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SCHEDULE 4 TO THE DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO4**

ASCOT CHASE, NEWSOM STREET, ASCOT VALE

1.0

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Conditions and requirement for permits

Content of application/permit

Except with the written agreement of the responsible authority, any permit issued in respect of the land must authorise (except for the last stage):

- where the application is for subdivision, the subdivision of the land into at least 20 lots exclusive of super lots, balance lots or similar; or
- where the application is for the construction of a dwelling, the construction of at least 20 dwellings.

Design standards

Any permit issued in respect of the construction of a dwelling must comply with the following design standards:

Maximum building height

The maximum building height is two storeys, except for locations such as entry points into the Ascot Chase development or key corner sites within the development where the maximum building height may be increased to three storeys to achieve a desirable urban design outcome.

Buildings higher than three storeys are not permitted.

The preferred locations for three storey buildings are shown on the Ascot Chase Master Plan 2005 forming part of this Schedule.

Proposed lot size and pattern

The Ascot Chase development must provide a variety of lots sizes and dwelling types including detached dwellings, terraces and town houses.

Lots less than 300 sq.m are preferred to be located adjacent to areas of public open space or close to existing lots on the surrounding land which are of a similar size. The preferred locations for smaller lots are shown on the Ascot Chase Master Plan 2005 forming part of this Schedule.

All lots within the Ascot Chase development must be at least 175 sq.m and have a frontage of at least 6.5m except with the consent of the responsible authority.

Setbacks from the street frontage

The siting of dwellings within the Ascot Chase development should achieve the minimum setbacks from the street frontage set out in Table 1 except with the consent of the Council.

Table 1: Setback from the street frontage for dwellings

Lot frontage dimension	15m	12m	9m	7.5m front loading	7.5m rear loading	6.5
Minimum set back distance from street frontage	4.5m	4.5m	4.5m	3.5m	3.5m	3.5m

On corner lots, the minimum setback for walls of dwellings from the principal street frontage must be in accordance with Table 1 except with the consent of the Council.

The siting of garages within the Ascot Chase development must achieve the minimum setbacks from the street frontage set out in Table 2 except with the consent of the Council.

Table 2: Setback from the street frontage for garages

Lot frontage	15m	12m	9m	7.5m front loading	7.5m rear loading	6.5 rear loading
Minimum set back distance from street frontage	5.5m	5.5m	5.5m	5.5m	N/A	N/A

Lots and dwellings that abut residential lots in Walter Street

The following design standards apply to lots and dwellings that abut residential lots in Walter Street.

Where a lot within the Ascot Chase development abuts a residential lot in Walter Street, the width of each lot must match the width of the abutting lot.

Where a dwelling within the Ascot Chase development abuts a residential lot in Walter Street, the dwelling must:

- Be single storey;
- Address a street frontage within the development;
- Be setback at least 12.5 metres from the rear boundary of the abutting lot.

Built form

The applicant must submit to the approval of the responsible authority plans showing:

- Design features of dwellings such as overhangs, verandahs, recesses, window awnings and feature panels.

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Requirements for development plan

The development plan must be generally consistent with the Ascot Chase Master Plan 2005 which forms part of this Schedule.

The objectives of the development plan are:

- To achieve a high quality, well designed, energy efficient development that enriches the surrounding urban form and character of the area;

- To improve the efficiency of the flood storage of the land;
- To improve the quality of water flowing into the Maribyrnong River from the Ascot Vale Main drain and the land;
- To seek to reduce off-site flooding upstream of the Ascot Vale Main Drain;
- To provide a central public open space that connects Walter Street Reserve to the Maribyrnong River parklands using a shared pedestrian and bike path system;
- To provide public open space that increases the diversity of existing recreation and leisure options available to the local community;
- To improve access to newly created open space and Walter Street Reserve for the community using a shared pedestrian and bicycle path system and new roads;
- To enhance the safety of new and existing public open spaces including design measures that promote casual surveillance;
- To integrate the development with surrounding areas through the extension of existing streets and view corridors into the land where appropriate;
- To provide an appropriate interface between the development and the existing residential lots in Walter Street including early tree planting and appropriate fence heights;
- To develop a communications strategy that provides information to surrounding residents about the development plan and each stage of development;
- To implement the requirements of the two Section 173 Agreements entered into between Moonee Valley City Council and Ascot Vale (Victoria) Pty Ltd CAN 106114121 dated 26 July, 2005; and
- To provide an internal road network that supports the residential character of the existing and proposed development, efficiently disperses traffic onto the existing street network and prevents through traffic.

The development plan (which may comprise multiple plans and text) must show:

- How the development plan achieves the objectives for the development plan;
- A lot pattern generally consistent with the Ascot Chase Master Plan 2005;
- How the development of the land will deal with the interface areas between areas for housing and public open space;
- The staging of the development;
- Provision of services to the land; and
- How the development proposed in the development plan implements the various strategies and recommendations contained in the various plans and documents required to be approved by Council under this Schedule prior to the grant of a permit. This requirement does not include the construction management plan.

The following reports must be submitted with the development plan for the approval of the responsible authority:

- a traffic management and car parking strategy for the land and the area immediately surrounding the land which includes a traffic impact analysis, parking supply analysis, recommended traffic management improvements both internal and external to the site and the proposed staging of such works;
- a drainage and stormwater strategy which identifies and explains how it is proposed to deal with the floodplain, drainage and stormwater issues associated with the land and

how water sensitive urban design principles will be implemented in the development of the land;

- an urban design statement for the whole of the land explaining the design themes proposed for the subdivision, access ways and entries and open space areas;
- a landscape concept plan for all areas of public open space streetscapes, wetlands and water bodies showing area of new planting and planting themes, the general location of pedestrian and bicycle paths, indicative fencing, paving public lighting and seating details, parking area for cars, bicycles and the general interface treatment with the Walter Street Reserve and external streets and entry points;
- a construction management plan which addresses site access, hours of operation, parking and stormwater management during construction.

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Decision Guidelines

Before deciding on a development plan, in addition to the decision guidelines in Clause 65, the Responsible Authority must consider:

- The recommendations of the Maribyrnong River Interface Urban Design Guidelines 2001.

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Ascot Chase Master Plan 2005

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