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SCHEDULE 25 TO THE DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO25**

LAND BOUNDED BY MOSS ROAD, PORTARLINGTON ROAD, KENSINGTON ROAD & THE BELLARINE RAIL TRAIL, LEOPOLD

A development plan must be prepared to the satisfaction of the responsible authority to guide the future subdivision, use and development of land generally bounded by Moss Road, Portarlington Road, Kensington Road and the Bellarine Rail Trail.

The objective of this schedule is to ensure development occurs generally in accordance with the *Moss Road Leopold Concept Plan – 2010*, and to require a range of detailed planning issues to be resolved prior to commencement of development of the area.

1.0 Requirement before a permit is granted

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A permit may be granted before a development plan has been prepared to the satisfaction of the responsible authority for the following:

- One dwelling on an existing lot, including outbuildings, provided it is the only dwelling on the lot;
- Agriculture and any buildings or works in association with the use of the land for agricultural purposes;
- Extensions, additions or modifications to any existing use or development.

2.0 Conditions and requirements for permits

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A permit must contain conditions or requirements which give effect to the provisions and requirements of the approved Development Plan.

3.0 Requirements for development plan

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The Development Plan must be generally in accordance with the *Moss Road Leopold Concept Plan – 2010*, and include the following:

An **Urban Design Masterplan** that includes:-

- The location of all proposed land uses including but not restricted to roads, public open space, drainage reserves, and other known authority reserves.
- The general subdivision layout including location and distribution of lots showing a variety of lot sizes and densities to encourage a range of housing types. The layout is to maximise solar efficiency to as many lots as possible and provide for the possible future decommissioning of the Leopold Sportsmans Club.
- An internal road network that provides a high level of permeability through, and access within, the development, for all vehicular and non vehicular traffic and which responds to the topography of the site.
- Road intersections to be located on Moss Road and Kensington Road. There is to be no direct road or lot access to Portarlington Road.
- Active road frontage to the Bellarine Rail Trail and dam site so that all lots, other than corner lots as necessary, face both the road and open space areas.
- The Portarlington Road interface is to show a 5 metre wide landscape buffer reserve. The buffer reserve vegetation is to effectively screen perimeter fencing.
- Active road frontage to Portarlington Road within the vicinity of the bus stop so that lots face both roads and allow casual surveillance to the stop. Buffer vegetation in this area to be designed accordingly.

- Pedestrian links to the adjacent 0.5 hectare Municipal park, the Portarlington Road bus stop and to the Leopold Sportsmans Club from the west.
- Provision of a footpath on Kensington Road abutting the subject land, from the Portarlington/ Kensington Road intersection to the bus stop in front of the Leopold Sportsmans Club, and provision of a footpath on Moss Road.
- Designation of fence design provisions in relation to the interface with public open space areas to maximise casual surveillance.
- Design and treatment of the interface with the Leopold Sportsmans Club to address noise and light impacts, notably the vehicle access-way on the Club land.

The Urban Design Masterplan is to be prepared as one integrated plan.

A **Road Network and Traffic Management Plan** (including a Traffic Impact Assessment) complying with any VicRoads requirements, that includes:

- Definition of the cross-sections, including where relevant, verge widths, naturestrips, kerb & channel, pavement widths and pathways for all identified roads within and abutting the development, to meet the network traffic needs and be capable of incorporating any drainage elements (eg water sensitive urban design).
- The upgrading of Moss Road, including a footpath where it shares an abuttal to the subject land to match the design and construction of the road of the adjacent Melaluka Gateway Estate.
- High standard street lighting and way-finding signage (to indicate the Bellarine Rail Trail and municipal park) at the intersection of Moss Road with Portarlington Road.
- Traffic management controls for the internal road network, including actions and road alignments to restrict potential unwarranted through traffic from Kensington Road to Moss Road.
- Allowance for the possible future decommissioning of the Leopold Sportsmans Club so that the internal road network for all vehicular and non-vehicular traffic can seamlessly link to the site.

The Road Network and Traffic Management Plan is to address all off-site traffic infrastructure requirements associated with the site and is to be accompanied by a Road Safety Audit, prepared by an appropriately qualified person. The Plan must address any safety issues raised by the Audit.

The Road Network and Traffic Management Plan may be prepared in stages.

A detailed **Flooding, Stormwater and Drainage Management Plan** that builds on the Stormwater Management Report April 2009 prepared by SMEC Urban, adopts an integrated approach to stormwater system management, and includes:

- Reference to:
  - *WSUD Engineering Procedures: Stormwater, CSIRO Publishing, 2005;*
  - *Clause 56-07 of the Greater Geelong Planning Scheme;*
  - *City of Greater Geelong Stormwater Management Plan, 2002.*
- A Drainage Feasibility Study.
- Water Quality Impact Report.
- Approximate size and location of all drainage system components.
- A single, integrated stormwater management system that ensures peak discharge rate of stormwater leaving the land covered by this DPO post development (or stages thereof) is no greater than pre-development, and is to be discharged to the existing drainage system(s) as nominated by Council.
- New or upgrades, modifications or reconstruction of the major culvert crossing of Portarlington Road and downstream main drainage channel along the Moss Road reserve (subject to Council approval and provided by the developer and at the cost of

the developer), are to occur in lieu of any main drainage levy payments, drainage scheme contribution or provision of an on-site retarding basin and may provide flexibility to the preceding dot point for 'Area A', as outlined in the Stormwater Management Report April 2009.

- The drainage design for 'Area A', as outlined in the Stormwater Management Report April 2009, shall demonstrate no adverse impact to titles abutting Moss Road between Portarlington Road and the Bay.
- Assessment of the dam/open space interface to ensure conformity with relevant safety standards, including the Royal Lifesaving Society Guidelines. This area may require a revegetation and management plan to address such issues.

The Flooding, Stormwater and Drainage Management Plan is to address all off-site drainage infrastructure requirements associated with the development of this site and be developed with due consideration of other land in the whole of the catchment containing this site.

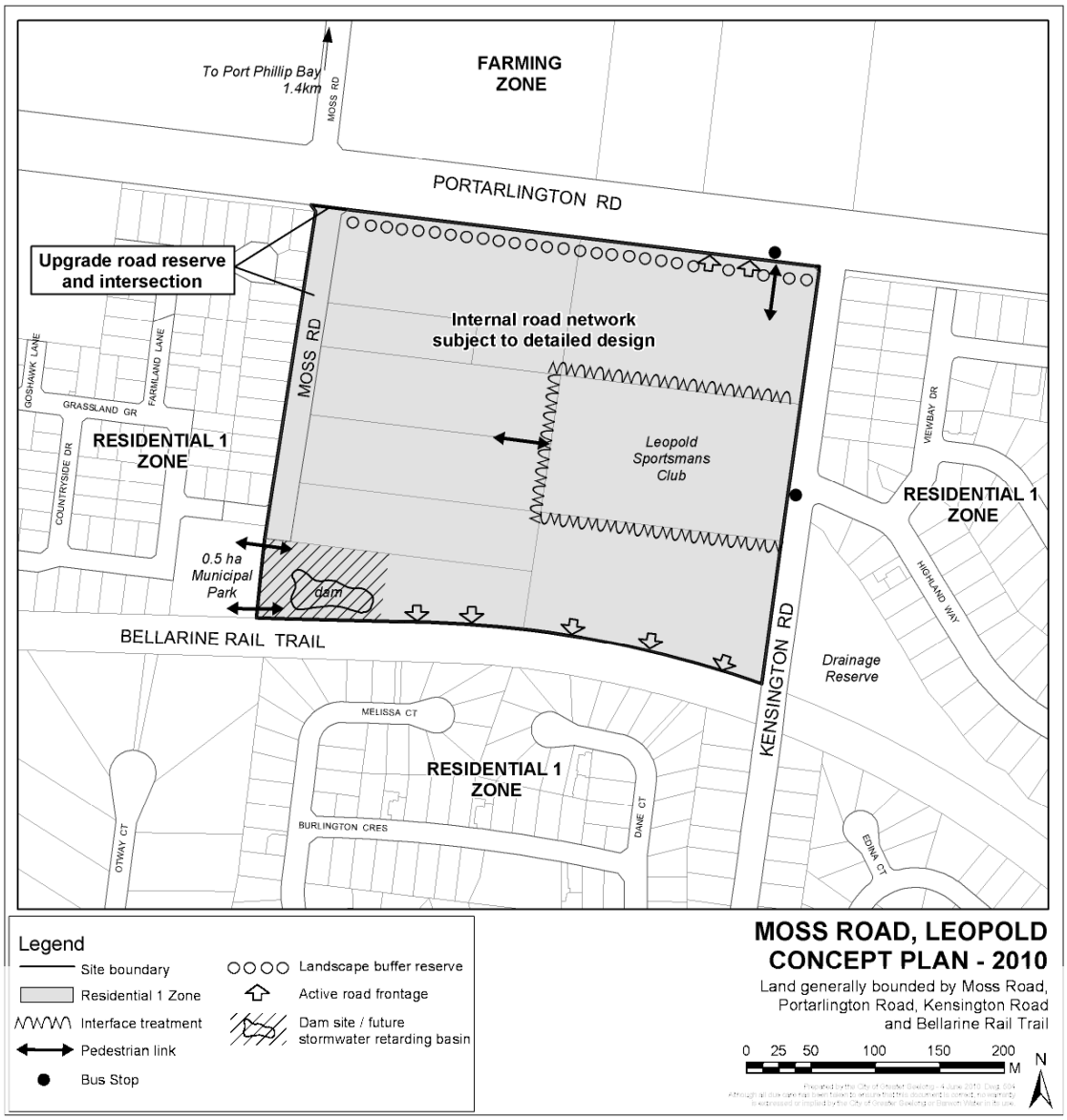
The Flooding, Stormwater and Drainage Management Plan may be prepared in two stages; being one stage for "Area A" and another stage for "Area B", as outlined in the Stormwater Management Report April 2009.

An **Open Space and Landscape Masterplan** that includes:

- An open space contribution equal to 10% of the developable residential land or in-lieu cash payment or combination of both. Encumbered land shall not be credited as Public Open Space including land set aside for the Portarlington Road landscape buffer reserve, land required for the future stormwater retarding basin (i.e. the dam site) and pedestrian link reserves.
- A Landscape Masterplan for the dam site which includes park furniture and is well integrated with the adjoining municipal park. Existing canopy trees to be retained which provide a feature to the area.
- The extensive use, where possible, of local indigenous plant species throughout the development site.

The Open Space and Landscape Masterplan is to ensure that areas set aside for useable public open space are clearly visible and accessible, providing safe and convenient land to serve the recreational needs of current and future residents in the locality. Passive surveillance to such areas shall accord with Crime Prevention Through Environmental Design (CPTED) principles.

The Open Space and Landscape Masterplan may be prepared in stages.

The development plan may be amended with the approval of the responsible authority.

Concept Plan – Moss Road, Leopold 2010