.
- Buildings shall be setback a minimum 30m from the roads and 10m from side and rear boundaries while on lots abutting the creek reserve are to be setback a minimum 20m from it. These envelopes are conceptual and will be fully detailed under subdivision applications.

- To the east of the waterway, rock outcrop elements will be addressed.
- Road construction is avoided on steep slopes illustrated by the position of the T Intersection of Brooking Road and the proposed internal north-south road positioned west of the steep land in 94 McGregor Road.
- The lot form and building envelopes will all be consistent with surrounding development.
- Retention of trees in road reserves and in the precinct where possible.
- The Coney Court road alignment is to terminate at the escarpment of the Djirri Djirri Creek for environmental and aesthetic reasons.
- The watercourse buffer also acts as a stock exclusion zone.

4.0 THE DEVELOPMENT PLAN OVERLAY SCHEDULE 18

The Development Plan Overlay at Clause 43.04-2 “Requirement before a permit is granted” states that:

A permit must not be granted to use or subdivide land, construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority.

This does not apply if a schedule to this overlay specifically states that a permit may be granted before a development plan has been prepared to the satisfaction of the responsible authority.

A permit granted must:

- *Be generally in accordance with the development plan.*
- *Include any conditions or requirements specified in a schedule to this overlay*

Clause 43.04-4 states that:

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.

This schedule has the following directions:

- *To coordinate development and provide an integrated and safe road and path network connecting land within the development plan area with neighbouring land.*
- *To provide for a range of lot densities that respond to and manage site features and constraints.*
- *To strategically manage the features and constraints of the development area, including the protection and enhancement of drainage lines and steeply sloping land and limiting the visual intrusion of development adjacent to the Calder Freeway.*
- *To protect and manage waterways, drainage lines and adjacent escarpments.*
- *To provide sustainable access to water supplies, and allow natural run-off to be maintained to waterways within and connecting with the area.*

These directions have been applied in the formulation of the Development Plan documentation and the response to the DPO18 is outlined below.

Clause 1: Requirements before a permit is granted**Development Contributions**

There are no external infrastructure items requiring development contributions.

There are no internal infrastructure items requiring development contributions to be apportioned.

Given the relatively small size of each landholding and the overall small lot yield of approximately 50 lots there is no staging plan, but rather sites will be developed independently based upon necessary infrastructure being provided by the developer. It would be counter productive to have a staging plan which could limit a “development ready” site from proceeding.

All infrastructure required will be contributed by each landholder as necessary to facilitate its development. Headworks charges as necessary to connect existing service locations to each lot will be borne by the individual developer in agreement with the particular servicing authority. This will be specified under a planning permit for subdivision.

Each developer will be solely responsible for the provision of all infrastructure including landscaping, paths and roads, within and fronting each development parcel and any necessary extension of roads and other servicing infrastructure such as water, electricity or telecommunications required to service the subdivision. Where there is a road to be constructed between two lots the first developer will be responsible for the entire road construction. The new east-west running road between 168 Bennett Road and 128 Bennett Road has been purposefully splayed over part of these lots. It provides for construction at a mid-point however in the event of one developing first would be on either one or the other parcels. Brooking Road will be constructed as required when development occurs by the developer that proceeds first.

The key site and road engineering matters are addressed in the Concept Plans, Servicing Report and Drainage / Culvert Sizing Report by Terraco and Traffic Impact Statement by Traffix Group.

The “Drainage/Culvert Sizing Report by Terraco outlines the culvert treatment requirements for the Brooking Road crossing of Djirri Djirri Creek. The Traffic Impact Statement outlines the required road upgrading of intersections with McGregor Road and Bennett Road. New road connections with Bennett Road and McGregor Road will feature right turn treatments. All these works will be undertaken by the applicable frontage developer as required to facilitate subdivision.

The Djirri Djirri Creek waterway is designated on the Development Plan as a waterway reserve to be vested with Council and so its transfer would not form part of any open space

contribution. The reserve improvements including landscaping, paths and fencing will be undertaken by the affected lot under subdivision applications. An open space contribution from those subdivisions may include capital works reserve improvements, to be considered at the subdivision stage.

The Planning Scheme Development Plan Overlay Schedule 18 specifies various planning requirements which are addressed in the following section of this report.

Clause 2: Conditions and requirements for permits

Permit conditions

Permits for development are to have regard to specified matters as relevant. Subdivision permits will seek:

- building envelopes for dwellings and sheds.
- access and driveways.
- tree retention of non-native trees where suitable and protection of native vegetation.
- any dams on lots to be de-commissioned or modified.

These matters are all addressed in the Concept Plan and Landscape Concept.

Any requirements or conditions set out in an approved development plan.

The overall requirements and matters to have regard to are specified in the DP and the supporting reports.

Before the issue of a statement of compliance, all lots (except for lots south of the creek line) must be connected to potable reticulated water, and any reticulated services must be installed underground.

This will be addressed by permit condition.

Before the issue of a statement of compliance:

- ***All lots must be serviced with sealed, all weather public roads fit for fire fighting purposes at the cost of the proponent.***
- ***Any areas within 30 metres of the drainage line are to be fenced with appropriate stock exclusion fences. Fencing must be designed to minimise the impact of free ranging wildlife to the satisfaction of the responsible authority.***
- ***The stock exclusion area is to be revegetated using suitable native plant species of local provenance to the satisfaction of the responsible authority.***

The DP Concept Plan outlines a minimum 30m reserve either side of the drainage line to be vested with Council, whilst where land is steeper it is substantially wider. It shall be fenced with post and wire fencing to exclude stock as shown on the landscape concept. A landscape plan shall be prepared for the reserve as part of subdivision applications of those properties along the drainage line. The landscaping treatment shall protect and enhance native vegetation.

Before the certification of a plan of subdivision, or at such other time which is agreed in writing by the responsible authority, the owner must enter into an agreement or agreements under section 173 of the Planning and Environment Act 1987 which provides:

- ***Stock exclusion fencing 30m from the drainage line***
- ***The 15 metre wide planted landscape buffer along Bennett Road***
- ***Dwellings on lots on the road adjoining the drainage line must be setback 40 metres from the road frontage***
- ***Water supply infrastructure for fire fighting***
- ***The owner of the land incorporating the drainage line shown on the concept plan must provide and maintain a perimeter road/fire access track adjoining the north side of the drainage line escarpment in a trafficable condition, suitable for it to be used as a fire access track to the satisfaction of the Country Fire Authority and the responsible authority.***

These matters are all addressed in the DP and will be stipulated under a planning permit. A CFA access track is defined along the escarpment and it is supported by the Bushfire/Grassfire Management Statement by Regional Planning & Design Ltd, allowing access between Coney Court and the internal north-south road above the slope. The access will also be a maintenance track.

Before the issue of a statement of compliance unless otherwise agreed in writing by the responsible authority:

On existing and proposed lots less than 4 hectares, existing man-made dams, reservoirs and bodies of water must be filled and compacted in accordance with relevant Australian Standards.

The Subdivision Concept Plan states that:

Dams in watercourse are to be decommissioned. All other dams are to be considered at subdivision stage for any decommissioning

It may be that some dams are retained. This will enable detailed consideration at the appropriate time when overflow of dams in lots can be considered as it may be that overflow is not problematic or alternatively that only part filling is required.

Clause 3: Requirements for development plan

A development plan, which may consist of plans and other documents, must be prepared to the satisfaction of the responsible authority. Only one development plan may be approved for the entire area covered by this Schedule. The development plan must be generally in accordance with the concept plan at sub-clause 5.0 of this Schedule

The DP has been prepared for the land in line with the DPO18 Concept Plan and it will facilitate the consideration of permit applications for subdivision.

General

The DP includes a site analysis plan that identifies the key attributes and constraints of the land and its context, including: Topographical features; Landscape features; Existing buildings and infrastructure (including dams); The relationship between the land and any existing or proposed use and development on adjoining land and; Any other relevant elements or features of the land and its surrounds.

The DP includes a Subdivision Concept Plan that outlines the road network, waterway reserve, lot configuration, environmental aspects and building envelopes for lots that are adjacent to the waterway. Any building envelopes will be ratified under permit applications for subdivision. The Concept Plan outlines a wider creek reserve above the slope to its north side, north of Brooking Road. A superlot of 12.35 hectares is outlined in part of 134 McGregor Road where there is a stony rise and the plan notes as follows: "Maximum of 6 lots for 134 McGregor Road superlot subject to detailed land capability assessment, avoidance of rock outcrops to maximum extent and setback of building envelopes from the waterway reserve." The plan notes for 88 Bennett Road that: "Reserve, maintenance track, lots and building envelopes within 88 Bennett Road are subject to detailed review."

Land Capability Assessment & Storm Water Review

A Land Capability and Storm Water Review by Archaeo-Environments Pty Ltd maps the 5 landform types across the precinct with the most constrained for development being the watercourse and adjacent to the watercourse escarpment which are not to be developed. The report advises that:

It is expected that there would be few constraints to wastewater disposal across the majority (73%) of the subject property. Djirri Djirri Creek and areas of rock outcrop to the east of the development area include some areas which will constrain waste water disposal. The concept plan specifies a maximum of 6 lots in this area and subject to detailed assessment under subdivision application. The EPA Septic Code (2016) recommends setbacks from waterways and

features and this will include a 60m buffer of the waterway and 30m from various scattered dams in accord with Table 5 (EPA Septic Code 2016).

The report also advises that:

Within a minimum 2ha lot size, the proposed residential dwellings will be designed to harvest rainwater to water tanks. Engineering design plans will include retarding and management of runoff from driveways and paved surfaces. Rain water that is not harvested from the dwelling and sheds as well as rain water from access roads etc shall be retarded on site to maintain flow at current conditions.

At an individual lot level, it is expected that rain water runoff from dwellings and shedding would be managed to reduce run-off and retain rain water on site. It is recommended that each block will be landscaped and planted to reduce/retard run-off.

A typical waste water and stormwater treatment is outlined in Figure 3 of the report.

Flora & Fauna Assessment

Ecology & Heritage Partners has prepared 3 reports:

- Biodiversity Assessment: Existing Conditions
- Flora and Fauna Targeted Survey
- Vegetation Management

The Biodiversity Assessment was based upon surveys in 2018 and it describes the natural condition of the area as follows:

The study area is mostly undulating cleared agricultural land with introduced grasses, planted windrows of trees and some patches of native vegetation to the south of the study area trees. Patches of native vegetation, characteristic of Plains Sedgy Wetland and Tall Marsh Ecological Vegetation Classes (EVCs) are present along the creek line (Figures 2b, 2c). Patches of native vegetation (characteristic of Stony Knoll shrubland EVC) occurs in the south-east of the study area, but this has been grazed by livestock and the patches are highly degraded (Figure 2b). One continuous patch of native vegetation (characteristic of Plains Grassland EVC), is present adjacent to a driveway planted with windrow trees, in the south of the study area

The majority of the study area comprises introduced and planted vegetation in the form of crops, pasture, windrows and ornamental plantings. However, there are some small areas of native vegetation scattered within the study area.

Native vegetation is mapped in the report and the DP Concept Plan.

The Flora and Fauna Targeted Surveys report was based on subsequent surveys in late 2020 and it states that there is no Matted Flax-lily, Swamp Everlasting and Swamp Fireweed on the land nor presence of Golden Sun Moth or Growling Grass Frog.

The Vegetation Management Plan was prepared to outline treatment of the water way reserve based upon the following objectives:

- The native vegetation to be retained and protected within the waterway reserve.
- Information relating to mitigation, monitoring and control methods to be implemented to achieve ecologically appropriate on-going management of pest species within the water reserve
- Measures to minimise the spread of noxious weeds from the waterway reserve to the rest of the study area.

Cultural Heritage

A Heritage Assessment has been undertaken by Archaeo-Environments Ltd. It outlines the obligations under the *Aboriginal Heritage Act* 2006 and the *Aboriginal Heritage Regulations* 2007.

It states that:

Preliminary discussion with the local Registered Aboriginal Party (Wurundjeri and Woi Wurrung Cultural Heritage Aboriginal Corporation) in July 2021 advised of the Development Plan and future subdivision, Liaison with the RAP group will be included as part of any future CHMP process.

The future subdivision lot development of the area is directed away from the area of prime potential sensitivity, being the waterway with areas away from the water way having lesser potential for artefact presence. An aim will be to retain the current form of this area, with low impact paths and additional scattered vegetation. A detailed assessment will not be required for those parts of the reserve that are not altered. Assessment will be required around reinstated dams.

The 2ha lot size under the current Development Plan will mitigate against high risk of impact to Aboriginal cultural heritage, certainly compared with smaller lot subdivision. In other words the relatively small development footprint (dwelling, outbuildings, driveway etc) will allow for a large proportion of the lot to remain undisturbed. The large lot sizes when compared to a standard intensive residential subdivision such as to the west side of the Calder Freeway allow considerable capacity for potential sensitive sites to be avoided.

As a guide to future works, the Djirri Djirri Creek is an area of mapped Aboriginal Cultural Heritage sensitivity and under current legislation, a Cultural Heritage Management Plan (CHMP) will be mandatory for lots at 88 Bennett Road and 94 and 134 McGregor Road.

A CHMP is not mandatory under the Development Plan process as this stage does not propose development itself. A CHMP will be mandatory under a permit application for subdivision which is a CHMP trigger according to AHR (2018) (discussed in Section 1.2.1).

Aboriginal cultural heritage is provided with blanket protection in Victoria under the Aboriginal Heritage Act 2006. If any Aboriginal artefacts or sites are found during development works or at any other time, excavation must cease immediately and the local RAP (WLCCHC) should be notified for advice before work can re-commence.

Infrastructure Provision Plan

The Servicing Report by Terraco supports the Development Plan as follows:

- The proposed roads are to be constructed in accordance with Council's Engineering Requirements for Infrastructure Construction. Typically, that includes 20m road reserves with 6.6m wide seal width (2 coat sprayed) and 1.0m wide unsealed shoulders
- There is an existing 150mm PVC water main coming off the Calder Freeway and running along McGregor Road. This main reduces to a 100mm PVC water main at Panorama Drive which continues along the northern side of McGregor Road and into Coney Court. The proposed allotments will be serviced via the existing 150mm and 100mm PVC water mains. Mains extensions and upgrades will be carried out as required to service all proposed allotments. Currently the system has sufficient capacity and pressure to provide adequate supply to this proposed development.
- The site will be treated with on-site septic systems.
- All essential services and utilities are available.

Sustainable development

The Sustainability Report by Archaeo-Environments Ltd notes that the proposed development will provide for lots consistent with the Panorama Dr estate to the north, which appears to function well in terms of "sustainability" / environmental considerations.

The report describes the precinct as follows:

The land encompasses a gently undulating volcanic terrain which falls toward the north and north-east. Water flow and local drainage is predominantly toward a defined waterway (Djirri Djirri Creek) which extends across the south-west corner of the property. Otherwise drainage across the property is via very gentle drainage swales and undefined drainage depressions. There is rock outcrop along the edge of low escarpments above the main drainage line to the east as

well as within a stoney rise in the south-east part of the block.

It states that:

The primary protection of environmental assets will include protection of native vegetation up to a minimum of 30 metres either side of the Djirri Djirri Creek line which will be retained and stock excluded. Dwellings will be set back from the drainage line buffer by at least 20 metres. Trees within the road reserve, including revegetation, will be retained where possible

A program of revegetation of Djirri Djirri Creek will provide habitat, erosion and flood mitigation as well as an area of passive recreation (Plate 2). In addition the wider Development Area will retain original vegetation where possible and establish a program of buffer/corridor planting, road reserve and habitat planting

Subdivision layout concept

The subdivision concept outlines the road layout, water reserve and estimated 53 lots. There will be no lot fragmentation as the waterway is proposed to be a Council reserve with lots on either side. The Concept Plan key features are:

- The concept responds to the topography and minimises cut and fill with roads and maintenance access located above areas of steep slope. Dwellings and sheds are to be constructed on slopes that are flatter than 1:6.
- To the east of the overall area, rock outcrop elements will be recognised
- Road construction is avoided on steep slopes illustrated by the position of the T Intersection of Brooking Road with the proposed internal north-south road.
- Building envelopes are specified along the watercourse being setback a minimum 20m from the waterway reserve to avoid potential flood impacts.

Traffic Management and Impact Plan

The Traffic Management and Impact Plan by Traffix Group states that:

A number of lots within the proposed Development Plan will take direct vehicle access off McGregor Road or Bennett Road. The remaining lots will utilise the internal road network to access the external road network at four locations.

The T intersection at the Panorama Drive/McGregor Road intersection has the capacity to readily accommodate the additional traffic without the need for modification.

No external traffic-related works, other than at intersections of new internal roads with Bennett Road and McGregor Road and the introduction of a BAR treatment at the existing Panorama Drive/McGregor Road intersection, are required as a result of a future subdivision at the subject site

Street lighting will be provided at the four site intersections with Bennett and McGregor Roads;

The proposed internal road reservations and intersections are in accordance with DPO18 and will provide safe connection and permeability for pedestrians, cyclists and motor vehicles, in a fashion that is typically better than existing arrangements in the surrounding area

The DPO18 refers to new roads and a round-a-bout at the McGregor Road/Panorama Drive intersection. The assessment removes the need for a roundabout at the McGregor Road/Panorama Drive intersection on capacity grounds - a standard T-intersection has the capacity to accommodate the relatively low volume of traffic that will use this intersection.

Landscaping and open space

The landscape concept by Habitat outlines an overall concept for the site including a mix of native and exotic species. It includes a list of trees and large shrubs as well as ground cover for select areas. It provides a basis under which detailed landscape plans will be prepared prior to subdivision.

The plan addresses the following key matters:

- the central 60m wide reserve cross-section of the waterway (Djirri Djirri Creek) is detailed.
- a landscape buffer up to 15m wide is to be provided to the Bennett Road frontage.
- road reserve planting will include native trees.
- native species shall be provided adjacent to the watercourse and habitat areas.
- landscaping will address the Ecology & Heritage Partners Biodiversity Assessment (flora & fauna report).
- existing exotic trees will be retained where feasible and appropriate
- Councils preferred tree list is incorporated.
- post and wire fencing is identified along the creek reserve: this will also apply to the area overall.
- watercourse dams to be de-commissioned and other dams to be considered at subdivision stage for potential modification and removal.

Drainage/Culvert Sizing Report

The "Drainage/Culvert Sizing Report" by Terraco outlines the drainage catchment and culvert treatment requirements for the Brooking Road crossing of Djirri Djirri Creek as well as a pedestrian crossing south of Coney Court.

Bushfire / Grassfire Management Statement

Regional Planning & Design has prepared a Bushfire / Grassfire Management Statement which details matters to be addressed under permit applications for subdivision. The Statement

advises that it meets state planning policy Clause 13.02-1S Bushfire planning and the objectives of Clause 53.02 of the planning scheme.

The requirements of the report will be applied to at the time of subdivision.

Acoustic Report

Cogent Acoustics Pty Ltd has prepared a road traffic noise assessment advising of noise attenuation measures necessary to protect the future occupants from noise form the Calder Freeway. This report forms part of the Development Plan. The report addresses “VicRoads Requirements of Developers – Noise Sensitive Uses (VicRoads, 2004)” The report refers to lots near the Freeway interfaces and extending in the order of 400m into the site as requiring more detailed construction as follows:

- *Residential buildings constructed within the lots highlighted in Figure 4 should be constructed in accordance with Construction Category 3 as prescribed in AS 3671:1989.*

For the remainder of the area it states that:

- *Residential buildings constructed within all remaining lots (not highlighted in Figure 4) should be constructed in accordance with Construction Category 2 as prescribed in AS 3671:1989.*

The requirements of the report at the time of subdivision will be addressed.

5.0 CONCLUSION

The Development Plan and supporting reports articulate a clear framework for future subdivision and development of the Bennett Road Precinct in accordance with the Development Plan Overlay Schedule 18 and will be compatible with the pattern of adjacent development.