



# North Road, Ormond Development

## Urban Context Report

Prepared for DEAL CORPORATION

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## 1.0 Introduction

This report has been prepared by David Lock Associates (DLA) to inform the development of North Road, Ormond Development.

The purpose of this report is to:

- Document the key characteristics of the site and its context that should influence its development from an urban design perspective; and
- Outline appropriate design principles for the site.

**Section 2.0** of this report identifies the urban context of the subject site.

**Section 3.0** analyses the opportunities and constraints of the subject site.

**Section 4.0** documents the relevant existing and future physical context, planning policy context and design principles in relation to character.

**Section 5.0** documents the relevant existing and future physical context, planning policy context and design principles in relation to public realm interface.

**Section 6.0** documents the relevant existing and future physical context, planning policy context and design principles in relation to neighbouring interfaces.

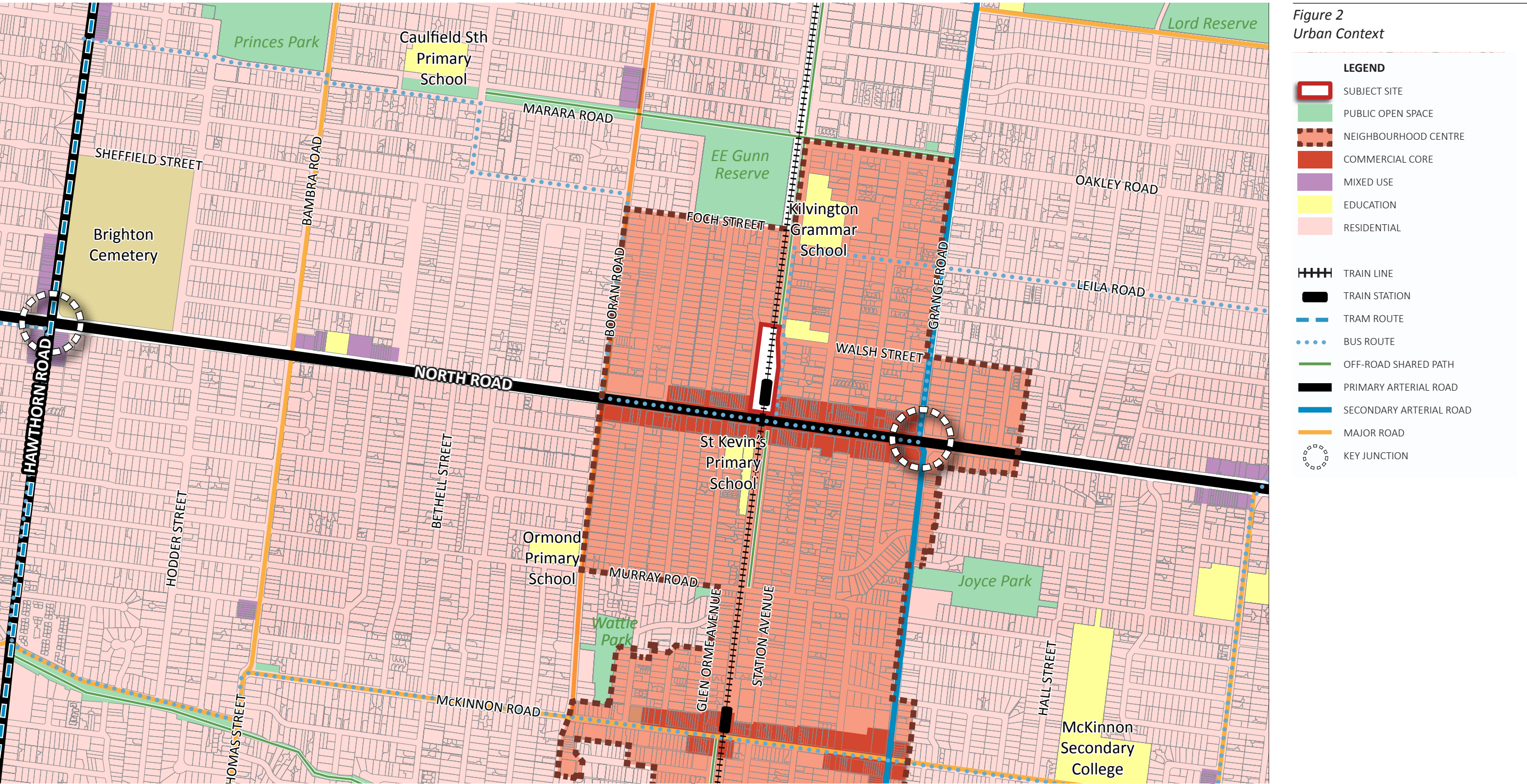
**Section 7.0** draws together the design principles that should inform the development of the site.



Figure 1  
Site Location



2.0 Urban Context





### 3.0 Opportunities and Constraints



Figure 3  
Opportunities and Constraints

**Subject Site**

**Opportunities**

- 1 The site is located within Ormond Neighbourhood Centre and sits in the centre of the commercial core, supporting higher density development.
- 2 The site benefits from good public transport accessibility, including Ormond Station and buses running along North Road and Katandra Road. It is located in close proximity to two arterial roads, North Road and Grange Road.
- 3 The site is the largest within the activity centre.
- 4 The site has three street frontages of approximately 50m to North Road and 220m to Newham Grove and Katandra Road.
- 5 Properties on North Road are within the Commercial 1 Zone, which supports development for a range of commercial and residential uses.
- 6 North Road presents a continuous street wall with zero front and side setbacks and active frontages, supporting similarly intense development.
- 7 North Road has an approximately 35m wide road reserve, avoiding the risk of development overwhelming the street.
- 8 There is a lack of sensitive uses immediately abutting the site that might constrain its development due to the need to protect existing amenity, except the residential property to the north.
- 9 There are supporting uses including a school, childcare and car park along Katandra Road.
- 10 There is an opportunity to improve the visual and physical amenity of the area around the station.
- 11 There is an opportunity to better connect the east and west sides of the train line through development and new connections.
- 12 There is an opportunity to repair the poor spatial definition of Newham Grove and Katandra Road caused by open car parks on one side of each street.

**Constraints**

- 1 Development needs to respond to the different characters of North Road, Katandra Road and Newham Grove.
- 2 Development needs to avoid unreasonable impacts on the amenity of the surrounding residential properties.
- 3 Properties along Newham Grove and Katandra Grove are within the General Residential Zone (GRZ1), limiting their potential intensification.
- 4 There is a Heritage overlay west and north of Newham Grove, limiting the likelihood of redevelopment.



# 4.0 Character

The subject site is located within the Ormond Neighbourhood Centre and has a high level of accessibility by public transport and the road and bicycle network.

## 4.1 Physical Context

North Road forms the commercial core of the Ormond Neighbourhood Centre. The existing built form character along North Road on both sides of the train line is dominated by 1-2 storey fine grain mixed use development, some recent 3-4 storey ‘infill’ apartment buildings and a selection of community facilities such as a church and learning centre. The streetscape character is defined by a continuous ‘hard-edged’ street wall built to the front and side boundaries.

The properties along Newham Grove are typically developed with single storey houses on the west side and the station commuter car park and a 2 storey fitness centre on the east side.

Katandra Road is characterised by a mix of detached and multi-unit residential development and community uses including Katandra School, Ormond Kinder Haven and a car park on the east, and a car park and a bus stop on the west. The southern end of Katandra Road has some commercial buildings fronting the street.



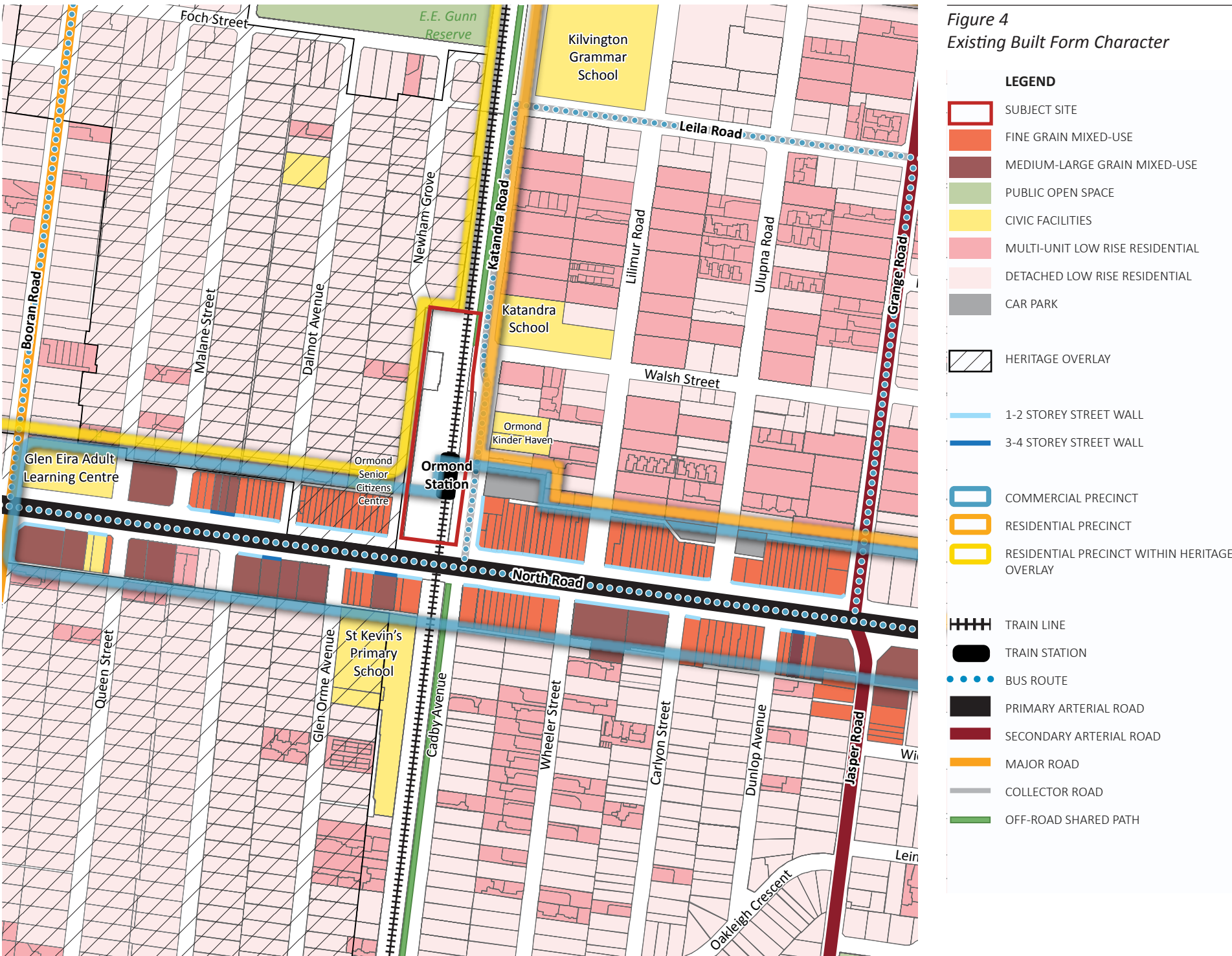
North Road



Katandra Road



Newham Grove





4.2 Policy Context

There is extensive policy at State and local level that requires new development to respect the character and heritage values of the surrounding area (for example, see clauses 15, 16, 21.04 and 22.07). However, this policy must be considered alongside other policy that supports urban consolidation and increased housing density in this location (see clauses 11, 16, 21.04 and 22.07). In particular, the policy supports increased density in well-served locations such as Ormond Neighbourhood Centre.

Plan Melbourne recognises the potential for redevelopment in precincts around train corridors and where level crossings are to be removed. It plans for the removal of the North Road, Ormond level crossing.

The MSS seeks to facilitate residential development in appropriate locations including activity centres, near public transport and services, key redevelopment sites and other strategic locations (Clauses 21.03, 21.04 and 21.06).

Clause 22.07 identifies the location of housing diversity areas in the municipality. It seeks to provide a range of housing types including multi-unit developments in strategic locations that have good access to public transport (including in close proximity to fixed public transport), commercial, community and institutional services. The policy seeks to ensure that the density of residential development is commensurate to the location, role and neighbourhood character of each diversity area.

The land at 483A North Road & 1 Newham Grove, Ormond is zoned Public Use Zone – Transport (PUZ4). This land is to be used for public utility and community services and facilities. The PUZ seeks to provide for associated uses that are consistent with the intent of the public land reservation or purpose.

A small portion of the site is zoned General Residential Zone 1, which seeks to provide a diversity of housing types and moderate housing growth in locations offering good access to services and transport. The schedule to the GRZ contains a mandatory maximum height of 10.5m, or 11.5m where the slope of the natural ground at any cross section wider than 8 metres is 2.5 degrees or more.

Most properties along North Road are within the Commercial 1 Zone or Mixed Use Zone. Some properties immediately west of the site are within the Heritage Overlay. The residential area along Newham Grove (including the property immediately north of the site) is within the Heritage Overlay. The residential area surrounding the subject site is within General Residential Zone (GRZ1) that allows for a maximum height of 3 storeys. However, the Heritage Overlay along Newham Grove will limit development opportunities and retain the existing low-rise built character.

Figure 5  
Planning Zones

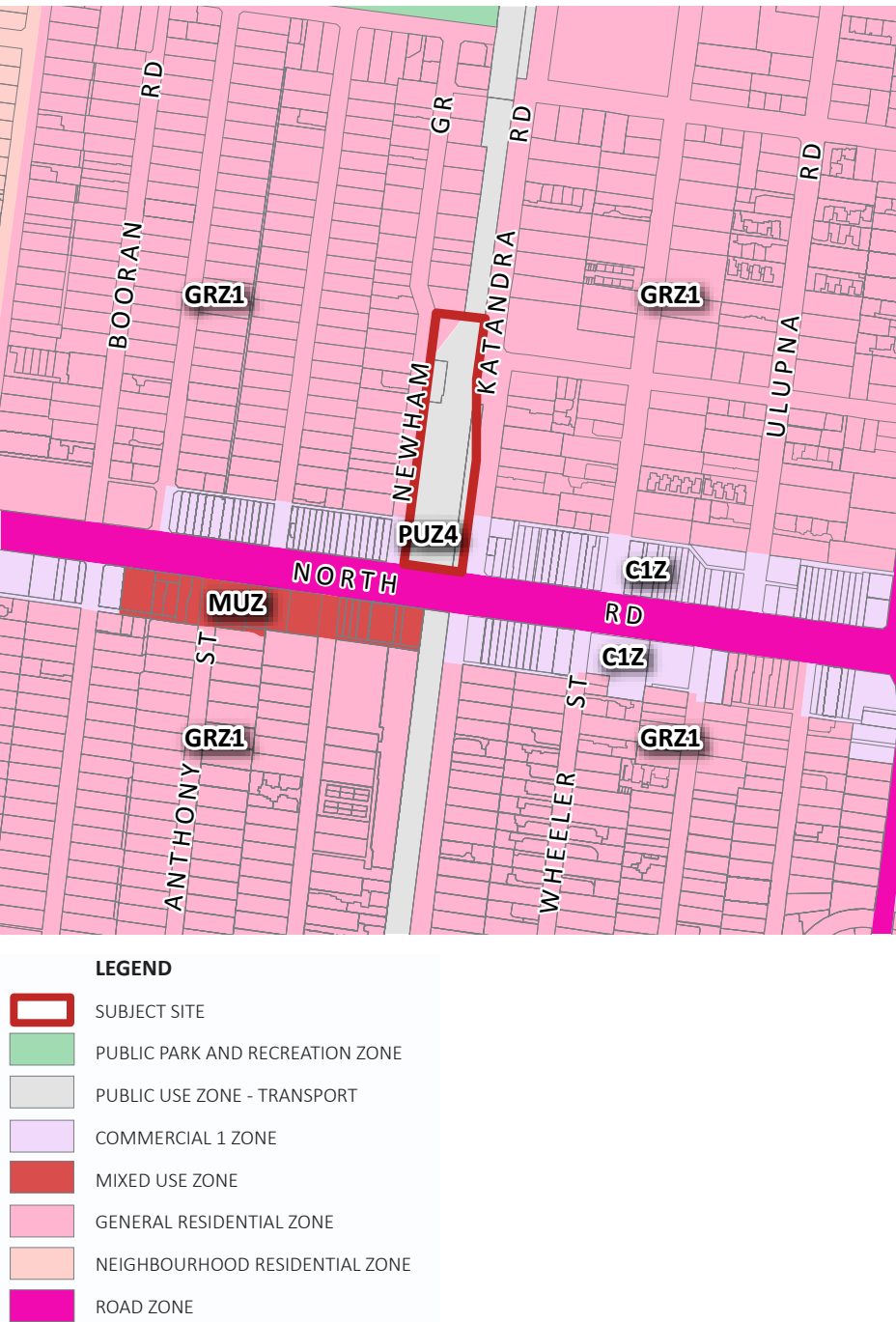
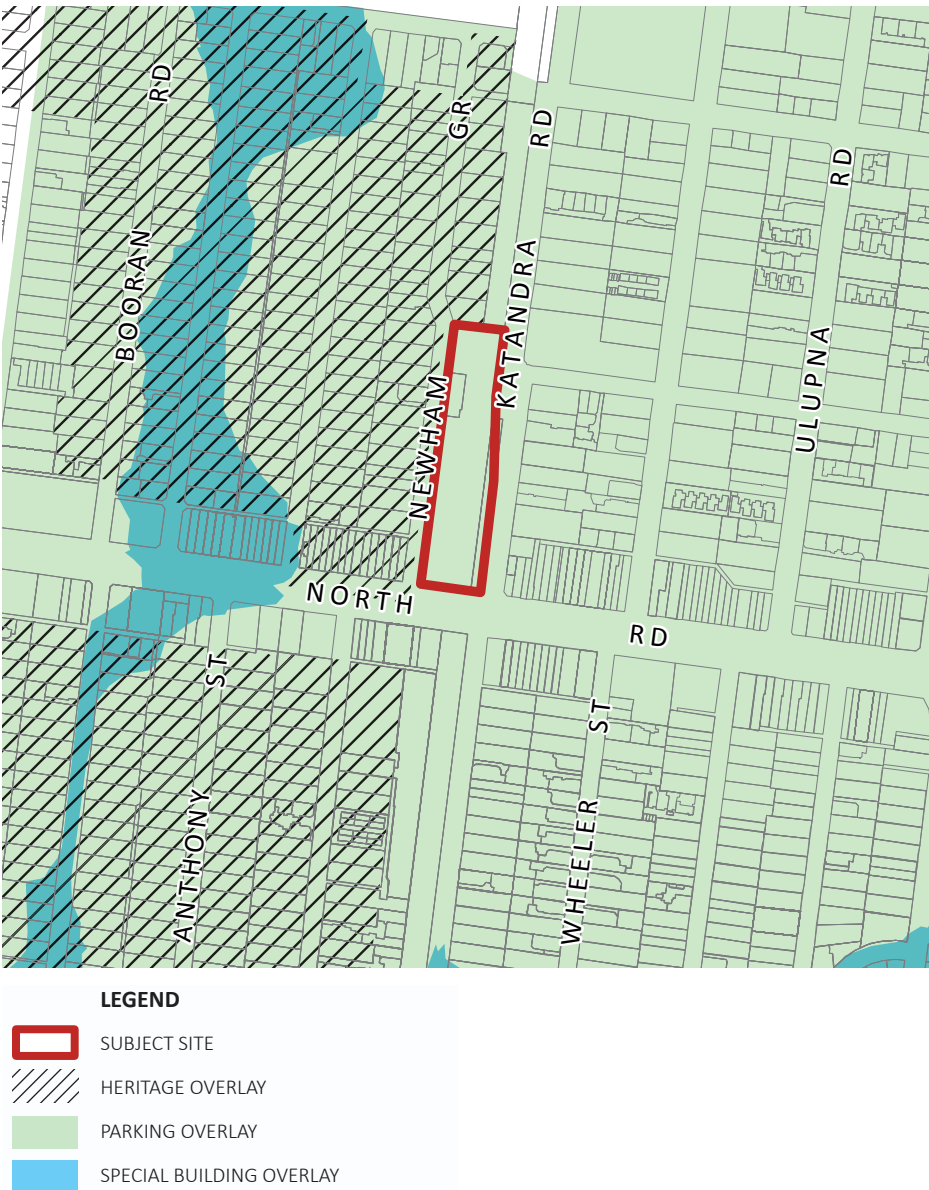


Figure 6  
Planning Overlay<sup>s</sup>





4.3 Design principles

The following design principles have been prepared to identify how development of the Ormond development site should be designed to strike an appropriate balance between respecting the existing character surrounding the site, accommodating growth and contributing to a legible and appealing urban environment.

The tallest development is envisaged at the southern, North Road end of the site, which forms the heart of the commercial spine of the centre where policy directs greatest density, where a landmark form is appropriate to mark the location of the station, and where the existing streetscape character is robust enough to absorb a singular built form departure. However, this comes with a requirement for architectural excellence given the resulting increase in prominence.

Along Newham Grove, development is envisaged to step down to 3 storeys at the street, to create an appropriate scale relationship with the likely future built form scale of 2 storeys on the opposite side (where development is constrained by the Heritage Overlay), with additional height set back to ensure it is visually recessive from within the street. One additional level is considered appropriate at the street edge given policy support for greater density at stations. This will strike an appropriate balance between enabling a contribution to housing diversity and urban consolidation within the site, in accordance with State and local planning policy, and ensuring development does not overwhelm the existing and likely future low-rise development opposite.

Similarly, development is envisaged to step down towards Katandra Road. However, a 4-storey street facade is considered appropriate given the lack of a heritage constraint and the more mixed built form character opposite.

The number of built form ‘steps’ is encouraged to be minimised to avoid unappealing ‘wedding cake’ outcomes.

New development is encouraged to create a direct interface between building frontages and the pedestrian realm at the southern end of the site, consistent with its role as part of the commercial part of the centre. Further north along Newham Grove and Katandra Road, a modest setback is allowed to contribute to the privacy of any ground level residential accommodation and allow for occupiable space that will contribute to street integration.

Objectives:

- To contribute to a new built form character in the Ormond Neighbourhood Centre that has appropriate scale relationships with surrounding land.

- To increase density towards the commercial core of the Ormond Neighbourhood Centre and Ormond Station.
- To reinforce the legibility of the urban environment.
- To ensure development clearly defines and frames the public realm.
- To ensure development contributes to an attractive urban environment.

Guidelines:

Precinct A

- The design of the train station should clearly express its function in views from the surrounding public realm.
- A landmark built form may be developed above Ormond Station, on North Road, provided it achieves excellence in architecture and is designed to minimise its visual bulk.
- Development should have a zero setback from the North Road boundary except to allow for a widening of the public realm.
- Development may have a zero setback from Newham Grove and Katandra Road. Setbacks may be provided where they are an extension of the public realm.

Precinct B

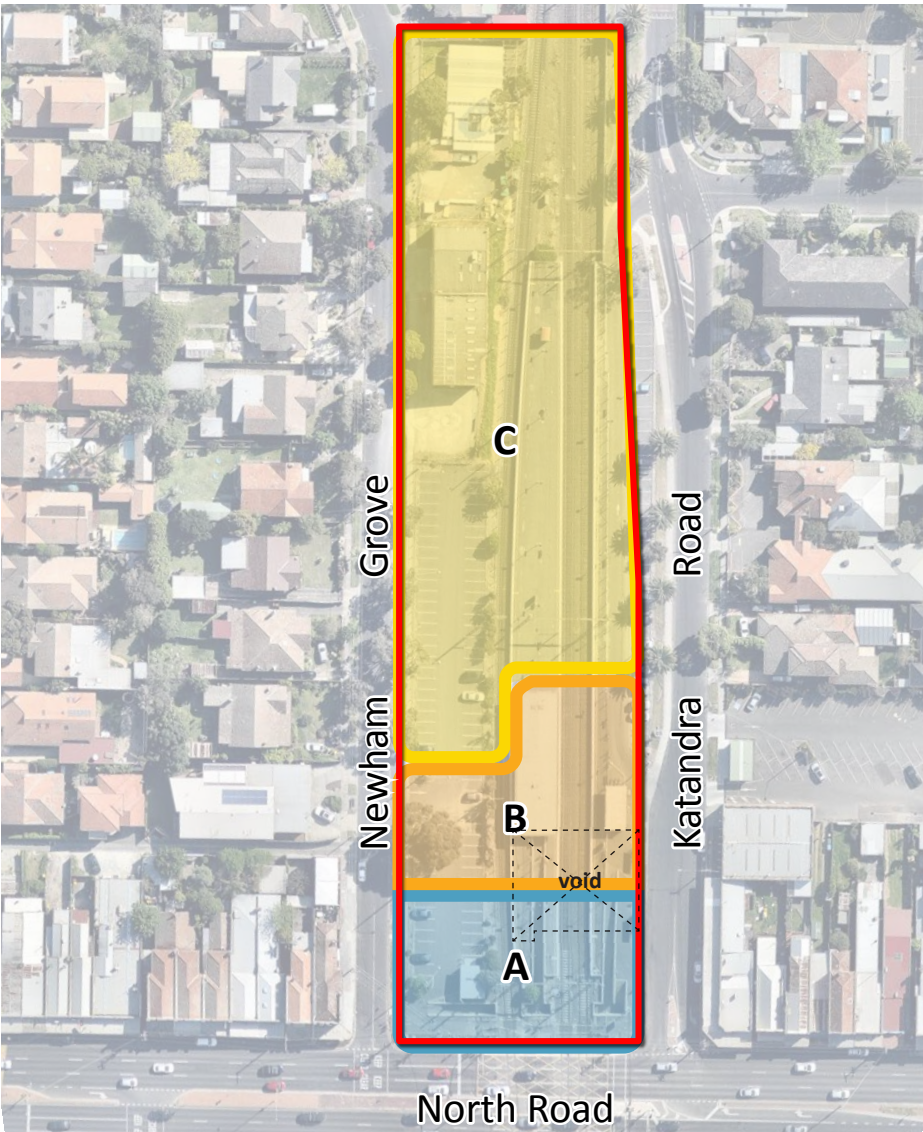
- Development should provide a built form transition between Precinct A and Precinct C.
- Development should incorporate vertical articulation to respect the prevailing built form rhythm along Newham Grove and Katandra Road.
- Development may have a zero setback from Newham Grove and Katandra Road. Setbacks may be provided where they are an extension of the public realm.

Precinct C

- Development on the east side of Newham Grove should have a street facade no higher than 3 storeys, with any additional height set back so that it is visually recessive when viewed from the footpath on the opposite side of the street. It should incorporate residential uses within the lower levels.
- Development on the west side of Katandra Road should have a street façade no higher than 4 storeys, with any additional height set back so that it is visually recessive when viewed from the footpath on the opposite side of the street.

- Building envelopes complying with Figures 8 and 9 will achieve the requirement for upper levels to be visually recessive. However, there are other ways of achieving this.
- Development should incorporate vertical articulation at lower levels to respect the prevailing built form rhythm along Newham Grove and Katandra Road.

Figure 7  
Guideline Precincts



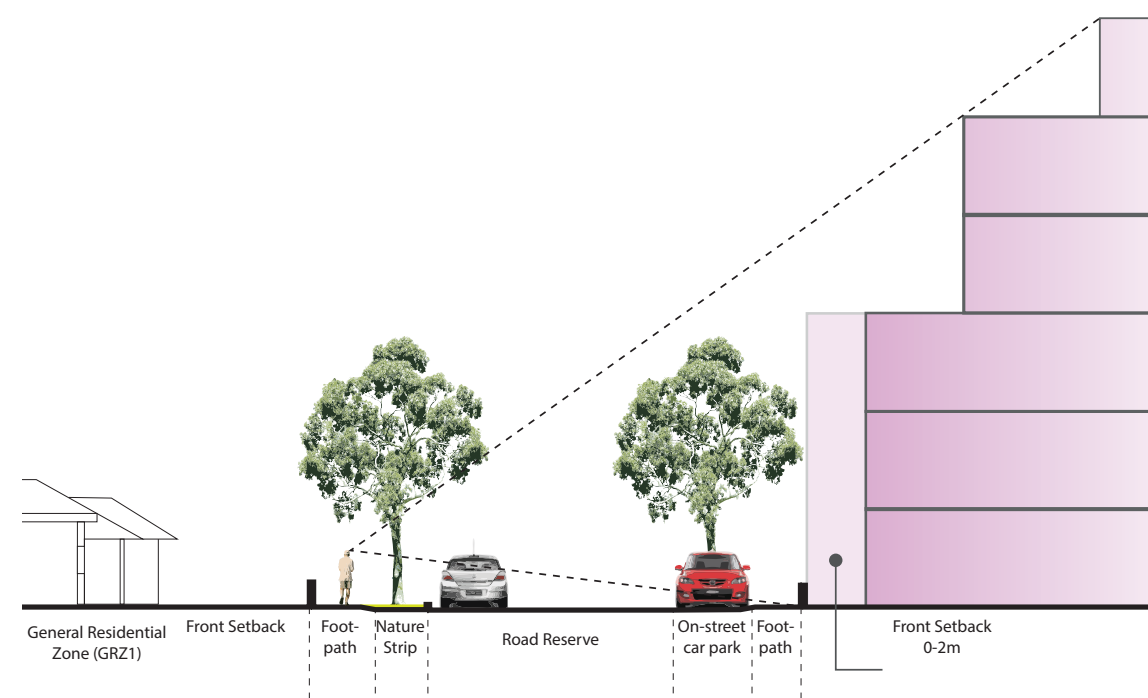


- Development may have a zero street setback, or if there is to be a setback it can be up to 2m.

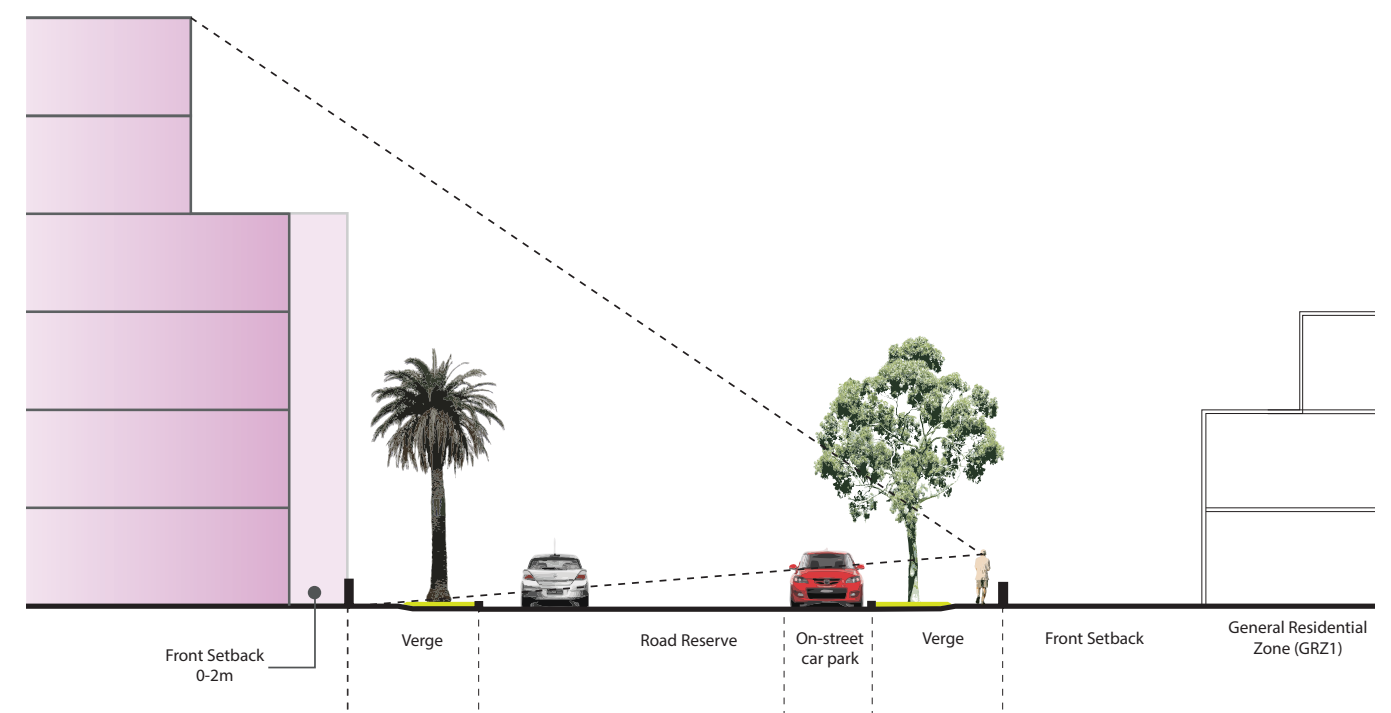
#### General

- Development should maintain a coherent overall built form composition by minimising the number of elements with different setbacks.

*Figure 8*  
*Preferred built form along Newham Grove within Precinct C*



*Figure 9*  
*Preferred built form along Katandra Road within Precinct C*





## 5.0 Public Realm

### 5.1 Physical Context

#### Existing Public Realm

The existing public realm around the station presents a relatively poor and disconnected pedestrian environment. Along North Road this is primarily as a result of its busy and wide (35m) road reserve and the railway crossing. Built form along North Road presents active ground floor frontages within a continuous street wall and awnings, which contribute to a well-defined and inviting public realm. However, the level crossing breaks the continuity of this built edge, detracting from the spatial definition and activation of the public realm. Further, there is a lack of publicly accessible space in the centre.

Newham Grove and Katandra Road have a positive landscape and public realm character with footpaths and nature strips comprising a mix of canopy and palm trees, except for the southern end of Katandra Road which has no landscaping. Both streets have residential frontages on one side providing passive surveillance. However, the commuter car parks on the other side detract from the definition and activation of the public realm.

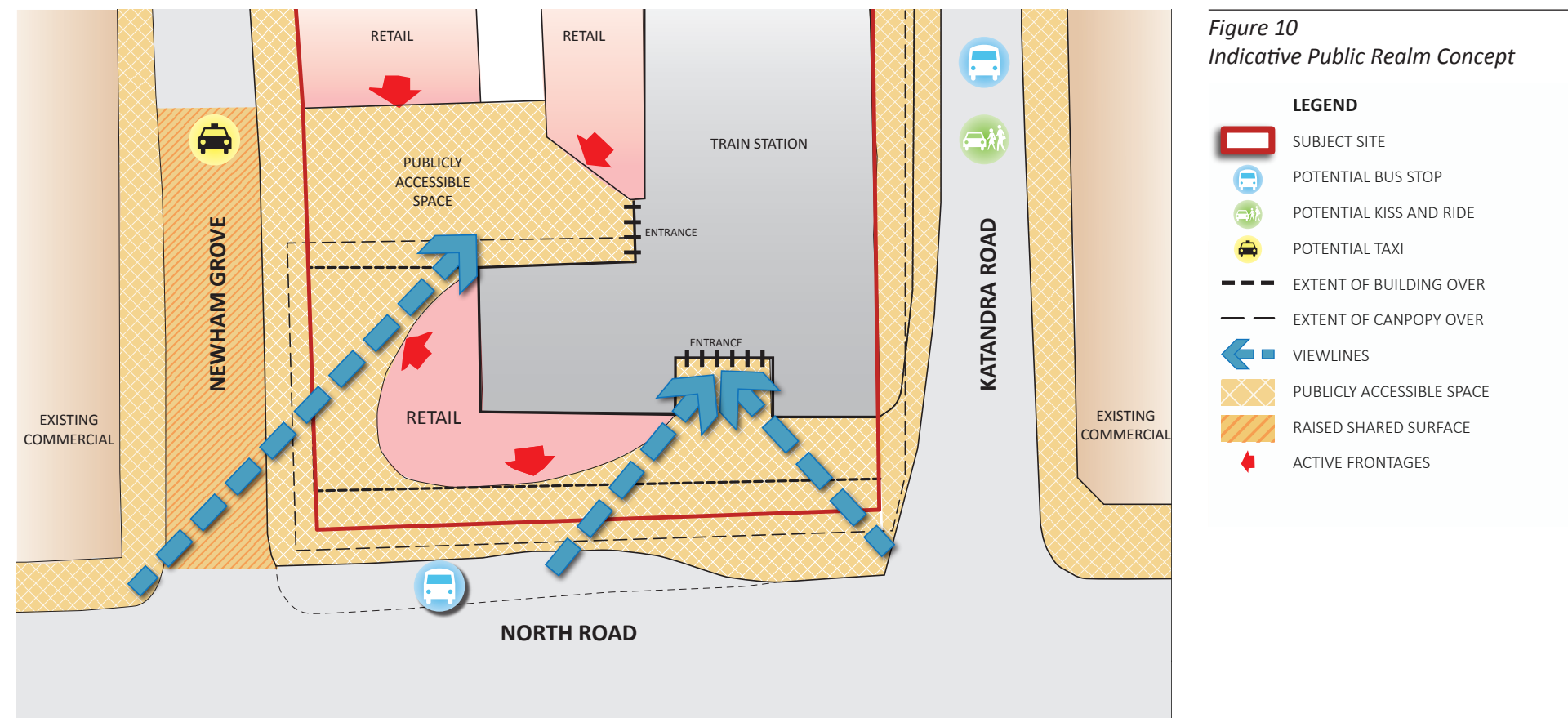
Katandra Road provides an important shared path link between Glen Huntly Road and Murray Road which is discontinued near the station due to the commuter car park.

Historically, the train platforms have been accessed via an uninviting underpass from Newham Grove and Katandra Road, and the main station building is located on platform 2 towards Newham Grove. In addition to the uninviting pedestrian environment, the bus stop is located at the southern end of Katandra Road with poor access to the train station, resulting in an unsafe and illegible train-bus interchange. Generally, there is a lack of public amenities around the station such as a taxi rank, drop-off point and outdoor waiting area. The grade separation will provide an opportunity for development to improve the quality of the public realm in and around the station area.

#### Proposed Public Realm

It is understood that the proposed station design features:

- A main entrance facing North Road beyond a small forecourt, and a secondary entrance facing west intended to be accessed from a larger publicly accessible space on Newham Grove;
- Bus stops in North Road in front of the station and on Katandra Road;
- A taxi rank in Newham Grove; and



- Kiss 'n' Ride in Katandra Road.

This is illustrated in Figure 10 with indicative locations for supporting retail space. Figure 10 also indicates the potential for improving the public realm by redeveloping the southern end of Newham Grove as a raised shared surface, slowing traffic and better integrating the larger publicly-accessible space with North road and the surrounding activity centre



5.2 Policy Context

State policy encourages new development to integrate with the existing built environment. It seeks to protect and enhance the public realm, and enhance the visual and social experience of pedestrians (Clause 15).

State policy also encourages high quality architecture, complexity, and diversity in the built environment, and the creation of landmarks in appropriate locations.

The Guidelines for Higher Density Residential Development (GHDRD) encourage the orientation of development and uses within buildings to provide casual surveillance and add visual interest to the street. They also seek to protect sunlight penetration to important public spaces.

The Glen Eira Open Space Strategy seeks to provide an additional Small Local open space in the heart of the centre to complement Oakleigh Road Reserve to the north.

5.3 Design principles

The following design principles have been prepared to identify how development of the Ormond development site should be designed to contribute to the quality of the public realm. This includes its connectivity by various modes, legibility, safety, vitality, environmental comfort and appearance, and the provision of publicly accessible space.

Objectives:

- To enhance the amenity of the public realm.
- To ensure development contributes to the safety, and visual and social experience of the public realm.
- To provide an inviting and safe publicly accessible space at the heart of the neighbourhood centre.

Guidelines:

- Development should maintain solar access to the southern footpath of North Road between 11am and 2pm at the equinoxes.
- Development should incorporate weather protection for pedestrians along the northern side of North Road.
- Development should provide active ground floor frontages to all streets and any publicly accessible open space.
- Development should avoid unarticulated, blank walls visible from the public realm.

- Where inactive frontages are unavoidable, development should contribute to the appearance and activation of the public realm through measures such as articulation, artwork, landscaping and public realm initiatives.
- Development should maintain clear sight lines to the station entrance from North Road and the southern ends of Newham Grove and Katandra Road.
- Development should provide a publicly accessible space that is on a relatively direct route from North Road to a station entrance, is clearly visible from surrounding streets and has good solar access. The publicly accessible space should incorporate high quality seating, lighting, landscaping and part weather protection.
- Development should provide a new pedestrian connection between Newham Grove and Katandra Road at the northern edge of the site.
- Primary vehicle access to development should be from Katandra Road. Secondary vehicle access for residential, waste and loading purposes may be from Newham Grove.
- All car parking should be located and designed to minimise its visibility from the public realm.



Figure 11  
Shadow Analysis at 9am at the equinox

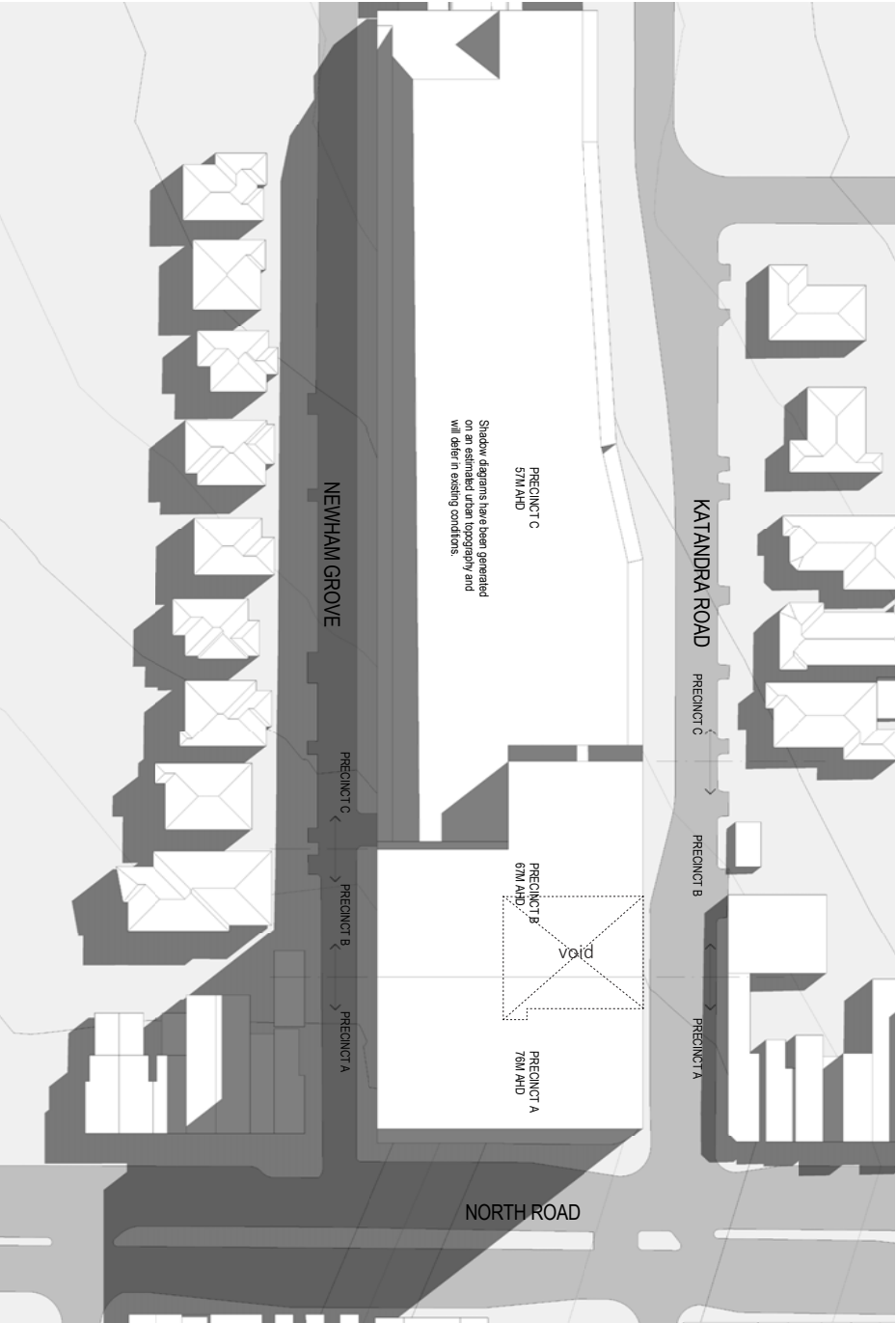


Figure 12  
Shadow Analysis at 10am at the equinox

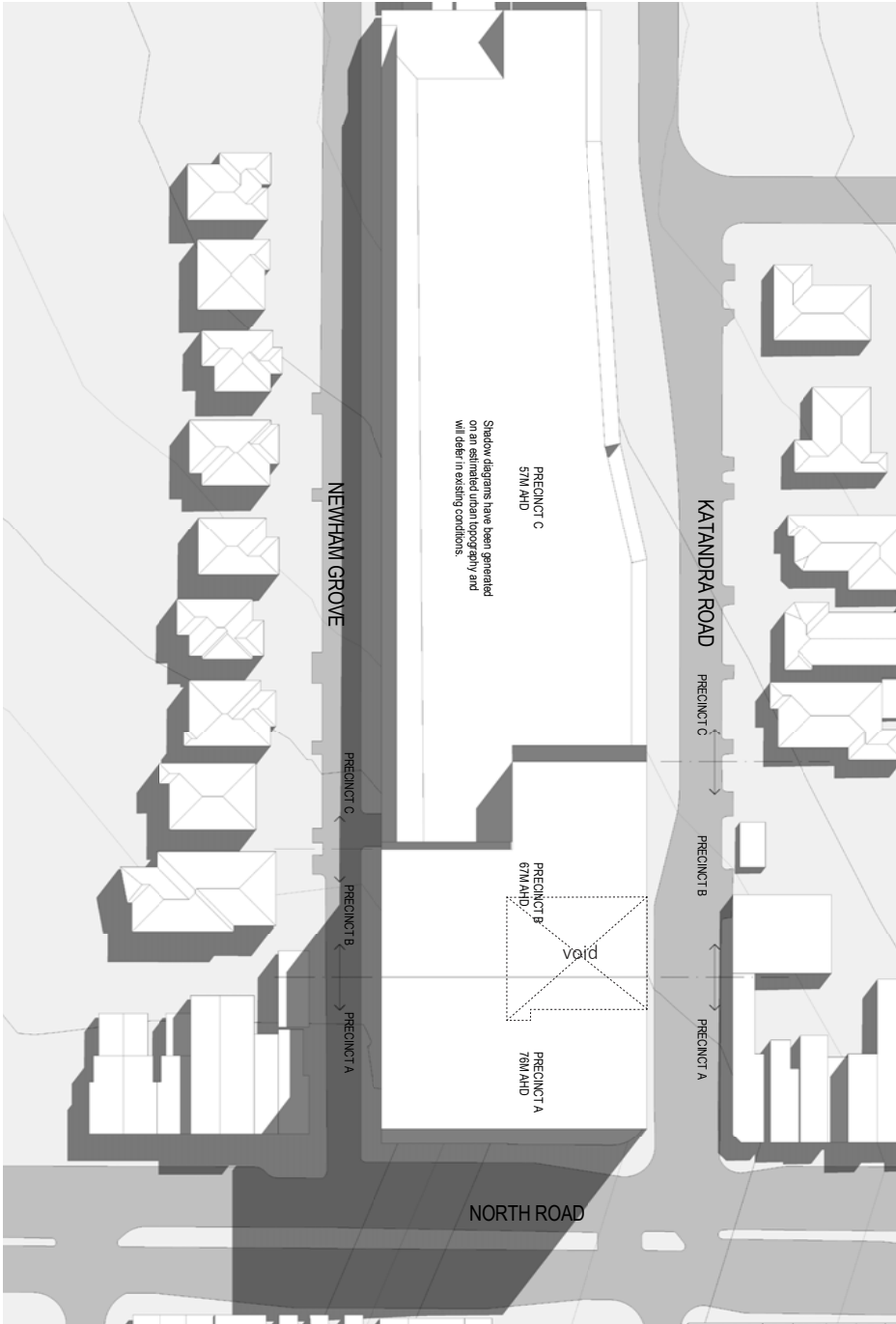


Figure 13  
Shadow Analysis at 11am at the equinox

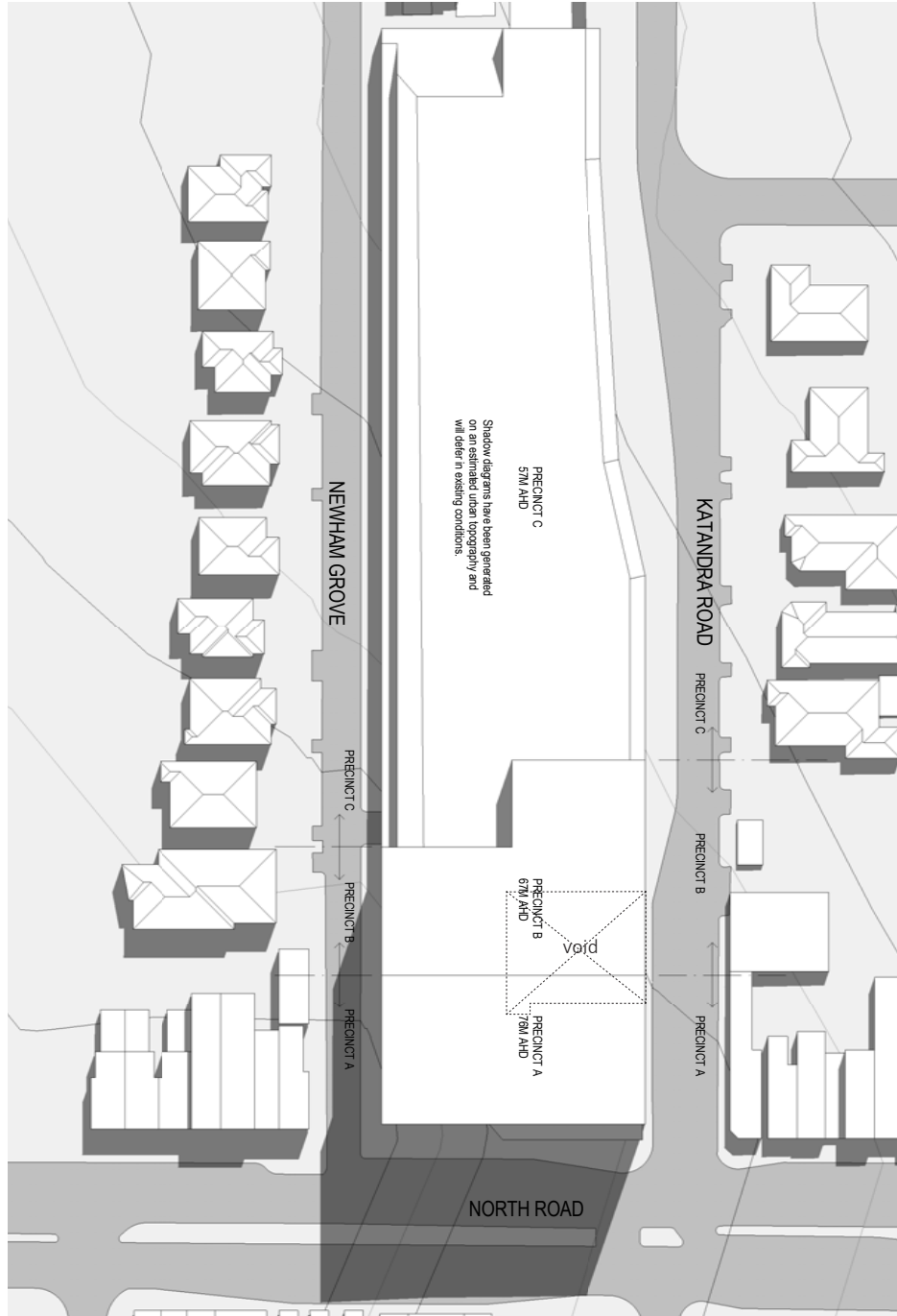




Figure 14  
Shadow Analysis at 12pm at the equinox

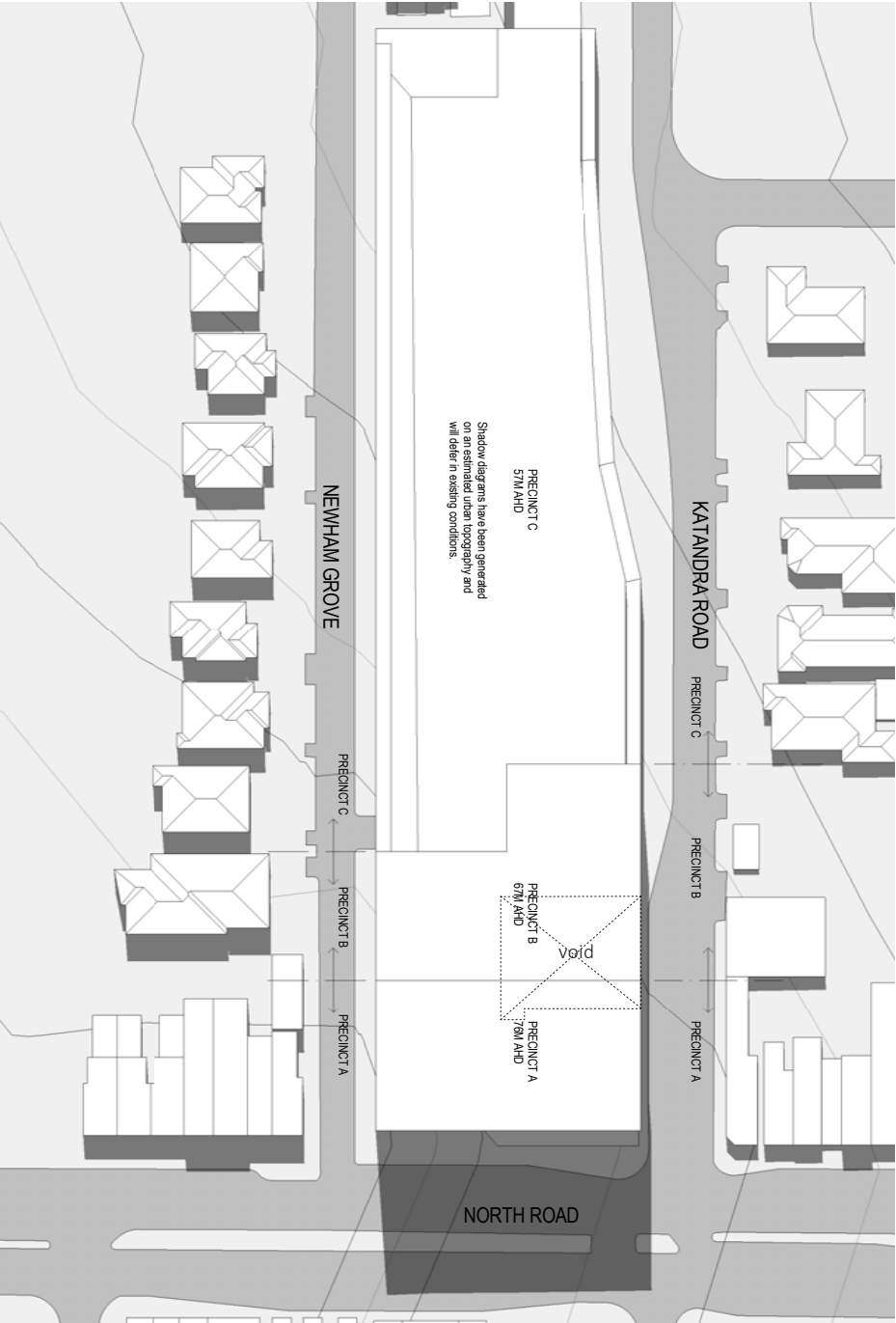


Figure 15  
Shadow Analysis at 1pm at the equinox

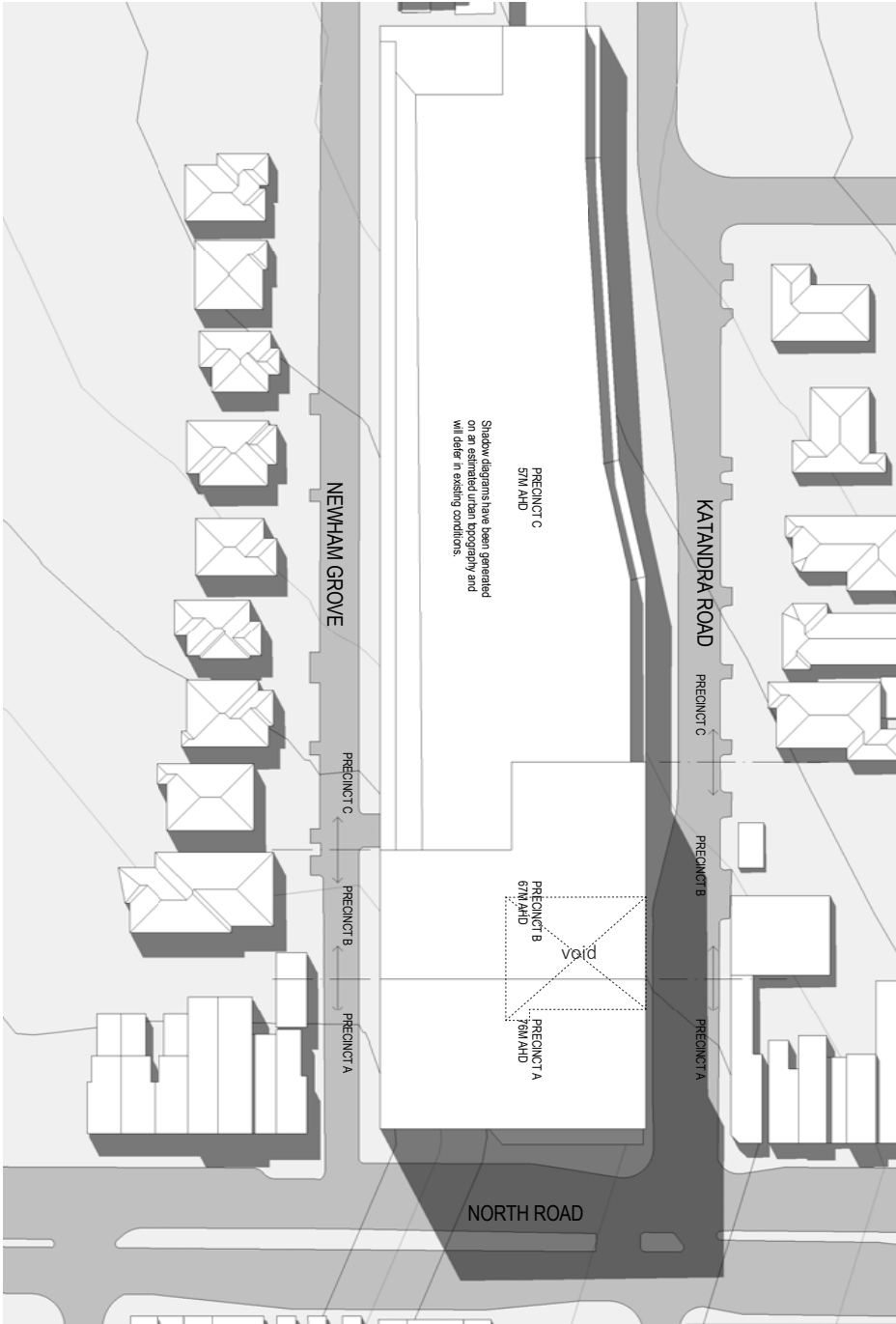




Figure 16  
Shadow Analysis at 2pm at the equinox

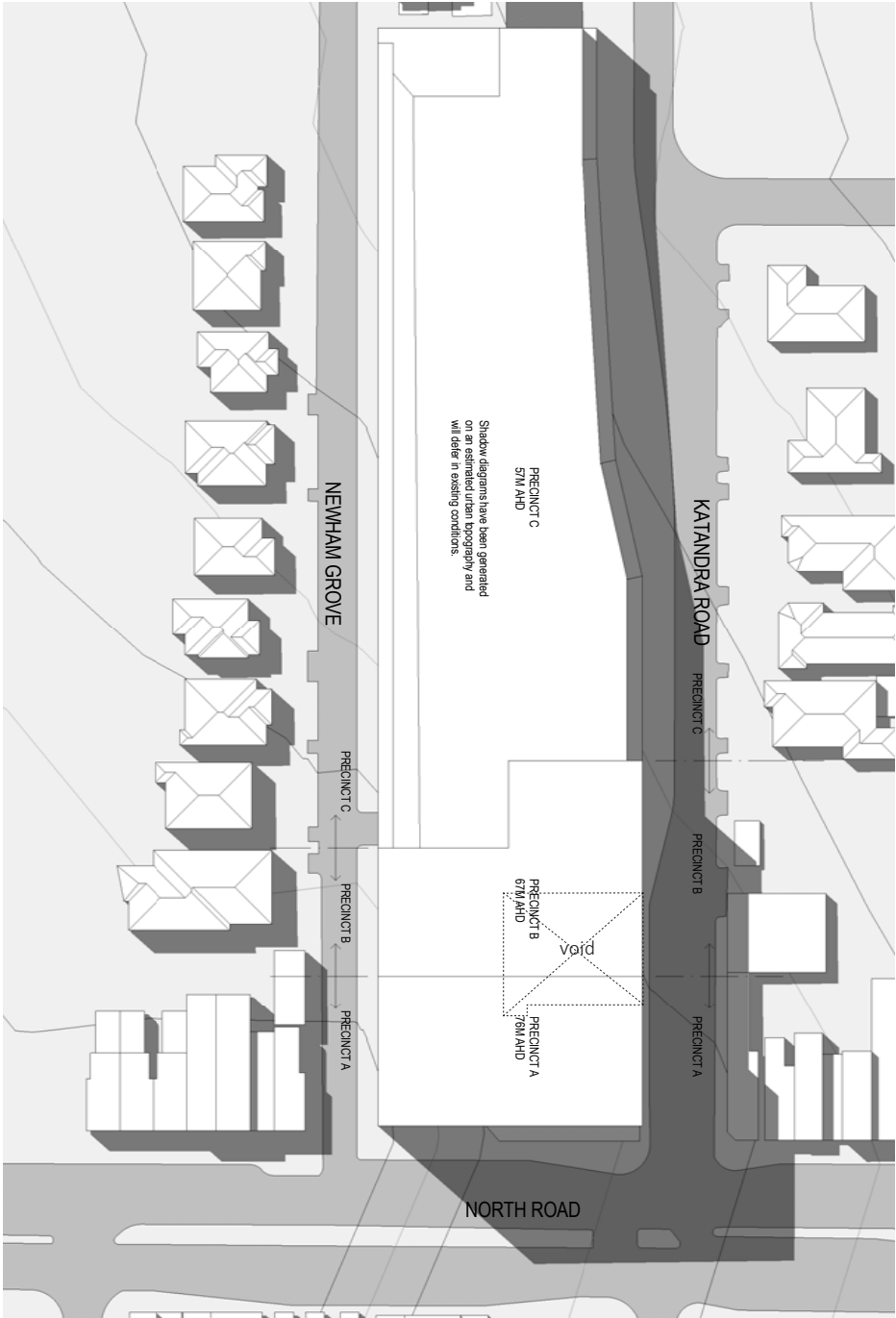


Figure 17  
Shadow Analysis at 3pm at the equinox





## 6.0 Neighbouring interfaces

### 6.1 Physical Context

The site only has one direct abuttal with a residential property – that with 3 Newham Grove at its northern end. Development of the site may also influence the amenity of the residential properties across Newham Grove and Katandra Road.

### 6.2 Policy Context

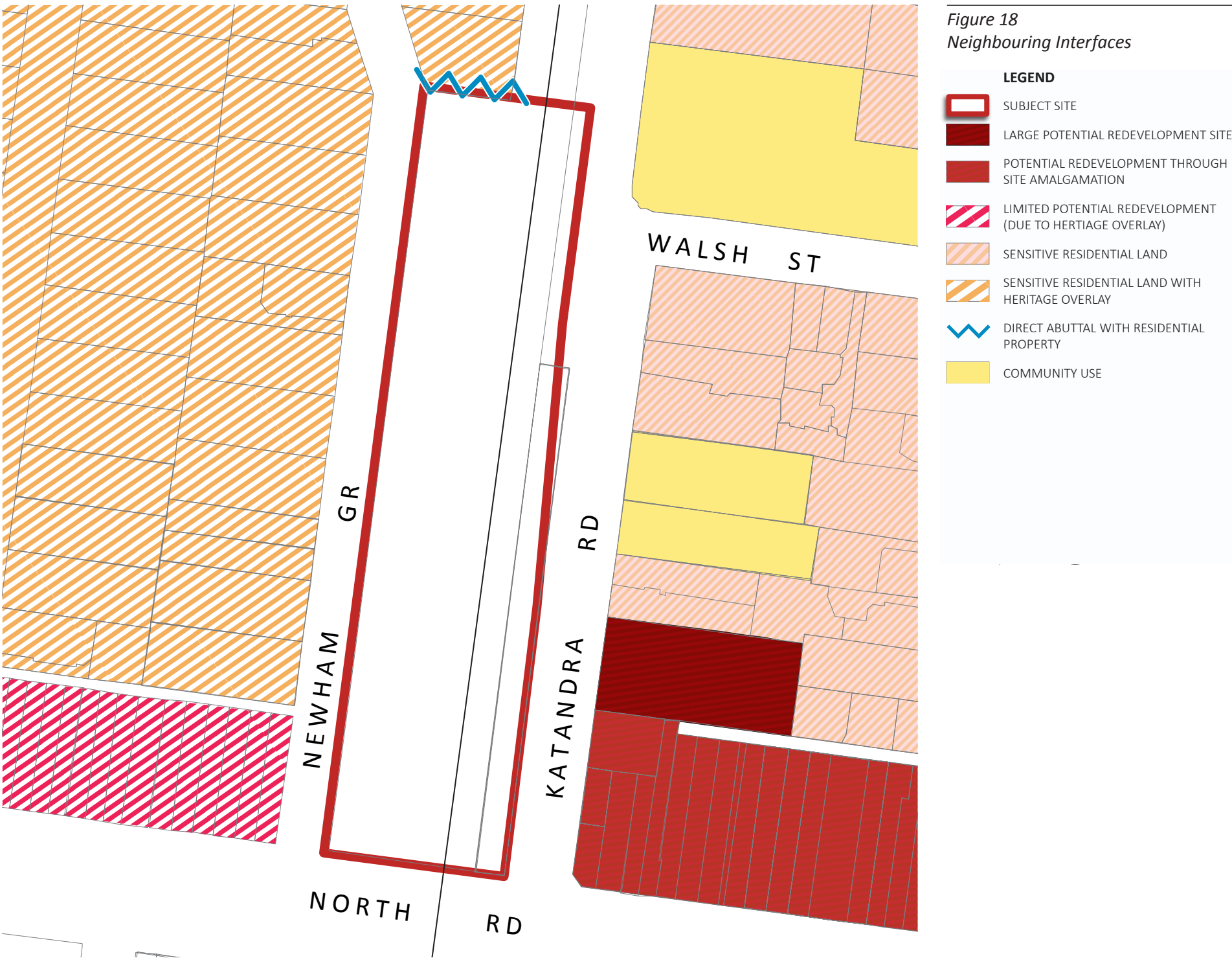
State policy requires new development to minimise detrimental impact on neighbouring properties (see Clause 15).

The MSS encourages new development to be responsive to its surroundings (Clause 21.04). Further, local policy at Clause 22.07 provides design objectives which encourage development to achieve a balanced outcome that reflects sensitivity to both surrounding land uses and existing neighbourhood character whilst providing greater diversity of housing choice.

In relation to visual bulk, Objective 2.7 of the Guidelines for Higher Density Residential Development (GHDRD) seeks “To ensure visual impacts to dwellings at the rear are appropriate to the context”. Design suggestion 2.7.1 is to “Consider views from dwellings at the rear or sides of the development”.

In relation to overshadowing, Objective 2.6 of the GHDRD seeks “To ensure areas can develop with equitable access to outlook and sunlight”. Design suggestion 2.6.2 is to “maintain sunlight and daylight access to adjoining private open spaces of dwellings in accordance with Clause 55 of Planning Schemes”.

In relation to overlooking, Objective 2.9 of the GHDRD seeks “to maximize residential amenity through the provision of views and protection of privacy within the subject site and on neighbouring properties”. Design suggestion 2.9.1 is to “Locate living areas, windows and private open spaces to minimize the potential for overlooking”.





### 6.3 Design principles

The following design principles have been prepared to identify how development of the Ormond development site should be designed to respond appropriately to neighbouring properties. This includes ensuring development avoids unreasonable impacts on the amenity of residential properties.

**Objectives:**

- To maintain reasonable amenity in nearby residential properties.

**Guidelines:**

- Development should maintain solar access to the secluded private open space of nearby residential properties in accordance with ResCode Standard B21.
- Development should avoid unreasonable overlooking of 3 Newham Grove in accordance with ResCode Standard B22.



# 7.0 Design principles

This section draws together the design principles for the North Road, Ormond Development.

## 7.1 Character

**Objectives:**

- To contribute to a new built form character in the Ormond Neighbourhood Centre that has appropriate scale relationships with surrounding land.
- To increase density towards the commercial core of the Ormond Neighbourhood Centre and Ormond Station.
- To reinforce the legibility of the urban environment.
- To ensure development clearly defines and frames the public realm.
- To ensure development contributes to an attractive urban environment.

**Guidelines:**

Precinct A

- The design of the train station should clearly express its function in views from the surrounding public realm.
- A landmark built form may be developed above Ormond Station, on North Road, provided it achieves excellence in architecture and is designed to minimise its visual bulk.
- Development should have a zero setback from the North Road boundary except to allow for a widening of the public realm.
- Development may have a zero setback from Newham Grove and Katandra Road. Setbacks may be provided where they are an extension of the public realm.

Precinct B

- Development should provide a built form transition between Precinct A and Precinct C.
- Development should incorporate vertical articulation to respect the prevailing built form rhythm along Newham Grove and Katandra Road.
- Development may have a zero setback from Newham Grove and Katandra Road. Setbacks may be provided where they are an extension of the public realm.

Precinct C

- Development on the east side of Newham Grove should have a street

facade no higher than 3 storeys, with any additional height set back so that it is visually recessive when viewed from the footpath on the opposite side of the street. It should incorporate residential uses within the lower levels.

- Development on the west side of Katandra Road should have a street façade no higher than 4 storeys, with any additional height set back so that it is visually recessive when viewed from the footpath on the opposite side of the street.
- Building envelopes complying with Figures 8 and 9 will achieve the requirement for upper levels to be visually recessive. However, there are other ways of achieving this.
- Development should incorporate vertical articulation at lower levels to respect the prevailing built form rhythm along Newham Grove and Katandra Road.
- Development may have a zero street setback, or if there is to be a setback it can be up to 2m.

General

- Development should maintain a coherent overall built form composition by minimising the number of elements with different setbacks.

## 7.2 Public Realm

**Objectives:**

- To enhance the amenity of the public realm.
- To ensure development contributes to the safety, and visual and social experience of the public realm.
- To provide an inviting and safe publicly accessible space at the heart of the neighbourhood centre.

**Guidelines:**

- Development should maintain solar access to the southern footpath of North Road between 11am and 2pm at the equinoxes.
- Development should incorporate weather protection for pedestrians along the northern side of North Road.
- Development should provide active ground floor frontages to all streets and any publicly accessible open space.
- Development should avoid unarticulated, blank walls visible from the public realm.

- Where inactive frontages are unavoidable, development should contribute to the appearance and activation of the public realm through measures such as articulation, artwork, landscaping and public realm initiatives.
- Development should maintain clear sight lines to the station entrance from North Road and the southern ends of Newham Grove and Katandra Road.
- Development should provide a publicly accessible space that is on a relatively direct route from North Road to a station entrance, is clearly visible from surrounding streets and has good solar access. The publicly accessible space should incorporate high quality seating, lighting, landscaping and part weather protection.
- Development should provide a new pedestrian connection between Newham Grove and Katandra Road at the northern edge of the site.
- Primary vehicle access to development should be from Katandra Road. Secondary vehicle access for residential, waste and loading purposes may be from Newham Grove.
- All car parking should be located and designed to minimise its visibility from the public realm.

## 7.3 Neighbouring Interface

**Objectives:**

- To maintain reasonable amenity in nearby residential properties.

**Guidelines:**

- Development should maintain solar access to the secluded private open space of nearby residential properties in accordance with ResCode Standard B21.
- Development should avoid unreasonable overlooking of 3 Newham Grove in accordance with ResCode Standard B22.



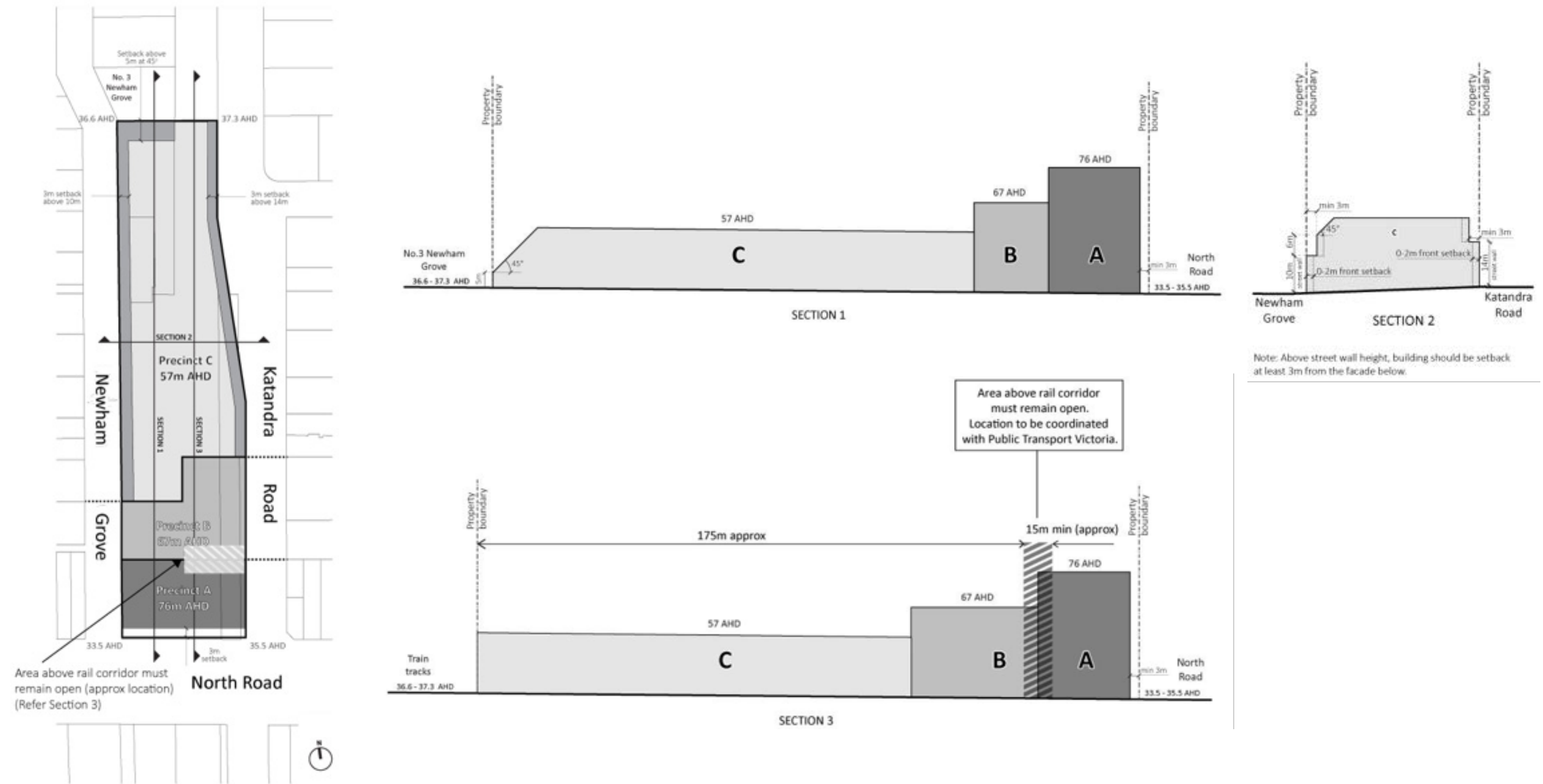


Figure 19  
Building Envelope Plan









Level 2/166 Albert Road  
South Melbourne 3205  
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Australia  
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