DPO8 SPRINGVALE ROAD / CHELTENHAM ROAD COMMERCIAL GATEWAY DEVELOPMENT PLAN **:

- 1. ORIGINAL DEVELOPMENT PLAN APPROVED: 22 DECEMBER 2011;
- 2. ADDENDUM 1 (442-448 CHELTENHAM ROAD, KEYSBOROUGH) APPROVED: 18 NOVEMBER 2015;
- 3. ADDENDUM 2 (452 CHELTENHAM ROAD, KEYSBOROUGH) APPROVED: 17 May 2017; AND
- 4. ADDENDUM 3 (466 CHELTENHAM ROAD, KEYSBOROUGH) APPROVED: 16 AUGUST 2018.

** PLEASE NOTE THAT THE ORIGINAL DEVELOPMENT PLAN SHOULD BE READ IN CONJUNCTION WITH ALL APPROVED ADDENDUMS





and dated 22 December 2011

Development Plan pursuant to Schedule 8 of the Development Plan Overlay

Corner of Cheltenham Road and Springvale Road (Lots 1, 2 and 3 of PS 546419Q) Keysborough

December 2011

DEVELOPMENT PLAN SPRINGVALE ROAD / CHELTENHAM ROAD COMMERCIAL GATEWAY

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> Prepared for Silverton

December 2011

Our Reference: Ratio Report Khs 14122011 Approved Dp

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INTRODUCTION

This Development Plan (DP) has been prepared for Silverton Group Pty Ltd for land at 476 Cheltenham Road Keysborough. The land comprises Lots 1, 2 and 3 of Plan of Subdivision 546419Q.

This Development Plan responds to the requirements of Clause 43.04 of the Greater Dandenong Planning Scheme which relates to Development Plan Overlay Schedule 8 - 'Springvale Road / Cheltenham Road Commercial Gateway'.

The Development Plan has its strategic basis in the Greater Dandenong Planning Scheme (GDPS). Amendments C102 and C135 introduced controls into the GDPS in order to facilitate an integrated retail development of the site.

This Development Plan comprises the following documents:

- 1. This document by Ratio Consultants, dated November 2011;
- 2. Development Plans by Watson Young Architects, dated November 2011;
- 3. A detailed Traffic Management Plan including a Traffic Impact Assessment Report (TIAR) prepared by Cardno Grogan Richards, dated 21 November 2011. The Traffic Management Plan includes a plan showing the proposed access treatments to Cheltenham Road and Springvale Road including the required physical changes to the roads to provide for appropriate access. VicRoads has advised that the TIAR and the proposed roadworks are satisfactory and it has no objection to Council approving the Development Plan;
- 4. An Environmental Noise Assessment prepared by SLR Global Environmental Solutions dated 22 November 2011, which details the acoustic measures required to protect the amenity of the adjoining residential uses and Haileybury College from unreasonable noise impacts. This report is based on the anticipated noise levels generated by the future uses on the site; and
- 5. A Landscape Concept Plan prepared by Species (reference L1 and L2), dated November 2011.

Approval of the Development Plan is required to allow for the consideration of future planning permit applications for the land which must be generally in accordance with the development plan. Detailed plans of future use and development of the site will be provided in future planning permit applications.

Future Residential Development area - Lot 3

This Development Plan does not consider the principles of the future residential development on the eastern part of the site (Lot 3). The Lot 3 area will be the subject of an additional Development Plan, or an update to this Development Plan, in due course. Unless otherwise indicated within Parts 1 and / or 2 of Schedule 8 of the Development Plan Overlay, no permits for development of Lot 3 will be sought until such time as the future Development Plan for Lot 3 is approved by Council.

2 THE SUBJECT SITE AND ITS CONTEXT

The subject site is located on the south-east corner of the intersection between Springvale and Cheltenham Roads, Keysborough. The site has a 'principal' frontage to Cheltenham Road of approximately 500 metres, a 'secondary' frontage to Springvale Road of approximately 170 metres, and an overall area of approximately 79,000 square metres.

The subject land comprises Lot 1 (801m2), Lot 2 (6.39ha) and Lot 3 (1.41ha) on PS 546419Q. The site is currently used for agriculture and is generally clear of structures and vegetation The land also contains four dwellings with a frontage to Cheltenham Road. The site is located at the intersection of two major arterial roads.

Vehicular access to the subject site is from Cheltenham Road. Contextually the site is surrounded by a mixture of land uses, including commercial, residential, recreational and educational uses.

SUBJECT SITE CHEL NHAM Unileybury College & Girls College 30 Haileybury Co RD SOUTHERN GOLF CLUB Tatterson RSP40 BRAESIDE 3195

Source: Australian Street Directory www.street-directory.com.au

The immediate surrounding land uses are as follows:

- North: Industrial Park, which also includes a Bunnings store.
- East: proposed Dingley Freeway reserve.
- Directly south is Haileybury College and its associated sports grounds. South:
- West: Club and a campus associated with the Mentone Grammar School.

In a broader context, there are several other significant land uses, including:

- Parkmore Shopping Centre (2.5 kms east of the site). .
- Dingley Village (1.5 kms north-west of the site).
- Public transport bus routes Nos. 812 and 826 (along Cheltenham Road) and Route Nos. 888 and . 889 along Springvale Road.
- Public open space including Braeside Park and Tatterson Park are located within walking distance. .

FIGURE 2. CADASTRAL PLAN



Source: Land Channel www.land.vic.gov.au

FIGURE 1. LOCATION PLAN



Cheltenham Road, which is a four lane divided arterial route and beyond is the Five Ways

Residentially zoned and developed land and beyond is Springers Leisure Centre, and the

Springvale Road, a four lane divided major arterial route and beyond is the Southern Golf

STRATEGIC BASIS

3.1 BACKGROUND

Schedule 8 of the Development Plan Overlay (DPO) - 'Springvale Road / Cheltenham Road Commercial Gateway' is specifically tailored for the subject land and was introduced to the Greater Dandenong Planning Scheme on 10 February 2011 to guide the development of the site. The establishment of a homemaker centre on the land is to be guided by this development plan to be approved under Schedule 8 to the DPO.

The Woolworths Home Improvement store ('Oxygen' but now known as 'Masters') is a fundamental component of the development of the land. The material submitted for Council's consideration incorporates the Masters concept as part of the Development Plan.

The 'Masters' concept can be best described as a large format Home Improvement store. The typical layout will generally consist a total floor area of approximately 13,500sqm (Trade Supplies, Restricted Retail and Landscape Gardening Supplies), with associated car parking.

Amendments C102 and C135 introduced revised floor space limits to the Mixed Use Zone to allow for the establishment of an integrated homemaker centre on the site.

3.2 AMENDMENT C102

Amendment C102 allows for the commercial development on the subject site and amended the schedule to the Mixed Use Zone to insert site specific limitations to the allowable floor area of office (2,500sqm), shop (30,000sqm of restricted retail and 1,000sqm for all other shops) and trade supplies (1,000sqm). Amendment C102 was approved by the Minister for Planning on 10 February 2011.

Amendment C102 also introduced Schedule 8 to the Development plan Overlay which details the requirements for a Development Plan. In supporting Amendment C102 the Independent Panel reviewing the Amendment found:

The Panel found the proposal met the out of centre criteria for large format retailing on the following basis:

- the proposal meets the comparative sites test as there are no opportunities for the Homemaker Centre to develop within or adjacent to activity centres within the catchments area;
- the catchment area is under supplied with bulky goods retailing opportunities;
- . the proposed floorspace limit of 30,000 sqm for restricted retailing will satisfy the demand for such a use in the catchment area:
- there will be minimal economic impacts and that these impacts are within acceptable limits;
- the amendment will not result in the loss of any industrial land;
- the site has excellent traffic access opportunities, for both ingress and egress, as a corner site; and .
- Council will ensure there will be an appropriate design to support the 'gateway' role of the land.

The Panel therefore found the amendment would facilitate a development that will have a net community benefit.

AMENDMENT C135 3.3

Subsequently, Amendment C135 was approved by the Minister for Planning on 19 May 2011. Amendment C135 was approved to allow for the reallocation of 8,000sqm from restricted retail to trade supplies to facilitate the timely development of a Woolworths Home Improvement Store. In a letter from the Minister dated 5 May 2011, it states:

The amendment enables the timely development of a Woolworths Home Improvement Store (known as Oxygen) to form part of the integrated development of the land. The Woolworths Hardware store will generate an estimated investment/construction value of \$13 million, and generate employment opportunities for over 150 staff, with a further 180 jobs created during construction.

The approval of Amendment C135 resulted in further changes to the schedule the Mixed Uses Zone relating to the subject land providing the following floorspace limits:

- 22,000sqm of restricted retail:
- 9,000sqm of trade supplies;
- 1,000sqm of other shop (250sqm maximum per shop); and
- 2,500sqm of office (with each tenancy no more than 500sqm except a medical centre which may be up to 1,500sqm).

3.4 STATE PLANNING POLICY FRAMEWORK

The State Planning Policy Framework (SPPF) seeks to foster planning outcomes for Victoria which appropriately balance social, economic and environmental objectives. State Planning Policy requires the consideration of a range of issues in the determination of retail proposals and that proposals demonstrate a net community benefit. The following policies are considered most relevant to the development of the site for an integrated homemaker centre:

. Clause 11 - Settlement

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

An objective in relation to employment corridors is to provide opportunities for substantial employment creation linked by high capacity public transport and connected to Central Activities Districts and growing outer areas.

Clause 15 - Built Environment and Heritage

Planning should ensure all new land use and development responds to its landscape, valued built form and cultural context, and protects places and sites with significant heritage, architectural, aesthetic, scientific and cultural value. Those elements that contribute to the importance of the heritage place should be retained.

Clause 17 - Economic Development

Planning is to contribute to the economic well-being of communities and the State as a whole by supporting and fostering economic growth and development by providing land, facilitating decisions, and resolving land use conflicts, so that each district may build on its strengths and achieve its economic potential.

3.5 LOCAL PLANNING POLICY FRAMEWORK

The City of Greater Dandenong's Local Planning Policy Framework provides the strategic planning framework for the City and seeks protect and enhance the environment and promote good quality residential and commercial development.

The MSS indicates that Dandenong is the commercial and retail centre for the south-eastern region. Dandenong is Melbourne's second largest retail and commercial centre and contains over 300,000 square metres of retail and office floor space. Other main centres in the municipality include Springvale. Parkmore and Noble Park. Dandenong and Springvale centres are seen as important in a regional context. There is no specific reference to other retail, activity centres or bulky goods retailing.

Council's Strategic Framework plan at Clause 21.03 identifies the site as being on the edge of a defined activity node at the north-eastern corner of Cheltenham and Springvale Roads. The framework plan identifies the land north of Cheltenham Road as Business 3 zoned land where integrated industrial. commercial and limited stand alone offices are to be encouraged.

The subject site is identified by Clause 21.04 as forming part of a strategic gateway.

Clause 21.04 deals with objectives, strategies and implementation for different categories of land use and suggests that Greater Dandenong's retail, commercial industrial and entertainment uses provide a range of jobs. Strengthening these assets will attract visitors from outside the municipality and improve employment opportunities. With respect to retail (Clause 21.04-2), relevant objectives include:

- To reinforce and develop the role, character and identity of activity centres outside of Central Dandenona.
- To encourage a mix of complimentary land uses that increase an activity centre's commercial variety without compromising its core commercial strengths.
- To encourage greater visitation to the activity centres.
- To create positive social, cultural and economic perceptions of activity centres.

Clause 21.05 addresses built form issues in the municipality, and includes the following relevant objectives:

- To facilitate high quality building design and architecture.
- To facilitate high quality development, which has regard for the surrounding environment.
- To improve the quality, consistency and function of the city's environment.
- To promote activity centres as attractive places for community.
- To protect and improve streetscapes.
- To promote ecologically sustainable development.
- · To encourage environmentally sustainable practices by industrial and commercial developments.

Clause 22.04 - 'Urban Design in Activity Centres' applies to land in a Business 1 or 2 Zone or a Mixed Use Zone and all retail and commercial activity centres in the City. The policy seeks to ensure that the design of buildings and works in each activity centre:

- Reflects the distinctive qualities of Greater Dandenong.
- · Reinforces the distinctive qualities and local identity of each centre.
- Improves community.
- Provides guality pedestrian environments and convenience.
- Ensures that the built form contributes to lively and attractive public spaces.

In addition to the objectives of the policy are a series of urban design principles that are used to assess use and development of land.



4 PLANNING CONTROLS

This Development Plan does not grant any planning permit for any use, development, operation etc that requires planning permission under the Greater Dandenong Planning Scheme. Planning permit applications will be made in due course and any future development of the land will be guided by all of the relevant planning policies and controls of the Greater Dandenong Planning Scheme and this Development Plan. The key controls which provide guidance for the consideration of future applications are outlined below.

MIXED USE ZONE 4.1

The subject site is included in a Mixed Use Zone pursuant to Clause 32.04 of the Greater Dandenong Planning Scheme. The 'purpose' of the Mixed Use Zone is as follows:

'To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies."

'To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.'

'To encourage residential development that respects the neighbourhood character.'

Amendments C102 and C135 to the Greater Dandenong Planning Scheme have allowed for the consideration of an integrated home maker centre on the subject land.

4.2 ENVIRONMENTAL AUDIT OVERLAY

The site is also affected by an Environmental Audit Overlay (EAO). The Environmental Audit Overlay will continue to apply to the site and will continue to be relevant to the consideration of planning permit applications relevant to the site.

4.3 **DEVELOPMENT PLAN OVERLAY (SCHEDULE 8)**

The site is also included in Schedule 8 (Springvale Road / Cheltenham Road Commercial Gateway) to the Development Plan Overlay. The 'purposes' of the Design and Development Overlay include:

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.

To exempt an application from notice and review if it is generally in accordance with a development plan.

The requirements of the Development Plan Overlay (Schedule 8) are as follows:

The development plan must comprise the following to the satisfaction of the responsible authority:

- Existing conditions.
- The size and dimensions of the land.
- Contours and levels of the site.
- The location of existing vegetation and proposed landscaping areas.

- Urban design guidelines indicating:
 - The location and the coverage of proposed buildings across the land.
 - Open space treatment.

- Built form outcomes showing composition and transitions in building height, and articulation of building massing and frontages including details of materials and finishes.

- Treatment of the interface with Haileybury Secondary College and residential land to the south and east.

- Presentation of the development to Springvale and Cheltenham Road frontages including measures to achieve the 'gateway' role of the site to the Keysborough South area

- Measures to avoid or minimise the negative visual impact of the car parking areas to the abutting roads and the other residential areas to the south and east.

· A Traffic Management Plan to the satisfaction of the responsible authority and VicRoads detailing:

- Proposed circulation and access for vehicles, bicycle, pedestrians, the location and layout of all bicycle and car parking areas including dedicated pedestrian pathways from the parking area to the stores.

- A Traffic Impact Assessment Report (TIAR) assessing the potential effects that a new development may have on the abutting road and the surrounding network to the satisfaction of the responsible authority and VicRoads detailing:

- o Performance objectives
- Existing conditions 0
- Proposed vehicle access arrangements 0
- 0 Traffic generation
- Proposed parking and loading facilities 0
- Base case-without proposed development 0
- 0 Post development analysis
- 0 Mitigation treatments
- The staging of development.
- An ESD plan indicating energy, water, waste, transport and other resources use and management throughout the development.
- An acoustic report detailing the acoustic measures required to protect the amenity of the adjoining residential uses and Haileybury Secondary College from noise impact in accordance with the State Environment Protection Policy (Control of Noise from Industry, Commerce and Trade) No. N-1.



5 RESPONSE TO THE DEVELOPMENT PLAN OVERLAY REQUIREMENTS

The various development plan overlay requirements are set out in Clause 3.0 of Schedule 8 to the Development Plan Overlay. The following table addresses each of the development plan requirements.

TABLE 1. RESPONSE TO DEVELOPMENT PLAN OVERLAY REQUIREMENTS

DEVELOPMENT PLAN REQUIREMENTS	RESPONSE	
Existing conditions	 The key features of the subject site include: Corner site at the major intersection of Springvale Road and Cheltenham Road; Opposite the existing Five Ways Industrial Estate including a Bunnings warehouse; Abutting Haileybury College to the south; Abutting existing residential development to the east and south; and Proximate to various arterial roads including the proposed Dingley Bypass. The existing conditions are described in Section 3 of this Development Plan and also illustrated in Drawings DP0 which shows the context of the site and DP1 which provides a feature survey plan and a Title Plan.	Secti Illust
The size and dimensions of the land	The area of the land is approximately 7.9 hectares, and currently comprises Lot 1 (801sqm), Lot 2 (6.39ha) and Lot 3 (1.41ha) on Plan of Subdivision 546419Q. The site has a combined frontage to Cheltenham Road of 500 metres, and a return frontage to Springvale Road of 170 metres. The size and dimensions of the land are illustrated in DP1.	Exist
Contours and levels of the site	The land generally falls from the north-west corner of the site to the south-eastern corner of the site. The overall fall is in the order of 5 metres. Contours and levels of the site are shown in DP1.	Site on th
The location of existing vegetation and proposed landscaping areas	The site contains limited vegetation along its property frontages and in and around the existing buildings on the site. An arborist report indicates that all vegetation on the subject land is in poor condition and it is proposed to be removed. An indicative landscape plan is provided as part of the Development Plan which shows areas for proposed landscaping. Landscaping is generally proposed around the perimeter of the subject land and also throughout the car park areas. A green wall feature is also proposed for the building fronting Springvale Road and for the internal wall between Lot 2 and Lot 3. Existing vegetation on the site is shown in DP1. Indicative landscaping is shown in Landscape Plan L1. Specific landscaping details including a schedule of all proposed trees, shrubs and ground covers will be provided in future planning permit applications.	Rob Sept Exist Land
Urban design guidelines indicating:	All of the future development on the site will be of high quality design and appearance to reflect the site's 'gateway' location. The various urban design guidelines have been addressed below.	
 The location and the coverage of proposed buildings across the land 	 The integrated home improvement store (i.e. Masters) is located in the south-western corner of the site with a floor area of approximately 13,500sqm. The bulky goods retailing complex will incorporate approximately 10,850 sqm of restricted retailing / trade supplies floor area, with 1,000sqm of shop and approximately 2,500 sqm of office. There are two pad sites located near the centralised main vehicle access point to be used for additional commercial uses. The residential development is located at the eastern end of the site. Details of this component do not currently form part of this Development Plan. As expressed throughout these Development Plan documents a separate Development Plan application will be lodged to plan for the future development of the designated residential area. The location and the coverage of the buildings are shown in DP2. 	For t refer
Open space treatment	The Development Plan provides an area of public open space at the transition between the home improvement store and the adjoining development as a transition area. This space is central to the site and is in an area which is visible and identifiable. The perimeter of the site is provided with landscaping. The car parking areas are also to be interspersed with canopy trees. Landscaping is to be carried out generally in accordance with the indicative Landscape Plan L1. Specific landscaping details including a schedule of all proposed trees, shrubs and ground covers will be provided in future planning permit applications.	



REFERENCE	
on 2 of the Development Plan ated in drawings DP1(a) and DP1(b))
ing site plan reference DP1(b)	
contours and levels have been show e existing site plan, reference DP1(b	n)
Galbraith Arborist Report 29 ember 2011 ing site plan reference DP1(b) scape plan reference L1 and L2.	
he building location and coverage to DP2	

Built form outcomes showing composition and transitions in building height, and articulation of building materials and	The development plan seeks to include a variety of building types of varied size and footprint, allowing for a degree of modulation and visual interest of building forms across the site. The proposed home improvement store and bulky goods retailing complex will have building heights ranging from 10 to 13 metres (excluding plant and mechanical equipment)	Refer DP2, DP3 and DP4
finishes	The Development Plan outlines:	
	A simple and logical building layout with the entrances to the key rateil buildings being clearly identifiable from the central car park	
	area and Cheltenham Road.	
	Buildings which are primarily oriented to Choltenham Bood and which front anto and provide for activation of the main operation	
5 C	areas.	
	Buildings which yon in height across the site to provide veriety and interact in huilding forms	
s	A contrast between the design and appearance of the key oneber target (i.e. Mester) and the other restricted establing which	
	ensuring that the two key components of the development plop are integrated in terms of nedestrian and unbide access and	
	Post logding have areas and other functional activities convirting on the southern side of the building name function of the southern side of the building part of the building bare side of the bare side of	
	real loading bays areas and other functional activities occurring on the southern side of the buildings away from the key public	
	Materials and finishes that will be used are typical to commercial (retail uses including profetricated concrete needly and watch	
	eaves, zincalume roofs, alucobond cladding, CFC cladding and glazing with powdercoat aluminum frames.	
	The footprints of buildings are shown in DP2. The heights of buildings across the site are shown in DP3.	
Treatment of the interface with Haileybury Secondary College	The Development Plan seeks to minimise impacts on Haileybury College to the south and residential land to the south and east, noting:	Noise Impact Assessmen
and residential land to the south and east	• The siting of the building on the subject land provides for setbacks to Haileybury College and the residential areas in the order of 12-	SLR dated November 20
	16 metres. The proposed setbacks are generous and assist to reduce visual bulk associated with the proposed buildings and to limit	Southern Boundary Interf
	potential overshadowing;	Lodding Dr 5
	• the Development Plan provides for acoustic and non-acoustic fencing along the southern and eastern boundaries of the property to	
	ensure no unreasonable noise impacts to Haileybury College built areas and the residential areas to the south and east. The	
	southern boundary fencing and a 30 m section of fence on the eastern boundary (refer DP2 and DP3) will be constructed entirely at	
	Stage 1 of the development to ensure that any adverse noise and visual impacts effects on Haileybury College are minimised;	
	 fencing along the southern boundary (including acoustic fencing) is proposed to be of a height of 3.0 metres - this will screen much 	
	of the ground level loading areas from view. Fencing can be of wood construction to be consistent with other residential fencing in	
	the immediate area or alternatively could be constructed in some form of masonry; and	
	the Development Plan provides for landscaping along the southern and eastern boundaries to provide softening of the built form	
	when viewed from this vantage points.	
к.	Fencing at the interface with Haileybury College will be constructed at the cost of the proponents. The location of the fence is shown in the accompanying Development Plans It will include the construction of a fence and retaining walls. Landscaping on the southern side of this fence will be paid for by the proponents and installed by Haileybury college prior to the completion of Stage 1 of the Development Plan. On completion of the landscaping, Haileybury College will maintain the landscaping to the south of the new fence, including replacement of any new landscaping which may not establish itself after planting. This, amongst other matters, has been agreed in a private agreement of the south of the limited and Silvater Crew But I and Maintain Planta.	
	Full details of the proposed acoustic treatments are outlined in the supporting Noise Impact Assessment prepared by SLR dated November 2011. The future development permits will be conditioned to Council satisfaction and will be in accordance with the EPA's requirements for delivery times as follows:	
	No deliveries 22:00 - 07:00 Monday to Friday	
	 No deliveries 22:00 - 08:00 Saturdays, Sundays and Public Holidays 	



oise Impact Assessment prepared by LR dated November 2011, and outhern Boundary Interface and Typical bading DP5

Presentation of the development to Springvale and	The Development Plan seeks to recognise the gateway role of the site. The gateway role is promoted in the Development Plan by:	Refer D
Cheltenham Road frontages including measures to achieve the 'gateway' role of the site to the Keysborough South area	 Promoting high quality designed buildings using a range of high quality materials on the Springvale Road and Cheltenham Road building facades; 	Plan L1
	Through the future development permit applications for each building on the site, it will be demonstrated that the bulk, height and	
	massing, the external finishes on the buildings, the use of materials and features such as glazing sections, green wall features etc are of good guality:	
	 For areas such as loading areas, water holding and drainage measures and water tanks, suitable screening will be used to ensure 	
	that the presentation to these roads is acceptable;	
*	The establishment of a key anchor tenant in the form of Masters in a high quality architect designed building. The Masters store will	
	create an appropriate prominence and built form to define the 'gateway' role of the site;	
	 The establishment of a varied building form across the site which addresses the key frontage of the site to Cheltenham Road; 	
	· the use of 'pad' sites to introduce built form to further break up the car park area and to provide some built form presence to	
	Cheltenham Road; and	
	• the incorporation of landscaping throughout the site including perimeter landscaping, landscaping features such as a 'landscape	× .
	gesture towards the intersection of Cheltenham Road and Springvale Road , the use of a garden wall on the eastern face of the	
	building fronting Springvale Road and landscaping throughout the car park areas.	
	Refer DP2, DP3, DP4 and DP5 and Landscape Plan L1.	
· Measures to avoid or minimise the negative visual impact of	Car parking areas will be visible from key public realm areas, but the visual impact has been minimised through the introduction of landscaping to the perimeter of the site and landscaping throughout the car parking areas.	Refer L
the car parking areas to the abutting roads and the other	Landscaping is located around the outer edge of the development site including landscape strips fronting Cheltenham Road and	
residential areas to the south and east	Springvale Road and additional pockets of landscaping suitable for the planting of canopy trees throughout the car parking areas, allowing for the softening of the interface with key roads and adjoining uses.	
A Traffic Management Plan to the satisfaction of the responsible	A Traffic Management Plan has been included in the Traffic Impact Assessment Report submitted with the Development Plan.	-
authority and VicRoads detailing:		
Proposed circulation and access for vehicles bicycle	Traffic movements into and out of the site will be appropriately managed. The development includes four separate vehicle access points	Traffic
pedestrians, the location and layout of all bicycle and car	to the site. The main vehicle access point is a signalised intersection centrally located off the Cheltenham Road frontage, to be used by	prepar
parking areas including dedicated pedestrian pathways from	visitors and staff.	dated 2
the parking area to the stores.	The eastern-most access point provides access for loading vehicles and will also provide access to the residential development on Lot 3. The southern-most access point also provides access to loading vehicles.	Treatm
	The site layout incorporates various pedestrian routes through the car parking areas which are appropriately separated from vehicle accessways.	Vic Ro Manaç
	Pedestrian routes are convenient and logical and outdoor facilities including a terrace area is provided adjacent to the bulky goods	Novem
	retailing complex.	
A Traffic Impact Assessment Report (TIAR) assessing the potential effects that a new development may have on the abutting road and	A Traffic Impact Assessment Report (TIAR) has been prepared and submitted with the Development Plan which addresses all of the requirements of the TIAR. Vic Roads has provided written confirmation that it supports the Development Plan dated 21 November 2011	Traffic
the surrounding network to the satisfaction of the responsible	including the associated mitigation works shown for Cheltenham Road and Springvale Road as depicted in the Proposed Access	dated :
authority and VicRoads detailing:	Treatment Concept Layout Plan Drawing Number CG111166.	accom
		Numbe
Performance objectives	The Traffic Impact Assessment Report concludes:	Vic Po
Existing conditions	The site has been designed to provide suitable access for all users including pedestrians and evaluate and is anti-	Manag
Proposed vehicle access arrangements	adequately given the proposed uses	Novem
Traffic generation	 Car parking for the site is provided at the rates set out within this report unless it can be shown that a reduced rate is applicable. 	
 Proposed parking and loading facilities 	during submission of individual town planning applications.	
 Base case-without proposed development 	The traffic generated by the proposed development is expected to be adequately accommodated by the surrounding road network	
Post development analysis	especially considering that the future Dingley Arterial is likely to alleviate some of the existing condestion at these intersections	
Mitigation treatments	 The circulation of traffic around the site is anticipated to be adequate, with car park access and permeability across the site providing. 	
	for convenient flow for both service vehicles and customers	

OP2, DP3, DP4 and Landscape

andscape Plans L1 and L2.

c Impact Assessment Report red by Cardno Grogan Richards 21 November 2011 and npanying Proposed Access ment Concept Layout Plan Drawing per CG111166.

ads approved the Traffic gement Plan and TIAR on 3 nber 2011.

c Impact Assessment Report ared by Cardno Grogan Richards I 21 November 2011 and mpanying Proposed Access ment Concept Layout Plan Drawing ber CG111166.

oads approved the Traffic gement Plan and TIAR on 3 mber 2011

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	 In response to concerns raised about safety of pedestrians on Springvale Road moving across vehicle access points the Traffic Impact Assessment Report notes that additional treatments can be implemented to provided further improvements to pedestrian safety along the site frontages, which may include the following: Ensure good sight distances are maintained north and south of each access point, including ensuring signage and landscaping does not impact on pedestrian warning signage for vehicles on entry and exit to the site (subject to the above sight lines); Provide pedestrian warning signage for pedestrians along the footpath (subject to the above sight lines); Provide vehicle speed control (speed humps, etc) on exit from the site; Provide further identification for the pedestrian crossing points, which may include: Contrasting pavement treatment; Raised pedestrian crossings; or Zebra crossings for pedestrian priority. Specific details about treatments for pedestrian safety along Springvale Road adjacent to the subject site will be outlined in future planning permit applications. 	
The staging of development	The land will be developed in three stages. The three key components broadly include:	Refe
	 Stage 1: Key anchor tenant being a 'Masters' home improvement store located in the south-eastern corner of the site and its associated car parking areas and landscaping. Stage 1 will also include the construction of the access points to the site (including the signalised intersection). Fencing (including acoustic fencing) of the <u>entire length</u> of the common boundary with Haileybury College and 30m along the eastern Boundary of Lot 2 will also occur as part of Stage 1. Stage 2: Associated additional bulky goods retailing complex incorporating restricted retail / trade supplies with associated shops and office and associated car parking areas. Stage 3: Residential development for multi-storey residential dwellings at the eastern edge of the site. The configuration of this site is yet to be determined and is not currently shown in this Development Plan. A separate Development Plan application will be lodged to plan for the future development of the designated residential area. Any planning applications pursuant to this Development Plan will be required to demonstrate how the proposed development(s), uses, operations etc support the staged approach to the development of the site. No one application will be permitted to prejudice the proper planning of the rest of the site. Details of specific buildings and works and their staging will be provided at the planning permit application stage. The two pad future development sites (on either side of the signalised access point on Cheltenham Road) will be subject to future planning permit approvals. 	stag
An ESD plan indicating energy, water, waste, transport and other resources use and management throughout the development	Through the Development Plan documents, a series of Sustainable Design Principles have been set out which will help guide the delivery of environmentally sustainable design outcomes for the site. Further details of these initiatives are appropriate to be provided at the permit application stage. <u>The ESD plan</u>	NA
· · · ·	Key environmentally sustainable design principles which have guided the development of the master plan are set out below:	
	 Energy Minimisation of greenhouse gas emissions through passive design and efficient energy use. This will be achieved through: Use of energy from renewable and / or cleaner energy sources. Integration of energy efficient design, systems, fittings, appliances, on-going management requirements and passive design elements. 	
	Water Implementation of water sensitive urban design principles to increase on-site stormwater retention and treatment to improve water quality to the local waterways, and to facilitate water conservation. This will be achieved through: • Water efficiency. • Recycling and re-use of rainwater.	
	Reduced runoff and peak stormwater flows.	

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fer DP2 and DP3 which show the broad ging of development

	 Integrating stormwater treatment into the design of urban spaces and landscapes. 	
	Integrated Traffic and Transport Management	
	Minimise overall environmental impacts from movement and transportation of people, materials, equipment and systems. This will be	
	achieved through:	
	Preparation of an approved Traffic Management Plan.	
	 Provision of infrastructure and facilities to promote walking, cycling and other fuel efficient modes of travel. 	
	Convenient access to public transport services.	
	Environmental Quality and Use of Materials	
	Buildings and surrounds should enhance the quality of the environment, and provide good health, comfort, aesthetic, and ecological	
	outcomes, both inside buildings, and in outdoor spaces. This will be achieved through:	
	 Optimising buildings and outdoor spaces contribution towards people's health and well-being. 	
	Avoidance of land, air or water pollution.	
	Use of non-toxic materials.	
	Optimising natural daylight and sunlight.	
	Manage wind to public open spaces.	
(4)	Use of environmentally preferred materials.	
	 Use of best practice site construction practices as outlined in a Construction Management Plan. 	
	Provide landscaping which enhances amenity and contributes to biodiversity.	
	Waste Minimisation and Avoidance	
	Implementation of waste management principles to minimise use of materials and maximize diversion of waste to landfill. This will be achieved through:	
	 Development of waste management plans that addresses both the construction and post construction phase (occupancy). 	
	 Reducing the use of material resources during construction and throughout occupancy. 	
	Consideration of both the private and public realm.	
	A detailed Environmental Management Plan will be submitted with the permit application that:	
	 Identifies strategic or other documented sustainability targets or performance standards that the site is aiming to meet; 	
	 Documents the means by which the appropriate target or performance will be achieved; 	
	· Identifies responsibilities and a schedule for implementation, and ongoing management, maintenance and monitoring where	
	relevant;	
	· Demonstrates that the design element, technologies and operational practices that compromise the Environmental Management	
	Plan can be maintained over time.	
An acoustic report detailing the acoustic measures required to	A Noise Impact Assessment has been prepared and submitted with the Development Plan.	Refer
Secondary College from noise impact in accordance with the State	Its recommendations include the provision of acoustic fencing to the Haileybury Secondary College Buildings interface and to the adjoining residential areas to the east and south. This will be wholly constructed at Stage 1	Nover DP5.
Environment Protection Policy (Control of Noise from Industry,	The precise location, height and length of the acoustic fence will be determined during the planning permit application stage.	
	The future development permits will be conditioned to Council satisfaction and will be in accordance with the EPA's requirements for delivery times as follows:	
	No deliveries 22:00 - 07:00 Monday to Friday	
	No deliveries 22:00 - 08:00 Saturdays, Sundays and Public Holidays	

r Noise Impact Assessment dated ember 2011 prepared by SLR and

6 CONCLUSION

This Development Plan has been prepared to guide future development on land at the corner of Cheltenham Road and Springvale Road, Keysborough and responds directly to the requirements of Schedule 8 of the Development Plan Overlay. This Development Plan will help facilitate an integrated development of the site that reinforces the site as a gateway to the City of Greater Dandenong.

Future planning permit applications relevant to this site must be generally in accordance with approved Development.

Ratio Consultants Pty Ltd



Springvale Rd./Cheltenham Rd. Commercial Gateway, Keysborough





DEVELOPMENT PLAN

SCALE SCALE

KEYSBOROUGH COMMUNITY PARK

CHELTENHAM RO



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SITE PHOTO 01



SITE PHOTO 02







SITE PHOTO 04



SITE PHOTO 05



SITE PHOTO 06

Springvale Rd./Cheltenham Rd. Commercial Gateway, Keysborough



SITE PHOTO 07



SILVERTON





SITE PHOTO 10

DEVELOPMENT PLAN

DATE: Nove DRAWN BY: SCALE:



EXISTING LOT AREA SCHEDULE

LOT 1	801 m ²
LOT 2	63,910m ²
LOT 3	14,180m ²
D.P. SITE AREA	78.891m ²

CURRENT TITLE PLAN (NOVEMBER 2011)

NOTE: REFER DP1 (b) FOR VIEW LOCATIONS OF SITE PHOTOS 01-10

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NOTE: ANTICIPATED MAXIMUM SPOT HEIGHT

Springvale Rd./Cheltenham Rd. Commercial Gateway, Keysborough

Staging, Heights & Massing - Indicative

SILVERTON

DEVELOPMENT PLAN

Springvale Rd./Cheltenham Rd. Commercial Gateway, Keysborough

Urban Design Guidelines

URBAN DESIGN GUIDELINES

- Signage integrated into building facades
- Glazing fronting the pedestrian realm
- Loading bays concealed to rear of development & separated from pedestrian areas
- Canopies to pedestrian entry points & walkways adjacent to buildings
- Ensure an appropriate setback between buildings & the southern boundary to minimise overshadowing to the Haileybury College facilities
- Select appropriate trees & vegetation in landscape buffer on southern boundary to appropriately respond to the interface with Haileybury College & avoid damage to existing infrastructure

PALETTE OF MATERIALS

Contemporary materials such as timber, glazing, metal louvres, Alucobond, coloured precast concrete panels & Colorbond will be used to provide richness to the facades

PEDESTRIAN SAFETY

Treatments that can be implemented to provide improved pedestrian safety along the site frontages, include the following:

- Ensure good sight distances are maintained north & south of each access point, including ensuring signage & landscaping does not impact on pedestrian sight lines
- Provide pedestrian warning signage for vehicles on entry & exit to the site
- (subject to the above sight lines) Provide vehicle warning signage for pedestrians along the footpath
- (subject to the above sight lines)
- Provide vehicle speed control (speed humps, etc) on exit from the site
- Provide further identification for the pedestrian crossing points, which may include Contrasting pavement treatment
- Raised pedestrian crossings or Zebra crossings for pedestrian priority.

The provision of pedestrian priority treatments (such as zebra crossings) are subject to VicRoads/Council approval, due to the potential safety concerns which may result.

SILVERTON

DEVELOPMENT PLAN

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URBAN DESIGN STATEMENT OF INTENT

To create an integrated retail / commercial & residential development that reinforces the importance of the site as a gateway to the municipality with its own identifiable & recognisable character. The design seeks to encourage activity, surveillance & a positive experience for visitors, workers & residents of the site.

BUILT FORM

- - Utilise a variety of building materials & finishes to create visual interest and variation including diverse architectural detail, colours and textures
- Ensure that buildings address and provide surveillance of the main car parking area Create active building frontages that foster surveillance and visual interest Locate service areas and other utilitarian parts of the building to the rear of buildings away
- from public view
- the south

NOISE ATTENUATION

Provide for appropriate noise attenuation measures to avoid unreasonable noise impacts on adjoining and nearby uses which are sensitve to noise impacts

LANDSCAPING

- Present a strong landscaping theme to the key public realm areas - Integrate the built form with its surrounds with the use of landscaping Provide landscaping throughout the car park to break up large expanses of bitumen & provide
- shade
- Utiliise green walls and landscape gestures to create visual interest and innovation

VISUAL BULK

Reduce the impact of built form to abutting neighbours by various methods including: appropriate building setbacks, application of different colours & materials, vegetation & other screening mechanisms such as fencing

PEDESTRIAN NETWORK / ACCESS

- disability or people with prams or shopping trolleys the bus stops on Cheltenham Rd. accidents between pedestrians and vehicles.
- Ensure that key access routes are visible Provide for shelter above main shopfront areas

SERVICES

Conceal service equipment behind buildings away from view

SIGNAGE

Ensure signage is of a high standard designed to minimise visual clutter

> DRAWN SCALE SCALE

IMPRESSION

ARTIST

- Create strong building forms that appropriately address the principal frontage to Cheltenham Rd & the secondary frontage to Springvale Rd.
- Avoid unreasonable overshadowing of adjoining properties including Haileybury College to
- Provide setbacks to building forms commensurate with the size and scale of the building

- Ensure safe & convenient access is provided for people wth limited mobility ie persons with a
- Provide for clear continuous & direct pedestrian links through the site that provided
- connection from retail frontages to car parking areas & to Cheltenham Rd & Springvale Rd &
- Provide signage & other safety measures at intersections and crossings to reduce the risk of
- Locate building entrances where they are clearly identifiable
- Provide for outdoor areas where pedestrians can rest or linger
- Separate main loading areas from key pedestrian routes

Ensue that any roof top plant equipment is screened or located centrally on the roof

Provide signage that is appropriate to the scale of the buildings Avoid signage that protrudes above the building roofs

Ensure signage is appropriate in terms of size, colour, format, materials, illumination & is

Provide signage which is neat, tidy and well maintained and which assists in way finding

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NOTE:

ACOUSTIC & NON ACOUSTIC BOUNDARY FENCING TO BE ERECTED AT STAGE 1 TO PROTECT AMENITY OF HAILEYBURY COLLEGE & RESIDENCES, AS DP2 & DP3

10m ANTICIPATED MAXIMUM SPOT HEIGHT TO REAR OF BULKY GOODS & OFFICE DEVELOPMENT

BULKY GOODS RETAILING LOADING BAY AREA

ACOUSTIC/FENCE TREATMENT OF INTERFACE TO SOUTHERN & EASTERN BOUNDARY IN ACCORDANCE WITH SPECIALIST ACOUSTIC REPORT

HAILEYBURY COLLEGE SITE

10m ANTICIPATED MAXIMUM SPOT HEIGHT TO REAR OF BULKY GOODS & OFFICE DEVELOPMENT

LANDSCAPED AREA

ACOUSTIC/FENCE TREATMENT OF INTERFACE TO SOUTHERN & EASTERN BOUNDARY IN ACCORDANCE WITH SPECIALIST ACOUSTIC REPORT (FURTHER DETAILS PROVIDED IN ACOUSTIC REPORT FOR PLANNING PERMIT)

STAFF CAR PARKING BAYS

BOLLARD

10m ANTICIPATED MAXIMUM SPOT HEIGHT TO REAR OF INTEGRATED HOME IMPROVEMENT STORE

INTEGRATED HOME IMPROVEMENT STORE

ACOUSTIC/FENCE TREATMENT OF INTERFACE TO SOUTHERN & EASTERN BOUNDARY IN ACCORDANCE WITH SPECIALIST ACOUSTIC REPORT (FURTHER DETAILS PROVIDED IN ACOUSTIC REPORT FOR PLANNING PERMIT)

TRUCK DELIVERY ACCESS

SILVERTON

Springvale Rd./Cheltenham Rd. Commercial

Gateway, Keysborough

Area

Southern Boundary Interface with

Haileybury College & Typical Loading

DEVELOPMENT PLAN

DATE DRAWN BY: SCALE: SCALE:

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MAINTENANCE NOTES

General

Maintain and establish the works for the scheduled period as specified, during which make good all defects. Maintenance and Establishment means the care and maintenance of the contract area by accepted horticultural practices, as well as rectifying any defects that become apparent in the works under normal use. This includes, but is not necessarily limited to the following items where as required:

watering weeding pest and disease control staking replanting cultivation pruning maintaining site neat and tidy

Attendance Loa

Supply a detailed program of maintenance for approval by owner within seven (7) days of tender acceptance and keep a log of attendance/replacement costs, as the basis for progressive claims sought during the maintenance period.

The Maintenance and Establishment monetary allowance in the Contract Sum may be varied (decreased/increased) to suit prevailing climatic conditions during the Maintenance and Establishment period and to ensure that specified maintenance items are attended to periodically and horticultural practices implemented.

Commencement of Maintenance & Establishment

Give owner 7 days notice that the works are reaching practical completion and are ready for the commencement of the maintenance/ establishment period. Owner will inspect the works and if any defects or deficiencies are found they will be rectified within 14 days.

Protection

Protect all planted areas from damage; either malicious, irresponsible or accidental.

Mulched Surfaces

Maintain all mulched surfaces in a clean and tidy condition and be reinstated if necessary, as specified

Spraying

Spray against insect and fungus infestation if considered necessary. Carry out all spraying in accordance with the manufacturer's directions.

Planted Areas

Throughout the duration of the Contract, the contractor is to maintain the individual trees in a weed free watering saucer of minimum diameter of 1m.

Weeding and Rubbish Removal

During the Maintenance & Establishment period remove by hand any rubbish and weed growth that may occur re-occur throughout the contract area. This work is to be carried out regularly so that at weekly intervals the area may be observed in a completely clean and tidy condition.

Landscape Concept Plan only. Subject to future detailed design

ddress: Fact 19, 94-102 Keys Road, Moorabbin 3189 Tel: 03 9004 4924 Fax: 9553 3387 Email: officer@species.ret

PLANTING NOTES

Planting Beds

100MM DEEP MR20 Mulch 150MM DEEP APPROVED TOPSOIL(To Garden Beds only) 300MM DEEP CULTIVATED SUBGRADE

Cultivation

Mechanically deep cultivate to a minimum depth of 300mm all garden beds prior to spreading of imported topsoil. Accurately locate, prior to commencement of ripping, all in-ground services and ensure that these are not disturbed during cultivation.

Imported Topsoil

General : To AS 4419 and AS/NZ ISO 9002. Import topsoil unless the topsoil type can be provided from material recovered from the site. A minimum of 150mm organic garden mix is required in all garden beds.

Final Grading

Finish garden beds to give a gentle crowned appearance or and finish flush with paved surfaces and kerbs. Grade areas evenly or to conform with levels indicated on the drawing.

Maintenance & Establishment Maintain and establish the works for 52 weeks, during which make good all defects.

TREE PROTECTION MEASURES

Tree protection measures are the activities and structures used to protect the tree protection zone as described in Section 3. Each site will have different tree protection requirements. The specific advice of the project arborist should be sought where necessary A TPZ is determined by setbacks calculated for each tree based on its age class, vigourclass and crown spread (where necessary) and each tree fenced off to form an enclosurearound the tree with the tree at its centre, or may utilize an existing structure being retained such as a wall or fence. The TPZ should be secured by a lockable gate to restrict access and the area identified withsignage. The area of the TPZ should be mulched except where turfed, and kept free of weeds. Where encroachment is required within the TPZ this should be done only with the approval of the project arborist.

SIGNAGE

Signs identifying the TPZ should be placed around the edge of the TPZ and be visible fromwithin the development site. The lettering on the sign should comply with AS 1319, seeTREE PROTECTION ZONE SIGN DIAGRAM for an example.

RESTRICTED ACTIVITIES WITHIN THE TPZ Activities to be excluded from the TPZ include (a) storage of materials: (b) preparation of chemicals, including preparation of cement products; (c) parking of vehicles and plant; (d) refuelling (e) dumping of waste; (f) cleaning of equipment: (g) placement of fill: (h) lighting of fires;

(i) soil level changes; and (i) temporary or permanent installation of utilities and signs.

PROTECTIVE FENCING

removed or altered without prior approval by the project arborist. ofdust, other particulate matter and liquids into the protected area.

TREE PROTECTION FENCE DIAGRAM indicates example of protective fencing. Refer to AS 4687 for further details on protective fencing.

Weed remova

Mulchina

The area within the TPZ should be mulched. The mulch must be maintained at a uniform cover of 100 mm depth using organic material such as hardwood chips. Silt fencing may need to be installed around the edges of the fence in readily eroded soil or on steep sites. Where the existing landscape within the TPZ is to remain unaltered (e.g. garden beds or turf) mulch may not be required. Watering

Trunk and branch protection illustrated in Figure 5.

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NOTE: Any encroachment into the TPZ requires additional tree protection measures in consultation with a person suitably experienced and competent in arboriculture.

The TPZ will usually be delineated by protective fencing. Fencing needs to be erected before any materials or machinery are brought on the site and before any demolition or development, including erection of site sheds, is commenced (except for tree removal, pruning or remediation). Once erected, protective fencing should not be

The fencing needs to be sturdy and not readily moved or blown over to ensure theprotection area is not altered once established. Fencing used needs to be self-supporting andbe of a minimum height of 1.8 metres and type (such as chain wire or reinforcing meshmaterials and storage of materials. Shade cloth or similar should be attached to cover opentype fencing (such as chain wire or reinforcing mesh fencing) to reduce the transport

Where fence posts are placed in the ground within the RPZ/TPZ, they should not be driven and be located so as to avoid damage to roots with a diameter greater than 20 mm. The TPZ should be secured by a lockable gate to restrict access. Existing perimeter fencing may be suitable as part of the protective fencing, where appropriate.

NOTE: Where possible, measures should also be taken to protect the root zone outside the TPZ. If

roots outside the TPZ must be removed, they should be pruned with a final cut to undamaged

wood to promote root growth and to minimize entry to decay causing pathogens.

All weeds should be removed by hand or poisoned with minimal use of herbicide and without soil disturbance.

Temporary irrigation or watering may be required within the TPZ. An irrigation system should be installed and maintained by a competent individual. Soil moisture levels should be regularly monitored by the project arborist.

Where necessary, install protection to the trunk and branches of the trees as shown below. The positioning of protection is to be specified by the project arborist. A minimum height of 2 metres is recommended. Protection is

> 11058 november 11 11058_L1.mc

Springvale Rd. / Cheltenham Rd Commercial Gateway KEYSBOROUGH Landscape Notes

TOTAL

ADDENDUM 1 – 442-448 CHELTENHAM ROAD, KEYSBOROUGH – APPROVED 18 NOVEMBER 2015

Please also refer to approved Addendum for Lot 3, 442-448 Cheltenham Road, Keysborough

Pursuant to Clause 43.04 Schedule 8 of the Greater Dandenong Planning Scheme (DPO8), this is a copy of the Development Plan Addendum for the land defined as Lot 3 at 442-448 Cheltenham Road, Keysborough. This Development Plan Addendum (No. 8) has been prepared to the satisfaction of the Responsible Authority. Once Council has approved the Development Plan Addendum, Council retains the sole right to amend the Development Plan.

Signed: Rollolleum

By Manager Planning and Design City of Greater Dandenong

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_ Date: 18 November 2015

REGIONAL CONTEXT PLAN

mham Rd Kayaborough/03 Drawloss/02 Dol/ 50231 - 442 CHELTENM

442 CHELTENHAM ROAD, KEYSBOROUGH

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	VLY SIGNIFICANT TREES WITH A DIAMETER GREATER THAN 50mm HAVE BEEN LOCATED.	REE TRUNK DIAMETERS (AT 1m ABOVE GROUND LEVEL) AND SPREADS SHOWN ARE TO SCALE.	HE LOCATION OF FEATURES ON ADJOINING PROPERTIES (OUTSIDE 9M SETBACK) ARE APPROXIMATE ONLY.	
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442 CHELTENHAM ROAD, KEYSBOROUGH AWESOME AUSTRALIA P/L

SITE SURVEY PLAN

DEVELOPMENT PLAN ONLY

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DEVELOPMENT PLAN ONLY

LEGEND

- EXISTING PUBLIC ROAD
- PRIVATE ROAD
- CARRIAGEWAY EASEMENT
- PUBLIC PEDESTRIAN LINK
- PRIVATE PEDESTRIAN LINK
- BICYCLE ACCESS
 - **VISITOR PARKING**
 - **DRIVEWAY &** CARPARKING ZONE
 - LOT 03 DEVELOPMENT PLAN AREA

PLAN TO BE READ IN CONJUNCTION WITH DEVELOPMENT PLAN & LANDSCAPE PLAN.

PLAN TO BE READ IN CONJUNCTION WITH TRAFFIC & TRANSPORT ASSESSMENT PREPARED BY CARDNO VIC PTY LTD.

PLEASE REFER TO CROSS SECTIONS & LANDSCAPE CONCEPT PLAN FOR FOOTPATH, PAVEMENT & LANDSCAPING TREATMENTS TO BE PROVIDED THROUGHOUT THE SUBJECT SITE .

VEHICLE ACCESS TO BE PROVIDED FROM THE EXISTING CARRIAGEWAY EASEMENT ABUTTING THE WESTERN PROPERTY BOUNDARY OF THE SUBJECT SITE.

PEDESTRIAN ACCESS POINTS TO BE PROVIDED FROM CHELTENHAM ROAD TO THE SUBJECT SITE ABUTTING THE EASTERN AND WESTERN PROPERTY BOUNDARIES OF THE SITE.

ALL STREETS MUST BE DESIGNED TO PROVIDE PEDESTRIAN FOOTPATHS TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY AS PART OF THE PLANNING PERMIT APPLICATION PROCESS, SUCH FOOTPATH TO BE NO LESS THAN 1.4 METRES IN WIDTH AT ANY POINT AND MUST INCLUDE A NATURESTRIP OF AT LEAST 1 METRE IN WIDTH EITHER SIDE THEREOF.

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STREET SECTION A - 1:100

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CROSS SECTIONS

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2. INDICATIVE DIMENSIONS ONLY - SUBJECT TO DETAILED DESIGN AND FUTURE PLANNING PERMIT APPLICATION.

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URBAN DESIGN STATEMENT OF INTENT

TO PROVIDE HIGH QUALITY ARCHITECTURALLY DRIVEN DEVELOPMENT OUTCOMES THROUGH AN INTEGRATED HOUSING DEVELOPMENT CONSISTING OF CONTEMPORARY BUILDING FORMS, INTEGRATED WITHIN A LANDSCAPE NETWORK & INCORPORATING A PEDESTRIAN FRIENDLY ENVIRONMENT.

BUILT FORM

THE SCALE AND MASSING OF BUILT FORM IS CONSISTENT WITH THE 2 STOREY SCALE OF COMMERCIAL AND RESIDENTIAL BUILDINGS OF THE SURROUNDING AREA WHILST ENSURING AN APPROPRIATE TRANSITION IN BUILDING HEIGHTS ACROSS THE SUBJECT SITE.

THE PROPOSED BUILT FORM WILL BE SET BACK GENERALLY IN ACCORDANCE WITH THE RELEVANT PROVISIONS OF CLAUSE 55 (RESCODE) OF THE GREATER DANDENONG PLANNING SCHEME FROM THE NORTHERN, EASTERN AND SOUTHERN PROPERTY BOUNDARIES.

THE SCALE AND ENVELOPE OF THE BUILDING MODULES WILL BE WELL MANAGED THROUGH THE USE OF ARTICULATION AND SETBACKS, DEPTH WITHIN THE BUILDING FACADE, VARIOUS FORMS OF MATERIALS AND FINISHES AND THE INCLUSION, OF A CONSIDERABLE LEVEL OF GLAZED ELEMENTS, RESULTING IN A HIGH QUALITY PRESENTATION FROM BOTH AN INTERNAL AND EXTERNAL CONTEXT.

BUILDING HEIGHTS WILL BE IN LINE WITH THE APPROVED DEVELOPMENT PLAN WITH UP TO TWO (2) STOREY TOWNHOUSE BUILT FORM

THE RESIDENTIAL BUILT FORM FRONTING CHELTENHAM ROAD WILL BE ORIENTATED TO PROVIDE AN ACTIVE FRONTAGE INCLUDING PASSIVE SURVEILLANCE TO BOTH THE EXTERNAL ROAD (CHELTENHAM ROAD) AND THE INTERNAL ROAD NETWORK.

THE ARCHITECTURE WILL INCORPORATE A RANGE OF FEATURES AND MEASURES WHICH REFLECT CURRENT CONTEMPORARY TRENDS AND READS AS COHESIVE FORMS.

OPEN SPACE AND LANDSCAPE DESIGN

A WELL-EXPRESSED AND INTEGRATED OPEN SPACE NETWORK IS PROVIDED COMPRISING BOTH PRIVATE AND COMMUNAL OPEN SPACE AREAS. COMMUNAL OPEN SPACE IS TO BE FRONTED BY DWELLINGS TO PROVIDE IMPROVED AMENITY OUTLOOKS FROM FUTURE DWELLINGS.

A STRONG LANDSCAPE PRESENCE WILL BE PROVIDED THROUGHOUT THE SITE WITH GENEROUS LANDSCAPING PROVIDED TO THE LINEAR OPEN SPACES, WITHIN REAR PRIVATE OPEN SPACE AREAS, THROUGHOUT THE INTERNAL ROAD NETWORK AS WELL AS THE PROVISION OF A LANDSCAPE BUFFER AND PRIMARY PEDESTRIAN PATH ABUTTING THE EASTERN PROPERTY BOUNDARY.

THE INTERNAL ROAD NETWORK (INCLUDING LANEWAYS) WILL BE LANDSCAPED IN VARYING WAYS SO AS TO PROVIDE A VEGETATED CANOPY PRESENCE TO THE STREET (AND FRONT YARDS OF FUTURE DWELLINGS) AND REDUCE ANY PERCEIVED DOMINANCE OF VEHICLE ACCESSWAYS AND BUILDING FORM. ROBUST LANDSCAPING WILL BE PROVIDED WHERE APPROPRIATE (DRIVEWAYS AND LANEWAYS) TO ENSURE THAT THESE AREAS PROVIDE ADDITIONAL GREENING ELEMENTS TO BREAK UP THE HARD SURFACE AREA OF THE VEHICLE ACCESSWAYS AND THE BUILT FORM OF FUTURE DWELLINGS. LANDSCAPE CROSS-SECTIONS ILLUSTRATE THE RELATIONSHIP BETWEEN VEHICLE ACCESSWAYS (AND CAR PARKING), PEDESTRIAN PATHS, VEHICLE CROSSOVERS, SITE SERVICES AND LANDSCAPING TREATMENTS.

442 CHELTENHAM ROAD, KEYSBOROUGH AWESOME AUSTRALIA P/L

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MASSING DIAGRAMS

F: Projects 2504 Cheltenham Rd Kayshurough 03 Dramings 02 Doi 153831 - 442 CHELTENHAM ROAD - DP.pb

DEVELOPMENT PLAN ONLY

LANDSCAPING ALONG THE EASTERN AND SOUTHERN PROPERTY BOUNDARIES OF THE SITE WILL BE PROVIDED WITH CANOPY VEGETATION AND OTHER PLANTINGS. THE INTEGRATED LANDSCAPE BUFFER ALONG THE EASTERN PROPERTY BOUNDARY WILL ALSO INCORPORATE THE PRIMARY PEDESTRIAN PATH ENSURING SEPARATION BETWEEN PEDESTRIAN AND VEHICLES THEREBY IMPROVING SAFETY FOR RESIDENTS AND VISITORS ALIKE.

A DEDICATED LANDSCAPE RESERVE IS ALSO TO BE PROVIDED ABUTTING THE SITES' CHELTENHAM ROAD PROPERTY BOUNDARY WITH THE PROVISION OF A MIX OF ROBUST PLANTING INCLUDING GROUND COVERS, SHRUBS AND CANOPY VEGETATION. SUCH A LANDSCAPE RESERVE WILL PROVIDE AN IMPROVED OUTLOOK FOR FUTURE DWELLINGS FRONTING CHELTENHAM ROAD WHILST ALSO INTRODUCING ADDITIONAL VEGETATION FOR THE SITE & PROPOSED DEVELOPMENT.

AMENITY MEASURES

AN INTEGRATED LANDSCAPE BUFFER WILL BE PROVIDED ALONG THE EASTERN PROPERTY BOUNDARY WITHIN THE FUTURE COMMON PROPERTY AREA WHILST A LANDSCAPE BUFFER WILL ALSO BE PROVIDED ABUTTING THE SOUTHERN PROPERTY BOUNDARY WITHIN FUTURE PRIVATE OPEN SPACE AREA OF INDIVIDUAL FUTURE DWELLINGS.

LANDSCAPING ALONG THE EASTERN AND SOUTHERN PROPERTY BOUNDARIES OF THE SITE WILL BE PROVIDED WITH CANOPY VEGETATION TO ASSIST IN THE REDUCTION OF ANY PERCEIVED VISUAL BULK AND MASS EXHIBITED BY THE FUTURE BUILT FORMS.

ANY REQUIRED NOISE ATTENUATION MEASURES TO FUTURE DWELLINGS OR PROPERTY BOUNDARIES ARE TO BE RESOLVED AT THE FUTURE PLANNING PERMIT APPLICATION STAGE. ANY REQUIRED NOISE ATTENUATION MEASURES ARE TO BE IN LINE WITH THE FUTURE ACOUSTIC ENGINEERS REPORT AND RECOMMENDATIONS.

FAÇADE TREATMENTS FOR FUTURE DWELLINGS WILL BE OF A HIGH ARCHITECTURAL QUALITY WITH A VARIETY OF BUILDING COLOURS AND MATERIALS UTILISED TO ENSURE ARTICULATION IS PROVIDED THROUGHOUT THE DEVELOPMENT PROPOSAL.

ENVIRONMENTALLY SUSTAINABLE DESIGN

FUTURE DWELLINGS WILL BE PROVIDED WITH A RANGE OF ENVIRONMENTALLY SUSTAINABLE DESIGN MEASURES TO ENSURE THE DEVELOPMENT WILL ACHIEVE SUITABLE ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT STANDARDS AS APPROPRIATE AND PRACTICABLE.

ENVIRONMENTALLY SUSTAINABLE DESIGN MEASURES ARE TO BE FURTHER INVESTIGATED AND INCORPORATED AS PART OF THE DETAILED DESIGN OF THE DEVELOPMENT AND PLANNING PERMIT APPLICATION

TO DEMONSTRATE A SUPERIOR THERMAL PERFORMANCE OF THE DWELLINGS THROUGH PASSIVE DESIGN, ANY FUTURE PLANNING PERMIT APPLICATION IS TO EXCEED THE MINIMUM NCC ENERGY EFFICIENCY REQUIREMENTS. THIS INCLUDES THE DEVELOPMENT ACHIEVING A MAXIMUM OVERALL AVERAGE THERMAL PERFORMANCE OF 91 MJ/M2 PER DWELLING.

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ADDITIONAL MASSING DIAGRAMS

nham Rd Kaysborough/03 Drawings 02 Doi 159/31 + 442 CHELTENHAM ROAD + DP.pl

442 CHELTENHAM ROAD, KEYSBOROUGH

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DEVELOPMENT PLAN ONLY

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ADDENDUM 2 – 452 CHELTENHAM ROAD, KEYSBOROUGH – APPROVED 17 MAY 2017

452 CHELTENHAM ROAD, KEYSBOROUGH

URBAN CONTEXT AND DESIGN RESPONSE

IF-01 SITE REGIONAL CONTEXT PLAN	TP-01	SITE	REGIONAL	CONTEXT	PLAN
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- **TP-02 EXISTING SITE ANALYSIS**
- **TP-03** SITE SURVEY PLAN
- **TP-04** NEIGHBOURHOOD CONTEXT PLAN
- **TP-05** SITE ANALYSIS
- **TP-06** EXISTING CIRCULATION AND POTENTIAL ACCESS POINTS TO SITE
- **TP-07** INTERNAL SITE PLANNING - P.O.S., PUBLIC SPACE AND SOLAR ACCESS
- **TP-08** MASTERPLAN - POTENTIAL BUILT FORM DISTRIBUTION AND SCALE
- **TP-09 INTERFACE DETAIL PLAN - PERIMETER ACCESS ROAD**
- **TP-10 INTERFACE DETAIL PLAN - PARK TO WEST BOUNDARY**
- **TP-11 INTERFACE DETAIL PLAN - EXISTING EASEMENTS**
- **TP-12** INTERFACE DETAIL PLAN - NORTH EAST TRAFFIC LINK
- **TP-13** INTERFACE DETAIL PLAN - PEDESTRIAN LINK / PARK
- **TP-14 ROAD SECTION - PERIMETER ACCESS ROAD + CHELTENHAM ROAD INTERFACE**
- **TP-15** ROAD SECTION - WESTERN BOUNDARY INTERFACE + GENERAL ROAD NETWORK
- **TP-16 ROAD SECTION - PERIMETER ACCESS ROAD + CENTRAL PARK INTERFACE**
- **TP-17 ROAD SECTION - SOUTHERN BOUNDARY INTERFACE**
- **TP-18 DESIGN PRINCIPLES - SITE DESIGN AND LAYOUT**
- **TP-19 DESIGN PRINCIPLES - EXTERIOR BUILDING DESIGN**
- **TP-20 DESIGN PRINCIPLES - INTERIOR BUILDING DESIGN**

Pursuant to Clause 43.04 Schedule 8 of the Greater Dandenong Planning Scheme (DPO8), this is a copy of the Development Plan Addendum fot the land defined as Lot 1 on Plan of Subdivision 729572N at 452 Cheltenham Road, Keysborough, This Development Plan Addendum No. 8 has been prepared to the satisfaction of the Responsible Authority. Once Council has approved the Development Plan Addendum, Council retains the sole right to amend the Development Plan.

Signed

By Manager Planning and Design City of Greater Dandenong

MELBOURNE

MARCH 2017

17/5/17

Date:

	MELBOURNE	REV	DATE	DESCRIPTION	PROPOSED RESIDE
RDUCE	HANOI	Α	14/03/17	GENERAL REVISIONS	452 CHELTENHAM
HENDERSON	SOUTH YARRA VICTORIA 3141 T: +61 3 9860 4000 www.bh-architects.com				 SITE REGIONAL CO

ENTIAL DEVELOPMENT I ROAD, KEYSBOROUGH	3502	5
DNTEXT PLAN	TP-01	А

	REV	DATE 14/03/17	DESCRIPTION GENERAL REVISIONS	PROPOSED RESIDENTIAL DEVELOPMENT 452 CHELTENHAM ROAD, KEYSBOROUGH	3502	25	
HENDERSON ARCHITECTS	52 TODRAK ROAD SOUTH YARRA VICTORIA 3141 T: +61 3 9860 4000 www.bh-architects.com				EXISTING SITE ANALYSIS	TP-02	2 A
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MARCH 2017

TITLE NOTES: EASEMENTS HAVE SPECIFIC DETAILS TITLE BOUNDARIES SHOWN BY THICK CONTIN

THIS PLAN SHOULD BE READ IN CONJUNCTION WITH THE SURV

HIS PLAN IS A RE-ESTABLE VEY ONLY AND AS THE PLAN. A

SURVEY DATUM LEVELS ARE IN METRE 15 509mA.H.D. THIS SURVEY IS OF THE COOPERATE TED TO MGA94 ZONE 55 BEA

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CONTOURS & TERRAIN MODELING

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DIGITAL TERRAIN MODEL IS PRESENT IN THE LAYER "SURF-TIN SUITA

GENERAL NOTES

WHERE BUILDING

TREE SPREAD AND TRUNK DIAMETERS ARE SHOWN TO SCALE. TREES WIT ONLY HAVE BEEN SHOWN ON THIS PLAN UNLESS OTHERWISE INDICATED.

EASEMENT REF.	PURPOSE	IN FAVOUR OF
E-1, E-2 & E-6	CARRIAGEWAY	LOT 01 ON PS640649W
E-2	CARRIAGEWAY	C/T VOL. 10749 FOL. 151
E-3 & E-5	SEWERAGE	SE WATER CORPORATION
E-4, E-5 & E-6	DRAINAGE	CITY OF GREATER DANDENONG
E-7	CARRIAGEWAY	LOT 01 ON PS640649W
E-7	CARRIAGEWAY	C/T VOL 10749 FOL 151
A-1	CARRIAGEWAY	LOT 01 ON PS640649W
A-2	CARRIAGEWAY	LOT 01 ON PS729572N

PROPOSED RESIDENTIAL DEVELOPMENT 452 CHELTENHAM ROAD, KEYSBOROUGH

35025 TP-03 A

- NORTH EXPOSURE TO ROAD FRONTAGE ALLOWS FOR INCORPORATION OF (1)SITE LAYOUT TO MAXIMISE SOLAR PENETRATION INTO PUBLIC SPACES AND PRIVATE OPEN SPACES FOR UNITS
- EXISTING ACCESS ROAD FROM CHELTENHAM ROAD AROUND EAST AND 2 SOUTH PERIMETER OF SITE ALLOWING SERVICE ACCESS INTO BULKY GOODS RETAIL SITE.
- SENSITIVE INTERFACE WITH ACCESS ROAD RESTRICT CROSSOVERS OFF ACCESS ROAD TO ROAD POINTS ONLY (NO DRIVEWAYS). (3)
- SENSITIVE INTERFACE WITH BOUNDARY TO SCHOOL LAND TO SOUTH. EXISTING 3M HIGH ACOUSTIC FENCING TO BOUNDARY TO BE RETAINED. (4)EASEMENT AREA ALONG SOUTH BOUNDARY TO BE UTILISED AS LANDSCAPE BUFFER ZONE TO SCHOOL
- SENSITIVE INTERFACE WITH TWO-STOREY SCALE TO PROPOSED RESIDENTIAL (5) TOWNHOUSE DEVELOPMENT TO EAST. NO ACOUSTIC ISSUES WITH PROPOSED USAGE. EXISTING ACCESS ROAD TO BE FURTHER ENHANCED WITH LANDSCAPING BUFFERS.
- 4M LANDSCAPED SETBACK TO CHELTENHAM ROAD TO BE CREATED TO RETAIN 'GATEWAY' APPROACH TO STREET FRONTAGE APPROACHING INTERSECTION (6) BETWEEN CHELTENHAM AND SPRINGVALE ROADS. MAINTAIN CONSISTANT SETBACK AS PROPOSED ADJACENT.
- POTENTIAL AMENITY IMPACTS FROM TRAFFIC VOLUMES ON CHELTENHAM (7)ROAD AND ASSOCIATED NOISE / LIGHT SPILL ISSUES. APPROPRIATE LANDSCAPING / FENCING BUFFERS TO BE ESTABLISHED AT CHELTENHAM ROAD FRONTAGE
- POTENTIAL AMENITY IMPACTS FROM USAGE OF ADJACENT SITE FOR ACCESS (8) TO BULKY GOODS RETAIL AND FAST FOOD OUTLET. AVOID CROSSOVERS TO EXISTING ACCESS ROADWAY TO FUMINATE POTENTIAL VEHICULAR MOVEMENT CLASHES AND CREATE LANDSCAPED BUFFER TO PROVIDE SEPARATION BETWEEN DIFFERING USAGES.
- POTENTIAL AMENITY IMPACTS FROM ADJACENT 3-4 STOREY FORM OF BULKY (9) GOODS STORE (VISUAL BULK / OVERSHADOWING). ESTABLISH APPROPRIATE ROAD / LANDSCAPE BUFFERS TO BOUNDARY TO PROVIDE SEPARATION BETWEEN PROPOSED USAGE AND EXISTING BULKY GOODS.
- PROVIDE VISUAL TERMINATION OF ACCESS POINT AND VISUAL (10) SEPARATION BETWEEN RETAIL USAGE AND PROPOSED RESIDENTIAL USAGE

MELBOURNE

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HENDERSON

ARCHITECTS

- EXISTING VEHICULAR CROSSOVER ACCESS TO/FROM CHELTENHAM ROAD. TRAFFIC MOVEMENTS LEFT IN / LEFT OUT ONLY. CROSSOVER PROVIDES ACCESS TO PERIMETER ACCESS ROAD PROVIDING ACCESS TO ADJACENT TOWNHOUSE DEVELOPMENT (DP APPROVED) AND ADJACENT BULKY GOODS SITE.
- 2 EXISTING VEHICULAR CROSSOVER ACCESS TO/FROM CHELTENHAM ROAD. TRAFFIC MOVEMENTS RIGHT/LEFT TURN FOR BOTH IN AND OUT MOVEMENTS. CROSSOVER PROVIDES ACCESS TO BULKY GOODS RETAIL PARKING AREA ON ADJACENT SITE.
- ACCESS OPPORTUNITIES INTO ADJACENT TOWNHOUSE DEVELOPMENT (DP APPROVED) OFF ACCESS ROAD.
- ACCESS ROAD PROVIDES CIRCULATION OPPORTUNITY TO PERIMETER OF SITE. NUMEROUS ROADWAY CROSSOVERS ONTO ACCESS ROAD PROVIDES FOR VEHICULAR ACCESS WITHIN SITE WHILE MINIMISING THROUGH TRAFFIC WITHIN DEVELOPMENT.
- 5 CROSSOVERS TO CHELTENHAM ROAD TO BE RESTRICTED TO EXISTING CROSSOVERS TO MINIMISE POTENTIAL TRAFFIC MOVEMENT CLASHES.
- 6 POTENTIAL ACCESS POINT INTO PROPOSED RESIDENTIAL DEVELOPMENT OFF EXISTING ACCESS ROAD.
- POTENTIAL SOURCE OF VEHICULAR MOVEMENT CLASH ALONG MAIN ACCESS ROADS INTO AND AROUND SITE. FRONTAGES TO THESE INTERACES TO BE TREATED WITH LANDSCAPED BUFFERS TO MINIMISE AMENITY IMPACTS ON PROPOSED DEVELOPMENT FROM TRAFFIC NOISE. AND CROSSOVERS TO THESE AREAS TO BE MINIMISED (RESTRICT TO LOCAL STREET ACCESS POINTS ONLY, NO DRIVEWAY CROSSOVERS) IN ORDER TO AVOID VEHICULAR MOVEMENT CLASHES.
- 8 POTENTIAL TO REMOVE NORTH-SOUTH ROADWAY ON ADJACENT SITE AND UTILISE EXISTING ROADWAY ON EASEMENT AS CIRCULATION.
- (9) EAST/WEST PEDESTRIAN LINK POTENTIALLY TIED IN TO LINEAR PARK PROPOSED ON ADJACENT SITE.
- 0 NORTH/SOUTH PEDESTRIAN LINK LINKS INTERIOR OF SITE WITH CHELTENHAM ROAD/ PUBLIC TRANSPORT OPPORTUNITIES.

LEGEND

SUBJECT SITE

ROADWAYS

A POTENTIAL ROAD INTERFACE ISSUES

EXISTING VEHICULAR ENTRY POINTS/ROUTES

POTENTIAL ACCESS INTO PROPOSED DEVELOPMENT

- ---- BOUNDARY OF OVERALL DEVELOPMENT PLAN AREA

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- - LOT BOUNDARY WITHIN DEVELOPMENT PLAN

--- EASEMENT

POTENTIAL TO UTILISE

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	В	14/03/17	GENERAL REVISIONS	SCALE: 1:125	INTERFACE DETAIL	
ARCHITECTS	T: +61 3 9860 4000 www.bh-architects.com					

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FEATURE PLANTING TO LANSCAPE BUFFER GRASSES, SHRUBS & DEEP PLANTED LARGE TREES

4M NOM. LANDSCAPE BUFFER TO CREATE 'GATEWAY' TO CHELTENHAM ROAD

LANDSCAPE BUFFER TO BOUNDARY WITH ADJACENT SITE

PEDESTRIAN PATHWAY INCORPORATING LANDSCAPING, PEDESTRIAN LIGHTING,

LANDSCAPE BUFFER TO ACCESS ROAD TO CREATE VISUAL + PHYSICAL BARRIER BETWEEN PEDESTRIAN REALM + ACCESS ROAD

- LOCAL ROAD NETWORK

NO CROSSOVER ACCESS OFF EXISTING ACCESS ROAD

POTENTIAL CONNECTION INTO PROPOSED ADJACENT STREET NETWORK (SUBJECTTO ADJACENT OWNER CONSENT AND

ENTIAL DEVELOPMENT ROAD, KEYSBOROUGH	3502	5
PLAN - PERIMETER ACCESS ROAD	TP-09	В
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ENTIAL DEVELOPMENT ROAD, KEYSBOROUGH	3502	5
PLAN - PARK TO WEST BOUNDARY	TP-10	В
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		A	3/6/2017	GENERAL REVIEW		452 CHELTENHAM F
	162 TOORAK ROAD SOUTH YARRA VICTORIA 3141	В	14/03/17	GENERAL REVISIONS	SCALE: 1:125	INTERFACE DETAIL
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В	14/03/17	GENERAL REVISIONS	

	PROPOSED RESIDENTIAL DEVELOPMENT 452 CHELTENHAM ROAD, KEYSBOROUGH	3502	25
)	INTERFACE DETAIL PLAN - NORTH EAST TRAFFIC LINK	TP-12	В
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L PLAN - PEDESTRIAN LINK / PARK	TP-13	В
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	162 TOORAK ROAD SOUTH YARRA VICTORIA 3141	В	14/03/17	GENERAL REVISIONS	SCALE 150	ROAD SECTION - PE
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SECTION C

MELBOURNE LONDON HANOI	REV	DATE 3/6/2017	DESCRIPTION GENERAL REVIEW			PROPOSED RESIDENTIAL DEVELOPMENT 452 CHELTENHAM ROAD, KEYSBOROUGH	3502	25	
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MELBOURNE LONDON HANOI REV DATE DESCRIPTION PROPOSED RESIDE 452 CHELTENHAM А 3/6/2017 GENERAL REVIEW 162 TOORAK ROAD SOUTH YARRA VICTORIA 3141 BRUCE В 14/03/17 GENERAL REVISIONS SCALE: 1:50 HENDERSON **ROAD SECTION - P** T. +61 3 9860 4000 www.bh-architects.com CENTRAL PARK INT ARCHITECTS

ENTIAL DEVELOPMENT I ROAD, KEYSBOROUGH	3502	25
PERIMETER ACCESS ROAD + TERFACE	TP-16	В
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BRUCE HENDERSON	162 TOORAK ROAD SOUTH YARRA VICTORIA 3141 T: +61 3 9860 4000	В	14/03/17	GENERAL REVISIONS	 ROAD SECTION - S
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SOUTHERN BOUNDARY INTERFACE	TP-17	В
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DESIGN PRINCIPLES - SITE DESIGN AND LAYOUT

Typology, Density and Housing Diversity

- Dwelling typology is to be restricted to single-occupancy dwellings (attached or semi-detached townhouses).
- Residential accommodation is to incorporate a mix of housing sizes and types (2-bedroom and 3-bedroom).
- A minimum of 60% of the units shall be 3-bedroom or greater.

Building Height

- Building height is to generally be limited to 2 storeys maximum, with the exception of the interfaces with Cheltenham Road at the northern boundary of the site and the interface with the bulky goods retail site at the western boundary of the site, both of which can be increased to 3 storeys maximum.
- 3 storey development is to be broken up by 2-storey form and a maximum of 8 dwellings on each of the interfaces are to be 3-storey.

Site Coverage / Permeability

- Site coverage should be limited to 60 per cent of the site.
- A minimum of 20 per cent of the site should be covered with permeable surfaces.

Orientation / Solar Access

- Lot layout and orientation of dwellings should minimise south-facing primary private open space (25 per cent maximum).
- All lots should be provided with private open space.

Road Layouts / Footpaths / Landscaping

- Traffic circulation and management to be detailed in any Town Planning Permit Application lodged to the satisfaction of the Responsible Authority.
- Roads and footpaths are generally to be to minimum widths as specified in the Development Plan.
- Roads are to accommodate landscaped verges throughout.
- Visitor parking is to be provided at a minimum rate of 1 space per 5 dwellings. Visitor parking is to be . distributed throughout the site and be placed appropriately so as to avoid clash with vehicle movements and crossovers to the satisfaction of the Responsible Authority.
- Dwellings are to be oriented and configured relative to public roads and footpaths in order to provide for passive security of public spaces.
- Roads and footpaths are to accommodate landscaping and public lighting to the satisfaction of the Responsible Authority. Lighting is to be positioned and/or baffled so as to avoid creating nuisance to adjacent sites.
- Any Planning Permit Application is to be accompanied by a detailed Landscape Plan to the Satisfaction of the Responsible Authority.
- Secluded private open space to each lot is to include canopy tree planting to the Satisfaction of the Responsible Authority.

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Melbourne Water requirements

MARCH 2017

Note: Drainage contributions to be paid in accordance with all

	PROPOSED RESIDENTIAL DEVELOPMENT 452 CHELTENHAM ROAD, KEYSBOROUGH	3502	25
	DESIGN PRINCIPLES - SITE DESIGN AND LAYOUT	TP-18	В
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DESIGN PRINCIPLES - EXTERIOR BUILDING DESIGN

Building Forms

- Building forms should incorporate a variety of setbacks to ground and first floor levels to create a visually interesting building massing.
- Roof forms and heights should be varied throughout the development.
- Continuous and unbroken first floor massing should be avoided where practicable.
- A minimum of 50% of the residences are to incorporate a traditional ground-level living arrangement.

Street Frontage Treatment

- Street frontages which consist of continuous and unbroken runs of garage openings should be avoided. Garage openings should be separated by other built form expression.
- Street frontages are to incorporate landscaped setbacks and avoid built form being built to the street boundary.

Facade Design / Materials

- Facades are to incorporate a variety of complementary materials, fenestration and articulation to create a visually interesting streetscape and neighbourhood character.
- Exposed front and side facades are to incorporate fenestration to aid with passive surveillance of public areas and create facade articulation. A minimum of 50% of dwelling frontages must include ground floor habitable room windows facing the street.
- Fencing design and specification to front and rear of lots is to be designed to an overall site strategy. Fences are to incorporate a mix of
 materials consistent with the overall materials proposal for the built form.
- All dwelling front doors are to be easily identified through appropriate architectural treatment.

Services / Waste

- Waste storage areas are to be located and configured to avoid visibility from the public realm and where practicable, should not be located within the front setback of any dwelling.
- Services installations should be located and/or screened to avoid visibility from the public realm.

Solar Orientation / POS

- Where practicable, each lot is to include 40 sq.m. of private open space, part of which is to consist of a secluded private open space of 25 sq.m. min. with minimum 3 m. dimension or a balcony or rooftop space of 10 sq.m. min. with minimum 2 m. dimension. Private open space is to be located such that it has convenient access off a living space.
- Where practicable secluded private open space is to be positioned and configured such that 75% of the POS receives a minimum of 5 hours of sunlight between 9am and 3pm on the equinox.

Acoustics

• Dwellings should be designed to reduce noise levels from any off-site noise sources to <35dB(A) for bedrooms and <40dB(A) for living rooms, assessed as an LAeq for 10pm-6am (bedrooms) and 6am-10pm (living rooms).

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HENDERSON	SOUTH YARRA VICTORIA 3141 T. +61 3 9860 4000 www.bh-architects.com				DESIGN PRINCIPL

MARCH 2017

ENTIAL DEVELOPMENT 1 ROAD, KEYSBOROUGH	3502	25
ES - EXTERIOR BUILDING DESIGN	TP-19	А
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DESIGN PRINCIPLES - INTERIOR BUILDING DESIGN

Internal Room Sizes

• All habitable rooms should be a minimum dimension of 3m.

Windows / Solar Access

- All habitable rooms should have direct access to natural light.
- Living areas and private open space should be located so as to obtain access to direct sunlight (on the north side of the dwelling if practicable).

Natural Ventilation

- All habitable rooms are to be provided with openable windows and doors.
- Where practicable dwellings should be naturally cross-ventilated (max. breeze path of 15m).

Storage / Waste

- All dwellings are to be provided with 6 cu.m. minimum external storage.
- All dwellings are to be provided with storage area for waste receptacles. Any Planning Permit Application is to be accompanied by a detailed Waste Management Plan to the Satisfaction of the Responsible Authority.

Cars / Bicycles

- All residences are to be provided with on-site car parking at a rate of 1 car / 2 bedroom dwelling and 2 cars / 3 bedroom dwelling.
- A minimum of 1 car park for each dwelling must be under cover.
- A mix of car parking arrangements must be provided.
- All residences are to be provided with space for 1 bike rack minimum.

Sustainability Measures

 Any Planning Permit Application is to be accompanied by a detailed Sustainable Management Plan to the Satisfaction of the Responsible Authority, generally in accordance with the Environmentally Sustainable Design Report produced by LID Design dated September 2016.

	MELBOURNE	REV	DATE	DESCRIPTION
BRUCE	HANOI	A	14/03/17	GENERAL REVISIONS
HENDERSON ARCHITECTS	T: +613 9860 4000 www.bh-architects.com			

MARCH 2017

ENTIAL DEVELOPMENT I ROAD, KEYSBOROUGH	3502	5
ES - INTERIOR BUILDING DESIGN	TP-20	А
en made available for the purposes ning and Environment Act 1987. not be used for any other purpose.	I	

ADDENDUM 3 – 466 CHELTENHAM ROAD, KEYSBOROUGH APPROVED 16 AUGUST 2018

Springvale Rd./Cheltenham Rd. Commercial Gateway, Keysborough Site Context Plan 5 40065 80022 SCALE IN MILLIMETRES 156826

DEVELOPMENT PLAN

KEYSBOROUGH COMMUNITY PARK

CHELTENHAM ROAD

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DATE:

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DRAWN BY

September, 2017

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NTS @ A3

Watace Yang Architects Pte L ACN: 111393700 T C3 9516 85

SCALE:

Springvale Rd./Cheltenham Rd. Commercial Gateway, Keysborough

PROJECT

Existing Conditions Plan

TITLE:

A

DEVELOPMENT PLAN

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Watson ACN: 11 SW Matso

DATE: September, 2017 DRAWN BY: BR SCALE: 1:1000 @ B1 SCALE:

Springvale Rd./Cheltenham Rd. Commercial Gateway, Keysborough

Urban Design Principles & Proposed Landscaping Areas

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BF NTS

DATE:

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LOWER

FACADE TREATMENTS AND THE LOCATION OF PEDESTRIAN ENTRY POINTS WILL BE SUBJECT TO DETAILED DESIGN AT THE PERMIT APPLICATION STAGE

NOTE: BUILDING HEIGHTS NOT INCLUSIVE OF ROOF MOUNTED PLANT & EQUIPMENT

BUILDING	MAX. BUILDING HEIGHT	APPROX. BUILDING	FOOTPRINT
PROPOSED HOME CONSORTIUM RE-PURPOSING (SUPERMARKET AND	APPROX.13m FRONTAGE APPROX. 12m AT REAR TO HAILEYBURY COLLEGE	RETAIL PREMISES (APPROX.10 TENAI	8,500 sqm. NCIES)
RETAIL PREMISES)		SUPERMARKET	4,000 sqm.
		TOTAL:	12,500 sqm.

Springvale Rd./Cheltenham Rd. Commercial Gateway, Keysborough

PROJECT

Staging Heights & Massing - Indicative Only

DEVELOPMENT PLAN

URBAN DESIGN STATEMENT OF INTENT

To create an integrated retail / commercial & residential development that reinforces the importance of the site as a gateway to the municipality with its own identifiable & recognisable character. The design seeks to encourage activity, surveillance & a positive experience for visitors, workers & residents of the site.

BUILT FORM

- Create strong building forms that appropriately address the principal frontage to Cheltenham Rd & the secondary frontage to Springvale Rd.
- Utilise a variety of building materials & finishes to create visual interest and variation including diverse architectural detail, colours and textures

Ensure that buildings address and provide surveillance of the main car parking area

- Create active building frontages that foster surveillance and visual interest - Locate service areas and other utilitarian parts of the building to the rear of buildings away from public view
- Avoid unreasonable overshadowing of adjoining properties including Haileybury College to the south
- Provide setbacks to building forms commensurate with the size and scale of the building

NOISE ATTENUATION

- Provide for appropriate noise attenuation measures to avoid unreasonable noise impacts on adjoining and nearby uses wheih are senstive to noise impacts

LANDSCAPING

- Present a strong landscaping theme to the key public realm areas
- Integrate the built form with its surrounds with the use of landscaping
- Provide landscaping throughout the car park to break up large expanses of bitumen & provide shade
- Utiliise green walls and landscape gestures to create visual interest and innovation

VISUAL BULK

- Reduce the impact of built form to abutting neighbours by various methods including: appropriate building setbacks, application of different colours & materials, vegetation & other screening mechanisms such as fencing

PEDESTRIAN NETWORK / ACCESS

- Ensure safe & convenient access is provided for people wth limited mobility ie persons with a disability or people with prams or shopping trolleys
- Provide for clear continuous & direct pedestrian links through the site that provided connection from retail frontages to car parking areas & to Cheltenham Rd & Springvale Rd & the bus stops on Cheltenham Rd.
- Provide signage & other safety measures at intersections and crossings to reduce the risk of accidents between pedestrians and vehicles.
- Ensure that key access routes are visible
- Provide for shelter above main shopfront areas
- Locate building entrances where they are clearly identifiable
- Provide for outdoor areas where pedestrians can rest or linger
- Separate main loading areas from key pedestrian routes

SERVICES

- Conceal service equipment behind buildings away from view
- Ensue that any roof top plant equipment is screened or located centrally on the roof

Springvale Rd./Cheltenham Rd. Commercial Gateway, Keysborough

URBAN DESIGN GUIDELINES

- Signage integrated into building facades
- Glazing fronting the pedestrian realm
- Loading bays concealed to rear of development & separated from pedestrian areas
- Canopies to pedestrian entry points & walkways adjacent to buildings
- Ensure an appropriate setback between buildings & the southern boundary to minimise overshadowing to the Haileybury College facilities
- Select appropriate trees & vegetation in landscape buffer on southern boundary to appropriately respond to the interface with Haileybury College & avoid damage to existing infrastructure

PALETTE OF MATERIALS

Contemporary materials such as timber, glazing, metal louvres, Alucobond, coloured precast concrete panels & Colorbond will be used to provide richness to the facades

PEDESTRIAN SAFETY

Treatments that can be implemented to provide improved pedestrian safety along the site frontages, include the following:

- Ensure good sight distances are maintained north & south of each access point,
- including ensuring signage & landscaping does not impact on pedestrian sight lines Provide pedestrian warning signage for vehicles on entry & exit to the site
- (subject to the above sight lines) Provide vehicle warning signage for pedestrians along the footpath (subject to the above sight lines)
- Provide vehicle speed control (speed humps, etc) on exit from the site
- Provide further identification for the pedestrian crossing points, which may include
- Contrasting pavement treatment
- Raised pedestrian crossings or Zebra crossings for pedestrian priority.

The provision of pedestrian priority treatments (such as zebra crossings) are subject to VicRoads/Council approval, due to the potential safety concerns which may result.

SIGNAGE

- Ensure signage is of a high standard
- Provide signage that is appropriate to the scale of the buildings
- Avoid signage that protrudes above the building roofs
- Ensure signage is appropriate in terms of size, colour, format, materials, illumination & is designed to minimise visual clutter
- Provide signage which is neat, tidy and well maintained and which assists in way finding

ESD

Future applications for the use and development of the land will include, as appropriate, a Sustainable Design Assessment (SDA). The SDA should detail how the proposal will ensure excellence in sustainability practice by addressing the operational aspects of the following; Energy Minimisation

- Water Sensitive Urban Design
- · Waste Minimisation and Management
- Integrated Traffic and Transport Management
- Environmental Quality and Use of Material

Traffic Management

Future applications for the use and development of the land will include, as appropriate, a Traffic Management Plan (TMP). The TMP should include;

- Detailed design regarding the use of the loading bay/waste pickup areas.
- Traffic mechanisms (such as signage) to ensure safe and efficient vehicle movements and the safe interaction between vehicles and pedestrians within the car parking area.

PROJECT

Southern Boundary Interface with Haileybury College

DEVELOPMENT PLAN

DATE:

SCALE:

SCALE:

APPROX. 12m SPOT HEIGHT TO REAR OF HOME CONSORTIUM BUILDING

0 00 00 0

INTERFACE TO SOUTHERN & EASTERN BOUNDARY IN ACCORDANCE WITH ACOUSTIC REPORT

FUTURE 2&3 STOREY TOWN HOUSES DP08 ADDENDUM 2

ACOUSTIC/FENCE TREATMENT OF

HAILEYBURY COLLEGE SITE

NOTE:

ACOUSTIC & NON ACOUSTIC BOUNDARY FENCING TO BE ERECTED TO PROTECT AMENITY OF HAILEYBURY COLLEGE & RESIDENCES, AS DP2 & DP3

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September, 2017 102 1 17138 DRAWN BY: BR NTS DP5 P2

GENERAL NOTES:

Tree Protection:

All trees to be retained are to be suitably protected. Maintain existing ground levels at the interface between the ground and the tree trunk. Install a maximum depth of 100mm approved organic mulch, e.g. woodchips, to the radius of the Root Protection Zones (RPZs) beneath the canopy (for grassed areas and garden beds- tapering soil depth towards tree trunk). Area beneath the canopy of the protected trees should be fenced prior to the commencement of the construction activities. No excavation, filling, machinery or storage of materials shall occur within the fenced off area. Roots requiring severance beyond the tree canopy shall be clean cut with hand saw and kept moist. All roots over 40mm dia. Any roots within the fenced area should not be cut without the approval from an experienced and approved arborist.

Soil Preparation:

Prior to spreading topsoil on garden beds and lawn area, the sub-base is to be thoroughly cleared of all building rubble and other debris, then ripped to a depth of 200mm and rotary hoed. Incorporate gypsum at the rate of 2.0 kg/square metre throughout all garden beds and lawn areas.

Topsoil:

The topsoil blend should consist of the following, or similar approved: 60% Sandy loam, 20% aged sawdust, 20% composted pine bark fines

The pH value of imported topsoil should be between 5.5 -6.5. The organic additives to the sandy loam should be based on well rotten vegetative material or composted animal mature, or other approved material, free from harmful chemicals, grass and wed growth. Ensure soil mix complies with AS 4419-1998 for Landscaping and Garden Use.

Garden Beds:

Evenly spread a minimum depth of 75mm approved clean, finely graded red gum or similar approved mulch (20mm nom. Size) over topsoil excluding areas specified as pebble/rock mulch. Ensure mulch is kept away from tree and shrub trunks. Ensure mulch finishes 20mm below adjoining finished paving levels.

Irrigation:

instruction.

Planting:

HOME CONSORTIUM, 486 CHELTENHAM ROAD, KEYSBOROUGH LANDSCAPE CONCEPT PLAN

SUGGESTED PLANTING SCHEDULE:

Code	Botanical Name	Common name	Pot / Installation size	Size	
TREES					
EUC sco	Eucalyptus scoparia**	Wallangarra White Gum	Advanced, 45 Lt		
PYR bet	Pyrus betulaefolia 'Dancer'**	Ornamental Pear	Advanced, 45 Lt	7	
PYR cal	Pyrus calleryana 'Aristocrat''**	Aristocrat Callery Pear	Advanced, 45 Lt		
SHRUBS	& TUFTING PLANTS (TO BE SELECT	ED FROM)			
COR ref	Correa reflexa*	Common Correa	150mm	1.	
DIA tas	Dianella tasmanica 'Tasred'**	Tasman Flax Lily	Tubestock	0.	
LOM Ion	Lomandra longifolia*	Spiny-Headed Mat-Rush	Tubestock	0.	
WES fru	Westringia fruticosa**	Coastal Rosemary	150mm		
WES mun	Westringia fruticosa 'Mundi'**	Native Rosemary	150mm	0.	
GROUND	COVERS & CLIMBERS (TO BE SELEC	CTED FROM)			
MYO par	Myoporum Parvifolium 'Yareena'**	Creeping Boobialla	150mm		
TRA jas	Trachelospermum jasminoides**	Star Jasmine	150mm	:	

All plants are to be true to species, healthy, free from pests disease and stress. At the time of planting fertilise all trees (200mm pot size) with 30 grams of 'Osmocote' all purpose general fertiliser. Fertilise all other shrubs and groundcovers with 10 grams of 'Osmocote'. Ensure all plants are well watered in at the time of planting and as necessary for the first year until established. For 150-200mm diameter pots apply 10 litres of water immediately following planting.

Levels/drainage/set-out:

Ground levels within all landscape areas should drain away from buildings towards the paths, pits, kerbs etc. in accordance with all regulations. Ensure all drainage area have contingency overflow clear of buildings.

All dimensions are to be verified on site prior to construction commencing. Any discrepancies are to be immediately reported to the Project Manager for further

An in-ground irrigation system is to be provided to all landscaped areas.

* Denotes regionally local native plants as per Council 'Native Plants of Greater Dandenong' - Landscape Guidelines and Technical Notes ** Denotes plants used in previous plans approved by City of Greater Dandenong

PLANT IMAGES:

EXISTING DECIDUOUS TREE IN CARPARK

PROPOSED DECIDUOUS TREE IN CARPARK

PROPOSED REVITALISED GARDEN BEDS MIX 1 IN MULCHED & IRRIGATED GARDEN BEDS

PROPOSED REVITALISED GARDEN BEDS MIX 2 IN MULCHED & IRRIGATED GARDEN BEDS

Dianella tasmanica 'Tasred'

Lomandra longifolia

Correa reflexa

PROPOSED SHRUB AND TUFTING PLANT MIXES:

Mix 1:

- Westringia fruticosa
- Westringia fruticosa 'Mundi'
- Dianella tasmanica 'Tasred'
- Mix 2:
- Correa reflexa
- Lomandra longifolia 'Katrinus Deluxe'

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DATE: 07.08.2018 **JOB NO:** ND2123 DWG NO: LA-01 **REV:**

at maturity Qty (HxW) 10m x 6m ′m x 4.5m 26 11m x 7m 13 SUBTOTAL 47 .2m x 1.2m .4m x 0.4m 8m x 0.8m 1m x 1m 4m x 1.5m

0 5 10 15 20 25

rootball and backfill

Width of planting hole is:

2 times rootball diameter minimum in all others.

NOTE:

HOME CONSORTIUM, 486 CHELTENHAM ROAD, KEYSBOROUGH DETAILS

All trees to be healthy well grown specimens free of pests and diseases Trees to be watered while still in their pots, prior to planting. For advanced trees, use minimum 2 strong stakes and tie trees immediately after planting with flexible ties. Secure tie to stakes by wrapping around stake and nailing with galvanised nails. Ensure plants are placed so as to match crown of plant with surrounding surface level. Gently tease outer root system avoiding major disturbance of plant. Soil ring berm forming a watering saucer around immediate crown of Spread 75mm layer of mulch over plant to hold at least 5litres of water. Keep mulch away from trunk base Raised ring of soil to direct water into rootball - especially important if top of rootball is raised above grade. 3 times rootball diameter in highly compacted soil.

Tree Protection Zone (TPZ) line as per AS4970-2009,, Protection of Trees on

According to the Australian Standard AS 4970-2009, Protection of Trees on Building Sites, the "TPZ is the principal means of protecting trees on development sites. It is a combination of the root area and crown area requiring protection. It is an area isolated from construction disturbance, so that the tree remains viable. The radius of the TPZ is calculated by multiplying the DBH by 12. The radius is measured from the centre of the stem at ground level. An area of 10% of the TPZ is deemed acceptable to violate if 10% of the area of the TPZ is made up in other directions. Thus if encroachment is from one side only, encroachment to as close as approximately 8 times the DBH is permissible.

The AS 4970-2009 is a rough guide only. It is only used in this statement because various local authorities now demand it in their assessments of development applications. Many factors such as the type of encroachment on the TPZ, species tolerance, age, presence of spiral grain, soil type, soil depth, tree lean, the existence of onsite structures or root directional impediments, irrigation and ongoing tree care and maintenance are each highly influential on the size and success of the TPZ estimation, therefore the figures derived from the Standard and provided in this report must be

TYPICAL TUBESTOCK PLANTING IN MULCHED GARDEN BED DETAIL

1. Dig hole twice as deep as rootball and allow at least 200 mm. around sides for backfilling with topsoil. 2. Apply fertiliser in base of hole, cover with topsoil (type & rate as per spec). Avoid root contact. 3. Place plant in centre of hole, backfill with approved topsoil, firming progressively. 4. Water well into saucer around crown of plant.

5. Stake larger shrubs where necessary, using 50 x 50 x 1200 mm. hardwood stakes.

— Provide mounded topsoil berm to hold water during maintenance and establishment
— Mulch 75 mm or as specified — Topsoil 150 mm.
— 300 mm. cultivated subgrade

 $\overline{D3}$

LA-02 DETAIL 1:20

Shrub Planting Notes: