

## Recommended changes to the CDP and DCP

### Legend

TM= Terry Montebello

SM= Simon McPherson

Document Reference #	CDP Section	Proposed Wording in CDP
TM 72 & TM 73	Various	<p>Refer to changes provided by Department of Transport in Document #30 as per DOT letter of submission to amendment. These involve</p> <ul style="list-style-type: none"> <li>• R13 (trigger provision) and</li> <li>• G43 re vehicle connections to North Road and East Boundary Road.</li> </ul> <p>It may be that this G43 should become a Requirement given the prohibition sought.</p>
SM 3	Various Guidelines	<p>Remove references to 'unavoidable' or 'impractical' negative outcomes in the CDP guidelines, to ensure clear expectations for built form outcomes.</p> <p>The following sections require rewording to a positive statement:</p> <ul style="list-style-type: none"> <li>• 2.2.1 G13</li> <li>• 2.2.3 G32</li> </ul>
SM 16	Various	<p>Replace the term 'retail centre' with the term 'town centre' in the following instances:</p> <ul style="list-style-type: none"> <li>• 2.2 Table 1</li> <li>• 2.2.1 G12</li> <li>• 2.2.3 Title</li> <li>• 2.2.3 G27</li> <li>• 2.2.3 at bottom of Guidelines table, after G34</li> <li>• 2.2.3 DG3</li> <li>• 2.3.2 G49</li> </ul>
SM 9	2.2 Table 1	<p>Change the setback requirement in Table 1 to a Guideline:</p> <ul style="list-style-type: none"> <li>• Commercial West – 50% of frontage indented to 3m (currently seems to be a guideline)</li> </ul>
Council	2.2 Table 1	<p>Amend podium height in the Mixed Use Zone to provide for a 4 storey podium within the 15m measure for the area surrounding Central Park.</p>

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SM 10	2.2.1 G (New)	<p>Insert new Guideline at 2.2.1:</p> <ul style="list-style-type: none"> <li>Discourage the provision of at grade or surface car parking other than on a temporary basis as part of the transition to a more intensive built form.</li> </ul>
SM 11	2.2.1 R/G (New)	<p>New Guideline at 2.2.1</p> <ul style="list-style-type: none"> <li>A network of activated pedestrian focussed laneways and streets to be provided within the Commercial and Mixed-Use Precincts with publicly accessible urban plazas and forecourts to encourage interaction and passive recreation.</li> </ul>
SM 12	2.2.1 G (New)	<p>New Guideline at 2.2.1</p> <ul style="list-style-type: none"> <li>Other than were a specific requirement or guideline applies seeking an alternative built form response, development should define frontages to streets, lanes and pedestrian through connections.</li> </ul>
SM 13	2.2.1 G13	<p>Amend G13 to read:</p> <ul style="list-style-type: none"> <li>Large expanses of continues wall visible to the street should be avoided through appropriate articulation, landscaping and other elements must be included to provide relief and visual interest.</li> </ul>
SM 1	2.2.3 DG and/or 2.1 G	<p>If Panel recommends discretionary heights, add a Design Guideline as follows:</p> <ul style="list-style-type: none"> <li>Any additional floor space above discretionary (preferred) height should be developed as office floor space in any part of the building.</li> </ul> <p>Under 2.1, add a new Guideline as stated above</p>
SM2	-	Provide for a master planning process. Refer to CDZ2 panel version.
SM 4 & SM 5	<p>2.2.3 R (New)</p> <p>2.2.3 DG (New)</p>	<p>New Requirement ##</p> <ul style="list-style-type: none"> <li>The town centre must be designed as a street based village with a network of 'open to air' public streets that connect through the block. An internal mall configuration must be avoided.</li> </ul>

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	<p>2.2.3 DG4</p> <p>2.2.3 Town Centre Concept Plan</p>	<p>New Requirement ##</p> <ul style="list-style-type: none"> <li>The town centre must include an 'open to air' public street that diagonally connects the town square and the school pedestrian crossing. The street connection must be DDA compliant, avoiding steps, lifts or escalators.</li> </ul> <p>New Design Guideline DG ##</p> <ul style="list-style-type: none"> <li>All buildings and streets within the town centre (except rear service lanes) are to be designed to maximise activation and pedestrian activity in the public realm.</li> </ul> <p>Delete existing DG4</p> <p>Town Centre Concept Plan:</p> <ul style="list-style-type: none"> <li>The Town Centre Concept Plan in CDP should be replaced with one that reflects the Structure Plan – making clear streets are to be 'open to the air' For example (and just as an example) see below. It should be coupled with statements indicating that it is for the purpose of illustrating the concept rather than designing the space. The existing concept plan does not achieve this.</li> </ul>  <p>Figure 12.0 — Public spaces: Town Square</p>
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SM 15	2.2.3 R (New) 2.2.3 G32	<p>New Requirement ##:</p> <ul style="list-style-type: none"> <li>Large expanses of continuous wall visible to collector and external streets must be avoided.</li> </ul> <p>Modify G32:</p> <ul style="list-style-type: none"> <li>Large expanses of continuous wall visible to local access streets and services lanes should be avoided. Where this is unavoidable, appropriate articulation, landscaping and other elements must be included to provide relief and visual interest.</li> </ul>
SM 17	2.2.3 DG (New)	<p>New Design Guideline DG ## as follows:</p> <ul style="list-style-type: none"> <li>The town square is to be designed as an urban, public open space which is addressed by and integrated with the town centre.</li> </ul>
SM 18	2.2.3 DG7 North Drive Cross Section	<p>Modify Design Guideline DG7 to read:</p> <ul style="list-style-type: none"> <li>North Drive should be designed to facilitate safe pedestrian movement, with wider footpaths and safe, regular crossing points to allow pedestrians to easily move back and forth across North Drive and should adopt the cross section set out in Part 4.</li> </ul> <p>Also, in the road cross sections section of the CDP modify North Drive Cross section to incorporate bike lanes on the park side without widening the overall 23 metre width of the road reserve.</p>
SM 19	2.2.3 DG9	<p>Modify Design Guideline 9 to read:</p> <ul style="list-style-type: none"> <li>Building facades at the ground level should positively address all collector streets, local access streets and pedestrian laneways, avoiding the use of blank walls and provide visual interest through the use of a range of materials and a fine grain building form. Back of house areas and interfaces should be confined to rear service lanes.</li> </ul>
SM 20	2.2.4 G35	<p>Modify Guideline G35:</p> <ul style="list-style-type: none"> <li>Loading, storage, refuse areas and building services including domestic services, utilities and waste management facilities should be concealed and integrated into building design so as not to be visible</li> </ul>

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		from public areas, including all collector streets, local access streets and pedestrian laneways. Back of house areas and interfaces should be confined to rear service lanes.
SM 21	2.2.5 R7	<p>Modify Requirement R7 to read:</p> <ul style="list-style-type: none"> <li>A shared road, having a width of 9 metres must be constructed to the west of the Central Park prior to, or concurrent with, the development of the Central Park. The road is to be configured so as to prioritise pedestrians and pedestrian activities, with vehicle access limited to service or emergency vehicles. The road to the north of Central Park must be the same width as the local access street to the east but may be constructed to a different cross section more in line with its connection to the shared road to the west.</li> </ul>
SM 24	<p>Plan 3 Transport &amp; Movement</p> <p>2.3.1 R (new)</p>	<p>Plan 3 should be modified by inserting a cross-section number which cross-references to the cross sections in Part 4 of the CDP.</p> <p>New requirement R ## at Transport in 2.3.1 to read:</p> <ul style="list-style-type: none"> <li>Roads cross-sections identified in Plan 3 must be constructed generally in accordance with the corresponding road cross sections set out in Part 4 of this CDP.</li> </ul> <p>The road around the west side of Central Park should be clearly identified as 'shared road'.</p> <p>The road around residential south (next to school and Virginia park) should be shown as 'pedestrian lane' (as per landowners FUP)</p> <p>Pedestrian lane should be a 4m width path.</p> <p>Amend numbering of requirements at 2.3.1 to follow numerically from prior numbers.</p>
TM 15 SM22	2.2.5 R8	<p>Delete opening paragraph from R8. Then insert the following</p> <ul style="list-style-type: none"> <li>New requirement R8 as follows</li> </ul>

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		<p><b>Central Park and Town Square.</b></p> <ul style="list-style-type: none"> <li>▪ At the <b>equinox</b>, no shadow <b>is to be cast</b> over <del>any part of</del> <b>Central Park</b> between 10am and 3pm.</li> <li>▪ At the <b>equinox</b>, no more than 20% of the <b>Town Square</b> is to be in shadow between 10am and 3pm.</li> <li>▪ At the <b>solstice</b> no shadow is to be cast by any built form above a hypothetical 15 m built form at the north and west boundaries of <b>any shared road and local access road abutting</b> Central Park and Town Square between 11am and 2pm.</li> <li><del>▪ At the <b>solstice</b> no shadow above may be cast over more than 25% of the Central Park public open space between 11 am and 2 pm.</del></li> </ul> <ul style="list-style-type: none"> <li>• Amend the overshadowing diagram to show 4 storey podium instead of 3 around Central Park.</li> <li>• New Guideline G ## as follows: [note there are currently no guidelines for Development abutting open space]</li> </ul> <p><b>North and South Drives.</b></p> <ul style="list-style-type: none"> <li>▪ At the <b>equinox</b> no shadow should be cast beyond the southern kerb line of North Drive <del>and South Drive</del> between 10am and 3pm.</li> <li>▪ At the <b>equinox</b> <b>no unreasonable overshadowing</b> should be cast over the southern kerb line of South Drive between 10am and 3pm.</li> </ul> <p><b>Virginia Park and Marlborough Street Reserve</b></p>
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		<ul style="list-style-type: none"><li>▪ At the <b>equinox</b>, other than from the Commercial West sub-precinct, there should be <b>no overshadowing</b> on any part of Virginia Park and Marlborough Street Reserve for at least 5 hours.</li><li>▪ At the <b>equinox</b>, development in the Commercial West sub-precinct should not cast any unreasonable overshadow over the adjacent area of Virginia Park.</li><li><del>▪ At the <b>solstice</b> no shadow may be cast over more than 25% of any other public open space between 11am and 2pm.</del></li></ul> <p><b><i>Public Open Spaces Overall</i></b></p> <ul style="list-style-type: none"><li><del>▪ At the <b>solstice</b> no shadow above may be cast over more than 25% of any other public open space between 11 am and 2 pm of the area of any public open space described in Plan 2 of the CDP.</del></li><li><del>▪ No unreasonable shadows over other public parks and gardens, pedestrian routes including streets and lanes and privately owned but publicly accessible spaces.</del></li></ul>
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TM 4, 5 & 6	2.3.1 R13	<p>Replace Requirement R13 with the following intersection trigger points.</p> <ul style="list-style-type: none"> <li>• The following should be included as a new requirement (R13) in the place of existing R13 of the CDP under the heading Integrated Transport (after Plan 3).</li> <li>• Before the occupation of any new building within the precinct Intersection 5C [South Drive/East Boundary Road] <b>must</b> be constructed and completed.</li> <li>• Intersection IN-1 (East Boundary Road/North Road/Murrumbeena Road) <b>must</b> be constructed and completed: <ul style="list-style-type: none"> <li>○ before the commencement of the use of any building where a traffic impact assessment forming part of a permit application that includes that building identifies any movement at the intersection increasing by 0% or more and also shows that the proposal under consideration generates more than 200 vehicles movement in a peak hour; and in an event –</li> <li>○ before the construction of the North Drive intersection.</li> </ul> </li> <li>• The intersection of North Drive and East Boundary Road must be constructed and completed prior to the commencement of use of any supermarket floorspace within the Retail Sub-Precinct.</li> <li>• Intersection IN-3 (Cobar Street, North Road and Crosbie Street) <b>must</b> be constructed and completed: <ul style="list-style-type: none"> <li>○ once the traffic generated by the precinct exceeds 2000 vehicle movements in a peak hour unless it can be demonstrated that the local traffic network can continue to operate effectively for all modes including pedestrians and cyclists including the East Boundary Road/North Road/Murrumbeena Road intersection, to the satisfaction of the responsible authority and Department of Transport; and in any event,</li> <li>○ before the issue of a Statement of Compliance, or the commencement of development of, the final substantial stage of the development of the precinct located south of Griffith Avenue.</li> </ul> </li> </ul>
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		<ul style="list-style-type: none"> <li>The milestones referred to in Requirements ##, ## and ## may only be varied if               <ul style="list-style-type: none"> <li>the Responsible Authority agrees; <b>and</b></li> <li>there is a legal agreement made under section 173 of the <i>Planning and Environment Act 1987</i> which contains a legally enforceable obligation requiring the construction of the intersection/roadworks at a specified time and for there to be no further development of further traffic generating activities unless the relevant project is completed.</li> </ul> </li> </ul>
SM 25	4. Street Cross Sections	<p>Review streetscape types as follows, to achieve more 'urban', pedestrian accessible streets:</p> <ul style="list-style-type: none"> <li>Removal of nature strips from all street types, and replacement with regularly spaced tree-planting 'squares', tree pits or similar;</li> <li>Define a set footpath dimension between kerb and building (podium) frontage;</li> <li>Design North Drive as a contemporary boulevard or main street with clear pedestrian priority and strong integration with the Town Square and Central Park;</li> <li>Provide demarcated cycling infrastructure to North Drive without increasing 23 metre reservation;</li> </ul> <p>Provide additional illustration to road cross-section plans to clearly explain Council concept (see Document 24) as per bullet point one above.</p>
SM11	2.2.7	<p>New Guideline ## in part 2.2.7</p> <ul style="list-style-type: none"> <li>A network of activated pedestrian focussed laneways and streets should be provided within the Commercial and Mixed-Use Precincts with publicly accessible urban plazas and forecourts to encourage interaction and passive recreation.</li> </ul>

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Recommended Changes to the DCP		
Doc Ref	page of DCP	Description of Change
	page 13	In the first sentence, it should be explained that the Local Parks are provided through an agreement made under section 173 and for the Commercial North area via clause 53.01 of the Planning Scheme.
	Table 4	Amend permit triggers to reflect the permit triggers proposed by Council
	Table 4 (and other places)	Delete Project IN2C
	After Table 5	Insert text to the effect that the Owner of the land south of North Drive North Drive has agreed in principle (as we understand it) to provide sufficient land in a location with locational characteristics to be agreed and in sufficient area to house the extent of facility contemplated in the Prowse Quantity Surveyor Project Sheets.
	Table 6	The timing for the provision of the reserve should be consistent with the timing set out in the relevant section 173 agreement. The drafting as proposed reflects the section 173 agreement so is agreed. However, the reference should simply point to the section 173 agreement and not repeat what the agreement requires.
	Table 7	The timing points in Table 7 for delivery of open space infrastructure OS02 should simply refer to the timing points set out in the section 173 agreement. OS01 timing point is acceptable.

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[illegible]