DEVELOPMENT PLAN

DEVELOPMENT PLAN OVERLAY SCHEDULE 9

WINCHELSEA COMMERCIAL 2 ZONE AREA
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1 INTRODUCTION

This Development Plan is a plan to guide the form and conditions of future use and development within the Winchelsea Development Plan Overlay Schedule 9 area, which is a designated future Commercial Area included in the Commercial 2 Zone.

Amendment C65 re-zoned the land that this subject to this Development Plan (Subject Site) from Farming Zone to at that point in time Business 4 Zone, later translated into the Commercial 2 Zone. The Subject Site was identified in the Winchelsea Structure Plan 2021 as a site where the Business 4 Zone should be applied to accommodate "restricted retail" type uses.

Development Plan Overlay Schedule 9 is the planning instrument within the Surf Coast Planning Scheme that gives statutory effect to the strategic intent of the Winchelsea Structure Plan 2021 and Amendment C65. This Development Plan has been prepared to satisfy the requirements of Development Plan Overlay Schedule 9.
2 SITE AND CONTEXT

The Subject Site is located to the south west of the Winchelsea township, and abuts the Princes Highway and Anderson Street (Winchelsea Deans Marsh Road).

The subject site is approximately 6.6ha in area, and comprises the following properties and titles:

Lot R1 PS718344 (ROAD parcel) – approx. 0.0135ha
2931 Princes Highway (Lot 2 PS718344, part Lot 1 PS718344) – approx. 0.8ha
2935 Princes Highway (Lot 1 TP201131) – approx. 0.15ha
2945 Princes Highway (Lot 1 LP111822) – approx. 1.1ha
(Part) 2955 Princes Highway (Lot 1 TP170902) – approx. 1.6ha
(Part) 2995 Princes Highway (Por. Q PARISH OF MIRNEE) - approx.3.0ha

As detailed in Figure 1, the majority of the Subject Site is cleared farmland however part of the Subject Site contains an existing farm dwelling and associated sheds, and part of the Subject Site is currently used for light industrial purposes (bulk haulage, concrete tank supply).
The Existing and Strategic Land Use and Planning Context
The Subject Site is a designated “Commercial Area” on the Winchelsea Framework Map (Map 1 to Clause 21.09). This designation stems from the lands’ strategic identification for potential re-zoning in the Winchelsea Structure Plan 2021, and the subsequent re-zoning of the Subject Site to Business 4 Zone via Amendment C65 (this land use zone was subsequently incorporated into the new Commercial 2 Zone). Amendment C65 also applied:

Design and Development Overlay 17 (whole of Subject Site)
Development Plan Overlay 9 (whole of Subject Site)
Environmental Audit Overlay (part of Subject Site – see Figure 2)
Relevant Flora and Fauna and Archaeological Constraints
The Subject Site itself does not contain any areas of native vegetation (refer Reference Document 1 & Figure 3). The Princes Highway road reserve immediately north of the Subject Site contains two patches of native vegetation. These two patches of native vegetation have been identified for removal by VicRoads in order to facilitate the Princes Highway Duplication Project (refer Reference Document 2). VicRoads is therefore responsible for the removal and offsetting of this native vegetation.

The Subject Site is not a defined area of Aboriginal Cultural Heritage Sensitivity and the proposed activity (i.e. approval of a Development Plan) is not a high impact activity.
Figure 3: Environmental Assets

Legend
- CZ2
- Vegetation
- Minor Treeless Vegetation
- Plains Grassy Woodland

Note: Vegetation mapping is based on a site assessment conducted in 2017. The location of vegetation vegetation patches identified may vary from that due to changes including growth, decay, disease, weathering, management practice. Aerial photography is from 2017.

Figure 3
Ecological features impacted within the study area
Princes Highway Duplication
Winchelsea to Colac

PLANNING ENVIRONMENT ACT 1987
SURF COAST PLANNING SCHEME

THE DEVELOPMENT AS DEEMED SATISFACTORY PURSUANT TO s. 43. O8H. 205 (6INF) OF THE SCHEME

Signed
for and on behalf of the Council of the Surf Coast Shire

Date: 24/11/2017 Sheet No. % of 18 sheets
Urban Services
Servicing requirements are detailed in the attached urban servicing assessment (refer Reference Document 3).

Sewer
The entire C2Z land is capable of being serviced by connecting to the sewerage network that has been either design and/or constructed to service the GRZ1 land to the immediate south. This will require:

- All C2Z land excluding 2995 Princes Highway to connect to the designed / constructed sewer that runs along the northern boundary of the G1Z land to the immediate south; and
- The provision of a 3m wide easement (to accommodate both sewer and drainage) along the southern boundary of the C2Z land on 2995 Princes Highway

Water
Reticulated water can be provided to the Subject Site by extending a 150mm main along the Princes Highway from the existing 150mm PVC main at the corner of Anderson Road.

Drainage
The section of the C2Z land (encompassing all properties except 2995 Princes Highway) is serviced by the drainage detention basin that has been constructed as part of the first stages of development of the GRZ1 land to the immediate south.

A new drainage detention basin will need to be constructed to service the 3ha section of C2Z land located on 2995 Princes Highway. Because this drainage detention basin will only provide detention for 2995 Princes Highway, that property will be 100% responsible for all costs associated with this basin.

The C2Z land located on 2995 Princes Highway will be connected to this future drainage detention basin via a 3m wide easement (to accommodate both sewer and drainage) running along its' southern boundary.

A 2m wide drainage easement will be required to be provided along the southern boundary of the C2Z land on 2955 Princes Highway, to enable the future drainage detention basin on the C2Z land on 2995 Princes Highway to connect to the existing drainage network.

Site Topography
The surface gradient of the Subject Site is relatively flat, with an overall slope downwards towards the east-south-east.

Views and Vistas
Due to its' relatively flat topography the Subject Site is currently reasonably visible from the surrounding public realm, including from the Princes Highway. The visibility of the site from the Princes Highway will increase once the duplication project is completed, and the areas of roadside vegetation within the highway reservation abutting the Subject Site are removed to facilitate that project. At present there are no particularly noteworthy or protected views of vistas either to or from the Subject Site (refer Reference Document 4).
3  **ANTICIPATED LAND USES**

The Subject Site is zoned C2Z. A purpose of this zone is to encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.

Pursuant to the requirements of DPO9, an economic analysis has been undertaken by Essential Economics into the need for the Subject Site to provide a range of larger lot sizes, which are capable of accommodating commercial uses requiring a greater land area such as a service station, bulky goods retailing, caravan or motor vehicle sales (refer Reference Document 5). That analysis found that the following key factors will influence the nature of future land uses at the Subject Site:

- Land size of approximately 6.5ha is sufficiently large to support a variety of land uses requiring large sites;
- Existing land use zone (C2Z) and planning controls (DPO9);
- Exposure and access to Princes Highway will suit businesses that require exposure to high volumes of vehicular traffic;
- The thin configuration of the site will restrict the type of land uses that can be accommodated. For instance, an internalized homemaker centre could not be accommodated on the site, but a string of showroom uses could;
- Location within a broader agricultural region;
- Location on the Colac-bound (west-bound) side of Princes Highway is particularly important for the prospects of a service station, having regard for the location of an existing service station on the Geelong-bound (east-bound) side of the Princes Highway;
- Access to a significant number of trucks that will pass the subject land;
- Location within a relatively small township that does not serve a large residential population will limit opportunities for 'population' serving businesses such as some forms of retailing; and
- Location opposite an existing industrial estate presents an opportunity to contribute to an employment precinct on the western edge of town.

Based upon these key influencing factors, the economic analysis concluded that the following land uses are considered to be 'potential' development opportunities for the Subject Site:

- Service station and associated uses (e.g. fast-food outlet, car wash, mechanic)
- Motor Vehicle Sales
- Caravan Sales
- Rural Machinery and Supplies
4  ANTICIPATED LOT SIZE MIX

The economic analysis prepared by Essential Economics confirms that the mix of land uses that can reasonably be expected to establish upon the Subject Site typically require the following range of lot sizes:

- Service station (without ancillary uses): 1,500m² – 2,000m²
- Service Station (with ancillary uses): 2,500m² – 3,000m²
- Motor Vehicle Sales: 1,000m² – 4,000m²
- Caravan Sales: 1,000m² – 4,000m²
- Rural Machinery & Supplies (typical): 2,000m² – 4,000m²
- Rural Machinery & Supplies (large): 1ha
5 DEVELOPMENT PLAN

A specific lot layout has not been defined for the Subject Site. This is a deliberate action undertaken in the absence of certainty regarding the intended mix of use and development across the Subject Site and the sequence of development. While the type of land uses that could reasonably be expected to establish upon the Subject Site and their typical land area requirements are known, the specific distribution of such land uses across the Subject Site is not.

In such a circumstance, a defined lot layout has the potential to frustrate otherwise acceptable land use and development proposals from being established. Accordingly, the Development Plan provides a framework and guidance to enable land use and development proposals to be considered and (if appropriate) facilitated in accordance with the requirements of the Zone and Overlay controls, without prejudicing the overall use and development of the Subject Site.
7  ROAD NETWORK AND TRAFFIC MANAGEMENT

Road network and traffic management requirements were the subject of detailed discussions with VicRoads in 2014 and 2016. Those discussions confirmed that ultimately, the Development Plan Area will be connected to the Princes Highway via a single point of vehicular access at its eastern end (i.e. no egress at this point), and a single point of egress at its western end (i.e. no access at this point). However, before the entire Development Plan Area has been developed and these ultimate access arrangements have been implemented, temporary access arrangements to service proposed land use / development proposals may be permissible subject to the approval of VicRoads. Temporary access arrangements must be removed/reinstated at the Applicants' full cost.

The Development Plan incorporates these specified access arrangements.
Figure 7: Service Road Cross Section

13.65m ROAD RESERVE

FOOTPATH 2.0m
NATURE STRIP 2.4m
VERGE 2.0m
SWD PIT 900

6.2m

VERGE 0.15m

ROAD PAYMENT 5.9m

KERB INVERT

PROPERTY LINE

ELEC 4.4m
TEL 3.8m
WAT 3.1m
GAS 2.6m

NOTE: WIDTHS AND OFFSETS TO BE CONFIRMED DURING DESIGN PHASE.