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SCHEDULE 1 TO CLAUSE 37.02 COMPREHENSIVE DEVELOPMENT ZONE

Shown on the planning scheme map as **CDZ1**.

NORTH ROAD, ORMOND, COMPREHENSIVE DEVELOPMENT PLAN

Land

This clause applies to the Ormond Railway Station and associated land within the CDZ1.

Purpose

To give effect to the North Road, Ormond, Comprehensive Development Plan (June 2017).

To maximise the substantial redevelopment opportunities and value capture made available through the removal of the level crossing at North Road, Ormond.

To maximise investment opportunities and to contribute to urban development and employment growth.

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Table of uses

Section 1 - Permit not required

Use	Condition
Accommodation (other than Dwelling and Corrective institution) Bus terminal Car park Display home	
Dwelling	Any frontage at ground floor level must not exceed 2 metres.
Food and drink premises (other than Hotel and Tavern)	Must be located within Precincts A or B as outlined in the North Road, Ormond, Comprehensive Development Plan (June 2017). The combined leasable floor area for all Food and Drink premises and Shop uses must not exceed 6,900 square metres
Home occupation Minor utility installation	
Office	Must be located within Precincts A or B as outlined in the North Road, Ormond, Comprehensive Development Plan (June 2017). The combined leasable floor area for all Office use must not exceed 500 square metres.
Railway Railway station	
Restricted recreation facility	Must be located within Precincts A or B as outlined in the North Road, Ormond, Comprehensive Development Plan (June 2017). The leasable floor area must not exceed 500 square metres.
Shop (other than Adult sex bookshop)	The combined leasable floor area for all Shops and Food and drink premises must not exceed 6,900 square metres.

Tramway

Any use in Clause 62.01 Must meet the requirements of Clause 62.01

Section 2 - Permit required

Use	Condition
Industry	Must not be a purpose listed in the table to Clause 52.10
Leisure and recreation facility (other than Restricted recreation facility) Retail premises (other than Shop, Food and drink premises) Utility installation (other than Minor utility installation and Telecommunications facility)	
Warehouse	Must not be a purpose listed in the table to Clause 52.10

Any other use not in Section 1 or 3

Section 3 - Prohibited

Use
Adult sex bookshop Brothel Corrective institution

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Use of land

None specified.

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Subdivision

An application for the subdivision of land is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

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Buildings and works

No permit is required to construct a building or construct or carry out works for the following:

- The installation of an automatic teller machine.
- An alteration of an existing building façade provided the alteration does not include the installation of an external roller shutter, and at least 80 per cent of the building façade at ground floor level is maintained as an entry or window with clear glazing.
- An awning that projects over a road if it is authorised by the relevant public land manager.
- The construction of a building or construction or carrying out of works for the purposes of railway operations, including signals (and related control buildings), new tracks, track-work and realignment, train stabling, overhead power lines, gantries, buildings and works related to railway power requirements and any works carried out in accordance with the required under the Disability Standards for Accessible Public Transport 2002.

The following application requirements apply to an application for a permit under Clause 37.02, in addition to those specified in Clause 37.02 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A report and drawings that detail how the proposal responds to the Objectives and Design Principles set out in the North Road, Ormond, Comprehensive Development Plan (June 2017).
- A Staging Plan outlining the proposed stages for delivery of the development.
- An Urban Context Report and Design Response, which must include the following information:
 - A palette of materials, finishes and landscape textures and colours developed as part of the urban design concept for the site. Palettes are to be sensitive to local environments, including railway operations and assist in the broader wayfinding strategy for the site.
 - An integrated transport infrastructure and land-use design solution that shows a clear analysis of and responsiveness to the existing context, and demonstrates alignment with relevant policy.
 - An assessment of how relevant local considerations have been incorporated into the development and how the form of the development in Precinct A is an appropriate response to that context.
- An assessment of how the development relates to the preferred maximum heights specified in the Building Envelope Plan in the Comprehensive Development Plan.
- An Integrated Transport Plan, which must include the following information:
 - Existing and proposed walking, cycling, public transport and vehicle networks in and around the subject site.
 - A detailed assessment of traffic impacts including any potential impacts and measures to avoid impacts on public transport operations or access and on-street parking.
 - Any road infrastructure improvements to the surrounding road network or other traffic mitigation measures required as a result of the development.
 - Proposed actions to enhance sustainable transport including enhanced wayfinding and assessing the opportunity for a car share scheme.
 - Proposals to optimise land use and transport integration.
 - Transport demand generation and management.
 - A detailed assessment of the adequacy of proposed parking provisions.
- A Traffic, Loading, Parking and Access Management Plan, must include the following.
 - A functional layout plan showing road, accessway and footpath layouts, widths and reserves, intersection treatments and site access, proposed changes to existing infrastructure, all signage and line marking where appropriate, the design, location and number of car and motorcycle parking spaces and access areas, and the design, location and number of bicycle parking spaces and access areas.
 - A network of safe and convenient pedestrian and bicycle accessways to and through the site and connecting with public transport stops and the surrounding area.
 - A detailed traffic control plan and internal design for the car park and loading docks.
 - The allocation of car parking to uses and the manner in which any multiple use of car parking is to be managed.

- Wayfinding signage to and through the site to assist drivers and pedestrians in locating appropriate entry and egress points to car parking and other entrance areas of the development and transport facilities.
- Provision for loading and unloading of vehicles, including waste collection and delivery vehicles, and means of access to and from them, and the location and function of all loading and unloading areas.
- A Waste Management Plan, which must include the following information:
 - Waste and recycling storage and collection arrangements for all uses on the site, to be integrated wherever possible.
- A Sustainability Management Plan, which must include the following information:
 - The incorporation of recognised energy conservation technologies and best practice where practicable.
 - Water conservation and water sensitive urban design methods.
- A Landscape Plan, which must include the following information:
 - A description of the landscape theme and proposed layout.
 - An investigation as to whether there is sufficient space to enable growing of deep-planted canopy trees.
 - A planting schedule of all trees, shrubs, ground covers and climbers, with the quantity of plants to be provided, the expected established height and width and size at planting, botanical and common names, hard and soft landscaping treatments and specifications and maintenance details.
 - The location of the public accessible space.
 - Any proposed improvements to the publicly accessible space.
- A Public Realm Improvement Plan, which must include a written report and/or plans that demonstrate how the public realm design principles will be achieved including identification and clear differentiation of open space that is publicly accessible and any public open space provided in accordance with Clause 52.01
- An Acoustic and Vibration Report, which must include the following information:
 - An assessment of noise impacts associated with railway operations on the proposed development and the surrounding area, and any noise impacts associated with the future use of the land on nearby sensitive land uses.
 - The specification of noise attenuation measures that minimise the impact of on-site mechanical plant equipment, consistent with the requirements of the State Environmental Protection Policy (Control of Noise from Commerce, Industry and Trade) No N-1.
 - Internal noise levels of the sleeping areas of the proposed dwellings to comply with Victorian Government Passenger Rail Infrastructure Noise Policy (April 2013).
 - Measures to minimise train induced vibration impacts in accordance with Australian Standard AS2670.2-1990 (Evaluation of human exposure to whole-body vibration).
- An Environmental Site Assessment, which must including the following:
 - Be conducted by an EPA-accredited environmental auditor, to the satisfaction of the responsible authority, in accordance with the National Environment Protection (Assessment of Site Contamination) Measure 1999, as amended. The assessment may refer to previous environmental reports undertaken in respect of the land and should detail as appropriate:
 - The nature of the previous land use or activities on the subject site.
 - How long the land use or activity took place on the subject site and where the site is contaminated.

- A description of the contamination on, under or from the subject site and its extent.
- How any contamination is being managed or may be managed to prevent any detrimental effect on the use and development of the subject site or adjoining land or on buildings and works.
- The assessment should also advise whether:
 - An Environmental Audit is required, or
 - The level of contamination will prevent the proposed use or development of the land or whether the level of contamination cannot be managed or remediated to a level that would enable the proposed use or development, or
 - Subject to appropriate management or remediation, the land would be suitable for the proposed use or development.
- A Land Use Response Assessment, must include the following information:
 - An assessment of how the land use mix proposed responds to the objectives and design principles set out above.
- Prior to commencement of works, the owner must enter into an agreement under section 173 of the Planning and Environment Act 1987 with the responsible authority, the Glen Eira City Council, and VicRoads for the provision at the owner's cost of traffic management measures including:
 - the signalisation of the North Road/Katandra Road intersection, including the widening of Katandra Road to include a short second turn lane at North Road
 - a safe pedestrian crossing point on Katandra Road linking the new pedestrian connection across the northern edge of the site to the Katandra Special School, and
 - a widening of the Newham Grove footpath adjacent to the site to 2.0 metres, accommodated by setting back development from the property boundary, or
 - alternative traffic mitigation works to the satisfaction of the responsible authority and VicRoads and Glen Eira City Council.

The owner must pay all of the reasonable legal costs and expenses of the responsible authority, the Glen Eira City Council, and VicRoads for this agreement including its preparation, execution and registration on title.

- Prior to commencement of works, a Construction Management Plan must be prepared to the satisfaction of the responsible authority and in consultation with Glen Eira City Council, Public Transport Victoria and VicRoads, detailing how impacts associated with construction of the development will be managed, to include, as appropriate:
 - Staging of construction.
 - Management of public access and linkages around the site during construction, and consideration of public safety.
 - Site access, parking and traffic management.
 - Any works within the road reserves of surrounding streets.
 - Any impacts on public transport operations.
 - Hours of construction.
 - Control of noise, dust and soiling of roadways, including sediment control and site drainage.
 - Storage of construction materials.
 - Location of site offices, and cranes.
 - Collection and disposal of building and construction waste.

- A Stakeholder Engagement Plan which is to include early and ongoing engagement with all affected stakeholders with the purpose of identifying and implementing measures which will assist the project in minimising disruptions to the amenity of the surrounding uses.
- Methodology for responding to complaints associated with the construction works and provide site manager contact details.

A Construction Management Plan may be prepared for each stage of the development to the satisfaction of the responsible authority.

An application must also be accompanied by the written consent of the public land manager of the Ormond Railway Station and associated land, indicating that the public land manager consents generally or conditionally either:

- To the application being made.
- To the application being made and to the proposed use or development.

The following decision guidelines apply to an application for a permit under Clause 37.02, in addition to those specified in Clause 37.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The North Road, Ormond, Comprehensive Development Plan (June 2017).
- The views of the Office of the Victorian Government Architect, Glen Eira City Council, Environment Protection Authority, VicTrack, VicRoads, and Public Transport Victoria.

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Advertising signs

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Advertising sign requirements are at Clause 52.05. All land located within the zone is in Category 1.