

**1.5 418-424 HAUGHTON ROAD, CLAYTON
CONSTRUCTION OF A FOUR STOREY BUILDING AND BASEMENT COMPRISING 21
APARTMENTS
(TPA/51529)**

EXECUTIVE SUMMARY:

This application proposes the construction of a four storey building containing 21 apartments above a basement car park.

The application was subject to public notification. Six (6) objections to the proposal have been received.

Key issues to be considered relate to the appropriate development density, site requirements, building scale, vehicle access, car parking provision, landscaping, internal amenity, external amenity impacts and potential traffic generation from the site.

This report assesses the proposal against the provisions of the Monash Planning Scheme including the relevant state and local planning policy framework, Clause 55 and issues raised by objectors.

The reason for presenting this report to Council is the proposed development cost of \$5.7 Million.

The proposed development is considered appropriate having regard to the relevant provisions of the Monash Planning Scheme. It is recommended that Council resolve to issue a Notice of Decision to Grant a Planning Permit, subject to conditions.

RESPONSIBLE DIRECTOR:	Peter Panagakos
RESPONSIBLE MANAGER:	Natasha Swan
RESPONSIBLE PLANNER:	Jeanny Lui
WARD:	Oakleigh
PROPERTY ADDRESS:	418-424 Haughton Road, Clayton
EXISTING LAND USE:	Three single storey dwellings
PRE-APPLICATION MEETING:	Yes
NUMBER OF OBJECTIONS:	Six (6)
ZONING:	Residential Growth Zone, Schedule 3
OVERLAY:	Nil

<p>RELEVANT CLAUSES:</p> <p><u>State Planning Policy Framework</u></p> <p>Clause 11.01-1R- Settlement – Metropolitan Melbourne</p> <p>Clause 11.02-1S- Supply of Urban Land</p> <p>Clause 13.07-1S- Land Use Compatibility</p> <p>Clause 15.01-1S&R- Urban Design</p> <p>Clause 15.01-2S- Building Design</p> <p>Clause 15.01-4S & R- Healthy Neighbourhoods</p> <p>Clause 15.01-5S- Neighbourhood Character</p> <p>Clause 15.02-1S- Energy and Resource Efficiency</p> <p>Clause 16.01-1S &R- Housing supply</p> <p>Clause 16.01-2S- Housing affordability</p> <p>Clause 17.01-1S&R- Diversified Economy</p> <p>Clause 17.02-1S- Business</p> <p>Clause 18.01-1S- Land Use and Transport Planning</p> <p>Clause 18.02-1S & R- Sustainable Personal Transport</p> <p>Clause 18.02-2R– Principal Public Transport Network</p> <p>Clause 18.02-4S- Car Parking</p> <p>Clause 19.03-3S- Integrated Water Management</p>	<p><u>Local Planning Policy Framework</u></p> <p>Clause 21- Municipal Strategic Statement</p> <p>Clause 21.04- Residential Development</p> <p>Clause 21.06 – Major Activity and Neighbourhood Centres</p> <p>Clause 21.08- Transport and Traffic</p> <p>Clause 21.13- Sustainability and Environment</p> <p>Clause 22.01- Residential Development and Character Policy</p> <p>Clause 22.04- Stormwater Management Policy</p> <p>Clause 22.13- Environmentally Sustainable Development Policy</p> <p><u>Particular Provisions</u></p> <p>Clause 52.06- Car Parking</p> <p>Clause 52.34 – Bicycle Facilities</p> <p>Clause 53.18- Stormwater Management in Urban Development</p> <p>Clause 55- Two or more dwellings on a lot and residential buildings</p> <p>Clause 65 – Decision Guidelines</p>
<p>STATUTORY PROCESSING DATE:</p>	<p>24 October 2020</p>
<p>DEVELOPMENT COST:</p>	<p>\$5.7 Million</p>

LOCALITY PLAN



SUBJECT SITE

NEIGHBOURHOOD PLAN



RECOMMENDATION:

That Council resolves to issue a **Notice of Decision to Grant a Planning Permit (TPA/51529)** for the construction of a four storey building with basement comprising 21 apartments, at 418-424 Houghton Road, Clayton subject to the following conditions:

Amended Plans Required

1. Before the development starts, amended plans drawn to scale and dimensioned must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be generally in accordance with the plans submitted to Council prepared by Artisan Architects (Revision B) but modified to show:
 - a) Details of the fencing to the Houghton Road and Pullyn Street frontages reduced to a maximum of 0.9 metres in height (measured at natural ground level) and provide a minimum of 70% transparency; The 1.5 metre high screens between the courtyards of Pullyn Street apartments tapered down to the meet the 0.9 metres high fence.
 - b) The basement to be setback at least 2 metres from the northern boundary, to allow for deep soil canopy tree planting;
 - c) The extent of paving within the front open space of apartment G01 reduced to allow for canopy tree planting.
 - d) The 'high level wall mounted ac condenser units' relocated to allow vehicle from the most southern parking space to leave in a forward direction;
 - e) Plans to detail the proposed ramp grades with AHD levels for all ramp sections. The layout of the development shall follow the Design Standards for car parking set out in Clause 52.06-9 of the Monash Planning Scheme as detailed below:
 - Driveway to provide at least 2.1m headroom beneath overhead obstructions.
 - Driveway gradient to be no steeper than 1 in 10 (10%) within 5 metres of the frontage to ensure safety for pedestrians and vehicles.
 - Ramp grades (except within 5 metres of the frontage) to be designed as follows:
 - i. Maximum grade of 1 in 4.
 - ii. Provision of minimum 2.0 metre grade transitions between different section of ramp or floor for changes in

grade in excess of 12.5% (summit grade change) or 15% (sag grade change).

- f) Solar protection to the north and west facing habitable room windows;
 - g) The proposed vehicle crossover to be minimum 3 metres in width;
 - h) Notation to read 'The existing redundant crossing will be removed and replaced with kerb and channel. The footpath and nature strip will be reinstated to the satisfaction of Council';
 - i) The notation of 'Houghton Road' corrected on the north and east elevations.
 - j) An amended Landscape Plan prepared in accordance with Condition 4;
 - k) An amended Waste Management Plan prepared in accordance with Condition 5;
 - l) A Sustainable Management Plan prepared in accordance with Condition 6; and
 - m) Changes and/or acoustic treatments provided for the building in accordance with Condition 7,
- all to the satisfaction of the Responsible Authority.

Layout not to be Altered

2. The development and use as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

Satisfactory Continuation

3. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.

Landscaping Plan

4. Concurrent with the endorsement of any plans pursuant to Condition 1, a landscape plan prepared by a Landscape Architect or a suitably qualified or experienced landscape designer, drawn to scale and dimensioned must be submitted to and approved by the Responsible Authority. When endorsed, the plan will form part of the Permit. The Landscape Plan must be generally in accordance with the Landscape Concept Plan prepared by MEMLA Pty Ltd dated 17 June 2020 except that the plan must show:
 - (a) An updated building layout in accordance with the development plan submitted to Council on 19 November 2020 (prepared by Artisan Architects Revision B).

- (b) At least one canopy tree within the front setback to have mature height of a minimum of 13.5 metres to satisfy Standard B13 of RG3;
- (c) The visitor bicycle spaces near the pedestrian entry to the building to be positioned within a landscaped setting. Hard paving associated with the bicycle spaces to be amended to be a grass or grasscrete finish;
- (d) Location of external lighting (if any);
- (e) Location of retaining walls and site services; and
- (f) Provision of an in-ground, automatic watering system linked to rainwater tanks on the land servicing the main garden areas to the satisfaction of the Responsible Authority.

Waste Management Plan

5. Concurrent with the endorsement of plans pursuant to Condition 1, a Waste Management Plan must be submitted and approved by the Responsible Authority. The plan must be in accordance with the Waste Management Plan prepared by Sustainable Development Consultants, Vision 2 dated August 2020 but revised to the satisfaction of the Responsible Authority to include:
- a) permitted collection times;
 - b) bin storage equipment inside premises;
 - c) ventilation, bin washing facilities and drainage to sewer;
 - d) site access arrangement to the waste room; and
 - e) on site e-waste recycling service;

Sustainable Management Plan

6. Concurrent with the endorsement of plans pursuant to Condition 1, a Sustainable Management Plan (SMP) must be submitted to and approved by the Responsible Authority. Upon approval the SMP will be endorsed as part of the planning permit and the development must incorporate the sustainable design initiatives outlined in the SMP to the satisfaction of the Responsible Authority. The plan must be generally in accordance with the plan prepared by Sustainable Development Consultants Revision 2 dated August 2020, but revised to the satisfaction of the Responsible Authority:
- a) To reflect the amended building layout in accordance with the decision plan (prepared by Artisan Architects (Revision B)).

Acoustic Report

7. Concurrent with the endorsement of plans pursuant to Condition 1, an Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be submitted to and approved by the Responsible Authority. When approved, the

Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must demonstrate that the development meets the following noise levels:

- Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am.
- Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm.

Construction Management Plan

8. Prior to the commencement of any site works (including demolition and excavation), a Construction Management Plan must be submitted and approved by the Responsible Authority. No works are permitted to occur until the Plan has been endorsed by the Responsible Authority. Once endorsed, the construction management plan will form part of the permit and must be implemented to the satisfaction of the Responsible Authority. The plan must address the following issues:
- a) Hours for construction activity in accordance with any other condition of this permit;
 - b) Measures to control noise, dust and water and sediment laden runoff;
 - c) Prevention of silt or other pollutants from entering into the Council's underground drainage system or road network;
 - d) Measures relating to removal of hazardous or dangerous material from the site, where applicable;
 - e) A plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site;
 - f) Cleaning and maintaining surrounding road surfaces;
 - g) A site plan showing the location of any site sheds, on-site amenities, building waste storage and the like, noting that Council does not support the siting of site sheds within Council road reserves;
 - h) Public Safety and site security;
 - i) A plan showing the location of parking areas for construction and sub-contractors' vehicles on and surrounding the site, to ensure that vehicles associated with construction activity cause minimum disruption to surrounding premises. Any basement car park on the land must be made available for use by sub-constructors/tradespersons upon completion of such areas, without delay;
 - j) A Traffic Management Plan showing truck routes to and from the site;

- k) Swept path analysis demonstrating the ability for trucks to enter and exit the site in a safe manner for the largest anticipated truck associated with the construction;
- l) Measures to ensure that sub-contractors/tradespersons operating on the site are aware of the contents of the Construction Management Plan;
- m) Contact details of key construction site staff; and
- n) Except with the prior written consent of the Responsible Authority, a requirement that construction works must only be carried out during the following hours:
 - Monday to Friday (inclusive) – 7.00am to 6.00pm;
 - Saturday – 9.00am to 1.00pm; and
 - No works are permitted on Sundays or Public Holidays.

The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Car Parking

9. The mechanical parking systems to meet Australian Standard AS 5124:2017 *Safety of machinery—Equipment for power driven parking of motor vehicles - Safety and EMC requirements for design, manufacturing, erection and commissioning stages (EN 14010:2003, MOD)*.
10. The mechanical parking systems must be maintained in a good working order and be permanently available for the parking of vehicles in accordance with its purpose, to the satisfaction of the Responsible Authority.
11. Bicycle parking facilities shall generally follow the design and signage requirements set out in Clause 52.34 of the Monash Planning Scheme.

Landscaping and Tree Retention

12. No building material, demolition material, excavation or earthworks shall be stored or stockpiled within the Tree Protection Zone (TPZ) of the street trees to be retained during the demolition and construction period of the development hereby permitted without the prior written consent of the Responsible Authority.
13. All works (including demolition works) within the dripline of any tree to be retained (including trees on nature strip and adjoining properties) shall be supervised by a qualified landscape architect or horticulturist who shall

ensure that the works are done in a manner which protects and minimises any damage to those trees.

14. Before the occupation of the buildings allowed by this permit, landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority and then maintained to the satisfaction of the Responsible Authority.
15. All landscaping works shown on the endorsed landscape plan(s) must be maintained and any dead, diseased or damaged plants replaced, all to the satisfaction of the Responsible Authority.

Drainage

16. The site must be drained to the satisfaction of the Responsible Authority.
17. Any works within the road reserve must ensure the footpath and nature strip are to be reinstated to Council standards.
18. All stormwater collected on the site from all hard surface areas must not be allowed to flow uncontrolled into adjoining properties or the road reserve.
19. All stormwater collected on the site is to be detained on site to the predevelopment level of peak stormwater discharge. The design of any internal detention system is to be approved by Council's Engineering Department prior to drainage works commencing.

Privacy screens

20. Prior to the occupancy of the development, all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority. Once installed the screening and other measures must be maintained to the satisfaction of the Responsible Authority. The use of obscure film fixed to transparent windows is not considered to be 'obscure glazing' or an appropriate response to screen overlooking.

Other

21. Prior to the occupancy of the development, all fencing must be constructed in accordance with the endorsed plans and be in good condition to the satisfaction of the Responsible Authority.
22. No equipment, services, architectural features or structures of any kind, including telecommunication facilities, other than those shown on the

endorsed plans shall be permitted above the roof level of the building unless otherwise agreed to in writing by the Responsible Authority.

Service Location

23. Any required fire services, electricity supply, gas and water meter boxes must be discreetly located and/or screened to compliment the development to the satisfaction of the Responsible Authority. Any required services must be clearly detailed on endorsed plans forming part of this permit.

Time for Starting and Completion

24. In accordance with section 68 of the *Planning and Environment Act 1987*, this permit will expire if one of the following circumstances applies:
- (a) The development is not started before two (2) years from the date of issue.
 - (b) The development is not completed before four (4) years from the date of issue.

In accordance with Section 69 of the Planning and Environment Act 1987, the responsible authority may extend the periods referred to if a request is made in writing before the permit expires, or:

- (i) within six (6) months afterwards if the development has not commenced; or
- (ii) within twelve (12) months afterwards if the development has not been completed.

Council and the Victorian Civil and Administrative Tribunal are unable to approve requests outside of the relevant time frame.

NOTES

- A. This is not a Building Permit. Building Permit approval must be obtained prior to the commencement of the above approved works.
- B. Building Permit approval for this development must take into consideration the location of future subdivision boundaries and their compliance with the Fire Separation Provisions of the Building Code of Australia, including Separating Walls and Openings near Boundaries, as well as the requirements of the Building Regulations.
- C. No work must be commenced in, on, under or over the road reserve without having first obtaining all necessary approval under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant acts or regulations created under those Acts.

- D. One copy of the plans for the drainage and civil works must be submitted to and approved by the Monash City Council Engineering Department prior to the commencement of works. The plans are to show sufficient information to determine that the drainage works will meet all drainage conditions of the permit.
- E. The private on-site drainage system must prevent stormwater discharge from the/each driveway over the footpath and into the road reserve. The internal drainage system may include either:
- a trench grate (minimum internal width of 150 mm) located within the property boundary and not the back of footpath; and/or
 - shaping the internal driveway so that stormwater is collected in grated pits within the property; and or
 - another Council approved equivalent.
- F. The nominated point of stormwater connection for the site is to the south corner of the property where the entire site's stormwater must be collected and free drained via a pipe to the Council pit in the nature strip outside Jean Avenue to be constructed to Council standards.
- Note: If the point of connection cannot be located then notify Council's Engineering Department immediately.
- G. Detention system requirements for above property are as follows:-
- Minimum storage = 5.47 m³
 - Maximum discharge rate = 8.23 l/s
 - Minimum orifice diameter if using orifice pit = 65mm, otherwise install a Phillips multi cell or similar to control outflow.
- H. An on-site detention system for storm events up to the 1% AEP event to be retained on site for the basement carpark. The detention system for the basement is to be separated from the detention system for the property, which is to be at ground level and discharge by gravity.
- I. A licensed Surveyor or Civil Engineer (who is a Registered Building Practitioner) must certify that the stormwater detention system including all levels, pits, pipes and storage volumes is constructed in accordance with the approved plans. The certifier's registration number must be included on the certificate.
- J. Engineering permits must be obtained for new or altered vehicle crossings and new connections to Council drains and these works are to be inspected by Council's Engineering Department. A refundable security deposit of \$1,500 is to be paid prior to the drainage works commencing.

- K. All new crossings are to be no closer than 1.0 metre measured at the kerb to the edge of any power pole, drainage or service pit, or other services. Approval from affected service authorities is required as part of the vehicle crossing application process.
- L. Approval of the proposed crossing, and a permit for installation or modification of any vehicle crossing is required from Council's Engineering Department.
- M. The proposed crossing is to be constructed in accordance with the City of Monash standards.
- N. Any request for a variation of this Permit shall be lodged with the relevant fee as determined under the Planning & Environment (Fees) Regulations 2016.
- O. Residents of the approved development will not be entitled to car parking permits for on street car parking.

BACKGROUND:

The Site and Surrounds

The subject land is located on the south-west of Houghton Road and Pullyn Street in Clayton. The site has a frontage of 20.04 metres to Houghton Road and 31.01 metres to Pullyn Street with a 3.45 metre angled splay to the south-east corner. A 2.8 metre wide laneway owned by Melbourne Water spans the southern boundary. The land is currently developed with three single storey brick units constructed in the 1970's and currently comprises three parcels of land being 1, 2 and 3/418-428 Houghton Road.

The site is generally rectangular in shape with a total area of 842.2 square metres. The land has a slope of approximately 1.6 metres from the northern corner to the southern corner of the site. Across Houghton Road is the recently constructed 'sky rail'.

One street tree is located along the Houghton Road frontage of the site.

The site is located within the residential periphery of the Clayton Metropolitan Activity Centre (MAC). The site is also located within the Monash National Employment and Innovation Cluster (MNEIC).

More specifically, details of adjoining properties are as follows:

North of the site is Haughton Road. On the opposite side of Haughton Road is a public car park associated with Clayton Train Station, and the newly constructed 'sky rail'.

East of the site is Pullyn Street. The opposite side of Pullyn Street is known as 426 Haughton Road which contains a single storey brick dwelling with a pitched roof. A driveway and garage are located at the rear of the dwelling with vehicle access via Pullyn Street. A wrought iron fence is located along the frontage of the site on Haughton Road.

South of the site is a 2.8 metres wide laneway owned by Melbourne Water. On the opposite side of the laneway is known as 9 Jean Avenue which contains a single storey weatherboard dwelling with a pitched roof. Its secluded private open space is located at the eastern side of the dwelling, which is south of the subject site. A driveway and garage are located along its west interface. A wooden fence is located along the frontage of the site on Jean Avenue.

West of the site is known as 416 Haughton Road which contains a single storey brick dwelling with pitched roof. Its driveway is located along its eastern boundary leading to a single garage attached to the dwelling.

An aerial photograph of the subject site and surrounding land can be found attached to this report (Attachment 2).

PROPOSAL:

The proposal is to construct a four storey building containing 21 apartments. A total of 21 car spaces are proposed within the basement car park, of which 16 car spaces are provided in car stackers.

Vehicle access to the basement car park will be via the modified existing vehicle crossover in Haughton Road.

Details of the proposal is summarised as follows:

- Four storey building having a maximum building height of 13.5 metres.
- The proposed building setbacks are as follows:

	Front (North) Haughton Rd	Rear (South)	Side (East) Pullyn St	Side (West)
Basement	1 m	2.4m	2.4m	2m
Ground Level	4.12m	4.37m	Min. 3m	3.25-4.5m
Level 02-03	4m	4m	2-4.1m	3-4.5m
Level 04	6m	6m	5m	6.5m

- The proposed apartments comprise of the following:

	1 Bedroom	2 Bedroom	Total
Ground level	4	2	6
Level 02	4	2	6
Level 03	4	2	6
Level 04	0	3	3
Total	12	9	21

- Each ground level apartment is provided with a terrace/ courtyard at ground level (or slightly elevated due to the slope of land). The terraces range in size from 40 to 65 square metres, accessed from the main living areas. Terraces along the front and side street boundaries are also accessible from the street.
- Each upper level apartment is provided with a rectangular shaped balcony with an area of 8-9 square metres (levels 2 & 3) and 29-50 square metres (level 4). All balconies are accessed from the main living areas. All balconies are facing east, north and west with the exception of the balcony of Apartment 403 which faces south.
- The development is designed with frontage to both Haughton Road and Pullyn Street. The main pedestrian entrance to the building is located via Pullyn Street; individual entrances to the respective ground level apartments are also provided from Haughton Road and Pullyn Street behind a 1.5 metre high fence.
- One level of basement car park is proposed accommodating a total of 21 car parking spaces accessed via a ramp entry along the western boundary from Haughton Road. Bicycle storage facilities for 10 bikes along with storage cages are also located at basement level.
- A contemporary building facade is proposed, characterised by painted cladding facades and timber-look architectural details and balcony balustrades with a contrasting colour palette. The building adopts a mixture of vertical and horizontal elements.
- Maximum building height of the apartment building is 13.5 metres. Proposed site coverage is 52%, and permeability is 22.9% of the total site area.
- All trees on site will be removed, and all street trees will be retained.

Attachment 1 details plans forming part of the application.

PERMIT TRIGGERS:

Zoning

The site is located within the Residential Growth Zone Schedule 3 (RGZ3).

Pursuant to Clause 32.07-2 (Residential Growth Zone), the use of the land for a dwelling does not require planning approval, however a permit is required to construct two or more dwellings on a lot.

Pursuant to Clause 32.07-9, the maximum height of a residential building should not exceed 14.5 metres (given the land has a slope across the site of greater than 2.5 degrees). It is noted that the maximum overall height proposed is 13.5 metres.

A development must be assessed against the provisions of Clause 55 (ResCode).

Particular & General Provisions

Clause 52.06-3 (Car Parking) & Clause 52.34 (Bicycle Facilities)

The proposal is located within the Principal Public Transport Network (PPTN). As the required car parking and bicycle spaces are provided, no permit is required under this provision.

Attachment 3 details the zoning and overlays applicable to the subject site and surrounding land.

CONSULTATION:

Further Information Request & Initial Feedback

Further information was requested of the Permit Applicant on 21 May 2020. In this letter, officers also raised the following preliminary concerns:

- The proposed vehicle crossover at the south-eastern corner of the site will affect an existing street sign, a traffic sign and a pit. The proposed vehicle access point is inappropriate and may result in unsafe traffic movements adjacent to the curve in the road and nearby intersection.
- The current design contains very heavy, strong vertical components. The design response should be modified to demonstrate high quality architectural detailing and improved integration with the surrounding context.
- The proposed is not setback sufficiently to meet the varied requirement in schedule 3 of the Residential Growth Zone (RGZ3).
- It appears that the building is not setback sufficiently from the side boundaries to meet Standard B17 of ResCode.
- The proposal does not provide adequate room for meaningful canopy tree planting within the development. There are also minimal landscaping opportunities along the front, western and southern boundaries of the site. The proposed 1.9m high fence and extent of paving within the front setback is excessive.
- Poor pedestrian sense of address to the development.
- The ground level apartments should be provided with a minimum private open space area of 40 square metres to meet the varied requirements of RGZ3.

Officers advised the Applicant in writing that should these concerns not be addressed, that this application was unlikely to be supported.

The Permit Applicant responded to this letter on 14 August 2020 by providing the requested information. In relation to the preliminary concerns, the Applicant advised that they had amended the plans to address the majority of the concerns with the key changes being relocation of vehicle access to Haughton Road, building footprint resigned to allow ground level private open spaces, reduced fencing height and relocation of pedestrian entry to Pullyn Street, and improved building architecture.

Amendment of Proposal (post public notice)

Amended plans were formally lodged with Council on 19 November 2020 after public notification to further address the outstanding concerns raised by officers in relation to the architecture of the building.

The key changes of the amended plans are:

- Increased vertical and horizontal elements and revised colour and material used to the street facades.
- Additional fenestration to upper level blank facades.
- Relocation of the pedestrian entrance closer towards Haughton Road and provide sense of address. Steps and platform lift are replaced with a ramp for pedestrian accessibility.
- Internal reconfiguration of some ground level apartments as a result of the relocation of pedestrian entrance.

The amendments overall are an improvement to the original application and are not expected to cause any further impacts to the adjoining properties. Re-advertising of the amended proposal is not deemed necessary in this instance. However there are still concerns with the opportunities for canopy tree planting within the front setback area which will be further discussed in the body of this report.

This report is prepared based on the amended plans (Revision B) received on 19 November 2020.

The applicant was verbally advised that this application was coming to the January Council meeting, in addition to a letter that was sent to the applicant formally advising them of the details of the Council meeting. The applicant has been verbally advised that this application is recommended for approval subject to conditions including an outline of the proposed conditions and the ramifications of the conditions on the proposal has been explained.

Public Notice

The application was advertised in accordance with section 52 of the *Planning and Environment Act 1987* by sending notices to the surrounding property owners/occupiers, and displaying three (3) large signs on each frontage of the site.

Six (6) objections have been received. Issues of objection included the following concerns:

- Traffic related issues including insufficient on site car parking provision, lack of on street parking, increase traffic congestion and safety hazard.
- Neighbourhood character
- Loss of privacy
- Amenity impacts including noise

Attachment 4 details the location of objector properties.

Referrals

External Referral

There are no external referral authorities.

Internal Referral

Drainage Engineer

No concerns subject to conditions including a detention system is required for the proposed development.

Traffic Engineering

Council's Traffic Engineer advised that the proposed car parking provision and basement car park generally meets the relevant requirements, subject to the conditions requiring details of the ramp to the basement to be provided on the same floor plan; and the air condition condenser units to be relocated. These will be included in the permit conditions should one be issued.

Waste Services

Council's Waste Management Team requested further detail on the plans and within the Waste Management Plan to include details of the waste collection, ventilation of the bins room, storages within premises and pedestrian access to the waste room. Requirements can be satisfied by permit conditions.

DISCUSSION

Consistency with State and Local Planning Policies

State Planning Policy Framework (PPF)

A key element of the Planning Policy Framework is to encourage growth in and around Activity Centres. Specifically:

- Clause 11.01-1R identifies the development of the Suburban Rail Loop through Melbourne's middle suburbs to facilitate substantial growth and address the needs to Melbourne's rapidly growing population.
- Clause 11.03-1S & 1R seeks to provide for different types of housing, including forms of higher density housing located within close proximity to public transport and is within walking distance to shopping, working, leisure

and community facilities, and to support development and growth of Metropolitan Activity Centres by ensuring they accommodate significant growth and provide high levels of amenity.

- Clause 15.01-4R seeks to create a city of 20 minute neighbourhoods that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.
- Clause 16.01-2S seeks to locate new housing in designated locations that offer good access to jobs, services and transport.
- Clause 16.01-2R seeks to identify areas for housing growth which are located within Major Activity Centres, areas near existing railway stations and areas designated for residential growth.
- Clause 16.01-3S & R seeks to provide for a range of housing types to meet diverse needs and varying densities that offer more choice in housing.

Plan Melbourne 2017-2050, a reference document to the Monash Planning Scheme also encourages these initiatives by seeking housing growth in and around activity centres. This plan identifies the Clayton Activity Centre as a Major Activity Centre (MAC).

The proposed development being four storeys in height with a mixture of 1 and 2 bedroom dwellings, located within the Clayton Major Activity Centre satisfies the objectives of the Planning Policy Framework.

Local Planning Policy Framework (LPPF)

Clause 21.04 (Residential Development) identifies the site as being located within the Clayton Activity Centre, located within the residential land in the Monash National Employment and Innovation Cluster (MNEIC) and within an accessible area. This policy clearly notes that residential growth should be located within neighbourhood and activity centres, the MNEIC and the boulevards to increase proximity to employment, public transport, shops and services. This will assist to preserve and enhance the garden city character and special character in the balance of the Municipality. However, in doing this buildings should be designed with high architectural quality, environmentally sustainable design and providing a diversity of housing needs whilst complementing and enhancing the garden city character of the area.

Clause 21.04 (Residential Development) & Clause 22.01 (Residential Development and Character Policy) identifies the five different character types within the Municipality. The site is identified within the Monash National Employment Cluster and Clayton Activity Centre – Housing Growth Area. The desired future character statement seek:

- The scale of new residential development will generally comprise larger footprint apartment development of a high quality design and finish. Some infill townhouse and unit development will also occur.
- Where possible on larger sites, developments will be multi-level, and set in open gardens.

- Although setbacks from all boundaries will be less than in other parts of Monash, the developments will ensure the incorporation of well-maintained landscaping to address the garden city character, albeit in a more urban form.

Clause 21.06 (Major Activity and Neighbourhood Centres) identifies Clayton Activity Centre as a Major Centre. Strategic directions for the centre include (as relevant) encouraging medium rise residential development within the centre, encouraging redevelopment and concentration of activity as well as maintaining the existing historical / cultural resources of the centre and to ensure parking is provided to meet the needs of the centre.

The proposed development satisfies the objectives of the Local Planning Policy Framework, subject to an appropriate design response. A built form and character assessment is provided within the Assessment section of this report.

Clause 22.13 (Environmentally Sustainable Development Policy) provides a framework for early consideration of environmental sustainability at the building design stage. For a development of 10 or more dwellings, a Sustainability Management Plan is required to be prepared and submitted. A Sustainability Management Plan was prepared by Sustainable Development Consultants which included a BESS assessment. The report indicates that the proposal achieves best practice. The plans adopt the recommendations of this report including the provision of a 10,000L water tank located in the basement.

Residential Growth Zone

The site is located in the Residential Growth Zone Schedule 3 which has the following objectives (among other things):

- *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*

The schedule to the zone identifies the following Design Objectives:

- *To facilitate housing growth in the form of apartment developments of a high quality design and finish.*
- *To ensure developments are constructed within an open garden setting through the retention and planting of vegetation, including canopy trees.*
- *To ensure that the height, scale and form of development respects any sensitive residential interfaces and minimises the appearance of visual bulk.*

Clause 32.07 (RGZ3) requires developments to be constructed within an open garden setting and the height, scale and form of development to respect sensitive interfaces and minimise the appearance of visual bulk.

Residential Growth Zone – Schedule 3 (RGZ3)

REQUIREMENT	RESPONSE
Minimum front street setback – 4 metres.	<p>Compliance achieved</p> <p>The proposal provides for a front setback of 4 metres fronting Haughton Road. The secluded private open space of apartment G01 is located within the front setback with a proposed 1.5 metres high fence setback 1 metres from the front boundary. This will allow room for landscaping in front of the fence to soften the streetscape however the basement should be setback further from the front boundary and the extent of paving within the secluded private open space area should be reduced to allow for deep soil planting within the front setback. This will be further discussed in the assessment section of this report.</p>
Minimum side street setback – 3 metres	<p>Compliance achieved</p> <p>The apartment building is setback a minimum of 3 metres from Pullyn Street.</p>
Minimum rear setback- 3 metres for the first 2 storeys plus 2 metres for the third storey	<p>Variation required</p> <p>The apartment building is setback a minimum of 4 metres from the rear boundary for the first three levels and 6 metres for the fourth level.</p> <p>The proposal seeks to vary the rear setback for the third level from 5 metres to 4 metres, and provide a greater setback of 6 metres to the fourth level. This will be further discussed in the balance of this report.</p>
Landscaping - Retention or provision of at least one canopy tree with a minimum mature height equal to the height of the roof of the proposed building or 10 metres, whichever is greater.	<p>Variation required</p> <p>There is no existing vegetation on site that could be retained. The landscape plan shows that the proposal is capable to plant one <i>Acacia melanoxylon</i> 'Blackwood' which has a mature height of 5-10 metres within the front setback to Haughton Road, six (6) <i>Hymenosporum Flavum</i> 'Native Frangipani' which has a mature height of 8 metres within the setback to Pullyn Street.</p> <p>Permit conditions will require an alternative species of trees to have mature height of minimum 13.5 metres to meet this requirement.</p>

<p>Front fence height – 0.9 metres</p>	<p>Variation required.</p> <p>The proposed front fence of 1.5metres in height along Haughton Road and Pullyn Street will be setback 1 metre to allow landscaping in front of the fence.</p> <p>This exceeds the preferred maximum height of 0.9 metres and recommended permit conditions will require the fence to be reduced in height, with a minimum of 70% transparency to maintain the open garden objective.</p>
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Clayton Activity Centre Precinct Plan

At its meeting on 28 January 2020, Council adopted the Clayton Activity Centre Precinct Plan (May 2019).

The site is identified as being located within Precinct 3, earmarked for residential intensification with a preferred height of 3-5 storeys. Haughton Road is identified as allowing for an active frontage with a landscaped front setback. The plan anticipates that the character of built form will change across the Activity Centre to accommodate for future development and land use.

Precinct 3 envisages low scale apartment buildings and townhouses with landscaped front gardens that sit comfortably next to detached dwellings and define a high quality and contemporary character for the precinct.

It is anticipated that development will have a 4 metre front setback from the street up to 9.9 metres, with an additional 3 metre setback for levels above. Development outcomes seek to avoid unarticulated façades that give a bulky appearance, especially from oblique views and avoiding repetitive stepped / ‘wedding cake’ profile. Rear setbacks are proposed to be 3 metres up to a height of 9.9 metres with an additional 1 metre setback for every metre of height over 9.9 metres up to 16.5 metres.

The proposed building generally satisfies the objectives of the Clayton Activity Centre Precinct Plan, providing a four storey apartment building with setbacks capable for planting of canopy trees and landscaping. The contemporary architecture of the building avoids a repetitive ‘wedding cake’ profile or lengthy blank facades. A contrasting colour palette and mixture of materials will mitigate the perception of visual bulk and mass. However, the basement should be setback further from the front boundary to allow for deep soil planting which will be further discussed in the balance of this report.

Assessment under Clause 55 (ResCode)**Neighbourhood Character and Built Form**

Local policy suggests that the site is earmarked for higher densities, and the future character statement (Clause 22.01) identifies that front setbacks should continue to be well landscaped to ensure that 'garden character' of the area is maintained. Walls and fencing within the front setbacks are encouraged to be low or non-existent, allowing views to planting within these spaces.

The proposed development is setback sufficiently from the front boundary to meet the guidance of RGZ3. This setback will allow generous landscaping along the street frontage. However the basement being setback 1 metre from the front boundary will limit the capability of deep soil planting. It is recommended that the basement be reconfigured to increase the basement setback to be minimum 2 metres.

A 1.5 metres high metal fence is proposed to the frontage of the site along Haughton Road and Pullyn Street. They will be setback 1 metre from the property boundaries to allow landscaping in front of the fences to soften the streetscape. The proposed front fence is higher than the preferred maximum height of 0.9 metres in the RGZ3, which aims to maintain an open garden setting. The proposed fencing along Pullyn Street is constructed above a retaining wall with a maximum height of 2.258 metres above footpath level. Recommended permit condition will require the proposed fence to be reduced to a maximum of 0.9 metres in height with a minimum of 70% transparency to maintain the Garden City Character of the streetscape.

The 1.5m screen fencing dividing the open space areas of the apartments fronting Pullyn Street will need to taper down to meet the 0.9m high fence.

The location of the accessible pedestrian entry from Pullyn Street and the driveway on Haughton Road minimises the expanse of hard surface often associated with them located together. . The main entry from Pullyn Street will be clearly visible from both Haughton Road and Pullyn Street, resulting in good senses of address. An excessive area of over 60 square metres of private open space will be provided within the front setback to Haughton Road to maintain the open garden setting.

Overall the building has been designed to provide a balanced design of architecture with a balanced mix of horizontal and vertical elements, utilising screening features and varied materials and finishes to create visual interest on all elevations. The proposed building materials incorporating bricks, colourbond and timber look claddings, respond to the building materials of properties within the neighbourhood.

Eastern Interface

- The eastern façade of the building has an interface to Pullyn Street, which intersects with Jean Avenue and Haughton Road. On the opposite side of Pullyn Street are the properties fronting Haughton Road which are also zoned RG3.
- This façade is articulated with varied setbacks with a mix of horizontal and vertical elements, and a contrasting material and colour palette to create an interesting façade.
- The strengthened horizontal and vertical elements will contribute to adding some form of multi-dimension to this elevation.
- Planter boxes are provided to the edge of the elevated ground level terraces to protect their privacy from the footpath.
- Pedestrian entry to the building from Pullyn Street will activate this interface. The proposal maximises the opportunities for outlook to the public realm and provide excellent active and passive surveillance to the street.
- The basement and ground level of the building are setback 2.3-3 metres and 3-5 metres from the eastern boundary which are sufficient for planting of six (6) canopy trees to soften the 4 storey built form from the streetscape. Details of the proposed landscaping will be discussed further in the report.

Southern (rear) Interface

- The southern façade has an interface to the Melbourne Water laneway. On the other side of the laneway are the properties on Jean Avenue which are also zoned RGZ3.
- This façade is articulated with varied setbacks. Top level of the proposed building is further setback from the levels below to mitigate the perception of visual bulk.
- The second and third levels are setback slightly less than the ground level, and the fourth (top) level is further setback from the levels below to avoid a sheer façade. Although the third level is setback slightly less than the preferred setback in RGZ3, it results in a larger contrast between the third and fourth level setbacks. The building presents a built form of a prominent three storey plus a recessed fourth level to this interface. The overall built form is considered appropriate in response to the rear laneway and the properties on Jean Avenue.
- Different materials are used for the ground level and the upper levels will further increase visual interest of this façade.
- The basement and ground level of the building are setback 2.5-3.6 metres and 4.3 metres from the rear boundary which are sufficient to accommodate three (3) trees of 5-10 metres high.

Western Interface

- The west adjoining properties are also within the same RG3 zone.
- Similar to the eastern interface, this interface has incorporated a mix of horizontal and vertical elements, with balcony balustrades and a contrasting colour palette to provide visual interest to this façade.
- The horizontal and vertical elements will contribute to adding multi-dimension to this elevation.
- The top level is further setback from the levels below to reduce the perception of visual bulk.
- A minimum setback of 4.5 metres to the western boundary will allow for equitable development should the west adjoining property be developed in the future.
- The basement and ground level of the building are setback 1.9 and 4.5 metres from the western boundary which is sufficient to accommodate four (4) canopy trees of 6 metres high.

Northern (front) Interface

- The northern interface has an interface to the public car park associated with Clayton Train Station, and the sky rail.
- The proposal contains a dynamic façade which maximises the opportunities for outlook to the public realm and provide excellent active and passive surveillance to the street.
- This façade is articulated with varied setbacks and finished materials and colours to create an interesting façade. Feature screening and a contrasting colour palette provides additional interest to this façade.
- The secluded private open space of apartment G01 is located in this interface which will activate this frontage. There will be sufficient room for canopy tree planting to maintain the Garden City Character after the recommended conditions are satisfied.
- Top level of the building is further setback from the levels below to mitigate building bulk and mass.
- One vehicle crossover minimises the amount of hard surface associated with the driveway within the front setback, and maximises landscape opportunities.

Off site Amenity Impacts

Side Setbacks

Standard B17 of Clause 55.04-1 requires new buildings not on or within 200mm of a boundary to be adequately setback from the side or rear boundaries. The table below shows the proposed setbacks and the setbacks required by ResCode.

Western Setback

	Building Height	Setbacks Required	Setbacks Provided
Ground Level	3.3m	1m	3.25-4.5m
Level 02	6.1m	1.75m	4.5-6.4m
Level 03	10.3m	5.39m	4.5-6.4m
Level 04	12.6m	7.69m	6.5m

Eastern Setback

	Building Height	Setbacks Required	Setbacks Provided
Ground Level	3-3.8m	1m	3-4.7m
Level 02	5.8-6.6m	1.66-1.9m	3-4.7m
Level 03	9.4m	4.5m	3-4.7m
Level 04	12.3-12.8m	7.39m	5-5.8m

The first two levels of the proposed building are setback sufficiently to meet the requirement. Some sections of level 03 are setback 900mm to 1.5 metres less than the preferred setback; and level 04 is setback 1.2 to 2.4 metres less than the preferred setbacks to the western and eastern boundaries.

In order to assess if the variation of the side setbacks are adequate, Council is required to consider the height and setbacks of the new building in response to the neighbourhood context, and impact on the amenity of existing dwellings.

The subject site and its surrounding properties are zoned Residential Growth and the area is expected to undergo substantial changes in regards to building height and scale, and the consequential streetscape presentation of new developments. The proposed four storey building is a built form and height envisaged in this zone and the proposed building will be in keeping with the context of the area, anticipating other similar developments will occur within the Residential Growth Zone. The architectural design of the building is high quality and the recessed top level also avoids unreasonable bulk impacts to neighbouring properties.

Requiring an increased setback for levels 03 and 04 will result in an unbalanced architectural presentation to the street as the top two levels will be disproportionately narrow. The architectural presentation of the building will be compromised. Additionally, the number of dwellings will be reduced contrary to the purpose of the zone to increase density by allowing four storey developments.

Given the site is located within the Residential Growth Zone, it is anticipated that over time many of the adjoining properties will be redeveloped and particularly along Houghton Road. Council has recently considered two similar scale developments in Houghton Road.

It is important to ensure that this development will not prejudice the future development of adjoining properties. The proposed setback of 4.5 to 6.5 metres to the western boundary will allow for equitable development should it develop in the future, and the 3 to 5.8 metres setback to the eastern boundary will create an interesting façade to the streetscape and minimise the perception of visual bulk and mass.

It is considered that the proposed setbacks will achieve an outcome which achieves the objective of higher density and with minimal external amenity impacts.

Overshadowing of Secluded Private Open Space

The project architect has prepared the required shadow plans as required by ResCode. Additional shadows generated by the proposed larger scale building will, for the most part fall across the adjacent road reserve and the ROW due to the orientation of the subject site.

Although dwellings adjoining to the south will have shadowing in the morning at 9am, at least 75% or minimum 40 square metres of its secluded private open space will receive a minimum of five hours of sunlight.

The proposal meets the objectives of Standard B21 of Clause 55.01 (*Overshadowing Open Space objective*) and the amenity impact to the adjoining properties is not considered unreasonable.

Overlooking

Clause 55.04-6 *Overlooking Objective* requires that habitable room windows and balcony spaces should be located and designed to avoid direct views into the secluded private open space of an existing dwelling within a horizontal distance of 9 metres.

Habitable room windows that will potentially cause overlooking have been screened either by windows with 1.7 metres sill height or external screens. The proposal meets the objectives of Standard B22 of Clause 55.04-6 to limit views into existing secluded private open space and habitable room windows.

Private Open Space/balconies

The ground level apartments are provided with ground floor terraces ranging in size from 40 to 65 square metres, located in the front, side and rear setbacks of the building. The terraces within the eastern setback are approximately 600mm above footpath level bounded by rows of planter boxes, whilst terraces along the front, western, and southern (rear) boundary are approximately at natural ground levels. Each ground level terraces is a minimum of 40 square metres meeting the requirement of Standard B28 of Clause 55.05-4 *Private Open Space Objective*. The size of these terraces are sufficient for the proposed one to two bedroom apartments to meet the needs of future residents, as well as providing room for

canopy tree planting. Recommended conditions will require the fencing along the Haughton Road and Pullyn Street boundaries to be reduced to a maximum of 0.9 metres which is aimed to provide an open garden setting to the street frontages. It is acknowledged that this will reduce the level of privacy to the ground level terraces however this is an acceptable balancing of expectations for elevated terraces facing the streets in an apartment development.

The upper level apartments are provided with balconies of 8 to 9 square metres on levels 1 and 2; and 29 to 50 square metres for the top level apartments. All balconies have a minimum width of 1.85 to 2 metres. They meet the requirements of Standard B43 of Clause 55.07-9 *Private Open Space above ground floor* and are functional and appropriate for the proposed one to two bedroom apartments. The balconies also provide articulation to the building for additional visual interest to the building façades.

All balconies are directly accessed from the main living area of the apartments. They are sited to capture a good level of sunlight and daylight throughout the day. There is only one south facing balcony on the top levels however a second balcony is provided to the same apartment which is east facing and will receive adequate daylight.

Daylight to Windows

The proposal complies with Standard B19 *Daylight to existing windows* with respect to maintaining sufficient daylight to windows on adjoining properties.

Landscaping

The apartment standards in the Monash Planning Scheme require a minimum of 5% area of the site to be dedicated for deep soil planting with a minimum of 1 small tree per 30 square metres of deep soil. This equates to 42 square metres for the site (with site area of 840 square metres).

The proposal provides for 23% of the site providing deep soil planting areas (a total of approximately 198 square metres) which significantly exceeds the requirement. A Landscape Plan has been prepared by Memla Pty Ltd which provides for a total of 17 new canopy trees within the development, including 3 trees within the front setback, 2 trees within the rear setback and 12 trees within the side setbacks ranging 5-10 metres in height. They are considered adequate to soften the streetscape and maintain the garden city character.

The proposed basement generally setback approximately 2 metres from the side and rear property boundaries is sufficient to allow deep soil planting. Proposed conditions will require its setback to the front boundary to be increased to allow for deep soil planting within the front setback. This will also provide sufficient room for planting of at least one canopy tree to be the same height as the proposed building to satisfy the varied requirement of RGZ3.

No proposed works will be constructed within the Tree Protection Zones of the neighbouring trees, hence no neighbouring trees will be adversely affected by the proposed development.

On-site amenity for residents

On-site amenity of the proposed apartments is considered reasonable particularly:

- All windows of the apartments will receive adequate daylight. All habitable rooms have windows directly to an external wall and do not rely on lightwells or saddlebacks. However solar protections should be provided to the north and west facing windows to aid energy efficiency which could be achieved via permit conditions should a permit issue.
- 40% of the apartments are dual aspect providing for natural ventilation meeting the objectives of Standard B49 of Clause 55.07-15 *Natural Ventilation*.
- All apartments are reasonable sized with 50 square metres for one bedroom and 62-85 square metres for two bedrooms. All bedrooms are minimum 3 metres in width and living rooms are 3.3-3.6 metres in width with rectangular shapes which satisfy the objectives of Standard B46 *Functional layout*.
- All outdoor terraces or balconies are directly accessed from the living area. Majority of the terraces and balconies are orientated to the east, west and north which will receive adequate sunlight throughout the day.
- The development provides secure car parking, bike storage and storage facilities at basement level. Lift and stair access is provided to each level from the basement.
- 57% (12 apartments) of the apartments are designed to meet the relevant regulations of accessibility exceeding the requirement of Standard B41 of Clause 5.07-7 *Accessibility Objective*.
- The apartments should be designed and constructed to achieve the noise levels of no greater than 35dB(A) and 40dB(A) for bedrooms and living areas given the location of the site opposite the railway line. An Acoustic Report should be provided with the assessment of the proposed apartments which could be introduced as a condition if a permit were to be issued.

Car parking, Traffic and Access

The subject site is located within the Principal Public Transport Network (PPTN) and no visitor car parking spaces are required according to Clause 52.06 of the Monash Planning Scheme.

The proposal proposes a total of 21 apartments. The car parking requirement is set out in the table below:

Use	Number of Apartments	Resident Car spaces required (Clause 52.06)	Visitor Car spaces required (Clause 52.06)	Car spaces provided
One to two bedroom apartments	21	21 spaces	0	21 spaces

The proposal therefore meets the car parking requirements pursuant to Clause 52.06.

The location of the modified existing crossover is considered acceptable. The setback of the street tree from the proposed crossover is sufficient not to cause any adverse impacts to the tree.

Council's Traffic Engineers have noted that the ramp dimensions and grade details should be provided on the same floor plan with AHD levels to determine its interaction with existing infrastructure. Based on the information provided, the proposed ramp grades and dimensions should comply with the relevant requirements.

In addition vehicle from the most southern parking space would be difficult to turn around to exit in a forward direction due to the *high level wall mounted AC condenser units*. Permit conditions will require those units to be relocated. Council's Traffic Department are satisfied that the surrounding road network can accommodate the additional generation of vehicles.

Bicycle Parking

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for the development as follows:

Use	Number of Apartments	Statutory bicycle parking requirement	No. of spaces required	No. of spaces provided
Dwellings	21 apartments	1 space per 5 dwellings, for dwellings of 4 or more storeys	4 resident spaces	10 spaces (located within basement)
Dwellings (Visitor)	21 apartments	1 space per 10 dwellings, for dwellings of 4 or more storeys high	2 visitor spaces	4 spaces on ground level next to the pedestrian entry to the building

The proposed bicycle parking exceeds the statutory requirements. The proposed resident spaces within the basement and visitor spaces on ground level near the building entry are considered satisfactory.

Waste Storage and Collection

A waste disposal room (bins room) is proposed in the basement and on-site collection is to be by a private contractor within the basement. The proposal has been designed to provide a minimum clearance of 2.1 metres within the basement for access of a Waste Wise Mini Rear Loader (or similar vehicle) to be used for waste collection. A waste management plan has been submitted to support the application but more details are required by Council's Waste officers for assessment of the proposed waste management plan, which will be required via conditions of the permit if one was to issue.

Objections not previously addressed

- Noise from future residents
Concerns regarding noise generated from the occupants is not a relevant planning consideration, however is not unexpected in an urban setting undergoing change.

CONCLUSION:

The proposal provides a suitable response to the desired future character of the area. The height and scale of the development is in keeping with the objectives and strategies as outlined in the Residential Growth Zone Schedule 3. The proposal achieves a high level of compliance with the design requirements in the Schedules of the zones and Clause 55 of the Monash Planning Scheme. Vehicular access and egress to the site is satisfactory, and the proposal has been designed to minimise offsite amenity impacts.

By incorporating the changes outlined in this report, and proposed permit conditions, the development will provide good opportunities for landscaping throughout the site.

Overall the proposal will achieve a positive outcome to provide an increased density with a variety of housing choices and high architectural quality as envisaged in the Monash Planning Scheme. It is recommended that a Notice of Decision to grant a permit be issued subject to conditions.

LIST OF ATTACHMENTS:

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (February 2020).

Attachment 3 – Zoning and Overlays Map.

Attachment 4 – Objector Properties Location Map.