

03/11/2011  
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## **SCHEDULE 1 TO THE DEVELOPMENT PLAN OVERLAY**

### **JACK ROAD AND CHARLTON AVENUE DEVELOPMENT PRECINCT**

Shown on the planning scheme map as **DPO1**

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

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A permit may be granted to carry out works before a development plan has been prepared to the satisfaction of the responsible authority provided the responsible authority is satisfied that the works are necessary to the ongoing management of the land and preparation of the site and will not prejudice the future use or development of the land in an integrated manner.

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

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A permit to develop and/or subdivide the land must include the following conditions:

- An acoustic fence must be erected along the northern boundary of the site to a minimum height of 2.4 metres above the natural ground level. The design of the fence must be prepared by a suitably qualified acoustic engineer and incorporate any relevant acoustic mitigation measures identified by the acoustic assessment. The details of the design and acoustic qualities of the fence must be to the satisfaction of the responsible authority. All costs relating to the design and erection of the acoustic fence are to be borne by the land owner/applicant.
- A landscape buffer must be provided along the northern boundary of the site with a minimum width of 2.4 metres. The landscape buffer must be responsive to the location, nature and amenity of abutting land uses and designed to the satisfaction of the responsible authority.

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

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The development plan must demonstrate how the following objectives for the Jack Road and Charlton Avenue Development Precinct will be achieved.

##### **Jack Road and Charlton Avenue Development Precinct Objectives:**

- To contribute to the Bayside Business Employment Area.
- To achieve the integrated development of the site.
- To prevent industrial and commercial vehicle access onto Jack Road and improve access through the Bayside Business Employment Area through the provision of a new north-south road to connect the southern end of Chandos Avenue to Charlton Avenue.
- To improve the interface between existing residential and commercial uses in the vicinity of Jack Road.
- To provide appropriate transitions to surrounding properties through the graduation of built form.
- To achieve a high level of contemporary architectural expression and design standards for all development.
- To provide high quality open space network that enhances the amenity of the precinct for residents, businesses and visitors.
- To provide an integrated pedestrian and vehicle network that facilitates connectivity and efficient movements throughout the site.
- To incorporate best practice Environmental Sustainable Design features in the built form and landscape design.

A development plan must show or include the following information to the satisfaction of the responsible authority:

##### **Urban Context and Site Analysis**

To include:

- Regional and strategic context.
- Existing urban character analysis, including landscape features, topography and significant vegetation.
- Access and movement analysis detailing existing and proposed vehicle (residential, commercial and service vehicle) movements.
- View analysis.
- Location of public transport infrastructure.
- Details on how an integrated development will be achieved that improves and complements the existing urban character and surrounding land uses.

### **Land Use**

The development plan must show or make provision for:

- The use of the site for residential, home office, small scale retailing, office and other small scale commercial uses that will contribute to the creation of sustainable, active, mixed use environments, generally in line with the Land Use Precinct Plan shown at Figure 1.
- A range of small scale retail uses that cater to the needs of new residents on the site and which support the surrounding business precinct.
- The arrangement of uses across the site should allow for some areas of interaction between uses and some areas of separation.
- Active frontages at ground level for office, home office or small scale retailing uses along the new north-south road that will connect the southern end of Chandos Avenue to Charlton Avenue, generally in line with the Land Use Precinct Plan shown at Figure 1.
- Residential access along the new north-south road that will connect the southern end of Chandos Avenue to Charlton Avenue should be discouraged.

### **Built Form and Public Realm**

The development plan must show or make provision for:

- Appropriate landscape buffers and/or transitional treatments along all boundaries to the precinct and where a change in land use occurs, to ensure the future residential amenity on the site is not adversely impacted by the ongoing operation of abutting non-residential uses.
- Conceptual building envelopes and the general layout and height of proposed buildings, showing the graduation of built form from one to two storeys at the residential interface with Jack Road rising to a maximum of five storeys towards the central and western portions of the site.
- Detail on the proposed contemporary architectural expression including design philosophy, use of contemporary materials and finishes and building articulation.
- A contribution of 5% public open space.
- Design and interface treatments of public open space including the response to surrounding buildings.
- An explanation of how the development will improve the interface with adjoining areas with particular attention given to Jack Road and Charlton Avenue.
- The proposed design concept for all streetscapes, public realm areas and landscape buffers / interfaces with abutting land uses. The proposed treatments must be responsive to the location, nature and amenity of abutting land uses.

### **Movement and Access**

The development plan must show or make provision for:

- The provision of appropriate vehicle and pedestrian linkages that support the development's integration with the surrounding area and local public transport networks.

- Proposed road layout, including a new north-south road through the precinct, and the requirement that commercial and industrial traffic utilise this connection instead of Jack Road.
- The road layout will be designed in a manner that prevents vehicle movement between the new north-south road and Jack Road.
- In addition to the new north-south road that will connect the southern end of Chandos Avenue to Charlton Avenue, vehicular access to the site from Charlton Avenue is to be limited to no more than two access points.
- The provision of functional and safe bicycle and pedestrian linkages through the precinct.
- The provision of convenient lockable bicycle storage facilities.

A traffic report must be prepared by a suitably qualified traffic engineer and include the following:

- Proposed road cross-sections.
- Traffic movements to and from the site and the impact of traffic on neighbouring streets.
- Bicycle and pedestrian links through the precinct.
- On street and off street parking provision.
- How new road infrastructure requirements will be delivered.
- A traffic management plan for the proposed development.

**Environmentally Sustainable Development Guidelines**

To include:

- An assessment of the development against the Sustainable Design Scorecard and/or Sustainable Tools for Environmental Performance (STEPS). The development should achieve compliance with the Sustainable Design Scorecard as expressed within the Sustainable Design Scorecard Tool or meet the STEPS targets (if for residential development). If a designer or developer wishes to go beyond compliance with the Sustainable Design Scorecard/STEPS, alternative industry methodologies, such as GreenStar for office buildings, would be considered by Council in lieu of the Sustainable Design Scorecard/STEPS.
- How the orientation and layout of the development makes appropriate use of daylight and solar energy.
- Water sensitive urban design solutions for managing storm water discharge throughout the site including public areas and roads and consideration of the potential for diverting storm water for reuse off-site.
- Incorporation of rain water tanks into the design to capture and store rain water for use in private gardens and public open space within the development.
- Provision of energy efficient public lighting.

**Additional information required:**

- A landscape concept masterplan.
- An infrastructure servicing report prepared by a qualified consultant addressing the future servicing and infrastructure requirements of the development.
- An acoustic assessment (prepared at the cost of the applicant/land owner) by a qualified acoustic engineer which provides a noise assessment of existing industrial / commercial uses immediately abutting the precinct and recommends appropriate noise attenuation measures for any proposed residential uses.
- Details of any proposed staging of the development.
- Details on the proposed funding arrangements for the new north-south road.

**4.0 Decision Guidelines**

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In assessing a development plan or amendment to a development plan the responsible authority should consider:

- The purpose of the zone.
- How the proposal contributes to the objectives of the Business Employment Area Policy (Clause 22.04).
- Clause 56 of the Bayside Planning Scheme.
- The findings of the site analysis.
- Interfaces with adjacent uses.
- The character and appearance of any proposed buildings or works and their impact on the character and amenity of surrounding use and development.
- The operational requirements of surrounding industrial and commercial uses.
- The layout of car parking and accessways.
- Any written comments received in response to the display of the development plan.

Figure 1

# Land Use Precinct Plan

JACK ROAD, CHELTENHAM

