

11/10/2018
C142**SCHEDULE 13 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO13**.

KINGSTON LINKS DEVELOPMENT PLAN**1.0****Objectives**11/10/2018
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None specified.

2.0**Requirement before a permit is granted**11/10/2018
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A permit may be granted before a development plan has been prepared to the satisfaction of the responsible authority to:

- Construct or carry out works relating to:
 - the maintenance or demolition of existing buildings;
 - rehabilitation works to the creek corridor;
 - minor works;
 - any works required to undertake or satisfy a Statement of Environmental Audit under the *Environment Protection Act 1970*.
- Subdivision of the land to realign property boundaries, or to create or remove easements or restrictions.

Any application for a permit lodged before the development plan has been prepared must be accompanied by a report demonstrating that approval will not prejudice the long term future of the land as set out in this schedule and will be constructed in accordance with the Construction Management Plan prepared in accordance with this schedule.

3.0**Conditions and requirements for permits**11/10/2018
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The following conditions and/or requirements apply to permits:

Section 173 Agreement

A planning permit granted for the use or development of the land must, if required by the responsible authority, include a condition that requires the land owner to enter into an Agreement with the responsible authority pursuant to Section 173 of the *Planning and Environment Act 1987* which provides for the following matters:

- requirements in relation to any earthworks to be conducted;
- provision of public open space at 8.5 per cent of the net developable area;
- requirements for the conduct of active open space works;
- the provision of both a cash contribution and land in respect of social housing;
- a requirement for the owner of the land to enter into a further section 173 agreement to secure the future use of the social housing land for social housing purposes;
- a financial contribution towards a footbridge;
- a financial contribution towards a men's shed;
- the construction of the Stamford Park Link roadworks;
- a contribution to the cost of land set aside by Council for the Stamford Park link road; and
- the construction of the Corporate Avenue link roadworks.

The costs of preparation and registration of the section 173 agreement are to be borne by the land owner.

Infrastructure

A permit issued for subdivision or buildings and works must include the following conditions as appropriate:

- The construction of intersection upgrades or improvements in accordance with the requirements of VicRoads and at the cost of the land owner.
- All other road network and intersection upgrades, mitigation works, and reinstatement of existing assets at the cost of the land owner.
- All stormwater infrastructure works within the site at the cost of the land owner.
- Acoustic attenuation measures, if required, be provided on the land or, where an acoustic barrier is required, within the EastLink Freeway reserve which comply with VicRoads' Traffic Noise Reduction Policy (or any subsequent publication) and the EastLink Concession Deed (or as updated), at the owner's cost.

Design guidelines

Prior to the granting of a subdivision permit, dwelling design guidelines for inclusion in a Memorandum of Common Provisions must be prepared to the satisfaction of the responsible authority.

Environmental Management Plan

A permit issued for subdivision or buildings and works must include a condition requiring that an Environmental Management Plan addressing the construction activities proposed on the land must be prepared to the satisfaction of the responsible authority.

The Environmental Management Plan must include:

- Soil erosion and sediment control provisions to protect existing local stormwater infrastructure, Corhanwarrabul Creek and the Stamford Park wetlands from erosion product and sediment transport by minimising erosion of lands during work.
- Hydraulics and hydrology provisions to protect and improve the floodplain, manage water quality and quantity, and protect the habitat value of Corhanwarrabul Creek and the Stamford Park wetlands (measures used should include the installation of a perimeter fence to protect the waterway prior to the commencement of works).
- Protection measures to ensure that disturbance to native flora and fauna habitat is avoided in the first instance, minimised where avoidance is not possible with appropriate contingencies incorporated to prevent the potential for the introduction of exotic flora and fauna species is abated.
- Dust suppression measures to be provided during works to minimise dust impact to EastLink.
- Measures to prevent construction fill encroaching on or being placed within the EastLink Freeway reserve.
- A Traffic Management Plan for the site identifying the location of the proposed vehicle access point(s) and detailing the measures to ensure amenity of the adjoining areas is not impacted by the movement of vehicles (cars, trucks and construction machinery) associated with construction activities on the site.

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Requirements for development plan

A development plan must include the following requirements:

- A Masterplan that illustrates land uses (including open space), interface treatments, and an indicative road layout across the site.

- A Landscape Masterplan that shows the landscape design concept for the site, including all streetscapes and public open space (active and passive recreation areas, natural areas, other public realm).
- An Integrated Transport Management Plan that addresses access and movement within and to and from the site.
- An Integrated Water Management Plan that addresses holistic stormwater management within the site and those water-related interfaces beyond the site.
- A Grassfire Mitigation and Management Plan that addresses grassfire hazard, emergency vehicle road design, the provision of reticulated or static water supply and hard stand access for fire fighting.

Masterplan

The Masterplan must include:

- The distribution of land uses throughout the site including public open space, generally in accordance with Figure 1.
- Detail reflecting public open space, infrastructure and other elements consistent with any agreement entered into with the responsible authority.
- A description of the indicative siting, lot configuration and land uses within the mixed use precinct.
- A hierarchy of public open spaces.
- A description of the road network and hierarchy throughout the site, including function and cross sections.
- Transport connections and access points generally in accordance with Figure 1.
- A description of the distribution of height and massing of built form across the site, generally in accordance with Figure 1.
- Details of the treatment to residential interfaces along the irregular eastern boundary of the land, generally in accordance with Figure 1 including either:
 - retention of a vegetated landscape buffer generally between 5 metres and 8 metres in width retaining high amenity trees where practical with a new local road; or
 - where proposed allotments share a direct abuttal with existing residential land a maximum 2 storey building height within 15 metres of the shared boundary.
- Details of the staging of future land use and development throughout the site.
- A notation that the intensity of land uses and the number of dwellings must not exceed that adopted for the traffic generation development scenario that forms part of the approved Integrated Transport Management Plan, unless otherwise agreed in writing by the responsible authority.
- Detail on how any required noise attenuation measures will meet the noise level objectives in VicRoads Traffic Noise Reduction Policy (or any subsequent publication) and the Traffic Noise Criteria set out in the EastLink Concession Deed (which specifies performance criteria in relation to traffic noise) or as updated at the boundary of the EastLink Freeway reserve. All noise attenuation measures required to satisfy these objectives must be met by the relevant land owner/developer. Where an acoustic barrier is required, it must be provided within the EastLink Freeway reserve.
- Details on the fencing on the boundary of the EastLink Freeway reserve. Fencing to the EastLink Freeway reserve must complement the urban design treatment and landscaping of the EastLink corridor, restrict access to the EastLink Freeway, prevent unauthorised dumping of materials or rubbish

blowing onto the EastLink Freeway reserve and prevent or minimise graffiti and vandalism.

- A building setback of 2 metres from the EastLink boundary to allow for the construction and maintenance of buildings on the land and a notation that access to the EastLink Freeway reserve will not be permitted to be used for construction and maintenance works.
- Details of how contaminated soil will be managed.
- Details of how the built form of the Mixed Use Zone development will interface sensitively with existing and future residential development and public open space.

Landscape Masterplan

The Landscape Masterplan must include:

- A statement explaining how landscape design addresses the strategic directions within the Knox Open Space Plan 2012-2022 (or as amended).
- A statement explaining how landscape design addresses the strategic directions within the Knox Liveable Streets Plan 2012-2022 (or as amended).
- Details of key landscape design principles and species selected throughout road reserves, along the site's key external interfaces, and within public open space.
- A planting theme that enhances local habitat values and demonstrates compatibility with the inclusion of water sensitive urban design objectives. The planting theme on the eastern boundary must respond to the landscaping and urban design of EastLink.
- Landscaping detail for the landscape buffer at the residential interface along the irregular eastern boundary of the land.
- Details of the removal of vegetation not suitable for retention.

Integrated Transport Management Plan

The Integrated Transport Management Plan must include:

- An assessment of the expected impact of traffic generated by the development on the existing and future road network and any mitigation measures required to address identified issues to the satisfaction of VicRoads and the responsible authority.
- Traffic modelling of future conditions is to be predicated on a distribution analysis of generated traffic having regard to:
 - the nature and breakup of residential trip purposes
 - the likely origin and destination of trips based on:
 - residential precincts within the site
 - connections to the arterial network
 - location of nearby services and facilities
 - journey to work data.
- A statement explaining how the integrated transport network addresses the strategic directions within the Knox Liveable Streets Plan 2012-2022 (or as amended).
- An indicative road, bicycle, and pedestrian network plan showing:
 - vehicular access from Corporate Avenue to the proposed internal road network;
 - vehicular access from Stamford Park to the proposed internal road network;

- pedestrian and bicycle access from surrounding areas, including both on-street and dedicated off-street facilities connecting to Stamford Park, Caribbean Gardens, and adjacent residential areas;
- a street network that makes provision for a vehicular link between Kingston Links and Stamford Park, and discourages non-local through-traffic;
- layout of internal roads, including a hierarchy of the roads that specifies the purpose, function, cross sections, and widths of the road reserves for each road type;
- provision for bus movement through the site linking Wellington Road, traversing Stamford Park to access Stud Road, via Emmeline Row;
- provision of safe, well-lit and direct pedestrian connections from the bus capable through road to existing residential areas east of the site, Wellington Road, Caribbean Gardens, Stamford Park and Stud Road;
- provision of emergency services and waste collection services through the site;
- a pedestrian and cycle shared path network, both throughout the site and to the existing network at Stamford Park and the EastLink Trail, with any access to the EastLink Trail to be controlled and maintained by the council;
- connected footpath network both throughout the site and to the existing network on Corporate Avenue;
- mitigation works at the intersection of Wellington Road and Corporate Avenue to provide adequate capacity to cater for anticipated traffic generation and to retain appropriate access to the Corporate Avenue;
- any complementary works required to retain or improve access from South Corporate Avenue to Wellington Road;
- any local area traffic management works required having regard to the characteristics of Emmeline Row as a Residential Collector Street;
- enhancement works as required to Corporate Avenue to accommodate projected traffic movements while ensuring retention of appropriate access to existing properties;
- any traffic implications of staging of development as contemplated in the Masterplan, including triggers for the provision of connections to the arterial network and implementation of any mitigation works;
- a Construction Management Plan informed by analysis of staging requirements of traffic works identified in the Integrated Transport Management Plan.

Integrated Water Management Plan

The Integrated Water Management Plan must include:

- Detailed information on how stormwater will be managed in an holistic manner.
- An assessment of the pre-development and expected post-development stormwater conditions.
- Details of how stormwater can be efficiently filtered, infiltrated and harvested on site to limit off-site discharge and meet all relevant State Government water quality targets, including:
 - Total Suspended Solids (TSS)
 - Total Nitrogen (TN)
 - Total Phosphorus (TP)
 - Total flows.

- Details of how the proposed development will either maintain or increase overall stormwater storage capacity of the site.
- Details of how the proposed development will limit avulsion to minimise the risk of:
 - erosion of the creek channel or floodplain;
 - transportation of sediment downstream;
 - damage to or destruction of natural habitat and stream ecology;
 - damage to or destruction of built assets; and
 - changes in the course of the Corhanwarrabul Creek.
- Details of remediation works along the riparian zone of the Corhanwarrabul Creek.
- Details of any proposed modifications to the Corhanwarrabul Creek, and how these modifications will protect and enhance stream ecology.
- Details of how the proposed development will accommodate a 1 in 100 year ARI storm event.
- Details of how the Rowville Main Drain will be modified and how modifications will maintain or enhance hydraulic performance and flood protection of the local area.
- Necessary site control measures during the construction of any drainage works.
- Details of wetlands and stormwater maintenance works, including the removal of associated sediment to be undertaken by the land owner, for a period of two years after the completion of all works including roadworks, construction of the wetlands and inground infrastructure works.
- A statement that:
 - all surface water (up to the 1 in 100 year ARI storm event) and underground drainage will be directed away from the EastLink Freeway reserve; and
 - any works and fillings on the site must have no detrimental effect on the flood levels and drainage paths in and around the EastLink Freeway reserve.
- Notation of the requirement for a Wetlands Maintenance and Operation Plan, to the satisfaction of the responsible authority, prior to hand over to the public land manager of the ownership and management of stormwater infrastructure.
- Arrangements for handover to the public land manager of the ownership and management of stormwater infrastructure subsequent to the maintenance period.

Grassfire Management Plan

The Grassfire Management Plan must include:

- A description of the fire risk for the area.
- Road design that:
 - allows for a range of emergency service vehicles, including large aerial appliances;
 - incorporates road widths sufficient to accommodate the needs of emergency vehicles;
 - ensures emergency vehicle access to open space areas and the freeway reserve.
- Notation that planting, landscape and vegetation management within landscape buffers, easements and areas of open space do not increase the risk of fire, including allowing for appropriate emergency service vehicle access.

- The provision of reticulated and or static water supply and hard stand access for fire fighting in strategically located areas.

Figure 1: Concept Plan

