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Boisdale Street Spine, Maffra - Outline Development Plan



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Boisdale Street Spine, Maffra- Outline Development Plan



Prepared for
Wellington Shire Council

By
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1 Introduction

1.1 Purpose

The purpose of this Outline Development Plan Report is to provide a framework for future development north of the existing Maffra Township. In addition, it will act as a guide for the Wellington Shire Council when assessing future planning permit applications and subdivision proposals within the area. This ODP seeks to provide overall planning direction that will minimise *ad hoc* development and allow for a coordinated approach to managing change within the area. Over time, it will provide consistency in decision making by Council that will contribute to better urban planning outcomes.

Based on the opportunities and constraints that have been identified through community consultation and investigation of the site and surrounds, this report provides a design framework, using design principles and guidelines, to develop a plan that can be implemented by Council for the future growth and development of Maffra.

Further information relating to the preparation, planning context and service provision for the Outline Development Plan (ODP) is provided in Sections 3 and 4 of this report.

This report should be read in conjunction with the Outline Development Plan (Beca, September 2006) located in Section 6 of this report.

1.2 Subject Site

Maffra is a rural town located in the Shire of Wellington, which is approximately 2.5 hours east of Melbourne. The Maffra Township is approximately 15km north of Sale, the major business district within the Wellington Shire. Figure 1 shows the location of Maffra, highlighted by the red star, in its regional context.

The ODP area for Maffra is broadly defined by the Development Plan Overlay within the Residential 1 Zone north of the Maffra town centre of the Wellington Planning Scheme.

More specifically the ODP area to the east of Boisdale Street is bound by Sandy Creek Road to the north, the Cedarwood Drive development and Merry Street to the south and Maffra-Briagolong Road and the Rural Living Zone 2 (RLZ2) to the east. The ODP to the west of Boisdale Street is bound by Sandy Creek Road to the north, George Street to the south and the Rural Living Zone 4 (RLZ4) to the west.

The majority of the study area is zoned RZ1 with a portion to the north and east zoned RLZ4. However, generally the land consists of large low density or rural lots fronting either Boisdale Street or Maffra-Briagolong Road. Importantly, the study area for this ODP is based on the direction outlined in the Maffra Strategy Plan, which forms a part of the Wellington MSS.

Whilst the ODP area gently undulates along Boisdale Street, generally the land slopes from the north to the south. The land is subject to local flooding and poor drainage.

The main features of the subject land include the stately appeal of Boisdale Street, the rural open spaces and the existing dwellings fronting Boisdale Street. The existing conditions are examined in further detail within Section 4 of this report.



Figure 1: Location Map

1.3 Site Context

The following land uses and features surround the subject land and must be considered within the context of planning for the future growth of the Boisdale Street spine:

- North: Directly north of the ODP area is the Maffra Cemetery. Otherwise, land to the north is predominantly used for rural living purposes and further north, agricultural purposes. The land is generally flat and has a rural outlook.
- East: Directly to the east of the ODP area is Maffra-Briagolong Road, also known as Powerscourt Street. Adjacent to this main thoroughfare are residential zones and rural living zones, as well as Maffra's sporting fields and a golf course.
- South: Generally to the south of the ODP area land is used for residential purposes and associated infrastructure, such as schools, parks and a hospital. Further south and within reasonable walking distance is the Maffra town centre, the Macalister River and Maffra's main industrial precinct.
- West: Directly west of the ODP area land is used for rural living purposes and further west for agricultural purposes. The land generally slopes west to the Macalister River and Macalister Wetlands, with a rural outlook.

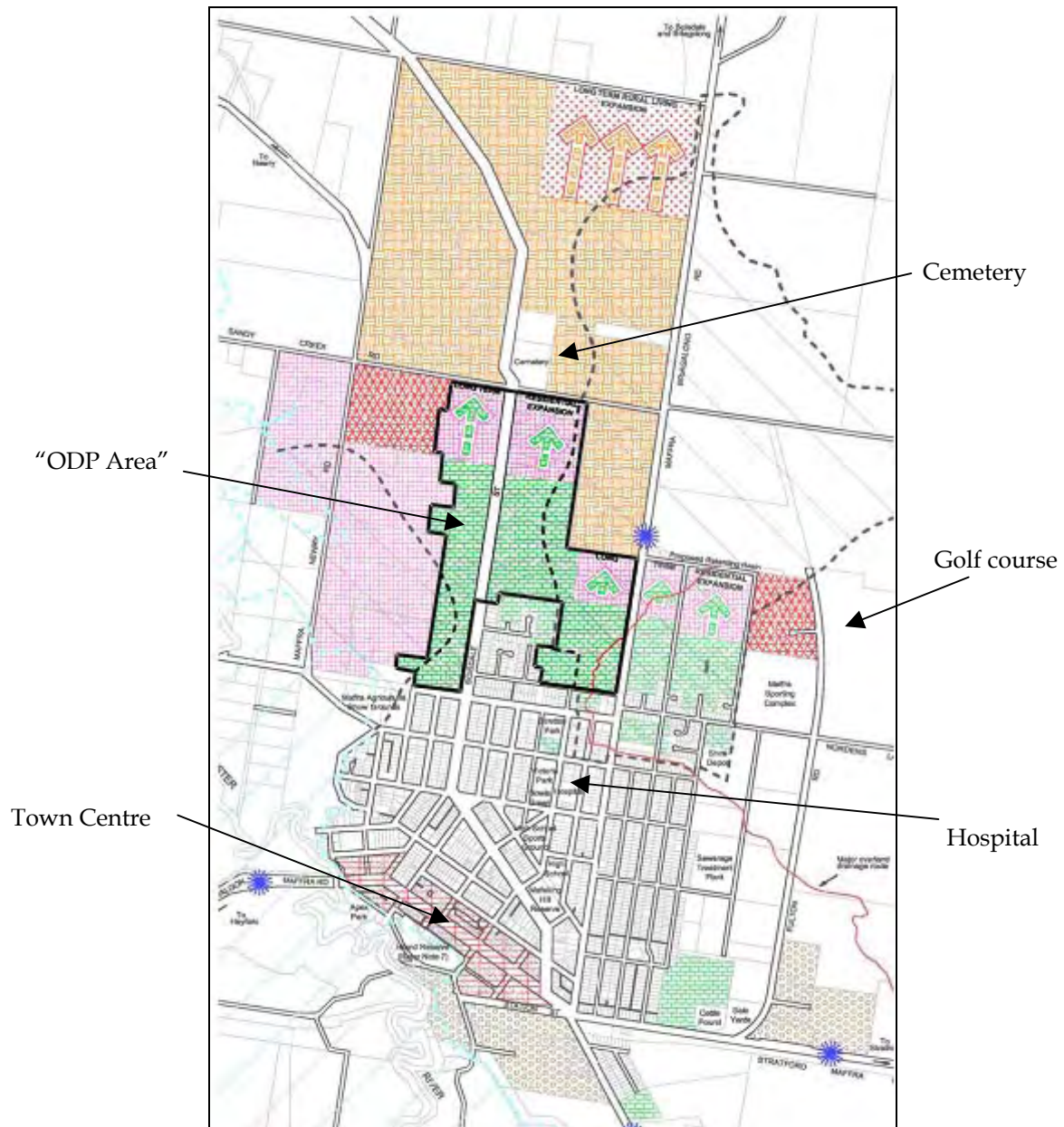


Figure 2: ODP Study Area, Maffra Strategy Plan

2 Vision

The ultimate vision for the Boisdale Street Spine ODP is:

To create and maintain a high quality and well serviced residential area that provides a variety of dwelling types and sizes. To utilise the areas existing environmental features including topography, open space and the 'boulevard' feel of Boisdale Street, while maximising the efficient use of urban land and infrastructure.

3 Planning Policies and Controls

The following planning policies and controls directly relate to, and have been considered, in the preparation of this ODP for Maffra.

3.1 State Planning Policy Framework

3.1.1 Clause 14.01 – Planning for Urban Settlement

The objectives for Clause 14.01 – Planning for Urban Settlement state:

- *To ensure a sufficient supply of land is available for residential, commercial, industrial, recreational, institutional and other public uses.*
- *To facilitate the orderly development of urban areas.*

In implementing this policy it states that it is important to consolidate urban areas in preparing for urban growth by preparing a structure plan so as to respect the existing neighbourhood character, whilst promoting walkability and the provision of infrastructure. This is a key goal for the ODP. Maximising the efficient use of land by achieving appropriate lot sizes/diversities will be a key policy at a local level.

3.2 Municipal Strategic Statement

3.2.1 Clause 21.03 – Vision - Strategic Framework

The Wellington Shire Council Plan and Vision states:

The Wellington Corporate Plan establishes the future corporate direction for the Shire and provides a framework for improving the social physical, environmental and economic well being of the community over the next three years.

Council's 2003 – 2006 Plan includes as its vision:

- *Wellington will continue its development as a vibrant progressive community enjoying quality lifestyle opportunities and strong economic, environmental and social diversity.*

In support of this vision, Council's Plan also includes the following guiding statements:

- *We aim to encourage economic growth based on value adding existing industries, natural resources and agricultural diversity and will seek to attract new sustainable industries; and*
- *We will develop land use policies that protect and enhance the Shire's natural and built heritage.*

This clause identifies Maffra as a focal point within the Wellington Shire for opportunities for future growth and development.

3.2.2 Clause 21.04 – Settlement

The objectives of Clause 21.04 – Settlement relevant to the future growth of the Maffra township are:

- *To accommodate future population growth over the next fifteen years in those settlements that can accommodate change and are expected to grow.*
- *To provide adequate infrastructure to existing urban settlements and to identified urban growth areas.*

- *To ensure a sufficient supply of land is available in or nearby to settlements for residential, commercial, industrial, recreation and community uses.*
- *To provide rural lifestyle opportunities in appropriate locations.*
- *To discourage major development outside existing centres other than when a genuine need has been demonstrated and there will be minimal adverse impact on the natural environment.*
- *To promote improved sewerage infrastructure especially to coastal towns around the Gippsland Lakes.*
- *To provide and improve stormwater systems so that high nutrient and sediment concentrations are prevented from entering waterways and wetlands.*
- *To protect agricultural land from inappropriate encroachment by urban settlement.*
- *To ensure that the aged and other members of the Wellington community with special needs (housing, medical facilities, transportation etc.) are adequately catered for.*

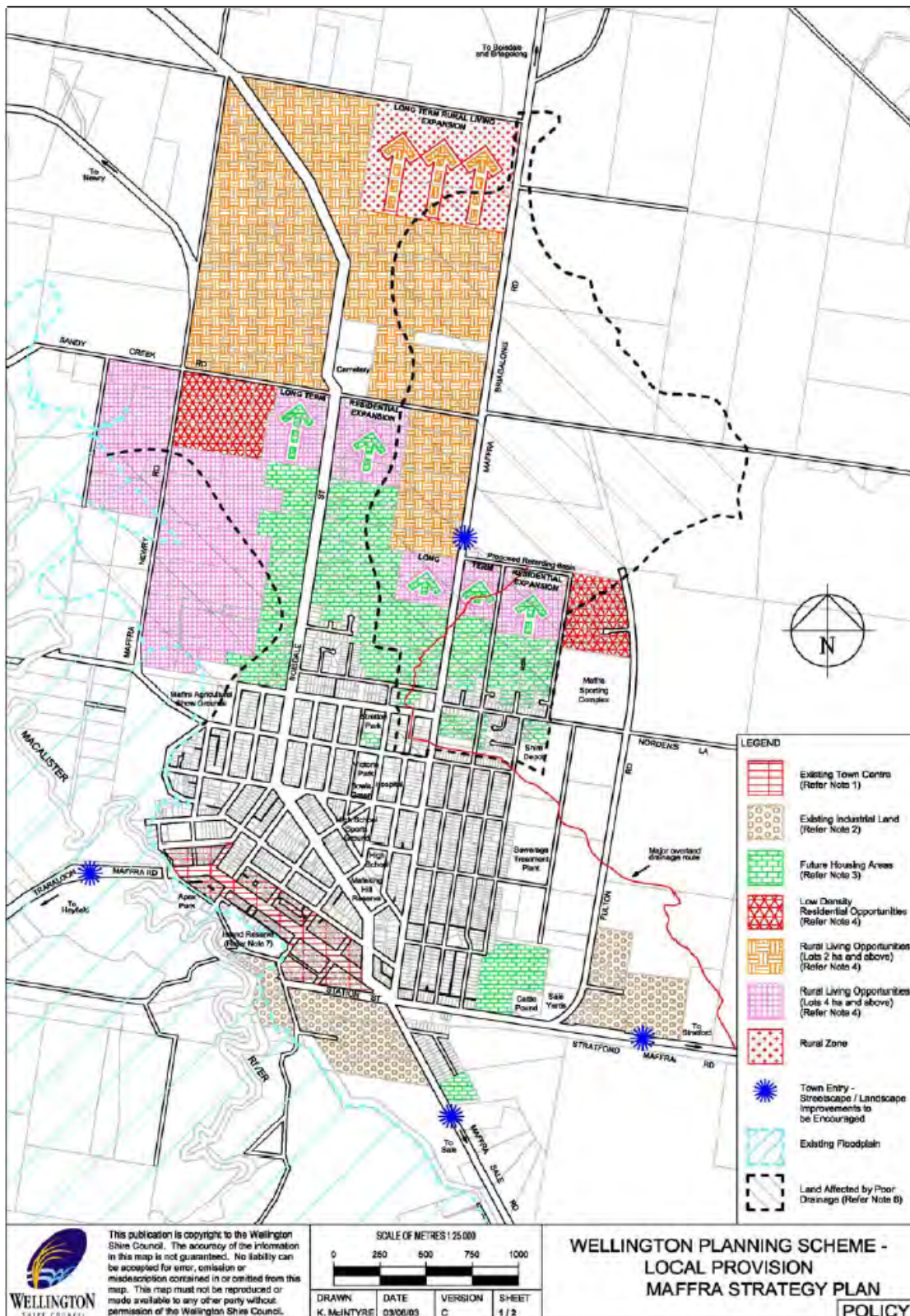
Settlement Strategies within this clause, which have been identified to meet these objectives, include ensuring that all new development in urban and rural towns be limited to those areas identified for urban growth, without being compromised by inappropriate rural residential development. The key directions relevant to the preparation of this ODP for Maffra provided in this clause are to:

- *Encourage new development for residential and rural residential purposes in the Maffra district to establish in the existing residential, low density residential and rural living zoned areas adjoining and to the north and north east of the Maffra urban area.*
- *Ensure that detailed development plans are prepared for all Future Housing Areas on an area wide basis not a single lot basis in order to achieve an integrated and logical pattern of uses and developments and efficient infrastructure use and provision in the areas.*

New Development Plans are encouraged to utilise existing infrastructure, support the provision of stormwater discharge systems and contribute to the towns open space networks.

Specifically to Maffra, this clause states that all development within the town must be in accordance with the *Maffra Strategy Plan*. This Plan encourages residential development in the preferred growth corridor – north of the town along either side of Boisdale Street extending northwards up to Sandy Creek Road. This clause also makes reference to implementing the *Residential and Rural Residential Strategy, Maffra & Environs District Report, (July 2003)* which is the basis for the *Maffra Strategy Plan* included in the scheme. (See Figure 3.)

Figure 3: Maffra Strategy Plan (Clause 21.04 - Wellington Planning Scheme)



NOTES

NOTE 1.

- * A compact commercial form should be promoted with primary retail development to occur in the centre Johnson Street frontage area.
- * Office and peripheral sales activities should be encouraged to locate at the rear of the shopping centre.
- * The Johnson Street Landscape Master Plan should be promoted and implemented.
- * New developments and extensions should respect the existing character of the town centre, particularly on prominent sites at the entry point to the town.
- * Subject to a review of the supply and demand of commercial land in Maffra, it may be appropriate for some of the land on the south side of Queen Street, between Thomson and Foster Street, to be rezoned to Residential. If rezoned to Residential this land is encouraged to be used for medium density housing (units, townhouses etc).

NOTE 2.

- * All new uses and developments, as well as additions to existing uses and developments, must provide an appropriate area for the landscaping of the site, and plant and maintain trees and shrubs within such areas.
- * All new developments, as well as extensions to existing developments, must be designed to positively contribute to the aesthetic (landscaping, building forms) value of the town, particularly where such development sites are highly visible from the Sale-Maffra and Stratford-Maffra Roads.
- * New uses and developments within the Western Industrial Zone, shall minimise their impact on the operations of the nearby milk processing facilities through the incorporation of dust suppression techniques and appropriate management of activities on and near the facilities.
- * Future use and development of the existing PTC land must be designed to present an attractive and complimentary entrance to the town. New buildings should be well set back from the Sale-Maffra Road and such setback areas suitably landscaped.

NOTE 3.

- * When appropriate and subject to the relocation of the sale yards, land east of Knight & Glasford Street, north of Stratford Maffra Road should be rezoned to Residential. Additional drainage discharge generated may however require the construction of a retention basin near the southern end of Parkinson Street.

NOTE 4.

- * Existing Low Density Residential and Rural Living Land is adequate to meet with anticipated 10 - 15 year demand. No further Low Density Residential and Rural Living Land should be rezoned or subdivided for such purposes unless the supply of such land is exhausted relative to consistent strong demand. Low Density Residential and Rural Living Land closest to Maffra, should be developed ahead of land on the fringes of the Residential zone.

NOTE 5.

- * The Rural Living Opportunities area (lots 4 hectares and above) south of Sandy Creek Road and McAlister Street (not constructed) identified for long term residential development by green arrows, is to be protected for possible long term future use for Residential purposes. Any further subdivision in the area which might prejudice this possibility is strongly discouraged.
- * Due to drainage and septic issues, land identified for Rural Living Opportunities (lots 4 hectares and above) abutting Maffra Newry Road to the east and west is strongly encouraged to consist of allotments no smaller than 4 hectares.

NOTE 6.

- * A drainage scheme is required (especially in future housing areas) to address local drainage flooding and to allow further development.

NOTE 7.

- * Future use and developments of these sites, shall accord with the recommendations of the Land Use and Island Reserve Development Strategy (1995)

LEGEND	
	Existing Town Centre (Refer Note 1)
	Existing Industrial Land (Refer Note 2)
	Future Housing Areas (Refer Note 3)
	Low Density Residential Opportunities (Refer Note 4)
	Rural Living Opportunities (Lots 2 ha and above) (Refer Note 4)
	Rural Living Opportunities (Lots 4 ha and above) (Refer Note 4)
	Rural Zone
	Town Entry Streetscape / Landscape improvements to be Encouraged
	Existing Floodplains
	Land Affected by Poor Drainage (Refer Note 6)



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DRAWN	DATE	VERSION	SHEET
K. McINTYRE	03/08/03	C	2/2

**WELLINGTON PLANNING SCHEME -
LOCAL PROVISION
MAFFRA STRATEGY PLAN**

NOTATION POLICY

3.3 Local Planning Policies

3.3.1 22.02 – Small Rural Lots Policy

Clause 22.02 – Small Rural Lots Policy applies to land within the Rural Living Zone. The objectives of this clause are:

- *To ensure that the creation of small rural lots on farming properties results in a clear improvement to farming efficiency and land management.*
- *To ensure that dwellings on small rural lots do not prejudice rural production activities and are properly sited.*
- *To ensure small rural lots do not occur in environmentally significant and sensitive areas.*
- *To discourage subdivision which re-aligns boundaries, particularly in irrigated areas, for the purpose of creating small lots for housing purposes unless there is a demonstrable rural and/or community benefit for the dwelling.*

This policy aims to encourage farming efficiency and land management and discourages subdivision for the use of residential allotments. However, it is considered that this policy will not apply to land within the study area in the future as the Rural Living Zone within the study area has been identified for future residential growth as a “Future Residential Zone” in the Maffra and Environs Strategy Plan (as detailed further in this report).

3.4 Zoning Controls

3.4.1 Clause 32.01 – Residential 1 Zone

The purpose of the Residential 1 Zone is:

- *To provide for residential development at a range of densities with a variety of dwellings to meet the housing needs of all households.*
- *To encourage residential development that respects the neighbourhood character.*
- *In appropriate locations, to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs.*

Under the Residential 1 Zone a planning permit is required to subdivide the land and to use land for most purposes other than residential, including retail/food and drink premises.

3.4.2 Clause 35.03 – Rural Living Zone 4

The purpose of the Rural Living Zone 4 is:

- *To provide for residential use in a rural environment.*
- *To provide for agricultural land uses which do not adversely affect the amenity of surrounding land uses.*
- *To protect and enhance the natural resources, biodiversity and landscape and heritage values of the area.*
- *To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.*

Under the Rural Living Zone 4 a planning permit is required to subdivide land, however lots cannot be less than 4.0 hectares.

3.5 Overlay Controls

3.5.1 Clause 43.04 – Development Plan Overlay

The purpose of the Development Plan Overlay is:

- *To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.*
- *To exempt an application from notice and review if it is generally in accordance with a development plan.*

A planning permit cannot be granted for any use, subdivision or construction within a Development Plan Overlay until a development plan is prepared and approved by the Council. A development plan is generally used as a framework to guide future development and helps to provide consistency when assessing planning permit applications and subdivision proposals within the area.

Clause 43.04-3 stipulates that a development plan must be prepared to the satisfaction of the responsible authority. The study area is covered by Schedule 1 to the Development Plan Overlay, shown on the planning scheme map as DPO1. This sets out the requirements for the development plan, which must show:

- *The overall subdivision of the area.*
- *The overall pattern of use and development of the area.*
- *The provision of an integrated drainage scheme for the area.*
- *The proposed use of each part of the area.*
- *The pattern and location of the major arterial road network of the area including the location and details of any required:*
 - *- Road widening*
 - *- Intersections*
 - *- Access points.*
- *The pattern and location of any internal road system based on a safe and practical hierarchy of roads.*
- *Any proposed bicycle and pedestrian shared footway.*
- *The provision of any commercial facilities.*
- *The provision of any community facilities, including school, pre-school and infant welfare centres.*
- *The location of public open space.*
- *An overall scheme for landscape planting and the preservation of stands of existing indigenous vegetation and individual trees wherever possible.*

A management plan must be submitted as part of the development plan, indicating the proposed staging of the development.

This ODP has been prepared to fulfil these requirements set out in the DPO.

3.6 Maffra and Environs Strategy Plan (2003)

The purpose of the Residential and Rural Residential Strategy Plan for Maffra and Environs is to review the supply and demand for Residential, Low Density Residential and Rural Living

zoned land within the Maffra area. This review of residential land supply will be used to forecast and plan to accommodate growth in Maffra.

The report examines the population projections for Maffra, households, dwelling types and numbers, incomes and housing demand. It also investigates the residential land supply and strategies, infrastructure issues and future development options.

The Strategy Plan for Maffra states that an ODP in the Maffra area must provide a framework for the provision and location of the following:

- Broad patterns of roads;
- Physical infrastructure;
- Community facilities and services;
- Nature conservation;
- Public open space; and,
- Drainage easements.

The ODP should also deal with any staging and sequencing issues about how and when particular areas should be developed. Provision for small clusters of neighbourhood retail facilities (i.e. convenience shop) also need to be considered due to the significant distance some areas are to the town centre.

The report suggests that a considerable amount of development is occurring to the north of the town centre along Boisdale Street due to:

- *The lack of vacant land or land suitable for redevelopment purposes available in the inner, older, central residential areas of Maffra.*
- *Large defacto rural residential lots sizes being made available on the east and west of Boisdale Street that have generally good access to services.*
- *High cost of infrastructure provision and drainage problems for other areas already zoned for residential purposes.*
- *Attractive views of the foothills, floodplains.*

The north residential district along Boisdale Street constituted 9% of new dwelling approvals between 1996 and 2003. The Maffra and Environs report states:

The area has potential for approximately 1007 dwellings if developed at normal residential densities or a 539.4-year supply of residential land for Maffra. Clearly this is an extremely excessive supply relative to demonstrated demand. However drainage issues would slightly reduce this figure.

3.7 Wellington Population Analysis: Issues and Options Paper

The National Institute of Economic and Industry Research undertook a population analysis for Wellington Shire in December 2004. This report considers the current population and demographic trends for each town within the Wellington Shire and how this will be affected in the future.

The research has indicated that Maffra is currently experiencing an ageing population with:

- *Ageing of long term baby-boomer residents;*
- *Older people moving here for sea-change or lifestyle reasons;*

- *Pattern of young people moving away.*

As it ages, the community is likely to remain resilient to its pressures by maintaining strong social values. Maintaining services to back up these values will be more problematic. Like all towns with a strong diverse-age base built on employment its population dynamics rely heavily on a growing population. With less children born and youth leaving, the town is about to enter a significant period of ageing regardless of scenario.

This Paper raises other issues and questions that Maffra will face including:

- Considering whether the community will be better served by a larger better-equipped and sustainable hospital in Sale, rather than retaining a smaller presence in Maffra itself?
- Rapid and regular public transport between Sale and Maffra is crucial.
- With an older population can the town transform its social networks to assist an ageing population and its lifestyle requirements?

These issues are all relevant considerations to be taken into account during preparation of the ODP, as they will influence the type of growth that Maffra will experience in the future. This includes the physical and social facilities required and the urban planning outcomes needed to facilitate the continuation of the important community values typical of smaller rural townships.

3.8 Public Open Space Contribution Policy: Subdivisions (16 December 2003)

It is a requirement of all developers under the *Subdivision Act 1988* that a percentage contribution is made towards the provision of public open space, either in the form of a land or monetary contribution, to service the community that will reside in the subdivision.

Public open space is required to be of a high quality that complements or provides links to existing open space or community facilities. Land size must be a minimum of 2000m² unless it is linked to existing open space and should be situated on relatively flat land if the predominant uses for the space are active recreation and leisure activities.

Cash in lieu can be sought if the development is too small for any real recreational value, if the land is poor quality or if upgrades to existing open space would be more beneficial. In instances where cash in lieu is made from a subdivision development, the financial contribution will be allocated to future expenditure on open space related developments in the local area. This Public Open Space Contributions Policy included in Council's Policy Manual at policy number 5.11.001, must be considered when applying the ODP to future subdivision proposals along the Boisdale Street spine in Maffra.

3.9 Wellington Shire Council's Open Space Policy (2000-2010)

The Open Space Strategy outlines the different types of public open space and uses required throughout the Shire. For example a local open space, which is most relevant to the study area of this report, must provide for socialisation and relaxation with facilities including shade and shelter, seats, tables, paths, and appropriate play opportunities.

The guiding principles for new public open space are reliant on design and quality, access, ongoing maintenance and conservation opportunities. The Policy states that:

Priority will generally be given to maintain or enhance open space, which has one or more of the following attributes:

- *A management, master, or site development plan to guide site development, supported by the local community;*
- *High natural or cultural values at risk of degradation;*
- *High level of current or potential use and enjoyment by the local community;*
- *High current use by visitors or substantial potential to encourage visitors to spend additional time in the Shire;*
- *Substantial and well-used existing facilities and services;*
- *Good or potentially good access and linkages to other open space and community facilities;*
- *Opportunities for revegetation to enhance amenity and provide shade;*
- *Strong local commitment to ongoing development and maintenance.*

New residential developments need to ensure that provision for well-planned open space is included and developers must work closely with Council to determine open space needs, opportunities, location and connections to other large open spaces.

New open space in subdivisions is to meet the following criteria:

- *Based on a detailed site analysis, incorporate and protect natural, cultural and landscape values.*
- *Provide convenient and safe off-road access and use and informal surveillance (eg boulevard housing layout and appropriate fencing adjacent to open space).*
- *Identify and include floodway land in public open space where possible (in addition to the 5% provision in the Subdivision Act).*
- *Provide pathways and links to other community facilities and open space and to off-road connections to the town centre.*
- *Develop linear parks along drainage easements where practical.*
- *Provide facilities and settings appropriate for a local park, ie including paths, shade, shelter, seats, signs and appropriate play opportunities.*
- *Plant locally indigenous species except where exotics are a strong positive element in the locality and are judged appropriate for open space.*

4 Existing Conditions

4.1 Land Use

4.1.1 Zoning

The study area is currently within two different zones, being the Residential 1 Zone (R1Z) and the Rural Living Zone 4 (RLZ4). Planning Scheme Amendment C20 “back-zoned” some areas of land to RLZ4, to reduce the oversupply of Residential 1 Zone within the Maffra Township. It is not the intention of this ODP to revisit the land use zones, but rather to work within the current zoning requirements.

Land within the study area that is zoned RLZ4 has been earmarked in the *Maffra Strategy Plan* to be rezoned to R1Z in the future. This will allow the land to be used for all residential purposes. The aim of this ODP is to identify key infrastructure issues for the future so that should land within the ODP currently zoned RLZ4 be rezoned to R1Z, the road layout and infrastructure is in place to provide good urban outcomes. The R1Z requires a permit to subdivide the land and to construct a dwelling on lots less than 300m².

4.1.2 Land Use Patterns

Generally, land within the study area along Boisdale Street is subdivided into large rural lots ranging in sizes, with most of the smaller lots fronting Boisdale Street. Most lots consist of detached dwellings and generally there are no farming uses present.

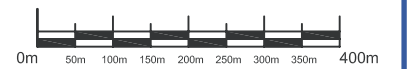
Maffra is generally known as a town where large rural lifestyle lots can be purchased close to the town. The study area provides appealing views and the land within this growth corridor is in high demand.

An aerial photograph showing the current lot and road boundaries is attached at Figure 4, to illustrate the existing site conditions.





Boisdale Street Spine, Maffra - Existing Conditions and Property Boundaries - Figure 4

July 2006 - Rev A



Key

-  ODP Boundary
-  Current Title Boundaries

4.1.3 Public Open Space

Currently there is a significant lack of public open space in and around the study area, which may be due to the large lot sizes that make it less necessary as there is ample private open space. However, as development consistent with the R1Z increases in this area, the provision of public open space will be required. The closest passive recreation public open spaces that service the study area are the Macalister Wetlands and the showgrounds, which are both a considerable walking distance. Victoria Park to the south of the study area is a large open space reserve that provides the main opportunities for active recreation.

The other notable passive public open space available is the spine along the river corridor to the south west of the study area. Although this is a significant and popular area, it is poorly linked to the Boisdale Street spine. Increased pedestrian links between the study area and the river corridor to address this are considered in detailed designs.

4.1.4 Heritage and Cultural Values

Whilst the town of Maffra has a very rich history, both in its historic buildings and industrial background, the study area does not have any specific heritage or cultural elements that have been identified to be retained in the future.

4.1.5 Archaeological Values

Archaeological surveys have not been undertaken for the subject site as part of this ODP. Prior to an application being submitted for a specific subdivision or development occurring within the framework of this ODP, an archaeological assessment should be undertaken by an appropriately qualified professional.

4.1.6 Existing Trees

There are a number of existing mature native trees throughout the subject site. These trees where practicable should be retained and incorporated into the design of future subdivision.

4.1.7 Pedestrian and Bicycle Connections

There is no pedestrian or bicycle network within the subject site or along Boisdale Street. Although Boisdale Street has a wide road reserve, this does not currently cater adequately for pedestrians and cyclists. This presents an issue for road safety particularly as new development will bring increased traffic volume into the area. The amenity for pedestrians and cyclists should be considered when planning road upgrades whilst retaining the rural township character. The study area is at present particularly lacking any east-west connections for pedestrians and cyclists.

A path network will need to be introduced into new development within the area to provide appropriate pedestrian and bicycle connections to allow non-vehicular access to services and facilities closer to the Maffra town centre. This should be implemented in accordance with the Council's Shared Path and On-Road Bicycle Network Plan (2004).

4.2 Infrastructure

The following summarises information received from a number of infrastructure service providers including the Wellington Shire Council, Gippsland Water, Origin Energy, SP-Ausnet and Telstra.

4.2.1 Water Supply

Generally, Maffra is supplied from two recently constructed tanks located on Sandy Creek Road. A high level and ground tank supply different zones within the Maffra area. The ground tank supplies the majority of the main township, whilst the high level tank supplies the area generally north of Cedarwood Drive, which is generally at higher elevations. The subject site is within the high-level tank zone.

The high level tank draws its supply from the ground tank via a pump station. This pump currently has a limited capacity, and is designed to service 180 lots, the majority of which have been developed. An increase in the pump capacity will be required to service any additional growth.

Water is delivered into the study area via two Gippsland Water mains:

- A 250mm DICL (ductile iron cement lined) pipe along the eastern side of Boisdale Street; and
- Another pipe which runs along Powerscourt Street, ranging in size from 300mm DICL in the south to 150mm PVC in the north.

The size of these supplies would suggest that they are suitable to service some development in the area, however this will be assessed in detail by Gippsland Water on an as needs basis.

4.2.2 Stormwater

Currently there are very limited drainage assets within the study area. Wellington Shire Council drainage plans indicate that a reticulated system exists to the south of the study area. The existing network is located throughout the Cedarwood Drive estate and part way up Boisdale Street. The capacity of this network is unknown from the information provided.

Open unlined drains are also present in the southwest corner of the study area, west of Boisdale Street. These drains direct overland flow to the creek located on the western side of Maffra, which flows into the Macalister River.

The study area generally slopes from northeast to southwest, with a knoll north of Sandy Creek Road. The eastern side of the study area has been identified in the *Maffra Strategy Plan* as land affected by poor drainage, and requires a local drainage scheme.

4.2.3 Sewer

Information received from Gippsland Water indicates that a 150mm diameter PVC sewer main is located part way along Boisdale Street terminating approximately 750m north of the Boisdale Street / George Road intersection.

4.2.4 Telecommunications

Local cables run along both Powerscourt Street and Boisdale Street, which are currently servicing all lots.

There is an optical fibre cable also running along Powerscourt Street and to the west along Sandy Creek Road.

4.2.5 Gas

Origin Energy plans indicated that there is a 50mm diameter high-pressure gas main running along Boisdale Street, terminating approximately 92m south of Sandy Creek Road.

A 50mm diameter high-pressure gas main also runs along Maffra-Briagolong Road, terminating approximately halfway between Morrison Street and Macalister Street.

The plans indicate that the high-pressure lines operate at between 100kPa -515kPa.

4.2.6 Power

SPAusnet have a 3-phase overhead high voltage line running along Boisdale Street and an overhead high voltage line running along Maffra-Briagolong Road.

5 Design Principles and Guidelines

The purpose of the following section is to provide principles and guidelines for future developers and landowners. Developers are obligated to adhere to these when preparing development applications for individual land parcels. The net benefit of this is to achieve consistency in decision-making when Council are assessing future planning permit applications for subdivision that will contribute to achieving the outcomes sought by this ODP.

These design guidelines provide guidance to developers for the following critical design and community outcomes:

- Subdivision Layout
- Boundary Interfaces
- Roads and Access
- Open Space
- Infrastructure Services
- Community Services

In addition, Section 7 provides a list of issues that are required as part of any detailed subdivision application and a list of issues that must be considered to demonstrate compliance with this ODP.

5.1 Subdivision Layout

Design principles for subdivision layout, lot size and orientation are included in the ODP to assist in maintaining a character that is in keeping with existing areas of Maffra.

This section provides guidance on the proposed grid, lot size, orientation and setbacks for the strategic design of subdivision within the ODP area.

5.1.1 Grid

A 'grid' for the purpose of this ODP is a group of allotments bound by roads or public open space.

As demonstrated in established areas north of Maffra's town centre, residential roads generally are either of a north-south orientation or an east-west orientation, which forms a grid pattern. Generally a grid will be of north-south orientation, which allows a high degree of connectivity to the town centre and maximum solar access into front and rear yards. These grids will range from approximately 150m x 90m to 300m x 130m. The following diagram in Figure 5, illustrates example layout options (these are for illustration purposes only, specific lot layouts within each grid will need to be provided as part of a subdivision application).

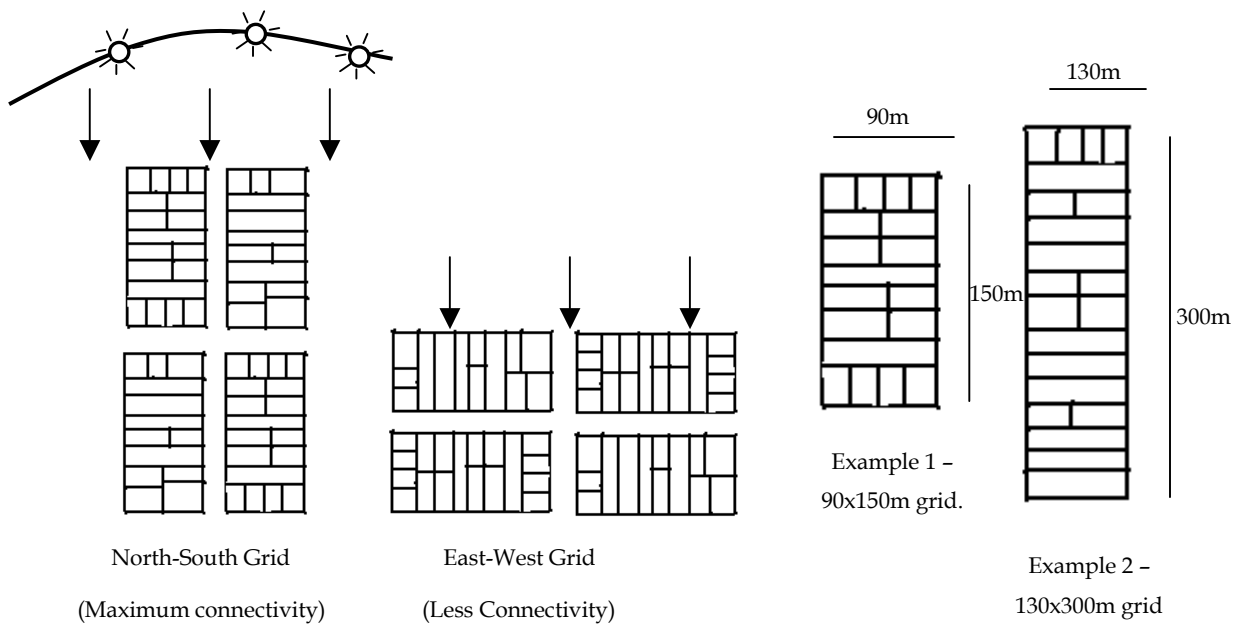


Figure 5: Lot Orientation and Size Diagram

Another advantage of continuing the grid approach is the opportunity for greater lot frontages and the provision of more lots of varying size. This is important to meet a diverse range of housing needs and provides greater connectivity with the town centre and other facilities to the south. In addition, a high degree of efficiency can be achieved by providing a preferred and consistent solar orientation for future homes.

Careful consideration must be paid to the length of a grid, which should be limited to a maximum of 300m, otherwise connectivity benefits will be lost.

5.1.2 Size and Density

It is considered appropriate that lots within the ODP vary in size and density to be consistent with existing residential areas of Maffra. Lot sizes should be diverse to create a unique streetscape and cater for a range of residential demands and needs. However, it is considered appropriate to establish minimum standards to protect the local character as growth and change occur. A minimum street frontage should be 18 metres with a minimum depth of 30 metres. Therefore, the absolute minimum lot area required is 540m² for this ODP area.

Lots fronting Boisdale Street should be larger to retain the rural character of this street and to accommodate the retention of some of the smaller existing lots currently fronting Boisdale Street. As a guide all lots along Boisdale Street should be no less than 1,000m² with a minimum frontage of 25m.

Larger lots, with a minimum size of 1,000m² should also be considered along the western boundary of the ODP, as it is adjacent to a Rural Living Zone 4. Interface issues must be dealt with appropriately, with the consideration of low/transparent fences, larger setbacks (minimum 15m), landscape planting/natural screening and housing design that reflects the existing rural character of the adjacent areas.

Higher densities should be made available in the southern part of the ODP area (however, 540m² is the minimum lot size), where walking distances to the town centre and school are relatively short. The further away from the town centre, larger lots can and should be achieved.

5.1.3 Orientation

Generally, the longest part of the grid should be orientated north south as demonstrated in Section 5.1.1 of this report, so that allotments can face rear yards to the east and west. This can provide opportunities for smaller lots at the southern end of the grid, which can maximise the north sun into rear yards, whilst addressing side streets more appropriately. The following diagram provides an example:

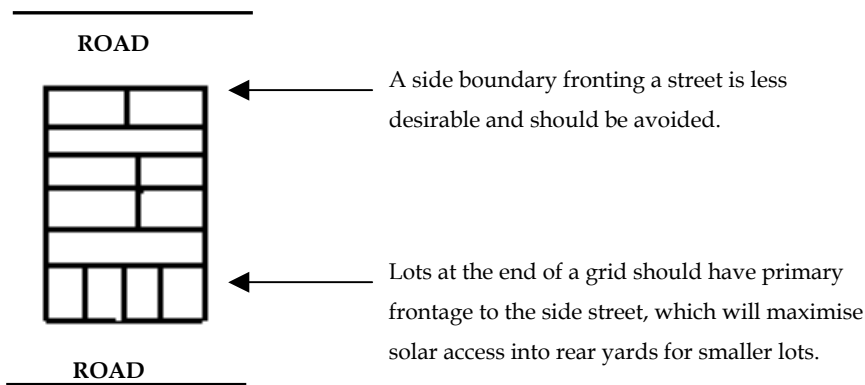


Figure 6: Lots Fronting Streets Diagram

5.1.4 Setbacks

Setbacks should generally be made as large as possible from both front and side boundaries to retain the rural character of the area.

Front setbacks on lots along Boisdale Street should be at least 10 metres from the front lot boundary. This design element will help to ensure that Boisdale Street retains its rural township feel and “Boulevard” appeal.



Figure 7: Example of current deep setbacks along Boisdale Street

Lots backing on to a Rural Living Zone or Low Density Residential Zone should maximise rear setbacks and be of at least 10-15 metres minimum. All other lots must have a front setback of at least 4 metres minimum and side setbacks must be kept as large as practical, by minimising build to boundaries.

The design of all setbacks must comply with Res Code requirements.

5.2 Boundary Interfaces

5.2.1 Residential

New development or growth, which is adjacent to existing residential areas, should be kept in character with the existing lots and dwellings. Pedestrian links should be maximised in these areas and connecting streets promoted, so as to design a seamless boundary between the two developments. All roads at the collector level must be provided as shown on the ODP.



Figure 8: Existing Cedarwood Drive Development

5.2.2 Rural/Low Density Residential

New lots adjacent to rural/low density residential areas must be considerate of this boundary and ensure new lots and dwellings respect the existing character.

Dwellings must have greater setbacks of at least 15m from these boundaries and preferably these lots should be larger than other residential lots of at least 1,000m², to provide transition into these rural living areas.

The standard 2 metre opaque paling fence should generally be avoided and instead use alternative transparent fences. These fences open up onto rural areas and promote a sense of open space, whilst providing an attractive 'rural outlook'.



Figure 9: Existing Low Density Residential

5.3 Roads and Access

5.3.1 Roads and Streets

It is considered important that for the size of the ODP area, two main road links are provided within the overall layout. This includes Boisdale Street as the current major north-south link and a future east-west link just north of the existing Cedarwood Drive development.

This east-west collector link road is to be located approximately 40 metres north of the Cedarwood Drive development. This allows for residential allotments on the south side of this new road. This road should be provided for within a 30-metre wide road reserve. The central location of this proposed road will allow it to be useable for residents of and visitors to Maffra, rather than those only within the ODP area.

A series of collector roads and local access streets are designed to maximise connectivity and accessibility within the ODP area and to create the desired grid layout as referred to in Section 5.1.1. All lots must be within three turns of a collector road. Generally, roads have been designed within the ODP area to allow as many individual lots as possible the ability to subdivide without being reliant on their neighbours.

The ODP shows these local streets as an indicative guide to help define development patterns. Variations to the local access street layout will be considered at the discretion of Council, provided the development proposal is generally consistent with these design principles. All roads and streets proposed must comply with Council's road standards as outlined in the Wellington Shire Council Policy – Infrastructure Development Standards.

As indicated on the following Outline Development Plan, a 10 metre road widening is required along the south side of Sandy Creek Road. This involves acquiring additional land to widen the road reserve in addition to the construction of road works. The intersection at Sandy Creek Road and Boisdale Street also requires upgrading due to the current safety concerns surrounding it. Funding mechanisms to implement the widening of Sandy Creek Road and the intersection upgrade are referred to in Section 8 of this report.

5.3.2 Boisdale Street

Boisdale Street is the main street servicing the north of Maffra and beyond. Residents have described this street as having a “stately appeal”. The large road reserve width together with the rows of pine trees lining either side of the street, offer a significant opportunity to improve the road design and ensure its rural township character is retained. Council should be implement succession planting of new trees along Boisdale Street as part of future residential growth plans. The existing pine trees are mature and the stately appeal that these established trees offer must be continued once they are no longer viable.

The road reserve width will remain unchanged, however the road pavement needs to be widened on either side, similar to that of Boisdale Street south of Princess Street, for the safety of vehicles. Funding mechanisms to implement the widening of Boisdale Street as a critical element within these design guidelines are referred to in Section 8 of this report. Large verge widths on Boisdale Street should be continued north to Sandy Creek Road, to enhance the feeling of grandeur and provide a stronger link back to the town centre through the linear open space connections.

Pedestrian and cycle shared paths must be implemented along the east side of Boisdale Street at the boundary of lots to improve connectivity and pedestrian safety. In keeping with the current character of the township, traditional kerb and channel is not to be introduced to Boisdale Street. However, alternative means of drainage must be implemented, such as swale drains.



Figure 10: Boisdale Street

5.3.3 Cul-de-sacs

Cul-de-sacs should only be used where the size of the land leaves little or no alternative, as they minimise road, and potentially pedestrian, connectivity. In circumstances where a cul-de-sac is required, a pedestrian link through the end of the court bowl should be provided. Houses on either side of these pedestrian links should be orientated to include living areas that overlook the path area, to provide good visual surveillance.

A cul-de-sac should be no longer than 150m in length and should not include anymore than 10-12 lots to allow for visual penetration down the street. A footpath is required on at least one side of the road.

Court bowls must be used in the design of a cul-de-sac, as it is the most efficient way to turn a vehicle, including a garbage truck. They can also be used for residents to informally congregate and tend to promote greater social interaction between residents.

5.3.4 Pedestrian and Cycle Network

Pedestrian and cycle paths must be included along all new and existing streets where main pedestrian 'routes' are identified to 'key' destinations. Key destinations include locations such as public open space, schools, the hospital and the Maffra town centre.

All streets will require the standard 1.5 metre width concrete path to be provided. However a wider path network must be considered along major roads, such as Boisdale Street, Maffra-Briagolong Road and Sandy Creek Road, as well as open space links to local parks and public open space. A 2.5 metre wide path is recommended in these circumstances.

Cycle lanes should also be provided on street for Boisdale Street. The width for this cycle lane should relate to the traffic speed of the street.

5.4 Public Open Space

Section 18 of the *Subdivision Act 1988* allows Council to acquire the amount of public open space within the ODP area equal to at least 5% of the total ODP area. Measures for attaining public open space in desirable locations satisfactory to Council in accordance with the ODP map are explored further in Section 8 of this report.

This section below addresses design principles relating to the size, location and accessibility of public open space.

5.4.1 Size

A local park as specified in Wellington Shire Council's Open Space Policy must be a minimum of 2,500m² in area.

In addition, smaller pocket parks and linear open space (i.e. pedestrian connections) should also be included to enhance design and character. These parks can vary in size and should be looked at on a case-by-case basis keeping in mind the need for an ongoing commitment by Council to the maintenance of these areas. Where developers are providing parks, they should be completed to include agreed facilities, such as toilets and playgrounds.

Linear open space is required along Boisdale Street in the form of large verges between the road and lot boundaries, to maintain the 'boulevard' atmosphere of this street, whilst also creating an attractive and safe connection for pedestrians. This linear open space will require indigenous street tree planting.

The ODP indicatively locates six local open spaces, all of which are more than 2,500m². Overall, 5.29 hectares of public open space has been provided. This equates to approximately 4.49% of the ODP area. There is a degree of flexibility available to Council to increase the size of various local parks to ensure the total area equals 5% public open space.

5.4.2 Location

A local park must be within 500 metres of all lots. Based on this requirement and the elongation of the subject site, the need for several local parks is necessary and these indicative locations are shown on the ODP. All lots within the ODP are within 500 metres of a local park shown on the plan.

Local parks should be central to new developments as to make them accessible to more residents. Open space should be located at the termination of a major street or close to intersecting streets. This will help to promote accessibility, natural surveillance and greater view lines.

The largest public open space will be used as a natural drainage line from Maffra-Briagolong Road and incorporate the linear open space link from this road to the Cedarwood Estate. Other large local parks are recommended to be located mid-way between Boisdale Street and the eastern boundary of the ODP area, north of the Cedarwood Drive; east of Boisdale Street and south of Sandy Creek Road; and, to the west of Boisdale Street with frontage to this main street.

Linear open space should be provided along key routes, especially to link local existing open spaces, particularly the Macalister Wetlands and community facilities. Refer to the ODP (Figure 12), which illustrates the recommended locations for public open space.



Figure 11: Macalister Wetlands

5.4.3 Linkages and Accessibility

New pedestrian and cycle paths and linear parks should promote links between new and existing local parks, schools, community facilities and the town centre.

New services and facilities, including local parks, must be easily accessible by the local road and pedestrian network and include some provision for parking.

The main linear open space linkage is provided along Boisdale Street for the full length of the study area.

5.5 Infrastructure Servicing

This section is intended to provide a broad outline on how to approach potential infrastructure servicing in the area, identify key objectives, the design philosophy and the general approach to be adopted during design/planning of individual developments. It is not intended to provide functional design of the infrastructure services required, as the aim is to specify the outcomes Council is seeking, and leave flexibility for the developer as to how these are achieved in practice.

The expansion of infrastructure in the area is expected to be a progressive process heavily influenced by the staging of development. New infrastructure would need to cater for the current and any future development expected in the vicinity.

All new development should be in accordance with Wellington Shire Council's 'Policy on Infrastructure Development Standards'. The following is to be addressed within the context of this Policy, unless agreed otherwise by Council.

5.5.1 Stormwater Drainage

a. Design Objectives

The following objectives are to be adopted to create a water sensitive and functional stormwater system. The developer is required to demonstrate how the following objectives are incorporated in the design of a subdivision.

- Development of a holistic system that considers stormwater drainage on a catchment area, study area and individual lot level. Consideration of flows is required from surrounding areas, particularly from the north, that will impact on run-off volume and water quality.
- Consideration of the existing stormwater network (to the south) and minimising the peak flows on this system.
- Minimisation of the impact on the environment by considering water quality and adopting water sensitive urban design (WSUD) techniques. Specific contamination control targets set by Council to define the requirements and extent of the WSUD treatments need to be met. Industry references should be referred to such as the 'Urban Stormwater Best Practice Environmental Management Guidelines', or 'Water Sensitive Urban Design Engineering Procedures'.
- Incorporation of the physical stormwater system with other aspects of the development such as road design and also recognise any local conditions, opportunities and constraints.

b. Design Philosophy

As described earlier, the contours of the study area show a natural fall from the northeast to the southwest.

The general approach to stormwater design is to utilise the natural topography of the site to capture and discharge run-off to the Macallister River and Wetlands via swales (or underground pipe work if necessary) or alternatively into the existing reticulated system to the south. It is also intended that this approach will minimise the need for earthworks.

Areas identified on the ODP as recommended for open space can be utilised as retention basins, WSUD treatment locations, pollutant traps and/or buffer zones, as they are located in the

natural flow paths. An 'informal design' of wetlands and/or retention basins should be adopted and will help in making these areas more aesthetically pleasing and promote habitats for wildlife.

Impervious areas need to be minimised, to reduce run-off flows. The use of grassed swales within streetscapes etc. should be encouraged where topography and other constraints permit as they provide a cost effective solution as well as having strong environmental benefits.

c. General Approach

- i. **Road Run-off:** Road run-off should be captured in roadside drains preferably swales, located within the road reserve. Kerb and channel can be provided where swales are not practicable. These swales should be wide enough so that they are easily maintained and reflect the capacity required from upstream flows.
- ii. **Lot Run-off:** Where practicable, lot run-off should be minimised by reusing stormwater on-site and by promoting ground infiltration. A legal point of discharge is required for every lot.
- iii. **Easements:** The location of easements will be heavily influenced by site topography. Where lot grade and shape prevents run-off to the road reserve, provision of easements along a lot boundary will be required. This will require a holistic approach across the study area, as to not restrict flow during ad hoc staging of development.
- iv. **Open Space:** Swales will need to pass through appropriate retention systems to both buffer the flow, and reduce contaminants before exiting the study area.

5.5.2 Sewer

a. Design Objectives

Sewer design is to provide a reticulated sewer service to all new and existing lots within the study area, all to relevant authority regulations.

b. Design Philosophy

Discussions with Gippsland Water indicate that the diameter of the current main (as described in Section 5.2) is unsuitable to service major development in the area. Augmentation would be required, to cater for increased demand. Gippsland Water will assess the proposed development on an as-needs basis.

The general slope of the site suggests that a gravity feed system may be achievable and if so, pumping stations would not be required. This will need to be confirmed by detailed survey and specific subdivision design.

c. General Approach

As per the stormwater design, sewer assets should be located within the road reserve where topography permits, otherwise in easements.

Boisdale Street, due to its central location within the study area, would be a suitable road reserve to contain a main trunk sewer line. Most lots on the eastern side of Boisdale Street could gravity feed to this line.

Lots on the west side of Boisdale Street may achieve a gravity feed to the proposed Boisdale Street main line, however it is possible that a second north/south main line may be required to the west of Boisdale Street.

Extensions and upgrades of the sewer system shall be to Gippsland Water's standards and approval.

5.5.3 Water Supply

a. Design Principles

The objective with regard to water supply design is to provide a reticulated system to all lots within the study area, to relevant authority regulations.

b. Philosophy/General Approach

On the basis of the information supplied by Gippsland Water, the extension of the water supply network could connect to the existing mains along Boisdale Street and Powerscourt Road and then branch out east/west to meet demand.

5.5.4 Power

a. Design Objectives

As described in Section 4.2.6 there is a main supply running along Boisdale Street and another along Maffra-Briagolong Road. These are considered sufficient to supply initial development, but an upgrade may be required depending on demand, which would be assessed in detail by the service provider on a case-by-case basis.

b. Philosophy/General Approach

The layout of the network and potential extensions would be in accordance with the power authority's design standards and approval. Current industry trends for new development are to install new supplies underground.

5.5.5 Gas

a. Design Objectives

The objective with regard to gas supply design is to provide a reticulated system to all lots within the study area, to relevant authority regulations.

b. Philosophy/General Approach

Extension and upgrade of the gas reticulation system shall be to Origin Energy's standards and approval.

5.6 Community Services and Facilities

5.6.1 Provision

Given the sites distance from the town centre, some minor community facilities or convenience shops may be required in the ODP area. This may be in the form of a corner store or a small strip of shops.

At this stage it is premature to know exactly what services will be required, however it is necessary to provide guidelines for future services or facilities once future demand becomes more apparent within the area.

5.6.2 Location

The most suitable location for such services and facilities has been left open for the market to determine. However, it is a requirement that any proposed facility or service must have frontage to Boisdale Street. It should also preferably be located adjacent to a local park. The co-location of this service/facility with a local park is consistent with creating a community hub for residents. It has potential to provide a focus for activity within the development.

It must be accessible to newly developed areas and existing residents to the north of Maffra and be approximately 2-2.5km from the Maffra town centre.

6 Outline Development Plan

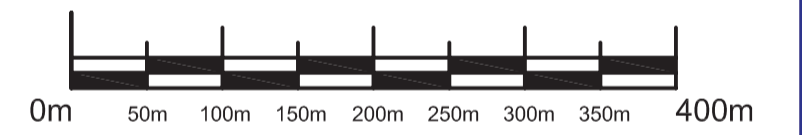
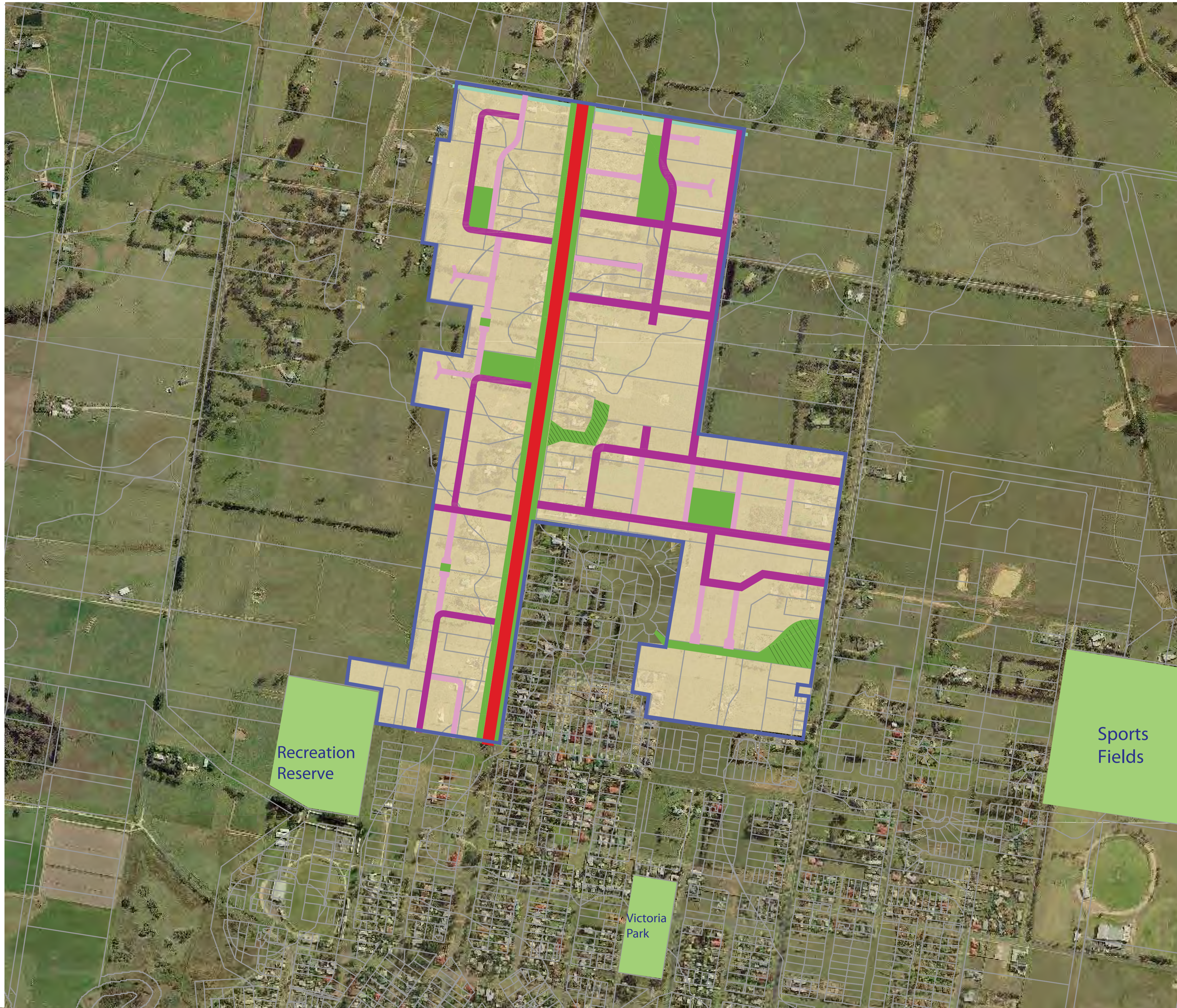
The Boisdale Street Spine ODP map is included in Figure 12 on the following page. The key features of the ODP include the following design elements:

- A residential layout that acknowledges and respects the existing Maffra neighbourhood character, by utilising similar design techniques and by providing a variety of lot sizes, especially to integrate with surrounding rural living areas and the existing streetscape of Boisdale Street.
- The preservation of the existing buildings footprint as far as practical.
- The preservation and enhancement of Boisdale Street as the main spine throughout the development area.
- An open space network that is easily accessible to all new and existing residents and lends itself to a range of outdoor activities to complement Maffra's existing open spaces.
- Open space locations that are driven by the need for landowners to contribute equitably.
- A street network that responds to the existing street layout and provides maximum connectivity through the development plan area and to connecting streets and external networks.
- A pedestrian and bicycle network to promote physical activity and ensure that open space and new and existing community infrastructure can be accessed without the need for vehicles.
- Where possible, an ODP layout that provides each landowner with the opportunity to subdivide independently.








This ODP is a guiding document for the future subdivision and development of the subject land and all plans for future works must be consistent with the intentions outlined in this ODP. However, the ODP is generally indicative and future designs will be based on design merit, having closely regarded the design principles and guidelines in Section 5 of this report.

Figure 13 demonstrates how the ODP design incorporates the existing conditions. This plan illustrates how the proposed road layout and public open space layout respects and responds to the landscape features of Maffra.





Key

-  ODP Boundary
-  Collector roads
-  Local access streets
-  Provision for 10m road widening
-  Future residential areas
-  Linear open space/
Recommended location
for Public Open Space
-  WSUD treatment

7 Requirement for Applications

An application for subdivision within the ODP area must be accompanied by the following information so Council can make an assessment:

- A site and context description;
- A design response;
- A streetscape plan that shows, as appropriate;
 - The street reserve together with typical cross sections.
 - The location of carriageway pavement, parking bays, bus stops, kerbs, crossovers, footpaths, bicycle paths and speed control devices.
 - Provision for street trees and other vegetation.
 - The location of existing vegetation to be retained and proposed treatment to ensure its health; and
- An Aboriginal cultural heritage assessment of the site by a recognised Aboriginal heritage advisor.

Final approval of a subdivision proposal will include a requirement for a contribution to Council of 5% of the site for public open space. This can be a land or financial contribution.

The following table summarises the design guidelines and principles and the key issues to be addressed as part of the ODP. All detailed subdivisions within the ODP area must consider all of the following elements:

No.		
1.	Grid	<ul style="list-style-type: none"> ■ N-S grid or E-W grid, consistent with the ODP plan. ■ Maximum grid length of 300m. ■ Solar orientation considered for all lots created.
2.	Lot Size	<ul style="list-style-type: none"> ■ Diversity of all lot sizes proposed. ■ Minimum lot size of 540m². ■ Minimum 1000m² lots with a minimum 25m frontage along Boisdale Street. ■ Minimum 1000m² lots with a 1500m² average for all lots along the western boundary of the ODP area, which abut the Rural Living and Low Density Residential areas.
3.	Orientation	<ul style="list-style-type: none"> ■ Longest grid length should run N-S to allow for good solar orientation and increased connectivity with the Maffra Town Centre.
4.	Setbacks	<ul style="list-style-type: none"> ■ 10m minimum front setbacks included along Boisdale Street. ■ 4m minimum front setbacks for all lots on local roads. ■ 15m minimum rear setbacks to lots along rural living or low-density residential zones.
5.	Roads and Streets	<ul style="list-style-type: none"> ■ Roads included on the ODP plan must be provided for in their indicative location. ■ Minimum 30m-road reserve width for E-W collector road just north of Cedarwood Drive. ■ All other roads and streets to be constructed to the minimum width as set out in Council Standards. ■ Design to be consistent with Council Policies and Infrastructure Development Standards.

No.		
		<ul style="list-style-type: none"> ■ All lots must be within 3 turns of a Collector Road.
6.	Boisdale Street	<ul style="list-style-type: none"> ■ Rural character and “stately appeal” to be retained. ■ Replacement of street trees to be implemented. ■ Access points and crossovers must not adversely affect the existing street trees. ■ Pedestrian and cycle shared paths to be implemented. ■ Drainage must be included, possibly using WSUD principles, not necessarily ‘kerb and channel’. ■ Upgrades, including road pavement widening, to be funded in accordance with a Development Contribution Plan.
7.	Cul-de-sacs	<ul style="list-style-type: none"> ■ Pedestrian links should be provided with houses on either side overlooking the path to provide good visual surveillance, with fence heights kept to a minimum. ■ Maximum length of cul-de-sacs should be 150m with a maximum of 10-12 lots. ■ Footpath provided and linking to main pedestrian network along collector roads at time of construction. ■ Court bowl must meet Council standards to allow maximum turning circles.
8.	Pedestrian and Cycle	<ul style="list-style-type: none"> ■ Concrete footpaths must be included on all new streets with a 1.5m width. ■ Cycle lanes to be included on major roads (Council to consider linking these cycle lanes directly into the Maffra town centre). ■ 2.5m wide paths along major roads, including Boisdale Street and Maffra-Briagolong Road and along streets connecting public open space to these roads.
9.	Open Space	<ul style="list-style-type: none"> ■ Minimum local park size of 2500m². ■ Open space to be located at the termination of a major street or at intersecting streets to promote accessibility and visual surveillance. ■ All residential lots must be 500m from the major 2.5m pedestrian networks and/or proposed open space. ■ Smaller pocket parks and linear open space to be included in other locations along the 2.5m wide pedestrian networks or else where practicable. ■ 5% of total ODP area to be contributed towards open space in the form of development contributions coordinated and implemented by Council. ■ Public open spaces to be acquired by negotiation with Council in accordance with the ODP through the subdivision process.
10.	Archaeological Assessment	<ul style="list-style-type: none"> ■ Prior to an application being submitted for a specific subdivision or development occurring within the framework of this ODP, an archaeological assessment should be undertaken.

8 Funding Mechanisms

8.1 Introduction

The implementation of this ODP requires several key infrastructure measures that will require funding sources. A number of options, or a combination of options, are available to secure, acquire and fund development such as:

- Public Acquisition Overlay (PAO);
- Section 173 Agreement of the *Planning and Environment Act 1987*;
- Development Contributions Plan and DCP Overlay;
- Section 18 of the *Subdivision Act 1988*;
- Council Funding;
- Clause 52.01 Public Open Space Contribution and Subdivision of the Wellington Planning Scheme; and
- Negotiations with landowners to secure a private sale.

Recommended mechanisms to implement the requirements for the following critical elements set out in this ODP are outlined below.

8.2 Public Open Space

Due to the ad hoc manner in which development is likely to occur within this ODP area, cash in lieu developer contributions will be required to be made in accordance with the Wellington Shire Council's Public Open Space Contribution Policy: Subdivisions (December, 2003).

The public open space will be provided through the normal subdivision process in accordance with the *Subdivision Act 1988* as the preferred public open space locations are identified in the ODP. All subdivision must be consistent with the ODP. Where a landowner is required to provide more than 5% of their land as required under *Subdivision Act 1988*, Council will need to purchase the amount over 5%. This will be repaid as other land parcels are subdivided over time. Funding for public open space works will be provided through development contributions overseen by Council where subdivisions are required to contribute 5% of their development area, or equivalent cash in lieu contribution, to the provision of public open space in accordance with Clause 52.01 Public Open Space Contribution and Subdivision of the Wellington Planning Scheme.

However, should the preferred locations identified on the ODP not apply for subdivision, Council should seek to implement a PAO as a secondary measure to facilitate implementing the public open space provided for in the ODP.

8.3 Boisdale Street and Sandy Creek Road Upgrading

A detailed Development Contributions Plan should be prepared by Council to identify opportunities to partially recover the infrastructure expenditure required to facilitate the road widening and upgrades within the ODP area. The most significant upgrades required are; to widen the pavement and provide a pedestrian and cycle path on Boisdale Street; the acquisition of an additional 10 metres of land to the south of the Sandy Creek Road reserve; and, the associated road widening works.

Council as part of its Capital Works Program will undertake the required upgrades to the intersection of Sandy Creek Road and Boisdale Street. The Capital Works Program will determine timing of these works.

The remaining works will be jointly funded by Council expenditure and development contributions. Upgrades to Boisdale Street, including pavement widening, pedestrian and cycle paths, and landscaping, may need to be funded by Council in the earlier stages of development of the ODP area. This could be used as a means of attracting development within this growth corridor. Council can justify this capital investment, as increased growth will provide an additional rate base within the ODP area. Further, Boisdale Street and Sandy Creek Road, in particular, are regarded as significant roads that will provide improved access and safety to residents beyond the ODP subject site.

The Wellington Shire Council should prepare an amendment to its Planning Scheme to provide an appropriate contribution from all owners towards infrastructure required to implement this ODP. As an interim measure, owners should be required to enter into a Section 173 Agreement under the *Planning and Environment Act 1987* at the time a Planning Permit is issued for their contribution towards funding of road works required for Boisdale Street.

8.4 Subdivision Contributions

In addition to each lot contributing 5% of the site for use as public open space, each lot is required to contribute to street tree planting/maintenance works and the upgrading of Council infrastructure. These contributions will not cover the full costs Council will incur – in fact they will be less than 50% of the total cost to Council.

A contribution per lot must be paid to Council for the planting and maintenance of street trees. As an indicative guide, the current (October 2006) charge per lot was \$350, however, this is subject to change.

A contribution per lot is also required for the upgrading of Council infrastructure including:

- The construction of a shared pedestrian/bicycle path along Boisdale Street;
- The widening of the Boisdale Street road pavement; and
- The upgrading of the drainage infrastructure as needed.

The timing of these works will be determined at the same time as the level of contribution is finalised although it is likely to be approximately \$500 per lot.

9 Staging

Due to the fragmented nature of land ownership within the ODP area, staging of development is difficult to plan or accurately forecast. None of the land within the subject site is currently owned or controlled by the Wellington Shire Council, contributing to this difficulty.

Ideally, development and growth should continue north from existing areas of Maffra and outwards from the Boisdale Street spine. However, as development will occur when individual lots become available, it will be difficult to manage in this pattern.

Development of any parcel of land should not be considered until the appropriate road and pedestrian connections are made to that parcel consistent with the ODP and the necessary service infrastructure has been connected. This timing requirement will assist with access and servicing provision at the outset of development to improve residential amenity throughout this growth corridor.