

05/07/2018
C332**SCHEDULE 14 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO14**.

**INCLUSIONARY HOUSING PILOT – 87-103 MANNINGHAM STREET,
PARKVILLE****1.0 Requirement before a permit is granted**05/07/2018
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A permit may be granted before a development plan has been approved to use, subdivide, construct or carry out works, create, vary or remove easements or restrictions on the land to the satisfaction of the responsible authority.

Before granting a permit, the responsible authority must be satisfied that the permit will not prejudice the preparation of a development plan and future use and development of the land in an integrated manner.

2.0 Conditions and requirements for permits05/07/2018
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The following conditions and/or requirements apply to permits, as appropriate:

- Prior to the commencement of the development a detailed construction management plan must be submitted to and be approved by the responsible authority. This construction management plan is to be prepared in accordance with Melbourne City Council – Construction Management Guidelines and is to consider the following:
 - public safety, amenity and site security.
 - operating hours, noise and vibration control.
 - air and dust management.
 - stormwater and sediment control.
 - waste and materials reuse.
 - traffic management.
- A building must meet a mandatory requirement set out in Table 1 to this schedule.
- Unless a permit authorises a development that varies a discretionary requirement set out in Table 1 to this schedule, a building should meet a discretionary requirement set out in Table 1 to this schedule with the exception of non-habitable architectural features and building services.

3.0 Requirements for development plan05/07/2018
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The development plan may be prepared for the whole site or in stages.

Development plan objectives

The development plan should demonstrate how the future use and development of the land responds to and achieves the following objectives:

- A high quality urban design response that protects the amenity of neighbouring dwellings, provides high levels of permeability, a public and private street network within the development, a sense of address for each building within the development, separation between building forms, appropriate solar access and no unreasonable overshadowing of the public or private realm.
- A high quality architectural response that reflects the importance of the Melbourne International Gateway and Royal Park.

- Provide for a range of dwelling types, as appropriate, to allow for a diversity of households and a high standard of internal amenity, including provision of private and communal open space.
- The retention of existing canopy trees wherever practicable and a landscape response that reflects the well vegetated character of the neighbourhood.
- The avoidance of screening mechanisms to mitigate overlooking between private open space and habitable rooms.
- Appropriate vehicle, cycling and pedestrian access to the site and movement within the site with a preference for basement parking for apartment buildings and avoidance of garage openings to internal streets for townhouse typologies wherever possible.

Development plan requirements

A development plan should be generally in accordance with the Indicative Framework Plan (Figures 1, 2 and 3) to the satisfaction of the responsible authority.

The development plan must include the following:

- A site and context analysis plan, showing surrounding land uses and development, access points, adjoining roads, pedestrian and cycling links, public transport routes, noise sources, topography, existing canopy trees, and vegetation.
- Concept plans for the layout of the site which show:
 - The siting and orientation of buildings.
 - Areas and locations of private and public open space.
 - Existing vegetation to be retained or removed, including the mandatory retention of *Eucalyptus camaldulensis* (River Red Gum) and *Corymbia ficifolia* (Red-flowering Gum) shown on Figure 1 – Indicative Framework Plan.
 - Layout options for dual aspect apartments along the freeway interface to limit any single aspect west facing apartments.
 - Indicative use of communal areas, including communal open space.
 - Proposed lot and road layout.
 - Areas set aside for car parking and bicycle parking.
 - Vehicle, bicycle and pedestrian access locations.
 - Waste storage and collection points, including any areas set aside for loading / unloading.
 - Three dimensional building envelopes for new buildings including indicative building heights, the separation distances between buildings, the relationship to surrounding sites and the setback from the street frontage.
 - An indicative development schedule, including the number, type and density of dwellings, and the floor area of any proposed non-residential uses.
 - Where non-residential uses are proposed, details of the nature of the proposed use.
 - Indicative staging / sequence of development.
- Shadow diagrams of the proposed building envelopes demonstrating:
 - No overshadowing of Royal Park between 11am and 2pm on 22 September.
 - The extent of solar access to primary communal open space areas on the site between 9am and 3pm on 22 September and 9am and 3pm on 21 June.

- The extent of solar access to secluded private open space on the adjoining sites to the south between 9am and 3pm on 22 September.
- View analysis diagrams of the three dimensional building envelopes demonstrating the following:
 - Views from the Tullamarine Freeway looking generally south towards the site through the Melbourne International Gateway.
 - Close range views from within Royal Park looking generally west towards the site.
- A traffic management report outlining:
 - The existing capacity within the surrounding road network.
 - Likely car and bicycle parking demand and traffic generation.
 - Indicative access arrangements for vehicles, cyclists and pedestrians.
 - Recommendations for any traffic management measures.
- An arboricultural assessment. The assessment must include a statement outlining why it is not practicable to retain any trees rated as moderate if these trees are proposed to be removed.
- A landscape concept plan for the site prepared by a suitable qualified person(s).
- An acoustic report prepared by a suitably qualified engineer which addresses:
 - The likely noise sources to impact the proposed development.
 - The maximum permissible noise from the nearby noise sources.
 - The necessary measures to attenuate these noise impacts to the required standard(s).

The responsible authority may waive the need to provide any of the information detailed above that is not relevant to a particular development plan or part of a development plan.

Figure 1 – Indicative Framework Plan

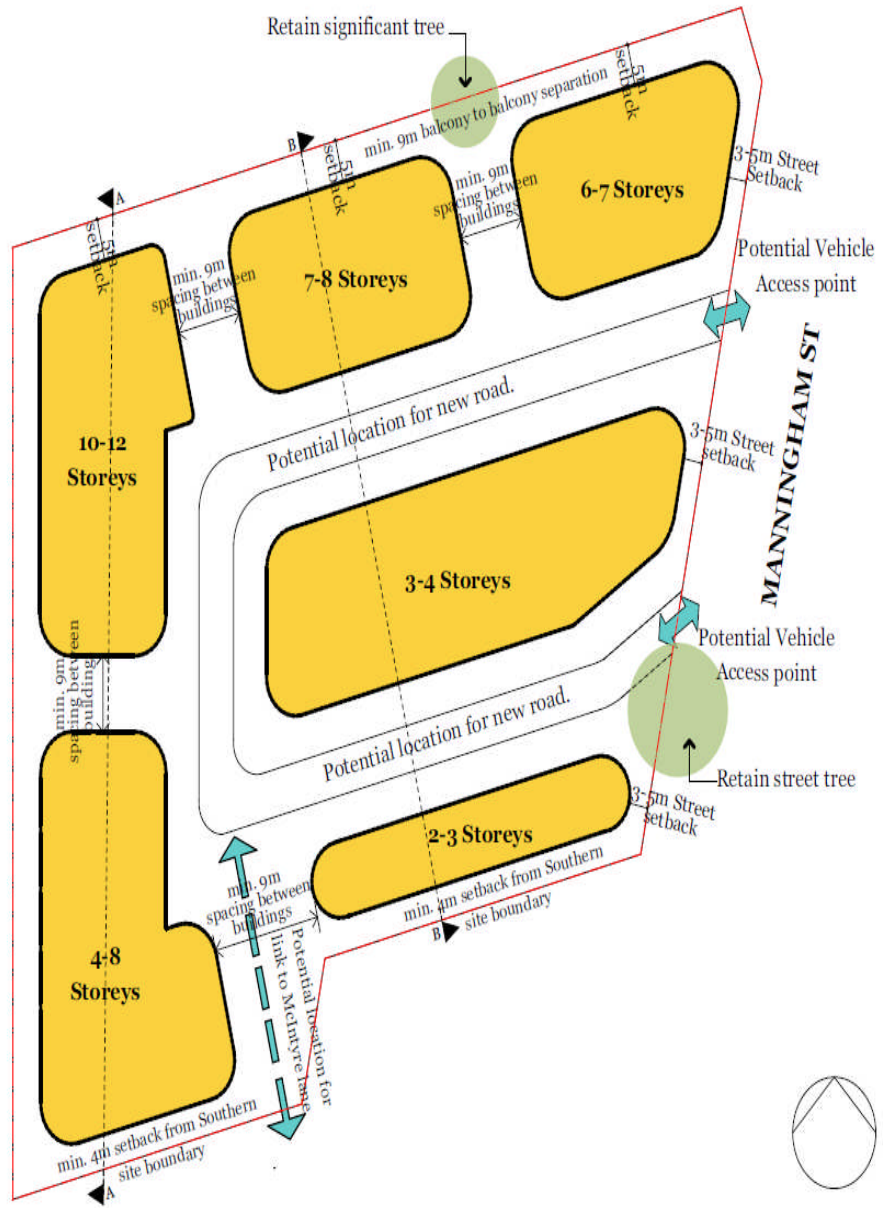


Figure 2 – Indicative Framework Plan Section AA

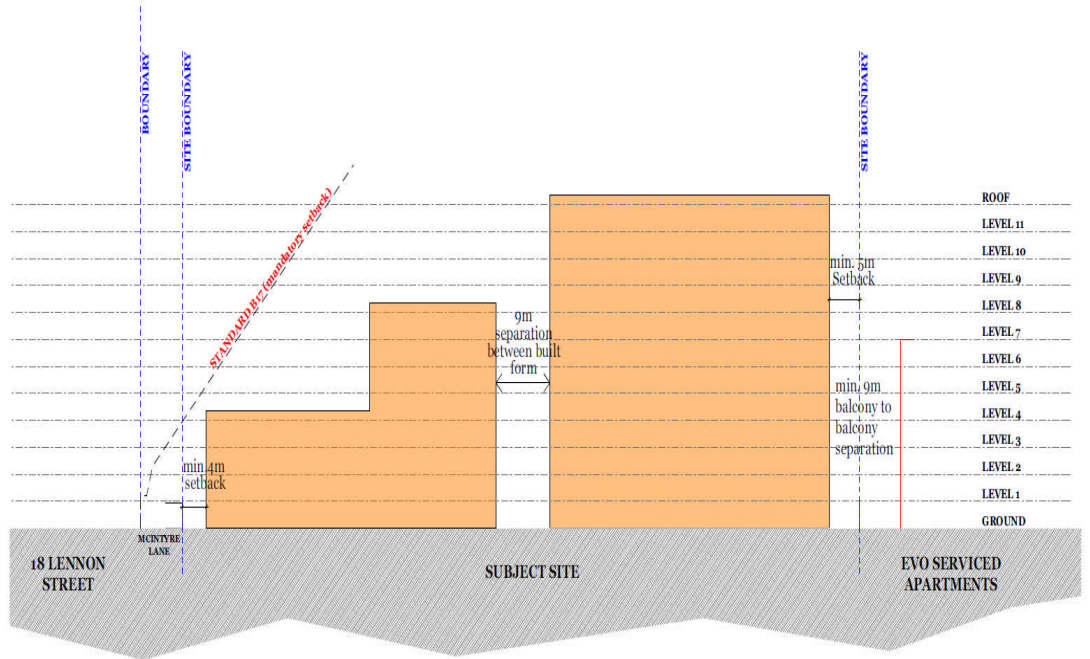


Figure 3 – Indicative Framework Plan Section BB

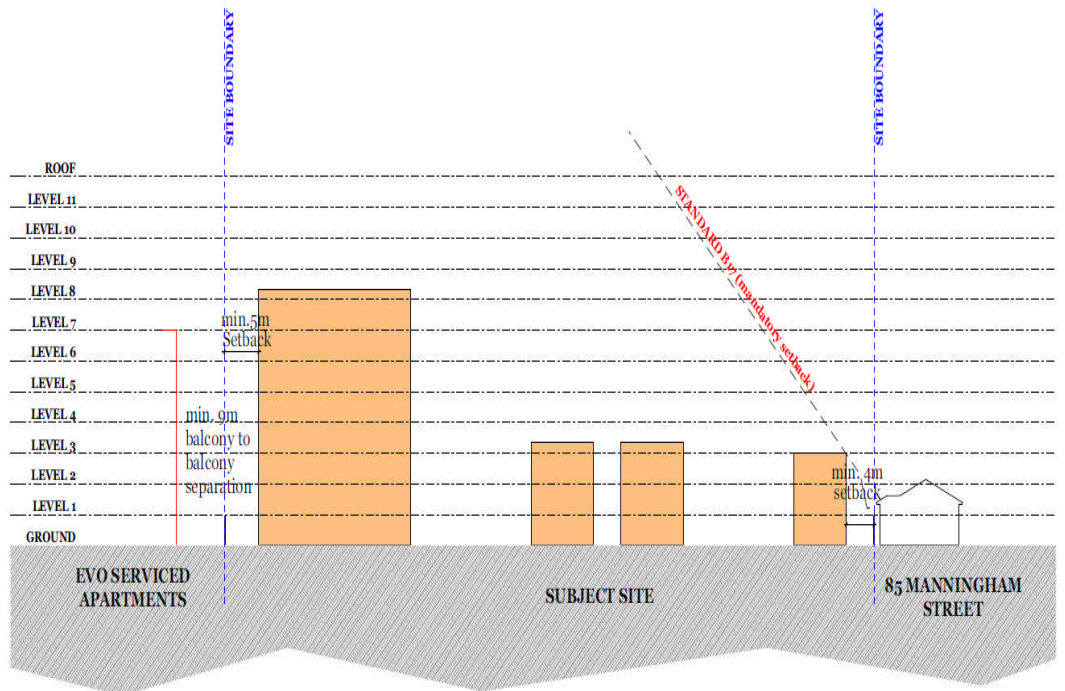


Table 1 – Built Form Requirements

Built form element	Mandatory requirement	Discretionary requirement	Outcome sought
Spacing between buildings	9 metres		
Setback from northern boundary	5 metres		
Setback from southern boundary	Minimum of 4 metres Compliant with Standard B17 of ResCode		Protect the amenity of dwellings in the south
Setbacks from Manningham Street	3 metres		
Height of apartment building closest to Manningham Street		Maximum of 6 storeys	To complement the character of the residential streetscape
Minimum width of main street reserves		12 metres (minor) – 18 metres (main access)	
Minimum width of land reserve	6 metres		