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TOWN PLANNING REPORT

ADDRESS: 1-5 KINTORE STREET, SPRINGVALE
PREPARED FOR: KINTORE HOUSING PTY LTD
DATE: 21 NOVEMBER 2024

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Document Information

Issue Date	21 November 2024	Prepared for	Kintore Housing Pty Ltd
Prepared by	DC	Reviewed by	DDF
Project No.	13867	Project name	1-5 Kintore Street, Springvale

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1 Introduction

This planning report has been prepared by Human Habitats on behalf of 'Kintore Housing Pty Ltd aft Kintore Housing Trust' (the permit applicant) to accompany a planning permit for the use and development of 1-5 Kintore Street, Springvale (the subject site) for the purpose of a mixed-use building, principally comprising 87 apartments (dwellings).

The entire building, including all apartments, is proposed to be managed by a Registered Housing Provider (Launch Housing) and offered to suitable residents as "affordable housing".

The site is noted to be in a highly urbanised and desirable location being within the Springvale Activity Centre. It is identified to be within the Principal Public Transport Network (PPTN) and is in close proximity to a range of private and public services which will offer exceptionally high amenity for future residents.

A lengthy preliminary design and project coordination process has led to being in the position to lodge this application, with the developer having thoroughly considered and examined the suitability of the site for a flagship affordable housing development. Further to this, selection of a desirable project team, comprising many disciplines, has been undertaken to ensure the project delivers an exceptional outcome for both future residents and the community. Furthermore, multiple pre-application meetings and discussions have been held with senior officers from the Development Facilitation Program, which has assisted in informing the ultimate design response.

It is confirmed that this Planning Application is made pursuant to the Category 3 requirements of Clause 53.23-1 (Significant residential development with affordable housing), particularly having received written confirmation from the Minister for Planning encouraging the application.



Figure 1 - Render of proposal from Kintore Street (AOA Christopher Peck)

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1.1 Permit Triggers

Pursuant to the Greater Dandenong Planning Scheme, a planning permit is required for the following:

- Clause 34.01-1 (C1Z) – Use of the land for accommodation with a ground floor level frontage exceeding two metres.
- Clause 34.01-4 (C1Z) – To construct a building or construct or carry out works.



- Clause 43.02-2 (DDO6) – To construct a building or construct or carry out works.
- Clause 52.06-3 (Car parking) – To reduce the number of car parking spaces required.

1.2 Planning History

The subject site had until recently benefitted from Planning Permit No. PLN16/0946 (issued 12 April 2018) for the 'Development of the land for two six storey buildings (and two basement levels) comprising fifty four dwellings and four shops on land affected by DDO'.

1.3 Key Planning Considerations

It is our assessment that the proposed development is appropriate for this site and demonstrates an optimal planning and built form outcome. In coming to this conclusion, we have considered the following key questions:

- **Strategic Planning Drivers** – Does the proposal demonstrate an appropriate outcome considering the relevant planning policy for Greater Dandenong and Victoria?
- **Urban Design Response** – Does the proposal advance the urban design and planning objectives of the DDO6?
- **On-site Amenity** – Will the proposal result in appropriate levels of on-site amenity?
- **Off-site Impacts** – Will the proposal mitigate off-site impacts to a reasonable degree?
- **Traffic Considerations** – Are the car parking and traffic movement arrangements acceptable?

1.4 Planning Application Material

Please find the following documentation provided in support of this application:

No.	Item	Prepared By
1.	Cover Letter	Human Habitats
2.	Title Documents	Human Habitats
3.	Planning Permit Application Form (completed online)	Human Habitats
4.	Permit Application Fee	Human Habitats <i>Noting the balance of the outstanding fee is requested to be invoiced at your earliest convenience</i>
5.	MPL Certificate	<i>To be provided shortly – payment to SRO made</i>
6.	Architectural Plans	AOA Christopher Peck
7.	Urban Context & Design Report	AOA Christopher Peck
8.	Landscape Masterplan	Plan E
9.	Town Planning Report	Human Habitats
10.	Traffic and Transport Assessment	Impact
11.	Waste Management Plan	Impact
12.	Sustainability Management Plan	Frater Consulting Service
13.	Quantity Surveyor Report	<i>To be provided shortly</i>
14.	Affordable Housing Report	<i>To be provided shortly by Launch Housing</i>

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No.	Item	Prepared By
15.	Wind Assessment	Vipac
16.	Green Travel Plan	Frater Consulting Services
17.	Land Survey	Brian Watson Surveying

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2 Subject Site and Surrounding Context

2.1 The Site

The subject site is comprised of two properties (three lots) which make up 1-5 Kintore Street, Springvale. The site is slightly irregular in shape and located at the southeastern end of Kintore Street to which the primary frontage of the site presents to. In addition, a laneway abuts the site to the north. The total land area is approximately 1,757m².

The table below provides further details on the Title particulars:

Address	Lot Description(s)	Comments
1-5 Kintore Street, Springvale	<ul style="list-style-type: none">Vol 09068 Fol 673, Land in Plan of Consolidation 103592Vol 08585 Fol 408, Lots 1 & 2 on TP847044S	<ul style="list-style-type: none">Covenant 1491487 applied to Vol 09068 Fol 673, Land in Plan of Consolidation 103592Covenant 2004271 applies to all parcels

The subject site is currently vacant after the existing buildings and outbuildings were demolished in early 2020. There is no existing vegetation observed within the site or within properties located adjacently. There are two vehicle crossovers situated on the Kintore Street frontage in addition to access available via the laneway to the north.



Figure 2 – Aerial view of the subject site (highlighted in red)

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Figure 3 – View of the Subject Site from Kintore Street looking east

2.2 Covenants

2.2.1 Covenant 1491487

Covenant 1491487 notes that the site will not be excavated (clay, stone, gravel or sand) except for the purpose of excavating for the foundations of future buildings to be constructed on the land. The proposal seeks to excavate the site for the purpose of a mixed-use building which does not contravene the covenant.

2.2.2 Covenant 2004271

Covenant 1491487 notes that the site will not be excavated (clay, stone, gravel or sand) except for the purpose of excavating for the foundations of future buildings to be constructed on the land. The proposal seeks to excavate the site for the purpose of a mixed-use building which does not contravene the covenant.

2.3 Site Interfaces

2.3.1 South

To the **south** of the subject site lies Springvale Rise Primary School. The school site includes various buildings and located towards the frontage of the site, away from the subject site, and outdoor courts and grassed areas observed towards the rear. Beyond this nearly 20,000m² parcel, residential land extends for approximately 450 metres until the Springvale City Hall is reached. The residential character of the land is generally noted by single storey detached dwellings with multi dwelling development also commonly found.



Figure 4 – Springvale Rise Primary School located to the south of the subject site

2.3.2 North

To the **North** of the subject site there are a series of commercial properties which front Lightwood Road. These parcels are generally occupied for light industrial land uses such as mechanics and motor repairs. Lightwood Road abuts these properties which is deemed a Transport Zone 3. Adjoining this arterial road is a railway corridor and extensive car parking which serves Springvale Railway Station. Beyond this land is further residential land and a large land holding which contains Springvale Park Special Development School.



Figure 5 – Commercial properties abutting the site to the north

2.3.3 West

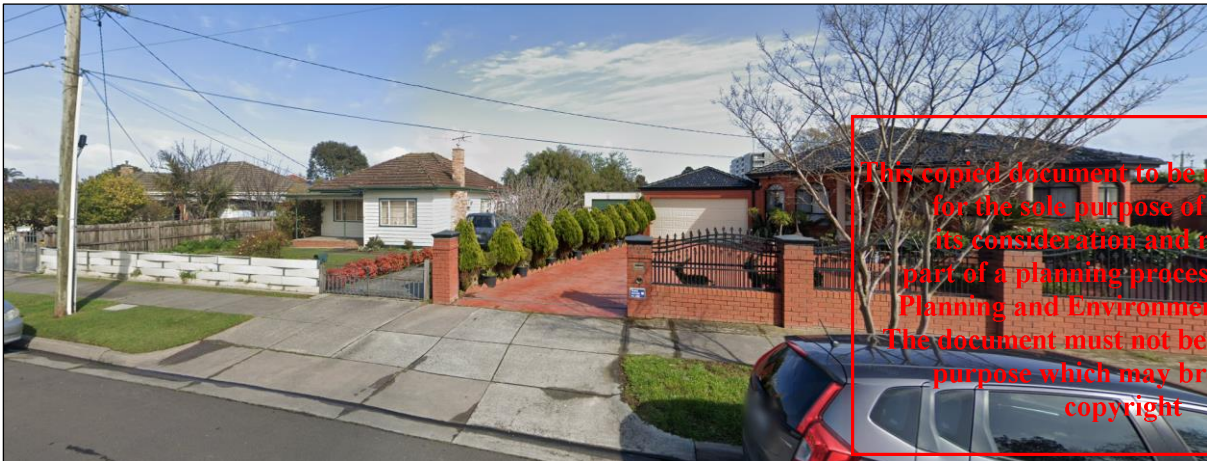
To the **west** of the subject site is further commercial land which is occupied for various uses including light industrial properties and a residential dwelling at 2 Kintore Street. Beyond this interface, commercial land continues, and the heart of the Springvale Activity Centre can be found. The activity centre is home to various commercial, retail and leisure offerings, with Springvale Road the major arterial link which affords access through the precinct.



Figure 6 – Views to the east of the subject site across Kintore Street

2.3.4 East

To the **east** of the subject site adjoins residential land which fronts Elm Grove. The residential properties within this interface generally contain single or double storey detached dwellings which are reflective of the zoning applied to the land (General Residential Zone). Beyond this residential, approximately 600 metres to the east, Sandown Racecourse is observed.



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Figure 7 – Residential dwellings which front Elm Grove that adjoin the subject site

2.4 Subject Site Locality & Wider Context

The subject site is located approximately 260 metres southeast of Springvale Train Station. It also sits approximately 200 metres east from the major arterial road of Springvale Road with various bus routes provided along this arterial road.

Located centrally within Springvale, the site is within walking distance to retail, employment, schools, and tertiary institutions. The site is also located proximate to an abundance of social infrastructure along Springvale Road and is within the Springvale Activity Centre. The activity centre is home to an abundance of jobs, services, and community facilities.



Figure 8 – Melway map (subject site highlighted by red star)

The wider area is characterised by Commercial 1 Zone land, residential land and industrial land. Commercial land is more commonly observed along Springvale Road, whilst light industrial uses are situated within the outskirts of the activity centre. Beyond sees a scaling back to typical residential lands. There is a strong character of older commercial and light industrial properties which are being gradually and consistently sold to new owners and developed into multi-storey buildings. Most notably a development has been completed at 30 Warwick Avenue which contains an 8-storey building. Similarly, there are many new businesses opening which is creating a vibrant economy along Springvale Road to the west.



Vegetation is limited, noting that most of the land surrounding the site is encumbered by existing buildings or hard surfaces area observed through areas of car parking.

2.5 Public Transport and Non-Car Access

The subject site is located within the Principal Public Transport Network (PPTN). It is located 300 metres to the southeast of Springvale Train Station and is a short walk from multiple bus routes including Routes 705, 811, 814, 824 & 979.

Please see Green Travel Plan provided for further discussion.



Figure 9 – Public transport map (subject site highlighted by red star)

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3 Project Background

Extensive pre-application discussions and presentations with the Development Facilitation Program (DFP) were undertaken ahead of application lodgement. A summary of such engagements/milestones is provided below:

Date	Particular
3 October 2023	Meeting with Huw Wilson and Lachlan Forsyth to present concept proposal/
5 April 2024	Meeting with Huw Wilson and Lachlan Forsyth to discuss proposal particulars.
13 August 2024	Provision of written feedback from Huw Wilson regarding proposal including general design advice and next steps.
13 September 2024	Invest Victoria written advice received.
7 November 2024	Letter from Minister for Planning received confirming the development is “significant and eligible to apply for the a planning permit under the provision [Category 3 of Clause 53.23-1]”.
15 November 2024	Eligibility letter received from Adam Henson (Director, DFP)

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4 The Proposal

4.1 Overview

The permit applicant seeks to develop the subject site to provide a high-quality, fit-for-purpose residential building that will be home to 87 affordable housing apartments across a 7-storey building. The key features of the proposal are:

- 135m² of office/multipurpose commercial tenancy at the ground floor level fronting Kintore Street;
- Residential via the Kintore Street entry at ground floor level and through the main lobby area;
- A total 51 x 1-bedroom apartments, 27x 2-bedroom apartments, nine x 3-bedroom apartments across 6-storeys;
- One level of basement comprising 34 car parking spaces, storage cages, and building services;
- A total of 246m² of communal open space is proposed within the eastern and northern setbacks of the site at the ground floor level;
- 42 bicycle parking spaces for residents and visitors which substantially exceeds the requirement of the planning scheme;
- A total of 192m² of deep soil planting area across the site including pockets within the frontage and large areas towards the rear amongst the communal open space;
- A robust and characterful materiality; and
- A strong Environmentally Sustainable Design (ESD) response including average of NatHERS rating of 7 stars across the building.



Figure 10 – Render of proposal looking north-east from School (AOA Christopher Peck)

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Figure 11 – Render of proposal looking north-east from Kintore Street (AOA Christopher Peck)

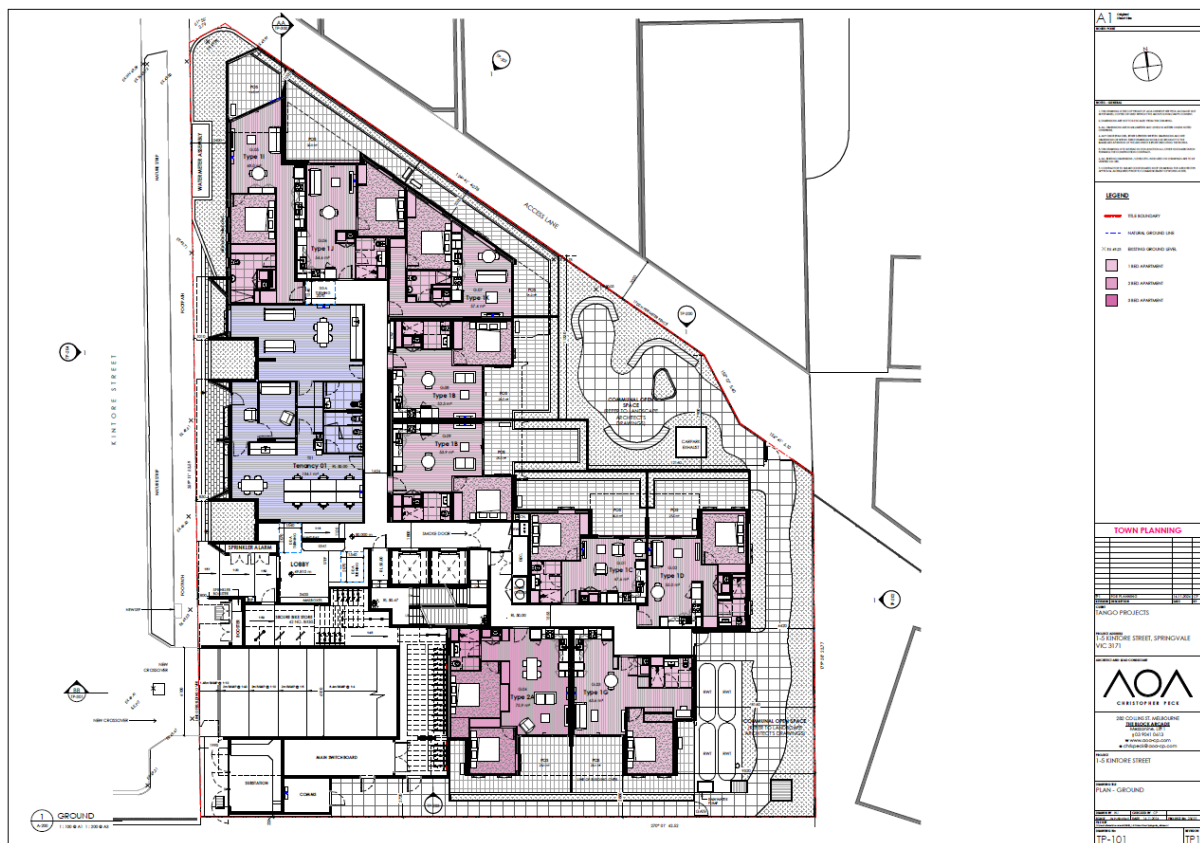


Figure 12 – Proposed ground floor plan

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4.2 Apartments

The building comprises 87 affordable housing apartments spread across 7-storages. The bedroom mix is made-up as follows:

- 51 x 1-bedroom
- 27 x 2-bedrooms
- 9 x 3-bedrooms

Moreover, all apartments are provided with balconies or terraces. The design and layout of the apartments have been guided by, and ultimately assessed as satisfactory against, Clause 58 Objectives. Particular features generally provided are:

- Excellent access to daylight through increasing the number of dual aspect apartments, and minimising the number of south facing apartments as practically possible;
- Highly functional layouts that create excellent natural ventilation opportunities;
- Appropriate bedroom and living room depths for increased daylight access;
- Adequately sized balconies/terraces; and
- Generous storage areas, internal and external to the apartments.

Shown below are two typical 2-bedroom apartments with details provided regarding the aforementioned features.

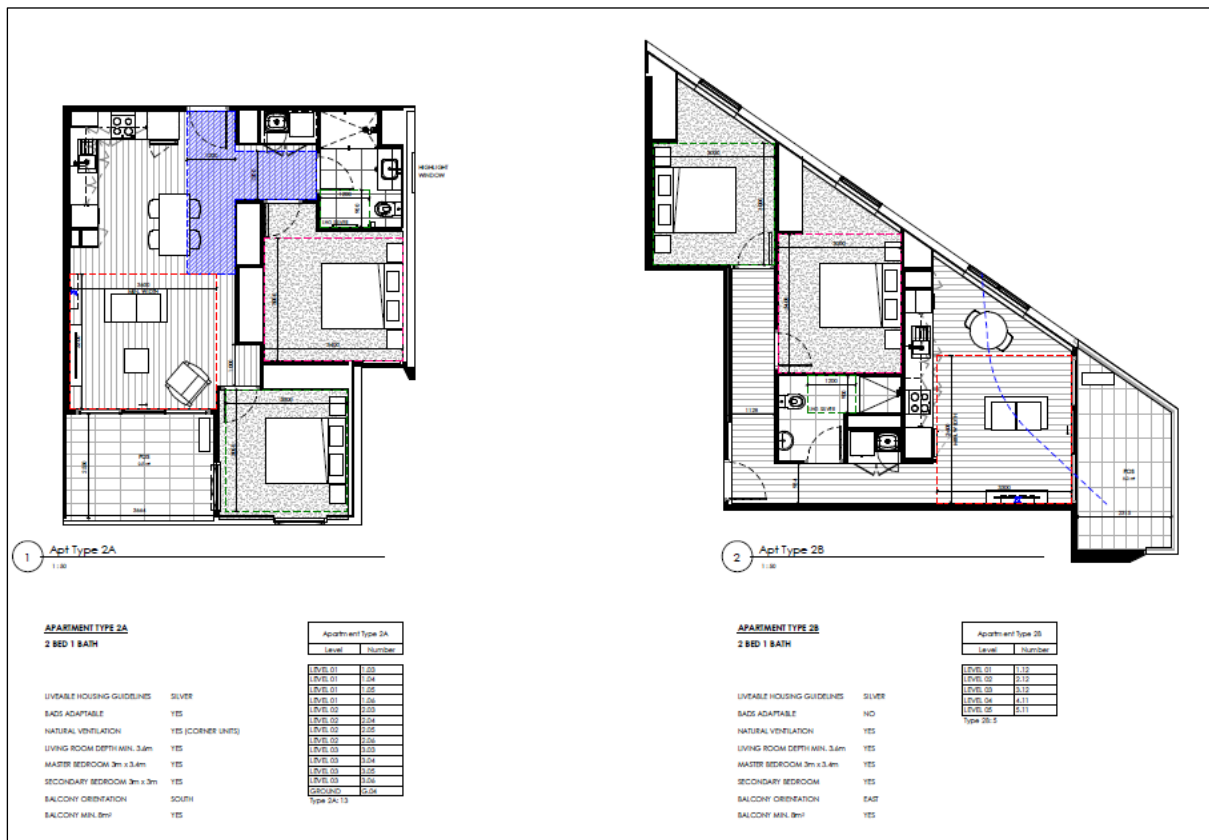


Figure 13 – Two typical two-bedroom apartment layouts

Please see **Appendix A** for a Clause 58 (Apartment Developments) assessment of this proposal to assist your examination.

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4.3 Architecture

AOA Christopher Peck Architects have a core commitment to explore innovative and socially and environmentally sustainable design. This commitment has enabled them to provide the appropriate design response for this site, in collaboration and consultation with the project team, and the DFP.

Responding to determined principles and strategies has influenced the architecture through the provision of an appropriate ground plane which aims to upgrade the streets, and give back to the public realm; and suitable built form elements which respond to their interfaces.

The resultant architecture is a contemporary building that seeks to contribute in a positive manner towards the emerging character of Springvale. The building's design was crafted to seamlessly integrate with the local urban landscape, drawing inspiration from the colours and forms found in the vicinity. In an area characterised by industrial structures, red ochre concrete was chosen to echo red brick warehouses. The building is designed with durability in mind, featuring external materials selected for their strength and low-maintenance properties.

4.4 Ground Level Tenancy

The ground level tenancy has been composed to provide an activated frontage to Kintore Street and will ultimately house support staff for Launch Housing or another complementary operation.

4.5 Car Parking and Access

Vehicular access to the site, and basement accordingly, is to be provided via the creation of a new crossover to be located towards the southern end of the Kintore Street frontage. Clear sightlines to and from the site have been provided, including the provision of a pedestrian visibility splay where required.

It is noted a total of 34 spaces have been provided within the basement area. As the parking is provided in secure, enclosed basement conditions, it is considered to be safe and convenient and therefore will encourage use by residents and therefore avoid on-street take-up of spaces.

A summary of the car parking requirement and supply is provided below:

Use	Rate	Requirement	Supply
Office	3/100m ² NFA	4 spaces	
Dwelling	1 space for each 1- or 2-bedroom dwelling 2 spaces for each 3+ bedroom dwelling	96 spaces	34 spaces

It is acknowledged that a shortfall in parking supply exists. Accordingly, please see the supplied Traffic and Transport Assessment provided for review and justification of the outcome.

In relation to bicycle parking, a total of 42 spaces are proposed adjacently to the lobby entrance which significantly exceeds the requirement found at Clause 52.34 (Bicycle facilities).

4.6 Key Development Statistics

Below is a summary of the key development statistics (some figures are approximate).

Statistic	Detail
Total Site Area	1,757m ²
Site Coverage	1,042m ² (59%)
Permeable Area	212m ² (12%)
Deep Soil Area	192m ² (11%)
Dwellings	87

5 Planning Policy Framework and Controls

Development on the subject site is to be assessed against a range of applicable state and local planning policies, which are summarised below.

5.1 Policy Summary

- **Clause 11.01-1S (Settlement)** – Policy seeks to develop sustainable communities that offer convenient access to jobs, services, infrastructure and community facilities by directing growth into existing settlements and promoting and capitalising on opportunities for urban renewal and infill development.
- **Clause 11.03-1S (Activity Centres)** – Planning should encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.
- **Clause 13.05-1S (Noise Management)** – Policy seeks to assist the management of noise effects on sensitive land uses.
- **Clause 15.01-1S (Urban Design)** – To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.
- **Clause 15.01-2S (Building Design)** – Policy seeks to achieve building design outcomes that contribute positively to the local context and enhance the public realm. Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.
- **Clause 15.01-5S (Neighbourhood Character)** – Policy seeks to recognise, support and protect neighbourhood character, valued features, cultural identity and sense of place.
- **Clause 16.01-1S (Housing Supply)** – Aims to facilitate well-located, integrated and diverse housing that meets community needs.
- **Clause 16.01-1R (Housing Supply Metropolitan Melbourne)** – Aims to manage the supply of new housing to meet population growth through developing housing in appropriate locations.
- **Clause 17.02-1S (Business)** – To encourage development that meets the community’s needs for retail, entertainment, office and other commercial services.
- **Clause 18.01-1S (Land Use and Transport Integration)** – To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.
- **Clause 21.03 (A Vision for Greater Dandenong)** – Policy seeks to facilitate a municipality with a diverse community, strengthened neighbourhood centres, economic growth, sustainable community, sustainable environment, healthy community and integrated transport.
- **Clause 21.04-1 (Housing and Community)** – Policy seeks to appropriate and affordable housing that suits diverse needs is critical to maintaining a healthy and balanced socio-economic society.
- **Clause 21.05 (Built Form)** – Policy seeks to facilitate high quality building design that considers urban design, neighbourhood character, streetscape and landscape, heritage, and sustainability in the municipality.
- **Clause 22.04 (Urban Design in Activity and Neighbourhood Centres)** – Policy seeks to ensure that the design of buildings in each centre improves the appearance and amenity of each centre through high quality contemporary urban design and active street frontage, which promotes a sense of place, community identity and a safe environment.
- **Clause 22.06 (Environmentally Sustainable Design)** – Policy provides overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation.
- **Clause 22.10 (Springvale Major Activity Centre)** – Policy provides direction to Council in considering future land use and development applications within the Springvale Activity Centre.

5.2 Commercial 1 Zone (C1Z)

The C1Z has the following purpose:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
- To provide for residential uses at densities complementary to the role and scale of the commercial centre.



Figure 14 - Zone map

A permit is triggered under the C1Z for the following:

- Clause 34.01-1 - Use of the land for accommodation with a ground floor level frontage exceeding two metres.
- Clause 34.01-4 - To construct a building or construct or carry out works.

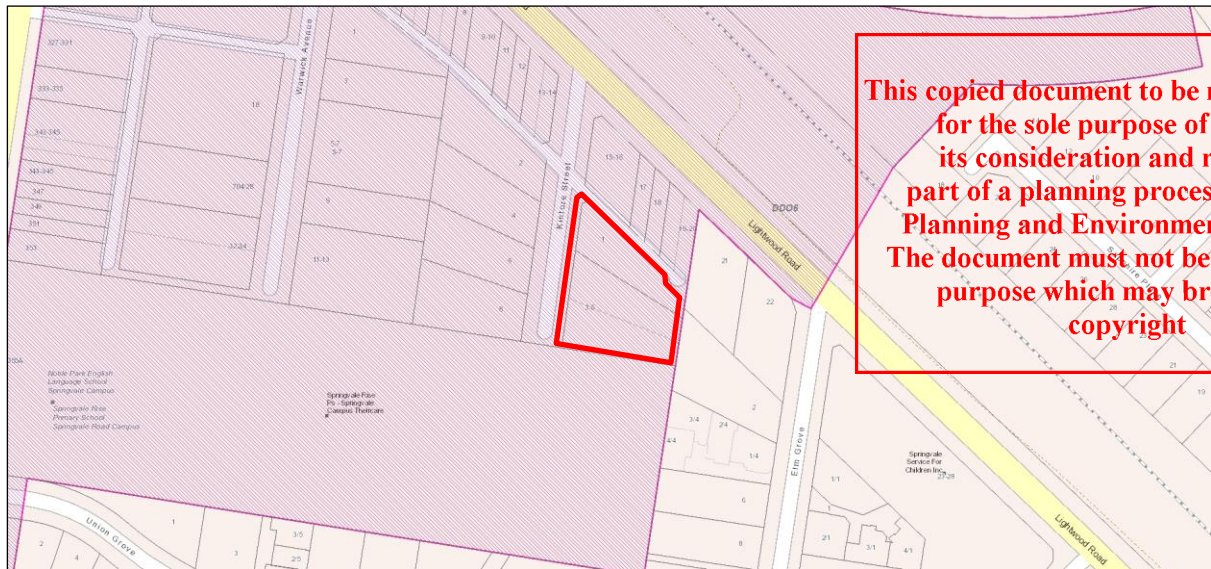
5.3 Design and Development Overlay - Schedule 6 (DDO6 - Springvale Activity Centre)

The DDO has the following purpose:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which are affected by specific requirements relating to the design and built form of new development.

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Figure 15 - DDO map

A permit is triggered under the DDO6 for the following:

- Clause 43.02-2 - Construct a building or construct or carry out works

Buildings and works requirements within Schedule 6 pertinent to the subject site include:

Built form

Buildings and works should:

- Not exceed the preferred maximum building heights and meet the setback and access requirements specified in Table 2 and illustrated on Map 2 to this Schedule.
- Be designed with a floor-to-floor dimension of up to 4.5 metres at ground floor to enable adaptation for uses in the future.
- Achieve high quality design through the use of articulation and visually appropriate façades that positively contribute to the street and upper levels of the building.
- Avoid visual bulk of new development when viewed from the surrounding areas by ensuring appropriate scale, form and articulation of the building design and roof form.
- Incorporate new pedestrian connections and laneways as identified in Table 2 and illustrated on Map 3 to this Schedule.

Active Streets

Buildings and works should:

- Provide active pedestrian interest and interaction to 'primary active frontages', 'secondary/semi active frontages' and 'key public realms' as follows (frontage types illustrated on Map 3 [not shown]):
 - Provide a minimum of 80% of the building façade at ground floor level with a permeable façade incorporating windows and door openings with clear glazing to 'primary active frontages' and frontages to 'key public realms'.
 - Corner sites to be designed to address 'primary active frontages' and/or 'key public realms' at street level by having 80% of the dominant frontage and 50% of the secondary frontage permeable incorporating windows and door openings with clear glazing.
 - First floor and above podium levels, inclusive of car parking levels, must provide passive surveillance of the street and public realm, by having 80% of the dominant frontage and 50% of the secondary frontage permeable.



- Ensure car parking, including undercroft and podium level car parking, is not visible from the street by incorporating design measures such as sleeving, or alternatively providing as basement parking.
- Design upper levels of buildings to maximise habitable rooms with windows or balconies that overlook the public realm to support passive surveillance.
- Be designed to retain the existing human scale by not dominating the streetscape and retaining the fine grain character through innovative and site responsive design.
- Be designed to consider future signage needs that enhances the visual amenity of the building and does not contribute to excessive visual clutter or dominate or obscure windows.

Weather Protection

Buildings and works should:

- Incorporate verandahs or awnings into the design to provide effective weather protection, generally between 3 metres and 4.5 metres in height and consistent with adjoining sites in 'weather protection areas' identified in Maps 2 and 3 of this Schedule where appropriate.

Internal Amenity

Buildings and works should:

- Ensure building separation and setbacks achieve high levels of internal amenity for all development by providing a 5 metre setback from a habitable room window or balcony to the side or rear boundary of the property or a 5 metre setback to the centreline of a laneway where the development abuts a laneway.
- Ensure the design and layout of dwellings should maximise openable windows, doors or other ventilation devices in external walls of the building, where appropriate.
- Ensure that at least 40 per cent of dwellings should provide effective cross ventilation that has:
 - A maximum breeze path through the dwelling of 18 metres.
 - A minimum breeze path through the dwelling of 5 metres.
 - Ventilation openings with approximately the same area.
- The breeze path is measured between the ventilation openings on different orientations of the dwelling.
 - Orientate buildings and position habitable room windows and balconies, awnings and shutters to capture solar access in winter and provide appropriate shading in summer.
 - Ensure habitable rooms have a window facing an outdoor space open to the sky.
 - Avoid use of light wells as the primary source of daylight to a habitable room.
 - Include appropriate noise attenuation measures particularly where new dwellings are constructed on Springvale Road or near the railway line.

Car parking

Car parks should be designed to:

- Consider the impacts on the street and landscaping.
- Mitigate flooding impacts.
- Provide natural ventilation.
- Integrate ventilation grilles or security gates into the façade.
- Provide security gates and conceal service pipes and ducts, to improve the appearance of basement entries from the street.
- Provide bicycle parking, public access and pedestrian safety to lifts.

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- Discourage parking, turning areas or other hard stand areas in front setbacks that compromise building design and streetscape character. This includes vehicle access.

Access and services

Buildings and works should:

- Ensure pedestrian entries are designed to be clearly visible and easily identifiable from the street, incorporating windows and doors, with clear glazing and accessible for all abilities.
- Be designed to ensure the visual impact of car parking, access, loading and servicing do not adversely impact on the streetscape primarily through using existing laneways and where this is not possible through design and landscape screening.
- Retain and improve permeable, safe and high quality pedestrian networks through street, mid-block connection, laneways and arcades throughout the Activity Centre.
- Ensure roof top services are hidden from view from any adjoining public space or designed as architectural roof top features. Roof top services include but are not limited to plant rooms, air conditioning, lift overruns, structures associated with green roof area and roof mounted equipment.
- Provide appropriate waste storage, loading and recycling facilities and use appropriate and innovative screening and screen planting.

Landscape design

Landscaping should:

- Improve the amenity and appearance of the public domain and outdoor areas by retaining existing trees and provide for the planting of new vegetation including canopy trees wherever possible.
- Provide communal garden spaces at podium and rooftop levels to create improved outdoor amenity for residents, workers and visitors.

Overshadowing of the public realm

- With the exception of minor works or minor changes to existing buildings within that defined space, buildings and works should not cast any additional shadow across existing and proposed areas of the public realm during the hours specified in Table 1 [not shown].
- Ensure new development is designed to minimise overshadowing and solar access is maintained to footpaths and publicly accessible spaces on 22 September as specified in Table 1.
- Table 1 notes that sites which abut Springvale Rise Primary School to the North (including the Subject Site) are required to maintain solar access 14 metres south of the northern property boundary from 10am.

Wind effects on the public realm

- A building with a total height in excess of 15 metres must not cause unsafe wind conditions in publicly accessible areas within a distance equal to half the longest width of the building above 15 metres in height measured from all façades, or half the total height of the building, whichever is greater. A permit cannot be granted to vary this requirement.
- A building with a total height in excess of 15 metres should achieve comfortable wind conditions in publicly accessible areas within a distance equal to half the longest width of the building above 15 metres in height measured from all façades, or half the total height of the building, whichever is greater.

Development abutting a Residential Zone

- A new building not on or within 200mm of a boundary should be set back from side or rear boundaries:
 - At least the distance specified in a schedule to the zone, or
 - if no distance is specified in a schedule to the zone, 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.

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- A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of a lot should not abut the boundary:
 - For a length of more than the distance specified in a schedule to the zone; or
 - If no distance is specified in a schedule to the zone, for a length of more than:
 - 10 metres plus 25 per cent of the remaining length of the boundary of an adjoining lot, or
 - Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports whichever is the greater.
- The height of a new wall constructed on or within 200mm of a side or rear boundary or a carport constructed on or within 1 metre of a side or rear boundary should not exceed an average of 3.6 metres with no part higher than 3.6 metres unless abutting a higher existing or simultaneously constructed wall.

Building Height and Setback requirements within Schedule 6 pertinent to the subject site include:

- The DDO6 prescribes the site as being located within the Precinct 6 – Warwick Avenue area which applies the following controls.

Preferred Maximum Building Height	Preferred Setbacks	Specific Requirements
<ul style="list-style-type: none"> ▪ Up to 22.5 metres (6 storeys) for properties on the east side of Kintore Street and for properties fronting Lightwood Road between Warwick Avenue and the eastern precinct boundary. ▪ Up to 36.9 metres (10 storeys) for properties fronting onto Warwick Avenue and the west side of Kintore Street. 	<ul style="list-style-type: none"> ▪ Zero front, side and rear setbacks for development up to 22.5 metres (6 storeys) unless adjoining a Residential Zone. ▪ If overall building height is greater than 22.5 metres (6 storeys): <ul style="list-style-type: none"> - Provide a minimum 5 metre front setback for storeys above 22.5 metres (6 storeys). ▪ A minimum 6 metre setback to the western boundary at 4 -16 Warwick Avenue to achieve a continuous north-south vehicle laneway. ▪ An appropriate rear setback for all properties fronting Lightwood Road between Warwick Avenue and 20 Lightwood Road to achieve a minimum 5.5 metre wide laneway to facilitate and ensure servicing of future development. 	<ul style="list-style-type: none"> ▪ New development should provide rear setbacks to enable the adequate servicing of existing and future development. ▪ Development should respect the heritage buildings at the Springvale Rise Primary School.

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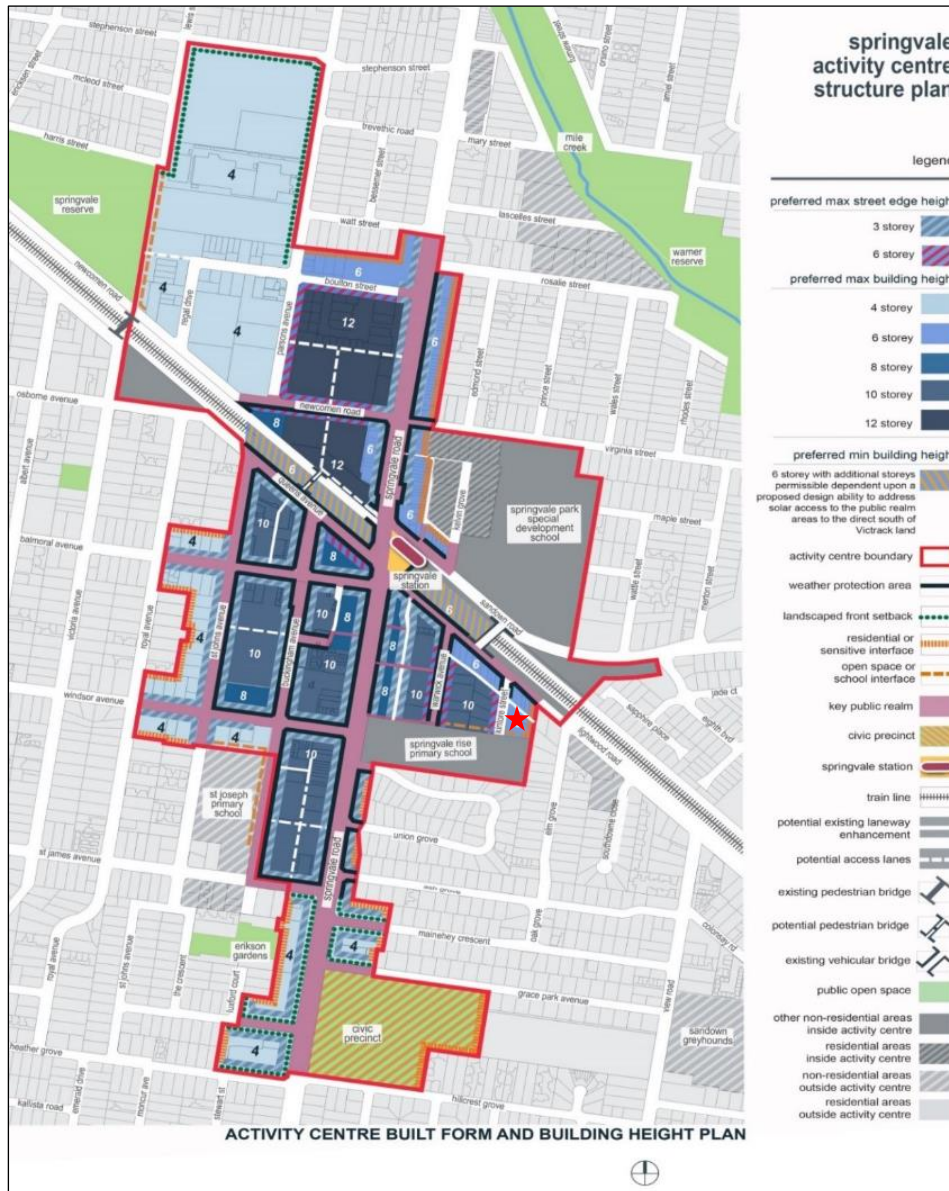


Figure 16 – DDO6 Activity Centre Building Height Plan (Subject Site outlined by star)

5.4 Particular Provisions

5.4.1 Clause 52.06 (Car parking)

This Clause specifies car parking rates as well as parking accommodation and access standards.

The applicable car parking rates are taken from Column B of Table 1 [not shown] to this Clause as this site is located within the Principal Public Transport Network (PPTN).

The applicable rate for *Dwellings* is:

- 1 car parking space to each one or two bedroom dwelling;
- 2 car parking spaces to each three or more bedroom dwelling; and
- 0 car parking spaces for visitors to every five dwellings.

The applicable rate for *Office* is:

- 3 car parking spaces to each 100 square metres of net floor area.

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5.4.2 Clause 53.23 (Significant Residential Development with Affordable Housing)

This Clause provides provisions for “Significant Residential Development Applications with Affordable Housing” to be considered and assessed by Development Facilitation Program (DFP).

It is noted that the proposal does not meet the Category 1 or Category 2 requirements of Clause 53.23, although we submit it does meet the Category 3 requirements (which has been confirmed by the Minister for Planning). The table below provides a detailed assessment of how the proposal meets these requirements.

Requirement	Response
<p>The purpose of Clause 53.23 which is to:</p> <ul style="list-style-type: none"> To facilitate residential development that includes affordable housing to meet existing and future needs. To facilitate the redevelopment and renewal of public housing stock to meet existing and future needs. To facilitate residential development carried out by the State of Victoria or jointly or in partnership with the private sector, including via innovative funding, investment and partnership approaches. To facilitate residential development with high quality urban design, architecture and landscape architecture. To provide opportunities for non-residential use and development in association with residential development. 	<p>The proposal aligns with the purpose of Clause 53.23 through:</p> <ul style="list-style-type: none"> The proposal features a development which is comprised entirely of much needed affordable housing that will serve the local and wider community. Although the proposal does not include either the redevelopment or renewal of a public housing stock, it does feature an improvement of an underutilised parcel of land for the sole purpose of affordable housing. The presence of such housing in a location where there is a demonstrated need indicates that the proposal is suitable and in line with the objectives of the planning policy. The proposal will be operated and owned by Launch Housing, a Registered Housing Provider. The proposal features a residential development that will result in an excellent urban design, architectural and landscape outcome. The ground level features a modest commercial space which is intended to be used as an office/multipurpose space. The area will have the potential be used in association with affordable housing apartments. <p>For these reasons above, it is submitted that the proposal demonstrates clear alignment with the purpose of Clause 53.23.</p>
<p>The percentage of the total number of dwellings in the development that are proposed to be affordable housing and whether an alternative mechanism will be used for the delivery of affordable housing.</p>	<p>The proposal features the construction of 87 apartments, all of which will be affordable housing.</p>
<p>The location of the development and whether it has convenient access to jobs, services, infrastructure and community facilities.</p>	<p>The subject site is located approximately 260 metres southeast of Springvale Train Station. It also sits approximately 200 metres east from the major arterial road of Springvale Road with various bus routes provided along this arterial road.</p> <p>Located centrally within Springvale, the site is within walking distance to retail, employment,</p>

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Requirement	Response
	<p>schools, and tertiary institutions. The site is also located proximate to an abundance of social infrastructure along Springvale Road and is within the Springvale Activity Centre. The activity centre is home to an abundance of jobs, services, and community facilities.</p> <p>It is submitted that the site is positioned within an ideal location for a social housing development of its kind.</p>
<p>Whether the design, liveability and sustainability of the development is exemplary.</p>	<p>The proposal has been crafted by the project architect in concert with the project landscape architect to ensure a thoughtful and integrated outcome has been achieved. The delivered urban design outcome sees a proposal that is not a typical development and has therefore provided a very responsive design response that strongly addresses the multitude of policy, and broader urban design principles, in terms of built form and landscaping. A review of the achieved outcomes as a whole and in their constituent parts is discussed as follows:</p> <ul style="list-style-type: none"> ▪ Hard edge to Kintore Road to activate the frontage. ▪ Activation of street through the inclusion of retail tenancy which fronts Kintore Street. ▪ Minimal frontage given to vehicle access. ▪ Modest but legible frontage required for pedestrian/resident access. ▪ Generous rear setbacks to enable separation and landscape buffering to residential private spaces. ▪ Orientation of building to take advantage of north light. ▪ Provision for deep soil areas through basement setbacks at rear where most needed. ▪ Dedication of a substantial portion of the rear setback to communal amenity. ▪ Provision for generous landscaping in deep soil. <p>The provision of a 7-storey building within the subject site will appropriately sit within the existing and future built form of the area. It is noted that recently constructed buildings within the activity centre generally range from 4 to 8 storeys. With this said, it is clear the proposal will sit comfortably</p>

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Requirement	Response
	within the existing and future built form character of the area.
Whether the development will be owned and operated by a community housing provider.	The development will be (part) owned and operated by Launch Housing, a Registered Housing Provider which is dedicated to investing in housing and homelessness solutions for better futures.

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6 Planning Considerations

6.1 Overview

The proposal seeks to develop the subject land for the purpose of a mixed-use (principally residential) development comprising 87 apartments (dwellings) within a 7-storey building. All apartments will be used for affordable housing purposes.

Upon consideration of a range of planning and social factors, it is our submission that the proposal will result in a substantial net community benefit and deliver much needed affordable housing to Greater Dandenong. It is our assessment that the proposal demonstrates an optimal outcome for this site and in coming to this conclusion, we have considered the following key questions:

- **Strategic Planning Drivers** – Does the proposal demonstrate an appropriate outcome considering the relevant planning policy for Greater Dandenong and Victoria?
- **Urban Design Response** – Does the proposal advance the urban design and planning objectives of the DDO6?
- **On-site Amenity** – Will the proposal result in appropriate levels of on-site amenity?
- **Off-site Impacts** – Will the proposal mitigate off-site impacts to a reasonable degree?
- **Traffic Considerations** – Are the car parking and traffic movement arrangements acceptable?

6.2 Strategic Planning Drivers

There is significant, detailed, and long-term strategic policy concerned with this site in particular, as well as the context it sits in. The site context is noted as ideal from a strategic perspective given:

- Its proximity to public transport;
- The rich supply of local services and amenities, including Springvale Shopping Centre; a multitude of retail offerings; and public open space (such as Erickson Gardens, Springvale Reserve and Burden Park); and
- Proximity to the CBD.

The strategic context has been confirmed by all levels of policy, state and local, with particular emphasis in:

- **Clause 11.01-1S (Settlement) and Clause 11.03-1S (Activity Centres)** are relevant to the proposal noting the Subject Sites locality within the Springvale Activity Centre. The role and function of this area is to provide a broad mix of retail uses, commercial and cultural activity, employment options, administrative and civic centre functions, government investment and regional facilities. In addition, accommodate substantial residential/mixed-use growth and change to create a new character of increased density and scale of built form.

The proposal is deemed to align with this policy considering the position contribution it will make to the commercial and cultural activity of the area. The provision of 87 affordable housing apartments will allow for much needed housing for the community. Moreover, the incorporation of commercial/shop fronts at the western frontage will activate the street and add to the commercial activity of the area. The 6-storey scale and intensity of the proposal is appropriate when reviewing the prevailing built form, recent development approvals and minimal amenity impacts of the proposal.

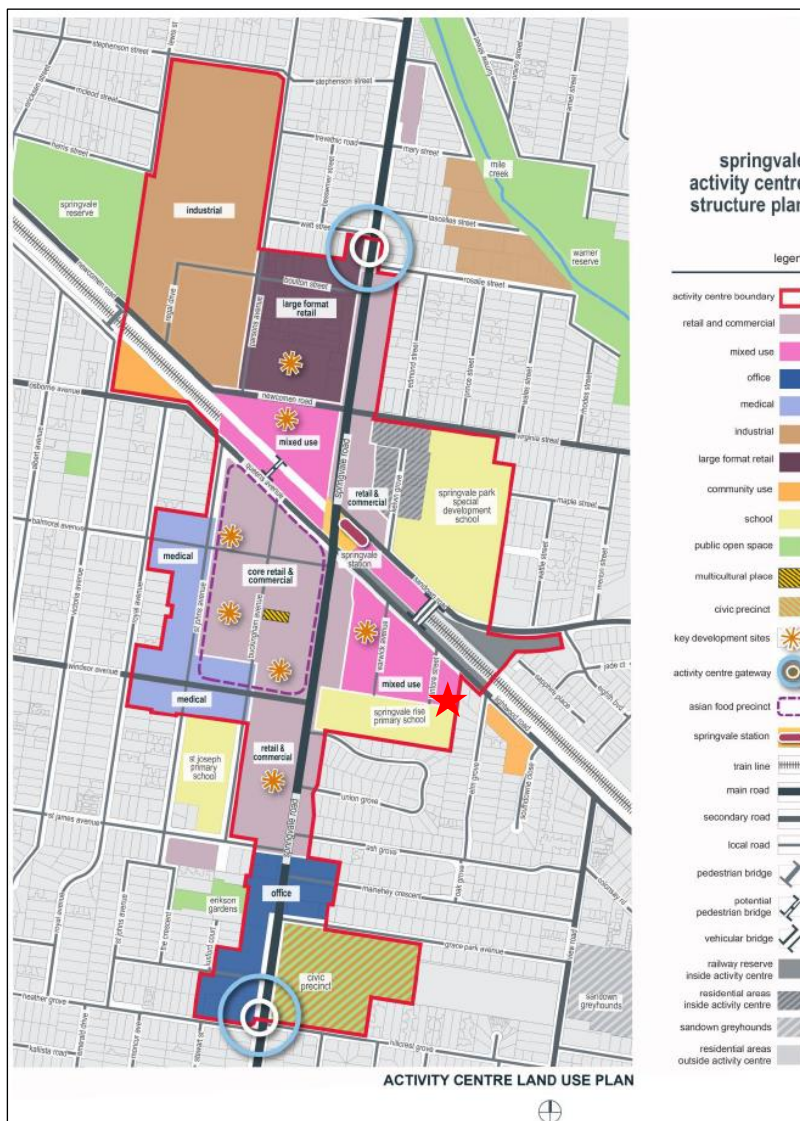
Clause 21.04-1 (Housing and Community) notes that Council seeks for diversity of housing that meets the needs of different sectors of the community. In addition to facilitating housing that is affordable in relation to purchase price, rental price and ongoing living costs (utilities, transport) associated with the design and location of housing. Similarly, the inclusion of 87 affordable housing apartments in an excellently located commercial area in proximity to various amenities enables the proposal to align with the strategic framework of Clause 11.01-1S (Settlement).

- Moreover, the proposal demonstrates alignment with strategic objectives of the Greater Dandenong Planning Scheme through the following:

- The site is located within the C1Z, which permits a residential development;
- The site is 1,757m² underutilised parcel of land which is proposed to contribute to the housing affordability of Greater Dandenong and vibrancy of the area;
- The site is within 260 metres of a train station and is in proximity to a strategic corridor being Springvale Road; and
- The proposal includes improvements to the public realm and pedestrian environment through ground floor activity and passive surveillance opportunities.

Given the proposal seeks to develop a high-density residential building, to the maximum number of storeys permissible, and is of a landmark form and composition, it is submitted the proposal is considerably responsive to notable strategic planning drivers. This is further demonstrated by the high level of compliance with DDO6 in particular which encapsulates the strategic context of the site and confirms the broader planning policy aspirations which identify the subject land as a strategic development opportunity.

This is discussed further in Section 6.3 of this report, although is also confirmed through the proposal's response to the Springvale Activity Centre Structure Plan. The Activity Centre Land Use Plan of this strategic document is provided below within Figure 16 which confirms the subject sites desired use is for Mixed Use purposes. The proposal aligns with this strategic intent noting the provision of residential and commercial elements as part of the current application.



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Figure 17 – Springvale Activity Centre Structure Plan – Activity Centre Land Use Plan – subject site highlighted by red star

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6.3 Urban Design Response

6.3.1 Design and Development Overlay – Schedule 6

A key control for the site, as noted previously, is the DDO6. This policy provides a clear urban design and planning framework to which any development of the site should be responsive to. Clause 2.3 & 2.4 of the DDO6 prescribes buildings and works requirements which are pertinent to the subject site. These have been summarised within the table below, together with the proposed response to each requirement.

Clause 2.3 – Buildings and Works Requirement

DDO6 Buildings and Works Requirement	Response
<p>Built form</p> <p>Buildings and works should:</p> <ul style="list-style-type: none"> Not exceed the preferred maximum building heights and meet the setback and access requirements specified in Table 2 [not shown] and illustrated on Map 2 to this Schedule. Be designed with a floor-to-floor dimension of up to 4.5 metres at ground floor to enable adaptation for uses in the future. Achieve high quality design through the use of articulation and visually appropriate façades that positively contribute to the street and upper levels of the building. Avoid visual bulk of new development when viewed from the surrounding areas by ensuring appropriate scale, form and articulation of the building design and roof form. Incorporate new pedestrian connections and laneways as identified in Table 2 and illustrated on Map 3 [not shown] to this Schedule. 	<p>A maximum building height of 7 storeys is proposed which generally aligns generally with the requirement of Map 2 [not shown] within the DDO6 which prescribes a 6-storey preferred height limit.</p> <p>A 3.76 metre floor to floor dimension is provided at the ground floor level which is appropriate to enable adaptation for uses in the future. It is noted that the commercial tenancy at the ground floor level occupies a low portion of the total floor plate. More weighting in the design has been placed on providing appropriate amenity for residential dwellings.</p> <p>In addition, the colours and materials scheme proposed across the extent of the building will ensure that the building is not visually intrusive, rather, is of architectural interest. It is submitted that the building will make a positive contribution to the character of the area whilst not undermining adjoining amenity.</p>
<p>Active Streets</p> <p>Buildings and works should:</p> <ul style="list-style-type: none"> Provide active pedestrian interest and interaction to ‘primary active frontages’, ‘secondary/semi active frontages’ and ‘key public realms’ as follows (frontage types illustrated on Map 3): <ul style="list-style-type: none"> Provide a minimum of 80% of the building façade at ground floor level with a permeable façade incorporating windows and door openings with clear glazing to ‘primary active frontages’ and frontages to ‘key public realms’. Corner sites to be designed to address ‘primary active frontages’ and/or ‘key public realms’ at street level by having 80% of the dominant frontage and 50% of the secondary frontage permeable incorporating windows and door openings with clear glazing. 	<p>The site is identified as presenting a ‘secondary/semi active frontage’ to Kintore Street. The ground floor interface to Kintore Street is activated through the use of extensive glazing which is observed through the ground floor commercial tenancy and lobby area. Proportionate windows are also proposed for the ground floor residential apartment which appropriately balance the competing objectives of privacy, surveillance and streetscape activation.</p> <p>The use of basement car parking area contributes to vehicle structures being concealed from within the streetscape, whilst the inclusion of habitable room windows and balconies overlook Kintore Street to support passive surveillance.</p> <p>The Kintore Street frontage has been designed to create a safe, welcoming, and active façade that promotes safety, engagement, and community. A dedicated resident wellbeing space has been</p>



DDO6 Buildings and Works Requirement	Response
<ul style="list-style-type: none"> - First floor and above podium levels, inclusive of car parking levels, must provide passive surveillance of the street and public realm, by having 80% of the dominant frontage and 50% of the secondary frontage permeable. ▪ Ensure car parking, including under croft and podium level car parking, is not visible from the street by incorporating design measures such as sleeving, or alternatively providing as basement parking. ▪ Design upper levels of buildings to maximise habitable rooms with windows or balconies that overlook the public realm to support passive surveillance. ▪ Be designed to retain the existing human scale by not dominating the streetscape and retaining the fine grain character through innovative and site responsive design. ▪ Be designed to consider future signage needs that enhances the visual amenity of the building and does not contribute to excessive visual clutter or dominate or obscure windows. 	<p>provided in the centre of the Kintore St frontage, providing a focal point on the street where residents can choose to interact and build connections with other people in the building. Large windows on the ground plane light up the street and provide passive surveillance of the street, activating and improving pedestrian safety on what is currently a dark dead end street.</p> <p>The project has been designed to facilitate passive surveillance and improve resident and community safety by facing unit balconies to the street, removing dead ends or enclosed corners, lighting up the street with large windows and placing the building management office adjacent to the lobby to monitor people entering the building.</p>
<p>Internal Amenity</p> <p>Buildings and works should:</p> <ul style="list-style-type: none"> ▪ Ensure building separation and setbacks achieve high levels of internal amenity for all development by providing a 5 metre setback from a habitable room window or balcony to the side or rear boundary of the property or a 5 metre setback to the centreline of a laneway where the development abuts a laneway. ▪ Ensure the design and layout of dwellings should maximise openable windows, doors or other ventilation devices in external walls of the building, where appropriate. ▪ Ensure that at least 40 per cent of dwellings should provide effective cross ventilation that has: <ul style="list-style-type: none"> - A maximum breeze path through the dwelling of 18 metres. - A minimum breeze path through the dwelling of 5 metres. - Ventilation openings with approximately the same area. ▪ The breeze path is measured between the ventilation openings on different orientations of the dwelling. 	<p>All apartments have been designed to meet a minimum standard of Silver Level under the Liveable Housing Guidelines, improving their accessibility for future residents with varied mobility needs and requirements.</p> <p>Two distinct but contiguous outdoor communal spaces have been integrated into the design. The Eastern communal outdoor space houses a productive garden for resident use, as well as providing an important buffer between the building and the sensitive residential interface on the Eastern boundary. Outdoor areas for quiet and relaxation as well as meeting places provide a variety of opportunities for the residents to utilize the spaces depending on their needs and preferences.</p> <p>A total of 44 apartments, or 51% of the building, achieves the Natural Ventilation Objective prescribed within Standard D29.</p>

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DDO6 Buildings and Works Requirement	Response
<ul style="list-style-type: none"> - Orientate buildings and position habitable room windows and balconies, awnings and shutters to capture solar access in winter and provide appropriate shading in summer. - Ensure habitable rooms have a window facing an outdoor space open to the sky. - Avoid use of light wells as the primary source of daylight to a habitable room. - Include appropriate noise attenuation measures particularly where new dwellings are constructed on Springvale Road or near the railway line. 	<div style="border: 2px solid red; padding: 10px; text-align: center;"> <p>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</p> </div>
<p>Car parking</p> <p>Car parks should be designed to:</p> <ul style="list-style-type: none"> ▪ Consider the impacts on the street and landscaping. ▪ Mitigate flooding impacts. ▪ Provide natural ventilation. ▪ Integrate ventilation grilles or security gates into the façade. ▪ Provide security gates and conceal service pipes and ducts, to improve the appearance of basement entries from the street. ▪ Provide bicycle parking, public access and pedestrian safety to lifts. ▪ Discourage parking, turning areas or other hard stand areas in front setbacks that compromise building design and streetscape character. This includes vehicle access. 	<p>A basement car park is proposed to service the building which will be designed so that no adverse flooding impacts are observed. Moreover, no existing vegetation is located within proximity to the basement and does not require consideration.</p> <p>The basement will be secure through the use of security gates or similar to ensure that the safety of the area is not undermined.</p> <p>In addition, there are two separate bicycle parking rooms located adjacently to the lobby entrance which allow for convenient and secure pedestrian access.</p>
<p>Access and services</p> <p>Buildings and works should:</p> <ul style="list-style-type: none"> ▪ Ensure pedestrian entries are designed to be clearly visible and easily identifiable from the street, incorporating windows and doors, with clear glazing and accessible for all abilities. ▪ Be designed to ensure the visual impact of car parking, access, loading and servicing do not adversely impact on the streetscape primarily through using existing laneways and where this is not possible through design and landscape screening. ▪ Retain and improve permeable, safe and high quality pedestrian networks through street, mid- 	<p>The lobby entrance will be clearly visible and identifiable from Kintore Street noting the prominent paving leading up its entry which includes the use of extensive glazing. This will afford access to all abilities.</p> <p>The basement car park will have no impact on the built form outcome, while the proposal seeks to maintain the access lane situated to the north of the site.</p> <p>All rooftop services will be reasonably concealed from view.</p>



DDO6 Buildings and Works Requirement	Response
<p>block connection, laneways and arcades throughout the Activity Centre.</p> <ul style="list-style-type: none"> Ensure roof top services are hidden from view from any adjoining public space or designed as architectural roof top features. Roof top services include but are not limited to plant rooms, air conditioning, lift overruns, structures associated with green roof area and roof mounted equipment. Provide appropriate waste storage, loading and recycling facilities and use appropriate and innovative screening and screen planting. 	<div style="border: 2px solid red; padding: 10px; text-align: center;"> <p>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</p> </div>
<p>Landscape design</p> <p>Landscaping should:</p> <ul style="list-style-type: none"> Improve the amenity and appearance of the public domain and outdoor areas by retaining existing trees and provide for the planting of new vegetation including canopy trees wherever possible. Provide communal garden spaces at podium and rooftop levels to create improved outdoor amenity for residents, workers and visitors. 	<p>The comprehensive landscape design for the site includes the provision of canopy trees and medium sized plantings within the communal open spaces within the northern and eastern setbacks. Creating an excellent amenity outcome for future residents whilst along acting as a natural buffer to reduce the visual impact of built form for residential land to the east.</p> <p>In addition, smaller plantings are proposed within the Kintore Street frontage, as well as the opportunity for regenerative street tree plantings.</p>
<p>Overshadowing of the public realm</p> <ul style="list-style-type: none"> With the exception of minor works or minor changes to existing buildings within that defined space, buildings and works should not cast any additional shadow across existing and proposed areas of the public realm during the hours specified in Table 1 [not shown]. Ensure new development is designed to minimise overshadowing and solar access is maintained to footpaths and publicly accessible spaces on 22 September as specified in Table 1. Table 1 notes that sites which abut Springvale Rise Primary School to the North (including the Subject Site) are required to maintain solar access 14 metres south of the northern property boundary from 10am. 	<p>The size, scale and design of the building has ensured that the proposal generally aligns requirement of Table 1.</p> <p>We refer to the submitted shadow diagrams which demonstrate that the shadow cast</p>
<p>Wind effects on the public realm</p> <ul style="list-style-type: none"> A building with a total height in excess of 15 metres must not cause unsafe wind conditions in publicly accessible areas within a distance equal to half the longest width of the building above 15 metres in height measured from all façades, or half the total height of the building, whichever is greater. A permit cannot be granted to vary this requirement. A building with a total height in excess of 15 metres should achieve comfortable wind conditions in 	<p>Refer to the submitted Wind Impact Assessment which demonstrates a suitable outcome is achieved.</p>

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DDO6 Buildings and Works Requirement	Response
<p>publicly accessible areas within a distance equal to half the longest width of the building above 15 metres in height measured from all façades, or half the total height of the building, whichever is greater.</p>	
<p>Development abutting a Residential Zone</p> <ul style="list-style-type: none"> ▪ A new building not on or within 200mm of a boundary should be set back from side or rear boundaries: <ul style="list-style-type: none"> - At least the distance specified in a schedule to the zone, or - if no distance is specified in a schedule to the zone, 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres. ▪ A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of a lot should not abut the boundary: <ul style="list-style-type: none"> - For a length of more than the distance specified in a schedule to the zone; or - If no distance is specified in a schedule to the zone, for a length of more than: <ul style="list-style-type: none"> ○ 10 metres plus 25 per cent of the remaining length of the boundary of an adjoining lot, or ○ Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports whichever is the greater. ▪ The height of a new wall constructed on or within 200mm of a side or rear boundary or a carport constructed on or within 1 metre of a side or rear boundary should not exceed an average of 3.6 metres with no part higher than 3.6 metres unless abutting a higher existing or simultaneously constructed wall. 	<p>The building is setback a minimum of 4.4 metres to the eastern adjoining boundary which is the only residential interface for the site. This setback greatly exceeds the requirement of the DDO6.</p>

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Overshadowing of the public realm

As mentioned previously, the proposed shadowing generally aligns with the requirement of Table 1 although the shadow of the building at 10am slightly exceeds the 14-metre requirement. Notwithstanding, we refer to the previous approval issued for the land (Planning Permit PLN16/0946) which saw a building of a similar size and

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scale to the of the proposal permitted. To this end, we refer to the submitted shadow diagrams which demonstrate the extent of the shadowing of the approved scheme in comparison to the proposed scheme. In reviewing this, it is evident that the proposed shadowing outcome aligns with that which was previously approved by Council under Planning Permit PLN16/0946.

Nevertheless, it noted that the controls found within Table 1 of the DDO6 are discretionary and not mandatory. Therefore, despite an extremely minor non-compliance with shadowing requirement, it is submitted that an appropriate outcome is achieved when considering the extent of play area within the school that will have ample solar access at 10am and across the remainder of the day. This is again demonstrated within the submitted shadow diagrams.

Clause 2.4 – Building Height and Setback Requirement

The DDO6 prescribes the site as being located within the Precinct 6 – Warwick Avenue area which applies the following controls.

DDO6 Building Height and Setback Requirement	Response
<p>Preferred Maximum Building Height</p> <ul style="list-style-type: none"> Up to 22.5 metres (6 storeys) for properties on the east side of Kintore Street and for properties fronting Lightwood Road between Warwick Avenue and the eastern precinct boundary. Up to 36.9 metres (10 storeys) for properties fronting onto Warwick Avenue and the west side of Kintore Street. 	<p>The proposed building is 23.67 metres (7 storeys) in height at its maximum, which is generally in line with the preferred height of the DDO6.</p>
<p>Preferred Setbacks</p> <ul style="list-style-type: none"> Zero front, side and rear setbacks for development up to 22.5 metres (6 storeys) unless adjoining a Residential Zone. If overall building height is greater than 22.5 metres (6 storeys): <ul style="list-style-type: none"> Provide a minimum 5 metre front setback for storeys above 22.5 metres (6 storeys). A minimum 6 metre setback to the western boundary at 4-16 Warwick Avenue to achieve a continuous north-south vehicle laneway. An appropriate rear setback for all properties fronting Lightwood Road between Warwick Avenue and 20 Lightwood Road to achieve a minimum 5.5 metre wide laneway to facilitate and ensure servicing of future development. 	<p>The proposed building height is 7 storeys and includes a maximum building of 23.67 metres which exceeds the overall building height prescribed by the DDO6 and therefore a preferred front setback of 5 metres applies to built form above 22.5 metres (6 storeys). It is noted that the seventh storey is afforded within a front setback that ranges from 4.51 metres to the southern end of the frontage, to 4.93 metres to the northern end. It is submitted that this setback generally meets the preferred built form outcome prescribed by the DDO6.</p>
<p>Specific Requirements</p> <ul style="list-style-type: none"> New development should provide rear setbacks to enable the adequate servicing of existing and future development. Development should respect the heritage buildings at the Springvale Rise Primary School. 	<p>The proposal is appropriately setback to enable adequate servicing of existing and future development.</p> <p>In addition, the heritage buildings at the Springvale Rise Primary School is situated away from the proposed to the extent no impact will be observed.</p>

6.4 Built Form and Landscape

The proposal has been crafted by the project architect in concert with the project landscape architect to ensure a thoughtful and integrated outcome has been achieved. The delivered urban design outcome sees a proposal that is not a typical development and has therefore provided a very responsive design response that strongly addresses the multitude of policy, and broader urban design principles, in terms of built form and landscaping. A review of the achieved outcomes as a whole and in their constituent parts is discussed as follows:

- Hard edge to Kintore Road to activate the frontage;
- Activation of street through the inclusion of retail tenancy which fronts Kintore Street;
- Minimal frontage (at far end of frontage) given to vehicle access;
- Modest but legible frontage required for pedestrian/resident access;
- Generous rear setbacks to enable separation and landscape buffering to residential private spaces;
- Orientation of building to take advantage of north light;
- Provision for deep soil areas through basement setbacks at rear where most needed; and
- Dedication of a substantial portion of the rear setback to communal amenity.

The provision of a 7-storey building within the subject site will appropriately sit within the existing and future built form of the area. It is noted that recently constructed buildings within the Activity Centre generally range from 4- to 8-storeys. With this said, it is clear the proposal will sit comfortably within the existing and future built form character of the area.



Figure 18 – Render of proposal when viewed from Springvale Primary School Oval

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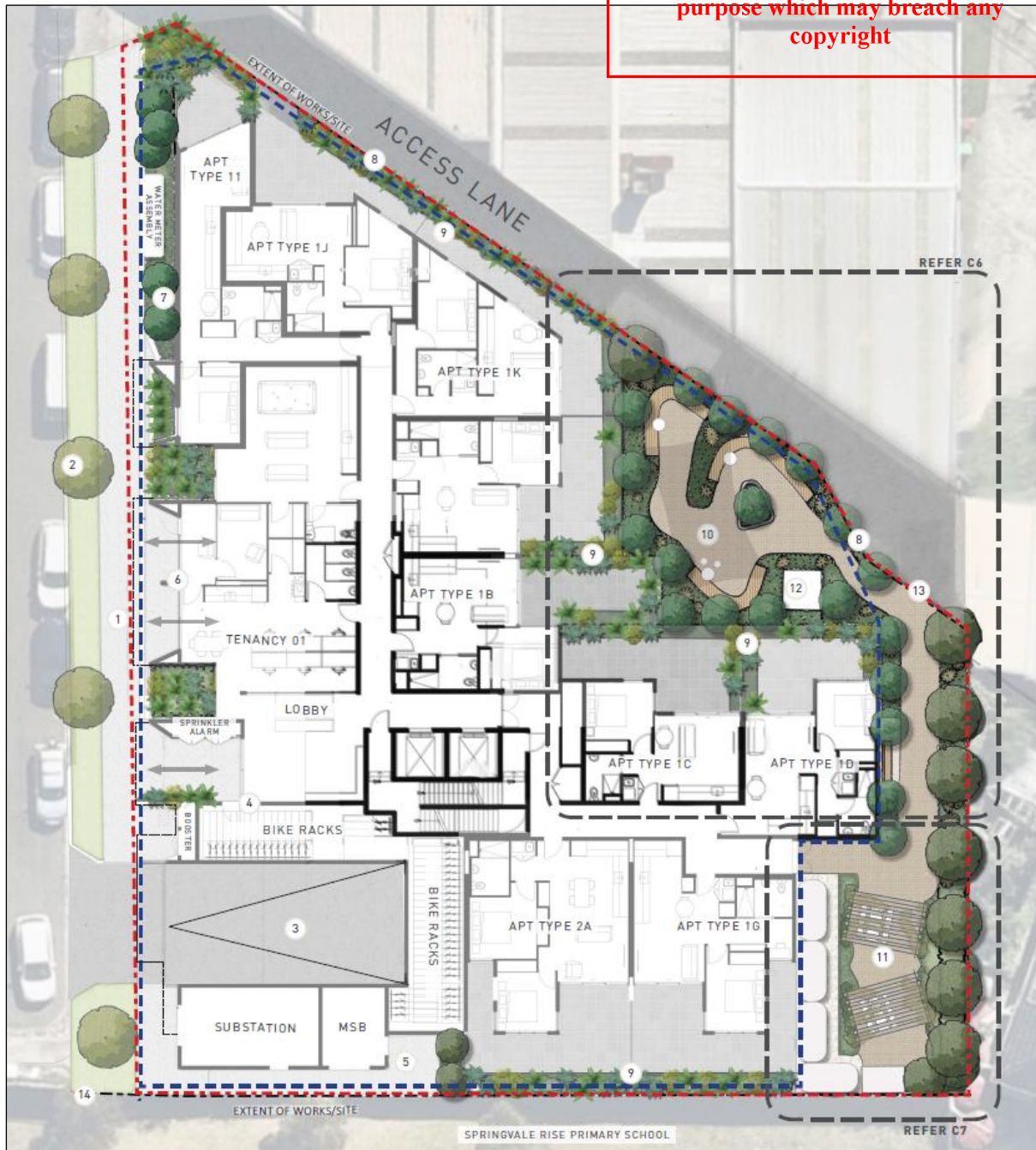


Figure 19 – Extract from Landscape Masterplan (Plan E)

As there is no public open space which adjoins the site, the proposal will be of no consequence to the amenity of such areas. In addition, the proposal will not adversely affect key pedestrian links, such as Kintore Street, nor the amenity of adjacent residential land. The proposed building has been strategically positioned and designed to ensure that the Springvale Rise Primary School is not unreasonably overshadowed throughout the day. This is confirmed within the submitted shadow diagrams and sections. Moreover, the same can be said for the land located to the east of the site which zoned for residential purposes. The shadow cast by the building will be of minimal consequence to these properties and the amenity of the neighbouring residential land will not be unreasonably impacted.

6.5 On-site Amenity

The proposal has undergone a detailed design process to ensure that the site is accommodated by a best practice architectural outcome. As discussed previously, this is evident in the proposal's high compliance with the DDO6 and Clause 58.



Key elements noted generally throughout the apartments which demonstrate a positive outcome for future residents include:

- Generous bedrooms;
- A generous living room;
- A usable, generally weather protected balcony of good proportions;
- Large amounts of internal and external storage;
- Good access to daylight to all rooms with appropriate room depths; and
- Thermally comfortable spaces.

Additionally, many apartments throughout the proposal benefit from:

- Effective natural ventilation;
- Generous circulation spaces that are step-free; and
- Accessible bathrooms with step-free showers.

Across the site there are two primary communal open spaces areas, one located within the southeast corner and one within the northern setback. Both are afforded with excellent solar access opportunities noting their northern orientation. It is the desire of the developer that residents find themselves content with their accommodation and lifestyle and are encouraged to spend time in shared spaces to foster a sense of community throughout the building.

As per the Clause 58 assessment provided in **Appendix A**, the proposal provides an excellent, highly compliant response to the on-site amenity standards.

6.6 Off-site Impacts

The design response includes a range of features that protect the amenity of neighbouring properties. The proposal appropriately mitigates offsite amenity impacts and achieves a high level of compliance with Clause 58.04: Amenity Impacts, exceeding Standards D14 to D16.

Further design details include:

- The proposal complies with Standard D14 with the built form incorporating generous side and rear setbacks;
- The proposed built form provides substantial setbacks from neighbouring dwellings and minimising solar impacts to existing habitable room windows;
- As evident in the submitted shadow diagrams, any overshadowing of neighbouring properties is minimal and acceptable;
- A design response has strategically positioned the built form away from the eastern boundary which includes a residential interface through a healthy 7.57m setback. This is so to control the shadow cast by the building and ensure that amenity impacts to this interface are controlled by way of controlling shadowing and visual mass;
- Building siting allows for screening landscaping within the northern and eastern setbacks; and
- The proposal includes an adequate extent of car parking to service the building and its future residents. It is submitted that this will not result in a detrimental impact to the car parking provision for the wider area. For further details, please refer to the Traffic and Transport Assessment.

For these reasons it is submitted that the off-site amenity impacts will not be unreasonable or detrimental manner.

6.6.1 Equitable Development

Please refer to the equitable development study prepared by AOA Christopher Peck. As depicted by this plan, the development still enables for sufficient development to occur on adjoining properties. The development would require setbacks of 4.5m primarily along the northern boundary where adjoining potential development sites

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interface with the habitable windows. This is considered minimal and as depicted by the plan still enables sufficient development to occur on these adjoining lots.

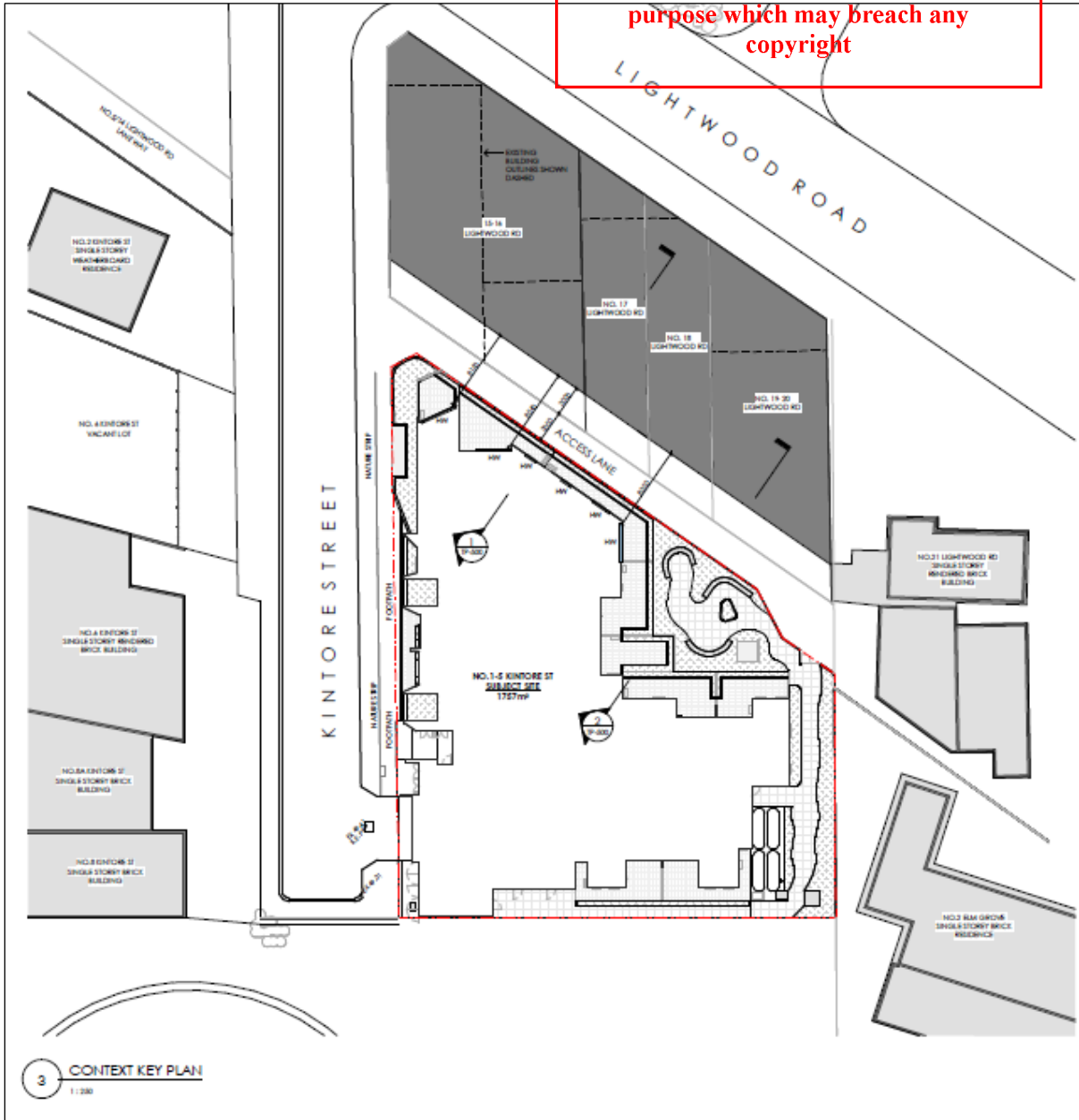


Figure 20 - Context Key Plan highlighted north facing habitable room window setbacks

6.7 Traffic Considerations

The car parking requirements for the proposal are set out in Clause 52.06 of the Greater Dandenong Planning Scheme. The statutory car parking requirements are outlined in the table below for the proposed use and development:

Requirement	Rate	Requirement	Proposed Provision
Dwelling	1 space per one or two bedroom dwelling	96	32
	2 spaces per three or more bedroom dwelling		



Requirement	Rate	Requirement	Proposed Provision
Visitor Car Parking	Nil required		
Office	3 spaces to each 100 square metres of net floor area	4	2
Total		100	34

The car parking rate required therefore totals to 100 spaces. The proposal provides for a total of 34 car parking spaces which leaves a shortfall of 66 spaces and therefore triggers the need for a reduction to the required car parking rate. Despite this, the outcome is considered appropriate with regard to the site's proximity to train stations and bus stops. Moreover, an area of car parking is to be retained adjacently to the east of the site which will afford car parking opportunities for future residents and visitors to the site.

Please refer to the provided Traffic and Transport Assessment, that concludes that the proposed car parking provision is appropriate.

In addition, the car park is appropriately designed and complies with Clause 52.06-9 in the following ways:

- The crossovers are provided with a corner splay in accordance with Clause 52.06-9;
- All car spaces are a minimum 2.6 metres wide and 4.9 metres deep; and
- Accessways are a minimum of 3m wide.

6.7.1 Bicycle Parking Facilities

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Greater Dandenong Planning Scheme. These requirements are set out in the following table.

Use	Employee/Resident	Visitor	Total Required	Total Provided
Dwellings	In developments of four or more storeys, 1 to each 5 dwellings	In developments of four or more storeys, 1 to each 10 dwellings	26	42
Office	1 to each 300 sq m of net floor area if the net floor area exceeds 1000 sq m	1 to each 1000 sq m of net floor area if the net floor area exceeds 1000 sq m	0	
Total Bicycle Facilities			26	

The proposed development seeks to provide 42 bicycle parking facilities. This is well in excess of that required by clause 52.34 of the Greater Dandenong Planning Scheme and is therefore considered an appropriate response.

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7 Conclusion

The proposal seeks to develop this strategic site to provide a high-quality mixed-use building with apartments at the upper levels and generous communal spaces. AOA Christopher Peck and the broader project team have worked diligently to provide a fit-for-purpose and site-responsive proposal that will provide a high-level of amenity for future residents and a net benefit for the wider community, through the provision of 100% affordable housing apartments. A key to achieving a successful outcome for the site has been adherence and observance to the key strategic planning framework and built form drivers for the site.

Of note, the proposal appropriately balances strategic drivers in favour of a net benefit for the community for the following key reasons:

- The proposal responds strongly to the strategic planning drivers, particularly at a local level, but notably in line with State Government aspirations as per Victoria's Housing Statement;
- It provides a 87 affordable housing apartments;
- The composition of the proposal provides for a visually responsive building, that will be of architectural interest, whilst also making a substantial contribution to the housing stock of Springvale;
- Generous internal and external communal facilities will be provided on-site to assist in comfortable supplementary areas for residents;
- The proposal features a unique arrangement where a commercial tenancy will be a focus of the ground floor level to achieve an appropriate activation of the street;
- Off-site impacts have been mitigated through a considered design response including building composition that affords minimal shadowing impacts to the private land and public domain interfacing with the south of the site;
- A strong ESD response has been provided, going beyond minimum requirements; and
- The proposal includes sufficient car parking spaces given the location and future occupants, with car parking provided below ground to minimise impacts on the surrounding street network and neighbouring properties.

For the reasons outlined above and those in the supporting information, we submit that the proposal is sound and a permit should issue (subject to standard conditions) to allow the project to be realised.

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Appendix A – Clause 58 Assessment

Urban Context – Clause 58.02

Title & Objective	Standard	Complies/Does Not Comply/ Variation Required
<p>D1 Urban Context</p> <p>To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area.</p> <p>To ensure that development responds to the features of the site and the surrounding area.</p>	<p>The design response must be appropriate to the urban context and the site.</p> <p>The proposed design must respect the existing or preferred urban context and respond to the features of the site.</p>	<p>✓ Complies</p>
<p>D2 Residential Policy</p> <p>To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.</p> <p>To support higher density residential development where development can take advantage of public and community infrastructure and services.</p>	<p>An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes how the development is consistent with any relevant policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.</p>	<p>✓ Complies</p>
<p>D3 Dwelling Diversity</p> <p>To encourage a range of dwelling sizes and types in developments of ten or more dwellings.</p>	<p>Developments of ten or more dwellings should provide a range of dwelling sizes and types, including dwellings with a different number of bedrooms.</p>	<p>✓ Complies</p> <p>A mix of 1-, 2-, and 3-bedroom apartments are provided.</p>
<p>D4 Infrastructure</p> <p>To ensure development is provided with appropriate utility services and infrastructure.</p> <p>To ensure development does not unreasonably overload the capacity of utility services and infrastructure.</p>	<p>Development should be connected to reticulated services, including reticulated sewerage, drainage, electricity and gas, if available.</p> <p>Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads.</p> <p>In areas where utility services or infrastructure have little or no spare capacity, developments should provide</p>	<p>✓ Complies</p> <p>The proposal will not unreasonably overload the capacity of utility services and infrastructure.</p>

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Title & Objective	Standard	Complies/Does Not Comply/ Variation Required
	for the upgrading of or mitigation of the impact on services or infrastructure.	
<p>D5 Integration with the Street</p> <p>To integrate the layout of development with the street.</p> <p>To support development that activates street frontage.</p>	<p>Development should be oriented to front existing and proposed streets.</p> <p>Along street frontage, development should:</p> <ul style="list-style-type: none"> ▪ Incorporate pedestrian entries, windows, balconies or other active spaces. ▪ Limit blank walls. ▪ Limit high front fencing, unless consistent with the existing urban context. ▪ Provide low and visually permeable front fences, where proposed. ▪ Conceal car parking and internal waste collection areas from the street. <p>Development next to existing public open space should be designed to complement the open space and facilitate passive surveillance.</p>	<p>✓ Complies</p> <p>The development is appropriately integrated with the layout of the street and will ensure the street connectivity is not undermined.</p> <p>The zoning provisions encourage development at higher densities; therefore, the proposal is considered to align with the envisioned future character of the area.</p> <p>The development is not located next to existing public open space.</p>

Site Layout – Clause 58.03

Title & Objective	Standard	Complies/Does Not Comply/ Variation Required
<p>D6 Energy Efficiency</p> <p>To achieve and protect energy efficient dwellings and buildings.</p> <p>To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.</p> <p>To ensure dwellings achieve adequate thermal efficiency.</p>	<p>Buildings should be:</p> <ul style="list-style-type: none"> ▪ Oriented to make appropriate use of solar energy. ▪ Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced. <p>Living areas and private open space should be located on the north side of the development, if practicable.</p> <p>Developments should be designed so that solar access to north-facing windows is optimised.</p> <p>Dwellings located in a climate zone identified in Table D1 [not shown] should not exceed the maximum NatHERS annual cooling load.</p>	<p>✓ Complies</p> <p>A large proportion of apartments are north, east- or west-facing.</p> <p>The extent of south facing balconies has been minimised as much as practically possible.</p> <p>There are no adjoining buildings or structures which would impact the energy efficiency of the proposal.</p>

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Title & Objective	Standard	Complies/Does Not Comply/ Variation Required
<p>D7 Communal Open Space</p> <p>To provide communal open space that meets the recreation and amenity needs of residents.</p> <p>To ensure that communal open space is accessible, practical, attractive, easily maintained.</p> <p>To ensure that communal open space is integrated with the layout of the development and enhances resident amenity.</p>	<p>A development of 10 or more dwellings should provide a minimum area of communal outdoor open space of 30 square metres.</p> <p>If a development contains 13 or more dwellings, the development should also provide an additional minimum area of communal open space of 2.5 square metres per dwelling or 220 square metres, whichever is the lesser. This additional area may be indoors or outdoors and may consist of multiple separate areas of communal open space.</p> <p>Each area of communal open space should be:</p> <ul style="list-style-type: none"> ▪ Accessible to all residents. ▪ A useable size, shape and dimension. ▪ Capable of efficient management. ▪ Located to: <ul style="list-style-type: none"> - Provide passive surveillance opportunities, where appropriate. - Provide outlook for as many dwellings as practicable. - Avoid overlooking into habitable rooms and private open space of new dwellings. - Minimise noise impacts to new and existing dwellings and existing small second dwellings. <p>Any area of communal outdoor open space should be landscaped and include canopy cover and trees.</p>	<p>✓ Complies</p> <p>Convenient, useful, and manageable communal open spaces in-excess of this requirement has been provided at the ground floor level.</p> <p>The proposal provides 246m² of communal open (above requirements) which is afforded within the ground level eastern and northern setbacks.</p>
<p>D8 Solar Access to Communal Outdoor Open Space</p> <p>To allow solar access into communal outdoor open space.</p>	<p>The communal outdoor open space should be located on the north side of a building, if appropriate.</p> <p>At least 50 per cent or 125 square metres, whichever is the lesser, of the primary communal outdoor open space should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.</p>	<p>✓ Complies</p> <p>The northern and eastern ground floor areas of communal open space are appropriately orientated to the north and will receive ample solar access.</p>

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Title & Objective	Standard	Complies/Does Not Comply/ Variation Required
<p>D9 Safety</p> <p>To ensure the layout of development provides for the safety and security of residents and property.</p>	<p>Entrances to dwellings should not be obscured or isolated from the street and internal accessways.</p> <p>Planting which creates unsafe spaces along streets and accessways should be avoided.</p> <p>Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways.</p> <p>Private spaces within developments should be protected from inappropriate use as public thoroughfares.</p>	<p>✓ Complies</p> <p>All entrances are clearly identifiable and pedestrian sight lines and safety are maintained.</p> <p>There is opportunity for passive surveillance to and from the street.</p>
<p>D10 Landscaping</p> <p>To provide landscaping that supports the existing or preferred urban context of the area and reduces the visual impact of buildings on the streetscape.</p> <p>To preserve existing canopy cover and support the provision of new canopy cover.</p> <p>To ensure landscaping is climate responsive, supports biodiversity, wellbeing and amenity and reduces urban heat.</p>	<p>Development should retain existing trees and canopy cover.</p> <p>Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made.</p> <p>Development should:</p> <ul style="list-style-type: none"> ▪ Provide the canopy cover and deep soil areas specified in Table D2. Existing trees can be used to meet the canopy cover requirements of Table D2 [not shown]. ▪ Provide canopy cover through canopy trees that are: <ul style="list-style-type: none"> - Located in an area of deep soil specified in Table D3 [not shown]. Where deep soil cannot be provided trees should be provided in planters specified in Table D3. - Consistent with the canopy diameter and height at maturity specified in Table D4 [not shown]. - Located in communal outdoor open space or common areas or street frontages. ▪ Comprise smaller trees, shrubs and ground cover, including flowering native species. ▪ Include landscaping, such as climbing plants or smaller plants in planters, in the street frontage and 	<p>✓ Complies</p> <p>As discussed previously, a generous landscape response is proposed for the site, including good area for deep soil planting observed within all setbacks.</p> <p>While deep soil supply is short of requirements, there is adequate supplementary tree planting opportunity found through raised planter boxes.</p> <p>For further details please refer to the submitted Landscape Plan prepared by Plan E.</p>

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Title & Objective	Standard	Complies/Does Not Comply/ Variation Required
	<p>in outdoor areas, including communal outdoor open space.</p> <ul style="list-style-type: none"> ▪ Shade outdoor areas exposed to summer sun through landscaping or shade structures and use paving and surface materials that lower surface temperatures and reduce heat absorption. ▪ Be supported by irrigation systems which utilise alternative water sources such as rainwater, stormwater and recycled water. ▪ Protect any predominant landscape features of the area. ▪ Take into account the soil type and drainage patterns of the site. ▪ Provide a safe, attractive and functional environment for residents. ▪ Specify landscape themes, vegetation (location and species), irrigation systems, paving and lighting. 	<div style="border: 2px solid red; padding: 10px; text-align: center;"> <p>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</p> </div>
<p>D11 Access</p> <p>To ensure that vehicle crossovers are designed and located to provide safe access for pedestrians, cyclists and other vehicles.</p> <p>To ensure the vehicle crossovers are designed and located to minimise visual impact.</p>	<p>Vehicle crossovers should be minimised.</p> <p>Car parking entries should be consolidated, minimised in size, integrated with the façade and where practicable located at the side or rear of the building.</p> <p>Pedestrian and cyclist access should be clearly delineated from vehicle access.</p> <p>The location of crossovers should maximise pedestrian safety and the retention of on-street car parking spaces and street trees.</p> <p>Developments must provide for access for service, emergency and delivery vehicles.</p>	<p>✓ Complies</p> <p>Vehicle access is consolidated to a single vehicle entry to the front (with the appropriate sightlines).</p> <p>The width of the vehicle entrance has been minimised as far as practicable to maximise active frontage.</p> <p>Please see the provided Traffic and Transport Assessment for further details.</p>
<p>D12 Parking Location</p> <p>To provide convenient parking for resident and visitor vehicles.</p>	<p>Car parking facilities should:</p> <ul style="list-style-type: none"> ▪ Be reasonably close and convenient to dwellings. ▪ Be secure. ▪ Be well ventilated if enclosed. 	<p>✓ Complies</p> <p>The proposed car parking is conveniently located within the communal basement, accessible to all levels via internal elevators.</p>

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Title & Objective	Standard	Complies/Does Not Comply/ Variation Required
To protect residents from vehicular noise within developments.	Shared accessways or car parks of other dwellings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.	
<p>D13 Integrated Water and Stormwater Management</p> <p>To encourage the use of alternative water sources such as rainwater, stormwater and recycled water.</p> <p>To facilitate stormwater collection, utilisation and infiltration within the development.</p> <p>To encourage development that reduces the impact of stormwater run-off on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.</p>	<p>Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use.</p> <p>Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority. The stormwater management system should be:</p> <ul style="list-style-type: none"> ▪ Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater – Best Practice Environmental Management Guidelines (Victorian Stormwater Committee 1999) as amended. ▪ Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas. 	<p>✓ Complies</p> <p>See provided Sustainability Management Plan for further details.</p>

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Amenity Impacts – Clause 58.04

Title & Objective	Standard	Complies/Does Not Comply/ Variation Required
<p>D14 Building Setback</p> <p>To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area.</p> <p>To allow adequate daylight into new dwellings.</p>	<p>The built form of the development must respect the existing or preferred urban context and respond to the features of the site.</p> <p>Buildings should be set back from side and rear boundaries, and other buildings within the site to:</p> <ul style="list-style-type: none"> ▪ Ensure adequate daylight into new habitable room windows. ▪ Avoid direct views into habitable room windows and private open space of new and existing dwellings. Developments should 	<p>✓ Complies</p> <p>Due to the considered siting and arrangement of the proposed building, including all setbacks, a strong response to the context including neighbours has been provided.</p>

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Title & Objective	Standard	Complies/Does Not Comply/ Variation Required
<p>To limit views into habitable room windows and private open space of new and existing dwellings.</p> <p>To provide a reasonable outlook from new dwellings.</p> <p>To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.</p>	<p>avoid relying on screening to reduce views.</p> <ul style="list-style-type: none"> ▪ Provide an outlook from dwellings that creates a reasonable visual connection to the external environment. ▪ Ensure the dwellings are designed to meet the objectives of Clause 58. 	
<p>D15 Internal Views</p> <p>To limit views into the private open space and habitable room windows of dwellings within a development.</p>	<p>Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the private open space of a lower-level dwelling</p>	<p>✓ Complies</p> <p>Internal views are prevented through appropriate screening and glazing treatments where required.</p>
<p>D16 Noise Impacts</p> <p>To contain noise sources in developments that may affect existing dwellings.</p> <p>To protect residents from external and internal noise sources.</p>	<p>Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings.</p> <p>The layout of new dwellings and buildings should minimise noise transmission within the site.</p> <p>Noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings.</p> <p>New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources.</p> <p>Buildings within a noise influence area specified in Table D5 [not shown] should be designed and constructed to achieve the following noise levels:</p> <ul style="list-style-type: none"> ▪ Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am. ▪ Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm. 	<p>✓ Complies</p> <p>Noise sources such as plant equipment will be located away from noise sensitive rooms and adjoining properties.</p> <p>The very northern edge of the land is just within a noise influence area (train line) but given this is just encroached, it is not considered to likely affect future amenity for residents.</p>

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Title & Objective	Standard	Complies/Does Not Comply/ Variation Required
	<p>Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements.</p> <p>Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.</p>	
<p>D17 Wind Impacts</p> <p>To ensure the built form, design and layout of development does not generate unacceptable wind impacts within the site or on surrounding land.</p>	<p>Development of five or more storeys, excluding a basement should:</p> <ul style="list-style-type: none"> ▪ not cause unsafe wind conditions specified in Table D6 [not shown] in public land, publicly accessible areas on private land, private open space and communal open space; and ▪ achieve comfortable wind conditions specified in Table D6 in public land and publicly accessible areas on private land <p>within a distance of half the greatest length of the building, or half the total height of the building measured outwards on the horizontal plane from the ground floor building façade, whichever is greater.</p> <p>Trees and landscaping should not be used to mitigate wind impacts. This does not apply to sitting areas, where trees and landscaping may be used to supplement fixed wind mitigation elements.</p> <p>Wind mitigation elements, such as awnings and screens should be located within the site boundary, unless consistent with the existing urban context or preferred future development of the area.</p>	<p>✓ Complies</p> <p>Refer to the submitted Wind Impact Assessment for details.</p>

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On-Site Amenity and Facilities – Clause 58.05

Title & Objective	Standard	Complies/Does Not Comply/ Variation Required
<p>D18 Accessibility</p> <p>To ensure the design of dwellings meets the needs of people with limited mobility.</p>	<p>At least 50 per cent of dwellings should have:</p> <ul style="list-style-type: none"> ▪ A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom. ▪ A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area. ▪ A main bedroom with access to an adaptable bathroom. ▪ At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D7 [not shown]. 	<p>✓ Complies</p> <p>All dwellings have been composed to be accessible in-line with these requirements.</p>
<p>D19 Building Entry and Circulation</p> <p>To provide each dwelling and building with its own sense of identity.</p> <p>To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents.</p> <p>To ensure internal communal areas provide adequate access to daylight and natural ventilation.</p>	<p>Entries to dwellings and buildings should:</p> <ul style="list-style-type: none"> ▪ Be visible and easily identifiable. ▪ Provide shelter, a sense of personal address and a transitional space around the entry. <p>The layout and design of buildings should:</p> <ul style="list-style-type: none"> ▪ Clearly distinguish entrances to residential and non-residential areas. ▪ Provide windows to building entrances and lift areas. ▪ Provide visible, safe and attractive stairs from the entry level to encourage use by residents. ▪ Provide common areas and corridors that: <ul style="list-style-type: none"> - Include at least one source of natural light and natural ventilation. - Avoid obstruction from building services. - Maintain clear sight lines. 	<p>✓ Complies</p> <p>The proposal provides an easily identifiable, sheltered, and accessible building entry from Kintore Street.</p> <p>All common areas and corridors are afforded with more than an adequate extent of natural light, are void of building services, and maintain clear sight lines.</p>

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Title & Objective	Standard	Complies/Does Not Comply/ Variation Required
<p>D20 Private Open Space</p> <p>To provide adequate private open space for the reasonable recreation and service needs of residents.</p>	<p>A dwelling should have private open space consisting of at least one of the following:</p> <ul style="list-style-type: none"> ▪ An area at ground level of at least 25 square metres, with a minimum dimension of 3 metres and convenient access from a living room. ▪ A balcony with at least the area and dimensions specified in Table D8 [not shown] and convenient access from a living room. ▪ An area on a podium or other similar base of at least 15 square metres, with a minimum dimension of 3 metres and convenient access from a living room. ▪ An area on a roof of 10 square metres, with a minimum dimension of 2 metres and convenient access from a living room. <p>If a cooling or heating unit is located on a balcony, the minimum balcony area specified in Table D8 should be increased by at least 1.5 square metres.</p> <p>If the finished floor level of a dwelling is 40 metres or more above ground level, the requirements of Table D8 do not apply if at least the area specified in Table D9 [not shown] is provided as living area or bedroom area in addition to the minimum area specified in Table D11 [not shown] or Table D12 [not shown] in Standard D25.</p>	<p>✓ Complies</p> <p>All dwellings are provided with either a ground floor terrace or a balcony for private recreation needs.</p> <p>All areas are of good proportions and generally of a good orientation.</p>
<p>D21 Storage</p> <p>To provide adequate storage facilities for each dwelling</p>	<p>Each dwelling should have convenient access to usable and secure storage space.</p> <p>The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D10 [not shown].</p>	<p>✓ Complies</p> <p>Adequate storage is provided which meets the minimum storage requirements of the scheme.</p>

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Detailed Design – Clause 58.06

Title & Objective	Standard	Complies/Does Not Comply/ Variation Required
<p>D22 Common Property</p> <p>To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained.</p> <p>To avoid future management difficulties in areas of common ownership</p>	<p>Developments should clearly delineate public, communal and private areas.</p> <p>Common property, where provided, should be functional and capable of efficient management.</p>	<p>✓ Complies</p> <p>Public and private areas are clearly delineated.</p> <p>Common property has been simplistically designed to ensure that it is functional and can be easily maintained.</p>
<p>D23 Site Services</p> <p>To ensure that site services can be installed and easily maintained.</p> <p>To ensure that site facilities are accessible, adequate and attractive.</p>	<p>The design and layout of dwellings should provide sufficient space (including easements where required) and facilities for services to be installed and maintained efficiently and economically.</p> <p>Mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development.</p> <p>Mailboxes should be provided and located for convenient access as required by Australia Post.</p>	<p>✓ Complies</p> <p>The proposal provides sufficient space for services and mailboxes that can be conveniently accessed by residents and relevant bodies.</p>
<p>D24 Waste and Recycling</p> <p>To ensure dwellings are designed to encourage waste recycling.</p> <p>To ensure that waste and recycling facilities are accessible, adequate and attractive.</p> <p>To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.</p>	<p>Developments should include dedicated areas for:</p> <ul style="list-style-type: none"> ▪ Waste and recycling enclosures which are: <ul style="list-style-type: none"> - Adequate in size, durable, waterproof and blend in with the development. - Adequately ventilated. - Located and designed for convenient access by residents and made easily accessible to people with limited mobility. ▪ Adequate facilities for bin washing. These areas should be adequately ventilated. ▪ Collection, separation and storage of waste and recyclables, including where appropriate opportunities for on-site management of food waste 	<p>✓ Complies</p> <p>The proposal conveniently locates residential waste and recycling bins within the bin store at ground level. The bin store is easily accessible by waste services and will ensure that waste is stored in a clean and well-ventilated space.</p> <p>Moreover, waste chutes are provided within each level to improve convenience for waste disposal for future residents.</p> <p>Please see provided Waste Management Plan for further details.</p>

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Title & Objective	Standard	Complies/Does Not Comply/ Variation Required
	<p>through composting or other waste recovery as appropriate.</p> <ul style="list-style-type: none"> ▪ Collection, storage and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing. ▪ Adequate circulation to allow waste and recycling collection vehicles to enter and leave the site without reversing. ▪ Adequate internal storage space within each dwelling to enable the separation of waste, recyclables and food waste where appropriate. <p>Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and:</p> <ul style="list-style-type: none"> ▪ Be designed to meet the better practice design options specified in <i>Waste Management and Recycling in Multi-unit Developments</i> (Sustainability Victoria, 2019). ▪ Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements. 	<div style="border: 2px solid red; padding: 10px; text-align: center;"> <p>This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright</p> </div>
<p>D25 External Walls and Materials</p> <p>To ensure external walls use materials appropriate to the existing urban context or preferred future development of the area.</p> <p>To ensure external walls endure and retain their attractiveness.</p>	<p>External walls should be finished with materials that:</p> <ul style="list-style-type: none"> ▪ Do not easily deteriorate or stain. ▪ Weather well over time. ▪ Are resilient to the wear and tear from their intended use. <p>External wall design should facilitate safe and convenient access for maintenance.</p>	<p>✓ Complies</p> <p>The material palette has been carefully chosen for long-term viability.</p>

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Internal Amenity – Clause 58.07

Title & Objective	Standard	Complies/Does Not Comply/ Variation Required
<p>D26 Functional Layout</p> <p>To ensure dwellings provide functional areas that meet the needs of residents.</p>	<p>Bedrooms should:</p> <ul style="list-style-type: none"> Meet the minimum internal room dimensions specified in Table D11 [not shown]. Provide an area in addition to the minimum internal room dimensions to accommodate a wardrobe. <p>Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table D12 [not shown].</p>	<p>✓ Complies</p> <p>The proposal provides adequately sized bedrooms and living areas.</p>
<p>D27 Room Depth</p> <p>To allow adequate daylight into single aspect habitable rooms.</p>	<p>Single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height.</p> <p>The depth of a single aspect, open plan, habitable room may be increased to 9 metres if all the following requirements are met:</p> <ul style="list-style-type: none"> The room combines the living area, dining area and kitchen. The kitchen is located furthest from the window. The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level. This excludes where services are provided above the kitchen. <p>The room depth should be measured from the external surface of the habitable room window to the rear wall of the room.</p>	<p>✓ Complies</p> <p>The proposal features living rooms which are all provided to a minimum room depth of 2.5 times the ceiling height.</p>
<p>D28 Windows</p> <p>To allow adequate daylight into new habitable room windows.</p>	<p>Habitable rooms should have a window in an external wall of the building.</p> <p>A window may provide daylight to a bedroom from a smaller secondary area within the bedroom where the window is clear to the sky.</p> <p>The secondary area should be:</p> <ul style="list-style-type: none"> A minimum width of 1.2 metres. A maximum depth of 1.5 times the width, measured from the external surface of the window. 	<p>✓ Complies</p> <p>Habitable room windows are located within an external wall generally.</p>

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Title & Objective	Standard	Complies/Does Not Comply/ Variation Required
<p>D29 Natural Ventilation</p> <p>To encourage natural ventilation of dwellings.</p> <p>To allow occupants to effectively manage natural ventilation of dwellings.</p>	<p>The design and layout of dwellings should maximise openable windows, doors or other ventilation devices in external walls of the building, where appropriate.</p> <p>At least 40 per cent of dwellings should provide effective cross ventilation that has:</p> <ul style="list-style-type: none"> ▪ A maximum breeze path through the dwelling of 18 metres. ▪ A minimum breeze path through the dwelling of 5 metres. ▪ Ventilation openings with approximately the same area. <p>The breeze path is measured between the ventilation openings on different orientations of the dwelling.</p>	<p>✓ Complies</p> <p>All dwellings are provided with effective cross ventilation, as is illustrated in the provided architectural drawings.</p>

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Appendix B – Decision Guidelines

Commercial 1 Zone

Decision Guideline	Assessment
General	
The Municipal Planning Strategy and the Planning Policy Framework.	Considered and complies.
The interface with adjoining zones, especially the relationship with residential areas.	Considered and complies.
Use	
The effect that existing uses may have on the proposed use.	Considered and complies.
The drainage of the land.	Considered and complies.
The availability of and connection to services.	Considered and complies.
The effect of traffic to be generated on roads.	Considered and complies.
The interim use of those parts of the land not required for the proposed use.	N/A
Buildings and works	
The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.	Considered and complies.
The provision of car parking.	Considered and complies.
The streetscape, including the conservation of buildings, the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and the landscaping of land adjoining a road.	Considered and complies.
The storage of rubbish and materials for recycling.	Considered and complies.
Defining the responsibility for the maintenance of buildings, landscaping and paved areas.	Considered and complies.
Consideration of the overlooking and overshadowing as a result of building or works affecting adjoining land in a General Residential Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.	Considered and complies.
The impact of overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.	Considered and complies.
The availability of and connection to services.	Considered and complies.

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Decision Guideline	Assessment
The design of buildings to provide for solar access.	Considered and complies.
The objectives, standards and decision guidelines of Clause 54 and Clause 55. This does not apply to an apartment development.	N/A
For an apartment development, the objectives, standards and decision guidelines of Clause 58.	Considered and complies.

Design and Development Overlay – Schedule 6

Decision Guideline	Assessment
How the development responds to the Springvale Activity Centre Structure Plan (2017) and the Springvale Activity Centre Building Heights and Setbacks Study (2016).	Considered and complies.
Whether the development responds appropriately to the design objectives, building and works requirements including overshadowing, height, setback, access and specific development requirements as set out in this Schedule.	Considered and complies.
The impact of the proposed built form and visual bulk on daylight, sunlight, and sky views from within public open spaces, streets, laneways and/or on adjoining heritage places.	Considered and complies.
Whether the development creates a range of built form typologies that contribute positively to the streetscape and when viewed from a distance.	Considered and complies.
How the interface of the development with the street creates an activated permeable fine grain streetscape and passive surveillance to the street and public realm.	Considered and complies.
How the development creates a strong definition to all streetscapes through high quality buildings that contribute positively particularly on corner sites, at the southern and northern entries to the Activity Centre and within the key public realm.	Considered and complies.
How the development creates a strong definition to all streetscapes through high quality buildings that contribute positively particularly on corner sites, at the southern and northern entries to the Activity Centre and within the key public realm.	Considered and complies.
How the development creates an appropriate transition in building height and design to the residential areas adjoining the Activity Centre and provides a high level of internal amenity for building occupants.	Considered and complies.
How the development has incorporated best practice environmentally sustainable principles into the design.	Considered and complies.

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Decision Guideline	Assessment
The visual impact of car parking, access, loading and servicing on the streetscape and public realm.	Considered and complies.
Provision of new and/or improved existing permeable, safe, high quality pedestrian networks throughout the Activity Centre.	Considered and complies.
How the development demonstrates the impacts of wind on the amenity and usability of nearby public open spaces, streetscapes or the public realm including any appropriate mitigation measures, to achieve safe and comfortable wind conditions.	Considered and complies.

Car parking

Decision Guideline	Assessment
The role and function of nearby roads and the ease and safety with which vehicles gain access to the site.	Considered and complies.
The ease and safety with which vehicles access and circulate within the parking area.	Considered and complies.
The provision for pedestrian movement within and around the parking area.	Considered and complies.
The provision of parking facilities for cyclists and disabled people.	Considered and complies.
The protection and enhancement of the streetscape.	Considered and complies.
The provisions of landscaping for screening and shade.	Considered and complies.
The measures proposed to enhance the security of people using the parking area particularly at night.	Considered and complies.
The amenity of the locality and any increased noise or disturbance to dwellings and the amenity of pedestrians.	Considered and complies.
The workability and allocation of spaces of any mechanical parking arrangement.	Considered and complies.
The design and construction standards proposed for paving, drainage, line marking, signage, lighting and other relevant matters.	Considered and complies.
The type and size of vehicle likely to use the parking area.	Considered and complies.
Whether the layout of car parking spaces and access lanes is consistent with the specific standards or an appropriate variation.	Considered and complies.
The need for the required car parking spaces to adjoin the premises used by the occupier/s, if the land is used by more than one occupier.	N/A

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Decision Guideline	Assessment
Whether the layout of car spaces and accessways are consistent with Australian Standards AS2890.1-2004 (off street) and AS2890.6-2009 (disabled).	Considered and complies.
The relevant standards of Clauses 56.06-2, 56.06-4, 56.06-5, 56.06-7 and 56.06-8 for residential developments with accessways longer than 60 metres or serving 16 or more dwellings.	N/A
Any other matter specified in a schedule to the Parking Overlay.	N/A

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Clause 65

Decision Guideline	Assessment
Approval of an Application or Plan	
The matters set out in section 60 of the Act.	Considered and complies.
The Municipal Planning Strategy and the Planning Policy Framework.	Considered and complies.
The purpose of the zone, overlay or other provision.	Considered and complies.
Any matter required to be considered in the zone, overlay or other provision.	Considered and complies.
The orderly planning of the area.	Considered and complies.
The effect on the amenity of the area.	Considered and complies.
The proximity of the land to any public land.	N/A
Factors likely to cause or contribute to land degradation, salinity or reduce water quality.	Considered and complies.
Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.	Considered and complies.
The extent and character of native vegetation and the likelihood of its destruction.	Considered and complies.
Whether native vegetation is to be or can be protected, planted or allowed to regenerate.	Considered and complies.
The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.	Considered and complies.
The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.	Considered and complies.
The impact the use or development will have on the current and future development and operation of the transport system.	Considered and complies.

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