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SCHEDULE 11 TO THE DEVELOPMENT PLAN OVERLAY

OAKOVER VILLAGE, WEST PRESTON

Shown on the planning scheme maps as **DPO11**

This schedule applies to the majority of land (referenced in this Schedule as 'the site') generally bound by Oakover Road to the south, Austral Ave to the west, Railway Place to the east and a variable boundary to the north (refer to boundaries in Sub-clause 5.0 Concept Plan of this Schedule).

1.0 Requirement before a permit is granted

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A permit may be granted for use of the land or to construct or carry out minor works, repairs and routine maintenance to existing buildings before a development plan has been approved by the ~~responsible~~ Responsible ~~authority~~ Authority provided it does not prejudice the preparation and approval of the development plan and is consistent with the Objectives and Requirements at Clause 3.0 of this Schedule.

2.0 Conditions and requirements for permits

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Before a development plan has been approved, an application for use of land or to construct or carry out minor works, repairs and routine maintenance to existing buildings must be accompanied by a report demonstrating that the proposal will not prejudice the long-term future use and development of the site in accordance with the development plan requirements specified in this Schedule.

3.0 Requirements for development plan

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Objectives:

The development plan must seek to achieve the objectives set out below.

- To create a high amenity urban village through a coordinated and staged redevelopment approach that provides services and amenities for the local area.
- To ensure that the future use and development leverages the locational advantages of individual sites and the precinct (in particular Bell Train Station, Newman Reserve, Ray Bramham Gardens, schools, Tram Routes ~~11 and 112~~).
- To encourage the use and development of the site for appropriate residential, commercial, retail, service and related uses that will increase the economic and social functions of the centre in accordance with the sub-precinct objectives of this Schedule.
- To take advantage of the strategic position of the site by providing for a mix of residential densities including high density residential development.
- To provide for efficient and logical staging of land use and development change within the site.
- To provide for development in a form which is generally consistent with the *St Georges Road Corridor Urban Design Framework 2013* reference document and which achieves a high quality built form and urban environment.
- To incorporate Environmentally Sustainable Development (ESD) measures to aid in the reduction of energy and water consumption, the generation of waste, greenhouse emissions and achieve ESD best practice.
- To ensure design is site responsive and has regard for the equitable development of adjoining sites including the positive amenity and passive design outcomes for future development.
- To ensure development provides a transition in height and massing to surrounding lower scale form and within the precinct where appropriate.

- To provide for adequate building separation to maximise daylight, outlook and ventilation for existing and future development and manage overlooking between buildings.
- To ensure new development achieves an appropriate interface with the public realm and provides outlooks and passive surveillance from common and private areas within the development to the adjacent public realm.
- To integrate landscape design and public art into new development including opportunities for creation of green roofs and green walls and for retention or planting of trees with spreading crowns.
- To consider and respond to the overshadowing effects of new development on Newman Reserve.
- To prioritise pedestrian movement through the precinct and to surrounding key destinations and create a safe, continuous and clearly defined pedestrian environment.
- To promote urban legibility, public access and wayfinding to and through the site including clear, legible and safe access to residential development (including residential development at upper levels).
- To manage impacts on safety and efficiency of the surrounding road network.
- To encourage the provision of communal shared infrastructure and joint solutions, including but not limited to drainage, car parking, pedestrian and road access, power and telecommunications.
- To encourage the consolidation of lots to maximise development flexibility and efficiency.
- To consider and respond to the impacts of overland flooding and site contamination.

Sub-Precinct Objectives

Sub-precinct 1: Penola/Stokes

Uses

- To provide for higher residential densities accommodating a range of dwelling sizes and types, including a mix of social/affordable housing.

Built form

- To incorporate a medium rise, built form that transitions from the higher built form in the Newman Mixed Use sub-precinct to the adjoining low-rise residential area to the north and west.

Sub-precinct 2: Newman Mixed Use

Uses

- To create an active commercial area focussed around Newman Reserve and St Georges Road frontages supported by residential apartment/mixed use activity in the western section of the sub-precinct.

Built form

- To consolidate higher built form within this sub-precinct utilising high quality, podium tower style development with a consistent setback from southern interfaces within the sub-precinct.
- To introduce a north-south road extension from Stott Street to Oakover Road and an east-west pedestrian/road connections, as shown on the Concept Plan in Clause 5.0 of this Schedule, that allow for a finer grain of use and development.
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- To encourage building setbacks of a minimum of 4 metres to Oakover Road. Development should allow for landscaping within the front setbacks (including but not

limited to canopy trees, green walls and green roofs) to soften the street edge towards the public realm.

Sub-precinct 3: St Georges Road Landmark

Uses

- To allow for prominent active retail uses on the St Georges Road frontage and Oakover and Showers Street corners at ground level with lower levels configured to allow for commercial adaptation overtime and incorporating residential activity at upper levels.

Built form

- To create a landmark built form on 30 St Georges Road that demonstrates exemplary architecture utilising a podium and tower form with high legibility 'in the round' and a built form that transitions towards the Ray Bramham Gardens and residential areas to the east.

Sub-precinct 4: Kenwood~~/Showers Street~~Court/Railway Place West

Uses

- To support intensification of residential development and provide for active uses at ground level along the Oakover Road frontage.

Built form

- To encourage multi-storey, apartment style development through lot consolidation.

Required documents, plans and reports

The development plan must be to the satisfaction of the Responsible Authority and must comprise the following:

- A concept plan which responds to the Objectives and Sub-Precinct Objectives of this Schedule.
- Any other document, plan or report referred to in this Schedule.

The following documents must form part of the Development Plan:

Site and Context Information

- A site analysis that identifies the key attributes of the site, its context, the surrounding area and the site's relationship with existing or proposed uses on adjoining land.
- A context analysis identifying the surrounding area, existing or proposed uses and built forms on adjoining land, and other neighbourhood features such as public transport, neighbourhood centres, walking and cycling connections.
- Identification of views to Newman Reserve and potentially the Melbourne CBD and the Junction skyline to be considered in the preparation of a Development Plan.
- An assessment of the existing engineering infrastructure servicing the site.

Integrated Transport and Traffic Management:

The development plan must make provision for and address:

- The range and scale of uses that will be anticipated on the sites.
- The estimated population of workers, visitors and residents.

- Estimated vehicle trip generation levels resulting from use and development within the site.
- The expected staging of building occupation.
- Vehicle ingress and egress points and estimated levels of usage.
- Impacts on the arterial and local roads and any mitigating works required.
- Any proposed off-site traffic management treatments.
- Any changes identified for public transport stops, pedestrian or bicycle access ways.
- The level, allocation and location of car parking on the site. Car parking for the uses may be limited in general supply, consistent with the transit oriented nature of the development.
- Measures that can be adopted to reduce private car usage by residents, workers and visitors to the precinct.
- The location of car parking spaces should be situated at basement level or suitably concealed by appropriate building features such as active podium frontages or within buildings that display a high level of architectural resolution.
- Provision for secure bicycle storage for residents, and workers with end of bicycle trip facilities for workers.
- Provision for short term bicycle parking for visitors to the sites.
- Provision for loading and unloading of vehicles.

Landscape Plan:

The development plan must include a schematic landscape plan for the site. It must be consistent with all other development plan requirements. This plan is to indicate:

- A cohesive design theme for the site.
- The identification of any sensitive interfaces and proposed treatments.
- The treatment of street edge spaces and internal spaces for vehicular and pedestrian access, bicycle parking, recreation and solar access.
- The treatment of footpaths and public reserves.

Construction Management Plan:

The development plan must include construction management plan which sets out the principal construction issues and how the anticipated processes will be managed.

The construction management plan must include a construction staging program and must outline:

- Measures to protect the amenity of surrounding areas through the construction period against dust, noise and stormwater control and security lighting.
- The management of construction worker vehicles.
- The delivery and storage of materials on the site.
- How any site contamination will be addressed (if relevant).
- A schedule of hours of work during the normal week.
- A procedure to seek specific out of hours work to deal with special construction requirements.
- Construction access to the site.

Ecologically Sustainable Development (ESD) Strategy:

An Ecologically Sustainable Development Strategy (ESD Strategy) must be prepared which considers and responds to the major components of the proposed development and construction processes and:

- Demonstrates the incorporation of leading technologies to achieve the highest environmental standards.
- Demonstrates how compliance with all relevant statutory obligations in environmental sustainability is achieved.
- Identifies and nominates the level of sustainability performance standards to be adopted.
- Assesses options by which the agreed level of sustainable performance standards will be achieved.

The ESD Strategy must be based upon the following principles:

- Energy conservation with the objective of contributing to industry standards of national and international efforts to reduce energy usage and greenhouse gas emissions.
- Water conservation, ensuring that water resources are managed in a sustainable way;
- Water sensitive urban design and options ensuring the reduction of the impacts of stormwater on bays and catchments.
- Transport planning with the aim of encouraging walking, cycling and use of public transport.
- Land use and transport planning and infrastructure provision to contribute where practical to improved air quality.
- Options to reduce the amount of waste generated and encourage increased reuse and recycling of waste materials.
- Building materials conservation.
- Sustainability options in demolition and construction practices.
- Landscaping considering the provision of habitat, green spaces, and climate control as appropriate.
- Indoor environmental quality.

The ESD Strategy must have regard to the following:

- Whether it is appropriate for individual plans to be prepared dealing with different aspects of the use and development.
- The need to clearly identify responsibilities for implementation, review, monitoring and maintenance.
- New resident awareness and education to promote the objectives of sustainability.

Housing Diversity Report

A Housing Diversity Report explaining the mix of housing proposed including:

- A proportion of the overall housing stock that may be used as affordable housing; and
- Targets for a mix of dwellings sizes including 1, 2 and 3 bedroom apartments.

The report must also include criteria for determining affordable housing stock.

Social Infrastructure Report

A Social Infrastructure Report must be prepared.

The report must consider what social infrastructure is required for the Oakover Precinct within the development plan area including but not limited to appropriate levels of public realm and community infrastructure, including active and passive community open space within the development, and potential public and/or private community facilities such as early childhood and community services.

Services and Infrastructure Report

A Services and Infrastructure Report must be provided to identify all existing and proposed infrastructure requirements and easements (Water, sewerage, gas, electricity, telecommunications, drainage, storm water overland flow points and water sensitive urban design) to service the proposed development.

The report must address:

- The relocation of any underground and above ground services;
- The potential to install underground above ground services;
- The potential to manage drainage including precinct wide systems to alleviate inundation from overland flows in areas covered by the Special Building Overlay; and
- Opportunities for efficiencies to be gained through shared trenching, co-located access points etc.

Land use and design principles

Use:

The development plan must show or must make provision for as relevant:

- The use of land consistent with the Objectives and Sub-Precinct Objectives of this Schedule.
- The use of the sites for appropriate residential, office, shop, and other uses which will create sustainable, active, mixed use environments.
- The arrangement of uses across the site to enable interaction between business and service uses (to create active sections), while also creating separation for residential uses from other activities.
- The aggregation of uses that takes advantage of the high quality public transport, road access, cycle paths and facilities that are within walking distance of the site.
- The location and approximate uses of proposed buildings, access ways, open space and car parking areas on the site.
- Guidelines for the design of development to allow for adaptive reuses.
- The location of various development densities and maximum building heights that will achieve an aspirational density of 1300-1500 additional apartment and unit dwellings across the whole of the site in a range of dwelling densities in the form of 1, 2 and 3 bedroom apartment and unit dwellings.
- Consideration of the views of the relevant roads authority and relevant public transport authority prior to approving the plan.

Design and Built Form:

The development plan must show or make provision for:

Building height

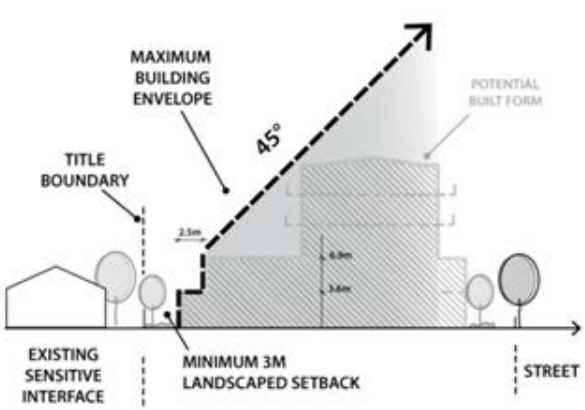
- The overall building heights (to AHD), the number of storeys in accordance with the preferred height range shown in the Concept Plan in Clause 5.0 of this Schedule.

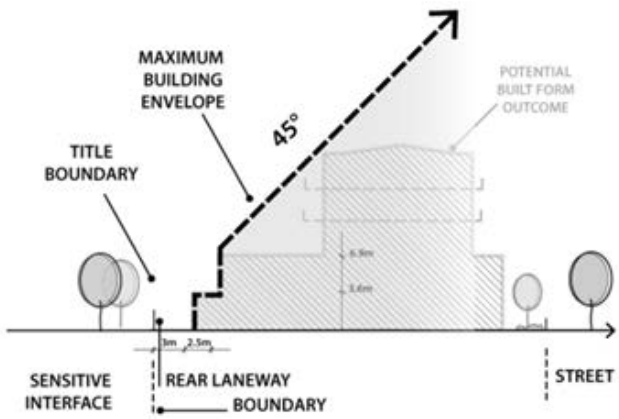
Any new building must not exceed the maximum height shown on the maps to this schedule. Heights are calculated at 4 metres for a ground floor level and 3 metres per upper floor level plus 1 metre for potential parapets.

- For the purpose of this schedule a maximum height of:
  - 3 storeys means 11 metres;
  - 4 storeys means 14 metres;
  - 5 storeys means 17 metres;
  - 6 storeys means 20 metres;
  - 8 storeys means 26 metres; and
  - 12 storeys means 38 metres.
- The height above is to be measured above the permanent footpath at the centre of the site frontage. If there is no footpath, the natural surface level at the centre of the site frontage is the base level.
- Provision of solar access by utilizing the northern aspects and through creating north-south openings within the sites.
- Achievement of architectural quality and a high degree of articulation/modulation.
- Provision for integrated car parking concealed from street views and where at ground level sleeved to ensure passive surveillance or active frontages are maintained adjacent to public streets and pedestrian connections.
- Rooftop plant and equipment and equipment associated with communal areas can exceed the specified height but such parts should not be invisible from the surrounding public realm and adjoining properties to the rear (including laneway separation).

- Rear setbacks that minimise unreasonable amenity impacts on adjoining residential land, in accordance with the following:
  - At ground level, the rear setback of a building from the boundary of an adjoining residential site is to be a minimum of 3 metres (including a laneway where applicable).
  - At first floor level, the rear setback of a building from the boundary of an adjoining residential site is to be a minimum of 5.5 metres (including a laneway where applicable).
  - Any upper levels are to be set back from an adjoining residential site's boundary in accordance with the 45 degree setback envelope as shown in Figures 1 and 2 below, unless identified otherwise. The angle is to be measured perpendicular to the adjoining residential site's boundary from a height of 3 metres above natural ground level, taken from the middle point of the adjoining site's width.

Figures 1 and 2: Potential Rear Setback Conditions





- The stepping down of the built form to surrounding low scale residential uses on the south side of Oakover Road and lots surrounding the Stokes/Penola sub-precinct, having particular regard to the 'Transitional Buffer' areas shown in Clause 5.0 Concept Plan~~.~~, and adjoining areas within a Heritage Overlay.
- New development to consider the impact of bulk and mass on adjoining and adjacent areas.
- Development with frontages to streets other than St Georges Road should have a building ~~'~~street wall~~'~~ of no more than 3 storeys. Higher storeys should be setback from the street wall and at an adequate distance to create a separation between the lower and upper parts of a building. On large sites, additional storeys should be located toward the centre of the site.
- An indication of the likely staging and anticipated timing of development of the land.

Permeability and Access:

The development plan must show or make provision for:

- A network of pedestrian and cycling connections through the precinct, between new buildings and the adjoining streets generally in accordance with the indicative accessways shown on the Concept Plan at Clause 5.0. including (but not limited to):

- An east-west pedestrian/cycle connection or access street between Austral Avenue and Newman Street.
- An east-west pedestrian/cycle connection ~~or~~ access street between Stott Street and Stokes Street.
- The extension of Stott Street to Oakover Road as an access street.
- An east-west pedestrian/cycle connection or access street between Stokes Street and St Georges Road.
- A north-south connection from Showers Street to Oakover Road ~~midway~~ to align with Kenwood Court ~~between St Georges Road and Railway Place~~ being an access street between Oakover and Showers Street and a pedestrian link from Showers Street to Ray Bramham Gardens.
- An east-west connection between St Georges Road and Railway Place including an access street to connect into a north-south access street between Oakover Road and Showers Street.
- Pedestrian connections to the Bell Street station and associated wayfinding recommendations.
- Strengthening the relationship between uses and adjacent pedestrian and bicycle networks through the use and design of buildings.
- The location of these links can be varied from those shown on the Concept Plan, if the relevant Objectives of this Schedule are achieved, to the satisfaction of the Responsible Authority. New pedestrian and cycle links should connect to existing links, where possible.

Display of Development Plan

- Before deciding to approve a development plan, the Responsible Authority must display the plan for public comment.

- Notice of the development plan must be given to the owners and occupiers of adjoining land.
- A development plan must be displayed or further information required within 28 days after the plan is received by the Responsible Authority. The plan must be displayed within 14 days of satisfactory further information being received.
- The development plan must be displayed for at least 14 days but no longer than 28.

4.0 Reference Document

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St Georges Road Corridor Urban Design Framework 2013

5.0 Concept Plan

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