

05/04/2012
C102**SCHEDULE 7 TO THE DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO7**.

LACOLA SITE, MAROONDAH HIGHWAY, OLD MELBOURNE ROAD, KIMBERLEY DRIVE, CHIRNSIDE PARK

The Lacola site is irregular in shape and is bounded by the Maroondah Highway, Old Melbourne Road and Kimberley Drive. The land comprises a total area of approximately 4.1 hectares and has been extensively excavated to form a cliff face against Old Melbourne Road. It is located within the Chirnside Park Activity Centre adjacent to the designated town centre precinct. The site fronts the Maroondah Highway, a major arterial road that is serviced by public transport. It holds significant opportunity for mixed use development, including higher density housing.

The objectives for the site are to:

- Provide a range of commercial, entertainment and higher density residential uses that complement the functions of the Chirnside Park Activity Centre.
- Create a landmark development at the corner of Maroondah Highway and Kimberley Drive that positively contributes to the appearance and identity of Chirnside Park.
- Provide for housing diversity, including a mix of one, two and three bedroom dwellings.
- Provide an active interface with the “green spine” along Maroondah Highway.
- Create a pedestrianised and activated ‘main street’ experience.
- Create a residential scale interface with Old Melbourne Road.
- Create a highly accessible precinct.
- Promote sustainable development.

1.0 Requirement before a permit is granted05/04/2012
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The responsible authority may grant a permit for subdivision, use or development prior to the approval of a development plan provided that it is satisfied that the subdivision, use or development will not prejudice the future use or development of the land consistent with the plan in Section 4.0 of this schedule.

2.0 Conditions and requirements for permits05/04/2012
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An application for a permit must be accompanied by the following details as appropriate:

- Details of environmentally sustainable design initiatives proposed for the development.
- Architectural design response for all commercial and residential buildings, including confirmation that the roofscapes have been considered as an integrated element in the building design.
- A planning report outlining how the development accords with relevant planning scheme policies and requirements and the approved Development Plan.
- An economic assessment for any development comprising more than 2000 square metres of retail floorspace.
- A traffic report assessing the car parking requirements and traffic impacts of the proposed development.

Any permit granted to subdivide, use or develop the land must include, where relevant, the following requirements:

- The submission of a Construction Management Plan prepared to the satisfaction of the responsible authority which includes the following information:
 - A construction staging program;

- How the subject site is to be accessed during the construction period;
- How surplus material resulting from future earthworks on the site will be dealt with;
- The storage of all plant and equipment during the construction period; and
- The methods designed to ensure that the amenity of the neighbouring residential area is protected throughout the construction period.
- Details of site management arrangements such as an Owners Corporation or similar management structure, for areas that are to be available for public use.
- A Services Report comprising:
 - An assessment of the services required for the proposed development; and
 - Identification of the areas required for overland drainage or flood storage.

Before deciding on any application, the responsible authority may take into account the views of interested parties.

3.0 Requirements for development plan

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The Development Plan must be generally in accordance with the plan in Section 4.0 of this schedule and must include the following details as appropriate:

- Integration of the proposed development with the 'Green Spine' concept along the Maroondah Highway including landscaping, signage and permeability of the site.
- Distribution of land uses throughout the site.
- Staging of development, showing the percentage of each stage dedicated to higher density residential, commercial and/or large format retail, and/or convenience retail uses.
- Retail uses that are complementary and do not detract from the role of the adjacent Chirnside Park shopping centre.
- Location of public open spaces.
- Proposed buildings and works including open space, roads, pedestrian and cycle paths.
- Development Design Response Guidelines, showing details of:
 - The preferred built form (including proposed building height, materials and density), generally being a maximum of 4 storeys (18 metres) with the exception of:
 - The key site on the corner of Kimberley Drive and Maroondah Highway which may be a maximum of 6 storeys (25 metres).
 - Development abutting the existing cliff face which may be a maximum of 2 storeys (7 metres) above Old Melbourne Road.
 - The proposed connections within and beyond the site, including an internal road with access off Maroondah Highway.
 - Indicative drawings to demonstrate how building height and location respond to (and substantially obscure) the existing cliff face.
 - Activated frontages to Maroondah Highway, Kimberley Drive and the internal main streets.
- Any residential development along the north western boundary edge (Old Melbourne Road) is to:
 - Address the Old Melbourne Road frontage and be no higher than 2 storeys (7 metres) above street level.
 - Provide sufficient spacing between consecutive buildings to provide views to the south east from the existing residential properties.
- A Traffic Report to the satisfaction of VicRoads which must include but not be limited to:

- An assessment of the impact of traffic generated by the development upon the surrounding arterial and local road network along with any traffic improvement measures required to address identified issues;
 - Internal road design requirements including measures to restrict use of the site as a “through route” for shopping centre traffic;
 - An assessment of car parking to be provided on the site;
 - An assessment of bus access through the site and connections with the Chirnside Park Town Centre;
 - Provision for the inclusion of a bus stop within the site;
 - An assessment of the internal bicycle and pedestrian paths network and their connectivity with the external community, particularly links with the Town Centre; and
 - A requirement that the primary entry and exit point from the Maroondah Highway includes the provision of a fully signalised intersection.
- A Landscape Plan detailing:
 - Key landscape design principles to be applied in considering species selection throughout road reserves, along the site’s key internal and external interfaces and within proposed communal open spaces and car parking areas;
 - Significant tree canopy extended throughout the site;
 - The provision and management of open space with pedestrian and bicycle links.

4.0

Lacola Plan

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- Residential** buildings to step against cliff face and respond to the contour of Old Melbourne Rd. (maximum 2 storey, 7m to eaveline above Old Melbourne Rd.)
- Commercial / entertainment** maximum 6 storey (28m)
- Retail with upper level residential or commercial** activated uses at ground level with ancillary commercial or residential above (maximum 3 storey)
- Large format retail / convenience retail/ commercial** maximum 4 storey (18m)
- Large format retail / convenience retail/ commercial** maximum 2 storey (9m)
- Public open space**
- Community Service / commercial**
- Commercial office**
- Carpark**

- Pedestrian Path**
- Shared path within green spine (by others)**

Large format full line supermarkets and electronic gaming machines are not permitted

