

19/05/2016
C108**SCHEDULE 16 TO THE DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO16**.

Darraweit Road and Rows Lane, Wallan

This schedule aims to ensure the coordinated development in a residential infill location within the Wallan Township.

The land is approximately 9.1 hectares in size and consists of three lots located near the intersection of Darraweit Road and Rows Lane.

1.019/05/2016
C108**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 other land within the relevant infill area or reduce the opportunities for a coordinated and master planned development outcome.

2.019/05/2016
C108**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.

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, pedestrian walkway and cycle path plan and community infrastructure needs assessment.

3.019/05/2016
C108**Requirements for development plan**

Any development plan must (unless otherwise agreed with the responsible authority) relate to all of the land located within DPO16. Any development plan must not unduly constrain the future development of remaining undeveloped lots and must demonstrate that undeveloped lots can achieve a coordinated development outcome.

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.
- Multiple vehicle entry and exit points to facilitate connectivity and linkages as well as safety in the event of fires, accidents or other unforeseen emergencies.
- The staging of development.
- Consideration of land topography and an appropriate design response.
- A traffic impact assessment report 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 distribution, hierarchy and characteristics of vehicular and pedestrian circulation networks.
- The impact of additional development on Darraweit Road and Rowes Lane and appropriately apportioned developer contributions for any required road construction and/or upgrade works to the intersection.
- The ability to achieve safe access to the surrounding road network.
- The suitable location for any future public bus route that may service the area.
- A pedestrian walkway and cycle path plan which identifies:
 - The interfaces with and proposed connections to existing or planned pathways (cycle and pedestrian) within the surrounding street network.
 - Contiguous pedestrian and cycle connectivity between the development area and the Wallan Activity Centre and any existing or planned local recreational space.
 - The provision of adequate footpath construction within the proposed subdivision.
- An assessment of the community infrastructure and open space needs generated by any subdivision or development of the land. The assessment must identify the costs for developer contributions and appropriate apportionment for the provision of community infrastructure and passive and active open space.
- 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.
 - An arborist report detailing the location of any 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.

4.0

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Decision Guidelines

Before deciding on an application for a permit or a request to approve a development plan or a request to amend an approved development plan, the responsible authority must consider, as appropriate:

- How the development plan has addressed the Key Directions and Strategies of the *Wallan Structure Plan, December 2015*.
- How the development plan provides for a coordinated development outcome for the entire relevant residential infill area.
- In the case of a proposal that is lodged prior to a development plan being approved, that the proposal will not prejudice a coordinated development outcome for the entire DPO16 area.

- The views of Yarra Valley Water, VicRoads, Melbourne Water, Country Fire Authority and other relevant State Government Departments/Authorities, as determined by the responsible authority.
- 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.