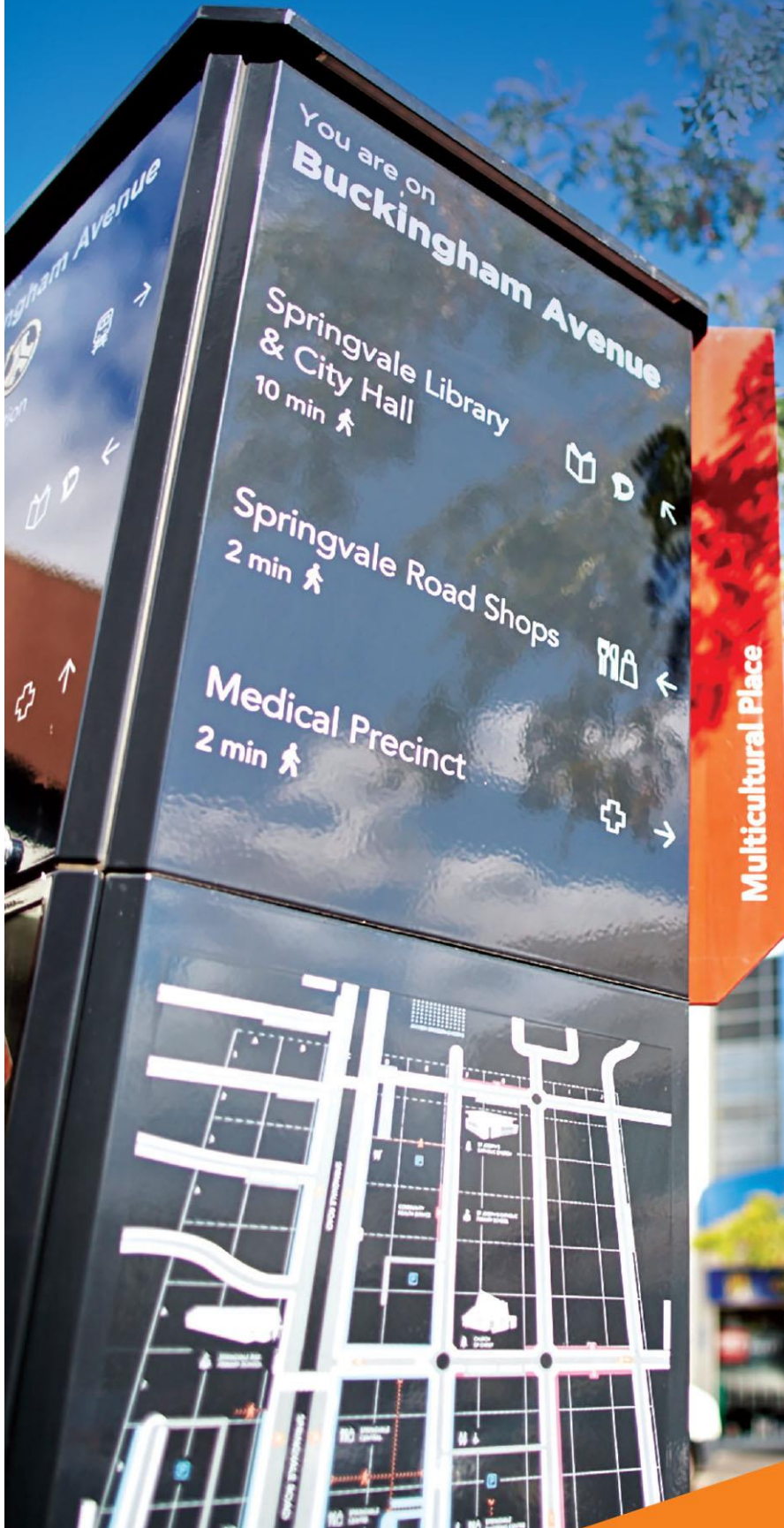




Springvale Activity Centre Structure Plan 2017



You are on
Buckingham Avenue

Springvale Library
& City Hall
10 min

Springvale Road Shops
2 min

Medical Precinct
2 min

Multicultural Place



GREATER
DANDENONG
City of Opportunity



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About this document

The City of Greater Dandenong has prepared a Structure Plan for the Springvale Activity Centre (SAC). The Structure Plan will outline the 20 year vision for the renewal and revitalisation of the Springvale Activity Centre and set out how the vision would be achieved.

A separate Action Plan lists the actions required to implement the Structure Plan and indicates which Council department or organisation is responsible; the allocated timeframe, and an indicator allocated to each action.

How to use the Structure Plan

The Structure Plan is intended to inform all stakeholders about the shared vision for the Springvale Activity Centre, and specify how it will be achieved.

The Structure Plan provides decision makers, including Council, State government and other agencies, with a platform to allocate resources towards capital works, guide the determination of planning applications and set work programs across different departments.

Importantly, the Structure Plan also provides certainty for the community, business owners, developers and planning applicants regarding the level of change and type of development that can be expected across the Springvale Activity Centre.

Key elements of this document include:

Chapter 1: Introduction and Vision: Articulates the shared vision for Springvale developed in conjunction with community and stakeholders and explains how it will be achieved and illustrates the activity centre boundary.

Chapter 2 and 3: Locational and Planning Context: Outlines the role of the SAC, and provides a description of the regional, local and planning policy context.

Chapter 4: Framework Plan: Outlines the key components which will guide the overarching direction for the use and development of the Springvale Activity Centre over the next 20 years.

Chapter 5 and 6: Implementation, Monitoring and Review: Outlines how the Structure Plan will be implemented, monitored and reviewed in the future.

Enquiries: Council's Planning and Design Department Tel: (03) 8571 1000





1

INTRODUCTION





1 INTRODUCTION

The Springvale Activity Centre is a popular and vibrant multicultural retail and commercial centre in Melbourne's south-east. It is well serviced with food, groceries and produce, restaurants and bakeries and has a growing health service precinct.

The centre contains, or is within close proximity to, primary and secondary schools, has a well-connected transport system and has a growing apartment market.

A significant amount of change has occurred in and around the centre in recent times including the removal of the Springvale level crossing and the associated redevelopment of the railway station and bus transport interchange.

There are also a number of larger scale development proposals in and around the centre that have either been recently approved or are seeking approval at higher built form scales.

The centre also contains a mixed use development at No. 8 Balmoral Avenue, Multicultural Place (the 'city square'), and an 8 storey residential development is currently being constructed in part of the Warwick Avenue Precinct.

Springvale has the potential to accommodate more intensive development and provide capacity for new higher density housing and commercial uses, providing housing and employment.

It is therefore important for Council to have an up to date plan for Springvale to ensure sustainable growth and development in the centre.

It is also critical to ensure that public infrastructure such as streetscapes, open space, and other community services will meet the needs of current and future residents and allow for improved social liveability, environmental sustainability and economic prosperity for the centre.

1.1 THE PURPOSE OF A STRUCTURE PLAN

The purpose of this Structure Plan is to outline a 20 year vision and plan for the renewal and revitalisation of the Springvale Activity Centre (SAC).

The Structure Plan is underpinned by a shared vision which was developed by stakeholders, including the local community, business owners, Council officers and government agencies.

The Structure Plan provides a framework to guide the future growth of the SAC in a logical and sustainable way. It will also be used to guide public and private investment and infrastructure in the SAC.

A series of objectives, strategies and actions for land use and economic activity, built form and urban design, transport and movement and open space and public realm initiatives are provided to assist in achieving the shared vision.

The plan reviews and builds on the strategies and actions set out in Springvale Activity Centre Structure Plan, 2010. It has also been developed in the context of a number of other related studies developed for in the centre.





1.2 THE VISION

- *Springvale will build on its current unique cultural and Asian food retailing strengths to become a place of business growth and local employment opportunities.*
- *Springvale will have greater housing choices and safer and more attractive streets.*
- *Springvale will ensure the design of new buildings is site responsive, innovative and achieves environmentally sustainable design outcomes.*
- *Springvale will have a high degree of connectivity and accessibility for pedestrians and cyclists.*
- *Springvale will have distinctive and safe green open spaces for residents and visitors to enjoy.*

1.3 CONSULTATION ON THE STRUCTURE PLAN

The Springvale Activity Centre Structure Plan has been informed by extensive community consultation.

This has ranged from consultation as part of the *Springvale Road Boulevard Project* to the *Children's Forum* (both in 2016). These large consultation programs provided comments, ideas and suggestions from a range of groups including children and families, local businesses, student and community leaders, youth, Council staff and Councillors.

Many of the comments, ideas and suggestions have been incorporated in to this Plan and have helped reinforce Council's understanding of the issues and opportunities facing Springvale.

The community also had the opportunity to make formal submissions on the Springvale Activity Centre Structure Plan during the public consultation period from 6 March – 7 April 2017.





The purpose of this consultation was to seek the community's input on the following key questions:

Do you agree with Council's Draft Vision for the centre?

If not, what would your vision be?

What do you like about the Draft Springvale Activity Centre Structure Plan?

What else should the Draft Springvale Activity Centre Structure Plan take into consideration?

Do you have any other comments?





1.4 STRUCTURE PLAN BOUNDARY

The Springvale Structure Plan boundary surrounds the commercial and retail areas of the centre as well as some existing residential zoned land to the north of the railway line.

It also includes the established industrial area to the north-west of the centre as well as the Springvale Civic Site, which anchors the centre to the south.

The centre is generally bounded by:

- Stephenson Street and Rosalie Street to the north
- Rear of sites fronting Springvale Road and the Springvale Park Special Development School to the east
- Heather Grove and Hillcrest Grove to the south
- Royal Avenue to the west








The Structure Plan boundary shown in Figure 1 reflects the area of future strategies, policies and controls that will apply to the activity centre and its surrounds.

The boundary provides sufficient land to accommodate future growth over a 20 year horizon. It incorporates the commercial and retail core of the activity centre, surrounding key public uses such as parks, and community facilities and recognises surrounding residential areas.



springvale activity centre structure plan



- legend
- activity centre boundary 
 - main road 
 - secondary road 
 - local road 
 - train line 
 - springvale station 
 - civic precinct 

ACTIVITY CENTRE BOUNDARY PLAN



FIGURE 1: ACTIVITY CENTRE BOUNDARY PLAN

It is noted that the Sandown Racecourse is not included within the boundary of the Springvale Activity Centre due to its distance from the centre. It is however, important to acknowledge this major landholding and to continue to liaise with the Melbourne Racing Club (operator of Sandown Racecourse and Entertainment Centre) regarding the impact of any future redevelopment of this land on the Springvale Activity Centre.





1.5 SETTING THE BOUNDARY

The Department of Environment, Land, Water and Planning (DELWP) developed Practice Note 58 for delineating the boundary for activity centres.

The Practice Note provides the following guidance regarding what a boundary needs to include within it:

- **Sufficient land to provide for commercial activities needed over a 20 year horizon**
- **Residential areas that have a strong relationship with the activity centre**
- **Key public land uses that will have a strong relationship with the activity centre**
- **Public open space areas that have a strong relationship with the activity centre**

The boundary should generally exclude:

- **Residential land that is encumbered by significant constraints such as heritage overlays located at the edge of the activity centre**

Source: Planning Practice Note 58, Structure Planning for Activity Centres, page 2

The Activity Centre boundary for Springvale has been defined through a thorough consideration of the existing zoning and is based around a number of large, underutilised sites across the centre which provide for major mixed use opportunities close to both shops and public transport.

This structure plan focuses on the redevelopment of the centre. This will occur through the encouragement of site consolidation and greater heights for the centre in key locations.

The Residential Growth Zone applies to some properties within the boundary of the Structure Plan and applies to most locations directly abutting the boundary. This is significant as it represents an expansive supporting residential hinterland where development of three to four storeys is encouraged and permitted. It is considered that the boundary will allow for sufficient residential and commercial activities and growth over the next 20 years.





PLANNING POLICY CONTEXT





2 PLANNING POLICY CONTEXT

2.1 STATE POLICY CONTEXT

Plan Melbourne 2017-2050

Plan Melbourne was released in March 2017 and sets the long term strategic vision and guidelines for Melbourne's growth through to 2050. *Plan Melbourne* states of activity centre planning:

All activity centres have the capacity to continue to grow and diversify the range of activities they offer. Opportunities to partner with the private sector to enable future diversification, investment and employment growth should be explored and, where appropriate, facilitated through planning provisions.

Diversification will give communities access to a wide range of goods and services, provide local employment and support local economies and the development of 20-minute neighbourhoods. In many activity centres, this growth will include housing, particularly at higher densities.

One direction outlined in *Plan Melbourne* aims to 'deliver more housing closer to jobs and public transport' through policies which will support new housing in activity centres that offer good access to jobs, services and public transport.

Other relevant strategies of *Plan Melbourne* include focusing on improving connectivity for pedestrians and cyclists, and addressing housing diversity, design, quality and energy efficiency.

Monash National Employment and Innovation Cluster (NEIC)

Within *Plan Melbourne*, Springvale has been included at the south-eastern edge of the Monash National Employment and Innovation Cluster (NEIC), which is Melbourne's largest established employment cluster and supports 58,500 jobs.

The Monash NEIC has a unique mix of education, research and industry participants and includes Australia's largest university (Monash University).

The Springvale Activity Centre, as one of the closest activity centres to the Monash NEIC, has been highlighted by the Victorian Planning Authority (VPA) as an area where growth in business, industry and population will be promoted.





The VPA completed community engagement on the key ideas for the Monash NEIC in April 2016. The VPA is currently preparing a Framework Plan for the NEIC following feedback from the consultation process. It is anticipated that a planning scheme amendment process will be undertaken in early 2017 to give effect to changes proposed by the finalised Framework Plan.

Structure Planning for Activity Centres (Practice Note 58)

This practice note provides guidance to Council's on the activity centre structure planning process.

It covers the reasons for structure planning in activity centres and the policy context and process involved in conducting a Structure Planning exercise.

It highlights the importance of stakeholders and the community adding value to the process.





2.2 GREATER DANDENONG POLICY CONTEXT

The City of Greater Dandenong Integrated Planning Framework consists of several key documents which guide Council's overall strategic direction.

Council Plan 2013-2017

Provides the strategic vision, objectives and actions for Council with the overall vision being that:

Greater Dandenong is a safe, vibrant city of opportunity for all – to visit, work, live and play.

Imagine 2030 Community Plan

Created after comprehensive community engagement and consultation and provides a foundation for the current Council Plan 2013-2017.

Community Wellbeing Plan 2013-2017

Sets out the health priorities for the city and seeks to improve health and wellbeing outcomes. Council's main goal is to assist residents so they can live rewarding, healthy and socially connected lives.

Child Friendly City

The City of Greater Dandenong is a Child Friendly City, in which all children are valued, respected and celebrated and are heard through consultation in planning and implementation of programs.

State Planning Policy Framework (SPPF)

The SPPF encourages a diversity of housing types at higher densities in and around activity centres with good access to public transport and employment.

The SPPF seeks to reduce motorised vehicle trips by concentrating activities that generate high numbers of trips. It also seeks to improve access by walking, cycling and public transport to services and facilities for local and regional populations.

Local Planning Policy Framework (LPPF)

Within the LPPF, strategies to promote Springvale as the principal metropolitan focus for Asian commercial and retail facilities are supported, as are strategies to consolidate and broaden Springvale's cultural base and expand its already vibrant economy and residential market.



Council is committed to actively encouraging multi-storey, higher-density residential development in Springvale.

The Municipal Strategic Statement at Clause 22.10 has a local planning policy specific for the Springvale Activity Centre which offers direction to Council when considering future land use and development applications within the centre.

Activity Centre Placemaking Framework (2016)

Council's Activity Centres *Placemaking Framework* (2016) provides strategic direction for placemaking initiatives in Greater Dandenong's activity centres.

The *Placemaking Framework* ensures that placemaking and revitalisation (urban renewal) of the centres is focused on delivering appropriate and sustainable improvements that provide multiple benefits.

The Framework provides 'Placemaking Objectives' that provide strategic direction for the centres to ensure that projects:

- Deliver places that meet the diverse needs and aspirations of all community members no matter their age, culture, interests or economic position
- Support the economic sustainability of key community destinations and self sustaining activation of shared spaces
- Protect and build on the unique characteristics of each activity centre
- Support the attraction of government, business and community investment in the activity centres

Each activity centre also has its own set of unique strategic objectives that respond to that centre's profile, conditions, drivers of change and attributes.

For Springvale these are:

- Attractors that diversify the local economy
- Provide the opportunity for users to linger and enjoy public spaces in comfort
- Strengthen connections between retail precincts and future development sites





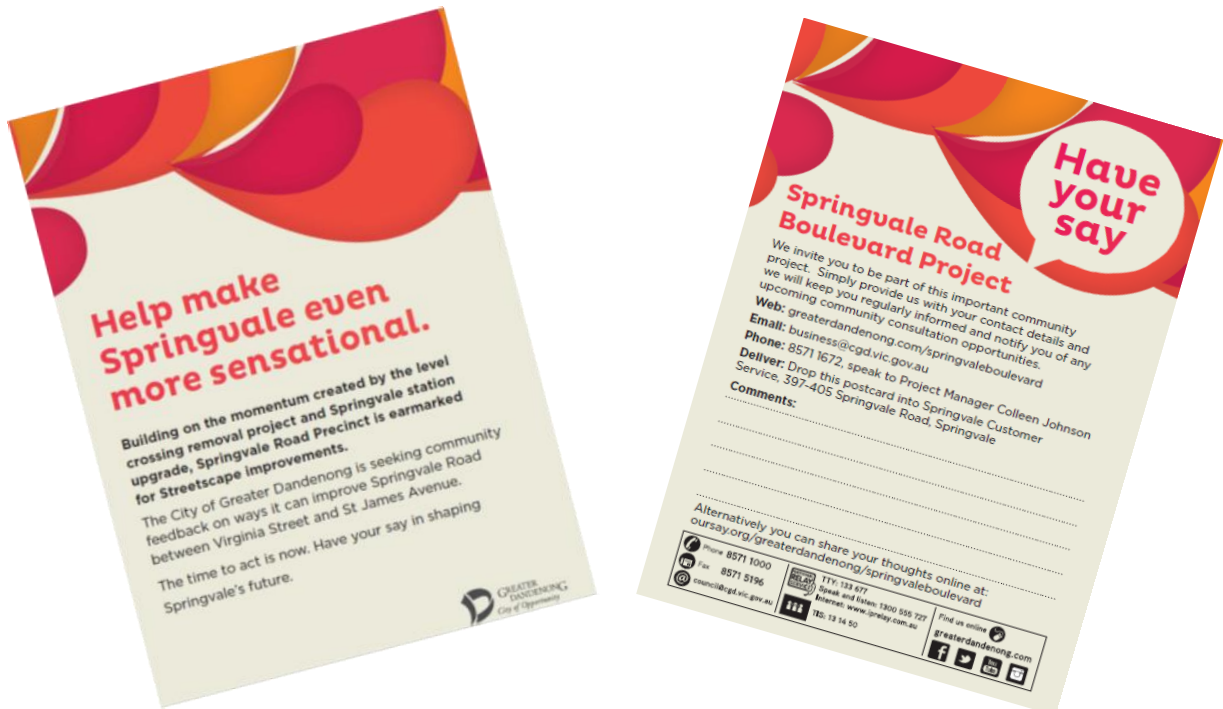
Springvale Road Boulevard Streetscape Renewal Project (2016)

The *Springvale Road Boulevard Streetscape Renewal Project* will transform Springvale Road.

The project will leverage off the recent \$159 million level crossing removal project and aims to transform Springvale Road between Virginia Street and St James Avenue into a signature boulevard.

Streetscape improvements will help reinforce the activity centre as one of Melbourne's leading cultural destinations

Dependent on funding, construction and implementation is scheduled for 2017-18 and ongoing implementation is planned for 2018 and beyond.





LOCATIONAL CONTEXT





3 LOCATIONAL CONTEXT

The Springvale Activity Centre is located approximately 29 kilometers south-east of Melbourne's Central Business District.

The Activity Centre is strategically located on Springvale Road with excellent access to the Melbourne to Pakenham/Cranbourne railway line. The centre is also well serviced by the SMART bus network.

The centre has a strong Asian business and community focus and is well supported by the surrounding residential population

3.1 MELBOURNE CONTEXT

Springvale forms part of a network of centres within the region which include the Monash and Dandenong South National Employment and Innovation Clusters, Dandenong Metropolitan Activity Centre (MAC), Fountain Gate - Narre Warren and Moorabbin Airport.



FIGURE 2: SPRINGVALE CONTEXT TO MELBOURNE CBD





3.2 LOCAL CONTEXT AND HISTORY

Springvale was named after its abundant source of natural spring water in the early 1850s. Springvale was also an important stopping place between Melbourne and Dandenong.

Springvale was chosen as a location for one of the Commonwealth Government's purpose built Enterprise Migrant Hostels to meet short term housing needs created by waves of migration in the 1970s and 1980s. The Hostel provided settlement services to over 30,000 migrants and refugees during this time and has been a key contributor to Springvale's existing cultural identity.

Today it is home to the largest and most established south-east Asian cultural precinct in Greater Dandenong. It has a strong Vietnamese and Cambodian influence giving the centre a unique Asian food and retail offer.

Formerly a city in its own right, Springvale has an established cluster of civic and community services and assets such as a Council customer service presence, large civic hall, library and Police Station.

In 2014 the Springvale Road railway level crossing was removed and the railway line was lowered below Springvale Road. This project also involved other public transport improvements, such as the new bus transport interchange and the Lindsay Williams Crossing vehicular bridge to allow crossing of the line east of Springvale Road.

This removal has also provided the opportunity to initiate a significant urban renewal project, namely the *Springvale Road Boulevard Project*.

The level crossing removal has opened up the north and south of the centre for much improved access and movement. The level crossing removal is considered the single most important change in the centre in the past 5 years and is seen as a catalyst for redevelopment and investment in the centre.

The Springvale Civic Site redevelopment is also underway and will include improved public open space and community facilities including renovation works to the Springvale Town Hall and the construction of a community hub which will incorporate a modern, state-of-the-art library, flexible community meeting spaces, civic services area and plentiful parking.

Over the next few years it will be a vibrant meeting place where people of all ages, backgrounds and interests feel welcome and can come together in a spirit of mutual respect, connection and celebration.


World-class community facilities will combine with large, multipurpose green spaces to provide the perfect setting for learning, playing and relaxing. This is significant as it will encourage greater movement through the centre.



springvale activity centre structure plan



legend

- activity centre 
- main road 
- secondary road 
- local road 
- train line 
- springvale station 
- civic precinct 
- multicultural place 
- enclosed shopping centre 
- multi storey carpark 
- public open space 
- mile creek 
- community use 
- school 
- pedestrian bridge 
- vehicular bridge 

EXISTING LOCAL CONTEXT PLAN



FIGURE 3: EXISTING LOCAL CONTEXT PLAN





Springvale's population today

The population of this part of Springvale in 2011 was 3856 persons. The population is young, with the highest number of residents found in the 20-24 year and 25-29 year age bracket (23%).¹

The 2011 Census found that over 76% of the population were born overseas, which is higher than for Greater Dandenong as a whole and more than double the metropolitan proportion (33%).

Among the 38 birthplaces of its residents were Australia (24%), Vietnam (23%), India (13%), other/not stated (8%) and Cambodia (5%).

A quarter (25%) of residents has a limited English fluency, which is higher than the municipal average (14%) and over five times the metropolitan level (4%).

Couples without children and lone person households made up 48% of the community. The weekly gross income was \$347, which is one of the lowest in Greater Dandenong and equivalent to approximately 50% of metropolitan levels. Unemployment was at 10.5%, nearly twice the metropolitan level of 5.5%.

Rates of home ownership/purchasing and renting were fairly even (47% and 44% respectively). For those owning/purchasing this rate was less than the metropolitan level (71%), while the rate for renting was more than twice the metropolitan average (21%).

The overwhelming majority of residents drove to work (64%), with train and bus the next most popular travel options (16% and 8%). As of 2011 there were a total of 44 dwellings within the core commercial parts of Springvale.

Source: Census, 2011 (Australian Bureau of Statistics)

Springvale's population tomorrow

The population of Springvale by 2030 is expected to grow to between 5300 and 6000 persons (the latter figure calculated in a high growth scenario).

As the population moves through the age brackets from 2011, it will be older with the largest group in the 35-44 year age bracket. There will also be large growth in the 0-14 year old age groups.

Due to this there will be a significant increase in demand for maternal and child health nurses, playgroups, 3 and 4 year old kindergarten and growth in both primary and secondary school enrolments. It is therefore important for this structure plan to consider the needs, interests and priorities of children and families.

¹ For the purposes of this Structure Plan these statistics have been derived as a depiction of some of the characteristics of the population living within approximately 400-500m of the commercial core of Springvale.





Couples without children and one parent families will continue to grow, with continued loss of 'couple with children' families, which is a common trend across Melbourne.

Source: Springvale Activity Centre Residents Profile Projections, May 2016 (CGD)

The trends above are reflected across the wider suburb, which is to see an increase in 5-9 year olds and 40-44 year olds.²

Feasibility analysis

Previous economic work for the centre has identified low rental yield as a major factor that can lead to redevelopment not being commercially viable. Other factors such as small land parcels and fragmented ownership patterns of larger sites are also an issue in Springvale.

While Council could adopt a 'zone it and they will come' approach, the financial feasibility of a project is the main driver of change and is therefore important to understand when planning for growth and change in a centre.

A feasibility analysis undertaken in 2015 found the following for Springvale:

Springvale is gradually transforming and seeing new medium to high density development

Two and three storey apartments are more feasible on smaller lots, where the density achieved is higher

On lots over 1500 sqm, development of at least 4 storeys is necessary to achieve financial feasibility

Five and eight storey developments generate the greatest returns

Ten storey development will generate high returns with a combination of 1, 2, and 3 bedroom apartments

There are currently apartment developments for sale off the plan around the Springvale Railway Station

The likely buyer profile for end products includes both owner occupiers and investors

Source: Housing Analysis Final Report, March 2015 (SGS Economics and Planning)

² For the purposes of this Structure Plan these statistics have been derived as a depiction of some of the characteristics of the population living within approximately 400-500m of the commercial core of Springvale.





Commercial performance

Business audits undertaken in Springvale in June 2016 found that:

Springvale is a medium sized centre in the context of metropolitan Melbourne and has a renowned profile

Springvale has a total floorspace provision of approximately 122,430sqm which has grown some 27,400sqm since 2011

The centre has a retail offering of 48,440sqm and a total commercial floorspace of 54,390sqm comprising some 600 businesses

Retail trade is the most common category, accounting for 198 tenancies (33% of all tenancies) and 33,720sqm of floorspace. Accommodation and food services is also common, accounting for 88 tenancies (15%) and 10,000sqm of floorspace

The centre's retail offer is characterised by a very strong provision of fresh food and groceries

'Other services' such as hair dressing and beauty, car parking services and automotive repairs are common (15% of all tenancies)

There is a current vacancy rate of 8% for shopfront tenancies which is slightly above the typical benchmark for a successful street based activity centre (of 5%)

15% of businesses are open after 6 p.m. in the centre, with one of the two shopping centres open, the Springvale Shopping Centre. Those that are open in the evening are scattered throughout the centre

A total of 172 tenancies (34%) have a Cultural Theme

The predominant broad cultural theme is 'Asian' – some 90% of businesses with a cultural theme have an Asian theme

The centre has a cluster of medical centres and practitioners which are generally located west of St Johns Avenue between Balmoral and Windsor Avenues, located mainly in former residential dwellings

The Springvale Activity Centre is estimated to generate total retail sales of approximately \$211 million (2011 figures). This represents an estimated average trading level of \$5,295/m², which is at the lower end of typical trading levels for centres of this type in metropolitan Melbourne

Source: City of Greater Dandenong Activity Centre Revitalisation Business Audit and Analysis, June 2016 (Essential Economics)





FRAMEWORK PLAN





4 FRAMEWORK PLAN

The Structure Plan is organised around four themes:

Land Use & Economic Activity – Objectives and strategies for how the centre will manage land use and encourage economic activity

Built Form & Urban Design – Objectives and strategies for how the centre will achieve excellence in built form and urban design for new developments

Transport & Movement – Objectives and strategies for how the centre will encourage and promote alternative transport and movement options to the car

Open Space & Public Realm – Objectives and strategies for how the centre will improve and increase its open space and public realm provisions

The Framework Plan (FIGURE 4) combines the key components of each of these themes to graphically show the overarching direction for the use and development of the Springvale Activity Centre over the next 20 years.





springvale activity centre structure plan

- legend
- activity centre boundary
 - major road
 - secondary road
 - school zone/ slow speed corridor
 - pedestrian oriented space
 - potential existing laneway enhancement
 - potential access lanes
 - future improved vehicle access
 - future signalled intersection
 - key public realm
 - core commercial retail and mixed use
 - potential public realm integrated to key development
 - key development sites
 - dining precinct and alfresco activities
 - cultural gateway
 - multicultural place
 - train line
 - springvale station
 - existing pedestrian bridge
 - potential pedestrian bridge
 - existing vehicular bridge
 - civic precinct
 - public open space
 - other uses in the perimeter of activity centre areas
 - non-residential areas outside activity centre
 - residential areas outside activity centre

ACTIVITY CENTRE URBAN DESIGN FRAMEWORK PLAN



FIGURE 4: ACTIVITY CENTRE URBAN DESIGN FRAMEWORK PLAN





4.1 LAND USE AND ECONOMIC ACTIVITY

Background

The Structure Plan boundary encompasses the commercial and industrial zoned core of the centre. Within the boundary there are a number of large strategic sites where development is to be strongly encouraged.

North of the railway line are areas of both Industrial and Commercial 2 Zoned properties on larger sites. It is considered that there may be some long term opportunities for a higher utilisation and activation of land particularly fronting the railway line.

The centre has a significant industrial land use component of some 80,000sqm of service industries, commercial offices, warehouse and storage facilities and both light and heavy manufacturing. It is also of note that Springvale is the only activity centre in Greater Dandenong which has a provision of industrial zoned land.

The recent *Industrial and Commercial Change and Demand Strategy, 2016* (SGS Economics and Planning) concluded that if the centre has a sufficient supply of land to cater for housing and retailing it would be prudent for the area north of the railway line to remain an industrial area until a supply shortage of other land uses emerge.

The remainder of the centre has a predominantly retail/commercial and service/civic role.

Springvale enjoys a high level of 'brand' recognition in the wider Melbourne context as an Asian Food Precinct and is a niche location for fresh food and groceries, drawing a large regional catchment of customers. The centre also has an expansive local residential catchment that supports the centre.



Defined by a typically Asian market style of trading, Springvale is home to one of the largest Lunar New Year festivals in Melbourne; where the retail core comes alive with stallholders, rides, fireworks and staged events. These events are significant in terms of attracting visitors and encouraging commercial activity which in turn supports the local economy and provides associated employment opportunities.





springvale activity centre structure plan

legend

- activity centre boundary
- retail and commercial
- mixed use
- office
- medical
- industrial
- large format retail
- community use
- school
- public open space
- multicultural place
- civic precinct
- key development sites
- activity centre gateway
- asian food precinct
- springvale station
- train line
- main road
- secondary road
- local road
- pedestrian bridge
- potential pedestrian bridge
- vehicular bridge
- railway reserve
- inside activity centre
- residential areas inside activity centre
- sandown greyhounds
- residential areas outside activity centre

FIGURE 5: ACTIVITY CENTRE LAND USE PLAN





Issues & opportunities

- Redevelopment of key underutilised sites such as the Warwick Avenue Precinct and 'Triangle Site' (Precinct 8) would provide a 'catalyst' for future development and investment.
- There is significant development potential north of the railway line since the level crossing removal.
- There is potential to expand commercial zoning behind Springvale Road to the north-east of the rail corridor over Kelvin Grove and up to Virginia Street.
- Retaining the bulky goods precinct north of the rail corridor and the industrial area will complement the diversity being sought for the centre.
- St Johns Avenue provides a convenient location for a suite of medical practices. However, further guidance around this precinct is required.
- The redevelopment of the Springvale Civic Site will provide open space opportunities, a new library and community services.
- The centre has a poor public presentation and pedestrian environment particularly along Springvale Road.
- There is a lack of retail diversity due to a lack of 'magnet' traders and focus on niche Asian food. There is also a lack of 'things to do' in the centre.
- For a centre of its size, there is a lack of night-time economy.
- Springvale has an active and engaged Business Association and there is an overall agreement that change is needed.
- There are clusters of economic activity including:
 - Health and medical cluster in Balmoral, St. Johns, Windsor and St. James Avenues
 - The restaurant and cafe cluster predominantly along Buckingham Avenue





Objectives

- Strengthen connections between the retail precincts and future development sites.
- Improve the presentation and public perception of Springvale.
- Strengthen and diversify the role of the Asian Food Precinct and promote a 'night-time' economy.

Strategies

LU1 Strengthen connections between the retail precincts and future development sites

- LU1.1 Continue to strongly encourage and support the 'catalyst' development of Precinct 8 (the 'Triangle' site) and encourage investment attraction to important strategic development sites for an appropriate mix of residential and commercial uses.
- LU1.2 Continue to strongly encourage and support the development of the Warwick Avenue Precinct.
- LU1.3 Continue to encourage the ongoing redevelopment of the Springvale Civic Site.
- LU1.4 Assess the potential to rezone residential land on Kelvin Grove and part of Virginia Street to a more appropriate zone to facilitate redevelopment of this area to maximise opportunities as an outcome of the level crossing removal project.
- LU1.5 Continue to reinforce the centre's role in promoting a diverse mix of land uses that include retail, mixed use, commercial, industrial and residential, and to continue to support housing close to public transport.
- LU1.6 Develop the *Non-residential uses in residential areas policy* in relation to medical centres and other uses.





EC1 Improve the presentation and perception of Springvale

- EC1.1 Support and improve connectivity and pedestrian desire lines through the continued implementation of the *Placemaking Framework*.
- EC1.2 Review signage, furniture and other features to improve amenity, to encourage people to stay for longer, and provide a consistent 'brand' for the centre.
- EC1.3 Encouragement of child and family friendly spaces including family friendly outlets and outdoor areas.

EC2 Strengthen the role of the Asian Food Precinct and promote a night-time economy

- EC2.1 As part of the *Springvale Road Boulevard Project*, investigate with VicRoads a visual cue along Springvale Road that the centre is open for business at night.

This could include:

- Enhancing night lighting in the centre, with the areas between St James Avenue and the railway corridor, including Buckingham Avenue and Springvale Road, as an immediate priority.
 - Improving sight-lines into the Asian Food Precinct from Springvale Road.
 - Consideration of strong visual and physical links/design interventions into the heart of the Activity Centre, including Buckingham Avenue and the emerging Warwick Avenue Precinct.
- EC2.2 Continue to support the actions arising from the *City of Greater Dandenong Tourism Strategy, 2014-2018* regarding improving perceptions and raising awareness of the centre as well as the creation of a tourism destination.
- EC2.3 Continue to strongly support Council and community festivals, events and Lunar New Year events.
- EC2.4 Continue to promote the Asian cuisine specialties of Springvale's restaurants, cafes and food businesses to a broader audience outside of the area through targeted marketing.





4.2 BUILT FORM AND URBAN DESIGN

Background

Currently Springvale's built form is lower scale and generally consists of one and two storey shopfronts. The generally narrow 'fine grain' shopfronts are an important part of the streetscape and provide potential for a greater diversity of uses and experiences in the centre.

Conversely, there are other sites in the centre that are in larger ownerships and take up a significant portion of a block.

This current built form character is likely to change with a number of approved permits and development applications for taller buildings (up to 12 storeys) being realised in Springvale.

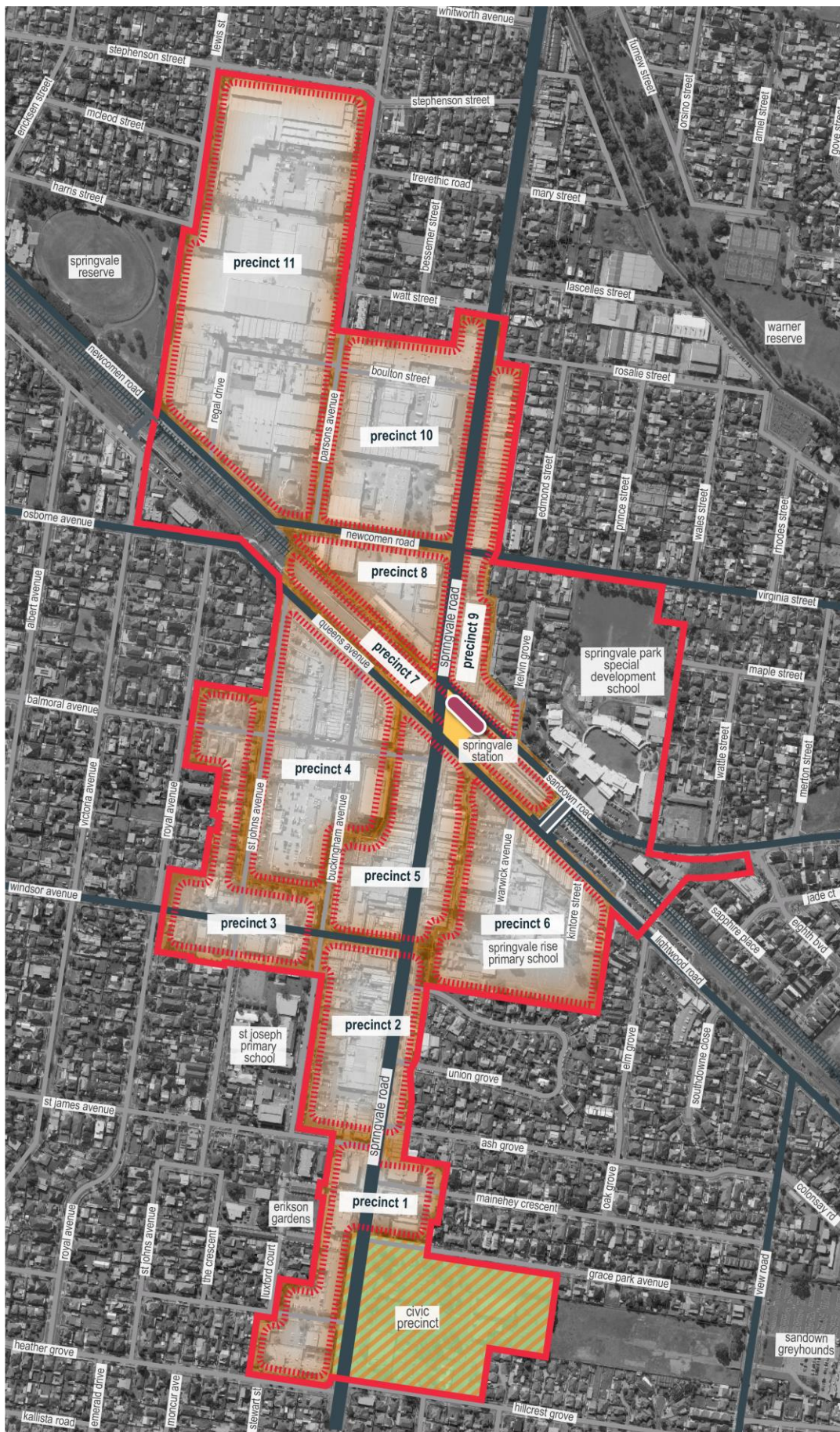
There has also been a significant amount of development activity occurring in the surrounding residential areas with apartment buildings of up to four storeys either constructed or approved for construction.

A gap in the previous Structure Plan was the lack of specific and clear guidance regarding appropriate heights and setbacks for the centre.











Due to this, the *Springvale Activity Centre Height & Setback Study, 2016* was commissioned to examine appropriate heights and setbacks in detail. That study divided the centre into 11 built form precincts and developed preferred building heights and setbacks for development.



springvale activity centre structure plan



legend

- activity centre boundary 
- precinct boundary 
- main road 
- secondary road 
- local road 
- train line 
- pedestrian bridge 
- vehicular bridge 
- springvale station 
- civic precinct 

ACTIVITY CENTRE PRECINCT PLAN



FIGURE 6: ACTIVITY CENTRE PRECINCT PLAN





The study also developed ten design principles for development in Springvale.

Springvale's Design Principles

1	Maintain solar access to key streets and public spaces
2	Reinforces the sense of human scale to key activity centre streets and public realm
3	Provide for a continuous network of active frontages
4	Enhance views to the Springvale Activity Centre when viewed from surrounding viewing locations
5	Enhance sensitive interfaces – residential and open space
6	Provide for architectural excellence across all developments
7	Emphasis landmark sites/gateways
8	Ensure adequate services of existing and new developments
9	Provide for equitable access to amenity
10	Enhance existing industrial areas

The revised Structure Plan seeks to provide appropriate building form heights and setback guidance for development in the centre.

This ranges from more intensive development in the core area and on key sites, transitioning down to the surrounding residential area.

Council is committed to creating an environmentally sustainable and liveable city where development meets the needs of the present without compromising the ability of future generations to meet their own needs.

This can be achieved in Springvale by encouraging complementary land uses in a compact area and enabling easy access to and between them by public transport, walking and cycling.

The design of new development and open spaces will also help to conserve energy, water and other materials and assist in reducing Springvale's impact on the environment.



springvale activity centre structure plan



ACTIVITY CENTRE BUILT FORM AND BUILDING HEIGHT PLAN

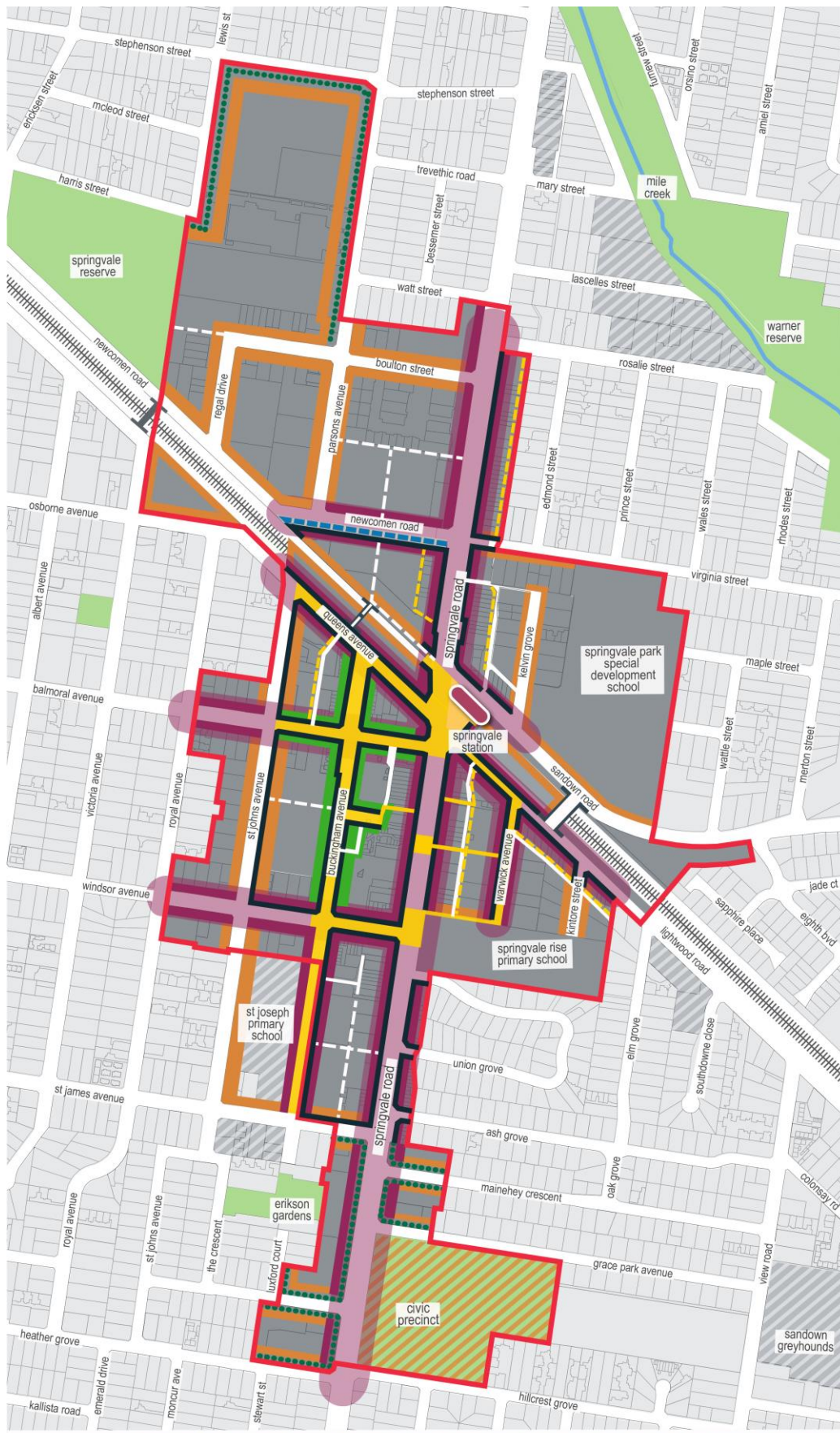


- legend
- preferred max street edge height
 - 3 storey
 - 6 storey
 - preferred max building height
 - 4 storey
 - 6 storey
 - 8 storey
 - 10 storey
 - 12 storey
 - preferred min building height
 - 6 storey with additional storeys permissible dependent upon a proposed design ability to address solar access to the public realm areas to the direct south of Victrack land
 - activity centre boundary
 - weather protection area
 - landscaped front setback
 - residential or sensitive interface
 - open space or school interface
 - key public realm
 - civic precinct
 - springvale station
 - train line
 - potential existing laneway enhancement
 - potential access lanes
 - existing pedestrian bridge
 - potential pedestrian bridge
 - existing vehicular bridge
 - public open space
 - other non-residential areas inside activity centre
 - residential areas inside activity centre
 - non-residential areas outside activity centre
 - residential areas outside activity centre

FIGURE 7: ACTIVITY CENTRE BUILT FORM AND BUILDING HEIGHT PLAN



springvale activity centre structure plan



ACTIVITY CENTRE BUILT FORM & GROUND FLOOR ACTIVE FRONTAGE PLAN



FIGURE 8: ACTIVITY CENTRE BUILT FORM AND GROUND FLOOR ACTIVE FRONTAGE PLAN





Issues & opportunities

- There is a current lack of specific guidance regarding appropriate heights and setbacks for the centre.
- There are a number of large, underutilised sites across the centre which provides major mixed use opportunities.
- Streets that can offer natural and easy surveillance with more 'eyes on the street' are an important safety consideration.
- There are opportunities to provide a more consistent built form edge across the centre, especially on the western side of Springvale Road, north of the railway line.
- Redevelopment can improve the built form interface fronting the railway corridor to assist in strengthening pedestrian connectivity from the station.
- Future development will result in the current 'back of house' poorly presented laneways becoming important vehicle and pedestrian links and interfaces to new development.
- There are opportunities to improve the overall streetscape of areas and establish development principles for car parking and loading facilities fronting the street.
- Facilitate built form that allows for the widening of laneways at street level and enables higher and best use for access, uses and services.
- The entry into the activity centre can be enhanced through high quality developments on prominent sites around the centre, including at the northern and southern approaches and on arrival from the railway station.

Objectives

- Ensure new development responds to the preferred built form character of the centre and provides appropriate transitions.
- Maintain a human scale at street level and reduce visual bulk by ensuring appropriate setbacks.





- Ensure all new development meets Council's requirements for environmentally sustainable design.

Strategies

BF1 Ensure new development responds to the preferred built form character of the centre and provides appropriate transitions

- BF1.1 Revise the existing Springvale Activity Centre Local Policy (Clause 22.10 of the Greater Dandenong Planning Scheme) and Schedule 6 to the Design & Development Overlay (DDO6) to implement the key findings of this Structure Plan.
- BF1.2 Explore appropriate planning controls for key strategic development sites, Warwick Avenue Precinct and Precinct 8 (the 'Triangle Site') to provide clear guidance as to the desired built form and access outcomes for these sites.

BF2 Maintain a human scale at street level and reduce visual bulk by ensuring appropriate setbacks

- BF2.1 Include policy guidance in the Greater Dandenong Planning Scheme that:
- Requires a response to the Design Principles as detailed in this Structure Plan.
 - Requires the setback and design of buildings along identified key public realm areas and streets to consider and contribute to enhanced public spaces and widened footpaths.
 - Avoids unreasonable visual bulk of new development when viewed from surrounding areas by ensuring appropriate scale, form and articulation.
 - Strongly encourages architectural excellence including through the integration of roof forms into overall building façade design and/or articulating or dividing roof forms into distinct sections in order to minimise visual bulk.
 - Encourages site consolidation and intensive development on large sites while ensuring the design of buildings achieves a fine grain rhythm at street level.
 - Encourages ground-level land uses that provide active frontages over extended hours of the day along key pedestrian routes, open spaces and near the bus transport interchange and railway station.
 - Supports further streetscape upgrades such as to plant street trees and the undergrounding of power lines in the centre.
 - Maintains and incorporates new pedestrian connections through the use of mid-block links, laneways and arcades on larger identified strategic sites.





BF3 Ensure all new development meets Council's requirements for environmentally sustainable design

BF3.1 Include policy guidance in the Greater Dandenong Planning Scheme that:

- Ensures the design of new built form is site responsive, innovative and achieves environmentally sustainable design outcomes including encouraging the provision of green roofs, walls and support structures.
- Ensures new development or modifications to existing buildings are designed and constructed to incorporate environmentally sustainable design measures.
- Encourages landscaping to improve the amenity and appearance of the public realm and outdoor areas.





4.3 TRANSPORT AND MOVEMENT

Background

The Activity Centre is located at the intersection of Springvale Road and the busy Caulfield - Dandenong rail corridor. Springvale Station and bus interchange are ideally situated within the heart of the Activity Centre.

The bus transport interchange on Springvale Road provides convenient access to and from the railway station and includes real time transport information for Smart Bus services. The interchange between the bus and train is effective – with travel by bus reported as the most common mode of travel to the station.

Springvale Station was the 25th most used station in Metropolitan Melbourne in 2013-14 and is the second busiest in Greater Dandenong (Dandenong is the busiest and is 12th in the state).

Springvale Road is recognised as a priority traffic route and priority bus route within the VicRoads SmartRoads Framework, which is a key State Government framework used to manage competing demands for use of the transport network.

Springvale Road is not identified as a 'preferred' traffic route within this framework, which highlights Westall Road as the preferred route for north / south traffic through the region.

A number of signalised crossings are provided on Springvale Road to improve pedestrian accessibility between the east and west sides of the Activity Centre. However, Springvale Road carries high traffic volumes (15,000 vehicles per day in 2015) and continues to be viewed as a barrier to movement.



The level crossing removal included the construction of a new crossing over the rail line to the east of Springvale Road (Lindsay Williams Crossing). However, there is over 500 metres between opportunities for pedestrians to cross the rail line to the west of Springvale Road.



Historically, cycling infrastructure and cycling routes in to Springvale have been absent. However, the rail line through Springvale has recently been recognised by the State Government as a regionally significant Strategic Cycling Corridor.

The current Level Crossing Removal Project from Caulfield to Dandenong will provide a 17 kilometre shared path for cyclists and pedestrians. The path will result in a continuous route from Caulfield to the EastLink trail, passing through Springvale.

Council has also initiated an Active Transport Infrastructure Priority Program which prioritises walking and cycling infrastructure projects across the municipality. In and around Springvale there are a number of projects identified. The centre has four such projects in the top twenty (including two in the top five)

Walking, cycling and scooting are important and safety is a significant concern to families and a barrier for children. Having cycling and pedestrian use separated from vehicle traffic and pedestrian-only spaces for families would support the principles of a Child Friendly City.

Car parking in Springvale consists of a mixture of on-street car parking and both private and public off street car parks.

Publicly available on street car parking is managed by Council to cater for short term parking demands to encourage turnover within the activity centre. Off street car parks are managed to suit a range of demands, including longer term parking.

On street parking in Springvale is highly occupied. For several years on street parking was regularly over 85% full. At these occupancies, increased congestion and a perception that there is no parking available occur, causing a detrimental impact to economic activity.

The retail precinct to the west of Springvale Road and south of the railway line is subject to a Parking Overlay. This overlay includes a cash-in-lieu option for developers as an alternative to providing car parking on site.



springvale activity centre structure plan



- legend**
- activity centre boundary
 - major road
 - secondary road
 - school zone/ slow speed corridor
 - pedestrian oriented space
 - potential existing laneway enhancement
 - potential access lanes
 - future improved vehicle access
 - future signalised intersection
 - bus routes
 - existing bike route
 - potential bike route
 - train line
 - springvale station
 - existing pedestrian bridge
 - potential pedestrian bridge
 - existing vehicular bridge
 - civic precinct
 - public open space
 - activity centre areas
 - non-residential areas outside activity centre
 - residential areas outside activity centre

ACTIVITY CENTRE TRANSPORT AND MOVEMENT PLAN



FIGURE 9: ACTIVITY CENTRE TRANSPORT AND MOVEMENT PLAN





Issues & opportunities

- Details of transport infrastructure required to accommodate efficient and sustainable access through the centre following the expected development is not clearly articulated in planning policy.
- The railway corridor has historically been a barrier to movement.
- Springvale Road and Lindsay Williams Crossing are the only vehicular crossing points over the rail line. A pedestrian footbridge is provided around 500 metres west of Springvale Road near Victoria Avenue.
- Additional vehicular links over the rail line would be a positive outcome, but are unlikely due to cost and the level crossing removal project for Springvale only recently completed. Additional pedestrian crossing points opposite Buckingham Avenue or St John's Avenue may also be a positive outcome and improve access to Precinct 8 (the 'Triangle Site').
- Springvale Road carries high traffic volumes and remains a major barrier to vehicular and pedestrian east-west movement.
- Improvements to pedestrian facilities along Springvale Road, including increased frequency and length of pedestrian crossing times at signals would be a positive outcome for the Activity Centre. Adverse effects to through traffic would be partly mitigated by the key traffic routes available as alternatives to Springvale Road, such as Westall Road.
- Buckingham Avenue, the centre's most vibrant strip, is hidden from view behind Springvale Road. Access between Buckingham Avenue and Springvale Road is limited and partially reliant on access through a shopping centre.
- A number of 3 metre wide laneways exist within and around the Springvale Activity Centre. Any laneways intended to facilitate vehicular access to dwellings must be widened to 5.5 metres in order to comply with Road Management and Planning Scheme requirements. Guidance on which laneways are intended to remain as public roads and whether vehicular access is supported would assist development.
- The Level Crossing Removal Project from Caulfield to Dandenong will provide a 17 kilometre shared path for cyclists and pedestrians. The path will result in a continuous route from Caulfield to the EastLink trail, passing through Springvale.
- Road widths and the high number of roundabouts installed in the surrounding area restrict the ability to install cycling paths and routes to the centre.





- Historically, on street parking in the centre has been extremely busy, leading to excessive circulation, congestion and a perception that no parking is available.
- Off street car parks (particularly No. 8 Balmoral Avenue Car Park) is underutilised by traders and employees working in the centre.
- Vehicular and pedestrian access to some car parking areas is convoluted and restricted. Public car parking is relatively ad-hoc and not consolidated. Further wayfinding / parking management measures may improve access to parking. Publicising the locations and availability in real time of existing car parking facilities, as well as their cost (in particular No. 8 Balmoral), may have a positive impact.
- The existing Parking Overlay applies to only certain parts of the centre and is potentially leading to uneven development across the centre.
- Vehicular access to and through the Warwick Avenue Precinct is limited to a restricted intersection on Lightwood Road. Improved pedestrian and vehicular access to this site may be required to facilitate development.
- Access to Precinct 8 (the 'Triangle Site') is difficult or non-existent from some directions and infrastructure improvements are required. The signalisation of Springvale Road and Virginia Street is likely to be required to facilitate vehicular access to this area if development occurs. Additional pedestrian links to and through this site are also likely to be required.
- Streets experiencing high levels of pedestrian activity such as Springvale Road, Balmoral Avenue and Buckingham Avenue are designed primarily for cars and increasing the pedestrian space and shared urban space within these road reserves would be a positive outcome.
- Existing laneways will transition from a 'back of house' role to being required to be a major function of new development for access, services and built form interfaces.
- There is a physical disconnect between the Springvale Civic Site and the balance of the centre. Improvements to walking and cycling infrastructure and way-finding between these locations would be beneficial.
- Opportunities to ensure that car parks, service entrances and locations are located away from the main pedestrian environment, such as along Buckingham Avenue.





Objectives

- Improve efficiency of movement within the Activity Centre and increase opportunities for pedestrian and cyclist activity and interaction.
- Sustainably manage trips to and from the Activity Centre.
- Improve transport links between Springvale and the Monash National Employment and Innovation Cluster.

Strategies

AM1 Improve efficiency of movement within the Activity Centre and increase opportunities for pedestrian and cyclist activity and interaction

- AM1.1 Develop a Multi Modal Transport Infrastructure Plan for the Springvale Activity Centre. The plan should include but not be limited to:
- Identify car parking capacity based on anticipated future development
 - Identify the anticipated future function of all existing rights of way
 - Identify opportunities for increased pedestrian space and shared urban space within existing road reserves
 - Identify appropriate options for access to 'catalyst' development sites such as the Warwick Avenue Precinct and Precinct 8 (the 'Triangle Site')
 - Identify existing barriers to movement and investigate the costs and benefits of infrastructure projects to address these
 - Review the VicRoads SmartRoads Network Operating Plan for the Activity Centre
 - Undertake an access study to inform and prioritise pedestrian ease and movement throughout the centre. This can then inform infrastructure improvements and create better functioning streets and public spaces.
- AM1.2 Continue to advocate to VicRoads that Springvale Road is primarily a destination road, not a through road. Through this, advocate for improved pedestrian crossing facilities and crossing times. Consideration should be given to an 'all pedestrian / diagonal crossing stage for the Springvale Road/Lightwood Road/Queens Avenue intersection.





AM1.3 Continue to encourage and advocate for appropriate traffic and pedestrian connections through key sites including Precinct 8 (the 'Triangle' site) and Woolworth's site.

AM2 Sustainably manage trips to and from the Activity Centre.

AM2.1 Continue to implement improvements to the walking and cycling networks around the Activity Centre in accordance with the Active Transport Infrastructure Prioritisation Program.

AM2.2 Work with the Level Crossing Removal Authority as part of the Caulfield to Dandenong level crossing removal project to provide a continuous cycle route along the rail corridor, passing through the Springvale Activity Centre.

AM2.3 Continue to advocate for improved public transport services (frequency and coverage) servicing the activity centre.

AM2.4 Continue to manage car parking occupancies to promote high turnover within prime on street locations. Target an occupancy rate of 85% to reduce congestion, excessive circulation and ensure parking availability.

AM2.5 Continue to encourage use of the off street car parks (particularly No.8 Balmoral Car Park) through pricing structure and promotion to meet a range of demands particularly including longer term parking.

AM2.6 Prepare a Parking Precinct Plan for Springvale Activity Centre.

AM2.7 Review the existing Parking Overlay including a review of the boundary of the area covered, Clause 52.06 of the Planning Scheme and the cash in lieu option.

AM3 Improve transport links between Springvale and the Monash National Employment and Innovation Cluster

AM3.1 Work with the Victorian Planning Authority to improve access by all modes of transport including buses and cycling between Springvale and other locations within the Monash National Employment and Innovation Cluster.

AM3.2 Advocate to the State Government for improved public transport services between Springvale and the Monash National Employment and Innovation Cluster.

AM3.3 Work with neighbouring municipalities to implement cycling infrastructure linking Springvale with other locations within the Monash National Employment and Innovation Cluster.





4.4 Open Space and Public Realm

Background

The centre has a handful of trees planted along the streets and dedicated public open space is limited to areas on the periphery of the centre. These include:

- Springvale Reserve to the north-west
- Springvale Civic Site and Andrew Erickson Gardens to the south

After the level crossing removal, a strip of open space was left on the southern side of the railway line. This is temporary at this stage due to the likely expansion of the Dandenong-Cranbourne rail corridor.

However, the current Caulfield to Dandenong Level Crossing Removal Project may create opportunities to leverage further open space and landscaping in this area as a result of the 17 kilometre shared path for cyclists and pedestrians running from Caulfield to the EastLink trail.

Multicultural Place is located within the heart of the centre in Buckingham Avenue and is generally well utilised. However, the space is concrete, limited in size, and offers little weather protection. This square is also tucked behind Springvale Road and can only be accessed from Springvale Road via private arcades which close at night.



The Police Station at the southern entrance to the centre provides a good example of using landscaping to soften the built form and also provides a softer entrance in to the centre. Springvale Rise Primary School in the core of the centre also provides a landscaped front setback within the retail core.



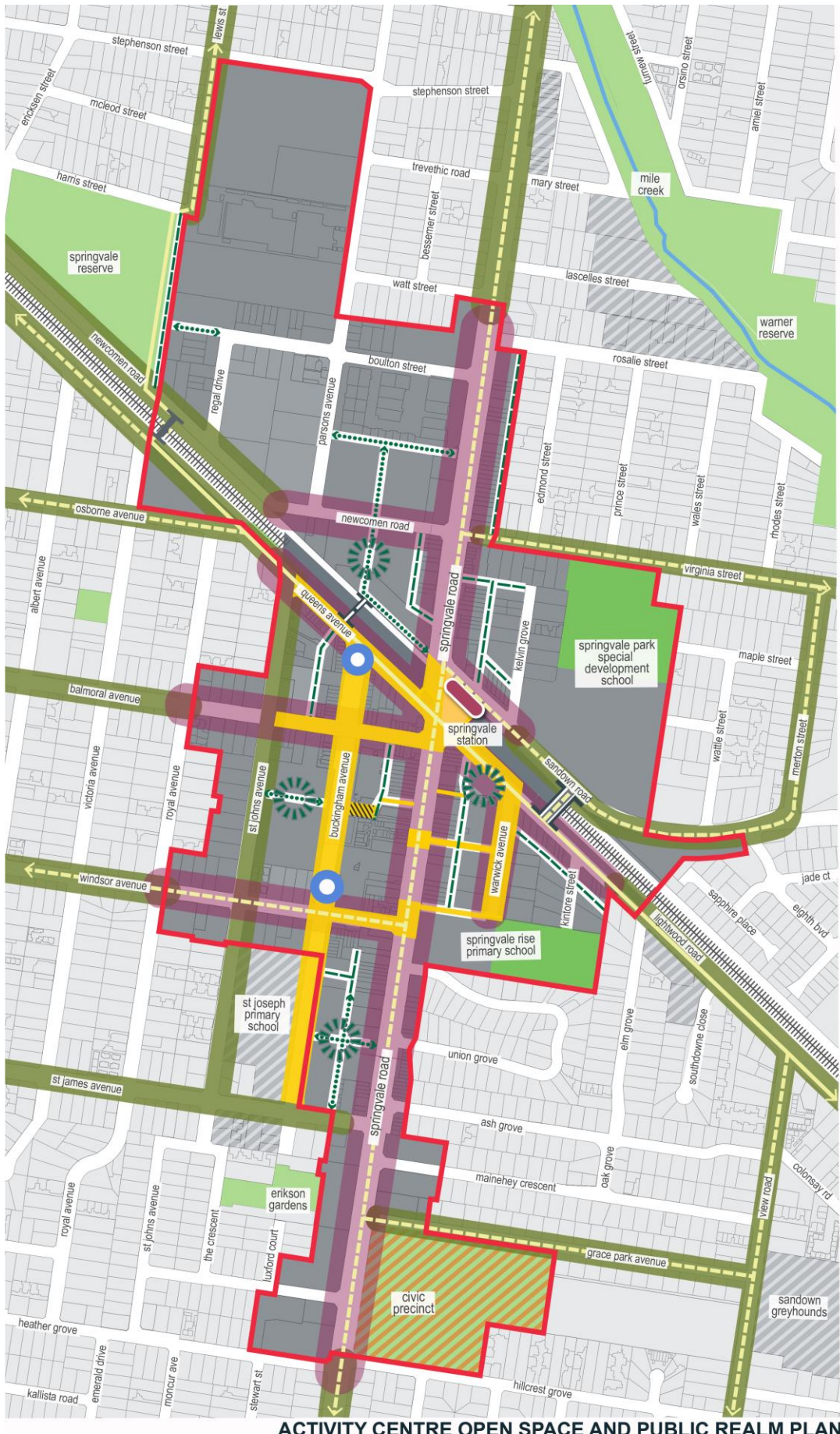


Due to the lack of 'green' open space within the core, Springvale's streets have to work harder. This can be achieved in part through the current Springvale Road Boulevard and Springvale Civic Site Projects, through the widening of streets and the calming of traffic in designated 'pedestrian priority areas'.

High quality public open spaces enhance a community's health and sense of wellbeing and as such are valuable assets for the community.

Socialising, shopping, travel and safety have been identified as key functions of public spaces. Street furniture, lighting, paving, toilets, water fountains, landscape planting and play spaces have also been identified as important amenities for public spaces.





springvale activity centre structure plan

legend

- activity centre boundary
- key public realm
- secondary public realm with tree avenue
- pedestrian oriented space
- public open space
- school open space
- potential public realm integrated to key development
- multicultural place
- civic precinct
- cultural gateway
- springvale station
- train line
- potential existing laneway enhancement
- potential access lanes
- existing bike route
- potential bike route
- existing pedestrian bridge
- potential pedestrian bridge
- existing vehicular bridge
- activity centre areas
- non-residential areas outside activity centre
- residential areas outside activity centre

ACTIVITY CENTRE OPEN SPACE AND PUBLIC REALM PLAN



FIGURE 10: ACTIVITY CENTRE OPEN SPACE AND PUBLIC REALM PLAN





Issues & opportunities

- Springvale's public realm assets are primarily its streets and footpaths so it is important to maintain solar access to key pedestrian streets.
- Springvale Road is currently an uninviting space for pedestrians.
- There is a lack of open 'green' space in the core of the centre to sustain or accommodate a growing population.
- The Police Station at the southern entrance to the centre provides a good example of the use of landscaping to soften the built form.
- The redevelopment of the Springvale Civic Site will provide a major open space anchor to the centre and will result in further movement of people along the length of Springvale Road north/south, to balance the east/west movement.
- There are opportunities for additional public open space. This could be achieved in new developments and integrated in to the street network or built form.
- There are opportunities for new mid-block links through new development such as through the Woolworths site and the Springvale Shopping Centre site.
- Design elements are important – flower beds, trees, grassed areas, undercover bike racks, seating installations, interesting and colourful building and pavement design.
- Public art, lighting, water fountains, shade and 'things for children to do' are also considered important to help residents, workers and visitors feel safe and connected to a place.
- There is a lack of canopy to provide natural shade or comfortable seating to support people lingering in Springvale longer.
- Access into the retail core occurs via routes through private arcades, double entry businesses and public laneways. After 6 p.m. these pedestrian routes close and prevent easy accessibility to the centre after dark.





- Developing an access Study (see Action AM1.1) that maps and measures pedestrian movement and access routes will provide a base line measure to make the centre easier for pedestrians and motorists to use.

Objectives

- Enhance open space, recreation and leisure opportunities for residents, workers and visitors to encourage people to stay for longer.
- Protect and build upon the unique characteristics of Springvale.

Strategies

OS1 Enhance open space, recreation and leisure opportunities for residents, workers and visitors to encourage people to stay and linger

- OS1.1 Revise the existing Springvale Activity Centre Local Policy (Clause 22.10 of the Greater Dandenong Planning Scheme) and Schedule 6 to the Design & Development Overlay (DDO6) to implement the key findings of this Structure Plan particularly regarding solar access and pedestrian amenity.
- OS1.2 Develop a 10 year Infrastructure Plan for the Activity Centre that prioritises a program of public realm and streetscape improvements including canopy tree planting for the centre.
- OS1.3 Ensure that any redevelopment of 'catalyst sites' and other landmark sites facilitate opportunities for new urban open space which are useable and accessible to the public.
- OS1.4 Review Council's Open Space Strategy to include consideration of urban open space environments and increase canopy tree planting and investigate options for further green public open space areas.
- OS1.5 Encourage the integration of buildings with surrounding public spaces to create a well-defined public realm.





OS2 Protect and build upon the unique characteristics of Springvale.

- OS2.1 Investigate way to enhance the amenity and encourage people to stay for longer at Multicultural Place and continue to support the unique place-making characteristics of Springvale through public realm initiatives.
- OS2.2 Consider design treatments to better define the entrances and arrival in to the centre along Springvale Road.
- OS2.3 Include public artists as part of the streetscape enhancement projects to ensure public art opportunities are identified and integrated.
- OS2.4 Investigate the provision of free Wi Fi and phone charging stations in key areas in the centre such as outside the Springvale Station and Springvale Civic Site.





5

IMPLEMENTATION





5 IMPLEMENTATION

The Springvale Activity Centre Structure Plan, 2016 will be implemented via a joint approach led primarily by the City of Greater Dandenong, with cooperation from other government bodies such as the Victorian Planning Authority, VicTrack and VicRoads, as well as the private sector, local business groups and the community.

While the strategies listed are currently considered within Council's sphere of influence, the Action Plan does not indicate that resources are currently or will be available in the future.

Council's resources are determined annually by Council and other stakeholders. When resources are available, actions will generally be resourced according to their stated priority and timeline over the next 20 years. In order to facilitate the changes recommended through this Structure Plan, a range of activities will need to be pursued.

Statutory implementation

This includes making changes to the Planning Scheme via a Planning Scheme Amendment and also through the management of local roads and parking in accordance with the *Local Government Act, 1989 and the Road Management Act, 2004*. It includes:

- Revising the Local Planning Policy Framework to reflect this Structure Plan and introduce it as a Reference Document in to the Greater Dandenong Planning Scheme.
- Revise the current Design and Development Overlay to cover all properties within the revised activity centre boundary to implement the Structure Plan's objectives and strategies.
- Managing and enforcing parking compliance in accordance with the objectives of the Structure Plan and the proposed Parking Precinct Plan for Springvale.

Non-statutory implementation

This involves any strategy in the Structure Plan that Council has no statutory obligation to undertake. These are therefore actions generally at Council's discretion and often conducted as a result of the allocation of funds within Council's budget, or through advocacy to another body. It includes:

- Streetscape and pedestrian improvements
- Public art and place making
- Changes to access along Springvale Road
- Advocacy





MONITORING & REVIEW





6 MONITORING & REVIEW

Ongoing monitoring and review of the implementation of the plan will involve:

- Reporting in the Council Plan against the relevant actions.
- A desktop review of the appropriateness of the objectives and strategies every five years including an update of demographic changes and the mapping of development activity during that time.





7 REFERENCES

This Structure Plan has been informed by a large amount of background strategic work undertaken by the City of Greater Dandenong and various consultants and government agencies over several years.

The more pertinent include:

- *Springvale Activity Centre Building Heights & Setbacks Study, June 2016* (Tract)
- *Springvale Activity Centre Profile, June 2016* (CGD)
- *Greater Dandenong Activity Centre Business Audits, June 2016* (Essential Economics)
- *Greater Dandenong Activity Centres Placemaking Framework, 2015* (Place Partners)
- *Greater Dandenong Sustainability Strategy, 2016-2030* (CGD)
- *Greater Dandenong Housing Strategy, 2014-2024* (CGD)
- *Springvale Activity Centre Structure Plan Review Discussion Paper, November 2014* (Hansen)
- *Springvale Civic Masterplan, 2014* (CGD)
- *Warwick Avenue Precinct Development Plan Report, May 2014* (CGD, Williams Boag Architects)
- *28-30 Warwick Avenue, Springvale approved plans, August 2013* (Simon Greenwood Architects)
- *'Triangle Site' Springvale, June 2013* (Williams Boag Architect)
- *Springvale Activity Centre Parking Study, September 2012* (Pitt & Sherry)
- *Springvale Station Precinct: Development and Movement Framework, September 2012* (DPCD, CGD, PTV, VicRoads, VicTrack)
- *Floorspace Projections for Springvale Activity Centre, June 2012* (SGS Economics and Planning)
- *Springvale Activity Centre, Retail and Office Economic Analysis, September 2011* (Essential Economics)





Disclaimer

The information contained in the Springvale Activity Centre Structure Plan is provided in good faith and has been derived from sources believed to be reliable and accurate. The City of Greater Dandenong does not guarantee the document is without flaw of any kind and therefore no warranty as to the accuracy or completeness of this information is given and no responsibility is accepted by the City of Greater Dandenong or its employees for any loss or damage arising from reliance on the information provided.





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