

05/12/2013
C131

SCHEDULE 11 TO THE DEVELOPMENT PLAN OVERLAY

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

This schedule applies to the majority of land bound by Nicholson Street, Glenlyon Road, John Street and Albert Street, Brunswick East, described as ‘the Precinct’.

1.0

05/12/2013
C131

Requirement before a permit is granted

The Responsible Authority may consider an application to use an existing building, subdivide land, construct a building associated with an existing building or construct or carry out works in the Precinct prior to the approval of a Development Plan, provided it does not prejudice the preparation and approval of a Development Plan.

2.0

20/01/2011
C92

Conditions and requirements for permits

Any permit for a development must include a condition requiring the preparation of a Sustainable Design Assessment (SDA) to the satisfaction of the Responsible Authority. The SDA must be in accordance with the Environmental Management Plan (EMP) forming part of the approved Development Plan. An SDA must be prepared by a suitably qualified person(s) and must demonstrate how the targets and requirements of the approved EMP will be met for each development within the Precinct. Where, in the opinion of the Responsible Authority, the EMP provides satisfactory detail in relation to a particular development, Council may waive the requirement for an SDA.

Any permit for a restaurant or licensed premises within 50 metres of a residential zone must include a condition to cease operation by 11pm.

Any permit sought along the John Street frontage should be limited to only residential and office use.

3.0

20/01/2011
C92

Requirements for development plan

A Development Plan, which may consist of plans and/or other documents, must be prepared to the satisfaction of the Responsible Authority for all of the Precinct or for part of the Precinct with the prior consent of the Responsible Authority. Any development plan must be generally in accordance with the Concept Plan for the Precinct at Section 6.0 and must show or include the following:

General

- A site analysis that identifies the key attributes of the land, its context, the surrounding area and its relationship with existing and/or proposed uses on adjoining land.
- Details of any buildings to be demolished and reused.
- An assessment of compliance with the Activity Centre Design Guidelines (Department of Sustainability and Environment, 2005).
- A Community Facilities Assessment which may include the following, as appropriate:
 - existing and planned services in the surrounding area and the impact the development of the Precinct will have on these services;
 - the need to provide additional community facilities within the Precinct or whether any existing community facilities in the local area should be upgraded or extended, unless demonstrated that the development is adequately served by existing facilities;
 - the location of any new community facilities to be located within the Precinct or in the surrounding area;
 - uses that support the local arts and creative industries by providing a distinctive focal point or ‘arts hub’;

MORELAND PLANNING SCHEME

- details of the developer contributions (monetary or building) towards the upgrading or extension of existing community facilities, or provision of new facilities in the surrounding local area, as a result of any new development unless demonstrated that the development is adequately served by existing facilities (this may include a range of costs, works and/or land proportionate to the scale and impact of development within the Precinct or on individual sites); and
 - timing of the provision of any required community facilities coordinated with the development of the precinct and/or individual sites.
- A servicing and infrastructure report, detailing how the development will be serviced, having regard to the Environmental Management Plan.
 - Consideration of all expert analyses and assessments in the preparation of the Development Plan.
 - An Adverse Amenity Impacts Assessment(s) (AAIA) prepared by a suitably qualified person(s). The results of the AAIA must provide guidance for any further staging and development of the Precinct. The report must identify all potential adverse amenity impacts from nearby uses and consider:
 - Whether the proposed use and development is likely to be affected by any surrounding industrial activities;
 - Whether the proposed use and development is likely to be affected by any remaining industrial uses within the Precinct;
 - Whether the proposed use and development is likely to be affected by any odour, noise and dust sources from the existing industries; and
 - What ameliorative or remedial measures can and will be taken to minimise or avoid adverse impacts identified in the report.

Built Form and Layout

Details of urban design principles, including information on general streetscape treatments, architectural styles, interface treatments, building heights and setbacks, general materials and finishes, and building frontages. The urban design principles must detail how the development will achieve or deliver the following outcomes for the Precinct, generally in accordance with the Concept Plan at Section 6.0:

- A safe shared vehicle and pedestrian environment within Main Street, connecting Nicholson Street and John Street, as the focus of the Precinct.
- Adequate sunlight access to pedestrian focal points and other recreation spaces in the public realm through the set back of adjacent buildings.
- Adequate sunlight access to the buildings adjacent the new Main Street.
- Connections from Rickard Street, Gamble Street, Elm Grove and adjoining laneways into the new Main Street as appropriate.
- Graduated building heights in accordance with the Concept Plan at Section 6.0.
- Articulated facades to the public realm utilising a diversity of materials and finishes whilst providing active and passive surveillance.
- Active frontages to the public realm and a high level of pedestrian amenity.
- A preference for residential uses to be established along John Street.
- Design responses that:

MORELAND PLANNING SCHEME

- Incorporate existing industrial building fabric on boundaries at residential interfaces (as appropriate); and
- Ensure buildings are appropriately articulated and recessed at upper levels to minimise mass and bulk from interface areas (shown as 'Interface Treatment' on the Concept Plan at Section 6.0), particularly when viewed from residential properties and streets.
- The proposed layout and use of each part of the Precinct, including building footprints, lighting and safety measures, indicative floor areas of land uses, streets and public places.
- The location of parking with an emphasis on ensuring active facades and/or visually interesting street edge treatments and streetscapes.
- Retention of residential amenity for properties in John Street by locating main entrances to larger retail uses from Nicholson Street and towards the core of the Precinct.
- Public spaces that deliver an inviting central town square or significant public space emphasising pedestrian and recreational use and creating a focal point from Nicholson Street.
- Development with an interface to a Residential or Mixed Use Zone (shown as 'Interface Treatment' on the Concept Plan at Section 6.0) should:
 - maintain the existing access to sunlight to adjoining private open space and habitable rooms or satisfy Clause 55 overshadowing standards; and
 - satisfy Clause 22.11 overlooking objectives.

Access and Transport

An Integrated Transport Plan prepared by a suitably qualified person(s) to the satisfaction of the Responsible Authority. The views of the Department of Transport and VicRoads must be considered prior to the approval of the Integrated Transport Plan. The Integrated Transport Plan must include and demonstrate the following:

- A site layout plan showing convenient and safe access to and from Nicholson Street generally opposite Sumner Street, which includes development set back from Nicholson Street if this is required to facilitate staged and/or final site access arrangements, to the satisfaction of the Director of Public Transport and VicRoads. This must include:
 - a traffic signalised intersection; and
 - a fully accessible (Disability Discrimination Act 1992 compliant) tram stop.
- How the cost for the provision of the traffic signalised intersection and fully accessible tram stop will be distributed between parties.
- The primary access point to the Neighbourhood Activity Centre (the Precinct) via a signalised intersection in Nicholson Street opposite Sumner Street.
- No vehicle access to or from the Precinct via Gamble Street.
- The vehicular traffic role in Main Street west of Gamble Street will be subservient to the pedestrian and bicycle roles.
- A parking plan that:
 - provides centralised parking areas to serve the Precinct;
 - locates and designs parking to ensure safety in parking areas while avoiding car parking being visually dominant; and
 - incorporates measures to preclude visitors, employees and residents from within the Precinct from parking in the adjoining and nearby streets.
- How development will support and integrate public transport and sustainable transport options to and from the Precinct.

MORELAND PLANNING SCHEME

- Access and transport management showing the location and details of all pedestrian, cycle, vehicle, truck and other traffic access ways, including ingress and egress from the Precinct.
- How vehicles associated with the retail and commercial uses within the Precinct primarily use the Nicholson Street access point or points to enter and exit the Precinct.
- Internal street functional hierarchy.
- Any necessary treatments of intersections to surrounding streets, and/or any upgrades or modifications to existing roads, and the process for works and/or costs proportionate to the scale and impact of development.
- The location of any proposed traffic management devices.
- Typical proposed road cross-sections to demonstrate that emergency and service vehicles will be able to appropriately manoeuvre through the Precinct.
- How development will support and integrate the existing Nicholson Street tram service and Glenlyon Road bus service.
- How development and streetscape improvements will support and integrate with the John Street and Albert Street bicycle routes.
- The nature of connections to the local road network and streetscape improvements along the streets adjoining the Precinct and along the length of John Street.
- How development will retain adjoining residential area amenity by traffic management measures to limit traffic volumes in adjoining residential streets to their designed performance capacities.
- The function of the new Main Street, including pedestrian, cycling, management of vehicles, access and egress information and parking facilities.
- How development optimises accessibility for the mobility impaired.

Environmentally Sustainable Design

A comprehensive Environmental Management Plan prepared by a suitably qualified person(s) demonstrating best practice in environmentally sustainable design and addressing the following:

- Building energy management (conservation and generation);
- Water sensitive urban design/integrated water management;
- Construction materials selection;
- Indoor environment quality;
- Waste management and reduction;
- Public realm design for access and mobility;
- Transport;
- Demolition and construction phase; and
- Innovation.

The Environmental Management Plan must:

- Identify strategic or other documented sustainability targets or performance standards for the Precinct;
- Document the means by which the appropriate targets or performance standards may be met;
- Identify responsibilities and a schedule for implementation, and ongoing management, maintenance and monitoring where relevant; and
- Demonstrate that the design element, technologies and operational practices included in the Environmental Management Plan can be maintained over time.

Affordable, Accessible and Adaptable Housing

- Details showing how affordable housing will be distributed through the site and how the proposed mix and type of housing responds to local housing need.
- Details showing how the development will incorporate adaptable, accessible and visitable design features.

Open Space and Landscape

- Details on the provision of public open space within the Precinct designed for intensive use in an urban setting in accordance with the objectives of the Moreland Open Space Strategy, August 2004.
- A landscape masterplan including proposed landscaping themes, appropriate to the differences in context within parts of the Precinct, lighting, street furniture, and streetscape improvements in and around the Precinct.

Staging

An indication of the likely staging and anticipated timing of development for the Precinct.

4.0

20/01/2011
C92

Development Plan Consultation

The Responsible Authority may authorise the display of a Development Plan, or an amendment to a Development Plan, once satisfied appropriate content has been provided pursuant to the provisions of this Schedule.

5.0

20/01/2011
C92

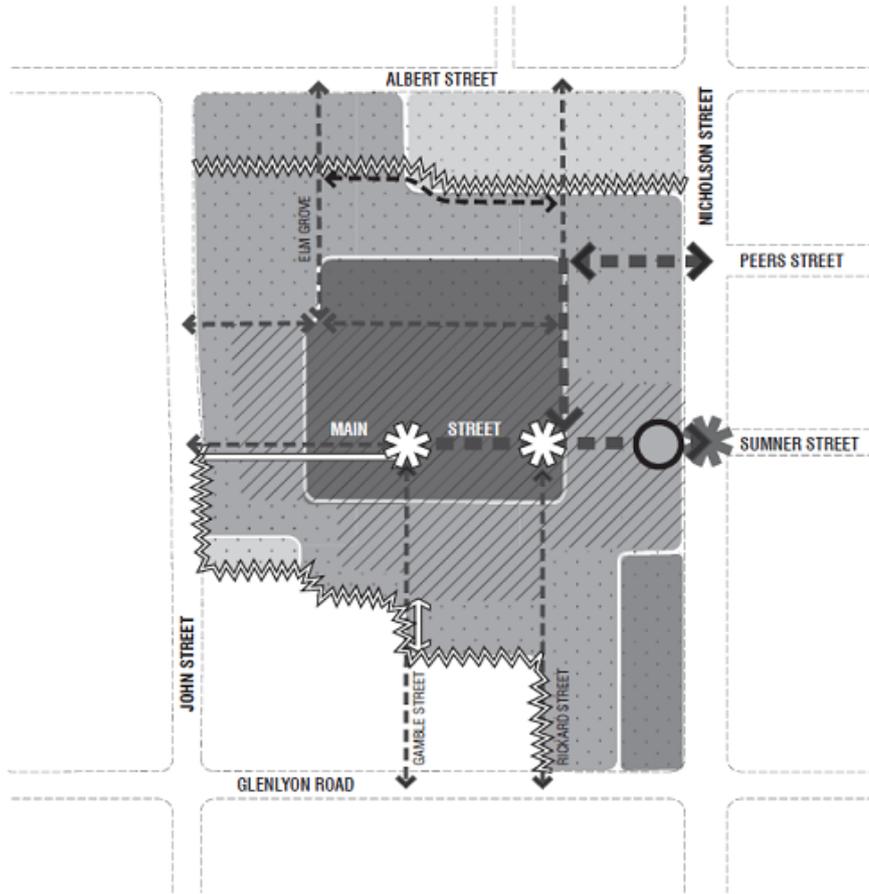
Reference Document

Draft Brunswick Structure Plan 2008, Moreland City Council.

6.0

05/12/2013
C131

Concept Plan



LEGEND

- | | | | |
|--|--|--|---|
| | MINOR LINKAGE | | INTERFACE TREATMENT |
| | MAJOR LINKAGE | | RETAIL CORE / MIXED USE |
| | PEDESTRIAN AND CYCLIST LINKAGE | | RESIDENTIAL / MIXED USE / COMMERCIAL |
| | PRIMARY ACCESS (SIGNALISED INTERSECTION AND DDA COMPLIANT TRAM STOP) | | CENTRE OF URBAN VILLAGE / NEIGHBOURHOOD ACTIVITY CENTRE |
| | 3 STOREY MAXIMUM (11 METRES) | | PEDESTRIAN FOCAL POINT |
| | 4 - 5 STOREY MAXIMUM (14.5 - 18 METRES) | | |
| | 5 STOREY MAXIMUM (18 METRES) | | |
| | 6 STOREY MAXIMUM (21 METRES) | | |