

**North Road, Ormond, Comprehensive Development Plan
(June 2017)**

GLEN EIRA PLANNING SCHEME

INCORPORATED DOCUMENT

This document is an incorporated document in the schedule to clause 81 of the Glen Eira Planning Scheme pursuant to section 6(2)(j) of the *Planning and Environment Act 1987* (Vic).

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Introduction

This document is the North Road, Ormond, Comprehensive Development Plan (the “**Plan**”). It is incorporated into the Glen Eira Planning Scheme pursuant to section 6(2)(j) of the *Planning and Environment Act 1987* (Vic). It is to be read in conjunction with the Comprehensive Development Zone, Schedule 1 (“**CDZ1**”).

The Plan applies to the land in CDZ1.

The Purpose and Vision of the Plan

The purpose of the Plan is to guide the substantial urban renewal and development of the subject land following the removal of the level crossing at North Road, Ormond, consistent with the purposes of the Comprehensive Development Zone, Schedule 1, and the vision statement set out below. The vision statement describes the preferred outcomes for the site recognising that there will be multiple ways that these outcomes could be delivered:

Vision Statement

The Integrated Development at North Road, Ormond, is a vibrant mixed-use precinct above and around the Ormond Station which is an exemplar for maximising development opportunities from investment in public transport infrastructure.

Buildings and associated open spaces demonstrate design excellence and are of a scale that expresses the importance of the site as an integrated transport and activity hub within the Ormond Neighbourhood Activity Centre. A landmark building expresses this significance with the highest components situated toward the North Road frontage. The built form transitions in height down towards those parts of the precinct that abut residential precincts to the north. At the North Road frontage, the development engages with the public realm, providing access to the station, an attractive public plaza, and a range of complementary commercial uses.

Katandra Road provides the primary vehicular access to the site, including heavy loading. The site includes commuter car parking for the station and private car parking commensurate with the attributes of the location and the mix of uses on the site.

Elevations along Katandra Road and Newham Grove are carefully designed to reflect the rhythm and character of the streetscapes.

The land use mix encourages retail including a supermarket and residential apartments fronting the surrounding streets and at upper levels. The higher component of the building is designed to be architecturally interesting when viewed in longer and short range views consistent with the primacy given to the site as a result of the heights envisaged in the Building Envelope Plan.

On the Newham Grove frontage there is a strong ground level presentation and experience of residential use, development and address, with passive surveillance of the street.

Development references the local context through articulation, the composition of uses, the architecture and landscape design and the choice of materials, colours, and finishes.

Considerable care is taken with the public realm. Hard and soft landscaping is used to protect and enhance the character of surrounding streets and integrate the development into the character and setting of the surrounding neighbourhood.

The Structure of the Plan

The Plan is comprised of four parts:

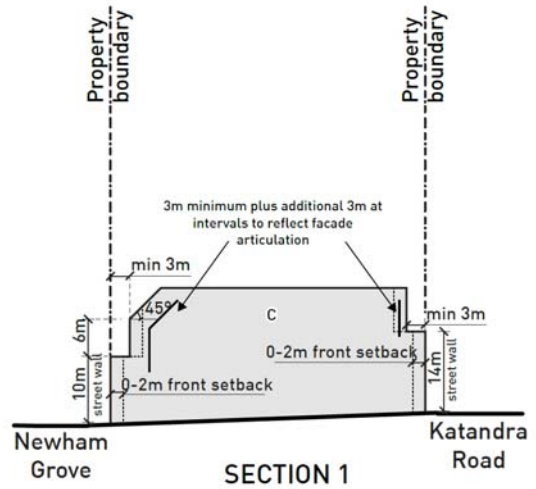
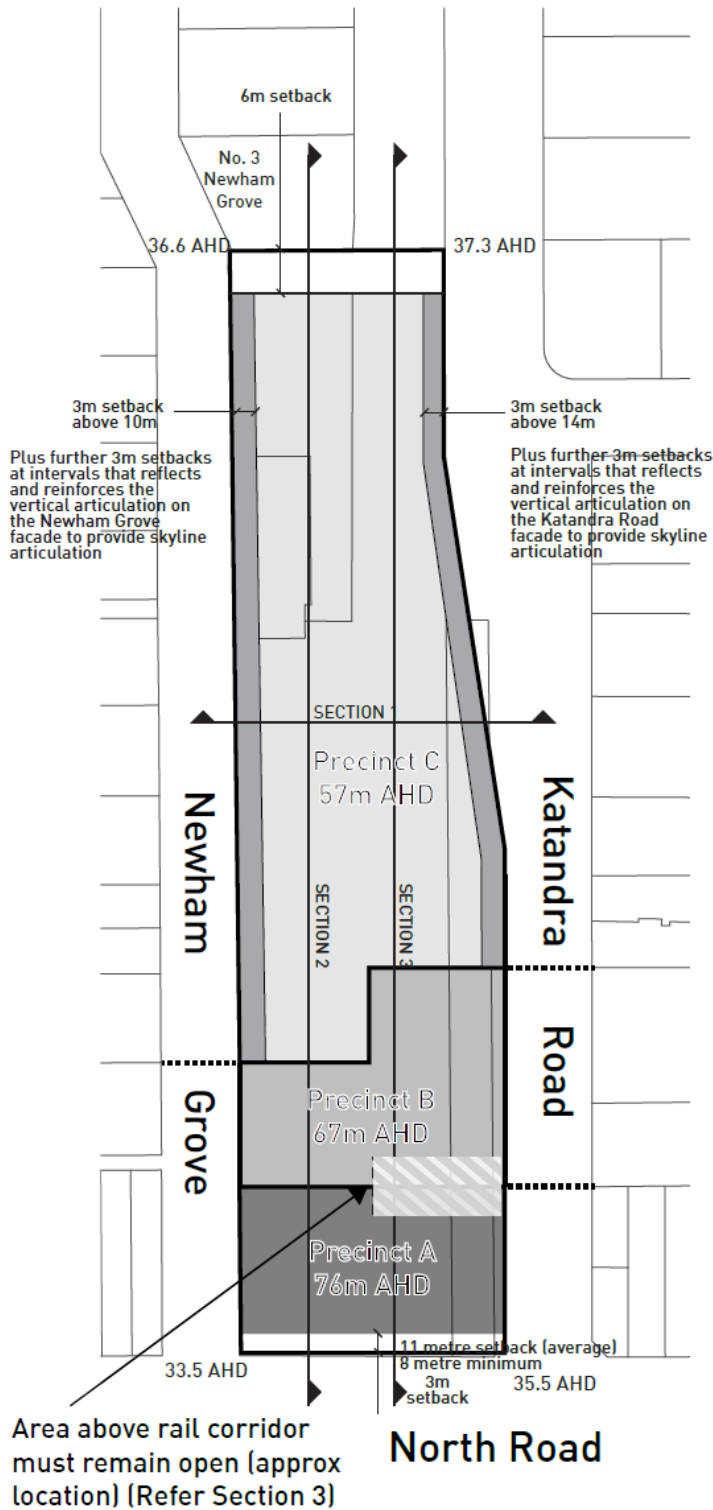
- Part 1 contains the Building Envelope Plan;
- Part 2 contains the Site Access Plan;
- Part 3 contains the Public Realm Improvement Plan; and
- Part 4 contains Objectives, Design Principles and Application Requirements in respect of the future use and development of the subject land.

For the purposes of clause 37.02-4 of the Scheme, an application is generally consistent with the Plan, provided that the proposed development is generally consistent with the Building Envelope Plan contained in Part 1 (with the exception of architectural features and buildings services).

An application must:

- be assessed in the context of the vision statement for the precinct set out above;
- provide vehicular and pedestrian access in accordance with the Site Access Plan set out in Part 2 of the Plan or as otherwise agreed by the responsible authority;
- provide public realm improvements in accordance with the Public Realm Improvement Plan set out at Part 3 of the Plan; and
- be assessed having regard to the Objectives and Design Principles set out in Part 4 of the Plan.

PART 1: Building Envelope Plan



Note: Above street wall height, building should be setback at least 3m from the facade below. With localised further setbacks to reflect and reinforce the vertical articulation of the street facade.

Building heights

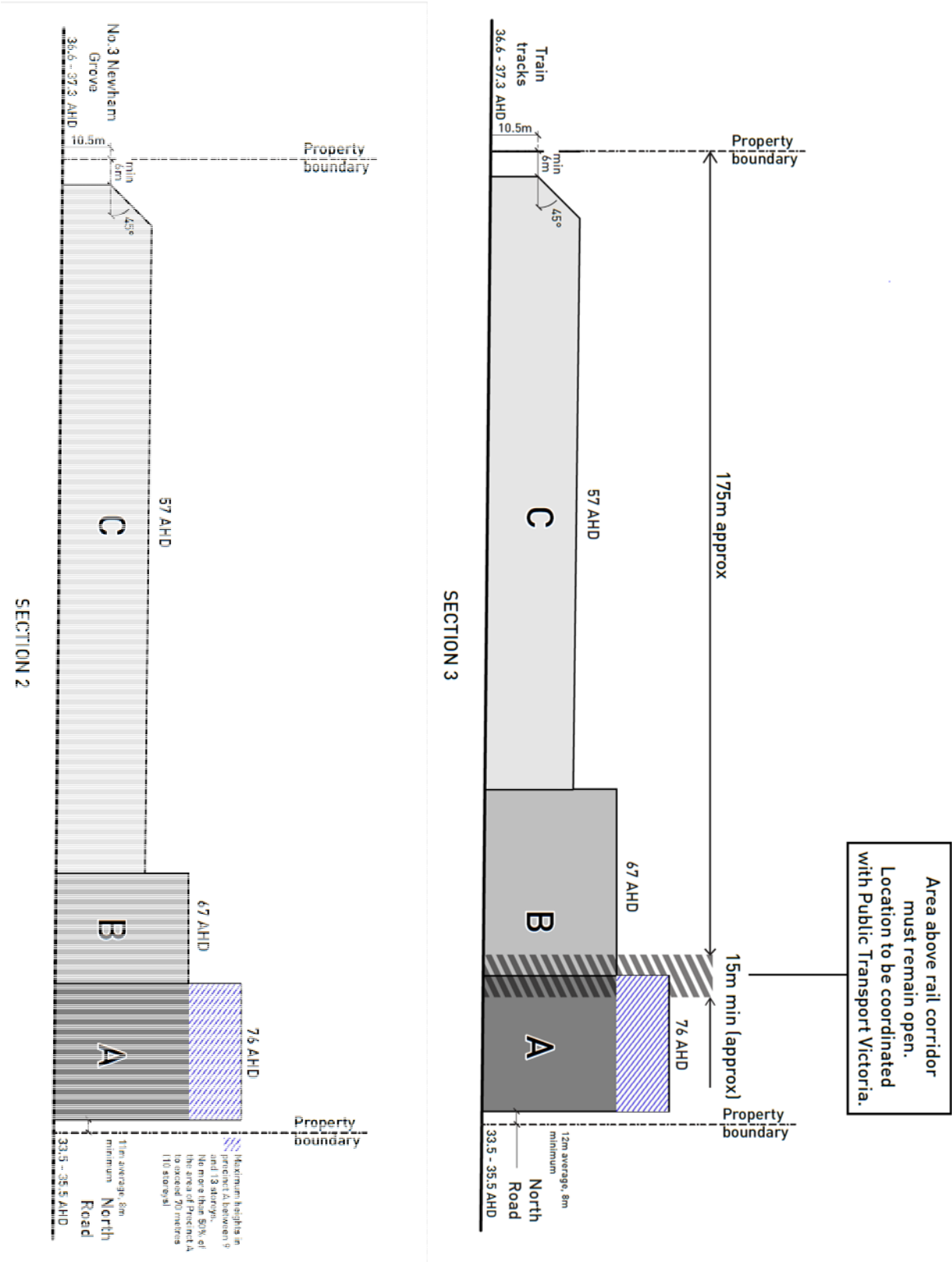
PRECINCT A	67-76m AHD	9-13 Storeys**
PRECINCT B	67m AHD	8-9 Storeys*
PRECINCT C	57m AHD	5-6 Storeys*

*indicative equivalent height in storeys

** No more than 50% of the area in Precinct A to exceed 71 metres (10 Storeys)

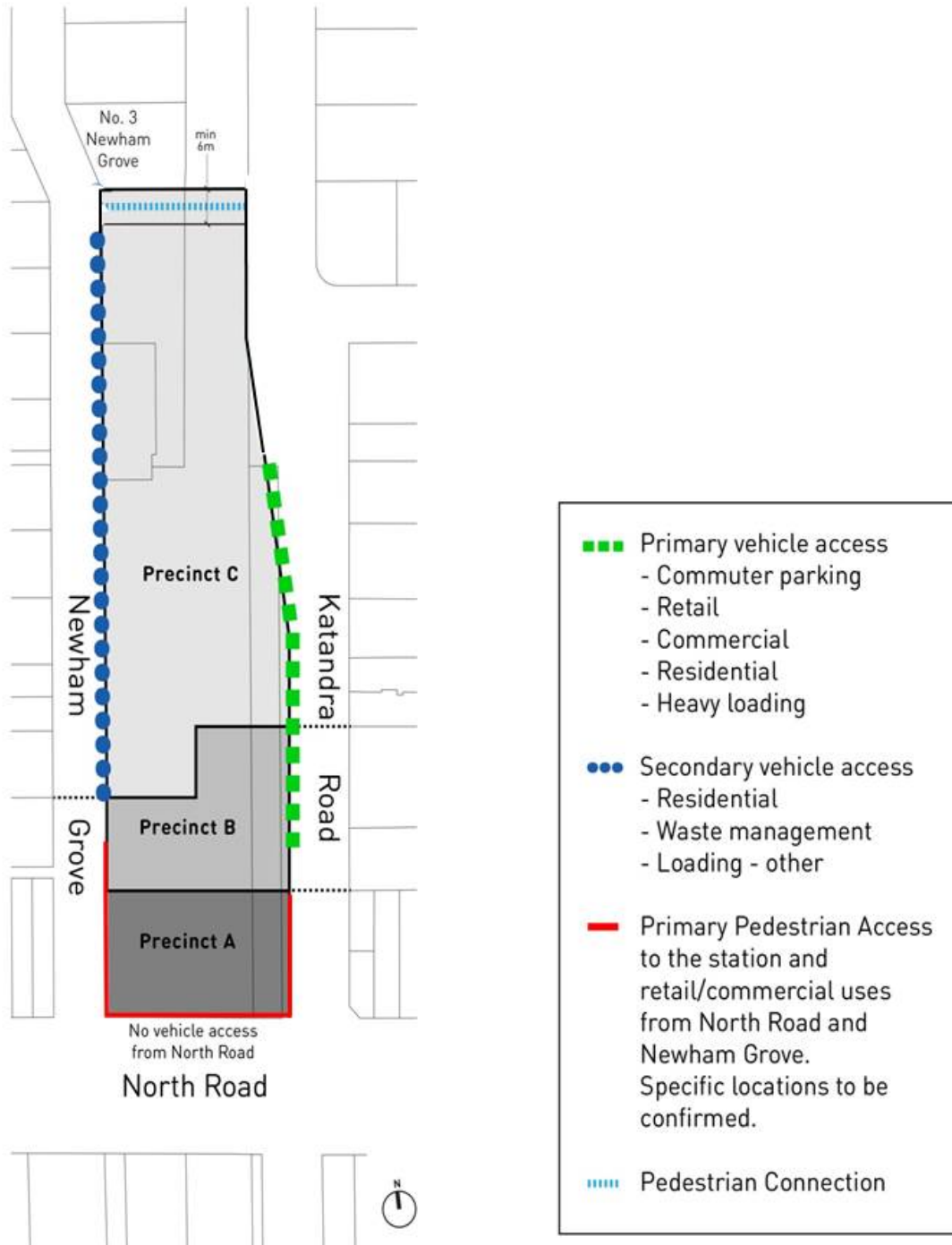
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PART 1: Building Envelope Plan



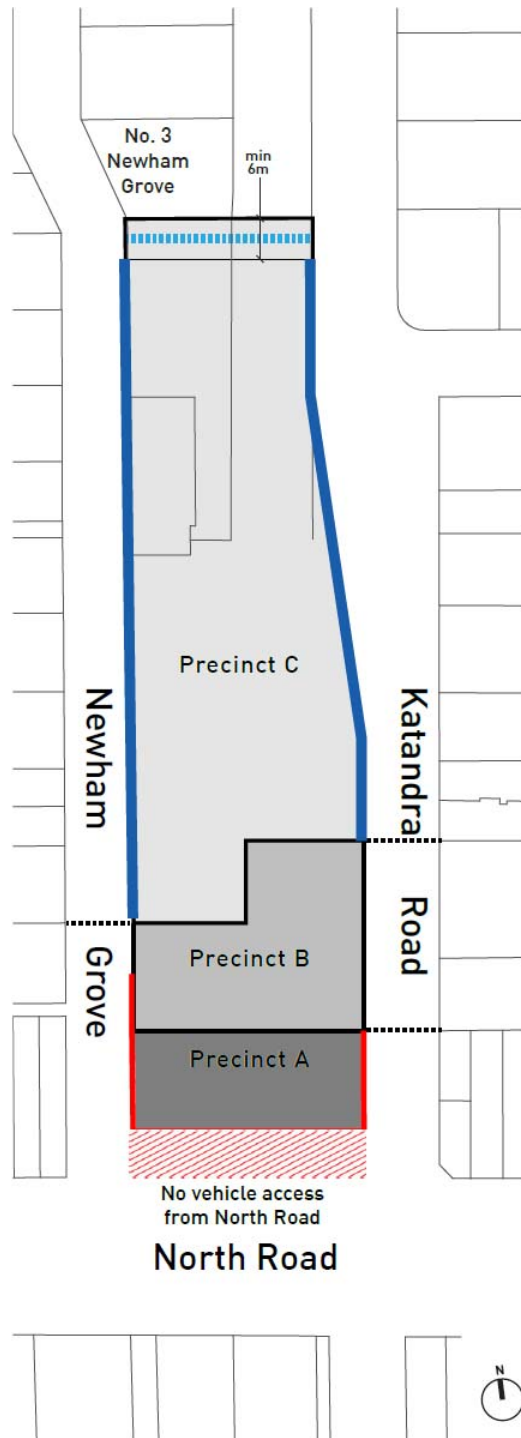
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PART 2: Site Access Plan



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PART 3: Public Realm Improvement Plan



- Primary Pedestrian Access to the station and retail/commercial uses. Specific locations to be confirmed.
- Pedestrian Connection. A north facing pedestrian plaza connection between Newham Grove and Katandra Road, with adjacent walls to the south to be detailed with materials and textures that deliver visual interest and opportunities for passive surveillance.
- ▨ Urban Plaza
- Incorporate vertical articulation at nominated dimensions to reflect the prevailing built form rhythm along Newham Grove and Katandra Road.

NOT TO SCALE

PART 4: Design Objectives, Design Principles and Application Requirements

4.1 Height, Massing and Urban Design

Objectives

- To achieve design excellence and a new built form character with appropriate scale relationships in accordance with the Building Envelope Plan (which specifies the maximum heights for each precinct).
- To increase density towards the commercial core of the Ormond Neighbourhood Centre and Ormond Station.
- To reinforce the legibility of the urban environment.
- To ensure development clearly defines and frames the public realm.
- To ensure development contributes to an attractive urban environment.
- To respond sensitively to its context.
- To reflect the civic importance of the site.

Design Principles

New development on the subject land should:

- Maintain a coherent overall built form composition by minimising the number of elements with different setbacks.
- Have a zero setback to the footpath on Newham Grove and Katandra Road provided the footpath is of minimum 2 metres in width, without further encroachment of the footpath under the canopy of the existing street trees.
- Incorporate vertical articulation at nominated dimensions to reflect the prevailing built form rhythm along Newham Grove and Katandra Road, and incorporate a change in materials and articulation elements consistent with nominated dimensions.
- Emphasise the station entrance from the public realm.

Precinct A

- Form a landmark at the station entrance that is clearly distinct from other development on the site and in the surrounding area. A landmark built form may be developed above Ormond Station, on North Road, provided it achieves excellence in architecture as established through a review process by the Urban Design Advisory Panel as detailed in the Level Crossing Removal Authority's, Urban Design Framework.
- Have a zero setback to the street from Newham Grove and Katandra Road. Setbacks may be provided where they are an extension of the public realm.
- Be set back from North Road by an average of 11 metres and a minimum of 8 metres to create a civic plaza. This does not include appropriate awnings and shade structures.

Precinct B

- Provide a built form transition between Precinct A and Precinct C.
- Have a zero setback to the footpath on Newham Grove and Katandra Road provided the footpath is of minimum 2 metres in width without further encroachment of the footpath under the canopy of the existing street trees in Newham Grove. Setbacks may be provided where they are an extension of the public realm.

Precinct C

- Have zero set back to the footpath on Newham Grove or Katandra Road. Development addressing Newham Grove set back to ensure footpath is a minimum 2 metres in width without further encroachment of the footpath under the canopy of the existing street trees. Setbacks may be provided where they are an extension of the public realm or to facilitate integrated landscaping on the interface between the public and private realm
- Detail the north wall facing the pedestrian link between Newham Grove and Katandra Road with materials and textures to deliver visual interest at a minimum. A preferable treatment is to include activation and passive surveillance from adjoining residential uses.
- Limit development on the west side of Katandra Road to have a street façade no higher than 4 storeys, with any additional height set back so that it is visually recessive when viewed from the footpath on the opposite side of the street.

4.2 Public Realm

Objectives

- To enhance the amenity of the public realm.
- To ensure development contributes to the safety, visual and social experience of the public realm.
- To provide an inviting and safe publicly accessible space at the heart of the neighbourhood centre.
- To deliver public realm improvements in accordance with the Public Realm Improvement Plan.

Design Principles

New development on the subject land should:

- Maintain solar access to the southern footpath of North Road between 11am and 2pm on 22 September.
- Incorporate weather protection for pedestrians along the northern side of North Road.
- Provide active ground floor frontages to all streets (with the exception of Newham Grove) and any publicly accessible space, where feasible.
- Avoid unarticulated, blank walls visible from the public realm.
- Contribute to the appearance and activation of the public realm through measures such as articulation, artwork, landscaping and public realm initiatives where inactive frontages are unavoidable.
- Maintain clear sight lines to the station entrance from North Road and the southern ends of Newham Grove and Katandra Road.
- Provide a publicly accessible space that adjoins a direct route from North Road to a station entrance, is clearly visible from North Road and has good solar access. The public accessible space should incorporate high quality seating, lighting, landscaping and part weather protection.
- Provide a new pedestrian connection between Newham Grove and Katandra Road at the northern edge of the site.
- Ensure all car parking is located and designed to minimise its visibility from the public realm.

4.3 Residential Interfaces

Objectives

- To maintain reasonable amenity in nearby residential properties.

Design Principles

New development on the subject land should:

Built Form Impacts

- Maintain solar access to the secluded private open space of nearby residential properties in accordance with Clause 55.04-5 (Overshadowing of open space objective - Standard B21).
- Avoid unreasonable overlooking of 3 Newham Grove in accordance with Clause 55.04-6 (Overlooking objective - Standard B22).

Noise, Vibration and Air quality

- Mitigate noise impacts associated with railway operations in accordance with the Victorian Government Passenger Rail Infrastructure Noise Policy (April 2013).
- Mitigate vibration impacts associated with railway operations in accordance with Australian Standard AS2670.2-1990 - *Evaluation of human exposure to whole-body vibration*.
- Meet the requirements of *State Environment Protection Policy (Ambient Air Quality)*, and *State Environment Protection Policy (Air Quality Management)* as they relate to future uses on the site, as well as railway operations.

4.4 Land Use Mix and Layout

Objectives

- To introduce a diversity of uses that contribute positively to the economic, social and environmental viability of the Ormond Neighbourhood Centre.
- To introduce a mix of land uses that responds to the context of the surrounding area of North Road, Katandra Road, and Newham Grove.
- To offer a diversity in housing options, including a mix of dwelling types that vary in size and layout.

Design Principles

New development on the subject land should:

- On the east side of Newham Grove, in Precinct C, incorporate residential uses at the street level to reflect the prevailing character of the street.
- Ensure that the retail function of North Road and the active frontage of the centre is retained on the ground floor, where possible.
- Ensure that a recognisable and accessible pedestrian access point is established from the principal street frontage to the residential component of the building.
- Consider additional mid-block pedestrian access points into the development from Newham Grove and Katandra Road.

4.5 Transport Integration

Objectives

- To integrate development with new and existing transport infrastructure so that it responds sensitively and contributes positively to social, cultural, functional and physical aspects of the site.
- To create well-connected and legible places that contribute significantly to strong economies and healthy, inclusive communities.
- To maintain, improve and enhance the existing pedestrian and cycling network.
- To ensure that shared paths and pedestrian spaces are designed as safe, attractive, shaded and pedestrian-friendly spaces, with balance of sun and shade.

Design Principles

New development on the subject land should:

- Encourage multi-purpose use of car parking areas wherever possible.
- Ensure that commuter car parking is provided for as required.
- Enable, where appropriate, the car park to be adapted at a later date for an alternative use.
- Make adequate provision on the subject land for loading and unloading to the satisfaction of the responsible authority.
- Ensure that areas set aside for loading and unloading vehicles are appropriately designed and are located so as to not obstruct access to the car park areas, and to minimise impacts on adjacent uses.
- Ensure that the shared path along Katandra Road is maintained and crossings along the path appropriately designed.
- Make provision for the new east-west pedestrian connection along the northern edge of the development to be connected to a safe crossing point on Katandra Road linking the new path to the Katandra Special School.
- Allow development to be set back from the western property boundary to provide for a widening of the Newham Grove footpath to 2 metres.
- Make provision for pedestrian access from Katandra Road to the car parking areas above the rail deck.
- Include a substantial car park (approximately 100 spaces) with access from Newham Grove for residential and or staff parking to reduce the traffic impact on Katandra Road.
- Ensure that trucks (waste and delivery vehicles) approach and depart the site via North Road to limit intrusion into the residential areas to the north.

4.6 Landscaping

Objectives

- To create landscaped spaces that are attractive, sustainable and contribute to the amenity of the area.

Design Principles

- Encourage integrated landscaping at the interface between the public and private realm.

- Retain and enhance the contribution made by the existing landscape to the area's character on Newham Grove, in particular its contribution to the area's characteristic partially wooded skyline.
- Explore the potential for roof gardens to contribute to a green skyline.

4.7 Environmentally Sustainable Design

Objectives

- To reduce energy use and greenhouse gas emissions as a result of the construction and ongoing management of the development.
- To ensure that resources are managed efficiently through embedding energy, water and material saving initiatives into the design and construction of the assets.

Design Principles

New development on the subject land should:

- Ensure water resources are managed in a sustainable way.
- Be consistent with general principles of stormwater management as detailed in the *Urban Stormwater Best Practice Environmental Management Guidelines (Melbourne Water)*.
- Provide for all waste to be stored and handled within the site.
- Prevent bins being placed outside of the property boundary for collection.
- Ensure that no garbage bin or surplus materials generated by the permitted uses and development are deposited or stored outside of the site and that bins must be returned to the garbage storage areas as soon as practicable after garbage collection.
- Implement options to reduce the amount of waste generated and encourage increased value recovery and/or recycling of waste materials.
- Achieve best practice in addressing the principles of environmentally sustainable development utilising a relevant assessment tool.

4.8 Potentially Contaminated Land

Objectives

- To ensure that the land is suitable for its intended future use and development, and that development is designed to deliver a safe outcome and prevent impacts from contaminated soil.

Design Principles

New development on the subject land should:

- in the case of any proposed sensitive uses (defined as residential, child-care centre, pre-school centre or primary school, agriculture or publicly accessible space), ensure that the environmental conditions of the subject land are suitable for that use.