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## SCHEDULE 10 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO10**.

### SPRINGVALE STATION PRECINCT

The Overlay applies to land known as the Springvale Station Precinct generally within the Public Use Zone Schedule 4 area east and west of Springvale Road, Springvale.

#### 1.0

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#### Objectives

To ensure that new development does not compromise existing and future public transport requirements for the precinct and wider network.

To encourage high density housing and mixed use development to support the integrated transport hub and Springvale Major Activities Area as a regionally significant centre.

To have regard to the Springvale Development and Movement Framework Plan.

#### 2.0

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#### Requirement before a permit is granted

A permit to subdivide, demolish, construct a building or construct or carry out works associated with the Springvale level Crossing Removal / Springvale Road Rail Grade Separation Project may be granted before a development plan has been prepared to the satisfaction of the responsible authority.

A development plan for any one stage of the development may be approved and a permit for that stage may be issued prior to the approval of a development plan for any other stage of the development.

A permit application for use and/or buildings and works must be accompanied by a Site Analysis Plan and Urban Context Analysis Response, an Integrated Transport and Traffic Report, a Staging Plan, an ESD Report, a Landscape Plan, a Waste Management Plan, an Acoustic Report, and a Stormwater Management Report.

#### 3.0

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#### Requirements for development plan

Before a permit is granted for use and buildings and works within the Precinct, a development plan must be prepared to the satisfaction of the responsible authority.

A development plan must show or include the following information:

- A **Site Analysis Plan** that provides details of the land to which the plan applies, orientation, boundaries, dimensions of the site and any easements, surrounding land use and development, existing vehicle and pedestrian links and public transport linkages and movement, and provision of existing services to the land.
- An **Urban Context Analysis Response** including consideration of buildings/structures proposed to be demolished; the proposed use and development of each part of the land; views to and from the site; vehicle and pedestrian links into the site including public transport linkages and movements and interface areas between the buildings and public transport requirements, proposed future residential/commercial uses and neighbouring activity centre uses.
- A **Development Concept Plan** which shows or provides the following information:
  - Layout**
    - The proposed land uses, building locations, pedestrian and vehicle access points and public realm spaces.
    - An urban design statement which indicates a design philosophy and framework for development across the site including staging.

- Potential physical linkages to the surrounding areas including a north-south vehicle and pedestrian link across the rail corridor connecting Sandown Road and Lightwood Road, that will be available at all times for public pedestrian and cycle access.

#### **Built Form**

- Indicative development schedule showing the likely number of levels, size, and type of dwellings proposed including any non-residential uses.
- Indicative building envelopes specifying preferred maximum building heights, minimum separation distances between buildings, and minimum setbacks from street frontages.
- Indicative cross sections showing any level changes and the relationship between buildings and the street edges.
- Orientation of buildings and overshadowing and overlooking.
- A statement of intent about the high quality internal amenity of future residents.

#### **Movement and Access**

- Pedestrian and vehicle access points and arrangements, locations for car parking areas and loading facilities.
- Pedestrian and cycle paths and access routes to public transport demonstrating avoidance of inter-modal conflicts.
- Traffic impacts, car parking requirements and an Integrated Transport Plan that details public transport requirements.
- Demonstration that roads and vehicle access points have adequate passive surveillance and that buildings do not turn their backs to any key interfaces.
- A **Staging Plan** indicating a general order of development which demonstrates that stages can be approved without prejudicing the overall vision for the site.
- An **ESD Statement** outlining the environmentally sustainable principles that will be incorporated into the future development.
- A **Landscape Statement** showing an indicative landscape concept having consideration of connections to adjoining public open spaces.

#### **4.0**

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#### **Decision guidelines**

In assessing a development plan, a stage of a development plan or an amendment to the development plan, the responsible authority should consider:

- The views of Public Transport Victoria to ensure the future requirements of the public transport network are not compromised.
- Whether the plan supports the function of Springvale Major Activities Area as a regionally significant centre.
- Whether the plan achieves an integrated development of the site.
- Improvements made to the public realm.

#### **5.0**

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#### **Reference documents**

Springvale Station Development and Movement Framework Plan, September 2012.

Springvale Activity Centre Structure Plan, Revised April 2010.