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SCHEDULE 2 TO THE DEVELOPMENT PLAN OVERLAY

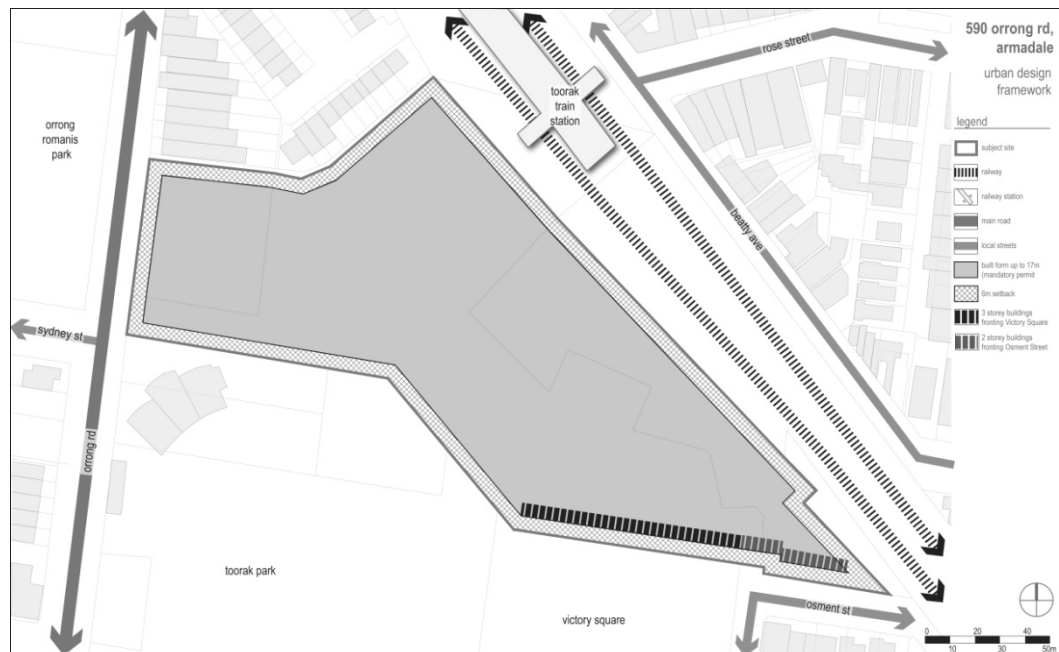
Shown on the planning scheme map as **DPO2**.

590 Orrong Road and 4 Osment Street, Armadale

Site Description

The site is bounded by Orrong Road, Toorak Park, Victory Square Reserve, Osment Street, the Railway Line adjacent to Toorak Railway Station and an existing residential area to the north. The site is shown on the map in Figure 1 to this Development Plan Overlay.

Figure 1



1.0 Permit before development plan approval

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A permit may be granted for the use of land, to construct a building, construct or carry out works or remove a tree before a development plan has been prepared to the satisfaction of the responsible authority provided the responsible authority is satisfied that the use, building or works or tree removal will not prejudice the future use or development of the site in an integrated manner. The permit must have regard to the design objectives in Clause 2.0 and the design standards in Clause 3.0.

2.0 Design Objectives

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Context

- To recognise the strategic importance of the site given its size and location adjacent to public transport and proximity to a range of social and physical infrastructure.
- To recognise the site as a preferred location for medium to high density housing where higher scale development and housing diversity is encouraged.

- To recognise and respond appropriately to the existing neighbourhood character of surrounding residential areas.
- To respect the amenity and aspect from adjoining residential areas, particularly those on Osment Street, in Tillotson Terrace and houses fronting Orrong Road to the north, of the site.
- To recognise the potential to provide additional social and physical infrastructure on the site, including community facilities.
- To limit the number of dwellings on the site to a maximum of 250.

Movement and Car Parking

- To provide a single signalised entrance and exit point from Orrong Road to provide primary vehicular access to the site.
- To provide the opportunity for a secondary entrance and exit point from Osment Street that only services lower density development forms at the eastern end of the site.
- To ensure there is no vehicle connection through the site from Orrong Road to Osment Street., except for emergency vehicles.
- To provide a strong visual and physical connection between Toorak Station, Toorak Park and Orrong Road.
- To provide car parking predominantly in integrated basements.
- To provide human-scale, pedestrian-friendly and landscaped paths and roads
- To provide a strong pedestrian and bicycle network which contributes to the integration of the site with the surrounding area.

Built Form and open space

- To limit the overall height of the buildings to a maximum of 17 metres.
- To achieve a sensitive transition to the surrounding low built form and existing neighbourhood character of adjoining residential areas and parkland by providing lower building forms at the edges of the site.
- To provide for higher scale development in locations away from site edges that adjoin parkland, Osment Street, houses on Tillotson Terrace and houses fronting Orrong Road to the north of the site.
- To provide appropriate building setbacks and building heights.
- To encourage open space within the site to be publicly accessible, and a significant publicly accessible space integrated with Toorak Park.
- To provide for a suitable pedestrian link through the site connecting Toorak Park, Osment Street, Orrong Road and Toorak Station.
- To achieve active and attractive frontages within the site.
- To provide an appropriate response to the level changes within the site at ground level, and between the site and its adjoining properties at ground floor levels.
- To encourage building entrances that are easily accessible from adjacent streets and footpaths.
- To provide a public space designated to pedestrians adjacent to the entrance to Toorak Station.
- To avoid solid fencing along the boundaries of and within the site wherever possible.
- To ensure that appropriate consideration is given to the acoustic implications of the railway interface on building design and residential amenity.
- To minimise overshadowing of existing and proposed public open space.

- To ensure that the design and orientation of dwellings promotes good solar access.

3.0

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Conditions and requirements for permits

Any permit granted for the use, development or subdivision of the land must include or comply with, as appropriate, the following requirements:

Movement and car parking

- All roads, footpaths, and bicycle paths should be publicly accessible except those within private open spaces or serving as private access ways.

Built form and open spaces

- Buildings adjoining the Osment Street boundary must not exceed two storeys and must have a minimum setback of 6 metres to the Osment Street boundary.
- Buildings adjoining the Victory Square boundary must not exceed three storeys and must have a minimum setback of 6 metres to the Victory Square boundary.
- Buildings must have a minimum 6 metres setback to the property boundary.
- Buildings must have an average minimum setback of 6 metres from Orrong Road.
- Except where height limits and set-backs are specified above, an overall building height limit of 17 metres must not be exceeded.
- The overshadowing of existing and proposed public open space at the winter solstice (June 21) must be minimised and where new buildings replace an existing building that already overshadows public open space or footpaths the overshadowing must be reduced so that it is minimised.

4.0

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Procedure for approving or amending the development plan

Before approving or amending a development plan, the responsible authority must display the plan for public comment for at least four weeks. The responsible authority must consider any comments received in response to the display of the development plan.

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Requirements for development plan

The development plan should show or include the following information, as appropriate, to the satisfaction of the responsible authority:

- An existing conditions plan which shows surrounding uses and development, existing buildings and roadways, notable vegetation, existing pedestrian access points, adjoining heritage places, areas of contaminated land, topography (with levels to AHD), and infrastructure provision.
- An urban context analysis and response to the design objectives in Clause 2.0 which provide a design philosophy and framework for the site. The analysis should provide a design response for the site and should consider the varying conditions at the edges adjoining other land.
- The staging of the development including the timing of the construction of the main entry road and traffic lights required under the Transport Impact Assessment Report.
- A maximum site coverage of 50%.
- Measures and sufficient detail to implement and achieve the design objectives at Clause 2.0.
- Building locations, mix of uses, car parking areas, vehicle, bicycle and pedestrian accessways, and communal and public open space areas

- Three dimensional building envelopes showing the siting, setbacks and heights of buildings.
- Conceptual elevations, consistent with the design objectives, indicating the architectural character, including preferred materials, colours and finishes, and interface treatments with adjoining land including details of any acoustic measures that may be required for buildings along the railway interface.
- Cross sections showing level changes across the site and adjoining sites
- Shadow diagrams for the winter solstice (June 21) showing the proposed overshadowing and demonstrating that the proposed development will not cast net additional shadow as compared with the shadow cast by the existing buildings and structures on Toorak Park and Victory Square
- Perspective views from Beatty Avenue, Orrong Road, Toorak Park and environs, Orrong Park and environs, and Osment Street of the proposed development where appropriate.
- A Landscape Masterplan detailing:
 - Vegetation to be removed and retained on the site, and protected on adjacent sites;
 - Planting themes appropriate to each part of the site;
 - Landscaping treatment of pedestrian and bicycle paths within the site;
 - Treatment and layout of the public realm and publicly accessible open space, including the interface to Toorak Park and Victory Square and the entry from Orrong Road; and
 - The interim treatments within and adjacent to each precinct.
- 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 plan for the implementation of environmentally sustainable design principles for design and construction of the proposed development.
- A traffic management plan to be carried out to the satisfaction of the responsible authority, in consultation with VicRoads showing arrangements for vehicle ingress and egress to the development, including the road layout, construction standards , traffic management and emergency vehicle access.
- A Transport Impact Assessment Report having regard to VicRoads Access Management policies to determine the extent of mitigation works required on declared arterial roads. The mitigation works shall be determined in consultation with VicRoads.
- A Preliminary Environmental Site Assessment, prepared by a suitably qualified professional, indicating whether an environmental audit of the land is required in accordance with the *Environment Protection Authority Act 1970*.
- A Social Impact Assessment assessing the need to provide additional social and physical infrastructure on the site, including community facilities.