

# ARARAT RENEWABLE ENERGY PARK

## DEVELOPMENT PLAN

40 Aerodrome Road

Ararat | Victoria

**July 2023**



Ararat Rural City



Ararat Rural City



**Myers**  
Planning & Associates

#### Quality Information

Title	Version	Date	Authors
FINAL Development Plan	V3	26 July 2023	DP

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# 1. Introduction

## 1.1 Overview

The Ararat Renewable Energy Park Development Plan has been prepared by Myers Planning & Associates for Ararat Rural City Council.

The proposed Development Plan relates to the future use and development of land generally bordered by the Western Highway (north), and Hopkins River (west) contained within the Development Plan Overlay – Schedule 1 (the 'Site'). The Site contains an area of 35.6 hectares, with the Ararat Aerodrome adjacent to the east and south of the Site. Ararat's City Centre is located approximately 5.6 kilometres north-west of the Site.

The Development Plan Overlay – Schedule 1 (Ararat Renewable Energy Park) seeks to facilitate positive economic, cultural and environmental development outcomes for the site and larger Ararat Rural City municipality.

The Ararat Renewable Energy Park itself encompasses approximately 35.6 hectares of land, and is located in close proximity to key transport and logistics land uses including the Western Highway (north), Ararat Aerodrome (southeast), an existing service station (northeast) and the Ararat-Melbourne rail line beyond land to the northeast.

The implementation of the Development Plan Overlay supports Council's strategic direction to enable expansion of wind and renewable energy industries within Ararat Rural City (Clause 02.03-7 Economic development).

This Development Plan seeks to support the facilitation of renewable energy proposals and commercial and industrial use and development (including subdivisions) that may benefit from proximity to and association with renewable energy facilities.

## 1.2 Need for a Development Plan

The need to prepare a Development Plan is typically triggered by the Development Plan Overlay (DPO), which applies to a subject site.

The site was formerly within the Public Use Zone (Schedule 6) , and was recently rezoned to the Industrial 1 Zone to enable the development of an Renewable Energy Park.

Planning Scheme Amendment C011 was adopted in April 2022, and formed the basis for the rezoning to the Industrial 1 Zone and application of a Development Plan Overlay and corresponding Schedule 1 (Ararat Renewable Energy Park).

Accordingly, the Ararat Renewable Energy Park Development Plan is to be prepared in accordance with Schedule 1 to the Development Plan Overlay.

## 1.3 Intent and purpose

The Ararat Renewable Energy Park Development Plan will become the key strategic planning document outlining the long-term vision for the future planning and development of the land to which it applies. The intention of the Development Plan is to facilitate renewable energy use and development as well as industrial uses that may benefit from proximity to and association with renewable energy facilities. The proposed Development Plan will provide a framework for future use facilities.



The proposed Development Plan will provide a framework for future use and development of the Site / development plan area, including:

- Identification of key opportunities and constraints that will affect the development of the land for industrial purposes;
- Preferred development outcomes and form of development;
- Identifying service infrastructure works to be undertaken as part of the development of the site in a coordinated manner.

This Development Plan will guide both short and long term planning and development within the area, with implementation expected following endorsement of the Development Plan.

The proposed Development Plan is responsive to the prevailing site conditions including topography, drainage, environmental assets, bushfire risk, traffic and abutments to neighbouring uses and other site opportunities and constraints. It follows, that these conditions have helped shape the vision and objectives for future development.

The vision and objectives of the proposed Development Plan are also guided by the Ararat Planning Scheme and by the findings of relevant technical assessments and investigations prepared for the site by or on behalf of Ararat Rural City Council.

The Development Plan supports and is consistent with the Municipal Planning Strategy and the Planning Policy Framework within the Ararat Planning Scheme. and it is the recommendation of this report, that the proposed Development Plan provides adequate guidance for future industrial use and development, which will be required to be undertaken 'generally in accordance' with the approved Development Plan.

A number of consultant reports have also been prepared for the site, influencing the approach to the design and layout of development.

These reports can be found in the attached appendices and include:

- Feature and Level Survey, prepared by Ararat Survey Pty Ltd
- Flora and Fauna Report, prepared by Biosis Pty Ltd + Wildlife and Ecology Pty Ltd
- Cultural Heritage Management Plan, prepared by Heritage Insight Pty Ltd
- Preliminary Investigation Report, prepared by GHD Pty Ltd
- Ararat Aerodrome Obstacle Limitation Surfaces Chart by Airport Survey Consultants Pty Ltd
- Infrastructure service plans, by relevant service authorities.

## 1.6 Structure of the Development Plan

The Development Plan is structured in a format which clearly responds to the requirements found within the Development Plan Overlay (Schedule 1), and the pertinent features of the area. The Development Plan is structured as follows:

**Planning context** providing an overview of the Planning Policy Framework, the Municipal Planning Strategy, zones and overlays affecting the Development Plan area.

**Site analysis** exploring property ownership, surrounding land uses, including the Ararat Aerodrome, topography, views and vistas, natural features, existing infrastructure and access.

**Design response** detailing the proposed movement network, open space, density of development, infrastructure and staging.

## 2. Site and context description

### 2.1 Development plan area

The land to which this Development Plan applies to is part of Lot 2 on Plan of Subdivision 614877F (Volume 11116, Folio 739) (the 'Site'), and is located on the southwest side of the Western Highway, which contains an existing bus route (see **Figure 1**).

To contribute to economic development and industrial diversity, Ararat Rural City Council has identified the Site as suitable for industrial use and development, resulting in the advent of the Ararat Renewable Energy Park.

Industrial use and development within the Ararat Renewable Energy Park is further supported by available service infrastructure connections to reticulated sewer, water, power and gas as identified within the Infrastructure Services Plans contained at **Appendix H** and proximity to major transport and logistics infrastructure. A number of technical investigations have been undertaken in support of the site's potential for this purpose, primarily the Preliminary Investigation Report prepared by GHD Pty Ltd at **Appendix F**.

A detailed description of the site features are contained within the abovementioned document, as well as **Appendix D** (Fauna and Flora Reports) and **Appendix E** (Cultural Heritage Management Plan).

This Development Plan relates to the area adjoining the Ararat Aerodrome to the northwest, adjacent to the Western Highway, and encompasses all land subject to the Industrial 1 Zone.

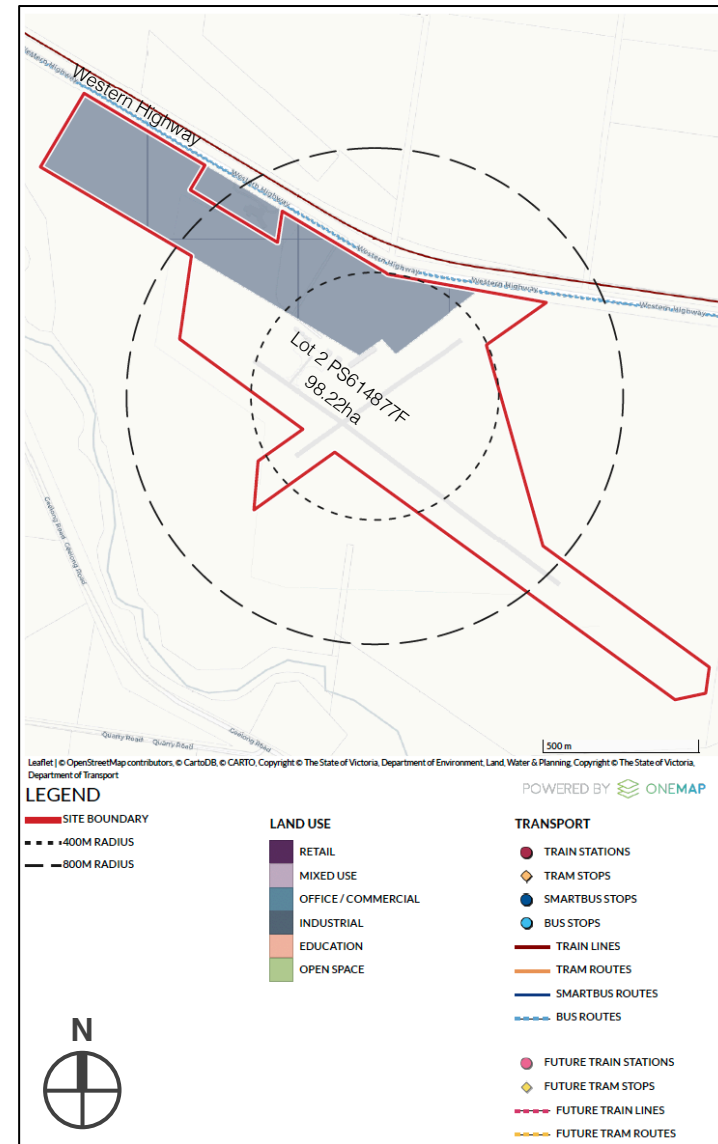


Figure 1: Site Context Map

## 2.2 Site and surrounding context

The Site has an area of approximately 35.6 hectares and comprises an irregular polygon shape. (see **Map 1** on page 18). Generally flat, the Site contains a gentle downslope towards the western boundary.

Primarily consisting of newer, volcanic and basalt rock, the Site largely exists as grazing land, with some revegetation existing alongside a previous section of Aerodrome Road within the Site. Remnant vegetation also exists within the road and rail reserves along the Site's frontage to the Western Highway.

The Hopkins River meanders around the Site to the south and west, containing significant riparian vegetation to support the waterway. The Site is relatively well drained, though some land inundation does occur beyond the western boundary of the Site.

The Ararat Aerodrome is located to the south and east of the Industrial 1 Zone, used regularly by the Grampian Soaring Club, and occasionally by fire and ambulance, as required.

Existing infrastructure is located adjacent to the Site, including reticulated water, power, main roads, railways and telecommunications.

Refer to the Preliminary Site Investigation Report (**Appendix F**) for a comprehensive site and context analysis.



Figure 2: **Aerial Site Plan**

## 2.3 The Proposal

The Development Plan seeks to facilitate the future use and development of the Ararat Renewable Energy Park located at 40 Aerodrome Road, Ararat. The Development Plan uses this report to inform the layout of future potential industrial use and development, with relevant consideration given to the existing conditions of the Site and surrounds.

### Industrial Use and Development

The Development Plan seeks to provide for the following:

- Encourage use and development of renewable energy facilities and infrastructure;
- Encourage industrial and commercial uses which benefit from proximity to renewable energy facilities and infrastructure;
- Encourage lot sizes suited to the use and development of renewable energy facilities/infrastructure and industrial and commercial uses which benefit from proximity to these infrastructures;
- Provide a future framework for roads and infrastructure services which can be staged in an orderly fashion;
- Discourage development which adversely impacts on identified environmental assets.

Key design features relevant to the proposal are contained within **Section 6** of this report.

### Background Documentation

The following reports and plans have appropriately informed the Development Plan:

- **Flora and Fauna Assessment Report:**

Prepared by Biosis Pty Ltd and Wildlife and Ecology Pty Ltd, the Flora and Fauna Reports assesses the site's vegetation and particular species within the activity area of the Site, including the Spiny Rice-flower and Golden Sun Moth species.

The Spiny Rice-flower was found to occur within the Western Highway road reserve and the old access road (Aerodrome Road gravel extension). No habitat for Golden Sun Moth was recorded within the Site. An area containing species present within the Western (Basalt) Plains Grassland Community was recorded within the eastern section of the site.

The report recommends procedures for managing the removal of native fauna, flora and weeds/spoil/fill as part of future development.

- **Cultural Heritage Management Plan:**

Prepared by Heritage Insight Pty Ltd, the Cultural Heritage Management Plan details findings from a combination of both Desktop and Standard assessments.

As a result of both assessments, the report concluded a low probability of Indigenous archaeological sites being present within the activity area, whereby any future development of the land may proceed without further archaeological investigation.



- **Preliminary Investigation Report:**

Prepared by GHD Pty Ltd, the Preliminary Investigation Report details the existing site context, including relevant provisions of the Ararat Planning Scheme (at the time of authorship), development intentions for the site, site characteristics, development considerations, utility service requirements, development guidelines, strategic and statutory implications and implementation.

- **Ararat Aerodrome Obstacle Limitation Surfaces Chart:**

Prepared by Airport Survey Consultants, the Obstacle Limitation Surfaces Charts detail take off and approach surface requirements, and provides information from which to base guidance on the limitations of building heights within proximity of the Ararat Aerodrome. The Obstacle Limitation Surfaces Chart is further implemented via Design and Development Overlay (Schedule 1) of the Ararat Planning Scheme.

- **Infrastructure Services Report:**

Obtained via Dial Before You Dig, the Infrastructure Services Report details the location of telecommunications assets (Optus) and provision of water mains (Grampians Wimmera Malley Water), informing the Development Plan of existing infrastructure and that which is required as part of the proposal.

### 3. Planning context

#### 3.1 Municipal Planning Strategy

The Municipal Planning Strategy (MPS) sets out the City's context, municipal vision, and strategic planning directions, with a focus on specific areas and issues within Ararat.

The proposed amendment is appropriate in the context of relevant planning policies as set out below and supports the implements the MPS as per the following:

Clause 02.01 **Context**

Clause 02.02 **Vision**

Clause 02.03-3 **Environmental risks and amenity**

Clause 02.03-5 **Built environment and heritage**

Clause 02.03-7 **Economic development**

The proposed Development Plan is consistent with the implementation strategies contained within the MPS and will forward planning for development that is consistent with Council's land use and built form vision for the municipality.

#### 3.1 Planning Policy Framework

The Planning Policy Framework comprises general principles for land use and development in Victoria. The following clauses of the Planning Policy Framework are relevant to this Development Plan:

Clause 11 **Settlement**, including:

- Clause 11.01-1S **Settlement**
- Clause 11.01-1R **Settlement – Central Highlands**
- Clause 11.01-1L **Settlement – Ararat Rural City**
- Clause 11.02-1S **Supply of urban land**
- Clause 11.02-2S **Structure planning**

Clause 12 **Environmental and Landscape Values**, including:

- Clause 12.01-1S **Protection of biodiversity**
- Clause 12.01-1L **Protection of biodiversity – Ararat Rural City**
- Clause 12.03-1S **River and riparian corridors, waterways, lakes, wetlands and billabongs**

Clause 13 **Environmental risks and amenity** including:

- Clause 13.02-1S **Bushfire planning**
- Clause 13.05-1S **Noise management**

- Clause 13.06-1S **Air quality management**
- Clause 13.07-1S **Land use compatibility**

Clause 15 **Built Environment and Heritage**, including:

- Clause 15.01-1S **Urban design**
- Clause 15.01-2S **Building design**
- Clause 15.01-3S **Subdivision design**
- Clause 15.01-5 **Neighbourhood character**

Clause 17 **Economic Development**, including:

- Clause 17.01-1S **Diversified economy**
- Clause 17.03-1S **Industrial land supply**
- Clause 17.03-2S **Sustainable industry**
- Clause 17.03-2L **Sustainable industry**

Clause 18 **Transport**, including:

- Clause 18.01-1S **Land use and transport integration**
- Clause 18.02-4S **Roads**
- Clause 18.02-5S **Freight**
- Clause 18.02-7S **Airports and airfields**

Clause 19 **Infrastructure**, including:

- Clause 19.01-1S **Energy supply**
- Clause 19.01-2S **Renewable energy**
- Clause 19.03-2S **Infrastructure design and provision**
- Clause 19.03-2L **Infrastructure design and provision**
- Clause 19.03-3S **Integrated water management**
- Clause 19.03-5S **Waste and resource recovery**

The proposed Development Plan is consistent with the objectives and strategies contained within the PPF.

### 3.3 Zones

#### Industrial 1 Zone (IN1Z)

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The Development Plan area is zoned for industrial purposes (Industrial Zone). The purpose of the Industrial Zone is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.

#### Use

Under the Industrial 1 Zone, a planning permit is not required to use land for a variety of uses, subject to specific conditions.

A planning permit for many uses is required where conditions cannot be met.

A large range of non-industrial and commercial uses are prohibited, consistent with the zones purpose.

#### Subdivision

A planning permit is required to subdivide land

#### Buildings and works

A permit is generally required to construct a building or construct or carry out works.

A small range of buildings/works are exempt from this requirement.

### 3.4 Overlays

#### Development Plan Overlay

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The site is located within the Development Plan Overlay (Schedule 1), pertaining to the *Ararat Renewable Energy Park*.

Schedule 1 to the Development Plan Overlay does not contain any objectives to be achieved. However, it details conditions and requirements for permits (**Section 3.0**) that includes a list of information to accompany an application, and requirements for a Development Plan (**Section 4.0**).

#### Design and Development Overlay

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The site is located within the Design and Development Overlay (Schedule 1), pertaining to *Airport Environs*.

Schedule 1 to the Design and Development Overlay contains the following design objectives:

- To ensure that development in the immediate environs of the aerodrome does not prejudice the existing or future use of the aerodrome.
- To protect the Ararat aerodrome from inappropriate development.
- To ensure that development does not prejudice air safety.
- To ensure that buildings and works do not create obstacle clearance difficulties.
- To ensure that building finishes and external lighting does not prejudice air safety.



Buildings and works not requiring a planning permit are detailed within **Section 2.0** of Schedule 1, including laying out of infrastructure where they do not alter the topography of the land, with no specifications listed for subdivision.

Application requirements are listed within **Section 5.0**.

#### Specific Controls Overlay

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The site is located within the Specific Controls Overlay (Schedule 2), referring to the East Grampians Rural Pipeline Project Incorporated Document (December 2021).

The Incorporated document permits works associated with the East Grampians Rural Pipeline Project to be undertaken without a planning permit, and does not impact on the design response or general recommendations of the proposed Development Plan.

## 4. Schedule 1 to the Development Plan Overlay

### 4.1 Requirements for the Development Plan

The Development Plan must include the following requirements to the satisfaction of the responsible authority:

Description of the relationship of proposed uses on the land to existing and proposed uses on adjoining land and proposed buffer areas separating land uses.

Description of how the proposed use of land is related to the renewable energy industry.

Description of any road and lot layouts.

Description of any vehicle and pedestrian access to the land.

Description of how the proposed development respects the Ararat Aerodrome site, particularly in relation to height and amenity.

Identification of any sites of environmental significance, conservations, heritage or archaeological significance and the means by which they will be managed.

Identification of how the development will manage or negate any impacts on the nearby Hopkins River.

Provision to appropriate arrangements for the preservation or regeneration of existing vegetation.

Identification of the intended approach to the staging and contributions to infrastructure provisions, including the application of development contributions.

Inclusion of a traffic impact assessment which identifies existing conditions and describe any road development works that are required.

Inclusion of specifications of the development and design guidelines as it applies to development within the site.

Description of how the design of the site drainage and stormwater management systems shall include water sensitive urban design features and incorporate any requirements from the Glenelg Hopkins Catchment Management Authority.

### 4.2 Response to the Development Plan requirements

The following documents provide a response to the Development Plan requirements:

*Description of the relationship of proposed uses on the land to existing and proposed uses on adjoining land and proposed buffer areas separating land uses.*

*Description of how the proposed use of land is related to the renewable energy industry.*

*Description of how the proposed development respects the Ararat Aerodrome site, particularly in relation to height and amenity.*

*Inclusion of specifications of the development and design guidelines as it applies to development within the site.*

#### Response

The **Site Analysis Plan** within Section 5 is to be read in conjunction with the OneMap Site Report (**Appendix B**) accompanying this Development Plan, which provide detail of the Site's existing conditions and land use context. The Preliminary Investigation Report (**Appendix F**) provides additional detail of the lands existing uses and their relationship to the Site.

These materials are enhanced by **Section 1** and **Section 2** of this report, which provide further strategic and physical context to the proposed Development Plan, with **Section 5** detailing further guidance.

*Identification of how the development will manage or negate any impacts on the nearby Hopkins River.*

*Description of how the design of the site drainage and stormwater management systems shall include water sensitive urban design features and incorporate any requirements from the Glenelg Hopkins Catchment Management Authority.*

#### Response

The Preliminary Investigation Report (**Appendix F**) provides appropriate detail surrounding the existing conditions of the Site, confirming there are no previous drainage issues in the area.

Appropriate guidance on when details of stormwater should be considered as part of future subdivision and development is provided in **Section 5** of this report.

*Description of any road and lot layouts.*

*Description of any vehicle and pedestrian access to the land.*

*Inclusion of a traffic impact assessment which identifies existing conditions and describe any road development works that are required.*

#### Response

Appropriate guidance on road and lot layouts, vehicle and pedestrian access and traffic implications are provided within **Section 5** of this report.

*Identification of the intended approach to the staging and contributions to infrastructure provisions, including the application of development contributions.*

#### Response

Appropriate guidance on the staging and infrastructure provisions that should be considered as part of future subdivision and development is provided in **Section 5** of this report.

*Identification of any sites of environmental significance, conservation, heritage or archaeological significance and the means by which they will be managed.*

*Provision to appropriate arrangements for the preservation or regeneration of existing vegetation.*

#### Response

Flora and Fauna Assessment Reports (**Appendix D**) detail existing vegetation on the Site.

Appropriate guidance on preservation and regeneration of existing vegetation should be considered as part of future subdivision and development, and is provided within **Section 5** of this report.

The following reports and assessments have also informed the preparation of the Development Plan:

**Feature and Level Survey**

Ararat Survey Pty Ltd

**Cultural Heritage Management Plan**

Heritage Insight Pty Ltd, April 2009

**Flora and Fauna Assessment Report**

Biosis Pty Ltd + Wildlife and Ecology Pty Ltd, 2023

**Preliminary Investigation Report**

GHD Pty Ltd, February 2004

**Ararat Aerodrome Obstacle Limitation Surfaces Chart**

Airport Survey Consultants Pty Ltd, April 2015

**Infrastructure Services Report**

Dial Before You Dig, February 2023

## 5. Site analysis

### 5.1 Site Analysis

Site Area	The area encompassed by the Industrial 1 Zone (IN1Z) (the 'Site') is approximately 35.6 hectares and comprises an irregular polygon shape.
Frontage	The Site has a frontage to the Western Highway (northeast) of approximately 1,132 metres.
Topography	The Site exists as relatively flat, in line with the airfield to the southeast.
Vegetation and waterways	<p>The Site comprises largely as cultivated grazing land. A patch of non-indigenous native trees and shrubs lines an existing gravel road extension to Aerodrome Road, in a north-south direction.</p> <p>The Spiny Rice-flower is found to occur within the Western Highway road reserve and the old access road (Aerodrome road gravel extension). A community of Western (Basalt) Plains Grassland is located within the eastern section of the Site. No suitable Golden Sun Moth habitat is located on the Site.</p> <p>No waterways are located within the Site, although a minor drainage line exists along the western boundary, draining into the Hopkins River to the southwest. The western property boundary is also contained within the 1%AEP flood mapping extent, identified via the 2017 Ararat Flood Investigation.</p>

Existing buildings	<p>The Site contains a recent Service station (Ampol) development, along the site's frontage to the Western Highway.</p> <p>Located outside the IN1Z and within the Public Use Zone (Schedule 6) (PUZ6) of the entire allotment is the Ararat Aerodrome, containing the airfield and associated buildings.</p>
Easements and covenants	<p>A powerline easement (E-1) exists within the southeast section of the site that is encompassed by the IN1Z. The Copy of Title (<b>Appendix A</b>) identifies that a:</p> <p>Section 173 Agreement is registered on title as Instrument AF806131C.</p> <p>Section 173 Agreement is registered on title as Instrument AG403654F.</p> <p>Section 173 Agreement AF806131C states the purchaser/owner:</p> <ul style="list-style-type: none"> <li>o Must not allow use or development that Council reasonably classifies as offensive, non-compatible or achieving of the objectives with the Planning Scheme, listing a number of uses.</li> </ul> <p>Section 173 Agreement AG403654F states the owner agrees to management of the Site in accordance with the Management Plan, including:</p> <ul style="list-style-type: none"> <li>o To not permit any native vegetation to be removed, destroyed or lopped without a permit, or allow livestock or domestic animals to enter the site.</li> </ul>

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Easements and  
covenants  
(continued)

- To ensure all stockproof is in good repair and working order, preventing growth and spread of weeds.
  - To not erect, place or permit any structure or dwelling to be placed on the site
  - To maintain the land in its natural state in terms of water quality and quantity, ensuring:
    - No exploration, mining extraction or production is enabled;
    - No works to allow services;
    - No removal, introduction or disturbance or any soil, rocks or other minerals;
    - No operation of any trade, industry or business, recreation, or accumulation or storage of any materials not consistent with the purposes of this agreement.
- 

**Design considerations:**

- The Development Plan should seek to retain existing significant native vegetation, and require predominantly native landscaping species to accompany any landscape plan for subdivision and future industrial use and development.

**Application requirements:**

Applications for subdivision and/or development must be accompanied with the following information as relevant:

- Plans of Subdivision, Site Plans, Landscape Plans and Elevation Plans demonstrating as necessary:
  - The location, height, dimensions, design, floor area and façade treatment of all buildings and canopies, and details of site works.
  - Vehicle access to the land including the number, location and layout of all vehicle parking areas and access to and from such areas.
  - The location and proposed uses of buildings and works on the site generally.
  - Details of landscaping of the site including paving and surface treatments.
  - Building envelopes and building height restrictions consistent with any approved Obstacle Limitation Surfaces Chart.
- A Transport/Traffic Impact Assessment that demonstrates how traffic (including pedestrian and vehicles) generated by any proposed use and development will not prejudice the outcomes sought by this Development Plan.



- An Infrastructures Services Report that demonstrates how development will be serviced with power, water, sewer, gas, stormwater and telecommunications infrastructure, as relevant.
- A Fauna and Flora Report, or similar, that demonstrates how the recommendations of the Flora and Fauna Reports (by Biosis Pty Ltd and Wildlife and Ecology Pty Ltd) have been addressed.

### Planning Permit Conditions

A Construction Environment Management Plan, or similar, should be required as a condition on any planning permit to be granted for buildings and works (including subdivision) and should include consideration of procedures for removing fauna, flora and spoil/fill (including weeds) as specified within the Wildlife Act 1975, Flora and Fauna Guarantee Act 2019 and Catchment and Land Protection Act 1994.

#### Cultural Heritage

The Development Plan is partially within an area of cultural heritage sensitivity as described in the Aboriginal Heritage Regulations 2018.

A Cultural Heritage Management Plan for the Development Plan area was prepared by Heritage Insight Pty Ltd in 2009, stating there is a low probability of Indigenous archaeological sites being present within the activity area.

The Cultural Heritage Management Plan was approved on 18 June 2009 by the Secretary for the Department of Planning and Community Development.

#### Infrastructure services

The site has access to appropriate services including reticulated water, power, and telecommunications accessible from within the Western Highway reserve.

Aerodrome Road is a sealed road, directly accessible from the Western Highway. An older section of Aerodrome Road exists as gravel.

There are no footpaths located along the Western Highway Road frontage.

### Design considerations:

- The Development Plan should provide guidance on key access points to the Western Highway.
- The Development Plan should identify suitable areas to be aside for associated streetscape upgrades (i.e. landscaping, footpath infrastructure), particularly internally within the Site pertaining to Aerodrome Road and Geelong Road.

### Application requirements:

Applications for development and/or subdivision must be accompanied with the following information as relevant:

- A Functional Layout Plan and Landscape Plan, or similar, which demonstrates development will not prejudice the outcomes sought by this Development Plan.
- A Transport/Traffic Impact Assessment demonstrating use and development will not prejudice the outcomes sought by this development plan.

- A Stormwater Management Plan demonstrating the approach to Water Sensitive Urban Design measures, and response to flooding any relevant requirements of the Glenelg Hopkins Catchment Management Authority.

#### Interfaces

Land to the east/southeast of the subject site comprises the Ararat Aerodrome, including the airfield and associated buildings.

Land to the north of the Western Highway comprises large, vacant grazing land, largely devoid of any significant vegetation. A Service station (Ampol) exists within the northern portion of the Site.

Land to the south and west comprises large allotments within the Farming Zone, adjoining the Hopkins River to the south and west, accessible via Geelong Road from the Western Highway.

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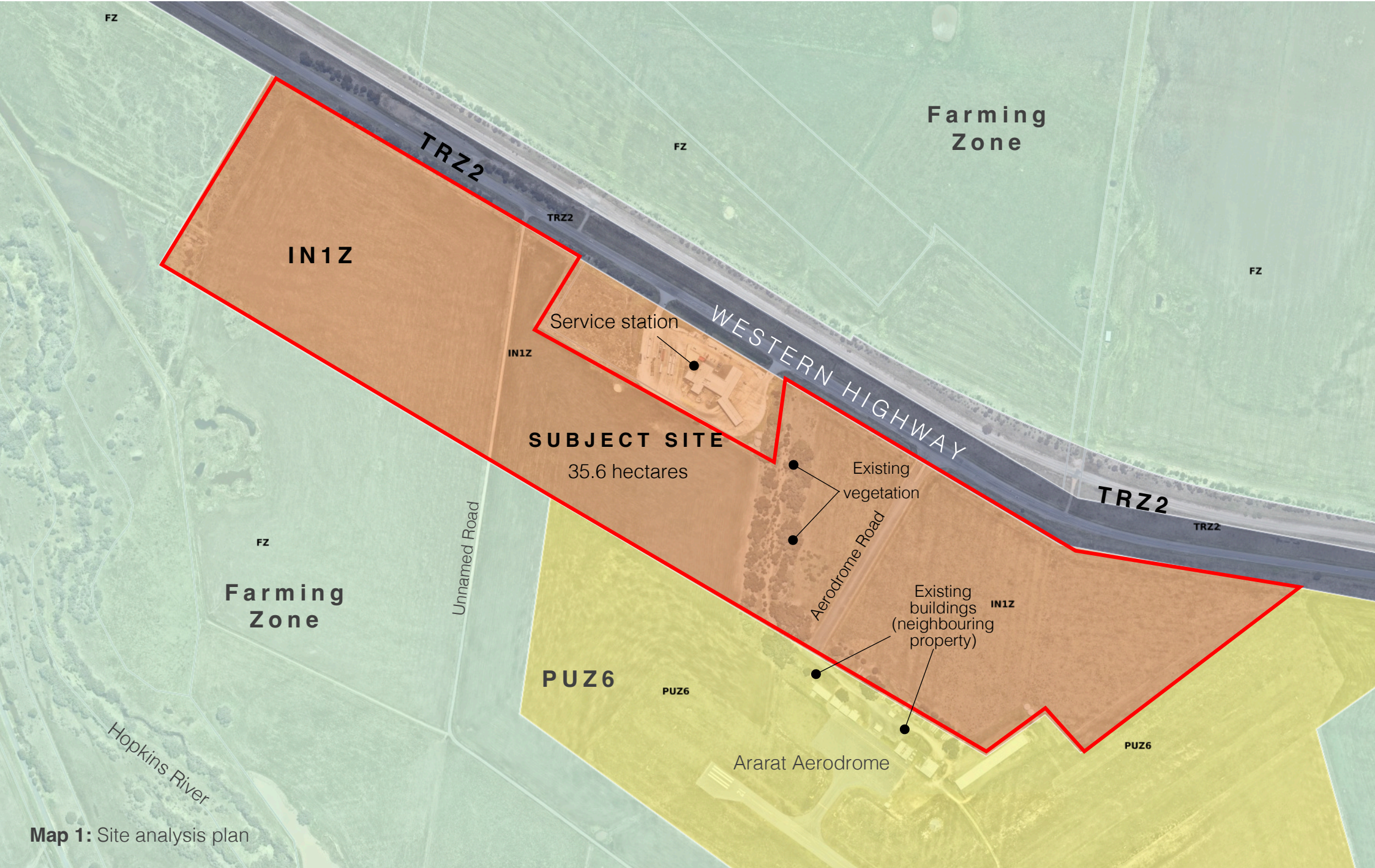
#### **Design considerations:**

- The Development Plan should set aside areas required for interface treatments between proposed and existing use and development.
- The Development Plan should provide for a variable landscape strip along the Western Highway road frontage.

#### **Application requirements:**

Site Plans, Landscape Plans and Building Elevation Plans which illustrate how interfaces between proposed use and development and existing use and development have been considered.





**Map 1:** Site analysis plan



## 6. Design response

The Ararat Renewable Energy Park Development Plan is responsive to the design considerations contained in the Site Analysis section of this report and is consistent with the requirements of the Development Plan Overlay Schedule 1 (Ararat Renewable Energy Park).

Specifically, the Development Plan seeks to achieve the following key objectives:

- Facilitate the Site's use for energy-related industries.
- Facilitate the Site's use for a broad range of industrial uses that may benefit from proximity to and/or association with renewable energy facilities and infrastructure.
- Design guidance consistent with the Ararat Renewable Energy Park, Preliminary Site Investigation Report (by GHD Pty Ltd) and Fauna and Flora Report (by Biosis Pty Ltd + Wildlife and Ecology Pty Ltd).
- Provide for a flexible, staged and achievable Development Plan.
- Protect identified native vegetation areas of significance.
- Ensure suitable interface treatments between future development and existing significant land uses.
- Ensure safe and efficient transport access from the Western Highway.

### 6.1 Staging

Proposed staging will be the responsibility of the developer, including development and financing of site infrastructure. Agreements with future developers can be considered in an orderly fashion, at the time a planning permit is applied for.

# ARARAT RENEWABLE ENERGY PARK DEVELOPMENT PLAN

1:4000

## LEGEND

Development plan boundary	
Industrial 1 zone lots	
1m contours	
Existing vegetation	
Perimeter landscape plantings	
Minor Watercourse	
Major Watercourse	
Existing Western (Basalt) Plains Grassland Community	
Spiny rice flower locations	
Existing major roads	
Existing minor roads	
Potential roads / access	
Existing Railway	
Existing buildings	
Proposed industrial road connections	

