

DD/MM/YYYY
Proposed C363

SCHEDULE 37 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO37**.

CENTRAL ROAD DRYSDALE

1.0 Objectives

DD/MM/YYYY
Proposed C363

To facilitate coordinated site development and connectivity to the surrounding area.
To implement the Central Road Drysdale Framework Plan that forms part of this Schedule.
To facilitate the efficient delivery of shared infrastructure identified in the Central Road Drysdale Development Contributions Plan.

2.0 Requirement before a permit is granted

DD/MM/YYYY
Proposed C363

A permit may be granted before a development plan has been approved for the following:

- One dwelling on an existing lot, including outbuildings, provided it is the only dwelling on the lot;
- Extensions, additions or modifications to any existing buildings and works or development.

3.0 Conditions and requirements for permits

DD/MM/YYYY
Proposed C363

The following conditions and/or requirements apply to permits:

- A permit must contain conditions or requirements which give effect to the provisions and requirements of an approved Development Plan.

4.0 Requirements for development plan

DD/MM/YYYY
Proposed C363

A Development Plan must include the following requirements:

An **Urban Design Masterplan** that includes:

- A general subdivision layout that includes the location and general distribution of lots showing a variety of lot sizes and densities to encourage a variety of housing types.
- The location of all proposed land uses including, but not restricted to, roads, open spaces, drainage reserves, and medium density housing.
- Contours of land at 0.5m intervals.
- A subdivision design which provides a positive identity and contributes to the amenity and safety of all surrounding roads by ensuring all development addresses these road frontages and does not back onto or provide screen fencing along these roads.
- Within the development area, provide an interconnected and continuous network of safe and efficient conventional footpaths, shared paths and cycle lanes.
- The provision of land east of the Central Road Local Park to enable future road connection to the residential land applied with Design and Development Overlay Schedule 43.
- The limiting of non-dwelling uses (subject to permit) to locations that have frontage and vehicle access to/from Jetty Road or Central Road or Wyndham Street.
- The stages by which the development of the land is to proceed.

An **Integrated Water Management Plan** that takes an integrated approach to flooding, stormwater and drainage management, is designed with reference to the whole of the catchment, and includes:

- Reference to:
 - WSUD Engineering Procedures: Stormwater CSIRO Publishing 2005.
 - Clause 56.07 of the Greater Geelong Planning Scheme.
 - City of Greater Geelong Stormwater Management Plan, 2002.
 - The Infrastructure Design Manual and associated Design Notes.
- A Drainage Strategy that addresses:
 - Drainage Feasibility.
 - Stormwater Quality Management.
 - Peak Discharge Management.
 - Functional Peak Flood Level Determination.
- Identification of all land to be set aside for drainage purposes, detailing the approximate size and location of all drainage reserves and system components, including retarding basins to meet peak discharge limits and WSUD elements to meet Best Practice Environmental Management Guidelines.
- Drainage network connection to the residential land applied with Design and Development Overlay Schedule 43 east of the site.
- Easement creation and/or widening and realignment as necessary to ensure adequate provision for pipe-laying and maintenance, both within the development area, and to external affected properties.
- A stormwater management system that ensures peak discharge rates, pollutant loads of all stormwater leaving the site post development are no greater than pre-development and that ensures no adverse impacts to any surrounding area, upstream or downstream.
- Consideration of development staging.

A **Road Network and Traffic Management Plan** that includes:

- An internal road network with a high level of access for all vehicular and non-vehicular traffic and which responds to the topography.
- Safe sight lines to all property access and internal roads.
- No new lot access to Jetty Road and identification of any areas where new lot access to Central Road is not desirable due to sight lines or proximity to intersections.
- Details of all necessary upgrades to the surrounding road network to urban standards including any required upgraded intersection treatments.
- The widening of Central Road by 1 metre on both sides, and including the provision of a footpath, landscaping and curb & channel at the Thomas Street no through road reserve/ Central Road intersection.
- Provision of on-road bicycle lanes to Jetty Road, Wyndham Street and Central Road that connect to the existing network.
- Road connection to the residential land applied with Design and Development Overlay Schedule 43 east of the site.
- Traffic management controls for the internal road network.

An **Open Space and Landscape Masterplan** that includes:

- An open space contribution equal to 10% of the developable residential land or in-lieu cash payment or combination of both. Encumbered land shall not be credited as Public Open Space including land required for the future stormwater retarding basins.
- All public open space to be a useable size, configuration and location.

- An open space link between the Griggs Creek open space reserve on the western side of Jetty Road and McLeods Waterholes on the southern side of Wyndham Street. The link must be at least 30 metres wide and incorporated into parkland (minimum area of 0.5 hectares) and drainage reserves. The link shall be fronted by road and drainage reserves on 3 sides.
- A local park on the eastern side of Central Road to have an area not less than 1 hectare and bounded by roads on all sides.
- An assessment of existing vegetation within the DPO37 map area and the abutting road reserves and identification of all vegetation to be retained and those trees to be removed. Such vegetation may influence road alignments, overland flow paths for stormwater or open space siting. Where possible, trees of high arboricultural value will be retained within the public open space and road reserve network.
- Concept plans for areas of public open space including drainage reserves consistent with the Central Road Drysdale Development Contributions Plan.
- The use of local indigenous plant species throughout the development site where possible.

An **Environmental Assessment** that includes:

- Assessment of the land by a suitably qualified environmental professional detailing the level and location of any soil contamination. If the Responsible Authority is satisfied that significant levels of contamination have been found:
 - 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 the *Environment Protection Act 1970* that the environmental conditions of the land are suitable for the sensitive use.

Assessment can be undertaken in stages as site access permits.

A Development Plan must be generally in accordance with the Central Road Drysdale Framework Plan that forms part of this Schedule.

One Development Plan may be prepared and approved for the land east of Central Road and one Development Plan may be prepared and approved for the land west of Central Road.

CENTRAL ROAD DRYSDALE FRAMEWORK PLAN

