

07/12/2020
C396ggee

SCHEDULE 11 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO11**.

SMYTHE STREET AND TOWER ROAD FUTURE URBAN DEVELOPMENT AREA

1.0

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Objectives

None specified.

2.0

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Requirement before a permit is granted

Prior to the approval of a development plan, the responsible authority may grant a permit for the following:

- One dwelling including outbuildings, on an existing lot, provided it is the only dwelling on the lot;
- Agriculture and any buildings or works in association with the use of the land for agricultural purposes;
- A fence;
- Minor extensions, additions or modifications to any existing use or development.

3.0

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Conditions and requirements for permits

None specified.

4.0

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Requirements for development plan

A development plan must show:

- A proposed settlement pattern which:
 - Provides a convenient and safe internal road network;
 - Provides a convenient and safe pedestrian network;
 - Provides for public transport and encourages the use of public transport;
 - Provides convenient and safe pedestrian and road linkages to surrounding areas;
 - Provides for a variety of lot sizes and housing types;
 - Promotes energy efficient design elements to maximize energy efficiency and minimize adverse green house impacts.
 - Ensures that lots positively address adjoining public open space reserves and roads;
 - Provides a sensitive residential interface with adjoining residential land;
 - Provides appropriate entrance treatments to the land from Sproat Street, Smythe Street, Tower Road and Portarlinton - Queenscliff Road; and,
 - Identifies the location of any major infrastructure easements that exist or are required.
- Provides useable public open space which is:
 - Clearly visible and accessible to residents within the subject site and from surrounding areas, providing a safe and convenient area to serve the recreational needs of the community, and,
 - Located so as to complement the natural features and views from the subject land.
- The stages (if any) by which the development of the land is to proceed;

GREATER GEELONG PLANNING SCHEME

- A stormwater management plan detailing how stormwater will be collected and treated within the development with particular emphasis on the removal of sediment, litter and other urban wastes from stormwater prior to its discharge to local watercourses and which includes;
 - Approximate size and location of all drainage system components,
 - Inclusion of WSUD principles and systems where it is demonstrated the requirements of council standards for construction and maintenance can be met
 - Incorporation of detention basins that accord with best practice design principles for inlet, outlet and water quality treatment and accord with the design safety requirements of the Royal Life Saving Society,
 - An evaluation of the impact of flows from the site in its developed state on the downstream drainage system including an evaluation of the capacity of the existing system and identification of the manner in which the system may be modified or augmented to accommodate the required total catchment flow rates and volumes,
 - Creation of an overland flowpath to remove flows crossing Queenscliff-Portarlington Road at the existing low point on the frontage in favour of Tower Road for flows in excess of 1 per cent AEP exiting the site.
- A preliminary soil assessment demonstrating the extent of any contaminated soils that may exist on the subject land and if detected a more detailed assessment outlining the location of the contaminated soil the types of contaminants detected, and strategies and procedures required to be undertaken to decontaminate affected areas;
- The provision of buffers from land in an industrial zone;
- A traffic management plan which assesses the impact of the development on the arterial and local roads network, specifies mitigation works required on the road network to address these impacts and identifies funding responsibilities for these works;
- Any interim termination of minor roads which may be extended in the future across existing site boundaries must be designed and constructed to allow for functional vehicular movement during that interim period;
- An open space landscape masterplan for roads and public spaces.