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SHIRE COUNCIL

The Heart of Gippsland

mesh

North Sale - Development Plan

February 2018

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February 2018



WELLINGTON
SHIRE COUNCIL

'In the town centre'



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*'Historic Sale swing bridge
over the Latrobe River'*

PART 1

Introduction & Context

1. THE NORTH SALE DEVELOPMENT PLAN

The North Sale Development Plan area encompasses approximately 294ha of land and is a nominated growth area of the town of Sale.

Sale is important to Wellington Shire and the wider Gippsland region in terms of its role as a service and retail centre that supports established industries including offshore gas, farming, forestry and the Royal Australian Air Force (RAAF) base. Further, Sale's established education presence and other supporting industries makes it a focus for employment in the region. Sale is also a gateway town that provides entry to many of Gippsland's tourist destinations.

Having regard to the strategic role of Sale to the broader region, the purpose of the NSDP is to articulate a clear vision and development requirements for the expansion of Sale to the north. It will guide future land use and development opportunities that will make a positive extension to the existing area of Sale.

Sale is important to Wellington Shire and the wider Gippsland region in terms of its role as a service and retail centre that supports established industries including offshore gas, farming, forestry and the Royal Australian Air Force (RAAF) base.

Preparation of the NSDP has been underpinned by the high level strategic direction for the town as set out in the Sale, Wurruk and Longford Structure Plans which identifies North Sale as the “Northern Growth Area”. Preparation of the NSDP has been guided by a number of key questions and considerations including:

- > How can the Guiding Principles and Themes set out within the Sale, Wurruk and Longford Structure Plan be meaningfully applied and implemented in the NSDP area?
- > How can the NSDP ensure robust and adaptable land use, development, diversity in housing choice and urban design outcomes that will create identifiable neighbourhoods, yet ensure North Sale is physically connected to its commercial, service and community ‘heart’ of town?
- > How can the NSDP identify opportunities to ensure that future development forms a logical and connected extension of the existing Sale area and leverages from the existing services and amenities already established within the town?
- > How can the structural movement network be designed to overcome existing access impediments/challenges across the railway line and arterial roads including Princes Highway and Sale-Maffra Road, whilst still creating a well-connected community?
- > How can drainage and servicing challenges impacting the NSDP area be appropriately designed and managed to ensure North Sale can be developed in a holistic and equitable manner?

Through a detailed understanding of the role of Sale and North Sale, the site conditions, involvement of the local community, Council, Government departments and other agencies, this document serves to answer these key questions to guide high quality development outcomes. In doing so, the NSDP provides clarity on the future direction of residential land use, infrastructure, recreation and economic development of the North Sale growth area.

Implementation of the NSDP forms an important component that will ensure the vision and objectives of the NSDP are realised. Accompanying the NSDP will be the preparation of the North Sale shared infrastructure funding arrangement that will detail the approach to shared infrastructure including drainage, transport (intersections and roads), and open space.

The NSDP identifies likely shared infrastructure items that will inform the future preparation of the North Sale shared infrastructure funding arrangement. It also details requirements for development proponents when lodging applications for subdivision, buildings and works within the NSDP area.

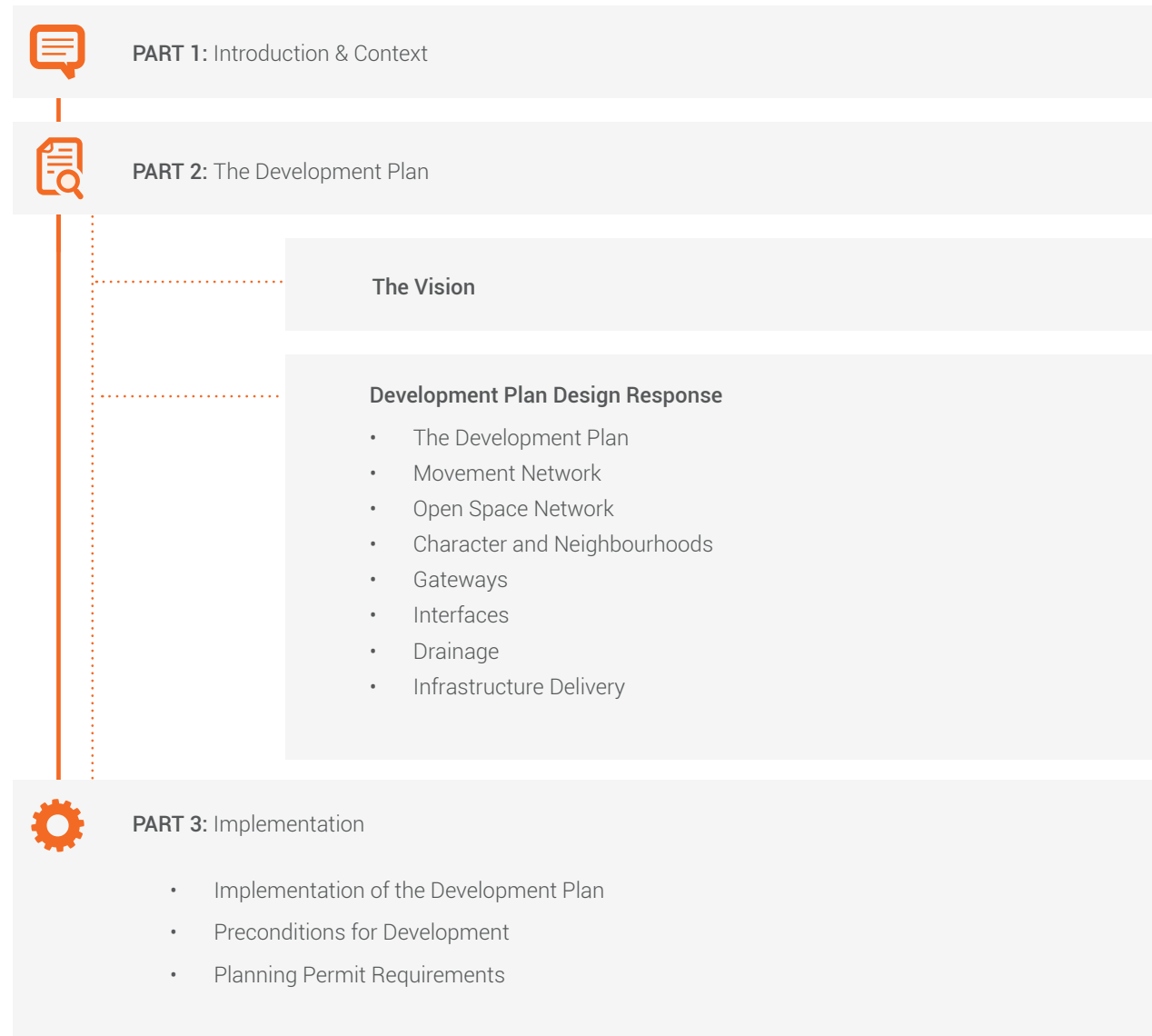
Preparation of the North Sale Development Plan sets the framework that will ensure that over time, as North Sale develops, a coordinated planning outcome is achieved and the new community becomes part of the town of Sale.

2. STRUCTURE OF THE DOCUMENT

The NSDP is a planning tool that sits between the high level planning direction provided by the Sale, Wurruk and Longford Structure Plan and detailed permit applications for subdivision and development which are lodged by development proponents.

A well-formulated Development Plan serves as a “linking” tool between the established planning direction and on the ground development outcomes. In doing so, the NSDP aims to guide Council, development proponents and the community on how North Sale should be developed over time.

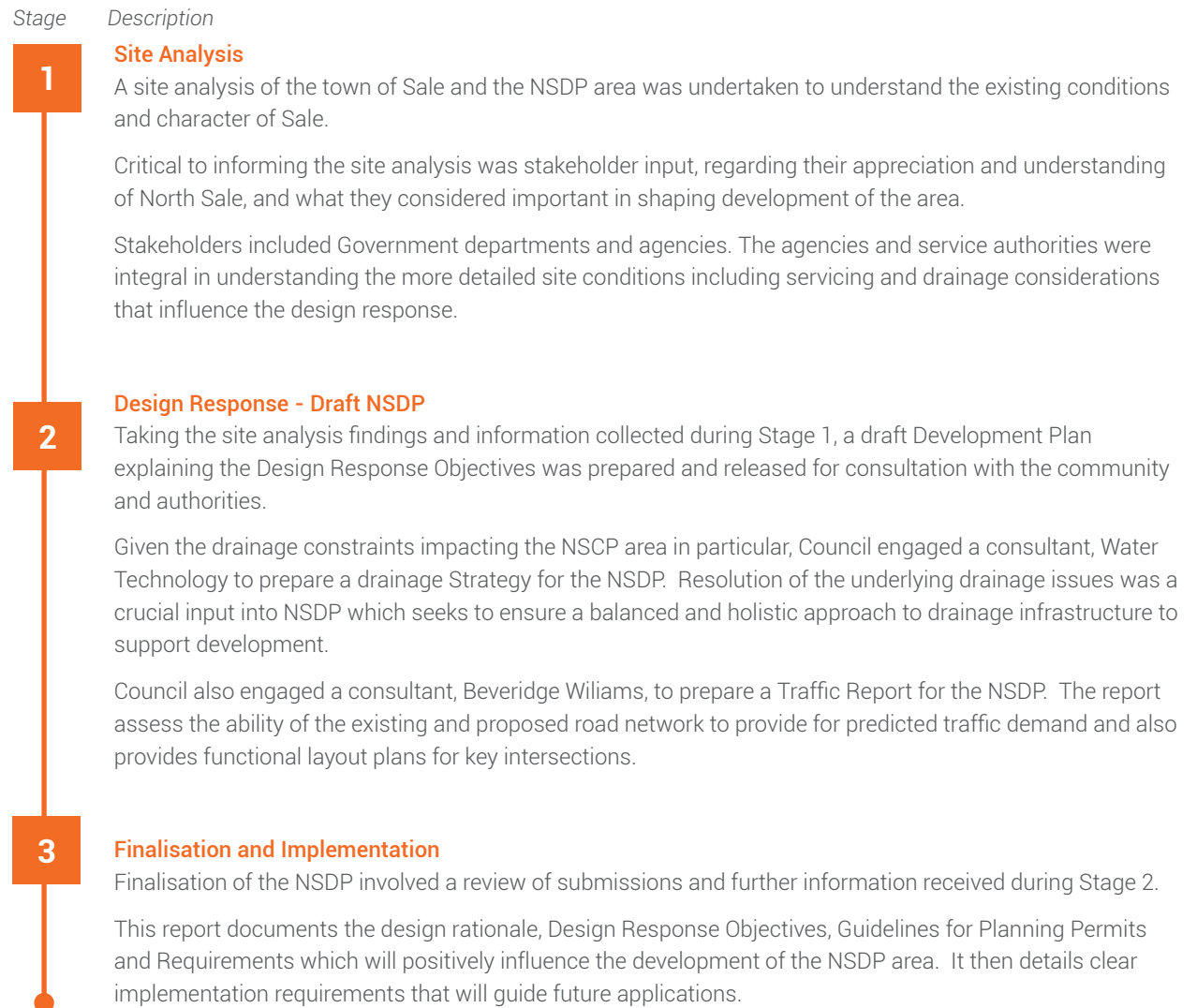
FIGURE 01 Structure of the Document



3. METHODOLOGY

The Development Plan was prepared through a comprehensive review of the town of Sale and the identified Northern Growth Area (North Sale), and involved the key steps summarised in **Figure 02**.

FIGURE 02 Development Plan Process



4. THE ROLE OF SALE

Sale is the largest town within Wellington Shire and is also an important economic and commercial hub for the Shire and broader region, providing key retail, economic, employment, services and facilities.

Given its well-established services, local facilities and employment opportunities, Sale has been designated through State Government direction to grow its role and further support the ongoing and diverse economic development of the region.

Sale is positioned at the gateway to key tourist destinations including Ninety Mile Beach, the High Country and the Gippsland Lakes making it a popular stopping point for tourists travelling through the Gippsland region.

FIGURE 03 Sale Context Plan





FIGURE 04 Sale and North Sale Snapshot

SALE AND NORTH SALE



215km East
of Melbourne

68km West
of Bairnsdale



Current population: 14,716 (2015)



Located on Princes Highway transport route

ROLE



- ★ **Prime service and retail role for the region**
- ☆ Royal Australian Air Force (RAAF) Base (East Sale)
- ☆ Education services- kindergartens, primary, secondary, higher learning and specialist school
- ☆ Macalister Irrigation District



MAIN FEATURES AND CHARACTER

Gippsland Regional Recreation Facility



Cultural heart of Wellington and region including the Port of Sale, Gippsland Art Gallery, Sale Botanic Gardens, Sale Common Wetlands, The Wedge (Wellington Entertainment Centre), Sale Historic Museum, Gippsland Armed Forces Museum and Sale Library (located at the Port of Sale)

Consolidated retail, commercial and service centre

extending along Raymond and Cunninghame Streets containing services, shops, cafes, developed in a form typical of historical Victorian towns

EXISTING INFRASTRUCTURE



Sale **Railway** Station

Reticulated services are available within much of the established areas of Sale

Limited **reticulated sewer** in North Sale area and low density areas on the perimeter of the town

5. POLICY CONTEXT

5.1. State Planning Policy

The State Planning Policy Framework (SPPF) seeks to balance the various and competing objectives of the planning scheme, to facilitate sustainable development that achieves a net community benefit.

State planning policy seeks to ensure future development is responsive to site, community and local context, while also affording efficient and sustainable provision of utilities and infrastructure. The following clauses of the SPPF are relevant to the NSDP.

- > Clause 11 Settlement
- > Clause 12 Environmental and Landscape Values
- > Clause 15 Built Environment and Heritage
- > Clause 16 Housing
- > Clause 17 Economic Development
- > Clause 18 Transport
- > Clause 19 Infrastructure

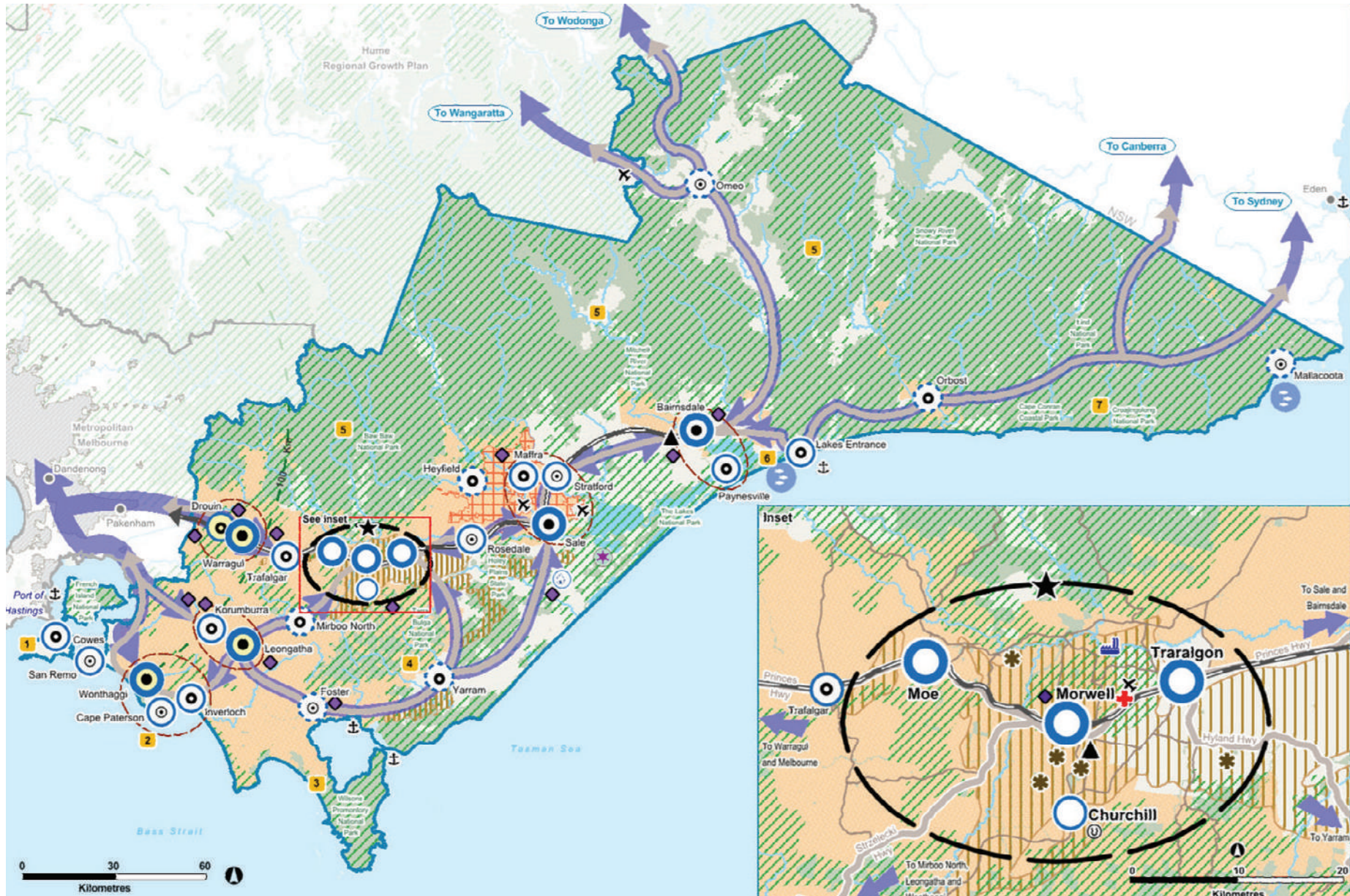
Gippsland Regional Growth Plan

The Gippsland Regional Growth Plan establishes the high order framework for the strategic land use and settlement planning that can sustainably accommodate growth whilst protecting and fostering important economic, social and cultural attributes for the region.

The Gippsland Regional Growth Plan (**Figure 04**) promotes strong growth for Sale, nominating it as a regional centre stating:

'Sale will be a key urban centre for central Gippsland. It will remain the main service centre for the offshore oil and gas, agriculture and forestry industries, and also build on opportunities to diversify further into defence, aviation, food processing, and packaging being an important regional centre.'

FIGURE 04 Gippsland Regional Growth Plan



5.2. Local Planning Policy and Strategies

Relevant local policies of the Wellington Planning Scheme to which the NSDP has had regard to include:

- > Clause 21.04 Settlement
- > Clause 21.05 Sale, Wurruk and Longford Strategic Framework
- > Clause 21.16 Built Environment and Heritage
- > Clause 21.18 Transport
- > Clause 21.19 Infrastructure
- > Clause 22.01 Special Water Supply Catchment Areas Policy

Sale, Wurruk and Longford Structure Plan

The Sale, Wurruk and Longford Structure Plan (SWLSP) was adopted by the Wellington Shire Council in 2010.

The SWLSP was developed to:

- > Ensure that future growth and infrastructure are appropriately located and planned for in a coordinated and integrated way;
- > Respond to the key land use planning challenges facing the community and to shape the vision for the future of the area;
- > Contribute to the creation of more prosperous and attractive places and;
- > Promote better connected and sustainable communities.

The SWLSP identifies growth potential to the north of Sale, referred to as the Northern Growth Area and is described as being:

- > designed to provide a range of residential (approximately 1500 lots), commercial, educational, sporting and leisure activities. The growth area provides for the logical expansion in a northward direction of the existing urban area of Sale, forming 'complete neighbourhoods' to the east and west of the Princes Highway that are able to sustain local facilities.
- > in recognition of the land use, transport and other challenges within the Northern Growth Area and the need for co-ordination, the SWLSP recommended that:
 - a precinct plan be developed which indicates the layout of these neighbourhoods and ensures the development of attractive and sustainable communities.

The SWLSP identifies the following guiding principles and Structure Plan themes:

GUIDING PRINCIPLES

- > Neighbourhood Creation
- > Healthy and Sustainable Futures
- > Community Development
- > Employment and Prosperity
- > Access and Linkages

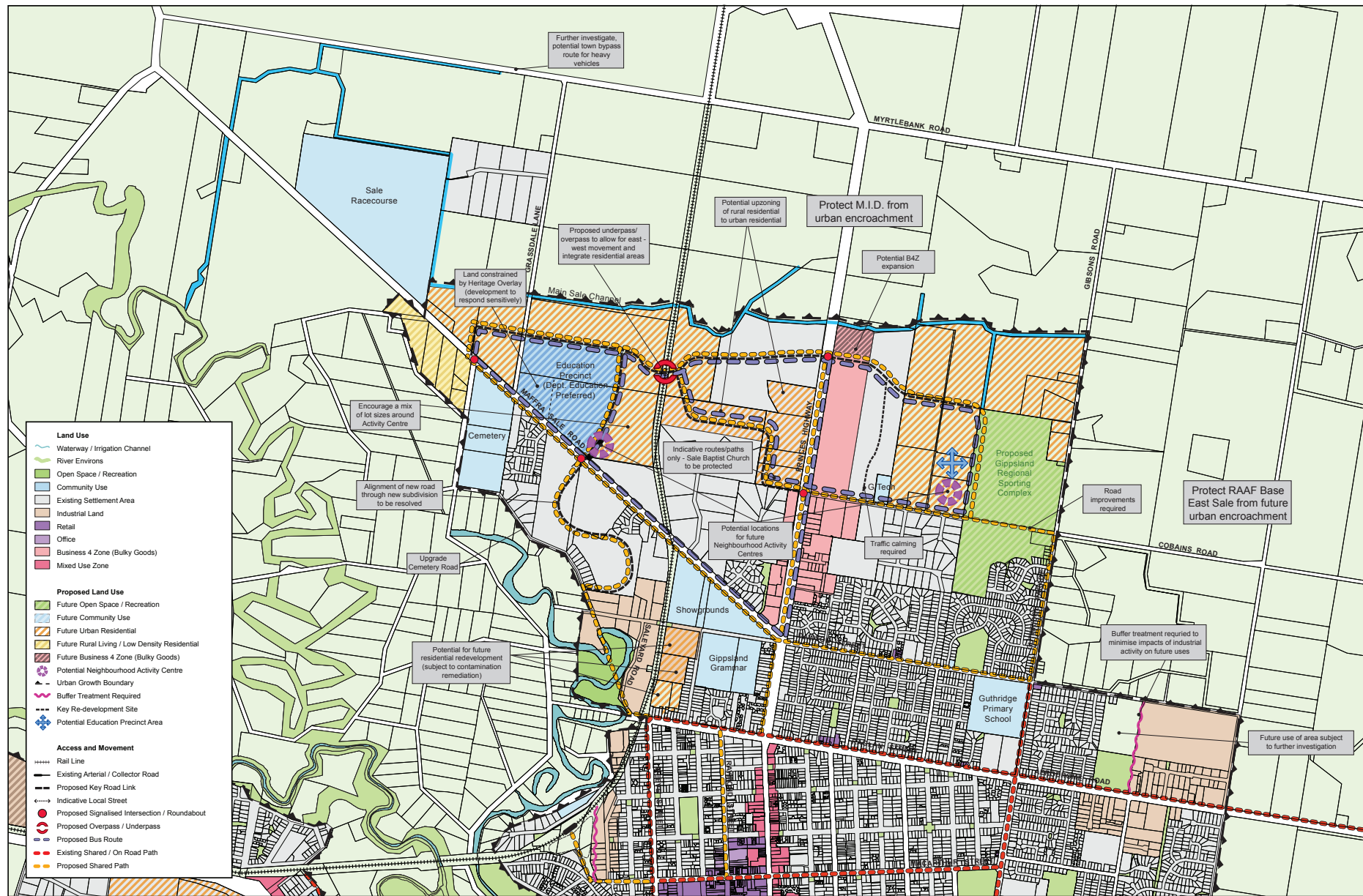
STRUCTURE PLAN THEMES

- > Residential Neighbourhoods and Homes
- > Retail and Commercial
- > Industry
- > Community Services and Facilities
- > The Built Environment and Amenity
- > Natural Environment and Agriculture
- > Access and Movement

The Structure Plan nominates a consolidated education precinct north of Maffra-Sale Road. A key finding uncovered during preparation of the NSDP was confirmation by the Department of Education that this facility is no longer required and the existing school facilities within Sale can accommodate the future growth of Sale.

The NSDP builds on the Guiding Principles and Structure Plan themes as they directly relate to the North Sale area and in doing so seeks to guide future opportunities and positive development outcomes in the NSDP area.

FIGURE 05 Northern Growth Area (North Sale) Structure Plan



5.3. Existing Planning Zones

Farming Zone

The majority of the NSDP area is currently zoned for farming purposes which sets land aside for agricultural practices and encourages land to be used for sustainable land management.

The land will be required to be rezoned to enable development of the land.

Special Use Zone Schedule 6

The Special Use Zone identifies land to be used for the proposed greyhound race course and associated facilities that provide for ancillary entertainment and recreational opportunities. This land is in the correct zone and will not be subject to rezoning.

General Residential Zone Schedule 1

This zone applies to two existing areas contained within the NSDP area. The residential area west of Princes Highway forms part of the Glenhaven Estate while east of the highway is one rectangular land parcel currently being constructed for a residential estate. It will be important the NSDP has regard to the existing development, access opportunities to these developments and create an integrated plan.

Low Density Residential Zone

This zone provides for low density development between 0.2 – 0.4 ha depending on the type of wastewater system connected to the dwelling.

Public Use Zone Schedule 1

The northern boundary of the NSDP area is the Main Sale Channel which identifies the land to be used to provide public services and utilities. The Main Sale Channel is an important irrigation asset that services the broader farming region.

Public Use Zone Schedule 4

The Bairnsdale – Melbourne regional railway line runs north-south through the NSDP area and is zoned Public Use Zone Schedule 4 which identifies the land to be used for transport purposes.

Crossing of the railway line and interface treatments is a key consideration of the NSDP.

Commercial Zone Schedule 2

A strip of Commercial 2 Zone land exists on the eastern side of the Princes Highway that allows for bulky good uses, business and commercial services, and provides for future growth of Sale's commercial uses.

Rural Living Zone Schedule 2

Part of a title which straddles the NSDP area boundary and extends into the existing Glen Campbell Court area is zoned Rural Living Zone. This zone allows for residential development within a rural context and applies minimum subdivision sizes.

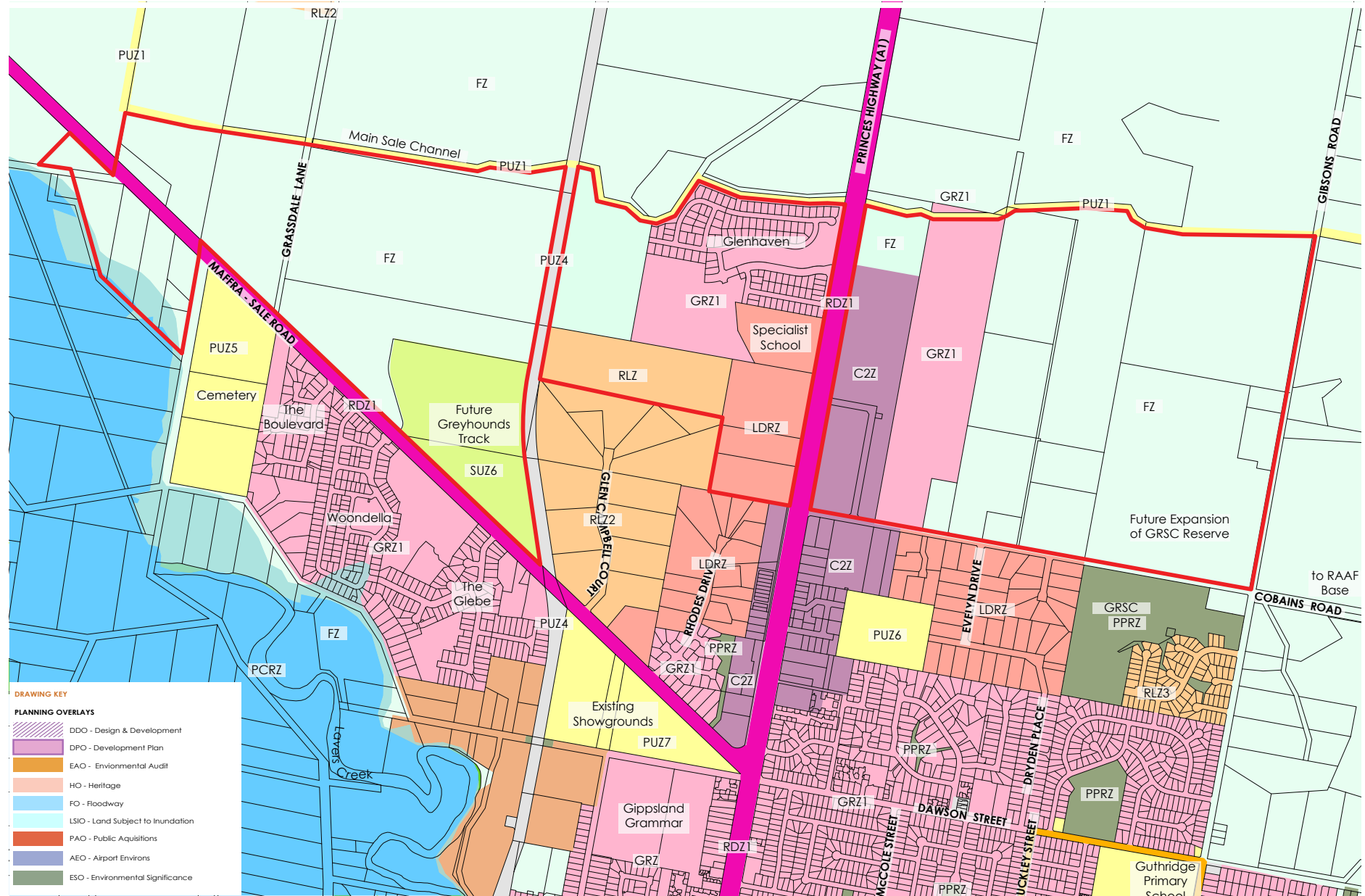
Similar to the Low Density Residential Zone and Farm Zone areas within the NSDP area, this land will be required to be rezoned over time to facilitate residential development generally in accordance with the guidance contained within the NSDP area.

Road Zone Schedule 1

The Princes Highway runs north-south through the centre of the NSDP area and is zoned Road Zone Schedule 1 in addition to the Sale-Maffra Road which abuts the south west boundary of the development plan area.

The Road Zone applies to significant existing roads and identifies roads which are acquired for a significant road proposal. VicRoads is the authority managing outcomes along these roads.

FIGURE 06 Planning Zones



5.4. Existing Planning Overlays

Development Plan Overlay Schedule 1

This overlay applies to land west of the Princes Highway, central to the NSDP area. This overlay requires a development plan to be exhibited prior to the issue of a planning permit to guide the appropriate use and development of land. The Schedule permits the issue of a planning permit prior to the preparation of a development plan for minor developments. This schedule outlines the requirements of a development plan relating to subdivision, services, community facilities and open space.

Development Plan Overlay Schedule 3

Development Plan Overlay Schedule 3 applies to land east of the Princes Highway which is identified as Cobains Road Homemakers Centre and Bulky Retailing.

Development Plan Overlay Schedule 4

Development Plan Overlay Schedule 4 applies to the land designated as the North Sale Development Area Stage 1, or Cobains Estate.

Development Plan Overlay Schedule 7

Development Plan Overlay Schedule 7 applies to the land designated for the Sale Greyhound Racing Facility. A concept plan has been prepared for the land that identifies the land use configuration, access and path network internally.

Design and Development Overlay Schedule 6

This overlay requires a permit for building heights more than 15 metres to ensure development does not adversely impact the operation of the East Sale Royal Australian Air Force Base.

Design and Development Overlay Schedule 12

This overlay applies to the Cobains Road Homemakers Centre and Bulky Good Retailing which requires a 10m landscaped setback from a road to recognise the land is situated at a key gateway to the town. It also requires a 20m landscaped setback from current or proposed sensitive uses to provide appropriate design and buffer treatments to adjoining future residential land use.

Public Acquisition Overlay Schedule 4

The Public Acquisition Overlay applies to a large land parcel east of the NSDP area which identifies land proposed to be acquired for a public purpose. Schedule 4 identifies the acquiring authority to be Wellington Shire Council with the purpose of the land to be used for the Gippsland Regional Sports Complex.

Heritage Overlay Schedule 45 and 199

Heritage Overlay Schedule 45 is known as 'Grassdale' and is listed on the Victorian Heritage Registrar. Heritage Overlay Schedule 199 is applied to the former Myrtlebank School and is listed as an individual heritage place. The Development Plan requires future development of these sites to have regard to these heritage places.

Land Subject to Inundation Overlay

Land Subject to Inundation Overlay applies to the south west corner of the NSDP area and identifies land in a flood area and ensures development minimises flood damage and maintains river and water health. This overlay requires any application to be referred to the relevant floodplain authority for assessment to understand and mitigate risks to properties and buildings.

6. SITE CONDITIONS

6.1. Form and Character of Sale

To positively influence the preferred urban form and character for the NSDP area and ensure it integrates and becomes a logical extension of the town, it is important to understand the form and existing character of the existing areas of Sale.

Figure 8 provides a simplified analysis of Sale relative to the NSDP area.

Key features:

- > The established areas generally defined by areas planned in the late 1800s form the “core” of Sale and is characterised by a gridded road network, typical of historic towns of a similar scale within regional Victoria.
- > The town centre is largely consolidated and street-based containing numerous businesses such as cafes, retail outlets shops and other services and facilities. The centralised location makes it an important destination and meeting point for residents.
- > Wide roads and tree-lined streets consisting of both exotic and native canopy trees are typical of roads and avenues.
- > Numerous historical buildings feature across the town, adding to its character and sense of history.
- > Over recent years, Sale has seen development investment within its established areas with multi-unit developments and new community buildings such as the new Shire offices, Port of Sale redevelopment and other projects including highway upgrades, marking a level of economic confidence in the town.
- > Greenfield development in North Sale and Wurruk has also provided additional housing supply to the town.
- > As Sale has grown and expanded beyond its historical centre, the gridded road network unfastens, where north-south connections particularly to the NSDP area are limited to the Princes Highway and Gibsons Road.
- > The landform of Sale is very flat, typically falling to the extensive watercourse network of Flooding Creek, Thomson River and to the lakes system.

FIGURE 08 Form and Character of Sale



Images (Clockwise): 'In the town centre', 'Former Wesleyan Methodist Church (now, a bakery)', Local residential streetscape, 'In the central section of Sale, Victoria' [see end of document for attributions].

6.2. North Sale Site Analysis

The NSDP area is complex in terms of its land uses, existing development pattern, natural features and other influences. A detailed site analysis and description is provided and illustrated in **Figure 09**.





Arterial roads

Princes Highway is a key state highway and part of the National Road Network linking Sale to the broader network of towns and settlements in Wellington. Being a state arterial road, VicRoads is the authority responsible for planning and management of the highway. Maffra-Sale Road is also a key arterial road and VicRoads is the authority responsible for planning and management of the road. Access to both roads requires consideration of the spacing of intersections and minimising direct access to protect their role as major transport corridors.

Local roads

Cobains Road provides access to the Gippsland Regional Sports Complex. It is being widened 10m to the north (by Gippsland Water) to provide for water upgrades to support the growth of Sale. Gibsons Road provides north-south access on the periphery of Sale. Its rural character provides an opportunity for transition between the urban area of Sale and the adjacent farming areas to the west.

Grassdale Lane currently provides local access to existing farming properties. Vegetation within the reservation contributes to the character of this area. The NSDP ensures existing local internal roads and access (constructed and/or approved) in both the Cobains estate and Glenhaven estates are integrated within the design response.

Rural standard roads

Grassdale Lane, Gibsons Road, Tangees Road are existing rural standard streets, providing local access to farm and low density properties.

Farming areas

The majority of the NSDP area is used for farming purposes. The land is developed with large homesteads, sheds and other outbuildings typical of such uses.

Existing residential development

The Cobains estate and Glenhaven estate are existing developments planned and developed ahead of the NSDP. The design response ensures the roads, open spaces and other infrastructure are considered in the future development of the NSDP. The Glebe and Woondella estates abut the NSDP area are accessed via intersections on the Maffra-Sale Road. The NSDP design response has regard to the spacing of these intersections.

Rural living and low density areas

Rural living areas typically “back” onto the NSDP area. The subdivision layout of these areas limit permeability and access into the NSDP area.

Gateways

The entry experience into Sale from the north begins at the crossing of the Main Sale Channel where a change between rural to a town setting is experienced. The NSDP identifies opportunities that will enhance the gateway to provide a sense of arrival and experience into Sale from the north. Entry into Sale from the east and west and the NSDP area is more informal and provides a 'soft' entry experience into Sale from the west.

Vegetation

Given the predominate farming/rural activities which have occurred within the NSDP area, vegetation typically only exists along property or paddock boundaries, around homes and along reservations. There is opportunity to incorporate existing vegetation for both biodiversity and landscape values.

Biodiversity mapping

DEWLP have mapped modelled biodiversity corridors and other influences for the area. These areas typically align with existing roads and other public reserves such as the rail corridor.

Railway line

The railway line is aligned in a north-south direction through the NSDP area. There is one crossing at the Maffra-Sale Road. Its presence forms a barrier to the movement network in an east-west direction.

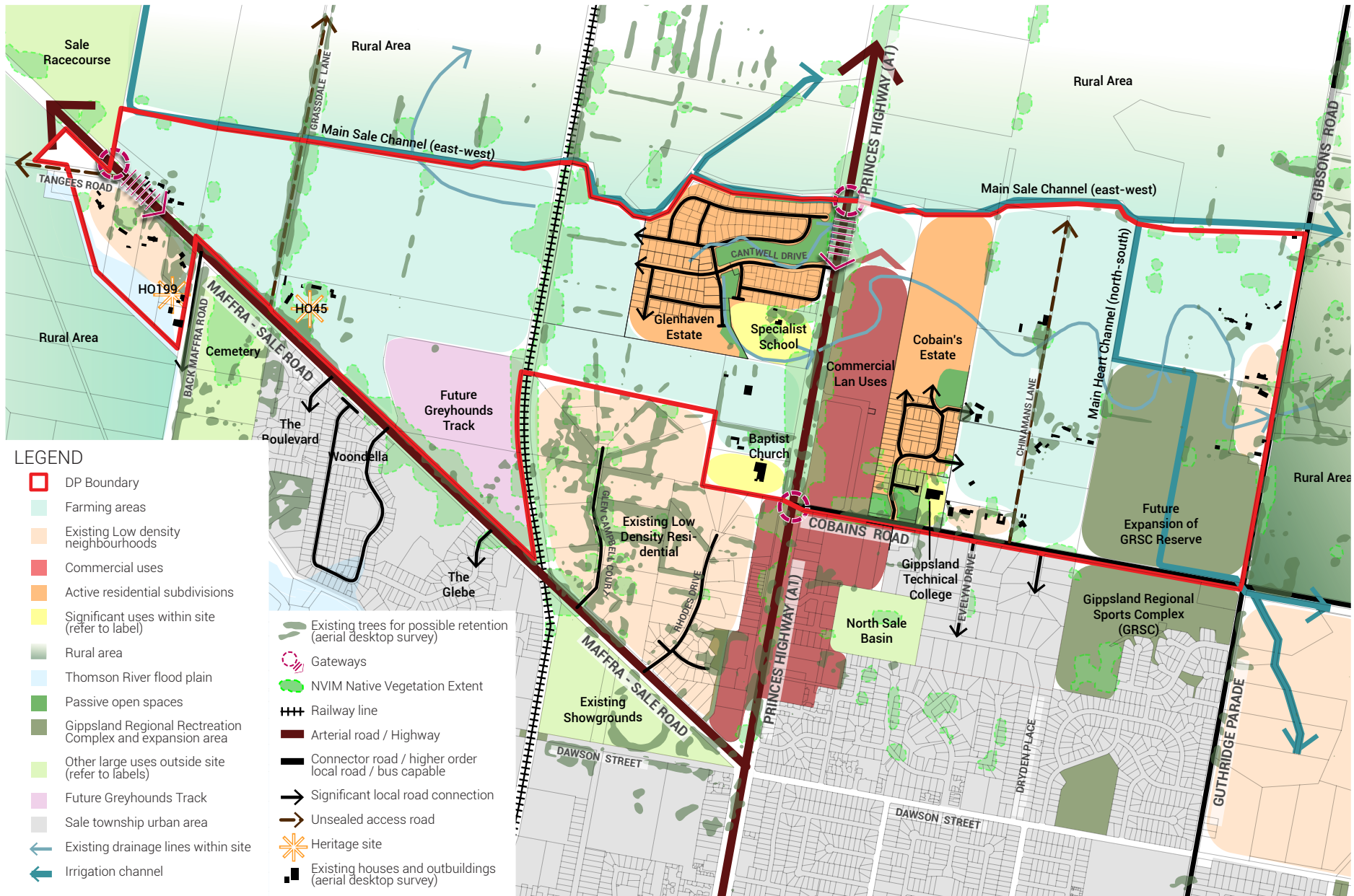
Drainage

The NSDP area is extremely flat, and as such drainage lines take on a typically wide, meandering alignment, rather than defined creeks or watercourses. The land to the west of the railway line generally drains south over Maffra-Sale Road.

Land to the east typically drains over the Princes Highway and to Gibsons Road. The existing Cobains development has been designed to drain south using the existing North Sale Basin.

A drainage report setting out the existing drainage constraints and future infrastructure is provided in Appendix 1.

FIGURE 09 NSDP Site Analysis



Open Spaces

Existing open spaces perform drainage and passive open space functions have been developed as part of the Cobains and Glenhaven estates. The design response seeks to connect and maximise the use of these open spaces.

Greyhounds Site

The greyhounds track is a regional facility and it is anticipated this will become a major activity node of the NSDP area over time. The Development Plan ensures the site is appropriately integrated and accessible given its role as an activity node. Although it will be a major regional/state activity node - this will be in the context of its use as a Greyhound Racing Track - not as a 'local amenity' which provides local services.

Gippsland Regional Sports Complex and expansion area

The NSDP area abuts the existing Gippsland Regional Sports Complex (GRSC) which is a regional-level sporting complex. Council owns land to the immediate north and over time, it will become part of a larger sporting complex and will also provide some passive open space and drainage functions.

Irrigation channels

The NSDP is sited adjacent to high quality farming land known as the Macalister Irrigation District. The Main Sale Channel abuts the NSDP area along its northern boundary. Given the flat nature of the land, the NSDP area is highly visible from the surrounding farm land, particular to the north and east. A secondary "north-south" irrigation channel known as the Main Heart Channel aligns through the NSDP area and the GRSC where it then crosses Gibsons Road.

Commercial uses

A commercial area is planned along the Princes Highway. The design response seeks to ensure access through the commercial area can be provided with strategic access points on the Highway to support these businesses.

Other non-residential uses

The presence of the Sale Specialist School and Gippsland Technical College within the NSDP area reinforces the important role of education to Sale and the NSDP design response ensures these sites are appropriately identified. The Sale Baptist Church is another important community asset to Sale.

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'City Band'

PART 2

Development Plan

7. THE VISION

The NSDP area will form the northern extension to the established area of Sale and will accommodate the future growth of the town and in doing so, reinforce Sale as the central hub for Wellington Shire and the region.

The North Sale Development Plan vision therefore draws on the high level vision statement for Sale as a whole, as outlined in the Sale, Wurruk and Longford Structure Plan.

Specifically, the vision of the NSDP is to:

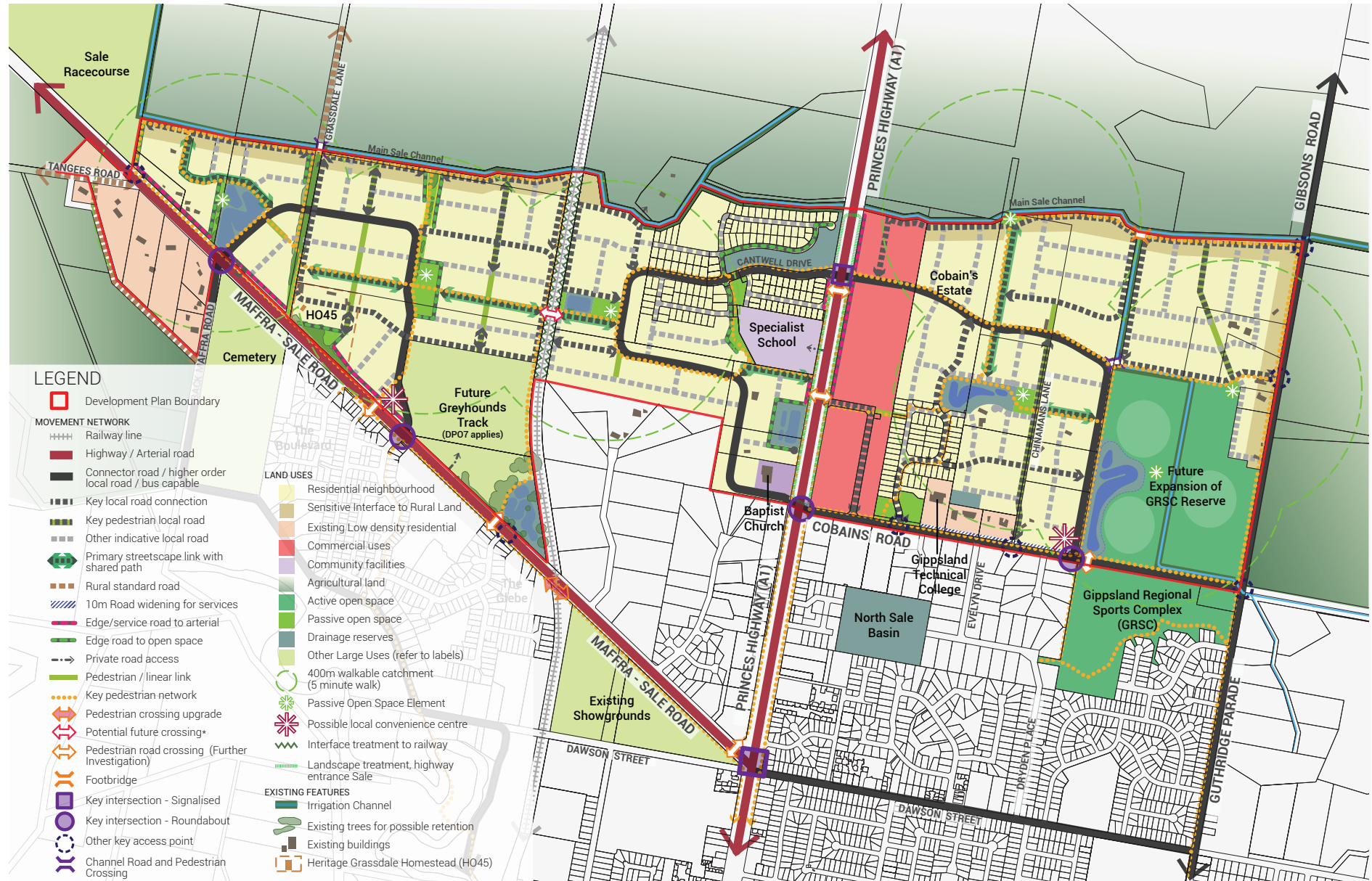
- > Create a new community consisting of three neighbourhoods which leverages character from existing and planned conditions and which positively contributes to the local built form characteristics of Sale's established areas.
- > Provide a subdivision design that recognises the structural limitations/barriers to movement and implements deliberate design initiatives in the movement and open space network that ensure the creation of three neighbourhoods that are physically or visually connected wherever possible.
- > Provide for a flexible and adaptable subdivision design which can positively respond to site-specific features that will serve to create a sense of place for each of its neighbourhoods and changes to market conditions over time.

- > Encourage sensitive development outcomes on the edges of the NSDP area that recognise its role as forming the new gateway into the town.
- > Support establishment of two small local convenience centres in Neighbourhoods A and C with modest shop floor space and other non-residential land uses that support local needs and which do not detract from the role and function of the established Sale town centre,
- > Recognise the role of non-residential land uses including Gippsland Regional Sports Complex expansion site, the future Greyhounds track, Princes Highway commercial area and farming interfaces which all contribute to the sense of activity and diversity of the growth area.
- > Ensure a well-considered, coordinated and sustainable drainage and service provision to support the new community.

The North Sale Development Plan is provided in **Figure 10**. The following section will explain each layer of the NSDP as it implements this vision.

The NSDP area will form the northern extension to the established area of Sale and will accommodate the future growth of the town and in doing so, reinforce Sale as the central hub for Wellington Shire and the region.

FIGURE 10 North Sale Development Plan



8. NORTH SALE DEVELOPMENT PLAN – DESIGN RESPONSE

8.1 Development Plan Overview

This section describes the NSDP in a series of layers, and describes each as follows:

Design Response

Describes the design rationale for each specific element of the Development Plan.

Objectives

Describes the key objectives of each layer of the Development Plan.

Strategic Actions

Describes, where relevant, specific guidance, opportunities, areas of consideration or actions that will assist Council with implementation of the NSDP and guide preparation of planning permit applications.

Permit Requirements and Guidelines

Lists the key urban design and planning responses that must be addressed by proponents of future rezoning/ amendment requests and permit applications.

The following sections of this Chapter set out in more detail the design rationale that underpins the vision for the DP area.

8.2 Land Budget

The NSDP encompasses an area of approximately 294 hectares and will facilitate diverse housing outcomes and other land uses such as small retail nodes and connected open spaces. Figure 11 illustrates the current NSDP land ownership pattern.

The NSDP will accommodate approximately:

- > 2,200 standard density dwellings ranging between 10-16 dwellings/ha,
- > 15 low density dwellings ranging from 2,000m²

A land budget is provided in Table 01.

FIGURE 11 North Sale Development Plan Land Ownership

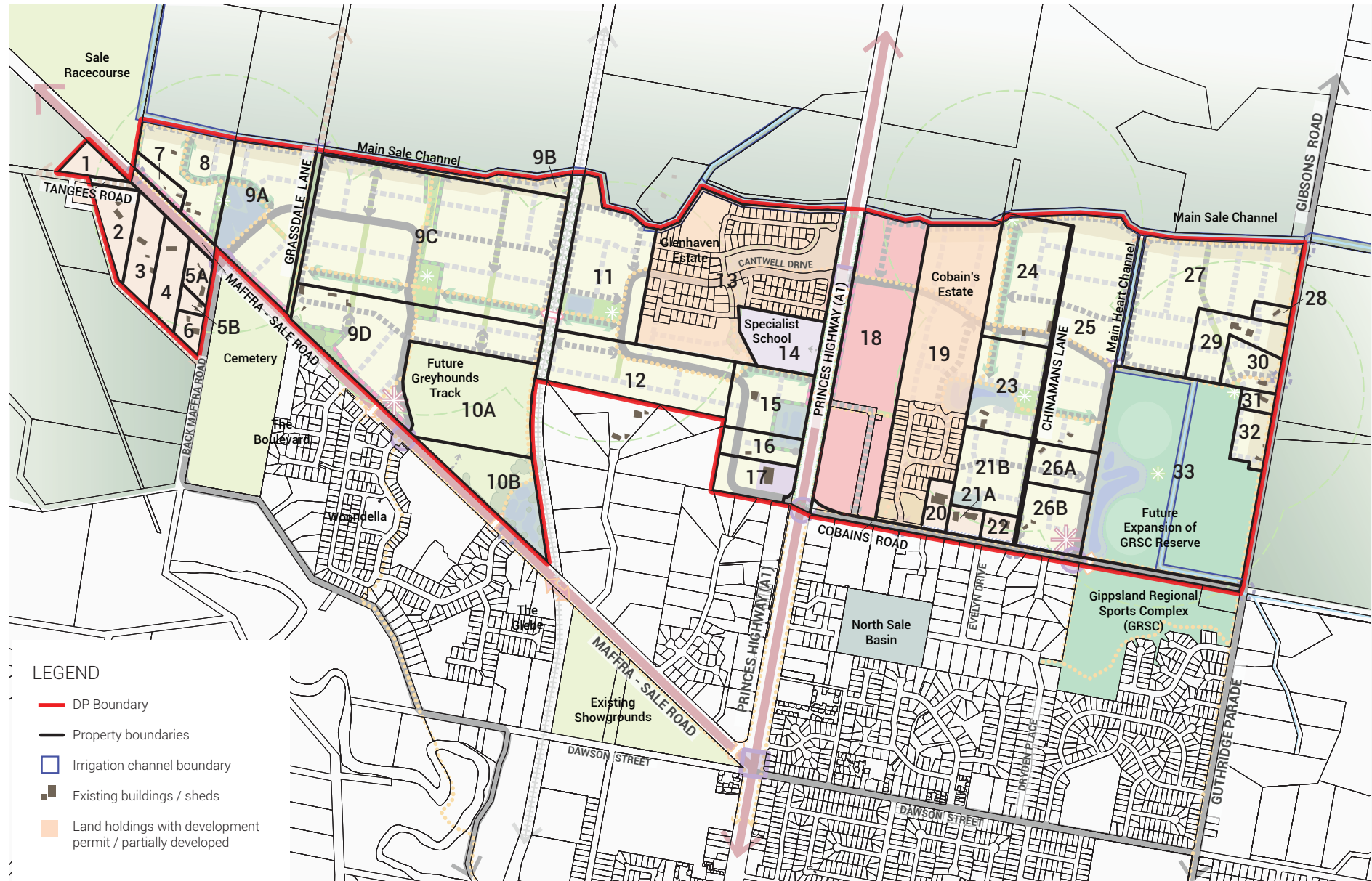


Table 01: Property Specific Land Budget

Property Reference	Precinct Area (ha)	Encumbered Open Space (ha)	Regional AOS (ha)	Showgrounds	Irrigation Channels	Road/Scrubbing Reserve	GDA	Passive open Space (ha)	POS (% NDA)	Mixed Use (ha)	Schools(ha)	Other (ha)	NDA	GRZ							LDRZ					Total Indicative Lot Yield Based on Density	Total Indicative Population (average household of 3 people)		
														GRZ Area (ha)	Indicative Net Residential Developable Area (ha)	Indicative Road Area (ha)	Average Lot Size (m ²)	Proposed Density (Dwellings/ha)	Indicative Lot Yield Based on Density	Indicative Population (average household of 3 people)	LDRZ Area (ha)	Indicative Net Residential Developable Area (ha)	Indicative Road Area (ha)	Average Lot Size (m ²)	Proposed Density (Dwellings/ha)			Indicative Lot Yield Based on Density	Indicative Population (average household of 3 people)
Area C	95.7	3.9	0.0	15.2	0.0	1.7	74.9	4.4	6%	0.1	0.0	0.0	70.4	59.0	41.3	17.7	625	16	709	2126	11.4	8.0	3.4	2000	5	40	119	748	2245
1	1.2						1.2						1.2								1.2	0.8	0.4	2000	5	4	13	4	13
2	2.4						2.4						2.4								2.4	1.7	0.7	2000	5	8	25	8	25
3	2.7						2.7						2.7								2.7	1.9	0.8	2000	5	9	28	9	28
4	2.6						2.6						2.6								2.6	1.8	0.8	2000	5	9	27	9	27
5a	1.2						1.2						1.2								1.2	0.8	0.4	2000	5	4	12	4	12
5b	0.5						0.5						0.5								0.5	0.3	0.1	2000	5	2	5	2	5
6	0.8						0.8						0.8								0.8	0.6	0.3	2000	5	3	9	3	9
7	1.0						1.0						1.0	1.0	0.7	0.3	625	12	12	37								12	37
8	5.9						5.9	0.27	5%				5.6	5.6	3.9	1.7	625	12	68	203								68	203
9a	10.7	2.0					8.7	0.46	5%				8.3	8.3	5.8	2.5	625	12	99	297								99	297
9b	1.7						1.7						1.7	1.7	1.2	0.5	625	12	20	61								20	61
9c	31.4						31.4	1.92	7%				29.5	29.5	20.6	8.8	625	12	354	1062								354	1062
9d	13.8						13.8	0.81	6%	0.05			13.0	13.0	9.1	3.9	625	12	155	466								155	466
10a	11.4			11.4			0.0						0.0															0	0
10b	5.7	1.9		3.8			0.0						0.0															0	0
Maffra - Sale Road	1.4					1.4	0.0						0.0															0	0
Tangees Road	0.3					0.3	0.0						0.0															0	0
Grassdale Lane Reserve	0.9						0.9	0.90					0.0															0	0
Area B (West of Princes Hwy)	62.7	4.9	0.0	0.0	0.0	5.9	51.9	1.5	3%	4.0	1.0	45.3	45.3	31.7	13.6	625	16	544	1631								544	1631	
11	10.3	0.6					9.7	0.60	7%				9.1	9.1	6.4	2.7	625	12	109	327								109	327
12	9.5						9.5	0.07	1%				9.4	9.4	6.6	2.8	625	12	113	340								113	340
13	23.0	3.1					19.9	0.8	4%				19.1	19.1	13.4	5.7	625	12	229	688								229	688
14	4.0						4.0				4.0		0.0															0	0
15	5.0	0.9					4.1						4.1	4.1	2.8	1.2	625	12	49	146								49	146
16	2.1	0.3					1.8						1.8	1.8	1.3	0.6	625	12	22	66								22	66
17	2.8						2.8				1.0		1.8	1.8	1.3	0.5	625	12	21	64								21	64
Princes Hwy	5.9					5.9	0.0						0.0															0	0

Table 01: Property Specific Land Budget (continued)

Property Reference	Precinct Area (ha)	Encumbered Open Space (ha)	Region al AOS (ha)	Showgrounds	Irrigation Channels	Road/Servicing Reserve	GDA	Passive open Space (ha)	POS (% NDA)	Mixed Use (ha)	Schools(ha)	Other (ha)	NDA	GRZ						LDRZ						Total Indicative Lot Yield Based on Density	Total Indicative Population (average household of 3 people)			
														GRZ Area (ha)	Indicative Net Residential Developable Area (ha)	Indicative Road Area (ha)	Average Lot Size (m ²)	Proposed Density (Dwellings/ha)	Indicative Lot Yield Based on Density	Indicative Population (average household of 3 people)	LDRZ Area (ha)	Indicative Net Residential Developable Area (ha)	Indicative Road Area (ha)	Average Lot Size (m ²)	Proposed Density (Dwellings/ha)			Indicative Lot Yield Based on Density	Indicative Population (average household of 3 people)	
Area A (East Princes Hwy)	135.7	5.8722	22.633	0	2.89	1.1116	103.2	1.7	2%	18.5	0	0	83.0	80.2	56.2	24.1	625	12	963	2888	2.9	2.3	0.6	2000	4	9	28	972	2916	
18	18.4						18.4			18.4			0.0																0	0
19	19.9	0.9				0.15	18.8	1.0	5%				17.8	17.8	12.5	5.3	625	12	214	642									214	642
20	1.2					0.08	1.1						1.1								1.1	0.9	0.2	2000	4	4	11	4	11	
21A	0.9					0.11	0.8						0.8								0.8	0.6	0.2	2000	4	2	7	2	7	
21B	5.2	0.383					4.8						4.8	4.8	3.4	1.4	625	12	58	173								58	173	
22	0.9					0.11	0.8						0.8								0.9	0.6	0.3	2000	4	3	8	3	8	
23	6.1	1.1					5.0	0.5	10%				4.5	4.5	3.1	1.3	625	12	54	161								54	161	
24	8.1						8.1	0.2	2%				7.9	7.9	5.6	2.4	625	12	95	285								95	285	
25	14.9						14.9						14.9	14.9	10.4	4.5	625	12	179	536								179	536	
26A	2.6					0.20	2.4			0.05			2.3	2.3	1.6	0.7	625	12	28	84								28	84	
26B	4.0						4.0						4.0	4.0	2.8	1.2	625	12	48	145								48	145	
27	14.7						14.7						14.7	14.7	10.3	4.4	625	12	176	528								176	528	
28	0.5						0.5						0.5	0.5	0.4	0.2	625	12	6	19								6	19	
29	3.9						3.9	0.07	2%				3.8	3.8	2.7	1.1	625	12	46	137								46	137	
30	2.3						2.3	0.04	2%				2.3	2.3	1.6	0.7	625	12	28	83								28	83	
31	0.7						0.7						0.7	0.7	0.5	0.2	625	12	8	25								8	25	
32	1.8						1.8						1.8	1.8	1.2	0.5	625	12	21	63								21	63	
33	28.1	3.4	22.6		2.1		0.0						0.0															0	0	
Chinamans Lane	0.7					0.5	0.2	0.06	33%				0.2	0.2	0.1	0.1	625	12	2	7								2	7	
Main Heart Channel	0.8				0.8		0.0						0.0															0	0	
Cobains Road	2.8					2.8	0.0						0.0															0	0	
Development Plan Totals	294.0	14.7	22.6	15.2	2.9	8.7	229.9	7.6	3%	18.5	4.0	1.0	198.7	184.6						2215	6644	14.3				49	147	2264	6791	
Development Plan Totals (Excluding property 13 [Glenhaven], 18 [mixed use] & 19 [Cobains])	232.7	10.6	22.6	15.2	2.9	8.6	172.8	5.8	3%	0.1	4.0	1.0	161.8	147.6						1772	5315	14.3				49	147	1821	5462	

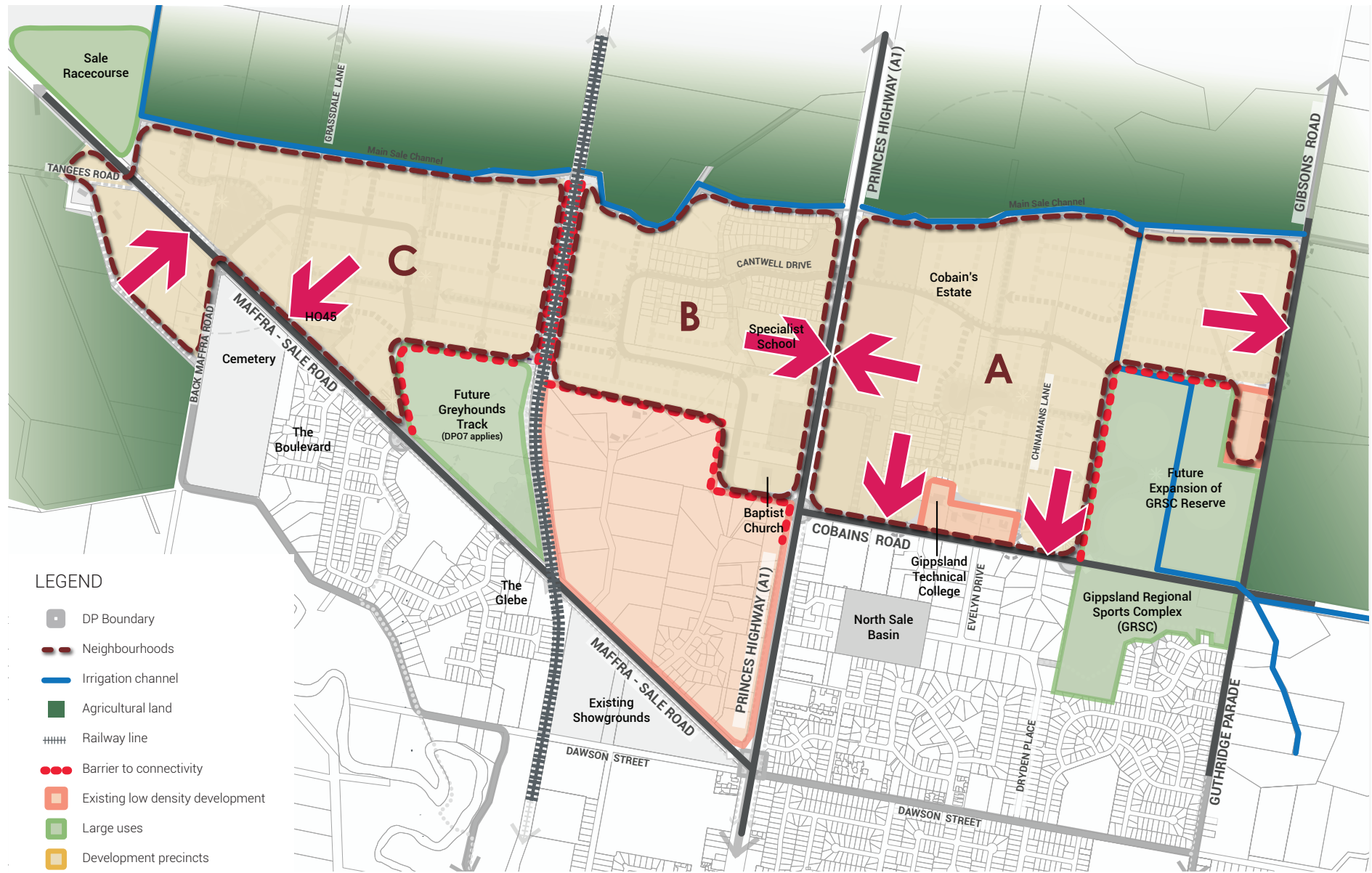
- Notes:**
1. Lot yield and population information is indicative only. Further analysis will be required to give more accurate forecast calculations.
 2. Net Residential Developable Area is based on an indicative infrastructure provision rate of:
 - General Residential Zone 30%
 - Low Density Residential Zone 20%
 3. Average lot sizes have been based on preferred lot sizes taking into account the intent for larger GRZ lots along rural interfaces.
 4. The area references are detailed in the North Sale Development Plan - Analysis and Design Response Report October 2016.

8.3 Structural Conditions

As demonstrated in the detailed site analysis, the existing structural conditions shaping the NSDP area is influenced by the road network and presence of the rail way line, setting up three distinct neighbourhoods that will rely on strong connections to the existing road network. The structural conditions are illustrated in Figure 12.

Explanation of the NSDP and its layers refers to each of these neighbourhoods.

FIGURE 12 NSDP Structural Conditions



8.4 Movement Network

8.4.1 Design Response

The proposed road network is orientated around and strongly influenced by the existing Princes Highway, Maffra-Sale Road, railway line, Main Sale Channel, Main Heart Channel, Greyhound Racing Track and Gippsland Regional Sporting Complex (GRSC).

The DP identifies the key structural and local roads that will enable the delivery of a movement network in accordance with the DP vision (see Section 7), please refer to Figure 13. These roads have been aligned having regard to the following principles: -

- > to create viewlines to open space areas and maximise accessibility to these spaces via use of edge roads and roads 'graining' toward open space;
- > to respond to the Main Sale Channel and Main Heart Channel and provide edge roads to deliver an active lot interface;
- > To provide internal 'loop' roads through each neighbourhood and access to the arterial road system;
- > To provide services roads/ internal loop roads to Princes Highway and Maffra-Sale Road to restrict direct access to the arterial roads; and
- > To respond to fragmentation (i.e. offset the roads from the property boundaries to enable landholdings to be developed independently).

The proposed movement network relies on the use of the following: -

Existing arterial roads - The DP recognises the role and function of Princes Highway as the northern gateway into Sale and seeks to soften and enhance the residential and non-residential uses along the road through the formalisation of the cross-section and street tree landscaping to incorporate large canopy trees and shrubs. The DP also seeks to enhance the informal character of Maffra-Sale Road by protecting existing vegetation and encouraging planting within both the road reservation and private realm. Loop roads are to be provided along the interface with Princes Highway and Maffra-Sale Road to provide an active lot interface while controlling access to these arterial roads. Where lot sideages are provided to the arterial roads, a landscape buffer is required.

Please note that the speed limit along Princes Highway between Cobains Road roundabout and the Glenhaven Estate will be subject to further review as development along that particular corridor progresses and traffic conditions potentially change.

Proposed higher order connector roads - The DP compensates for the limited connectivity between neighbourhoods via establishment of an interconnected, distributed and diverse internal local road network based on looped connector streets that provide access to existing arterial roads.

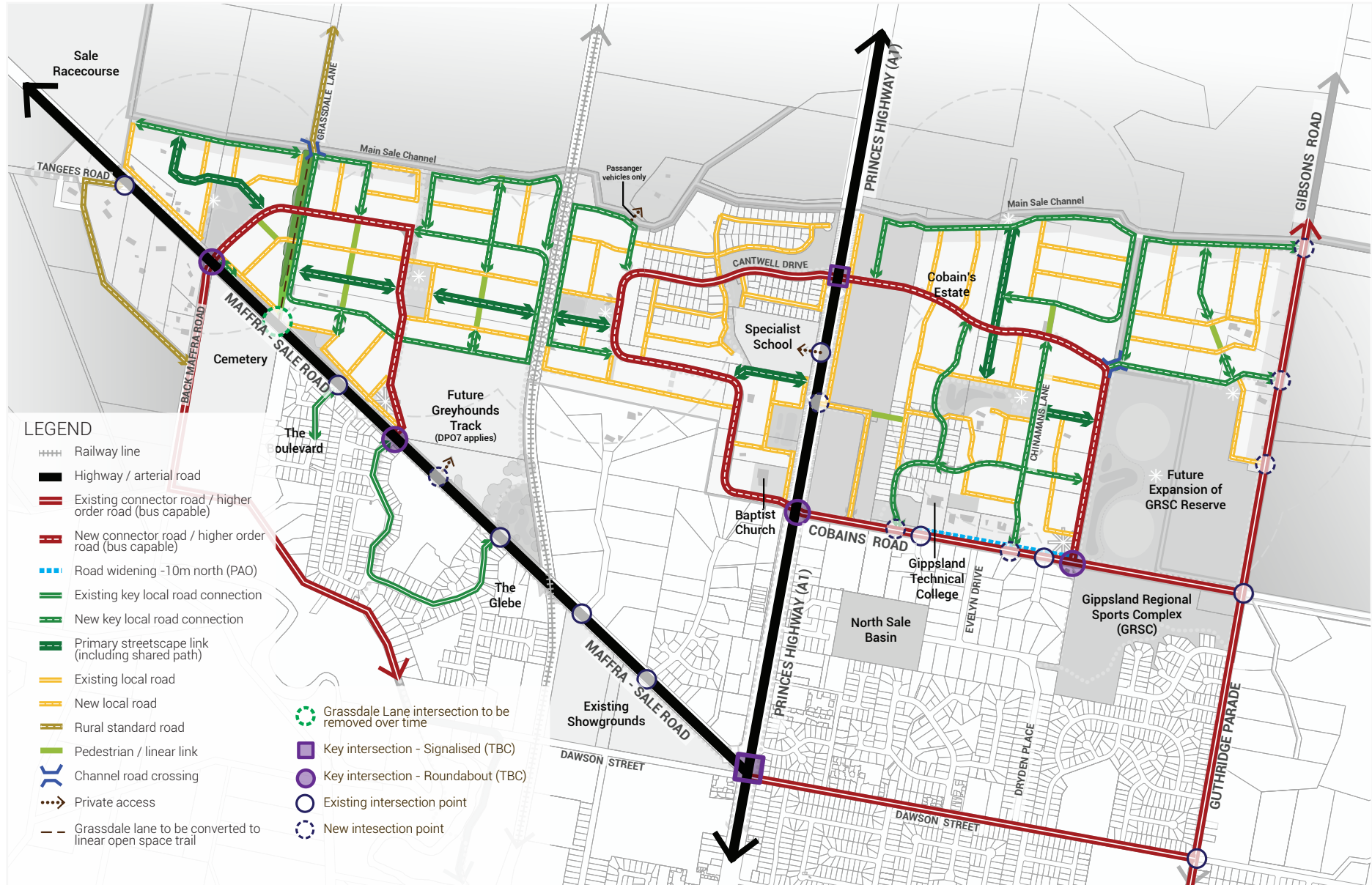
The connector roads have been designed to cater for bus routes and have been aligned deliberately to provide access to, and touch, open spaces and activity nodes to maximise views and access to these areas within each Neighbourhood.

Local Roads - The DP identifies the preferred local road network and cross-sections for internal roads are provided in Figures 14a and 14b. The DP also identifies the need to further investigate private vehicle access opportunities from Neighbourhood B into property located north of Main Sale Channel.

Existing rural roads - The DP seeks to maintain the rural standard roads adjacent to low density areas on the south side of Maffra-Sale Road.

Cross-sections - The DP seeks to establish a distinct sense of character within each neighbourhood and incorporates a diverse set of road cross-sections as shown in Figures 14a and 14b. The Planning Authority will favourably consider permit applications that incorporate these diverse road cross-sections and street tree landscaping outcomes that recognise the role and function of the road hierarchy and which contribute to establishment of a character of each Neighbourhood.

FIGURE 13 Movement Network - Road Hierarchy



Intersections – A total of five controlled (signals or roundabout) intersections will service the DP area (one under construction, one existing and three proposed). Please refer to Figure 15.

- A. New Cobains Road/Princes Highway Intersection. Roundabout recently completed.
- B. Princes Highway and Cantwell Drive. Upgrade to four-way signalised intersection.
- C. Woondella Boulevard/Maffra-Sale Road. New roundabout proposed.
- D. Back Maffra Road/Maffra-Sale Road. New roundabout proposed.
- E. Cobains Road/GRSC reserve. New roundabout proposed.

Beveridge Williams (Dec. 2017) prepared a Traffic and Transport Assessment for the DP area which includes concept plans for the five intersections listed above. The ultimate intersection layout will be subject to functional design.

In addition, pedestrian operated signals on Princes Highway between Cantwell Drive and Cobains Road are proposed. A crossing point of the Main Heart Channel to facilitate pedestrian and vehicular connectivity is also proposed. Localised narrowing of the crossing will be entertained to provide for two-way traffic and shared path.

Also the DP proposes to remove Grassdale Lane/Maffra-Sale Road intersection over time and revert to linear shared path and open space link, as other road connections are provided to Maffra-Sale Road.

A number of other new intersection points with the existing main roads are proposed and the future design of these intersections will be determined at the Planning Permit stage and must comply with the Planning Authorities standards.

Pedestrian/cycle Network – The DP identifies a shared path network, both on and off road, linking linear spaces, planned open spaces and drainage reserves and along the primary streetscape link creating looped walking and cycling paths. The DP seeks to upgrade the existing rail crossing on Maffra-Sale Road when the shared path is delivered and nominates that the existing Grassdale Lane is to become linear open space link to protect high quality vegetation and form a defining feature of Neighbourhood C. Linear open space reserves are to contain a 1.5m-wide footpath and landscaping within a 12m-wide reserve (minimum) which will provide an important component of the overall movement network between residential blocks and enhancing pedestrian permeability through Neighbourhoods. The DP also seeks to protect the potential for a future pedestrian crossing of the rail corridor between Neighbourhood B and C.

Public transport – The DP identifies a connector road network that can accommodate a future bus network to service Neighbourhoods A, B and C, linking these neighbourhoods to the arterial road network and broader area.

Further to discussions with PTV, options for a potential bus route within the DP area have been preserved through the design of a connector road cross section which provides for safe passage of a bus.

FIGURE 14a Movement Network - Cross Sections Plan

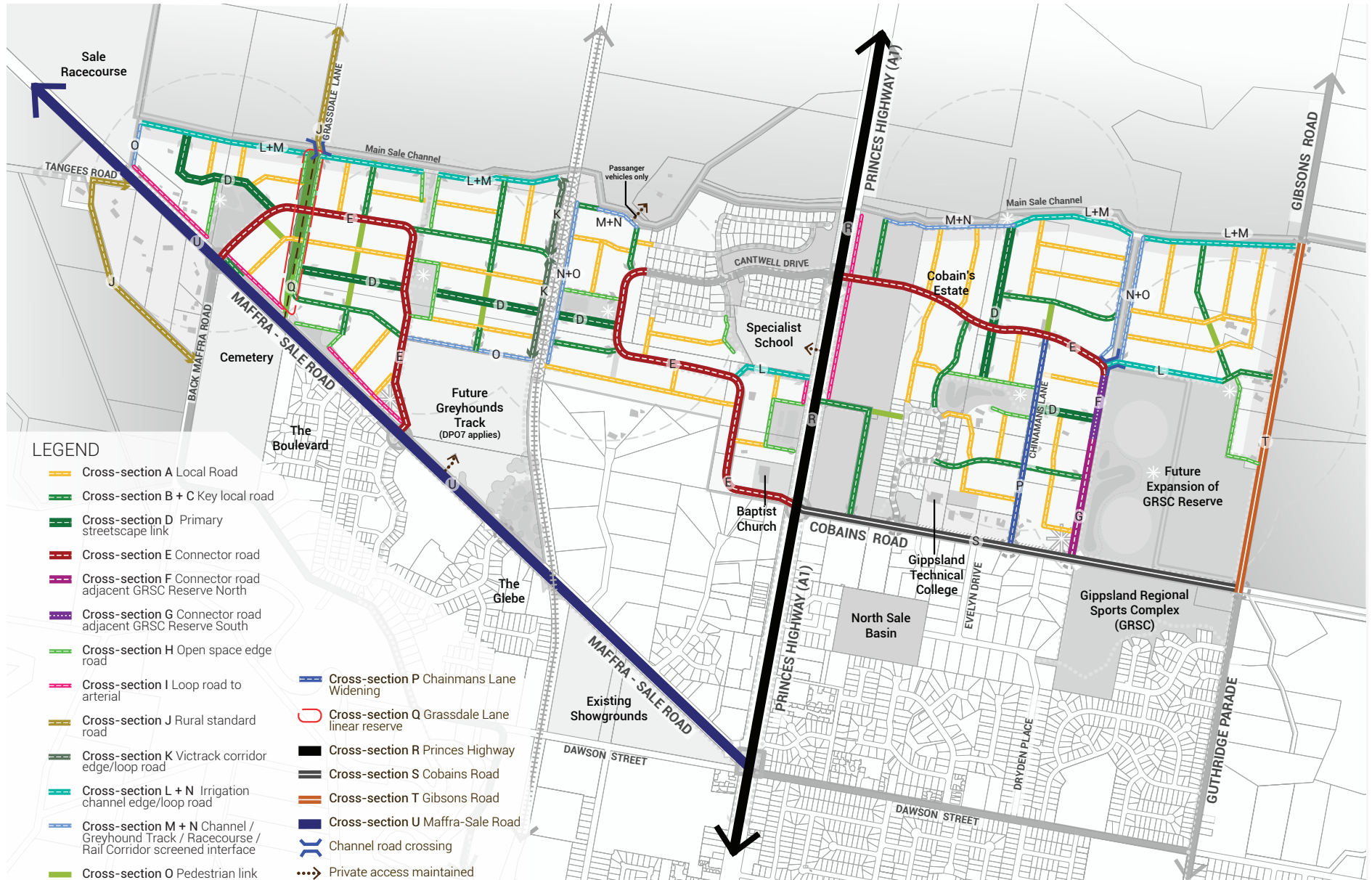
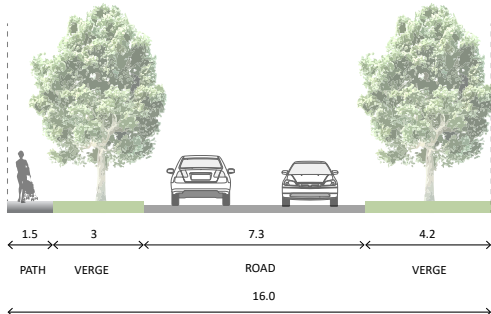


FIGURE 14b Movement Network - Cross Sections

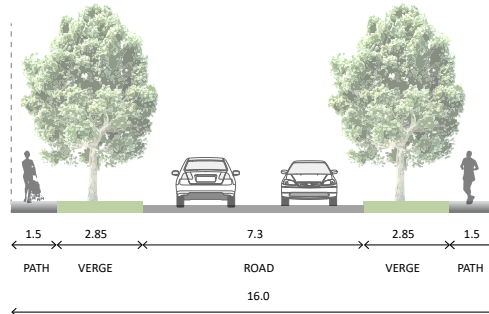


Cross Section A.

LOCAL ROAD - One Sided Footpath

Features:

- Allows for medium - large size trees within verges.
- Footpath on one sides of the road.
- Road pavement width allows for on-street parking and services vehicle access.

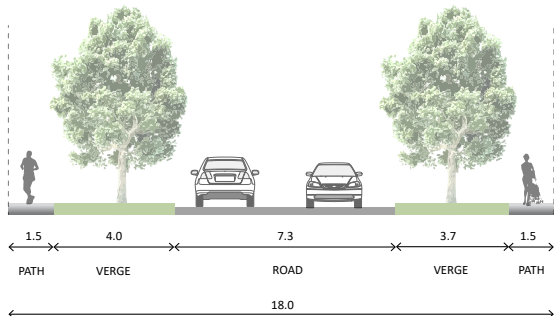


Cross Section B.

KEY LOCAL ROAD

Features:

- Allows for small - medium size trees within verges.
- Footpath on both sides of the road.
- Road pavement width allows for on-street parking and services vehicle access.



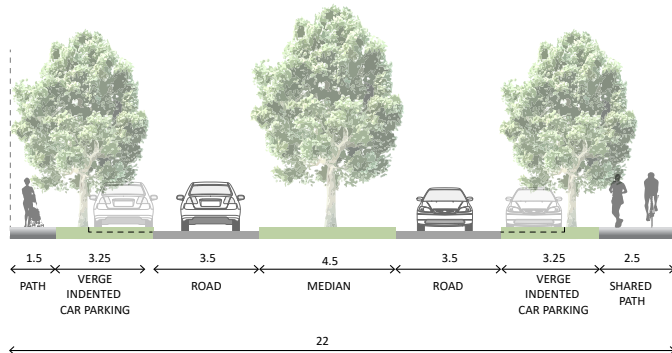
Cross Section C.

KEY LOCAL ROAD - Widened Verge

Features:

- Allows for large canopy trees within widened verges.
- Provides more shade to road and footpaths.
- Enhanced the street adds value to properties
- Footpath on both sides of the road.
- Road pavement width allows for on-street parking and services vehicle access.

ADD ADDITIONAL 1M TO ROAD RESERVE IF 2.5M SHARED PATH REQUIRED (refer to figure 16)

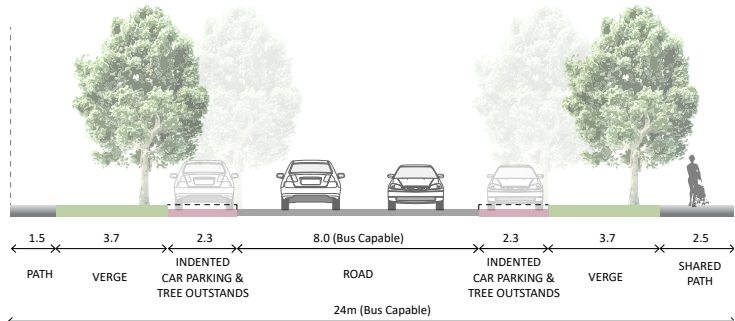


Cross Section D.

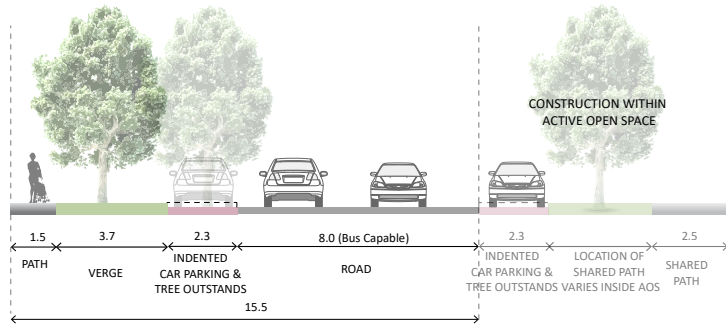
PRIMARY STREETSCAPE LINK (??m)

REDUCE ROAD RESERVE BY 1M IF SHARED PATH NOT REQUIRED (refer to figure 16)

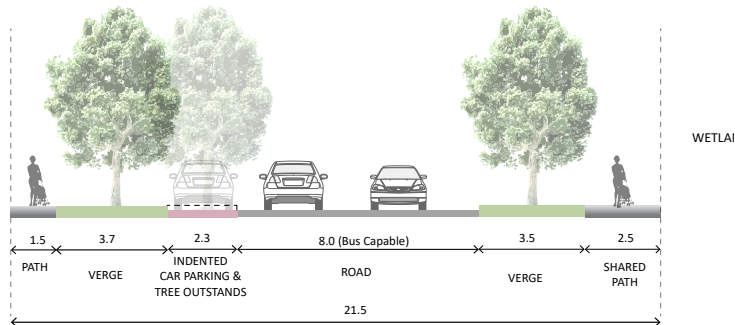
FIGURE 14b Movement Network - Cross Sections



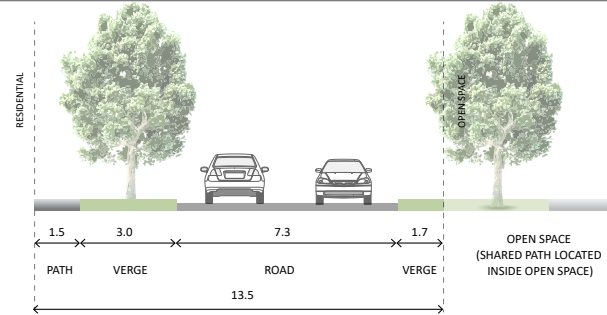
Cross Section E.
CONNECTOR / HIGHER ORDER ROAD (WITH SHARED PATH)



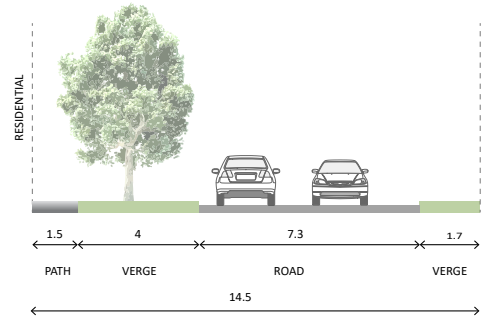
Cross Section F.
CONNECTOR/HIGHER ORDER ROAD - GRSC EDGE ROAD NORTH



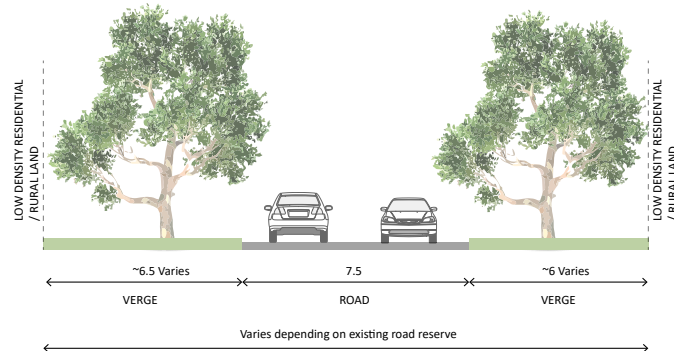
Cross Section G.
CONNECTOR/HIGHER ORDER ROAD - GRSC EDGE ROAD SOUTH



Cross Section H.
OPEN SPACE EDGE ROAD (13.5m)

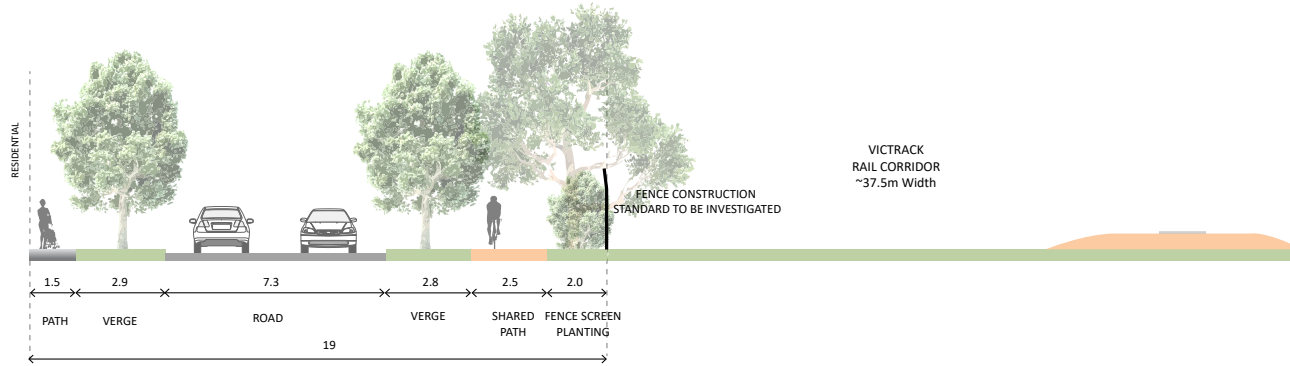


Cross Section I.
EDGE/SERVICE ROAD TO ARTERIAL

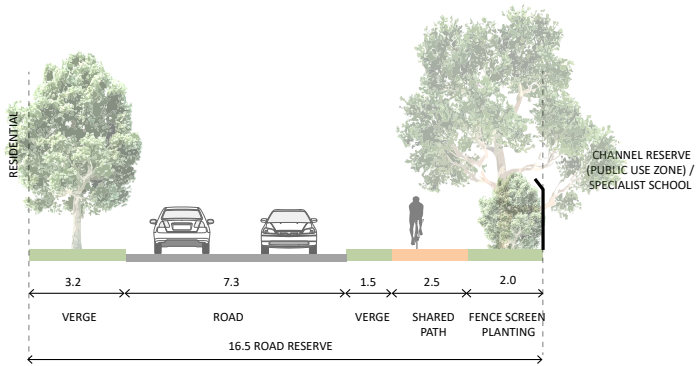


Cross Section J.
RURAL STANDARD ROAD

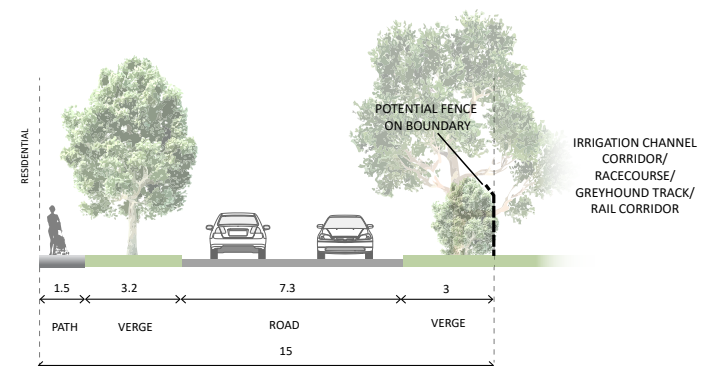
FIGURE 14b Movement Network - Cross Sections



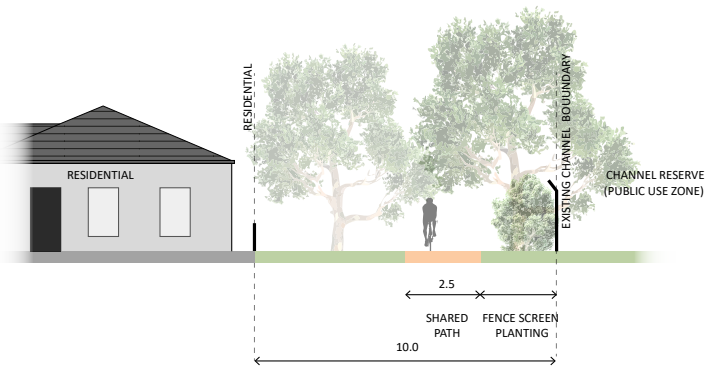
Cross Section K.
VICTRACK CORRIDOR EDGE/LOOP ROAD



Cross Section L.
IRRIGATION CHANNEL EDGE/LOOP ROAD

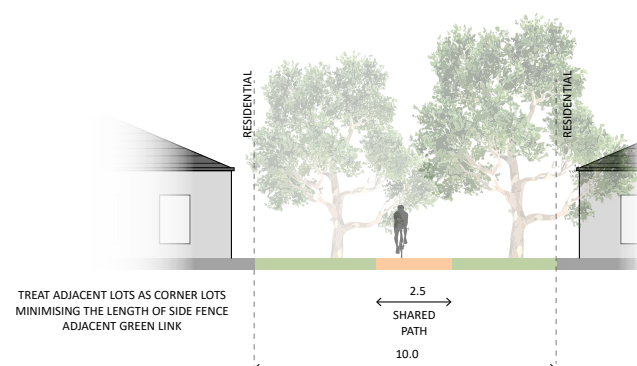


Cross Section M.
AMENITY EDGE/LOOP ROAD



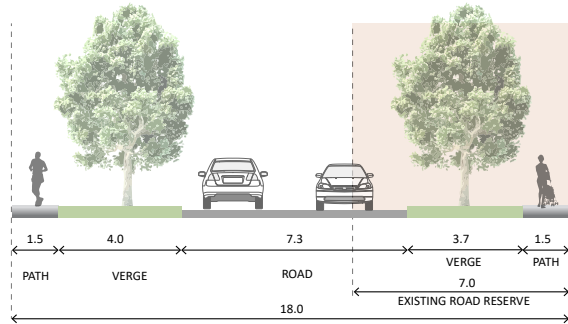
Cross Section N.
IRRIGATION CHANNEL GREEN LINK EDGE

Notes:
- This cross-section is to be used in conjunction with cross-section M or O and is intended to break up sections of loop roads along sensitive interfaces.
- The use of this cross-section must not result in no-through roads or court bowls.

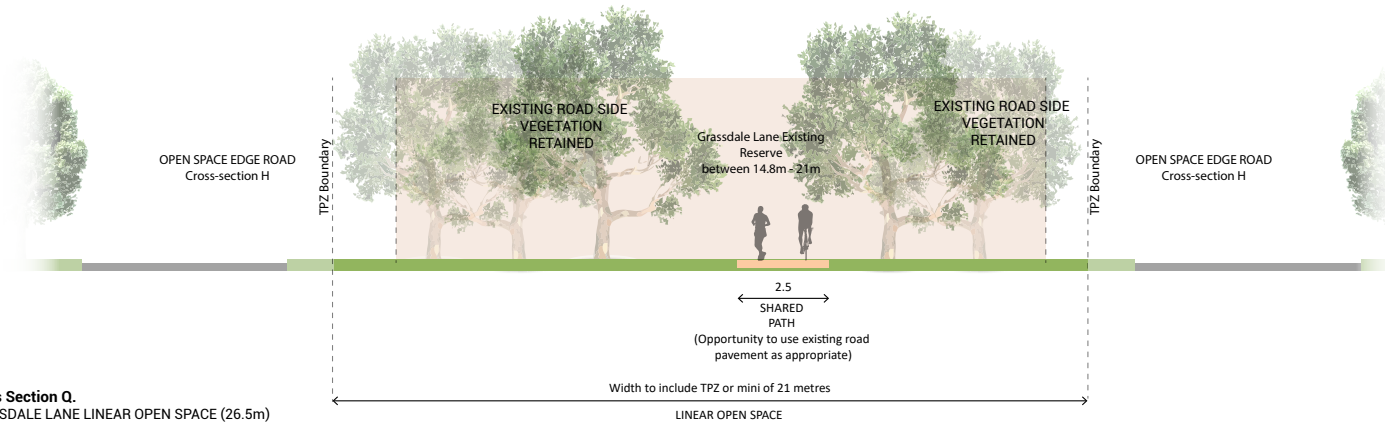


Cross Section O.
PEDESTIRAN LINK

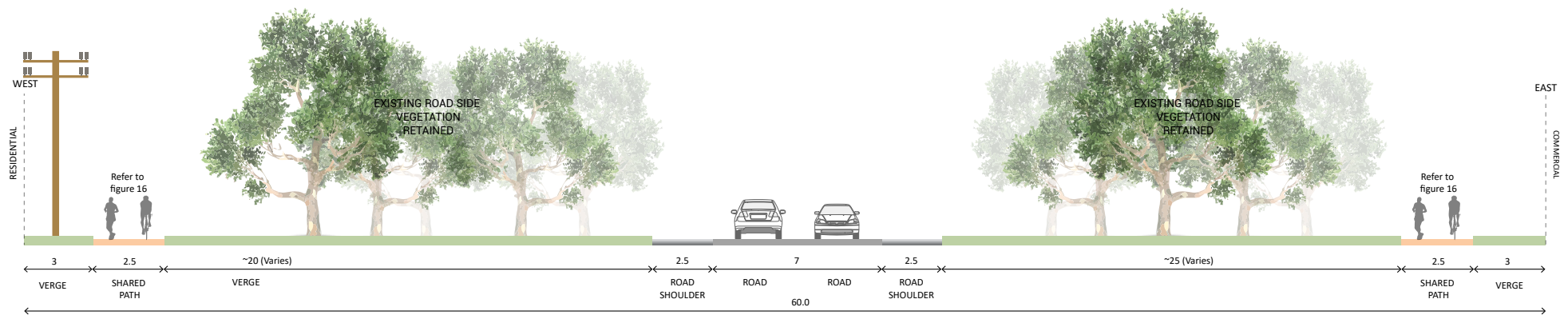
FIGURE 14b Movement Network - Cross Sections



Cross Section P.
CHINAMANS LANE ULTIMATE



Cross Section Q.
GRASSDALE LANE LINEAR OPEN SPACE (26.5m)



Cross Section R.
ARTERIAL ROAD - Princes Highway
Note:
- Refer to Figure 16 for shared path location.

FIGURE 14b Movement Network - Cross Sections

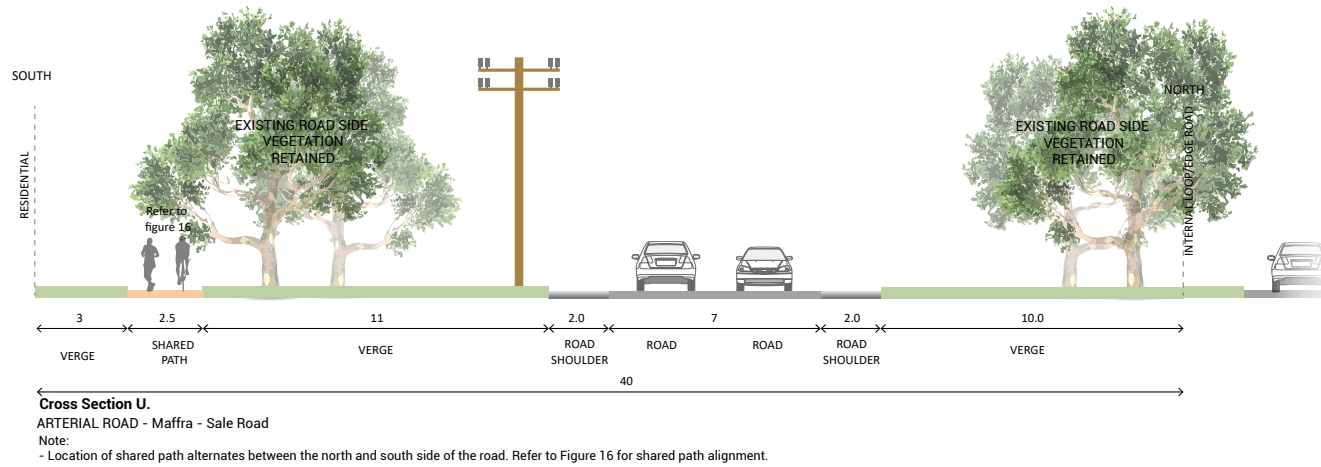
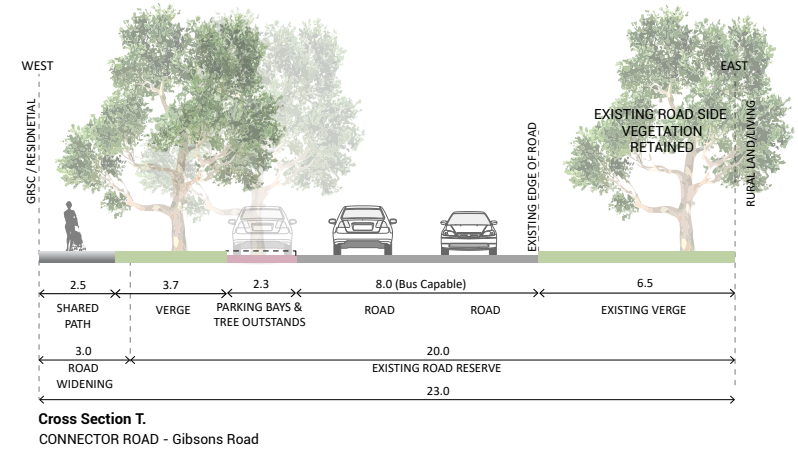
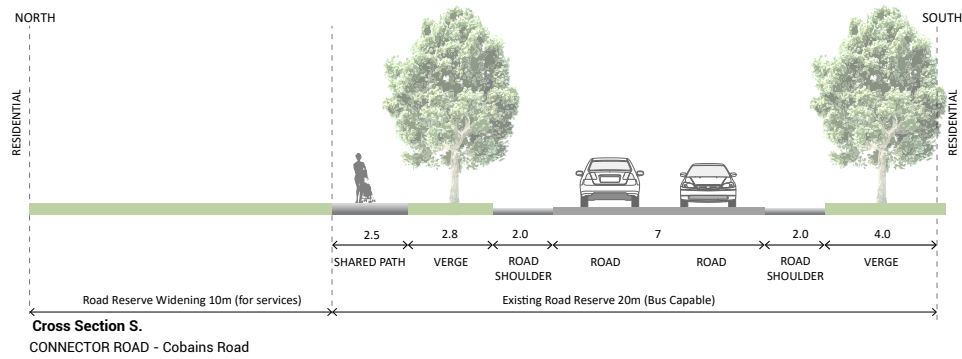


FIGURE 15 Movement Network - Intersections

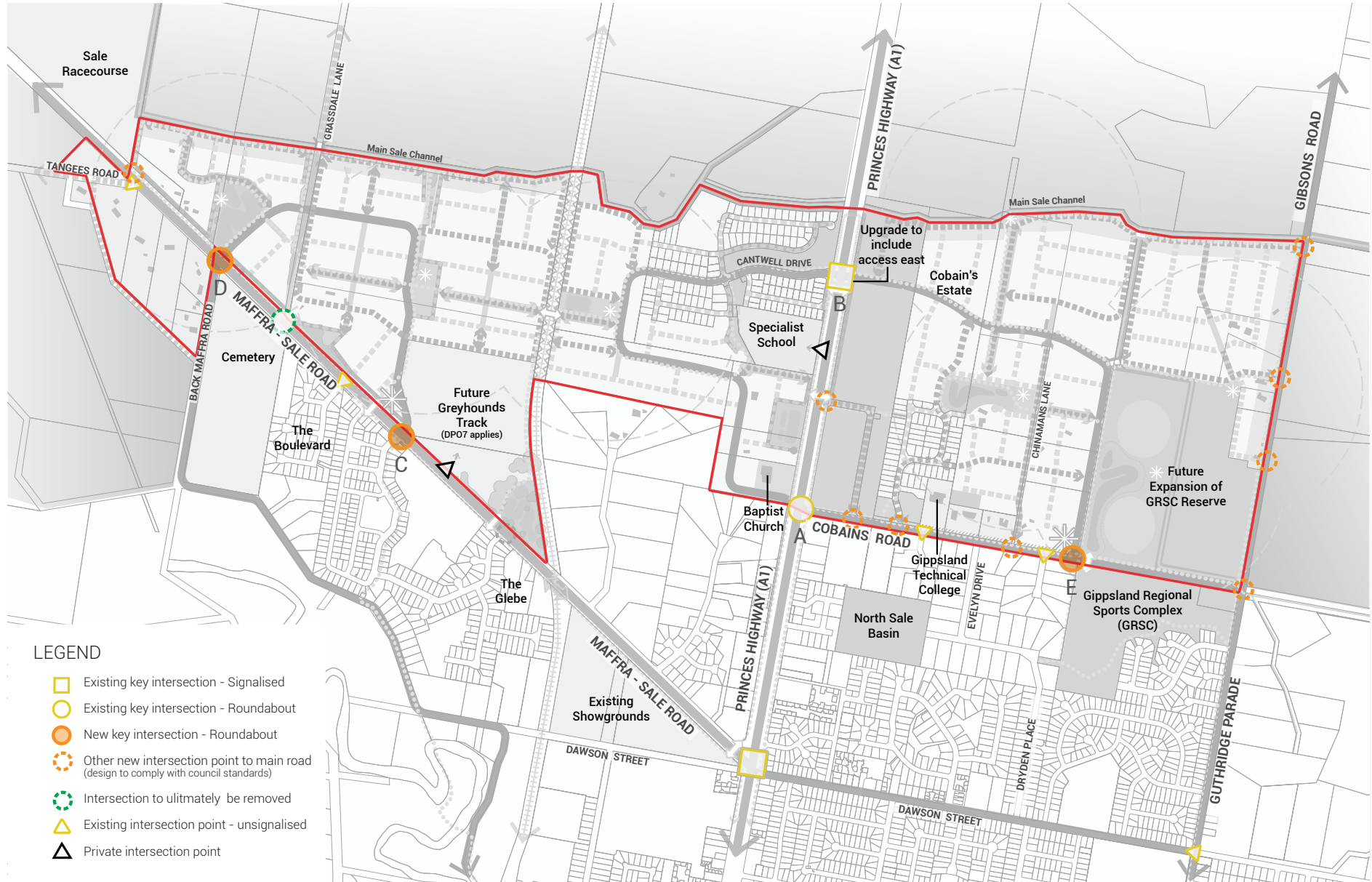
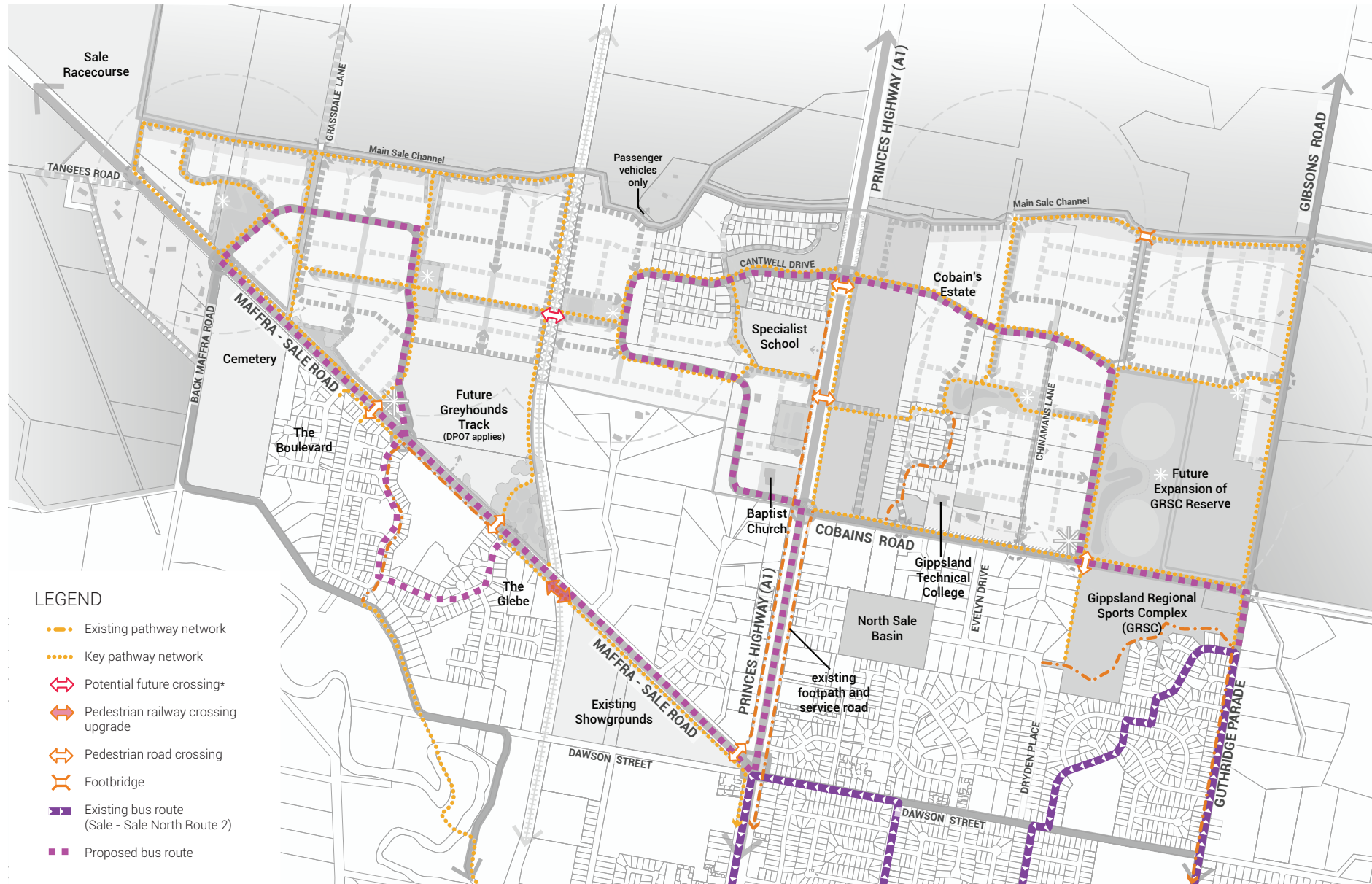


FIGURE 16 Movement Network - Paths + Public Transport



8.4.2 Objectives

The movement network sets the structural form and is integral to establishing the character of North Sale and its three Neighbourhoods and consists of the combination of roads, pedestrian/bike paths and public transport.

Table 02 sets out the objectives for the NSDP movement network.

Table 02 Objectives: Movement Network

Objective	
01	To create a highly connected and permeable movement network that supports a range of active and sustainable transport options.
02	To develop a coherent and consistent access strategy along Princes Highway and Maffra-Sale Road that promotes accessibility within the NSDP.
03	To provide a collector road network that is able to cater for bus routes that are within a five minute walk (400m) of the majority of residents.
04	Provide an edge road to open space areas and the Main Sale Channel and the north-south irrigation channel to allow these spaces to become part of the movement experience.
05	Provide spaced intersections along Maffra-Sale Road and Princes Highway that align with existing and planned development and recognises the role and function of the arterial roads.
07	Provide a connected on and off road pathway network connecting neighbourhoods via streetscapes, linear open spaces, parks, the irrigation channels, along the future expansion of the GRSC and ultimately Grassdale Lane when it is closed to vehicular traffic.

8.4.3 Strategic Actions

Table 03 sets out the strategic actions for the NSDP movement network.

Table 03 Strategic Actions: Movement Network

Strategic Action	
SA1	Design of Loop Roads should be discussed with Council and VicRoads to ensure appropriate setbacks to the arterial roads and landscaping requirements are delivered.
SA2	Develop a street tree/landscape masterplan in conjunction with VicRoads for Princes Highway and Maffra-Sale Road generally in accordance with the character guidance provided in Section 8.4.1, Council requirements and VicRoads tree planting policies.
SA3	At the subdivision stage, Council and developer proponent to discuss private vehicle access opportunities to the property north of Main Sale Channel (north of Neighbourhood B) noting existing safety issues with access to the lot from the Princes Highway.
SA4	At the subdivision stage, applications should demonstrate how Primary Streetscape Links across the rail corridor can be aligned to provide consistent views between Neighbourhoods B and C.
SA5	At the subdivision stage, confirm road interface treatment on eastern side of north-south irrigation channel with Southern Rural Water including opportunities to “back” low density lots onto the channel provided access is provided to the channel.
SA6	Development which relies on creation of new intersections on arterial roads should discuss access arrangements (interim and ultimate configurations) with VicRoads prior to lodgement of permit applications.
SA7	Council to work collaboratively with Public Transport Victoria (PTV), VicTrack (and the relevant rail operator) to plan for and deliver the nominated pedestrian crossing (see Figure 13). It is acknowledged the planning and ultimate delivery of this crossing may extend the development of the NSDP, however ongoing advocacy for its construction is considered important for the purposes of internal movement across the neighbourhoods in the long term.
SA8	Developer proponents adjacent to the rail corridor and the irrigation channels to work collaboratively with Council with Public Transport Victoria (PTV), VicTrack (and the relevant rail operator), and Southern Rural Water to deliver high quality landscaping adjacent to these infrastructure assets and ensure these form high quality shared path assets.

8.4.4 Planning Permit Requirements and Guidelines

Table 04 sets out the planning permit requirements for the NSDP movement network. Table 05 set out the planning permit guidelines for the NSDP movement network.

Table 04 Planning Permit Requirements: Movement Network

Planning Permit Requirement	
R1	Provide a road network generally in accordance with Figure 13. Any alterations must be supported by appropriate justification, including a proposed plan for how the changes will influence the design of adjoining properties. A traffic impact assessment must be submitted which includes an assessment of proposed vehicle volumes and intersection treatments;
R2	Provide roads /streets generally in accordance with the cross-sections provided in Figure 14b and have regard to the Infrastructure Design Manual.
R3	Provide the intersection treatments generally in accordance with Figure 15.
R4	Provide a contiguous primary streetscape link that provides a consistent link across all neighbourhoods in the NSDP.
R5	Provide edge roads to all open spaces, including the Main Sale and Main Heart Channels, as per Figure 13.
R6	Maintain rural standard roads adjacent to low density areas on south side of Maffra-Sale Road.
R7	Provide existing Grassdale Lane as a linear open space link to protect high quality vegetation and form a defining feature of Neighbourhood C and within the broader structural movement network.
R8	Provide an edge road treatment and sideages to Grassdale Lane to protect vegetation.
R9	Offset the local street network from property boundaries to ensure viable delivery of roads and development opportunities.
R10	Develop a street tree/landscape masterplan for Princes Highway and Maffra-Sale Road in accordance with Council requirements and VicRoads tree planting policies.
R11	Linear open space reserves must contain a 1.5m-wide footpath and landscaping within a 12m-wide reserve (minimum).
R12	Provide a shared path network generally consistent with Figure 16.
R13	Provide for the upgrade of the western side of Gibsons Road.
R14	Provide 8m widening of Chinamans Lane along the western side of the existing road reserve except for the section opposite property 65 Cobains Road where the 8m widening must be provided along the western edge of the road reserve.

Table 05 Planning Permit Guidelines: Movement Network

Planning Permit Guideline	
G1	Where possible, all local roads should be staggered to minimise need for roundabouts
G2	Both exotic and native species are encouraged to provide diverse streetscapes.
G3	Provide an opportunity for a future pedestrian link across the railway line to compensate for a lack of road based connectivity between Neighbourhood B and C.
G4	Enhance the informal character of Maffra-Sale Road by protecting existing vegetation and encouraging planting within both the road reservation and private realm.

8.5 Housing, Neighbourhoods and Interfaces

8.5.1 Design Response

The existing structural influences and constraints being the arterial road system, presence of the railway line, irrigation channels, drainage catchments and other non-residential land uses set the conditions for the creation of three distinct neighbourhoods that will together form the NSDP community.

Figures 17 and 18 set out the preferred subdivision layout and neighbourhood design.

Each neighbourhood will require a different detailed response at the planning permit stage, that has regard to the design principles contained in the DP and the site specific conditions of the neighbourhood such as precinct defining features and interfaces.

A number of interface treatments are recommended which take into consideration the amenity of the adjacent land uses and minimise adverse impacts through the design and orientation of new developments. Figure 19 illustrates the preferred interface treatment to the Main Sale Channel. Figure 20 illustrates the preferred interface treatment to the railway line in Neighbourhoods B and C. Figure 21 illustrates the preferred interface treatment to Grassdale Lane.

FIGURE 17 Housing

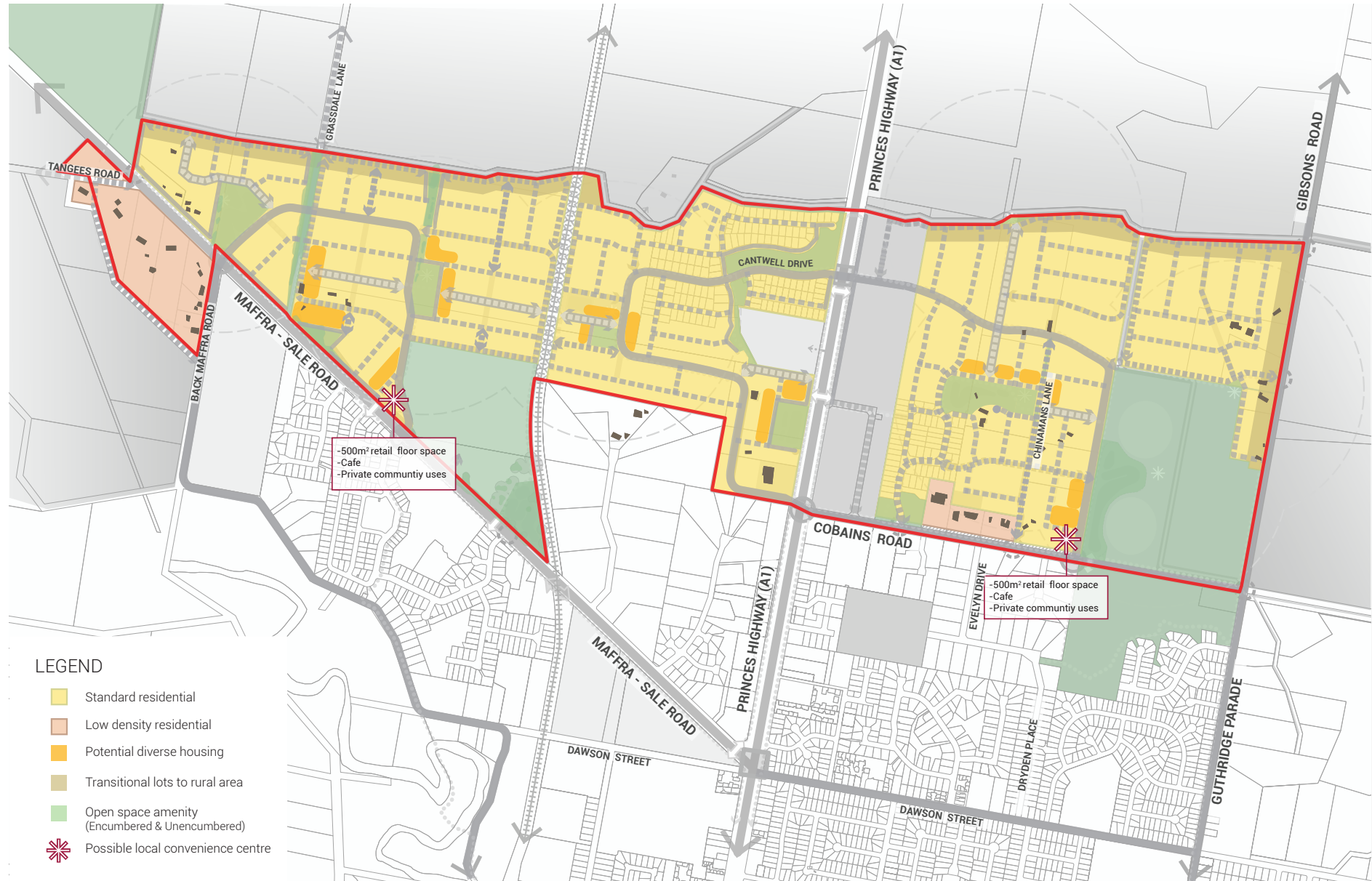


FIGURE 18 Neighbourhoods and Interfaces



FIGURE 19 Interface to Main Sale Channel

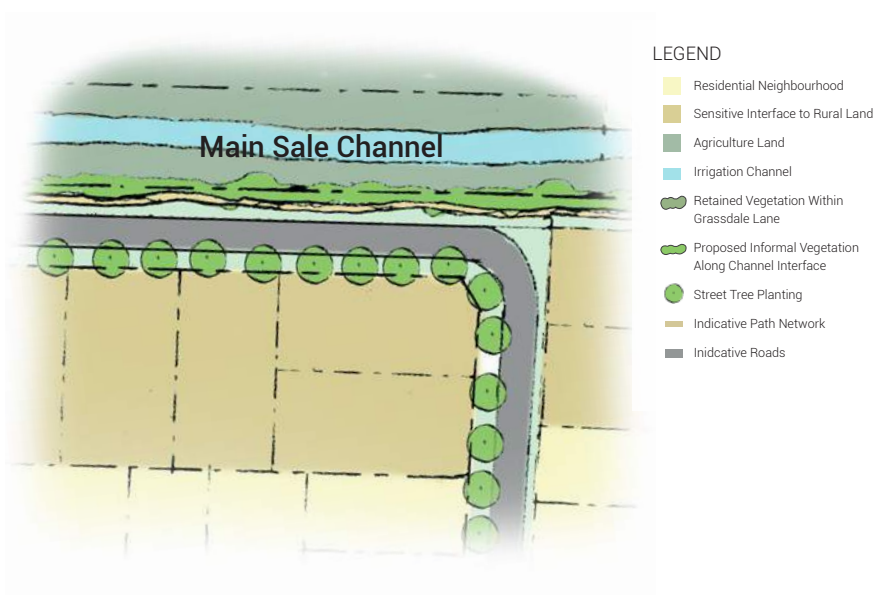


FIGURE 20 Railway Line Interface

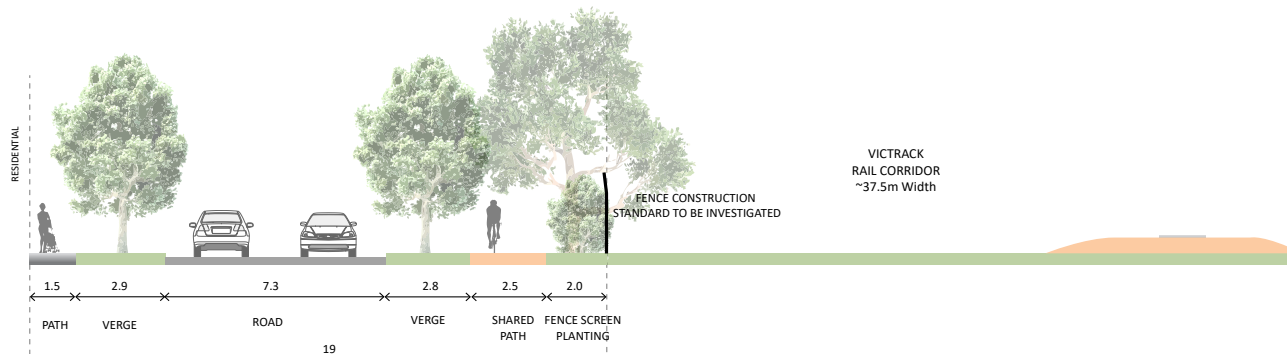


FIGURE 21 Grassdale Lane Interface



8.5.2 Objectives

Table 06 sets out the objectives for the NSDP housing, neighbourhoods and interfaces.

Table 06 Objectives: Housing, Neighbourhoods and Interfaces

Objective	
08	To provide opportunities for diverse housing outcomes, from smaller lots to larger lots, to achieve an average density of 12 lots per net developable ha.
09	Create three distinct residential neighbourhoods each with an identifiable character and shared amenity.
010	Connect each residential neighbourhood via a network of key loop roads, primary streetscapes and open spaces.
011	Ensure future development has regard to the diverse land use and interface conditions each requiring considered design response.
012	Encourage higher density housing around activity nodes such as local convenience centres and areas of amenity such as passive open space.

8.5.3 Strategic Actions

Table 07 sets out the strategic actions for the NSDP housing, neighbourhoods and interfaces.

Table 07 Strategic Actions: Housing, Neighbourhoods and Interfaces

Strategic Action	
SA9	<p>Further discussions with VicTrack (and other authorities as relevant) and Council may be required at implementation of the NSDP to investigate whether the use of Design and Development Overlay (DDO) for rail noise adjacent to residential areas or other noise mitigation measures as necessary. .</p> <p>Should a DDO not be required, developer proponents on either side of the rail corridor are encouraged to discuss and confirm development interface conditions prior to lodgement of permit applications.</p>

8.5.4 Planning Permit Requirements and Guidelines

Table 08 sets out the planning permit requirements for the NSDP housing, neighbourhoods and interfaces. Table 09 set out the Neighbourhood Precinct Defining Features and Edges/Interfaces and permit responses required. Table 10 set out the planning permit guidelines for the NSDP housing, neighbourhoods and interfaces.

Table 08 Planning Permit Requirements: Housing, Neighbourhoods and Interfaces

Planning Permit Requirement	
R15	Provide a subdivision layout which is generally in accordance with the local street layout as shown in Figure 17.
R16	Address the key features and interfaces within each neighbourhood and requirements at the permit stage (permit response) as set out in Table 09.

Table 09: Neighbourhood Precinct Defining Features and Edges/Interfaces

Precinct	Defining Features and Edges/Interfaces	Permit Response Required
A	> Core open space formed by the expansion of the GRSC reserve and presence of the Main Sale Irrigation Channel, Main Heart Channel, drainage reserves and passive open space.	> Provide an edge road interface to GRSC, irrigation channels, drainage and open space reserves to deliver active frontages to these open space areas.
	> Interface to Main Sale Irrigation Channel and Main Heart Channel.	> Lots to front both Main Sale Irrigation Channel and Main Heart Channel, refer to Figure 19.
	> Interface to existing low density areas along southern side of Cobains Road, north of the Main Sale Channel and east of Gibsons Road.	> Provide larger lots along interfaces to existing low density areas.
	> Interface between residential area and commercial development along Princes Highway.	> Provide acoustic treatment to commercial area.
	> Interface of Commercial development adjacent to Princes Highway.	> Provide a loop road to the arterial road (Princes Highway).
B	> Interface to railway line.	> Provide acoustic treatment to railway line.
	> Interface to Princes Highway.	> Provide an edge road interface to the railway line, lots are to front or side on either side of the railway line, refer to Figure 20.
	> Interface with drainage, Main Sale Channel and open space reserves.	> Provide an edge road interface to drainage, Main Sale Channel and open space reserves to provide active frontages, refer to Figure 19.
	> Interface with farming land to the north.	> Provide larger lots along interfaces to Main Sale Channel.
	> Interface between Neighbourhood B and C.	> Provide for a future potential pedestrian link across the rail line linking neighbourhoods B and C.
	> Interface with existing low density area to the south of the precinct.	> Provide a loop road to the arterial road (Princes Highway).

Precinct	Defining Features and Edges/Interfaces	Permit Response Required
C	> Grassdale Lane is to be closed to vehicle traffic and become a key linear pedestrian link.	> Lots to front/side onto Grassdale Lane, refer to Figure 20.
	> Interface to railway line.	> Provide an edge road interface to the railway line, lots are to front or side on either side of the railway line, refer to Figure 20.
	> Interface with drainage, Main Sale Channel and open space reserves.	> Provide an edge road interface to drainage, Main Sale Channel and open space reserves to provide active frontages.
	> Interface with farming land to the north.	> Provide larger lots (minimum of 800m ²) along interface to Main Sale Channel.
	> Interface between Neighbourhood B and C.	> Provide for a future potential pedestrian link across the rail line linking neighbourhoods B and C.
	> Interface to Maffra-Sale Road.	> Provide an edge road along interface with Maffra-Sale Road, except for open space to the east of Grassdale Lane.
	> Interface with future Greyhounds Track.	> Provide an edge road along interface with future Greyhounds Track.

Table 10 Planning Permit Guidelines: Housing, Neighbourhoods and Interfaces

Planning Permit Guideline	
G5	A range of lot sizes are encouraged to achieve an average density of 12 dwellings per net developable hectare.
G6	Retention of existing vegetation in localised pocket parks or widened road reserves that serve to enhance the character of the neighbourhood is encouraged.
G7	Avoid double fronted lots.
G8	Court bowls are to be avoided where possible.
G9	Unless agreed with Council, there should be one property access per allotment.
G10	Landscaping along the interface road with Main Sale Channel is in the form of trees and shrubs is encouraged to soften the views between the farming land and the NSDP area.
G11	Higher density housing is encouraged around activity nodes such as local convenience centres, Princes Highway, schools and areas of amenity such as open space.

8.6 Open space and Natural Systems

8.6.1 Design Response

The design of the DP open space network responds to the site conditions, drainage infrastructure requirements and open space requirements of the future community.

The DP proposes an interlinked open space network comprising neighbourhood and pocket parks, linear parks, conservation reserves, active open space, drainage reserves and irrigation channels. The open space network provides a high amenity setting for diverse housing outcomes, including medium density housing.

While the open space network is intended to serve a variety of purposes, each open space area has been categorised according to its primary function below, noting that this primary function influences how the open space is treated in a statutory sense (refer to Figure 22):

- > **Drainage encumbered open space** – is land that is required for drainage purposes such as a retarding basin or wetland. The DP proposes to co-locate passive and drainage open space to create larger consolidated open space areas for multi –use and become a focal point of each neighbourhood.
- > **Irrigation channels** – the Main Sale Channel is located along the northern boundary of the DP and Main Heart Channel traverses through Neighbourhood A. The DP proposes to utilise these channels as linear links within the broader open space and movement network.
- > **Native Vegetation** – The DP encourages the retention of high significance areas for their ecological value and contribution to the broader landscape. DELWP have advised that the DP area

contains small Ecological Vegetation Classes, two rare and threatened species have been recorded in wetlands/dams within the drainage line west of Gibsons Road, and a number of very large old trees north of Cobains Road, Princes Highway and Mafra-Sale Road. However, no detailed flora and fauna assessments have been completed for the DP, these will be prepared at the planning permit stage, please refer to Section 9 for more detail.

- > **Key streetscape links** – these are key streets that link the open spaces within each Neighbourhood. The DP proposes an identifiable east-west movement spine across the broader NSDP area that includes a combination of both vehicle and pedestrian links, and contributes to the amenity of the neighbourhoods it connects. The cross-section and street tree planting for Key Streetscape Links must be consistent across all three neighbourhoods and should contain large exotic canopy trees to maintain a common visual connection and character consistent to each Neighbourhood, refer to Figure 22.
- > **Unencumbered open space** – is land set aside for open space which is not affected by drainage requirements but may be co-located with encumbered land.
 - **Gippsland Regional Sport Complex (GRSC)** – the DP identifies the significant expansion of the GRSC into the DP area. The GRSC is a regional sporting facility which includes a large wetland to service the DP area and large playground.

- **Local parks** – several local parks have been strategically positioned to respond to key view lines, natural features and trees, land ownership boundaries, low points and drainage, whilst providing an equitably spaced and accessible open space network. The DP seeks to provide connections to and extend the existing and planned open space network within the Glenhaven and Cobains Estates.
- **Linear open space links** – the DP nominates several linear open space links of a minimum of 12m-wide. These linear links will include a pedestrian path and landscaping that provide pedestrian connectivity through neighbourhoods and which serve to link primary streetscapes and the open space network.

The DP design response has sought to extend the value of these green spaces and linkages into the DP area through use of:

- > Edge roads, which provide a high level of visual and physical accessibility to open space and will enable provision of an active lot frontage to assist with passive surveillance of open space;
- > Local road alignments that run perpendicular to open space, to provide view lines and accessibility to these spaces; and
- > Shared path network that connect key nodes of open space, and also connects to the Specialist school and existing pathway network to the south of the DP area.

In combination, the encumbered and unencumbered open space will establish a significant, linked open space network.

FIGURE 22 Open Space Network



8.6.2 Objectives

Table 11 sets out the objectives for the NSDP open space and natural systems.

Table 11 Objectives: Open Space and Natural Systems

Objective	
013	Provide a connected network of open spaces comprising neighbourhood and pocket parks, linear parks, conservation reserves, active open space, drainage reserves and irrigation channels.
014	Passive parks should cater for a broad range of users by providing a mix of spaces and planting to support both structured and unstructured recreational activities and play opportunities for all ages and abilities.
015	Plan for a hierarchy of passive open space which provides for a large playground facilities within the GRSC and smaller unencumbered passive open spaces within each neighbourhood as stand along passive open spaces or co-located with drainage reserves.
016	To visually and physically link open space to neighbourhoods through the use of edge road treatments, key streetscape links and connected by a pedestrian/cycle network.

8.6.3 Strategic Actions

Table 12 sets out the strategic actions for the NSDP open space and natural systems.

Table 12 Strategic Actions: Open Space and Natural Systems

Strategic Action	
SA10	Developers are encouraged to discuss landscaping and embellishment of open space reserves including play grounds and other elements within these reserves with Council to ensure these places can contribute to passive open space functions which can benefit each neighbourhood.

8.6.4 Planning Permit Requirements and Guidelines

Table 13 sets out the planning permit requirements for the NSDP open space and natural systems. Table 14 sets out the planning permit guidelines for the NSDP open space and natural systems.

Table 13 Planning Permit Requirements: Open Space and Natural Systems

Planning Permit Requirement	
R17	Where unencumbered passive open space is shown co-located with drainage reserves to provide for a range of public furniture, small play spaces and other elements that are: <ul style="list-style-type: none"> set within a high quality landscaped setting; serve each neighbourhood; and connected to the pedestrian and/or shared path network.
R18	Incrementally close Grassdale Lane to vehicle traffic and transform its use from a road to a linear open space reserve containing a shared path. The existing trees within the road reserve are to be protected for their biodiversity and landscape character to Neighbourhood C. Refer to Figure 21 which demonstrates the ultimate function and interface to Grassdale Lane.
R19	Provide linear open space links of a minimum of 12m-wide with pedestrian path and landscaping that provide pedestrian connectivity through neighbourhoods and which serve to link primary streetscapes and the open space network.
R20	Retain existing stand of vegetation within a reserve and which provides an important landscape character to Neighbourhood C and Maffra-Sale Road.
R21	Identify trees to be removed and retained.

Table 14 Planning Permit Guidelines: Open Space and Natural Systems

Planning Permit Guideline	
G12	The detailed design of each playground must generally respond to and comply with the design guidelines set out by the planning authority – such as the Wellington Shire Council 2014-2024 Open Space Plan, to ensure a high level outcome in terms of quality and accessibility of new play spaces within the NSDP.
G13	Native vegetation areas of high significance should be retained for their ecological value and contribution to the broader landscape.

8.7 Gateways and Activity Nodes

8.7.1 Design Response

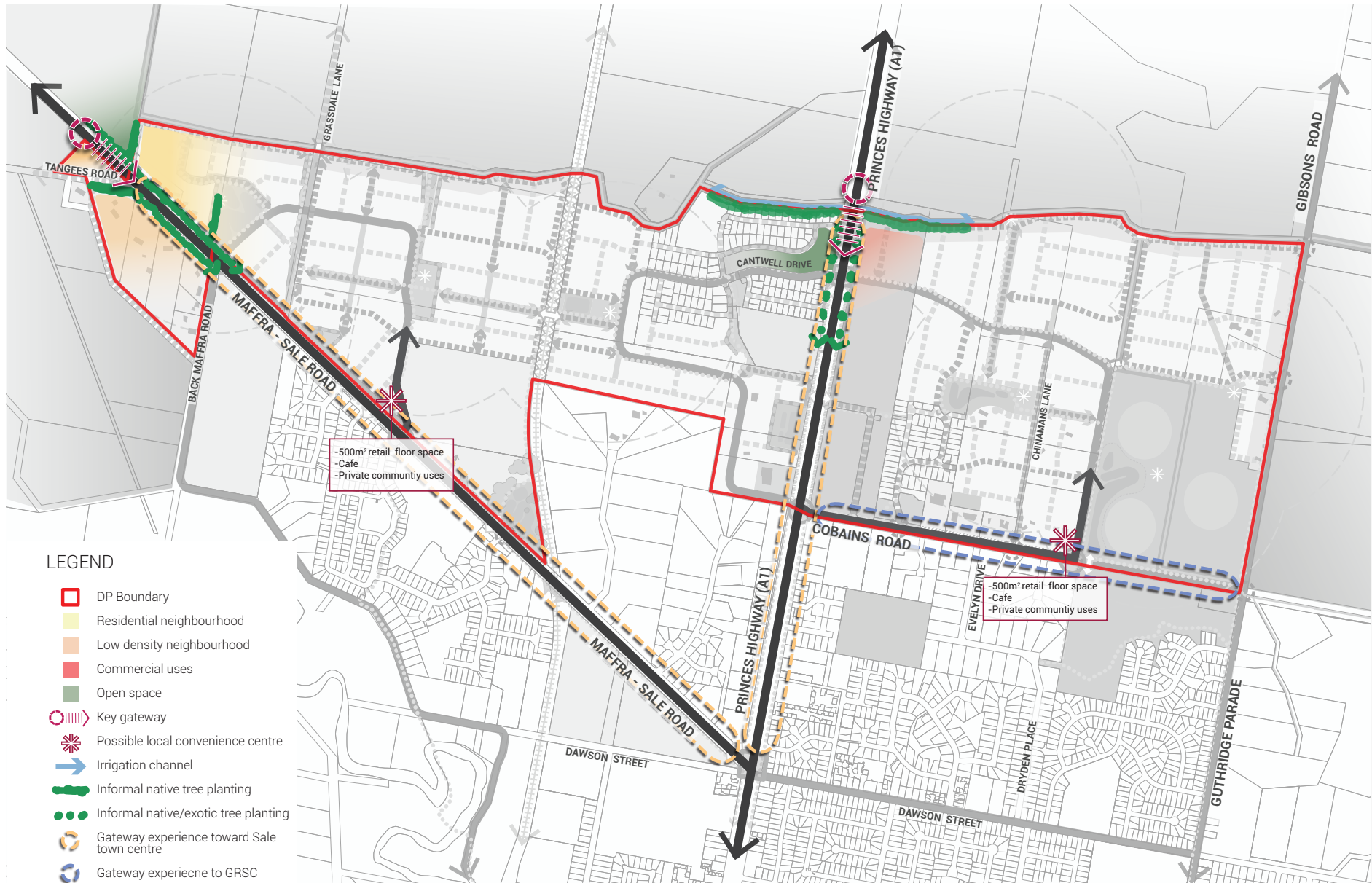
The NSDP is located in a prominent location at the northern entry to Sale. For this reason, it is naturally looked upon as a key location for an enhanced gateway treatment to the town, announcing a sense of arrival and setting the tone for residents and visitors' experience of the character of Sale. Figure 23 illustrates the key gateways and activity nodes.

The DP recognises the role of key gateway sites and seeks to improve this gateway experience within the DP through: -

- > the creation and implementation of a character vision for Princes Highway and Maffra-Sale Road. This should include a formalised cross-section and street tree landscaping to incorporate large canopy trees; and
- > ensuring development of nominated key gateway sites have regard to views and vistas particularly from the rural approach into the town. Landscaping within the private realm is encouraged to soften prominent views particularly within the nominated commercial extension area along Princes Highway.

The DP also provides for the establishment of two small activity nodes supported by diverse housing which will provide local retail.

FIGURE 23 Gateways + Activity Nodes



8.7.2 Objectives

Table 15 sets out the objectives for the NSDP gateways and activity nodes.

8.7.3 Strategic Actions

Table 16 sets out the strategic actions for the NSDP gateways and activity nodes.

8.7.4 Planning Permit Requirements and Guidelines

Table 17 sets out the planning permit requirements for the NSDP gateways and activity nodes. Table 18 set out the planning permit guidelines for the NSDP gateways and activity nodes.

Table 15 Objectives: Gateways and Activity Nodes

Objective	
O17	To provide a high quality built form and landscape interface along Princes Highway, Maffra-Sale Road, and Cobains Road.
O18	To create a gateway experience along Princes Highway and Maffra-Sale Road comprising of open space, landscape embellishment and key gateway development sites.
O19	To create a gateway experience along Cobains Road to the Gippsland Regional Sports Complex.
O20	Allow for the opportunity to locate two small scale local convenience nodes on key road links to service the surrounding neighbourhoods and encourage co-location with non-residential, complementary uses that will benefit the new community, whilst reinforcing the main town centre of Sale.

Table 16 Strategic Actions: Gateways and Activity Nodes

Strategic Action	
SA11	Council to work with emergency services to ensure appropriate siting of new emergency centre to service the growth of Sale.
SA12	At implementation of the NSDP, Council to investigate opportunity to apply Design and Development Overlay (or similar) to key gateway sites that can promote high quality outcomes having regard to the importance of these entry locations into the town and high visibility from the surrounding rural areas.
SA13	Council to work closely with VicRoads to implement the character vision for the Princes Highway and Maffra-Sale Road.

Table 17 Planning Permit Requirements: Gateways and Activity Nodes

Planning Permit Requirement	
R22	Provide for two local convenience centres to support the DP area within Neighbourhoods A and C, generally in accordance with Figure 23.
R23	Development of nominated key gateway sites is to have regard to views and vistas particularly from the rural approach into the town.
R24	Provide diverse housing, including higher density housing, in proximity to the local convenience centres.

Table 18 Planning Permit Guidelines: Gateways and Activity Nodes

Planning Permit Guideline	
G14	Encourage establishment of the preferred character of Princes Highway, Maffra-Sale Road and Cobains Road.
G15	Support opportunities for establishment of new emergency services and other similar high order community services along the Princes Highway commercial area or other locations within or abutting the NSDP area as appropriate.
G16	Encourage establishment of private community facilities (such as child care, GPs, etc) and other non-residential land uses in the local convenience centres to promote a community focal point.
G17	The retail component of the local convenience centres should be in the order of 500m ² 'shop' floor space.

8.8 Drainage and Infrastructure Delivery

8.8.1 Design Response

During the course of development, developers will deliver infrastructure and services to the DP area, such as local and connector roads, intersections, drainage, water, electricity and telecommunications.

Drainage

Water Technology have prepared a number of reports to determine the ultimate drainage configuration for the NSDP area utilising pipes, seven wetland/retarding basins within the DP area, and upgrading the Cobains Road water main (or alternatively upgrading the rising main via south GRSC).

The DP area is divided into four catchments and eight sub-catchments (refer to Figure 24). Neighbourhood C Outfalls to Flooding Creek, Neighbourhoods A & B Outfall to Flooding Creek via the existing North Sale Basin. Stormwater quality and quantity is required to be managed in the DP area to meet best-practice requirements.

The location nominated for each drainage facility has been determined by Water Technology in consultation with the Planning Authority. On this basis the location of each drainage facility is fixed. Functional designs have been completed for all wetlands except Area A

West. A concept plan has been prepared for Area A West which represents the preferred location but it will be subject to a detailed functional design.

Services

Services such as water, sewer, electricity and telecommunications are to be provided by the developer at the time of construction, in accordance with agreements reached with servicing agencies.

There is a natural gas transmission pipeline near Maffra-Sale Road which is at an offset of approximately nine metres from the DP area. APA requires a 43m equidistant from either side of the gas pipeline, which is referred to as a measurement length. Within the 43m measurement length, the type of development such as high density or sensitive uses such as schools, aged car facilities should be limited.

Figures 25, 26 and 27 illustrate the existing and proposed services in the DP area.

Staging

The DP has been designed so each Neighbourhood can be developed independently of each other, however access, and the roll out of the services as required, will ultimately drive the staging of development. Figure 28 illustrates indicative development fronts.

FIGURE 24 Drainage

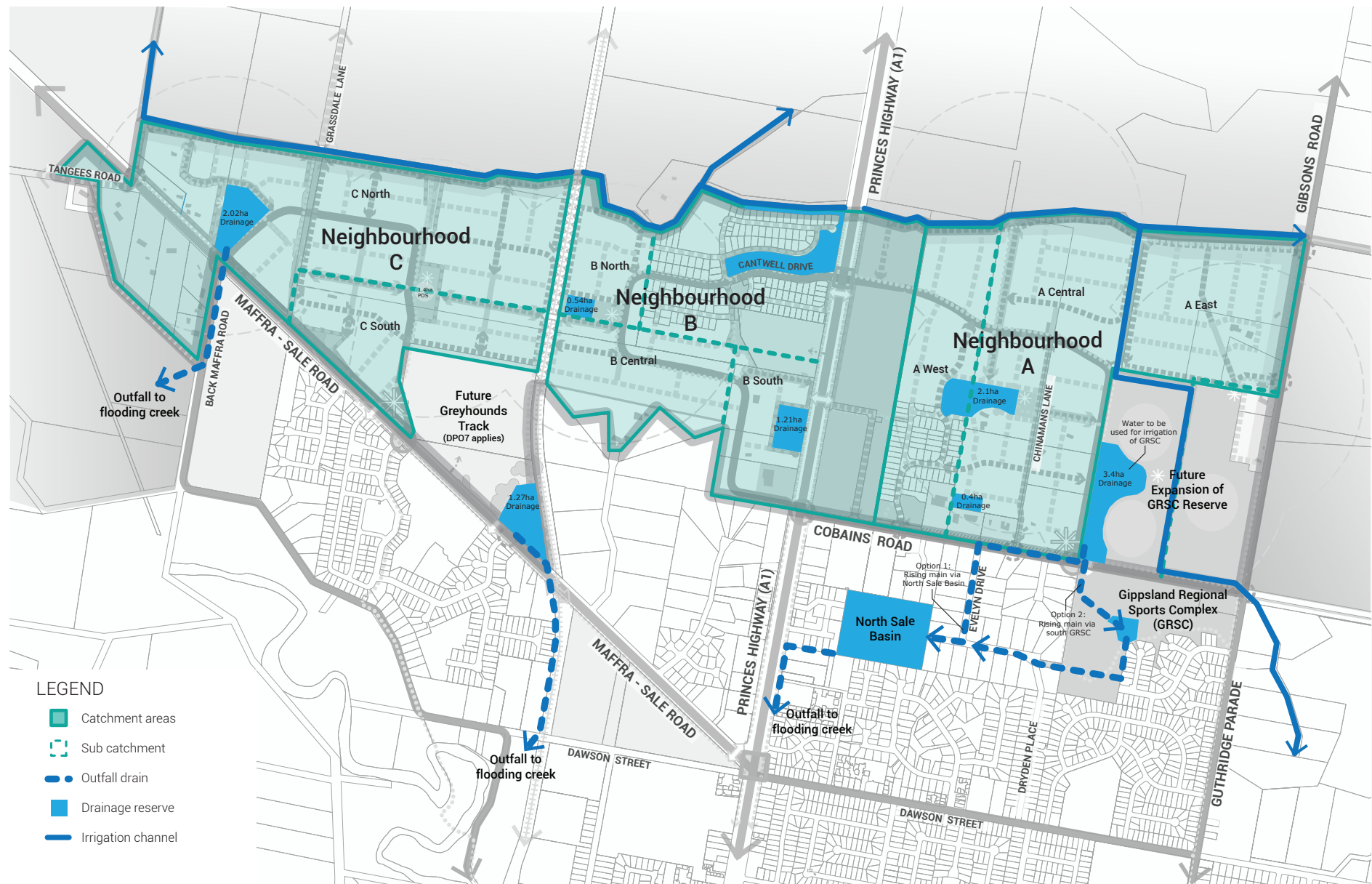


FIGURE 25 Infrastructure - Gas

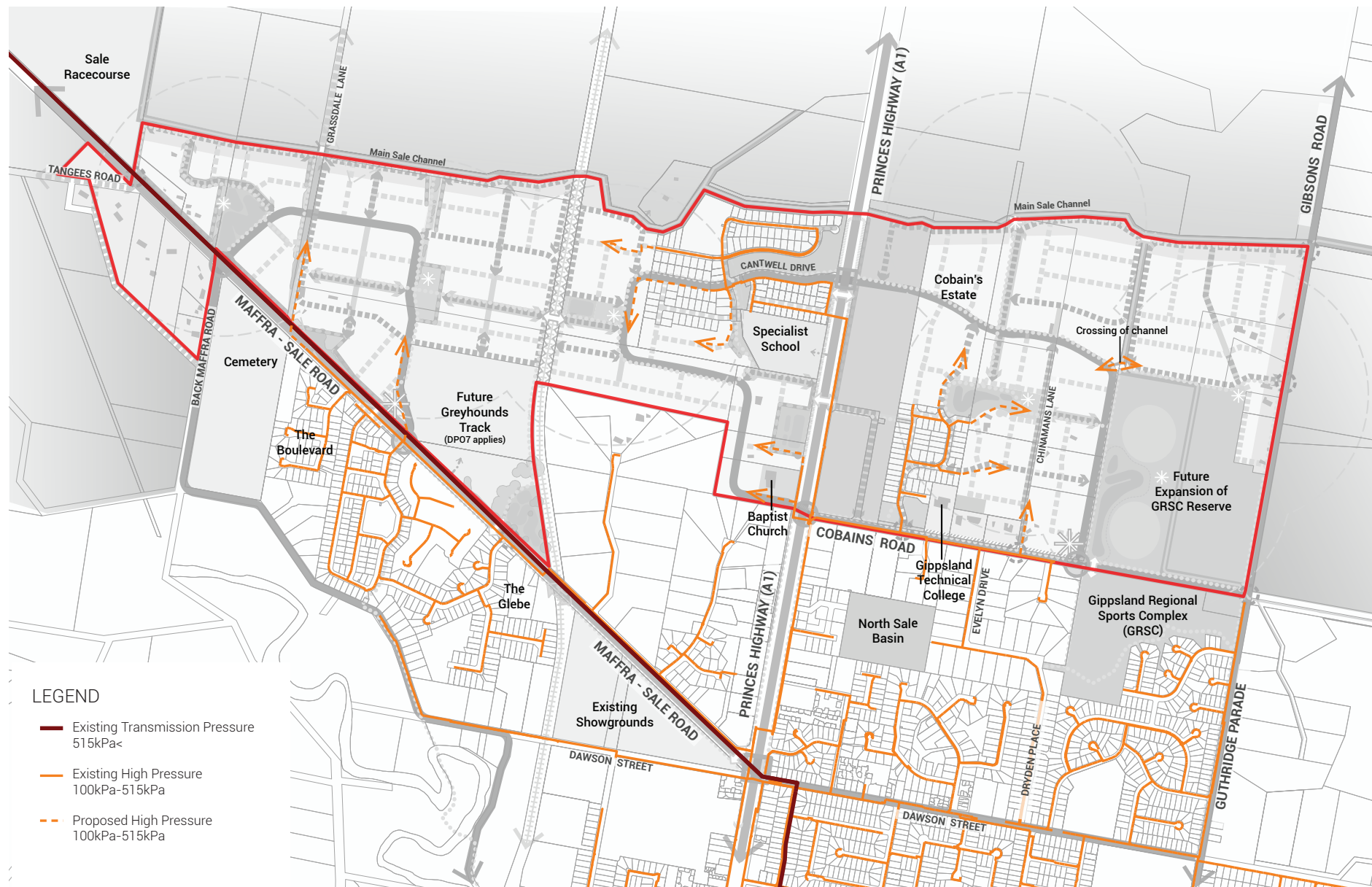


FIGURE 26 Infrastructure - Water

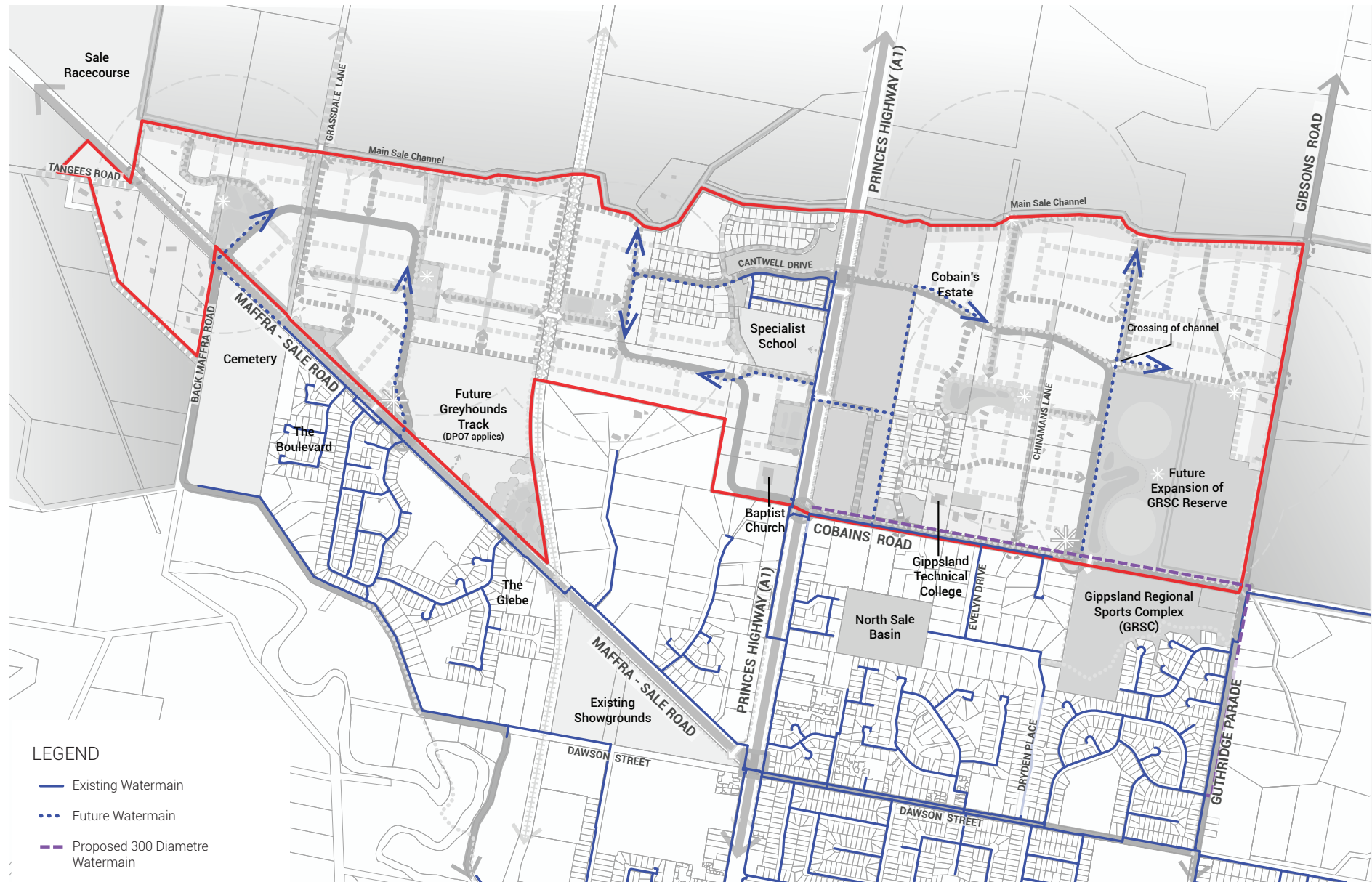


FIGURE 27 Infrastructure - Sewer

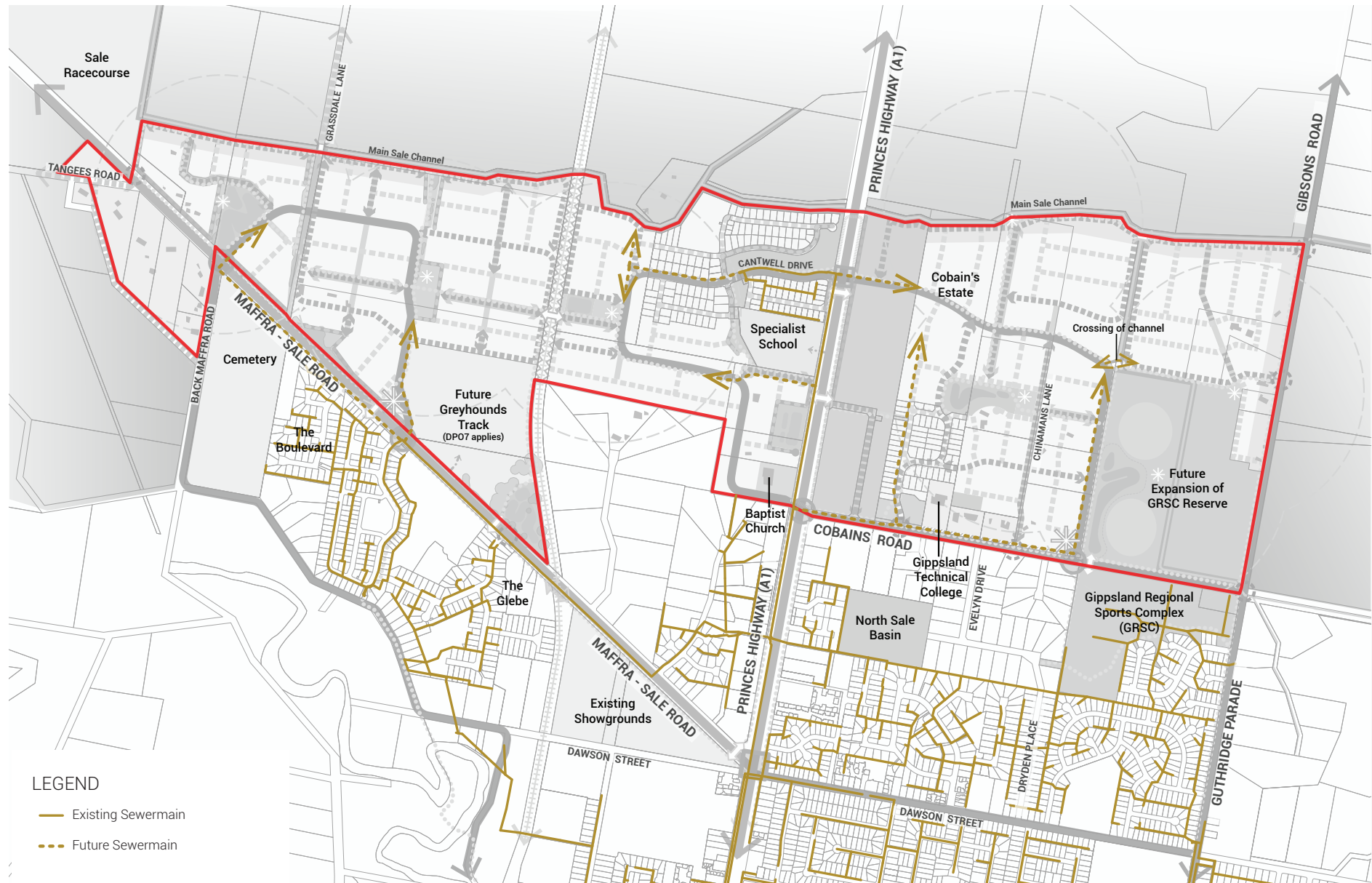
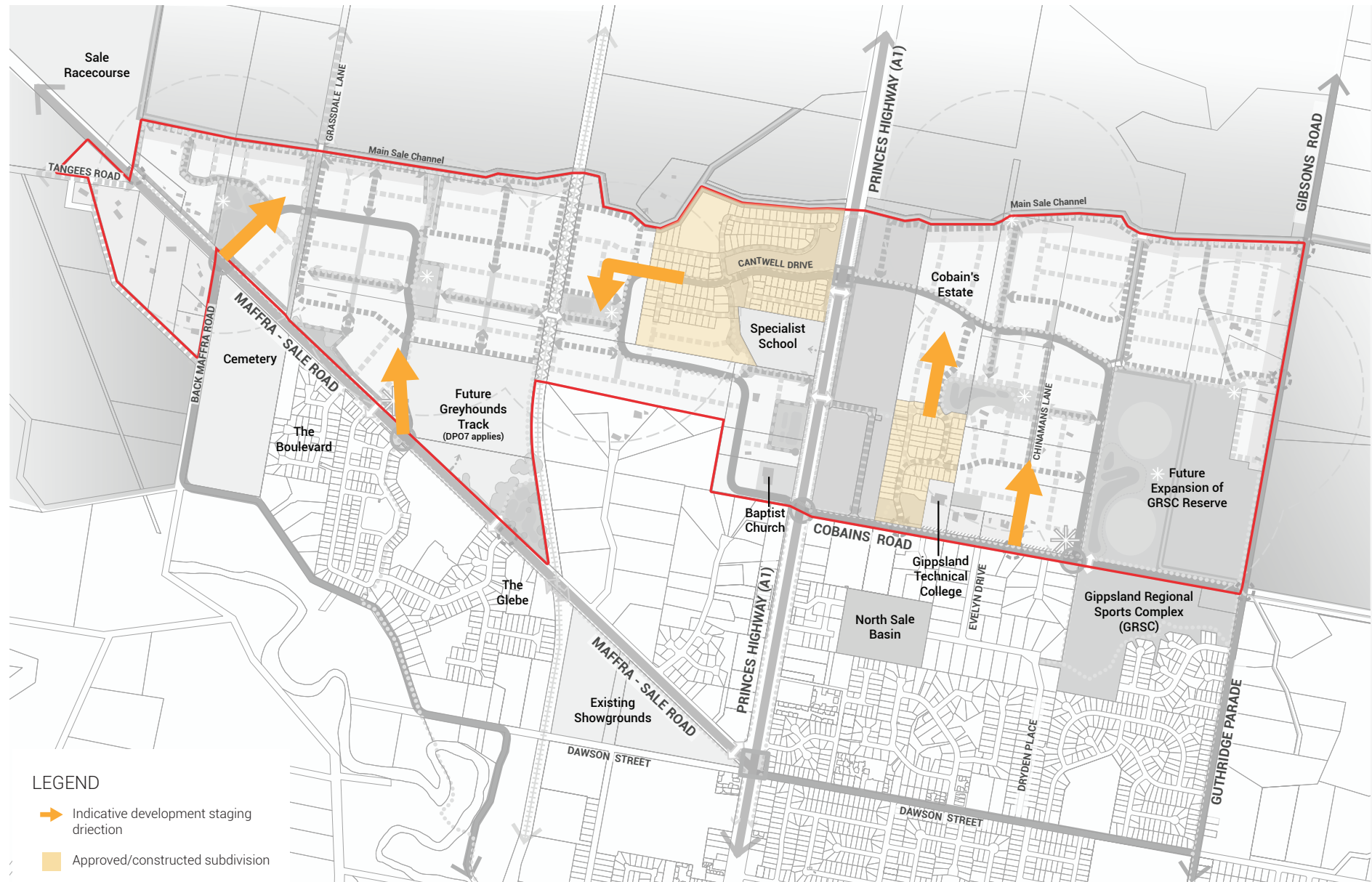


FIGURE 28 Staging Pattern



8.8.2 Objectives

Table 19 sets out the objectives for the NSDP drainage and infrastructure delivery.

Table 19 Objectives: Drainage and Infrastructure Delivery

Objective	
O21	Facilitate a holistic co-ordinated and equitable drainage scheme for the NSDP area.
O22	Align local roads where possible and size accordingly to facilitate drainage and ensure road widths can accommodate drainage infrastructure.
O23	Recognise drainage reserves as part of the overall open space network within the NSDP area, and to locate them in low points within the site and in areas that contribute to the amenity of neighbourhoods.
O24	Maintain the function and integrity of the Main Sale Channel (east-west) and the Main Heart Channel (north-south) irrigation channel through Neighbourhood A.
O25	Upgrade key services such as trunk water, sewer, sewer pump stations gas and electricity to serve the emerging communities.
O26	Ensure existing APA pipeline infrastructure within Maffra-Sale Road is protected during construction within or immediately adjacent to the road reserve.

8.8.3 Strategic Actions

Table 20 sets out the strategic actions for the NSDP drainage and infrastructure delivery.

Table 20 Strategic Actions: Drainage and Infrastructure Delivery

Strategic Action	
SA14	<p>The drainage strategy proposed as part of the NSDP area will be used to guide permit applications for development within the NSDP area. Council may consider development proposals that improve and provide efficient drainage outcomes, provided:</p> <ul style="list-style-type: none"> > Any changes to the drainage strategy detail outcomes for the relevant catchment and sub-catchments in its totality, and do not negatively impact other properties and their ability to develop or the total drainage infrastructure.
SA15	<p>It is advisable that at implementation of the NSDP and prior to lodgement of planning permits, Council and developers adjacent to the Main Sale Channel and Main Heart Channel contact Southern Rural Water to discuss development requirements adjacent to irrigation channels. The typical treatment to the channels include (and constructed by developer):</p> <ul style="list-style-type: none"> > A 1.8m chain mesh fence to be constructed on all channel. It is noted that Council are open to further discussion regarding this requirement to deliver an improved public realm, subject to approval by Southern Rural Water. > Any fence construction required must have gated access points suitable for truck and machinery access in locations discussed with Southern Rural Water > No landscaping can be completed on the Southern Rural Water easement /reserve due to the requirement for the vehicle access and channel cleaning activities undertaken. > Minimum publically accessible channel bank on each side of the channel for access purposes to the channels.

8.8.4 Planning Permit Requirements and Guidelines

Table 21 sets out the planning permit requirements for the NSDP drainage and infrastructure requirements. Table 22 set out the planning permit guidelines for the NSDP drainage and infrastructure requirements.

Table 21 Planning Permit Requirements: Drainage and Infrastructure Delivery

Planning Permit Requirement	
R25	Provide drainage infrastructure generally in accordance with Figure 24.
R26	A drainage report must be submitted, including detail of proposed interim and ultimate drainage infrastructure.
R27	Servicing report must be submitted, including likely staging and infrastructure delivery plan.
R28	Developers relying on access to or undertaking any construction works within or immediately adjacent to Maffra-Sale Road must have regard to APA's existing natural gas transmission pipeline.

Table 22 Planning Permit Guidelines: Drainage and Infrastructure Delivery

Planning Permit Guideline	
G18	Construction of new intersections above APA's existing natural gas pipeline will require an engineering assessment and potential upgrade works to protect the pipeline.
G19	Development of high density or sensitive uses such as schools, aged care facilities etc within APA's 43m measurement length area should be limited.



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PART 3

Implementation

9.1 Implementation Overview

This section details the various levels of information and requirements which will assist in the effective delivery and implementation of the DP in accordance with its overall vision and specific design requirements.

9.2 Infrastructure Delivery Methodology

The North Sale DP provides a holistic and integrated design response, that requires infrastructure, such as drainage, intersections, passive open space and pedestrian paths to be shared across property boundaries.

A shared infrastructure funding arrangement will be prepared to ensure the timely delivery of shared infrastructure projects. In formulating the basis for sharing of infrastructure costs in North Sale, careful regard will be given to the development circumstances and the likely timing and staging of development.

9.3 Open Space Requirements

The Wellington Planning Scheme (Schedule to Clause 52.01), currently requires an open space contribution to the amount of 5% cash or land as a component of any subdivision/development proposal.

Contributions will go towards securing new local parks (a total of 7.6 hectares has been identified in the DP) and maintaining/embellishing these open spaces within the North Sale area.

9.4 Planning Permit Requirements

Upon the rezoning of a property to facilitate residential development, Council will consider planning permit applications for the subdivision of the land.

Planning permits for subdivision within a rezoned property will be considered provided that it can be demonstrated that the proposed subdivision will not prejudice other properties from subdividing efficiently, safe access can be achieved/maintained to the site and adjoining properties in the DP area.

Applications for planning permits within the North Sale DP area are required to demonstrate compliance with the following:

- > The Local Planning Policy Framework within the Wellington Planning Scheme,
- > Permit Requirements and Guidelines (see Section 8),
- > Other relevant requirements of Wellington Planning Scheme.

Each subdivision application must include, as part of the application package, the standard requirements shown in Figure 29.

Applications that are not considered generally in accordance with these documents and the relevant legislation applicable at the time will be refused.

Council may request development proponents to enter into shared funding arrangements (such as Section 173 Agreements) that specifies contributions to shared infrastructure items and passive open space.

Council strongly encourages proponents of new development within the Plan area to engage in pre-application meetings to discuss proposals, issues which might require resolution and application requirements. Applications which actively seek to promote and enhance the character of North Sale will be encouraged by Council.

FIGURE 29 Standard Requirements

<p>1. Site-specific assessment reports where applicable, such as:</p>	<ul style="list-style-type: none"> > Flora and fauna assessment; > Aboriginal cultural heritage; > Drainage Assessment > Traffic impact assessments (which analyse both the internal road network and impact on existing or future connections to a Road Zone Category 1); 	<ul style="list-style-type: none"> > Bushfire risk assessment; and > Land capability assessment to ensure the lots created can cater for sewer, water, and other requirements.
<p>2. Where existing reports are current, they can be submitted as part of the permit application process.</p>		
<p>3. In addition to the listed background reports, the following is required to be lodged with an application for subdivision:</p>	<ul style="list-style-type: none"> > Site Analysis and Design Response (in accordance with Clause 56 of the Wellington Planning Scheme); > A graphical and written assessment demonstrating compliance, or otherwise, with the North Sale DP. The 'generally in accordance principal' applies to the North Sale DP, and as such, large consolidated portions of land allow for more flexibility with internal road configuration - however care must be taken in regards to external connections through to smaller parcels which have less flexibility. Where the layout deviates from the Development Plan a written explanation and justification must be provided; > A Cultural Heritage Management Plan (CHMP) must be approved by the relevant Registered Aboriginal Party in accordance with the Aboriginal Heritage Act 2006 or it must be demonstrated, to the satisfaction of the responsible authority, that a Cultural Heritage Management Plan is not required pursuant to the requirements of the Aboriginal Heritage Act 2006. It is recommended that development proponents complete a Preliminary Aboriginal Heritage Test (PAHT) to determine whether their proposed development requires a CHMP; 	<ul style="list-style-type: none"> > A detailed layout and staging plan (if applicable), showing the sequence of development, and infrastructure delivery which will require construction or upgrades such as intersections or pedestrian path connections which abut the application area; > A proposed servicing plan and land capability assessment to inform the subdivision layout and ensure the allotments created cater for constraints such as drainage. > Proposals for delivery and funding of infrastructure items e.g. in the form of a Precinct Infrastructure Plan.

Image Sources

'In the central section of Sale, Victoria'

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'Former Wesleyan Methodist Church (now, a bakery)'

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'In the town centre'

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'City band'

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'Port of Sale'

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'Cobb & Co. Stables in Sale (2008)'

By User:Vmenkov - Own work, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=9557040>

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