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## SCHEDULE 7 TO THE DEVELOPMENT PLAN OVERLAY

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

### FORMER GAS AND FUEL LAND – STRATEGIC REDEVELOPMENT AND RESIDENTIAL OPPORTUNITY SITE

This schedule applies to land located at 1136-1138 Nepean Highway, Highett.

#### 1.0

#### Requirement before a permit is granted

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

- Bulk excavation, site preparation and retention works including piling, footings, ground beams and ground slab, minor buildings and works and any works required to satisfy environmental clean up or audit requirements.
- Subdivision of the land into superlots or to realign property boundaries, or create a road.
- To create or remove easements.

Before granting a permit the responsible authority must be satisfied that the permit will not prejudice the future use and development of the land in an integrated manner.

#### 2.0

#### Conditions and requirements for permits

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[The following conditions and requirements apply to permits:](#)

Where relevant, a permit for the subdivision of land must contain a condition which requires the owner of the land to enter into an agreement with the Responsible Authority pursuant to Section 173 of the *Planning and Environment Act 1987* to provide for the following matters to the satisfaction of the responsible authority:

- Chimney to be made fully safe prior to occupation of the site and a guarantee of chimney repair and ongoing maintenance.
- Provision for extension of Remington Road to create a loop road connecting the Nepean Highway south of the Moorabbin Courthouse with the Nepean Highway north of the Courthouse.
- Provision of 2,200sqm Public Open Space on the land, in addition to a public open space contribution made under section 18 of the *Subdivision Act 1988* or under the Planning Scheme, whichever applies.

#### 3.0

#### Requirements for development plan

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The development plan should be generally in accordance with the concept plan provided in Figure 1 of this schedule.

The development plan should show or make provision for the following:

##### General

- Existing conditions, showing surrounding land uses and development, adjoining roads and pedestrian links, public transport routes, topography, vistas to the historic chimney, infrastructure provision, site analysis and design response.
- Provide a range of dwelling types to cater for a variety of housing needs.

- The design philosophy for the site and indicative architectural themes including landscaping, car parking areas and orientation of garages so that they do not dominate the street or any public open space.
- Building orientation and location, indicative uses within each building, car parking areas, public roads, vehicle access locations, pedestrian and bike paths and areas and locations of private and public open space.
- The preferred design and interface treatments to public open spaces including Sir William Fry Reserve.
- Stages for development including the provision of connection to Remington Drive and Nepean Highway.
- Management of amenity impacts from non-residential uses on adjoining properties to ensure the reasonable amenity of future residential occupiers within the site.
- Any above ground multi-level car parking sleeved and concealed by active frontages where facing primary streets and open space.

#### **Height and setbacks**

- Building envelopes including maximum building heights (in storeys) and setbacks.
- Development setback from internal streets to provide for a landscaped and tree-lined network of streets and a setback to provide a landscaped frontage to Nepean Highway.
- Respect for the amenity of the adjoining interface with View Street / Station Street, by providing for a maximum of 2 storey built form along this interface.
- Taller buildings across the balance of the site up to 8 storeys in height.
- Building envelopes should provide for reasonable amenity to public urban spaces, streetscapes and pedestrian and bicycle paths by ensuring that these areas are not excessively overshadowed or affected by unreasonable wind tunnelling from new buildings.

#### **Pedestrian/ bicycle/ vehicle movement**

- Creation of increased local permeability through provision of new pedestrian/cycle pathways and new local street networks through the site.
- Facilitate ease of access to adjacent public transport infrastructure.

#### **Heritage**

- Retention of the Chimney on site and its placement within the public realm.
- Adequate setbacks, scale and height are provided to taller buildings to ensure views are available to the Chimney from Nepean Highway and Sir William Fry Reserve.

#### **Subdivision**

- Indicative lot layout, roads and pedestrian connections and public open space.

#### **Required documents, plans and reports**

The development plan should include the following documents, plans and reports, where relevant:

A **Traffic Management and Car Parking Report** which includes:

- Identification of roads, pedestrian, cyclist and vehicle access locations, including communal or public car parking areas internal to the site as well as broad details of any proposed intersection treatments.
- Specification of road and footpath path dimensions, using cross sections where appropriate.

- Pedestrian / cycling link between Station Street, the site and Sir William Fry Reserve.
- Traffic and car parking management measures, as appropriate.

**Environmentally Sustainable Development Guidelines** which:

- Require the introduction of water sensitive urban design principles for managing storm water discharge.
- Require, where appropriate, the use of rain water tanks to collect rainwater for reuse for communal open space, private gardens and other landscaped areas.
- Provide for the use of energy efficient lighting and water heating systems.
- Provides for effective and lockable bicycle storage facilities within components of the residential development.

A **Landscape Masterplan** which provides:

- An assessment of any significant flora and fauna on the site.
- Identification of the existing vegetation to be retained and removed and how vegetation to be retained will be incorporated into the design of the development.
- Key landscape design principles to be applied to public and private realm areas including considering species selection throughout road reserves, along the site's key internal and external interfaces and within proposed communal and public open spaces and car parking areas.

A **Drainage Strategy Report** which shows how:

- Stormwater from a 1:100 year event will be retarded and the rate of discharge from the development site will be limited to an acceptable flow rate (as determined by the responsible authority).
- Road layout and other site design will accommodate overland flows.
- The approved drainage strategy and overland flows from the Moorabbin Courthouse have been considered.
- The natural contours of the land have been considered and the likely impact that they will have to any drainage strategy developed.
- Stormwater reuse has been incorporated.



Figure 1 – Concept Plan