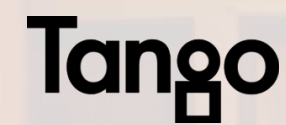


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URBAN CONTEXT & DESIGN REPORT

1-5 KINTORE ST, SPRINGVALE

ADVERTISED PLAN



DOCUMENT	REV	DATE	STATUS	PREPARED BY	APPROVED BY
Urban Context Report	TP1	14/11/2024	PLANNING	Olivia Wetherall	Christopher Peck

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ADVERTISED PLAN

Design Statement for 1-5 Kintore Street, Springvale:

The design intends to create comfortable housing for a variety of user groups, that fosters community but also honours privacy for the residents. The orientation of the building responds to the site by maximising North facing units and limiting overlooking to the sensitive residential interface to the East. Multiple communal areas have been included across the ground plane to facilitate interaction and foster resident wellbeing.

Context

The proposed social housing development would benefit immensely from the locality of the chosen site. The proximity to Springvale train station, Springvale Rise Primary School, as well as the commercial centre on Springvale Road makes the site an ideal location for increased housing supply. With commercial/ industrial areas to the North and West, and a school to the South, the proposed development has a limited boundary with an existing sensitive residential zone. To respond to this condition, the building has been purposefully set back from the Eastern boundary to respect the houses directly adjacent the site.

A Safe Place to Be:

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 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.

Diversity:

The project is made up of a mix of 1,2 and 3 Bed units based on the forecasted needs and requirements of future tenants. The project will be appropriate to house single individuals through to families, diversifying the residents and wider community. 3 bed units have been provided with a secondary bathroom with bath to accommodate the needs of families with young children.

A Comfortable Place to Live:

A minimum of 10% of the dwellings have been designed to a Gold level under the Liveable Housing Guidelines, improving their accessibility for future residents with varied mobility needs and requirements. All other units achieve a Silver standard under the Liveable Housing Guidelines, as well as meeting the requirements of the Apartment Design Guidelines for Victoria.

Active Transport:

The project is located within walking distance of the Springvale Train Station, which runs both the Cranbourne and Pakenham lines directly to the CBD. There is also access to multiple bus routes within a short distance along Lightwood Road. Secure bicycle parking has been provided adjacent to the pedestrian entrance to the lobby, making it safer and more convenient, encouraging more residents to cycle. The cycle parking provision is over and above the statutory required capacity, providing ample and secure options for residents to store their bikes. Carparking has been provided in the basement at a lower rate due to the proximity to public transport options and aiming to future-proof the building given the expected decline of private car ownership over time.

A Connected Community:

Two distinct 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.

Passive Surveillance:

The project was 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.

Materiality:

The building was designed to blend in with the local urban fabric of the area, taking cues from colours and forms near the site. In a largely industrialised area, the red ochre concrete was selected as a feature to connect to the surrounding red brick warehouses and terracotta tiled residential roofs. The building is designed for longevity, and the external materials were selected for their robust and low-maintenance qualities.



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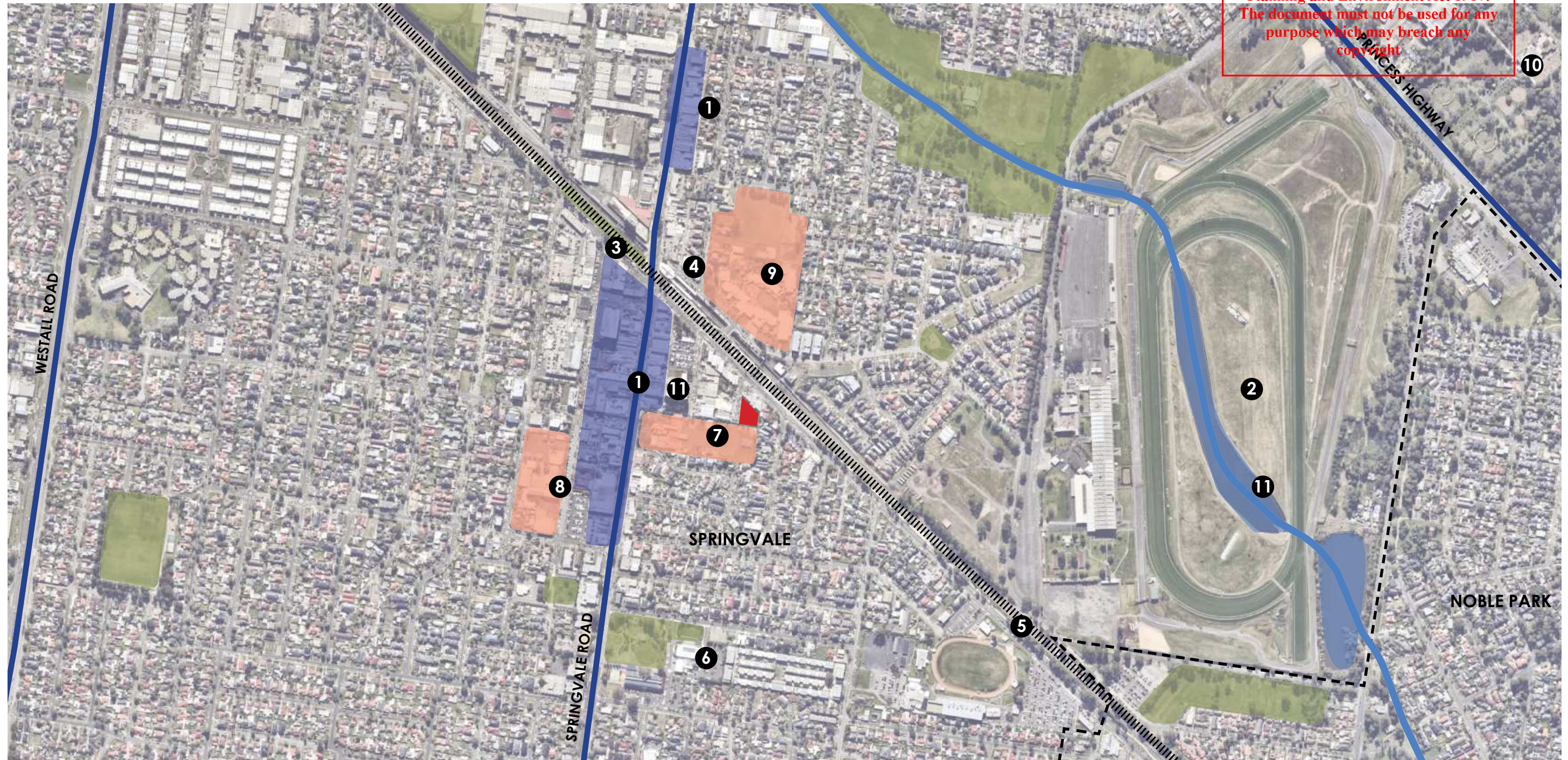
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1.0 URBAN CONTEXT

1.1 MACRO CONTEXT

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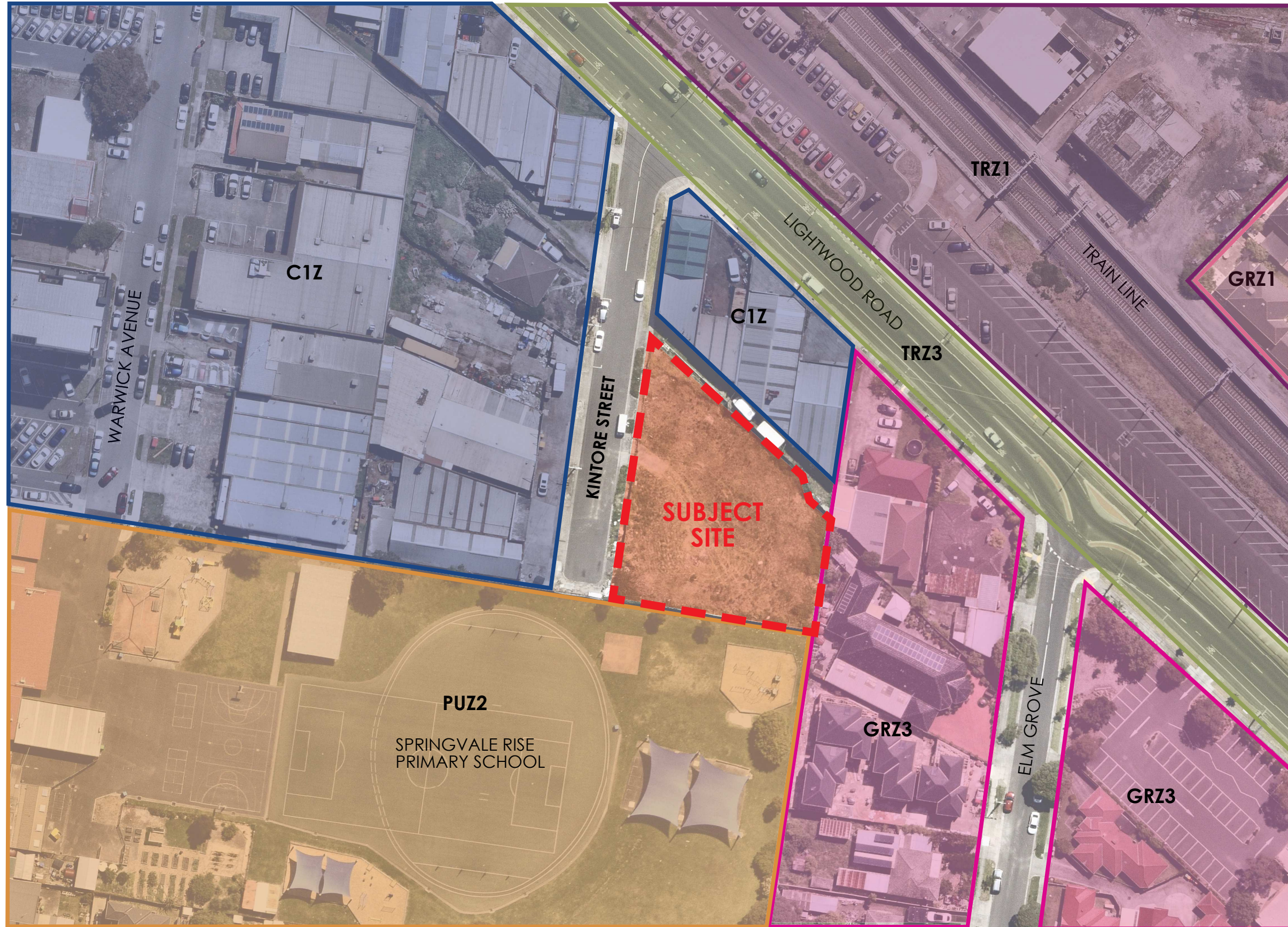
Landmarks

- ① Springvale Shopping Precinct
- ② Sandown Racecourse
- ③ Springvale Market
- ④ Springvale Station
- ⑤ Sandown Park Station
- ⑥ Springvale City Hall
- ⑦ Springvale Rise Primary School
- ⑧ St Joseph's Catholic Primary School
- ⑨ Springvale Park Specialist School
- ⑩ Springvale Botanical Cemetery
- ⑪ Mile Creek
- ⑫ Apartment Developments

Legend

- Subject Site
- Suburb Boundaries
- Precincts
- Public Open Space
- Train Lines
- Main Roads
- Schools

1.2 ZONES & OVERLAYS

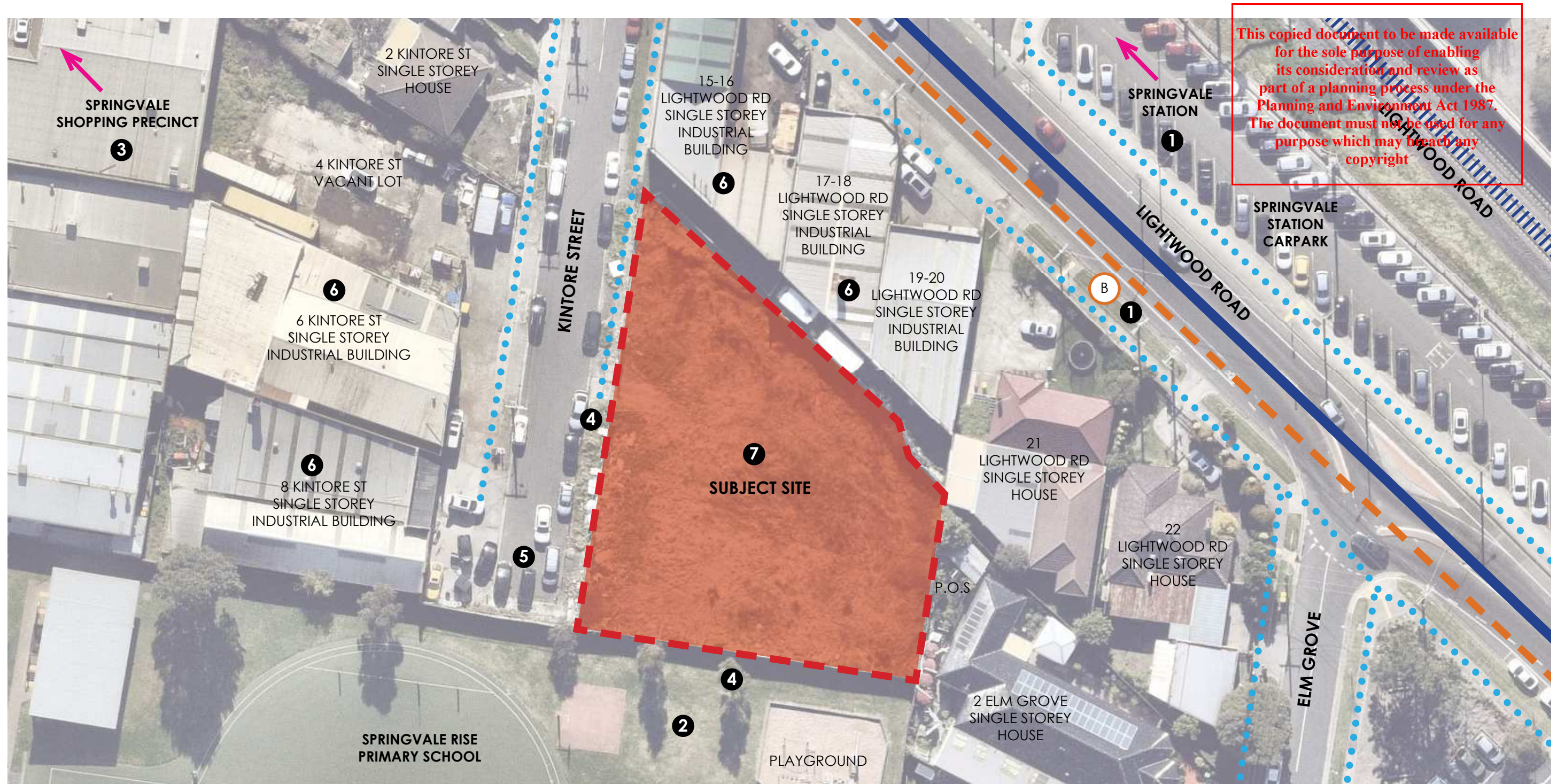


- Subject Site
- TRZ1
Transport Zone 1 - State Transport Infrastructure
- TRZ3
Transport Zone 3 - Significant Municipal Road
- C1Z
Commercial Zone 1
- GRZ1
General Residential Zone 1
- GRZ3
General Residential Zone 3
- PUZ2
Public Use Zone - Education

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1.3 SITE ANALYSIS



Opportunities

- 1 Walkability to Public Transport
- 2 Uninterrupted views over school
- 3 Walkability to shopping precinct
- 4 Clear edges on South and West

Constraints

- 5 Dead end road
- 6 Industrial neighbours & lack of existing activation
- 7 Irregular shaped site

Legend

- Subject Site
- Main Road
- Train Line
- Bus Line
- Bus Stop
- Main Roads
- Schools

1.4 SITE PHOTOS

ADVERTISED PLAN



STREET VIEW 01



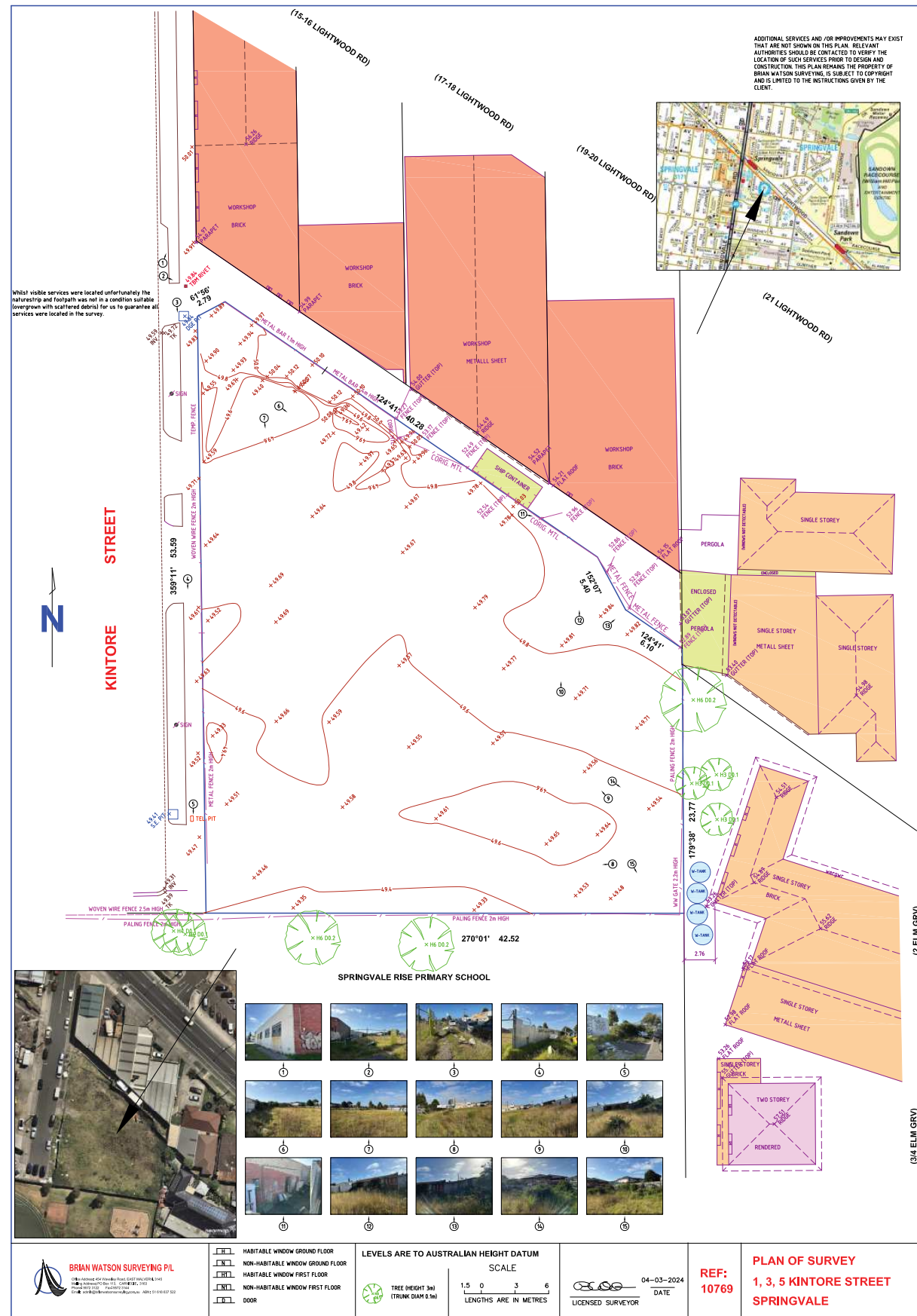
STREET VIEW 02



STREET VIEW 03

1.5 SITE SURVEY

ADVERTISED PLAN



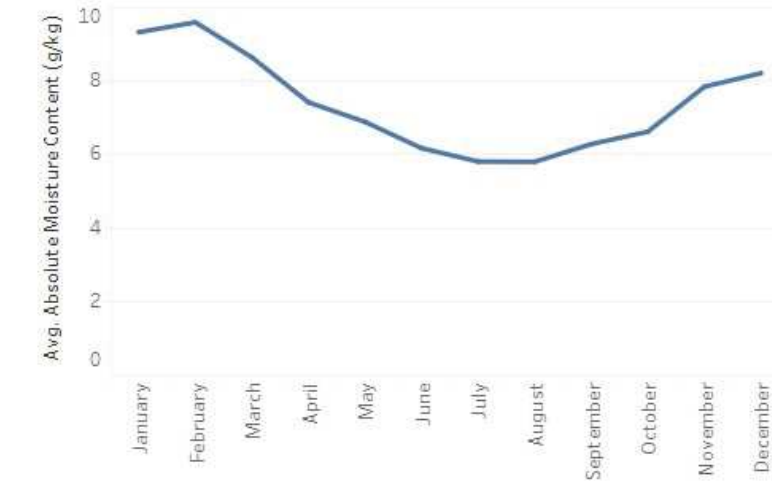
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1.6 NATHERS CLIMATE ZONE

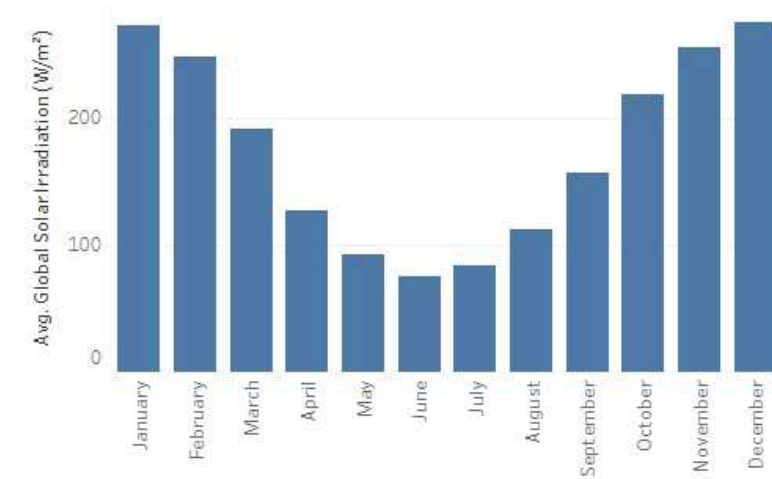
3171 is in Climate Zone 62. Alternative Climate Zones: Null or Null



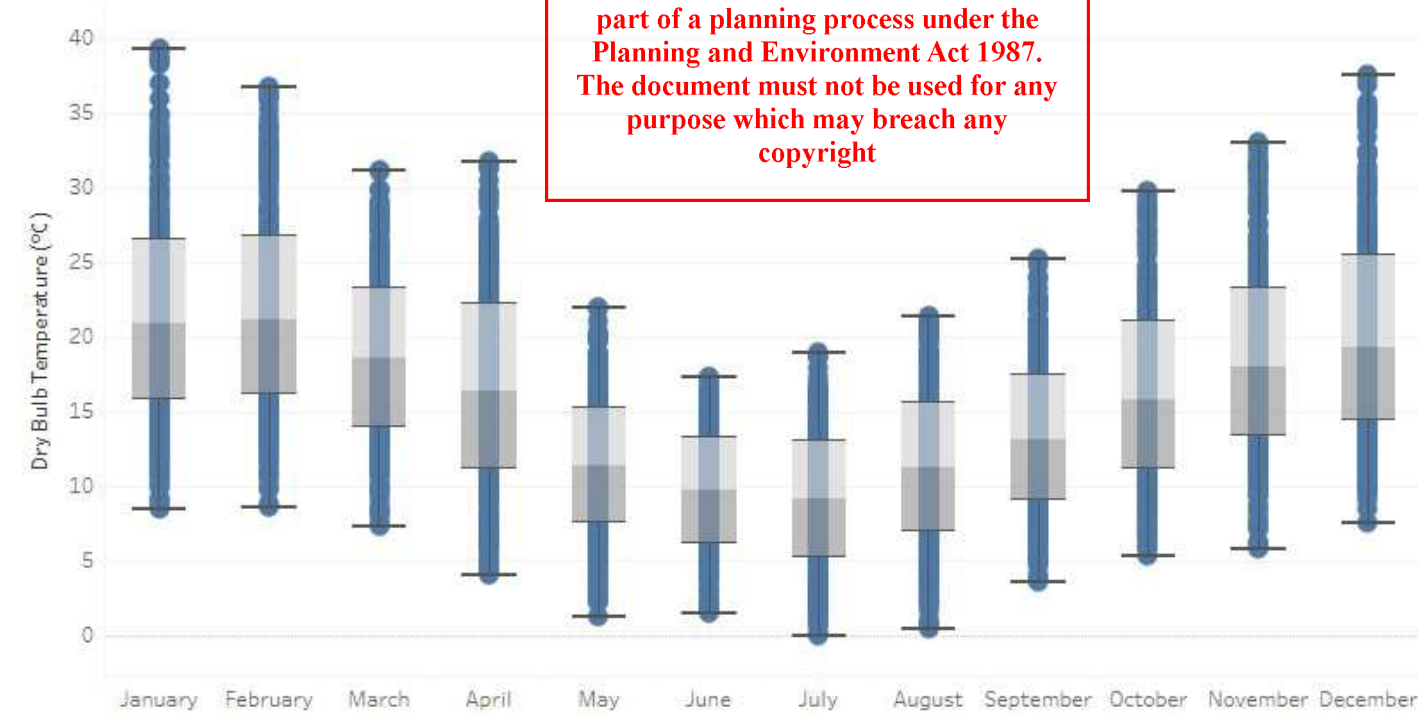
Moisture for 3171



Global Solar for 3171

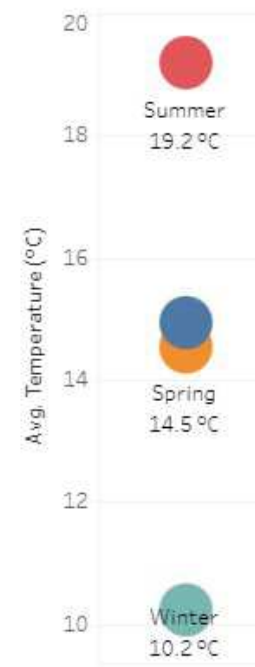


Temperatures for 3171

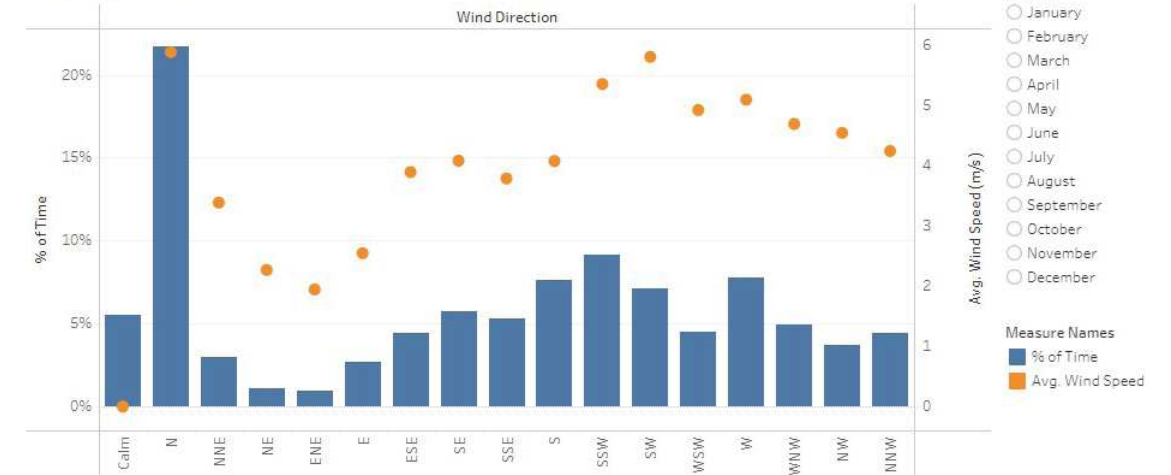


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Average Temperatures



Wind in 3171 for All



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2.0 URBAN PATTERN

2.1 PATTERN OF SUBDIVISION & DEVELOPMENT

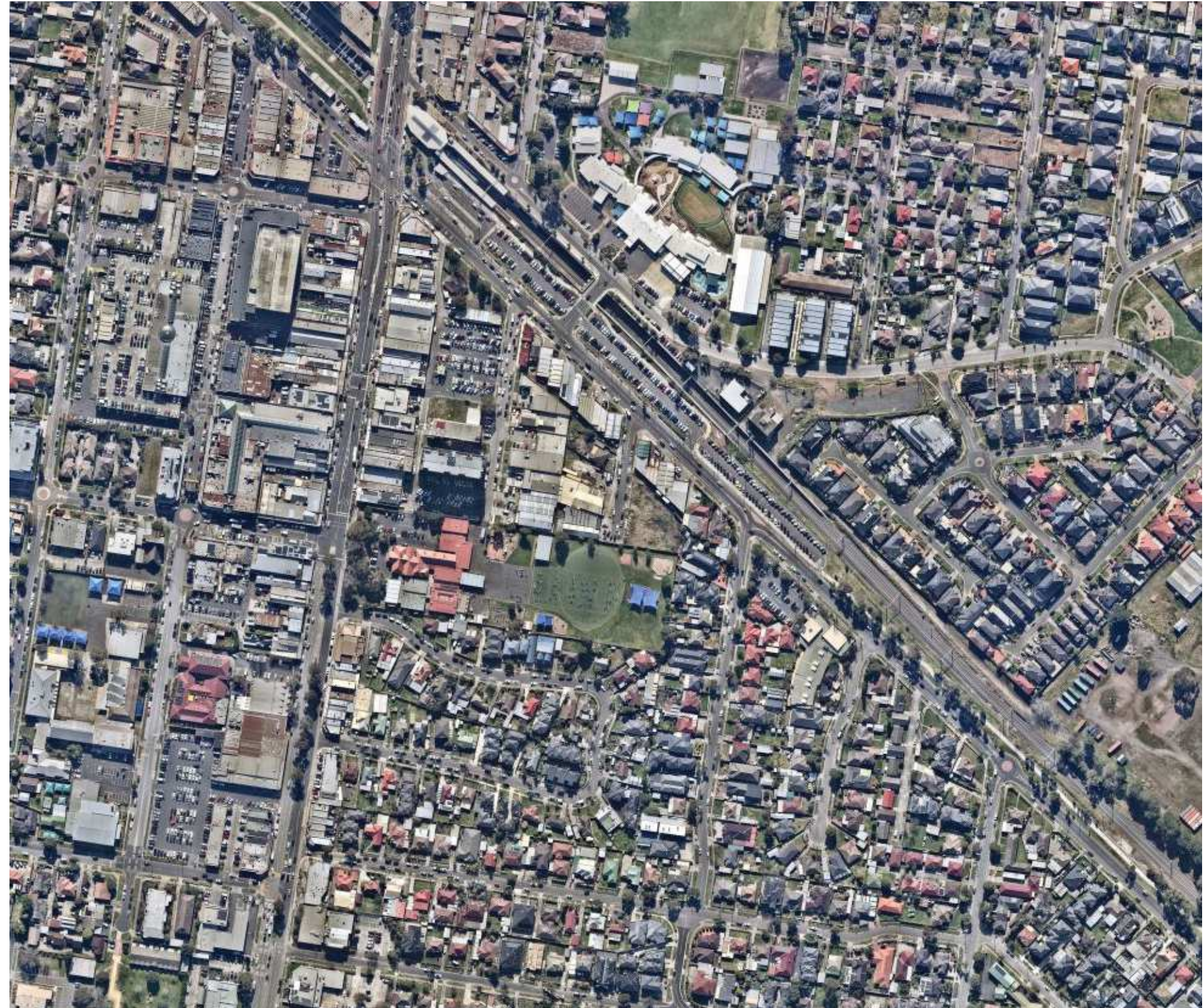
The subject site is surrounded by diverse land uses.

To the south lies Springvale Rise Primary School, with its buildings positioned near the frontage and open spaces, including courts and grassed areas, towards the rear. Beyond the nearly 20,000m² school site, residential land extends 450 metres to Springvale City Hall, featuring mainly single-storey detached homes with some multi-dwelling developments.

To the north, commercial properties front Lightwood Road and are used for light industrial purposes, such as mechanics and motor repairs. This area is adjacent to a railway corridor and parking for Springvale Railway Station, with additional residential land and Springvale Park Special Development School beyond.

To the west, more commercial land surrounds the site, including light industrial uses and a residential property at 2 Kintore Street. Further west is the Springvale Activity Centre, offering commercial, retail, and leisure facilities, anchored by Springvale Road.

To the east, residential properties along Elm Grove, typically single or double-storey homes, reflect the area's General Residential zoning. Approximately 600 metres farther east lies Sandown Racecourse.












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2.2 CIRCULATION PATTERNS



Legend

- | | | | | |
|---|--|--|--|--|
|  Subject Site |  Secondary Road |  Bus Route |  Train Line |  Cycle Path |
|  Main Road |  Laneway |  Bus Stop |  Pedestrian Route | |

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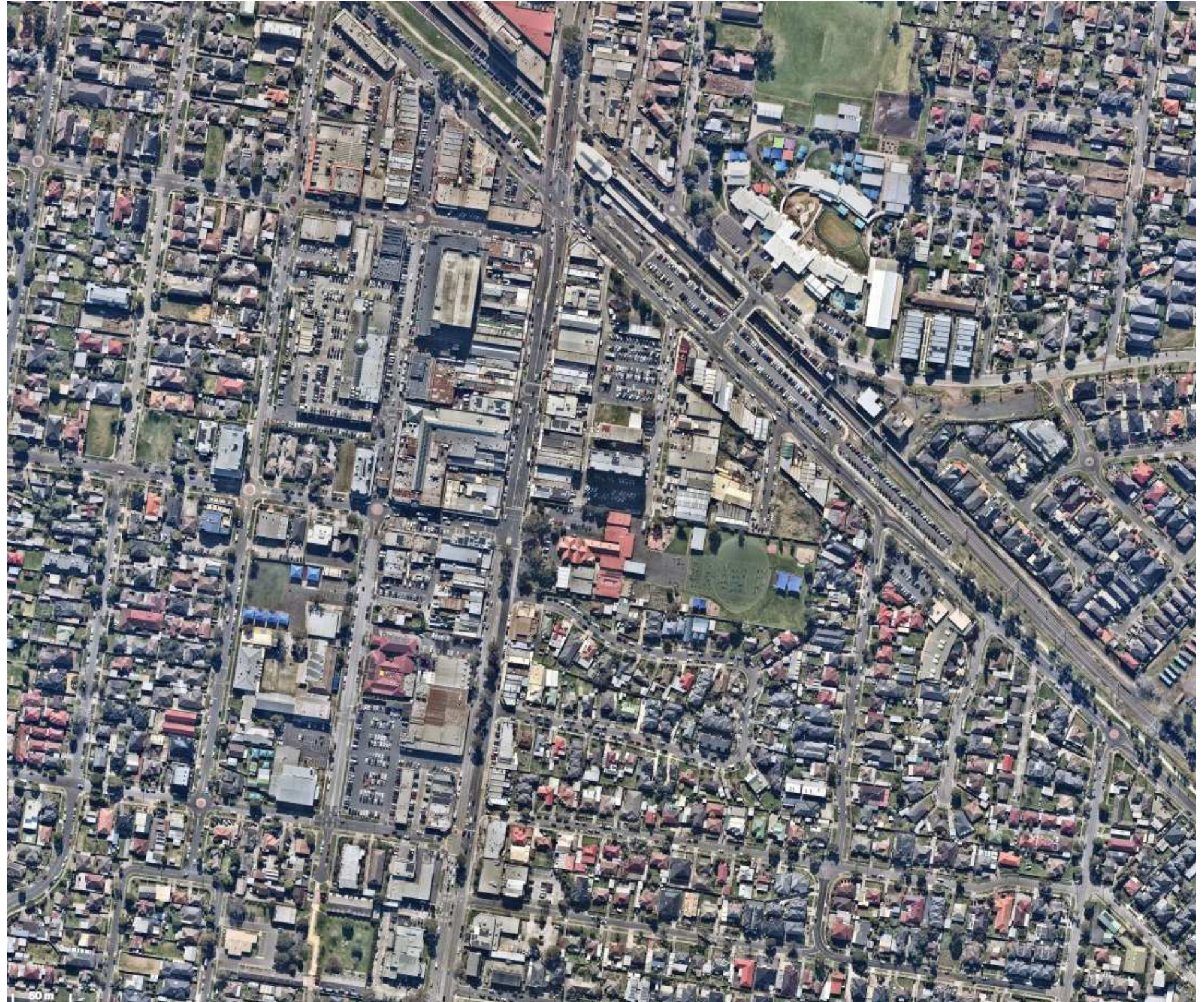
3.0 SUBURB PROFILE

3.1 SPRINGVALE SUBURB PROFILE

Springvale is a diverse and vibrant suburb located approximately 23 kilometers southeast of Melbourne's Central Business District. It is widely recognized for its multicultural community, with significant populations from Vietnamese, Cambodian, and Chinese backgrounds. This cultural diversity is a defining feature of Springvale and is reflected in the suburb's bustling markets, authentic Asian restaurants, and specialty grocers. The suburb's vibrant food scene is a major draw, with Springvale known as a destination for both locals and visitors seeking fresh produce and a wide array of Asian cuisine.

The heart of Springvale is its activity center, anchored by Springvale Road, which serves as the main commercial strip. This area is home to a range of retail businesses, cafes, and services, making it a busy hub for shopping and dining. The suburb also boasts well-developed public transport links, including the Springvale Railway Station, providing easy access to other parts of Melbourne. Springvale offers a blend of residential and commercial areas, with a mix of single and double-storey detached homes, multi-dwelling developments, and light industrial properties.

In addition to its commercial and cultural attractions, Springvale features several parks, schools, and community facilities, contributing to its appeal as a family-friendly suburb. Springvale Rise Primary School and Springvale Park Special Development School serve the educational needs of the community, while nearby Sandown Racecourse offers entertainment and recreational opportunities. Overall, Springvale's dynamic mix of culture, convenience, and community makes it a lively and attractive place to live and visit.



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4.0 ARCHITECTURAL CONTEXT





4.1 STREET DESIGN AND LANDSCAPE

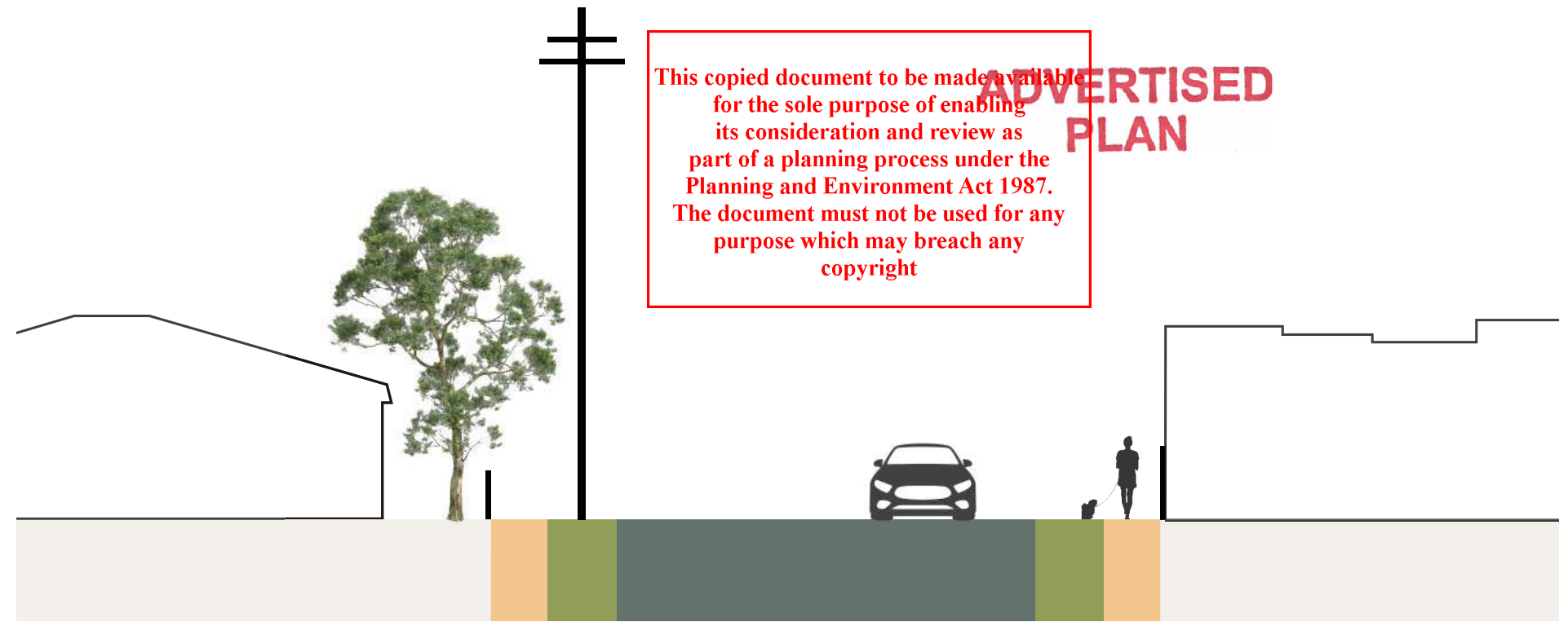
KINTORE STREET

Kintore Street is a small two-way dead end street. There is a poorly kept nature strip and pedestrian path on both sides of the road. The road terminates at Springvale Rise Primary School, where a car would be required to complete a 3 point turn to return back to Lightwood Road.

There is very minimal activity down the street other than for access to the industrial buildings and car servicing yards to the West side of the road.

There are no streetlamps and the footpaths are poorly kept. The existing road does not feel safe or welcoming to pedestrian foot traffic as it currently stands.

-  Footpath
-  Nature Strip
-  Road
-  Private Land



Kintore St Cross Section



Cross Section Reference Plan



View North up Kintore St



View South down Kintore St

4.2 BUILDING FORM, SCALE & RHYTHM

The surrounding buildings are generally low scale 1 or 2 storey residential dwellings or industrial buildings. There are a handful of new developments in the suburb.

Notably, 30 Warwick Avenue which is the next street over from Kintore Street which is a Ground + 7 storey apartment building.

There are also several mid scale apartment buildings and townhouse developments which have been developed close to the Springvale shopping precinct.

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4.3 CONNECTION TO THE PUBLIC REALM

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The proposal will provide an excellent connection to Kintore Street and in turn the wider public realm. The building has successfully activated the street by transforming its ground level into a lively, engaging space that fosters community interactions. The ground-floor retail and commercial tenancy will draw pedestrians in and encourage them to spend time around the building. This increased flow of people throughout the day infuses the street with activity and fosters a sense of connection between the building and public realm. The presence of this feature of the proposal not only serves the building's residents but also attracts people from the surrounding neighbourhood, turning the building into a focal point for social engagement.

A significant design choice in the building's facade, specifically the use of transparent materials like glass for the ground-floor walls, has created an inviting atmosphere that seamlessly connects the interior spaces with the street. Members of the public will be able to view the internal area of the building, which creates curiosity and invites them closer, while those inside can observe the street, blurring the line between public and private space. This transparency adds a sense of safety by reducing visual barriers, encouraging people to feel comfortable and secure as they move along the sidewalk. The result is an open, approachable frontage that enhances the sense of community and interaction between the building and the street.

The thoughtful placement of multiple entrances and exits along the street-facing side of the building has also made a positive impact on the streetscape. Instead of a single, imposing entrance, the building features three access points, encouraging a natural, multidirectional flow of pedestrian and vehicle traffic. This layout makes the building more accessible and integrated with the surrounding neighbourhood, as residents and visitors enter and exit from various locations. By allowing people to approach the building from different angles, these entryways contribute to a sense of openness and create pockets of activity all around the structure, ensuring that no part of the street feels neglected or underused.

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Moreover, the apartment building has activated the street and established a strong connection to the streetscape through its well-thought-out landscaping response, which creates an inviting transition between the private and public realms. Lush greenery, including trees, shrubs, and planters along the building's frontage, has softened the building's edge, transforming the streetscape into an approachable and attractive environment. The vegetation proposed within the frontage provides shade and comfort for pedestrians, cooling the sidewalk on sunny days and adding a pleasant, natural aesthetic to the area. This greenery creates a welcoming edge that encourages people to slow down, linger, and enjoy their surroundings, adding life and visual appeal to the neighbourhood.

Lastly, the apartment building has activated the street and established a strong connection to the streetscape by minimising the setbacks between the building and the sidewalk. This close proximity creates an immediate relationship with the pedestrian environment, bringing the building's activity and architectural detail directly to the edge of the street. With little separation between the building and sidewalk, residents and passersby feel naturally drawn into the space, and the building feels like an integral part of the neighbourhood's rhythm. This design choice eliminates any sense of detachment, encouraging people to engage with the building as they walk by and adding a sense of intimacy and vibrancy to the streetscape.

In addition to reduced setbacks, the building's pedestrian-friendly scale has transformed it into a welcoming, approachable structure rather than an imposing or distant one. The design focuses on human-scaled details, such as ground-floor windows, varied textures, and well-defined entryways, which make the building feel accessible to people walking along the street. Avoiding blank walls and adding visual interest with features like large windows, awnings, and decorative elements ensures an architecturally interesting outcome is achieved, as opposed to a dominant one. This helps create an inviting and stimulating experience for pedestrians, who can interact with the building visually, and it gives the street a continuous sense of engagement. These elements make the building feel like it was designed for people rather than simply as a towering structure above them.



4.4 LOCAL ARCHITECTURAL STYLE

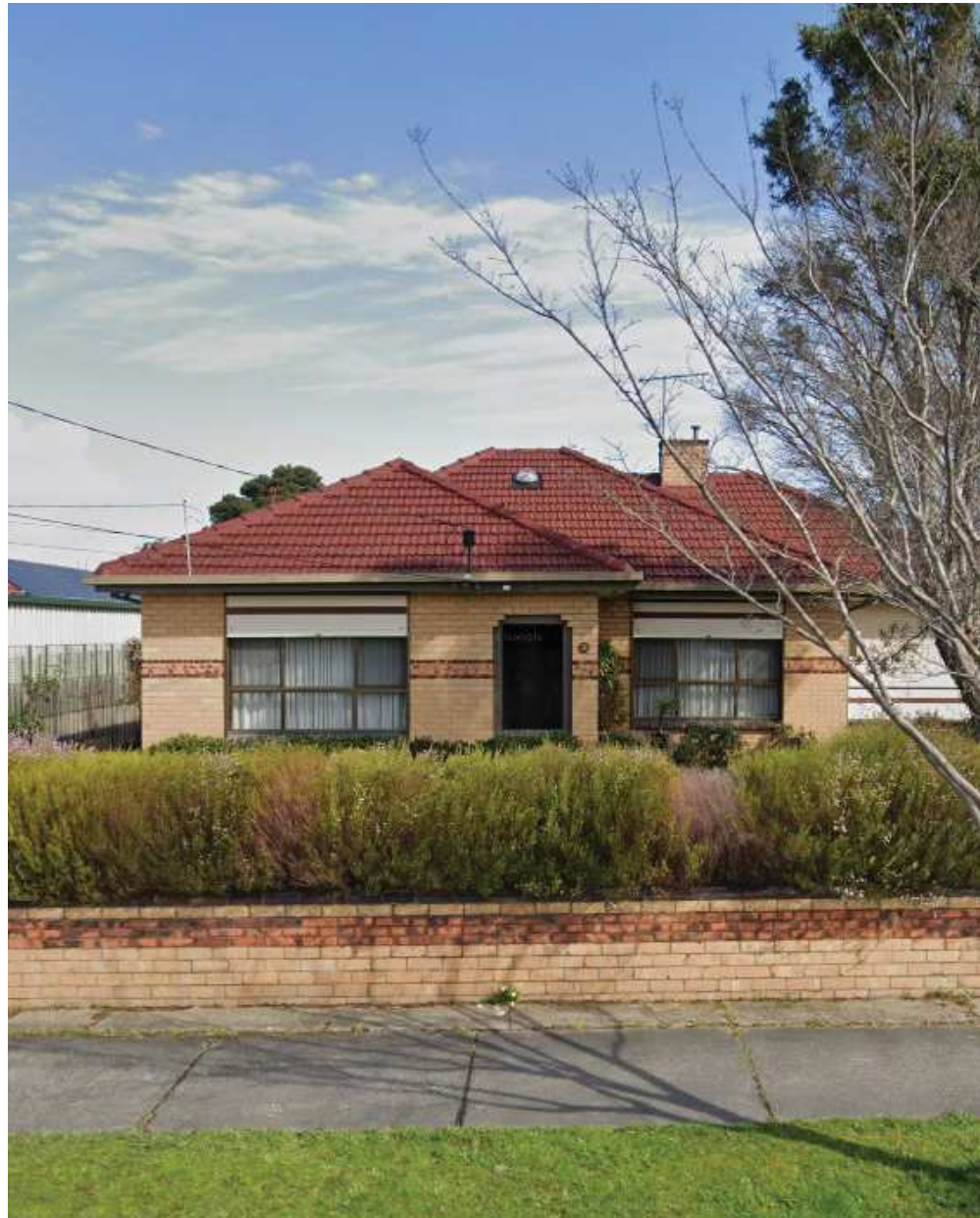
SPRINGVALE TERRACOTTA & BRICK

Springvale has a consistent residential architectural style, with majority of the buildings built around the same time. A recurrent feature is terracotta roof tiles. There is also an extensive use of brick, ranging from blonde to red.

INDUSTRIAL BUILDINGS

There are a number of industrial brick buildings which have a solid mass design and limited ornamentation. The subject site fronts onto several buildings in this style.

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5.0 PLANNING RESPONSE

5.1 PLANNING RESPONSE (DD06)

DDO6 BUILDING HEIGHT & SETBACK REQUIREMENT	RESPONSE
<p>Preferred Maximum Building Height 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>	<p>The proposed building is 23 metres (7 storeys) in height which is generally in line with the preferred height of the DDO6.</p>
<p>Preferred Setbacks 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): 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>	<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 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>	<p>The proposal is appropriately setback to enable adequate servicing of existing and future development. 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>

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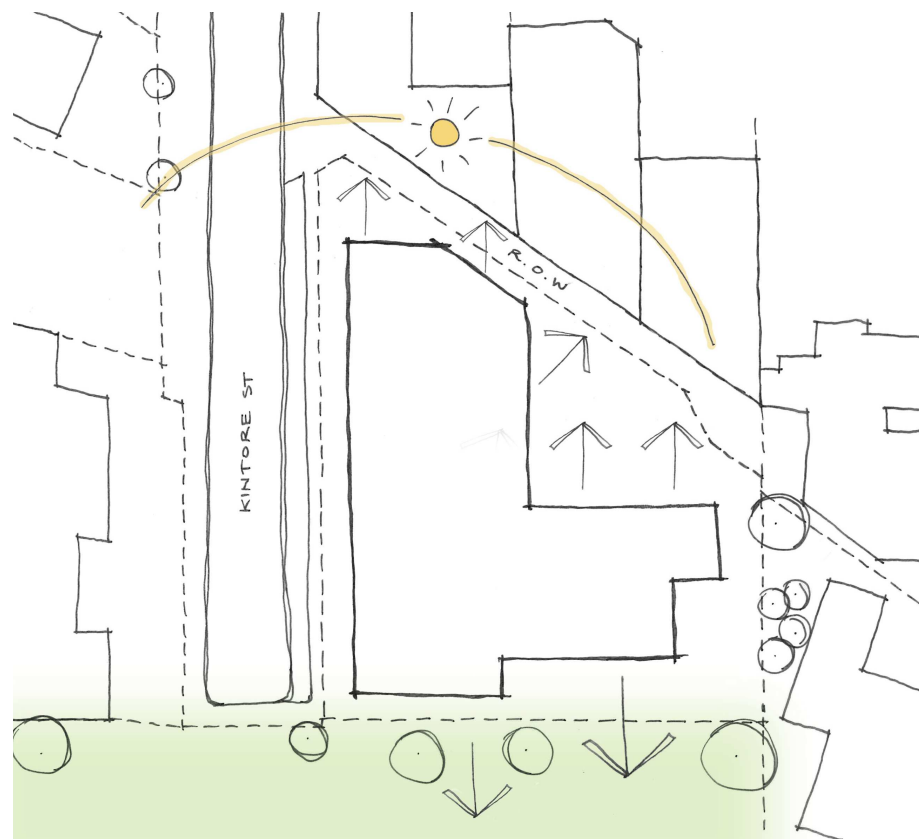
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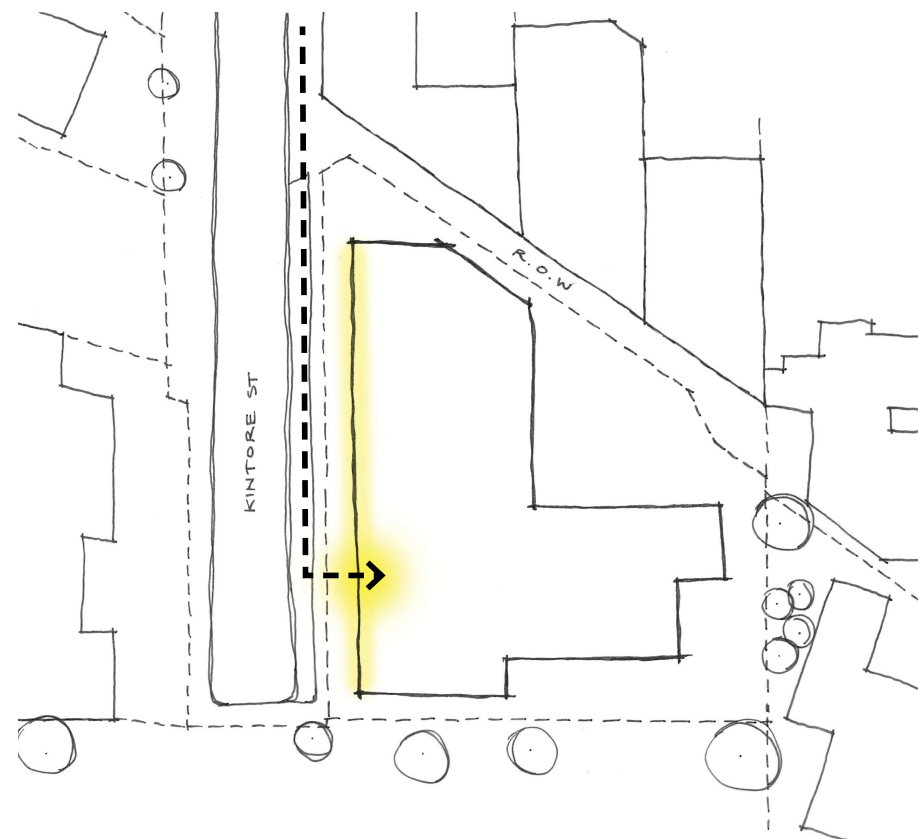
6.0 DESIGN RESPONSE

6.1 SITE RESPONSE

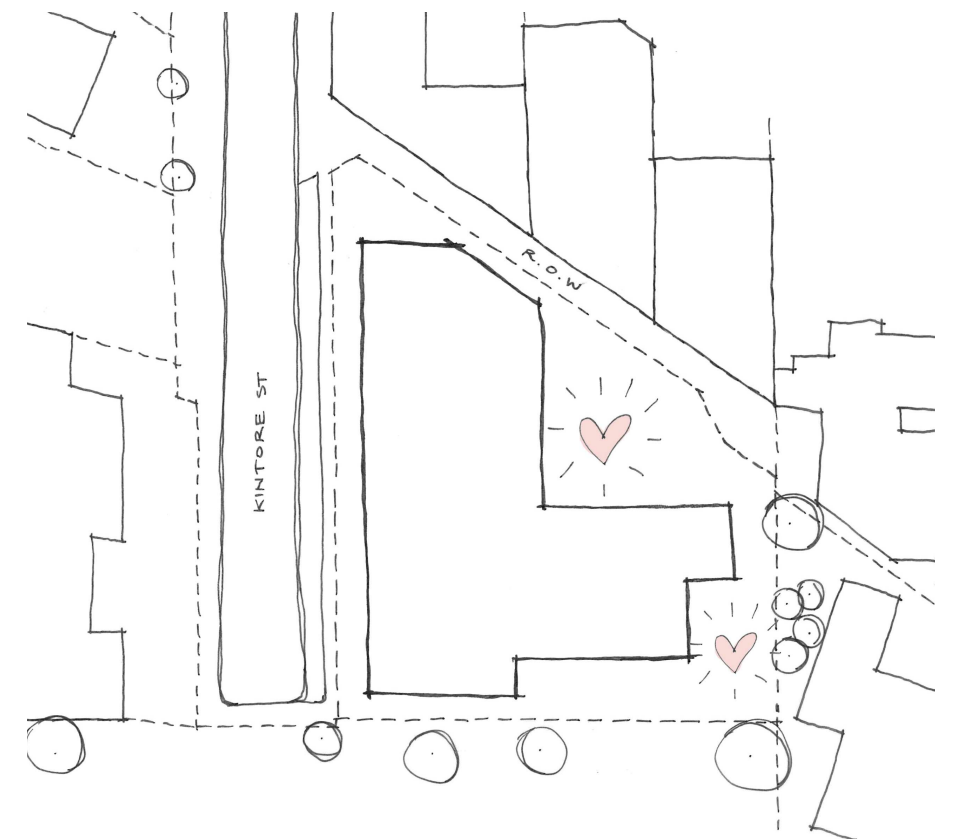
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SOLAR ACCESS & VIEWS



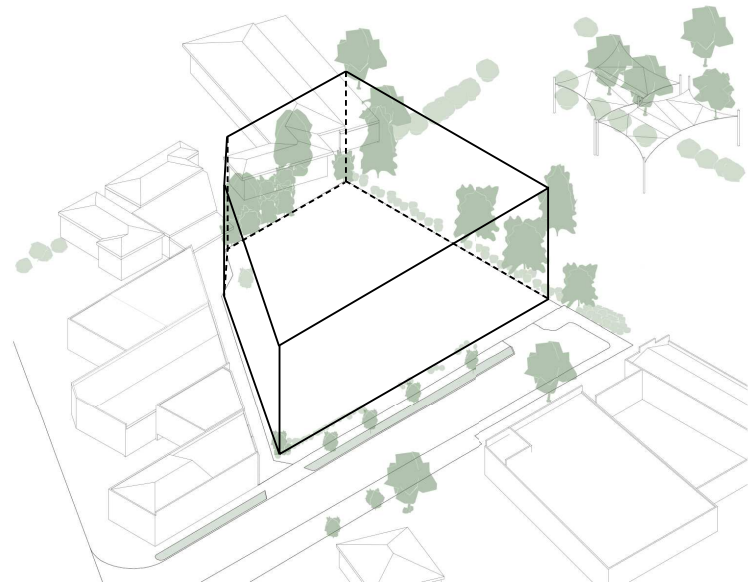
STREET FRONTAGE & ACTIVE ENTRANCE



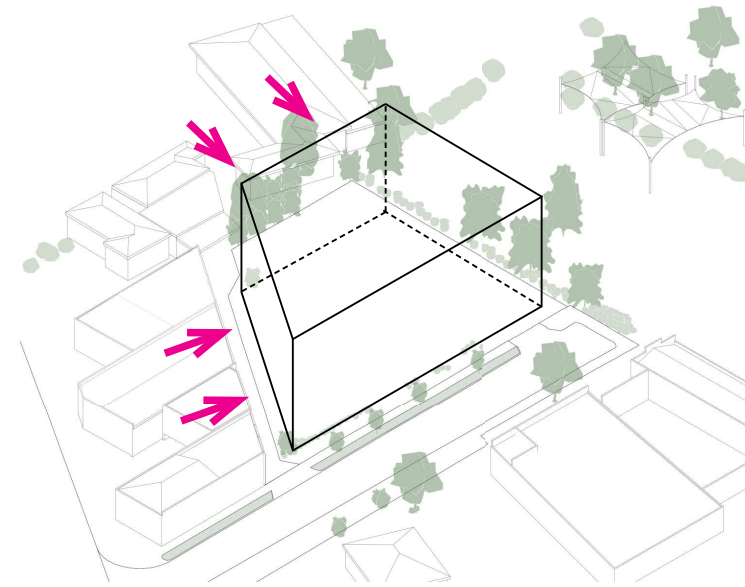
COMMUNITY SPACE

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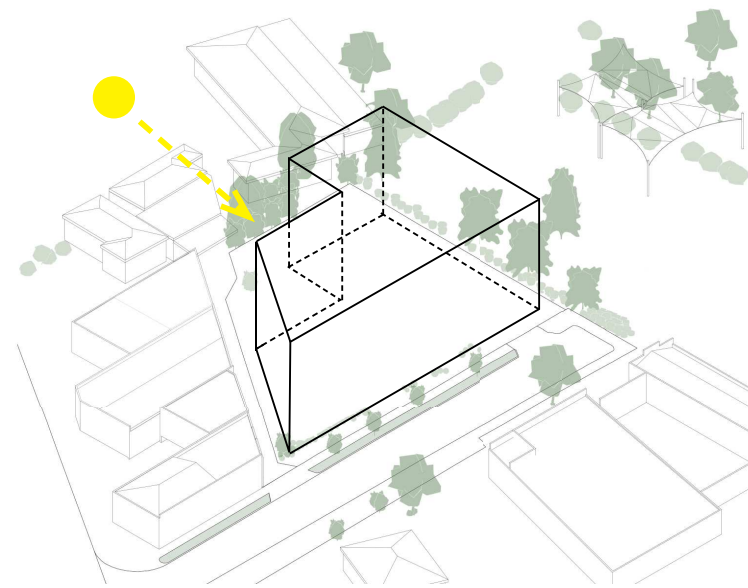
6.2 MASSING APPROACH



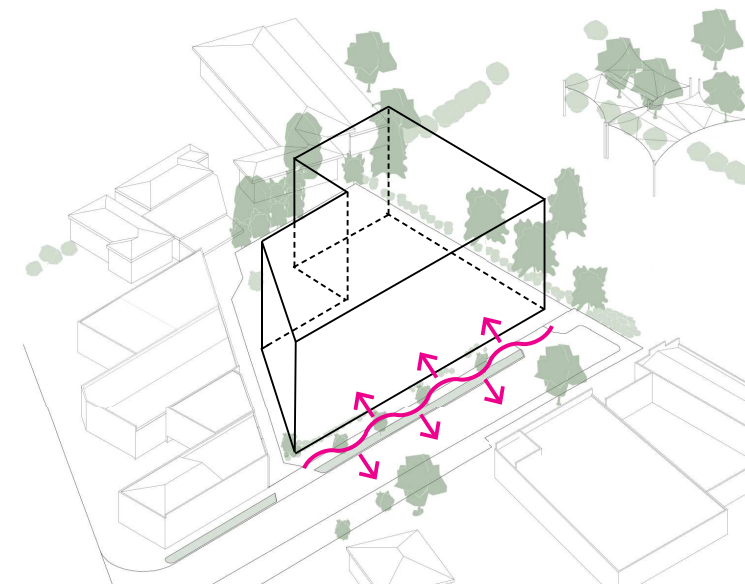
Maximum Building Envelope



North & East Setbacks to Sensitive Neighbours



North Facing Communal Outdoor Space



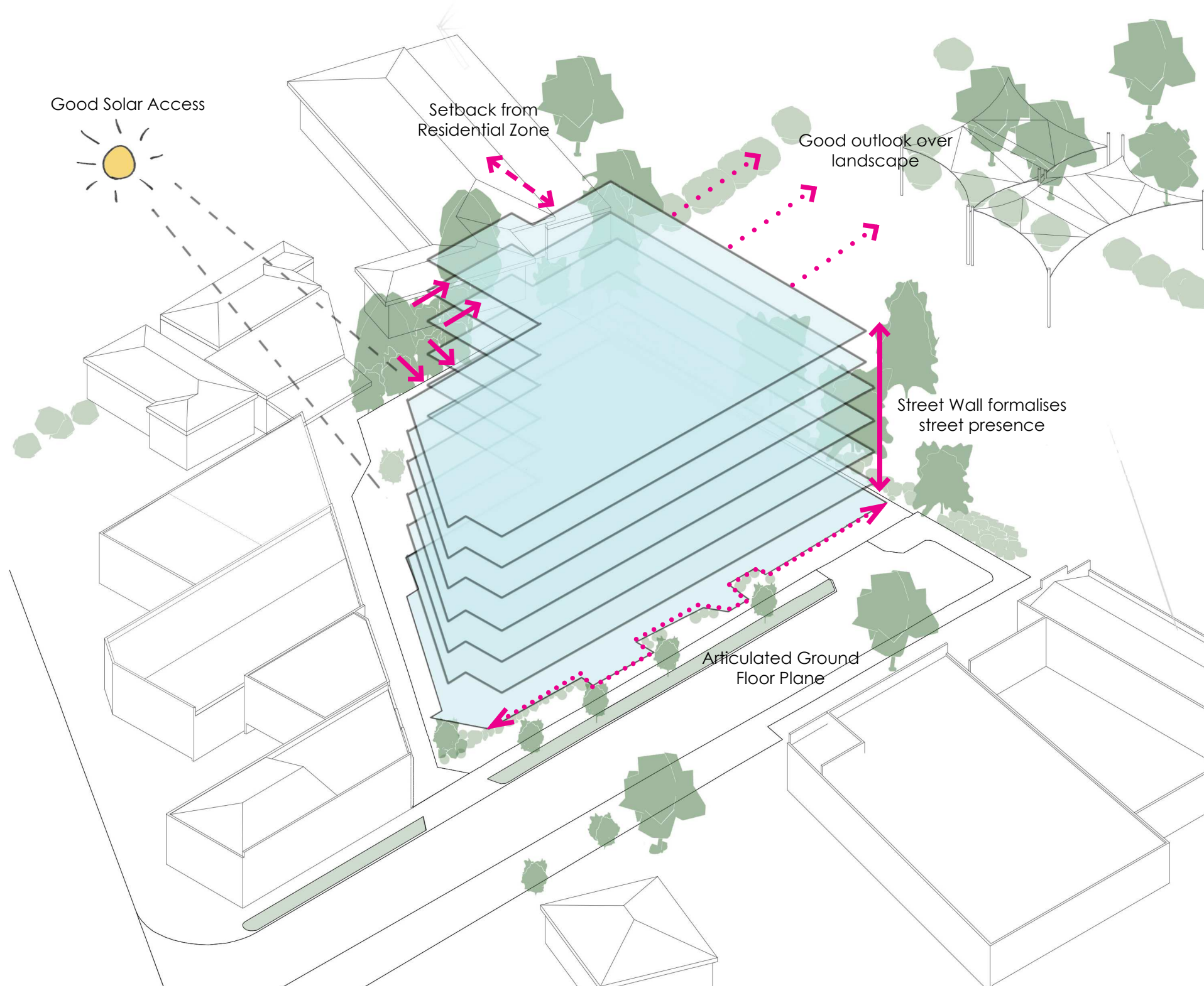
Articulated Ground Floor Plane

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6.3 PROPOSED MASSING

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6.4 STREET ELEVATION

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6.5 1 BEDROOM RESIDENCE

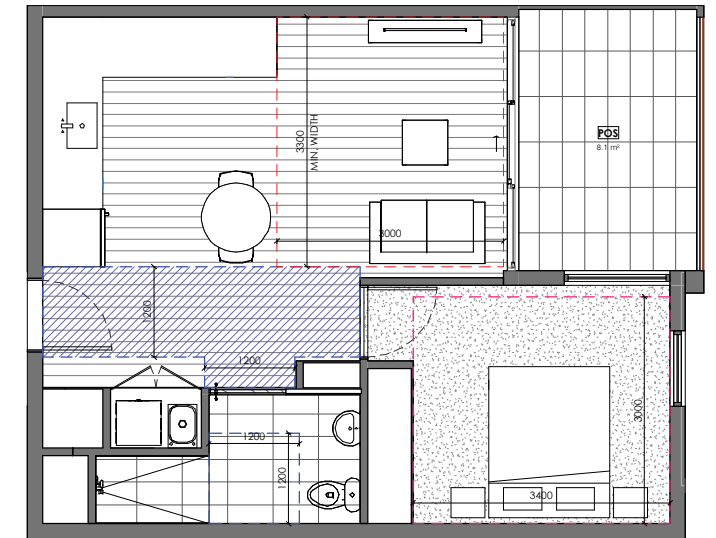
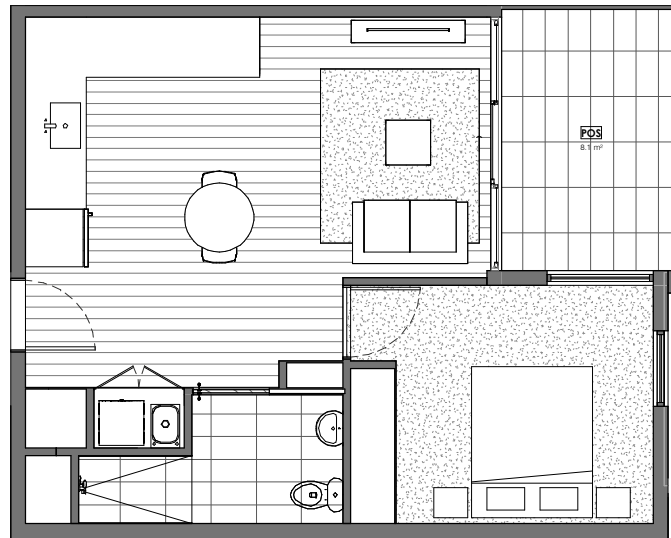
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1 BEDROOM RESIDENCE

Further to implementing the requirements of the Better Apartment Design Standards (BADs), the apartments in this project implement the Silver and Gold Livable Housing Guidelines (LHG). There is a mix of 17% Gold Standard and 83% Silver Standard LHG apartments in the building.

This apartment is compact, but its layout ensures each room in the residence is well proportioned and functional in day to day use.

This apartment type faces East and overlooks the private communal courtyard space, maintaining a good connection to the landscaped spaces of the building.



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6.6 2 BEDROOM RESIDENCE

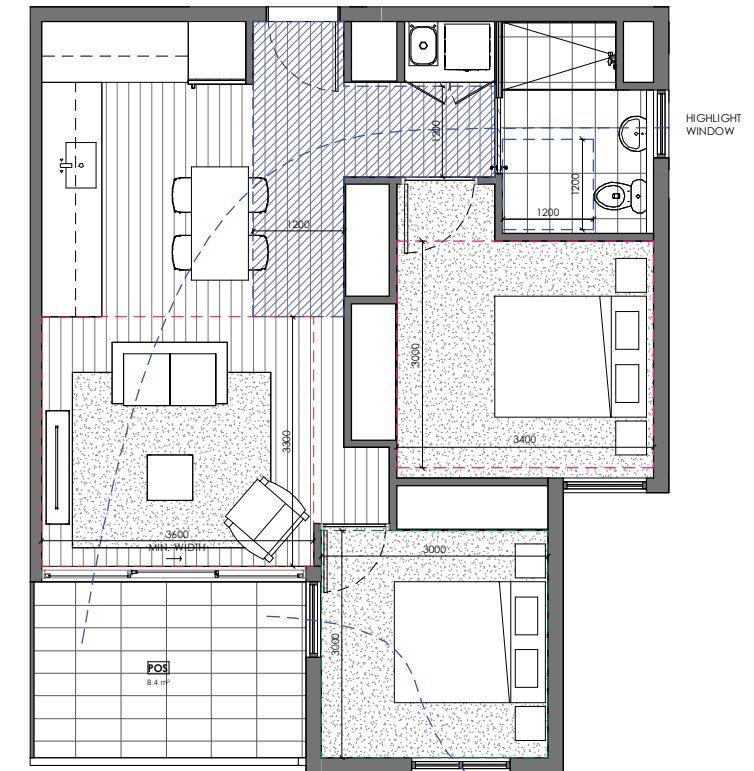
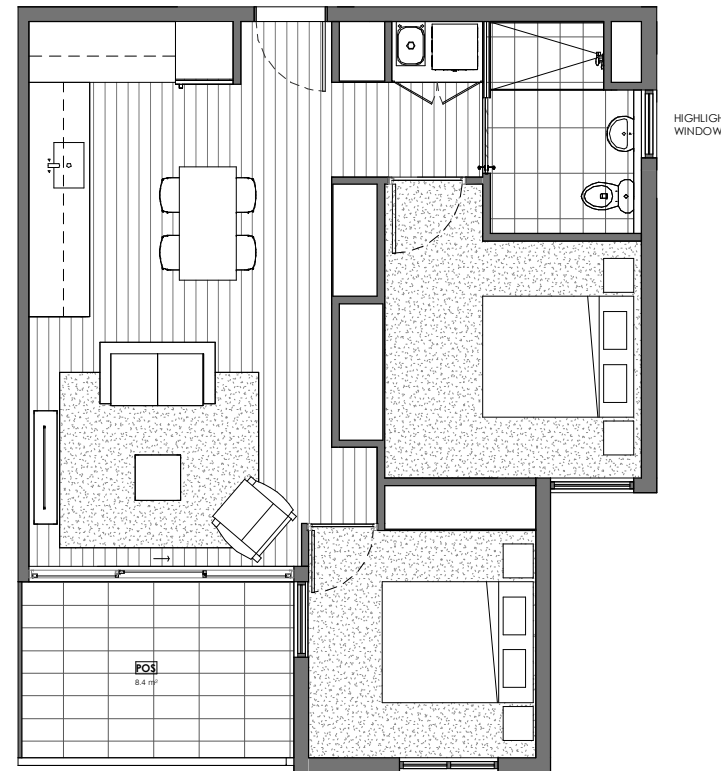
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2 BEDROOM RESIDENCE

This is a typical 2 bedroom residence and the most common 2 bed type in the building. It achieves the BADS requirements, as well as a Silver level of LHG requirements.

The apartment is South facing, however the outlook is over a large oval space for the adjacent Springvale Rise Primary School. As a result, these apartments will have the luxury of no risk of future development hindering their clear views and solar access.

This apartment has a well proportioned layout which reduces circulation space and increases livable space.



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6.7 3 BEDROOM RESIDENCE

3 BEDROOM RESIDENCE

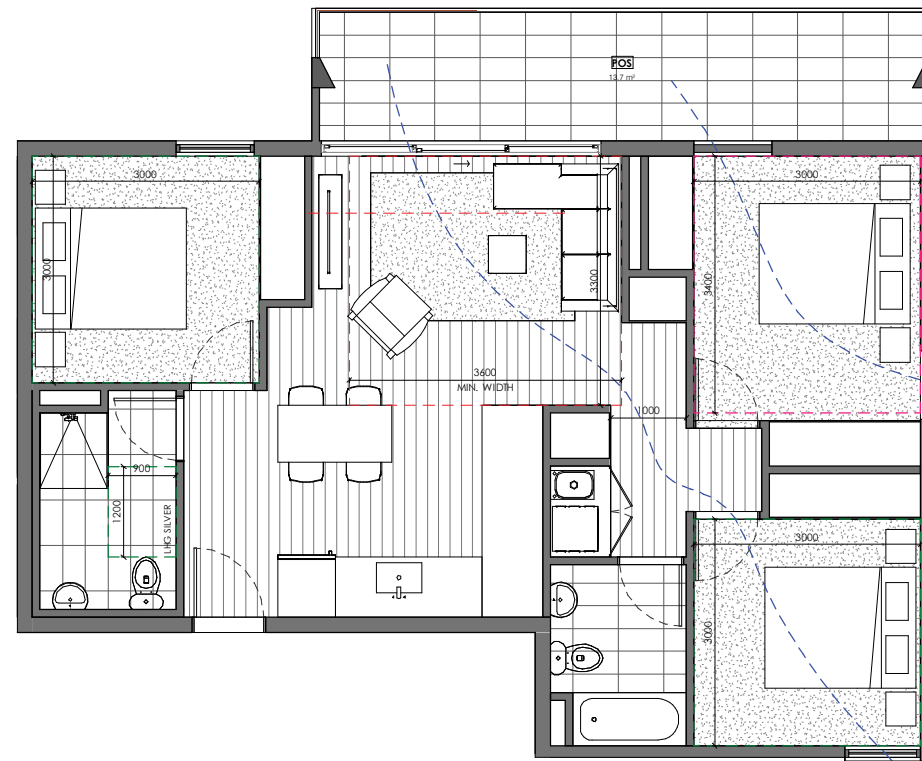
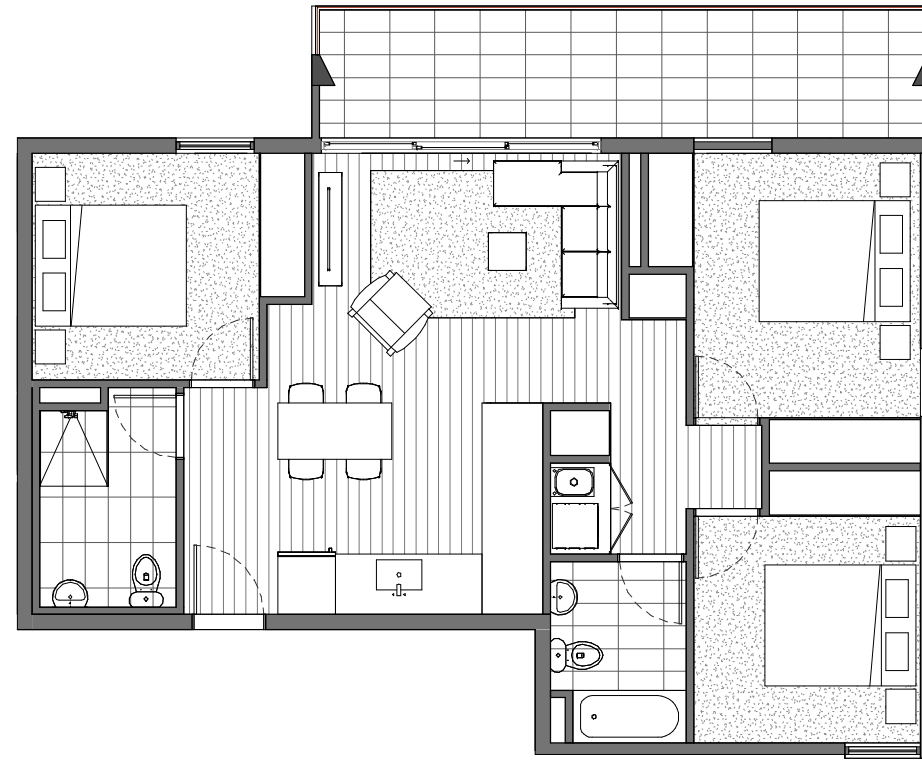
This 3 bedroom residence meets the BADS requirements as well as the Silver level of LHG requirements.

The generous North-facing balcony has excellent amenity and outlook over the private communal garden space.

A secondary bathroom with bath meets the needs of a family residence, especially one with young children. Good sized wardrobes and additional linen cupboards mean the apartment has ample storage space.

The corner unit means the residence benefits from multiple streams of cross ventilation and will allow for passive cooling of the home without the need for mechanical cooling systems.

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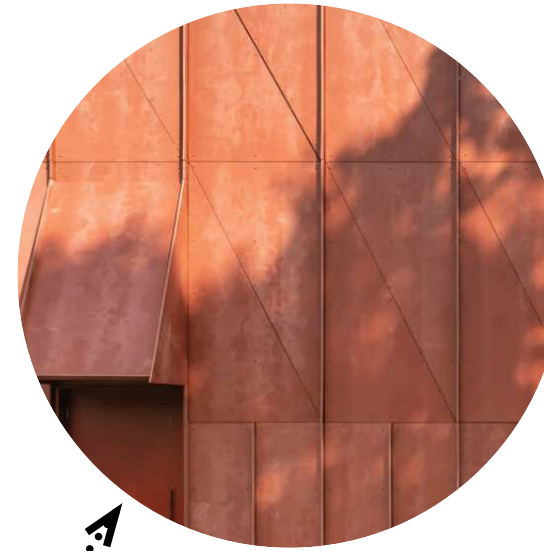
6.8 FACADE ARTICULATION

ARTICULATION

The design carries elements of the surrounding context into the architectural expression, drawing on the local vernacular of the area.

Terracotta colouring, solid massing and banded tonality tie back to the local residential architecture, and nod toward the suburb's beginnings.

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TERRACOTTA COLOURING

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SOLID MASSING

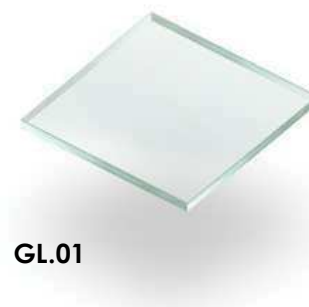
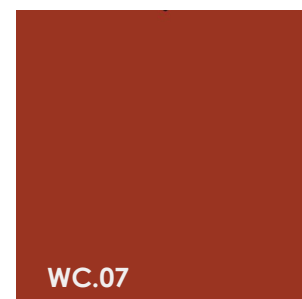
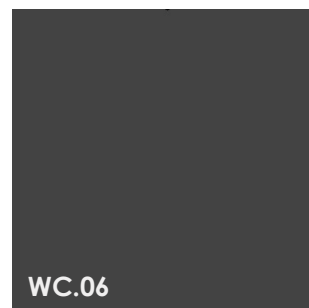
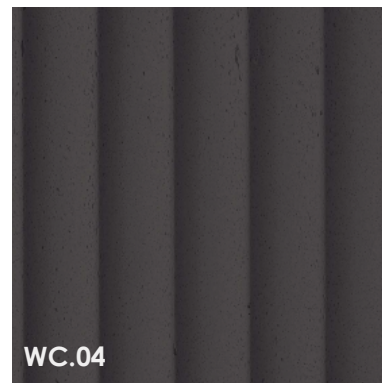
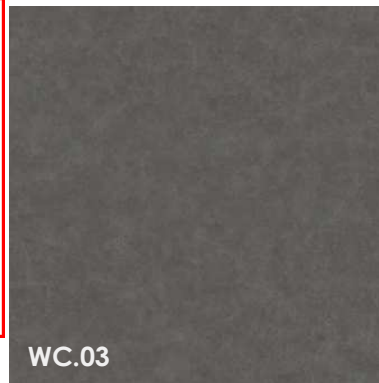
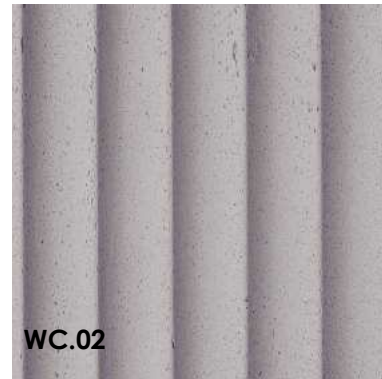
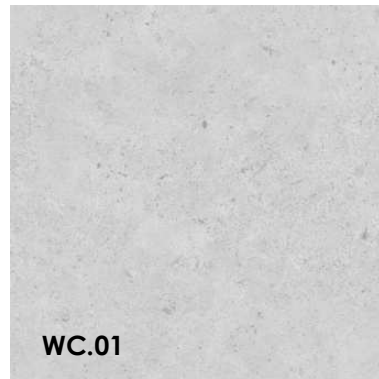


LOCAL RESIDENCES



TONAL BANDING

6.9 MATERIALS & FINISHES



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MATERIALS

WC.01 - LIGHT GREY CONCRETE

WC.02 - LIGHT GREY FLUTED CONCRETE

WC.03 - DARK GREY CONCRETE

WC.04 - DARK GREY FLUTED CONCRETE

WC.05 - FEATURE TERRACOTTA CONCRETE

WC.06 - PREFINISHED METAL - CHARCOAL FINISH

WC.07 - PREFINISHED METAL - RED FINISH

GL.01 - GLASS - CLEAR

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7.0 CONCEPTUAL VIEWS

7.1 WESTERN VIEW

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7.2 SOUTH-WEST VIEW

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7.3 SOUTH-EAST VIEW

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7.4 NORTH-EAST VIEW

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7.5 KINTORE STREET VIEW 01



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7.6 KINTORE STREET VIEW 02

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