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## **SCHEDULE X TO THE DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO X**.

This schedule applies to land generally known as:

- 87 Manningham Street, Parkville.
- 89 Manningham Street, Parkville.
- 91-93 Manningham Street, Parkville.
- 97-99 Manningham Street, Parkville.
- 101-103 Manningham Street, Parkville.

### **1.0 Requirement before a permit is granted**

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A permit may be granted to use, subdivide, construct or carry out works, create, vary or remove easements or restrictions on the land before a development plan has been prepared to the satisfaction of the responsible authority.

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

The land may be developed in stages.

### **2.0 Conditions and requirements for permits**

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Except for a permit granted before a development plan has been approved in accordance with Clause 1.0 of this Schedule, a permit must contain the following conditions, as appropriate:

- Prior to the commencement of the development a detailed Construction Management Plan must be submitted to and be approved by the Responsible Authority. This construction management plan is to be prepared in accordance with Melbourne City Council – Construction Management Plan Guidelines and is to consider the following:
  - public safety, amenity and site security.
  - operating hours, noise and vibration control.
  - air and dust management.
  - stormwater and sediment control.
  - waste and materials reuse.
  - traffic management.

### **3.0 Requirements for development plan**

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The development plan may be prepared for the whole site or in stages.

#### **Development plan objectives**

The development plan should demonstrate how the future use and development of the land responds to and achieves the following objectives:

- Provide for a medium to high density residential proposal that has regard to views from the Tullamarine Freeway and Royal Park.
- Provide for appropriate setbacks to Manningham Street, and a design response that responds appropriately to the existing lower scale residential area to the south and the higher scale residential development to the north.
- Provide for a range of dwelling types, as appropriate, to allow for a diversity of households.

- A high quality site responsive design that provides adequate separation between building forms and ensures appropriate solar access.
- A high standard of internal amenity, including provision of private and communal open space.
- Appropriate vehicle, cycling and pedestrian access to the site and movement within the site.
- No unreasonable overshadowing of the public or private realm.

#### **Development plan components**

A development plan should be generally in accordance with the Indicative Framework Plan (Figures 1, 2 and 3) to the satisfaction of the responsible authority.

The development plan must include the following:

- A site and context analysis plan, showing surrounding land uses and development, access points, adjoining roads, pedestrian and cycling links, public transport routes, noise sources, topography, existing canopy trees, and vegetation.
- Concept plans for the layout of the site which show:
  - The siting and orientation of buildings.
  - Areas and locations of private and public open space.
  - Proposed lot and road layout.
  - Areas set aside for car parking and bicycle parking.
  - Vehicle, bicycle and pedestrian access locations.
  - Waste storage and collection points, including any areas set aside for loading / unloading.
  - Three dimensional building envelopes for new buildings including indicative building heights, the separation distances between buildings, the relationship to surrounding sites and the setback from the street frontage.
  - An indicative development schedule, including the number, type and density of dwellings, and the floor area of any proposed non-residential uses.
  - Where non-residential uses are proposed, details of the nature of the proposed use.
  - Indicative staging / sequence of development.
- Shadow diagrams of the proposed building envelopes demonstrating:
  - No overshadowing of Royal Park between 11am and 2pm on 22 September.
  - Solar access to primary communal open space areas on the site between 9am and 3pm on 22 September and between 9am and 3pm on 21 June.
  - Solar access to secluded private open space on the adjoining sites to the south between 9am and 3pm on 22 September.
- View analysis diagrams of the three dimensional building envelopes demonstrating the following:
  - Views from the Tullamarine Freeway looking generally south towards the site through the Melbourne International Gateway.
  - Close range views from within Royal Park looking generally west towards the site.
- A traffic management report outlining:
  - The existing capacity within the surrounding road network.
  - Likely car and bicycle parking demand and traffic generation.
  - Indicative access arrangements for vehicles, cyclists and pedestrians.
  - Recommendations for any traffic management measures.
- An arboricultural assessment of any significant vegetation on the land.
- An indicative landscape concept plan for the site.

The development plan for any part of the development area or for any stage of development may be amended from time to time to the satisfaction of the responsible authority.

The responsible authority may waive the need to provide any of the information detailed above that is not relevant to a particular Development Plan or part of a Development Plan.

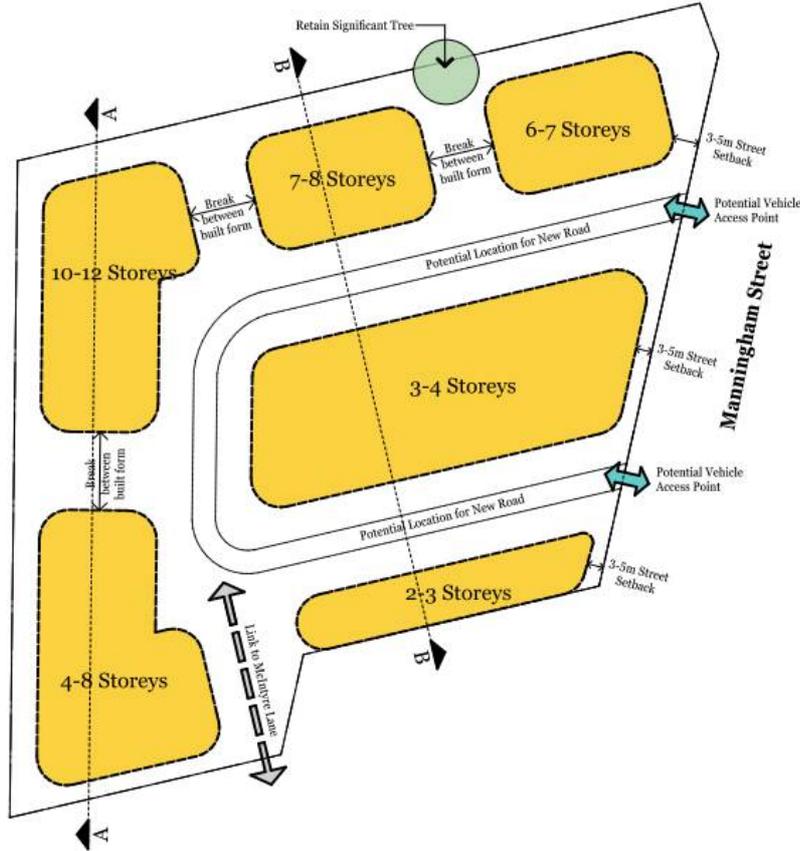


Figure 1 – Indicative Framework Plan (Plan)

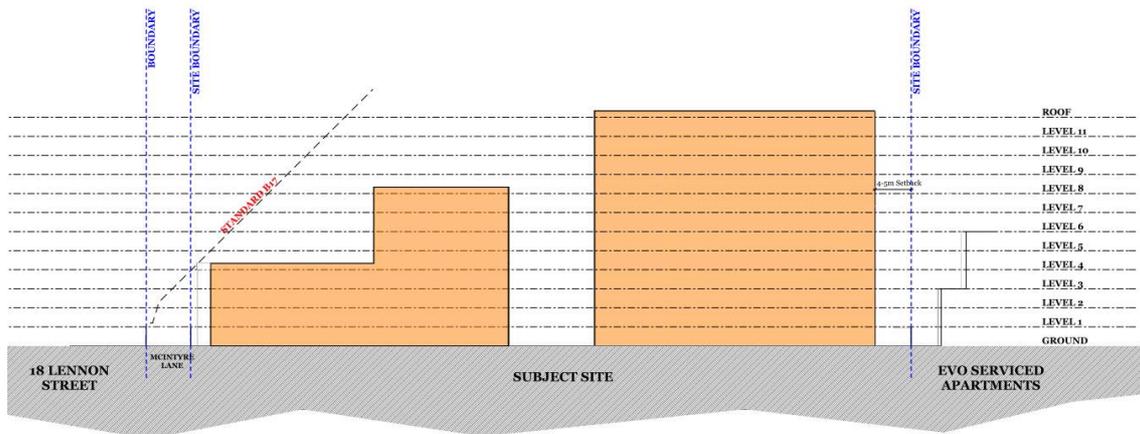


Figure 2 – Indicative Framework Plan (Section AA)

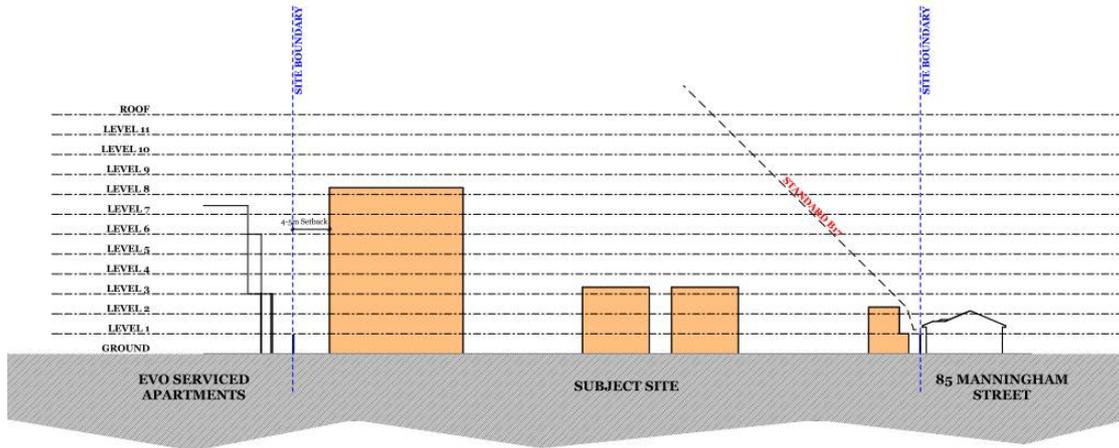


Figure 3 – Indicative Framework Plan (Section BB)