SCHEDULE 12 TO THE DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as DPO12

AMSTEL GOLF CLUB RESIDENTIAL AREA

1.0

Requirement before a permit is granted

1.1

Granting of permits before a development plan is prepared

A permit may only be granted before a development plan has been prepared to:

- subdivide land generally in accordance with proposed Plan of Subdivision No. 540326F prepared by Watsons Pty Ltd and dated 8 November 2005;
- remove or lop native vegetation;
- use and develop the land for up to four display homes;
- carry out minor earthworks; and,
- carry out minor additions and/or alterations to existing buildings.

In considering an application, the responsible authority must have regard to whether:

- the agreement relating to infrastructure provision, specified above, has been entered into;
- the proposal prejudices the achievement of the desired outcomes for the land and the surrounding land envisaged by the Local Planning Policy Framework; and,
- the proposal is consistent with the overall development design and layout indicated in the Amstel Structure Plan Diagram contained in this schedule.

2.0

Conditions and requirements for permits

2.1

Application requirements

The following information must be provided with any permit application, as appropriate:

- A report that demonstrates that the proposal is generally in accordance with the approved development plan.
- A land use budget that defines the range and location of uses proposed.
- A public open space budget that defines the amount and location of proposed public open space.
- An Environmental Management Plan for the Management of the extant indigenous trees and shrubs is to be completed. When approved, the plan will be endorsed and will then form part of the planning permit.
- A landscape plan.

2.2

Development requirements

Any permit must, either in the plans endorsed under the permit or by condition(s) as appropriate, ensure or require that the following is achieved.
General

- The subdivision layout and building envelopes ensure that housing addresses/fronts
  public land. For the purpose of this requirement, public land includes all existing and
  proposed roads (including arterial roads), parkland (including drainage reserves) and
  any easement that is available for public use.
- Access must be restricted from residential lots to roads consistent with the Amstel
  Structure Plan Diagram contained in this schedule.
- Pedestrian and vehicular connectivity is legible and permeable throughout the site with
  external linkages, avoiding the use of dead-end streets or courts.
- Roads are set out in a predominantly north-south alignment in medium- and higher-
  density housing areas and in a predominantly east-west alignment in suburban housing
  areas.
- For a staged subdivision, a progressive total for the provision of public open space and
  development contributions is submitted to, and approved by, the responsible authority.
- Areas of identified environmental and heritage significance are protected and managed
  (including during any construction phase) in accordance with a management plan
  approved by the responsible authority.
- All extant indigenous trees and shrubs are retained where possible and incorporated into
  public open space. If native vegetation offsets are required, further investigation of
  potential offset sites will need to be undertaken.
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  will need to be undertaken.
- During construction, the use of imported fill and topsoil that includes weeds and/or
  weed seeds should be discouraged. Any weed outbreaks that result from construction
  works at the site should be managed appropriately to avoid encroachment into retained
  areas of native vegetation.
- Measures to restrict the establishment of a ‘gated’ residential area, allowing for
  appropriate public access through the site.
- Any other matters set out in the development plan.

Housing density and mix

- The residential housing density within each precinct must be generally in accordance
  with the Amstel Structure Plan Diagram contained in this schedule.
- The residential dwelling density, where referred to on the Amstel Structure Plan
  Diagram, is measured as a net figure after excluding land occupied by non-residential
  uses, open space, arterial road widening and tree reserves.

Building envelope restrictions

A restriction must be imposed on all new lots by the plan of subdivision. The restriction
must include a requirement that no dwelling is constructed outside a building envelope that
achieves the following minimum standards:

- A garage/carport must not exceed more than 40 per cent of lot width and no more than a
  double garage may be visible from the street.
- A minimum rear setback of 3 metres.
- A minimum dwelling front wall setback to the street frontage of:
  - 3 metres for lots below 300 square metres;
  - 4 metres for lots between 301 and 500 square metres;
  - 5 metres for lots between 501 and 650 square metres; and,
  - 6 metres for lots greater than 650 square metres;
  except that projected elements that are not enclosed on 3 sides (i.e. a porch) may encroach on these front setbacks.
- The garage/carport setback a minimum of 1 metre behind the front wall of the dwelling or 5.5 metres, whichever is greater.
- Prohibit fencing from being constructed forward of the front wall of the dwelling or 9 metres from the principal frontage, whichever is lesser. Lots that front an arterial road may have a maximum 1.2-metre-high solid fence.
- Prohibit any dwelling on a corner allotment unless:
  - the dwelling contains windows addressing both frontages;
  - solid fencing (defined as fencing less than 30 per cent translucent) greater than 1.2 metres high associated with that dwelling does not exceed 25 per cent of the combined street frontage; and,
  - the secondary façade of a dwelling has a minimum setback of 2.5 metres from the side/secondary street frontage.

An alternative approach may be approved by the responsible authority provided the alternative approach achieves the same design outcomes.

**Tree planting zones**

- Each residential lot that has an area greater than 300 square metres must include, and the relevant plan of subdivision must show, an area or areas that will function as a tree planting zone that is maintained as such to the satisfaction of the responsible authority. The tree planting zone is to be located in the front setback area, between the front wall of the dwelling and the adjoining road reserve.
- Prohibit the occupation of any dwelling until one tree is planted in the tree planting zone with a minimum height of 2 metres at planting that will grow to 10-12 metres or greater at maturity. The tree planting zone is to be planted with trees in accordance with a landscape plan submitted by the applicant and approved by the responsible authority.
- The developer/owner must, with the contract of sale, provide the purchaser of a residential lot with a written statement approved by the responsible authority that describes the species of tree(s) planted in the tree planting zone and how the tree(s) should be established and maintained.

**Stormwater management**

- Land required for drainage purposes must be transferred to the drainage authority or municipal council at no cost and will not be credited as public open space.
- All land transferred to or vested in the municipal council under this requirement must be developed and landscaped in accordance with any approved landscape plan, to the satisfaction of the responsible authority.
- Drainage infrastructure is designed having regard to the Urban Stormwater Best Practice Environmental Management Guidelines (or as amended).
- Soil erosion control measures are employed throughout the construction stage of the subdivision and/or development.
- The developer/owner must procure a written agreement from Melbourne Water to undertake the ongoing management of any proposed wetland or water body areas located on public land. In the event that such an agreement cannot be obtained, the developer/owner will undertake the ongoing management of the wetland or water body during and after the development phase, which is defined as the period until five years after 90 per cent of the development is complete.

**Water infrastructure, including ‘third-pipe system’**

- Any plan of subdivision must create a restriction to ensure that no dwelling or non-residential building may be constructed unless the building incorporates dual plumbing and a rainwater tank (minimum 3,000 litres) to supply recycled water for toilet flushing and garden watering use.
- If recycled water has been, or is to be, made available to the land, the owner must enter into an agreement with the relevant water authority requiring the subdivision to be reticulated/serviced with a ‘third-pipe system’ to provide for the supply of treated waste water to all new lots from the Eastern Irrigation Scheme, or similar scheme.
- The developer/owner must provide connection points for a ‘third-pipe system’ to all public open space to enable the irrigation of parkland using recycled water.

**Telecommunications infrastructure, including optical fibre**

- All telecommunications infrastructure must be constructed underground to service the development plan area, excluding satellite dishes and telecommunications towers.
- The subdivision of the land must incorporate a conduit suitable for provision of optical fibre services to the standards specified in the Planning Guidelines for Conduits for Optical Fibre Services (or as amended) to service all new dwellings and non-residential buildings.

**Electricity infrastructure**

- All new electricity transmission infrastructure must be constructed underground (excluding sub-stations and service/maintenance component requirements).

**Tree reserves**

- Within six months of the issue of a Statement of Compliance for any further subdivision of the land, land required for tree reserves must be developed and landscaped in accordance with any approved landscaped plan to the satisfaction of the responsible authority and transferred to the municipal council at no cost to Council.

**Bus stop infrastructure**

- At a point not exceeding the completion of the fiftieth dwelling on the land, bus stop infrastructure must be provided along Cranbourne-Frankston Road at a minimum interval of 400 metres. The final location of the bus stop(s) is to be to the satisfaction of VicRoads and the responsible authority, having regard to the need for bus stops to be
developed with a connection to a school, community facility, sports ground, activity centre, child care centre, medical centre or place of worship.

- The term ‘bus stop’ means a bus shelter, bus stop sign, concrete slab floor and any necessary drainage, with a design consistent with similar modern facilities provided in the municipal area. A concrete footpath, or shared-use path as appropriate, must be constructed from the closest footpath or shared use path to connect to the concrete slab floor of the shelter structure.

**Road construction standards**

- All public roads (including upgrades of any existing roads) must be provided and designed in accordance with the Casey Standard Drawings (or as amended). The exception is the width of a local street, which must be developed with a road reserve width of 16.5 metres and not 16 metres as specified in the Standard Drawings. The second exception is the width of a service road/local street abutting an arterial road, which must be developed with a road reserve width of 16 metres and not 13 metres as specified in the Standard Drawings. Variations to the standards may be considered only to the extent that they can incorporate water sensitive urban design initiatives, to the satisfaction of the responsible authority.

- Road reserve widths specified in the Standard Drawings may be reduced by the width of the nature strip where the road abuts public open space or a drainage reserve.

- Slow points must be installed on the local road network, which can be intersection treatments, deflection points, or other treatments or visual elements that indicate to motorists they are in a low-speed environment. The treatments will be determined by the responsible authority after consideration of the recommendations of an independent road safety audit.

**Arterial road intersection construction standards**

- Where it is proposed to have a subdivisional road intersect with a declared main road, the intersection must be designed, constructed and controlled to the satisfaction of VicRoads and the responsible authority. The core design objective for the intersection is to allow for a minimum 10-year design life, having regard to the anticipated traffic growth on the affected roads both from traffic generated by the development and from external traffic.

**Bicycle and pedestrian paths**

- Shared use paths (providing for bicycles and pedestrians) must be provided prior to the issue of a Statement of Compliance for any further subdivision of the land, to the following specifications:
  - Constructed of concrete with a minimum width of 2.5 metres, having regard to the Casey Standard Drawings (or as amended).
  - Traversing the length of all linear public open space and key ‘desire lines’ through non-linear open space, also providing reasonable connections from the path to the surrounding streets and development.
  - Along the length of the site’s frontage to external arterial roads.
  - Connect externally to other development in the area to avoid paths being isolated.
  - Additional concrete and non-concrete paths may be approved in circumstances where a specific design objective warrants such provision.
Footpaths on public land (including any laneway) must be provided prior to the issue of a Statement of Compliance, having regard to the Casey Standard Drawings (or as amended).

**Landscaping of public land**

- Prior to the issue of a Statement of Compliance for any further subdivision of the land, all public land, which includes public open space (parkland) and tree, road and drainage reserves, is to be landscaped to a suburban standard in accordance with the responsible authority’s objectives for the area, which includes the following:
  - Earthworks to create the final form of the land, providing suitable site drainage and retaining walls.
  - Seeding of grass on all exposed surfaces.
  - Provision of tree planting in accordance with a landscape plan approved by the responsible authority.
  - Landscape plans for linear parks must provide for drinking water fountains along pathways at key junctions and major destinations.
  - Provision of local playgrounds at appropriate locations in accordance with the approved landscape plan.
  - Planting of ‘landmark trees’ at junctions, in parkland spaces and, where practicable, in roundabouts.
  - Provision of public art or other similar structures/features at key junctions of community corridors.

- Street trees on all road reserves must be planted in a manner consistent with the landscape concept plan forming part of the approved development plan.

- Tree planting to arterial roads is provided having regard to the Casey Arterial Roads Tree Strategy (or as amended).

**Public open space requirements**

Any permit must provide for the payment of a public open space contribution equivalent to 8 per cent of the site value of the land within the development plan area, as specified in this clause.

Public open space must be provided generally in accordance with the Amstel Structure Plan Diagram contained in this schedule and as set out in the approved development plan.

For the purposes of determining the public open space requirement, public open space does not include:

- land required by, or vested in, Melbourne Water for drainage-related purposes; and,

- any encumbered land that forms part of land transferred to, or vested in, the municipal council that is otherwise intended for public open space purposes.

Where the amount of land shown as public open space on a proposed plan of subdivision is less than 8 per cent in respect of any particular stage of the development, then the shortfall in the public open space contribution must be made in cash as a percentage of the site value of the land comprising that stage, based on an agreed independent valuation prepared within three months of the release of the lots in that stage.

Where the amount of land shown as public open space in the approved development plan exceeds 8 per cent in respect of any particular stage of the development, such land must also be shown on a proposed plan of subdivision as a reserve for public open space and
transferred to, or vested in, the municipal council, the developer/owner being entitled to be reimbursed or credited (at the owner’s option) to the value of that excess land.

3.0

19/07/2006
C76

Requirements for development plan

3.1

19/07/2006
C76

Procedure for approving or amending the development plan

A development plan may only be approved or amended after the following has occurred:

- Public notice of the new or amended development plan that satisfies the requirements of the schedule has been given for a minimum of 21 days. The public notice must:
  - describe the land affected, where the development plan may be inspected and by when and to whom submissions may be made; and,
  - be given by publishing a notice in a newspaper generally circulating in the area and by serving the notice on any relevant public authorities and servicing authorities and to affected owners of land in or adjoining the area of the development plan area.
- Following the 21-day notice period, the responsible authority has prepared a report considering all of the submissions.

3.2

19/07/2006
C76

Consistency with Amstel Structure Plan Diagram

The development plan must be generally in accordance with the Amstel Structure Plan Diagram contained in this schedule.

3.3

19/07/2006
C76

Components of the Development Plan

The development plan must include details, in text or diagrammatic form, or both, of the following:

- An Aboriginal cultural heritage assessment or archaeological survey of the land.
- An environmental assessment that identifies any areas of environmental significance on the land.
- A preliminary environmental audit that investigates the suitability of the land for residential or other sensitive uses and makes recommendations regarding the need for further investigations.
- A vision and outcomes statement that describes the key planning and design principles and infrastructure components of the development.
- A demonstration of how the development implements the ‘neighbourhood principles’ contained in Melbourne 2030: Planning for sustainable growth.
- The general subdivision layout and design, including:
  - how allotments have been designed to maximise north-south orientation;
  - a public open space budget that defines the amount and location of proposed public open space;
  - buffer areas between sensitive land uses and those uses with the potential to have an adverse impact on the amenity of those sensitive land uses;
  - breaks between urban areas;
  - entrance features;
  - major easements; and,
identification of any areas of environmental significance.

- The precincts across the land, stating the built form and land use outcomes proposed for each precinct; in particular, how and where various dwelling types are located, together with the number of levels, mix of styles, densities achieved and showing how the precinct relates to the peripheral land uses beyond the site.

- The key links and vistas through the site to ensure effective visual connectivity from the future Cranbourne West Activity Centre and Cranbourne-Frankston Road to the golf course.

- A neighbourhood character statement that addresses the preferred future character of the development. The statement must address:
  - the solar orientation of houses and value space (private open space);
  - garaging;
  - building height;
  - setbacks;
  - fencing; and,
  - tree planting zones.

- Built-form outcomes for each precinct, which should be characterised by appropriate set backs at upper levels and be articulated, modulated and spaced. This is to include three-dimensional built-form modelling reflecting the transitions in building height and coverage across the land for buildings higher than two-storey.

- Building detailing, which should reflect a contemporary approach through quality materials and finishes.

- A traffic report providing a detailed assessment of the expected traffic generation and traffic impacts associated with the development on the internal and external road network and any recommended works or measures within and external to the site, including:
  - recommendations of an independent traffic safety audit;
  - details of road widths to ensure that all streets are designed to allow for service and emergency vehicles to appropriately manoeuvre;
  - typical cross sections of internal roads indicating provision for pedestrians, tree planting and car parking; and,
  - details of the design and location of all pedestrian crossings proposed across Cranbourne-Frankston Road from the land.

- A landscape concept plan that includes:
  - the identification of areas of vegetation to be retained and removed based on an arborist’s report;
  - an indication of design principles and a species palette;
  - tree planting consistent with the Casey Arterial Roads Tree Strategy; and,
  - a demonstration of how tree planting zones are to be established and managed on new residential lots over 300 square metres, including details of species to be used, envelope requirements that enable viable setbacks from buildings, services and roads, and timing of tree planting and their ongoing management.

- Activity clusters (non-residential uses) and community places should be of an integrated built-form (except for a child care centre and the existing Amstel clubhouse).
and of a single, non-corporate style that meets the State Government’s Melbourne 2030 planning and design principles.

- The scope for future extensions to, and the upgrade of, the existing Amstel clubhouse.
- The proposed methods to deal with the site boundary interfaces, including:
  - the presentation of the development to Cranbourne-Frankston Road and the maintenance of viewlines through to the golf course;
  - the management of the interface to the golf course to ensure safety for residents and surveillance of public access areas; and,
  - the relationship between the development and the Amstel clubhouse and car parking areas.
- Provision of a 12-metre-wide tree reserve along the Cranbourne-Frankston Road frontage of the site.
- The relationship between the proposed communal open space areas throughout the development and the surrounding key pedestrian-generating uses (i.e. Cranbourne West Activity Centre, Cranbourne-Frankston Road and St Peters College).
- Provision of visitor car parking within the proposed street network.
- The relationships between private and public spaces and any proposed activity cluster on the site.
- The proposed internal cycle and pedestrian path network and connection to the Casey Trail Network, including public access through the site and to the golf course.
- A drainage and servicing assessment indicating how all relevant flooding, drainage and water quality issues are to be addressed, having regard to the Casey Stormwater Management Plan.
- A report that details infrastructure which is to be provided as part of the development including timing triggers, standards and funding.
- A development staging plan, that includes for each stage:
  - a land use and public open space budget; and,
  - dwelling density calculations.

3.4

Decision guidelines

In considering whether or not to approve or amend a development plan, the responsible authority must consider the requirements of this schedule, the State and Local Planning Policy Frameworks, and the following strategic documents:

- Casey C21: A vision for our future.
- Casey Image Strategy.
- Casey Open Space Strategy.
- Casey Activity Centres Strategy.
- Any adopted community plan for Cranbourne prepared by the responsible authority.

4.0

Reference documents

Casey Activity Centres Strategy (May 2000), City of Casey.
Casey Arterial Roads Tree Strategy (September 2003), City of Casey.
Casey C21: A vision for our future (September 2002), City of Casey.
Casey Image Strategy (November 2004), City of Casey.
Casey Open Space Strategy (2001), City of Casey.
Casey Standard Drawings (December 2003), City of Casey.
Casey Stormwater Management Plan (June 2000), City of Casey.
Melbourne 2030: Planning for sustainable growth (October 2002), Department of Infrastructure.
Planning Guidelines for Conduits for Optical Fibre Services (January 2001), City of Whittlesea.
Rawlinsons Australian Construction Handbook (annual), Rawlhouse Publishing Pty Ltd.
Urban Stormwater Best Practice Environmental Management Guidelines (1999), CSIRO.
Amstel Structure Plan Diagram