SPRINGVALE ACTIVITY CENTRE LOCAL PLANNING POLICY

This policy applies to all land within the Policy Area Boundary as shown in Map 1.

Policy Basis

The Springvale Activity Centre (the centre) is a popular and vibrant retail and business centre in Melbourne’s south east. It is strongly multi-cultural in character and is one of four major retail precincts in the City of Greater Dandenong.

This policy builds on Melbourne 2030, Clauses 12.01, 17.01 and 21.04 to this scheme and the Springvale Activity Centre Structure Plan (April 2010) that support the continued development and expansion of Springvale as an activity centre.

This policy offers direction to Council in considering future land use and development applications within the centre.

Policy Objectives

Subdivision and Consolidation

- To encourage the consolidation of appropriate sites where development outcomes respect the character of the activity centre and where it assists in the establishment of well designed, mixed-use developments.
- To ensure lots integrate and reflect the rhythm and scale of adjoining lots.

Land Use & Economy

- To position the centre at a level that encourages further investment, redevelopment and business confidence.

Transport

- To improve walking and cycling links within the centre
- To encourage the availability and appropriate siting of cycling and public transport infrastructure.

Built Form

- To provide appropriate higher density housing options to support the commercial component of the centre.
- To reduce visual clutter and promote consistent design form.
- To encourage the use of high quality building materials and finishes on the exterior of all new development.

Local Planning Policy

Where a permit is required for land use or development, in addition to considering whether a proposal complies with the intent of the Springvale Structure Plan as illustrated in Map 1, it is policy to:

Retailing

- Concentrate food related retailing within the commercial core south of the rail line and west of Springvale Road.
- Minimise office uses at ground level.
- Encourage increased retail diversity that compliments the core retail function.
- Support the location of commercial anchors to the southern end of the centre along Springvale Road.
Encourage the provision of new and diverse, family oriented entertainment venues.

Discourage industrial uses along Springvale Road, north of the rail line.

Encourage purpose-built medical facilities in preferred locations as new development in preference to converted houses.

Discourage the use of buildings for the sole purpose of storage or warehousing.

**Housing**

Discourage conventional low density development in close proximity to the centre, especially in the area south of the rail line and west of Springvale Road where lot sizes can accommodate greater densities.

Encourage site consolidation in residential areas, especially in the area south of the rail line and east of Springvale Road.

Discourage development that further segments existing land holdings.

Ensure new residential development contributes to an improved urban character and respects existing residential interfaces and setbacks.

Encourage well-designed shop top, mixed use and multi-level medium and higher density housing in the centre.

Ensure the amenity of all new housing in the Springvale CBD is protected especially in terms of the impact of noise, odours and light glare.

Ensure the landscape and built interface of new development integrates with the streetscape and compliments local street tree themes, while at the same time supporting architectural innovation, where appropriate.

Encourage residential buildings to address street frontages and open spaces.

Encourage building forms and quality materials which enhance multicultural themes.

Encourage design flexibility consistent with the Structure Plan principles.

Provide appropriate setbacks to neighboring properties.

Provide scale transitions between large residential buildings and smaller scale residences consistent with the Structure Plan principles.

**Accessibility – Public and Private Transport**

Encourage higher density residential development adjacent to the rail corridor.

Encourage commercial development around Springvale Station and bus interchange.

Require Integrated Transport Plans for major new developments, as appropriate.

Encourage transport infrastructure to contribute to the visual appeal of Springvale.

Locate limited commuter car parking close to public transport, where it does not fragment the centre’s streets and public spaces.

Improve pedestrian access and safety through improved signage, crossing points, footpaths and street lighting.

Encourage the creation of pedestrian links between commercial developments and public transport routes.

Establish a balance between the needs of pedestrians, motorists and cyclists.

**Car Parking**

Site public car parking so as to not compromise the commercial function or aesthetic quality of the retail environment.
The amount of car parking should be appropriate to the intended use and locality within the activity centre. Such access should be to the rear of the property where it does not compromise the street address and function.

Locate vehicular access to the rear of the property where it does not compromise the street address and function.

Encourage the placement of long term parking to off street car parks located to the periphery of the centre.

Encourage new commercial premises to provide well-designed, safe and well lit upper level or basement car parking, on or adjoining their development. Car parking should not segment the retail frontage or dominate the design and form of the building.

Require major new developments to include a car parking management plan, where appropriate.

**Urban and Open Space**

- Encourage street tree planting to soften the built form. Species type and locations should conform with Greater Dandenong Council’s Leafy Legacy Street Tree Strategy.

- Encourage public art that contributes to all local cultures and identities as an integrated street element.

- Promote ornate garden forms as a popular landscape style.

- Improve opportunities for social gathering and community interaction within the centre.

- Improve access to existing green spaces.

- Maintain active recreation areas within existing reserves.

- Encourage a diverse range of open space types and usability.

- Encourage new urban plazas and green spaces within the commercial core.

- Encourage the improvement of street linkages to open space to enable a safe and interesting path of travel.

- Encourage new residential and commercial development to face onto open spaces and be designed to capitalise on the interface between the public and private realm.

**Environment**

- Encourage the use of water sensitive urban design treatments in key access ways and carparks to reduce solids and nutrient levels of storm water and improve water quality entering in local water ways.

- Encourage designs which incorporate sustainable design, energy efficiency treatments and low greenhouse gas emissions.

**Community Infrastructure**

- Centralise key community facilities and services into core locations within the centre.

- Support the retention, enhancement and consolidation of community services and facilities in the centre.

- Encourage the siting of public facilities and agencies to take advantage of the public transport network without compromising the commercial objectives of key strategic locations.

**Policy Reference**

*Springvale Activity Centre Structure Plan, City of Greater Dandenong, April 2010.*