

17/12/2015
C74**SCHEDULE 10 TO THE DEVELOPMENT PLAN OVERLAY**

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

This schedule applies to the former Jenkins Orchard site at 1201-1211 High Street Road and Lot 12 Pumps Road, Wantirna South.

The purpose of this schedule is to facilitate the development of the land for housing and a neighbourhood centre. The schedule sets out requirements to ensure the development provides a high quality and sustainable urban form in a landscape setting that complements its setting within the Dandenong Creek Valley and adjoining Dandenong Valley Regional Parklands.

1.017/12/2015
C74**Requirement before a permit is granted**

A permit may be granted before a Development Plan has been prepared to the satisfaction of the responsible authority to construct or carry out works relating to the maintenance or demolition of existing buildings.

All proposals to construct or carry out works before the Development Plan has been prepared must be accompanied by a report demonstrating that approval of the works will not prejudice the long term future of the land for development in accordance with the Development Plan to the satisfaction of the Responsible Authority.

The land may be developed in stages.

2.017/12/2015
C74**Conditions and requirements for permits****Requirement for a section 173 agreement**

Prior to the granting of a permit, except for a permit for maintenance or demolition of buildings, the owner of the land must enter into an agreement under Section 173 of the Planning and Environment Act 1987 with the Responsible Authority. The matters of the agreement must include:

- The provision of social housing (house and land) of not less than three percent of the total number of dwellings across the whole site (unless otherwise agreed to in writing by the responsible authority, in consultation with the Department of Health and Human Services and other social housing providers). Social housing is defined as not-for-profit housing owned and managed for the primary purpose of meeting social objectives, such as affordable rents, responsible management, security of tenure and good location in relation to employment services. It includes public housing and includes housing owned or managed by the community.
- The provision of bus shelters and any upgrade required to the bus stop and path network in front of the site and the stop and path network on the southern side of High Street Road opposite the site as a result of the proposed development at the cost of the land owner.
- All required road network and intersection upgrading, mitigation works and reinstatement of existing assets to be at the cost of the land owner.
- The timing of all required road network and intersection upgrading and mitigation works.

The costs of preparation and registration of the section 173 agreement are to be borne by the owner.

3.017/12/2015
C74**Requirements for development plan**

The Development Plan must include the following documents:

- A Concept Master Plan and Land Use Plan – which illustrates built form and land use across the site.
- A Landscape Master Plan – which shows the landscape concept for the site, including public open space.
- Siting and Design Guidelines – which address: built form; interfaces with neighbouring lands; environmentally sustainable development; and servicing and infrastructure.
- A Transport Plan – which addresses access and movement within and to and from the site.
- A Social Impact Assessment and Plan – which identifies the potential impacts of the proposed development on health and wellbeing and suggested mitigation and community benefit strategies.

In deciding whether the Concept Master Plan and Land Use Plan, the Landscape Master Plan and the Siting and Design Guidelines are to its satisfaction as part of the Development Plan, the Responsible Authority will take into account the views of Parks Victoria and the Country Fire Authority.

In deciding whether the Concept Master Plan and Land use Plan is to its satisfaction as part of the Development Plan, the Responsible Authority will take into account the views of VicRoads.

In deciding whether the Transport Plan is to its satisfaction as part of the Development Plan, the Responsible Authority will take into account the views of VicRoads and Public Transport Victoria.

Concept Master Plan and Land Use Plan

The Concept Master Plan and Land Use Plan must include:

- Details of the staging of future land use and development throughout the site.
- The distribution of land uses throughout the site including public open space.
- A description of the distribution of height and massing of built form across the site.
- A description of the siting of residential buildings on lots or in precincts, as applicable.
- A description of the road network and hierarchy throughout the centre.
- Indicative landscaping, consistent with the Landscape Master Plan.
- A description of the indicative siting and configuration of the neighbourhood centre land uses, including details of service access, loading bays, car parking, road and creek frontages.
- Details of land uses and dwellings across the site. (The composition and size of land uses and the number of dwellings must not exceed that adopted for the traffic generation development scenario that forms part of the approved Transport Plan.)
- Provision for a diverse range of dwellings in terms of number of bedrooms, size, design, type and affordability.
- A schedule of permitted building heights in accordance with Figure 1.
- A neighbourhood centre on the High Street Road frontage which should be designed to allow for one supermarket (approximately 3500sqm) and supported by speciality commercial, food and beverage and retail tenancies (approximately 1500sqm). The plan must show:
 - Details of the land use composition within the neighbourhood centre.
 - The form, layout and configuration of retail and other uses within the neighbourhood centre.

- The location and purpose of all proposed public open space including provision for a larger area of open space in one accessible location, water bodies and wetlands.
- Provision of connections to the shared pedestrian path network to the east of the site.
- Provision of a landscape buffer along the western boundary generally having a width of 10m.
- Provision of a landscaped setback along the High Street Road frontage (except at any access points to the site) generally having a width of 10m.

A Landscape Master plan

The Landscape Master plan must include:

- Details of how the biologically significant vegetation covered by the Environmental Significance Overlay (ESO) is to be protected and improved.
- A statement explaining how the landscape master plan addresses the strategic directions within the Knox Open Space Plan 2012-2022 (or as amended).
- A planting theme which includes areas of landscaped parkland, with indigenous trees, shrubs, lawns and parkland grasses and which has regard to the need for the management of fire risk and that will enhance the local habitat values given the location of the site within the Dandenong Creek Valley. The planting theme must demonstrate the inclusion of water sensitive urban design objectives. The planting theme on the eastern boundary must respond to the landscaping and urban design of EastLink
- The location, width and concept design of new landscaped buffer areas along the western boundary within the residential zone to minimise the potential for any possible negative impacts from the adjacent land uses.
- Provision of a landscaped setback along High Street Road to assist with the transformation of High Street Road into a 'bush boulevard' with native planting, consistent with the Knox City Council Bush Boulevard planting theme as detailed in the Knox Urban Design Framework 2020 (or as amended).
- Details of key landscape design principles and species selected throughout road reserves, along the site's key external interfaces and within public open space areas.
- Details of the removal of vegetation not suitable for retention and establishment of vegetation that will enhance local habitat values.
- Enhancement of the water feature along the western boundary through the revegetation of indigenous plants, weed control and erosion control measures.
- Details of how stormwater can be efficiently filtered, infiltrated and harvested on site to limit off-site discharge.
- Provision for an on-site stormwater retardation basin in the south west corner of the site to temporarily hold water following major storm events.
- Details of wetlands and stormwater maintenance works, including the removal of associated sediment to be undertaken by the land owner, for a period of two years after the completion of all works including roadworks, construction of the wetlands and in-ground infrastructure works.
- Notation of the requirement for a Wetlands Maintenance and Operation Plan, to the satisfaction of the Responsible Authority, prior to hand over to the public land manager of the ownership and management of stormwater infrastructure subsequent to the maintenance period.
- Arrangements for handover to the public land manager of the ownership and management of stormwater infrastructure subsequent to the maintenance period.
- Description of how built form within the development will be integrated within the landscape setting.

- Description of built form interface to key landscape areas, including the landscape buffer to High Street Road and the Dandenong Creek Valley corridor.

Siting and Design Guidelines

The siting and design guidelines must include:

- A site analysis plan.
- An urban design statement, which outlines the design philosophy and framework across the site.
- Urban design principles to be incorporated into the neighbourhood centre. These should include but not be limited to:
 - provision of active frontages;
 - provision of a high quality, safe and pedestrian-friendly public realm;
 - design for active and passive surveillance;
 - car parking must not dominate the High Street Road frontage; and
 - loading areas and back of buildings to be sensitivity located and designed.
- The incorporation of environmentally sustainable development principles into the subdivision layout and the design of the development.
- A statement that no major promotional signage will be visible from EastLink or located within the landscape buffer.
- The location of any buildings above three storeys and no more than five storeys within the Commercial Zone and within the transition area of the General Residential Zone (Refer Figure 1 at 4.0 of this Clause). These buildings must be designed to ensure a comfortable visual relationship with the parkland character to the west and complement the quality of the public spaces.
- The neighbourhood centre should be designed to include an easily accessible local community gathering point and have an attractive, active and high quality appearance to High Street Road and the Dandenong Valley Regional Parklands.
- Appropriate interface treatments and setbacks along all boundaries that take into account adjacent land uses, including within the site, between commercial and residential uses.
- Details of how development will protect and enhance the aesthetic, environmental and landscape values and vistas of the Dandenong Creek Valley.
- The provision of lower, less intensive scale development in the northern section of the site.
- A road or other suitable response to ensure active frontage along the western and northern boundary in the residential areas with dwellings orientated to face the road or active frontage.
- The provision of appropriate farm style fencing, along the western boundary or an alternative to the satisfaction of the Responsible Authority having regard to the views of Parks Victoria.
- Detail on how noise attenuation measures will meet the noise level objectives in VicRoads *Traffic Noise Reduction Policy* (or any subsequent publication) and the Traffic Noise Criteria set out in the EastLink Concession Deed (which specifies performance criteria in relation to traffic noise) or as updated. All noise attenuation measures required to satisfy these objectives must be met by the relevant land owner/developer.

Transport Plan

The Transport Plan must address the following principles:

- The prioritisation of pedestrian and cycle movements through the provision of shared paths, on-road bike lanes and pedestrian infrastructure, with appropriate crossing points.
- The themes within the Knox City Council Liveable Streets Plan 2012 – 2022 (or as amended).

The Transport Plan must include:

- An assessment of the expected impact of traffic generated by the development on the existing road network and any mitigation measures required to address identified issues. Unless the design peak hour volume exceeds the volume of 1047 vehicles per hour by more than 10%, this assessment may rely upon the assessment and traffic impact mitigation measures recommended by Traffix Group in its advice to VicRoads of 15 March 2013.
- An indicative road, public transport, bicycle and pedestrian network; and car parking plan showing:
 - the principal point of access from High Street Road to the proposed internal road network;
 - provision of a shared path along the main entrance from High Street Road;
 - connected footpath network both throughout the site and to the existing network on High Street Road;
 - pedestrian connections to the existing bus stops on both the north and south side of High Street Road;
 - the provision of bus shelters at the stop in front of the site and the stop on the southern side of High Street Road opposite the site;
 - layout of internal roads, including a hierarchy of the roads and widths of the road reserves;
 - the shared path network within the site (including along boundaries and frontage) with direct connections to the existing shared path bicycle network; and
- For any secondary access point from High Street Road details of how such access can be achieved without compromising traffic safety and efficiency along High Street Road and the landscape setback along the High Street Road frontage.
- A car parking plan.
- A staging plan which identifies when road network mitigation measures will be implemented in accordance with the staging of development.

Social Impact Assessment and Plan

A social impact assessment and plan must be prepared in consultation with and to the satisfaction of the Responsible Authority. The assessment must identify the potential impacts of the proposed development on health and wellbeing and suggested mitigation and community benefit strategies and infrastructure enhancements in the area to be delivered as part of the development.

4.0
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Figure 1: Precinct Plan

