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**APPROVED DEVELOPMENT PLAN  
PLANNING AND ENVIRONMENT ACT 1987  
WELLINGTON PLANNING SCHEME  
Clause 43.04 Schedule 1**

28 November 2023

**DP NAME: Licola Road East**

Attention:   
Planning Department  
[planning@wellington.vic.gov.au](mailto:planning@wellington.vic.gov.au)

**DATE: 2 August 2024  
SIGNED: Miriam Turner  
OFFICER TITLE: Strategic Planner**

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Dear

**Address: Licola Road, Mustons Lane and Tyson Road, Heyfield  
Proposal: Licola Road East Development Plan**

On behalf of our client, we hereby submit the attached Licola Road East Development Plan (LREDP) (27317DP1) for approval under the Development Plan Overlay- Schedule 1 (DPO1). The following documentation is submitted in support of this application:

- Licola Road East Development Plan (LREDP) (27317DP1);
- Overall Landscape Masterplan (Ref:27317 LM01) Sheets 1-3;
- Bushfire Assessment by
- Traffic Impact Assessment Report by
- Native Vegetation Assessment by
- Written consent from land owners;
- Copies of the following titles:
  - Lot 1 on TP173550G, Vol. 12292 Fol. 089
  - 27317S1\_V1 Certified Plan (Lots 1 & 2 of PS910046B)
  - Lot 1 on LP82142, Volume 7613 Folio 149
  - Lot 1 on PS404789Y, Vol. 10356 Fol. 032
  - Lot 2 on PS404789Y, Vol. 10356 Fol. 033
  - Crown Allotment 4 Section B, Volume 09967 Folio 626
  - Crown Allotment 6 Section B, Volume 09239 Folio 040

The subject site is located in Heyfield and is bound by Mustons Lane to the north, Tyson Road to the east, Licola Road to the west and existing residential land to the south. The total area is approximately 15 ha and is shown in Figure 1 below.

The LREDP consists of 7 parcels (listed below), noting that there are only 3 land owners across the 7 parcels. All land owners have been consulted and presented with the LREDP and consent has been received by all to the plan presented as part of this submission. Permissions have been provided as an attachment. It is noted that Lot 1 on TP173550G, has recently been approved to be subdivided into 2 separate lots and been certified and is currently just awaiting registration with the titles office. See below:

- Lot 1 on PS910046B (proposed, currently part Lot 1 on TP173550G)
- Lot 2 on PS910046B (proposed, currently part Lot 1 on TP173550G)
- Lot 1 on LP82142
- Lot 1 on PS404789Y
- Lot 2 on PS404789Y
- Crown Allotment 4 Section B
- Crown Allotment 6 Section B

There are a total of five existing dwellings and a mix of manicured gardens, pasture grass and vegetated areas present. An un-named waterway dissects the southern part of the site and a dam is present.

There are no restrictions applicable however an electrical easement is present along the north-west corner of Lot 2 on PS404789Y.



Figure 1: Aerial image of subject site

The LREDP outlines the land use and road layout to direct future subdivisions. The DP is to be approved before a subdivision application can be made.

The DP identifies residential development for the majority of the area, with existing houses retained in larger lifestyle allotments. A lineal reserve network is indicated at the southern part of the land and a road network is shown. This provides connections to Mustons Lane to the north and Tyson Road to the east, with no road access from Licola Road due to its status as a Transport Zone.





Figure 2: Proposed development layout

A concept plan was provided to Council prior to this formal submission which was circulated for comments internally. The comments that are relevant to the preparation of a Development Plan were considered and the following amendments have been made from the original concept to address them.

### Open Space

Public Open Space contribution of 5% of unencumbered land is required – **Noted**

Provision of play equipment and associated infrastructure suitable of a sub-district level open space (e.g. Glenhaven Fields; Mill Lane Rosedale) – **Provision for play equipment has been included on the Landscape Master Plan to indicate spatiality and connectivity. The play space is to be designed at detailed design phase.**

Detailed landscape plan to be provided for review and approval by Manager Natural Environment and Parks – **An overall Landscape Masterplan has been provided as part of the submission; however, this covers higher level planning, and a detailed landscape plan generally forms part of the subdivision application or a condition of permit.**

A detailed assessment of all roadside trees must be undertaken and provided to Council's Senior Arborist for review and approval, including:

- Tree Protection Management Plan
- Tree Protection Zones Identified

- Impacted trees/proposed trees for removal – Council's Senior Arborist will undertake an assessment and using the Revised Burnley Method will apply a valuation of trees identified for removal
- Sub-metre accurate GPS units to be used to position the trees with a high level of accuracy
- All tree information to be provided in CSV format for incorporating into Council's Urban Forest Management Program (Forestree) – *A native vegetation assessment and desktop assessment of biodiversity values at the site was carried out by ID Ecological Management. The report covers roadside vegetation around the perimeter of the site as well as full coverage of 69 Tyson Road. The other properties at this stage were not accessed and will need to be assessed as part of any future subdivision applications to ensure that DECCA information requirements are satisfied. The report demonstrated vegetation that should be retained where possible and this has been reflected on the DP presented.*

#### Street Tree Contribution

Developer to provide a detailed landscape plan identifying street tree locations:

- 10 metre spacing – A detailed landscape plan will be provided as part of any future subdivision; however indicative street trees have been shown on the Landscape Concept Plan and a notation on the plan indicating a 10 metre spacing.
- Council to determine tree species at time of planting – planting to take place when each stage reaches 80% of house lots constructed on – *Noted*
- Minimum 3 metre space back from kerb to footpath to accommodate tree planting – no underground services in this space – *to be shown on detailed landscape plan as part of the subdivision application or condition of permit.*
- Street Tree rate is currently \$450 per street tree and is subject to change in future – *Noted*

#### Infrastructure Development

Drainage assessment required indicating how each property within the development will achieve EPA best practice guidelines for treatment and detention. This may require a DCP but subject to further assessment - *A drainage assessment has been undertaken and has been provided as part of this submission.*

The road reserve adjacent to the internal central reserve must be a minimum 14 metres – *Road Reserve has been updated to show 14m.*

Full urban construction will be required with upgrades to Tyson Road and Mustons Lane – Kerb and channel, asphalt pavement, footpaths both sides of the road, street lighting etc – *Noted – will form part of the detailed design phase.*

The intersection of Mustons Lane and Tyson Road will require upgrading – Current expectation is that this will be kerb outstands and concrete splitter island with upgrades to street lighting, but subject to further assessment – *Noted.*

Preference is to remove the central road connection along Mustons Lane as circled below – *Road has been removed.*



Lots with access to roads internal to the development will be required to enter into S173 prohibiting access to Mustons Lane, Tyson Road and Licola Road – **Noted**.

Shared path to be provided along Tyson providing connection to reserve – **a shared path has been provided and meanders along Tyson Road (shown on the Landscape Concept Plan) which connects to the reserve.**

2.5m Granitic paths and lighting must be provided within the three reserves – **the 2.5m Granitic path and lighting have been shown throughout the reserve on the Landscape Concept Plan.**

Lots adjacent to the linear reserve to require open style fencing – **Noted and will be included as part of any subdivision application.**

Section 4.0 of the Development Plan outlines application requirements which have been addressed in the below table.

<b>Land Use and Subdivision</b>	
<b>Requirement</b>	<b>Response</b>
<b><i>The proposed boundaries of the development area and provide justification for those boundaries.</i></b>	There are seven individual titles that make up the LREDP. The boundaries shown are the combination of these titles which provide an appropriate boundary for the proposed development area. The boundaries are consistent with the extent of the DPO1.
<b><i>The overall subdivision of the area, including where possible, the proposed subdivision lot layout.</i></b>	The road layout has been shown on the LREDP while the subdivision lot layout has been omitted. The reason for the omission was to allow flexibility for the future subdivision of the land. An indicative lot layout has been shown on the Bushfire Management Plan as well as the drainage assessment to allow Council to undertake the appropriate assessment required.
<b><i>The overall pattern of development of the area, including any proposed future zoning shown on relevant strategy plan within clauses 21.05 - 21.12.</i></b>	The site is identified on the Heyfield Strategy Plan as future urban residential intensification and clause 11.01-1L encourages the development of strategic infill sites including this one.
<b><i>The proposed use and development of each part of the area.</i></b>	The LREDP indicates the proposed land use, which in this instance is wholly residential with an area of public open space proposed, centred around the designated waterway.  Existing house sites have also been identified and will remain as shown.
<b><i>Street networks that provide direct, safe and convenient pedestrian and cycle</i></b>	The proposed street network proposes connections with both Tyson Road and Mustons

<p><b><i>access and where appropriate, support the use and operation of public transport.</i></b></p>	<p>Lane providing safe and efficient vehicle access.</p> <p>Cyclists will share the road pavement which is acceptable given the low traffic volumes on these streets.</p> <p>Footpaths are indicated on both sides of the roads for safe pedestrian circulation and all infrastructure will be designed in accordance with the requirements of the Responsible Authority at subdivision stage.</p> <p>There is no public transport available in this location.</p>
<p><b><i>An accessible and integrated network of walking and cycling routes for safe and convenient travel to other adjoining communities (including existing and future areas included within the DPO), local destinations, open spaces and points of interest.</i></b></p>	<p>There are no footpaths external to the site for the proposed internal path network to connect to. However, opportunities are provided within the site for future connection if made available.</p>
<p><b><i>The provision of any commercial facilities and the extent to which these can be located with other community or social facilities to create lively, clustered and more walkable neighbourhood destinations and centres of social and commercial activity.</i></b></p>	<p>The site is located on the extremities of the township boundary and is not of a size that warrants any commercial facilities.</p> <p>The commercial hub of Heyfield is within walking distance; approximately 1km from the site.</p>

<p><b><i>Infrastructure Services</i></b></p>	
<p><b>Requirement</b></p>	<p><b>Response</b></p>
<p><b><i>The provision of an integrated drainage scheme for the area.</i></b></p>	<p>A drainage strategy has been prepared for the area and demonstrates how the development will achieve EPA best practice guidelines for treatment and detention.</p>
<p><b><i>The pattern and location of the major arterial road network of the area including the location and details of any required:</i></b></p> <ul style="list-style-type: none"> <li>• Road widening</li> <li>• Intersections</li> <li>• Access points</li> <li>• Pedestrian crossing or safe refuges</li> <li>• Cycle lanes</li> </ul>	<p>The surrounding road network is indicated in the attached traffic impact assessment (O'Brien Traffic).</p> <p>The traffic impact assessment indicates that no mitigation works are required for Tyson Road, while it is suggested that road widening is carried out for Mustons Lane, due to an increase in vehicle movements. Licola Road will also not</p>

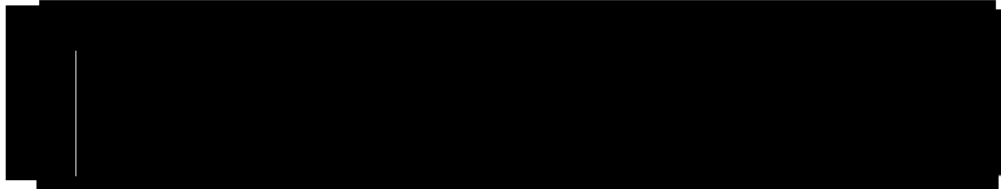
	<p>require any mitigation works.</p> <p>It is also noted that an offset T-intersection would be created with Skeels Street on the eastern side of Tyson Road, however given the low volumes anticipated it is considered that the intersection would be able to operate safely.</p>
<p><b><i>The pattern and location of any internal road system based on a safe and practical hierarchy of roads including safe pedestrian and bicycle connections and crossing points.</i></b></p>	<p>The internal road system is indicated on the LREDP and the Traffic Impact Assessment (O'Brien Traffic) confirms that this is appropriate.</p>
<p><b><i>The identification and where appropriate, provision of public transport stops within easy walking distance to residential dwellings and key industrial and commercial areas.</i></b></p>	<p>There are no local bus routes within Heyfield and therefore provision of public transport stops are considered unnecessary.</p>

<b>Community Facilities</b>	
<b>Requirement</b>	<b>Response</b>
<p><b><i>The provision of any community facilities, including schools, pre-schools, infant welfare centres and elderly citizen centres.</i></b></p>	<p>Given the scale of the development and its location within the township boundary it is not necessary to provide any community facilities, and this is supported by the Heyfield Structure Plan which identifies the land for residential development only.</p>
<p><b><i>The provision of informal opportunities for community gathering and social interaction particularly where this encourages incidental physical activity. For example:</i></b></p> <ul style="list-style-type: none"> <li>• Provide public seating arranged so that interaction is facilitated, these should be provided at regular intervals along paths of travel.</li> <li>• Provide shading for seating and picnic areas.</li> <li>• Provide trees for shading and aesthetics along pathways and places where people may gather.</li> <li>• Locate paths away from potential hiding places and entrapment spots.</li> <li>• Achieve clear and safe connection</li> </ul>	<p>The proposed open space reserve will cater for community gatherings and social interaction. Public seating, landscaping, paths and other embellishments have indicatively been shown on the Landscape Concept Plan. Detailed design on how these areas will function will be prepared and considered at the subdivision stage.</p>

through signage, landscaping, lighting and edge treatment.	
<i>The provision of public toilets where required in accordance with Council policies.</i>	The reserve is of local scale to service surrounding residents and as such it is not considered necessary to provide public toilets.

<i>Open Space Network and General Amenity</i>	
Requirement	Response
<p><b><i>The location of public open space and:</i></b></p> <ul style="list-style-type: none"> <li>• <b>The extent to which each proposed dwelling in the area will have easy and walkable access to open space (preferably within 500m walking distance).</b></li> <li>• <b>The use of the space can be determined or facilitated through the provision of any specific facilities or localities or services (e.g. playground, seating).</b></li> <li>• <b>The degree of natural surveillance that is created by proposed or existing development to provide a sense of safety and security as well as integration with the surrounding neighbourhood. For example:</b> <ul style="list-style-type: none"> <li>○ <b>property and fence lines should be clear and barrier free to enable Continuous Accessible Paths of Travel.</b></li> <li>○ <b>shade structures should not obstruct access.</b></li> <li>○ <b>encourage active frontages and use buildings to frame public places.</b></li> </ul> </li> </ul>	<p>The LREDP shows two reserves centrally located.</p> <p>All dwellings within the development will be within 500m walking distance to a reserve.</p> <p>The Landscape Concept Plan shows indicative landscaping and embellishments within the open space reserve. A detailed Landscape Plan should accompany any subdivision application.</p> <p>A significant portion of the reserve has road abuttal which creates excellent surveillance and integration. The remaining side abuts residential allotments and fencing controls can be applied at subdivision stage to ensure suitable levels of surveillance are maintained.</p>
<p><b><i>The public open space is integrated into, and accessible via, clearly defined local network pathways for pedestrian and /or cyclist.</i></b></p>	<p>The Landscape Concept Plan shows the footpath network within the DP area including connections with the proposed reserve. Unfortunately, there are no footpaths within the surrounding street network in order to connect the proposal with.</p>
<p><b><i>An overall scheme for landscape planting and the preservation of stands of existing indigenous vegetation and individual trees wherever possible.</i></b></p>	<p>The Landscape Concept Plan shows indicative landscaping in the reserve and street planting. Patches of vegetation have been identified for retention and are shown on the LREDP.</p>






Land Development Consultants

	A detailed landscape design should be prepared as part of any subsequent subdivision application.
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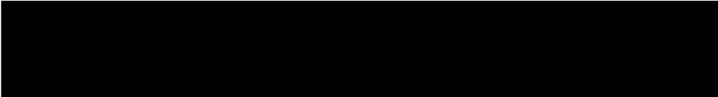
Process and Outcomes	
Requirement	Response
<i>The plan should be developed with an appropriate level of community participation as determined by the responsible authority.</i>	All land owners have been consulted with the DP submitted and consent to proceed has been provided.
<i>A management plan must be submitted as part of the development plan, indicating the proposed staging of the development.</i>	The development is intended to occur in a single stage and as such a management plan is not required.

It is submitted that the LREDP appropriately responds to the requirements of DPO1 whilst also providing for development that fits in with the existing township character of Heyfield.

We look forward to the approval of this Development Plan.

Yours faithfully  


  
Director



Enc.

