

Development Plan Report

Hyatt Place- 10 Springvale Road Springvale

PLANNING & ENVIRONMENT ACT 1987
GREATER DANDENONG PLANNING SCHEME
Pursuant to Clause 43.04, Schedule 14 of the Greater Dandenong Planning Scheme, this is a copy of the Development Plan for the land defined as 1690 Centre Road & 2-10 Springvale Road, Springvale.
This Development Plan PLNSM19/0001 has been prepared to the satisfaction of the Responsible Authority. Once the Development Plan has been approved by Council, Council retains the sole right to amend the Development Plan.
Council Delegate: Brett Jackson, Manager - Planning & Design
Date: 28/06/2019 Total pages: 37
Greater Dandenong City Council

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REV	DATE	BY
A	11 June 2019	RM
B	14 June 2019	RM
C	24 June 2019	TM

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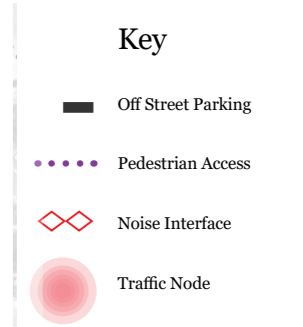
Site Analysis Plan

Site Analysis and Design Response

A Comprehensive Site Analysis Plan and Design Response which includes an existing conditions plan that details the site context and the development proposal.

The site analysis shows the proposal within its urban context, shown here with the site survey overlaid.

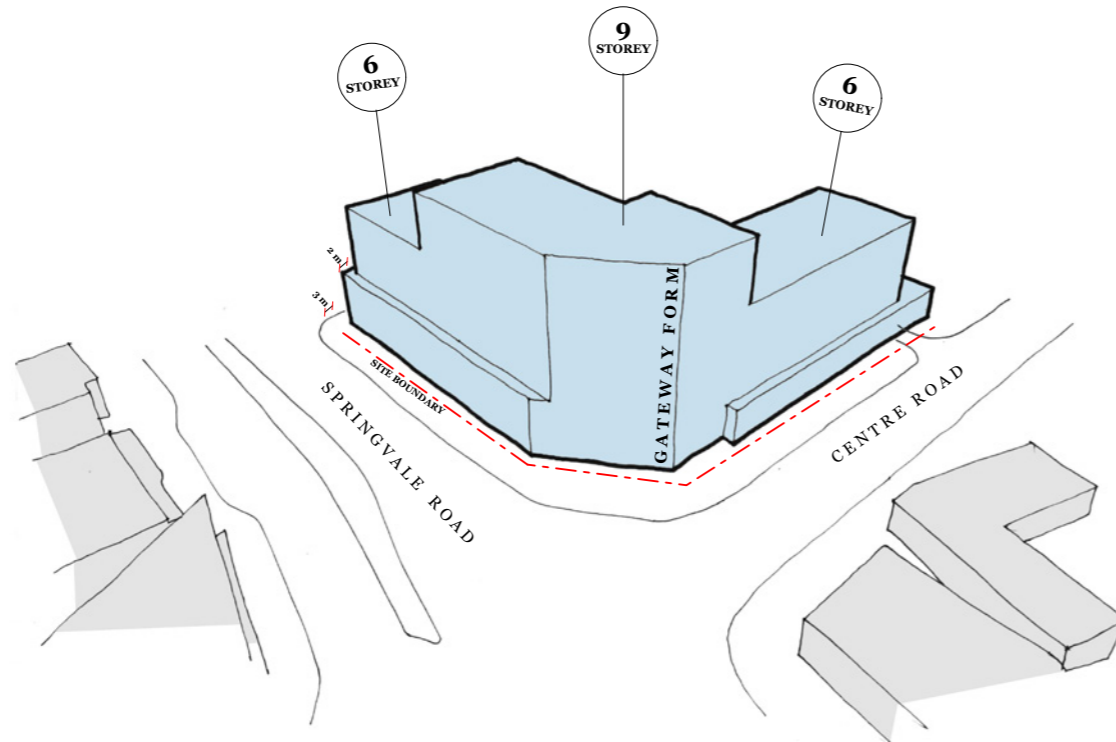
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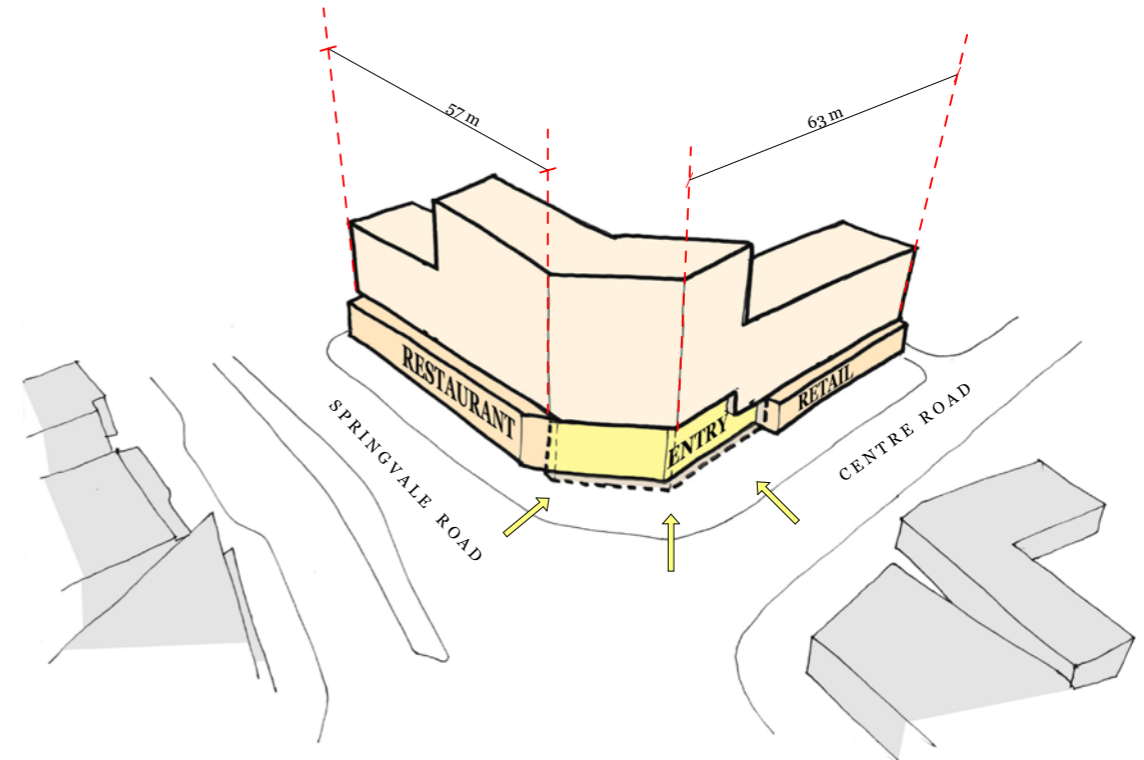
Design Response

Site Analysis and Design Response

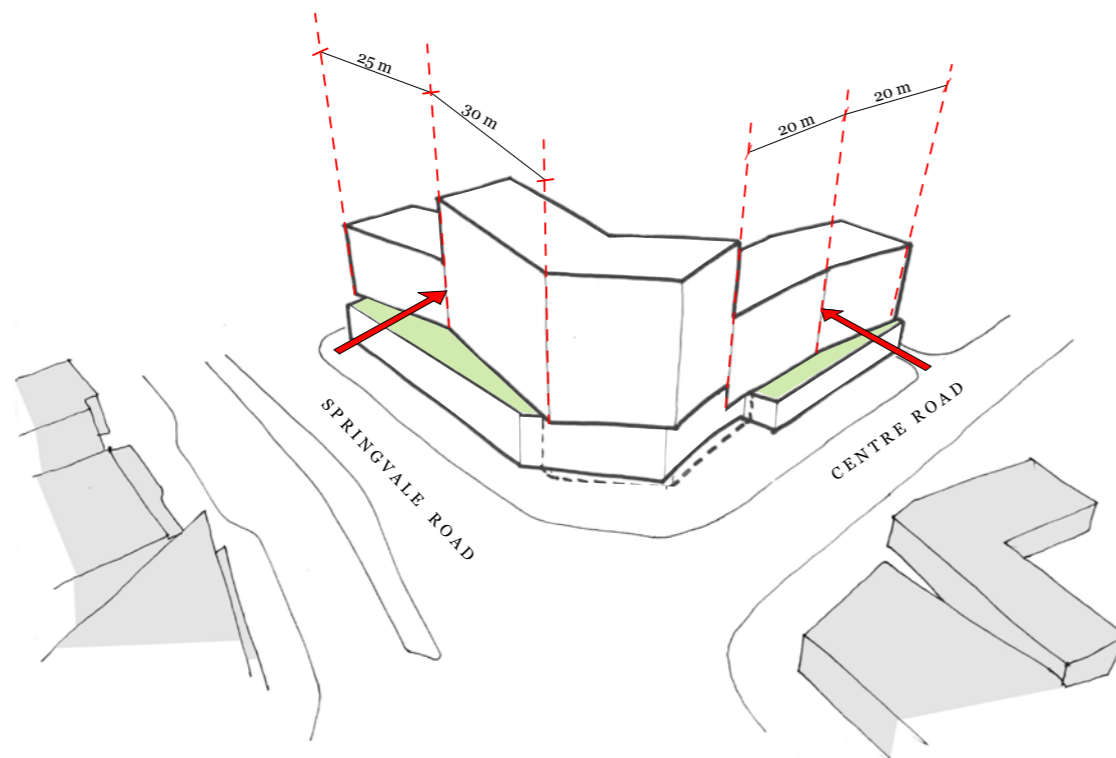
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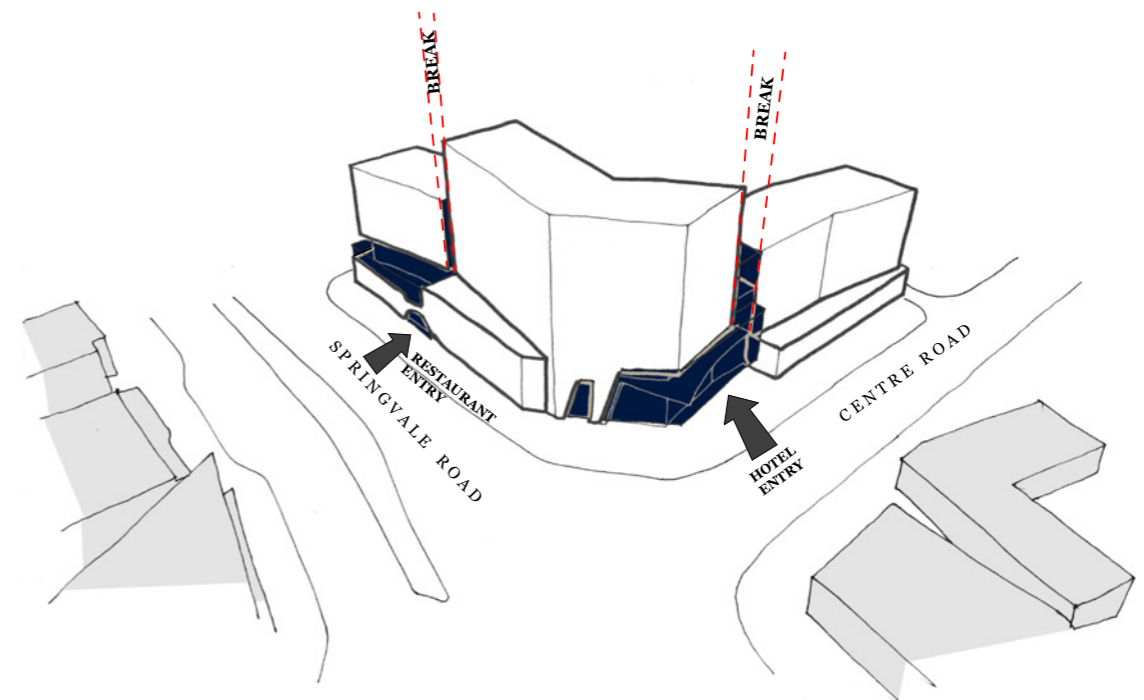
1. Approved DP Building Envelope



2. Activation



3. Manipulate massing within DP envelope to frame views and break down building length

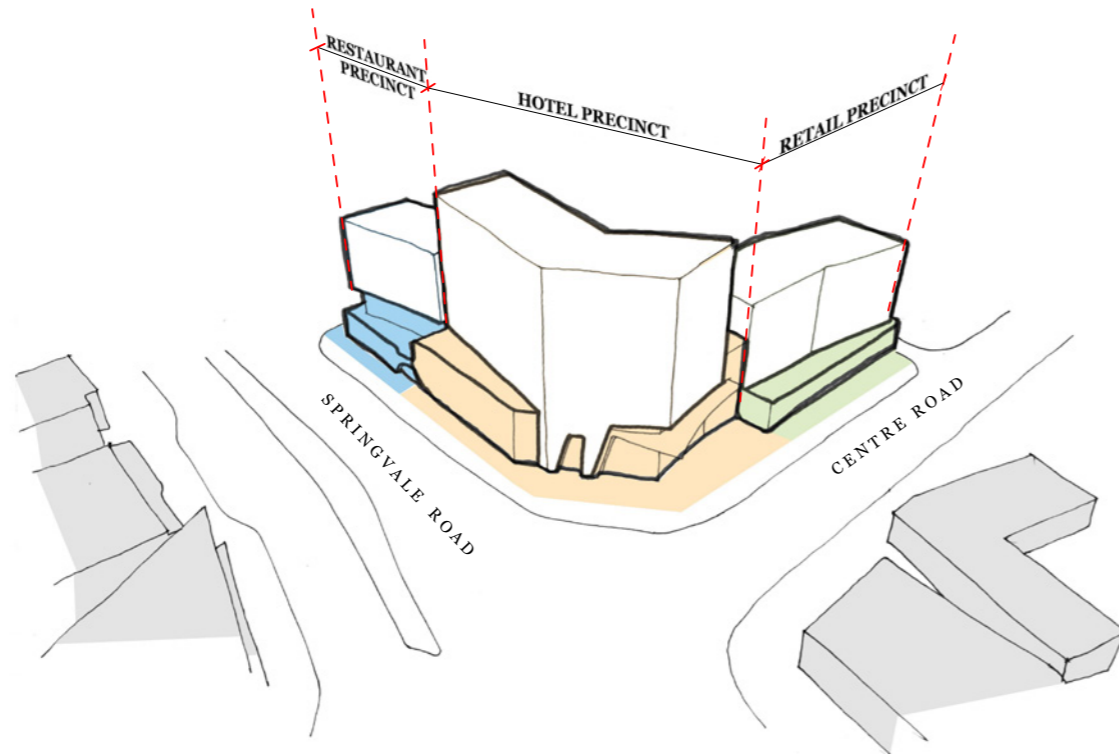


4. Articulate building entries and breaks in frame

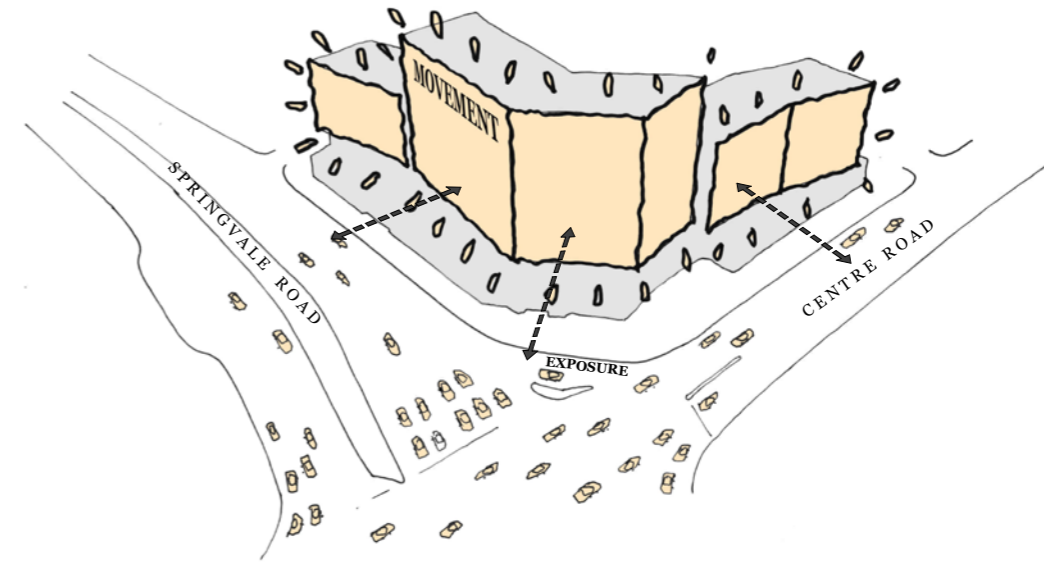
Design Response

Site Analysis and Design Response

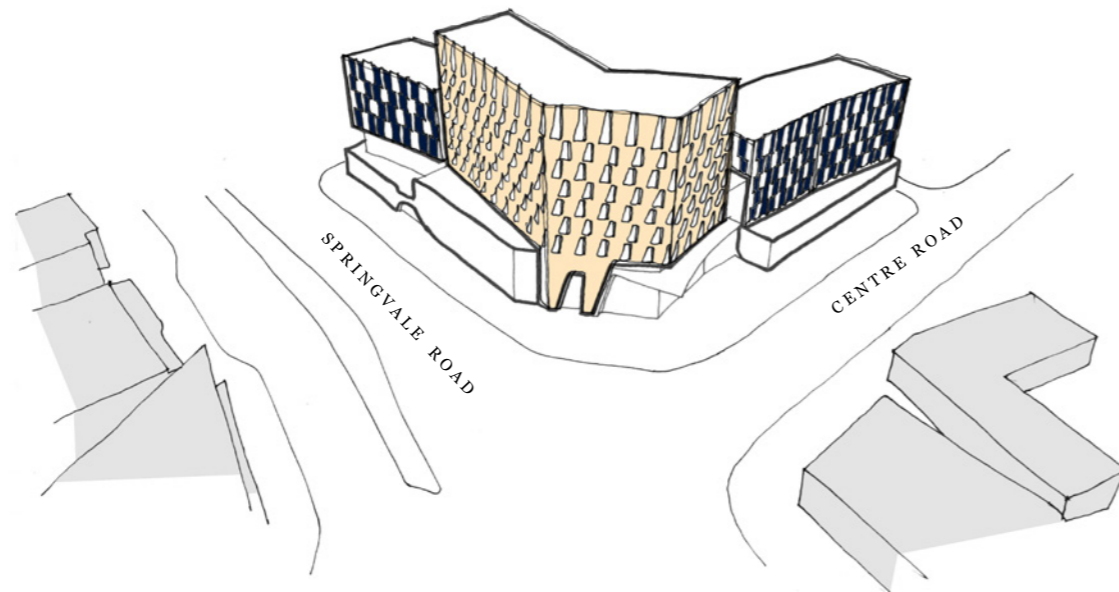
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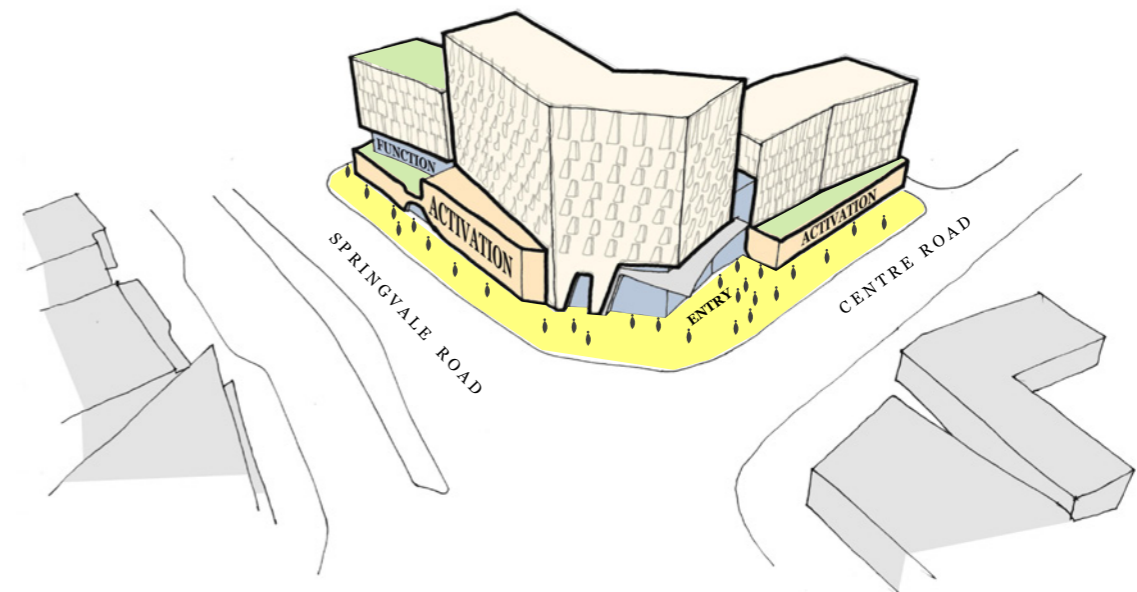
5. Three Precincts



6. Movement Interaction



7. Composition of Parts



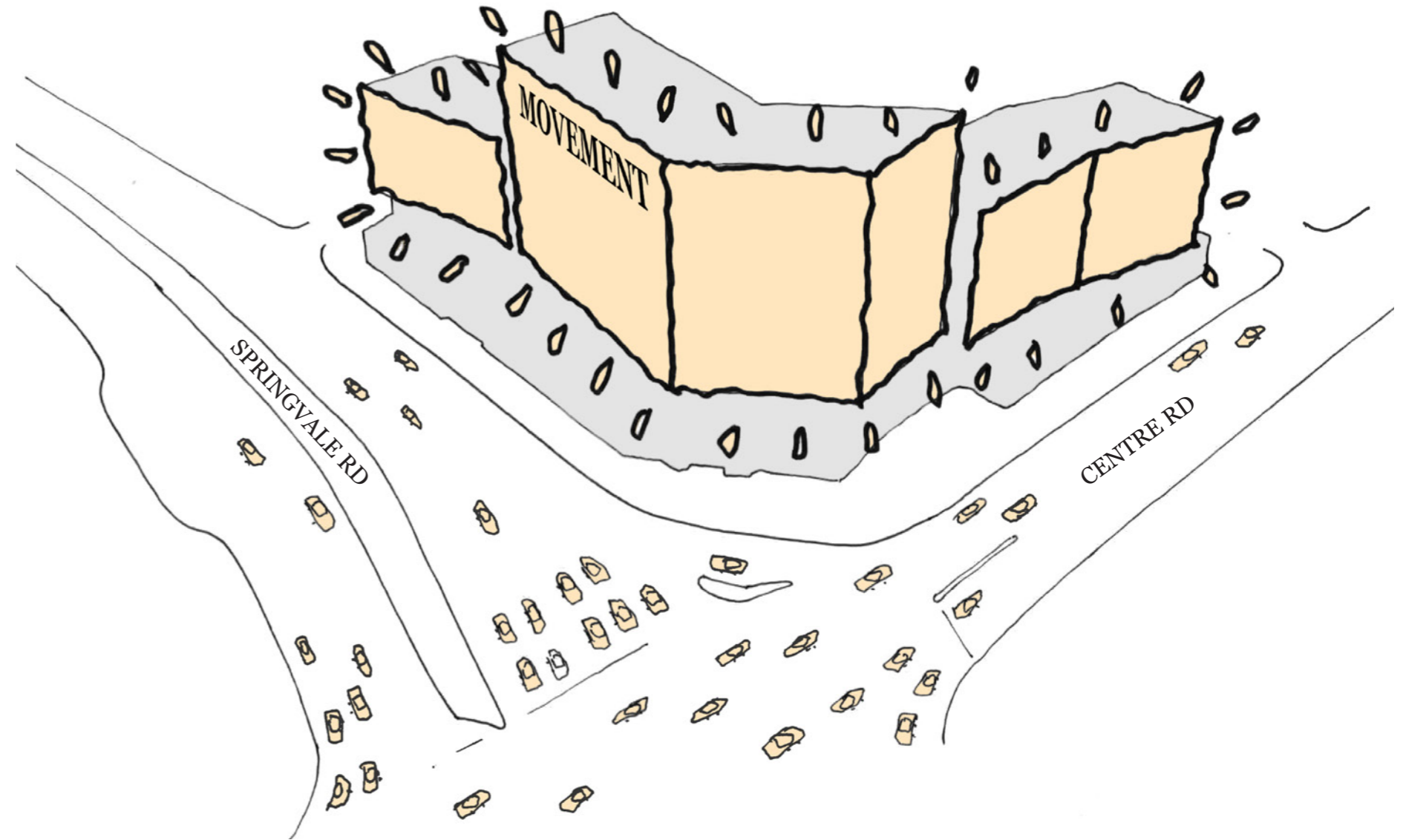
8. Proposed Building Form

Gateway

Urban Design Guidelines

Achieve a high quality, integrated development that addresses this key corner feature gateway site.

The subject site is located at the intersection of Springvale Road and Centre Road. This key corner is designed to act as a billboard which achieve a high quality and integrated development on Springvale Road.



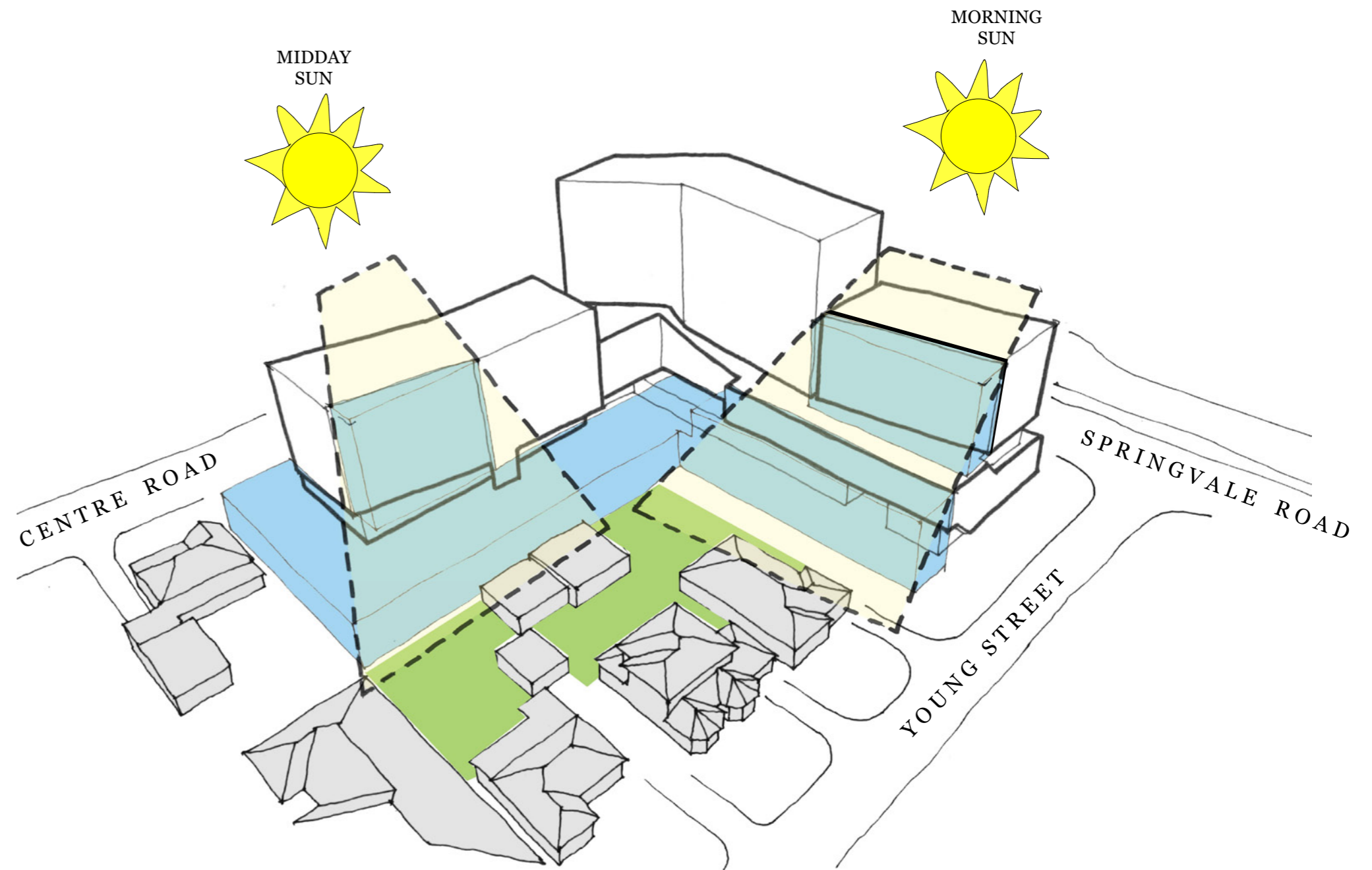
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Neighbouring Interface

Urban Design Guidelines

Ensure that future use and development respects the residential interface and the future development potential of adjacent sites.

The building is setback further than allowed for in the DPO - unused permissible envelope has been shaded blue. This allows for solar access to adjacent sites.



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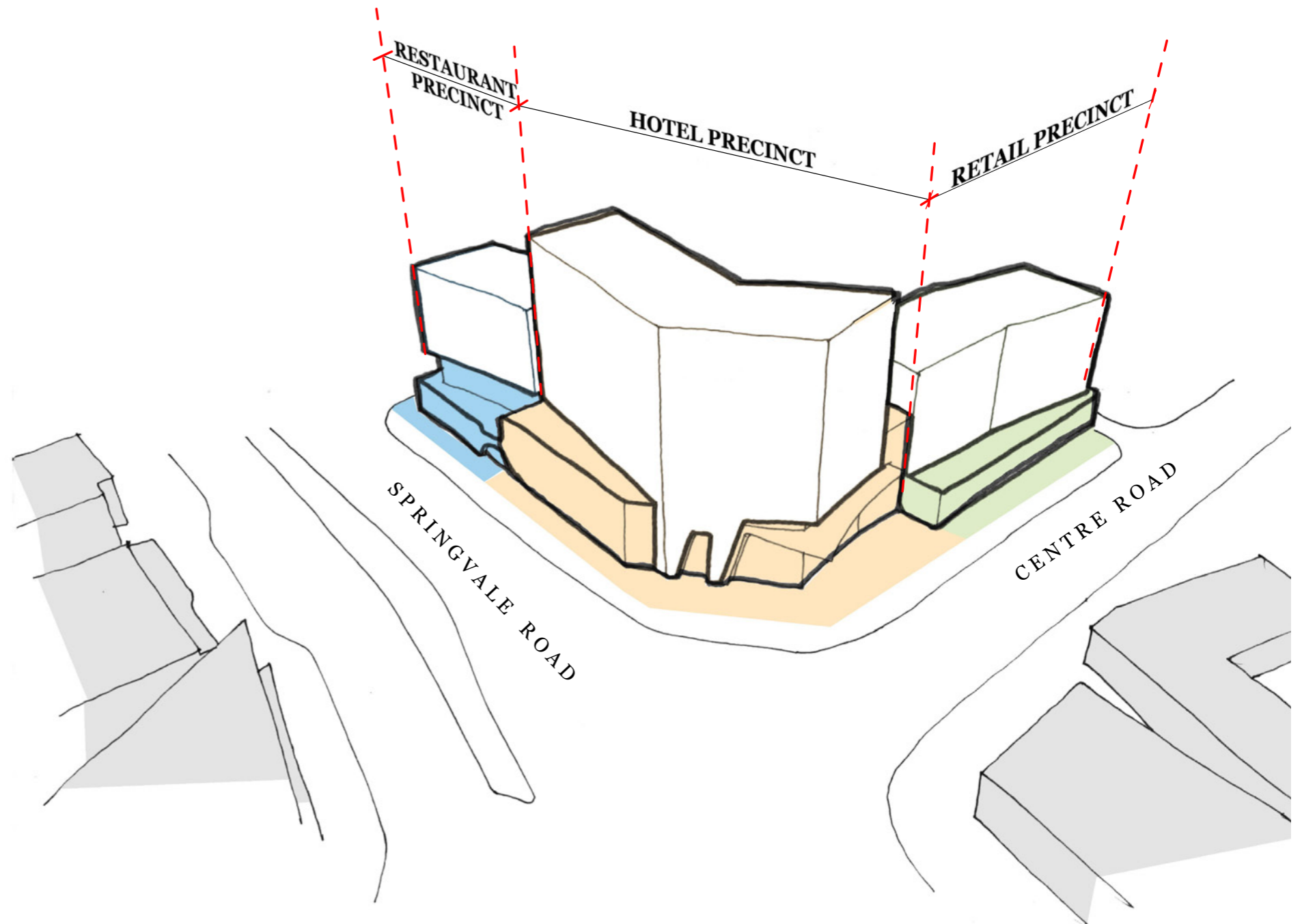
Well-Integrated Uses

Urban Design Guidelines

Ensure that the future development provides well integrated uses of commercial, retail and residential hotel.

Restaurant, Hotel and Retail Precincts are located on ground. The hotel entrance addresses the corner; the restaurant is located on Springvale Road, which contains other restaurants; and the retail is located on Centre Road, which contains other commercial retail tenancies.

The ground floor uses of retail, hotel and restaurant are intended to work together and reinforce each others' success, while also providing a diversity of activation to the urban environment surrounding the site.



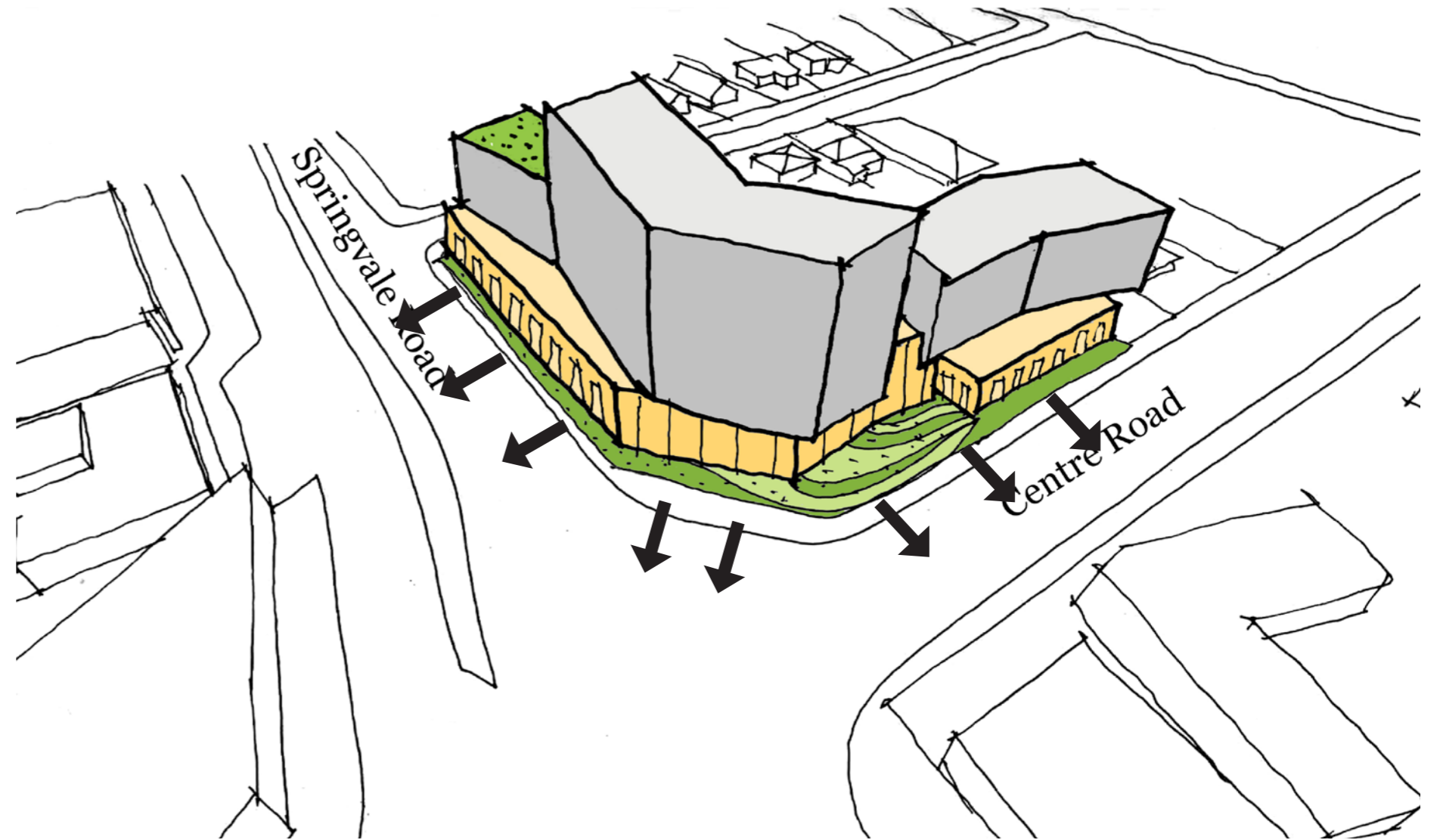
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Visual Character, Landscaping and Public Realm

Urban Design Guidelines

Enhance the visual character, landscaping and public realm amenity of the site.

Integrated landscaping, active ground floor facades and multiple pedestrian entries from the street help encourage a walkable public realm.



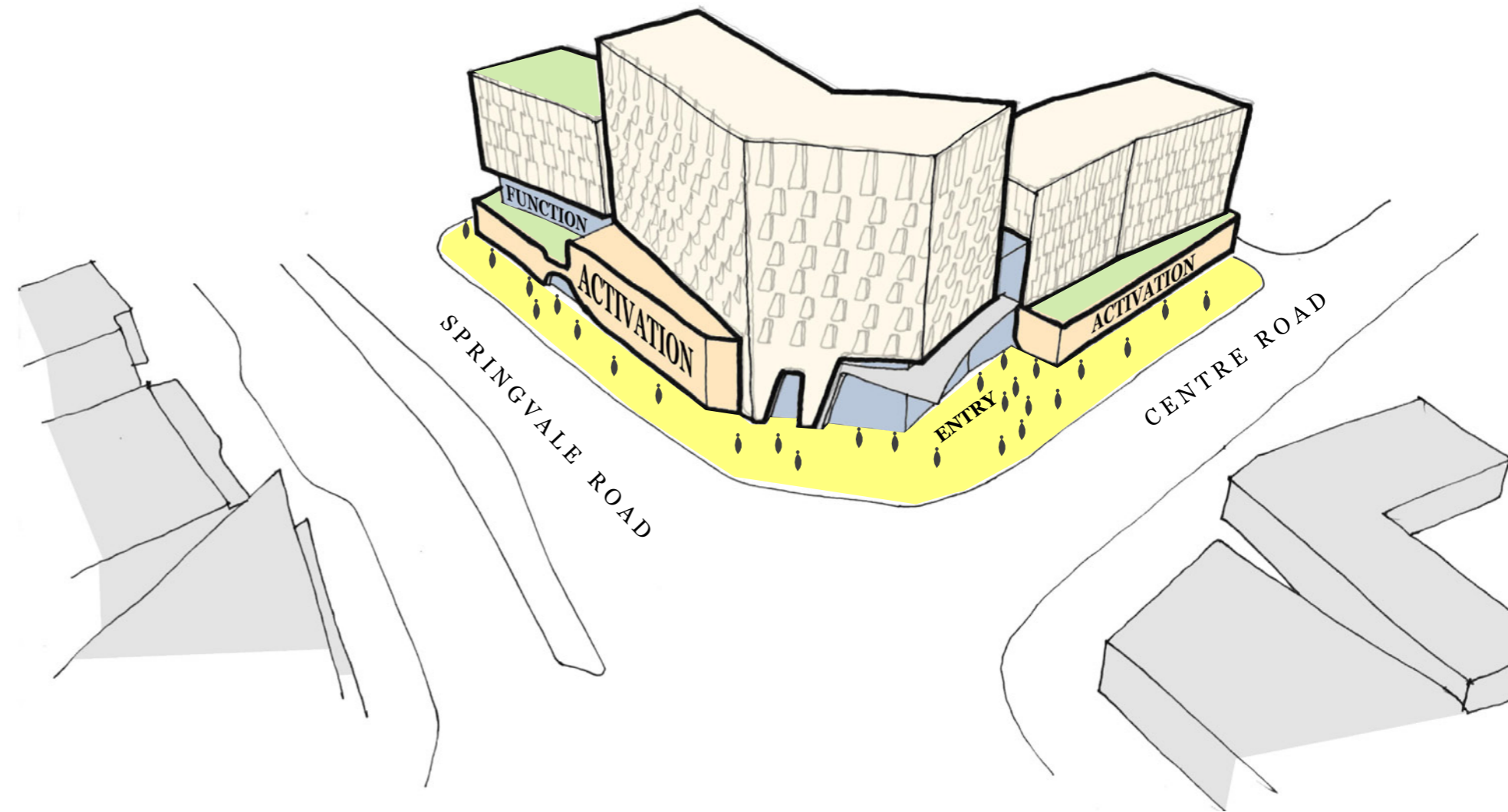
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High Quality Urban Environment & Boulevard Experience

Urban Design Guidelines

Establish a high quality urban environment which improves pedestrian safety and makes a positive contribution to a boulevard experience.

Passive surveillance is enhanced by lining the street edge with retail, restaurant and lobby activation. With this diversity of uses, the surrounding urban environment will benefit from passive surveillance throughout the day, improving pedestrian safety.



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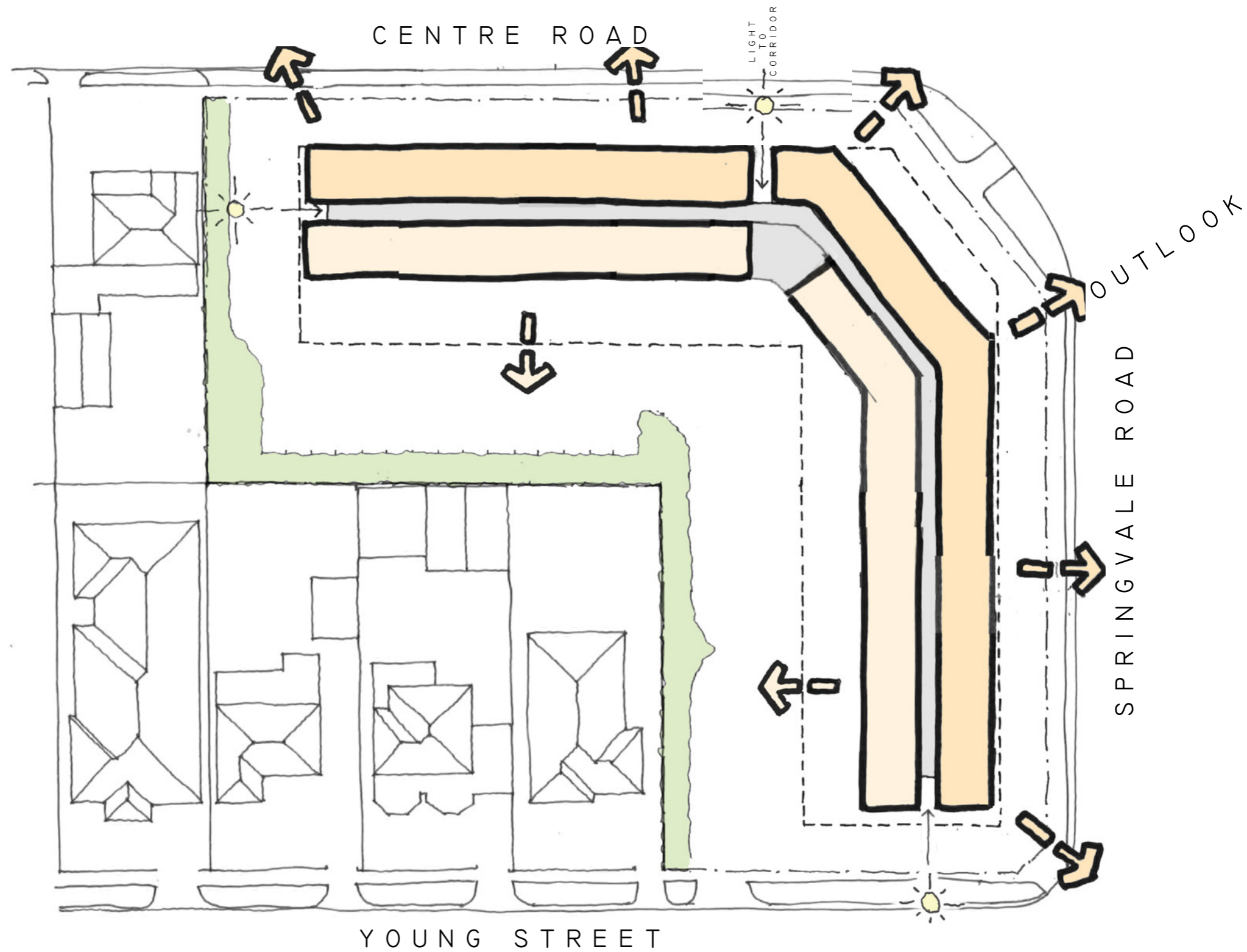
Energy Efficiency

Urban Design Guidelines

Provide energy efficiency through effective day-lighting, shading, ventilation and implementation of energy efficient building services.

Individual hotel rooms (shaded orange) are mechanically ventilated and naturally lit. Common areas, including all hotel corridors, are also naturally lit as illustrated by the diagram.

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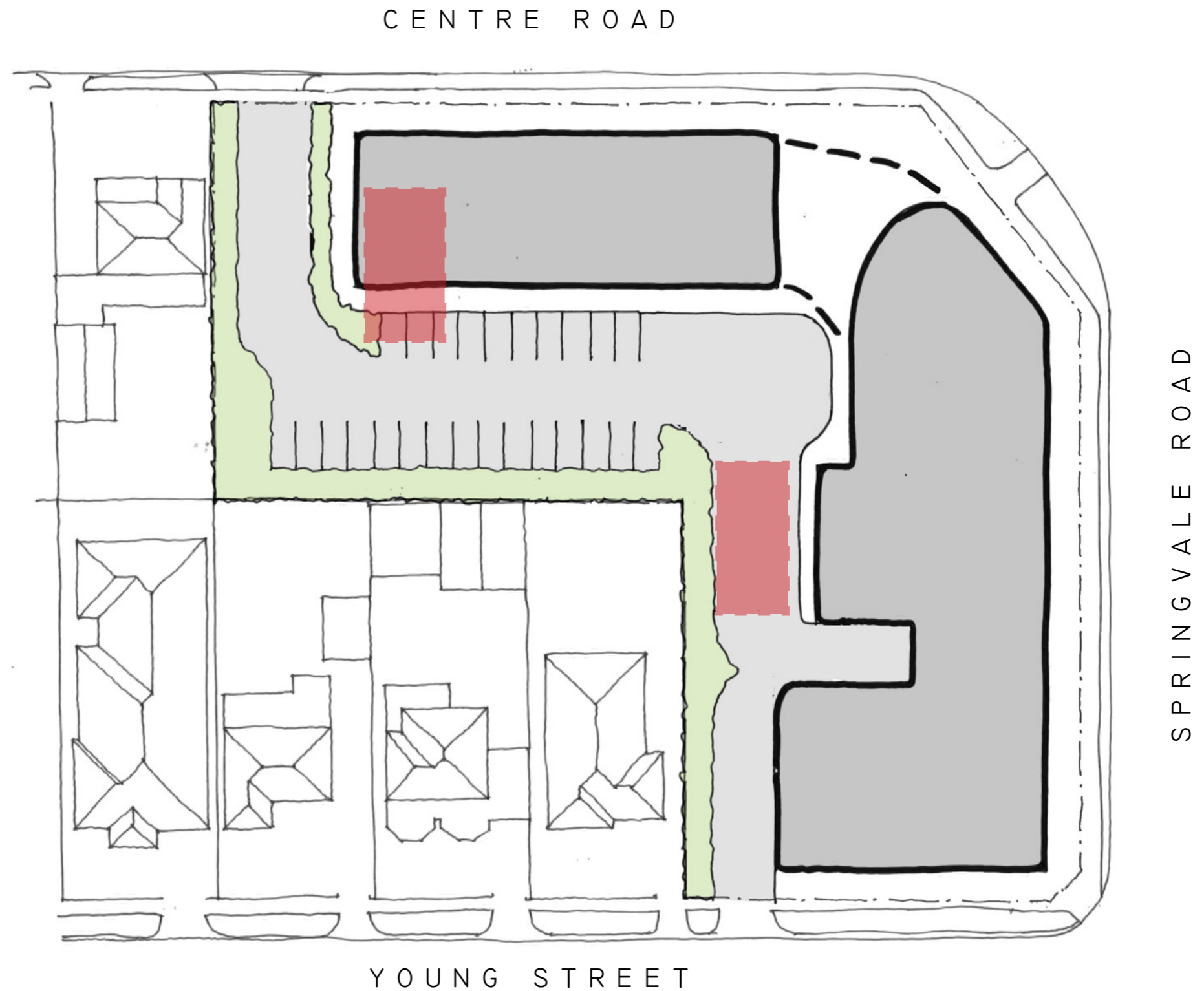
On-Site Efficiency and Stormwater Management

Urban Design Guidelines

Provide on-site water efficiency and stormwater management.

Underground rainwater tanks are provided under the basement.

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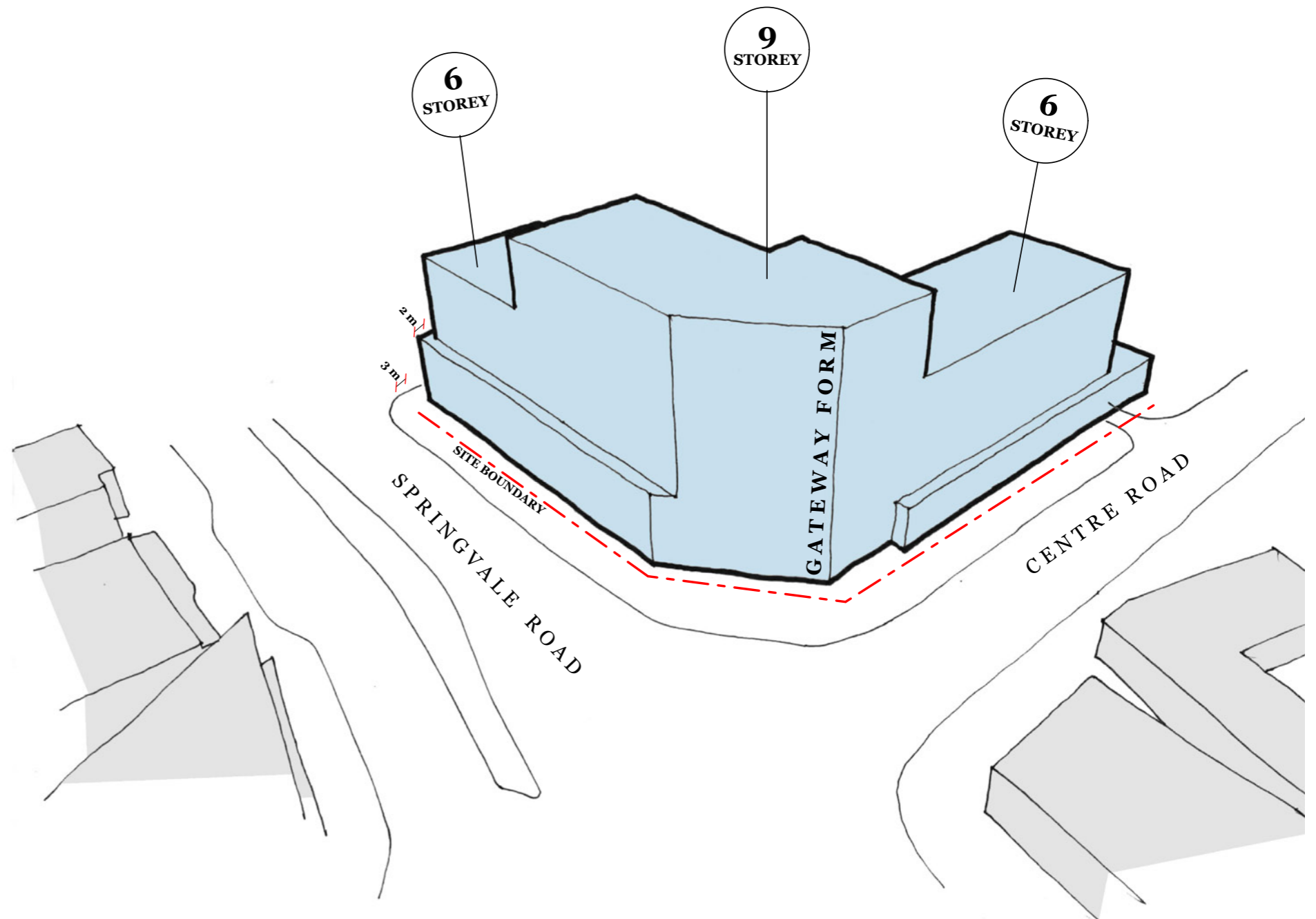


Overall Building Height

Building Height and Setbacks

A built form that addresses the frontage to Centre Road, the frontage of Springvale Road and the splay at the intersection of Centre and Springvale Roads.

In accordance with the development plan, a 9-Storey gateway form addresses the key intersection, with 6-storey forms stepping down from the corner towards the neighbouring residential interface. 2 storeys of podium wall height is present on the frontage of Springvale and Centre Road.



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Development Plan

Building Height and Setbacks

A site layout generally in accordance with the Outline Development Plan Diagram 1.

The setbacks and building heights proposed are consistent with diagram 1 (Outline Development Plan)

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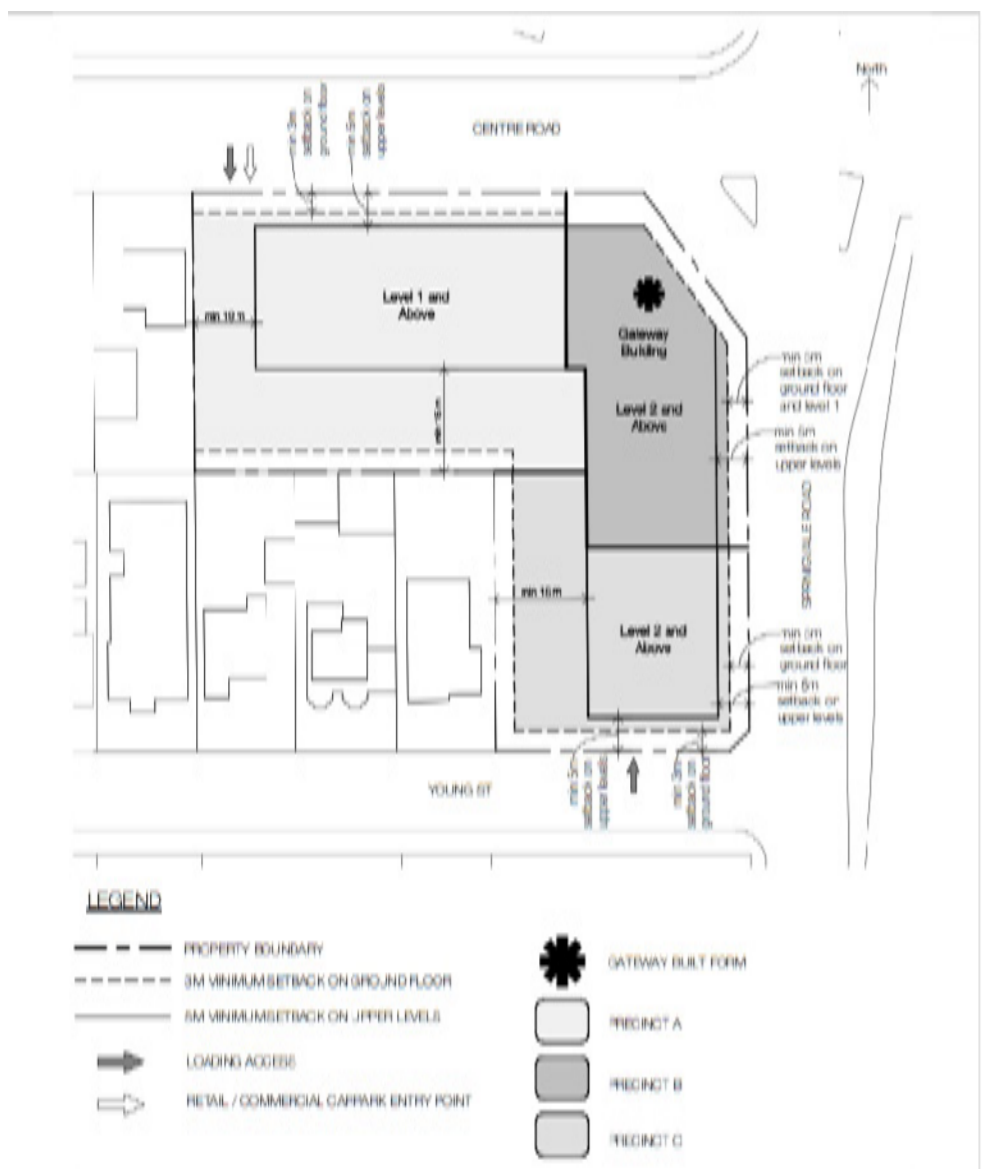
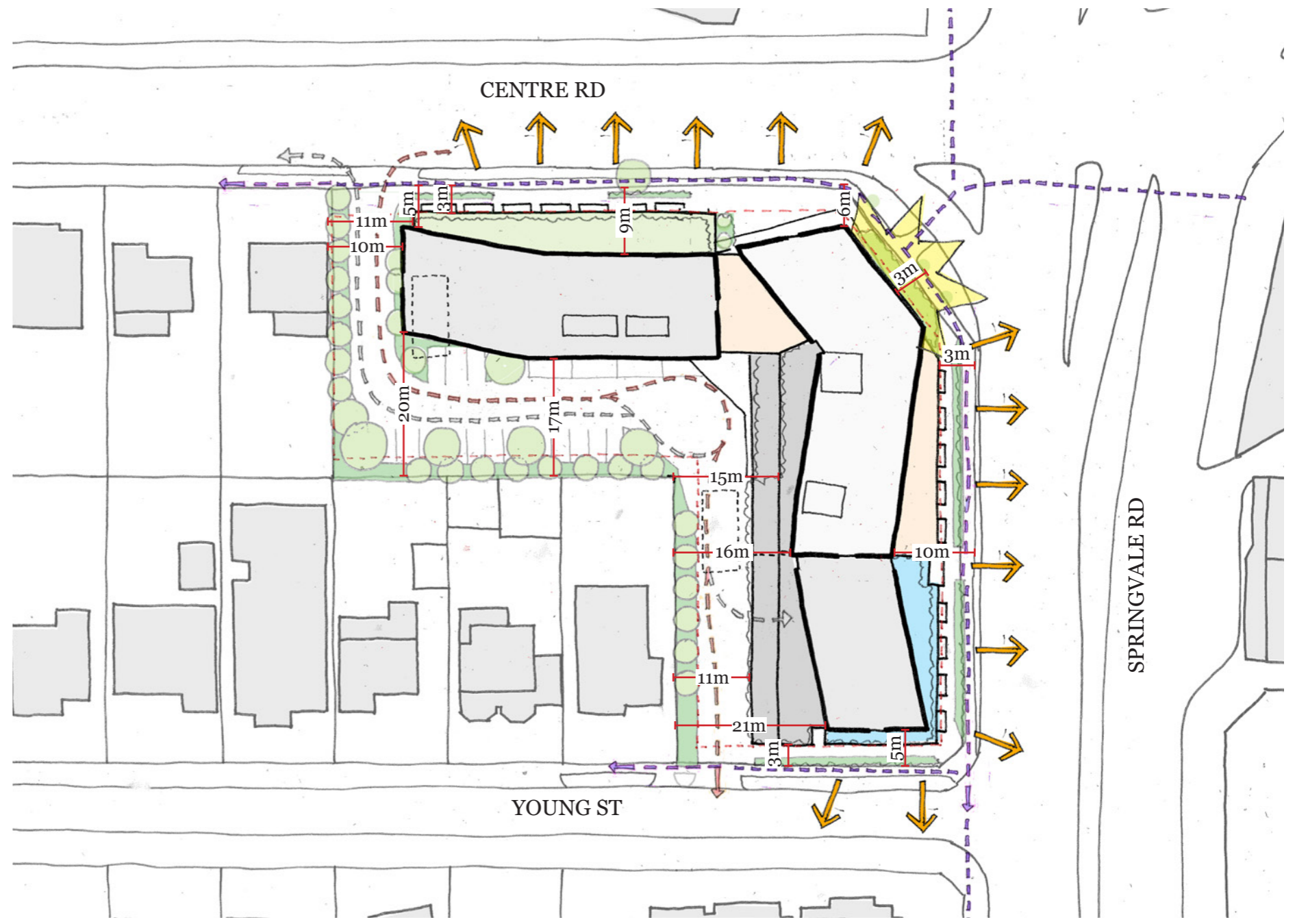


Diagram 1 (Outline Development Plan)

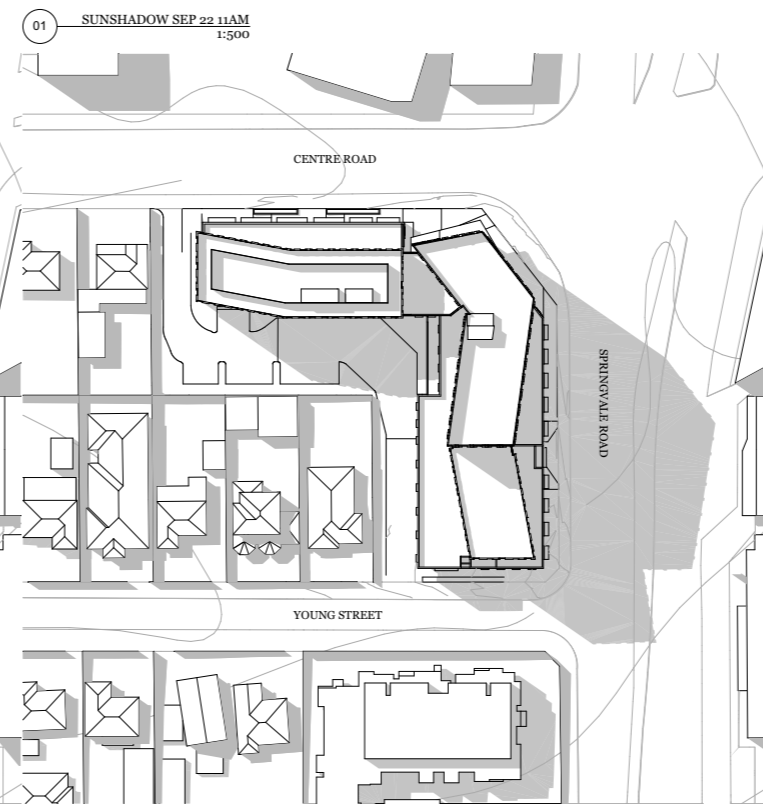
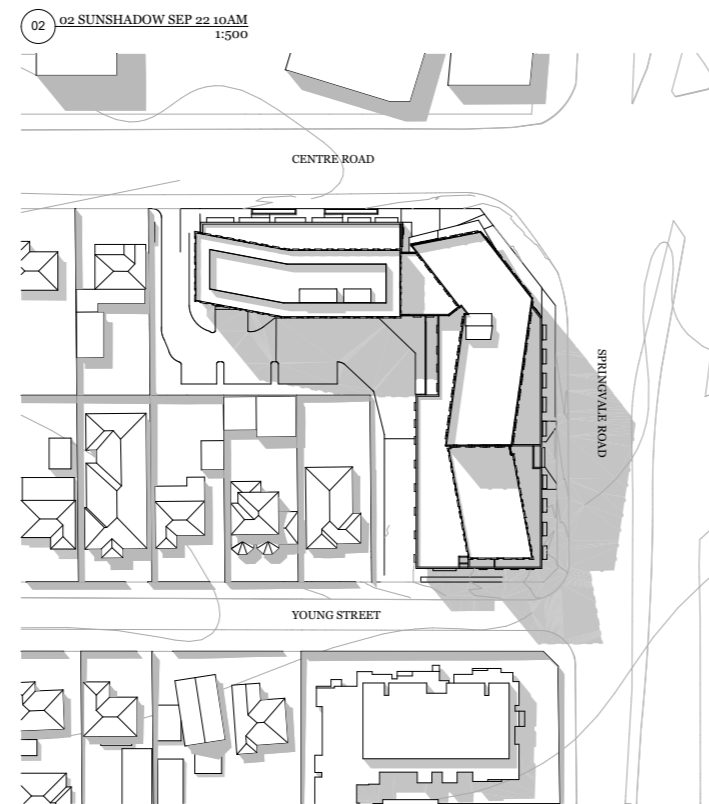
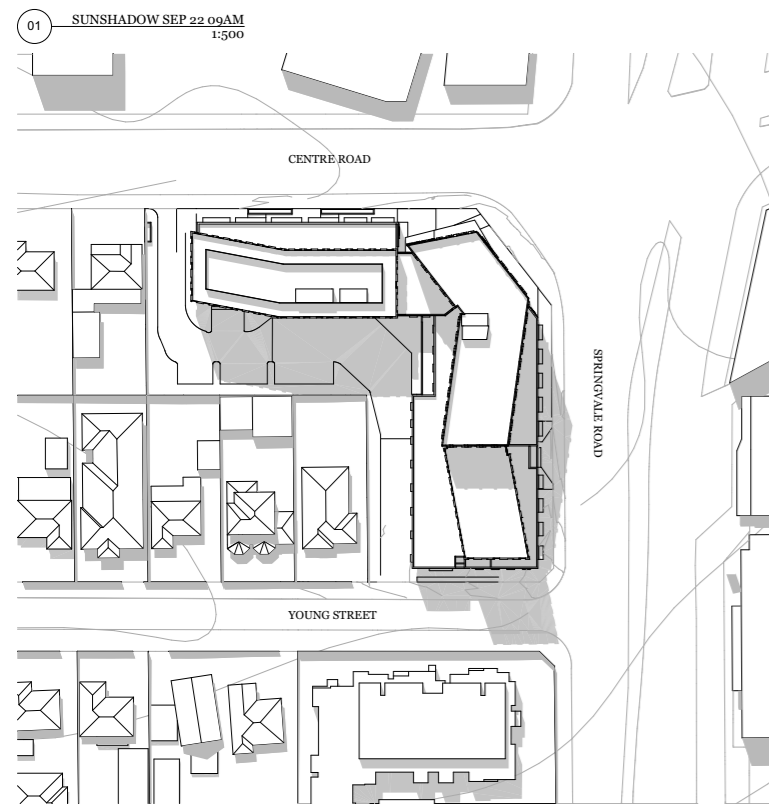
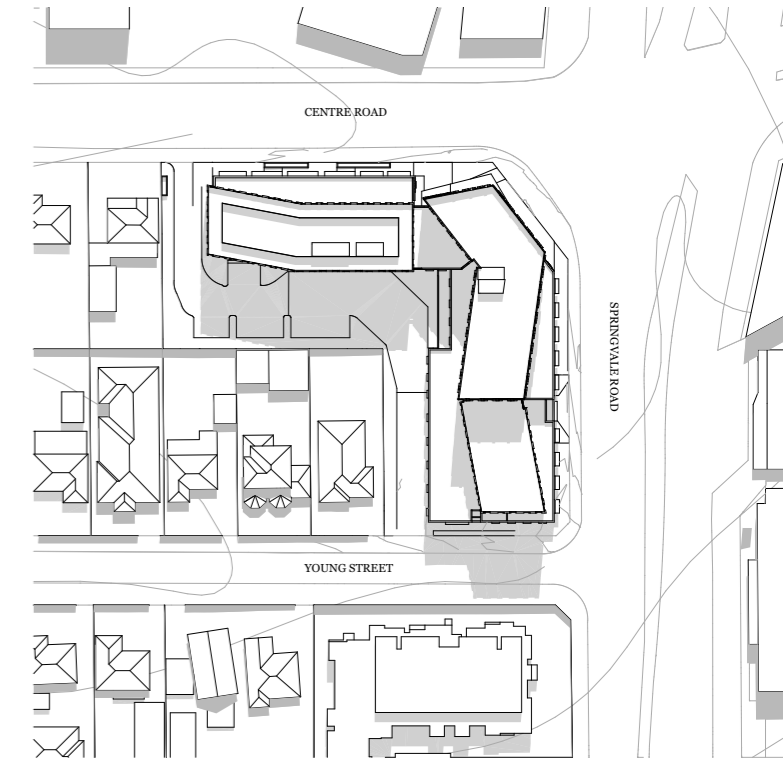
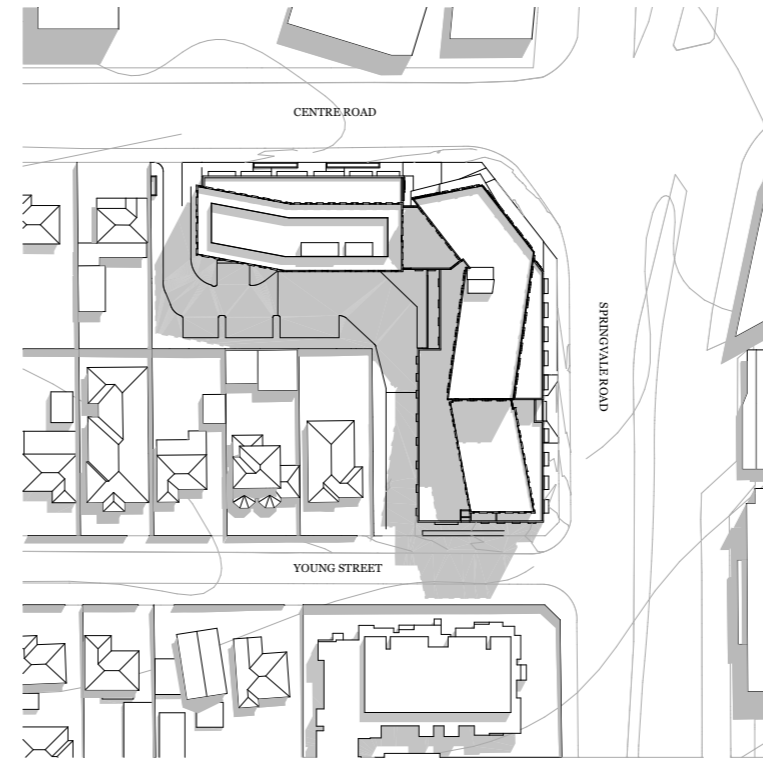
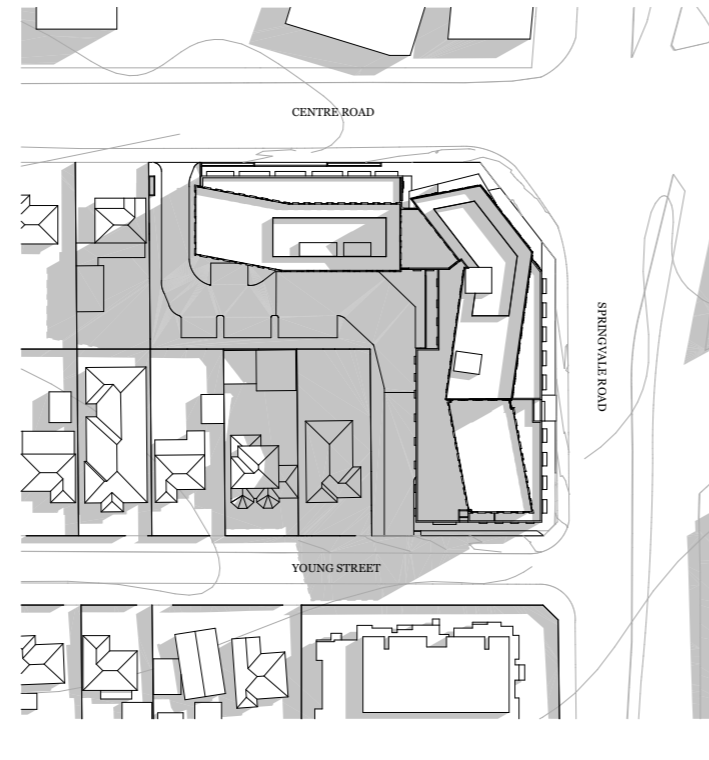
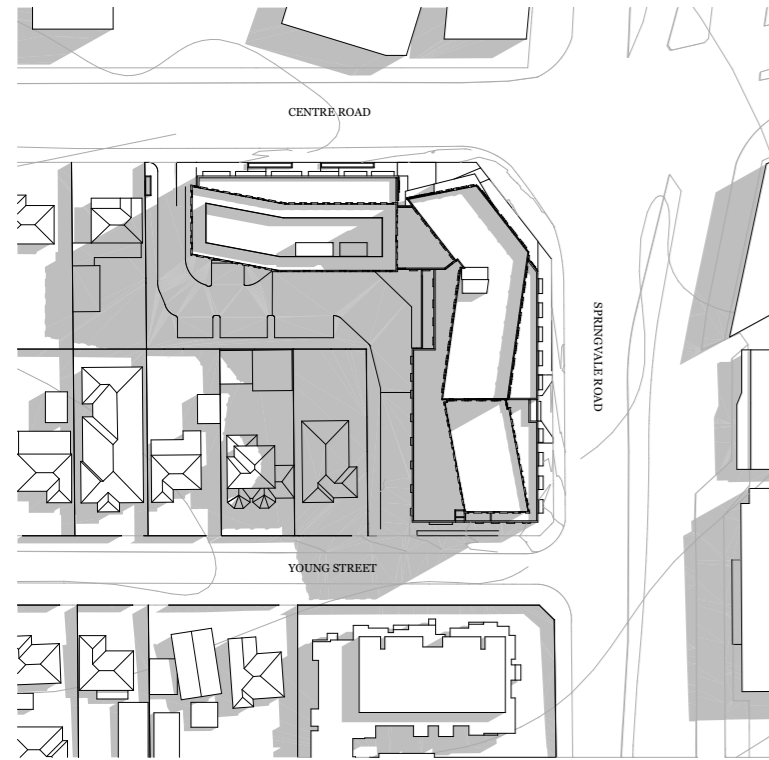
Shadow Diagrams

Building Height and Setbacks

A shadow diagram of the development, between 9am and 3pm on 22 September, that demonstrates that the development will not unreasonably overshadow existing residential properties

The overshadowing diagrams show shadow broadly consistent with the envelope suggested by the DPO.

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Building Setbacks

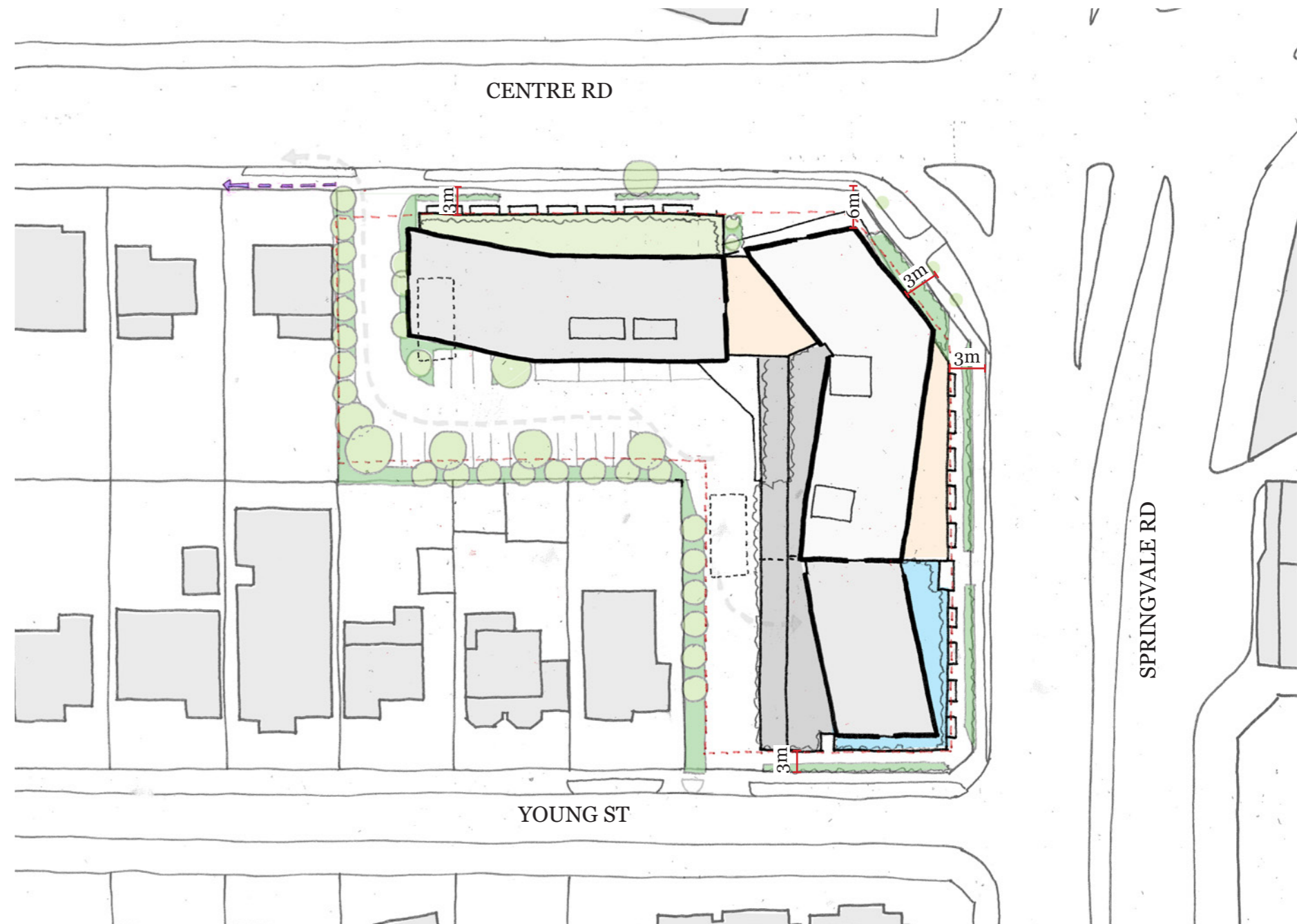
Building Height and Setbacks

At ground level provide a minimum 3 metre setback to:

- The street frontages of Centre, Springvale and Young Streets, inclusive of the splay of the intersection of Centre and Springvale Roads

- The shared boundaries with the residential properties in Young Street providing a vegetated buffer.

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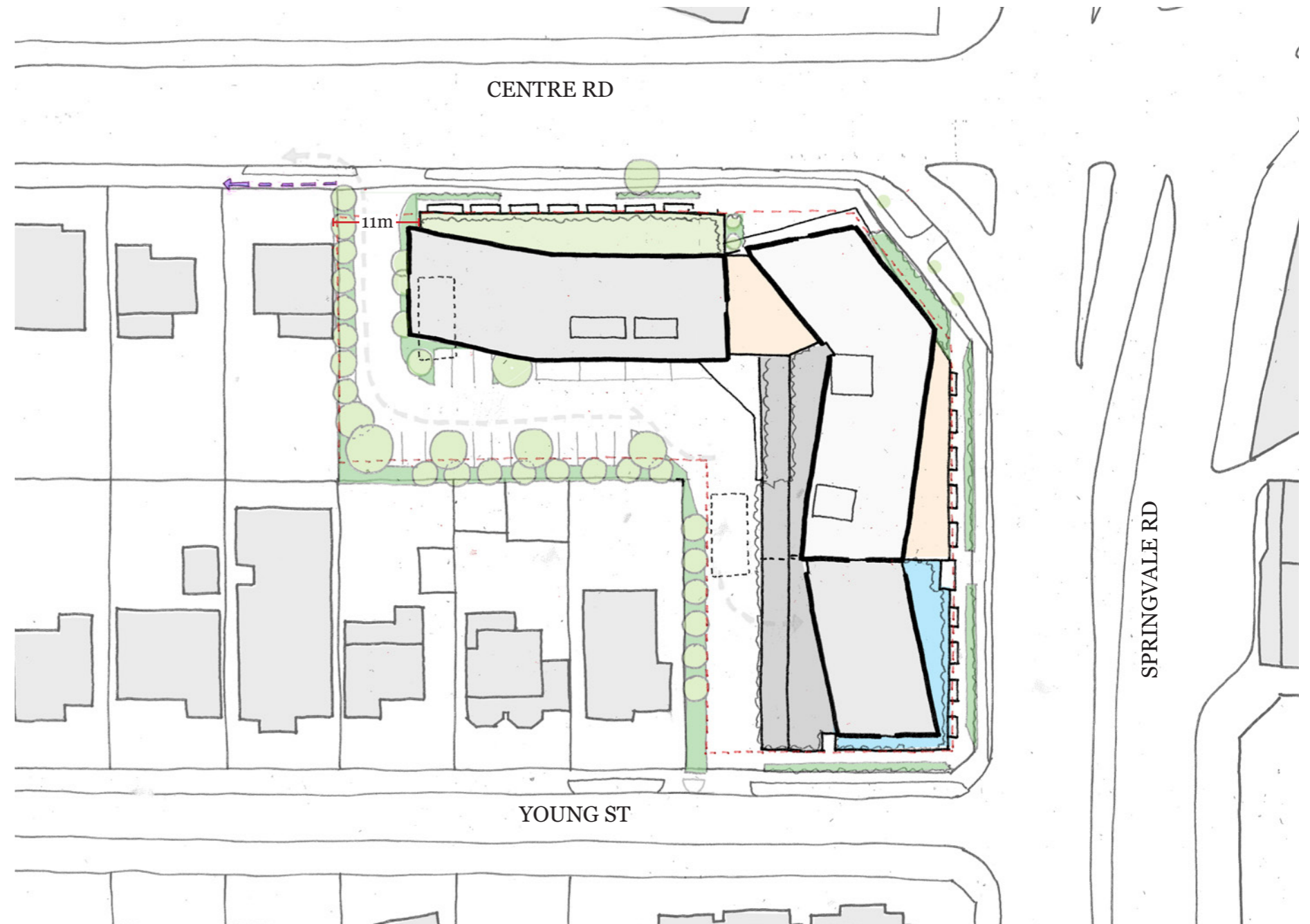
Building Setbacks

Building Height and Setbacks

A zero setback at ground level to the western boundary shared with the adjoining property fronting Centre Road.

A ground floor setback to the west is proposed, although it is not required.

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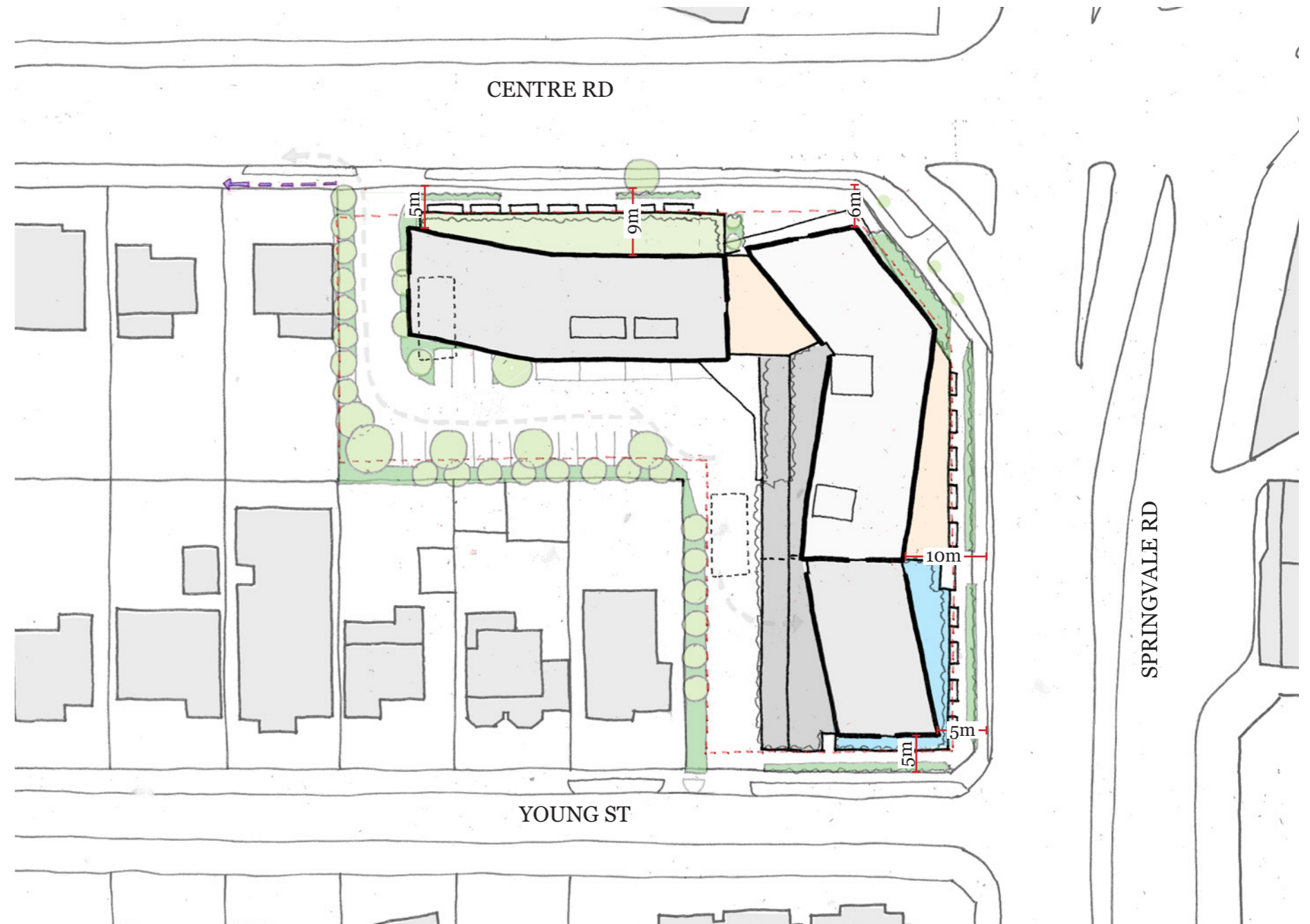


Building Setbacks

Building Height and Setbacks

At first floor level the built form is to set back 5 metres from the road reserves of Centre, Springvale and Young Street.

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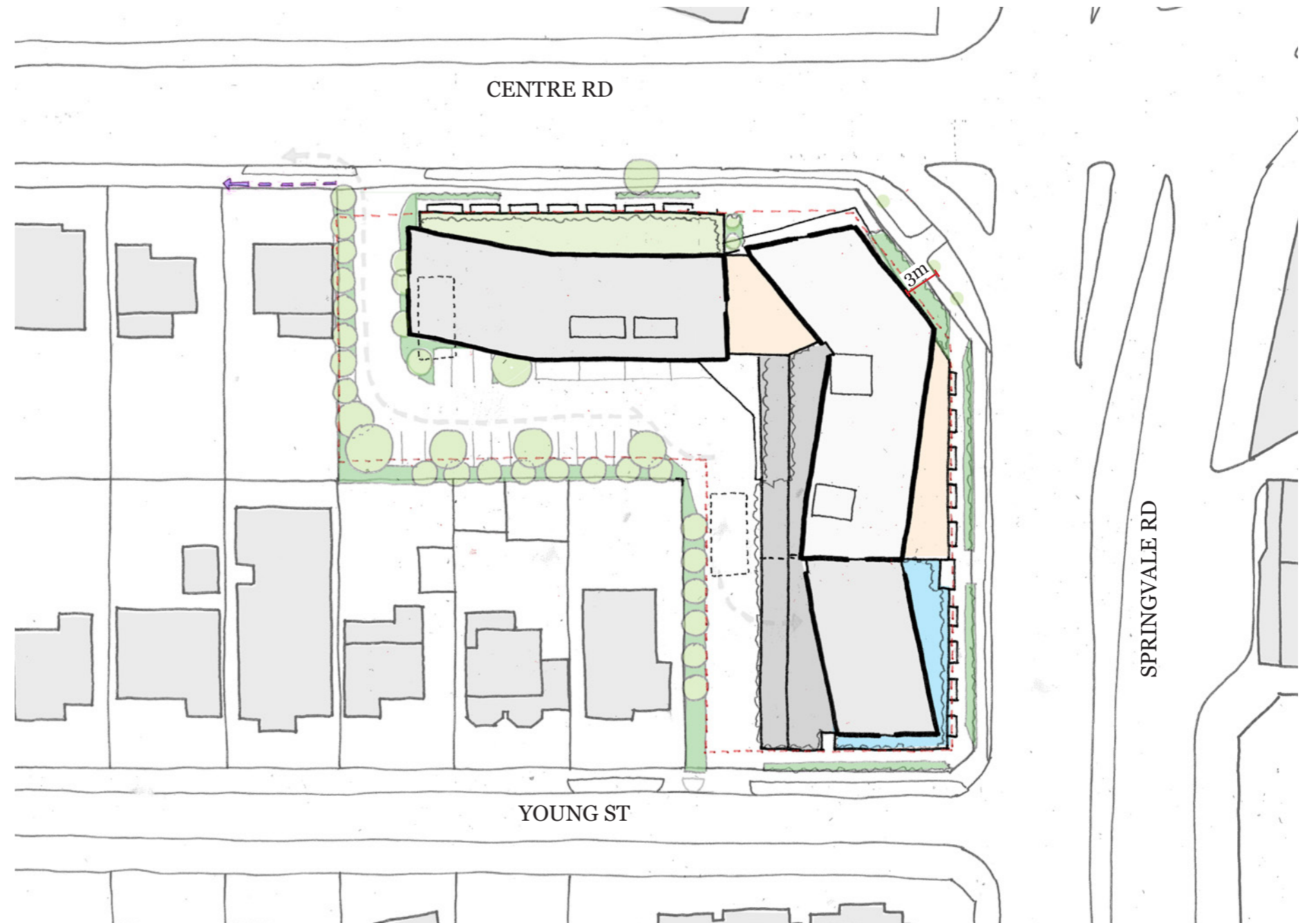


Building Setbacks

Building Height and Setbacks

At first floor level and above the built form is to maintain the 3 metre setback to the splay of the intersection of the Centre and Springvale Roads.

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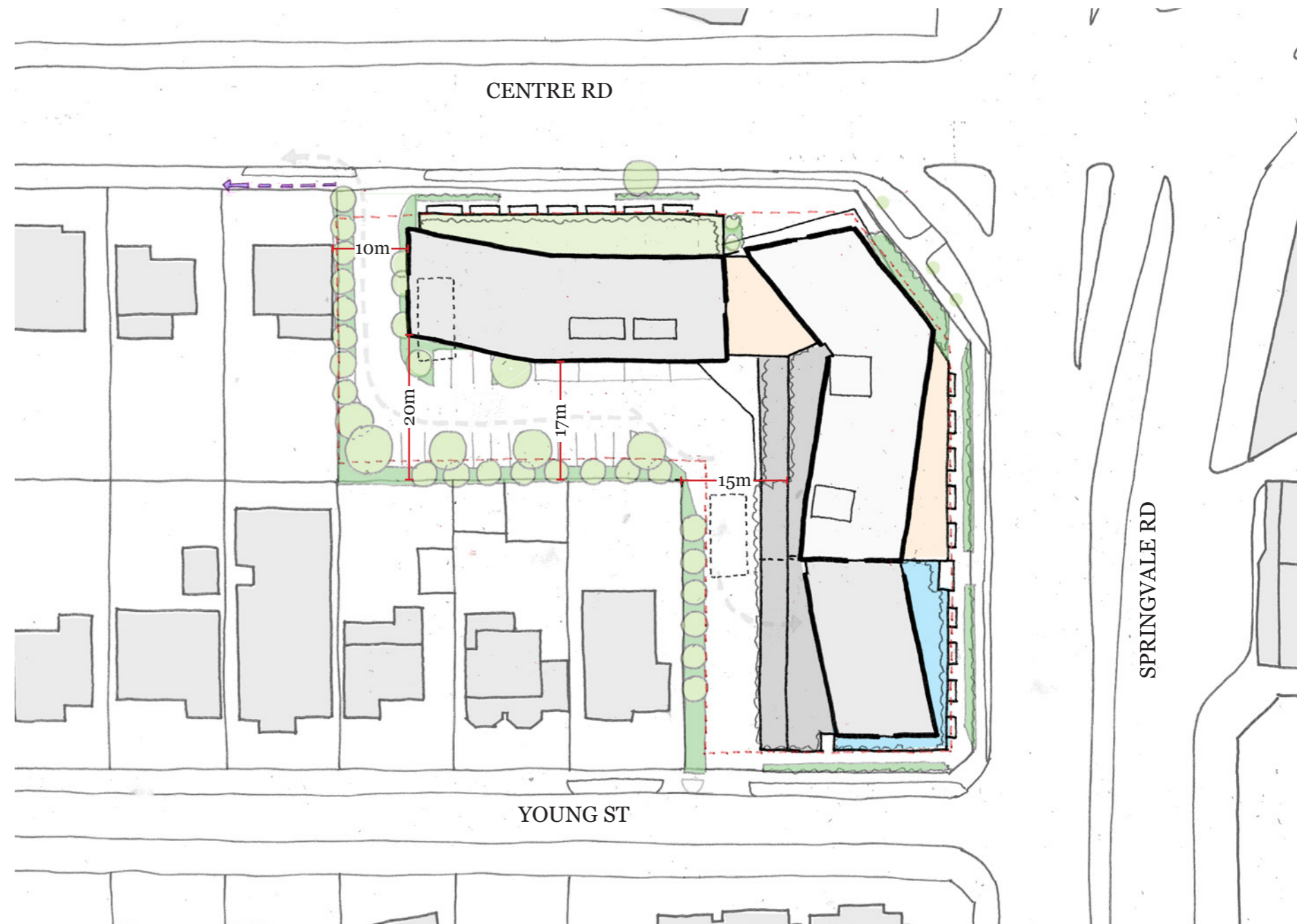


Building Setbacks

Building Height and Setbacks

At first floor level and above the built form is to set back a minimum 15 metres from the shared boundaries with the residential properties in Young Street and 10 metres from the adjoining property in Centre Road.

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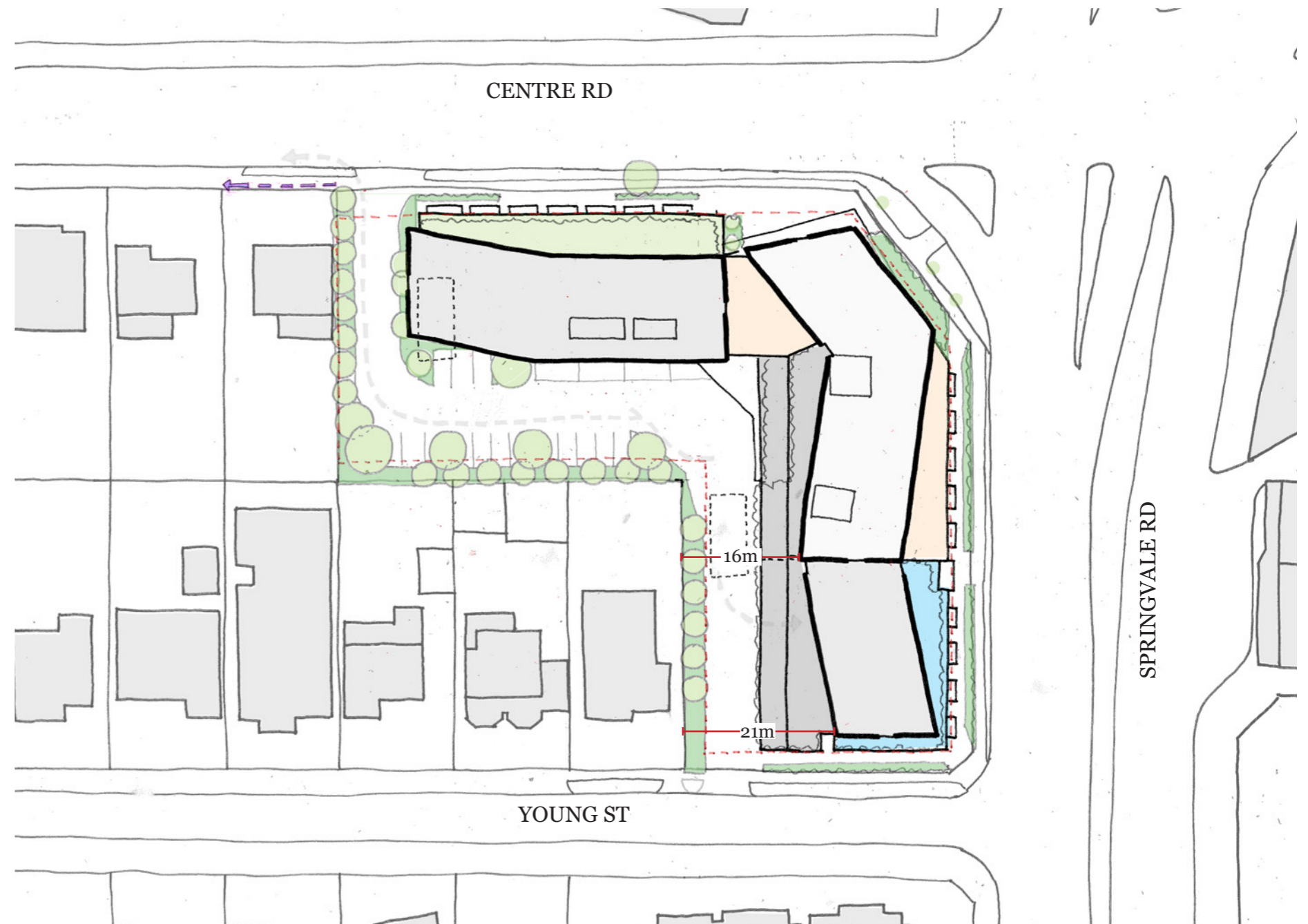


Building Setbacks

Building Height and Setbacks

At levels 2 and above the built form is to set back a minimum of 15 metres from the eastern boundary shared with 1 Young Street.

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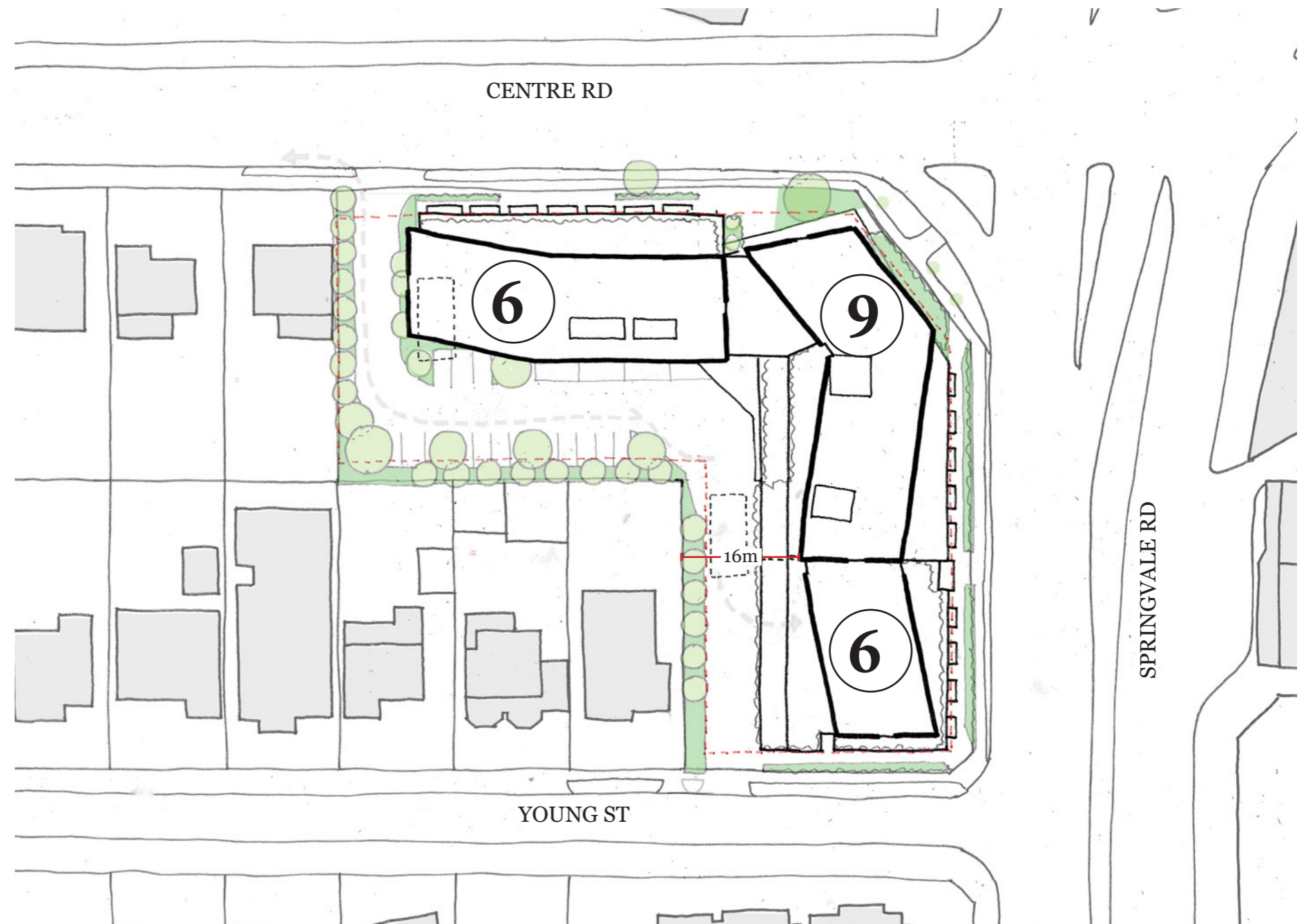


Building Setbacks

Building Height and Setbacks

To provide the gateway element any storeys above 6 storeys must be located towards the splay of the intersection of Centre and Springvale Roads and a minimum of 15 metres from the shared boundary with 1 Young Street.

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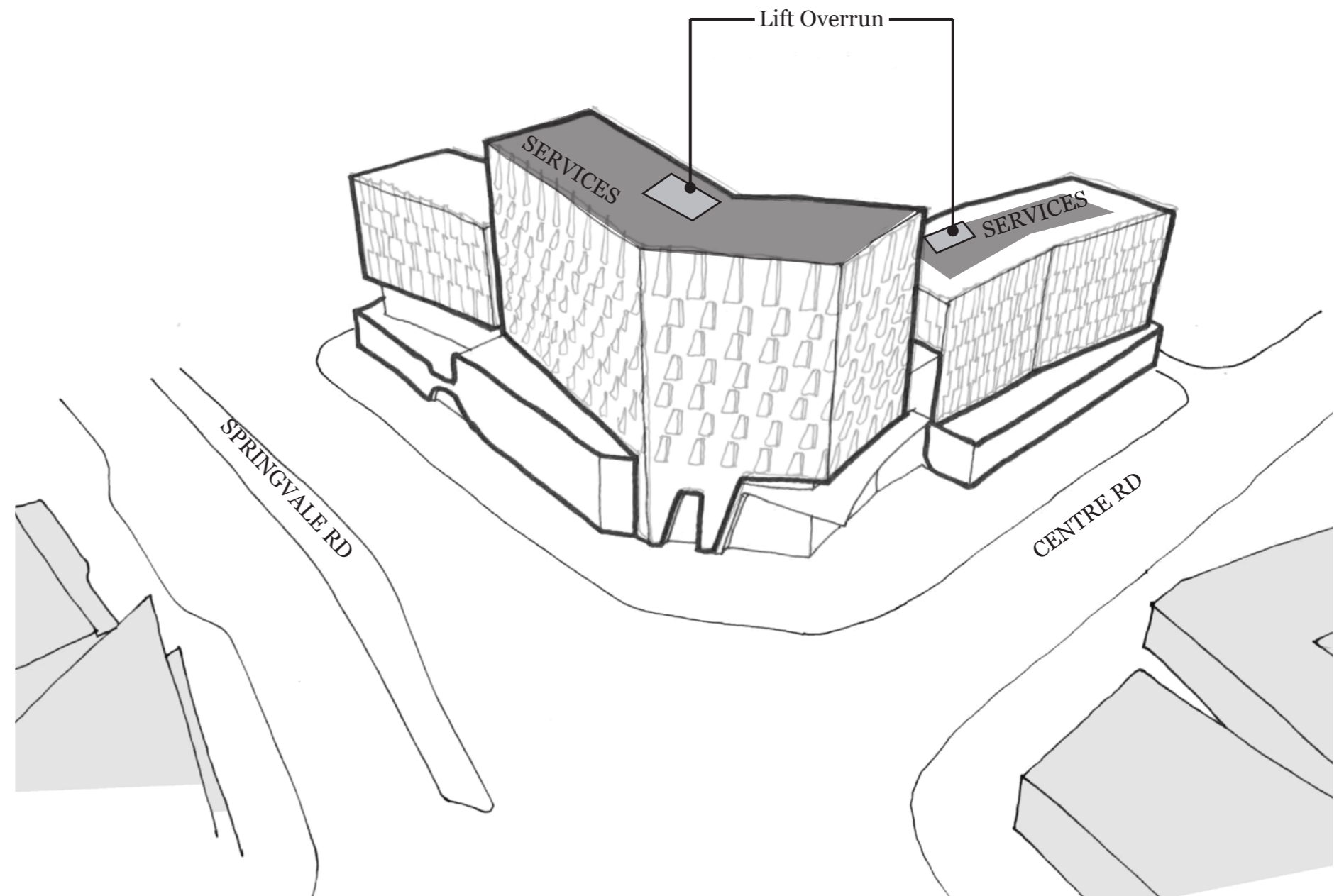


Articulated Roof Treatment

Building Form, Materials and Articulation

Articulated roof treatments that integrate lift overruns, plant and equipment into the design of the building.

Screening to rooftop services is integrated into the building facade.



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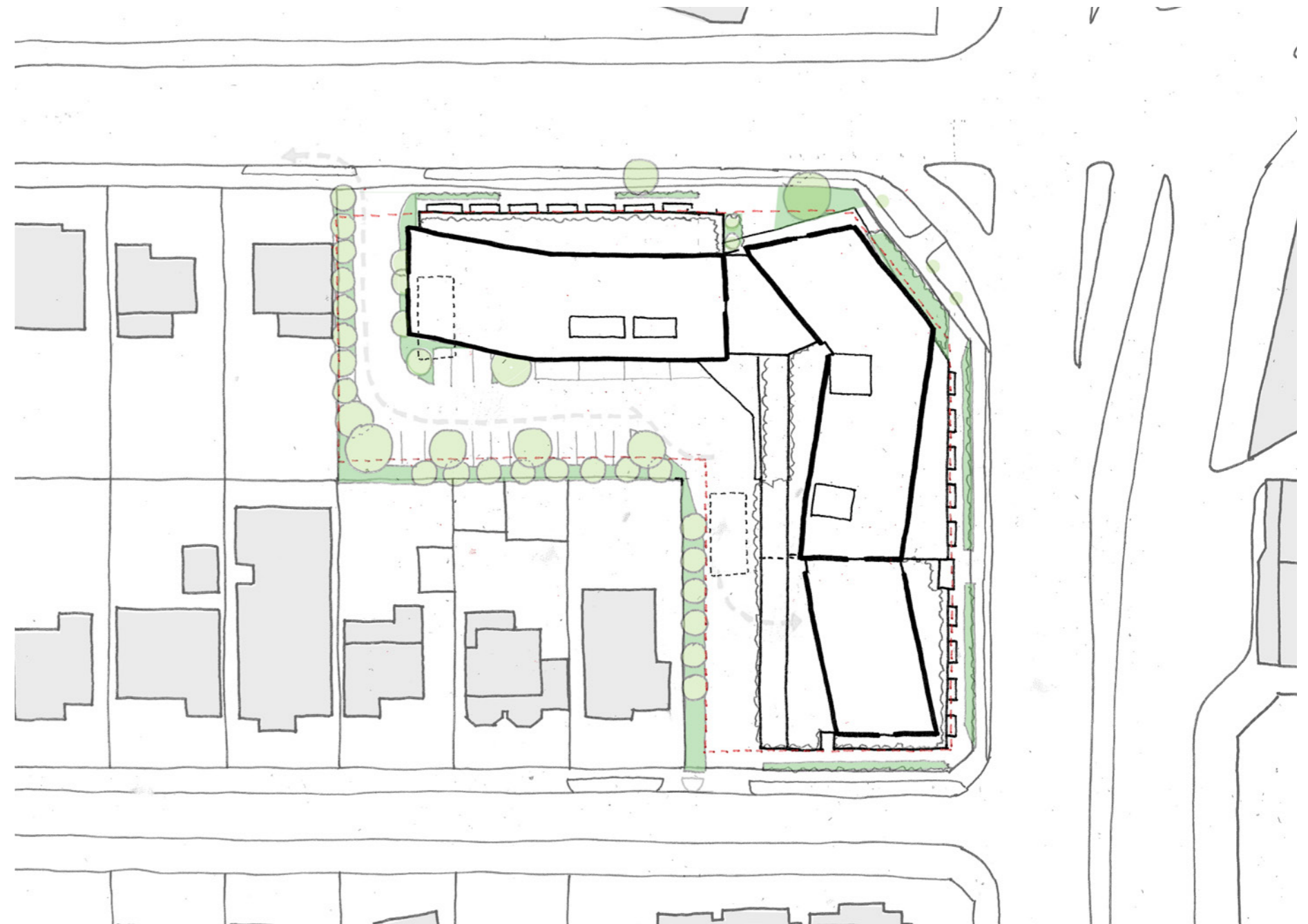
Softscape and Hardscape

Building Form, Materials and Articulation

Avoids large expanses of hard surfaces between the building and street frontages.

A combination of planters, decks and hard paving are proposed, to facilitate entry to the building while softening the edges using landscaping.

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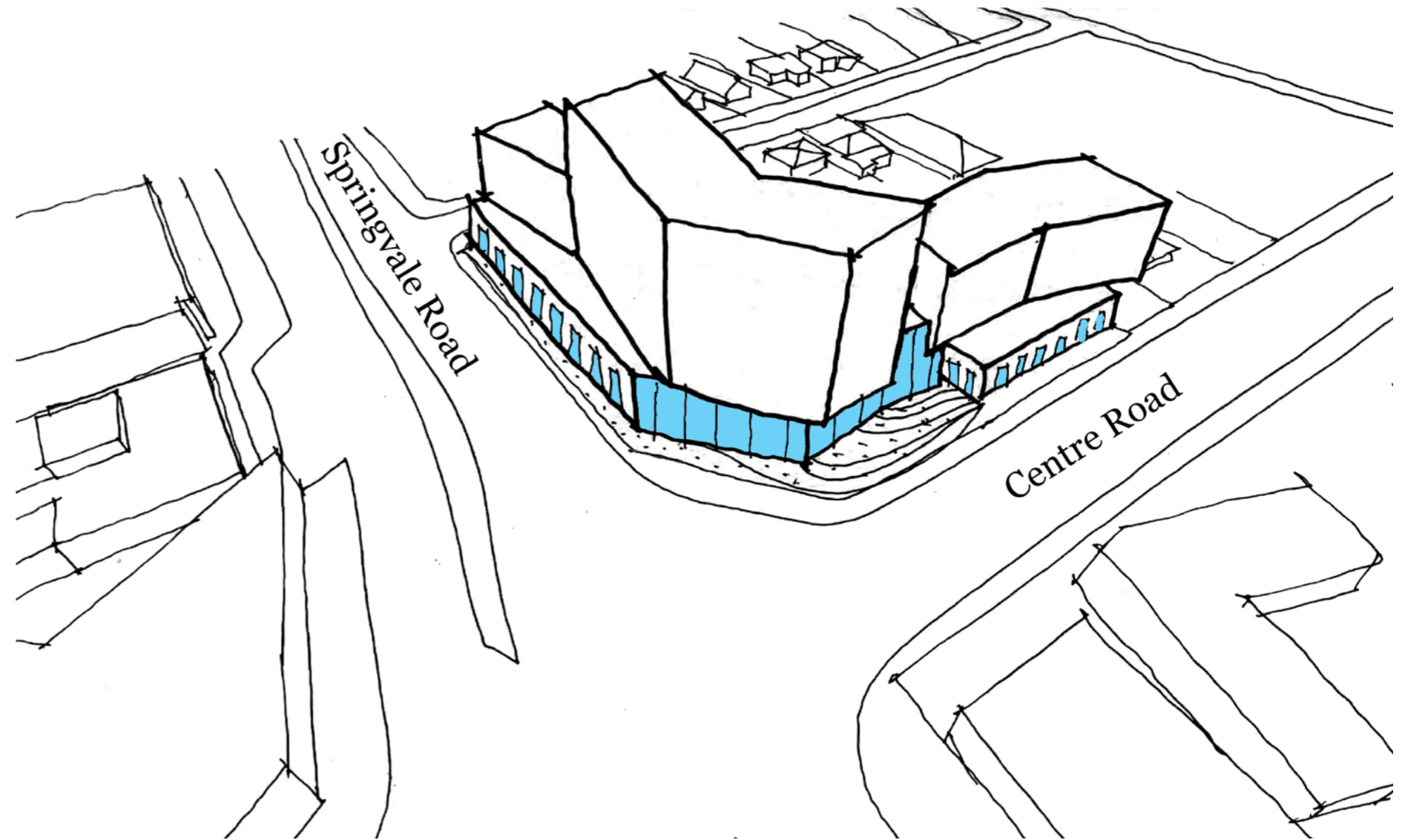


Public Surveillance

Building Form, Materials and Articulation

Provides ground level retail spaces that provides clear glazing to the retail and commercial premises, activating the frontages to Centre Road, Springvale Road and Young Street.

The diagram illustrates the extent of clear glazing from restaurant, hotel lobby and retail spaces.



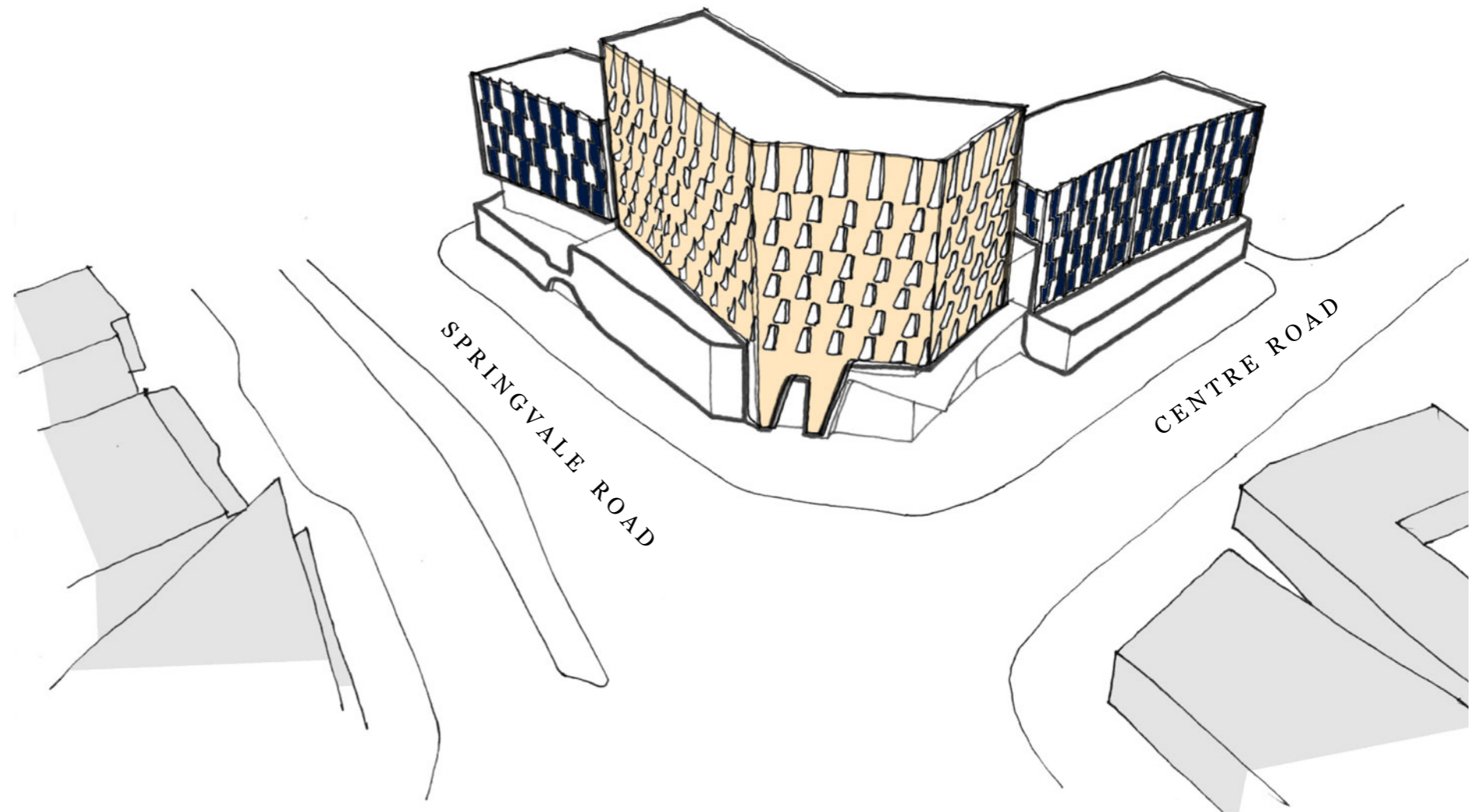
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Durable and High Quality Building Materials

Building Form, Materials and Articulation

Provides a palette of materials and finishes that provide visual interest and a sense of durability and high quality.

The building facade is proposed to be concrete, glass and metal, with a distinctive pattern introduced to communicate movement to the surrounding urban context, in response to the sites position or a prominent intersection.



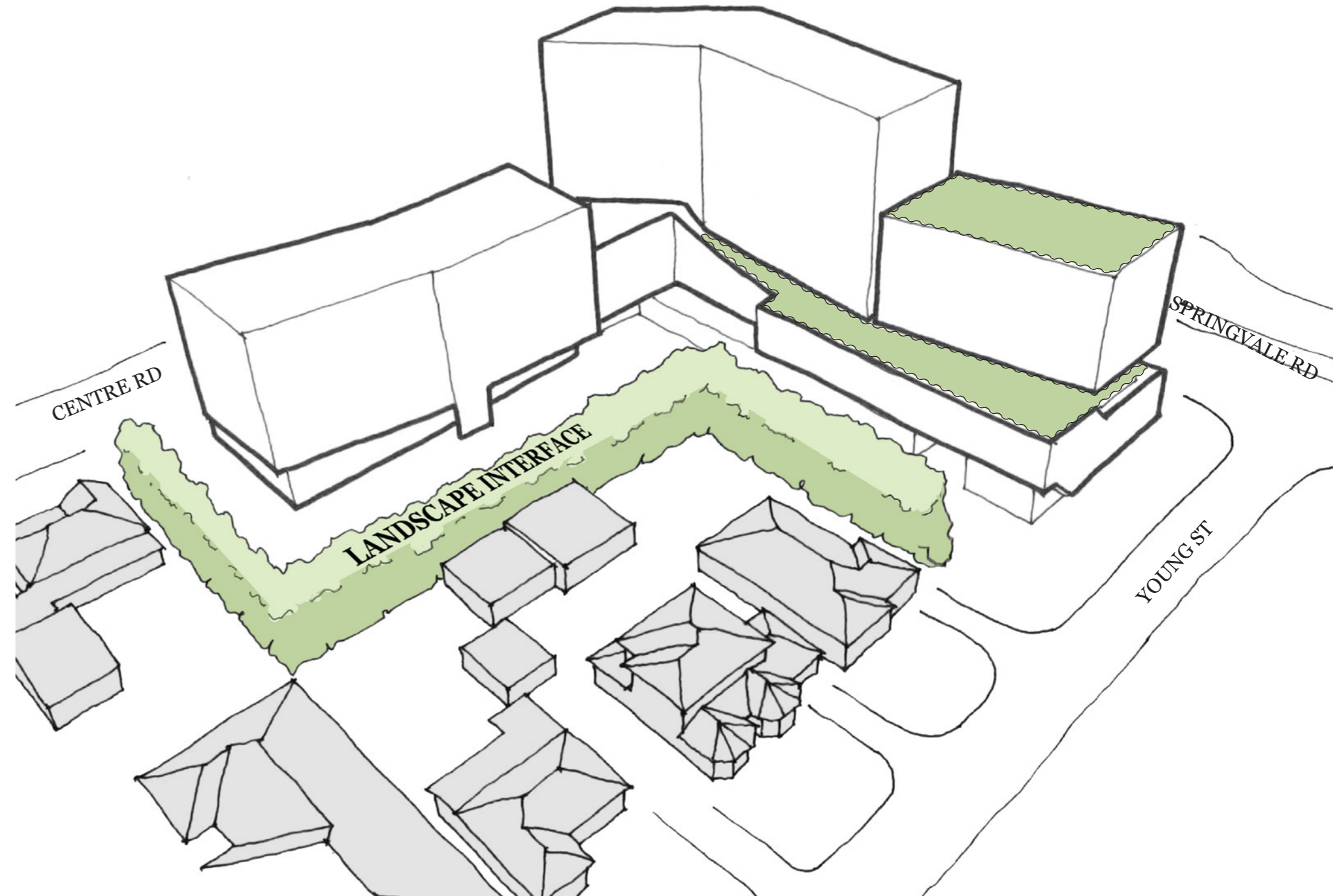
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Integrated Landscaping on Neighbouring Interface

Building Form, Materials and Articulation

Provides opportunities within the development for integrated landscaping to introduce areas of greenery to the development and to provide a softening of the frontages to the residential properties.

Integrated landscaping is introduced on neighbouring interfaces. It helps to soften the building frontages to the residential properties, also acts as the visual and noise buffer to the neighbouring properties.



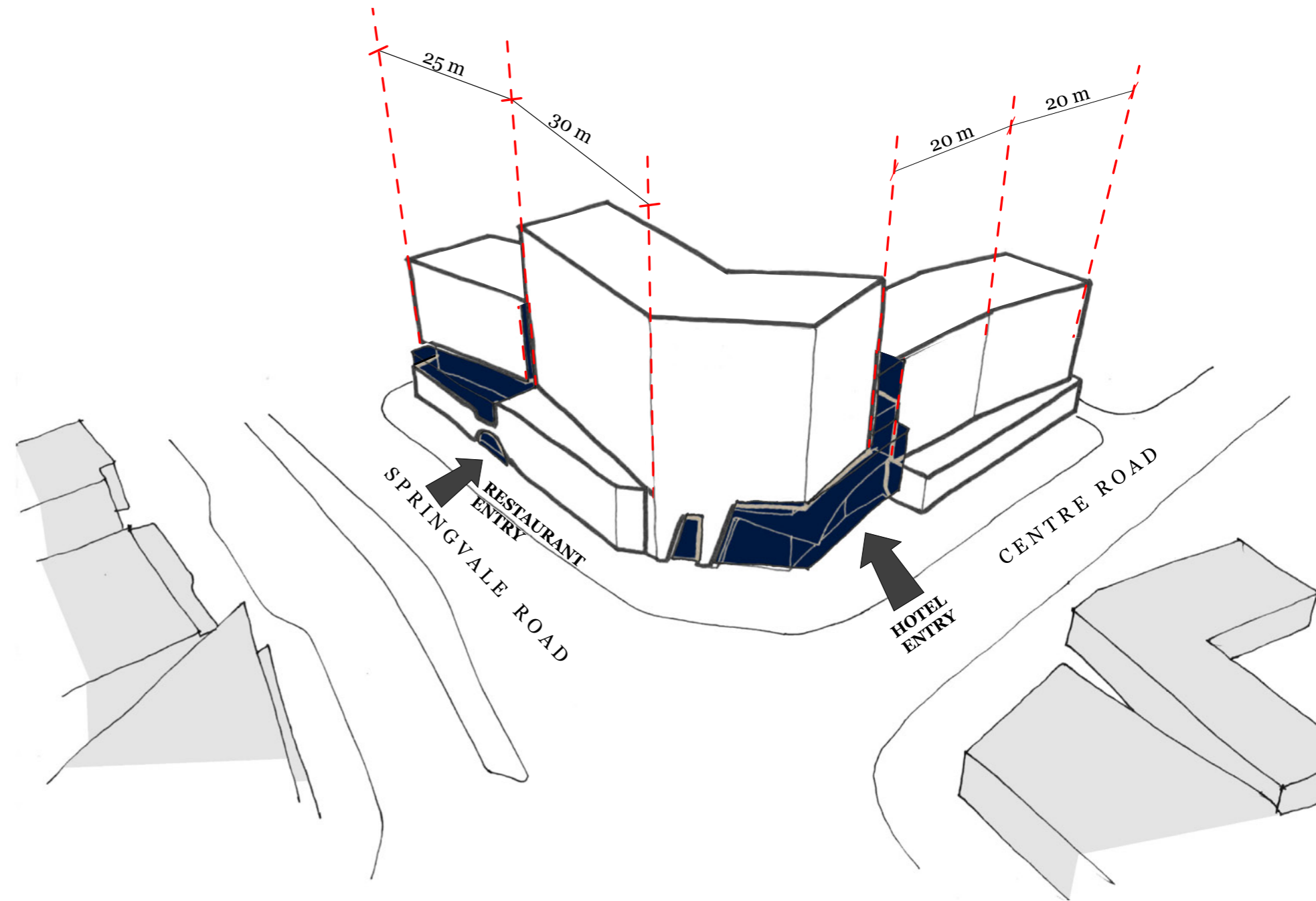
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Articulate Building Entries and Breaks in frame

Building Form, Materials and Articulation

Provide an adequate articulation to break the length of the north-south massing along Springvale Road.

The building form is kinked to break down the length of the facade, and breaks in materiality are provided to emphasise the location of entries, as well as contributing to the breakdown of the building massing.



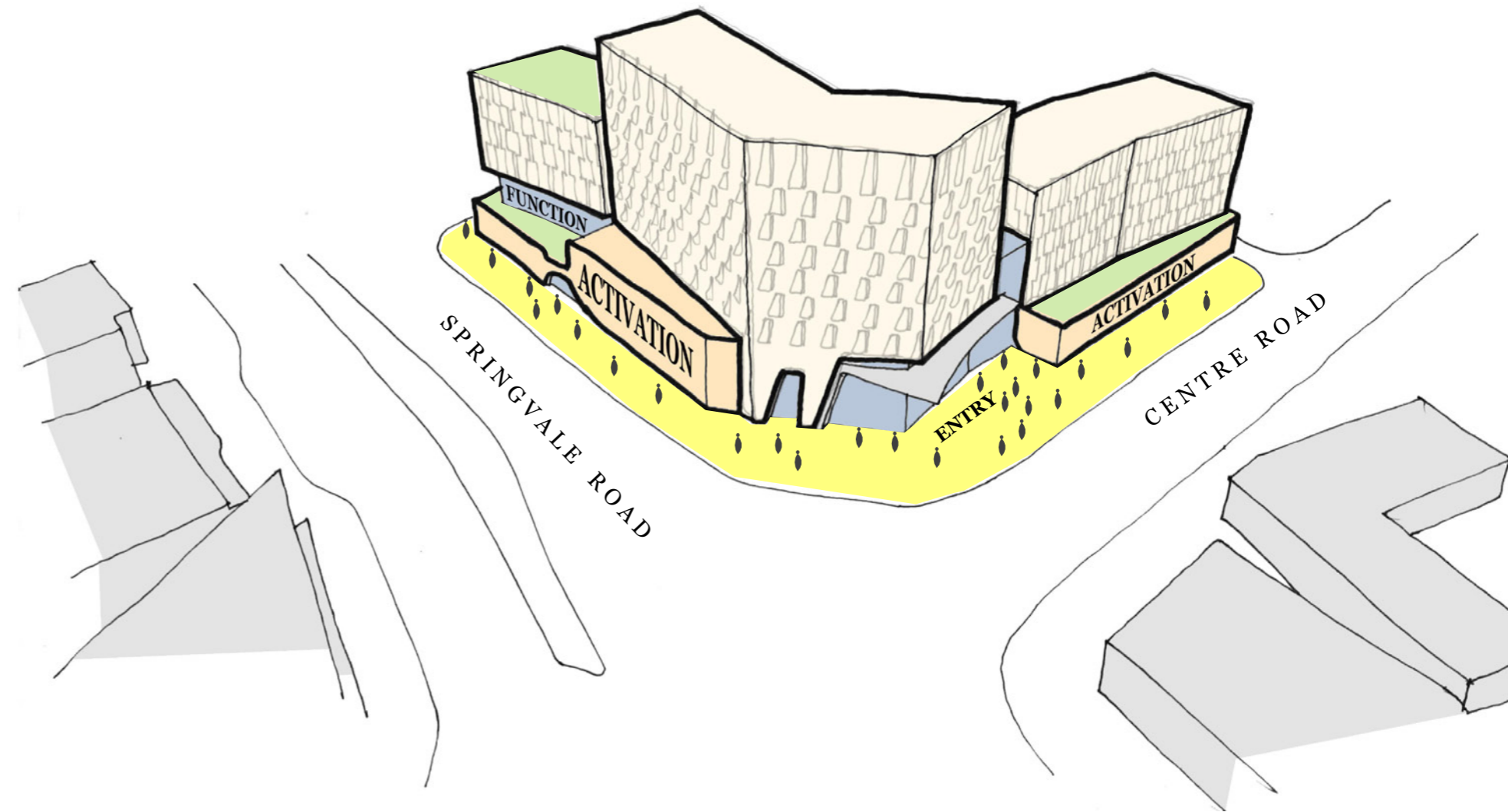
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Vertical Massing Break

Building Form, Materials and Articulation

Provide adequate articulation to break the vertical massing of the tower into a comfortable, elegant and more human scale proportion.

The proposed massing breaks down the building height with street wall articulation, and further breaks down scale by overlapping tower and podium forms.



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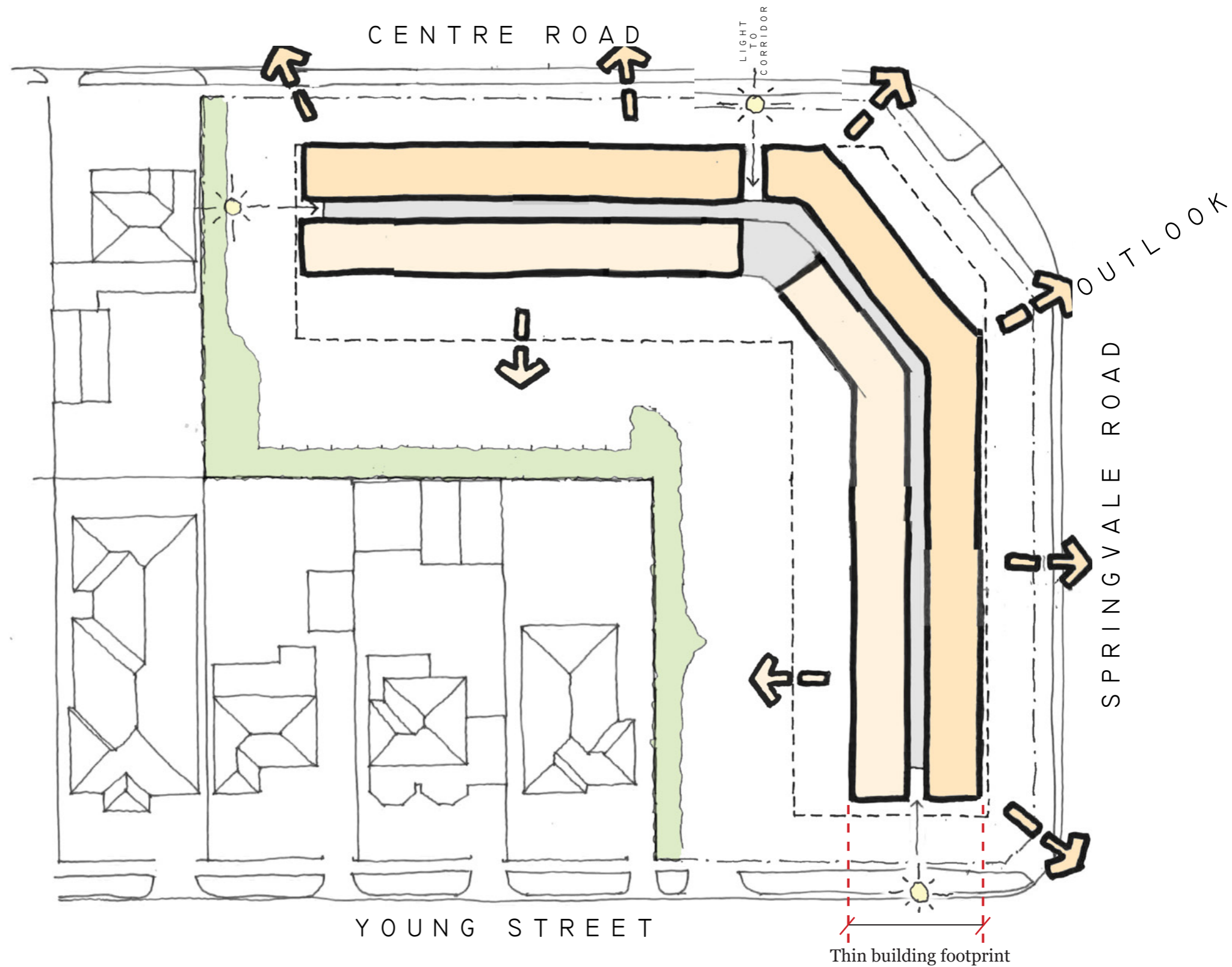
Passive Design for Internal Spaces

Building Form, Materials and Articulation

Design building layout and elevation to maximise the passive design benefits for the internal spaces.

The thin floor plate allows natural lighting to habitable rooms. Additionally, natural light penetrates all hotel common areas.

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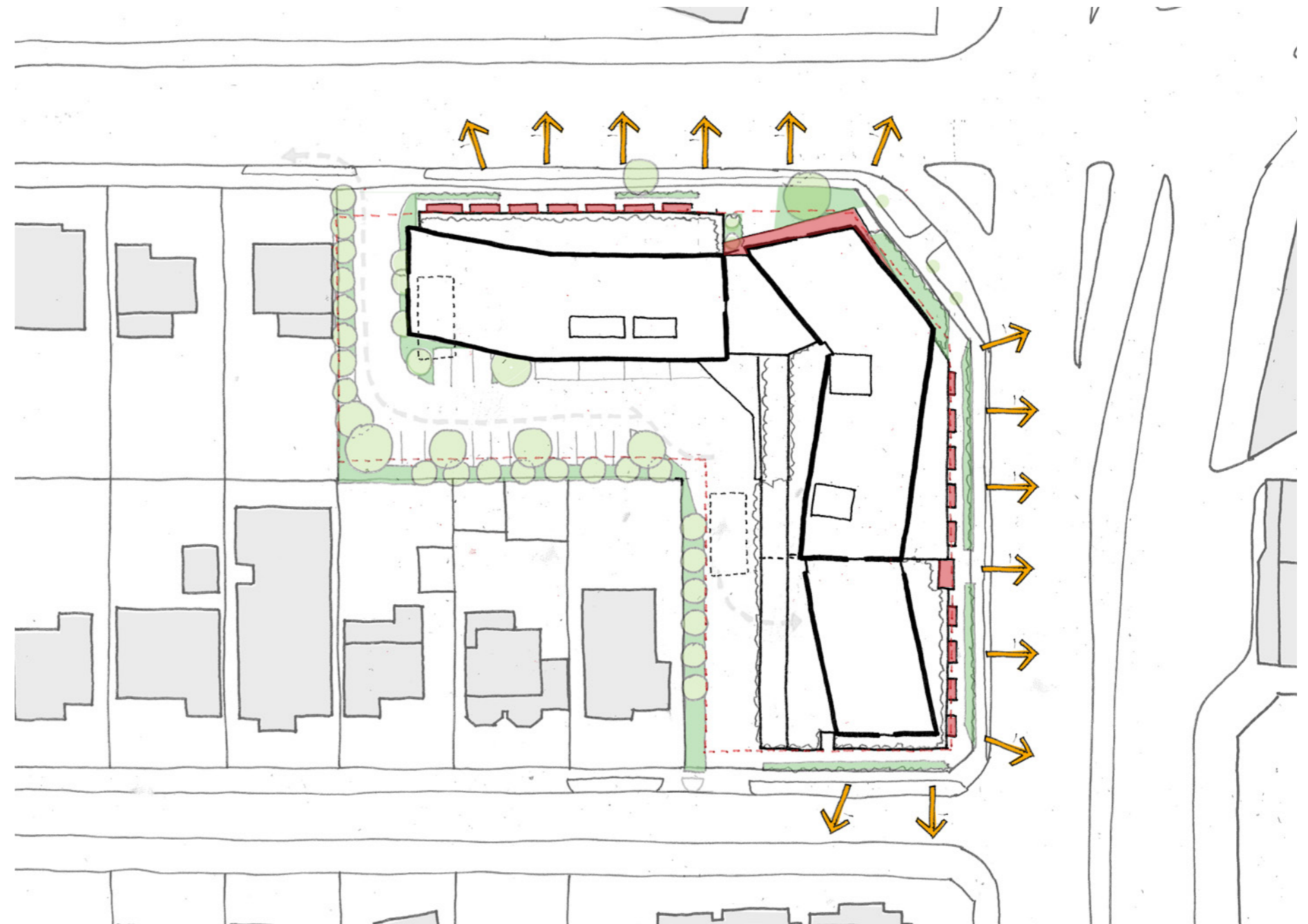
Weather Protection and Safe Pedestrian Paths

Access, Parking and Loading

Provide clearly designated, safe pedestrian paths that provide shelter from the weather at ground level and along retail interfaces.

Pedestrian paths are given shelter by canopies indicated in red. Safety is supported by passive surveillance in the same locations.

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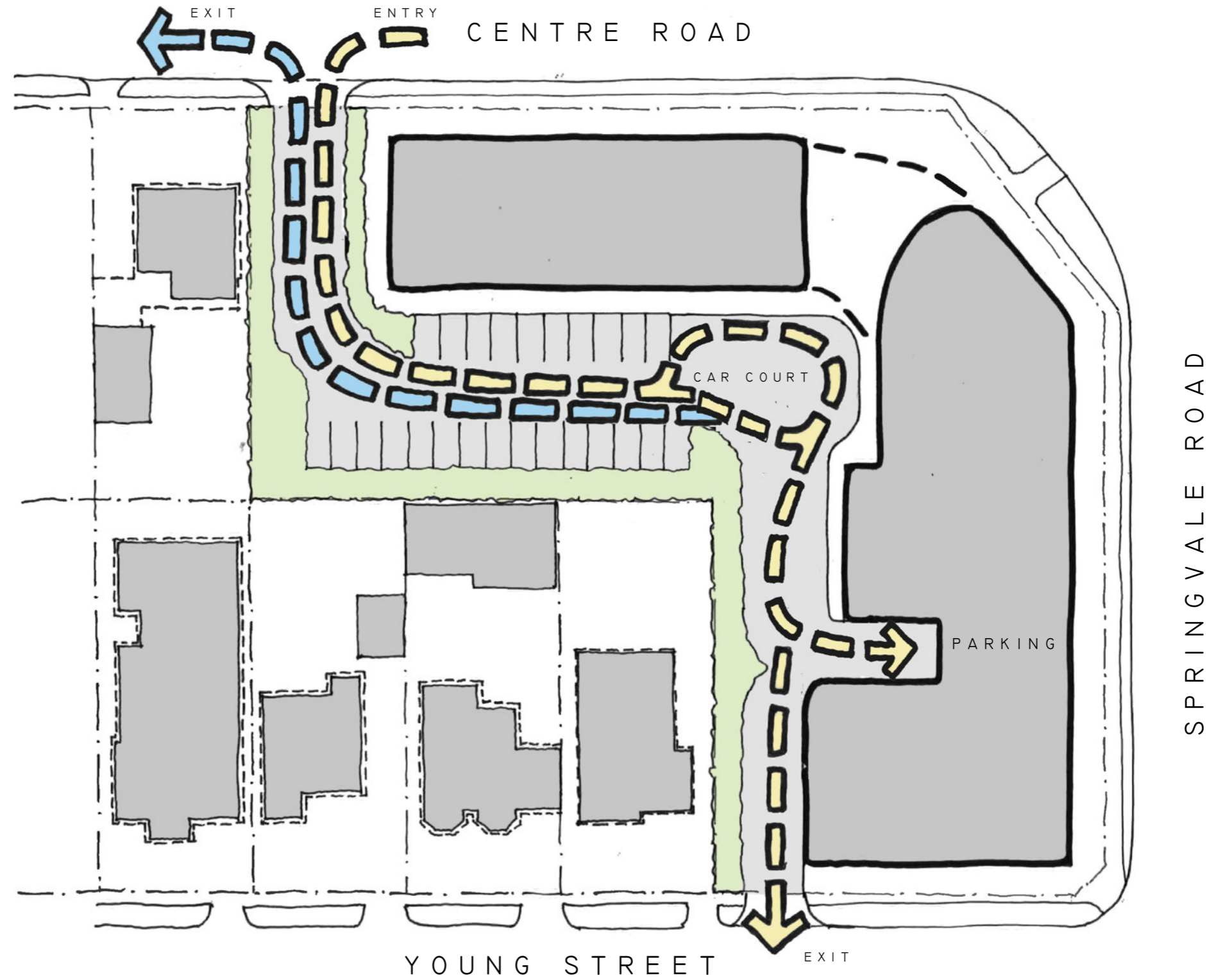


Car Parking and Loading Areas

Access, Parking and Loading

Provide car parking and loading areas internal to the site and conveniently accessed by the retail premises.

Parking is accessed via Centre Road, with short term and retail parking located outside retail tenancies and hotel lobby and guest and staff parking provided in the basement.



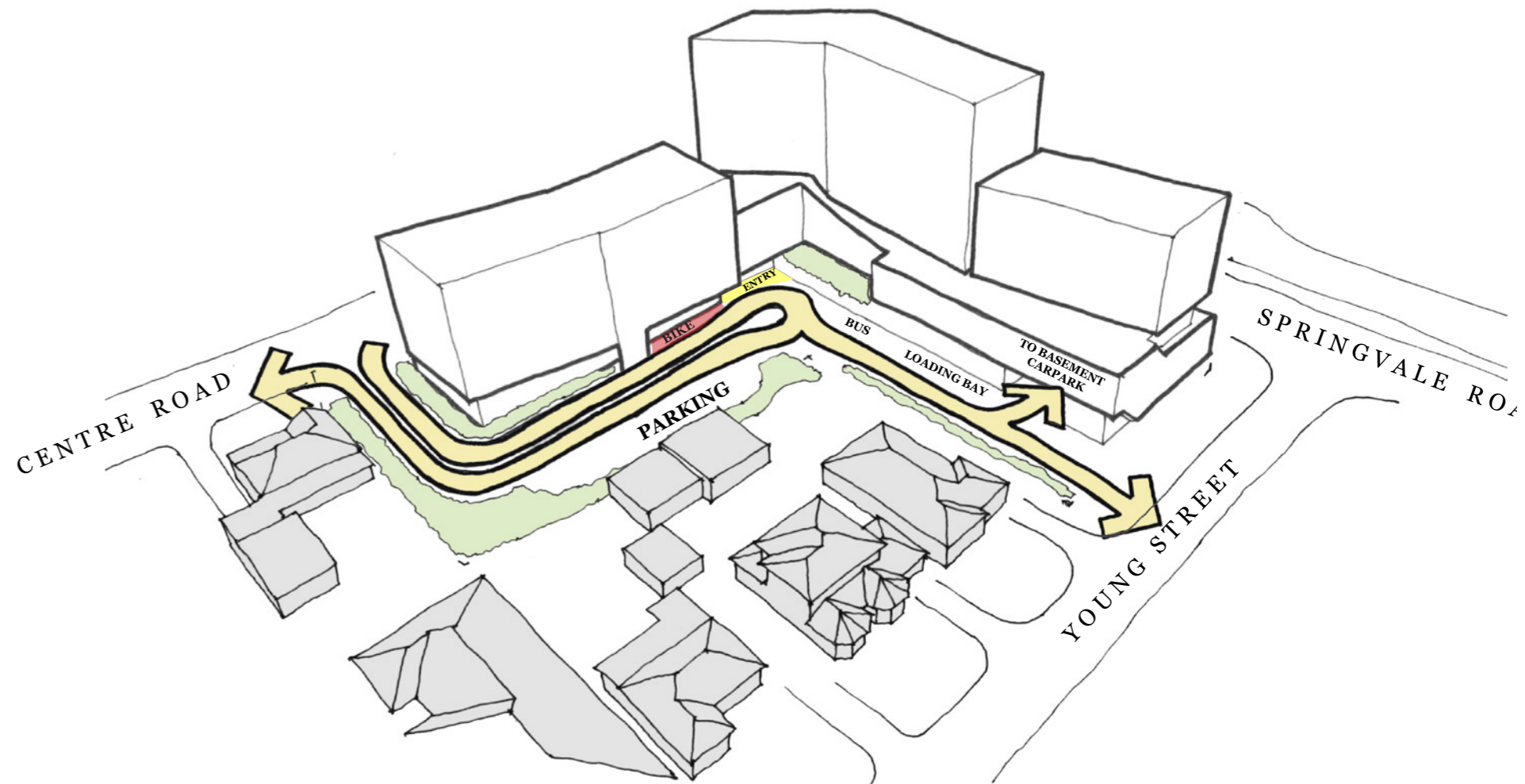
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Sustainable Transport

Access, Parking and Loading

Incorporate infrastructure that supports sustainable transport options.

A bus bay and bicycle parking are provided on ground floor, with additional bicycle parking located in the basement. Outside bike parking is visible from the reception desk of the hotel for passive surveillance and security.



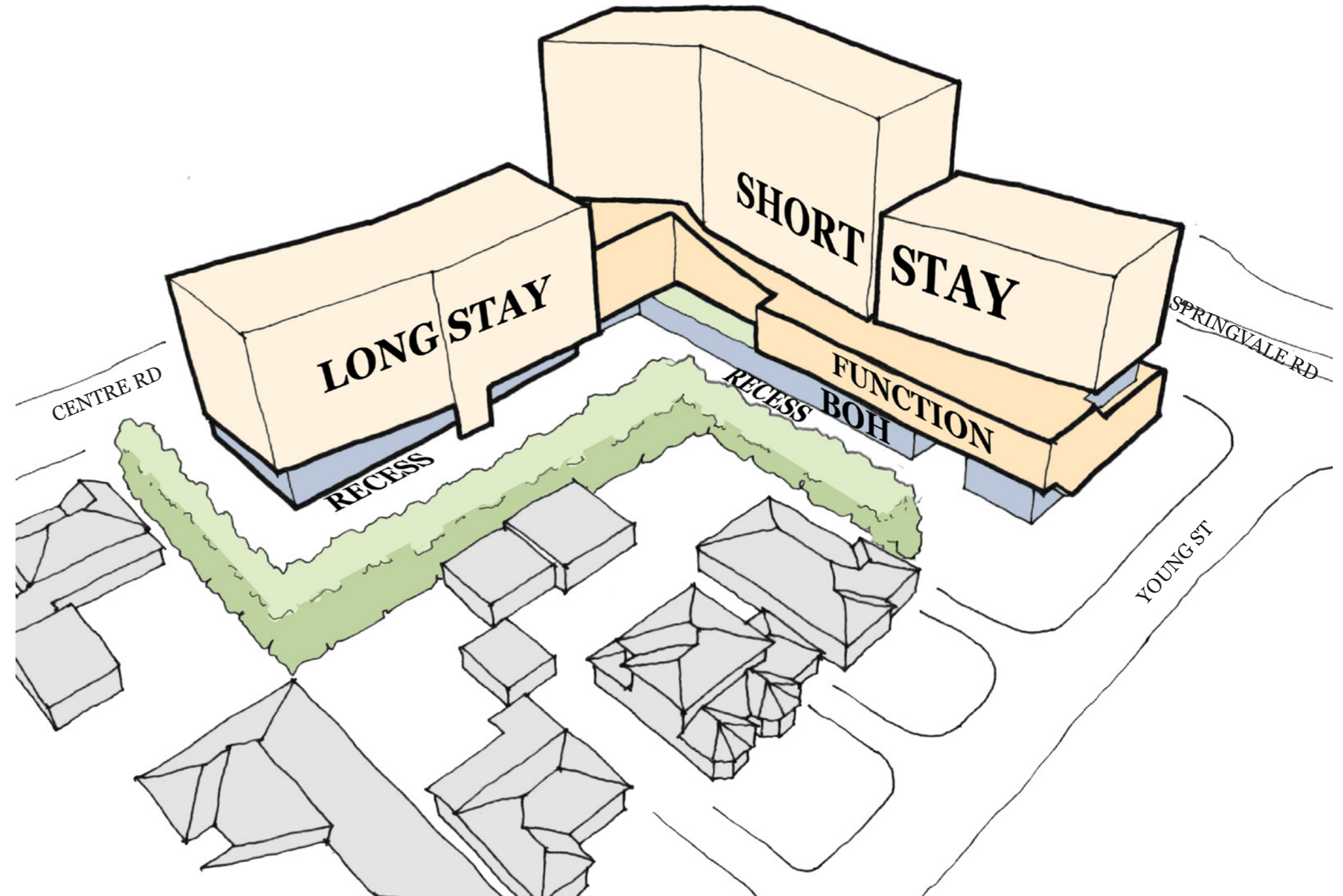
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Back of House

Access, Parking and Loading

Car parking, loading facilities, service areas and waste storage should be screened from the public view and not located at critical active street frontage.

Services, waste, loading and carpark entry are located to the rear of the site and are not prominently visible from Springvale or Centre Roads.



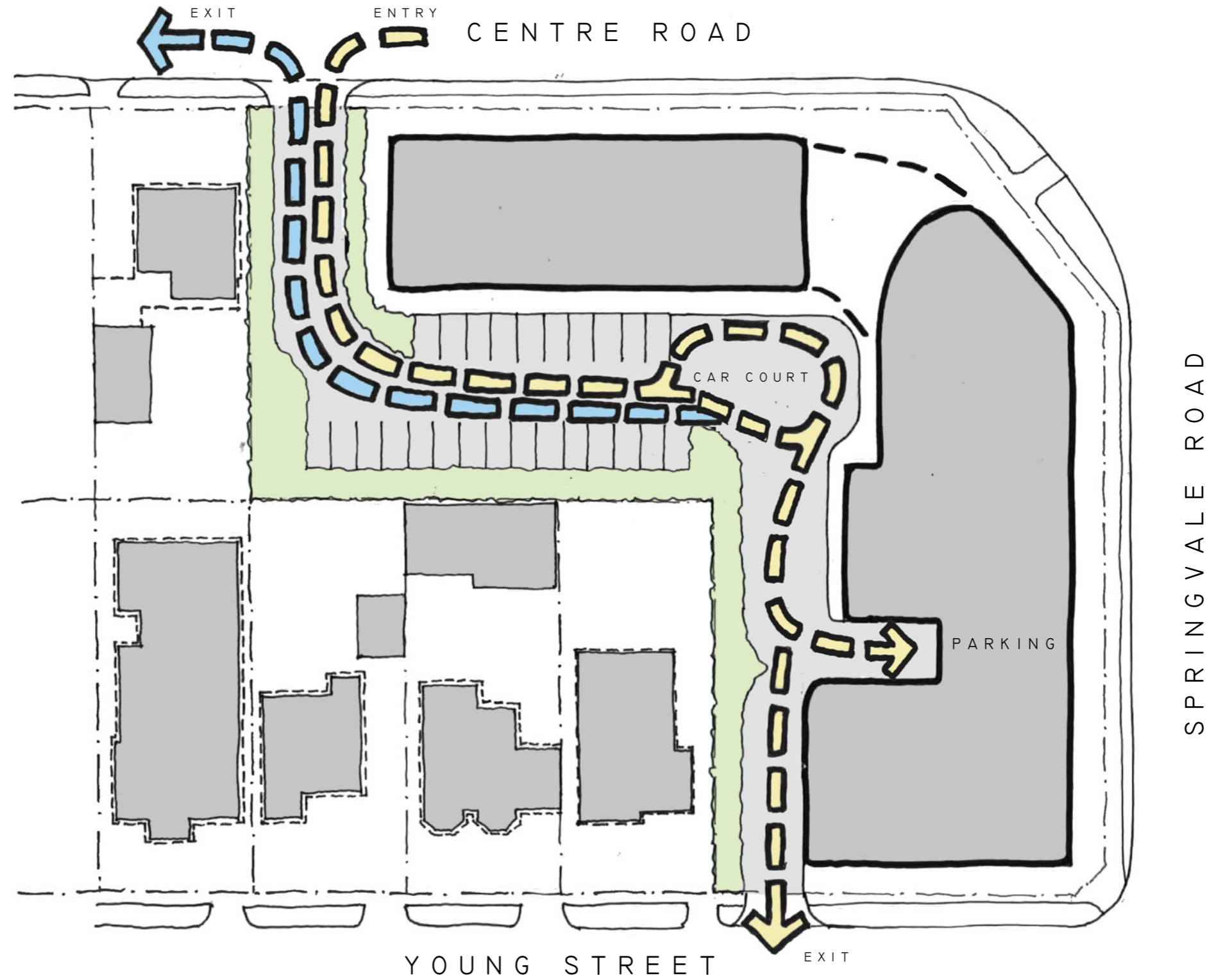
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Vehicular Access Limitation

Access, Parking and Loading

Limit the number of vehicular access points to Centre Road so that the interruption of footpaths adjoining the site is minimised.

Only one crossover is proposed for Centre Road.



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Ingress and Egress

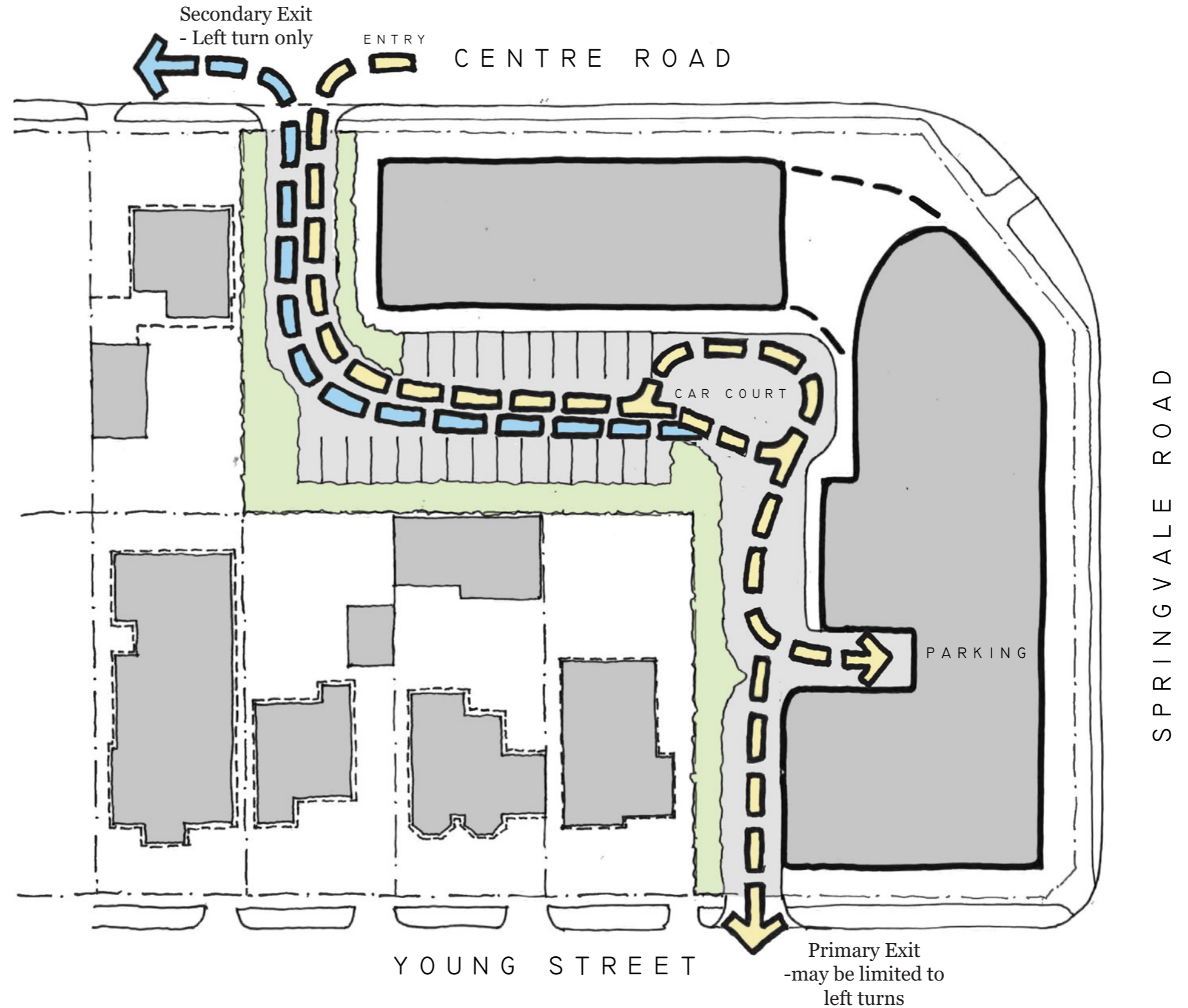
Access, Parking and Loading

With respect to car park access the development plan must show to the satisfaction of the Responsible Authority and VicRoads:

- Primary ingress from Centre Road
- Primary egress to Young Street, which may be limited to left turn movements
- Secondary egress to Centre Road (if required) must be less convenient than egress to Young Street and must be restricted to left-turn movements.

The car court is designed to encourage this pattern of movement, by locating the basement entry in a one-way access road. Only vehicles using short term drop-off or retail parking would exit on Centre Road, and would need to do a u-turn to do so. Service vehicle access and loading is permitted from Young Street.

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Sustainability

SMP & StMP

A Sustainability Management Plan (SMP) and Stormwater Management Plan (StMP) have been prepared to address Energy and Water Efficiency.

These documents form part of the Development Permit submission.

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