

05/06/2014  
C96**SCHEDULE 14 TO THE DEVELOPMENT PLAN OVERLAY**

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

**King and Queen Streets (Wallan) Development Plan**

This schedule ensures the area generally bounded by William Street to the north, Queen Street to the south between Windham Street and the Mittagong creek, as well as the area between Wallan Community Park and the Mittagong creek, is developed in a coordinated and orderly way for residential purposes.

The *King and Queen Streets (Wallan) Structure Plan 2014* provides the basis for the development of this area. A development plan or series of development plans should implement the following key principles:

- Minimise the possible negative impact new development may have on the existing township by improving safety and connections for all transportation methods within the local road network.
- Encourage appropriate development sequencing and incremental development in a coherent and holistic manner.
- Ensure that the existing wetland on Watson Street (Wallan Community Park) and the Mittagong and Merri creeks form a linear open space and wildlife corridor.
- Ensure fair and equitable apportionment of developer contributions.

**1.0**05/06/2014  
C96**Requirement before a permit is granted**

The Responsible Authority may grant a permit to use or subdivide land, construct a building or construct or carry out works before a development plan has been prepared to the satisfaction of the Responsible Authority provided that the Responsible Authority is satisfied that the proposal will not prejudice the future use or development of the land for the purpose of the zone or any other aspect of the Municipal Strategic Statement.

**2.0**05/06/2014  
C96**Conditions and requirements for permits**

A permit must contain conditions or requirements which give effect to the provisions and requirements of the approved development plan.

A permit must contain a requirement which will implement the developer contribution obligations relating to community infrastructure and which are identified within the *King and Queen Streets (Wallan) Structure Plan 2014*.

If not already resolved via a suitable form of agreement, a permit must contain requirements which implement the offsite (external) developer contribution obligations, as identified within the required traffic impact assessment report and pedestrian walkway and cycle path plan.

**3.0**05/06/2014  
C96**Requirements for development plan**

A development plan for the entire area or for part of the area may be approved to the satisfaction of the Responsible Authority. Any development plan must not unduly constrain the future development of remaining undeveloped lots and must demonstrate that undeveloped lots can achieve the following minimum requirements.

A development plan for residential land use on land which fronts King, Queen or William Streets must meet all of the following minimum requirements to the satisfaction of the Responsible Authority:

- Consist of four existing and adjacent lots with a minimum total area of 2.4 hectares.
- Have street frontages of two existing streets being either King and Queen streets or King and William streets.
- Provide a minimum frontage of 80 metres to both existing streets.
- Have an equal length of frontage to both existing streets.
- Provide a new public local street created by connecting King and William Streets, or King and Queen Streets. Each local street created must be at intervals of approximately 160 metres.

The minimum site and design requirements may not be applicable to development areas which create an eastern extension of King and Queen Streets, provided the development demonstrates that it will occur in a manner consistent with the *King and Queen Streets (Wallan) Structure Plan 2014*.

A development plan must show and include, as appropriate, the following to the satisfaction of the Responsible Authority:

- The development and use of each part of the land.
- Proposed subdivision layout demonstrating a diversity of residential lot sizes.
- The staging of development.
- Retention of existing dwellings, where appropriate.
- A transport impact assessment report (TIAR), which reviews internal and external traffic and movement network impacts, prepared in consultation with VicRoads and to the satisfaction of the Responsible Authority, and identifies costs for developer contributions where the impact is outside the developable area. The following must be considered within the assessment report:
  - The provision (including appropriate apportionment of construction costs) of a north south connector street between William Street and Wallan-Whittlesea Road (Watson Street) and any related intersection requirements.
  - The provision of appropriately apportioned developer contributions for the upgrading of King and Queen Streets in a manner which is consistent with the 'Green Link Local Street' as identified within the *King and Queen Streets (Wallan) Structure Plan 2014*.
  - The appropriateness of direct vehicle access to William Street from individual residential allotments.
  - The suitable location and alignment for north south local streets which extend between William Street and Wallan-Whittlesea Road (Watson Street) and are required by the *King and Queen Streets (Wallan) Structure Plan 2014*.
  - The suitable location for any future public bus route that may service the King and Queen Streets Development Plan area.
  - Impacts on Wallan-Whittlesea Road (Watson Street) and any intersection, traffic mitigation or traffic calming works required.
- A noise attenuation plan must be prepared by a suitably qualified acoustic consultant to the satisfaction of VicRoads, where required. The plan must provide recommendations for noise attenuation treatment necessary to protect noise sensitive uses from traffic noise from the Hume Freeway road reserve in accordance with VicRoads' Noise Policy.
- A pedestrian walkway and cycle path plan which identifies:
  - The interfaces with and proposed connections to existing pathways (cycle and pedestrian) within the surrounding street network.

- Contiguous pedestrian and cycle connectivity between the development area and the Wallan Activity Centre and Hadfield Park.
- The location of new pedestrian walkways and cycle paths which are both internal and external to the developable area, any new paths must be consistent with the relevant requirements within the *King and Queen Streets (Wallan) Structure Plan 2014*.
- Where appropriate the plan must include consideration of the requirement (as identified within the *King and Queen Streets (Wallan) Structure Plan 2014* to construct a shared path network which links the Wallan Community Park to the proposed Mittagong Creek and links Wallan-Whittlesea Road (Watson Street) to William Street via the Mittagong Creek reserve area.
- The timing, method and security of payment for the provision of any physical and community infrastructure.
- An assessment consistent with the requirements of the Permitted clearing of native vegetation: biodiversity assessment guidelines (Department of Environment and Primary Industries, September 2013).
- A landscape plan which identifies the following:
  - The landscape treatments for any public reserve, including reserves for the purpose of draining, public open space and carriageway/road.
  - The proposed species and plant spacing of street trees, this must include consideration of existing street tree planting patterns and species within the surrounding area.
  - The location of existing native vegetation which is to be protected or where native vegetation is to be regenerated, in accordance with the *Permitted clearing of native vegetation: biodiversity assessment guidelines (Department of Environment and Primary Industries, September 2013)*.
- A civil infrastructure and drainage report that addresses the capacity of infrastructure to service the development (including drainage and sewerage), the treatment and retardation of stormwater and responds to the principles of water sensitive urban design and environmental functions of waterways. The report should have regard to the policies and guidelines of servicing authorities, as appropriate, and include evidence of early pre-planning consultation with Melbourne Water and Yarra Valley Water.
- Connection between Mittagong and Wallan Community Park that is consistent *King and Queen Streets (Wallan) Structure Plan 2014* and includes:
  - Protection and enhancement of the Wallan Creek and Mittagong Creek corridors.
  - A shared path of at least 2.5 metres that provides a link between Mittagong and Wallan creeks. Any pathways must meet Melbourne Water's *Shared Pathway Guidelines* (i.e. the location of any pathways must be in addition to the setback from the top of creek bank for the protection of waterway values).
  - Fences of a maximum 1.5 metres that allow direct access and encourage a visual connection between dwellings and Wallan-Whittlesea Road (Watson Street).
  - Landscaping to provide a visual buffer between the road reserve and development.
- An interface treatment plan for the Mittagong Creek that is consistent with *King and Queen Streets (Wallan) Structure Plan 2014* and has been prepared in consultation with Melbourne Water and which addresses both drainage and open space requirements, including:
  - A reserve width of at least 25 metres including:
    - At least 15 metres for drainage purposes.

- At least 5 metres either side of drainage area to provide a buffer for maintenance, environment and recreation.
- A 2.5 metre shared path for walking and cycling that provides a continuous connection from Hidden Valley through to Wallan Community Park.
- Landscaping that responds to the creek environment and integrates with the surrounding development.

#### 4.0

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#### Decision Guidelines

Before deciding to approve a development plan, the Responsible Authority must consider:

- How the development plan has addressed the key elements and achieved the principles and strategies of the *King and Queen Streets (Wallan) Structure Plan 2014*.
- The views of Yarra Valley Water, VicRoads, Public Transport Victoria, Metropolitan Planning Authority, Melbourne Water, Country Fire Authority and Department of Environment and Primary Industries.
- Impact of the development on the external road network and (including but not limited to works identified in the transport impact assessment report) and any related developer contributions.
- Arrangements for the provision and contribution for any necessary physical and social infrastructure as a result of development.
- How the development plan has addressed and achieved the principals and objectives of the *North Growth Corridor, Growth Areas Authority 2012* (or as subsequently approved or renamed).