

03/03/2011  
C92

## **SCHEDULE 10 TO THE DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO10**.

### **ARTHURTON ROW**

The schedule applies to the Australian Horizons sites at 4, 8, 9-13 and 16-18 Arthurton Road and 17 Elm Street, Northcote.

#### **1.0**

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#### **Requirement before a permit is granted**

A permit may be granted for use, subdivision or to construct or carry out minor works before a development plan has been approved by the responsible authority, provided it does not prejudice the preparation and approval of the development plan.

#### **2.0**

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#### **Conditions and requirements for permits**

An application for use, subdivision or to construct or carry out minor works (before a development plan has been approved) must be accompanied by a report demonstrating that the proposal will not prejudice the long-term future use and development of the land in accordance with the development plan requirements specified in this schedule.

#### **3.0**

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#### **Requirements for development plan**

##### **Objectives:**

The development plan must seek to achieve the objectives set out below.

- To ensure that the future use and development of the land takes advantage of this large site situated close to transit services.
- Provide for a mix of uses across the sites.
- Provide for development in a form which is generally consistent with the Northcote Major Activity Centre Structure Plan April 2007 (in particular with the Arthurton Road Precinct AR) and which achieves a high-quality built form and urban environment.
- To require a Sustainability Management Plan as the means of documenting and delivering sustainability objectives set out in the Northcote Major Activity Centre Structure Plan April 2007 for this key strategic redevelopment site.
- To encourage the development of the sites for residential, commercial, retail, service and related uses that will increase the economic and social functions of the centre.
- To provide for the addition of employment, residents, new service and retail uses in the core activity area of Northcote.
- To take advantage of the strategic position of the sites by providing for high density development.
- To provide for the extension of a residential interface along Elm Street.
- To provide for the sites to be developed in stages.
- To ensure that the use of the land for a mix of uses between non-residential uses and residential uses occurs within similar time frames.

##### **Use:**

The development plan must show or make provision for:

- The use of the sites for residential, office, shop, and other uses which will create sustainable, active, mixed use environments.

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- The arrangement of uses across the site to enable interaction between business and service uses where important (to create active sections), while also creating separation for residential uses from other activities.
- The aggregation of uses that takes advantage of the high quality public transport, road access, cycle paths and facilities that are within walking distance of the sites.
- The location and approximate uses of proposed buildings, access ways, open space and car parking areas on the sites.
- Residential uses to be located along Elm Street.
- Opportunities for shops, offices, sensitive uses and food and drink premises at street level for the site south of Arthurton Road.

### **Environmental Design and Management:**

#### **Sustainability Management Plan**

The Development Plan must include a Sustainability Management Plan, prepared by a suitably qualified person, for the whole of the site that demonstrates to the responsible authority how the future development of the site will strategically embody best practice Ecologically Sustainable Development (ESD). To do so it must include a sustainability assessment that will form part of the approved development plan and will address the following themes:

- Energy Efficient Design
- Integrated Water Management
- Waste Reduction
- Biodiversity
- Sustainable Transport
- Building Standards

Buildings must be capable of achieving:

1. a minimum 5 star GreenStar rating under the Green Building Council of Australia's GreenStar Building Design Rating Tools or any successor of GreenStar; or
2. alternative accreditations of equal or greater standing as may be considered acceptable to the responsible authority at the time of approval.

### **Permeability and Access:**

The development plan must show or make provision for:

- Arthurton Road on the north-side to be widened by at least 5 metres to achieve enhanced pedestrian amenity and safety to allow for a wider pedestrian footpath, kerbside car parking and the planting of street trees.
- Arthurton Road on the south side to be widened by at least 1.5 metres to achieve enhanced pedestrian amenity and safety between High Street and Herbert Street (railway station).
- The location of all vehicle access points, vehicle access ways, pedestrian access ways, linkages to the streets and to adjacent lands, recognizing that direct access to Arthurton Road should be limited to a maximum of three locations on the northern side and no direct access on the southern side.
- Pedestrian linkage/s north-south, between Elm Street and Arthurton Road.
- Provision for a future pedestrian connection from the Arthurton Road site (north) to High Street.

## DAREBIN PLANNING SCHEME

- Provision of pedestrian operated signals within the vicinity of the Arthurton Road /Herbert Street intersection and details of the developer contributions towards construction and installation, to the satisfaction of the responsible authority.

### **Design and Built Form:**

The development plan must show or make provision for:

#### **General:**

- The overall building heights (to AHD) and the number of storeys of any proposed buildings and structures.
- Take advantage of the long frontages to allow for access and individuality.
- Provide solar access by utilizing the northern aspects and through creating north-south openings within the sites.
- Achieve architectural quality and a high degree of articulation.

#### **Land north of Arthurton Road:**

- Achieve active building interfaces along Arthurton Road particularly along the eastern half of the frontage.
- Along the western half of the Arthurton Road frontage, allow the option of reducing the number of building entrances to provide for separation from arterial road activities.
- Provide for predominantly continuous pedestrian shelter along the eastern section of Arthurton Road.
- Along Herbert Street, manage the western sun orientation, and provide for medium to higher level building façades.
- Provide for windows and street entries that achieve passive surveillance of the streets.
- Allow for buildings to step up in height within the body of the site to achieve high density site utilisation.
- Allow for the creation of landmark building/s within the site, particularly towards the Herbert Street section where attractive views can be obtained from upper levels while achieving good separation from adjacent sensitive land uses.
- Create areas of open space within the site for residents and users.
- Orientate spaces to achieve solar access.
- Provide for transitional building heights close to the residential properties which abut the northern site.

#### **Land south of Arthurton Road:**

- Achieve active building interfaces along Arthurton Road and the Council car park frontages.
- Acknowledge street and site interface to the south by stepping building height along these edges.

#### **Requirement for a Mix of Uses:**

- The development plan must describe arrangements which will ensure that a mix of residential and non-residential uses occurs on the sites through development stages.
- The responsible authority may refuse a permit for an application to subdivide, use or develop the land if it considers that the granting of a permit would lead to a mix of uses not being achieved.

### **Integrated Transport and Traffic Management:**

The development plan must make provision for and address:

- The range and scale of uses that will be anticipated on the sites.
- The estimated population of workers, visitors and residents over various times.
- Estimated vehicle trip generation levels.
- The expected staging of building occupation.
- Vehicle ingress and egress points and estimated levels of usage.
- Car parking for the uses should be limited in general supply, consistent with the transit oriented nature of the development.
- The location of car parking spaces should be situated at basement level or in structures. Visibility from the street should be limited to small sections of (generally short term) parking.
- Impacts on the arterial and local roads and any mitigating works required.
- Any proposed off-site traffic management treatments.
- Any changes identified for public transport stops, pedestrian or bicycle access ways.
- The level, allocation and location of car parking on the lands.
- Provision for secure bicycle storage for residents, and workers with end of bicycle trip facilities for workers.
- Provision for short term bicycle parking for visitors to the sites.
- Measures that can be adopted to reduce private car usage across the development.
- Provision for loading and unloading of vehicles.
- The responsible authority must consult with the relevant roads authority and relevant public transport authority prior to approving the plan.

### **Landscape Plan:**

The development plan must include a schematic landscape plan for the whole of the sites. It must be consistent with all other development plan requirements. This plan is to indicate:

- Design philosophy.
- The identification of any sensitive interfaces and proposed treatments.
- The treatment of street edge spaces and internal spaces for vehicular and pedestrian access, bicycle parking, recreation and solar access.
- The treatment of footpaths in Elm Street, Herbert Street, Arthurton Road and Helen Street as applicable.

### **Environmental Management:**

- The development plan is to include an assessment by a suitably qualified environmental professional. The assessment must include:
  - The nature of the previous uses or activities on the sites.
  - The length of time the activities took place.
  - What is known about contamination present on the land.
  - How the contamination is distributed.

The assessment may deal with the site in stages.

**Construction Management Plan:**

- The development plan must include an outline of a construction management plan which sets out the principal construction issues and how the anticipated processes will be managed.

The construction management plan must include a construction staging program and must outline:

- Measures to protect the amenity of surrounding areas through the construction period against dust, noise and stormwater control and security lighting.
- The management of construction worker vehicles.
- The delivery and storage of materials on the site.
- Addressing any site contamination (if relevant).
- A schedule of hours of work during the normal week.
- A procedure to seek specific out of hours work to deal with special construction requirements.
- Construction access to the site.
- The management of traffic operation that might affect Arthurton Road.
- Measures to limit construction vehicle activity on Elm Street.