

23/07/2015  
C307**SCHEDULE 24 TO THE DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO24**.

**LAND BOUNDED BY PRINCESS STREET, WOODVILLE STREET, CLARENDON ROAD & MURRADOC ROAD, DRYSDALE**

A development plan must be prepared to the satisfaction of the Responsible Authority to guide the future subdivision, use and development of land generally bounded by Princess Street, Woodville Street, Clarendon Road and to the rear of the business zoned properties fronting Murradoc Road.

The objective of this Schedule is to ensure development occurs generally in accordance with the *Princess Street Drysdale Concept Plan – 2009*, and to require a range of detailed planning issues to be resolved prior to commencement of development of the area.

**1.0**24/02/2011  
C103**Requirement before a permit is granted**

A permit may be granted before a development plan has been prepared to the satisfaction of the responsible authority for the following:

- One dwelling on an existing lot, including outbuildings, 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;
- Extensions, additions or modifications to any existing use or development.

**2.0**24/02/2011  
C103**Conditions and requirements for permits**

A permit must contain conditions or requirements which give effect to the provisions and requirements of the approved Development Plan.

A permit for subdivision must contain a condition which requires the owner to enter into an agreement with the Responsible Authority pursuant to Section 173 of the Planning and Environment Act 1987 to provide development contributions for:

- Road and Drainage Works;
- Open Space Works;
- Community Infrastructure;

as outlined in the approved Development Plan

**3.0**23/07/2015  
C307**Requirements for development plan**

The Development Plan must include the following:

An **Urban Design Masterplan** that includes:-

- The location of all proposed land uses including but not restricted to roads, public open space, drainage reserves, and other known authority reserves.
- The general subdivision layout including location and distribution of lots showing a variety of lot sizes and densities to provide for a range of housing types and supporting the Drysdale Increased Housing Diversity Area as shown in Clause 22.63. The layout is to maximise solar efficiency to as many lots as possible.

- Identification of the natural east-west waterway as an adjunct to the linear open space network. The linear open space network along the edges of the waterway must include a shared trail (walking/cycling track) located along one side of the waterway (although it may change sides if necessary and appropriate) which provides a link to or between Clarendon Road and Woodville and Princess Streets. On the side where the shared trail is located the open space reserve shall be no less than 10 metres wide from the edge of the embankment to the waterway and must be located above the 1 in 100 year flood level.
- An interface treatment to the business zoned land to the north provided on the residential land to protect the amenity of future residents. The interface treatment must be to the satisfaction of the responsible authority, and must be cognisant of the Burton Acoustic Report (December 2008) and the Environmental Science Associates Report (November 2008) and may include any combination of the following:
  - active road frontage to business zoned land
  - plantation buffers
  - lineal open space link
  - acoustic fencing

The interface treatment will be dependent on and must be responsive to adjoining land uses, internal road layout, pedestrian pathways and linkages and the lot layout.

- Pedestrian and/or bicycle links to Princess Street, Mortimer Street and the proposed supermarket site.
- Residential lots fronting Woodville Street should be designed to incorporate, as appropriate, the following features so as to provide for an appropriate transition to and interface with the low density residential land to the south:
  - no or low front fences
  - adequate opportunities for landscaping that includes canopy trees in front setbacks
  - limited coverage of paved surfaces including driveway crossovers
- Designation of areas to be subject to building restrictions and fencing provisions particularly in relation to the interface with public open space areas.
- Recognition and consideration of the heritage significance of properties fronting Princess Street, as defined in HO1620.
- The stages by which the development of the land is to proceed. The development is to commence at the western portion of the site.

A **Road Network and Traffic Management Plan** that includes:-

- An internal road network that provides for a high level of permeability through, and access within, the development, for all vehicular and non vehicular traffic and which responds to the topography of the site.
- Road intersections to be located on Woodville Street, Mortimer Street, Clarendon Road and potentially Princess Street (within the vicinity and directly south of Eversley Street).
- Road connectivity through to Mortimer Street and Clarendon Road.
- Traffic management controls for the internal road network, including actions and road alignments to restrict potential unwarranted through traffic from outside the site.
- Provision of a footpath along one side of Woodville Street and a footpath along one side of Clarendon Road where it shares an abuttal to the subject land.

- The upgrading of Woodville Street and Clarendon Road where it shares an abuttal to the subject land to Council's satisfaction, including widening of the Clarendon Road reserve to a minimum of 13.5 metres north of the Woodville Street 'T' intersection.
- Definition of the cross-sections, including where relevant, verge widths, naturestrips, kerb & channel, pavement widths and pathways for all identified roads within and abutting the development, to meet the network traffic needs and be capable of incorporating any drainage elements (eg WSUD).

The Road Network and Traffic Management Plan is to address all off-site traffic infrastructure requirements associated with the site.

The Road Network and Traffic Management Plan must be accompanied by a Road Safety Audit prepared by an appropriately qualified person and must address any safety issues raised by the Audit which arise as a consequence of the development of the land.

A detailed **Flooding, Stormwater and Drainage Management Plan** that adopts an integrated approach to stormwater system management, is designed with reference to the whole of the catchment and includes:

- Reference to:
  - *WSUD Engineering Procedures: Stormwater, CSIRO Publishing, 2005;*
  - *Clause 56-07 of the Greater Geelong Planning Scheme;*
  - *City of Greater Geelong Stormwater Management Plan, 2002.*
- A Drainage Feasibility Study.
- Water Quality Impact Report.
- A single, integrated stormwater management system which ensures that peak discharge rate, and pollutant load of stormwater leaving the land covered by this DPO post development is no greater than pre-development conditions and provides for discharge to the existing drainage system west of Princess Street, or as otherwise nominated by Council.
- Best practice stormwater treatment of stormwater runoff from the adjoining Business 4 zoned land, including the installation of a suitably sized gross pollutant trap (GPT) that removes litter and larger sediment. The GPT should be located at the head of the catchment.
- Approximate size and location of all drainage system components, including any upgrades, modifications or reconstruction of the major bridge/culvert crossings of Woodville Street and Clarendon Road.
- Assessment of the natural east-west waterway bank stability, particularly the Clarendon Road end, to ensure the linear open space can be constructed in a manner that conforms to relevant safety standards. This area may require a revegetation and management plan to stabilise the banks and provide a guide for the shared walking / bike path (i.e. start and end point of the 10m wide reserve).
- Input from the Corangamite Catchment Management Authority for works in, on or over the natural east-west waterway, which is a designated waterway on the Authority's maps.

The Flooding, Stormwater and Drainage Management Plan is to address all off-site drainage infrastructure requirements associated with the development of this site and be developed with due consideration of other land in the whole of the catchment containing this site.

An **Open Space and Landscape Masterplan** that includes:

- An open space contribution (in cash or land or a combination of cash and land) up to a maximum of 10% of the developable residential land. Encumbered land shall not be

credited as Public Open Space including land set aside for plantation buffer treatments (unless it is demonstrated that they can be used for the purpose of open space), drainage basins and land within the natural east-west waterway defined as the bed and banks and that area generally required for the overland flow from the 1 in 100 year recurrence interval flows.

- A Landscape Masterplan for the natural east-west waterway (linear open space reserve) showing the location of the shared trail. The Landscape Masterplan shall include seating and resting points, linkages to Clarendon Road and Woodville, Princess and Mortimer Streets and the proposed location of the local playground. The shared trail is to provide a continuous link from the eastern end to the western end.
- A local playground (multi-age play space) readily accessible to the internal road and pedestrian/cycle network. The playground design shall comply with Council's Developer Playground Guidelines.
- The natural east-west waterway (linear open space reserve) shall have an active frontage on at least one boundary to provide passive surveillance. Where possible, an active frontage is encouraged for both sides of the waterway. Residential lots adjacent to the linear open space to take advantage of the park aspect by including low fencing or visually permeable fencing without compromising the need to provide for secluded private open space.
- The extensive use, where possible, of local indigenous plant species throughout the development site, including appropriate implementation of the recommendations in the Vegetation report prepared by Mark Trengrove Ecological Services, July 2008. The identified single Manna Gum is to be protected in a small open space reserve.
- Suitable fencing to the north boundary with the adjoining Business 4 Zone to provide noise attenuation and visual screening, including appropriate implementation of the recommendations in the *Burton Acoustic Report, 11 December 2008*.
- Design of the interface treatment with the adjoining Business 4 Zone to ameliorate dust and noise emissions, including appropriate implementation of the recommendations in the *Air Quality Assessment, Environmental Science Associates, November 2008*.

The Open Space and Landscape Masterplan is to ensure that areas set aside for useable public open space are clearly visible and accessible, providing safe and convenient land to serve the recreational needs of current and future residents in the locality. Passive surveillance to such areas shall accord with Crime Prevention Through Environmental Design (CPTED) principles.

Concept Plan – Princess Street, Drysdale 2010

