

27/09/2018  
C223**SCHEDULE 3 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO3**.

**MALVERN CENTRAL AND RAILWAY LAND, ARMADALE****1.0 Objectives**27/09/2018  
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None specified.

**2.0 Requirement before a permit is granted**27/09/2018  
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A planning permit may be granted before a development plan has been approved for the following:

- Advertising signs.
- Minor buildings or works, provided the buildings or works do not prejudice the preparation and approval of a development plan, to the satisfaction of the responsible authority.
- Railway and railway infrastructure including signals (and related control buildings), new tracks, track work and realignment, overhead power lines, gantries, stabling (excluding buildings) and any other work required under the *Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002*.

Before granting a permit the responsible authority must be satisfied that the permit is consistent with the design objectives specified in clause 4.0 and will not prejudice the future integrated use and development of the site and preferred built form outcomes.

An application must be accompanied by a report which demonstrates that the proposal will not prejudice the development plan requirements specified in this schedule.

**3.0 Conditions and requirements for permits**27/09/2018  
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The following conditions and requirements apply to permits:

- Provide a four storey street wall or podium to present a strong street edge profile along the Wattletree Road frontage.
- Ensure that residential areas to the south side of the railway corridor and the footpath on the eastern side of Glenferrie Road are not unreasonably overshadowed at the equinox (22 September, between 9am and 3pm).
- Provide roof decks on lower built form to provide communal gathering space, urban landscaping and high quality outlook from upper levels of commercial or residential development.
- Incorporate sufficient building separation from adjacent sites to the north and east to maximise daylight access and manage outlooks and privacy.
- Include active frontages along Glenferrie Road and Wattletree Road, except where this conflicts with the significant heritage fabric.
- Provide weather protection in the form of canopies at ground level on Wattletree Road.
- Buildings be generally consistent with the preferred built form from Table 1.

## 4.0 Requirements for development plan

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A development plan must include the following requirements:

### General

- The site's urban context, including its physical surrounds and a strategic assessment of the area within which the site is located.
- Contours and levels, including levels of adjoining sites.
- An existing conditions plan and statement including the size and dimensions of the site.
- A written response to the following design objectives:
  - To facilitate an integrated mixed use development incorporating retail, office, residential and entertainment uses.
  - To facilitate a high quality architectural design.
  - To respond to the built form typology (building height, pattern and aspects) within Glenferrie Road and Wattletree Road.
  - To mitigate visual bulk by varying building heights across the site and stepping down the built form to the south and west.
  - To maintain the prominence of the heritage built form when viewed from Glenferrie Road by siting taller built form away from Glenferrie Road and Wattletree Road.
  - To respond to the potential impact of new development on immediate and longer range views of the site from public vantage points, including: north-east corner of the junction of Glenferrie Road and Wattletree Road, western end of Wattletree Road, the footpath on the eastern side of Glenferrie Road and Railway Avenue looking north.
  - To incorporate a façade treatment along the southern elevation.
  - To integrate signage where appropriate.
  - To provide passive surveillance of the public realm from the upper levels on the southern interface.
  - To improve access and integration with the surrounding area.
  - To provide a pedestrian connection from Glenferrie Road to Malvern Central.
  - To facilitate safer pedestrian and vehicle movement into Malvern Central.
  - To enhance the ground floor retail and pedestrian space on the Wattletree Road frontage.
  - To incorporate a landscaped shared pedestrian and cyclist path along the northern edge of the railway corridor between Malvern and Armadale Stations.
- A noise and vibration assessment to include, but not be limited to:
  - An assessment of potential noise and vibration impacts from the Pakenham/Cranbourne/Frankston rail corridor on the land.
  - How any noise and vibration addresses *Passenger Rail Infrastructure Noise Policy 2013*.

- Recommendations for appropriate mitigation measures to minimise noise and vibration impacts from the Pakenham/Cranbourne/Frankston rail corridor on the land.

**Use and development**

- Development staging, including an indicative time frame for development.
- Future building envelopes and three dimensional massing, including the scale of the development, design elements and treatment of interfaces.
- Cross sections showing level changes across the site and adjoining sites.
- A stormwater management plan incorporating water sensitive urban design principles and a preliminary drainage and servicing assessment addressing all relevant drainage, flooding and water quality issues.
- A Waste Management Concept Plan indicating waste collection, storage and removal facilities and areas.

**Siting and design**

- Proposed building heights and setbacks generally in accordance with the heights and setbacks in Table 1:

**Table 1: Preferred Built Form Malvern Central**

Preferred maximum building height*	Preferred maximum building height for development fronting Wattletree Road (provided the 5th storey is setback at least 3 metres from Wattletree Road)	Preferred maximum street wall height Wattletree Road	Preferred maximum street wall height - laneways
42.5 metres (12 storeys)  * Stepping down to 28.5 metres (8 storeys) to the south and west.	16 metres (5 storeys)	14.5 metres (4 storeys)	16 metres (5 storeys)

Preferred minimum setback along common boundary / southern interface with VicTrack land	Preferred minimum setback above street wall, or podium on laneways	Preferred minimum setback above 5th storey on Wattletree Road	Preferred minimum separation between taller building forms	Preferred maximum width of any tower forms
0 metres	5 metres	12 metres	10 metres	25 metres

*Note: Preferred maximum building height is whichever is lesser (metres or storeys) and excludes rooftop plant and lift overruns provided they are well set back from the edge of the roof.*

- Siting and orientation of new structures or extensions and alterations to existing buildings.
- The impact of overshadowing on the residential area to the south of the railway corridor and the footpath on the eastern side of Glenferrie Road, at the equinox (22 September, between 9am and 3pm).
- A high standard of internal amenity managed within the site.

- Sufficient building separation to manage outlooks, privacy, visual bulk and daylight access on adjoining sites.
- Impact of development on immediate and longer range views of the site from public vantage points, including Glenferrie Road, Wattletree Road and the rail corridor.
- Design measures to achieve Environmentally Sustainable Design.
- Treatment of ancillary structures and service/plant and fixtures.

### **Traffic Management Plan**

- A Traffic Management Plan prepared by a suitably qualified professional(s) to the satisfaction of the responsible authority and VicRoads providing details relating to:
  - Traffic management, traffic control works and road works considered necessary on the site, including the vehicular, bicycle and pedestrian requirements necessary for the use of the site.
  - The location of vehicle access points to the site.
  - Bicycle and pedestrian access plan for the site and proposed cycle parking.
  - Existing and proposed car parking generation and adequacy of supply.
  - Loading bays and routes.
  - Proposed measures to support sustainable transport over private vehicle travel for staff and visitors.
  - Proposed circulation and access systems for both vehicles and pedestrians.