

15/11/2012  
C154**SCHEDULE 2 TO THE INCORPORATED PLAN OVERLAY**

Shown on the planning scheme map as **IPO2**.

**CHADSTONE SHOPPING CENTRE INCORPORATED PLAN, AUGUST 2012****1.0**15/11/2012  
C154**Requirements before a permit is granted****2.0**15/11/2012  
C154**Permits Not Generally in Accordance with Incorporated Plan**

A permit may be granted to use or subdivide land, construct a building or construct or carry out works that is not generally in accordance with the Incorporated Plan.

**3.0**15/11/2012  
C154**Conditions and Requirements for Permits****3.1**15/11/2012  
C154**Infrastructure Works and Public Realm Improvements****Traffic mitigation works for shop floor area up to 160,000 square metres and other floor area up to 65,000 square metres**

A permit must contain the following conditions as appropriate:

- a) Prior to the closure of any existing bus bays or prior to the occupation of any additional shop floor area above 146,000 square metres and other floor area up to 65,000 square metres, whichever occurs first, the following works must be completed to the satisfaction of the responsible authority in consultation with the Roads Corporation and Public Transport Victoria as appropriate, and at the owner's cost:
  - The new centralised bus interchange (generally in accordance with the Chadstone Shopping Centre Bus Interchange Works Concept Design, drawing number 12M1001005-102P3 prepared by GTA Consultants but subject to the preparation of detailed construction plans).
  - Creation of an additional dedicated left turn slip lane at the Princes Highway Eastern Access (generally in accordance with Chadstone Shopping Centre Bus Interchange Works Concept Design, drawing number 12M1001005-107P1 prepared by GTA Consultants but subject to the preparation of detailed construction plans).
  - Creation of a bus queue jump lane on Princes Highway eastbound at the intersection with Chadstone Road and Poath Road (generally in accordance with Chadstone Activities Area Princes Highway/Poath Road/Chadstone Road Concept Layout Plan, drawing number 12M1001005-103P3 prepared by GTA Consultants but subject to the preparation of detailed construction plans).
- b) If a permit will increase the amount of shop floor area above 146,000 square metres or other floor area above 65,000 square metres, then prior to the occupation of any of the new or redeveloped floor area the following works must be completed to the satisfaction of the responsible authority and the Roads Corporation:
  - Completion of traffic management and roadworks to the Princes Highway "Central Access" (generally in accordance with Chadstone Activities Area Princes Highway/Proposed Access Concept Layout Plan, Drawing Number 12M1001005-106P3 prepared by GTA Consultants but subject to the preparation of detailed construction plans).

- Modification of the intersection of Princes Highway and Warrigal Road to provide a second right turn lane from south to east generally in accordance with drawing number 12M1001005-108P1 prepared by GTA Consultants.
- An extension to the right-turn lane from Waverley Road into Chadstone Road and associated signal hardware modifications (generally in accordance with drawing number 12M1001005-104P3 prepared by GTA Consultants but subject to the preparation of detailed construction plans).
- The installation of CCTV camera systems at the Warrigal Road/Middle Road Intersection and the Poath Road/Chadstone Road/Princes Highway Intersection.
- Provision of a dedicated left turn lane into Middle Road on the northbound carriageway of Warrigal Road (generally in accordance with drawing number 13732015 prepared by O'Brien Traffic but subject to the preparation of detailed construction plans).
- Modification of the intersection of Princes Highway and Warrigal Road to provide a third right turn lane in Princes Highway from west to east (generally in accordance with drawing number 13732019 prepared by O'Brien Traffic but subject to the preparation of detailed construction plans).

The works may be implemented in accordance with a Staging Plan approved by the responsible authority.

Once the works in a) and b) above are completed the requirements of this Clause are satisfied with respect to the volume of floor space to which the works relate.

### 3.2

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#### **Chadstone Road Curfew**

A permit which results in an increase in floor space must contain the following condition:

"The Chadstone Road entrance is to be closed between midnight and 6.00am, except on ten (10) days every year. The operation of the entrance is to allow for efficient access during extended trading over the Christmas period and for special trading events. It is a requirement that the specific dates and times when the entrance is to be left open are advised to the occupiers of properties in Chadstone Road, at least one month prior to the first of these special trading days, in each year."

A permit must comply with the following requirements as appropriate:

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#### **Transport Impact Assessment**

A permit which proposes any additional shop floor space over 160,000 square metres or other floor space over 65,000 square metres must give effect to any access or mitigation works specified in a Transport Impact Assessment prepared to the satisfaction of the Roads Corporation and the responsible authority.

### 3.4

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#### **Integrated Transport and Access Plan**

A permit which results in an increase in any floor space by more than 10,000 square metres must give effect to the recommendations contained in an Integrated Transport and Access Plan (ITAP) prepared to the satisfaction of the responsible authority prior to the grant of the permit. The recommendations of the ITAP must be implemented progressively at agreed stages as documented in the ITAP to the satisfaction of the responsible authority.

### 3.5

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#### **Ecologically Sustainable Development (ESD) Framework**

A permit which results in an increase in any floor space by more than 5,000 square metres must give effect to the recommendations contained in an ESD Framework for the approved development prepared to the satisfaction of the responsible authority prior to the grant of

the permit. The ESD Framework must set out principles and initiatives to achieve environmental a high level of environmental sustainability in energy/carbon including energy efficiency, waste, sustainable transport, products and materials and water.

**3.6 Car Parking**

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Unless otherwise permitted by the responsible authority, car parking must be provided at the minimum rates set out in the table below:

Shop (excluding Restricted Retail Premises)	6.5 spaces per 100 square metres of leasable floor area
Restricted Retail Premises	2.7 spaces per 100 square metres of leasable floor area
Food and Drink Premises	6.5 spaces per 100 square metres of leasable floor area

**3.7 Design Guidelines**

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A permit must give effect to the following requirements to the satisfaction of the responsible authority.

For clarity of interpretation, the Northern Precinct and the Southern Precinct are defined in Figure 1 below:



**3.7.1 Northern Precinct**

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- Moderate the perceived bulk, mass and visual impact of buildings and works on the adjoining residential area and achieve a sensitive interface between built form in the Chadstone Activity Area and the adjoining residential area.
- Achieve a high degree of articulation and division of building form at the upper level as presenting to the north, east and west.
- Moderate new development by landscaping or screening to soften the impact and presence of built form.
- Avoid sheer walls on a single vertical plane where practicable.

**3.7.2 Southern Precinct**

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- Achieve high quality architecture commensurate with the visual prominence of new buildings in this precinct.
- Ensure adequate spacing between buildings and avoid the creation of continuous built form within the building envelope.
- Achieve a high quality amenity for pedestrians at ground level.
- Ensure that built form at the lower levels is of an appropriate scale to interface with street frontages and encourage pedestrian and outdoor activity at ground level.
- Achieve attractive and, as appropriate, active frontages to Princes Highway, Chadstone Road and other parts of the site. To ensure a proportionate response for towers. Rising forms should establish a tower / base element relationship by providing towers that express an explicit transition from lower level to upper tower form and are shaped to provide slimmer, more elegant forms where possible.
- Ensure built form does not create unacceptable overshadowing to adjacent dwellings.
- Ensure built form provides a suitable transition to adjacent residential areas to the east and west.

### 3.7.3

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#### Public Realm

- Improve the visual attractiveness and user experience of the Chadstone Activity Area for visitors, both indoors and outdoors.
- Improve the legibility and orientation for visitors to enable them to easily navigate the Chadstone Activity Area.
- The public realm should be safe.
- The pedestrian journey from car parking areas, taxi ranks and bus stops to buildings in the Chadstone Activity Area should be safe and convenient.
- Create a vibrant and attractive external public environment that integrates the centralised bus interchange, the main southern pedestrian entry to the centre and activities in the new Princes Highway Precinct.
- The external public realm should be of a high quality by including measures such as increasing the extent of active frontages to buildings and opportunities for outdoor eating and drinking.
- Provide a strong connection between the outdoor and indoor environments by design measures to enable people indoors to look out of the Chadstone Activity Area and people outside to look in.

### 3.8

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#### Other Requirements

The responsible authority may require, as appropriate, an application for a permit to be accompanied by any of the following information, or may require submission of the information as a condition of permit:

- A Noise and Amenity Management Plan.
- A Sustainability Management Plan.
- A Waste Management Plan.
- A Landscape Plan.
- A Construction Management Plan.
- A Drainage Management Plan.

- An Economic Impact Assessment.

#### 4.0 Decision Guidelines

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Before deciding on an application whether it is generally in accordance with the Incorporated Plan or not, the responsible authority must consider as appropriate:

##### *General*

- The extent to which the proposal implements the objectives contained in Clause 22.11 Chadstone Commercial Centre Policy.
- The extent to which the proposal facilitates a broadening of the land use base of the Principal Activity Area.
- The need to enhance and strengthen the economy by providing employment across a range of sectors.
- The need to maintain and enhance the Centre's pre-eminent reputation as a shopping destination and to reinforce Stonnington's competitive strength as a retail destination.

##### *Scale and Off-Site Impacts*

- The overall impact of the height, bulk, design and appearance of the buildings or works on the character and amenity of the surrounding area.
- The need for the provision of effective landscape buffers to provide visual screens and soften the appearance of buildings and car parking areas.
- Acoustic impacts of use and development on adjacent properties.
- The impact on the amenity of the area.

##### *Traffic, Access, Car Parking and Internal Layout*

- The need for a traffic plan or any special traffic management or control works in the locality.
- The views of Public Transport Victoria and the Roads Corporation.
- The implications of the development for entry and exit points identified on the incorporated plan.
- The proposed layout of parking areas.
- The estimated demand for car parking spaces and the likelihood of the multiple use of car parking spaces, having regard to the different levels of parking demand likely to be generated by different uses at different times.
- Whether the provision of the required number of spaces creates or aggravates traffic congestion in the locality, and whether spaces can be provided on nearby land at a later stage of development.
- The implications of the development on the need for public transport, including passenger facilities, and their location.
- The extent to which the proposal improves wayfinding and legibility for users.
- Cycling access to the Centre.
- Whether the centralised bus interchange is accessible by direct pedestrian routes from all parts of the Centre.

##### *Sustainability*

- The need to achieve a high level of environmental sustainability in development including with regard to energy efficiency, waste management, water sensitive urban design, and landscaping.
- The need to promote sustainable forms of travel and to facilitate implementation of integrated transport planning.
- The effect of initiatives to increase travel by public transport on car parking demand.
- Conformity with the ESD Framework and the extent to which environmentally sustainable design features and practices are adopted.

*Servicing and Infrastructure*

- The management of drainage and stormwater, in particular measures to prevent or reduce stormwater runoff and overland flows to the surrounding area
- The visibility and layout of the development, and the extent to which screening of mechanical plant and equipment is required.

**5.0**

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**Requirements for Incorporated Plan**

The Incorporated Plan must show:

- The buildings heights and setbacks to boundaries for each portion of the site.
- Vehicle and pedestrian entry and exit points for the site.
- Adjoining roads.
- Boundary landscaping areas.
- Elements excluded from calculation of building height.