



Final Report

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# East Stratford Outline Development Plan

December 2007



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# East Stratford - Outline Development Plan

Prepared for  
Wellington Shire Council

By  
Beca Pty Ltd

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December 2007

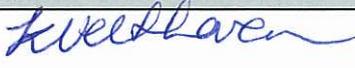
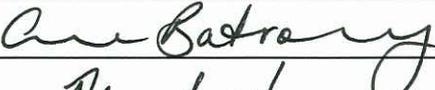
## Revision History

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## Document Acceptance

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Prepared by	Kristen Velthoven and Craig Downey		19/12/07
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on behalf of	<b>Beca Pty Ltd</b>		

## Table of Contents

<b>1</b>	<b>Introduction .....</b>	<b>1</b>
1.1	Purpose of this ODP.....	1
1.2	Study Area .....	1
1.3	Site Context.....	2
<b>2</b>	<b>Vision.....</b>	<b>4</b>
<b>3</b>	<b>Planning Policies and Controls .....</b>	<b>5</b>
3.1	State Planning Policy Framework .....	5
3.2	Municipal Strategic Statement .....	5
3.3	Zoning Controls.....	8
3.4	Overlay Controls.....	8
3.5	Stratford Demographics .....	9
3.6	Wellington Population Analysis: Issues and Options Paper .....	10
3.7	Public Open Space Contribution Policy: Subdivisions (August 2003).....	10
3.8	Wellington Shire Council’s Open Space Policy (2000-2010).....	11
<b>4</b>	<b>Existing Conditions.....</b>	<b>13</b>
4.1	Land Use.....	13
4.2	Infrastructure .....	17
<b>5</b>	<b>Design Principles and Guidelines.....</b>	<b>20</b>
5.1	Subdivision Layout .....	20
5.2	Boundary Interfaces.....	24
5.3	Roads and Access .....	25
5.4	Open Space .....	27
5.5	Infrastructure Servicing .....	28
5.6	Community Services and Facilities.....	31
<b>6</b>	<b>Outline Development Plan.....</b>	<b>32</b>
<b>7</b>	<b>Requirement for Applications.....</b>	<b>34</b>
<b>8</b>	<b>Funding Mechanisms .....</b>	<b>36</b>
8.1	Public Open Space.....	36
8.2	Intersection and Road Upgrading .....	36
<b>9</b>	<b>Staging .....</b>	<b>38</b>

## Appendices

**Appendix A – Opportunities Analysis Map**

**Appendix B – Constraints Analysis Map**

**Appendix C – Zone Maps**

## List of Figures

Figure 1: Location Map .....	2
Figure 2: East Stratford ODP Study Area .....	3
Figure 3: Stratford Strategy Plan (Clause 21.04 - Wellington Planning Scheme).....	7
Figure 4: Large patch of Red Gums to be kept in a Conservation Reserve.....	15
Figure 5: Significant Red Gums Map .....	16
Figure 6: Existing Conditions Map .....	19
Figure 7: Lot and Grid Orientation Diagram .....	21
Figure 8: Ridge to the north east of the ODP area .....	23
Figure 9: Lots Fronting Streets Diagram.....	24
Figure 10: Existing intersection of Killeen and Hobson Streets.....	25
Figure 11: The Knob Reserve.....	28
Figure 12: East Stratford Outline Development Plan.....	33

# 1 Introduction

## 1.1 Purpose of this ODP

The purpose of this Outline Development Plan (ODP) Report is to provide a framework for the future development of the land east of the existing Stratford Town Centre. 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.

Opportunities and constraints have been identified through technical research, community consultation and investigation of the site and surrounds and are detailed in the Stratford Opportunities and Constraints Report (Beca, May 2006). This ODP builds on this research and provides a design framework, using design principles and guidelines, to develop a plan that can be implemented by the Wellington Shire Council for the future growth and development of Stratford.



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

This report should be read in conjunction with the Outline Development Plan (Beca, June 2007) located in Section 6 of this report.

## 1.2 Study Area

Stratford is located within close proximity of Sale, the regional centre within the Shire of Wellington, approximately 15 minutes drive east of the Sale town centre. Figure 1 shows the location of Stratford, highlighted by the red star, in the regional context.

The Outline Development Plan area for Stratford can generally be defined by the Development Plan Overlay within the Residential 1 Zone east of the Stratford Town Centre of the Wellington Planning Scheme.

More specifically, the ODP area is bound by the Princes Highway and an Industrial Zone (INZ) to the north, Lee Street and a Rural Living Zone 2 (RLZ2) directly to the east, Redbank Road and further residential development to the south and the Stratford State Primary School along with existing residential areas of Stratford to the west.

The study area is zoned Residential 1 Zone (RZ1) with a small pocket to the northeast corner of Killeen Street and Hobson Street zoned Public Use Zone 1 (PUZ1), for an existing sewer pump station. Generally the land consists of large low density or rural lots.

Importantly, the study area for this ODP is based on the direction outlined in the Stratford Strategy Plan, which is included in the Wellington MSS.

Whilst the ODP area has a steep ridge cutting through the northeast, generally the land slopes very slightly to the south but can be considered extremely flat. The land is subject to local flooding and poor drainage.

The main features of the subject land include this ridge through the northeast of the ODP area, the rural open spaces and the close proximity to the Stratford Town Centre. 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 Stratford area:

- North: Directly north of the ODP area is the Princes Highway. Further north, land is predominantly used for industrial purposes. The Sale-Bairnsdale Railway also exists adjacent to this industrial zone.
- East: Directly to the east of the ODP area is Lee Street. Adjacent to Lee Street is a Rural Living 2 Zone consisting of large residential lots fronting onto Lee Street. Further east, land is generally used for rural/farming purposes.

South: Generally to the south of the ODP area land is being developed for residential purposes. Further south and within reasonable walking distance is the Avon River and The Knob Reserve.

West: Directly west of the ODP area land is used for residential purposes and associated infrastructure including schools and parks. Further west is the Stratford Town Centre, which is also within a reasonable walking distance.

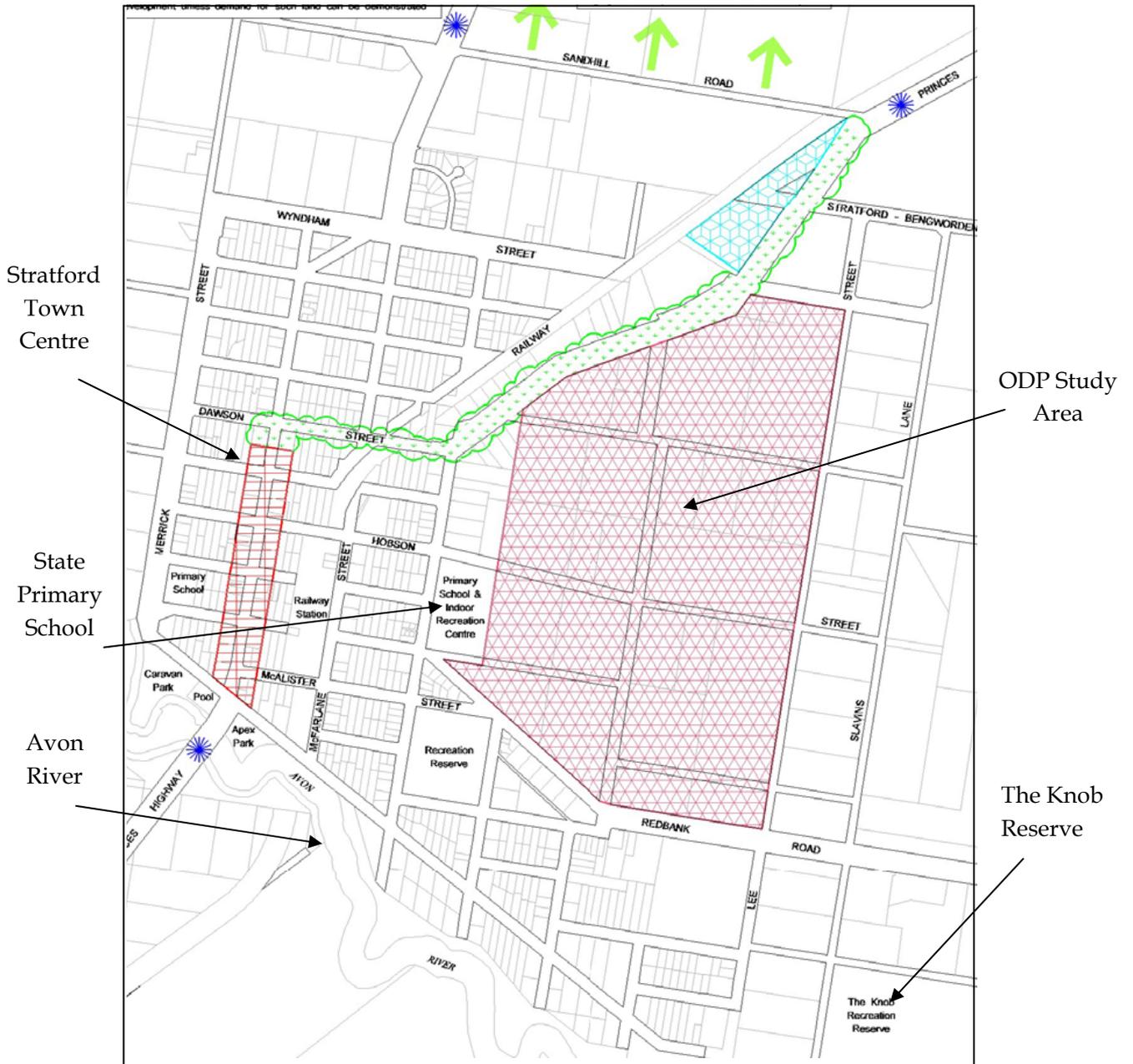


Figure 2: East Stratford ODP Study Area

## 2 Vision

The vision for the East Stratford growth area reflects the long-term strategies and policy direction of the Wellington Shire Council and other State government agencies. The vision has considered the planning and development issues occurring in the surrounding area such as the Stratford town centre and rural interface and importantly, takes into account the needs and aspirations of the community and key stakeholders. The desired outcomes are to be achieved over a long period, although some components of the ODP vision will be realised in the shorter term.



The ultimate vision for the East Stratford ODP area is:

To create and maintain a high quality and well-serviced residential area with appealing lifestyle opportunities that retains the neighbourhood's predominantly 'rural feel'. This neighbourhood should provide a variety of dwelling types and sizes that utilise the existing environmental features including, topography and rural open spaces, as well as a layout that acknowledges the character of Stratford and its unique attributes, such as the Avon River and The Knob reserve. The ODP should have strong pedestrian and vehicular connections to the Stratford Town Centre and utilise the ODP's 'precincts' approach to encourage a transition of residential densities from the Town Centre to rural living land in the east.

### 3 Planning Policies and Controls

The following planning policies and controls directly relate to and must be considered in the preparation of an ODP within the Stratford area.

#### 3.1 State Planning Policy Framework

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.

The ODP for East Stratford seeks to incorporate these important objectives by ensuring the layout and design is sensitive to its rural surrounds, whilst providing for future growth and by implementing a useable path network to cater for pedestrians, bicycles and horse trails.

#### 3.2 Municipal Strategic Statement

##### 3.2.1 Clause 21.03 – Vision - Strategic Framework

The Wellington 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 Stratford as a focal point within the Wellington Shire for opportunities for future growth and development.

##### 3.2.2 Clause 21.04 – Settlement

The objectives to Clause 21.04 – Settlement relevant to the future growth of the Stratford 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 provided in this clause relevant to the preparation of this ODP for Stratford are to:

- *Facilitate development in accordance with the Stratford Strategy Plan (Refer Figure 3)*
- *Ensure that residential development to the immediate east of the existing urban area only occurs following the resolution of stormwater drainage problems in this area.*

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 Stratford, this Clause states that all development within the town must be in accordance with the *Stratford Strategy Plan*, which encourages residential development in the preferred growth corridor east of the town between the Stratford State Primary School and Lee Street. Therefore, the East Stratford ODP growth area identified in this study is consistent with the strategic direction outlined in the MSS.

The stormwater drainage problems within this area have been identified as a key constraint to enabling future development. A detailed Drainage Plan for this growth area should be prepared to mitigate any adverse implications.

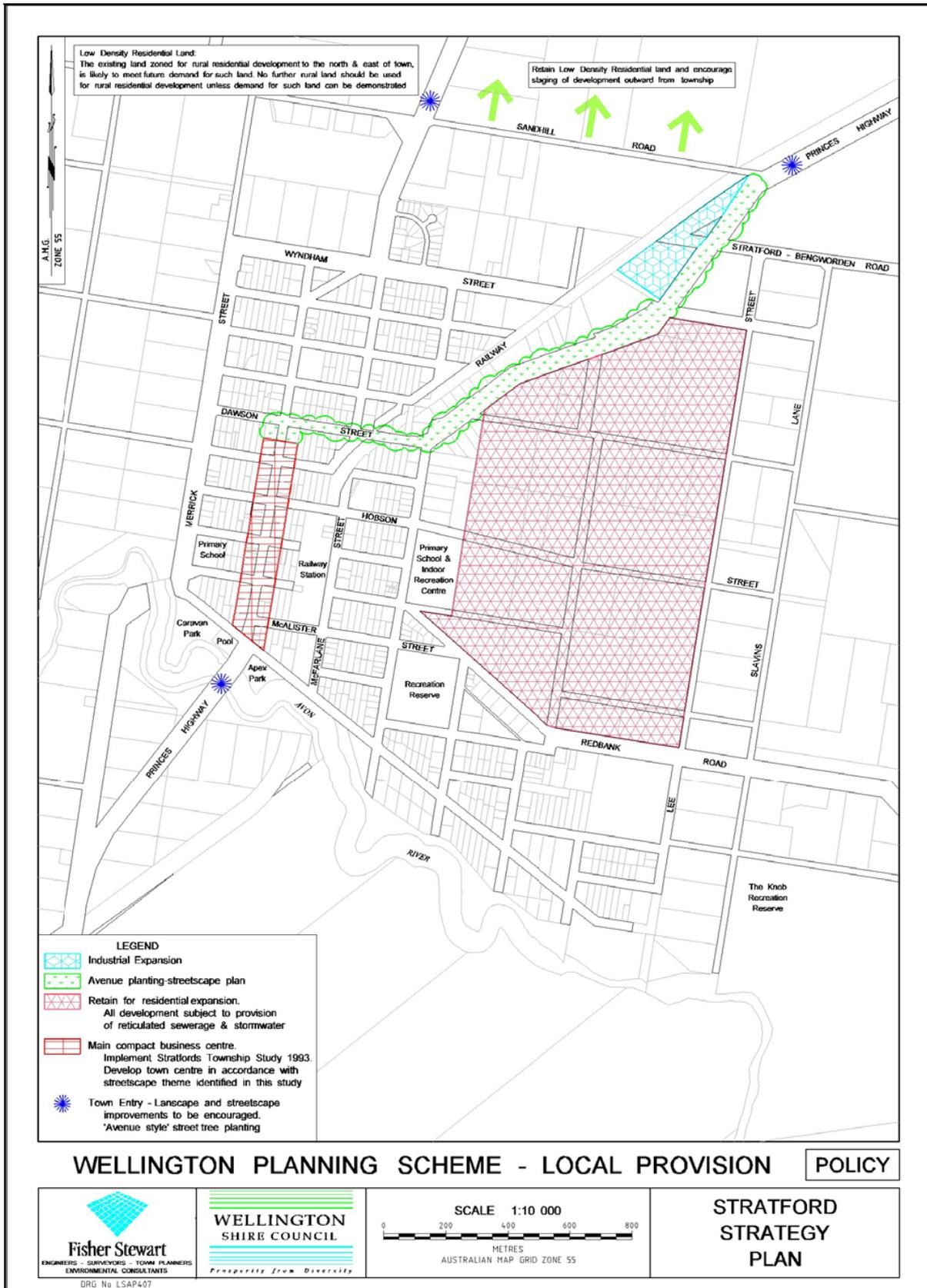


Figure 3: Stratford Strategy Plan (Clause 21.04 - Wellington Planning Scheme)

### 3.3 Zoning Controls

#### 3.3.1 Clause 32.01 – Residential 1 Zone

The East Stratford study area is primarily zoned 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 Overlay Controls

#### 3.4.1 Clause 43.04 – Development Plan Overlay

A Development Plan Overlay (DPO) affects the East Stratford study area. 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 over time 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 planning authority in this case, the Wellington Shire Council. 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; and*

- 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 also be submitted as part of the development plan, indicating the proposed staging of the development.

The ODP for the study area in East Stratford will ultimately meet the requirements of the Development Plan Overlay by being consistent with and including the above elements into one comprehensive plan and accompanying report.

The ODP for East Stratford is included at Section 6 of this report.

#### **3.4.2 Design and Development Overlay - Schedule 6**

The land to the southeast of Hobson Street and Killeen Street has a Design and Development Overlay exists over the site. The purpose of the Design and Development Overlay 6 (DDO6) is:

- To ensure that building height does not adversely effect the operation of the East Sale Royal Australian Air Force Base.

Under the Design and Development Overlay a permit is not required to carry out any works or for buildings less than 15 metres in building height.

It is considered that this overlay will not affect the study area adversely as the growth within this area will generally be in the form of large residential lots.

### **3.5 Stratford Demographics**

According to 'Towns in Time' from the Australia Bureau of Statistics (ABS) Census of Population and Housing, Stratford had a total population in 2001 of 1,330 people, which increased to 1,950 persons in 2006. This equates to 4.9% of Wellington Shire's entire population. Generally there has been an average annual increase in the population of 1% in the past 25 years.

The 2006 demographic data for Stratford shows that most of the population fully own (41.3%) or are purchasing a private dwelling (37.2%) within Stratford, whilst a large portion of the Stratford population is renting (11.4%) also.

A large portion of the population is in the manufacturing or retail trades, whilst 9.3% of Stratford's population noted they were unemployed in 2001.

It is desirable that future development within the Stratford area encourages a younger and more family orientated demographic that will contribute to the long-term viability of the town centre and surrounding residential expansion.

### 3.6 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 looks at the current population and demographic trend for each town within the Wellington Shire and how this will be affected in the future.

The research indicates that Stratford is currently experiencing an ageing population with:

- *Ageing of long term baby-boomer residents;*
- *Older people moving to Stratford for sea-change or lifestyle reasons; and*
- *Pattern of young people moving away.*

*The village of Stratford on the Avon River, 18km north of Sale, has some significant advantages over other towns in Wellington. Land supply and the provision of rural living zones mean that consistent growth in housing in the area can be expected to continue.*

This Paper raises other issues that Stratford will face including:

- *Low levels of local employment in non-retail/highway related employment means the future of employment in Sale is crucial to Stratford.*
- *Continued expansion of rural residential options around the township, in the hope of attracting families.*
- *Because of its role in attracting young working families, it may be preferable to discourage the provision of aged related services in this community and focus scarce resources elsewhere.*

These issues are all relevant considerations to be taken into account during preparation of the East Stratford ODP, as they will influence the type of growth and development that Stratford will experience in the future. It also highlights the importance of the relationship between Stratford and the regional centre of Sale, which helps to service the needs of Stratford residents including employment opportunities.

### 3.7 Public Open Space Contribution Policy: Subdivisions (August 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 2000m<sup>2</sup> 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/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 Shire. This policy must be considered when applying the ODP to future subdivision proposals within the East Stratford area.

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

The Open Space Policy 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 and community infrastructure.

The existing Recreation Reserve adjacent to the ODP growth area is a significant public open space asset, which can service future residents from this study area. Additional localised open spaces should be networked to this Recreation Reserve.

In accordance with this Policy, new open space in subdivisions within the East Stratford growth area should 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, i.e. 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.*

Consistent with this policy, the East Stratford growth area provides significant opportunities to coordinate the provision of public open space with infrastructure servicing, particularly the use of grass swales and retardation basins for WSUD drainage purposes.

The design and implementation phases of these public spaces should be in accordance with the Healthy by Design guidelines (Heart Foundation, 2004) that articulates the principles of Supportive Environments for Physical Activity (SEPA) when providing for public open space and facilities such as seating, signage, lighting, fencing, shade, shelter and pathways.

## 4 Existing Conditions

### 4.1 Land Use

#### 4.1.1 Zoning

The study area is currently within the Residential 1 Zone (R1Z). A small portion of land at the corner of Hobson Street and Killeen Street is zoned Public Use Zone 1 (PUZ1) for the use of a sewer pump station.

The study area is surrounded primarily by Residential 1 Zone to the west and south, Rural Living Zone to the east and Industrial 1 Zone to the north. The Stratford State Primary School to the west is zoned Public Use Zone 2 and the recreation reserve to the southwest is zoned Public Park and Recreation Zone.

#### 4.1.2 Land Use Patterns

Generally the land within the study area of East Stratford is subdivided into large rural living lots ranging in sizes, with no smaller conventional residential lots. Most lots consist of detached dwellings and generally there are no major farming uses present.

Residential areas in Stratford are known to offer a rural living lifestyle close to the Town Centre and local schools, whilst only a short drive to Sale, which provides significant regional services.

A ridge, which exists through the north east of the study area, provides an interesting landscape context, some challenging topographically issues and attractive views of the rural outlook.

#### 4.1.3 Public Open Space

Currently there is no public open space within the study area most likely due to the large lot sizes that make it less necessary as there is ample private open space. However, immediately surrounding the study area, Stratford provides for a good variety of public open space.

To the south east of the study area is a pony club and 'The Knob' reserve, which is a conservation area consisting of many red gums that is managed by local volunteers who have a lack of resources and expertise, which therefore means the reserve is quite run-down.

South west of the study area is a Recreation Reserve consisting of a football oval. Further, there is the Apex Park and linear open space along the Avon River, which is well used by visitors and locals.

The grounds of the Stratford state primary school have also historically been utilised as public open space, however with the recent fencing of the school property, public access has been restricted.

Further public open space will need to be considered within the study area to link and improve these existing open spaces, whilst providing for future growth of the town.

#### 4.1.4 Landscape Context

Context for the subject site includes:

- North – Directly north is the Princes Highway. Further north is an Industrial Use and Business 1 Zone.
- East – Fronting the subject site along the eastern boundary of Lee Street is rural living. Adjacent to this land is a Public Conservation Reserve Zone and Rural 2 Zone. Generally the land is used for farming purposes.
- South – Some existing residential areas to the south with more currently under construction for new residential lots, approximately 800sqm in size. Further south is the Macalister River.
- West – Directly west is residential land, the Stratford State Primary School and public open space. Further west is the Stratford Town Centre.

#### 4.1.5 Heritage and Cultural Values

The township of Stratford has a rich history and a diverse culture, especially seen with the annual Stratford ‘Shakespeare on the River’ Festival, which involves the local community and many visitors in a two week celebration of theatre, music, comedy, film, visual arts and folkloric skills.

The study area itself has not been surveyed and therefore specific heritage or cultural elements have not been identified. However, the site does include significant red gum trees that have been identified to be retained in the future where possible, preferably on Council owned land. Appendix C illustrates the locations of these existing Red Gums within the ODP area.

Aboriginal Affairs Victoria has identified the Knob Reserve, which is located south east of the ODP area, as having potential for Aboriginal cultural heritage sites. However, the Reserve has not been surveyed for Aboriginal cultural heritage sites and places to ascertain the specific value that may be present.

#### 4.1.6 Significant Red Gums

Within the East Stratford ODP area, many existing Red Gums exist both individually scattered throughout the site and in large clumps.

A large patch of Red Gums is located between Redbank Road, Crockett Street and Lee Street. These should be conserved in a reserve, used for passive open space and to create a link between the ODP areas and ‘The Knob’ reserve.



**Figure 4: Large patch of Red Gums to be kept in a Conservation Reserve.**

Other Red Gums should be retained where practical by ensuring that the design of the ODP locates the trees within public open space reserves or street reserves so that they can be maintained by Council and ensure that this prominent natural quality of Stratford is not lost.

The significant red gums to be protected during future development are shown in Figure 5 below.



0 100 200 300 400 500m  
SCALE 1:5000 @ A3

**East Stratford  
Outline Development Plan**

Figure 5: Existing Red Gums  
October 2006

- ODP BOUNDARY
- EXISTING RED GUMS

#### 4.1.7 Pedestrian and Bicycle Connections

There is no formal pedestrian or bicycle network within the study area or surrounds. This presents an issue for road safety particularly as new development will bring increased traffic loads in the area. The amenity for pedestrians and cyclists must be considered when planning road upgrades and, where possible, the rural character preserved. The study area is at present particularly lacking any connections for pedestrians and cyclists to travel west to the town centre and south to the Avon River and The Knob Reserve. Improved pedestrian/cyclists crossings over the railway tracks must also be considered.

A path network will need to be introduced into new development within the ODP area to provide appropriate pedestrian and bicycle connections therefore allowing alternative access to services and facilities within the Stratford Town Centre.

Many Stratford residents also use horse back as a mode of travel and recreation within the Stratford area, however currently there are no horse trails to accommodate for this activity. This is something that should be considered when planning future development and growth.

#### 4.1.8 Road Network

The existing road layout within Stratford is very grid like. The roads generally have wide road reserves with only narrow road pavements. No kerb and channel is provided for along most roads outside the Town Centre, although the new development south of the study area has provided for this.

Many of the roads within the ODP area are not constructed at all, whilst most of the roads that are constructed are not sealed or only partially sealed. Significant road upgrading works will be required to service this land as a Residential 1 Zone area.

## 4.2 Infrastructure

### 4.2.1 Water Supply

Stratford township is supplied via a 250mm main, which draws water from the Thomson River, Maffra. As a small backup supply and to assist the main supply during peak flows, two balance tanks (2 ML and 1.1 ML tanks) are located on the northeast corner of the study area. These are also supplied from the Maffra area.

Presently there is a reticulated system to the west of the study area, which extends along Carter and Hobson Streets. There is no reticulated water supply system elsewhere.

Discussions with Gippsland Water have not identified any obvious constraints with regard to extension of the reticulated system, and the present assets in the area provide peak pressures within Gippsland Water's customer charter. Gippsland Water will annually assess capacity of the system as demand increases and changes in land use occur over time.

### 4.2.2 Stormwater

Drainage issues are currently a significant problem for this area as highlighted by the inclusion of this issue in the MSS.

There are limited stormwater assets currently within the ODP area. No underground services exist within the ODP boundary. Generally, the site drains to the southeast via open unlined channels, which turns to an underground pipe (1050 diameter), then eventually flowing into the Avon River.

Stormwater treatment will be required in order to facilitate increased growth within this area.

#### 4.2.3 Sewer

The Hobson Street sewer pump station is situated in the centre of the study area. This pump station services the entire Stratford area, pumping waste to a treatment plant to the north east of the area via a 225mm rising main.

Generally, the study area can gravitate to this pump station. Gippsland Water have stated that the pump station could service initial demand in the area, but the pump is now reaching capacity and an upgrade may be required depending on the demand increase. Gippsland Water will assess this annually.



#### 4.2.4 Telecommunications

An optical fibre line exists along Hobson Street across the study area. A main cable is also located down Redbank Road.

Local cables also exist along Redbank Rd, Lee, Hobson and Carter Streets and adjacent to Princes Highway.

#### 4.2.5 Gas

Presently there are no natural gas assets within the Stratford area. Discussions with Origin Energy have indicated that they have no intention of supplying Stratford in the near future.

#### 4.2.6 Power

Sp-Ausnet presently have assets through out the study area, with supplies along Wellsford Street, the majority of Lee Street, and part way along Carter and Hobson Streets. The capacity of these supplies to service additional lots is unknown.



## 5 Design Principles and Guidelines

The purpose of the following section is to provide general 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. This will contribute to the outcomes sought by this ODP being achieved.

For the purpose of these design guidelines and for future staging of residential development within the ODP area, the subject land has been segregated into five different precincts. These 'precincts' have been created in order to achieve a variety of lot sizes and setbacks that are sensitive to surrounding uses and zones, however once developed will also blend seamlessly with each other. Each precinct is indicated on the East Stratford Outline Development Plan in Figure 10. The size, setbacks and orientation of the proposed lots for each precinct are discussed within this section.

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 an indicative list of issues that will be required to be considered as part of any detailed subdivision application to demonstrate compliance with this ODP.

### 5.1 Subdivision Layout

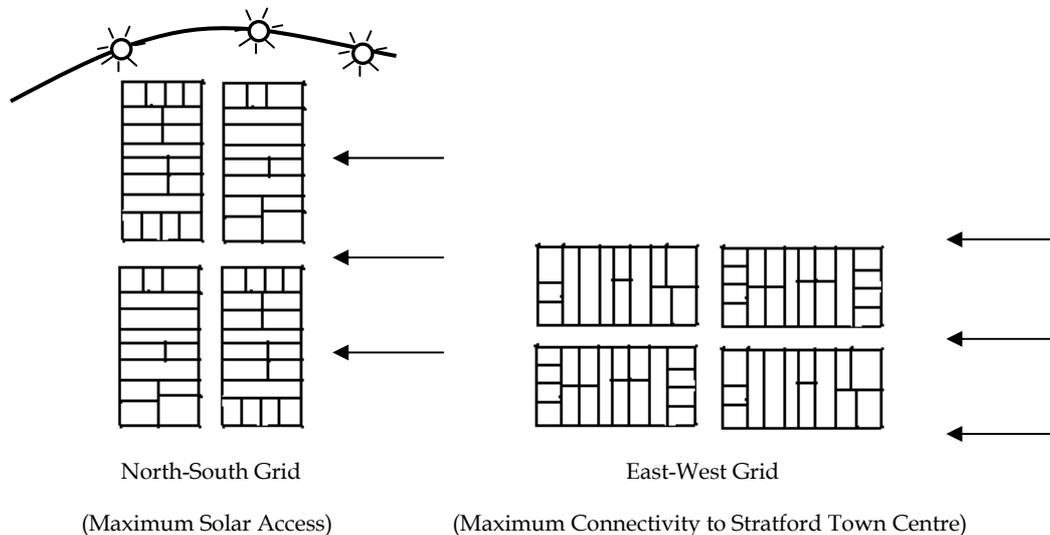
Design principles for subdivision layout, lot size and orientation are included in the ODP to assist in maintaining a character that is in keeping with existing areas of Stratford.

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

#### 5.1.1 Layout

As demonstrated in established areas east of Stratford's Town Centre, residential roads generally are either of a north-south orientation or an east-west orientation, which forms a grid pattern. Generally the grid pattern within Stratford is of an east-west orientation, which allows a high degree of connectivity to the town centre. An east-west grid layout in higher density areas does not necessarily maximise the best use of solar orientation, however, given the larger sized lots proposed within the ODP area, utilising a layout that maximises east-west links, whilst accommodating for good solar access into private open space is preferred. The following diagram illustrates example layout options, which compare a layout, which utilises good solar orientation with less connectivity, compared with a layout, which provides good connectivity

(these are for illustration purposes only, specific lot layouts within each grid will need to be provided as part of a subdivision application).



**Figure 7: Lot and Grid Orientation Diagram**

Pedestrian links are an important asset within the ODP area. Improving and maximising these links, especially with the Stratford Town Centre was identified in community consultation as being a significant opportunity. Therefore, either the east west or north south grid structures should be utilised, however when using the north south layout, additional pedestrian and cycle paths should be incorporated into the detailed subdivision design.

Another advantage of continuing the grid approach is the opportunity for greater lot frontages and this also allows for the provision of more lots of varying size, which is important to meet a diverse range of housing needs and provides greater connectivity with the town centre to the west and other open space 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 250-300m, otherwise connectivity benefits will be lost.

The ODP area has been segregated into 5 separate 'precincts' to encourage a higher mix of residential densities closer to the Stratford Town Centre and to allow a gradual transition to lower densities along the highway and rural living interfaces. As shown on the ODP plan at Figure 12, each of the five precincts has the following maximum lot size requirements:

- Precincts 1 and 2 - maximum lot size of 1,500m<sup>2</sup>
- Precincts 3 and 4 - maximum lot size of 2,000m<sup>2</sup>
- Precinct 5 - maximum lot size of 4,000m<sup>2</sup>

**Precinct 1 and 2** - Within precincts 1 and 2, a north-south orientation should be achieved for all lots where practicable, due to the smaller lot sizes, maximum solar orientation should be achieved.

**Precinct 3** – Precinct 3 is designated to have large lot sizes due to its interface with the Princess Highway and Industrial uses to the north. Therefore lots need to be orientated in a north south direction along this boundary to allow for an appropriate buffer.

**Precinct 4 and 5** – Both precincts 4 and 5, due to the large lot sizes (maximum 2,000m<sup>2</sup> and 4,000m<sup>2</sup> respectively) and its distance from the Town Centre should be orientated in an east west direction to maximise links the Stratford Town Centre. However, a good solar orientation to allow maximum sunlight into rear open spaces is important and should be addressed in building envelope design.

### 5.1.2 Size and Density

It is considered appropriate that lots within the ODP area vary in size and density to be consistent with existing residential areas of Stratford and to respect the existing character of the ODP area. 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 define standards to protect the local character as growth and change occur, whilst recognising the highest and best use for this area is residential land.

A minimum street frontage should be 20 metres with a minimum depth of 30 metres, which therefore provides for a minimum lot area of 500m<sup>2</sup> for this ODP area. Encouraging subdivision to adhere to these minimum size requirements will assist the densities within the ODP area to reflect the adjacent existing residential areas.

Maximum lot sizes have been established for each precinct, as shown on the ODP at Figure 10. These are as follows:

**Precincts 1 and 2** have been designed to allow a maximum lot size of 1,500m<sup>2</sup>. It is assumed that most lots within the areas to the south and west of the ODP area will achieve higher densities of 500-1,500m<sup>2</sup> due its location close to existing residential areas, the Stratford Primary School, recreation reserve and other new developments to the south. Close walking distances to the Stratford Town Centre and drainage infrastructure allow these higher densities to be a more sustainable option.

**Precincts 3 and 4** have been designed to be slightly larger with maximum lot sizes of 2,000m<sup>2</sup> primarily due to these areas being slightly further away from existing residential areas and the Town Centre, whilst to also protect future residents within Precinct 3 from the busy Princes Hwy and Industrial Uses adjacent. Allowing for a lower density in these precincts help to ensure that the adjacent Rural Living Zone is respected.

**Precinct 5** has been designed to provide for much larger lot sizes, with a maximum of 4,000m<sup>2</sup> due to this precincts natural characteristic. The steep ridge that runs through this precinct restricts higher densities to be provided for in an affordable manner.

Lots fronting Lee Street should be larger to retain the rural character of this street and provide an interface. As a guide all lots along Lee Street should not be less than 1,000m<sup>2</sup> with a minimum frontage of 25m. This is double the minimum lot size of 500m<sup>2</sup> permitted in the remainder of the study area.

New lots in the north east portion of the ODP area do not have a separate required minimum, other than the 500m<sup>2</sup> minimum, however it should be noted that due to the steep ridge, which cuts through the ODP area at this point, lots should be considerably larger to accommodate a useable portion of land for residential purposes.

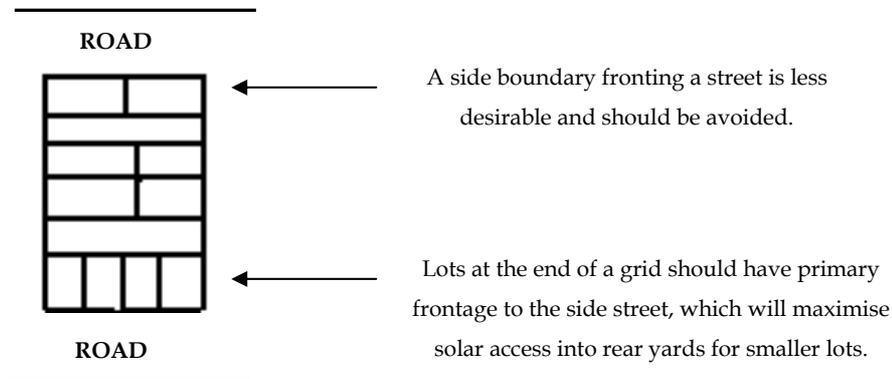


**Figure 8: Ridge to the north east of the ODP area**

Higher densities should be made available in the western part of the ODP area (however, 500m<sup>2</sup> is the minimum lot size), where walking distances to the town centre and school are relatively short. However, the further away from the Town Centre, larger lots can and should be achieved.

### 5.1.3 Orientation

Generally, to maximise solar orientation 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 the rear yards to the east and west. This can provide opportunities for smaller lots at the western end of the grid, which can maximise the north sun into rear yards, whilst addressing the side street more appropriately. However, this layout should only be used where pedestrian and cycle links are increased to accommodate connectivity to the Stratford Town Centre and the two primary schools. The following diagram provides an example:



**Figure 9: 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 Lee Street should be at least 10 metres from the front lot boundary. This design element will help to ensure that Lee Street retains its rural township feel to respect the adjacent rural areas.

All other lots must have a front setback of at least 5 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.

Setback requirements do not differ greatly from precinct to precinct, however maximum front setbacks must not exceed 8m for Precincts 1 and 2 and 10m for all lots in Precincts 3 and 4. Due to the larger lot sizes in Precinct 5, the front setback could be more, however should not exceed 20 metres.

## 5.2 Boundary Interfaces

### 5.2.1 Residential

New development or growth within Precincts 1 and 2, 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 to be consistent with the intent as shown on the ODP.

### 5.2.2 Rural Living

New lots within Precincts 4 and 5, which are adjacent to rural living areas must be considerate of this residential/rural living boundary and all new lots/dwellings should ensure that they respect this existing character.

Dwellings must have greater setbacks of at least 10m from these boundaries and preferably lots should be larger than other residential lots, at least 1,000m<sup>2</sup>, to provide transition into these rural living areas.

### 5.2.3 Princes Highway

New lots within Precinct 3 adjacent to the Princes Highway will be protected as much as possible from noise by providing an additional 10m tree reserve buffer between the highway and lot boundaries, incorporating significant red gums where possible.

## 5.3 Roads and Access



**Figure 10: Existing intersection of Killeen and Hobson Streets**

### 5.3.1 Roads and Streets

It is considered important that for the size of the ODP area, three collector road links are provided within the overall layout, including Hobsons Street, Killeen Street and Carter Street. All of these roads exist already, however need upgrading or sealing to meet the demands of increased residential growth.

These three collector roads, which will cater for the majority of traffic flow within the area, including through traffic, should be constructed with a minimum 20 metre road reserve width, as stated in the Wellington Shire Council Policy – Infrastructure Development Standards.

Local roads will feed off these collector roads to maximise connectivity and accessibility within the ODP area and to create the desired layout as referred to in Section 5.1.1. The ODP shows these local roads as an indicative guide to help define development patterns. Variations to the local road 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.

The existing provision for Crocket Street, north of Redbank Road and between Killeen and Lee Streets should be removed, as it does not compliment the design of the ODP and serves no current significant purpose.

As indicated on the ODP in Figure 12, a 10-metre wide vegetated landscape buffer zone must be incorporated along the southern side of the Princes Highway and to protect the amenity of residential areas, visually and from the noise of the highway and industrial areas.

An intersection upgrade is also required where the Princes Highway intersects with Carter Street, due to safety concerns surrounding this busy node, especially when turning right. It is recommended that right turning lanes be incorporated into these intersections.

Hall Street should be terminated so that it no longer intersects with the highway, which will remove a potential point of conflict.

Funding mechanisms to implement the upgrades of roads and intersections as key design principles are referred to in Section 8 of this report.

### **5.3.2 Local Streets**

All local streets and major east-west collector links must be provided for with a minimum road reserve width as per the Wellington Shire Council Policy – Infrastructure Development Standards.

All lots must be within three turns of a collector road. Cross intersections of local streets should be avoided for safety.

### **5.3.3 Cul-de-sacs**

The ODP does not provide for any cul-de-sacs however, in circumstances where a cul-de-sac is required during detailed design stages, a pedestrian link through the end of the court bowl should be provided. Closed courts are not desirable and are to be actively discouraged. Houses on either side of these pedestrian links should be orientated to include living areas to overlook the path area, to provide good visual surveillance.

In most circumstances, a cul-de-sac on its own should be between 80-150m in distance 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.

### **5.3.4 Pedestrian and Cycle Network**

Pedestrian and cycle paths must be included along all new and existing streets within the study area and outside the subject site where main pedestrian 'routes' are identified to 'key' destinations. Key destinations include locations such as public open space, schools and the Stratford 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 Killeen Street, Hobson Street and Carter Street, as well as linear 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 Killeen Street and Hobson Street. The width for this cycle lane should relate to the traffic speed of the street.

## 5.4 Open Space

Section 18 of the *Subdivision Act 1988* allows Council to acquire the amount of public open space within the ODP area set aside 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.

The ODP plan at Section 6 of this report indicates a provision of 56,502m<sup>2</sup>. This does not include areas set aside for Water Sensitive Urban Design.

### 5.4.1 Size

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

The study area will include at least one local park that is at least the minimum area specified in the Council's Open Space Policy, in the general area designated on the Outline Development Plan.

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 a natural drainage line from the Stratford Primary School to the conservation reserve near the corner of Lee Street and Redbank Road. This linear open space will require a 2.5m horse trail and pedestrian track. This open space should also include indigenous tree planting.

### 5.4.2 Location

A local park must be within 500 metres of all lots. Based on this requirement and the size of the ODP area, one large local park will be required in the north east portion of the site, whilst new residents in the south west of the area will be within short walking distance of the existing recreation reserve on Redbank Road.

Local parks should be quite 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 so as to promote accessibility, natural surveillance and greater view lines.

The recommended local park location is east of Killeen Street and halfway between Carter Street and Hobson Street, due to the subdivision approval of part of this open space. Linear open space should be provided along key routes, especially to link local existing open spaces,

particularly the recreation reserve and The Knob, and community facilities. Refer to the ODP (Figure 10), which illustrates the recommended locations for public open space.



**Figure 11: The Knob Reserve**

#### 5.4.3 Linkages and Accessibility

New and improved 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.

#### 5.4.4 Existing Red Gums

All existing Red Gums along Killeen Street, the Princess Highway, Carter Street and Redbank Road should be retained within the road reserves. Other individual Red Gums should be retained where practical in open space reserves, to ensure the long-term protection of the trees and to retain the existing character of Stratford.

The large patch of Red Gums near the corner of Redbank Road and Lee Street must be kept within a Conservation Reserve, to form a part of the linear open space network.

A plan identifying the locations of these Red Gums is attached at Appendix C of this report.

### 5.5 Infrastructure Servicing

This section is intended to provide a broad outline on how to approach potential infrastructure servicing in the area, and identify key objectives, the design philosophy and general approach

to be adopted during design/planning of individual development. 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.

It is assumed that all potential development will 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

Drainage issues are currently a significant problem for this area as highlighted by the inclusion of this issue in the MSS.

There are limited stormwater assets currently within the study area. No underground services exist. Generally, the site drains to the southeast via open unlined channels, eventually ending up in the Avon River.

Stormwater treatment will be required in order to facilitate increased growth within this area.

##### 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

All post development stormwater discharge rates must not exceed pre development rates, which may require the inclusion of onsite detention.

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 habitat 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 Water Supply

Stratford Township is supplied via a 250mm main, which draws from the Thomson River, Maffra. As a small backup supply and to assist the main supply during peak flows, two balance tanks (2 ML and 1.1 ML tanks) are located on the northeast corner of the study area. These are also supplied from the Maffra area.

Presently there is a reticulated system to the west of the study area, which extends along Carter and Hobson Streets. There is no reticulated water supply system elsewhere.

Discussions with Gippsland Water have not identified any obvious constraints with regard to extension of the reticulated system, and the present assets in the area provide peak pressures within Gippsland Water's customer charter. Gippsland Water will annually assess capacity of the system as demand increases.

### 5.5.3 Sewer

The Hobson Street sewer pump station is situated in the centre of the study area. This pump station services the entire Stratford area, pumping waste to a treatment plant to the north east of the area via a 225mm rising main.

Generally, the study area can gravitate to this pump station. Gippsland Water have stated that the pump station could service initial demand in the area, but the pump is now reaching capacity and an upgrade may be required depending on the demand increase. Gippsland Water will assess this annually.

#### 5.5.4 Telecommunications

An optical fibre line exists along Hobson Street across the study area. A main cable is also located down Redbank Road.

Local cables also exist along Redbank Rd, Lee, Hobson and Carter Streets and adjacent to Princes Highway.

#### 5.5.5 Gas

Presently there are no natural gas assets within the Stratford area. Discussions with Origin Energy have indicated that they have no intention of supplying Stratford in the near future.

#### 5.5.6 Power

Sp-Ausnet presently has assets through out the study area, with supplies along Wellsford Street, the majority of Lee Street, and part way along Carter and Hobson Streets. The capacity of these supplies to service additional lots is unknown.

### 5.6 Community Services and Facilities

#### 5.6.1 Provision

Given the sites proximity to the town centre, community services or facilities may not be required in the study area. However, provision for community facilities in the form of a corner store or a small strip of shops should be included.

At this stage it is premature to know exactly what services will be required, however it is necessary to provide the space 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 is identified to be at the intersection of Hobson Street and Killeen Street adjacent to the proposed childcare facility, as it is a central location accessible to the newer developed areas and existing residents to the south and east of the ODP area.

This central location is approximately 2.0km from the town centre.

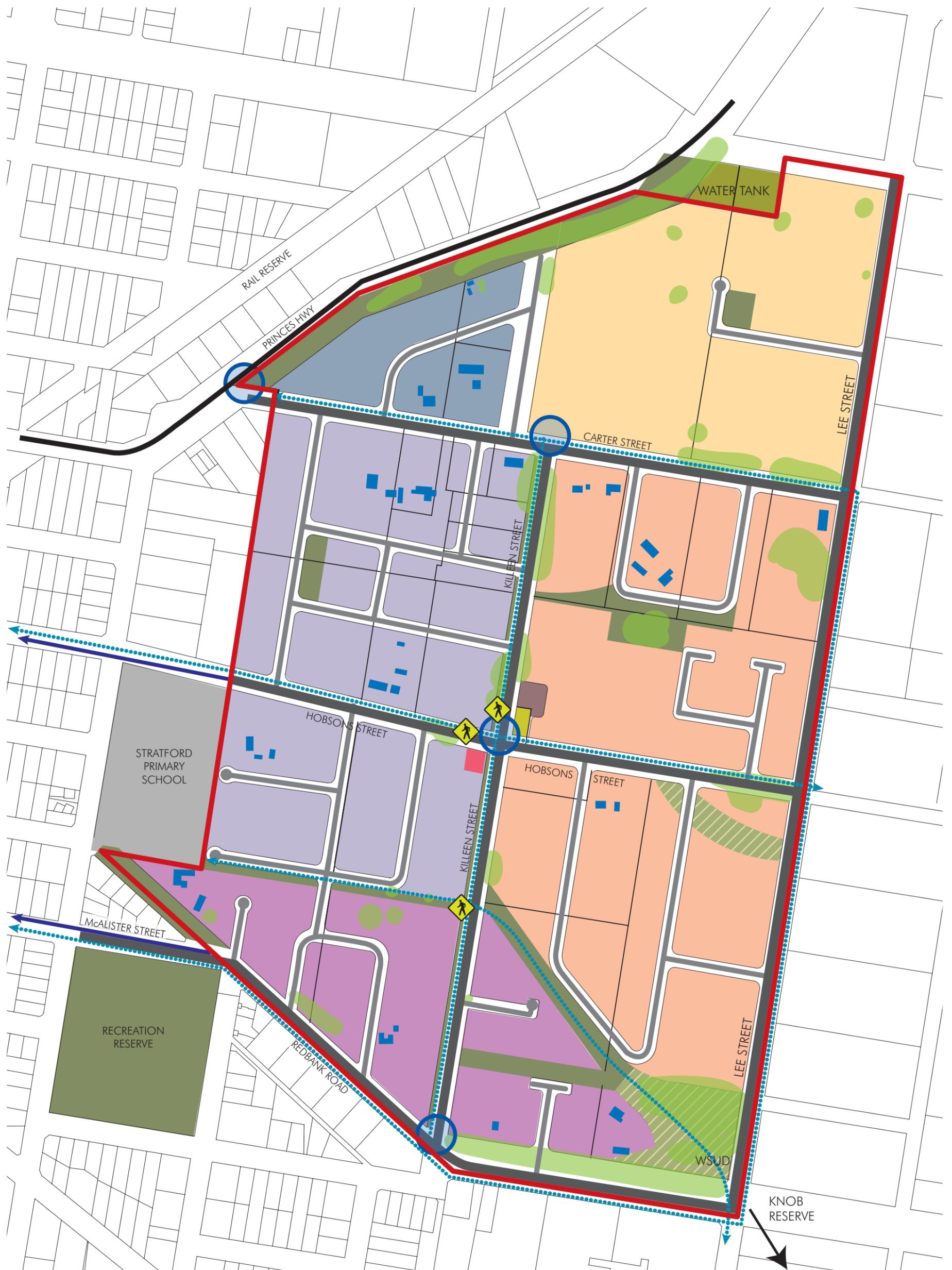
The location of these community services and facilities with the proposed childcare facility is consistent with creating a community hub for residents that provides a focus for activity within the development.

## 6 Outline Development Plan

The East Stratford ODP Map is included in Figure 10 on the following page. The key features of the ODP include the following design elements:

- A residential layout that acknowledges and respects the existing Stratford neighbourhood character, by utilising similar design techniques and by providing a variety of lot sizes, especially to integrate with surrounding rural living and residential areas.
- 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 the existing open spaces.
- The inclusion of a linear open space link for the provision of a horse trail, connecting The Knob with the town centre.
- 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.
- Provision for a community hub to meet the future needs of residents.

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.



## East Stratford Outline Development Plan

Figure 12: Stratford Outline Development Plan  
December 2007

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1:5000 @ A3

- |                                 |  |  |
|---------------------------------|--|--|
| ODP BOUNDARY                    | WSUD   | PRINCES HWY INTERFACE                          |
| EXISTING HOUSES                 | SIGNIFICANT REDGUMS TO BE RETAINED (MINIMUM) | PRECINCT 1<br>Max Lot Size 1,500m <sup>2</sup> |
| PREFERRED PEDESTRIAN CROSSING   | MAJOR PEDESTRIAN/CYCLE NETWORK               | PRECINCT 2<br>Max Lot Size 1,500m <sup>2</sup> |
| LINKS TO TOWN CENTRE            | COLLECTOR ROADS                              | PRECINCT 3<br>Max Lot Size 2,000m <sup>2</sup> |
| INTERSECTION TREATMENT REQUIRED | LOCAL ACCESS STREETS                         | PRECINCT 4<br>Max Lot Size 2,000m <sup>2</sup> |
| PROPOSED CHILDCARE FACILITY     | PROVISION FOR CONVENIENCE STORE              | PRECINCT 5<br>Max Lot Size 4,000m <sup>2</sup> |
| PUBLIC OPEN SPACE               | SEWER PUMP STATION                           |  |



## 7 Requirement for Applications

The following table brings together the various elements from the Design Guidelines and Principles along with the final Outline Development Plan and provides a summary of the key issues. All detailed subdivisions within the ODP area must include or consider all of the following elements:

No.		
1.	<b>Grid</b>	<ul style="list-style-type: none"> <li>■ N-S grid or E-W grid, consistent with the ODP plan.</li> <li>■ Maximum grid length of 300m.</li> <li>■ Solar orientation considered for all lots created.</li> </ul>
2.	<b>Lot Size</b>	<ul style="list-style-type: none"> <li>■ Diversity of all lot sizes proposed.</li> <li>■ Minimum lot size of 500m<sup>2</sup>.</li> <li>■ Minimum 1000m<sup>2</sup> lots with a minimum 25m frontage along Lee Street.</li> <li>■ Larger lots required in northeast portion of ODP area due to topography.</li> </ul>
3.	<b>Orientation</b>	<ul style="list-style-type: none"> <li>■ Longest grid length runs N-S to best utilise solar access.</li> <li>■ Increased E-W pedestrian and vehicular links to town centre.</li> </ul>
4.	<b>Setbacks</b>	<ul style="list-style-type: none"> <li>■ 10m minimum front setbacks included along Lee Street.</li> <li>■ 5m minimum front setbacks for all lots on local roads.</li> <li>■ 10m tree reserve between the Princess Highway and new residential lots.</li> </ul>
5.	<b>Roads and Streets</b>	<ul style="list-style-type: none"> <li>■ Roads included on ODP plan must be provided for in their indicative location.</li> <li>■ Minimum 20m-road reserve width for collector roads.</li> <li>■ All roads consistent with Council Policies and Infrastructure Development Standards.</li> <li>■ All lots must be within 3 turns of a Collector Road.</li> </ul>
6.	<b>Cul-de-sacs</b>	<ul style="list-style-type: none"> <li>■ Pedestrian links must be provided with houses on either side overlooking the path to provide good visual surveillance, with fence heights kept to a minimum.</li> <li>■ Maximum length of cul-de-sacs should be 80-150m with a maximum of 10-12 lots.</li> <li>■ Footpath provided and linking to main pedestrian network along collector roads at time of construction.</li> </ul>
7.	<b>Pedestrian and Cycle</b>	<ul style="list-style-type: none"> <li>■ Concrete footpaths must be included on all new streets with a 1.5m width.</li> <li>■ Cycle lanes to be included on collector roads and other major roads (Council to consider linking these cycle lanes directly into the Stratford town centre).</li> <li>■ 2.5m wide paths along major roads, including Killeen, Hobson and Carter Streets and along streets</li> </ul>

No.		
		connecting public open space to these roads.
8.	<b>Open Space</b>	<ul style="list-style-type: none"> <li>■ Minimum local park size of 2500m<sup>2</sup>.</li> <li>■ Open space to be located at the termination of a major street or at intersecting streets to promote accessibility and visual surveillance.</li> <li>■ All residential lots must be 500m from the major 2.5m pedestrian network and/or proposed open space.</li> <li>■ Smaller pocket parks and linear open space to be included in other locations along the 2.5m wide pedestrian network or else where practicable.</li> <li>■ A minimum of 5% of total ODP area to be contributed towards open space in the form of development contributions, coordinated and implemented by Council.</li> <li>■ Public open spaces to be acquired by negotiation with Council in accordance with the ODP through the subdivision process.</li> </ul>



## 8 Funding Mechanisms

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
- Negotiations with landowners to secure a private sale

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

### 8.1 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 as per Wellington Shire Council's Public Open Space Contribution Policy: Subdivisions (16 December 2003), which is included in Council's Policy Manual at policy number 5.11.001.

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 in accordance 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%, but 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.

### 8.2 Intersection and Road Upgrading

A Development Contributions Plan should be investigated by Council to identify opportunities to partially recover the infrastructure expenditure required to facilitate road widening and upgrades within the ODP area. The most significant upgrades are required to widen the pavement and provide a pedestrian and cycle path on Hobson, Killeen and Carter Streets, the acquisition of an additional 10 metres of land on the south side of the Princes Highway

reservation for a landscape buffer and intersection upgrades at the corners of the Princes Highway with Carter.

It is anticipated that these works would be jointly funded by development contributions and Council expenditure. Upgrades to the above streets, including pavement widening, pedestrian and cycle paths, and landscaping, may need to be funded by Council in the earlier stages of development within the ODP area 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, the Princes Highway intersection at Carter Street, in particular, is regarded as a significant intersection that will provide improved access and safety to residents beyond the ODP subject site and therefore the cost of upgrading this should be shared equitably by all landowners who will use these roads.

The Wellington Shire Council should investigate 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 an appropriate contribution towards funding of road works required for these collector roads and prominent intersections.

## 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.

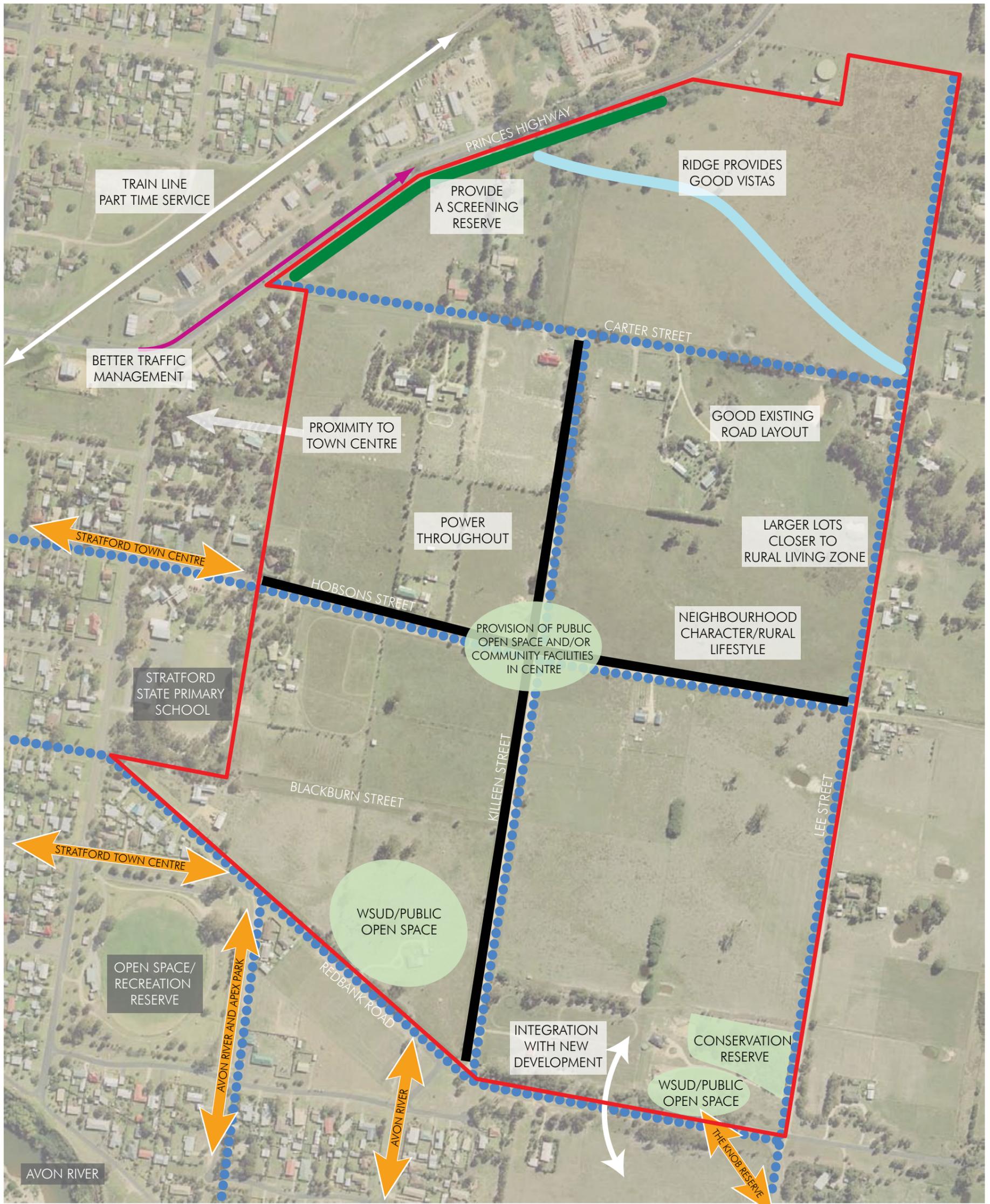
Ideally, development and growth should continue east from existing areas of Stratford, using the order of precinct numbers. Therefore, firstly Precincts 1 and 2 would be developed and then Precinct 3 and 4, with Precinct 5 being a lower priority for development. However, as development will occur when individual lots become available and due to the fact that most existing lots have access to a collector road, 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.

- Appendix A

## **Opportunities Analysis Map**



0 100 200 300 400 500m  
SCALE 1:5000 @ A3

**East Stratford  
Outline Development Plan**

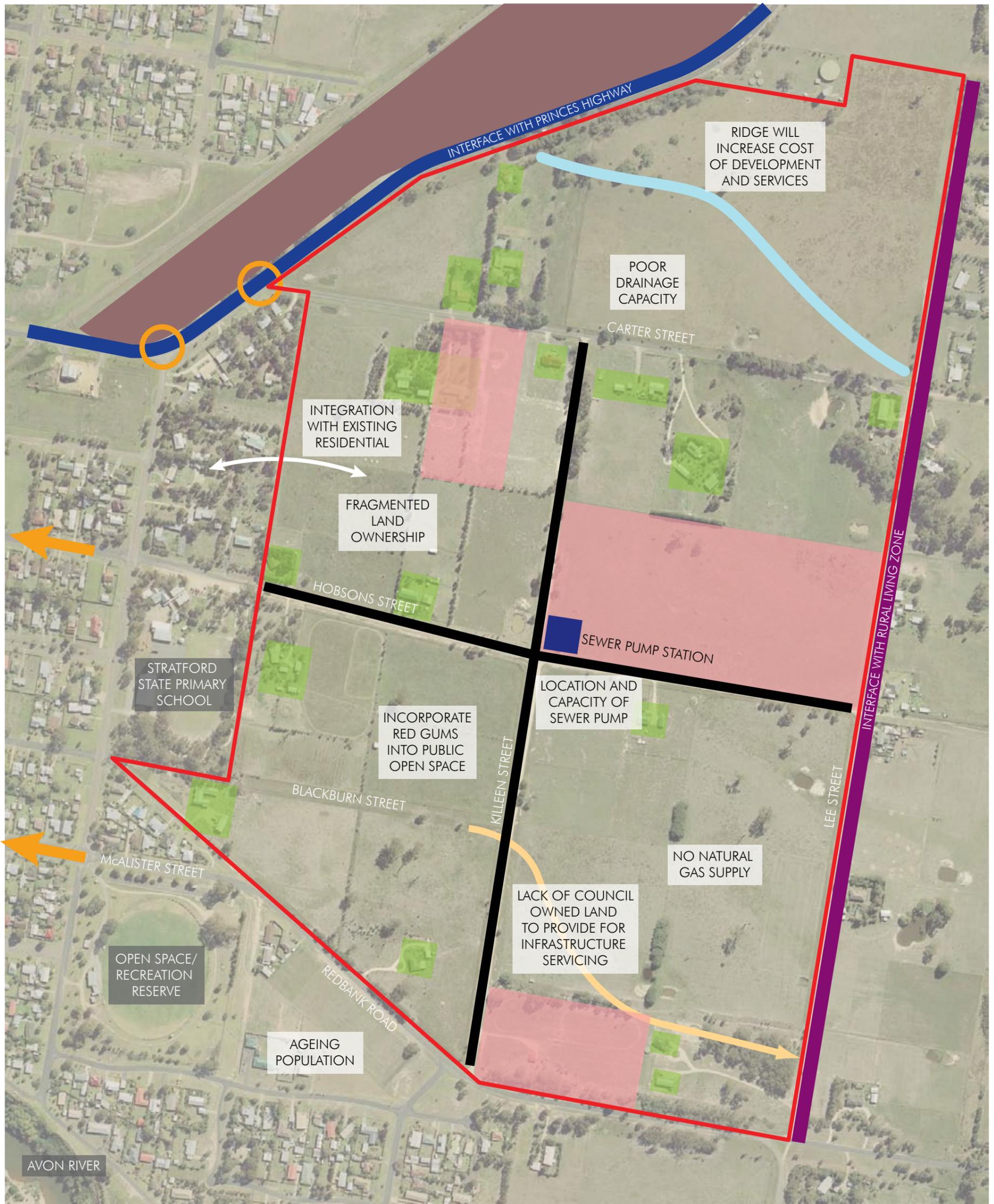
Figure 4: Opportunities Map  
May 2006

- ODP BOUNDARY
- STRONG ROAD AXIS
- APPROXIMATE LOCATION OF RIDGE
- ↔ OPPORTUNITY TO PROVIDE BETTER PEDESTRIAN LINKS TO KEY DESTINATIONS
- PEDESTRIAN AND CYCLE NETWORK



- Appendix B

## **Constraints Analysis Map**



0 100 200 300 400 500m  
SCALE 1:5000 @ A3

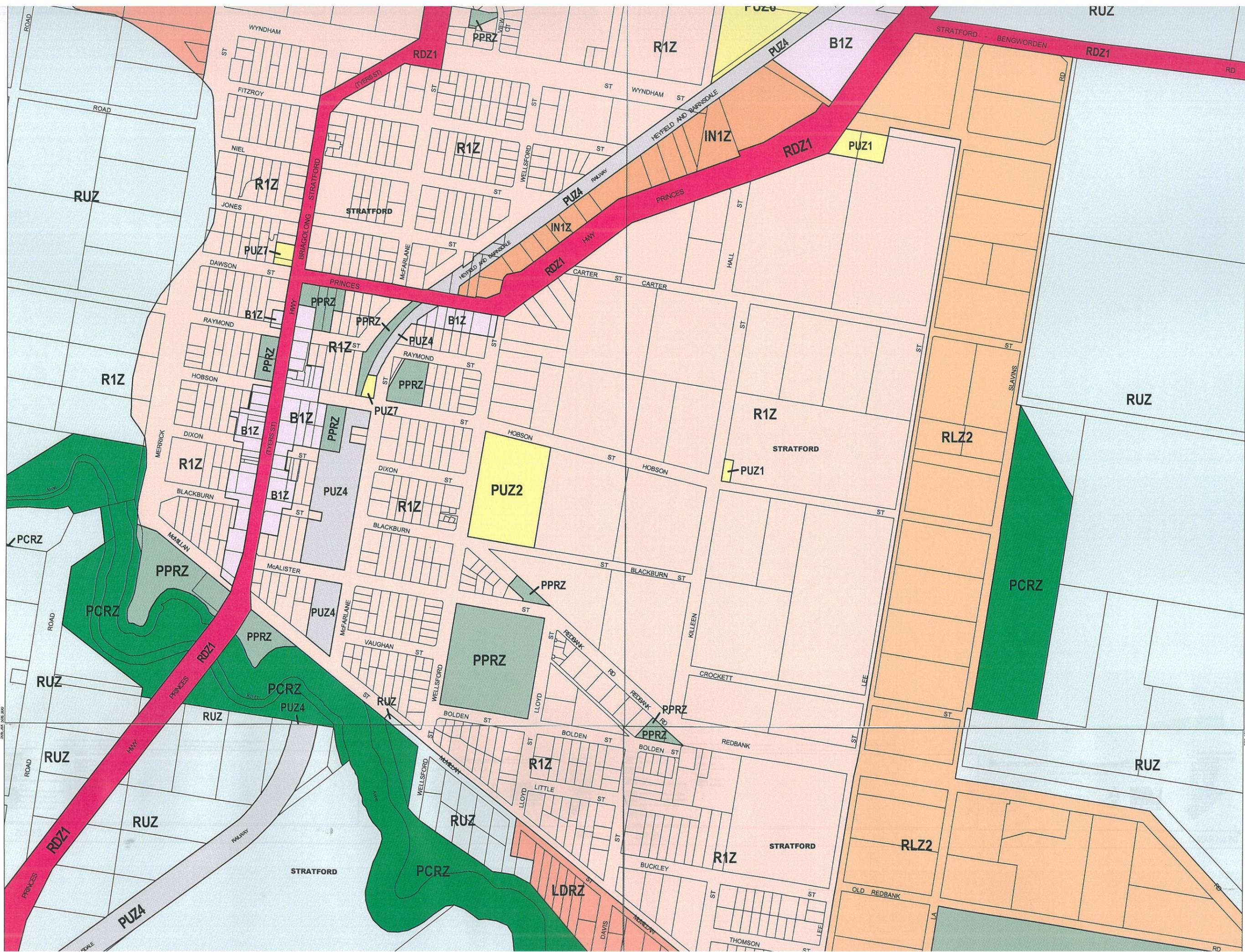
**East Stratford  
Outline Development Plan**

Figure 5: Constraints Map  
May 2006

- ODP BOUNDARY
- NARROW ROAD RESERVES TO BE WIDENED
- INDUSTRIAL ZONE
- APPROVED DEVELOPMENT
- EXISTING DRAINAGE LINE
- DANGEROUS INTERSECTION
- TWO ROADS THAT CROSS RAILWAY
- EXISTING HOUSES
- APPROXIMATE LOCATION OF RIDGE



- Appendix C  
**Zone Maps**



3000 100 500 300

3000 100 500 100