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SCHEDULE 7 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

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

FORMER HIGETT GAS WORKS LAND – STRATEGIC REDEVELOPMENT AND RESIDENTIAL OPPORTUNITY SITE

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

1.0

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Objectives

The Development Plan must respond to the following objectives for the land:

- Provide a substantial amount of residential dwellings of various sizes and types.
- Ensure new streets and pedestrian and cycling paths connect to the adjoining road network and open space.
- Achieve innovative contemporary design with the built form based on best architectural practice including environmentally sustainable principles with the retention of the heritage chimney as a key feature of the development.
- Achieve high quality landscape treatments (including creation of main road boulevards, canopy tree and screen planting in appropriate locations).
- Design traffic management to minimise impacts on adjoining residential areas.

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Requirement before a permit is granted

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

- Any buildings and works associated with the remediation of the land in accordance with or for the purpose of obtaining a certificate or Statement of Environmental Audit under the Environmental Protection Act 1970.
- Minor buildings or works.
- Consolidation of land or Subdivision.
- Removal or creation of easements or restrictions.

Before granting a permit, the responsible authority must be satisfied that the permit will not prejudice the preparation of a development plan and the future use and development of the land in an integrated manner and in accordance with the objectives for the site contained in this schedule.

3.0

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Conditions and requirements for permits

The following conditions and requirements apply to permits:

Except for a permit granted before a development plan has been approved in accordance with Clause 2.0, a permit must contain the following conditions:

- A construction management plan must be submitted to and approved which:
 - Details the measures to be implemented to minimise the generation of sediment on the site, the transport of sediment onto public roads and into drains and waterways and the generation of dust.
 - Shows the designation of tree protection zones for any canopy trees to be retained on the land in accordance with *Australian Standard AS 4970-2009 Protection of Trees on Development Sites*.
 - Protection of heritage chimney and 5-metre-wide curtilage consistent with a conservation management plan.

- Shows the location of site offices, site access and off-street vehicle parking for construction vehicles and employees, and traffic management.
 - Details the methods to be used for the collection and disposal of construction waste and the storage of construction materials.
 - Details the hours of construction on the site.
 - Details staging of construction.
 - Details the management of public access and linkages around the site during construction.
 - Any measures required by an environmental auditor with respect to the site.
 - Describes the methodology for responding to complaints associated with the construction works.
 - Includes the site manager contact details.
- All works conducted on the land must be in accordance with the approved construction management plan to the satisfaction of the responsible authority.
 - A section 173 agreement under the *Planning and Environment Act 1987* which requires the owner/developer to:
 - Carry out, at its cost, appropriate buildings and works to make the heritage chimney (HO11) structurally sound and repaired in accordance with the requirements contained in a conservation management plan prior to the occupation of any development.
 - Upgrade, at its cost, a 5-metre-wide curtilage to the heritage chimney (HO11) into suitable public open space.
 - Vest, at its cost, the heritage chimney (HO11) and a 5-metre-wide curtilage to Kingston City Council upon the completion of the development of the land.
 - A section 173 agreement under the *Planning and Environment Act 1987* which requires the owner/developer to contribute a total of 11.6 percent of the site value as follows:
 - An open space contribution under section 18 of the Subdivision Act 1988 comprising:
 - One local level playground; and
 - Two neighbourhood level open spaces which are accessible to people of all abilities and of high amenity.
 - An infrastructure contribution in the form of active pedestrian and cycling paths within the development and along the railway corridor shown on Figure 1.
 - All to the Satisfaction of the Responsible Authority.
 - The owner must pay the responsible authority's reasonable costs associated with the preparation and registration of the agreement(s).

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Requirements for development plan

A development plan must be prepared to the satisfaction of the responsible authority generally in accordance with the concept plan at Figure 1:

- Provide a range of dwelling types to cater for a variety of housing needs including the provision of up to 10% of dwellings as affordable housing (as defined at Section 3AA of the Planning and Environment Act 1987).

Subdivision and Staging of Development

- Indicative lot layouts, new streets, pedestrian/cycling paths and public open space.

- Any proposed staging of development, including staging of infrastructure and open space delivery.

Urban Context and Site Analysis Plan which includes:

- Existing conditions, including surrounding land uses and development, adjoining roads and pedestrian links, public transport routes, topography, vistas to the heritage chimney (HO11) and infrastructure.
- A site analysis and design response.

Urban Design Guidelines which provides:

- Achieve high quality development with appropriate articulation, scale proportions and setbacks with active interfaces with the public realm and integration with the heritage chimney (HO11) that also considers future built form and land use on adjacent sites.
- Building envelopes and orientation, indicative uses, main car parking areas, pedestrian and cycling paths and private and public open space.
- Appropriate landscaping within road reserves.
- Maximum building heights (in storeys) and setbacks generally in accordance with the Concept Plan at Figure 1.
- Appropriate street wall heights to provide a pedestrian sealed street environment.
- Appropriate setbacks to Nepean Highway, View Street, Station Street, internal roads and Sir William Fry Reserve.

Conservation Management Plan which includes:

- Details the requirements for the heritage chimney (HO11) to be made structurally sound, together with on-going repairs and maintenance.
- Retention of the heritage chimney (HO11) and its placement (together with the creation of a 5 –metre wide curtilage around its base) as public open space.
- Requirements to preserve views to the heritage chimney from Nepean Highway and Sir William Fry Reserve.

Integrated Transport and Traffic Management Plan 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.
- Encourage legibility and convenience of movement into and within the site and create opportunities for access to, and use of, public and active transport modes.
- Specification of road, bicycle and footpath dimensions, using cross sections where appropriate.
- Pedestrian and cycling linkages to key destinations outside the land including Highett Shopping Centre, Sir William Fry Reserve and Nepean Highway.
- Provision for a bicycle path along the rail corridor.
- Traffic and car parking management measures, as appropriate.
- Effective and lockable bicycle storage facilities within components of the residential development.

Circulation and Movement Plan which includes:

- The internal road and pedestrian and cycling path network including but not limited to:
 - Primary vehicle ingress and egress from Nepean Highway;

- Secondary vehicle ingress and egress from Station Street and/or View Street and Remington Drive;
- Pedestrian and cycling path linkages to Nepean Highway, Sir William Fry Reserve, Station Street and/or View Street; and
- Investigate the provision of a pedestrian link and future connection across the rail line to Lyle Anderson Park.

Landscape Masterplan which includes:

- Key landscape design principles to be applied to public and private realm areas, including species selection throughout road reserves, along the land's key internal and external interfaces.
- Providing high quality landscape treatments (including main road boulevard planting, canopy tree planting and screen planting) in appropriate locations.
- A description of the hierarchy of open spaces on the site and how it is proposed to provide public access to those spaces.
- Landscape and urban design concepts for proposed open space, including the 5-metre-wide curtilage around the heritage chimney (HO11).
- Typical street cross sections.
- A written description of the management of landscaped areas, including sustainable irrigation treatments, lighting and communal car parking areas.
- An arboricultural assessment of any significant vegetation on the site, including identifying any existing trees to be retained along the frontage to Nepean Highway and View Street.

Environmentally Sustainable Development Report which provides:

- Environmentally sustainable design principles to be incorporated into the development, including integrated water management, energy efficiency, climate responsive design, waste minimisation and improvements to urban ecology.

Housing Diversity and Adaptability Report which provides:

- A demographic analysis of the types of people and households anticipated to live within the development based on the proposed dwelling design and bedroom mix.

Social Impact Assessment Report which provides:

- An assessment of the adequacy of existing social and community infrastructure to serve development of the land.
- Details any additional social and community infrastructure to be provided.
- Identifies any community infrastructure contribution to be made in association with development of the land.

Figure 4 – Concept Plan

