

12/12/2013
C126**SCHEDULE 24 TO THE DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO24**.

CLAYTON SOUTH INDUSTRIAL PRECINCT

The Overlay applies to the land known as:

- 1376-1378 Centre Road, Clayton South
- 1380-1388 Centre Road, Clayton South
- 1400 Centre Road, Clayton South
- 1408-1418 Centre Road, Clayton South
- 456B Haughton Road, Clayton South
- 2-6 Audsley Street, Clayton South
- 8 Audsley Street, Clayton South
- 14-26 Audsley Street, Clayton South
- 20-22 Main Road, Clayton South

1.0**Design Objectives**12/12/2013
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- To facilitate residential development of medium to higher density in a strategic location.
- To encourage appropriate commercial uses to front Centre Road and Audsley Street, particularly at the ground level to activate the frontage.
- To provide a safe and convenient movement network through the site.
- To improve pedestrian, bicycle and vehicular movements in the area.
- To support the opportunity for a future road connection to Main Road from 1400 Centre Road east across the site.
- To ensure a consistent approach to landscaping across the precinct.
- To provide visual and acoustic protection from activities on abutting industrial zoned land and the Dandenong Rail Corridor through the built form of residential development.
- To ensure that the design of new buildings is sympathetic to the form of development in surrounding residential areas.
- To minimise the number of vehicle access points on Centre Road.
- To respect residential interfaces to ensure overshadowing of private open space is minimised.
- To preserve solar access to adjoining residential zones, dwellings, public and private open space and pedestrian paths.
- To ensure that any future development features high quality, innovative, urban architectural design that creates an attractive, safe and functional environment for future residents, including the incorporation of Ecologically Sustainable Design principles.
- To ensure that development does not result in safety and congestion issues at intersections with primary roads or secondary roads.

- To satisfy VicRoads requirements to ensure that the development of land does not adversely affect the level of service, safety and amenity of the adjacent arterial road network.
- To provide for an appropriately sized, well designed and located area of public open space that is publicly accessible with good surveillance and active interfaces with adjoining uses.

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Buildings and Works

- Building height:
 - A maximum of 6 storeys (20 metres) with a minimum of 3 storeys (9 metres) at the Centre Road and Haughton Road frontage of the site to respond to the non-sensitive interface and the renewal opportunity of the site. The maximum height should be achieved on land within 60 metres of the Centre Road and Haughton Road frontage.
 - Built form should step down moving away from Centre and Haughton Roads with the balance of the site to be 2 – 3 storeys (11 metres).
 - Built form must be a maximum of 2 – 3 storeys (9 metres) within 30m of the southern boundary of the site adjacent to existing residential development.
- Roof materials must be tile or colourbond where the roof is visible from public areas and roads.
- Side fences to be a maximum of 1.8 metres at the dwelling setback line.
- Fences on street frontage should not be higher than 1.2 metres, in order to encourage passive surveillance. Blank walls are strongly discouraged.

Access, Movement and Amenity

- The number of access points to Audsley Street and Main Road should be kept to a minimum.
- Vehicle access to Centre Road shall only be via a single access point. This access point shall be left-in, left-out and be located at the interface of 1408-1418 Centre Road, to the satisfaction of VicRoads and the Responsible Authority.
- Road design and future development should allow for an east-west road connection between the site at 1400 Centre Road and the site at 1408-1418 Centre Road and Main Road to facilitate vehicle movement and connection from the Peluso site and the former Sigma site to Centre Road (via the single left-in, left-out access to be located on the land at 1408-1418 Centre Road and Main Road. This east-west road connection shall be contained within a 16 metre wide road reserve to the satisfaction of Council.
- Direct vehicle access to dwellings shall not be allowed from Centre Road.
- Future development should incorporate the recommendations set out in the report(s) prepared pursuant to the requirement at Clause 5.0 (Noise and Vibration Impact) of this Schedule to the satisfaction of the Responsible Authority.

Ecologically Sustainable Development (ESD)

- Development should have as a minimum rain water tanks connected to all toilets for flushing and irrigation system.
- Development should provide energy efficient public lighting.
- Development should have solar hot water heating.
- Development should have appropriate external shading for all windows facing north, east and west.

- Development should provide adequate daylight access for all habitable rooms.
- Development should apply Water Sensitive Urban Design initiatives (WSUD), where practicable.

Open Space and Landscape

- An area of public open space is to be provided in the east part of the Precinct as part of the redevelopment of the site at 1408-1418 Centre Road and 456 Haughton Road, Clayton South. This area of open space shall be 5% of the area of the former Sigma site and should be provided as a single reserve.
- The proposed open space area shall be of appropriate size, shape, slope, drainage and vegetation to suit its proposed end use, and should not be affected by flooding or other natural environmental processes.
- Future development and subdivision of land at 1379 - 1400 Centre Road and 2-26 Audsley Street, Clayton South to provide cash contribution of 5% in accordance with Section 18 of the *Subdivision Act 1988*.

Exemption from notice and review

A planning permit application to construct a building or carry out works is subject to 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.

3.0

Subdivision

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A permit is required to subdivide land.

Exemption from notice and review

A planning permit application to subdivide 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.

4.0

Application Requirements

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An application must be accompanied by the following documents, reports, guidelines and plans, where appropriate, prepared to the satisfaction of the responsible authority:

Development Concept Plan

A Development Concept Plan must be provided including urban design principles and the following information:

- The proposed use and development of each part of the land;
- Indicative building locations, heights and setbacks;
- Fencing height and form;
- Road layout, pedestrian paths, cycle paths, car parking provision, visitor parking, bicycle parking, and location of garages, carports and garage doors;
- Building materials and architectural styles throughout the site;
- Development schedule showing proposed number, size and type of dwellings;

- Treatments for key interface areas (e.g. interface with the Dandenong Railway Corridor and between non-residential land uses and proposed development) which may include noise and vibration attenuation;
- Location and size of public open space; and
- Any proposal for four or more storeys must be accompanied by a report addressing the *Guidelines for Higher Density Residential Development* (DSE, 2004).

Traffic Management Plan

A Traffic Management Plan (TMP) must be prepared to the satisfaction of the responsible authority and VicRoads.

The TMP must provide the following details:

- The likely traffic generation and distribution of the proposed development;
- The likely traffic impacts of the proposed development on the land and the broader road network;
- Mitigation works to ensure the development of land does not adversely affect the level of service, safety and amenity of the adjacent arterial road network;
- Road layout, road widths and reserves and site access;
- Number of car spaces per dwelling and visitor car parking;
- Bicycle parking provisions; and
- Details of connections from the proposed road network to existing roads and means of vehicular ingress and egress from the site.

Landscape Concept Plan

A Landscape Concept Plan must be provided which includes:

- Where appropriate, retention of trees as identified by an Arborist report;
- Proposed landscaping across the site that complements any proposed future development;
- A planting schedule of all proposed vegetation including botanical names; common names; sizes at maturity and details of surface finishes of pathways and driveways;
- Landscaping and planting within all open space areas of the site;
- The location of any vegetation to be retained; and
- A written description of the management of all landscaping areas and water sensitive urban design treatments.

Waste Management Plan

A Waste Management Plan must be provided which includes:

- The collection of waste associated with the uses on the land, including the provision of bulk waste collection bins or approved alternative, recycling bins, the storage of other refuse and solid wastes in bins or receptacles within suitable screened and accessible areas to the satisfaction of the responsible authority;
- Designation of methods of collection including the need to provide for private services or utilisation of Council services. If private collection is used, this method must

incorporate recycling services and must comply with the relevant EPA noise guidelines relating to time of collection; and

- Appropriate areas of bin storage on-site and areas of waste bin storage on collection days.

Noise and Vibration Impact Report

A Noise and Vibration Impact Report prepared by a suitably qualified person(s) must be provided to the satisfaction of the Responsible Authority after seeking and considering the views of the Department of Transport, Planning and Local Infrastructure. The Report must include:

- Whether the proposed development is likely to be affected by Centre Road and, in particular, the Dandenong Railway Corridor;
- Noise and vibration impacts on the development site from Centre Road and the Dandenong Railway Corridor; and
- What ameliorative or remedial measures will be taken to mitigate the adverse impacts (if any) identified in the report.

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Decision Guidelines

Before deciding on an application, the responsible authority must consider, as appropriate:

- The neighbourhood and site description.
- Whether the development responds appropriately to the design objectives, including the justification for any departure from the design objectives.
- The overall environmentally sustainable performance of the development.
- Whether the development achieves requirements as set out by any Arborist report.
- Proposed access locations and treatments, and the impacts on traffic conditions on surrounding streets, as considered under the Traffic Management Plan.
- The layout and appearance of areas set aside for vehicular access and the location of any proposed car parking.
- Whether new development achieves an area of public open space to service the needs of the occupants of the site and the surrounding community.
- Whether the architectural style and detail of the building and works will make a positive statement.
- The amenity impacts on adjoining land, particularly with respect to overshadowing, privacy and visual bulk.
- The use of materials, finishes and colour.
- Whether the proposed siting, height, and design is in keeping with the preferred built form and height.
- The impact of development on the future Centre Road rail grade separation.
- Whether new development incorporates ameliorative or remedial measures to mitigate any adverse impacts identified in the Noise and Vibration Impact Report.