

25/10/2012
C66**SCHEDULE 9 TO THE DEVELOPMENT PLAN OVERLAY**Shown on the planning scheme map as **DPO9****ROMSEY RESIDENTIAL GREENFIELD**

This schedule applies to land known as 68 Knox Road, and 'Silverdale' Lot S2, PS506812P, 2662 Melbourne-Lancefield Road, and 2066 and 2070 Romsey Road, Romsey. This schedule aims to implement the form of development anticipated by the Romsey Outline Development Plan, November 2009 and facilitate residential development that reflects the valued residential character of Romsey and protects the surrounding rural landscapes.

1.0 Requirements for a development plan25/10/2012
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The development plan must be generally in accordance with the Map to Clause 21.07-1 Romsey Structure Plan and provide for:

- All lots of at least 800 square metres and an average area of no less than 900 square metres except for lots identified for medium density or dual occupancy development.
- At least 95% of lots with a street frontage width of at least 20 metres.
- The location of all proposed uses.
- The provision of convenient internal and external access for residents.
- The provision of appropriate integration and linkages to the established road networks and linkages to allow for future access opportunities to adjacent land.
- Rural views from roads and public spaces within the development.
- Staging that demonstrates an orderly sequencing of the development and provides opportunities for a number of development frontages. This requirement does not apply to 2066 and 2070 Romsey Road.
- A subdivision design showing approximately:
 - 206 lots over the residential area at 2662 Melbourne - Lancefield Road and 'Silverdale' Lot S2 PS506812P (excluding medium density lots); and
 - 204 lots over the residential area at 68 Knox Road (excluding medium density or dual occupancy lots).
- Medium density or dual occupancy lots for the integrated residential development of a maximum of 10 dwellings within each residential area. This requirement does not apply to 2066 and 2070 Romsey Road, where medium density or dual occupancy lots are not anticipated.
- Lots located directly adjacent to the Melbourne-Lancefield Road and Knox Road with a minimum area of 1,500 square metres and a minimum front setback of 15 metres.
- Metcalfe Road to extend directly south to connect to Knox Road.
- Wide road verge widths to allow for landscaping, footpaths to both sides of the road and to create an overall appearance of openness and a landscape setting for new development.
- Road reserve widths of 20 metres, except for:
 - Roads adjoining public open space where a width of 18 metres wide is to be provided; and

- Roads with the potential to be utilised for bus services where a width of 22 metres is to be provided.
- Water Sensitive Urban Design methods for drainage within road reserves, rather than kerb and channel.
- Lots oriented to maximise solar access and energy efficiency.
- A high degree of pedestrian and bicycle permeability and connectivity throughout the subdivision and with existing networks.
- The provision of land at 68 Knox Road to enable the Melbourne-Lancefield Road and Knox Road intersection to be realigned in order to 'square up' the configuration, to provide a safer layout and a sufficient offset to Greens Lane.
- A minimum of 5% unencumbered open space which:
 - Integrates with the existing open space areas within convenient distance to all residential lots. Practical pedestrian and bicycle access must be provided between existing and proposed public open space, including a connection adjoining the existing drainage reserve.
 - Adjoins roads and/or development frontages and is not be bordered by back fences.
 - Allows for fencing adjoining open space areas to be designed to encourage passive surveillance of open space and promote a positive interface between open space and surrounding development.
 - Incorporates landscape design and the use of indigenous plant species.
 - Includes a landscape design in accordance with Crime Prevention Through Environmental Design principles.
 - Incorporates drainage infrastructure as part of an integrated landscape design to achieve a high amenity reserve suitable for public use.
- An integrated approach to stormwater system management designed and implemented on a catchment wide basis, that includes consideration of development impacts and provides for the stormwater management of any construction stage(s), interim stage(s) and the final development.
- A stormwater management system that ensures peak discharge rates, volumes and pollutant loads of all stormwater leaving a site post development are no greater than pre-development and that ensures no detriment to any surrounding area.
- Identification of all land to be set aside for drainage purposes, detailing the approximate size and location of all drainage reserves and system components and that:
 - Includes measures to safely control discharge for all storms, including 1 in 100 year ARI events.
 - Includes designation of all floodways or areas subject to inundation.
 - Identifies and quantifies any site discharge across the rural land to the south and east, detailing the location and manner of discharge across the site boundary.