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C135**SCHEDULE 17 TO THE DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO17**.

**Highpoint Activity Centre**

This Schedule applies to land identified as precincts 3, 5 and 6 of the Highpoint Activity Centre, as shown on Map 1 and Map 2 of this Schedule. Precinct 6 includes the Highpoint Shopping Centre.

**Vision and objectives**

*To create a compact, highly accessible and distinctive place that provides regional high quality living, working and recreation opportunities around a prominent town centre with new development that respects the area's spectacular setting and proximity to the Maribyrnong River. Redevelopment will reinforce the centre's significant regional retail role and will accommodate quality housing for a range of people, new local retailing to complement the existing large format retailing, office based business at different scales, improved vehicle, pedestrian and cycle connectivity and plentiful green spaces.*

The general objectives for the Highpoint Activity Centre are located in the local area policy at Clause 21.11-2 of this Scheme.

Objectives and guidelines for each precinct are found at 5.0 of this Schedule.

**1.0****Requirement before a permit is granted**01/09/2016  
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A permit may be granted for the following, before a development plan has been approved:

- Any earthworks, demolition or buildings and works associated with the remediation of the land in accordance with or for the purpose of obtaining a Certificate or Statement of Environmental Audit under the *Environment Protection Act 1970*, to the satisfaction of the Responsible Authority.
- Minor buildings or works, provided the buildings or works do not prejudice the preparation and approval of a development plan, to the satisfaction of the Responsible Authority.
- Use of land that does not prejudice achieving the vision and objectives of this Schedule or the preparation and approval of a development plan, to the satisfaction of the Responsible Authority.
- Signage.
- Consolidation of land.
- Subdivision which does not prejudice the preparation and approval of a development plan.
- Reductions in car parking requirements, to the satisfaction of the Responsible Authority.
- Licensed premises for which a permit is required under Clause 52.27.
- Removal or creation of easements or restrictions.

**2.0****Conditions and requirements for permits**01/09/2016  
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Except for a permit issued as provided for under Clause 1.0, a permit must contain the following conditions and meet the requirements which give effect to the provisions and requirements of the approved development plan, as appropriate, having regard to the scale of the proposed development.

### Application requirements

- An application for a sensitive use (residential use, child care centre, pre-school centre or primary school) or for the construction or carrying out of buildings and works in association with a sensitive use at either 120-200 Rosamond Road or 41 Warrs Road, Maribyrnong must be accompanied by a preliminary environmental site assessment conducted by a suitably qualified professional, to the satisfaction of the Responsible Authority.
- For residential developments, a Housing Diversity Report must be prepared that identifies the mix of housing typologies and household sizes proposed and any opportunities for affordable housing to be provided.

### Permit conditions

- If a preliminary environmental site assessment indicates that subject to appropriate remediation the land would be suitable for the proposed use or development, a permit condition must be included in any planning permit granted to require that before the use or development commences, either:
  - A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970, or
  - An environmental auditor appointed under the *Environment Protection Act 1970* must make a statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for the sensitive use.
- Prior to the commencement of the buildings or works authorised by the permit, a detailed Construction Management Plan appropriate to the scale of the proposed development must be prepared, in consultation with Public Transport Victoria and VicRoads, to the satisfaction of the Responsible Authority. The Construction Management Plan must include, but is not limited to, the following:
  - Staging of construction.
  - Management of public access and linkages around the site during construction.
  - Site access, parking and traffic management.
  - Any impacts on public transport operations.
  - Sediment control and site drainage.
  - Hours of construction.
  - Control of noise, dust and soiling of roadways.
  - Discharge of polluted waters.
  - Demolition and excavation.
  - Storage of construction materials.
  - Location of site offices and cranes.
  - Public safety.
  - Any requirement related to the site's proximity to a licensed pipeline.
  - Management of potentially contaminated materials.
  - Collection and disposal of building and construction waste.
  - Methodology for responding to complaints associated with the construction works.
  - Site manager contact details.

All development must be carried out in accordance with the approved Construction Management Plan to the satisfaction of the Responsible Authority.

### 3.0 Requirements for development plan

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The development plan must be consistent with the vision and general objectives for the Highpoint Activity Centre and the objectives and guidelines for the relevant precinct. A development plan may, with the consent of the Responsible Authority, be prepared in

stages or for a single site or part of a site, provided that this does not prejudice achieving the vision and objectives in this Schedule, and the objectives of Clause 21.11-2.

The development plan must be comprised of and informed by the following documents and plans as appropriate, having regard to the particular stage, site or precinct and the scale of the development, to the satisfaction of the Responsible Authority:

- Planning Report
- Transport Plan
- Landscape and Public Realm Concept Plan
- Environmentally Sustainable Design Strategy
- Social Infrastructure Report
- Services and Infrastructure Report
- Site Remediation Strategy
- Site Analysis and Design Report

For minor development it is not necessary to produce separate reports addressing each of the above, provided the material that is supplied demonstrates to the satisfaction of the Responsible Authority that the relevant matters have been addressed. The requirements for each are set out below.

***Planning Report***

The planning report must include the following, as appropriate, having regard to the particular stage, site or precinct:

- The proposed arrangement of uses across the site, including residential, office, shop and other uses.
- A Retail Assessment and Economic Impact Assessment Report, where applicable, to the satisfaction of the Responsible Authority. A Retail Assessment and Economic Impact Assessment Report is not required in a Commercial 1 Zone.
- A description of how the proposed development plan responds to the vision and objectives set out in this Schedule.
- A description of how the proposed development plan will meet the requirements of Clause 15.01-1, Clause 21.11-2, and Clauses 55 and/or 56 of the Scheme, as appropriate.
- A site master plan and summary of how the documents, reports and plans (as appropriate) have informed the development plan.

***Transport Plan***

A Transport Plan (TP) prepared to the satisfaction of the Responsible Authority, in consultation with Public Transport Victoria and VicRoads, which provides the following details, as appropriate, having regard to the particular stage, site or precinct:

- The likely traffic generation of the proposed uses and development including results from traffic modelling showing the likely traffic impacts on surrounding sites, the broader road network and public transport services.
- Any works necessary to mitigate unreasonable impacts on the road network and unreasonable delays to public transport services caused by traffic generated by the proposed development, including the implementation and indicative timing of such works.
- The indicative location of on-site car and bicycle parking for the land uses shown on the development plan.
- Movement networks within the development plan area for vehicles, bicycles and pedestrians.
- The indicative internal street network including the layout and proposed reservation widths.

- Existing and proposed public transport routes and stops in the vicinity of the development plan area.
- The location of bicycle and pedestrian paths in the vicinity of and connections to the development plan area.
- Indicative connections from the precincts to existing roads and means of vehicular ingress and egress from the development plan area to surrounding roads.
- Points of access to the site from the adjoining roads, including any treatments necessary to enable access to the site.

***Landscape and Public Realm Concept Plan***

A Landscape and Public Realm Plan which includes the following, as appropriate, having regard to the particular stage, site or precinct:

- Principles for how future development will contribute to improving the public realm and promote inviting, pedestrian friendly public spaces.
- Overall landscaping concepts.
- Landscape and urban design concepts for proposed open space and typical street cross sections.
- Details of how the plan responds to the requirements of any site remediation strategy for the land.

***Environmentally Sustainable Design Strategy***

An Environmentally Sustainable Design Strategy prepared, to the satisfaction of the Responsible Authority having regard to the particular stage, site or precinct, which identifies sustainability performance standards to be adopted. The strategy must be based upon the following principles:

- Energy conservation, with the objective of contributing to industry standards to reduce energy usage and greenhouse gas emissions.
- Water conservation, ensuring that water resources are managed in a sustainable way.
- Water sensitive urban design and the reduction of the impacts of stormwater on catchments consistent with general principles as detailed in Urban Stormwater Best Practice Environmental Management Guidelines (Melbourne Water).
- Reduction of the amount of waste generated and encouragement of increased reuse and recycling of waste materials.
- Building materials conservation.
- Sustainability options in demolition and construction practices.
- Landscaping considering the provision of habitat, green spaces, and climate control as appropriate.
- Indoor environmental quality and healthy internal environments.

***Social Infrastructure Report***

A Social Infrastructure Report must be prepared if required by the Responsible Authority. The report must consider what social infrastructure is required for the development proposed in the development plan including potential public and/or private community facilities.

***Services and Infrastructure Report***

A Services and Infrastructure Report must be provided to identify all existing and proposed infrastructure requirements and easements (water, sewerage, gas, electricity, telecommunications, drainage, storm water overland flow points and water sensitive urban design) to service the proposed development. The report must also address the need for the relocation of any services and the potential to place above-ground services underground.

***Site Remediation Strategy***

A Site Remediation Strategy (SRS) must be prepared if an Environmental Protection Authority (EPA) approved auditor provides advice recommending the preparation of a

SRS. An SRS must be prepared to the satisfaction of the Responsible Authority unless a Certificate or Statement of Environmental Audit has been issued pursuant to the *Environment Protection Act 1970*.

The SRS shall demonstrate that the site is capable of being remediated to a standard required for the proposed use and development in accordance with EPA guidelines.

The Site Remediation Strategy should address and make references to (where appropriate):

- Indicative land uses across the site.
- An indicative site map showing locations across the site of any identified contamination and any proposed clean-up work.
- A schedule of proposed remediation activities.
- Following the clean-up of the site, the expected pattern/staging and timeframes for finalising Certificates or Statements of Environmental Audit across the site.
- The parties responsible for key activities and for subsequent site management and monitoring and any necessary arrangements to secure completion of obligations by future landowners.

The SRS may be prepared in stages where the development plan is prepared in stages and may be amended as required to reflect the recommendations or requirements of a Certificate or Statement of Environmental Audit, to the satisfaction of the Responsible Authority.

***Site Analysis and Design Response Report***

A site analysis and design response report which shows how the development responds to the following design guidelines, if relevant to the particular stage, site or precinct, to the satisfaction of the Responsible Authority.

- Indicative building heights and setbacks that are generally in accordance with the preferred building heights shown in Map 2 – Preferred Building Heights and Streetscape Treatments, and in Table 1 – Preferred Street Wall Heights and Upper Level Setbacks.
- Shadow diagrams showing shadow impacts along Rosamond Road, between Williamson Road/Aquatic Drive and the Highpoint Ring Road, between 11am and 2pm on 21 June that demonstrates the preservation of solar access to a minimum of one footpath.
- Shadow diagrams showing shadow impacts between 10am to 3pm on 21 September on all other streets demonstrating the preservation of solar access to a minimum of one footpath.
- Indicative waste storage and collection points.
- Development concept plans including indicative elevations and cross sections.
- A façade/architectural strategy which provides indicative building materials, and treatments, including reflectivity details, throughout the precinct.
- Indicative siting and orientation of buildings having regard to passive energy efficiency techniques and the relevant considerations of Clause 15.01-1 and Clause 55 (as appropriate) of the Scheme.
- Indicative treatments for key interface areas (e.g. between open space areas and proposed development, within existing streetscapes, and between residential and non-residential land uses and the proposed development).
- Indicative treatments to reduce adverse wind effects on streets, internal noise transmission from within and from outside buildings, visibility of plant and equipment, reflectivity of glass and other relevant matters in the Objectives and Guidelines of this Schedule.
- Any relevant design measures recommended by the *Activity Centre Design Guidelines* (DSE 2005), the *Design Guidelines for Higher Density Residential Development* (DSE

2004) and *Safer Design Guidelines Victoria* (Crime Prevention Victoria and DSE 2005).

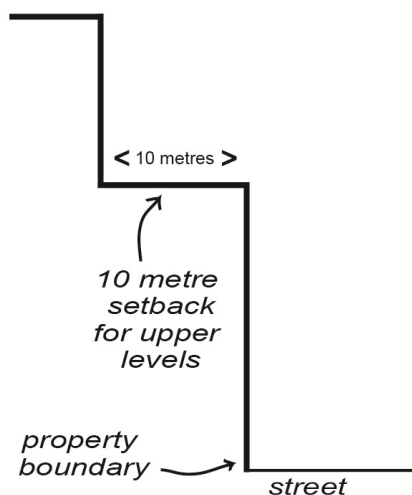
- Any relevant design measures recommended by the Environmentally Sustainable Design Strategy, Transport Management Plan and the Site Remediation Strategy (as appropriate).

**Table 1: Preferred Street Wall Heights and Upper Level Setbacks**

Street	Preferred street wall height	Preferred minimum setback from property frontage for upper levels of buildings higher than preferred street wall height
Any street at least 18 metres wide	6 storeys	10 metres
All other streets	Width of the road reserve	10 metres

Figure 1 illustrates the 10 metre setback from the street frontage for upper storeys (generally above 6 storeys), as set out in Table 1 – Street Wall Heights and Upper Level Setbacks.

**Figure 1: Preferred Upper Level Setbacks of Buildings**



## 5.0 Precinct objectives and guidelines

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### Rosamond Hub Precinct (Precinct 3)

#### *Land Use and Activities Objectives*

To provide for higher density residential, commercial, entertainment and retail development in a mixed use precinct.

To direct bulky goods development to this precinct and Precinct 4 only.

To support a compact and lively mixed use precinct where layered uses can efficiently use land and reduce travel demand.

#### *Built Form Objectives*

To create a strong, active, highly walkable edge to Rosamond Road that contributes to its new role as a main street at the heart of the centre.

To provide for built form that provides a strong definition to new and existing streets.

To create a 'main street' character along Rosamond Road and Williamson Road that contributes to a high standard of pedestrian amenity.

To maintain a human-scale experience from the footpath.

To preserve solar access to a minimum of one footpath between 11am and 2pm on 21 June along Rosamond Road, between White Street and the Highpoint Ring Road, and between 10am to 3pm on 21 September on other streets.

To provide for preferred building heights in accordance with the Framework Plan.

*Built Form Guidelines*

For new large format retailing buildings with residential above, consider the outlook from upper levels onto lower level roofing and where possible provide for courtyards and roof gardens.

*Access and Movement Objectives*

To create a more permeable movement network throughout the precinct generally in accordance with Map 1- Highpoint Activity Centre Framework Plan.

To improve the pedestrian amenity of White Street and Caulson Close.

To direct primary car park access away from Rosamond Road where possible.

*Access and Movement Guidelines*

The network of roads and paths should be generally in accordance with Map 1- Highpoint Activity Centre Framework Plan.

Rosamond Road should be enhanced and upgraded to support its role as a main street at the heart of the centre.

The proposed public transport interchange, an east-west link through the Highpoint Shopping Centre and a pedestrian crossing in Rosamond Road should be aligned where possible.

Any freight or commercial vehicle activity should be directed away from Rosamond Road where possible.

- New roads and paths should be designed to create a vehicle and cycle network with typical intervals of approximately 200 metres between junctions for vehicles and approximately 100 metres for pedestrians.

On-site parking should be sited as to minimise its impact on the public realm.

*Open Space Objectives*

To provide new public open space.

*Open Space Guidelines*

Any new public open spaces should be centrally located and proximate to the intersection of the north-south and east-west streets or pedestrian links.

**South Neighbourhood Precinct (Precinct 5)**

*Land Use and Activities Objectives*

To provide for a predominately residential use with a mix of housing typologies.

To support residential located above retail and local business uses along Williamson Road.

*Built Form Objectives*

To require built form along Rosamond Road to acknowledge Robert Barrett Reserve across the road.

To support exclusively low rise residential development along Wattle Road in the sensitive residential interface area.

To avoid unreasonable overshadowing of residential properties south of the activity centre.

To provide for active frontages along Williamson Road.

To create a walkable, active streetscape along Williamson Road that incorporates weather protection for pedestrians where feasible.

To preserve solar access to a minimum of one footpath on all streets between 10am and 3pm on 21 September.

*Access and Movement Objectives*

To provide improved north-south and east-west connectivity across the precinct by providing roads and paths generally in accordance with Map 1- Highpoint Activity Centre Framework Plan.

To create a finer grain in the movement network for pedestrians and cyclists throughout the precinct.

To upgrade walking and cycling conditions along Williamson Road to complement its identity and function as a main street.

To direct service vehicles away from Williamson Road.

To improve the Rosamond Road, Williamson Road and Aquatic Drive intersection in conjunction with new development.

To increase public transport priority along Williamson Road.

*Access and Movement Guidelines*

New east-west and north-south vehicle access streets should be safe, visually attractive and have regard to pedestrian and cycling requirements.

- New roads and paths should be designed to create a vehicle, pedestrian and cycle network with typical intervals of approximately 200 metres between junctions for vehicles and approximately 100 metres for pedestrians.

On-site parking should be sited as to minimise its impact on the public realm.

*Open space objectives*

To create at least one new local public open space that includes play areas, sitting spaces, maximum opportunity for canopy trees and is linked to other open spaces by a network of safe pedestrian paths.

**Highpoint Hub Precinct (Precinct 6)**

*Land Use and Activities Objectives*

To reinforce retail and entertainment uses as the focus of the precinct.

To provide opportunities for complementary hospitality, community, health and office uses in the vicinity of the enclosed shopping centre and along Rosamond Road.

To promote Rosamond Road as a main street at the heart of the centre.

To facilitate the addition of housing, including above other uses, with a focus on the south eastern and western edges of the High Point Shopping Centre.

*Built Form Objectives*

To provide active frontages along Rosamond Road and Aquatic Drive and weather protection to frontages in key pedestrian areas as indicated in Map 2 of this Schedule, where feasible.

To provide for greening of large exposed surfaces, such as roof tops, with elements such as roof gardens, particularly where they are overlooked by residential uses.

To preserve solar access to a minimum of one footpath, between 11am and 2pm on 21 June along Rosamond Road between Williamson Road/Aquatic Drive and the Highpoint Ring Road, and between 10am to 3pm on 21 September on other streets.

*Built Form Guidelines*

Upper levels of buildings within a development should visually complement the lower levels of buildings at the street frontage. Development more than 10 metres from the street boundary should not form a dominant element in the streetscape.

Provide a landscaped or green-wall edge to buildings where shown on Map 2. An active frontage or alternative treatment could be included as a substitute for a landscaped edge or green wall provided it does not result in long or high blank facades to a street.

*Access and Movement Objectives*

To contribute to a new public transport interchange that enables easy exchange between travel modes.

To provide improved cycling connections to and from the enclosed centre.



- To provide for two legible east-west pedestrian routes through the shopping centre.
- To provide for future increased traffic capacity on the Highpoint Ring Road while retaining pedestrian and cyclist connectivity.
- To balance convenient car park access with pedestrian priority on Rosamond Road.
- To provide sufficient loading bays and service roads close to Rosamond Road without comprising the visual amenity and character of Rosamond Road.
- To improve pedestrian and cyclist connections to adjacent open space including Pipemakers Park and Robert Barrett Reserve, including a safe crossing point to Pipemakers Park.

*Access and Movement Guidelines*

The network of roads and paths should be generally in accordance with Map 1- Highpoint Activity Centre Framework Plan.

The new east-west pedestrian links should be publicly accessible for as long as is practicable each day.

The new public transport interchange should provide legible, safe and convenient connection to both sides of Rosamond Road.

Screens throughout Highpoint Shopping Centre should provide ‘real-time’ public transport timetable information where possible.

Aquatic Drive crossing locations should be aligned to desired pedestrian travel patterns.

- On-site parking should be sited as to minimise its impact on the public realm.

*Open Space Objectives*

To upgrade the existing public plaza fronting Rosamond Road.

To provide at least one small local open space.

To provide landscaping and street treatments that will contribute to Rosamond Road’s role as a main street at the heart of the centre.

To provide for distinctive and substantial green walls, landscaped edges or active frontages in highly visible parts of the precinct on Highpoint Ring Road, where practicable.

To provide focal points at each end of the main east-west pedestrian links.

*Open space Guidelines*

New public open space should provide for a range of activities including meeting and resting, and not be limited to patrons of commercial premises. Inclusion of public art is encouraged.

**6.0 Infrastructure contributions**

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A Development Contributions Plan (DCP) for the Highpoint Activity Centre will be prepared by Council to inform the provision of infrastructure contributions across the Activity Centre.

Until such time that a DCP is prepared by Council, infrastructure works and services satisfying the tests of need, nexus, fair apportionment and accountability may be secured at the planning permit stage via an agreement made under Section 173 of the *Planning and Environment Act 1987*.

**7.0 Decision guidelines**

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Before deciding on a request to approve or amend a development plan, the Responsible Authority must consider as appropriate:

- Any views of Public Transport Victoria provided they are received by the Responsible Authority within 28 days of the referral.
- Any views of VicRoads provided they are received by the Responsible Authority within 28 days of the referral.

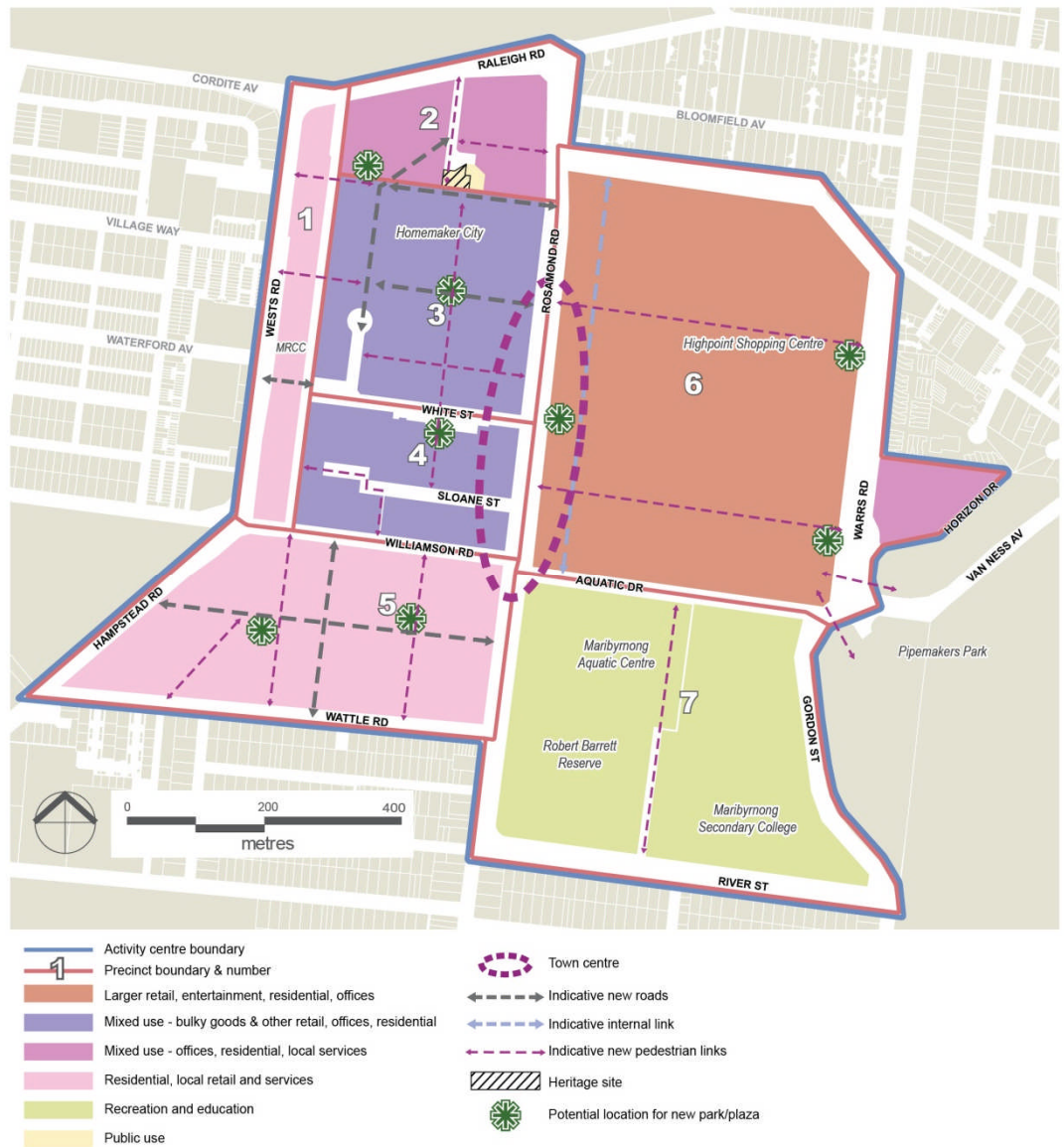
- In considering the Construction Management Plan, the Responsible Authority must take into account any comments received from VicRoads and Public Transport Victoria within 21 days of the date of referral of the Construction Management Plan to the relevant authorities.

**8.0 Reference documents**

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*Highpoint Planning and Urban Design Framework (September 2015)*

**Map 1 - Highpoint Activity Centre Framework Plan**



Map 2 - Preferred Building Heights and Streetscape Treatments

