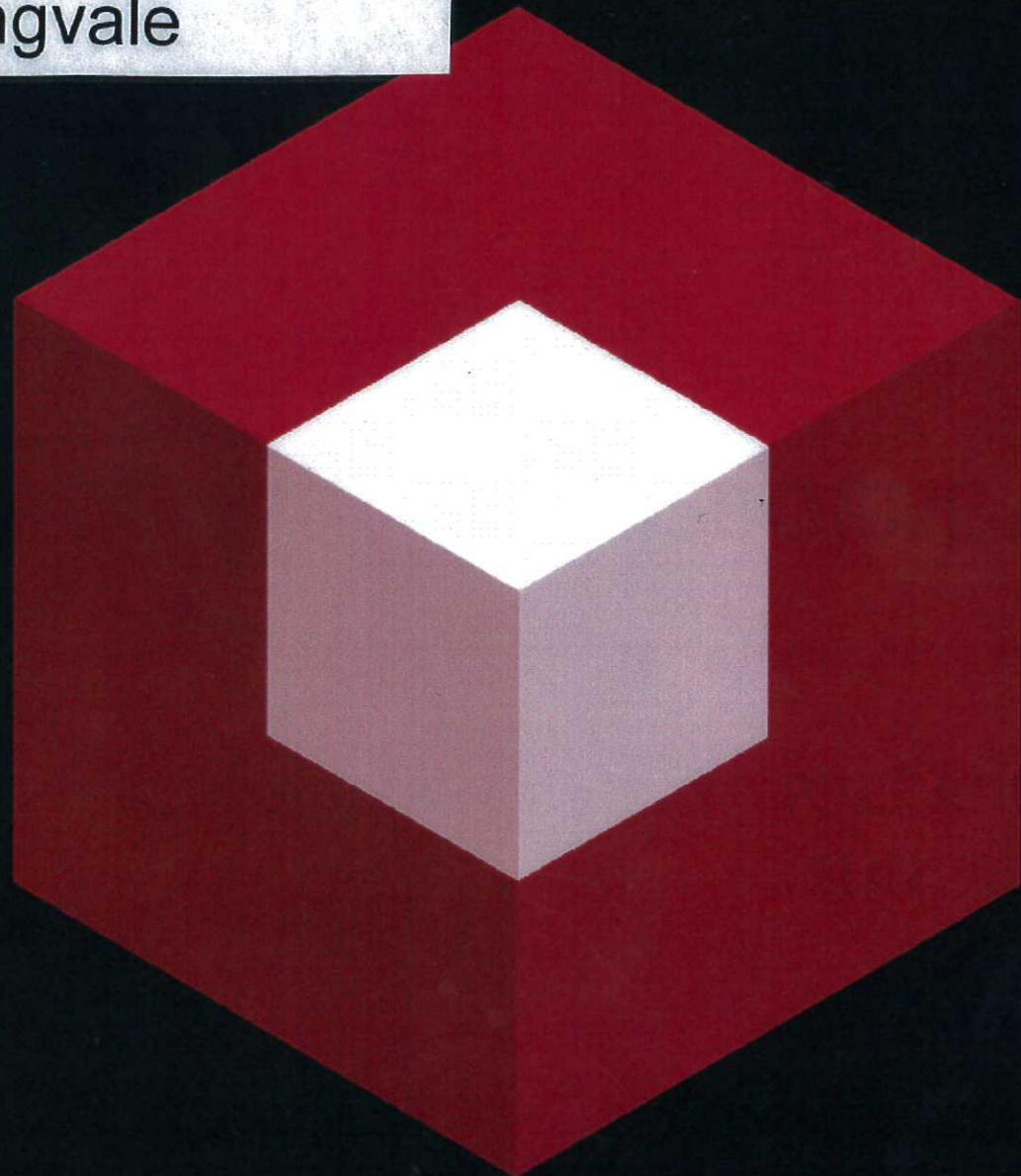


Please also refer  
to approved  
Addendum for  
80-82 and 84-94  
Osborne Avenue,  
Springvale

**TAYLORS**  
Urban Development | Built Environments | Infrastructure



## DEVELOPMENT PLAN

# 50 OSBORNE AVENUE, SPRINGVALE

PREPARED BY TAYLORS FOR  
SUNLAND GROUP LIMITED

MAY 2012

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Pursuant to Clause 43.04 Schedule 7 of the Greater Dandenong Planning Scheme this is a copy of the Development Plan for part of the land defined as DPO7 – 50 Osborne Avenue and 80-82 and 84-94 Osborne Avenue (Addendum), Springvale. This Development Plan and attached Addendum have been prepared to the satisfaction of the Responsible Authority. Once the Development Plan and Addendum have been approved by Council, Council retains the sole right to amend the Development Plan and Addendum.

Signed  6 October 2014  
by Manager Planning and Design  
City of Greater Dandenong





## DEVELOPMENT PLAN

50 OSBORNE AVENUE, SPRINGVALE

PREPARED BY TAYLORS FOR  
SUNLAND GROUP LIMITED  
SEPTEMBER 2012

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## 1.0 INTRODUCTION

Taylors have been engaged by Sunland Group Limited to prepare a Development Plan (DP) for the land at No. 50 Osborne Avenue, Springvale for the purpose of an integrated multi dwelling residential development.

This Development Plan is prepared in accordance with the provisions of Development Plan Overlay Schedule 7, which was incorporated into the Greater Dandenong Planning Scheme by Amendment C106 to the Greater Dandenong Planning Scheme.

The purpose of this Development Plan is to provide overarching direction to the future development of the land at No. 50 Osborne Avenue, Springvale. The Development Plan has been prepared to address the requirements of Schedule 7 to the Development Plan Overlay and more specifically comprises:

- § Architectural Submission prepared by Sunland Group Limited.
- § Indicative Landscape Concept prepared by Form Landscape Architects Pty Ltd.
- § A detailed Traffic and Transport Assessment Report prepared by Cardno Victoria Pty Ltd.
- § A Preliminary Servicing Report prepared by Don Stizza & Associates.

This Development Plan is required in order to facilitate a future planning permit application on the subject land and is required to be approved prior to the approval of a planning permit for the use and development of this land. Detailed plans of use and development of the site will be provided in future planning permit applications.

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## 2.0 SUBJECT LAND

The subject land is located on the east side of Westall Road and is bounded by Osborne Avenue (to the north), Regent Avenue (to the east), Villa Road (to the south) and Westall Road (to the west). The property is comprised of a number of different parcels of land which include the following formal descriptions:

- § No. 5 Villa Road, Springvale – Lot 2 on TP1113U.
- § No. 9 Villa Road, Springvale – Lot A on PS547234X, Lots 1 & 2 on TP742137U, Lots 1 & 2 on TP742797Y, Lots 1 & 2 on TP675949, Lots 1 & 2 on TP762400, Lot 1 on TP803072K and Lot 23 Block H on LP1306.
- § No. 44- 48 Regent Street, Springvale – Lots 23 to 25 Block H on LP1306 and Lot 1 on TP183800D.

Please refer to site survey plan prepared by Taylors for further detail on title boundaries and levels throughout the subject site.

The subject site is irregular in shape and size with a frontage to Westall Road, Osborne Avenue, Villa Road and Regent Avenue respectively. It comprises a total land holding of approximately 7.217 hectares.

The land currently contains a number of existing buildings and introduced vegetation. The land is also traversed by a number of existing easements, which encumber the land at various locations. Please refer to 1.03 Site Survey for the location of all easements that impact the subject land

The land exhibits a relatively flat with a general slope from Regent Avenue towards Westall Road of 1.8 metres over a distance of approximately 340 metres. Please refer to 1.03 Site Survey for all topographical information.

The land surrounding the subject site is also relatively flat with no significant landforms in or around the site. There are no watercourses or other significant environmental features within or surrounding the subject land.

## 3.0 SURROUNDING ENVIRONS

Contextually, the subject site is located within the established but evolving suburb of Springvale, which is situated approximately 20km southeast of the Melbourne CBD.

The development and land use pattern of the surrounding area is varied and includes a diverse mixture of industrial, commercial, residential and recreational uses. The subdivision pattern of the area is varied which can be attributed to the diverse mix of uses that define this area.

- § North: Land directly to the north of the subject site is used and developed for commercial and industrial purposes. This area contains a variety of light industrial and commercial uses consistent with the zoning of this area. Land to the northeast of the subject site is used and developed for residential purposes including an eclectic mix of single dwelling allotments interspersed with multi-dwelling residential developments. The Springvale RSL and a German Lutheran Place of Worship is also located to the northeast of the subject land.
- § East: Land to the east of the subject site is used and developed for residential purposes including a mix of single dwelling allotments and multi-dwelling residential developments. Further east is located Springvale Major Activity Centre and consists of supermarket shopping facilities, a variety of retail premises, restaurants, convenience stores, community services and a public transportation node.

- § South: Land to the south of the subject site is occupied by the Lexington Gardens Retirement Village, which consists of a number of buildings ranging from one to three storeys in height and associated garden areas.
- § West: Immediately abutting the subject land to the west is Westall Road, which connects Springvale Road in Dingley to the Princess Highway to the north. To the opposite side are predominantly residential lands within the City of Kingston, earmarked for incremental change.



Figure 1: Aerial Photograph of No. 50 Osborne Avenue, Springvale and surrounding area.

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#### 4.0 BROADER CONTEXT

In a broader context, a number of significant land uses can be found, including:

- § **Public Transport:** The Westall Railway Station is located approximately 800 metres to the north of the subject site and the Springvale Railway Station located approximately 900 metres to the east of the subject site. There are also a number of major bus routes along Westall Road and Osborne Avenue that connect to other public transport hubs and facilities. We reference the Traffic and Transport Assessment Report of Cardno Victoria Pty Ltd which elaborates on the availability of public transport.
- § **Education Facilities:** There are a number of primary and secondary schools located in close proximity to the subject site including the Westall Primary School located approximately 400 metres to the north-west of the subject site, the Springvale Primary School located approximately 1 kilometre to the west of the subject site, the Springvale West Primary School located approximately 1.1 kilometres to the south of the subject site, St. Josephs Schools located approximately 650 metres to the south-east of the subject site, Westall Secondary College located approximately 500 metres to the north-west of the subject site and Killester College located approximately 1.2 kilometres to the south-east of the subject site. Monash University is located approximately 4km north of the subject land.
- § **Public Open Space:** There are a number of public open space and recreation reserves located in close proximity to the subject site including The Grange Reserve located approximately 400 metres to the west of the subject site, Norman Luth Reserve located approximately 550 metres to the south of the subject site, Heatherton Park located approximately 1.2 kilometres to the south-west of the subject site, Springvale Reserve located approximately 300 metres to the north-east of the subject site, Warner Reserve located approximately 1.6 kilometres to the east of the subject site and the Spring Valley Golf Club located approximately 500 metres to the south-west of the subject site.
- § **Retail Facilities:** The Springvale Major Activity Centre is located approximately 550 metres to the east of the subject site and provides for supermarket shopping facilities, a variety of retail premises, restaurants, convenience stores, community services, public transportation, employment opportunities, Council Offices, community library and other community services and facilities.

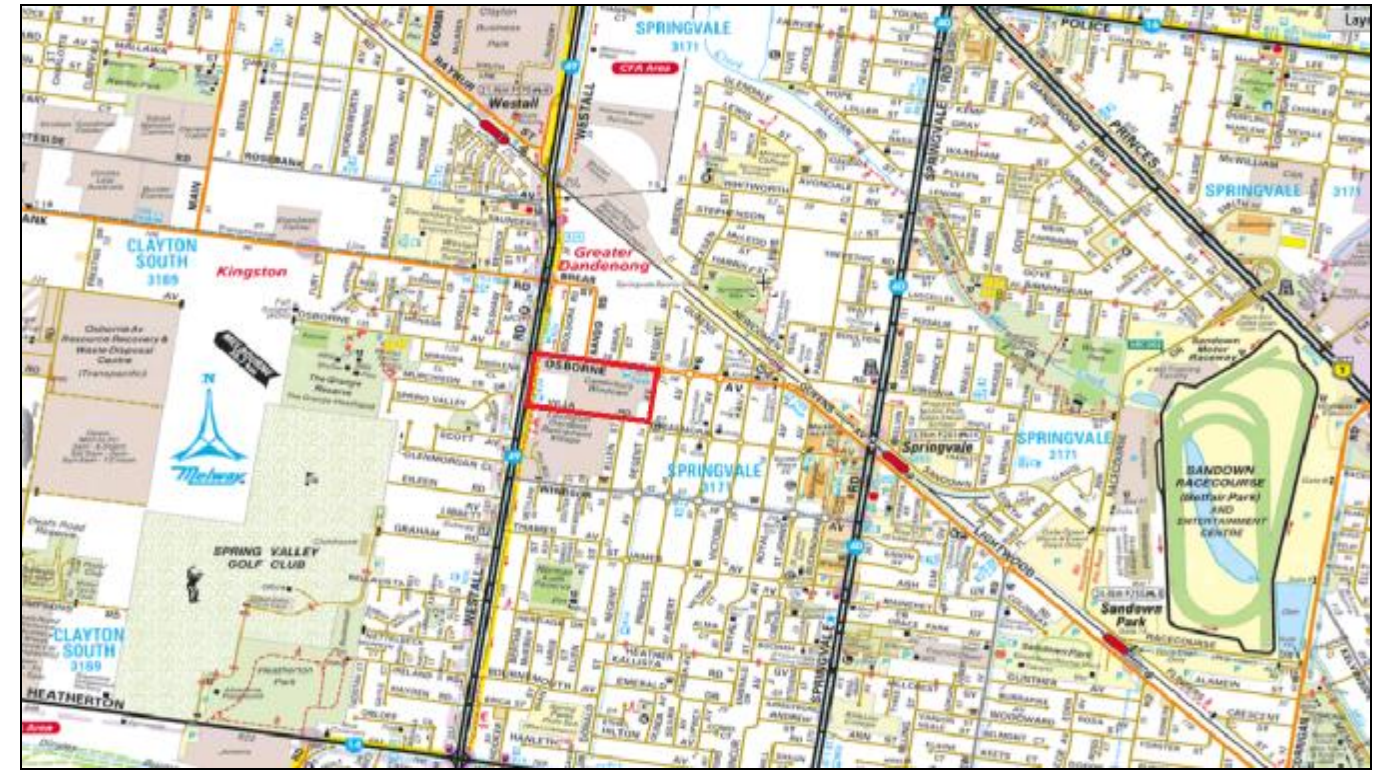


Figure 2: Melway Map of subject site and surrounding area.

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## 5.0 THE DEVELOPMENT PLAN

### 5.1 OVERVIEW

Key features of the Development Plan include:

- § An integrated housing strategy that consists of building forms subservient to and integrated with a landscape network and sited within a pedestrian friendly environment.
- § The provision of approximately 250 dwellings across the site.
- § Graduated building heights ranging from 1– 3 storeys in construction.
- § Varied building typologies, of an architectural language that seeks to marry traditional domestic form with contemporary detailing.
- § The provision of a north-south road and associated landscape boulevard to be vested in Council. The public road will provide vehicle and pedestrian connection between Osborne Avenue and Villa Road as expressed at Map 1 – Outline Development Plan (DPO7).
- § A land parcel that equates to 5% of the subject land to be vested with Council for the purpose of public open space. The land parcel will sit along the north-south public road that traverses the site.
- § An internal road network (to either side of the public road), managed by the owners corporation, positioned in a modified grid pattern arrangement.

## 6.0 PLANNING FRAMEWORK – STRATEGIC BASIS

### 6.1 BACKGROUND – AMENDMENT C106

Amendment C106 rezoned land bounded by Osborne Avenue, Regent Street, Villa Road and Westall Road, Springvale from Industrial 1 Zone to part Residential 1 Zone and part Mixed Use Zone.

Amendment C106 was approved by the Minister for Planning on 02 September, 2010. It introduced Schedule 7 to the Development Plan Overlay and also applied an Environmental Audit Overlay over the subject land. In supporting Amendment C106 the Independent Panel reviewing the Amendment found that:

- § There is strategic merit in rezoning the subject site from Industrial 1 Zone to Mixed Use Zone and Residential 1 Zone.
- § The Amendment is supported by State and local policies in the planning scheme relating to housing and consolidation of residential opportunities within the existing metropolitan area.
- § The benefits of residential rezoning outweigh any inconsistency with industry policy.
- § There will be limited conflict between this new residential area and existing industrial areas to the north.
- § The application of a Development Plan Overlay and the Environmental Audit Overlay are appropriate.

The panel therefore found that the amendment would facilitate future development that will have a net community benefit and subject to minor recommendations, supported the amendment proposal.

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### 6.2 STATE PLANNING POLICY FRAMEWORK

The State Planning Policy Framework sets out the relevant statewide policies for residential development at Clause 11 (Settlement), Clause 15 (Built Environment and Heritage), Clause 16 (Housing), Clause 17 (Economic Development), Clause 18 (Transport) and Clause 19 (infrastructure).

The settlement policies at Clause 11 seek to ensure a sufficient supply of land is available for all forms of land use in Victoria. Clause 11 promotes housing diversity and urban consolidation within the established urban realm. Clause 11.02-1 states that Planning Authorities should plan to accommodate projected population growth over at least a 15 year period, taking account of redevelopment and intensification opportunities in existing urban areas as well as land capability limitations, natural hazards, environmental quality and infrastructure provision.

Housing objectives are further advanced at Clause 16. Similarly, diversity in housing to meet the diverse needs of the community through different life stages and responding to market demand is encouraged.

Policies pertaining to urban design, built form and heritage outcomes are found at Clause 15 of the State Planning Policy Framework. Of particular significance, Clause 15.01 encourages development to achieve high quality architectural and urban design outcomes that contribute positively to neighbourhood character, minimises detrimental amenity impacts and achieves safety for future residents, and the community through good design. The provisions of Clause 15.02 promote energy and resource efficiency through improved building design, urban consolidation and promotion of sustainable transport.

The promotion of economic development that assists in achieving a strong and innovative economy in Victoria is encouraged through the policies contained within Clause 17. This clause encourages business development that meets community needs within existing and planned activity centres and seeks to carefully manage out of centre development by promoting destination retail developments on the periphery of activity centres and other planned locations.

Transport policies at Clause 18 aim to ensure access by a diverse range of transportation options ensuring that development is provided in appropriate locations to utilise existing infrastructure and ensure transport to development is safe and efficient. Infrastructure policies are developed at Clause 19, and aim to ensure that development is provided by all necessary infrastructure including water, gas, telecommunications, electricity, sewerage and drainage.

### 6.3 LOCAL PLANNING POLICY FRAMEWORK

The Municipal Strategic Statement within the Greater Dandenong Planning Scheme recognises that the municipality is culturally, demographically and economically diverse and in 2006 was home to over 130,000 residents. The Principal Activity Centre within the municipality is Dandenong, and Springvale is noted as the other Major Activity Centre within the municipality.

Housing diversity is promoted within Clause 21.02 and whilst it is recognised that the municipality has some diversity, most of the diversity is recognised to occur in and around Dandenong with the rest of the Municipality comprising typically detached single and two storey dwellings.

The vision for Greater Dandenong at Clause 21.03 seeks to promote a triple bottom line approach to planning in the municipality to achieve economic, environmental and social sustainability. The vision for Greater Dandenong identifies





§ The Decision Guidelines at Clause 65 require the consideration of both the State and Local Planning Policy Framework's, along with the Municipal Strategic Statement.

§ In the consideration of an application, an assessment against the requirements of Clause 55 (ResCode) of the Greater Dandenong Planning Scheme must be carried out for development up to three storeys in height.

The Schedule to the Residential 1 Zone specifies variations to the provisions of Clause 55 (ResCode) for Standard B6 (Front Setback), Standard B28 (Private Open Space) and Standard B32 (Front Fence Height). It is submitted that these provisions will be adequately addressed through a planning permit application for the development of two or more dwellings on a lot rather than at a Development Plan stage.

### 6.5 OVERLAY PROVISIONS

The following Overlay controls apply to the subject land:

- § Clause 43.04 –Development Plan Overlay Schedule 7.
- § Clause 45.01 – Public Acquisition Overlay Schedule 1.
- § Clause 45.03 – Environmental Audit Overlay.

These Overlay Provisions are illustrated by figure 4 below.

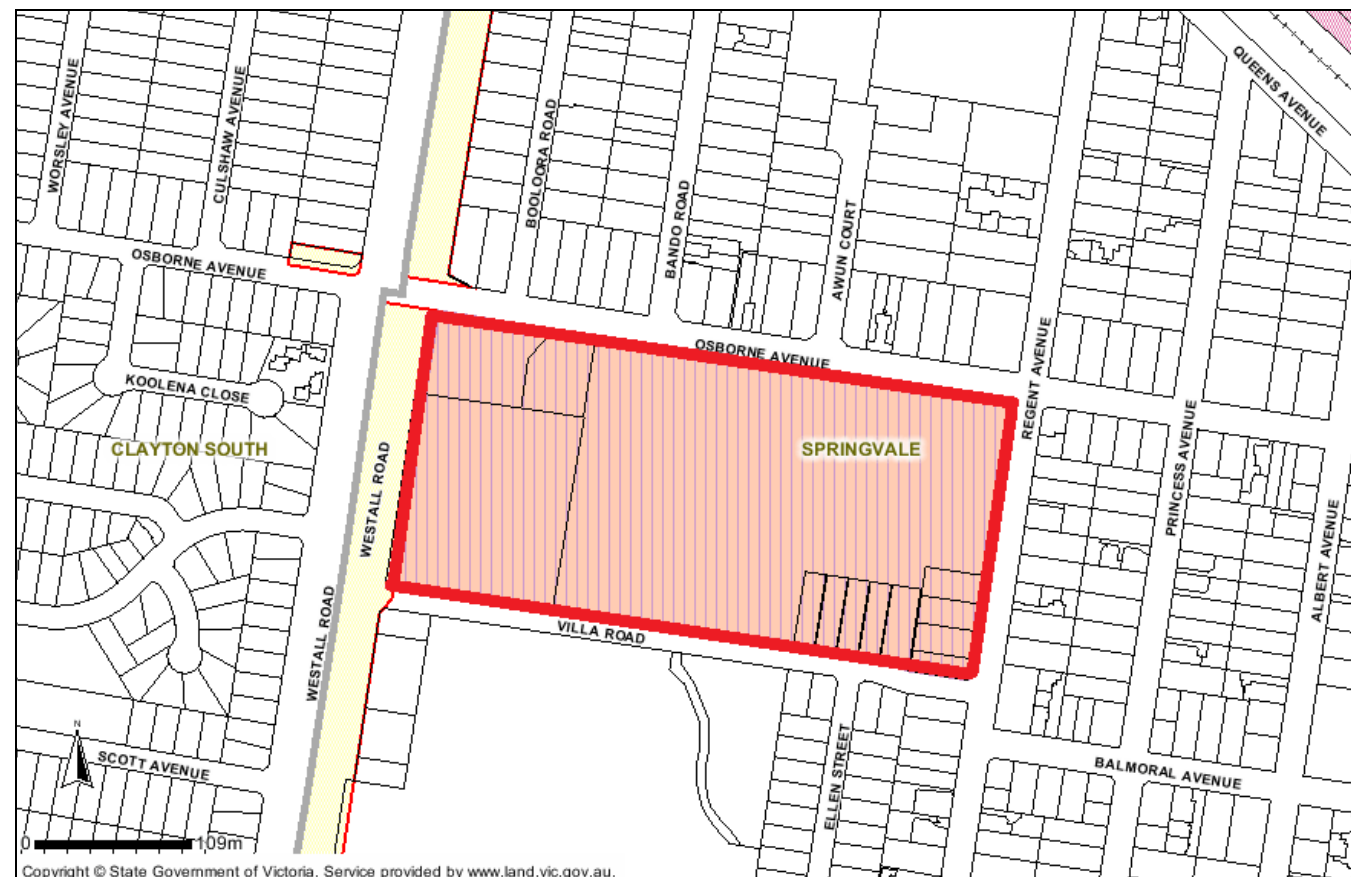
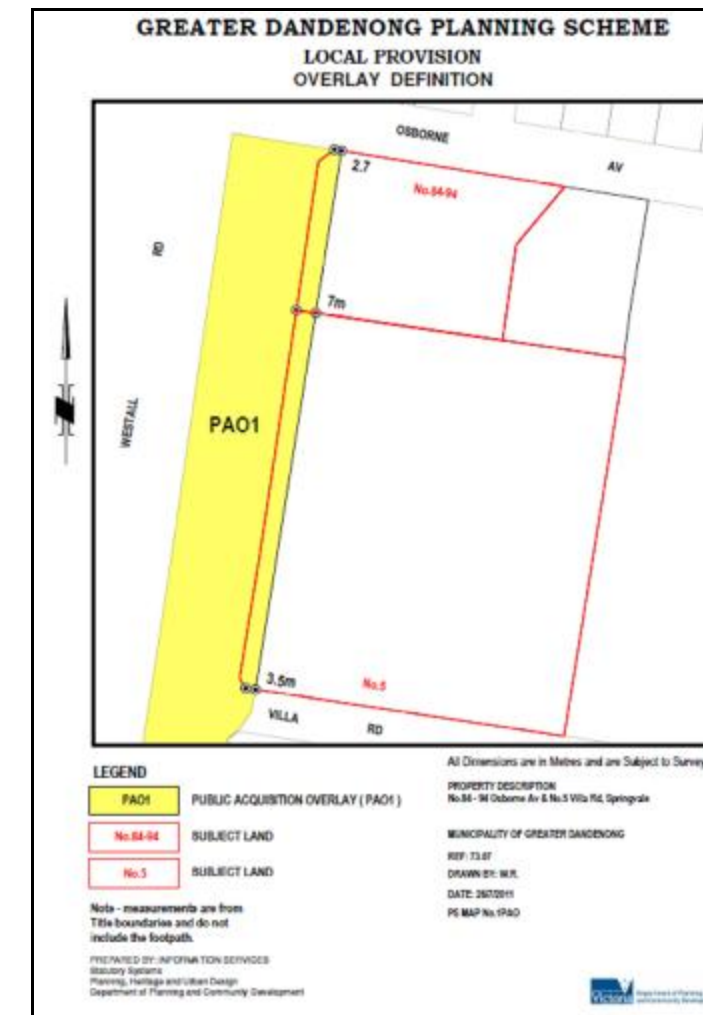


Figure 4: Map of Overlay Provisions applicable to the subject site.

Schedule 7 to the Development Plan Overlay identifies a number of key criteria to be considered in developing a master plan for the site. We discuss our response to the various sections within this Report.

The Public Acquisition Overlay Schedule 1 applies to a thin strip of land adjoining the site's west (Westall Road) property boundary. This land is to be set aside for the widening of Westall Road by the Road Authority (VicRoads). DPCD has been engaged to determine the exact siting of the Overlay requirements. Please see following



The DP has had due consideration to the Public Acquisition Overlay and accommodated the above requirements within. Clause 45.03 Environmental Audit Overlay requires that before a sensitive use (residential use, child care centre, pre-school centre or primary school) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, either:

- § A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970, or
- § An environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for the sensitive use.

To this end, we advise that an environmental consultant has been appointed and has commenced work with regards to the preparation of the necessary environmental audit for the subject site.

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## 7.0 PLANNING CONSIDERATIONS

The purpose of the DP is to ensure that development on the subject land is consistent with the intent of planning within the State of Victoria and achieves consistency with the pertinent provisions of the planning policy framework.

In determining the appropriateness of the Development Plan, the key planning criteria for consideration are as follows:

- § Does the Development Plan provide for a future outcome that will assist in achieving planning outcomes envisaged through the State and Local Planning Policy Framework.
- § Does the Development Plan assist in achieving the purposes of the Residential 1 Zone / Mixed Use Zone and has the development appropriately responded to the key criteria established in the Development Plan Overlay Schedule 7.
- § Will the Development Plan ensure that the amenity of existing residents is reasonably protected and a high standard of amenity is achieved for future residents.

### 7.1 CONSISTENCY WITH STATE AND LOCAL PLANNING POLICY

The DP has been designed to positively respond to the policy provisions contained within both the State and Local Planning Policy Framework's. It is submitted that the Development Plan furthers the general urban consolidation objectives found within the relevant state and local planning provisions of the Greater Dandenong Planning Scheme and seeks to target development to a location earmarked for increased housing diversity and intensification. In this, we submit the following:

- § The DP is consistent with the State Planning Policies as the locational attributes for an increase in density accords with the general thrust of the SPPF, as these policies encourage urban consolidation to accommodate for a variety of living arrangements and make better use of existing infrastructure. In this matter, policy, along with the directives expressed within the proposed planning scheme amendment, earmarks the subject land as a location to cater for a significant level of change.
- § The proposal satisfies the directives of Clause 11.01-1 to *Develop a network of activity centres that: - provides different types of housing, including forms of higher density housing.* The subject land is within 900m of the Springvale Shopping Centre.
- § The DP incorporates extensive open space, thereby implementing Clause 11.03-1, which aims to *Ensure that open space networks: are linked through the provision of walking and cycle trails and rights of way; Are integrated with open space from abutting subdivisions.*
- § The DP implements the directives of Clause 11 that seek to *Incorporate, where possible, links between major parks and activity areas, along waterways and natural drainage corridors, connecting places of natural and cultural interest.* As demonstrated at 2.02 Road & Pedestrian Network Plan, the DP illustrates a pedestrian focused open space network that promotes pedestrian movement towards the public open space, which is located central to the site.
- § The DP identifies a building envelope and massing that is compatible with the surrounding environment, responding to the residential character to the east with the transition in scale to Regent Avenue. The future built form will

achieve, via a planning permit application, a high quality urban design and architectural outcome that provides an identifiable sense of place, in keeping with the direction of Clause 15 of the Greater Dandenong Planning Scheme.

- § The layout contemplated within the DP will result in an attractive, liveable, diverse and sustainable neighbourhood, one that is pedestrian friendly, in keeping with the objectives and strategies of Clause 15.01-03.
- § The proposed residential development, housing types and form proposed are in keeping with the housing objectives and strategies of Clause 16 of the Greater Dandenong Planning Scheme, facilitating urban consolidation within an identified strategic location. Furthermore, this satisfies the provisions contained at Clause 18.01 of the Greater Dandenong Planning Scheme, which seek intensification around activity centres
- § It is understood that the proposed development will provide appropriate service and community infrastructure in accordance with the Infrastructure objectives and strategies of Clause 19.
- § The MSS clearly states that there is a growing need for a variety of dwelling types and densities to cater for a changing population, with diversity in housing options a key element in catering for the various life cycles of residents. The DP seeks to facilitate housing diversity within the area, presenting an increase in housing density where neighbourhood character is considered not to be prejudice and where the capacity to increase density is present.
- § The proposed DP implements the Local Planning Policy Framework through the provision of a residential development that will comprise of varying building types, at an increased density and on an allotment that can be classified as a 'opportunity site'.
- § The proposed DP positively responds to the purposes of the applicable Zone controls– and overarching State policies of urban consolidation – via introducing an integrated development of a scale compatible with the domestic character of the area, furthering the principles of urban consolidation in an area accessible via public transport and on lands earmarked for this form of housing. Furthermore, we submit that the DP;
  - Presents an opportunity for a substantial infill development, which is fairly isolated in location and is not constrained by neighbourhood character.
  - Will achieve a substantial number of new dwellings to meet the needs of a diverse cross section of the community through the provision of approximately 250 dwellings, contributing to the City of Dandenong's overall housing requirements.
  - Presents an opportunity to provide diversity and more affordable housing to the local community.
  - Subject to further detailed design, make efficient use of existing urban infrastructure through urban consolidation without unreasonably impacting on infrastructure capacity.
  - Will achieve sustainable design outcomes by maximising passive solar access, achieving efficiencies in energy consumption through dwelling connectivity and utilising design and construction techniques to enhance energy efficiency.

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## 7.2 CONSISTENCY WITH ZONING AND OVERLAY PROVISIONS

The proposed Development Plan will ensure that the land is developed in accordance with the purposes of the Residential 1 Zone / Mixed Use Zone and generally in accordance with Map 1 of the Development Plan Overlay Schedule 7 of the Greater Dandenong Planning Scheme. This will be achieved by facilitating the future development of the land:

- § At a range of densities, heights, built forms and dwelling typologies consistent with that envisaged for this residential area.
- § With a built form that provides an appropriate transition between adjoining and opposite industrial, commercial and residential sites so as to integrate with the surrounding built form, whilst proving a distinct identity to the development.
- § Being bound by four public roads, the amenity of the adjoining land is not unduly impacted by the proposed or future development through noise, overshadowing, overlooking, or visual implications.
- § The layout of building forms will facilitate good urban design outcomes through ensuring each dwelling has appropriate access to natural light, ensuring that there is open space available for residents and providing a safe and functional environment.

In regards to Schedule 7 to the Development Plan Overlay, the plans and documentation submitted satisfy the information requirements of this schedule. A full response against the requirements of the Development Plan Overlay Schedule 7 is provided at Appendix A of this Submission.

The Public Acquisition Overlay Schedule 1 applies to a thin strip of land adjoining the site's west (Westall Road) property boundary. This land is to be set aside for the widening of Westall Road by the Road Authority (VicRoads). DPCD has been engaged to determine the exact siting of the Overlay requirements and this has been incorporated into the DP. Clause 45.03 Environmental Audit Overlay applies to the subject land. We advise that an environmental consultant has been appointed and has commenced work with regards to the preparation of the necessary environmental audit for the subject site.

## 7.3 EXTERNAL AND INTERNAL RESIDENTIAL AMENITY

The DP seeks to protect the external amenity of existing adjacent and surrounding residential areas via way of the following:

- § Providing significant setbacks to adjacent residential allotments, thereby ensuring that the buildings will not unreasonably overshadow or overlook the open space of adjoining dwellings or internally within the development site itself.
- § As it relates to allotments external to the site, there are no issues of overlooking and overshadowing, whilst provision has been made for landscaping along this interface.
- § Consistent with discussions with the Responsible Authority, the public park is located central to the site, with the preliminary design showing the north-south road reserves to include a central landscape passageway to facilitate pedestrian movement to this space. The landscape theme within these areas will be confirmed in consultation with the Responsible Authority.

Internal to the site, the DP adopts the values and design principles of Sunland Group Limited, which seek to create a setting that facilitates community interaction. This is achieved through deviating from what can be classified as the conventional way of living within Victoria, being secluded allotments that turn their backs to one another. Rather, there is a focus on surveillance and interaction between private and public spaces, which is illustrated in the indicative cross sections that form part of the DP, achieved through various means, such as minimising screening, transparent or low fencing, etc. In relation to the amenity afforded internal to the site, we submit the following:

- § The site will adopt a well-expressed and integrated internal open space network, designed in a holistic manner yet distinguishes the private and public domains. Internal to the site, linear vegetated and pedestrian corridors/boulevards have been strategically sited and interconnected, culminating in the centrally located public park (central node).
- § Internally, the DP and Landscape Concept illustrate a cohesive landscape scheme extending throughout the site. A strong landscape presence will be seen to both streetscape and rear yards, placing greater emphasis on quality built form outcomes as the site adopts two frontages. By doing so, it provides a distinct identity to the site and differentiates itself from more common medium density developments, which is a design principle of Sunland Group Ltd.
- § Internal streetscapes will experience intermittent landscaping of varying forms to provide a canopy to the street and reduce any perceived dominance of vehicle accessways and building form. Cross-sections have been provided to illustrate the relationship between vehicle accessways (and car parking), pedestrian paths, vehicle crossovers, site services and landscaping treatments.
- § Two dedicated landscape corridors are orientated in an east-west manner and sited to the rear of dwellings. The intent of these spaces is to provide a setting to promote community interaction, connecting private and public spaces, as expressed above
- § An integrated landscape buffer will be provided along the Osborne Avenue frontage as envisaged by the DPO.
- § Each dwelling will be provided with a clear sense of address and directly orientated to an internal or external roadway.
- § All units will be provided with good orientation, access to direct sunlight throughout different parts of the day, with appropriate solar protection where required. A significant number of units include direct northern orientation, and those with south facing open space primary interface with a landscape corridor, improving the sense of amenity to these dwellings.
- § Living areas will be designed and sited to connect directly with areas of secluded private open space, with opportunities for cross ventilation through each of the dwellings.

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## 8.0 CONCLUSION

The proposed Development Plan and accompanying documents provide a thorough response to the pertinent policy provisions of the Greater Dandenong Planning Scheme and satisfy the requirements of the Development Plan Overlay – Schedule 7. The Development Plan will facilitate an appropriate built form that responds appropriately to the existing and future built environment recognising the significance of this location. The approval of this Development Plan will provide the guidance required as to the land use and development outcomes that can be achieved on the land providing certainty to the community, Council and the landowner consistent with the purposes of the Development Plan Overlay.

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APPENDIX A: RESPONSE TO THE REQUIREMENTS OF CLAUSE 43.04 – DEVELOPMENT PLAN OVERLAY SCHEDULE 7

DEVELOPMENT PLAN REQUIREMENT	RESPONSE	REFERENCE
<p>A comprehensive Site Analysis Plan that provides details of:</p> <ul style="list-style-type: none"> <li>§ The land to which the plan applies;</li> <li>§ Surrounding land use and development;</li> <li>§ Vehicle, bicycle and pedestrian links;</li> <li>§ Public transport links; and</li> <li>§ Significant vegetation.</li> </ul>	<p>The key features of the subject site include:</p> <ul style="list-style-type: none"> <li>§ The site consists of a number of land holdings and comprises an overall area of approximately 7.217 hectares.</li> <li>§ The site is bounded by Osborne Avenue to the north, Villa Road to the south, Regent Avenue to the east and Westall Road to the west.</li> <li>§ The site is surrounded by industrial operates to the north, a commercial retirement village to the south, traditional residential development to the east and Westall Road to the west.</li> <li>§ The site does not currently accommodate public vehicle, pedestrian or bicycle links. Only employees or visitors of the existing factories are able to access the subject site.</li> <li>§ The Westall Railway Station is located approximately 800 metres to the north of the subject site and the Springvale Railway Station located approximately 900 metres to the east of the subject site. There are also a number of major bus routes along Westall Road and Osborne Avenue that connect to other public transport hubs and facilities</li> <li>§ Vegetation on the site is not native and introduced to the site.</li> </ul>	<ul style="list-style-type: none"> <li>§ Please refer to Development Overlay Submission prepared by BDA Architects.</li> <li>§ Please refer to the Traffic and Transport Assessment prepared by Cardno Victoria Pty Ltd for a detailed analysis of available public transport.</li> </ul>
<p>Urban Design Guidelines that support the following development principles:</p> <ul style="list-style-type: none"> <li>§ Urban Context:                             <ul style="list-style-type: none"> <li>○ Site responsive design that ensures a reasonable amenity for both future and existing residents and businesses;</li> </ul> </li> <li>§ Building Envelopes:                             <ul style="list-style-type: none"> <li>○ Indicative site cross section showing landscape buffer to Osborne Avenue;</li> <li>○ Heights and massing: ensure new buildings respect the neighbourhood context;</li> <li>○ The provision of appropriate setbacks in accordance with Clause 54 and Clause 55;</li> <li>○ Roof forms: Ensure roof forms are a considered part of the overall design.</li> </ul> </li> <li>§ Street Pattern and Street Edge Quality:                             <ul style="list-style-type: none"> <li>○ The provision of an appropriate internal road network to promote safe and convenient vehicle movement to existing street networks;</li> <li>○ Ensure entrances to higher density dwellings are visible from street fronts;</li> <li>○ Ensure car parking is located in a way that does not dominate the street frontage;</li> <li>○ Front fences: ensure front fences contribute to character and avoid creating inactive frontages.</li> </ul> </li> <li>§ Building Layout and Design:                             <ul style="list-style-type: none"> <li>○ Provide a range of dwelling sizes and types;</li> <li>○ Promote buildings of high architectural quality and interest;</li> <li>○ The provision of predominately east west oriented lots to obtain maximum solar access;</li> </ul> </li> <li>§ Open Space and Landscape Design:                             <ul style="list-style-type: none"> <li>○ Provide centrally located open space easily accessed by all residents, particularly those in higher density accommodation that meets with the required 5% land contribution;</li> </ul> </li> </ul>	<p>The relevant policies contained within the Greater Dandenong Planning Scheme, both existing and introduced via Amendment C106, give guidance and an understanding that the subject land has the potential to deviate from what is conventional found within residentially zoned lands and accommodate a level of massing and scale (of up to 4 storeys), taking advantage of what can be classified as an 'opportunity site' to facilitate the directives associated with urban consolidation. We note that whilst applicable controls call for development to respond to neighbourhood character, it is these same controls that call for urban intensification, which in itself leads to change character, thereby requiring a proactive approach to these same provisions that govern the conventional residential areas.</p> <p>Notwithstanding the above, it is the intent of this DP to take advantage of this opportunity site through a scale of building form that is respectful of its environs.</p> <p>The development plan has been designed to accord with the requirements expressed at Clause 43.04 – Development Plan Overlay Schedule 7 of the Greater Dandenong Planning Scheme.</p> <p>Urban Context:</p> <ul style="list-style-type: none"> <li>§ The proposed layout of building modules across the site is of a scale compatible with its surrounds and entertained within the residentially zoned lands, yet of a massing that distinguishes itself from the external community. We note that the integrated housing strategy has not come at the expense of landscaping, with building forms subservient to and integrated with a landscape network and sited within a pedestrian friendly environment.</li> <li>§ Externally, the island nature of the site ensure external amenity impacts are minimised, while the scale of building form has been sited to present a transition in form into the subject land.</li> <li>§ Internally, we have regard to Section 8 of this submission, which identifies a focus on developing a</li> </ul>	<ul style="list-style-type: none"> <li>§ Please refer to Development Overlay Submission prepared by BDA Architects.</li> <li>§ Please refer to the Concept Landscape Plan prepared by Form Landscape Architects.</li> </ul>

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<ul style="list-style-type: none"> <li>o Integrate the open space and landscaped areas with the design and layout of the residential development;</li> <li>o Apply landscaping treatments to all areas of open space, in particular giving consideration to the treatment of interfaces between uses within the site and abutting the site and within any proposed buffer areas and to the use of large canopy trees;</li> </ul> <p>§ Environmentally Sustainable Design:</p> <ul style="list-style-type: none"> <li>o Encourage a high standard of building design that demonstrates a minimisation of energy consumption;</li> <li>o Encourage efficient use of water throughout the site;</li> <li>o Encourage the use of energy efficient materials; and</li> <li>o Encourage multi-modal transport.</li> </ul>	<p>setting that facilitates community interaction.</p> <p><b>Building Envelopes:</b></p> <p>§ An indicative cross section to Osborne Avenue has been provided illustrating the intent to adopt an integrated landscape buffer to this interface. More detailed design of this space will occur in the submission of a planning permit application for the land.</p> <p>§ It is the intent of the DP to adopt setbacks that generally accord with the provisions of Clause 55, yet ensuring building form is sited to provide a distinct identity to the development without compromising internal amenity and movement throughout the DP area.</p> <p>§ General building forms have been provided which indicate anticipated building heights consistent with Map 1: Outline Development Plan of the Clause 43.04. The indicative location of future landscaping, cross-sections of road reserves and setbacks has been provided where appropriate.</p> <p><b>Street Pattern and Street Edge Quality:</b></p> <p>§ The Applicant relies upon the Traffic and Transport Assessment prepared by Cardno Victoria Pty Ltd, which has addressed all access and parking related matters associated with the Development Plan.</p> <p>§ Access into the subject land will be achieved via a new roadway extending between Osborne Avenue and Villa Road. The central public vehicle access road will be sited in a north-south manner and facilitate connection to the public open space. The road reserve and its maintenance will be vested with the Responsible Authority.</p> <p>§ The internal road network (to either side of the public roadway) will consist primarily of private roadways of 6.1m carriageways (back of kerb to back of kerb), less for those adjacent the east-west landscape boulevard, which will be approximately 4.1m in width. The private road network will be positioned in a modified grid pattern. Please refer to 2.02 Road &amp; Pedestrian Network.</p> <p>§ Visitor parking will be facilitated at various locations throughout the subject area. Within the public domain, visitor car parking will be facilitated along the existing road network (Osborne Avenue, Regent Avenue and Villa Road) and in-part along the proposed public carriageway. Internal to the development, 'on-street' parking will be located primarily along the central east-west private boulevards, with additional spaces located intermittently along the private road network.</p> <p>§ The vehicular access network will be designed to ensure that residential parking areas are secure and accessible only to residents, with clear separation between public and private car parking areas.</p> <p>§ As it relates to each dwelling, it is the intent of this DP to provide car parking to each residence in accordance with the provisions contained at Clause 55 of the Greater Dandenong Planning Scheme.</p> <p>§ In relation to waste management, the type of service provided to the site (private or public) will be determined at a later date following consultation with the Responsible Authority.</p> <p>§ Plans 2.06 and 2.07 prepared by BDA Architects provide information relating to indicative floor plans and elevations. It is the intent of each dwelling to be viewed as a complete entity, and no matter the siting of the car parking facility, will ensure clear designation of pedestrian entries, landscaping and surveillance of the public realm.</p>	
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	<p><b>Building Layout and Design:</b></p> <p>§ It is the intent of this DP that dwellings adopt an architectural language that incorporates a range of devices and forms within a mostly rectilinear composition. The architectural language reflects current contemporary trends and reads as cohesive forms.</p> <p>§ The scale and envelope of the building modules will be well managed through the use of articulation and setbacks, depth within the building façade, various forms of materials and finishes, and the inclusion of a considerable level of glazed elements, resulting in a high quality presentation from both an internal and external context.</p> <p>§ The DP illustrates allotments predominantly orientated along a north-south axis. In doing so, it results in a significant amount of allotments with a direct northern orientation. Those allotments that include southern orientation are sited primarily along the internal open space corridor to provide a greater sense of space, the provision for landscaping and improved amenity.</p> <p><b>Open Space and Landscape Design:</b></p> <p>§ The proposed DP allocates a public park relatively central to the site and accessible via a public road. Whilst its location differs to that expressed within Schedule 7 to the Development Plan Overlay, the intent of its location is to facilitate greater use by the external public, including the industrial area north and surroundings residential hinterland areas.</p> <p>§ Please refer to Landscape Concept Plan for more details regarding the landscape theme</p> <p><b>Environmentally Sustainable Design:</b></p> <p>§ The future dwellings within the DP will be provided with minimum 6-star energy ratings to reduce the environmental footprint of the development. Furthermore, appropriate ESD measures will be incorporated throughout the proposed development, where practicable.</p>	
<p>A Development Concept Plan which generally accords with the Outline Development Plan and shows or provides the following information:</p> <p>§ The proposed use and development of each part of the land;</p> <p>§ A north-south link through the site that will be available at all times for public vehicle, pedestrian and cycle access;</p> <p>§ Building locations and maximum building heights;</p> <p>§ The outlook of buildings to ensure roads have adequate passive surveillance and to ensure that buildings do not turn their back to any key interfaces;</p> <p>§ Indicative development schedule showing:</p> <ul style="list-style-type: none"> <li>○ Proposed number, height, size, setbacks and type of dwellings;</li> <li>○ Proposed non-residential uses including maximum gross floor areas and location;</li> <li>○ Locations for vehicle egress and ingress, road layout and the location of car parking areas;</li> <li>○ Pedestrian and cycle paths;</li> <li>○ Areas of public open space; and</li> <li>○ The provision of a high quality built form standard;</li> </ul>	<p>It is submitted that the proposed Development Plan is generally in accordance with the Map 1: Outline Development Plan of the Clause 43.04 – Development Plan Overlay Schedule 7 of the Greater Dandenong Planning Scheme. The DP provides the following information as required:</p> <p>§ The use of the site for residential purposes, identifying the location and maximum building heights anticipated across the site (1-3 storeys).</p> <p>§ Provides a public north-south vehicle and pedestrian link through the site, which is to be vested and maintained by the Responsible Authority.</p> <p>§ It is the intent of the DP that future dwellings will be designed to allow for the passive surveillance of the existing and future road networks as well as the common property open space areas located throughout the site. Indicative dwellings layouts and perspectives have been provided to illustrate the functionality of the dwellings and high quality finishes to the proposal. These dwellings will be subject to further detailed design as part of any planning permit application.</p> <p>§ This submission provides a general breakdown on the anticipated number of dwellings proposed (approximately 250), heights of buildings, location of any future road networks (including vehicle access to the overall site and future dwellings), location of public and communal open space areas and details of the high quality built form proposed for the development.</p>	<p>§ Please refer to Development Overlay Submission prepared by BDA Architects.</p> <p>§ Please refer to the Concept Landscape Plan prepared by Form Landscape Architects.</p>

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<p>A Landscape Concept Plan including;</p> <ul style="list-style-type: none"> <li>§ A consistent landscape theme across the site that compliments any proposed future development;</li> <li>§ The location of vegetation to be retained; and</li> <li>§ The inclusion of Water Sensitive Urban Design principles;</li> </ul>	<ul style="list-style-type: none"> <li>§ The Indicative Landscape Concept prepared by Form Landscape Architects (120511, 29 May 2012, SD01, 6 sheets) illustrates a well-expressed and integrated internal open space network, designed in a holistic manner yet distinguishes the private and public domains. Conceptually, linear vegetated and pedestrian corridors/boulevards have been strategically sited and interconnected, culminating in the centrally located public park (central node).</li> <li>§ Centrally, a land parcel that equates to 5% of the subject land is to be vested with Council for the purpose of public open space. The land parcel will sit along the north-south public road that traverses the site, with the preliminary design showing the north-south road reserves to include a central landscape passageway to facilitate pedestrian movement. The landscape theme within these areas will be confirmed in consultation with the Responsible Authority.</li> <li>§ Internally, the DP and Indicative Landscape Concept illustrate a cohesive landscape scheme extending throughout the remainder of the site. A strong landscape presence will be seen to both streetscape and rear yards, placing greater emphasis on quality built form and treating both the front and rear facades as primary. By doing so, it provides a distinct identity to the site and differentiates itself from typical medium density developments.</li> <li>§ Internal streetscapes will experience intermittent landscaping of varying forms to provide a canopy to the streetscape. Cross-sections have been provided to illustrate the relationship between vehicle accessways (and car parking), pedestrian paths, vehicle crossovers, landscaping treatments and building form.</li> <li>§ Two dedicated landscape corridors are orientated in an east-west manner and sited to the rear of dwellings. The intent of these spaces is to provide a setting to promote community interaction, connecting private and public spaces.</li> <li>§ Landscape buffers will be provided along both Villa Road and Osborne Avenue to provide additional visual screening to the future residential properties.</li> <li>§ Areas internal to the site (not including those to be vested in Council) will be landscaped with appropriate plant species, through a collaborative team approach which includes Form Landscape Architects, Sunland Group Pty Ltd and Taylors.</li> </ul>	<ul style="list-style-type: none"> <li>§ Please refer to Section 6 and 8 of this Submission and</li> <li>§ Please refer to the Concept Landscape Plan prepared by Form Landscape Architects.</li> </ul>
<p>An Integrated Traffic Management Plan including the following;</p> <ul style="list-style-type: none"> <li>§ An existing conditions assessment;</li> <li>§ The road layout and design including road reserve widths;</li> <li>§ The means of vehicle ingress and egress to and from the site;</li> <li>§ Location and access points for on-site car parking;</li> <li>§ Car parking treatment to any higher density dwellings;</li> <li>§ A pedestrian network plan;</li> <li>§ A bicycle facilities plan;</li> <li>§ Public transport arrangements and access routes;</li> <li>§ The actions and responsibilities for ongoing implementation of the Plan, including proposed funding arrangements; and</li> <li>§ A description as to how the plan responds to State Government objectives.</li> </ul>	<p>Cardno Victoria Pty Ltd has prepared a detailed Traffic and Transport Assessment for this proposed Development plan Application. The report provides analysis and discussion with regards to:</p> <ul style="list-style-type: none"> <li>§ The traffic conditions of the existing road network including an assessment of the available public transport networks located in the vicinity of the subject site.</li> <li>§ The proposed road network layout and overall development layout including requirements for road reserve widths.</li> <li>§ The means of vehicle ingress and egress to and from the overall subject site including the location of vehicle access points.</li> <li>§ An assessment of the on-site car parking provisions based on the anticipated overall yield for the subject site.</li> </ul> <p>The Report concludes that;</p> <ul style="list-style-type: none"> <li>§ The site has been designed to ensure efficiency in movement and suitable access for all users, including pedestrian and cyclist movement.</li> </ul>	<p>Please refer to the Traffic and Transport Assessment prepared by Cardno Victoria Pty Ltd for a detailed response with regards to vehicle access, car parking and traffic matters.</p>

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	<ul style="list-style-type: none"> <li>§ The volumes of traffic to be generated by the proposal will not exhaust the capacity of the existing road network.</li> <li>§ The siting of the proposed roadways ensures vehicle movement gravitates to the new public road and disbursed accordingly.</li> <li>§ Car parking is provided at rates as expressed in the Grogan Victoria Pty Ltd Report.</li> </ul>	
<p>A Stormwater Management Plan including:</p> <ul style="list-style-type: none"> <li>§ Water Sensitive Urban Design Principles.</li> <li>§ Construction and maintenance requirements for water sensitive urban design.</li> <li>§ Details of stormwater management measures.</li> <li>§ How development will comply with best practice environmental management or urban stormwater.</li> <li>§ Any other matters as required by the responsible authority and Melbourne Water.</li> </ul> <p>Any modification to the Stormwater Management Plan component of the development plan must be to the satisfaction of the responsible authority and Melbourne Water.</p>	<p>A Preliminary Servicing Report has been prepared by Don Stizza and Associates Pty Ltd. Further design detail will be required through the planning permit application stage, including a Storm Water Management Plan. However, it is noted that appropriate treatment of stormwater will be conducted in accordance with relevant best practice environmental standard.</p>	<ul style="list-style-type: none"> <li>§ Preliminary Servicing Report prepared by Don Stizza &amp; Associates Pty Ltd</li> </ul>
<p>A Construction Management Plan (CMP)</p>	<p>A Construction Management Plan can be required as part of a condition of any planning permit issued for the subject land, where detailed design will be undertaken and the findings of the Environmental Audit are known. This Plan will provide greater certainty with regards to demolition works, earth works, deliveries etc.</p>	<ul style="list-style-type: none"> <li>§ Not applicable at this stage.</li> </ul>
<p>A staging plan for the development of the site.</p>	<ul style="list-style-type: none"> <li>§ The DP has been designed to facilitate a staged development outcome.</li> <li>§ At present, staging has not been determined, however, the development could be developed in up to five stages, with the outcome very much influenced by findings of the Environmental Audit and market conditions.</li> </ul>	<ul style="list-style-type: none"> <li>§ Not applicable at this stage.</li> </ul>
<p>Details of service infrastructure provision.</p>	<p>A Preliminary Servicing Report has been prepared by Don Stizza &amp; Associates Pty Ltd and forms part of this Development Plan Submission.</p>	<ul style="list-style-type: none"> <li>§ Preliminary Servicing Report prepared by Don Stizza &amp; Associates Pty Ltd</li> </ul>
<p>A response to the Safer Design Guidelines for Victoria.</p>	<p>The Safer Design Guidelines identifies general design principles which should be implemented into residential developments to ensure that a high level of safety for future residents and visitors alike is provided. While integrated of these principles will be subject to further detailed design as part of any planning permit application, it is the intent of this DP to adopt the following:</p> <ul style="list-style-type: none"> <li>§ Passive surveillance of communal and public spaces</li> <li>§ Fencing treatment that promotes interaction between the public and private realms.</li> <li>§ Landscaping, lighting and surveillance treatments to ensure no unsafe areas are created.</li> <li>§ Road networks provided with appropriate lighting in improve safety.</li> </ul>	

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**OSBORNE AVENUE  
SPRINGVALE**  
ARCHITECTURAL SUBMISSION  
SCHEDULE 7 TO DEVELOPMENT PLAN OVERLAY  
4 SEPTEMBER 2012 I.R. 003



# CONTENTS



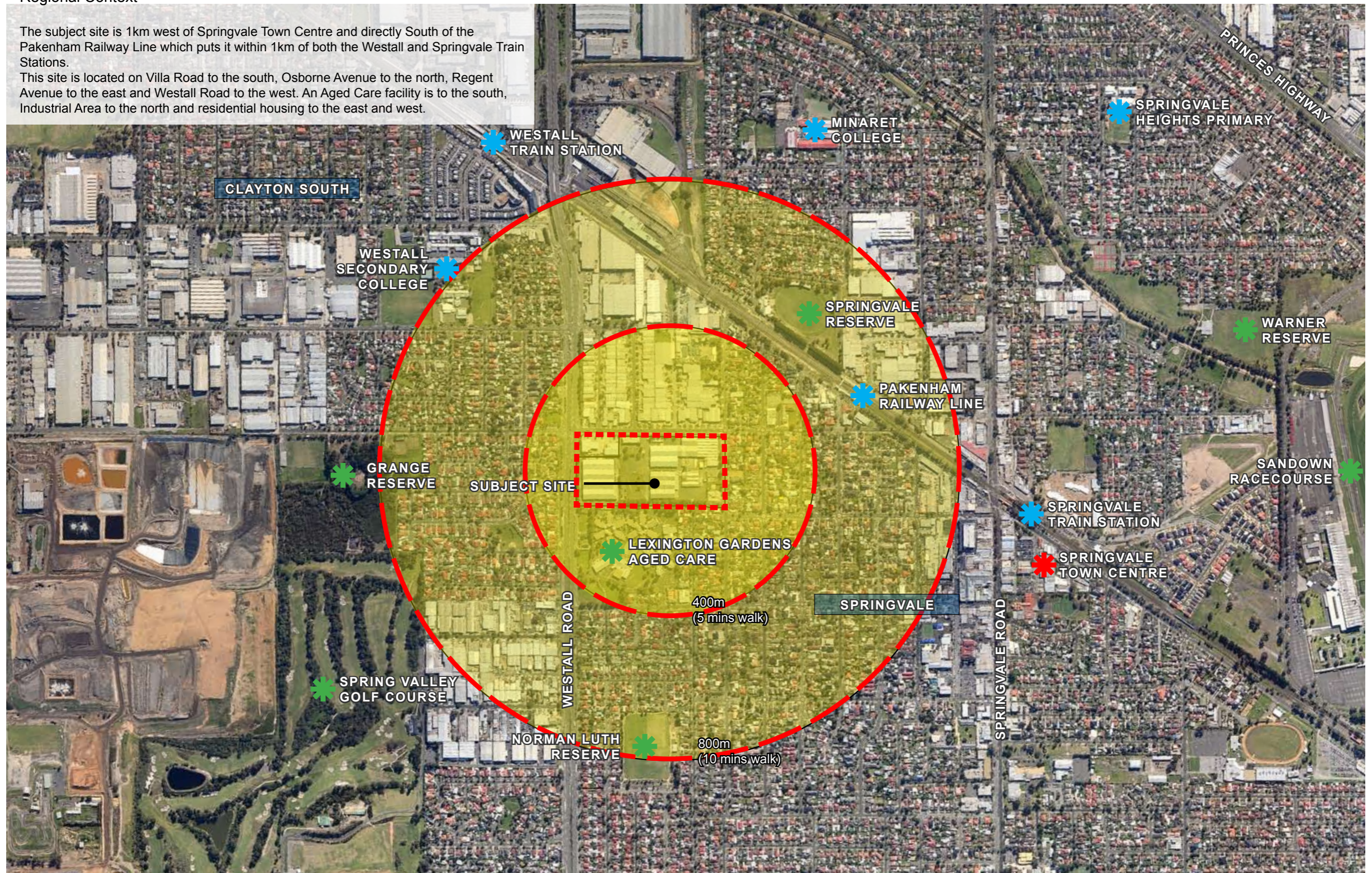
- 1.00 SITE ANALYSIS
  - 1.01 REGIONAL CONTEXT
  - 1.02 SITE CONTEXT
  - 1.03 SITE SURVEY
  
- 2.00 MASTERPLAN
  - 2.01 DEVELOPMENT CONCEPT PLAN
  - 2.02 ROAD & PEDESTRIAN NETWORK
  - 2.03 LAND TENURE
  
- 3.00 STREETSAPES
  - 3.01 INDICATIVE STREET SECTIONS A, B & C
  - 3.02 INDICATIVE STREET SECTIONS D, E, F & G
  
- 4.00 PROPOSED BUILT FORM
  - 4.01 INDICATIVE 3D MASSING DIAGRAMS
  - 4.02 INDICATIVE 3D MASSING DIAGRAMS

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### Regional Context

The subject site is 1km west of Springvale Town Centre and directly South of the Pakenham Railway Line which puts it within 1km of both the Westall and Springvale Train Stations.  
This site is located on Villa Road to the south, Osborne Avenue to the north, Regent Avenue to the east and Westall Road to the west. An Aged Care facility is to the south, Industrial Area to the north and residential housing to the east and west.



Development Plan Area





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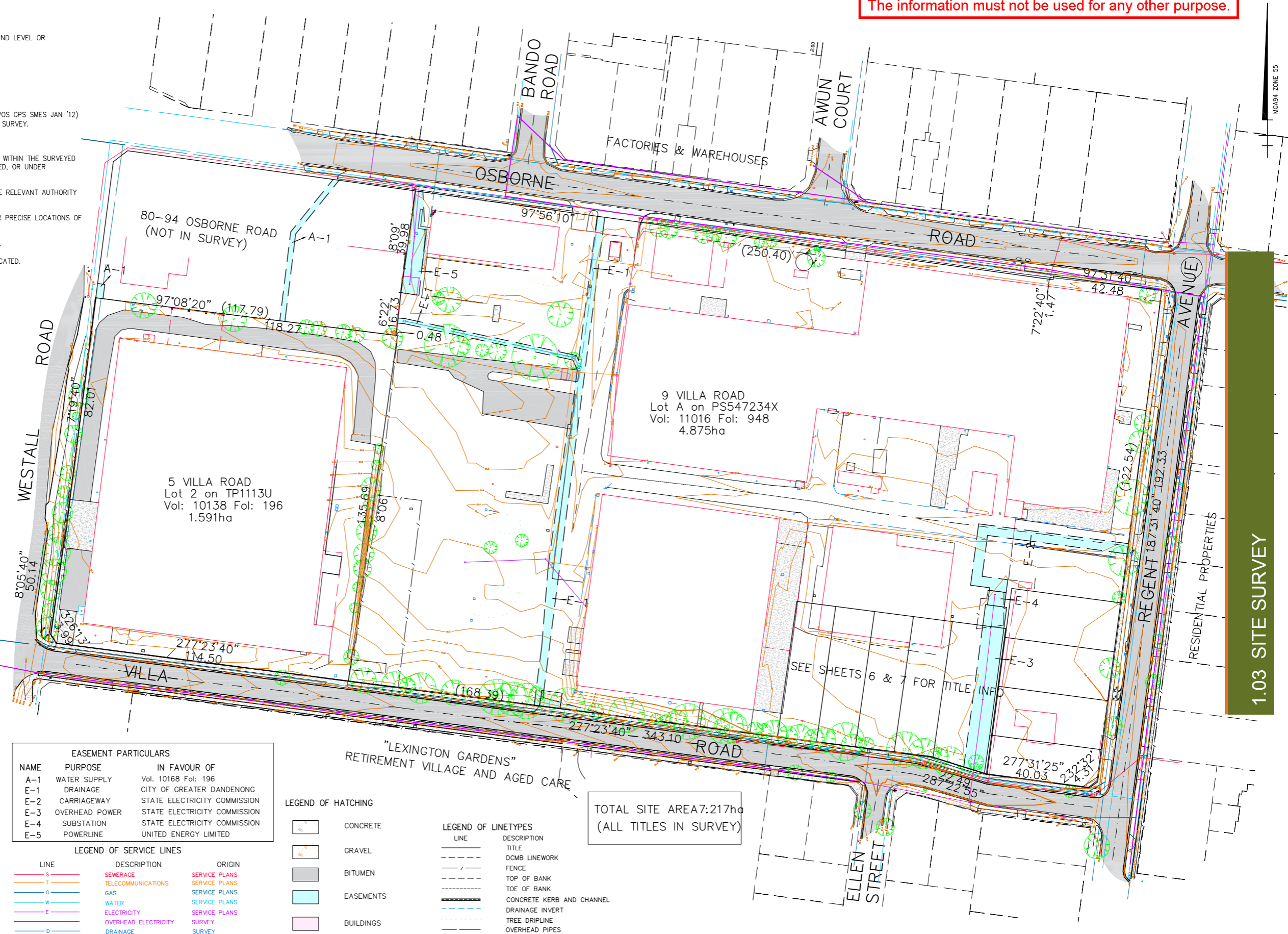
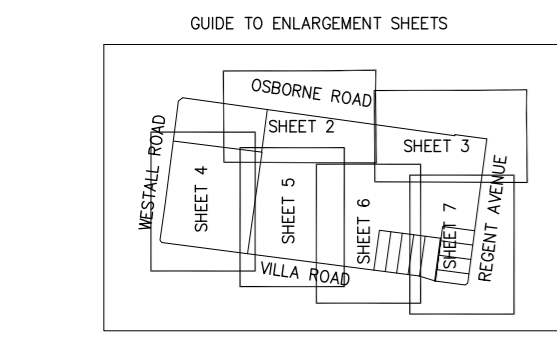
■■■■■ Development Plan Area



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- EXPLANATORY NOTES :**
- DATA ON THIS PLAN MAY ONLY BE MANIPULATED WITH THE PERMISSION OF TAYLORS DEVELOPMENT STRATEGISTS PTY. LTD.
  - ALL RELATIONSHIPS BETWEEN TITLE AND OCCUPATION WERE MEASURED AT GROUND LEVEL OR NEAR GROUND LEVEL UNLESS SHOWN OTHERWISE.
  - ACCURACY OF DETAIL LOCATION ± 0.05m.
  - ACCURACY OF DETAIL LEVELS ± 0.02m.
  - CO-ORDINATE DATUM - MGA94 ZONE 55 BASED ON MORDIALLOC PM77 FOR POSITION AND MORDIALLOC PM554 FOR LINE.
  - LEVEL DATUM - AHD BASED ON MORDIALLOC PM554 (RL50.840) AND VIA MELBPOS GPS SMES JAN '12) TBM'S SHOWN HEREON HAVE BEEN DERIVED BY TRIG HEIGHTING SURVEY.
  - CONTOUR INTERVAL IS 0.2m
  - WHILST EVERY EFFORT HAS BEEN MADE TO LOCATE ALL FEATURES AND SERVICES WITHIN THE SURVEYED AREA, TAYLORS CANNOT BE HELD RESPONSIBLE FOR FEATURES CONCEALED, BURIED, OR UNDER CONSTRUCTION AT THE TIME OF SURVEY.
  - UNDERGROUND SERVICE LINES HAVE BEEN DERIVED FROM PLANS SUPPLIED BY THE RELEVANT AUTHORITY AND ARE ONLY AS ACCURATE AS THOSE PLANS.
  - NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN. ANY REQUIREMENT FOR PRECISE LOCATIONS OF SERVICES CAN ONLY BE MET BY PROVING OF SERVICES ON SITE.
  - THIS IS A VERIFICATION PLOT OF COMPUTER FILE 2627/S.DWG DATE: 01\02\2012.
  - ONLY SIGNIFICANT TREES WITH A DIAMETER GREATER THAN 50mm HAVE BEEN LOCATED.
  - THE LOCATION OF FEATURES ON ADJOINING PROPERTIES ARE APPROXIMATE ONLY.
  - ENLARGEMENTS SHOWN ARE NOT TO SCALE.
  - DCMB LINWORK IS SOURCED FROM VICMAP DATA AND IS ONLY AS ACCURATE AS THAT INFORMATION.
  - NOT ALL PITS HAVE TEXT DENOTING PIT LID REDUCED LEVELS. THIS DATA CAN BE FOUND IN THE DIGITAL VERSION OF THIS PLAN.
  - SOME DATA HAS BEEN OMITTED FROM THE PAPER PLAN FOR CLARITY. PLEASE SEE DIGITAL DATA FOR COMPLETE LEVEL INFORMATION.
  - MAJOR PITS WITHIN THE SURVEY AREA HAVE BEEN DEPETHED WHERE POSSIBLE. IF NO INVERT LEVEL IS SHOWN THAN PIT WAS BLOCKED WITH DEBRIS OR WAS UNABLE TO BE OPENED.
  - ONLY MAJOR STREET SIGNS HAVE BEEN LOCATED.
  - ONLY EXTERNAL TITLE DIMENSIONS HAVE BEEN SHOWN. REFER TO TITLES FOR FURTHER INFORMATION.

- SYMBOL DESCRIPTION**
- TITLE PEG
  - P.S.M.
  - T.B.M.
  - CAMERA LOCATION & PHOTO NUMBER
  - SINGLE TREE
  - TRAFFIC SIGNAL PIT SIGN
  - ELECTRICITY PIT
  - LIGHT POLE/ELECTRICITY POLE
  - ELECTRICITY POLE
  - STAY FOR POLE
  - TELECOMMUNICATIONS PIT
  - TELECOMMUNICATIONS PILLAR
  - TELECOMMUNICATIONS MARKER POST
  - GAS & FUEL MARKER POST
  - GAS METER
  - GAS & FUEL VALVE
  - ENVIRONMENTAL INSPECTION SHAFT
  - SEWER INSPECTION SHAFT
  - FIRE HYDRANT
  - FIRE PLUG
  - STOP VALVE
  - WATER METER
  - WATER TAP
  - SPRINKLER CONTROL VALVE
  - UNCLASSIFIED PIT



**EASEMENT PARTICULARS**

NAME	PURPOSE	IN FAVOUR OF
A-1	WATER SUPPLY	Vol. 10168 Fol: 196
E-1	DRAINAGE	CITY OF GREATER DANDENONG
E-2	CARRIAGEWAY	STATE ELECTRICITY COMMISSION
E-3	OVERHEAD POWER	STATE ELECTRICITY COMMISSION
E-4	SUBSTATION	STATE ELECTRICITY COMMISSION
E-5	POWERLINE	UNITED ENERGY LIMITED

**LEGEND OF SERVICE LINES**

LINE	DESCRIPTION	ORIGIN
S	SEWERAGE	SERVICE PLANS
T	TELECOMMUNICATIONS	SERVICE PLANS
G	GAS	SERVICE PLANS
W	WATER	SERVICE PLANS
E	ELECTRICITY	SERVICE PLANS
O	OVERHEAD ELECTRICITY	SURVEY
D	DRAINAGE	SURVEY

**LEGEND OF HATCHING**

[Hatched Box]	CONCRETE
[Hatched Box]	GRAVEL
[Hatched Box]	BITUMEN
[Hatched Box]	EASEMENTS
[Hatched Box]	BUILDINGS

**LEGEND OF LINETYPES**

LINE	DESCRIPTION
[Solid Line]	TITLE
[Dashed Line]	DCMB LINWORK
[Dotted Line]	FENCE
[Dash-dot Line]	TOP OF BANK
[Long-dash Line]	TOE OF BANK
[Thick Solid Line]	CONCRETE KERB AND CHANNEL
[Thin Solid Line]	DRAINAGE INVERT
[Dotted Line]	TREE DRIPLINE
[Dash-dot-dot Line]	OVERHEAD PIPES

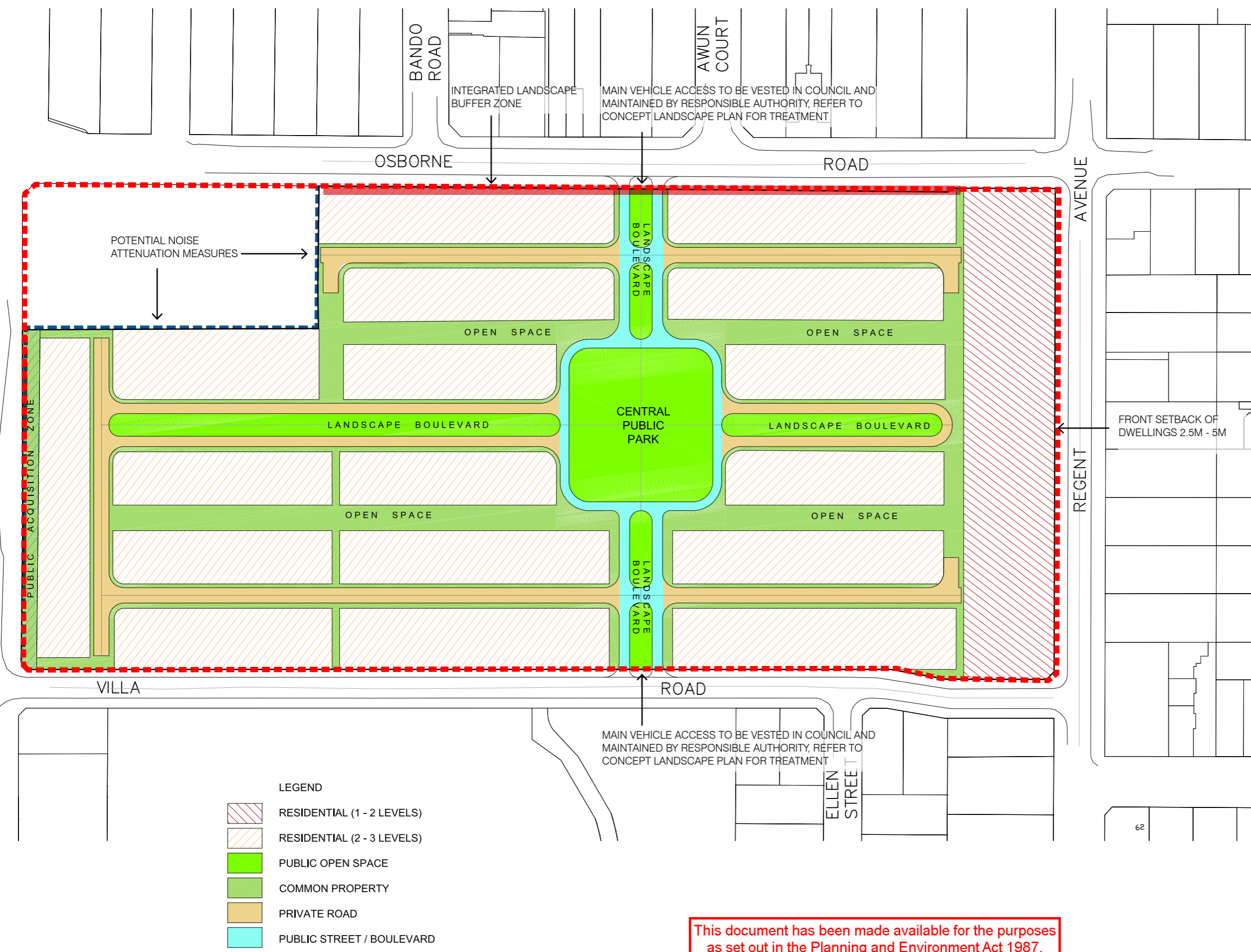
TOTAL SITE AREA 7:217ha  
(ALL TITLES IN SURVEY)



KEY NOTES:

- Dwellings to have passive outlook to road network and open space corridor
- Indicative internal front setbacks - refer to pages 4.03 & 4.04
- Vehicle and pedestrian movement and refer to page 2.02
- Elevation massing in accordance with future planning application
- Facade treatments orientation and pedestrian entry points subject to detail design and planning permit application stage
- Pedestrian public access to Villa Road, along the southern boundary to be considered as part of detailed design and planning permit stage

2.01 DEVELOPMENT CONCEPT PLAN



LEGEND

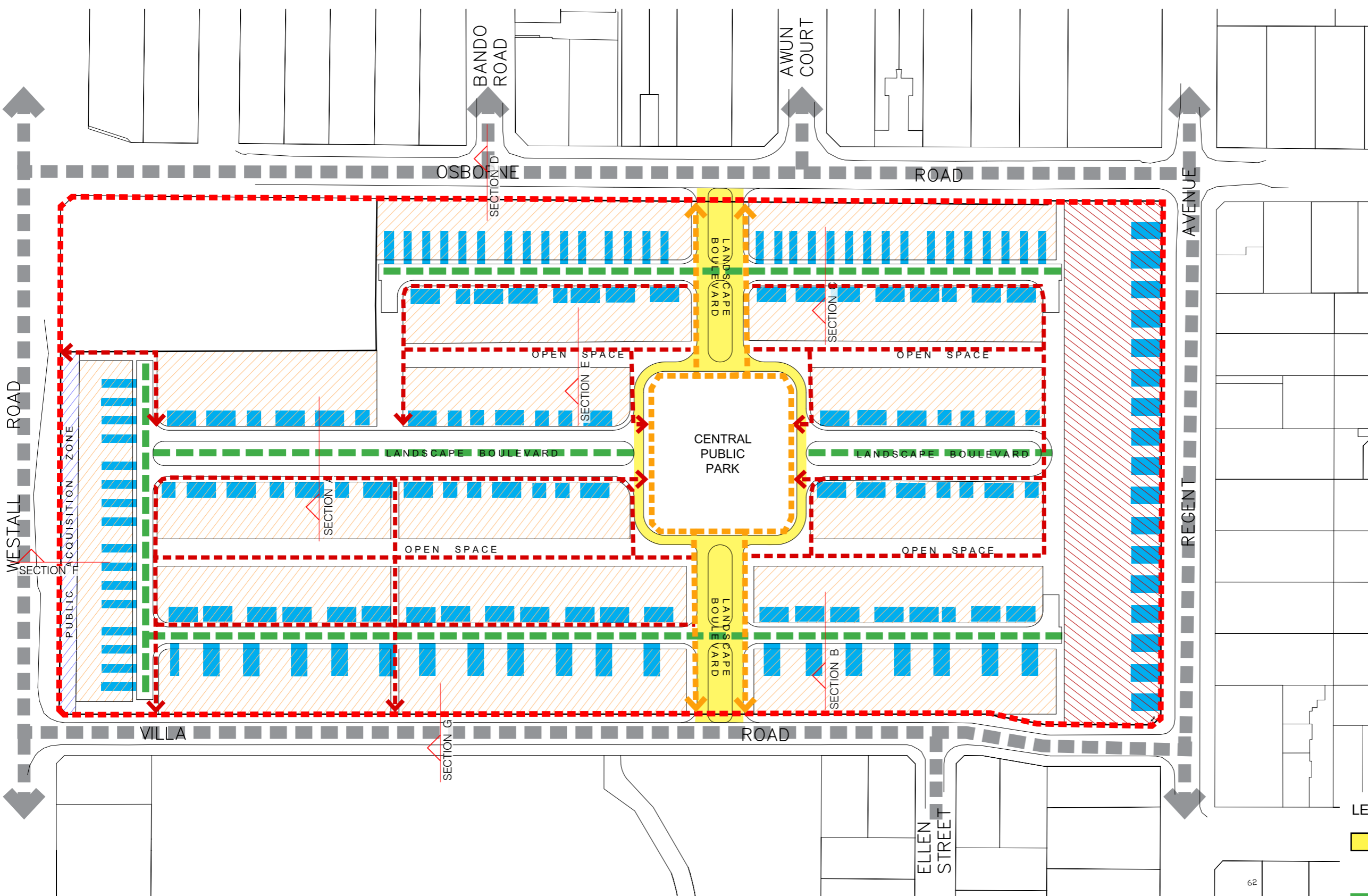
	RESIDENTIAL (1 - 2 LEVELS)
	RESIDENTIAL (2 - 3 LEVELS)
	PUBLIC OPEN SPACE
	COMMON PROPERTY
	PRIVATE ROAD
	PUBLIC STREET / BOULEVARD

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Development Plan Area

KEY NOTES:

- Plan to be read in conjunction with Traffic and Transport assessment prepared by Cardno Vic Pty Ltd
- Plan to be read in conjunction with 3.01 & 3.02 Indicative Street Sections
- Pedestrian network. Please refer to 3.01 & 3.02 Indicative Street Sections and Concept Landscape Plan.

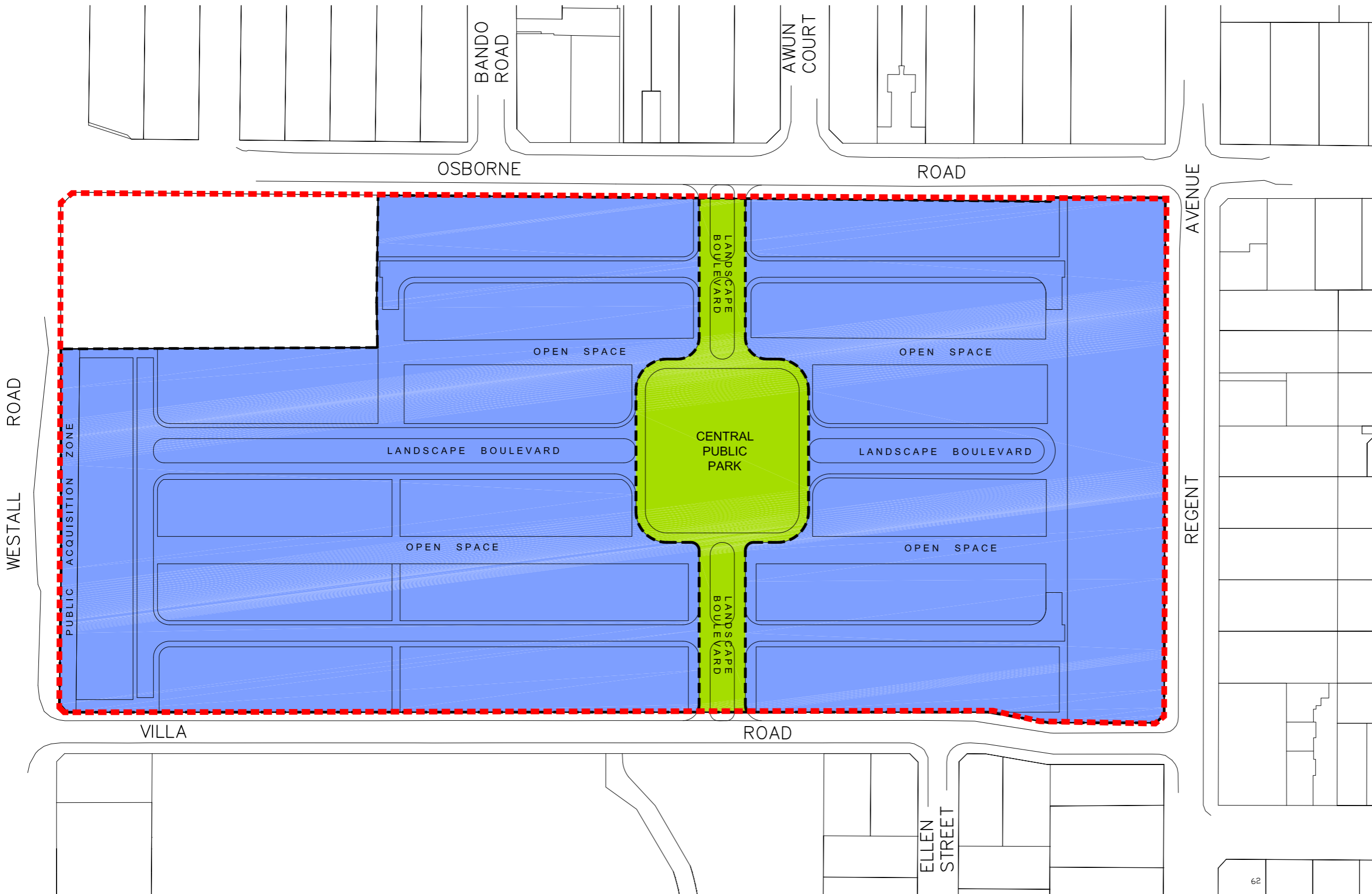


2.02 ROAD & PEDESTRIAN NETWORK

LEGEND:

- Public Street and Boulevard (to be vested and maintained by responsible authority)
- Private Road
- Existing Public Road
- Example carpark and driveway zone
- Public Pedestrian Link
- Private Pedestrian Link
- Development Plan Area

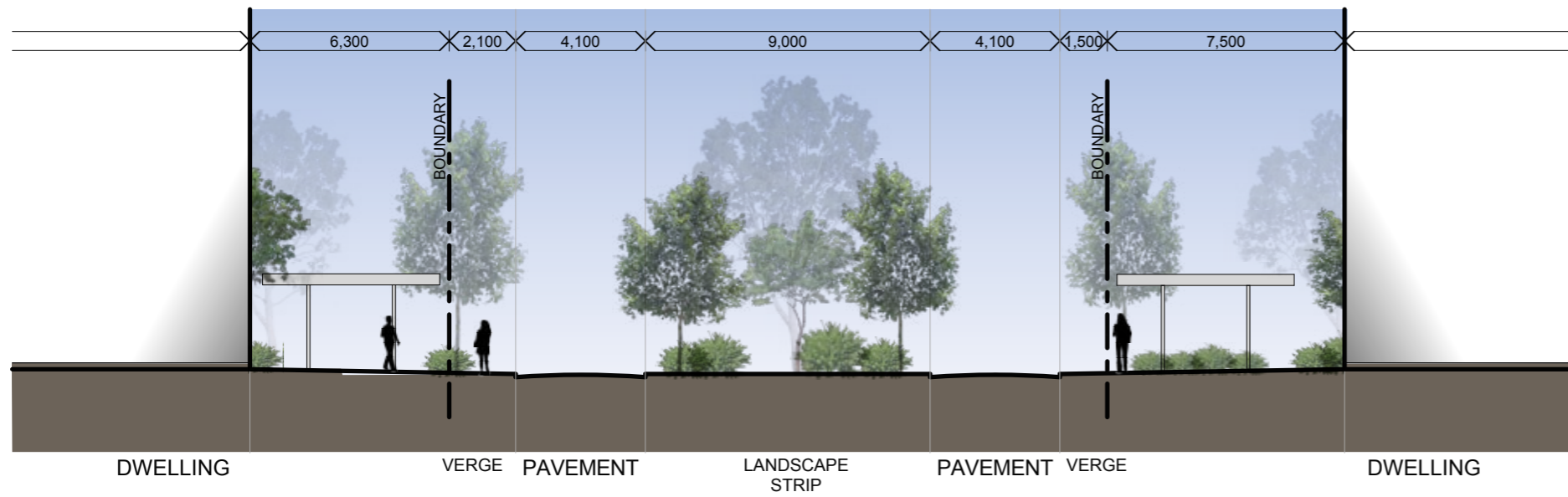
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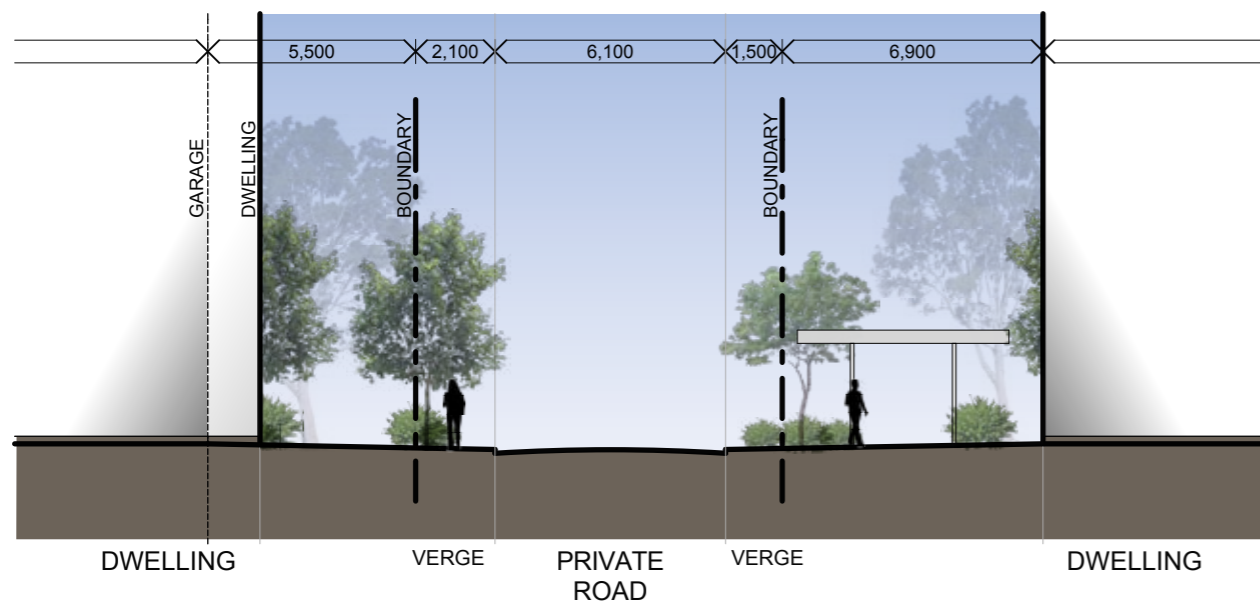
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- Land to be vested in council
- Body corporate / private land
- Development Plan Area

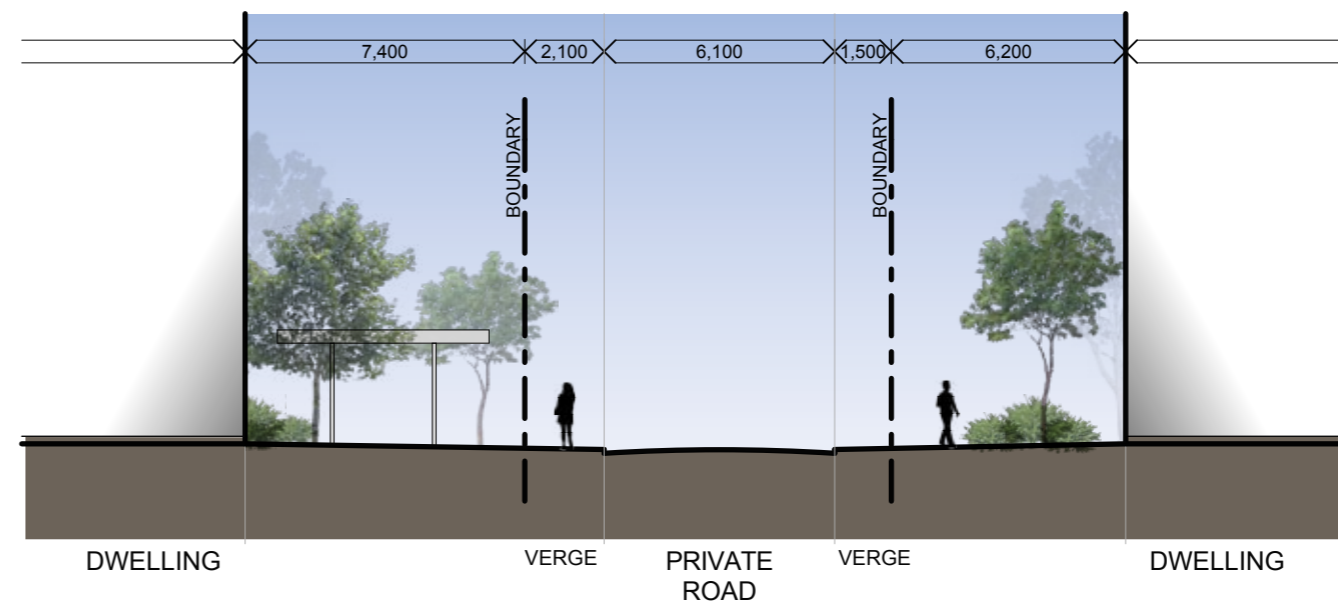




STREET SECTION A - 1:200



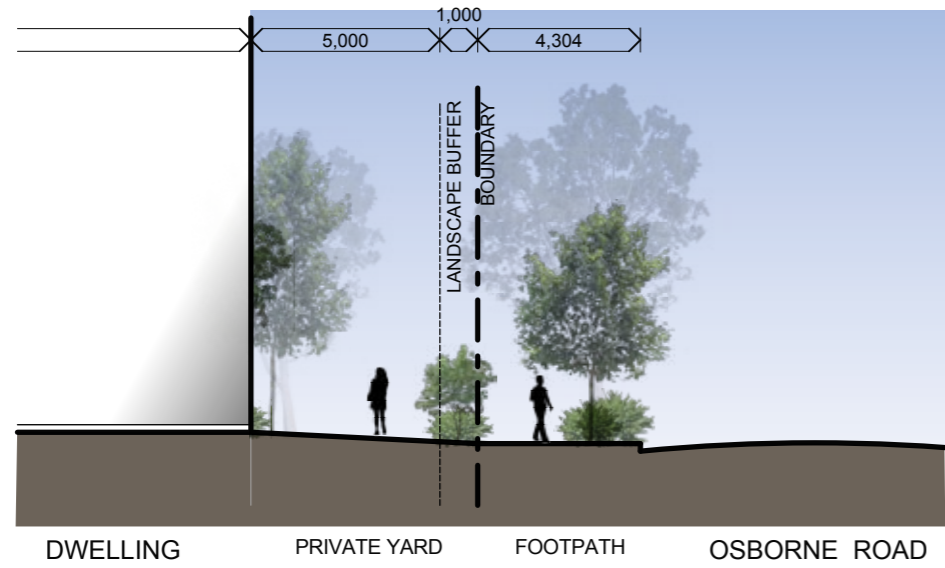
STREET SECTION B - 1:200



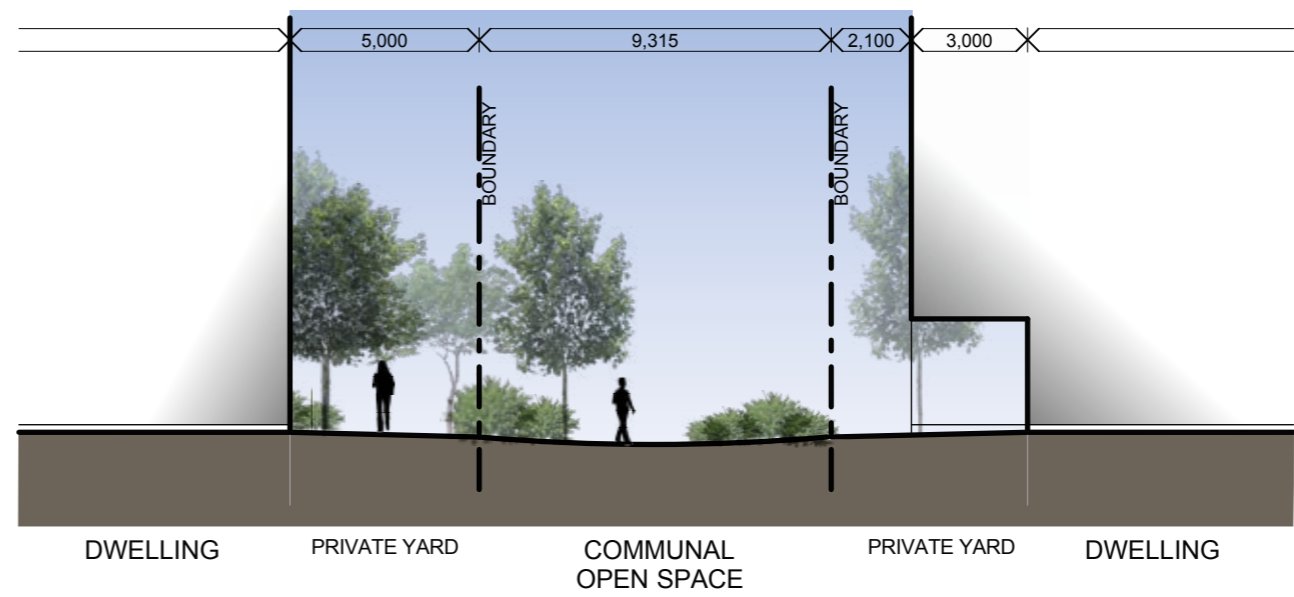
STREET SECTION C - 1:200

NOTE: VEGETATION INDICATIVE ONLY  
REFER TO LANDSCAPE PLAN FOR EXTENT OF PLANTING

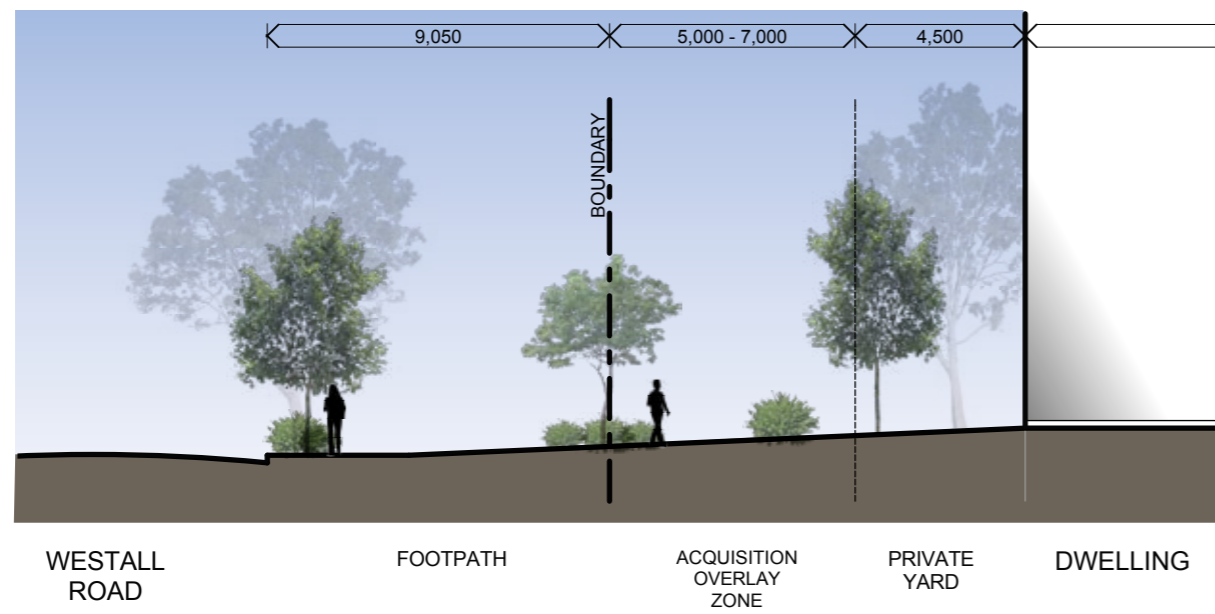
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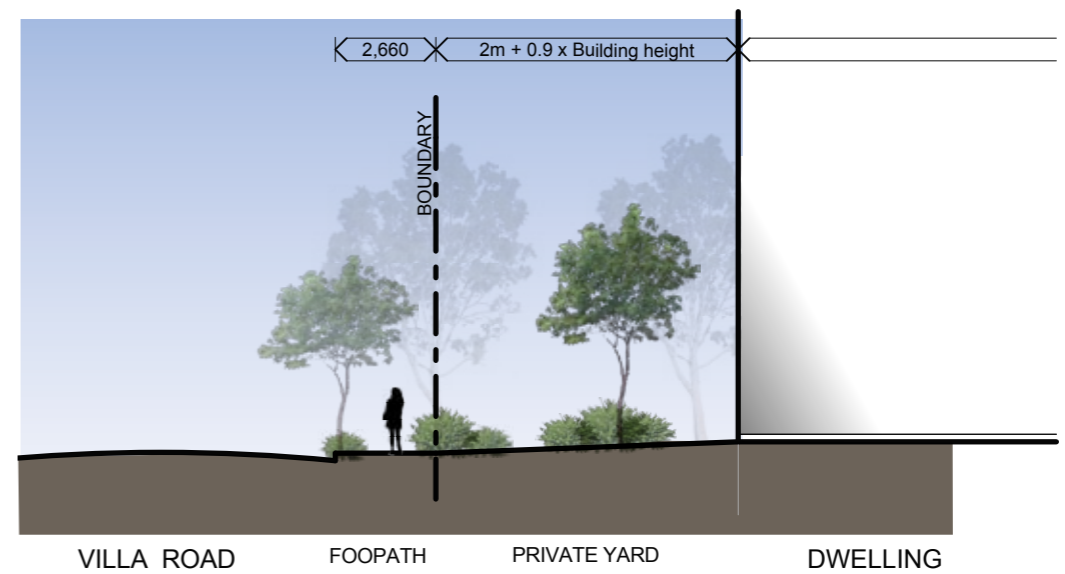
STREET SECTION D - 1:200



STREET SECTION E - 1:200



STREET SECTION F - 1:200



STREET SECTION G - 1:200

NOTE: VEGETATION INDICATIVE ONLY  
REFER TO LANDSCAPE PLAN FOR EXTENT OF PLANTING

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SOUTH EAST VIEW

## URBAN DESIGN STATEMENT OF INTENT

To foster a quality driven development that incorporates contemporary design in creating an enriching lifestyle for its residence, through an integrated housing strategy consisting of building forms subservient to and integrated within a landscape network and sited within a pedestrian friendly environment.

### Urban Context

Strategically position building modules, consisting of various dwelling types, across the site, of a scale compatible with its surrounds, yet of a massing that distinguishes itself from the external community. The Development Plan illustrates a simple and logical building layout that makes efficient use of space and radiates from the public domain (road and public park) that bisects the site. The siting of buildings along Regent Avenue is responsible to this interface and provides a transition into the subject land.

### Building Envelopes

Create strong and proud building forms, which graduate in height from the east title boundary, ensuring continuity massing internal to the site and addresses all principle frontages.

The scale and envelope of the building modules will be well managed through the use of articulation and setbacks, depth within the building facade, various forms of materials and finishes, and the inclusion of considerable level of glazed elements, resulting in a high quality presentation from both an internal and external context. Greater design detail will be presented in any planning permit application for the site.

Adopt front setbacks that provide a distinct identity internal to the development without compromising internal amenity and movement throughout the DP area.

Adopt front setbacks orientated external to the site that responds to its context, without duplication, maintaining an identity to the DP area.

### Street Pattern and Street Edge Quality

Create a central public vehicle access road to facilitate connection to the centrally located public open space.

Create an internal road network that branches from the public road an east-west manner, gravitating persons the public 'spine' and associated public open space.

Provide for clear continuous pedestrian links through the development site, either within the owners corporation roadways or landscape corridors.

Create a robust edge to the front boundaries and provide a strong street presence, whilst allowing for the provision of landscape.

Give the emphasis on a well-manicured landscape treatment, provide a balance to both streetscape and rear corridor domains, where applicable.

### Building Layout and Design

Marry traditional domestic form with contemporary detailing and adopt an architectural language that incorporates a range of devices and forms within a mostly rectilinear composition.

Adopt an architecture language that reflects current contemporary trends and reads as cohesive forms.

Integration of a holistic manner to promote community interaction and connectivity to the public park. Provide various dwelling types to cater for market trends.

### Open Space and Landscape Design

Adopt a well-expressed and integrated internal open space network, yet distinguishes the private and public domains.

Provision of interconnecting linear vegetated and pedestrian corridors/boulevards, culminating at the centrally located public park (central node), promoting the function of this space.

Provision of a land parcel that equates to 5% of the subject land to be vested with Council for the purpose of public open space. The land parcel will sit along the north-south public road that traverses the site.

### Environmentally Sustainable Design

The future dwellings within the DP will be provided with minimum 6-star energy ratings to reduce the environmental footprint of the development.

Appropriate ESD measures to be investigated and incorporated, where possible.





NORTH WEST VIEW



SOUTH WEST VIEW



NORTH EAST VIEW



AERIAL VIEW

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# OSBORNE AVENUE, SPRINGVALE

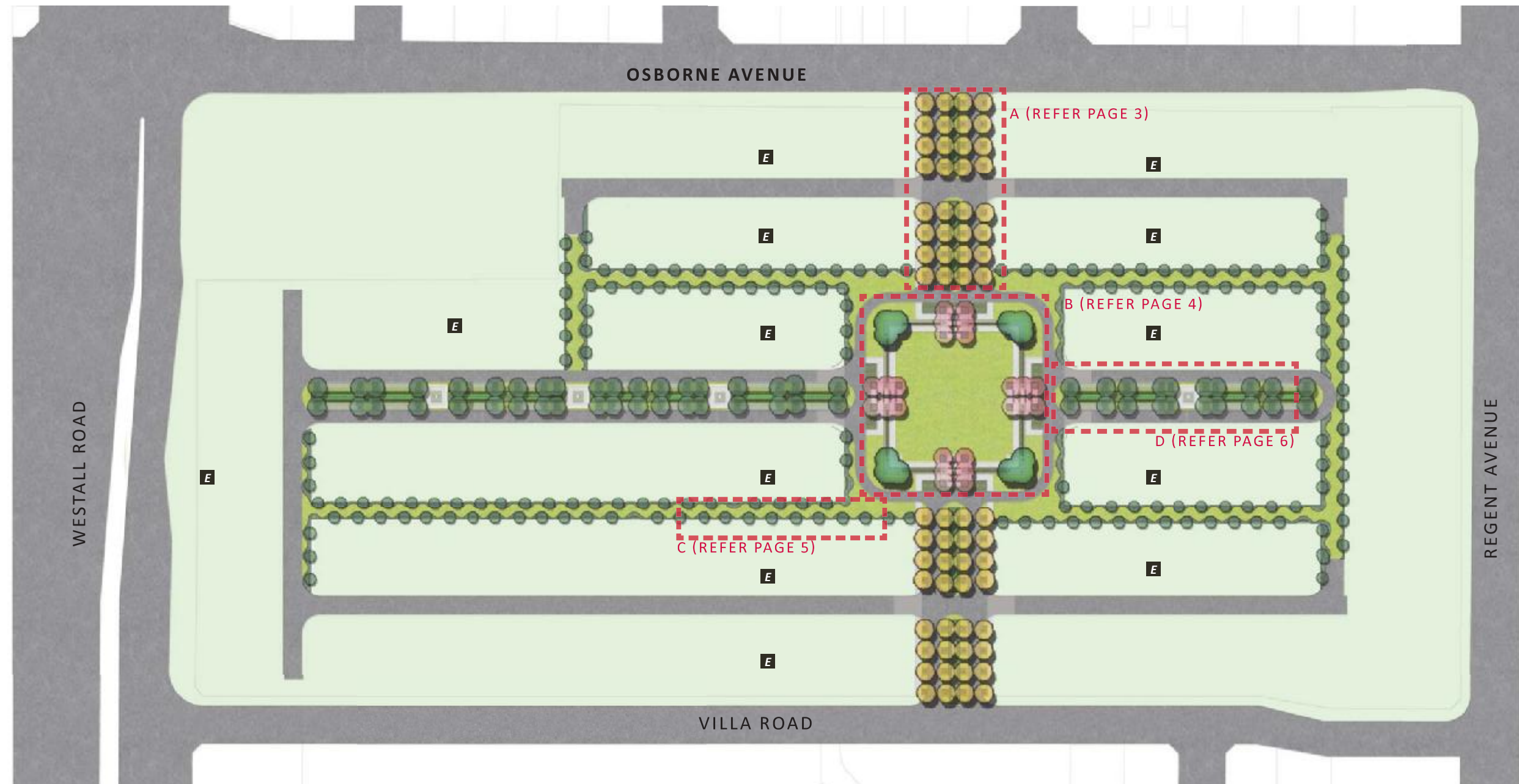
## INDICATIVE LANDSCAPE CONCEPT

SUNLAND GROUP LTD

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- A** ENTRY BOULEVARD
- B** CENTRAL PARK
- C** LINEAR PARK
- D** INTERNAL BOULEVARD
- E** RESIDENCES

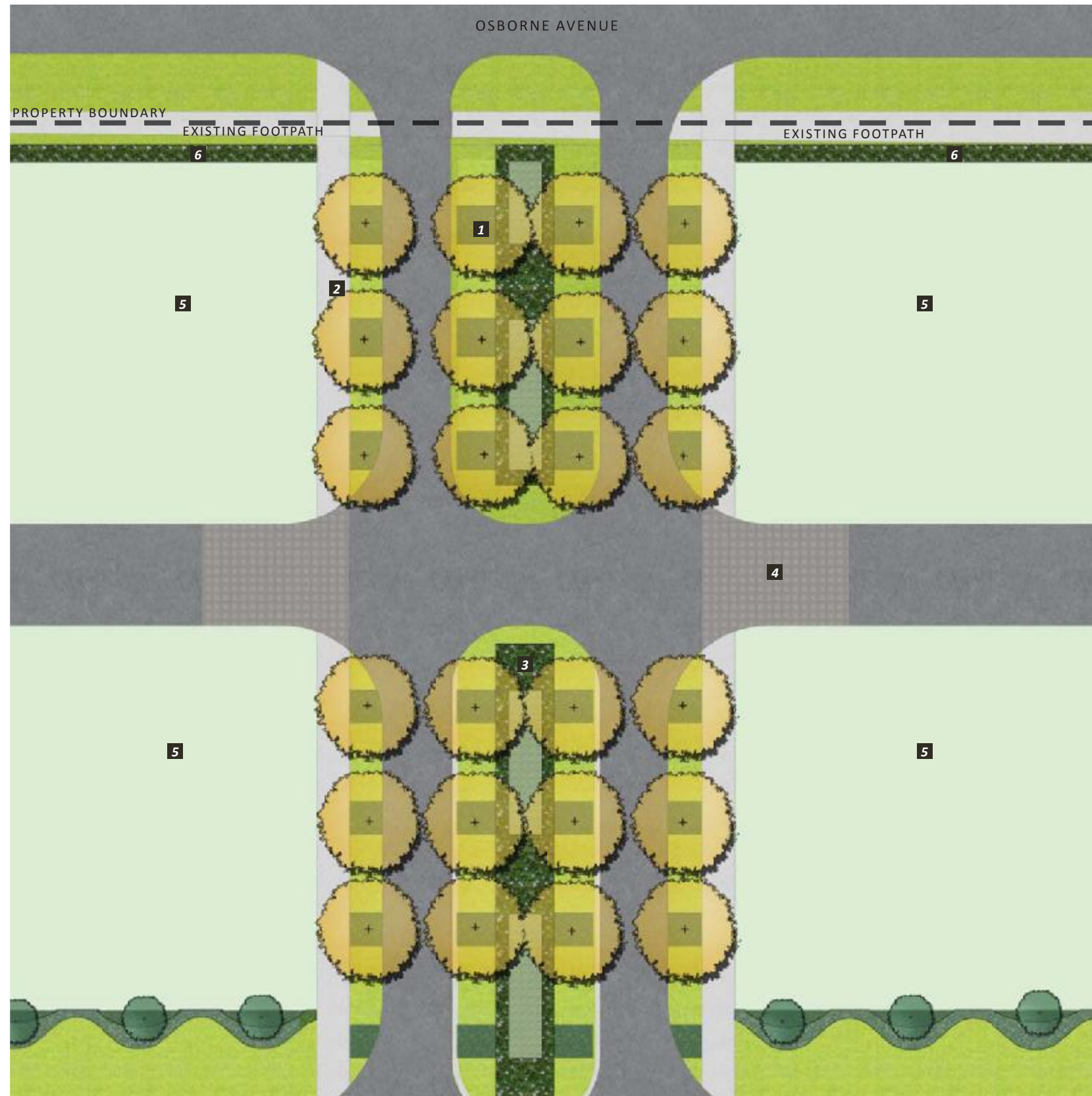


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**SITE KEY PLAN**

| 22 AUG 12 | SD02 | NORTH 🕒 | SCALE : @ A3  
 OSBORNE AVENUE, SPRINGVALE | CLIENT SUNLAND GROUP LTD





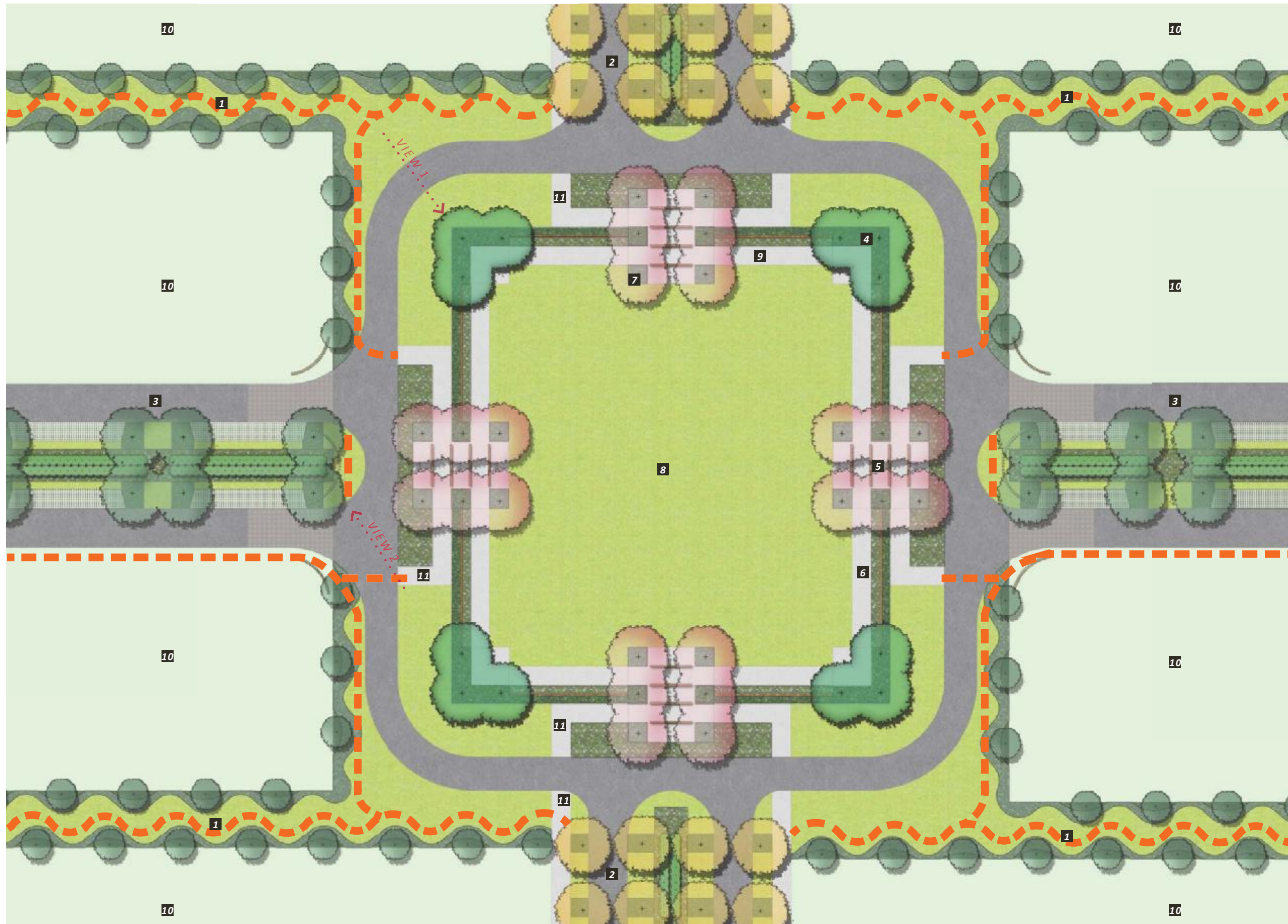
- 1** BOULEVARD SHADE TREES
- 2** PEDESTRIAN PATHWAY
- 3** GARDEN BEDS
- 4** TRANSITIONAL PAVEMENT TO PRIVATE ROAD
- 5** RESIDENCES
- 6** 1000MM WIDE LANDSCAPE BUFFER ZONE BETWEEN BOUNDARY AND DWELLING FENCE

**ENTRY BOULEVARD CONCEPT**

| 22 AUG 12 | SD02 | NORTH ⌚ | SCALE : @ A3  
 OSBORNE AVENUE, SPRINGVALE | CLIENT SUNLAND GROUP LTD

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- 1** LINEAR PARK SPINE
  - 2** ENTRY BOULEVARD
  - 3** INTERNAL BOULEVARD
  - 4** CORNER SHADE TREES
  - 5** FORMAL ARBOUR ENTRY
  - 6** SCULPTURAL GARDEN
  - 7** FEATURE DECIDUOUS TREES
  - 8** FORMAL COMMON
  - 9** PERIMETER PATH
  - 10** RESIDENCES
  - 11** PUBLIC PEDESTRIAN PATH LINK
- PRIVATE LINK

**CENTRAL PUBLIC PARK CONCEPT**

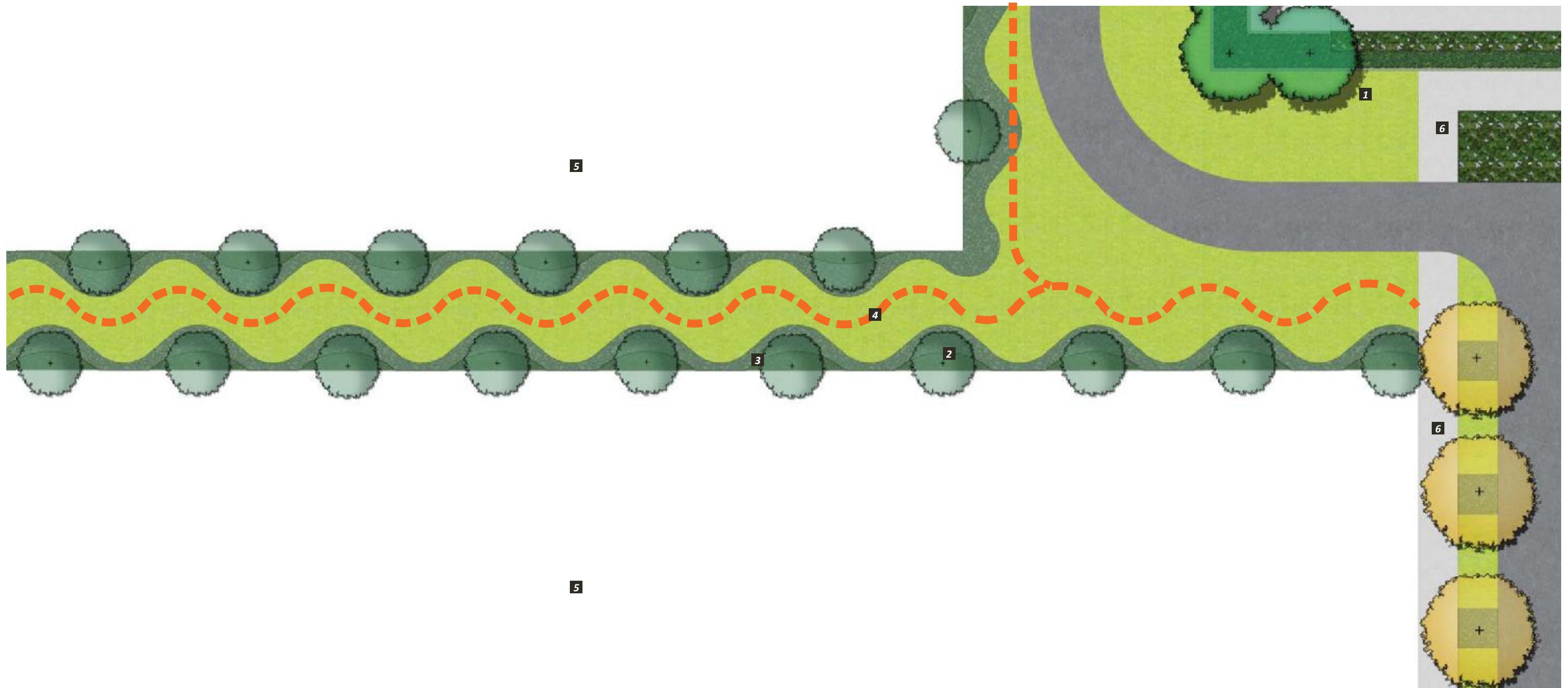
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- 1** CENTRAL PARK
- 2** PARK SPINE SHADE TREES
- 3** CURVED & MOUNDED GARDEN BEDS
- 4** CURVED LAWN SPINE
- 5** RESIDENCES
- 6** PUBLIC PATH PEDESTRIAN LINK

— — — PRIVATE LINK



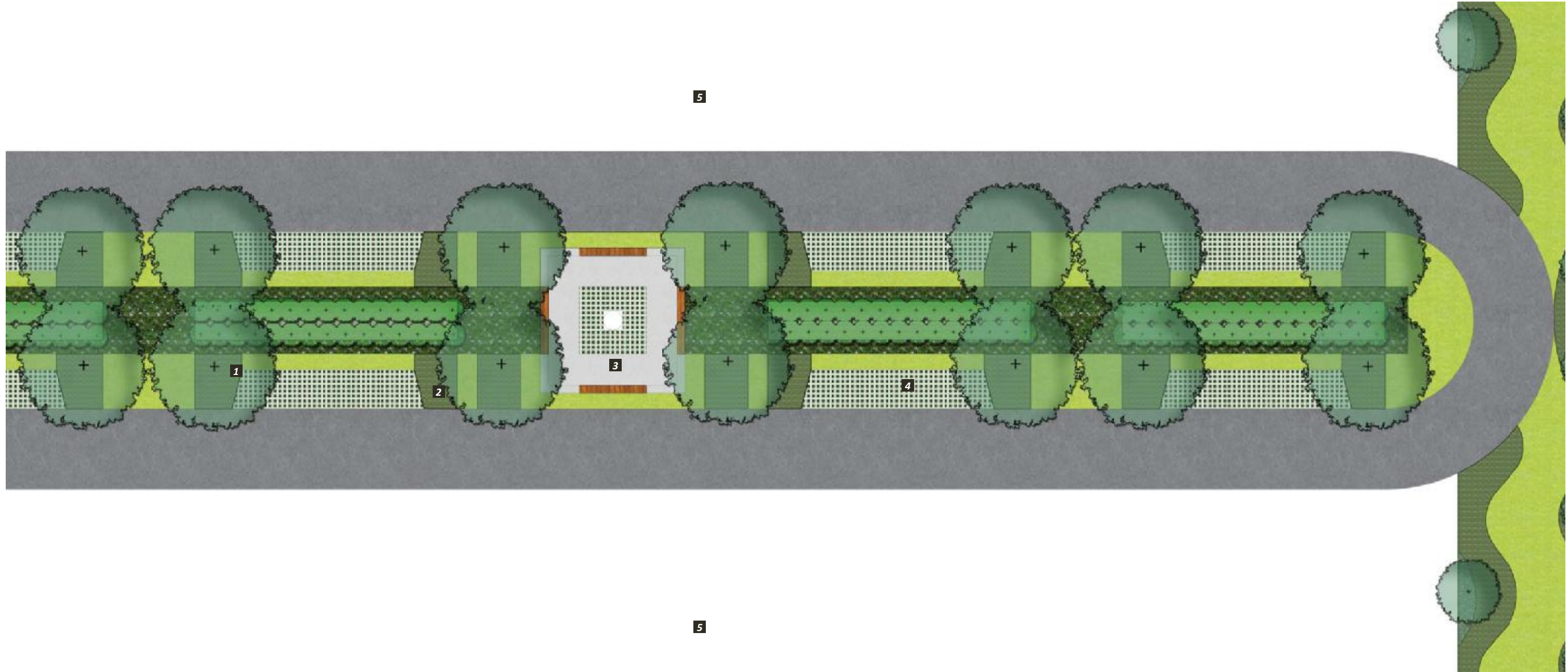
## LINEAR PARK CONCEPT

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- 1** FORMAL AVENUE TREES
- 2** GARDEN BEDS
- 3** SEATING COURT & ACCESS
- 4** CARPARK BAYS WITH GRASS CELL
- 5** RESIDENCES



## INTERNAL BOULEVARD CONCEPT

| 22 AUG 12 | SD02 | NORTH  | SCALE : @ A3  
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The logo for 'urbis' consists of a solid blue square. Inside the square, the word 'urbis' is written in a white, lowercase, sans-serif font. The letters are bold and evenly spaced.

urbis

# Development Plan Addendum

80-82 and 84-94 Osborne Avenue,  
Springvale  
6<sup>th</sup> October 2014



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DEVELOPMENT PLAN - 80 AND 84 OSBORNE AVENUE UPDATED1

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# 1 Introduction

This Development Plan Addendum has been prepared by Urbis for land at 80-82 and 84-94 Osborne Avenue, Springvale. The Development Plan is prepared in accordance with the requirements of the Development Plan Overlay – Schedule 7 within the Greater Dandenong Planning Scheme. This Development Plan Addendum should be read in conjunction with the Development Plan approved by Council on 19 September 2012, which relates to land at 50 Osborne Avenue, Springvale.

Due to the comprehensive nature of the approved Development Plan, some of the informational requirements for 80-82 and 84-94 have already been met. This Addendum addresses any outstanding issues within the Schedule to the Development Plan Overlay and applies to the mixed use precinct at the north western corner of the development plan overlay area.

The Development Plan Addendum for 80-82 and 84-94 Osborne Avenue, Springvale comprises:

- A Response to the Requirements of Clause 43.04 – Development Plan Overlay Schedule 7.
- A Site Context Plan.
- A Development Concept Plan.

Whilst there are firm redevelopment proposals for 84-94 Osborne Avenue, at the time of writing there are no firm proposals for 80-82 Osborne Avenue. The Concept Plan shows a potential layout for 80-82 to illustrate how that land could be redeveloped for mixed use in the future. The inclusion of an indicative layout plan for 80-82 Osborne Avenue does not preclude alternative layouts being proposed, subject to the approval of Council, who may also require an amendment to this Addendum document.

*Amended  
16/10/14*



## 2 A Response to the Requirements of Clause 43.04 – Development Plan Overlay Schedule 7

DEVELOPMENT PLAN REQUIREMENT	RESPONSE	REFERENCE
<p>A comprehensive <b>Site Analysis Plan</b> that provides details of:</p> <ul style="list-style-type: none"> <li>– The land to which the plan applies;</li> <li>– Surrounding land use and development;</li> <li>– Vehicle, bicycle and pedestrian links;</li> <li>– Public transport links; and</li> <li>– Significant vegetation.</li> </ul>	<p>The Site Context Plan prepared by Urbis relates to the land at 80-82 and 84-94 Osborne Avenue, Springvale. These two properties form the north-western corner of the larger parcel of land which is subject to the Development Plan Overlay – Schedule 7.</p> <p>The Site Context Plan has captured design detail from the approved Development Plan prepared by Taylors for 50 Osborne Avenue.</p>	<p>Site Context Plan, prepared by Urbis</p> <p>Development Concept Plan, prepared by Taylors (plan 2.01).</p>
<p><b>Urban Design Guidelines</b> that support the following development principles;</p> <ul style="list-style-type: none"> <li>▪ Urban Context: <ul style="list-style-type: none"> <li>– Site responsive design that ensures a reasonable amenity for both future and existing residents and businesses;</li> </ul> </li> </ul>	<p><b>Urban Context</b></p> <p>The land at 80-82 and 84-94 Osborne Avenue is well suited to a mix of commercial uses as a result of its zoning (mixed use) and its location on a busy road intersection. For that same reason it is less suited to a residential redevelopment.</p> <p>The land at 50 Osborne Avenue, as demonstrated in the Development Plan prepared by Taylors, has the capacity to accommodate a level of massing and scale (of up to 4 storeys), taking advantage of what can be classified as an ‘opportunity site’ to facilitate the directives associated with urban consolidation.</p>	<p>Development Concept Plan, prepared by Urbis.</p> <p>Indicative Development Concept Plan, prepared by Urbis.</p>

## DEVELOPMENT PLAN REQUIREMENT

## RESPONSE

## REFERENCE

Therefore, the purpose of the Development Plan Addendum for 80-82 and 84-94 Osborne Avenue is to manage non-residential uses on a corner location whilst respecting the amenity of the adjacent residential development to the east and south at 50 Osborne Avenue.

The Development Plan for 80-82 and 84-94 Osborne Avenue has been designed to accord with the requirements expressed at Clause 43.04 – Development Plan Overlay Schedule 7 of the Greater Dandenong Planning Scheme.

Whilst an indicative layout has been prepared for 80-82 Osborne Avenue, this is merely to illustrate that the proposed layout at 84-94 does not prejudice the later development of this site.

▪ **Building Envelopes:**

- Indicative site cross section showing landscape buffer to Osborne Avenue;
- Heights and massing: ensure new buildings respect the neighbourhood context;
- The provision of appropriate setbacks in accordance with Clause 54 and Clause 55;
- Roof forms: Ensure roof forms are a considered part of the overall design.

**Building Envelopes, Design and Layout**

It is anticipated that building modules will anchor land adjacent to Westall Road and the eastern boundary of 80-82 Osborne Avenue, with potential for a third building module to be positioned in the middle. The existence of a Public Acquisition Overlay (PAO) in the western portion of 84-94 Osborne Avenue will require all built form to be located outside of the PAO. The building at 84-94 Osborne Avenue, due to its location adjacent to Westall Road, has the ability to incorporate a taller architectural element in the north-western corner of the building to assist in anchoring the non-residential development.

Given the site context and the 2 – 3 storey height of the adjoining residential housing stock at 50 Osborne Avenue, the building height at 80-82 and 84-94 Osborne Avenue can range in height from 1 – 2 storeys. At this height, the developments will distinguish itself from the residential housing stock without unreasonably impacting the nearby residential properties through building bulk.

The built form within these modules should be of high architectural quality and contain a palette of colours, materials and finishes. Due to the site context, the buildings should be activated along the northern interface (to Osborne Avenue) as well as the interfaces which



DEVELOPMENT PLAN REQUIREMENT

RESPONSE

REFERENCE

present to the proposed car parking which is located between the buildings.

Due to the combined length of the frontage for the properties at 80-82 and 84-94 Osborne Avenue along Osborne Avenue, there is an opportunity to accommodate three separate building modules within these two properties. The Development Plan shows how these three buildings can have their own pedestrian access points along Osborne Avenue; individual car parking areas; and the provision of a continuous landscape buffer around the properties (except where the crossovers along Osborne Avenue are located). Due to the non-residential nature of the land uses envisaged for these properties, vehicle circulation within the properties could also be beneficial.

*Amended from previous version 6/10/14*

▪ Street Pattern and Street Edge Quality:

**Street Pattern and Street Edge**

- The provision of an appropriate internal road network to promote safe and convenient vehicle movement to existing street networks;
- Ensure entrances to higher density dwellings are visible from street fronts;
- Ensure car parking is located in a way that does not dominate the street frontage; Front fences: ensure front fences contribute to character and avoid creating inactive frontages.

Osborne Avenue is a primary pedestrian zone with a finer grain subdivision pattern and existing built form at a pedestrian scale. On this basis, the non-residential buildings at 80-82 and 84-94 Osborne Avenue will be designed to present to Osborne Avenue, thereby activating the pedestrian zone, in-keeping with existing conditions.

Pedestrian permeability at 80-82 and 84-94 Osborne Avenue will be incorporated into the future development of these properties. Direct vehicular and pedestrian connections are discouraged between the mixed use area and the balance of the site at 50 Osborne Road for amenity and traffic reasons. Instead, access between the two properties will be via the existing footpath network external to the development plan area.

The design of the buildings at 80-82 and 84-94 Osborne Avenue should incorporate activated elements which contribute to the Osborne Avenue streetscape and which reflects the streetscape interface. This design outcome can be in the form of pedestrian entrances into the buildings, an outdoor seating area and / or the use of glazing which facilitate interaction between the public and private realms. Where secondary elevations face the external road network, these should be well designed and utilise a mix of materials, with openings provided where practicable.



DEVELOPMENT PLAN REQUIREMENT	RESPONSE	REFERENCE
<ul style="list-style-type: none"> <li>▪ <b>Building Layout and Design:</b> <ul style="list-style-type: none"> <li>– Provide a range of dwelling sizes and types;</li> <li>– Promote buildings of high architectural quality and interest;</li> <li>– The provision of predominately east west oriented lots to obtain maximum solar access;</li> </ul> </li> </ul>	<p>Car parking is proposed between each of the three building modules, with landscaping positioned within the setback areas and extending around the perimeter of 80-82 and 84-94 Osborne Avenue. The buildings will help screen the car park from the approaches along Osborne Avenue and will allow for a logical layout – regardless of land ownership issues.</p> <p>The Development Plan for 50 Osborne Avenue is subject to a Traffic and Transport Assessment prepared by Cardno Victoria Pty Ltd, which has addressed all access and parking related matters associated with the Development Plan. Given the residential nature of the development proposed at 50 Osborne Avenue, there is merit in having separate vehicular access arrangements for the Addendum Development Plan area. The Development Concept plan proposes to utilise the existing entrances, and make use of the carriageway easement.</p>	
<ul style="list-style-type: none"> <li>▪ <b>Open Space and Landscape Design:</b> <ul style="list-style-type: none"> <li>– Provide centrally located open space easily accessed by all residents, particularly those in higher density accommodation that meets with the required 5% land contribution;</li> <li>– Integrate the open space and landscaped areas with the design and layout of the residential development;</li> <li>– Apply landscaping treatments to all areas of open space, in particular giving consideration to the treatment of interfaces</li> </ul> </li> </ul>	<p><b>Landscape Design:</b>  Landscaping within the Development Plan area is to comprise of canopy trees, shrubs and grasses. Canopy trees, shrubs and grasses are to be concentrated in areas located adjacent to the common boundary with the adjoining residential land to create appropriate screening. Scattered canopy trees, shrubs and grasses will be dispersed within the carpark and setback area from Osborne Avenue to filter views of the buildings and carpark area from the public realm.</p>	



DEVELOPMENT PLAN REQUIREMENT	RESPONSE	REFERENCE
<p>between uses within the site and abutting the site and within any proposed buffer areas and to the use of large canopy trees;</p>	<p><b>Environmentally Sustainable Design:</b></p> <p>The developments at 80-82 and 84-94 Osborne Avenue should incorporate environmentally sustainable design features through harvesting rainwater for the purpose of toilet flushing and / or watering landscaping; making provision for raingardens which can treat the surface water from the paved / carpark areas; installing energy and water efficient appliances; and building design that captures natural daylight.</p> <p>The provision of water tanks should be site responsive and not diminish the appearance of the properties from Osborne Avenue.</p>	
<ul style="list-style-type: none"> <li>▪ Environmentally Sustainable Design: <ul style="list-style-type: none"> <li>– Encourage a high standard of building design that demonstrates a minimisation of energy consumption;</li> <li>– Encourage efficient use of water throughout the site;</li> <li>– Encourage the use of energy efficient materials; and</li> <li>– Encourage multi-modal transport.</li> </ul> </li> </ul>		
<p>A <b>Development Concept Plan</b> which generally accords with the Outline Development Plan and shows or provides the following information:</p>	<p>The Development Concept Plan proposes a mix of commercial uses which reflect the zoning of the land.</p> <p>Buildings are generally anticipated to be single storey with the potential to mark the north</p>	<p>Development Concept Plan, prepared by Urbis.</p>

DEVELOPMENT PLAN REQUIREMENT	RESPONSE	REFERENCE
<ul style="list-style-type: none"> <li>▪ The proposed use and development of each part of the land;</li> <li>▪ A north-south link through the site that will be available at all times for public vehicle, pedestrian and cycle access;</li> <li>▪ Building locations and maximum building heights;</li> <li>▪ The outlook of buildings to ensure roads have adequate passive surveillance and to ensure that buildings to not turn their back to any key interface</li> <li>▪ Indicative development schedule showing: <ul style="list-style-type: none"> <li>– Proposed number, height, size, setbacks and type of dwellings;</li> <li>– Proposed non-residential uses including maximum gross floor areas and location;</li> </ul> </li> <li>▪ Locations for vehicle egress and ingress, road layout and the location of car parking areas;</li> </ul>	<p>west corner of the building with a taller element (not to exceed 2 storeys).</p> <p>Buildings are orientated, where practicable to provide a frontage to the external road network. Where primary frontages are not provided these are to be suitably treated with materials and openings to maximise interaction with the street.</p> <p>The Concept Plan details pedestrian connections and vehicular arrangements.</p>	<p>Indicative Development Concept Plan, prepared by Urbis.</p>



DEVELOPMENT PLAN REQUIREMENT	RESPONSE	REFERENCE
<ul style="list-style-type: none"> <li>▪ Pedestrian and cycle paths;</li> <li>▪ Areas of public open space; and</li> <li>▪ The provision of a high quality built form standard;</li> </ul>		
<p><b>An Integrated Traffic Management Plan</b> including the following;</p> <ul style="list-style-type: none"> <li>▪ An existing conditions assessment;</li> <li>▪ The road layout and design including road reserve widths;</li> <li>▪ The means of vehicle ingress and egress to and from the site;</li> <li>▪ Location and access points for on-site car parking;</li> <li>▪ Car parking treatment to any higher density dwellings;</li> <li>▪ A pedestrian network plan;</li> <li>▪ A bicycle facilities plan;</li> <li>▪ Public transport arrangements and access routes;</li> <li>▪ The actions and responsibilities for ongoing implementation of the Plan, including proposed funding</li> </ul>	<p>The Development Concept Plan shows where:</p> <ul style="list-style-type: none"> <li>- Vehicle crossovers (both onto Osborne Avenue only) are located – utilising the carriageway easement where appropriate to ensure that a legal and logical layout is proposed.</li> <li>- There is an access that is shared by both lots – this is to be maintained.</li> <li>- There is no vehicular access on Westall Road.</li> <li>- On-site car parking is to be located.</li> </ul> <p>The existing pedestrian footpath is located around 80-82 and 84-94 Osborne Avenue and the nominated areas for pedestrian permeability into 80-82 and 84-94 Osborne Avenue.</p> <p>Detailed Traffic Impact Assessments, including parking considerations and the capacity of the Osborne Avenue and Westall Road junctions to accommodate any mixed use development proposals, are to accompany any permit application on the land.</p>	<p>Development Concept Plan, prepared by Urbis.</p> <p>Indicative Development Concept Plan, prepared by Urbis.</p>

DEVELOPMENT PLAN REQUIREMENT	RESPONSE	REFERENCE
<p>arrangements; and</p> <ul style="list-style-type: none"> <li>▪ A description as to how the plan responds to State Government objectives.</li> </ul>		
<p>A Landscape Concept Plan including;</p> <ul style="list-style-type: none"> <li>▪ A consistent landscape theme across the site that compliments any proposed future development;</li> <li>▪ The location of vegetation to be retained; and</li> <li>▪ The inclusion of Water Sensitive Urban Design principles;</li> </ul>	<p>A Landscape Concept Plan has been prepared and shows:</p> <ul style="list-style-type: none"> <li>- A continuous landscaping buffer will extend around 80-82 and 84-94 Osborne Avenue, except where the crossovers are located along Osborne Avenue.</li> <li>- Evergreen trees are proposed within the landscaping buffer to ensure year round foliage is visible from various vantage points. Deciduous trees can exist within the car parking areas at 80-82 and 84-94 Osborne Avenue, as it is less important to have a year round landscape buffer in the area between both building modules.</li> <li>- In conjunction with the planting of canopy trees and shrubs, low level landscaping will also be planted to assist in beautifying the land when viewed from various vantage points. This type of landscaping will result in an attractive presentation to Osborne Avenue where customers will enter the properties from.</li> <li>- The establishment of rainwater beds and water tanks as part of any development proposal at 80-82 and 84-94 Osborne Avenue will be appropriate forms of water sensitive urban design principles.</li> </ul>	<p>Development Concept Plan, prepared by Urbis.</p> <p>Indicative Development Concept Plan, prepared by Urbis.</p>
<p>A Stormwater Management Plan including:</p> <ul style="list-style-type: none"> <li>▪ Water Sensitive Urban Design Principles.</li> <li>▪ Construction and maintenance requirements for water sensitive</li> </ul>	<p>Due to the size of the 80-82 and 84-94 Osborne Avenue, the incorporation of water sensitive urban design principles within the design responses at these two properties can demonstrate stormwater treatment has been considered.</p> <p>A Planning Permit issued for any future development on the subject land can include a requirement to prepare a detailed Stormwater Management Plan to Council's satisfaction</p>	



DEVELOPMENT PLAN REQUIREMENT	RESPONSE	REFERENCE
<p>urban design.</p> <ul style="list-style-type: none"> <li>▪ Details of stormwater management measures.</li> <li>▪ How development will comply with best practice environmental management or urban stormwater.</li> <li>▪ Any other matters as required by the responsible authority and Melbourne Water.</li> </ul> <p>Any modification to the Stormwater Management Plan component of the development plan must be to the satisfaction of the responsible authority and Melbourne Water.</p>	<p>prior to works commencing on-site.</p>	
<p>A Construction Management Plan (CMP)</p>	<p>A Construction Management Plan can be required as part of a condition of any planning permit issued for 80-82 and 84-94 Osborne Avenue.</p> <p>This Plan will provide greater certainty with regards to demolition works, earth works, deliveries etc.</p>	<p>Not applicable.</p>
<p>A staging plan for the development of the site.</p>	<p>Due to the size of the properties at 80-82 and 84-94 Osborne Avenue, it is considered development on these two properties will be constructed in totality; hence not requiring a Staging Plan to be prepared.</p>	<p>Not applicable.</p>
<p>Details of service infrastructure provision.</p>	<p>Existing businesses currently operate from 80-82 and 84-94 Osborne Avenue; thus demonstrating service infrastructure exists.</p>	
<p>A response to the Safer Design Guidelines for Victoria.</p>	<p>The Development Plan for 80-82 and 84-94 Osborne Avenue provides guidance on the siting, layout and design of buildings on these two properties. Consistency with these guidelines will</p>	

DEVELOPMENT PLAN REQUIREMENT    RESPONSE

REFERENCE

result in a development outcome which facilitates a safe urban environment on the two properties.



Existing Residential Development

SUBJECT SITE

Existing industrial development with poor visual amenity

Future Residential Development 2 - 3 Levels

Legend

- ○ ○ Existing Shared Use Path
- ● ● Existing Footpath
- ↳ Existing Vehicle Access
- Common Boundary Between Mixed Use Sites
- Development Plan Addendum Area
- ▨ Public Acquisition Area
- Existing Street Scape Planning



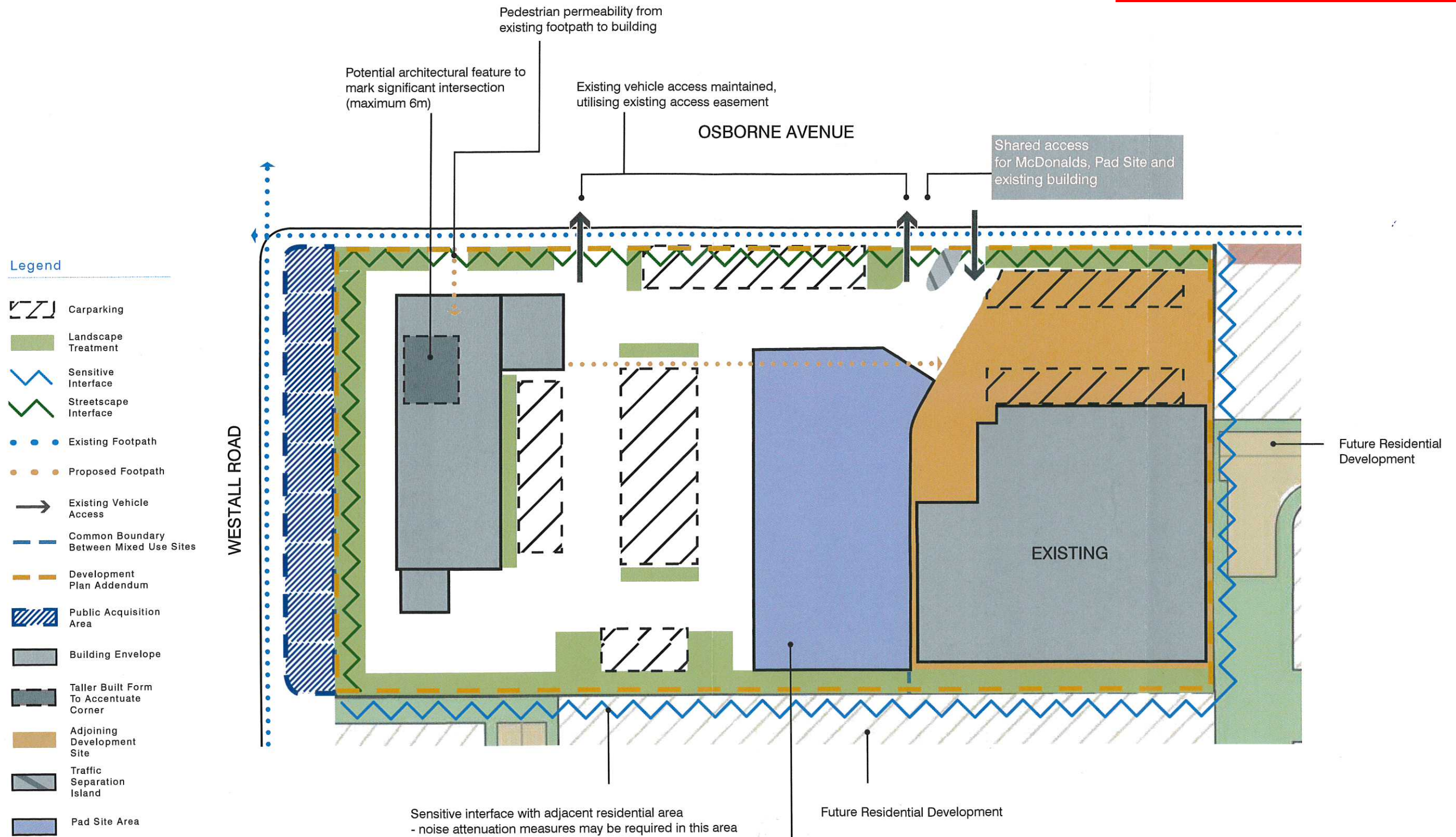
Existing Residential Development

Future Residential Development 2 - 3 Levels



This document has been made available for the purposes as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose.





**Pad Site:**  
 Subject to future planning application including but not limited to a parking and access assessment. The building should have a maximum height of 6 metres. Any potential visual and noise amenity issues from a proposed development on the abutting residential development to the south must be appropriately dealt with by the scale, setback, height and design inclusive of no external plant and equipment.

