




Greenhill's Road Residential Development Plan

The Development Plan was approved by the City of Whittlesea on 26 April 2016, in accordance with Clause 43.04 Schedule 30 of the Whittlesea Planning Scheme.

13/05/2016



Signature of the Responsible Authority

DEVELOPMENT PLAN

182 GREENHILLS ROAD THOMASTOWN
 167 PLENTY ROAD BUNDOORA (PART)
 214W GREENHILLS ROAD BUNDOORA
 172 GREENHILLS ROAD (PART)

DPO30:GREENHILLS ROAD RESIDENTIAL DEVELOPMENT PLAN

INTRODUCTION

This Development Plan proposal is provided in accordance with Schedule 30 of the Development Plan Overlay (DPO) applying to the land at 172, 182, 214W Greenhills Road and 167 Plenty Road, which requires the following:

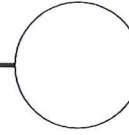
- Provision of a safe pedestrian-orientated road network providing a high degree of permeability and internal and external connectivity.
- Typical road cross sections.
- A traffic management plan.
- An acoustic report prepared by a suitably qualified consultant, to the satisfaction of the Responsible Authority, which recommends, if necessary, noise attenuation measures.
- A visual impact assessment prepared by a suitably qualified consultant, to the satisfaction of the Responsible Authority, which addresses the relationship between the site and surrounding land uses.
- A preliminary site assessment of the potential for contaminated land as a result of previous agricultural or other land uses carried out by a suitably qualified person. The landowner must submit the results and comply with any additional requirements or testing identified in the Site Assessment to the satisfaction of the Responsible Authority, having regard to the guidance set out in the General Practice Note on Potentially Contaminated Land June 2005 (DSE).
- Provision of interface treatments with Darebin Creek to the east; the existing residential development and the Melbourne Water pipetrack reservation to the south; the industrial land to the west, and more generally the Thomastown Industrial Area, which incorporates any recommendations from the required acoustic report and visual impact assessment; and the Metropolitan Ring Road the proposed E6 interchange to the north, which incorporates any recommendations from the required acoustic report and visual impact assessment.
- The designation of tree protection zones for all indigenous trees on the land and the integration of the trees within an appropriate development/open space context.
- A detailed archaeological survey and heritage assessment. The archaeological survey and heritage assessment of the land must identify and define places of cultural heritage and archaeological significance, including recommendations for the protection, restoration and integration of significant individual sites.
- Conservation, protection and interpretation of cultural heritage places in accordance with the detailed archaeological survey and heritage assessment.
- Provision of landscape and urban design concept plans for all proposed public open space areas and streetscapes to the satisfaction of the Responsible Authority.
- A stormwater management plan must be prepared and submitted which provides for the protection of natural systems, integration of stormwater treatment into the landscape, protection of water quality, reduction of run-off and peak flows and water sensitive urban design.
- The stages, if any, by which the development is to proceed.

The Development Plan is the result of detailed analysis of the natural, cultural and strategic context of the land and adjoining land following preparation of the following:

- Traffic report including traffic management plan by Marcon Infrastructure Group- September 2014;
- Acoustic report by DBL Engineering- March 2014;
- Phase 2 site assessment of potential contamination;
- Visual impact assessment including interface treatments to the industrial land to the west, Darebin Creek to the east, Metropolitan Ring Road to the north and Melbourne Water pipe-track reservation to the south- This can be found on Page 11;
- A tree report for the remaining trees on site (Ecological Assessment by Tree Wishes- November 2006 and Arboricultural Assessment by TWG- March 2014);
- Cultural Heritage Management Plan (updated) by Dr Maya Barker and Matthew Barker- July 2014;
- Indicative design and layout plans; and
- Stormwater management plan by Marcon Infrastructure Group- May 2014.



REV	DESCRIPTION	DRN	CHK	DATE
A	IN RESPONSE TO COUNCIL'S COMMENTS	YK	ED	29.04.15
B	RESPONSE TO COUNCIL'S RFI	YK	ED	15.06.15



DPO30 Greenhills Road Residential Development Plan covers:

182 Greenhills Road Thomastown
167 Plenty Road Bundoora (Part)
214W Greenhills Road Bundoora
172 Greenhills Road (Part)

The subject site comprises of two allotments on the north side of Greenhills Road.

The site is irregular in shape with a total site area of approximately **19672sqm**. It has a direct abuttal to industrial land to the west with access from Longview Court for maintenance; the Maroondah aqueduct pipe-track reservation (Zoned Public use -service & utility) to the south; interchange land to the north forming part of the Ring Road; and the Darebin Creek trail to the east.

The lot is currently vacant and access is available via a Council reserve at 214W Greenhills Road (Zoned General Residential 1) and across the Melbourne Water pipe-track reservation. There is one vehicle crossing along the frontage to 214W Greenhills Road, along with a power pole and stormwater pit.

The site has a significant fall from west to east towards the Darebin Creek trail.

The site is relatively flat with numerous trees along its boundaries. An arborist report has been prepared addressing each tree.

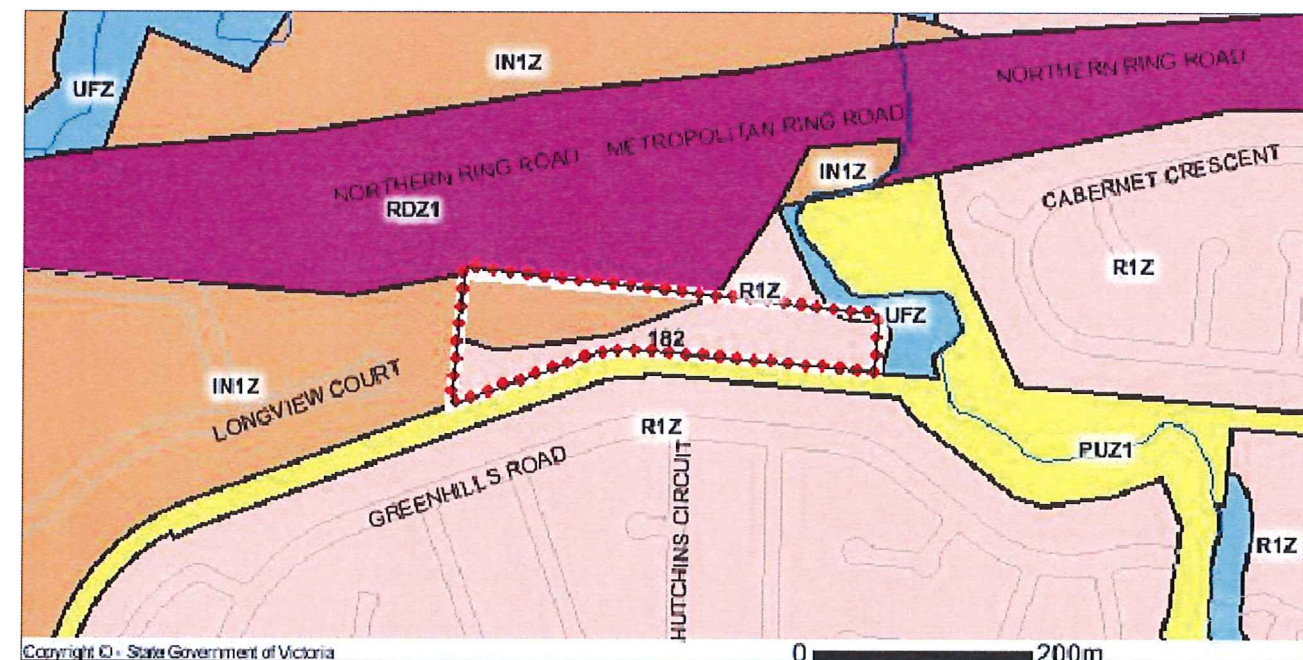
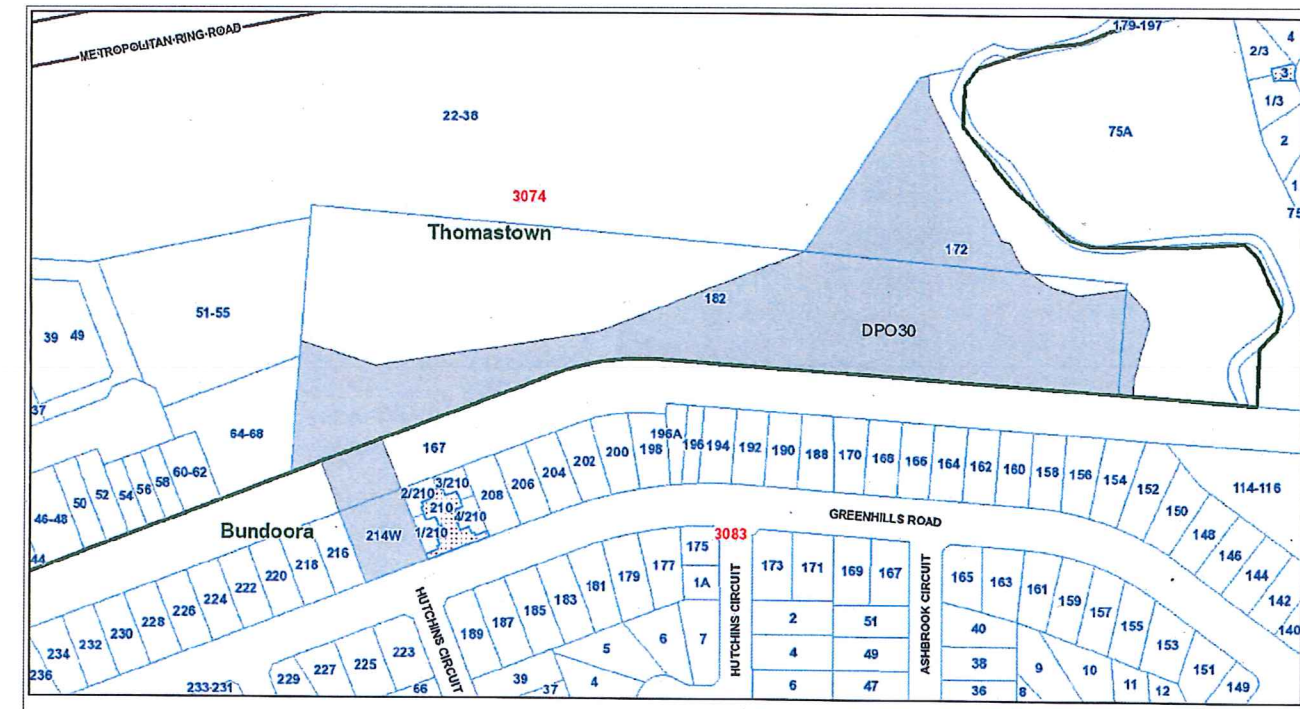
It is zoned General Residential 1 and is affected by an Urban Floodway Zone in the north-east corner. The east end of the site is also considered to be an area of Aboriginal Cultural Heritage Sensitivity. A Cultural Heritage Management Plan has been provided to Council which recommends that "No further archaeological investigations are recommended for the Study Area. It is recommended that the Activity be allowed to proceed and that no impacts to Aboriginal cultural recognize heritage will occur".

In accordance with the requirements of DPO30, the views of the Department of State Development, Business and Innovation, VicRoads and Melbourne Water will be sought at the planning permit stage and changes will be incorporated to address the views of these authorities.

In streetscape terms, the residential built form of the immediate area to the south largely comprises single and double storey dwellings. Whilst side fences abut the reserve providing vehicle access to the 'estate', the balance of residential properties backing onto the site from 154 - 218 Greenhills Road are separated by the pipe-track reservation (drainage reserve) which varies in width around 20 metres. The reservation links up with the Darebin Creek trail further east and also separates the industrial area to the west.

All dwellings to the south of the subject site have paling fence abutments to the pipe-track which are solid without outlook. There are also numerous outbuildings at the rear abutting the reserve. Further east there are also dwellings with boundary fences built to the pipe-track and the Darebin Creek trail.

To the west is an industrial precinct. There is an immediate abuttal to the west which comprises a pre fabricated, freestanding concrete factory/warehouse.

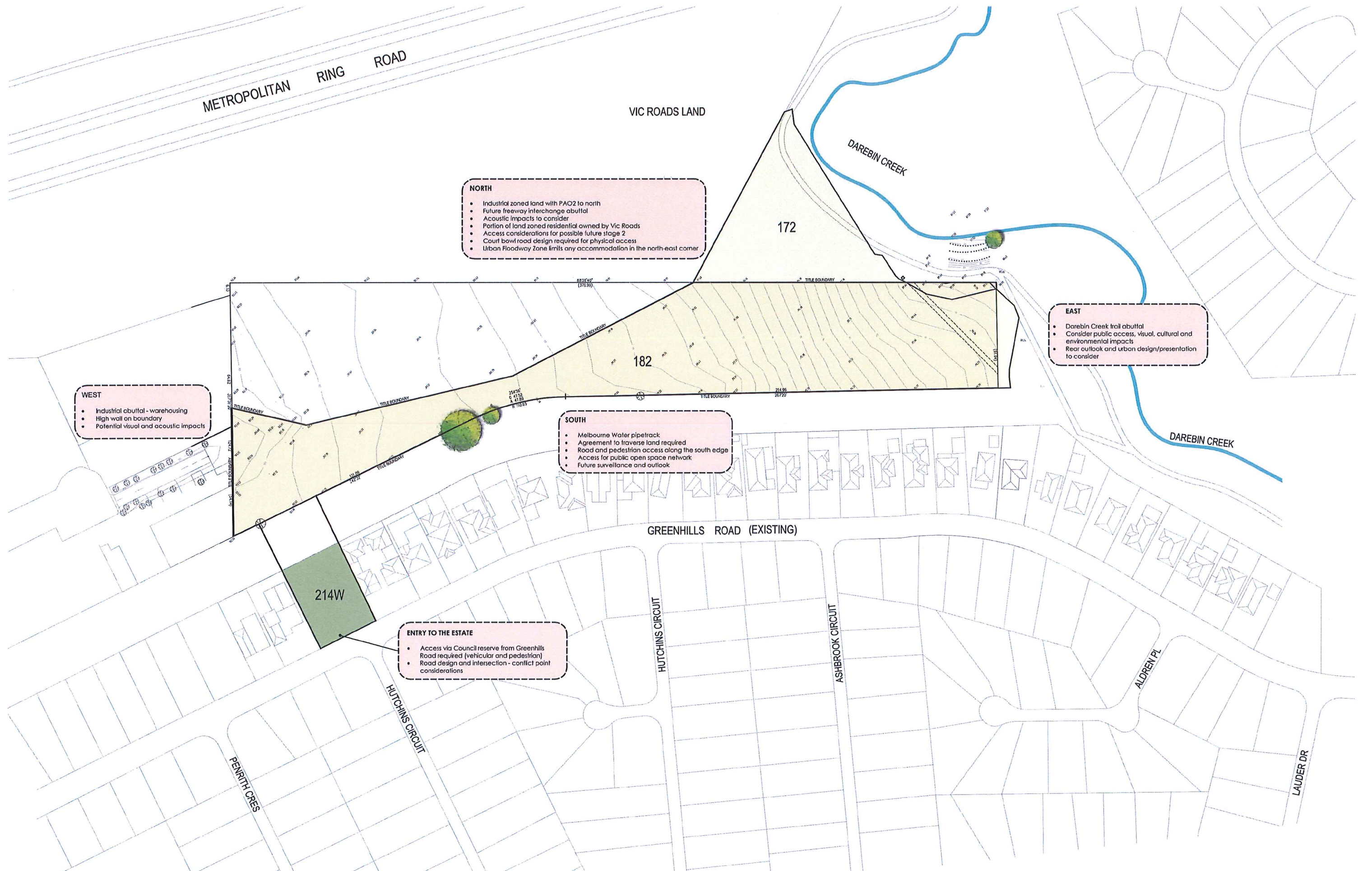




REV	DESCRIPTION	DRN	CHK	DATE
A	IN RESPONSE TO COUNCIL'S COMMENTS	YK	EG	29.04.15
B	RESPONSE TO COUNCIL'S RF3	YK	EG	15.06.15



PROJECT	TITLE	DRAWN	SCALE	DATE	JOB No.
182 GREENHILLS ROAD THOMASTOWN 167 PLENTY ROAD BUNDOORA(PART) 214W GREENHILLS ROAD BUNDOORA 172 GREENHILLS ROAD (PART)	AERIAL PHOTO OF DEVELOPMENT PLAN AREA	YK	N.T.S.	MAR '15	709
				PAGE No	REVISION
				4	B



NORTH

- Industrial zoned land with PAO2 to north
- Future freeway interchange abuttal
- Acoustic impacts to consider
- Portion of land zoned residential owned by Vic Roads
- Access considerations for possible future stage 2
- Court bow road design required for physical access
- Urban Floodway Zone limits any accommodation in the north-east corner

EAST

- Darebin Creek trail abuttal
- Consider public access, visual, cultural and environmental impacts
- Rear outlook and urban design/presentation to consider

WEST

- Industrial abuttal - warehousing
- High wall on boundary
- Potential visual and acoustic impacts

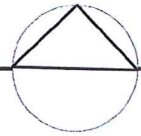
SOUTH

- Melbourne Water pipetrack
- Agreement to traverse land required
- Road and pedestrian access along the south edge
- Access for public open space network
- Future surveillance and outlook

ENTRY TO THE ESTATE

- Access via Council reserve from Greenhills Road required (vehicular and pedestrian)
- Road design and intersection - conflict point considerations

REV	DESCRIPTION	DRN	CHK	DATE
A	IN RESPONSE TO COUNCIL'S COMMENTS	YK	EG	29.04.15
B	RESPONSE TO COUNCIL'S RF1	YK	EG	15.06.15





METROPOLITAN RING ROAD

VIC ROADS LAND

DAREBIN CREEK

DAREBIN CREEK

GREENHILLS ROAD (EXISTING)

TURNING CIRCLES TO ACCOMMODATE A COUNCIL WASTE VEHICLE

CONSTRUCTION OF SQUEEZE POINT IN ACCORDANCE TO THE RELEVANT AUTHORITY REQUIREMENTS AND STANDARDS

CARRIAGEWAY EASEMENT LEADING TO 172 GREENHILLS ROAD

POTENTIAL PATH LINK TO DAREBIN CREEK

HUTCHINS CIRCUIT

ASHBROOK CIRCUIT

ALDREN PL

PENRITH CRES

LAUDER DR

LEGEND:

PUBLIC ROAD

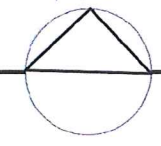
PRIVATE ROAD

NOTE:
THE LOCAL ROADS WILL NOT CONNECT WITH THE PROPOSED METROPOLITAN RING ROAD/ E6 CORRIDOR INTERCHANGE.

pointarchitects

545 King Street West Melbourne 3003 t: 93295988 f: 93294707 e: info@pointarc.com.au

REV	DESCRIPTION	DRN	CHK	DATE
A	IN RESPONSE TO COUNCIL'S COMMENTS	YK	EG	29.04.15
B	RESPONSE TO COUNCIL'S RFI	YK	EG	15.06.15
C	IN RESPONSE TO COUNCIL'S COMMENTS	YK		15.01.16
D	IN RESPONSE TO COUNCIL'S COMMENTS	YK		05.05.16



PROJECT	TITLE	DRAWN	SCALE	DATE	JOB No.
182 GREENHILLS ROAD THOMASTOWN 167 PLENTY ROAD BUNDOORA(PART) 214W GREENHILLS ROAD BUNDOORA 172 GREENHILLS ROAD (PART)	ROAD NETWORK & LAYOUT PLAN	YK	N.T.S.	MAR '15	709
				PAGE No	REVISION
				6	D



TREE HAS BEEN REMOVED PRIOR TO TAKING OWNERSHIP OF THE SITE

EXISTING TREE TO BE REMOVED SUBJECT TO PERMISSION FROM MELBOURNE WATER

EXISTING TREE TO BE REMOVED SUBJECT TO PERMISSION FROM MELBOURNE WATER

EXISTING TREE TO BE REMOVED SUBJECT TO PERMISSION FROM MELBOURNE WATER

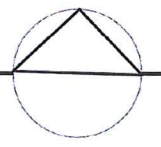
IN THE EVENT THE EXISTING PUBLIC ASSET REQUIRES RELOCATION DUE TO THE LOCATION OF THE PROPOSED ROAD CONNECTION, IT MUST OCCUR TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY

IN THE EVENT THE EXISTING LIGHT POLE REQUIRES RELOCATION DUE TO THE LOCATION OF THE PROPOSED ROAD CONNECTION, IT MUST OCCUR TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY

- LEGEND:
- OPEN SPACE
 - PATHWAY
 - SOUND WALL
 - INDICATIVE TREE PLANTING

NOTE:
REQUIREMENTS FOR ACOUSTIC INVESTIGATIONS TO BE UNDERTAKEN AT THE SUBDIVISION AND DEVELOPMENT STAGE TO ADDRESS THE REQUIREMENTS OF VICROADS.

REV	DESCRIPTION	DRN	CHK	DATE
A	IN RESPONSE TO COUNCIL'S COMMENTS	YK	ED	28.04.15
B	IN RESPONSE TO COUNCIL'S RFI	YK	ED	15.04.15
C	IN RESPONSE TO COUNCIL'S COMMENTS	YK		15.01.16
D	IN RESPONSE TO COUNCIL'S COMMENTS	YK		05.05.16



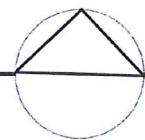
METROPOLITAN RING ROAD



LEGEND:

- PUBLIC OPEN SPACE
- ACCESS ROAD/ ENTRY

REV	DESCRIPTION	DRN	CHK	DATE
A	IN RESPONSE TO COUNCIL'S COMMENTS	YK	EG	28.04.15
B	RESPONSE TO COUNCIL'S COMMENTS	YK	EG	15.05.15
C	IN RESPONSE TO COUNCIL'S COMMENTS	YK	EG	15.01.16
D	IN RESPONSE TO COUNCIL'S COMMENTS	YK	EG	05.05.16



PROJECT	TITLE	DRAWN	SCALE	DATE	JOB No.
182 GREENHILLS ROAD THOMASTOWN 167 PLENTY ROAD BUNDOORA(PART) 214W GREENHILLS ROAD BUNDOORA 172 GREENHILLS ROAD (PART)	PUBLIC OPEN SPACE & ROAD ACCESS	YK	N.T.S.	MAR '15	709
				PAGE No	REVISION
				8	D

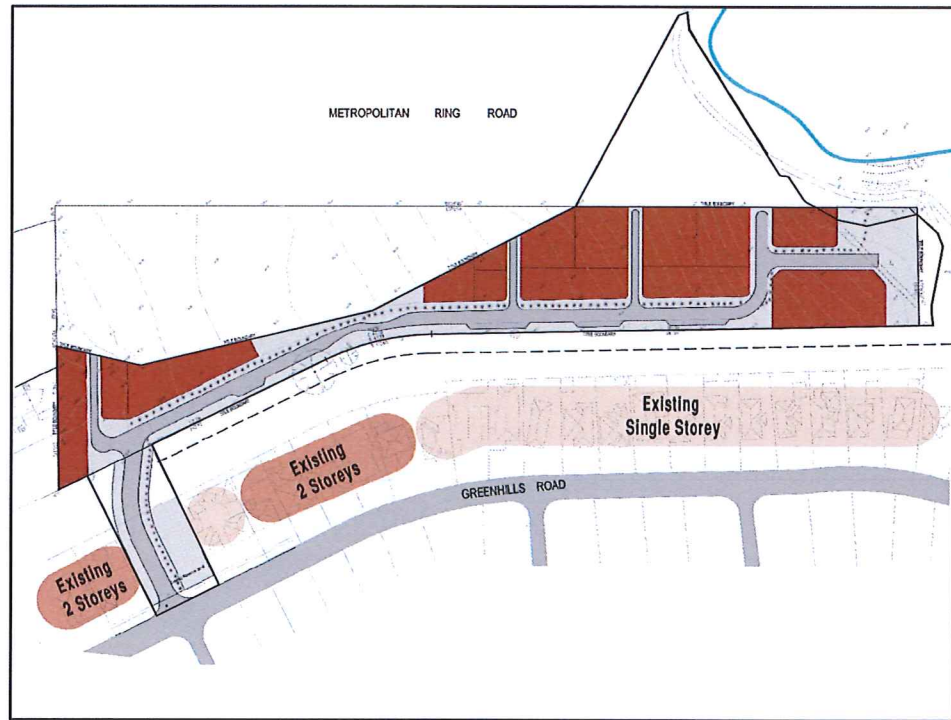


Figure 1: Design Elements- Building Heights

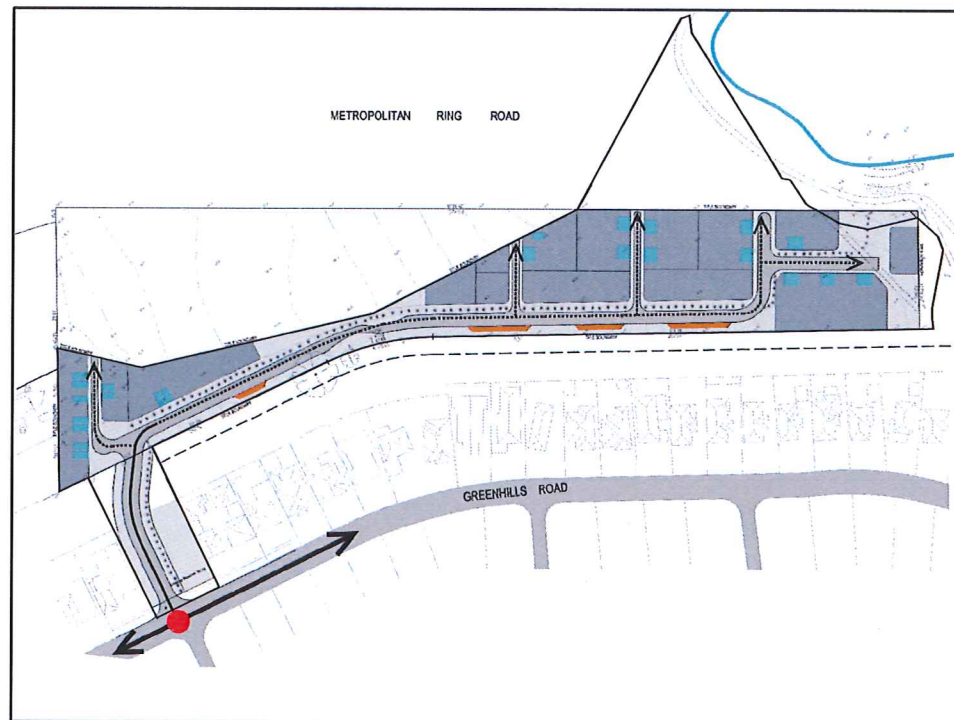


Figure 2: Design Elements- Key Vehicle Movement & Parking

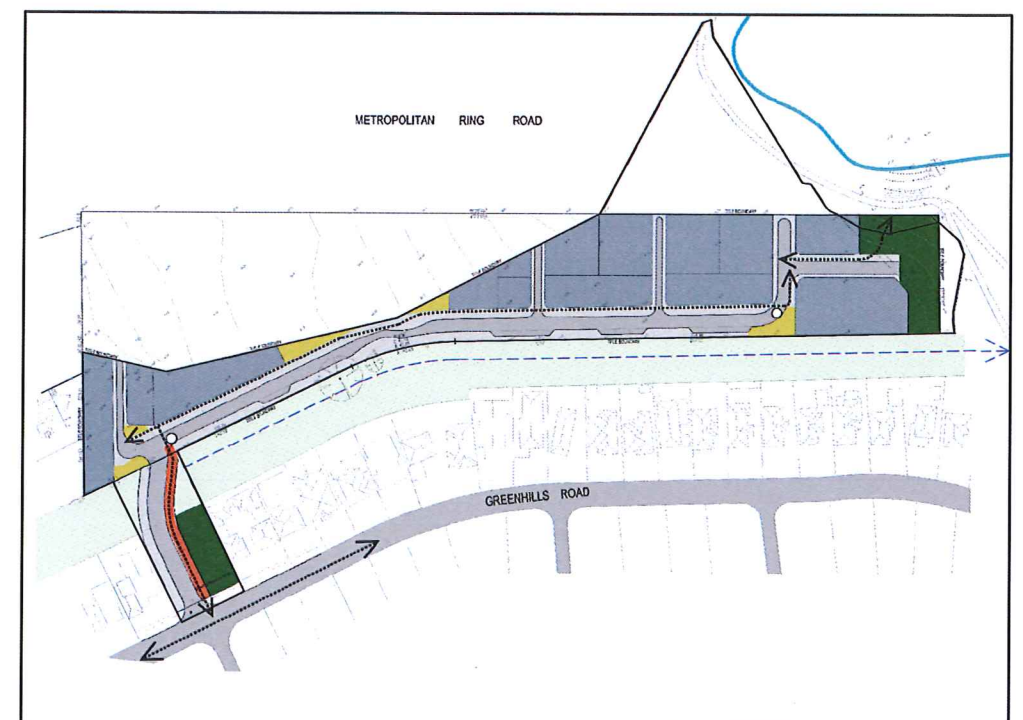


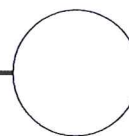
Figure 3: Design Elements- Public Realm & Pedestrian Movement

Design Elements- Key Vehicle Movement & Parking

- - Main Entry Point- In/Out of Site
- - Visitor car parking locations
- - Tandem car park

Design Elements- Public Realm & Pedestrian Movement

- Open space provided for recreational activities and creating visual interest.
- Provided landscape treatments along east-west private road and at the termination of key sight lines to create visual interest.
- A pedestrian friendly streetscape promoted along the entry from Greenhills Road with wider verges, differing paving treatments and larger plantings.
- Pedestrian crossings located to provide ease of movement across the site.
- Pedestrian network links areas of open space within the site.
- - - Potential path link to Darebin Creek.





Possible built form located on the Western side to provide physical buffer to industrial land.



Pedestrian friendly streetscape created on main east-west street



Possible typologies located in areas adjacent to existing residential areas and Melbourne Water reserve.



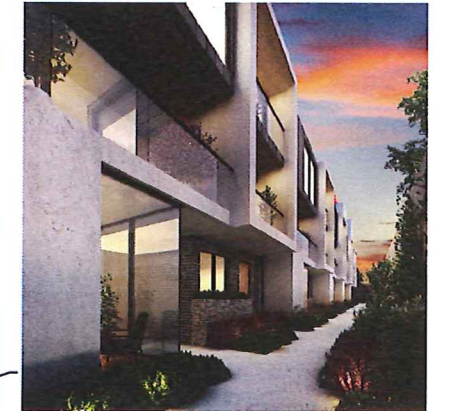
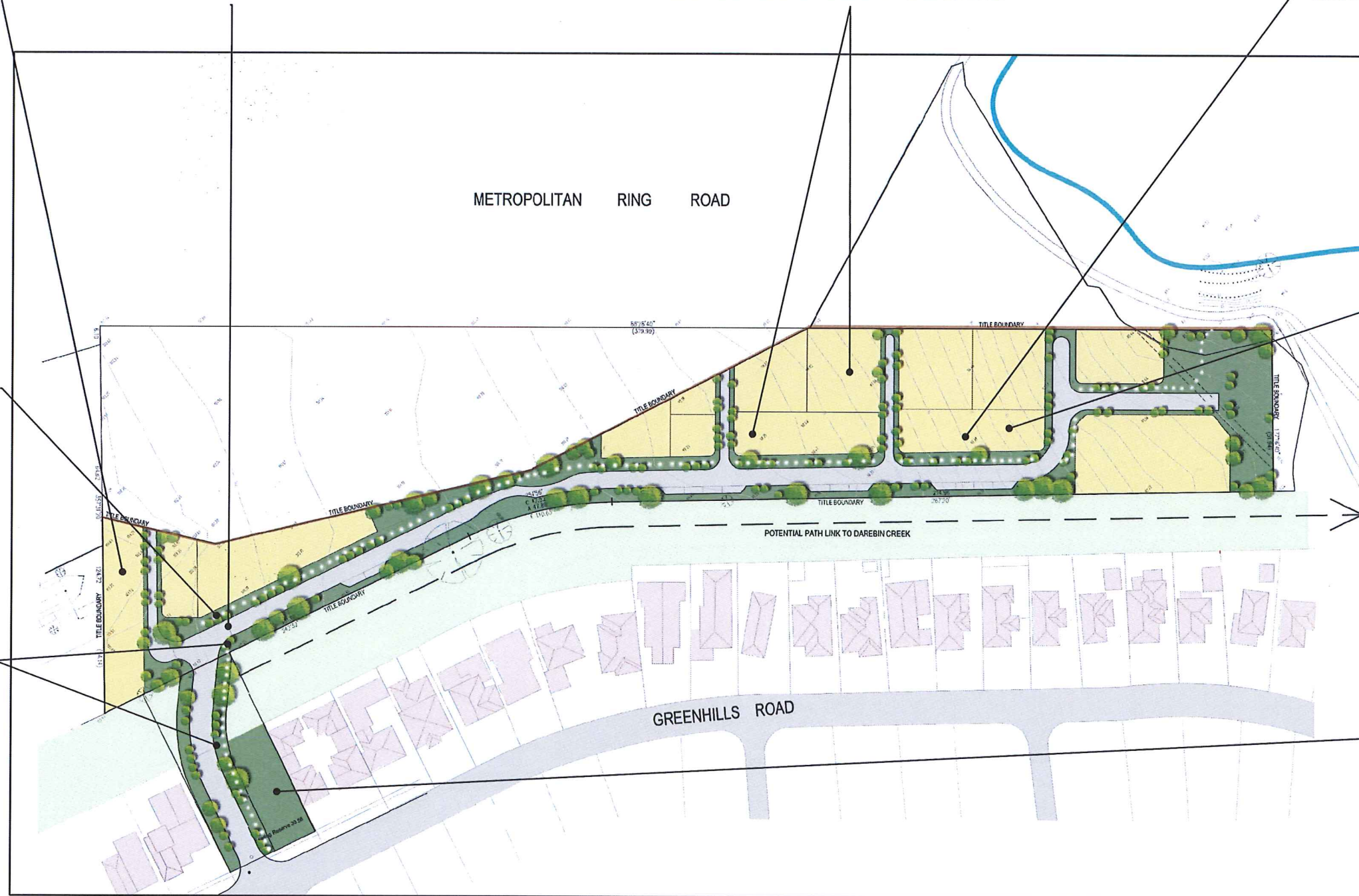
Townhouses paired in clusters with spaces between them



Connections created to points of landscape interest within site & to the surrounding open space network. Legible pedestrian paths, street lighting and public seating to be provided through the site



Road reserve can accommodate large plantings to increase the sites overall amenity, create visual interest & to form organizing elements to key points of interest

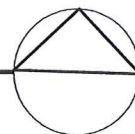


Create built form that has visual interest, especially at key entry points & at the termination of vistas. Upper level balconies to provide passive surveillance



Landscape opportunities to create visual interest at the entry of the site

REV	DESCRIPTION	DRN	CHK	DATE
A	IN RESPONSE TO COUNCIL'S COMMENTS	YK	EG	29.04.15
B	RESPONSE TO COUNCIL'S RFI	YK	EG	15.06.15
C	IN RESPONSE TO COUNCIL'S COMMENTS	YK		15.01.16
D	IN RESPONSE TO COUNCIL'S COMMENTS	YK		05.05.16



METROPOLITAN RING ROAD

NORTH
 An adequate separation distance allows for reasonable amenity standards to be achieved in acoustic and visual impact terms. Rear boundary fencing will be solid to limit impacts of freeway vehicle noise. Rear yard landscaping opportunities should be available but not to the same extent as the southern and eastern lots with public open space abutments.

WEST
 The backdrop of the large pre-fabricated concrete warehouse will be tempered by the construction of future dwellings in the foreground at the west end. It is intended that these be smaller lots with opportunities for possible 3 storeys to conceal the rear views and improve acoustic attenuation. Streetscape planting will also further soften views to the west from within the estate and the entry to the estate. Acoustic report measures as recommended will also allow for acceptable amenity standards in the design including a high acoustic barrier along the boundary abutting the factory building.

EAST
 The Darebin Creek Trail is a shared use path for cyclists and pedestrians. It follows Darebin Creek to the east of the site and intersects further south with Greenhills Road. It forms part of a linear open space network and hence its presence is significant in numerous ways including environmental and recreational.
 The outlook from the subject site is considered an opportunity and views to the site must also be closely considered.
 Passive surveillance, landscaping presence and interaction with the public open space network will be key objectives.

SOUTH
 The pipe track reservation is a Melbourne Water 'aqueduct' shown on title and is zoned Public Use Zone 1 (public use service and utility). This reservation is a long-term open space network opportunity and therefore, the interface along the south boundary is significant to the public realm. Setbacks to the track and surveillance from upper floors, along with landscaping opportunities, are critical to the future fit of this island site.



CONCEPTUAL IMAGE OF SOUND WALL



CONCEPTUAL IMAGE OF SOUND WALL



PEDESTRIAN FRIENDLY STREETSCAPE PROMOTED ALONG THE ROAD

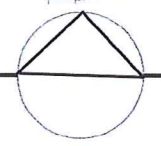


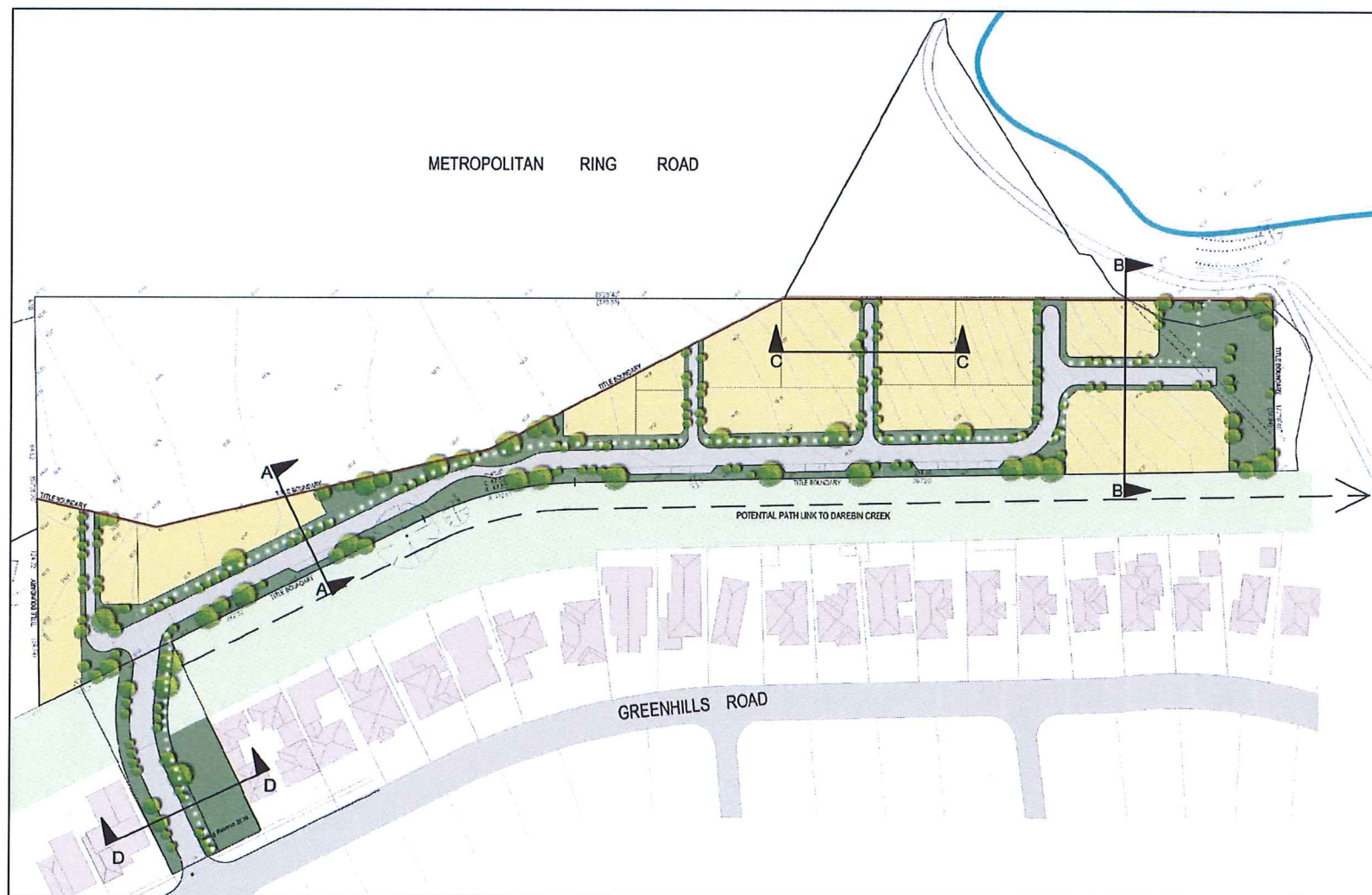
SEMI-TRANSPARENT FENCING ADJOINING PIPETRACK RESERVATION



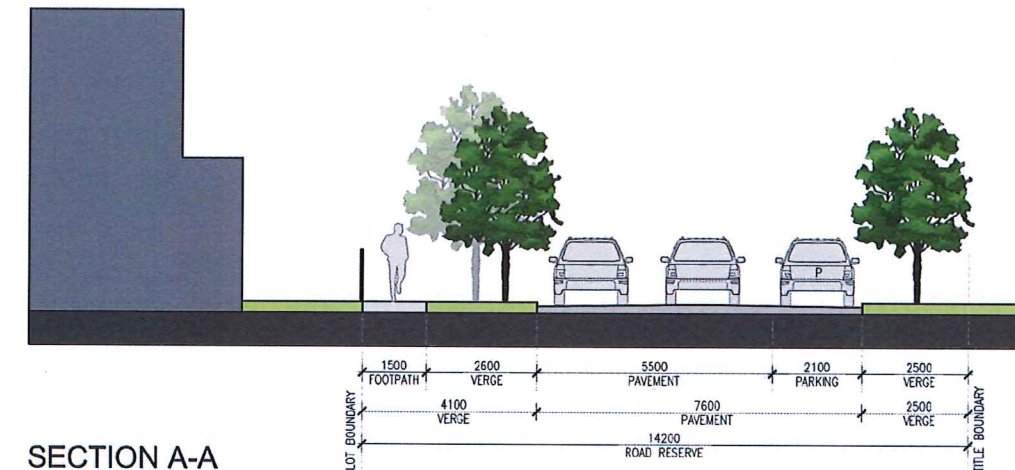
LANDSCAPE TREATMENT OVERLOOKING THE CREEK

REV	DESCRIPTION	DRN	CHK	DATE
A	IN RESPONSE TO COUNCIL'S COMMENTS	YK	EG	29.04.15
B	RESPONSE TO COUNCIL'S RFI	YK	EG	15.06.15
C	IN RESPONSE TO COUNCIL'S COMMENTS	YK		15.01.16
D	IN RESPONSE TO COUNCIL'S COMMENTS	YK		05.05.16

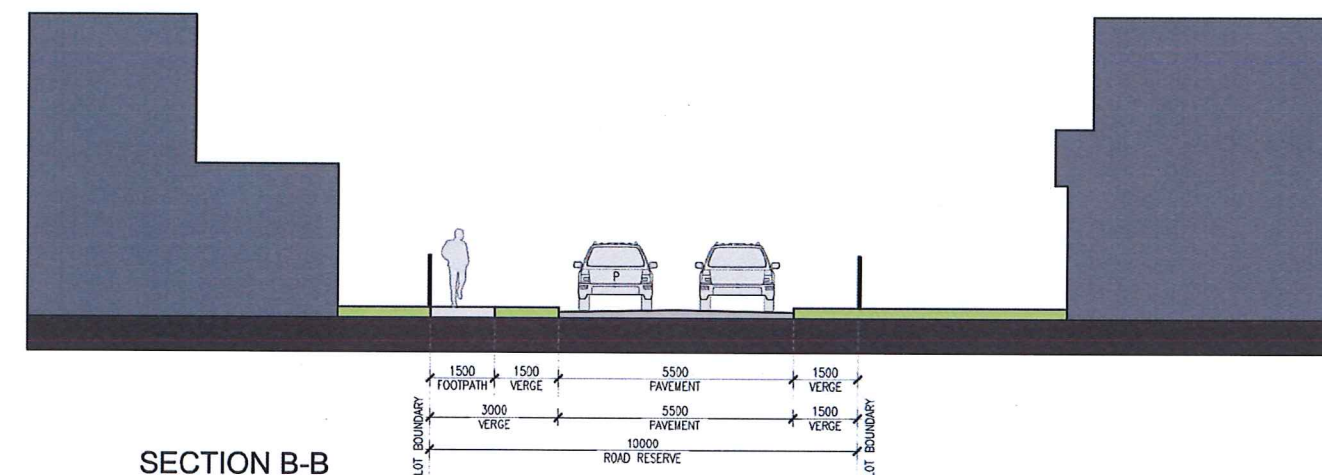




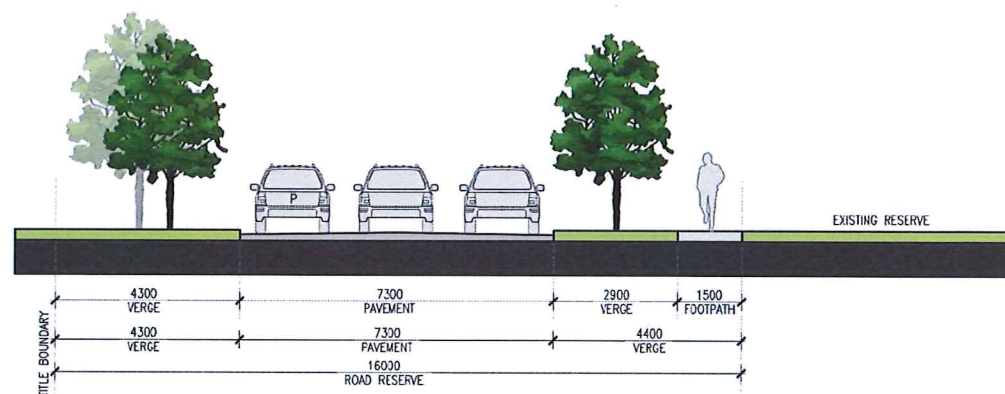
LAYOUT PLAN



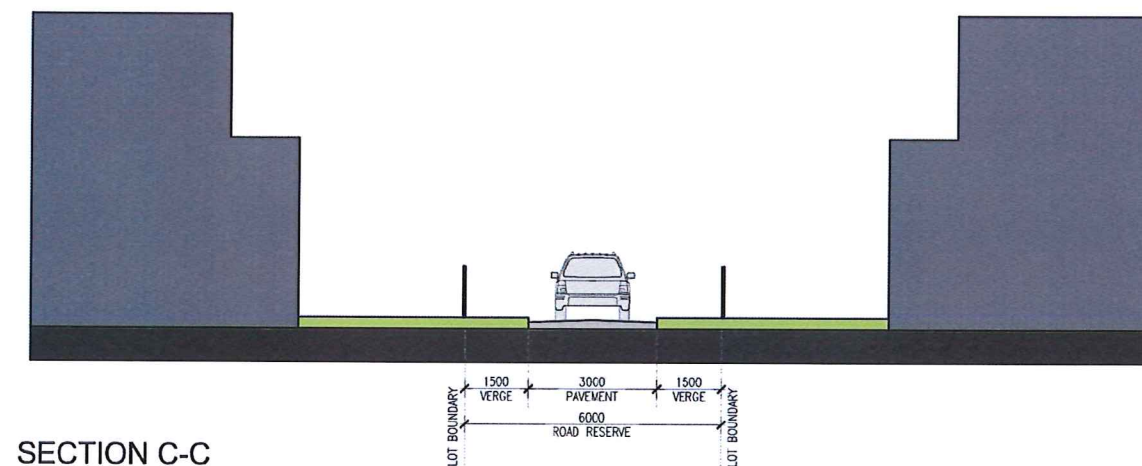
SECTION A-A



SECTION B-B



SECTION D-D



SECTION C-C

NOTE: REFER TO TRAFFIC ENGINEER'S REPORT FOR DETAILS.

REV	DESCRIPTION	DRN	CHK	DATE
A	IN RESPONSE TO COUNCIL'S COMMENTS	YK	EG	28.04.15
B	RESPONSE TO COUNCIL'S RFI	YK	EG	15.06.15
C	IN RESPONSE TO COUNCIL'S COMMENTS	YK	EG	15.01.16
D	IN RESPONSE TO COUNCIL'S COMMENTS	YK	EG	05.05.16