

07/11/2019
C133bawb

SCHEDULE 7 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO7**.

MCGLONE ROAD DROUIN

1.0

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Objectives

None specified.

2.0

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Requirement before a permit is granted

A planning permit for subdivision must not be issued prior to the approval of the development plan.

3.0

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Conditions and requirements for permits

A permit must contain conditions that give effect to the provisions and requirements of the approved development plan.

4.0

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Requirements for development plan

The development plan must be prepared to the satisfaction of the responsible authority.

A single development plan must be prepared for the whole of the land to which this schedule applies.

The development plan must be informed by a detailed site analysis of the natural, cultural and strategic context of the site to the satisfaction of the responsible authority.

The plan must show:

Land use and subdivision

How the future subdivision will address any relevant requirements and guidelines from the Drouin Precinct Structure Plan at Clause 21.04 to the satisfaction of the responsible authority.

R10

- Residential subdivision applications must demonstrate how the subdivision has been designed to minimise adverse amenity impacts on any existing low-density lots directly abutting the development, as appropriate.

G13

- The design of residential subdivisions abutting existing low density areas should provide for a sensitive interface to those existing low density areas by minimising the number of new lots abutting an existing low density lot and providing sufficient space within new lots to allow screen planting along the interface.

R39

- Subdivision layouts must form a permeable local street network that provides convenient access to local open space and allows for the effective integration with neighbouring properties and the wider urban area.

R53

- Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme (DSS), to the satisfaction of Melbourne Water. Where a DSS is not in place, development may not proceed without the preparation of an interim drainage strategy that is approved by both Melbourne Water and the responsible authority.

BAW BAW PLANNING SCHEME

- The overall subdivision of the area, including where possible, the proposed lot layout, sizes and density of lots which provide opportunities for a diverse range of housing types.
- The overall pattern of development of the area, including any land use activity areas.
- Building setbacks must ensure that buildings on new lots are positioned with a generous setback distance from the abutting low density lots.
- A landscape buffer to create a physical separation between new lots and existing lots so as to minimise amenity impacts such as noise, overlooking from windows and overshadowing from buildings.
- Create a positive interface to adjacent public open space giving appropriate consideration to issues of safety and surveillance.
- Street networks that support building frontages with two way surveillance.
- An accessible and integrated network of walking and cycling routes for safe and convenient travel to adjoining communities (including existing and future areas included in the DPO), local destinations or points of local interest, activity centres, community hubs, open spaces and public transport.

Infrastructure services

- The subdivisional layout provided as part of the development plan must be supported by a comprehensive Traffic Impact Assessment showing the impact of the proposed development on the Arterial Road network.
- The Transport Impact Assessment Report (TIAR) should be prepared in accordance with the background documents VicRoads *Guidelines for Transport Impact Assessment Reports for Major Use and Development Proposals and Austroads Guideline – Guide to Traffic Management Part 12: Traffic Impacts of Development*. It must address traffic and access issues arising from the proposed development on this site, predicted traffic generation and the impact of the development on the existing arterial road network in all relevant peak periods, in particular its impact on the intersection with Princes Way and interaction at the intersection of the Princes Freeway ramps, McGlone Road and Princes Way.
- The report is to be prepared to the satisfaction of the Roads Corporation.
- Subject to the results of the TIAR, concept plans for works on Arterial Road intersections must be prepared in accordance with the relevant Austroads Guidelines, ‘Safe System’ philosophy, ‘Smart Roads’ plans, VicRoads Tree Planting Policies, etc to the satisfaction of VicRoads.
- Any works identified requiring the upgrade of any Arterial Roads or intersections are to ensure no loss of service and adequate road safety on the Arterial Road network. These works would be required to be undertaken to the satisfaction and at no cost to VicRoads.
- An implementation plan must be submitted as part of the development plan, indicating the proposed timing and staging of infrastructure provision.
- Planning permit applications for the subdivision or development of the land must be referred to VicRoads.
- In consultation with relevant agencies and authorities, provision of public transport stops where appropriate within easy walking distance to residential dwellings and key destinations. Stops should also be located near active areas where possible.

Open space

- A landscape concept plan for all open space areas, indicating the location of plantings, pathways, shade, shelter and seating at activity areas as well as at intervals along pathways.
- The location and size of the proposed open spaces that cater for a range of user groups and provide a variety of functions that perform both an active and passive role for recreation, as appropriate.

Waterways

- A buffer zone of 30 metres each side of the waterways designated under the *Water Act 1989* or a buffer based on a study which identifies the flood or drainage extent must be set aside for ecological purposes.
- An integrated stormwater management plan that incorporates water sensitive urban design techniques which provides for the protection of natural systems, integration of stormwater treatment into the landscape, improved water quality, and reduction and mitigation of run-off and peak flows, including consideration of downstream impacts.

Flora and fauna

- An assessment of any native vegetation to be removed having regard to Permitted Clearing of Native Vegetation: Biodiversity Assessment Guidelines. Including how it is proposed to protect and manage any appropriate native vegetation.
- Where there is vegetation to be retained, a vegetation protection envelope and building envelope is to be provided on the plan.
- Vegetation protection envelopes must provide for a Tree Protection Zone in accordance with the Australian Standard AS4970-2009 (Protection of Trees on Development Sites).

Offsets to compensate for the loss of any native vegetation on site must be in accordance with an Offset Management Plan prepared to the satisfaction of the Department of Environment, Land, Water and Planning (DELWP) and the responsible authority. Unless otherwise agreed in writing by the Department of Environment, Land, Water and Planning, any offsets required must be secured prior to the removal of native vegetation.