



**PLANNING AND ENVIRONMENT ACT 1987  
WHITEHORSE PLANNING SCHEME**

**This plan is approved pursuant to Clause 43.04  
Schedule 5 of the Whitehorse Planning Scheme.  
This document forms part of the Development  
Plan for Stage 3 of the site at 104 -168 Hawthorn  
Road, Forest Hill.**

**No. of pages: 70  
Document: 1 of 2  
Signed: Allison Egan  
Date: 29/03/2018**



**104-168 HAWTHORN ROAD, FOREST HILL    FEBRUARY 2018**

**CITY OF WHITEHORSE  
DEVELOPMENT PLAN  
ON BEHALF OF BAZEM PTY LTD**





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## ATTACHMENTS

- 1 – Development Plan Overlay, Schedule 5, Whitehorse Planning Scheme
- 2 – Development Plan and Development Plan Guidelines – SJB Architects
- 3 – Movement Network and Concept Functional Layout Plans - GTA Consultants
- 4 – Landscape Concept Plans

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# 1 INTRODUCTION

## 1.1 Purpose

This report substantiates the merits of a Development Plan for the land at 104-168 Hawthorn Road, Forest Hill.

The land is included within the Residential Growth Zone, and is covered by a Development Plan Overlay

Development Plan Overlay, Schedule 5 (**DP05**), to the *Whitehorse Planning Scheme* requires a Development Plan(s) to be prepared to the satisfaction of the Responsible Authority.

Any permits subsequently granted must be generally in accordance with the approved Development Plan.

This report constitutes a Development Plan able to satisfy the relevant considerations of DP05.

DP05 refers to the site as “**104-168 Hawthorn Road, Forest Hill**”.

In this report the site is referred to as ‘**Forest Ridge**’, the name applied to the emerging residential estate on the land, by the owner and developer, Bazem Pty Ltd.

## 1.2 How to read this Document

This report is to be read in conjunction with the series of plans contained in **Attachment 2** prepared by SJB Architects.

These plans provide the overall Development Plan for the site (excluding the existing studio buildings) as well as a series of other plans, that have informed parts of the overall development plan proposal.

These include:

- **Figure 1:** Development Plan
- **Figure 2:** Development Stages Plan
- **Figure 3:** Access & Movement Plan
- **Figure 4:** Bicycle Network Plan
- **Figure 5:** Landscape and Open Spaces Plan
- **Figure 6:** Building Heights and Setbacks Plan
- **Figure 7:** Ground Level Setbacks Plan
- **Figure 8:** Views and Vistas Plan
- **Figures 9 – 13:** Sections

In addition, **Attachment 3** contains the Movement Network and Concept Functional Layout Plans for the site, prepared by GTA Consultants.

Variations from the guidelines in this report may be permitted with the consent of the council where it can be shown that a departure from the guidelines is necessary to overcome any physical restrictions on the site and /or to achieve the best design outcomes in the space available.

## 1.3 Forest Ridge - a strategic redevelopment opportunity

Forest Ridge is a key strategic redevelopment site within the City of Whitehorse.

Forest Ridge is bound by Springvale Road, Hawthorn Road and Mahoneys Road, Forest Hill (Figure 1).

Part of Forest Ridge has been subdivided and developed with housing in accordance with planning permits issued by the City of Whitehorse.

The remainder of the site will be redeveloped generally in accordance with the approved development plan(s) and associated planning permits.

The key components of the development plan, as described by Schedule 5 to the Development Plan Overlay (Clause 43.04) of the *Whitehorse Planning Scheme* are:

- **Buildings and works** - Location of buildings and works including land uses, building envelopes, building heights, road and movement networks, public open space, landscaping, staging, interfaces and views.
- **Traffic and transport** - Traffic and transport management plan, including network of streets and public spaces to support a safe, convenient and orderly vehicular, pedestrian and cycling movement.
- **Landscaping** - Provision of landscaping along the sites edges and retention of existing landscaping where possible.
- **Environmentally sustainable development** - Proposed design and building techniques that are consistent with ESD principles.



Figure 1 Subject Site (Nearmap)





# 1 INTRODUCTION

## 1.4 The Need for a Development Plan

The entirety of Forest Ridge comprises approximately 12.6 hectares. Approximately 9 hectares remains for potential redevelopment.

The purposes of the *Residential Growth Zone* include providing housing at increased densities; encouraging a diversity of housing; and providing a scale of development that provides a transition between areas of more intensive use and development and areas of restricted housing growth.

Forest Ridge is recognised by the *Whitehorse Planning Scheme* as offering a substantial opportunity to make a positive contribution to key planning objectives accommodating residential growth within the municipality.

To guide the future subdivision, use and development of that part of the site that has not been redeveloped, the Development Plan Overlay, Schedule 5 was introduced via Amendment C110 to the *Whitehorse Planning Scheme* on 22 October 2015 (Figure 2 and Attachment 1).

The schedule to the overlay sets out the matters that must be described in the development plan.

The provisions of the overlay state that a development plan may be prepared in stages.

Once the development plan has been prepared to the satisfaction of Council, a permit granted must be generally in accordance with the development plan.

An application that is generally in accordance with the development plan is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Stage 1 of the site has already been subdivided and developed, and Stage 2 (Figure 3) has a planning permit and endorsed plans for a 13-lot subdivision and new access road. Construction has commenced on this stage. These stages were approved prior to the DP05 being gazetted.

Accordingly, the area of the site now requiring the preparation of a development plan(s) only relates to Stage 3 (Figure 3). The area of this development plan, that excludes most of the studio buildings is shown in Figure 4.

Figure 2 Development Plan Overlay, Whitehorse Planning Scheme

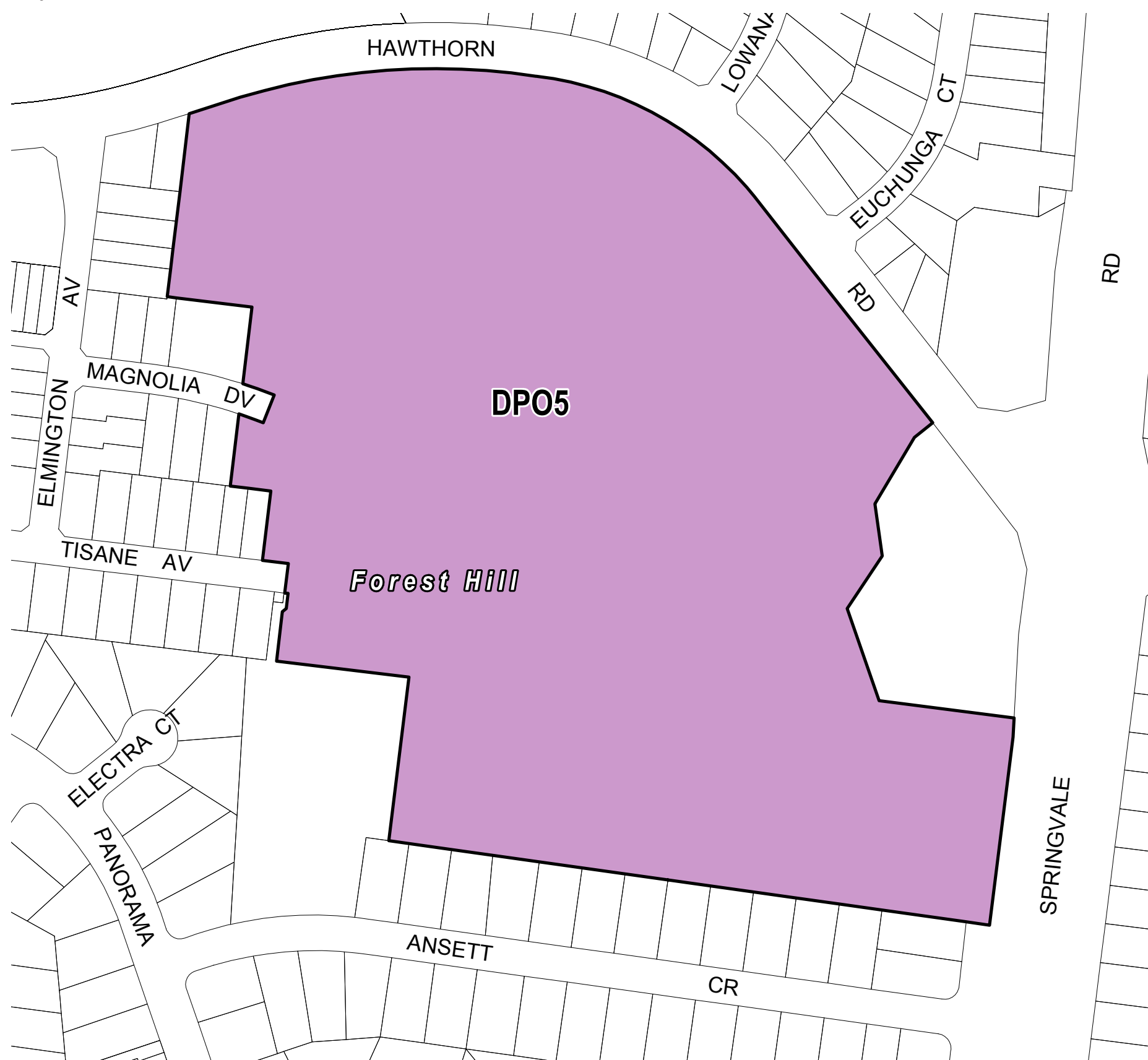
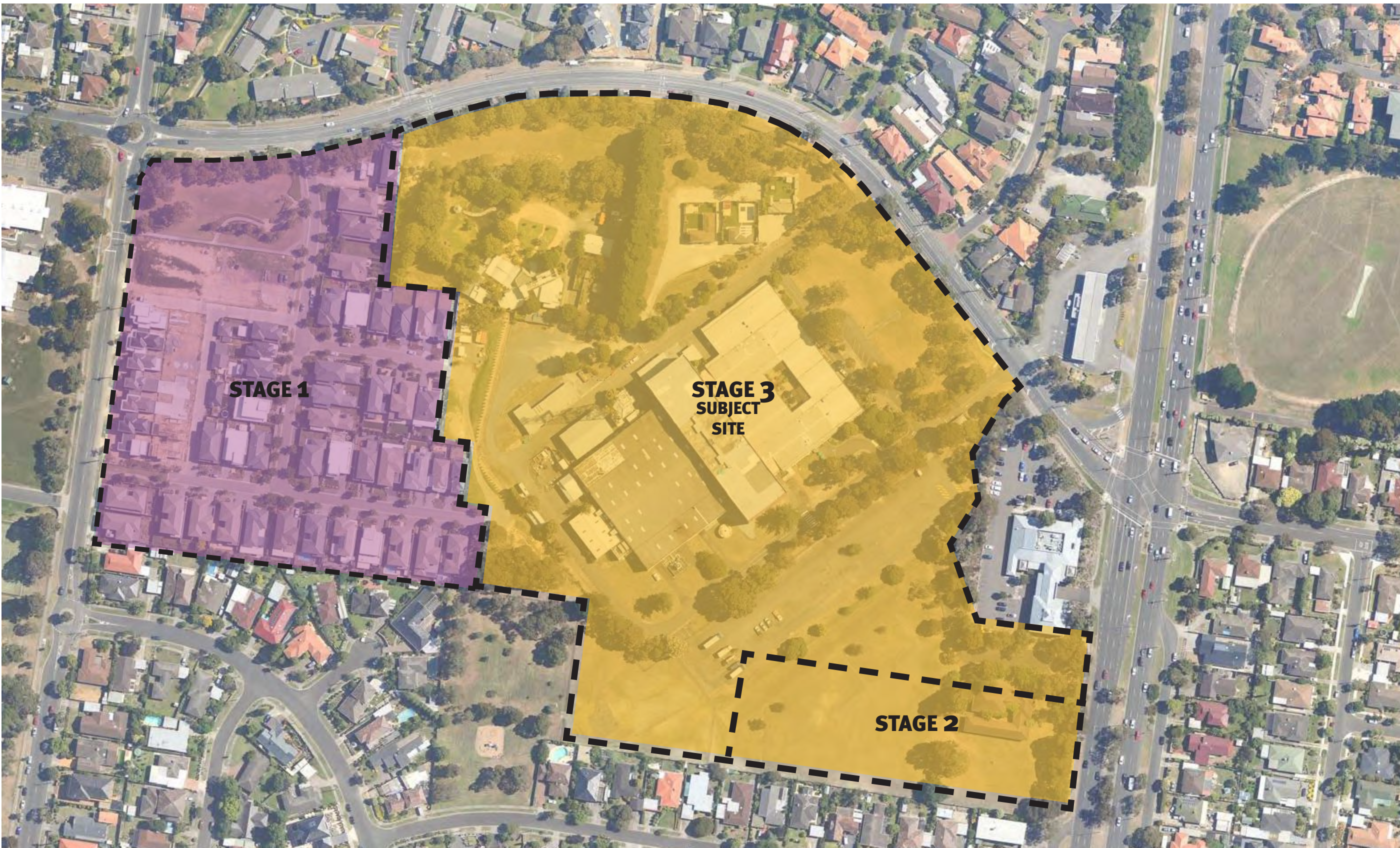




Figure 3 Forest Ridge, with existing stages of development





# 1 INTRODUCTION

Figure 4 This Development Plan Area - Red areas excluded



## 1.5 Orchards and production studio

Forest Ridge is a substantial and prominent site located in a strategically significant location.

Formerly part of an orchard landscape, the land was developed in the 1960's and used for studio and outdoor television / film production until approximately 15 years ago.

Drama production is still undertaken on the site by Freemantle Media Australia but the premises are no longer used as television studios or for the transmission of television shows as was the case when Channel 0 (10) occupied the site.

The site has been the subject of Amendment C157 to the *Whitehorse Planning Scheme*. A heritage overlay has been introduced that affects part of the site, relating to most of the existing Studio buildings (Figure 5).

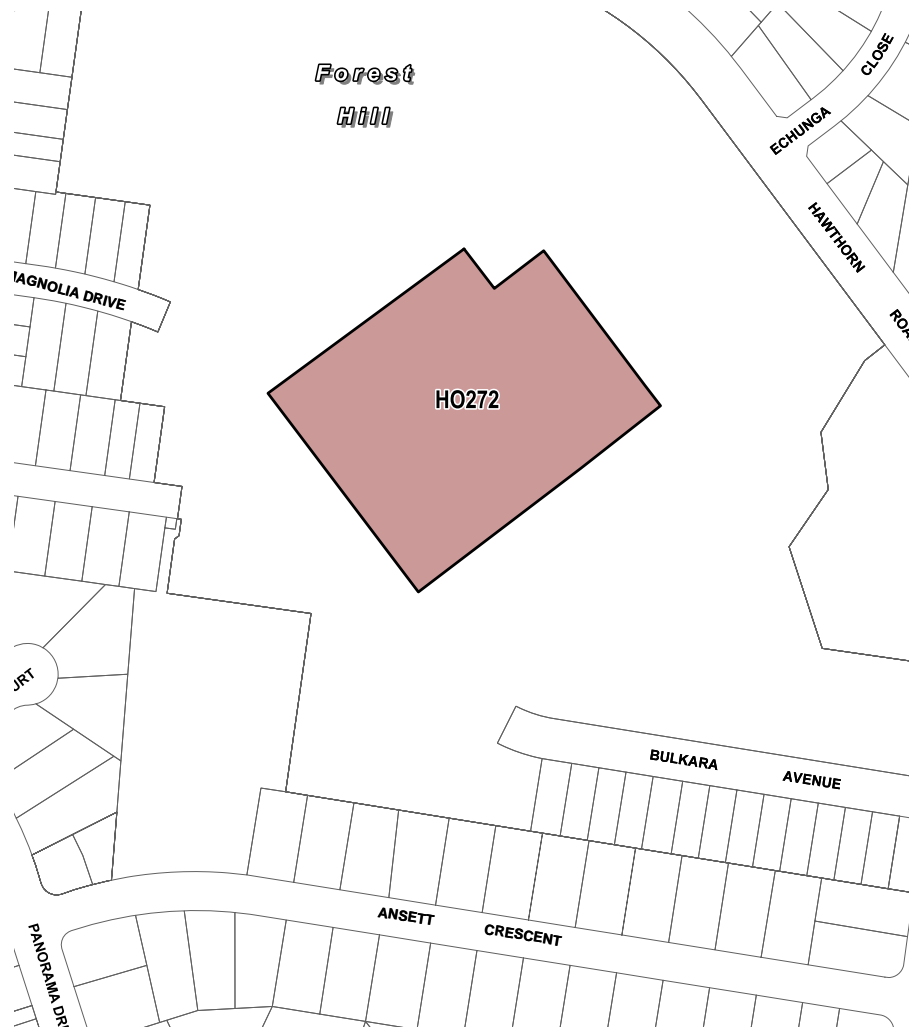
This Development Plan excludes the existing studio buildings and associated infrastructure, with the exception that it provides for the removal of a more recent addition to the Administration Building and reinstating the original façade and courtyard. A further Development Plan will address the studio part of the site in consultation with Council. The Development Plan has also been prepared having regard to the views to the studios along the main access from Hawthorn Road, to connect these buildings to the broader surrounds.

The provision of the roadway directly in front of the studio buildings will provide a view corridor of a minimum width of 19 metres, allowing views to the building. Bazem's heritage consultants, have stated:

*This level of visibility and access is sufficient to allow the building to remain a key element within the public realm readily discernible from vantage points in adjacent sections of Hawthorn Road.*



Figure 5 Extent of the gazetted heritage overlay in Amendment C157



## 1.6 Residential redevelopment of the site

Bazem Pty Ltd purchased the entire site in 2000 with the view to redevelop it for a residential estate, consistent with the zoning and planning policies for the site.

The first stage of Forest Ridge, on the western portion of the site, was the subject of two planning approvals.

An original plan of subdivision was approved in 2006 providing for 48 lots (Stage 1).

On this subdivided land 47, two storey dwellings have been built. 27 town houses have been constructed on the balance super-lot.

More recently a 13-lot subdivision, with access from Springvale Road, has been approved and is partially implemented (Stage 2).

These early stages of development, together with an earlier master planning process have provided part of the framework and infrastructure that will serve and inform the Development Plan for the land.

An incomplete network of local roads and future connections has been created by Stages 1 and 2.

Two storm water detention basins have been established on the site.

- One is located adjacent to the intersection of Hawthorn and Mahoneys Roads.
- The other is located in the south-east corner of the site, at the corner of Bulkara Avenue and Springvale Road.

These areas provide a dual role, regulating water discharge from the site and contributing passive open space for the enjoyment of residents of Forest Ridge as well as for people within the neighbourhood.



# 2 SITE AND SURROUNDS

## 2.1 The Site

Forest Ridge is located within a middle ring suburb approximately 19 kilometres from central Melbourne (Figure 6).

The undeveloped portion of the site has a frontage to Springvale Road

Road of 93 metres and 490 metres to Hawthorn Road.

The north-east corner of the site, at the intersection of Springvale Road and Hawthorn Road, is a separately owned parcel of land that is used and developed as a medical centre and associated car parking.

Figure 6 Site Metropolitan Context and Major Transport Routes

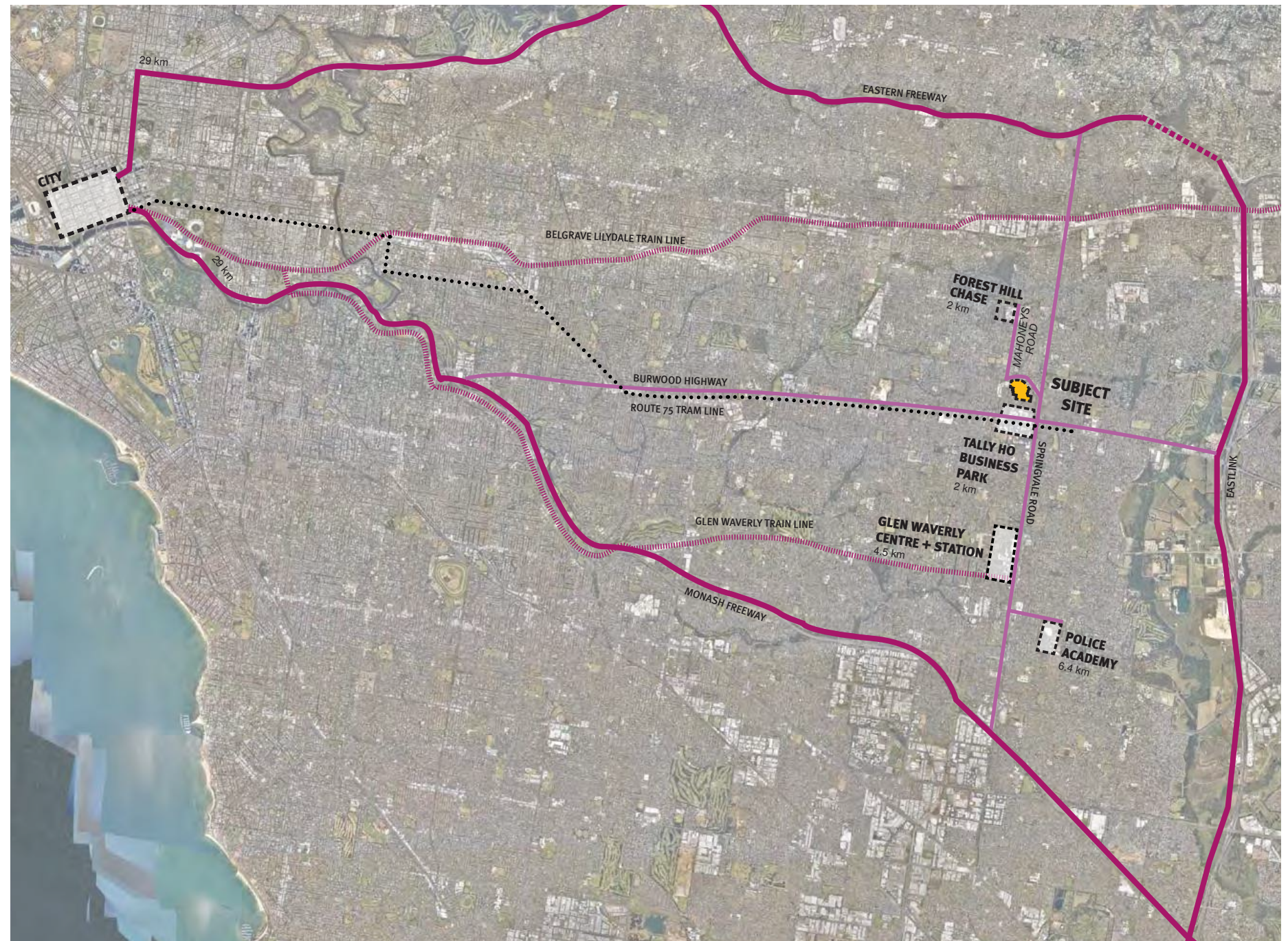
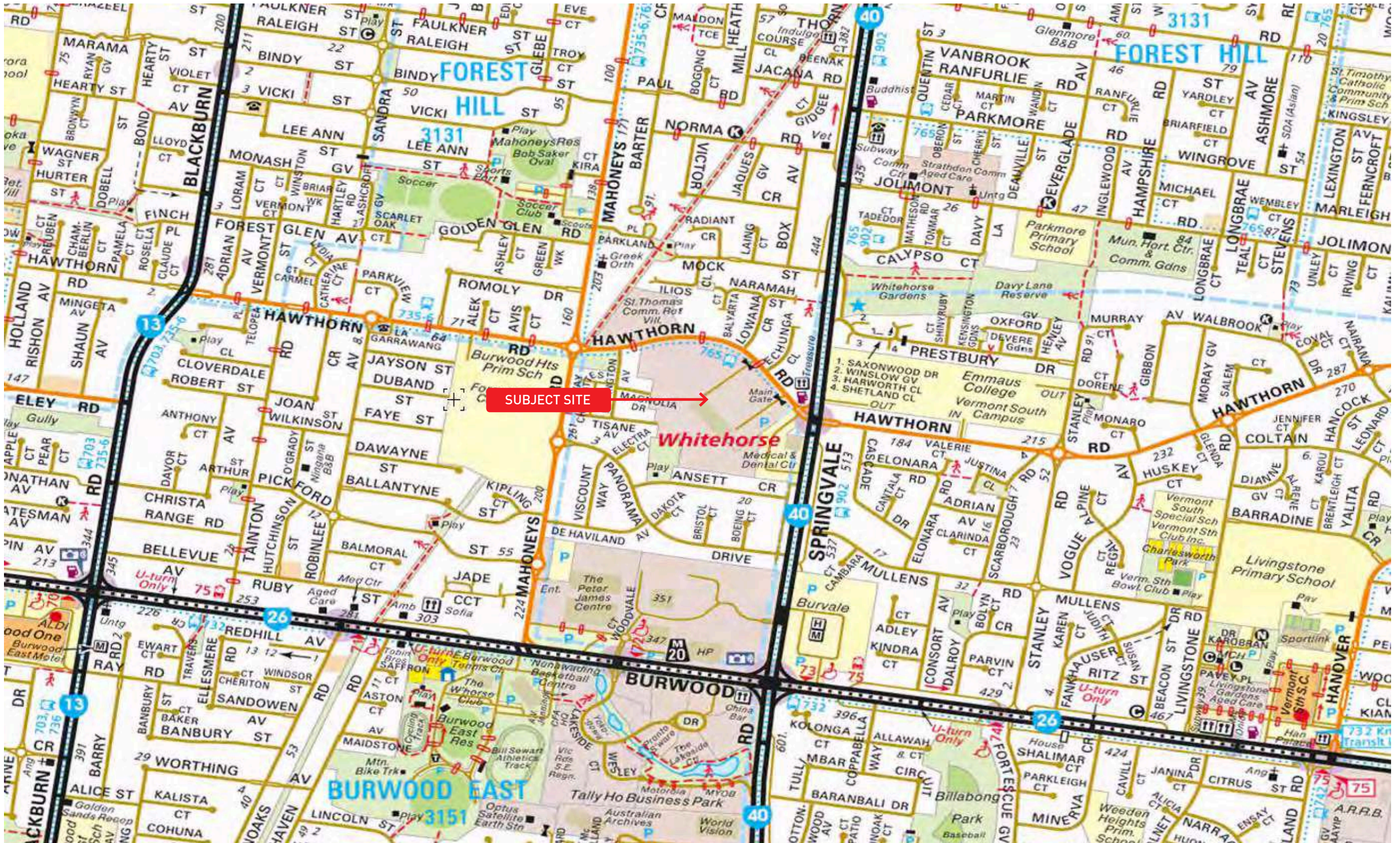




Figure 7 Location Plan, Street Directory Online





# 2 SITE AND SURROUNDS

## 2.2 Topography, Views and Catchments

The site sits on a shallow ridgeline that is the threshold to two drainage catchments falling gently to the west and more steeply to the east. The studio complex essentially straddles this ridgeline (Figure 8, Site Survey Plan).

The topography of the site endows the eastern portion of the land with sweeping panoramic views towards the Dandenong Ranges. This is an amenity that can be widely enjoyed by future users and occupiers of the land.

The future development of the land will not materially hinder long distance views enjoyed by others.

Figure 8 Site Survey Plan (SMEC)





## 2.3 Vegetation

Established trees are located along the public frontages of the site, and also around the environs of the television studios. More recent site works associated with the 13 Lot subdivision have entailed clearing of vegetation and trees along the Springvale Road frontage.

As described in the arboriculture report, the vast majority of the trees have been planted for landscaping and wind break purposes since the land was developed as a television studio.

The only trees identified by the arborist as being potentially remnant native trees, are located on the Hawthorn Road frontage. Roads shown in the development plan have been sited to avoid and minimise the removal of these trees. A detailed planning assessment of the retention or removal of this vegetation will be made as part of each planning permit application.

We acknowledge Council's arborists inspection and comments regarding existing trees worthy of retention to be retained if possible. This will be taken into account at the planning permit stage, and where possible, existing mature trees shall be retained, subject to built form and services design. The intent is, where possible and in consultation with council, to retain existing trees to the boundary to the medical centre, retain existing trees to the boundary to Springvale Road, and retain existing trees to the proposed extension to the existing park.

New roads will be planted with canopy trees, and Hawthorn Road will be enhanced by a street tree planting scheme.

The high quality planting principles applied in Stage 1 of the overall Forest Ridge site will be maintained (discussed further in section 7.5 Vegetation) to enhance the landscape character of the overall site.

A potential tree retention plan is included as a part of attachment 4.

Landscaping within Stage 1 of the Forest Ridge site



Street and front setback landscaping in Stage 1 of the Forest Ridge site



## 2.4 Access and Circulation

A traffic assessment has informed the development plan (refer to GTA Traffic Impact Assessment, Forest Ridge).

The site currently enjoys three vehicle access points from Hawthorn Road to serve both the studio complex and Stage 1 of Forest Ridge.

In addition, Bulkara Avenue is a recently created new road and entry to Springvale Road.

Stage 1 of Forest Ridge is served by a series of local streets and courts connecting to Hawthorn and Mahoneys Roads. The development plan extends and improves the connectivity provided by these established roads.



# 2 SITE AND SURROUNDS

## 2.5 Buildings

The buildings that characterise the site include the Stage 1 dwellings and the studio complex.

The studio complex, including an office and administration building, former studios, 'prop' storage and various parts of external drama sets. The studio is appropriately characterised as an industrial style building complex and the dominant presence on the site.

The studio endows the site with a height and mass of development that has no parallel in the immediate neighbourhood and provides a context and rationale for taller buildings and greater building mass on a site identified as a substantial change area.

The studio rises to a height of 15.5 metres (approx. 5 storeys) and the adjacent transmission tower to 70 metres (approx. 23 storeys).

New buildings will have regard to the height and scale of the existing industrial buildings.

Save for works remove the 1970s and 1980s additions to the frontage of the studio and to reinstate the original facade of the office component of the studio, this development plan advances no proposals for the further use and development of the complex of buildings at this time as it may continue to be used in the short to medium term by the current lessee.

Any further proposals for the studio buildings will be the subject of a separate stage, development plan and planning permit. (refer Figure 9)



**A-B:** Existing buildings and structures, including the 70m high transmission tower

**C:** Existing industrial style built form and mass located centrally within the site – Studio is approximately 15.5 metres (5 storeys) in height

**D:** Mid-rise built form located at the rear of the site



Figure 9 Central area marked in red subject to separate Development Plan





### 3.1 Strategic Context

The site is in a location that enjoys excellent access and centrality to employment, activity centres, recreational, educational and community services, which have made Forest Hill and Tally Ho much sought after living and business addresses (Figure 10).

Forest Hill Shopping Centre to the north, Glen Waverley to the south, Burwood One and East Burwood to the west offer a choice and diversity of retail based activity centres.

Further east, Vermont South and Knox City offer similar mixed-use centres of activity.

Regional centrality and accessibility underpinned the rationale and establishment of the Tally Ho business and technology park adjacent to Springvale Road and Burwood Highway in the 1980s. The business park provides for large-scale office buildings set in a campus styled, landscaped setting.

The subject site was recognised as part of this Tally Ho Activity Centre, located at the intersection of Burwood Highway and Springvale Road, Burwood. It is still recognised as part of the Activity Centre in some parts of local policy within the *Whitehorse Planning Scheme* (Refer Clause 21.06 *Housing Framework Plan*, (Refer Figure 12).

However a recent amendment to the Planning Scheme, that sought to implement the *Tally Ho Major Activity Centre Urban Design Framework 2007* (Amendment C110), excluded the site from the Activity Centre on the basis of its physical separation to the core of the Activity Centre and that the size of the site warranted its own planning controls.

This has amended Clause 22.08 Tally Ho Activity Centre local policy to apply to only the core of the former Activity Centre, around the Burwood Highway / Springvale Road intersection. Accordingly, the site is no longer identified as part of this Activity Centre at Clause 22.08 of the Planning Scheme.

Until the opening of East Link, these roads were the arterial 'backbones' of the eastern suburbs.

In the last 30 years, Tally Ho has become a major centre of government and corporate sector business and employment, sufficient to command the stature of an Activity Centre (AC).

The locality is well served by public transport with bus routes in Springvale Road and Hawthorn Road and tram services running along Burwood Highway between the City and Vermont South (Figure 11).

### 3.2 Local context

Residential development and a broad range of recreation and community facilities contain the site.

#### Residential Context

The subject site is nominated as an area of '*substantial change*' in the Housing Framework Plan within the *Whitehorse Planning Scheme* (Figure 12, Clause 21.06).

*Substantial change areas* are described as areas that provide for housing growth with increased densities.

Land surrounding the site is nominated as an area of '*natural change*'. *Natural change areas* are earmarked for modest housing growth and a variety of housing types, consistent with the preferred future neighbourhood character.

*Limited change areas* are located to the east of the site, separated by Springvale Road. These are areas where only minimal housing growth will occur.

The site is nominated as a 'strategic redevelopment site' (Figure 13, Clause 21.04 *Whitehorse Planning Scheme*).

Whitehorse neighbourhood character studies describe the residential areas surrounding the site as '*Garden Suburban*', which epitomises the predominance of single and two storey detached houses on conventional lots with regimented layout of homes towards the street frontage and gardens to the rear. A retirement village on the north side of Hawthorn Road provides a variation to the predominant pattern of housing development.

The site is located within the Garden Suburban Character Area 6. Within this precinct, the site is recognised as 'substantial change'. Most of the surrounding residential areas within this character precinct are identified as 'natural change'.

The Stage 1 and Stage 2 approvals have involved subdivision and development connecting with the immediate western and southern boundaries of the site and the established residential areas. The remaining land to be developed fronts either Springvale or Hawthorn Roads or is contained centrally within the site.

This provides opportunities for greater densities centrally within the site and for development fronting Hawthorn Road to respond to the prevailing character.

#### Convenient Services and Facilities

The site is endowed with excellent access to convenient educational, health and community facilities, including:

- A primary school (Burwood Heights Primary School) is located immediately adjacent to the subject site and Forest Hill Public and Emmanus College are secondary schools within the immediate vicinity of the site. There is also a wide choice of other primary and secondary schools within 3 kilometres of the site;
- Wesley College has a campus in High Street, Glen Waverley and Deakin University is only a short tram trip to Burwood;
- The medical and dental centre abutting the site is a convenient and accessible facility;
- The service station on the north-west corner of Springvale Road and Hawthorn Road offers fuel, car wash and convenience needs. A restaurant is located to its north;
- The Burvale Hotel / Motel complex is located to the south east; and
- Convenience strip shopping centre services are offered 800 metres to the north at the intersection of Parkmore Drive and Springvale Road.

#### Recreation Facilities

The site is surrounded by a range of local parks, major active recreation facilities and trails all within one kilometre of the site.

This includes the open space area in Stage 1 at the corner of Hawthorn and Mahoneys Roads; the existing local park (Ansett Court Reserve) located on the site's southern boundary with frontage to Ansett Court; and the major pipeline easement that links the north-west corner of the site with the corridor that connects Mitcham through to Syndal and the open space networks that traverse Mount Waverley.

The Burwood East Reserve on the south side of Burwood Highway is a major convenient active recreational resource that will be of value and use to occupiers of the site.



Figure 10 Site Context prepared by DKO Architects





# 3 THE STRATEGIC AND LOCAL CONTEXT

Figure 11 Access Context





Figure 12 Housing Framework Plan, Whitehorse Planning Scheme, CI 21.06





# 3

## THE STRATEGIC AND LOCAL CONTEXT

Figure 13 Strategic Framework Plan, Whitehorse Planning Scheme, CI 21.04





Typical streetscapes and residential dwellings





# 4 THE PLANNING CONTEXT

## 4.1 Key strategic influences

The planning context as it relates to the subject site has been undergoing change.

The key planning policy framework influences for the site include:

- Support for **consolidation, redevelopment and intensification** of existing urban areas at Clause 11 of the State Planning Policy Framework (SPPF). This clause seeks to ensure projected population growth is accommodated in key areas identified by Planning Schemes.
- Meeting the criterion for a **strategic redevelopment site** at Clause 16 of the Planning Scheme and nominated as a strategic redevelopment site within the *City of Whitehorse Strategic Framework Plan* (Clause 21.04, Figure 13).
- Identified as an area of **substantial change** within the *City of Whitehorse Housing Framework Plan* (Clause 21.06, Figure 12).
- Inconsistently identified as being part of the **Tally Ho Activity Centre** at Clause 21.04 *Strategic Directions* and Clause 21.06 *Housing* (Figure 12 and Figure 13), yet excluded from the Activity Centre boundary in the local policy at Clause 22.08 *Tally Ho Activity Centre*.
- Included within the **Residential Growth Zone**, that seeks to provide housing at increased densities and encourage a diversity of housing types in locations offering good access to services and transport including activities areas (Figure 14).
- Support for townhouses, units, flats and apartments in substantial change areas within the Residential Development Policy at Clause 22.03, and the policy seeks to 'create a new, higher density urban character in areas located away from sensitive interfaces' and 'ensure buildings interfacing sensitive areas and uses have a scale and massing appropriate to the character and scale of their context'.
- Included within the 'Garden Suburban Area 6' at Clause 22.03, with a character of dwellings sited within well-established garden settings including tall trees in the private and public realms. New development is to respond to the preferred character statement for this area, while recognising the site is nominated as one of substantial change within this character area.

## 4.2 Urban Structure

### 4.2.1 Metropolitan Structure

*Plan Melbourne* advocates where growth will be facilitated and established neighbourhoods will be protected.

Key principles of *Plan Melbourne* that are applicable to the subject site are:

- To direct growth and increased development intensity to strategic locations;
- Achieve the concept of the '20 minute neighbourhood';

The site is located close to the Tally Ho Activity Centre. Activity centres are identified as providing access to a wide range of goods and services that will have jobs and vibrant local economies.

The site is well serviced by public transport.

*Plan Melbourne 2017-2050* recognises that Melbourne's population is going through its third wave of significant growth, with projected growth in population of 4.5 million (2015) to almost 8 million (by 2051).

*Plan Melbourne* advocates where growth will be facilitated and established neighbourhoods will be protected.

Key principles of *Plan Melbourne* that are applicable to the subject site are:

- To direct growth and increased development intensity to strategic locations.
- Provide greater choice and diversity of housing.
- Achieve the concept of the '20 minute neighbourhood'.
- Create a distinctive Melbourne with attractive new communities.
- Create neighbourhoods that support safe communities and healthy lifestyles.
- Promotion of environmentally sustainable development.

*Plan Melbourne* seeks to deliver more housing closer to jobs and public transport, including medium and higher density housing, to support objectives of consolidation and housing choice.

The site is close to the Tally Ho Activity centre, providing access to a wide range of goods and services as well as jobs. The site is also serviced by public transport, including tram and bus routes.

*Plan Melbourne* recognises the application of the Residential Growth Zone can facilitate diverse housing and a greater mix of densities.

The plan also recognises the opportunities of redevelopment of 'greyfield areas', providing an ideal opportunity for a greater mix and diversity of housing, providing more choice for people already living in the area as well as for new residents.

### 4.2.2 Local Structure

The site is contained within the Residential Growth Zone. (Figure 14)

This zone provides for the greatest density and housing growth of all residential areas across the State.

The purposes of the RGZ are:

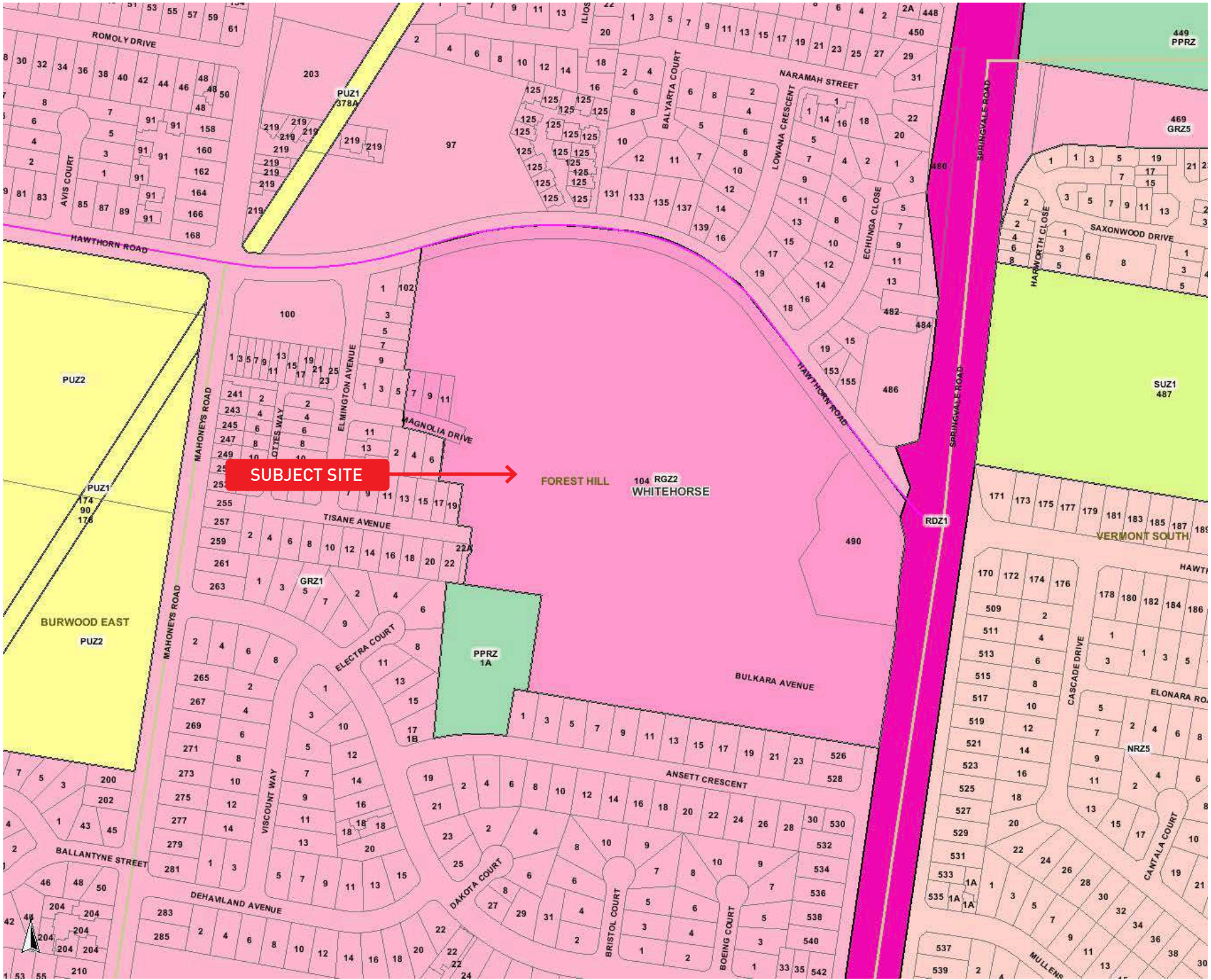
- To implement the *State Planning Policy Framework* and the *Local Planning Policy Framework*, including the *Municipal Strategic Statement* and local planning policies.
- To provide housing at increased densities in buildings up to and including four storey buildings.
- To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres.
- To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.
- To ensure residential development achieves design objectives specified in a schedule to this zone.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

*Plan Melbourne Refresh* identified that only 2% of land in the eastern sub-region is contained within the Residential Growth Zone. There is therefore a responsibility to optimise the use of this land for higher density housing.

State and local planning policy provides strong support for the medium to higher residential development of the site, while recognising that some parts of the site are capable of accommodating greater height and change than others.



Figure 14 Zoning Plan, Whitehorse Council



### 4.2.3 Density and Built Form

The planning policy context and zoning of the site recognises its suitability for medium and higher density development.

DP05, clause 3.0, provides for the following guidance on the matter of density across the site, being:

- Medium density housing of up to 4 storeys located within the central portion of the site with building heights transitioning down to a lower, domestic scale of 1 and 2 storeys at the site edges to complement adjoining neighbourhood character. This provision does not apply to land fronting Springvale Road or land adjacent to public open space.
- Recognition of the potential for a more intensive built form and active retail uses fronting Springvale Road.
- Buildings that front Hawthorn Road designated and sited to provide a residential appearance and setback and support the landscape profile of this road with buildings addressing the street frontage and respecting the neighbourhood character.
- Buildings with frontage to the Hawthorn Road curve, designed and sited to reinforce views along this corridor.



# 5 THE VISION

Forest Ridge will take advantage of its special site attributes and history to strongly contribute a diversity and distinctive forms of housing, not readily available in this locality. As outlined in the local policy within the Whitehorse Planning Scheme, a diversity of housing is encouraged in substantial change areas, including townhouses, units and apartments. These new forms of housing will be developed within a strong landscaped setting to integrate the development within surrounding established areas.

The new housing will suit a diverse demographic that is currently unavailable or limited in the area. This will include young families, single parent families, the growing 'downsizer' owner occupier market and housing for family networks that wish to remain in the neighbourhood.

The site's development will have a strong appeal to persons seeking to live in a high quality, landscaped residential community with commanding views over the Dandenong Valley.

Forest Ridge will blend apartment living with detached housing and town houses in a master planned environment, where particular attention has been given to a spacious setting for building and a high amenity living environment.

The central driveway, which will provide a clear view of the studio complex, will draw the community into and through the site from Hawthorn Road. To the south an extension to the Ansett Crescent Local Park will perform a similar role inviting users into the body of the site.

Provision for pedestrian and cycle movements will be integrated within the development.

The existing buildings will be a commanding presence at the centre of the site and which will inform a point of difference in the future built form character otherwise found on the site. Given the unusual scale and industrial typology of the existing buildings, to complement that built form, there is a place for a fairly robust building typology located immediately adjacent to the studio building. This is being delivered in the Juniper Stage, in a location where to DPO5 contemplates a greater scale of development.

The studio complex is currently tenanted and this commercial arrangement is ongoing. Any future development in this part of the site will be addressed in the applicable stage of the Development Plan.

Established neighbours will appreciate the lower scale of built form at the site's edges, which have been tempered to protect their amenity. Where appropriate the existing vegetation will be retained however the overall emphasis will be upon establishing a new landscape character befitting a major redevelopment of the site in which a new character and presence will be established.

The subdivision design and layout will enable immediate and convenient connections to a comprehensive range of local services and community facilities in the surrounding area, and allow for ease of vehicles, pedestrians and cyclists to move in and around the site and through the broader neighbourhood.









The development plan is shown at Figure 15 and **Attachment 2**.

## 6.1 Key features

The principal features are:

- The creation of a community accommodating six to seven hundred new dwellings, with an overall population of 1,500 - 1,800 people.
- The subdivision of the land surrounding the studio complex in to series of super-lots and stages for residential development.
- An internal road network that connects Hawthorn Road, Springvale Road and the established road network of Forest Ridge (**Attachment 3**).
- A central driveway from Hawthorn Road that provides views into the site from Hawthorn Road and the entry road
- The exclusion of most of the studio building from this development plan, which will be addressed in a later stage subject to current lease and heritage issues.
- The removal of 1970s and 1980s additions to the studio and the restoration of the original facade of the studio complex in accordance with heritage and architectural advice.
- The definition of building envelopes through the application of building setbacks to super-lots, maximum nominated heights by storeys and a site coverage of up to 60% as provided for in Clause 55 of the Whitehorse Planning Scheme, unless otherwise approved by permit approval.
- Nomination of building typologies to provide a range and variation of apartment living and more traditional forms of housing based upon the markets acceptance of the housing offered in each stage.

- A more intense development of land with a Springvale Road frontage, consistent with the intent of the Development Plan Overlay and the potential of that land to be developed without impacting on more sensitive established residential areas.
- A 4% of public open space will be provided in accordance with Clause 52.01 of the Whitehorse Planning Scheme. It is intended that the park extension will form part of that space and will take the form of a 'Village Green', embellished with streetscape furnishings and historical interpretative material to serve as a meeting point for families and community passive recreation. The extension will connect to neighbourhood active recreation in the existing park, upgraded with play and exercise equipment.
- Integrated provision for pedestrian and cycle movement across the site. A shared cycle/pedestrian pathway is being created from Hawthorn Road to the new Village Green and a pedestrian link is being created to Tisane Avenue (Attachment 2 – Plan 1.2: Access and Movement Plan and Bicycle Movement Plan).
- Consideration of the retention of significant vegetation where possible as part of the permit approval process (Attachment 2 – Plan 1.4: Landscape and Open Spaces Plan).
- Provide for planting opportunities, including the provision of canopy trees. Tree species should be native, preferably indigenous.
- A road network conceived to prioritise safe, comfortable pedestrian movement and discourage traffic using the site as 'short cut' through the neighbourhood.
- Opportunities to provide an active frontage to Springvale Road by potentially including a convenience store, restaurant or food and drink premises.
- Creating a more urban character between the studio and the land to its immediate west because the scale and form of the studio invites an original and different street space experience.

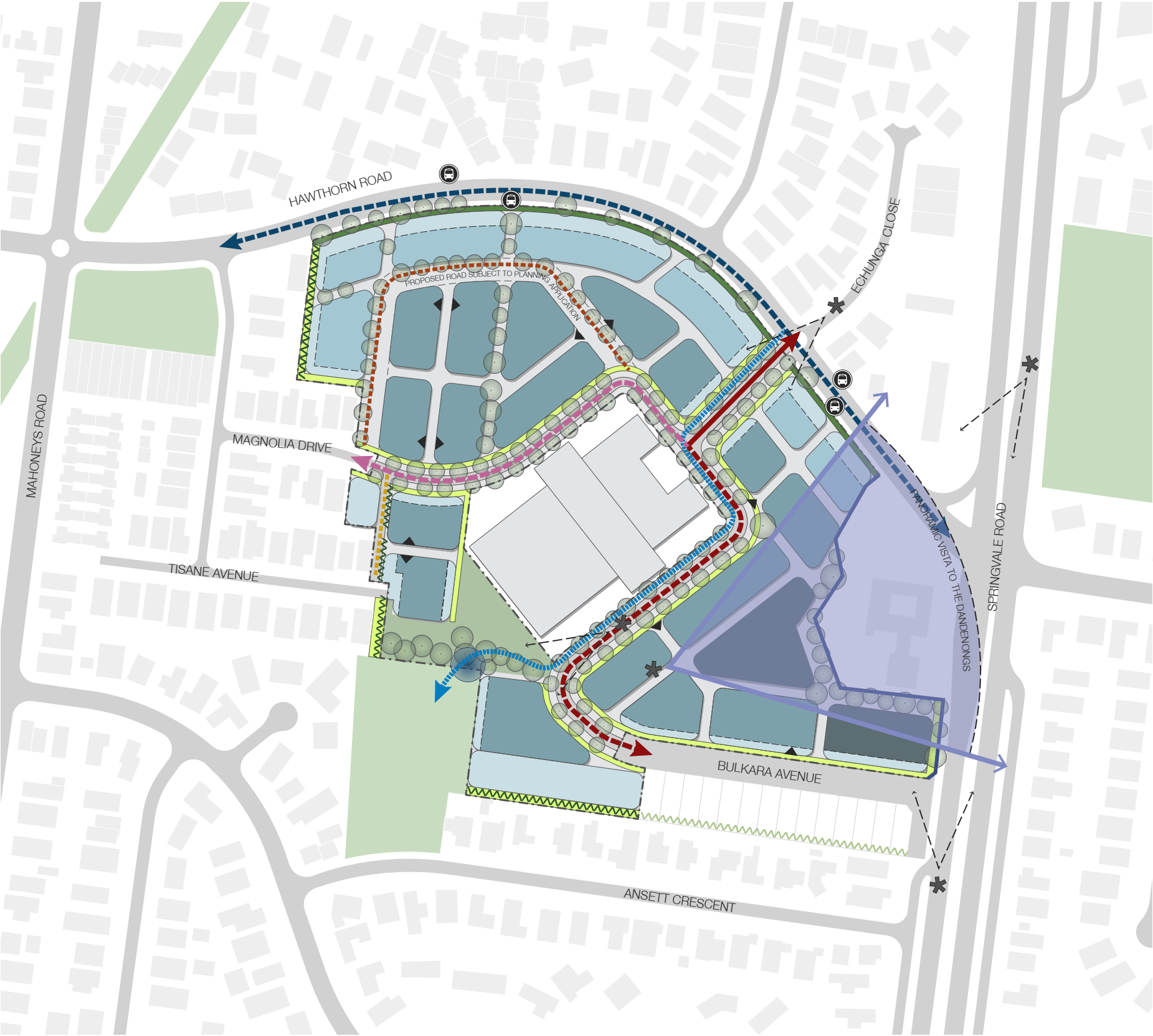
## 6.2 Principles

The development plan applies the following key principles:

- Optimising the residential development potential of the site consistent with State and local planning policy.
- Providing the potential for six to seven hundred traditional and new housing forms in a location recognised for growth potential, strategic significance and substantial change.
- Providing a safe, efficient and legible network of connections (pedestrian, bike and vehicle) through the site and integrating with the surrounds
- Providing a sense of entry and views into the site from Hawthorn Road to the existing studio buildings, through the provision of a centrally located new 19 metre wide road, and building setbacks.
- Capturing broader panoramic views from the site to the Dandenong Valley and Ranges through higher built form located centrally within the site.
- Providing for additional areas of open space and creating connections to adjoining open spaces.
- Delivering diversity in housing forms and varied densities across the site, responding to housing needs and choices as well as site opportunities and constraints.
- Providing for an integrated landscape response across the site, including the protection of existing vegetation, where appropriate, provision of new street planting; landscaping of public open space areas; and landscaping along Hawthorn Road to integrate the site with the surrounds.



Figure 15 Development Plan



MOVEMENT AND LINKS

- Access road - 19 meters
- Primary road - 16.5 meters
- Secondary road - 13 meters
- Ancillary road - 13 meters
- Laneway
- Existing bicycle route
- Primary shared pedestrian and bicycle link
- Vehicular access to basement car parking
- Community link to public open space
- Bus stop

INDICATIVE BUILT FORM

- 2 storeys
- 3 storeys
- 4 storeys
- 6 storeys

SETBACKS

- Ground level setback
- Landscaped setback
- Built form setback

LANDSCAPE AND OPEN SPACES

- Indicative street tree planting
- New public open space
- Planted interface
- Existing planted interface alignment

VIEWS AND VISTAS

- Panoramic vista
- View line
- Development interface viewed from Springvale Road



# 7 DETAILS OF THE DEVELOPMENT PLAN

## 7.1 Road network

Linking established road connections and providing circulation around the studio building have influenced the layout of the road network. The development plan offers a legible network through the site to integrate with the surrounding neighbourhood and primary roads (**Attachment 3 - Movement Network and Concept Functional Layout Plans**).

As described below, the road network has been designed around the existing Studio buildings. A sense of entry to these buildings from Hawthorn Road is provided through a centrally located new 19m wide roadway, together with proposed setbacks of 2 storey and 4 storey forms to provide open views upon entry to the site.

The road network also connects to the surrounding streets that have been terminated as part of earlier subdivisions, including Magnolia Drive and Tisane Avenue. The network has been designed to discourage transit traffic from surrounding roads.

Local access ways will have sufficient width to accommodate service vehicles, emergency vehicles and landscaping to Councils required standards of construction.

### 7.1.1 Springvale Road

The development plan relies upon the existing approved access to the Springvale Road, service road, approved as part of the 13-lot development and Bulkara Avenue.

The layout enables the eastern part of the development to choose between a Springvale Road or Hawthorn Road exit easing and balancing traffic movements between the two main roads and reducing any particular delays in entering the broader network.

### 7.1.2 Hawthorn Road

The development plan limits access to Hawthorn Road to one road connection and would also avoid individual driveways exiting on to the collector road.

The selection of the single access point has a number of objectives.

- It reduces the number of potential conflict points along the curved alignment of Hawthorn Road enhancing safety.
- The access point is located adjacent to Echunga Close so that the movement out of the subject site and adjacent local roads is integrated in a safe and orderly manner.
- To protect sufficient queuing length between the entrance/ exit to the site and the intersection of Hawthorn Road and Springvale Road.
- The road alignment and building setbacks provide for views into the site.

The road layout avoids and diminishes any serious prospect of the site being used as a way of avoiding the intersection of Hawthorn Road and Springvale Road.

The road layout also provides space, a setting and separation to the studio-building complex from the balance of the site. Without literally replicating the existing roads the pattern of local roads around the building emulates the driveways that currently surround the building.

General access arrangements are shown on the Movement and Circulation Plan. The development plan does not detail all local access to enable flexibility in the choice and type of housing product that is appropriate to meet the market preferences as stages are undertaken.

These lower order streets and access would be subject to the planning permit application process. We note that there would be no additional connections to adjoining public roads or the surrounding neighbourhood, being limited to internal connections only.

### 7.1.3 Cycle routes

From a review of the Whitehorse Council Cycling Strategy 2016, it is apparent that 60% of residents ride for fun, socially and minor fitness, and are hence classified as 'interested but concerned', with 1% 'strong and enthused'; 7% 'enthused and confident' and 33% 'never and unlikely to ride'.

From this, it is apparent that riders want shared paths and adequate signage and lighting, rather than bike lanes on road carriageways with concerns in relation to traffic and parked cars opening doors onto bike lanes.

Accordingly, the provision of cycle networks throughout Forest Ridge has sought to provide roads with a low level of cycle stress, with the ability to ride on shared paths, connecting to other local streets and open space, and feeding into Hawthorn Road that provides for a higher level of cycle stress.



## 7.2 Land use and housing types

The development plan contemplates a predominantly residential use of the land.

The plan seeks to protect opportunities for a variety of housing across the site, including increased densities and increased diversity as encouraged by the policy framework and the Residential Growth Zone that applies to the land.

In part this variety will be driven by the height parameters described in DPO5 and shown in the Development Plan.

More traditional forms of housing including detached houses and town houses will be located in areas nominated with heights of between one and three storeys.

Apartment style development is to be expected where a maximum of four and six storeys is nominated.

This mix of housing is supported by planning policy at Clause 22.03 for substantial change areas.

Overall it is anticipated that there is the potential for six to seven hundred new dwellings. The average household size is approximately 2.5 people, and therefore there could be between 1,500 to 1,800 new residents.

Depending upon the market preferences, the residential yield might be lower if a greater number of detached and town houses are built.

Figure 16 Cross Section - 19 metre road reserve - Access Road

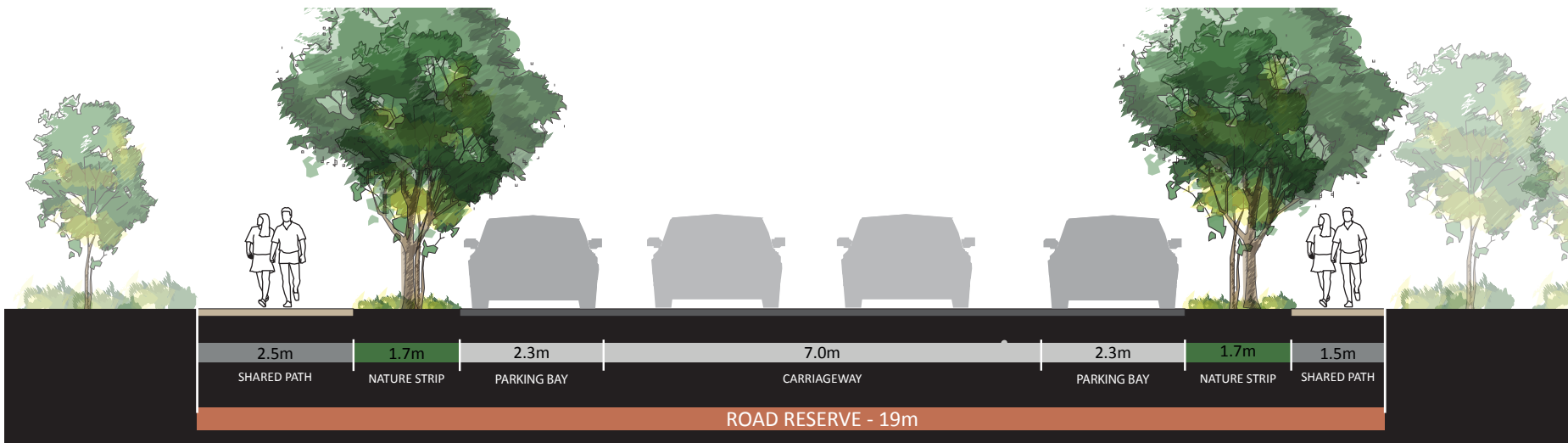


Figure 17 Cross Section - 16.5 metre wide road reserve - Primary Internal Road

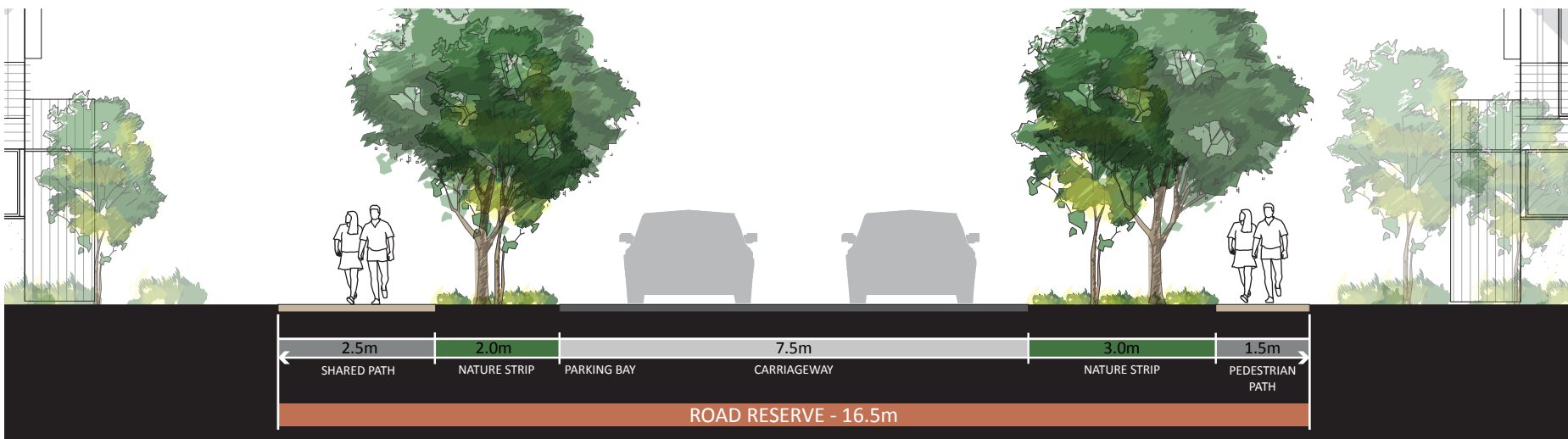
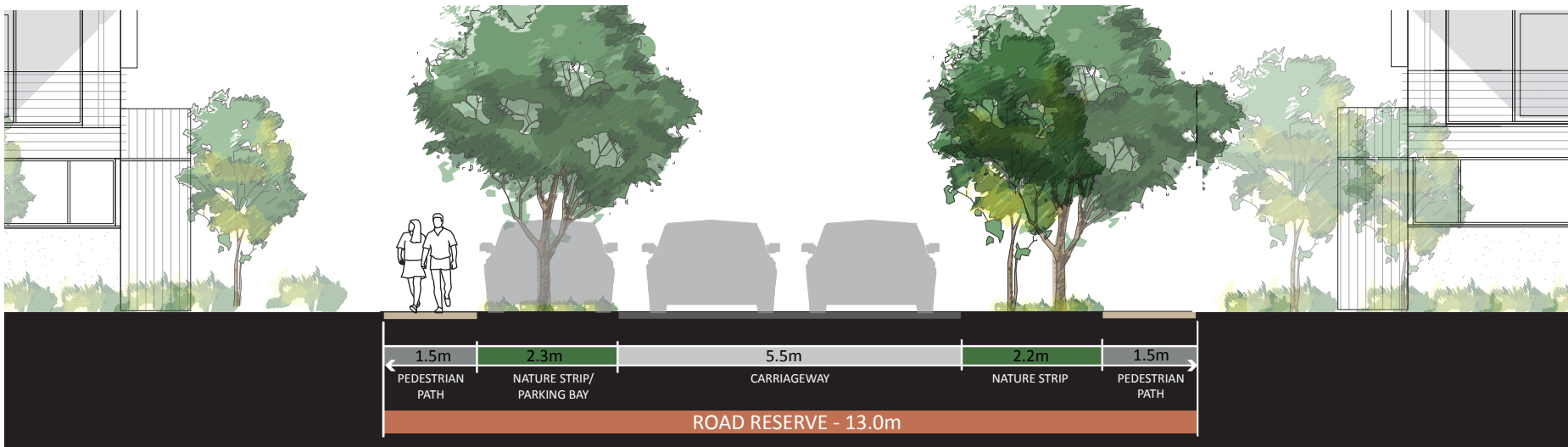


Figure 18 Cross Section - 13 metre wide road reserve - Secondary and Ancillary Internal Roads





# 7 DETAILS OF THE DEVELOPMENT PLAN

## 7.3 Built form

### 7.3.1 Building envelopes

DPO5 requires and the Development Plan requires a concept site layout plan that identifies building envelopes. (Attachment 2 - Plan 1.5: Building Heights and Setback Plan).

As noted earlier in the report a range of forms, including detached and semi-detached dwellings and apartment developments are contemplated.

Building envelopes are expressed in the Development Plan by:

- Minimum building setbacks from site boundaries and road reservations;
- Maximum building heights expressed as storeys; and
- Site coverage up to 60% in accordance with Clause 55 of the Planning Scheme or as otherwise approved by planning permits.

Within those parameters the details of particular buildings will be the subject of planning permit applications. The building envelopes therefore represent the maximum potential form of development when coupled with the overall 60% site coverage.

### 7.3.2 Building height

Consistent with the description in the overlay, along the site edges, development will respect the adjoining neighbourhood character and building scale and be limited to 1-2 storeys. The provisions of ResCode (Clause 54 and 55) will apply at the detailed permit stage, ensuring that heights and setbacks are respectful of neighbourhood character and amenity of surrounding lots.

Development along Hawthorn Road will respond to the landscape profile and curved alignment of this road, providing a landscaped setback and future housing being a 2-3 storey scale. Hawthorn Road is a Major Road, with bus route, that consistent with planning policy, can accommodate a high density housing product, subject to respecting the landscape character of the road.

Springvale Road provides an opportunity to provide a bolder and more robust response in the form of more intense development, commensurate with the importance of the route and spaciousness of the road space. It is a Primary Arterial Road, with 6 lanes of traffic and central divide, as well as turning lanes.

DPO5 anticipates more intense development on land with a Springvale Road frontage and not abutting a sensitive established residential use.

As reflected in the Development Plan, it is proposed to have increased height in this part of the site, creating housing diversity and residential growth along this main transport corridor. Within this parcel the Development Plan therefore provides scope for buildings up to a scale of 6 storeys – responding to the direction for a ‘more intense built form’ fronting Springvale Road and lack of residential interface. An appropriate transition to the 2 storey dwellings to the south is formed by transition to 2 storeys, then the 16.5m carriageway of Bullcara Avenue.

In the central portion of the site, where the land rises from Springvale Road, there is the opportunity for increased densities. Development would be orientated, massed and tiered to optimise the panoramic views to the Dandenong Ranges. (Refer to **Attachment 2** - Views and Vistas Plan).

### 7.3.3 Building setbacks and character

Building setbacks from site boundaries are nominated on the Development Plan (Refer **Attachment 2** - Ground Level Setbacks Plan).

These include:

- 5 metre setback to Springvale and Hawthorn Roads
- 4-6 metre setback to established boundary to the west
- 3 metre setback to other roads as shown on the plan provided
- 5.5 metre setback to garages from the front property boundary, or
- 1 metre setback where garages are accessed from a rear lane.

This reflects established setbacks surrounding the site in the Forest Ridge subdivision.

The overall character is to be as follows:

- As the site presents to its **residential boundaries**, in the western part of the site, lower rise homes in garden settings will emulate the character of development provided in the first stages of Forest Ridge. Dwellings will be setback from front and rear boundaries and from at least one side boundary by at least 1 metre, unless in the form of a terrace or townhouse.
- **Along the entry roads from Hawthorn Road, development** is anticipated to be principally town houses or lower rise apartment buildings fronting and forming an edge to the entries.
- On the **land opposite the east side of the studio** a 3 metre setback to the road reservation is proposed, allowing for architectural features,

courtyards, letterboxes etc within the setback area. In this part of the site the taller and more intense built form will be clustered. The studio stands at almost 16 metres on one side of the road and new development of 4 to 6 storeys maximum is proposed for the land to the east. In the intervening space a more ‘urban’ than ‘suburban’ feel will be established and the opportunity presents itself to create a different siting of buildings and character to this ‘internalised’ part of the site.

- **The balance of the site** will provide the opportunity for a spacious and landscaped setting between buildings by virtue of the proposed 60% site coverage and other ResCode provisions, including side and rear setback standards. Detailed assessment will be considered through the planning permit process.

### 7.3.4 Transition

The development plan identifies, “*medium density housing of up to 4 storeys within the central portion of the site with building heights then transitioning down to a lower, domestic scale of 1 to 2 storeys at the site edges to complement adjoining neighbourhood character. This provision does not apply to land fronting Springvale Road or land adjacent to public open space*”.

This sense of transition reflects the zoning pattern in the area, with the Forest Ridge site being contained within the Residential Growth Zone (RGZ) and surrounding land within the General Residential Zone (GRZ).

The closest land in the Neighbourhood Residential Zone (NRZ) is located on the eastern side of Springvale Road, between 50 - 125 metres from the site. This land is separated by the 6 lane Primary Arterial Road (Springvale Road) and the established medical centre for a large portion of the property boundary.

The RGZ seeks to provide for housing at increased densities in buildings up to and including four storey buildings, and encouraging a scale of development that provides a transition between areas of more intensive use and development and areas of restricted housing growth.

The GRZ encourages development that respects the neighbourhood character of the area.





The Development Plans response to this guidance is to provide for a low scale transition to the established residential areas to the south and west of the site, with a 1 to 2 storey transition zone.

It is noted that the western interface is to Stage 1 of the overall Forest Ridge site, and therefore already provides a transition and buffer to the older suburban housing in the area. The Development Plan provides for a further transitional edge at this interface.

To the south, a 5 metre setback transition zone is provided to housing on the north side of Ansett Avenue, being the sites last remaining interface to the older established housing in the area. In addition to the ResCode setback and overshadowing provisions that will be required to protect the amenity of established housing, development will be 2 storeys in the location.

The remaining southern interface is to the Ansett Avenue Reserve, and the DPO5 recognises that a transition is not required adjacent to public open space, however provision has been made for some 2 storey transition areas stepping back to 4 storey maximum. In addition, provision for the continuation of the planted interface on boundaries with existing housing has been made, in accordance with the previous practice of the estate.

To the north, Hawthorn Road separates the site from established housing by over 20 metres. This width, role of Hawthorn Road as a Major Road, no direct abuttal to established housing, and planning policy for new housing along major roads with public transport routes, provides the opportunity for a 2 storey scale built form, transitioning to 3 storeys internally. Provision has been made for landscaped front setbacks to respond to the landscape profile and curvilinear nature of this road.

The eastern part of the site doesn't have a residential interface, rather it provides the opportunity for a greater built form addressing Springvale Road and abutting a medical centre. Bulkara Avenue will provide a transition between this higher and lower scale built form.

Within this parcel the Development Plan therefore provides scope for buildings up to a scale of 6 storeys – responding to the direction for a 'more intense built form' fronting Springvale Road and lack of residential interface. An appropriate transition to the 2 storey dwellings to the south is formed by the 16.5m carriageway of Bulkara Avenue, transitioning to 2 storey built form along the north side of Bulkara Avenue, before setting back to the greater 4 and 6 storey scale.

Again, it is highlighted that the development plan specifically directs a 'more intense built form' than the 4 storeys nominated for the central portion of the site, and accordingly, a scale of 6 storeys is deemed consistent with this direction.

Overall, the development plan provides for an appropriate transition in scale to the adjoining neighbourhood to respond to the established character, while also responding to the objectives of the Residential Growth Zone; the planning policy directions at State level that seek to optimise the development of strategic development sites to cater for our growing population and provide for a diversity of housing; the local planning policy directions that recognise the site as one of few strategic housing opportunity sites in the municipality; and scale of the existing Studio buildings.



# 7 DETAILS OF THE DEVELOPMENT PLAN

## 7.4 Open Space

In the first two stages of Forest Ridge areas of open space have been provided to serve dual roles.

At the south-east corner of Mahoneys Road and Hawthorn Road an area of has been set aside as a usable open space and water detention area. This was approved as part of an earlier planning approval for Stages 1 and 2 of the Forest Ridge development.

An area has also been set-aside at the south-east corner of the site adjacent to Springvale Road and Bulkara Avenue for similar purposes.

Clause 52.01 of the Whitehorse Planning Scheme requires a minimum contribution of 4% of land for public open space, for a strategic site.

Accordingly the Development Plan provides an area of public open space of 3,304m<sup>2</sup>, being an extension to the Ansett Crescent local park to meet this requirement.

This fully satisfies the 4% requirement for land within the Development Plan Overlay, Schedule 5 area.

It is noted that the local policy within the WPS at Clause 22.15 – Public Open Space Contribution, recognises that the Forest Hill area is well supplied with public open space and no further land contributions will be sought. While accepting that there are good open space facilities within the broader area, this presents as an opportunity to provide an extension and enhancement of Ansett Park in association with an increased local population as the site is developed.

Ansett Park is an established public open space area. The northern part of the park is poorly used because of the depth of the land and the absence of a catchment or connection to the north.

The Development Plan addresses this short-coming by opening the northern boundary and extending the park into the body of the subject site. This initiative will not only create a northern catchment but the park will be a resource that can be effectively enjoyed and used by the established and proposed community.

As noted earlier, the park will be enhanced with upgraded play and exercise equipment, and linkages to and from the open space will be enhanced through a shared cycle/pedestrian pathway from Hawthorn Road and a pedestrian link connecting to Tisane Avenue.

The park extension also enables, with Council's agreement, for new pedestrian and cycle movements to be provided between the established residential areas to the south and the locality of the intersection of Hawthorn Road and Springvale Road. This will encourage movement to the schools in the locality.

The provision of public open space meets favourably within the selection criteria, being:

- Greater than the minimum size parcel for local open space.
- Provided in good physical condition.
- Not be adversely affected by adjoining land use and new housing will be provide for passive surveillance and contribute to the safety of the area.
- Able to contribute to the wider open space network providing a link to the existing Ansett park.
- Accessible from the existing Ansett Avenue and from the proposed new road within the Forest Ridge subdivision.
- Visually prominent, and having two access points from local roads.
- Able to accommodate a range of formal and informal recreational uses.
- Able to provide for pedestrian and cycle network movements, and connect with major roads and bus routes.
- Not unduly restricted by services and easements.
- Able to enhance the liveability of neighbourhoods by providing visual relief and allowing for good levels of sunlight, and
- Able to enhance the character and attractiveness of the neighbourhood.

Overall the proposed public open space provision will have benefits to the broader local community as well as the future residents of the estate.

## 7.5 Vegetation

The Development Plan Overlay Schedule 5 requires consideration of existing vegetation and in particular, landscaped areas at the site's edges and retention of existing vegetation, where possible.

The Development Plan shows where vegetation needs to be removed to create the super-lots. Little vegetation is required to be removed to facilitate the road network.

Any subsequent removal of vegetation will be addressed as part of the planning permit process and influenced by the future form of housing chosen and the siting of development.

The public realm of new roads as detailed in the cross sections for the roads indicates the place for substantial tree planting and ground planting (Refer Attachment 2 - Landscape and Open Spaces Plan).

The landscaping undertaken as part of Stage 1 of Forest Ridge has set the template for the form and quality of landscaping to be proposed through the permit process.

Existing landscaping within Stage 1 of the Forest Ridge site, including the establishment of street trees

New development will provide the opportunity for canopy tree planting within private open space areas that can reach a mature height of 8 metres, and include native and indigenous species.







## 7.6 View lines

The Development Plan Overlay (DPO5) requires consideration of important view lines (Attachment 2 – Views and Vistas Plan).

The Development Plan provides for the following principal view lines of note:

- Along Hawthorn Road, the building and landscape setbacks would follow the alignment of the road, and buildings would be orientated towards street. This lower scale and siting of development would respond to the character and siting of development on the established northern side of Hawthorn Road.
- The alignment of the new road from Hawthorn Road will provide for a clear view into the site for passers-by in Hawthorn Road and as people enter the site from the entry road.
- Along Springvale Road, the site has a relatively narrow frontage.
  - The extension of the service road to the arterial road will sit in the foreground to the site.
  - The detention basin and associated open space, approved as part of the 13-lot subdivision, occupies the part of this frontage south of Bulkara Avenue.
  - DPO5 provides for the frontage between Bulkara Avenue and the existing medical centre to be more intensely developed than the balance of the site. The development plan provides for a four storey built form on the north side of Bulkara Avenue, rising to six storeys further setback from the lower scale development around the boundaries of the site.
  - While the presence of the taller and more intensely developed building will be a new and different presence on the street frontage the boulevard character of Springvale Road will not be materially changed. The Development Plan provides a 5 metre setback for more intense landscaping with evergreen canopy trees and groundcover shrubs to create a garden view on the Springvale Rd approach.
- Views from within the site will be assisted by the fall of the land towards the east. The siting and orientation of development within the eastern super-lot will be able to capture views of the Dandenong's.
- Development adjacent to the Ansett Crescent local park and the extension of that park as provided for in the Development Plan will be orientated to provide passive surveillance of the public space.



## 7.7 Environmentally Sustainable Design

The Development Plan requires consideration of design and building techniques to ensure that design can achieve the objectives of the Whitehorse Planning Scheme 22.10.

Given that the Development Plan does not seek approval for any buildings the scope of the ESD at this approval stage is to be seen in terms of macro issues, with an expectation of more fulsome and detailed assessment at the permit stage.

ESD features and attributes of the Development Plan include:

- Seek to minimise resource use (materials, water), through conservation and recycling.
- Seek to minimise energy consumption (fossil fuels - oil, gas, electricity), to reduce greenhouse gas emissions.
- Ensure that key paths, or movement routes for cycling and walking, provide direct access to destinations, rather than complex, circuitous or indirect routes.
- Ensure key destinations should be visible along primary movement routes, to aid orientation and wayfinding, where possible.
- Ensure that movement routes at least include visual cues and/or signage to allow pedestrians and cyclists to recognise access routes and destination points.
- Encourage the integration of passive and recreational open spaces with green corridors, to increase the width and area of open space and reinforce the visual prominence of these elements.
- Encourage higher-density, more compact and mixed-use development patterns, to minimise the need for new infrastructure on greenfield areas.
- Incorporate a street layout which works with and responds to the natural morphology of the area, including crestlines and valleys, gradients and plateaus, to minimise to need for earthworks, while optimising opportunities for views, reinforcement of local character and landscape integration.
- Avoid road frontages comprising of 'back fences' of properties facing local streets and will provide for significant planting along roadways and pedestrian footpaths.
- Create a street network which is highly permeable (providing a choice of routes and direct access) through the site for pedestrians and cyclists.
- Encourage the selection of sustainable streetscape materials and utilise paving materials which are locally-sourced, durable and damage-resistant.
- Utilise paving/streetscape materials which are water-permeable where appropriate and slip-resistant.
- Protect and enhance areas of existing natural landscape so that they maintain their inherent qualities and values, and continue to provide opportunities for recreation and relaxation.
- Incorporate elements of the natural landscape such as watercourses, grasslands, native vegetation and green corridors.
- Provide extensive trees, of appropriate species, for shade in streetscapes and open spaces.
- Utilise Water Sensitive Urban Design (WSUD) techniques to protect natural systems, enhance aesthetic qualities, protect water quality, reduce runoff and minimise costs.
- Integrate landscaping/open space design with WSUD systems, to create an attractive environment for water management, conservation and environmental protection, as well as recreational open space.
- Minimise the ground surface area occupied by car parking, by encouraging consolidated parking structures, basement parking, and encourage sustainable modes of transport and public transport.
- Provide appropriate native vegetation and landscape treatments to support wildlife habitat and species protection.
- Investigate opportunities to utilise systems for water conservation, including: Stormwater collection and re-use, Greywater treatment and re-use, Blackwater treatment and re-use.
- Seek opportunities to implement decentralised or local, site specific water management systems, including stormwater collection (water tanks, retention systems, irrigation etc) as well as sewage treatment, greywater recycling and other modes.
- Adopt a holistic approach to urban planning, design and administration which encourages and prioritises the most sustainable modes of transport.
- Design street layouts, subdivision patterns and landscaping to allow good solar orientation (predominant north access), as well as natural ventilation and wind protection (winter) to buildings and key open spaces.
- Consider and plan for the future integration of a variety of renewable alternatives such as wind power, photovoltaic cells and geothermal plant (considering space allocation, arrangement of uses and flexibility of building design).
- Minimise energy consumption by maximising passive solar heating and natural ventilation cooling of public/communal spaces.
- Seek to eliminate any existing air, soil, water pollution on site.
- Prioritise using renewable resources and materials in construction.
- Develop a site that is adaptable over time.
- Incorporate initiatives to improve disabled access.
- Provide high quality building amenity by focussing on natural daylight and ventilation quality.
- Incorporate the design standards of "Better Apartments for Victorians", December 2016, in relation to room depth and provision of nature light; design of windows; energy efficiency and thermal comfort; solar access; natural ventilation; waste and recycling; and integrated water and stormwater management.



# 8 PRECINCTS AND STAGES

The DP05 schedule provides that development plans may be prepared and approved in stages (**Attachment 2** - Development Stages Plan).

In addition, Bazem's approach to the development of the site has been and will continue to be measured and progressive, undertaking and completing stages before moving on new works.

With these considerations in mind the Development Plan advances an overall concept layout, divided in to precincts with an indicative staging. It is envisaged that Snowgum and Juniper will be the first precincts to be developed, with temporary access from Hawthorn Road, subject to consultation with Council and tenant operations.

The Development Plan seeks to retain flexibility to enable various permutations of housing type and density in each precinct as the project progresses and for the order of staging to vary.



# 9 CONCLUSIONS

The proposed Development Plan has evolved and been developed over a series of years and has more recently been informed by changes of zoning and overlays.

The plan is responsive to the policy expectations regarding a substantial change area for residential development while allowing for a transition in scale to surrounds.

It represents a balanced approach that satisfies the expectations of Development Plan Overlay Schedule 5 and sets the parameters within which permit applications may be made for development of each stage, allowing for more detailed planning and design of buildings to occur as appropriate at that time.



# ATTACHMENT 1

## Development Plan Overlay 5 - Whitehorse Planning Scheme



#### 43.04 DEVELOPMENT PLAN OVERLAY

01/07/2014  
VC116

Shown on the planning scheme map as **DPO** with a number.

##### Purpose

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.

To exempt an application from notice and review if it is generally in accordance with a development plan.

#### 43.04-1 Requirement before a permit is granted

19/01/2006  
VC37

A permit must not be granted to use or subdivide land, construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority.

This does not apply if a schedule to this overlay specifically states that a permit may be granted before a development plan has been prepared to the satisfaction of the responsible authority.

A permit granted must:

- Be generally in accordance with the development plan.
- Include any conditions or requirements specified in a schedule to this overlay.

#### 43.04-2 Exemption from notice and review

21/09/2009  
VC60

An application under any provision of this scheme which is generally in accordance with the development plan is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

#### 43.04-3 Preparation of the development plan

01/07/2014  
VC116

The development plan may consist of plans or other documents and may, with the agreement of the responsible authority, be prepared and implemented in stages.

A development plan that provides for residential subdivision in the Neighbourhood Residential Zone, General Residential Zone, Residential Growth Zone, Mixed Use Zone, Township Zone, Comprehensive Development Zone and Priority Development Zone must meet the requirements of Clause 56 as specified in the zone.

The development plan must describe:

- The land to which the plan applies.
- The proposed use and development of each part of the land.
- Any other requirements specified for the plan in a schedule to this overlay.

The development plan may be amended to the satisfaction of the responsible authority.

*Notes: Refer to the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement, for strategies and policies which may affect the use and development of land.*

*Check the requirements of the zone which applies to the land.*

*Other requirements may also apply. These can be found at Particular Provisions.*



22/10/2015  
C110

**SCHEDULE 5 TO THE DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO5**.

**104-168 HAWTHORN ROAD, FOREST HILL**

**1.0**

22/10/2015  
C110

**Requirement before a permit is granted**

- A permit may be granted before a development plan has been prepared to the satisfaction of the responsible authority for extensions, additions or modifications to any existing use or development.

**2.0**

22/10/2015  
C110

**Conditions and requirements for permits**

A permit application must include the following, as appropriate:

- Effective building setbacks, and facade and landscape treatments to soften the interface of the site with any adjoining residential properties.
- A detailed landscape plan showing all proposed landscaping.

A permit must contain conditions or requirements which:

- Give effect to the provisions and requirements of the approved development plan.
- Provide for the protection, restoration and interpretation of identified places or heritage significance

**3.0**

22/10/2015  
C110

**Requirements for development plan**

A development plan may be prepared in stages. A development plan should show or provide for the following, to the satisfaction of the responsible authority:

**Buildings and works**

- A concept site layout plan which identifies land uses, building envelopes, road and movement networks, building heights, public open space and landscaping.
- Location of public open space areas.
- The stages in which the land is to be developed, including landscaping.
- Medium density housing of up to 4 storeys located within the central portion of the site with building heights then transitioning down to a lower, domestic scale of 1 to 2 storeys at site edges to complement adjoining neighbourhood character. This provision does not apply to land fronting Springvale Road or land adjacent to public open space.
- Recognition of the potential for a more intense built form and active retail uses fronting Springvale Road.
- Buildings that front Hawthorn Road designed and sited to provide a residential appearance and setback and support the landscape profile of this road with buildings addressing the street frontage and respecting the neighbourhood character.
- Buildings with frontage to the Hawthorn Road curve designed and sited to reinforce views along this corridor.

- Consideration of long and short range views along Springvale Road and panoramic views across the broader area.

**Traffic and transport**

- A detailed traffic assessment and traffic management plan addressing the impact of the development on the arterial and local road network, including any mitigation works required on the road network and associated funding responsibilities. The plan must show integration between existing and proposed roads, bicycle and pedestrian networks and integration with the public transport network.
- A permeable network of streets and public spaces to support safe, convenient and amenable vehicular, pedestrian and cycling movement.

**Landscaping**

- Provision of landscaped areas at the site's edges, particularly along any interface with existing residential land.
- Retention of existing vegetation where possible.

**Environmentally Sustainable Development**

- Proposed design and building techniques that are consistent with environmentally sustainable development (ESD) principles.

**Display of development plan**

Before deciding whether to approve a development plan or a substantial amendment to an approved development plan, the responsible authority must first display the plan for public comment for a period of at least 14 days and must take account of any comments received in response to display of the plan prior to making a decision.

**4.0**

22/10/2015  
C110

**Transitional Provisions**

Schedule 5 to clause 43.04 to the Design and Development Overlay does not apply to an application for a permit to subdivide land, construct a building or construct or carry out works made before the approval date of the planning scheme amendment that introduced this schedule into the planning scheme.

Despite the provisions of Schedule 5 to Clause 43.04, these do not apply to an application under section 69 of the Act to extend a permit.









Bazem Pty Ltd

# Forest Ridge

104-168 Hawthorn Road

## Development Plan Guidelines

February 2018



## Design Guidelines - Introduction

The following design guidelines will inform more detailed design of the development area located at 104-168 Hawthorn Road Forest Hill, ensuring it is a complementary addition to the local community and provides a variety of high quality housing choices, movement networks and open space linkages.

### Site Specific

The development of the subject site will be site specific in its provision of new medium density housing. This means it will respond to the surrounding context of generally low scale residential development to the north, south and west; the television studio building in the centre of the site, medical and educational development to the east; and recreation/open space to the south-west.


#### MOVEMENT AND LINKS

-  Access road - 19 meters
-  Primary road - 16.5 meters
-  Secondary road - 13 meters
-  Ancillary road - 13 meters
-  Laneway
-  Existing bicycle route
-  Primary shared pedestrian and bicycle link
-  Vehicular access to basement car parking
-  Community link to public open space
-  Bus stop





#### INDICATIVE BUILT FORM

-  2 storeys
-  3 storeys
-  4 storeys
-  6 storeys



#### SETBACKS

-  Ground level setback
-  Landscaped setback
-  Built form setback

#### LANDSCAPE AND OPEN SPACES

-  Indicative street tree planting
-  New public open space
-  Planted interface
-  Existing planted interface alignment

#### VIEWS AND VISTAS

-  Panoramic vista
-  View line
-  Development interface viewed from Springvale Road

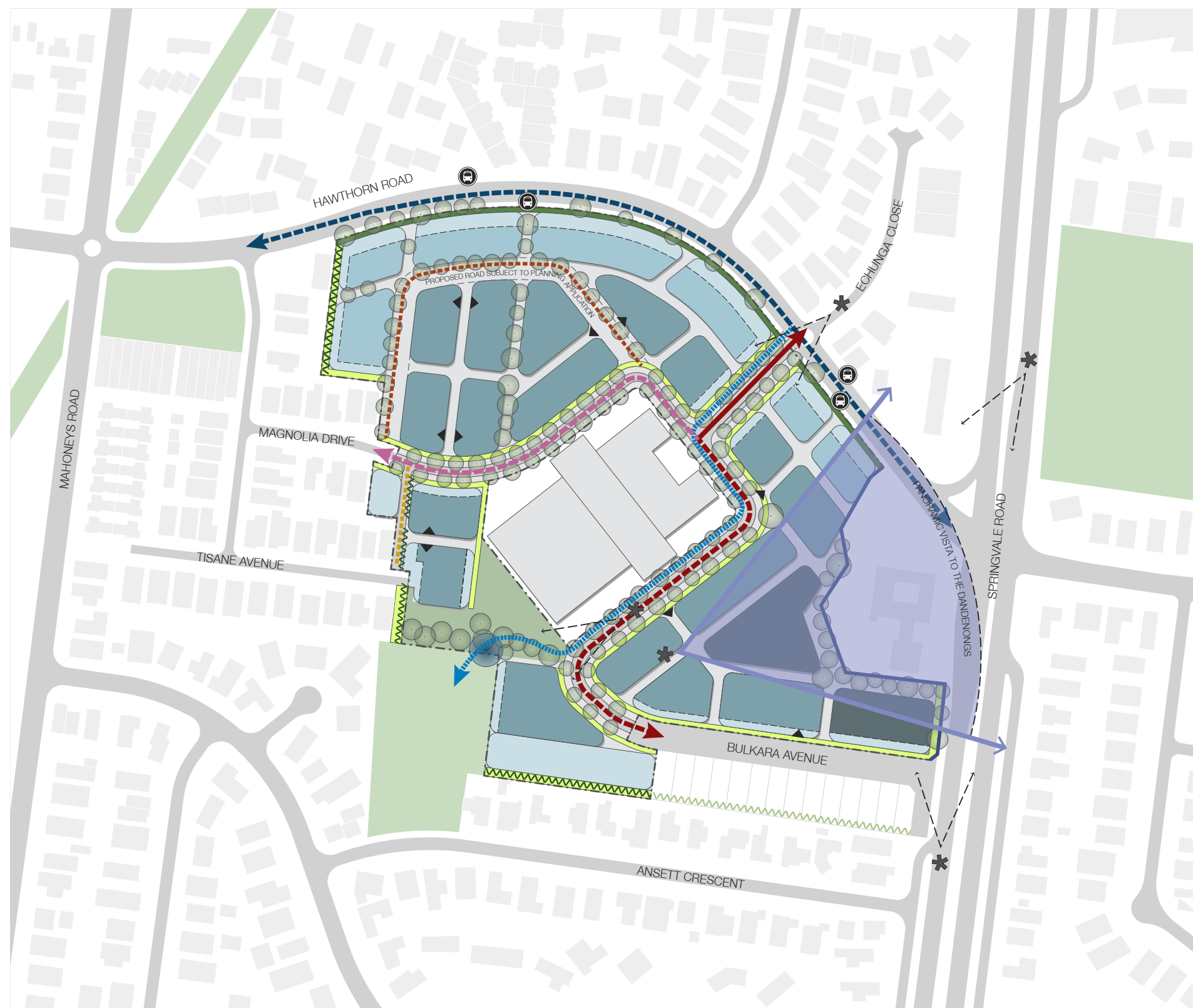


Figure 1: Development Plan



## 1.1 Development Stages

This development plan relates to the 5 stages as shown on Figure 2. The television studios will be subject to a separate development plan, except for the removal of two later additions to the building, to reinstate the building's original built form and courtyard (shown as hatched on the Figure 2). To ensure its financial sustainability, the new proposed development will be built and released to the market in five consecutive stages. Due to existing tenancy and commercial arrangements the order of the stages may be subject to change.

- Stage 1 - Snow Gum (5,170m<sup>2</sup>)
- Stage 2 - Juniper (15,140 m<sup>2</sup>)
- Stage 3 - Willow (11,198 m<sup>2</sup>)
- Stage 4 - Aspen (23,036 m<sup>2</sup>)
- Stage 5 - Mulberry (3,831 m<sup>2</sup>)



Figure 2: Development Stages Plan



## 1.2 Access & Movement

Movement through the site should be viewed from pedestrian, cycle and vehicle aspects. A hierarchy of streets will help provide clear wayfinding (Figure 3). Visual cues such as changing surface materials and different road widths will help identify appropriate traffic behaviour on these streets with the aim of prioritising pedestrian movement. Built form product along Hawthorn Road to be loaded from internal roads, basement access and from Hawthorn Road where appropriate. Local access ways will have sufficient width to accommodate service vehicles, emergency vehicles and landscaping, subject to Councils standards of construction.

Variations from the guidelines in this report may be permitted with the consent of the Council where it can be shown that a departure from the guidelines is necessary to overcome any physical restrictions on the site and /or to achieve the best design outcomes in the space available.

### Access Road – 19 meters

This road is the gateway to the site. It has footpaths and planting on both sides and includes the opportunity for visitor parking on both sides (Figures 3 and 5).

### Primary Internal Road – 16.5 meters

This road provides the major eastern circulation route through the site. It links Hawthorn Road to Bulkara Avenue and has footpaths and planting on both sides. It includes the opportunity for visitor parking on one side (Figures 3 and 6).

### Secondary Internal Road – 13 meters

This road provides the major western circulation route through the site. It has footpaths and planting on both sides. It includes the opportunity for visitor parking on one side (Figures 3 and 7).

### Ancillary Internal Road – 13 meters

This road provides secondary routes through the site. It has footpaths and planting on both sides (Figures 3 and 8).

### Laneways

These laneways and shared use zones provide the fine grain, pedestrian circulation through the site. A varied surface should be considered to help slow traffic and indicate a lower order road. Guidelines for Shared Use Zones should be considered in the detail design of the lanes (e.g. VicRoads Manual). The width of these laneways may also allow for some small tree planting (Figure 3).

Note: Any additional vehicular access to Hawthorn Roads other than shown on the plan will be subject to a detailed assessment at the planning application stage.

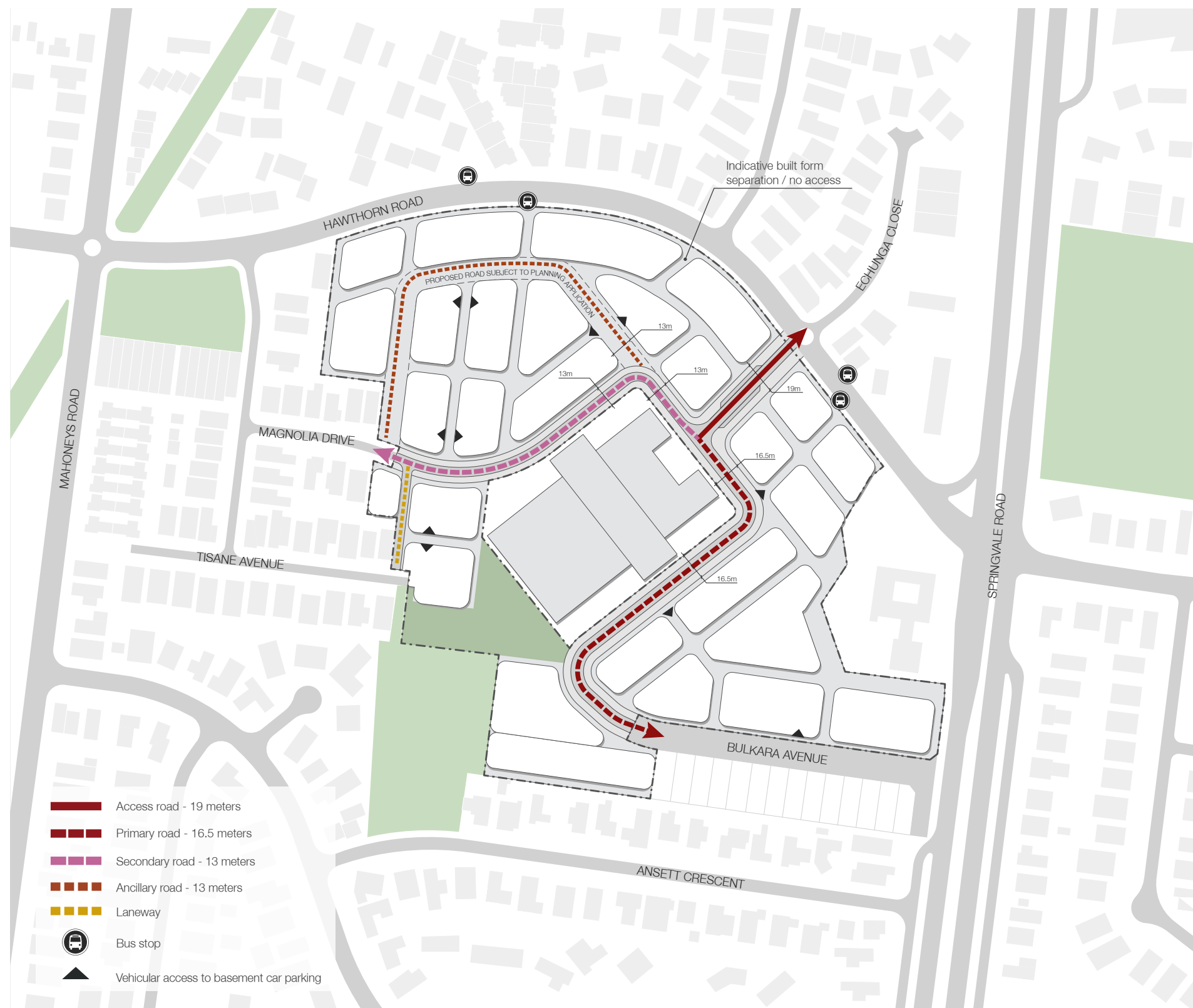


Figure 3: Access & Movement Plan



### 1.3 Pedestrian & Bicycle Network

New shared pedestrian and bicycle links will complement the existing bicycle route along Hawthorn Road, creating a comprehensive network improving the precinct's overall safety and permeability (Figure 4). A primary link will be provided to the south-east of the television building, connecting the community north of Hawthorn Road to the existing public open space on Ansett Crescent. A secondary link will increase permeability on the north-east side of the site, providing an alternative connection between Hawthorn Road and Magnolia Drive.

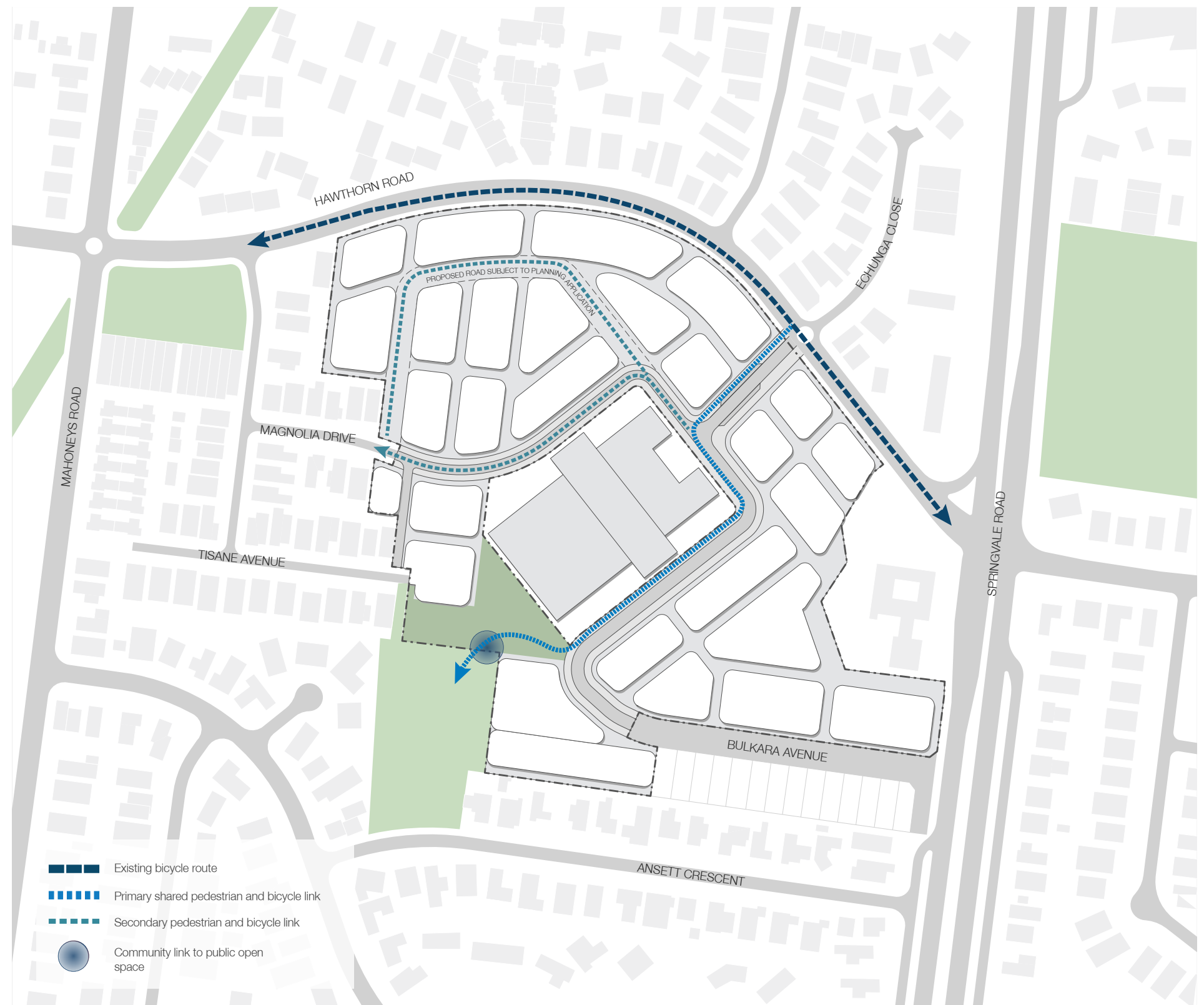


Figure 4: Bicycle Network Plan



## 1.4 Landscape and Open Space

Forest Ridge is being designed to provide a new residential community within a high quality, landscape setting. New roads will incorporate street trees and new planting will be integrated with housing design. The 'Village Green' – a major communal meeting area and recreation park – will be provided adjacent to a large public space on the south-west corner of the site (Figure 5). The 'Village Green' interfaces will provide opportunities to create pedestrian and bicycle linkages between the site and the communities to the north and south of it.

### Landscape and Open Space Guidelines

- Provide street-tree planting on both sides along Primary Roads and Secondary Roads (Figure 5).
- Encourage small tree planting on Laneways, shared zones and building separation areas.
- Encourage planting within setback at all interfaces between new built form and existing low-scale residential.
- Encourage tree planting within front setbacks of residential dwellings.
- Utilise different tree species along different road categories to aid in wayfinding / place making and to maximise larger canopy trees in wider verges.
- Encourage retention of existing trees of good health and structure where possible.
- Include a variety of grasses, shrubs and trees in the green links to provide increased biodiversity opportunities.
- Investigate the use of grasses and groundcovers in verges to increase biodiversity.
- Provide landscaping in accordance with Residential Growth Zone – Schedule 2 (RGZ2).



Figure 5: Landscape & Open Spaces Plan



## 1.5 Built Form, Building Height & Setbacks

The proposed built form on the site will respond to:

- The existing surrounding residential context,
- The existing open space context,
- The City of Whitehorse Planning Scheme including:
  - The Residential Growth Zone which nominates the site as one of significant strategic value that is appropriate for medium-density and high-quality residential development.

### Built Form Guidelines

#### Siting

- Where dwellings have their vehicle access directly off primary and secondary roads, these frontages should also include a separate front door entry (not inside the garage) and provide passive surveillance and activation of the streetscape at the first level through habitable rooms and balconies overlooking the street. Variation allowed where agreed by Council.

#### Amenity

- Consider the Apartment Design Guidelines for Victoria (2017) for apartment dwellings including apartment size, ceiling heights, natural ventilation, storage facilities, access to private open space and accessibility.
- Maximise views from living spaces to the public open spaces, existing vegetation and views from the site.
- Ensure links to existing and proposed public open spaces are safe, legible and attractive.
- Dwellings should address visual and acoustic privacy through passive design solutions by considering the placement of sensitive uses such as living areas and bedrooms in relation to neighbouring developments and utilising movement corridors on boundary walls such as stairs to provide acoustic buffers. Visual amenity should be provided by ensuring window placement minimises opportunities for overlooking.
- Ensure buildings do not unreasonably overshadow existing secluded private open space.

### Built Form & Building Heights

- Provide a variety of two, three, four, five and six storey residential typologies to ensure a variety of housing options on the site (Figure 6).
- Provide two storey interfaces with existing low-scale residential context (Figure 6).
- Buildings of maximum three storeys along Hawthorn Road should provide a height transition with the existing low-scale residential context across the road (Figure 6).
- Provide upper level setbacks to all buildings above 2 storeys along entry road from Hawthorn Road to studio building and on interfaces with low scale residential typologies (Figure 6).

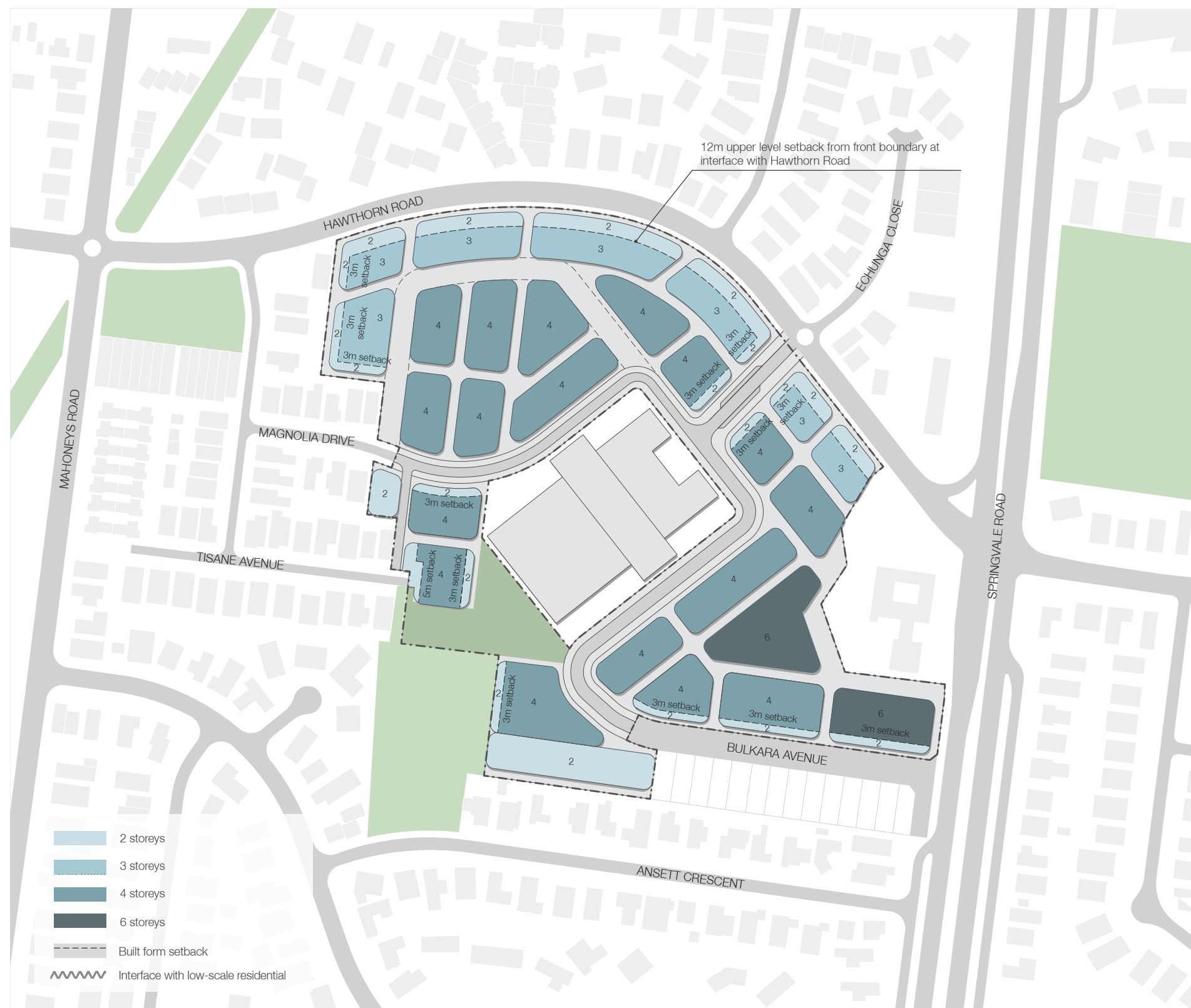


Figure 6: Building Heights & Setbacks Plan



- Provide upper level setbacks above 4 stories to interface with primary road (Figure 6).
- Six-storey development should be located on the south-east portion of the site with consideration of amenity impacts (Figure 6).
- Rows of attached townhouses should offer some variation at the streetscape which may include all or a combination of;
  - A change in material, colour and texture of the façade treatments,
  - Varied lot widths,
  - Varied landscape treatments in the front setback, and
  - A physical break at appropriate spacing.
- Front fencing, where provided should be no more than 1.5 metres high and constructed to be at least 25% transparent.
- Front fence height in streets in a Road Zone Category 1 or 2 should not exceed 1.8 metres and should have at least 20% transparency.
- A front fence within 3 metres of a street should not exceed 1.2 metres in 'other streets'.
- Provide active edges and passive surveillance to public realm by avoiding fences and blank facades to interfaces. Side and rear fencing should not exceed 1.8m in height. 1.8 metre side fencing on secondary street frontages (corner lots) is only to be permitted adjacent to secluded private open space.
- Building footprints should not exceed a maximum of 60% site coverage across each stage.

## 1.6 Ground Level Setbacks

Ground level setbacks should ensure streets and private and public open spaces are provided with adequate sunlight and ventilation. Built form should provide a consistent street wall to establish a legible and easy to navigate public realm at a minimum of the setbacks in Figure 7.

### Built Form Guidelines

- Protrusions may be built inside the setbacks to allow driveways and letter boxes. Porches, pergolas and verandahs that are less than 3.6m in height and eaves may protrude into the setbacks by up to 2.5m in accordance with Standard B6 of Clause 55.

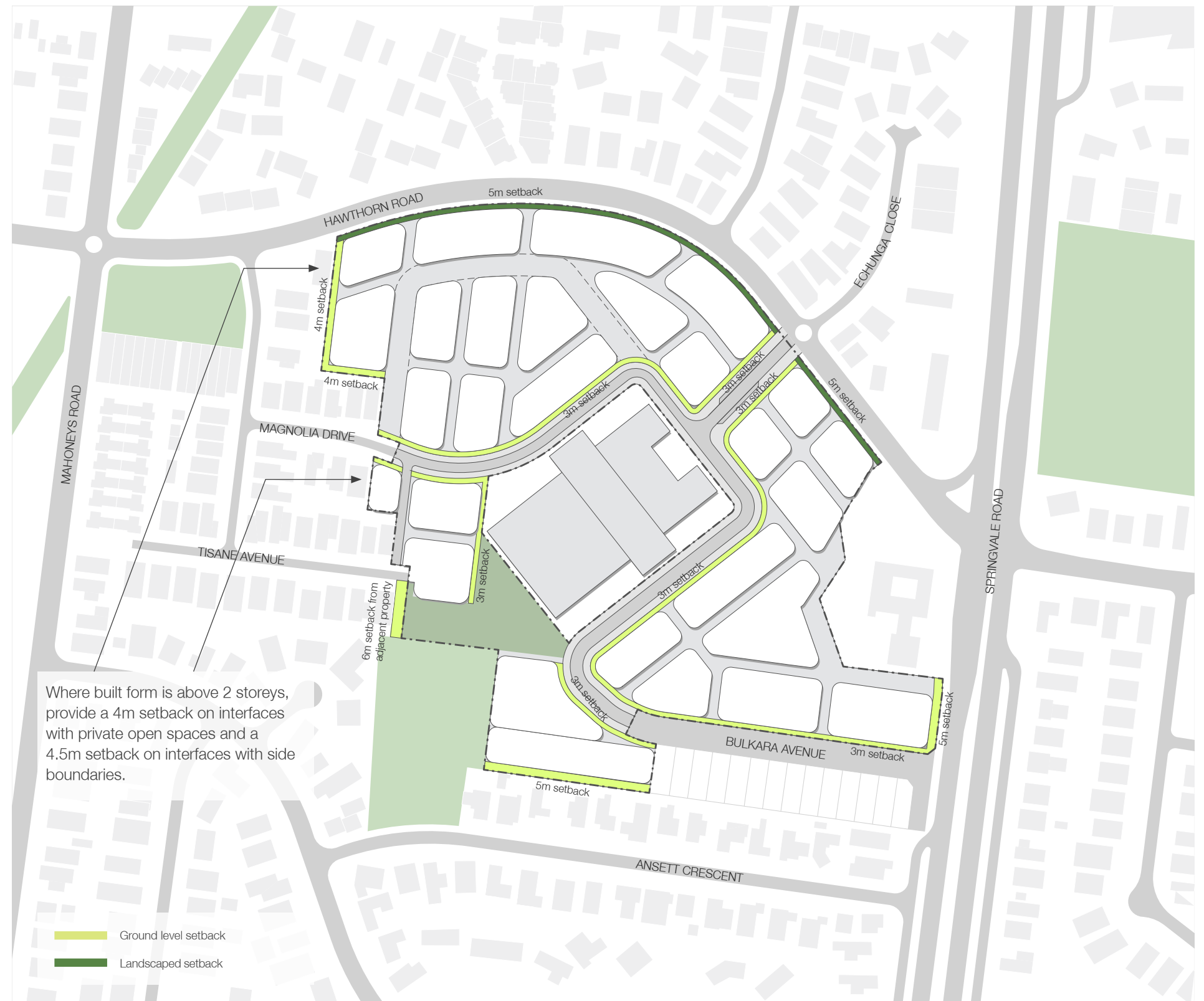


Figure 7: Ground Level Setbacks Plan



## 1.7 Views and Vistas

The views from the site and through the site are important features of place making and wayfinding. As shown in Figure 8 there are several key view corridors that have been identified through the site and along the boundaries. These allow for visual permeability and help knit the new residential street network into the existing network.

### Views and Vistas Guidelines

- Provide direct view lines from Hawthorn Road and along internal streets to the existing studio building and to the new 'Village Green' (Figure 8).
- Reinforce the valued panoramic vista to the Dandenongs by providing taller built form on the south-eastern portion of the site (Figure 8).
- Consider short and long distance views from Springvale Road by providing visually interesting built form and vegetation on the eastern boundary of the site (Figure 8).
- Encourage living areas at upper levels to provide increased visual amenity from the dwellings over the public open spaces as well as increased opportunities for passive surveillance of these spaces.

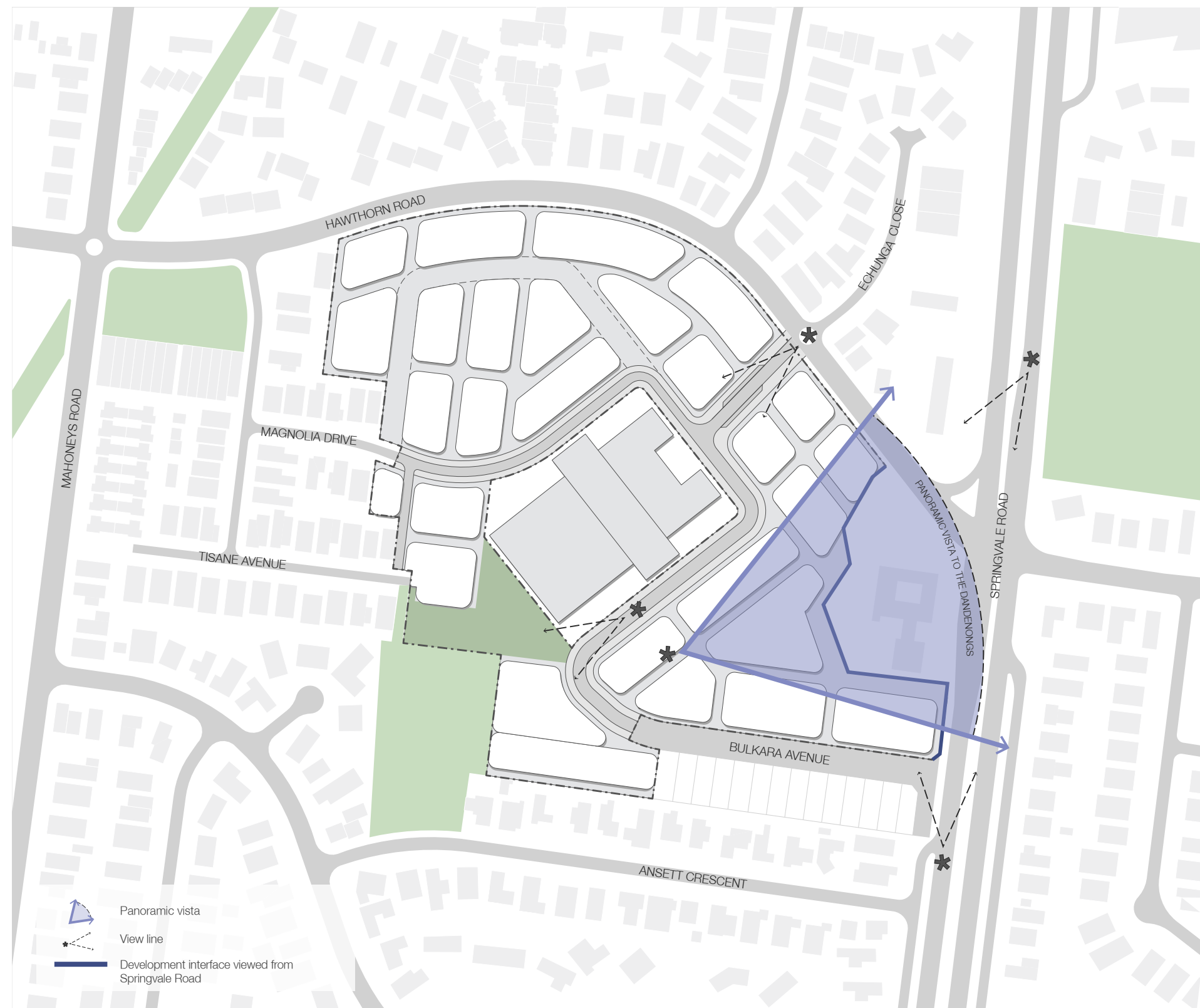


Figure 8: Views and Vistas Plan





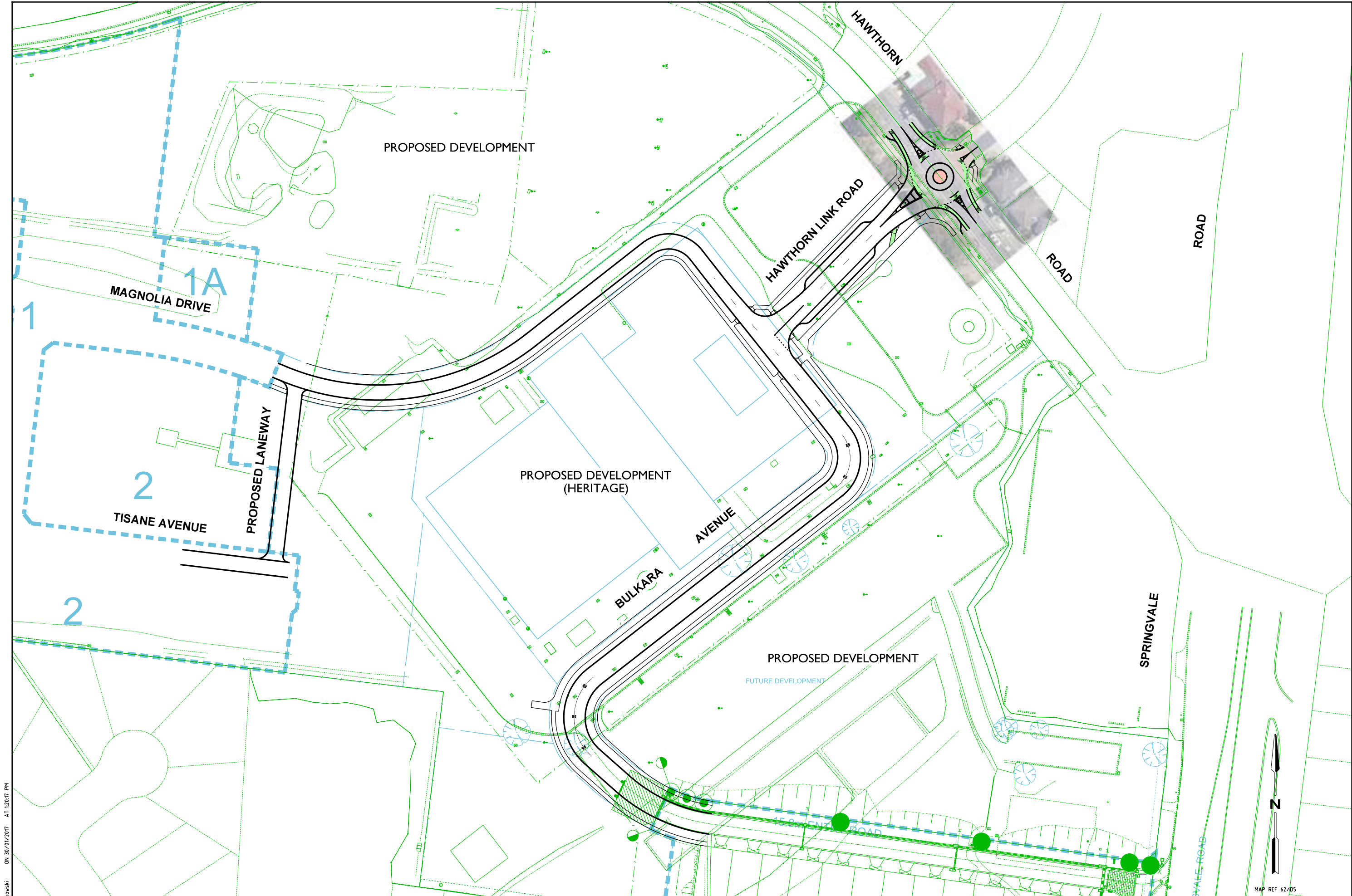


# ATTACHMENT 3

## Movement Network and Concept Functional Layout Plans - GTA Consultants







PLOTTED BY : TonNapiorkowski ON 30/01/2017 AT 12:01 PM



**PRELIMINARY PLAN**  
FOR DISCUSSION PURPOSES  
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T. NAPIORKOWSKI  
  
APPROVED BY  
C. COATH

DESIGN CHECK  
A. DELL'ISOLA  
  
DATE ISSUED  
30 JANUARY 2017

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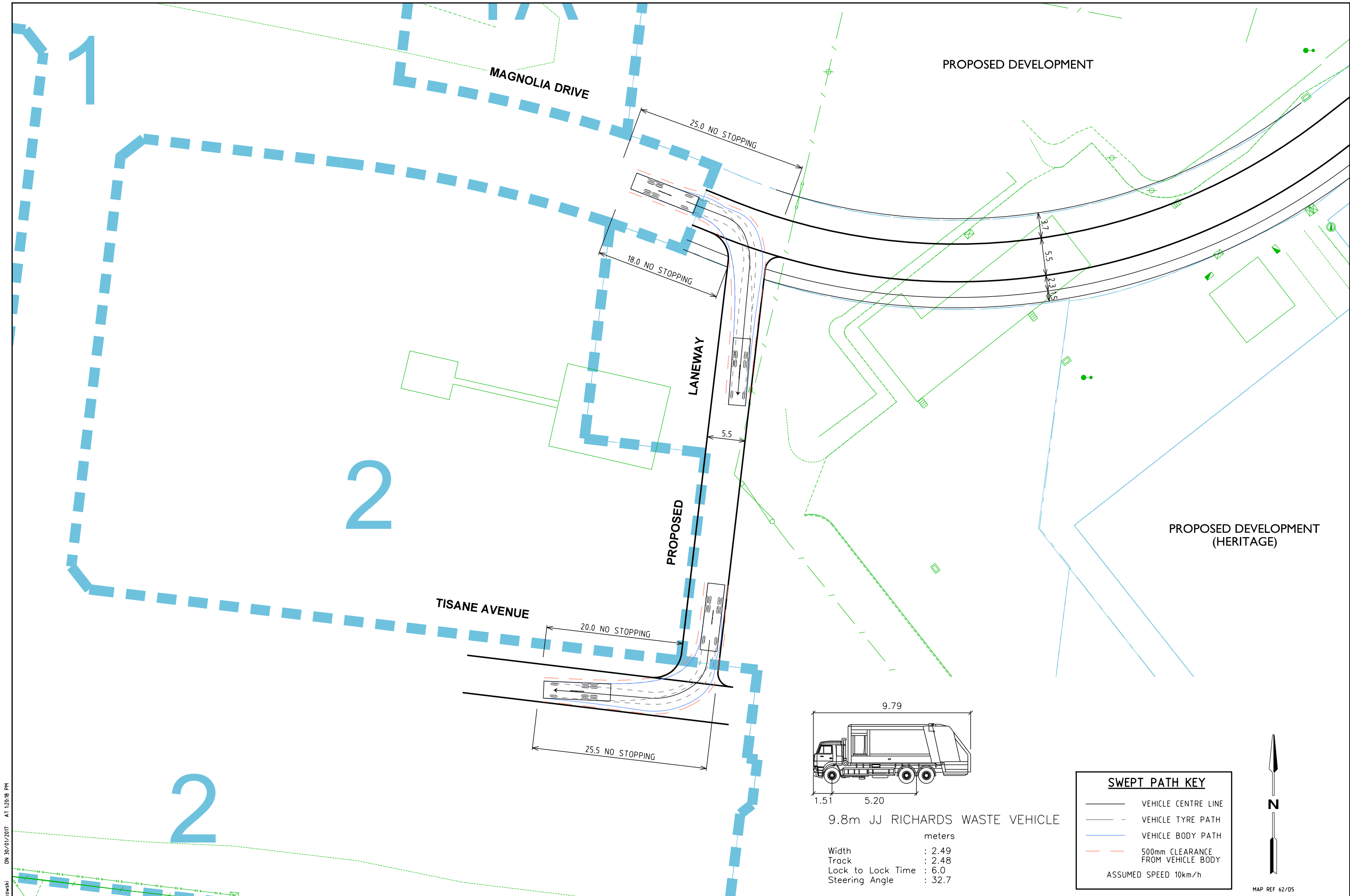


**PROPOSED DEVELOPMENT**  
**104-168 HAWTHORN ROAD,**  
**FOREST HILL**  
**OVERALL LAYOUT PLAN**  
DRAWING NO. V103782-01-01

SHEET 01 OF 11 ISSUE P1

MAP REF 62/05





ON 30/01/2017 AT 12:08 PM  
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T. NAPIORKOWSKI  
  
APPROVED BY  
C. COATH

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A. DELL'ISOLA  
  
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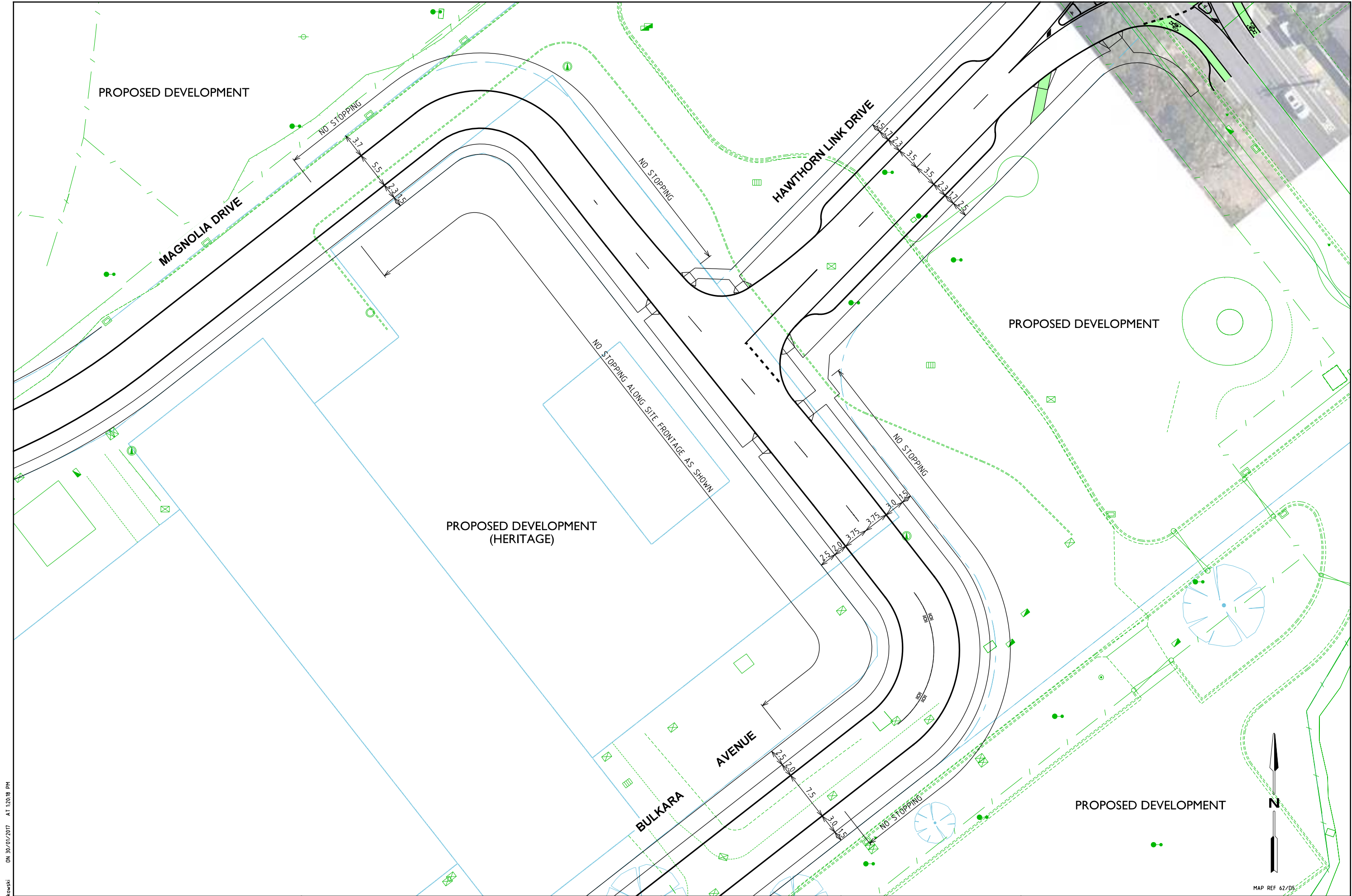
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**PROPOSED DEVELOPMENT**  
**104-168 HAWTHORN ROAD,**  
**FOREST HILL**  
**LANEWAY SWEEP PATHS**  
DRAWING NO. V103782-01-02

SHEET 02 OF 11

ISSUE P1





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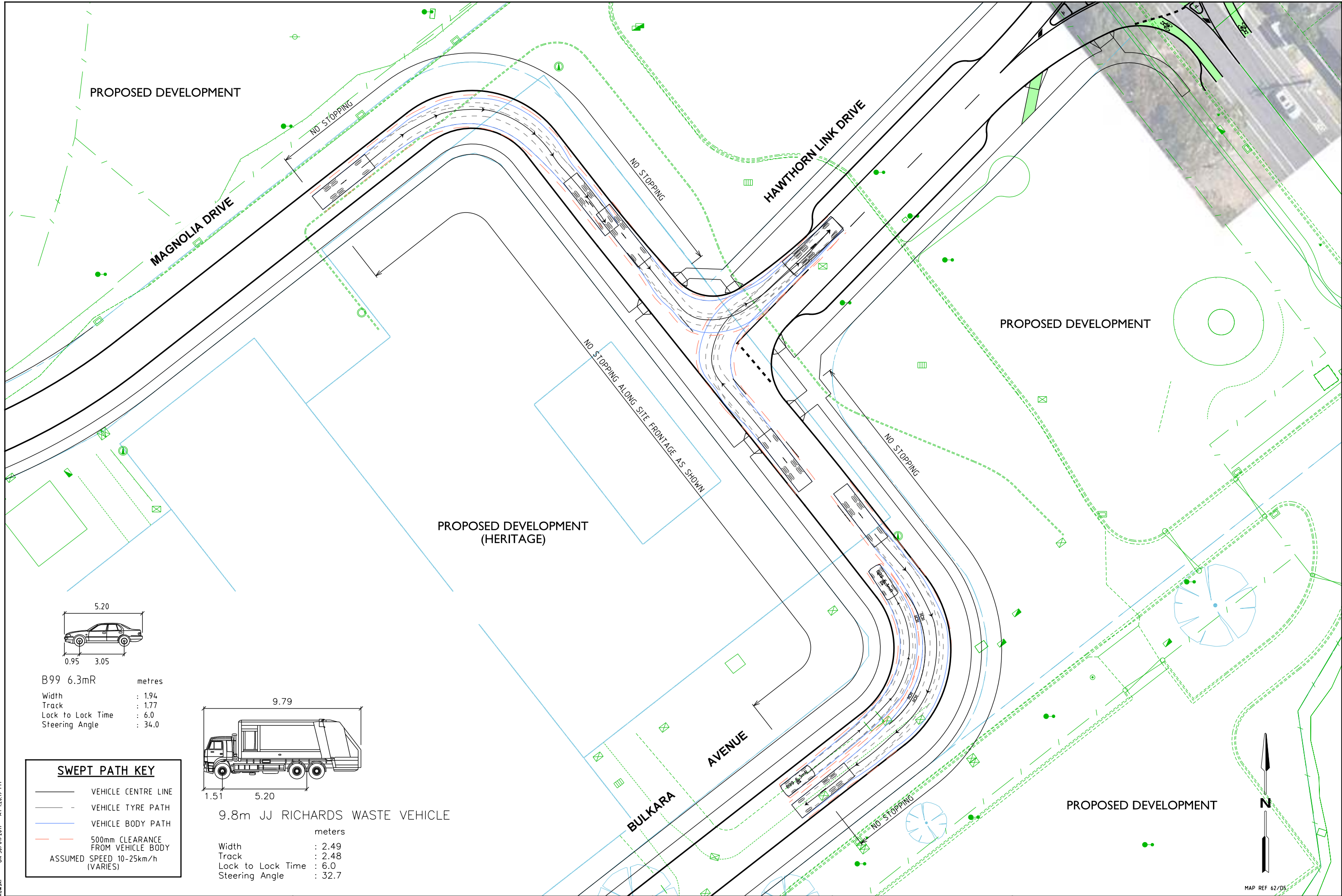
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**PROPOSED DEVELOPMENT**  
104-168 HAWTHORN ROAD,  
FOREST HILL  
INTERNAL ROAD LAYOUT  
DRAWING NO. V103782-01-03

SHEET 03 OF 11  
ISSUE P1





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Steering Angle	: 34.0

**SWEPT PATH KEY**

- VEHICLE CENTRE LINE
- - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 10-25km/h (VARIES)

**9.8m JJ RICHARDS WASTE VEHICLE** metres

Width	: 2.49
Track	: 2.48
Lock to Lock Time	: 6.0
Steering Angle	: 32.7



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T. NAPIORKOWSKI

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30 JANUARY 2017

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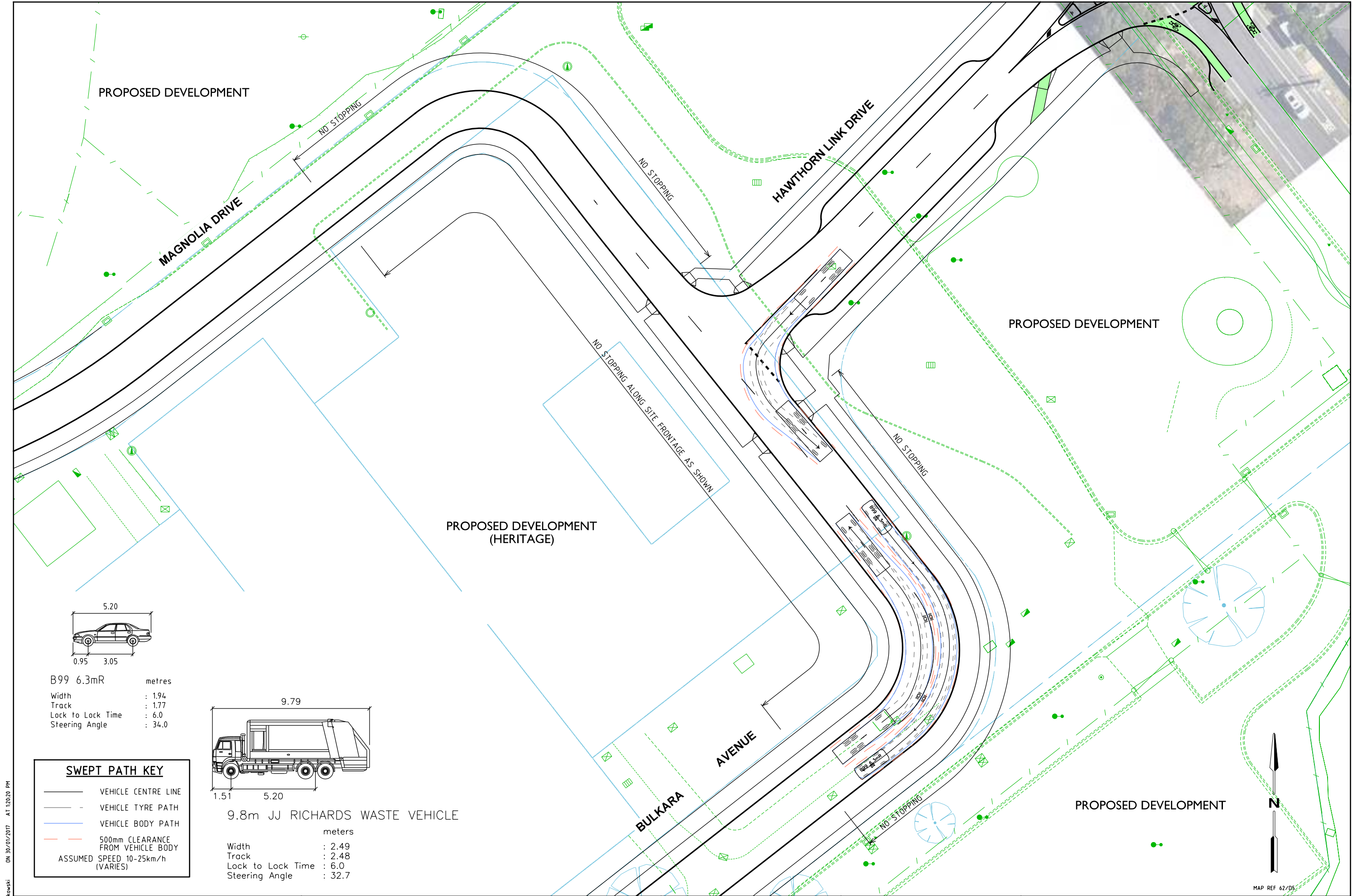
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**PROPOSED DEVELOPMENT**  
104-168 HAWTHORN ROAD,  
FOREST HILL  
INTERNAL ROAD LAYOUT SWEPT PATHS

DRAWING NO. V103782-01-04 SHEET 04 OF 11 ISSUE P1





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Lock to Lock Time	: 6.0
Steering Angle	: 34.0

**SWEPT PATH KEY**

- VEHICLE CENTRE LINE
- - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - 500mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 10-25km/h (VARIES)

**9.8m JJ RICHARDS WASTE VEHICLE** metres

Width	: 2.49
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Lock to Lock Time	: 6.0
Steering Angle	: 32.7

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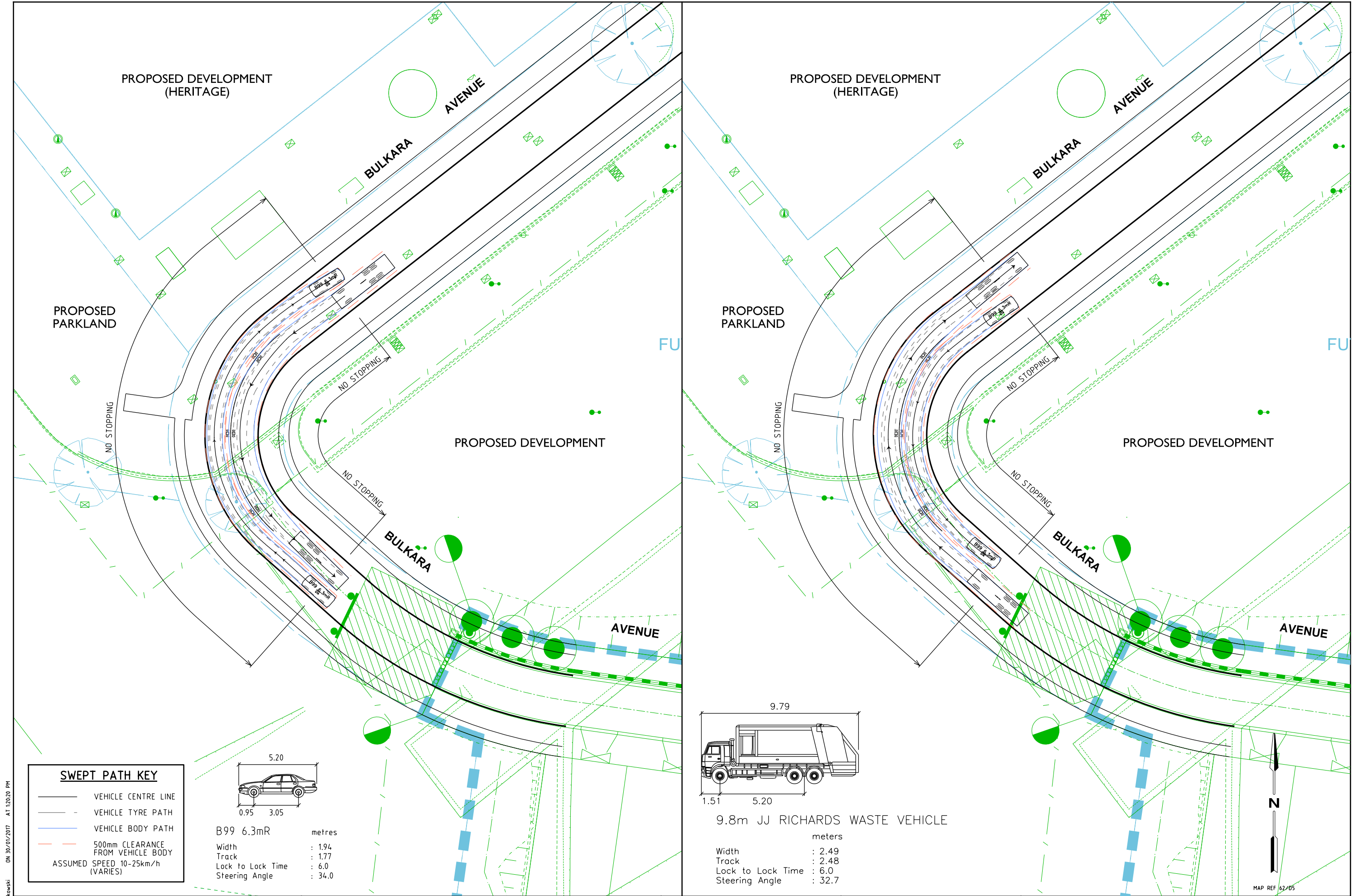
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**PROPOSED DEVELOPMENT**  
104-168 HAWTHORN ROAD,  
FOREST HILL  
INTERNAL ROAD LAYOUT SWEEP PATHS

DRAWING NO. V103782-01-05 SHEET 05 OF 11 ISSUE P1

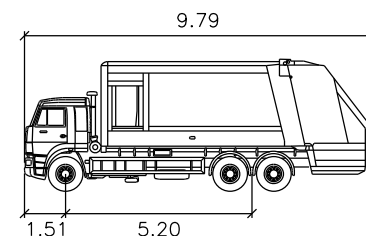




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SWEPT PATH KEY	
	VEHICLE CENTRE LINE
	VEHICLE TYRE PATH
	VEHICLE BODY PATH
	500mm CLEARANCE FROM VEHICLE BODY
ASSUMED SPEED 10-25km/h (VARIES)	

B99 6.3mR	metres
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Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.0



9.8m JJ RICHARDS WASTE VEHICLE	
	metres
Width	: 2.49
Track	: 2.48
Lock to Lock Time	: 6.0
Steering Angle	: 32.7

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PROPOSED DEVELOPMENT  
104-168 HAWTHORN ROAD,  
FOREST HILL  
BULKARA AVENUE SWEPT PATHS

DRAWING NO. V103782-01-06

SHEET 06 OF 11

ISSUE P1





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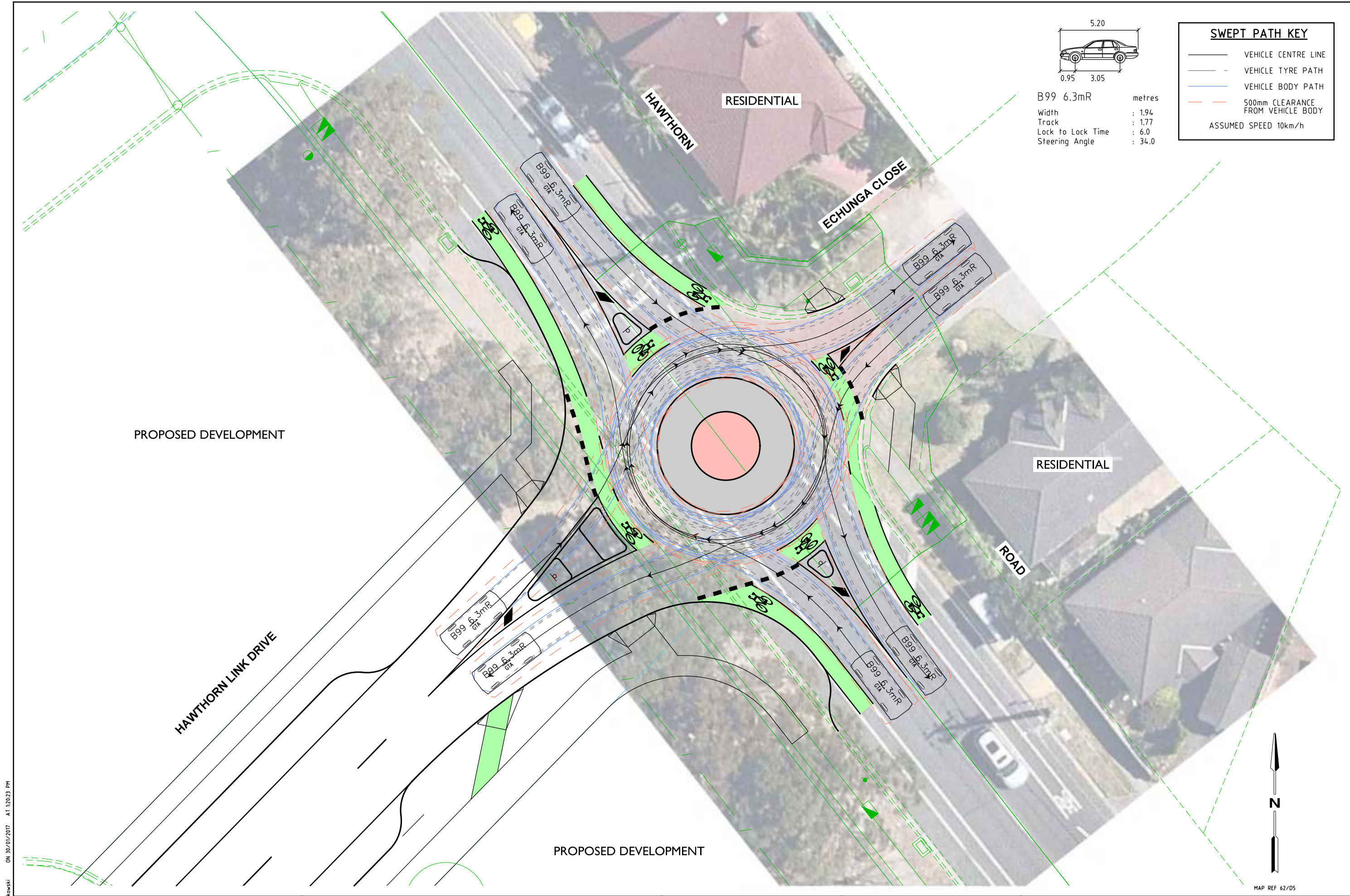
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30 JANUARY 2017

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PROPOSED DEVELOPMENT  
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FOREST HILL  
HAWTHORN ROAD ROUNDABOUT CONCEPT DESIGN  
DRAWING NO. V103782-01-07 SHEET 07 OF 11 ISSUE P1





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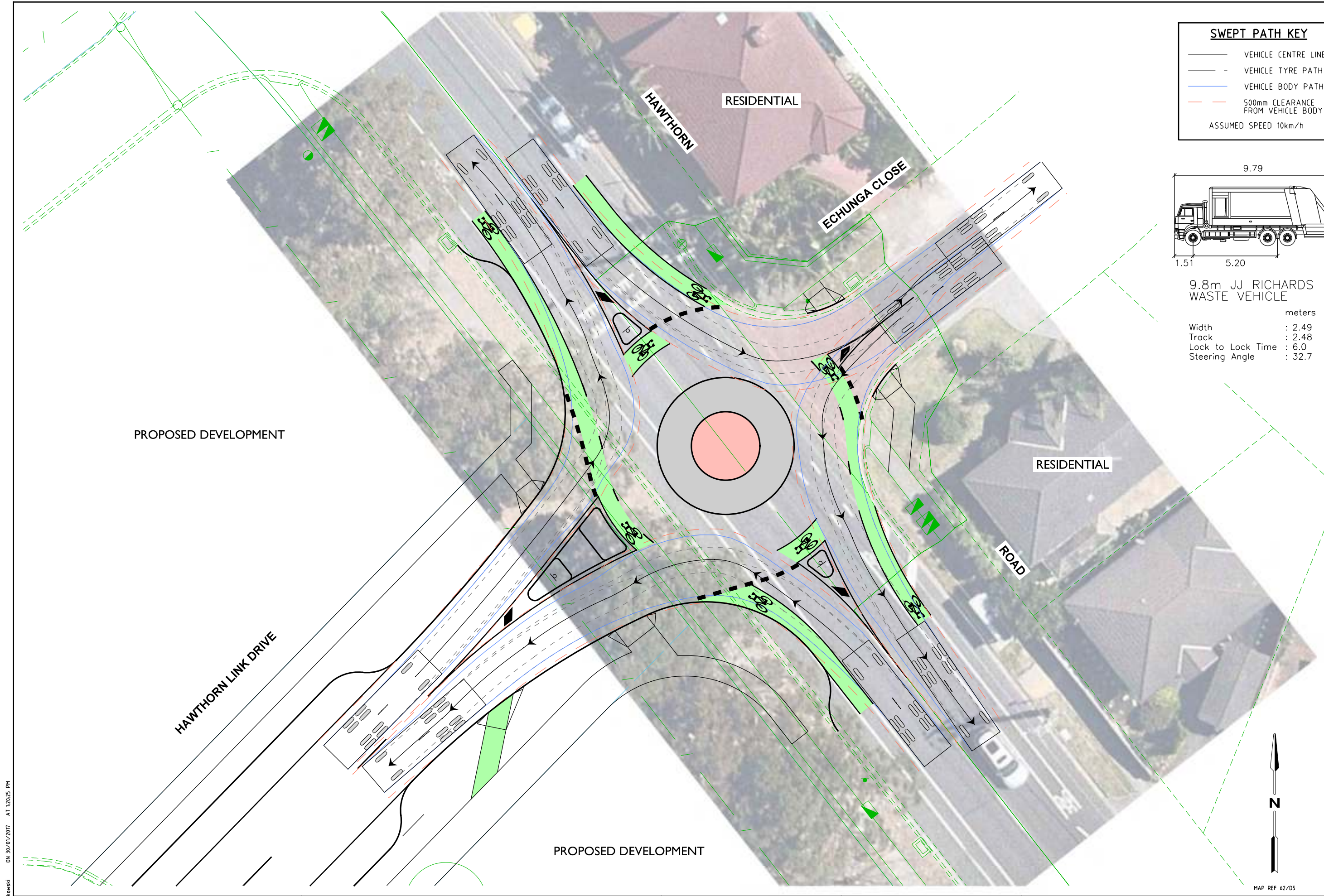
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PROPOSED DEVELOPMENT  
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FOREST HILL  
ROUNABOUT CONCEPT DESIGN - SWEEP PATHS  
DRAWING NO. V103782-01-08 SHEET 08 OF 11 ISSUE P1

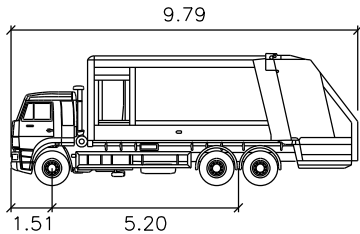




**SWEPT PATH KEY**

- VEHICLE CENTRE LINE
- - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 10km/h



9.8m JJ RICHARDS WASTE VEHICLE

	Width	Track	Lock to Lock Time	Steering Angle
	2.49	2.48	6.0	32.7

ON 30/01/2017 AT 12:05 PM  
PLOTTED BY : TonNapiorkowski



**PRELIMINARY PLAN**  
FOR DISCUSSION PURPOSES  
ONLY SUBJECT TO CHANGE  
WITHOUT NOTIFICATION

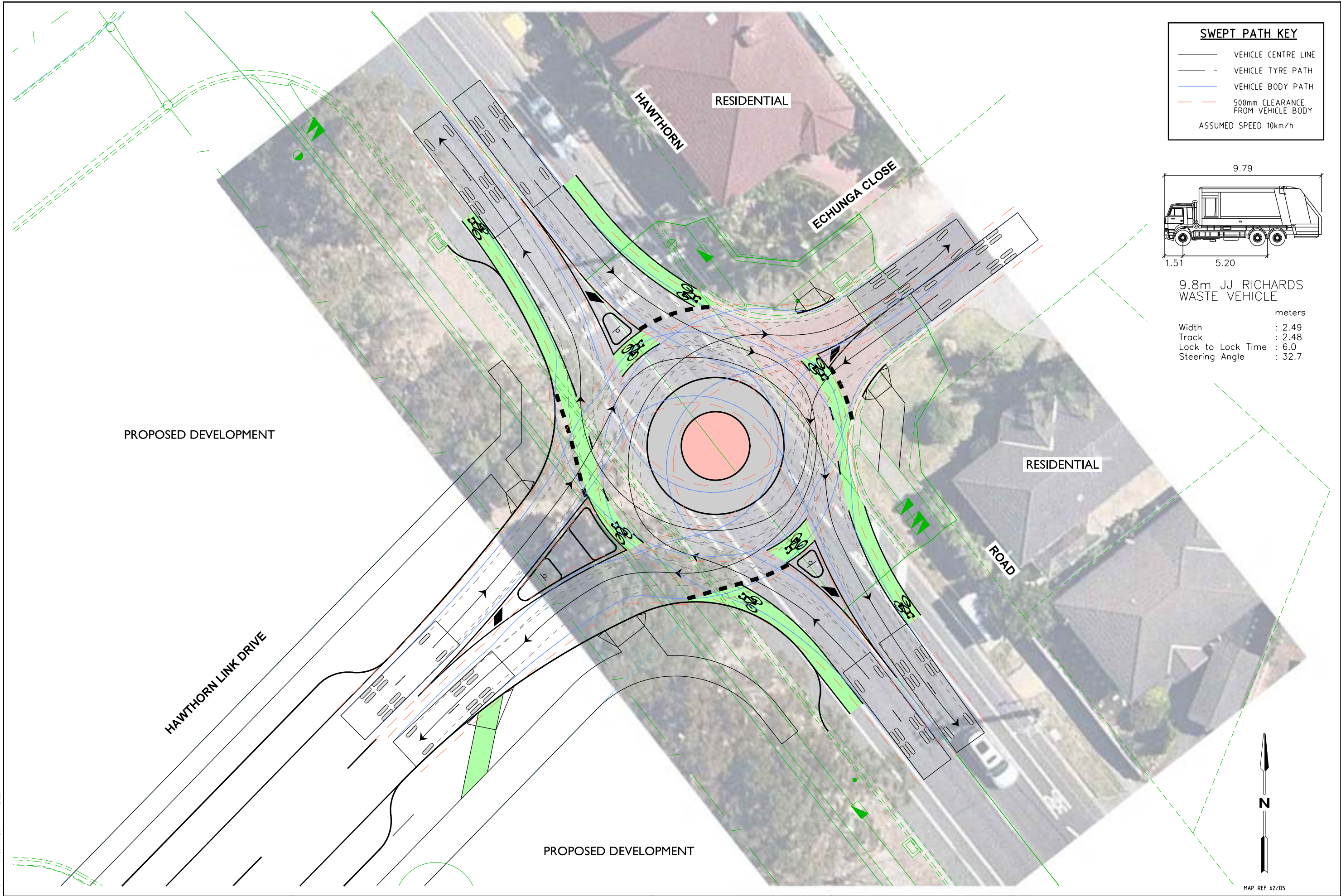
**WARNING**  
BEWARE OF UNDERGROUND SERVICES  
THE LOCATIONS OF UNDERGROUND SERVICES ARE  
APPROXIMATE ONLY AND THEIR EXACT POSITION  
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS  
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED  
T. NAPIORKOWSKI  
  
APPROVED BY  
C. COATH  
  
DESIGN CHECK  
A. DELL'ISOLA  
  
DATE ISSUED  
30 JANUARY 2017

SCALE  
A3  
  
1:250  
  
CAD FILE NO.  
V103782-01-P1.dgn

PROPOSED DEVELOPMENT  
104-168 HAWTHORN ROAD,  
FOREST HILL  
ROUNDOABOUT CONCEPT DESIGN - SWEPT PATHS  
DRAWING NO. V103782-01-09 SHEET 09 OF 11 ISSUE P1





ON 30/01/2017 AT 12:02:26 PM  
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**PRELIMINARY PLAN**  
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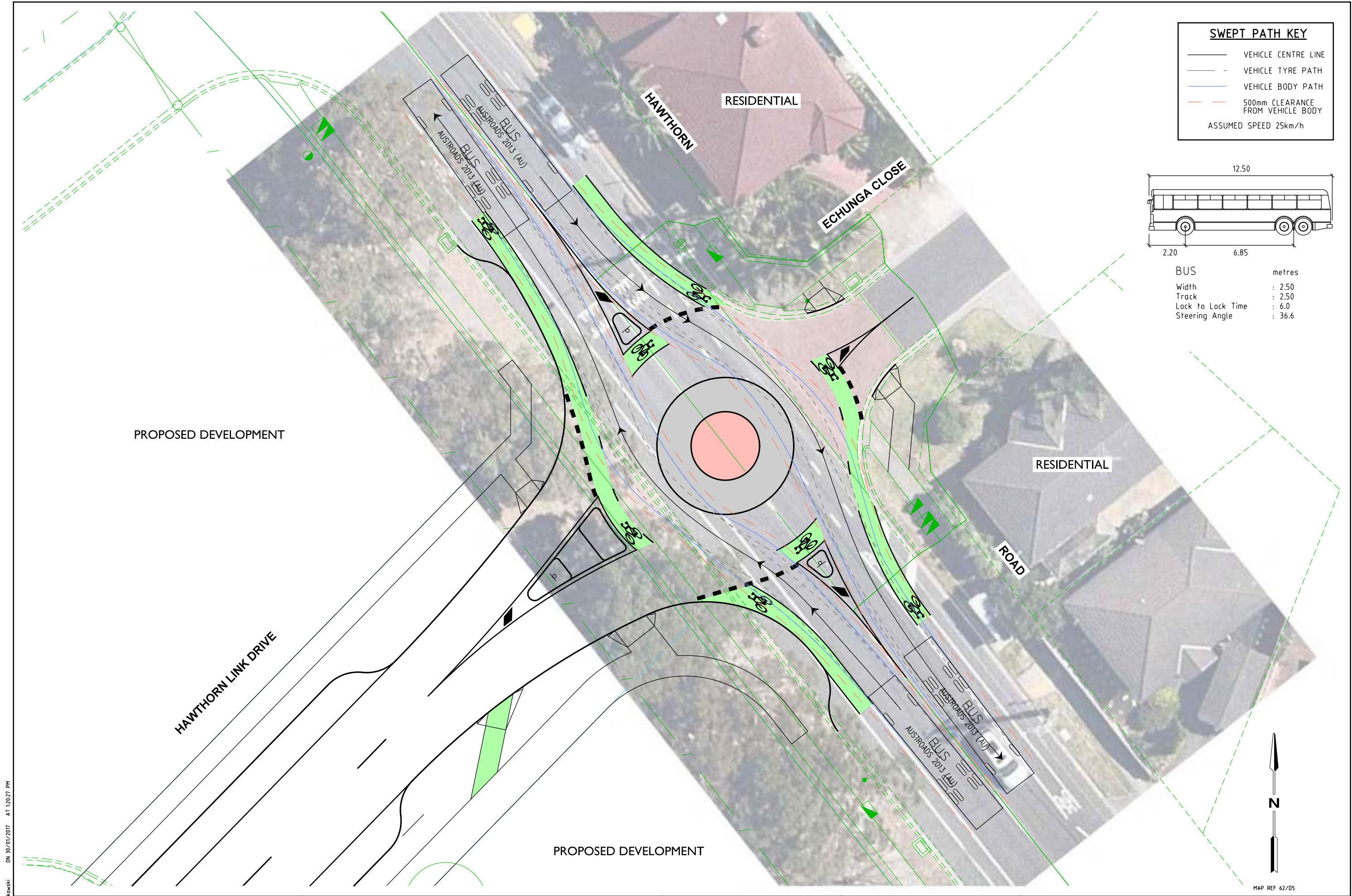
DESIGNED  
T. NAPIORKOWSKI  
  
APPROVED BY  
C. COATH

DESIGN CHECK  
A. DELL'ISOLA  
  
DATE ISSUED  
30 JANUARY 2017

SCALE  
A3  
  
1:250  
  
CAD FILE NO.  
V103782-01-P1.dgn

PROPOSED DEVELOPMENT  
104-168 HAWTHORN ROAD,  
FOREST HILL  
ROUNABOUT CONCEPT DESIGN - SWEEP PATHS  
DRAWING NO. V103782-01-10  
SHEET 10 OF 11  
ISSUE P1





ON 30/01/2017 AT 12:02:27 PM  
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**PRELIMINARY PLAN**  
FOR DISCUSSION PURPOSES  
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**WARNING**  
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DESIGNED  
T. NAPIORKOWSKI  
  
APPROVED BY  
C. COATH

DESIGN CHECK  
A. DELL'ISOLA  
  
DATE ISSUED  
30 JANUARY 2017

SCALE  
A3  
  
1:250  
  
CAD FILE NO.  
V103782-01-P1.dgn

PROPOSED DEVELOPMENT  
104-168 HAWTHORN ROAD,  
FOREST HILL  
ROUNABOUT CONCEPT DESIGN - SWEEP PATHS  
DRAWING NO. V103782-01-11 SHEET 11 OF 11 ISSUE P1



# ATTACHMENT 4

## Landscape Concept & Potential Tree Retention Plans





Street tree species to match connecting road species (Pyrus ussuriensis)

Open Space area connecting to existing park enhanced by landscape treatment to adjacent Snowgum and Mulberry Stages

Proposed infill native street tree planting on south sides of Hawthorn Road to match existing treatment

Proposed raised paving threshold at entry with suitable cycle transit material

Proposed raised paving threshold at entry with suitable cycle transit material

Street tree species to match connecting road species



**LEGEND**

- Site Boundary
- Avenue trees (19m Road Reserve)
- Avenue trees (16.5m Road Reserve)
- Street trees (13m Road Reserve, to tie in with existing streetscapes)
- Laneway trees (5.5m Road Reserve)
- Threshold treatments
- Hawthorn Road infill street planting
- Pedestrian and Cycle Connection

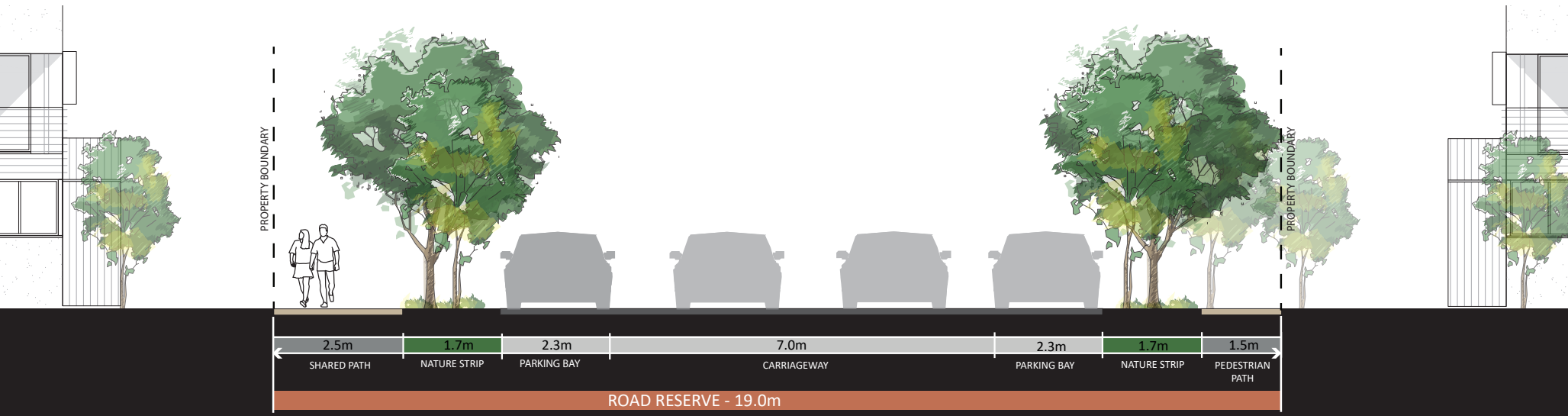
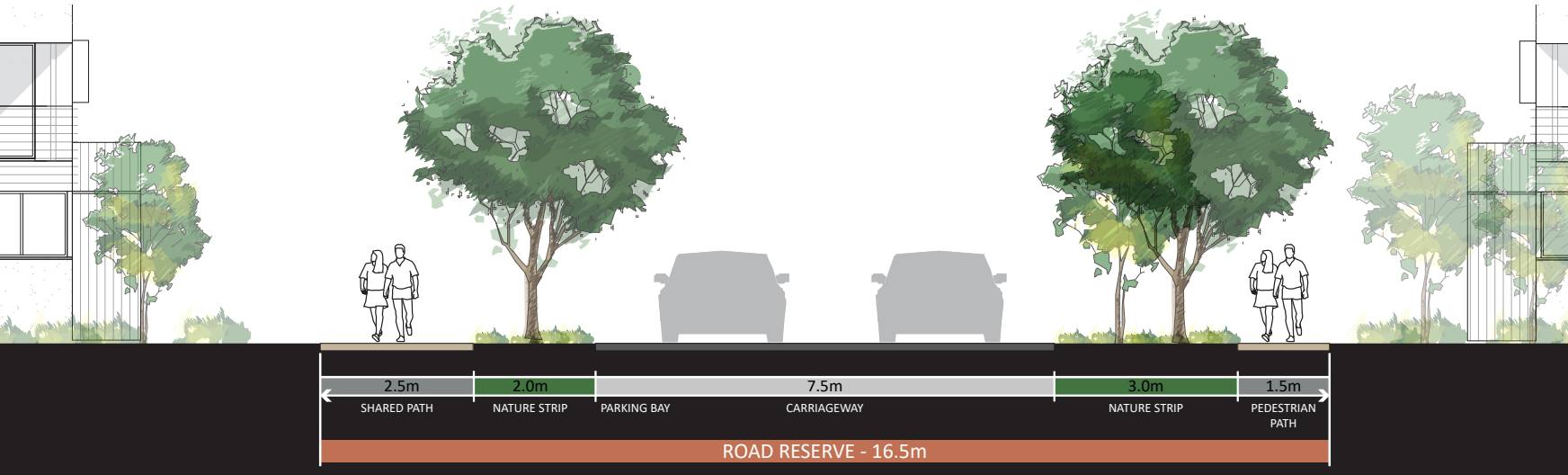
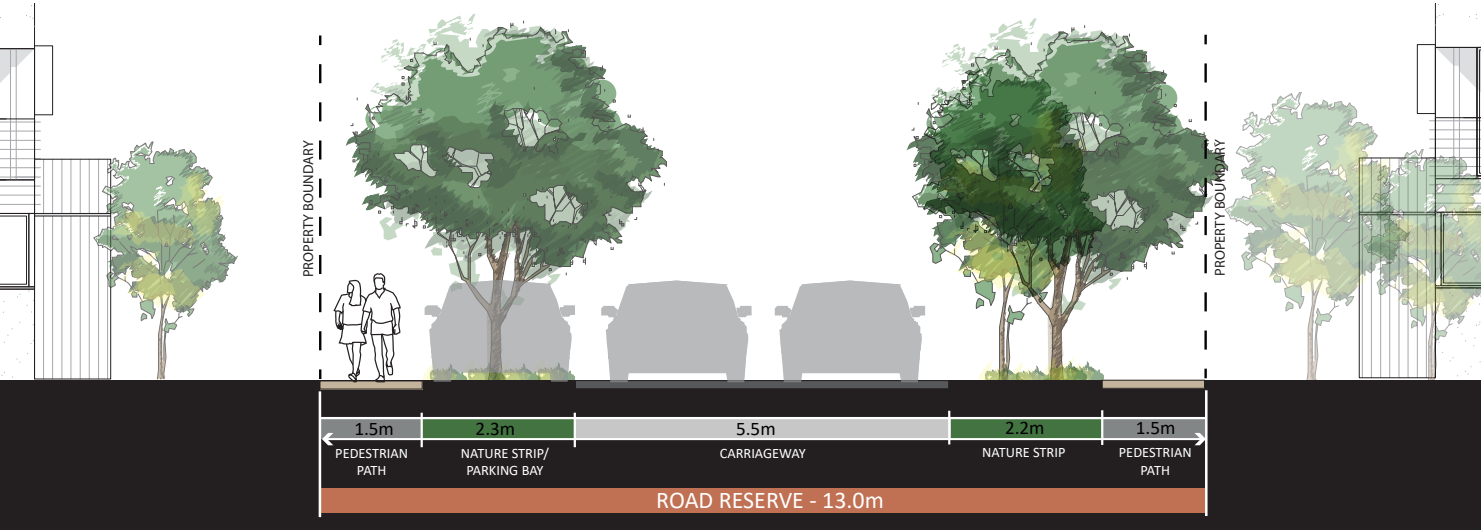
# Forest Ridge Landscape Concept Plan

104-168 Hawthorn Road, Forest Hill  
 Date Issued: 28/02/2018| Revision: D  
 SMEC Project Reference: 30040751L.00  
 Drawn by: N. Lamb | Checked by: A.Kiekebosh





TYPICAL STREET SECTIONS



Forest Ridge Landscape Concept Plan

104-168 Hawthorn Road, Forest Hill  
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Urban Design  
Landscape Architecture  
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LANDSCAPE PALETTE

AVENUE TREES  
(19m / 16.5m wide road reserve)

Future stages will draw from this street tree palette to provide a consistent landscape theme between existing stages and new.



*Tilia cordata* 'Greenspire'  
Linden



*Platanus x acerifolia* 'Bloodgood'  
London Plane



*Ulmus parviflora* 'Todd'  
Elm tree

STREET TREES  
(13m wide road reserve)



*Acer x freemanii* 'Jeffersred'  
Autumn Blaze Maple



*Hymenosporum flavum*  
Native Frangipani



*Pyrus ussuriensis*  
Manchurian Pear

LANEWAY TREES  
(5.5m wide road reserve)



*Pyrus calleryana* 'Chanticleer'  
Callery Pear



*Prunus cerasifolia* 'Crimson Spire'  
Crimson Spire

HAWTHORN ROAD  
INFILL STREET TREES



*Corymbia maculata*  
Spotted Gum



*Eucalyptus sideroxylon*  
Red Ironbark

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THRESHOLD PLANTING

Future stages will draw from this plant palette to provide a consistent landscape theme between existing stages and new.



Feijoa sellowiana (hedge)  
Feijoa



Grevillea 'Coastal Sunset'  
Grevillea



Correa glabra  
Rock Correa



Lomandra longifolia 'Tanika'  
Lomandra



Dietes grandiflora  
Wild Iris



Darwinia citriodora prostrate  
Darwinia





**Legend**

- = High rated tree
- = Moderate rated tree
- = Potential tree retention subject to planning application

Note: Source Imagery as per SJB graphic, supplied on 11/9/17

# Forest Ridge Existing Tree Location Plan

104-168 Hawthorn Road, Forest Hill

Date Issued: 09/03/2018 | Revision: E  
SMEC Project Reference: 3410712P  
Drawn by: J. Li | Checked by: C. Davis



Urban Design  
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Town Planning











Expert Evidence | Strategic Advice | Development Approvals