

**1.6 501-521 POLICE ROAD, MULGRAVE
CONSTRUCTION OF FORTY-ONE (41) DWELLINGS
(TPA/51849)**

EXECUTIVE SUMMARY:

This application proposes the construction of forty-one double and single storey dwellings on the land, all accessed via a private internal circular access driveway.

The application was subject to public notification. Seven (7) objections to the proposal have been received.

Key issues to be considered relate to appropriate development density and site response, traffic generation, neighbourhood character, amenity impacts to adjoining properties, internal amenity for future residents and the retention and provision of landscaping.

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.

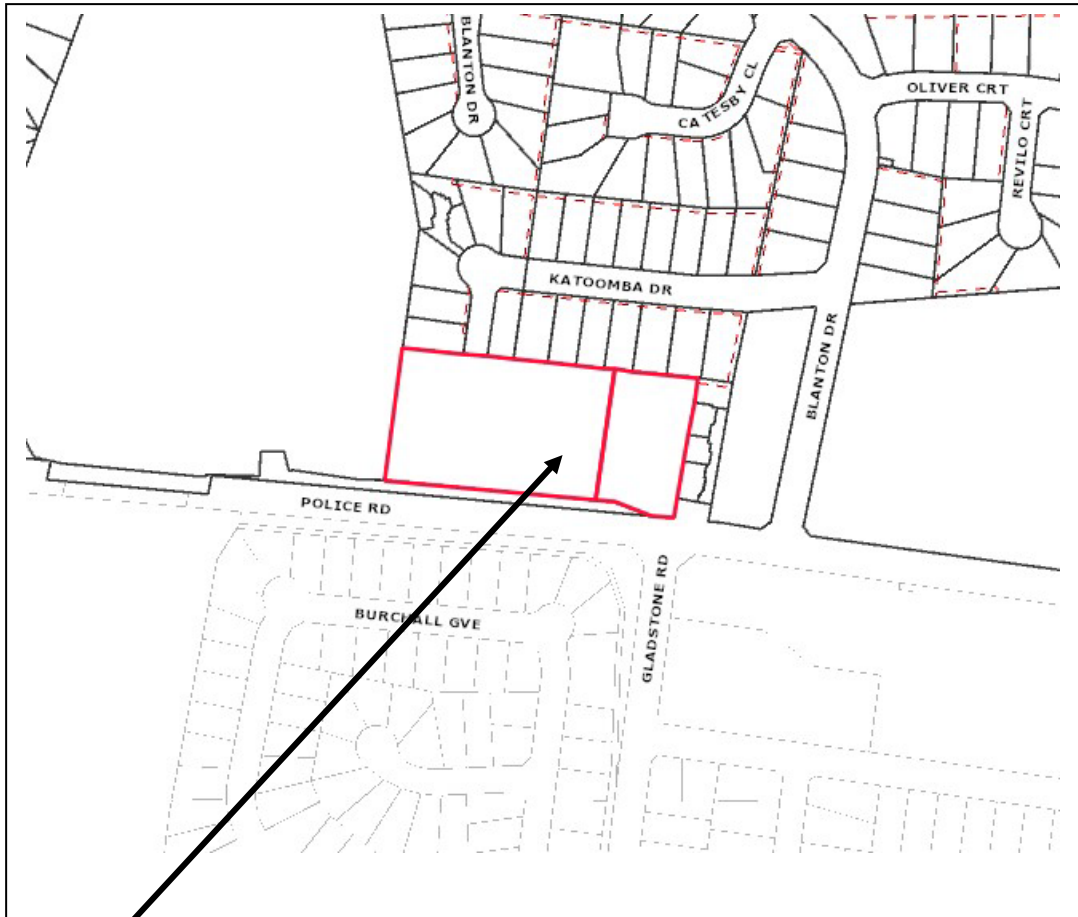
The reason for presenting this report to Council is the proposed development cost of \$9 Million.

The proposal is considered inconsistent with the relevant provisions of the Monash Planning Scheme and it is recommended that the application be refused.

RESPONSIBLE DIRECTOR:	Peter Panagakos
RESPONSIBLE MANAGER:	Natasha Swan
RESPONSIBLE PLANNER:	Alexandra Wade
WARD:	Mulgrave
PROPERTY ADDRESS:	501-521 Police Road, Mulgrave
EXISTING LAND USE:	Two single, detached dwellings
PRE-APPLICATION MEETING:	No
NUMBER OF OBJECTIONS:	Seven (7)
ZONING:	Neighbourhood Residential Zone, Schedule 4
OVERLAY:	Nil
RELEVANT CLAUSES: <u>State Planning Policy Framework</u> Clause 11.01-1R – Settlement – Metropolitan Melbourne	<u>Local Planning Policy Framework</u> Clause 21.01 – Introduction

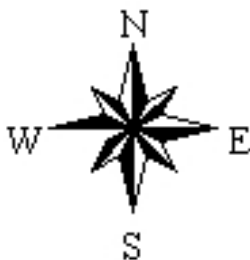
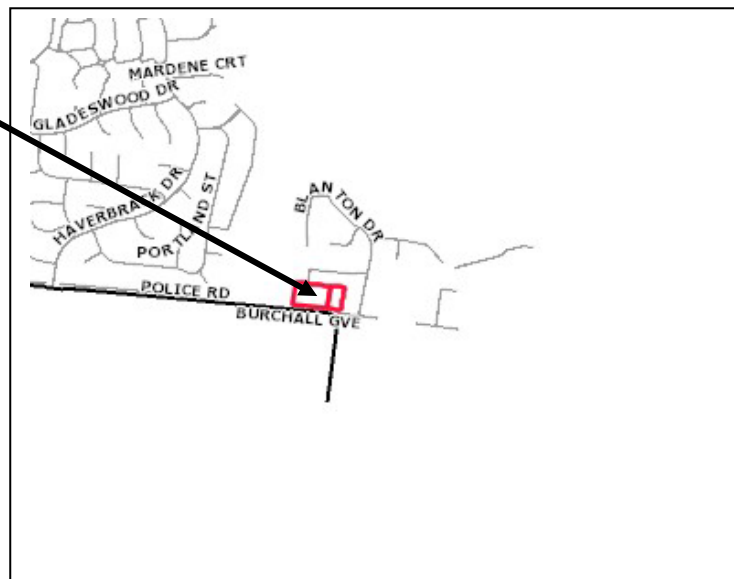
<p>Clause 11.02-1S – Supply of Urban Land</p> <p>Clause 12.01-2S – Native Vegetation Management</p> <p>Clause 15.01-1S & R – Urban Design</p> <p>Clause 15.01-2S – Building Design</p> <p>Clause 15.01-4S & R – Healthy Neighbourhoods</p> <p>Clause 15.01-5S – Neighbourhood Character</p> <p>Clause 15.02-1S – Energy and Resource Efficiency</p> <p>Clause 16.01-1S & R – Housing Supply</p> <p>Clause 16.01-2S – Housing Affordability</p> <p>Clause 18.02-4S – Car Parking</p>	<p>Clause 21.04 – Residential Development</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 22.05 – Tree Conservation 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 52.17 – Native Vegetation</p> <p>Clause 52.29 – Land Adjacent to a Road Zone, Category 1</p> <p>Clause 55 – Two or More Dwellings on a Lot</p>
STATUTORY PROCESSING DATE:	15 January 2020
DEVELOPMENT COST:	\$9,000,000

LOCALITY PLAN



SUBJECT SITE

NEIGHBOURHOOD PLAN



RECOMMENDATION:

That Council resolves to issue a **Notice of Decision to Refuse to Grant a Planning Permit (TPA/51849)** for the construction of forty-one (41) dwellings and alteration of access to a Road Zone Category 1 at 501-521 Police Road, Mulgrave subject to the following grounds:

1. The proposal is inconsistent with the Planning Policy Framework including clauses 16.01-1S Housing supply, 16.01-1R Housing supply – Metropolitan Melbourne, and Plan Melbourne Directives Outcome 2.
2. The proposal is inconsistent with the local planning policy framework of the Monash Planning Scheme including Clause 21.04-3 'Residential Development', Clause 22.01 'Residential Development and Character Policy' and Clause 22.05 'Tree Conservation Policy'.
3. The proposal is inconsistent with the objectives and requirements of the Neighbourhood Residential Zone (NRZ) and Schedule 4 of the NRZ.
4. The proposal is an overdevelopment of the site.
5. The proposal does not adequately satisfy the objectives and design standards of Clause 55 with regard to Neighbourhood Character, Landscaping, Site Layout and Private Open Space.
6. The proposal does not adequately satisfy the objectives and design standards of Clause 55 with regard to walls on boundaries (B18), overshadowing open space (B21), daylight to existing windows (B19), Overlooking (B22) and will result in an adverse impact on the amenity of adjoining properties to the north and east.
7. The proposal will not result in the safe and efficient movement of vehicles and pedestrians to, from and within the site.
8. The proposal does not provide for sufficient parking for visitors within the site.
9. The proposal will result in a poor urban design outcome with the lack of pedestrian access to Katoomba Drive.
10. The proposal will not satisfactorily allow for collection of waste generated from the site.

BACKGROUND:**History – 501-515 Police Road, Mulgrave (part of the site)**

Planning Permit Application TPA/50232 was lodged in 2019 for the construction of 26 dwellings, removal of native vegetation and a reduction in the visitor parking requirement. The application encompassed the single parcel of land at 501-515 Police Road, Mulgrave.

The application was included on the agenda for the September 2019 Council meeting, with an officer recommendation prepared for refusal. However, the application was withdrawn prior to Council making a decision on the application.

In officers views the proposal should not have been supported on the following grounds:

1. The proposal was inconsistent with the planning policy framework of the Monash Planning Scheme including Clause 21.04-3 'Residential Development', Clause 22.01 'Residential Development and Character Policy' and Clause 22.05 'Tree Conservation Policy'.
2. The proposal was inconsistent with the objectives and requirements of Schedule 4 of the Neighbourhood Residential Zone.
3. The proposal did not adequately satisfy the objectives and design standards of Clause 55 with regard to Neighbourhood Character, Landscaping, Site Layout and Private Open Space.
4. The proposal was an overdevelopment of the site.
5. The proposed development would result in an adverse impact on the amenity of adjoining properties.
6. The proposal would have an adverse impact on the Dandenong Creek escarpment due to loss of vegetation and an inadequate landscape response.

A total of forty-two (42) objections were received for that application. A key concern for nearby residents was the reliance on a single vehicle access point from Katoomba Drive, which is an otherwise quiet dead end street.

The Site and Surrounds

The subject site is located on the north side of Police Road in Mulgrave, approximately 60 metres east of the off-ramp from the Eastlink Tollway.

The site is approximately 173 metres in length, with a maximum depth of 82.28 metres. The site is a total of 13,237 square metres in area. The site has an irregular frontage to Police Road due to the presence of a 6 metre wide reserve located along the frontage of the site which tapers down towards the east of the site. The reserve is allocated for the use of the Secretary to the Department of Infrastructure.

The site has a significant fall from the north-west of the site to the south-east of approximately 17 metres. There is also a sharp drop from the southern property boundary down to the street level at Police Road of between 2 and 3 metres. This reserve area is currently landscaped.

The site contains a single storey dwelling and associated outbuildings, located within the north-western corner of 501-515 Police Road. There is also an abandoned tennis court located to the south-east of this property. A double storey dwelling is located within the north-west corner of 517-521 Police Road, with outbuildings scattered throughout the property.

Vehicle access to the site is from a crossover leading to a partially concealed driveway from Police Road, close to the western boundary, and a crossover within the south-east corner of the site, just following the turn-off from Police Road/Gladstone Road.

Whilst the site abuts Katoomba Drive to the north, there is currently no vehicle or pedestrian access to this road. An existing retaining wall and fencing is located adjacent to this interface, where the road dead ends without a more regular court bowl or turning space. It is likely it was anticipated that at some point in the future, the subject land would eventually also be subdivided and road extended through.

There is a range of established planting on the site. Many of the trees are located around the perimeter of the site, with a number also located centrally. Aerial photographs show that some trees on the site (including those identified as native vegetation requiring a permit in the previous application) have been removed from the site without a Planning Permit, pursuant to Clause 52.17 of the Planning Scheme.

Properties surrounding the subject site to the north, east and south are zoned and used for residential purposes. To the west is the Eastlink Tollway and buffering parklands.

The built form of the surrounding area can be more specifically described as follows:

North

Properties abutting the northern boundary of the site include No. 1, 3, 5, 7, 9, 11, 13, 15 and 28 Katoomba Drive. Dwellings are predominantly double-storey brick dwellings which front onto Katoomba Drive and which have rear gardens abutting the subject site. The side boundary of one of these properties (28 Katoomba Drive) abuts the northwestern corner, however this property is undeveloped. There is no current Planning Permit application on this land.

Katoomba Drive is a dead-end road which terminates at the northern property boundary of the subject site. The roadway itself narrows down for the portion which runs north-south, compared to the majority of the road which runs east-west and which connects to Blanton Drive.

East

Abutting the eastern boundary are four (4) units located at 523-525 Police Road. Vehicle access to the site is via Police Road within the south-east corner of the site. The vehicle accessway servicing each of the dwellings is located on the eastern side of the site. Areas of secluded private open space are located along the western side of the dwellings abutting the subject site. A row of trees are located along the property boundary. Due to the slope of the land, these dwellings and open space areas sit much lower than the subject site. A photograph (below) from realestate.com of the open space of Unit 1 shows the substantial level difference (published earlier this year).



Further east are medical buildings and the Mulgrave Private Hospital.

South

On the south side of Police Road, opposite the subject site, are the rear gardens of dwellings which front onto Burchall Grove, Dandenong North (located in the City of Greater Dandenong). A landscaped reserve separates these properties from Police Road. The dwellings present with timber paling fencing to the street.

West

The site is separated from the Eastlink Tollway by a wide landscaped parkland, including established vegetation and a meandering bike path. High acoustic fencing is located approximately 14 metres west of the site's boundary.

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

PROPOSAL:

The proposal seeks the demolition of all existing buildings on the land and the construction of forty-one (41) dwellings. Details of the proposal are as follows:

- A total of 34 double storey and 7 single storey dwellings are proposed. Each dwelling is proposed to have 3 or 4 bedrooms.
- A single vehicle access point to the site is proposed within the south-east corner of the site, via Police Road. The existing vehicle crossover is proposed to be widened to 6.1 metres. The internal accessway will provide a 'loop', which is a minimum of 5.5 metres in width, increasing to 7 metres adjacent to Police Road.
- The maximum overall height is 9.98 metres (Dwelling 40).
- The site coverage is 42.38% with permeability of 38.83%.
- The site is provided with a garden area of 35%.
- The dwellings are proposed to be constructed with brick and cement render with areas of vertical cladding. All dwellings are proposed to have pitched roofs with eaves.
- Dwellings proposed around the perimeter of the site are detached dwellings, whilst those through the centre of the site are designed as attached townhouses.
- Each dwelling is provided with ground floor areas of secluded private open space ranging in size from 53.7sqm to 97.5sqm.
- All trees are proposed to be removed from the site.
- Future block sizes range in size from 207.98sqm to 304.6sqm.
- Each dwelling is provided with a double garage, or single garage with an uncovered tandem car space.
- A total of 13 visitor spaces are proposed within the internal accessway. The accompanying traffic report also indicates that 16 'visitor' spaces are proposed within the tandem driveway areas of some dwellings in front of garages.

Attachment 1 details plans forming part of the application.

PERMIT TRIGGERS:

Zone

Pursuant to Clause 32.09-6 (Neighbourhood Residential Zone), a Permit is required to construct two or more dwellings on a lot.

The zoning includes a number of mandatory requirements including garden area, building height and minimum lot size.

A garden area of 35% (Clause 32.09-4) is required. A maximum building height of 9 metres, 2 storeys is permitted (Clause 32.09-10) (noting that a building may exceed the maximum building height by up to 1 metre depending on the slope of land). The schedule also specifies a minimum lot size for subdivision of 300 square metres.

Particular ProvisionsClause 52.06: Car Parking

Prior to a new building being occupied the required parking spaces must be provided on the land or as approved by the responsible authority. A permit is required to reduce the number of car parking spaces required under Clause 52.06-5. The proposal provides the requisite number of car parking spaces, and therefore a Permit is not required.

Clause 52.17: Native Vegetation

The remaining vegetation on site to be removed is not native as it has been planted as a result of direct seeding and therefore a Permit is not required.

A permit is required to remove, destroy or lop native vegetation as the subject site is greater than 0.4 hectares. Any permit granted under this clause must include conditions requiring that the biodiversity impacts of the removal, destruction or lopping of the native vegetation be offset in accordance with the Guidelines for the removal, destruction or lopping of native vegetation 2017. The proposal does not seek to remove any native vegetation (other than that which has been planted on the land as a result of direct seeding), and therefore a Permit is not required.

It is reiterated that vegetation that did require a permit to be removed under this clause and for which permission was previously sought, has been removed without a permit. It remains an open enforcement issue, as you cannot seek retrospective approval to remove trees. However, should a permit be granted regard must be given to the location of potential replacement planting that could come through enforcement processes.

Clause 52.29: Land adjacent to a Road Zone, Category 1

A permit is required to create or alter access to a Road Zone, Category 1. The existing crossover onto Police Road to the south west of the frontage is also proposed to be removed as a result of this application.

The existing vehicle crossing within the south-east corner of the site, via Police Road is proposed to be widened. It is noted that the current planning maps show this portion of the road (up to the western side of 523-525 Police Road) to be a Category 1 Road Zone. However, it has been advised that this mapping is incorrect. A Gazettal notice was published in 2014 for Police Road, which deleted the Category 1 zoning from the western edge of 501 Police Road across the whole frontage of the site. This has been reflected in the referral comments from the Department of Transport. It is anticipated that a Planning Scheme Amendment in the future will correct the maps.

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

CONSULTATION:

Further information was requested of the Permit Applicant on 27 August 2020. In this letter, officers also raised the following preliminary concerns:

- It is evident that significant native vegetation has been removed from the site within the last 12 months. Standard B13 of Clause 55.03-8 states that development should provide for the replacement of significant trees that have been removed in the 12 months prior to the application being made. It is therefore required that replacement planting be provided within the site including two River Red Gums, a Silver Stringybark Tree and three Manna Gums, in a similar location to those which were removed. Council also reserves its right to undertake enforcement action with respect to the removal of this vegetation.
- The proposal fails to provide for sufficient landscaping retention and opportunities throughout the site. The current design does not allow for the provision of any substantial canopy trees to be provided. The Arborist Report provided indicates that Trees 43 & 80 (Prickly Leaved Paperbark), Tree 137 (Spotted Gum), Tree 138 (Southern Mahogany), Tree 145 (Blue Gum), Tree 175 (Golden Elm) are worthy of retention. It is also recommended that some of the Silver Tarata trees be retained along the eastern boundary of the site which provides for existing screening and amenity to the east.
- The garden area plan provided indicates that areas less than 1 metre in width and areas which are covered by roofs have been included within this calculation. As such, it is likely that the proposal fails to meet the minimum garden area requirement and is therefore prohibited.
- The proposal fails to provide for a 5 metre setback from the northern and eastern boundaries of the site in accordance with the variation to Standard B17 as outlined within Schedule 4 of the Neighbourhood Residential Zone, and therefore fails to provide for a landscaped backyard spine along this interface in keeping with the character of the area.
- The proposal fails to provide for any pedestrian footpaths for the safety of vulnerable pedestrians. It is recommended that a pathway be provided on one side of the accessway.
- The proposal should provide for a pedestrian connection from Katoomba Drive.
- Front setbacks for the proposed dwellings are in the order of 3-4 metres and fails to provide an open garden city character as envisaged by the local planning policy framework.
- The attached nature and minimal setbacks between dwellings fails to satisfy the neighbourhood character guidelines prescribed within Clause 21.04 and 22.01 and fail to allow for the dwellings to be presented within a garden setting as envisaged within the Dandenong Valley Escarpment Area.
- The arrangement of the central dwellings will create a garage dominated streetscape to the south and a flat row of high fencing adjacent to the accessway to the north which is not in keeping with the character of the area.

- It appears that the ground floor windows and decked areas associated with Dwelling 6 and 7 will result in unreasonable overlooking to the north and east.
- Given the size of the land and the number of dwellings proposed, and the limited open space provided for each dwelling it is recommended that an area of communal open space be provided for residents located centrally to the site which will also provide for a central break through the development.

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

The Permit Applicant responded to this letter on 16 November 2020 by providing the requested information. In relation to the preliminary concerns, the Applicant advised:

- The landscape plan proposes the planting of 112 Australian Native Trees.
- The garden area plan has been updated to exclude all areas under 1 metre in width. The 35% garden area provided complies.
- The variation to the B17 seeks a rear setback of 5 metres however, a typical lot would only have 1 rear interface. Seeking rear setbacks from 2 separate elevations would imply 2 rear aspects.
- The proposal is unique as there is no defined front setback. Should the southern boundary be allocated as the front, it is sufficiently disconnected from Police Road and there is no value in addressing it as a front setback given the existing character on interfaces to Police Road as well as the physical distance from footpath.
- The variation to B17 can be easily interpreted and applied to a conventional lot size and layout however, the planning unit contrasts by way of its overall size, contours and interfaces within the surrounding areas. Further, existing character of the area does not indicate this section of Police Road have dwellings fronting to the road however, boundary fencing is seen to be the appropriate form visible from the street.
- The site is isolated from local traffic, the internal accessway limits vehicle speeds and therefore, does not require any additional paths to accommodate pedestrian movements.
- The proposal provides a pedestrian path connected to the western road/vegetated reserve.
- The site lacks any defined front setback, 523 Police Road forms the only residential development with a defined front setback to Police Road, east of Eastlink (Fwy). Front setbacks for the site are internal, interfacing to the internal accessway. The site has the scale and set surrounding precedent to sufficiently initiate a bespoke character of front setbacks capable of contributing and enhancing the valued treed and understorey cover character sought for the wider area.

- The local dwelling stock are typically large format single dwellings where articulated walls are poorly pronounced. The proposal in comparison provides a high grain dwelling typology where upper floors are respectfully setback from ground floors. Upper floors are semi-detached, those that are attached provide a high degree of articulated and material variation than the existing character. Each dwelling contains POS and SPOS areas with canopy tree planting with understorey planting.
- Foremost, the central row of dwellings are well detached from being visible from Police Road that domination of the streetscape is not possible. The internal accessway is considered just that. Internal fencing to a common accessway are typical items with a multiunit development.
- Dwellings 6 and 7 boundary fencing is 2.1m with 0.9m high trellis to limit overlooking to adjoining properties. East elevation provides overlooking diagram, demonstrating overlooking complies.
- The dwelling typology is considered to meet a segment of the housing market. The site is abutting a green reserve to the west and is within easy walking distance to Dandenong Creek to the east, the ample provision of local open space would not deem on site communal open space as necessary.

The Applicant was advised that this application was coming to the January Council meeting, and a letter was sent to the Applicant formally informing them of the details of the Council meeting. The Applicant has been verbally advised that this application is recommended for refusal.

Public Notice

The application was advertised in accordance with section 52 of the *Planning and Environment Act 1987* by way of letters sent to the surrounding property owners/occupiers, and signs displayed on Police Road and Katoomba Road frontages.

Seven (7) objections have been received to the application which include the following concerns:

- Traffic generation and overflow car parking;
- Traffic surveys undertaken during COVID lockdown periods;
- Existing safety concerns within Police Road / Gladstone Road intersection;
- Concern that vehicles may exit the site from Katoomba Avenue (noting that plans do not currently show access in this location);
- Noise from future residents;
- Removal of trees adjacent to eastern boundary of site;
- Overshadowing of the SPOS of 3/523-525 Police Road; and
- Lack of presence of retaining walls within the site, particularly along eastern boundary.

Attachment 4 details the location of objector properties.

Referrals

External Referral Authorities

Pursuant to Clause 52.29, the application was referred to the Department of Transport (DoT) given the variation of access proposed to Police Road. The DoT noted that Police Road east of the west boundary of the land is a Municipal road (Local Road); not Road Zone Category 1. The DoT do not object to the proposal subject to the following conditions:

1. *Prior to the commencement of building and works, amended plans must be submitted to (and) approved by the Head, Transport for Victoria. When approved by the Head, Transport for Victoria, the plans must be endorsed by the Responsible Authority and will then form (part) of the permit. The plans must be drawn to scale with dimensions and (be) generally in accordance with the advertised plans but modified or annotated to show:*
 - (a) *The site frontage alongside features of Police Road.*
 - (b) *Removal and reinstatement of all disused or redundant vehicle crossings including the closure of the associated median opening on Police Road.*
2. *Prior to the occupation of the buildings and works, all disused or redundant vehicles crossings including the associated median opening on Police Road must be removed and the area reinstated to kerb and channel to the satisfaction of and at no cost to the Head, Transport for Victoria.*

Strategic Planning

It would be preferable to have a pedestrian and possibly a vehicle connection to Katoomba Drive to the north, which could be achieved by deleting Unit 41. Otherwise the site is very closed off – almost like a gated community. A connection here would integrate the new development with the adjoining residential areas, although the retaining wall and fence provide a challenge as to how this would be achieved.

If a connection was made through to Katoomba Drive, it should be well designed and not a narrow, dark pathway that few people would use. Deleting Unit 41 would not only provide a link through to the north but opportunities for some public 'green' areas within the development that are lacking in the current proposal.

There is also a missed opportunity as there is no shared or communal open space shown in the development. The design is very tight, without footpaths – the only public realm seems to be the road itself.

The layout of the site with the one loop road around the central block of dwellings is not ideal and results in high rear fences for the dwellings in the middle section with zero setbacks from the roadway – a poor outcome.

Traffic Department

The following areas of concern has been raised:

- Irrespective of the vehicle quantities, the proposed site access at the eastern end of the property is an extremely vulnerable location for both vehicles entering the site and leaving the site. This intersection has a Blackspot record and despite efforts to improve delineation there have been instances of eastbound vehicles travelling downhill unable to keep to the road when making the right turn and continuing straight ahead across the kerb outstand. There is no mention of crash data/analysis in the traffic report.
- It is strongly recommended that a second accessway is to be provided (at Katoomba Drive) for a development this size. The proposed plan will physically forbid residents from exiting the site if the sole accessway provided is blocked in case of an emergency, which can be a safety concern. Furthermore, property access for all 41 dwellings will be drastically impacted if any road works or treatments are to be carried out at the Police Road and Gladstone Road intersection.
- Proposed ramp grades for the main carriageway within the site is to be detailed on the plan and resubmitted for further assessment, to comply with Clause 52.06 design requirements.
- The 13 visitor parking spaces proposed on-street are not considered acceptable due to the following reasons:
 - Visitor spaces are to be a minimum of 2.3m wide as opposed to the proposed 2.0m wide spaces
 - The swept path diagram (Appendix B) indicates that MRV relies on all the vehicles at the visitor spaces to be parked near perfect to be able to circulate through the internal layout
 - Majority of the spaces proposed will impede pedestrian access into properties
 - Access from the Passenger side of visitor vehicles is impeded for most spaces
 - Vehicles from Unit 1, 3, 16, 30, 34, 36 & 41 are unable to exit the property without corrective movement due to the proposed location of visitor spaces
 - Visitor space outside Unit 39 is proposed within the allocated CFA work area
 - There is concerns that the proposed arrangement of visitor spaces will cause traffic congestion along the main carriageway. A parking management plan detailing proposed parking restrictions along the carriageway and the associated enforcement plans are required to ensure traffic congestion is avoided at all times.
- The 16 car spaces proposed in a tandem arrangement in front of double garages (referred to as “visitor” spaces) overlap with another use and there is concern that they will be used for another purpose, as such they cannot be counted toward the statutory requirement of 8 visitor spaces.

Furthermore, the gradient of the proposed visitor spaces outside Unit 9, 12, 14, 15, 17, 21, 22, 39, 40 & 41 garages exceed maximum gradient allowed and do not comply with Australian Standard for Off - Street Car Parking AS/NZS 2890.1. Hence, a total of 8 designated on-site visitor parking spaces (easily accessible by all 41 dwellings) are still required to be provided and are to be clearly marked.

- The second car space proposed externally for Unit 3, 4, 5, 8 & 11 do not comply with required ramp grades.
- Unit 24's double garage does not meet the required width.
- The external parking space in front of Unit 24 garage is not long enough to be considered a parking space.
- Corner splay or areas on both sides of the vehicle crossing is to provide a clear view of pedestrians on the footpath of the frontage road.

Waste Management

Council waste collection from within the land will not be permitted. Waste must be collected via a private contractor from within the site. The width of the accessway is not sufficient for waste vehicles. Revisions are also required to the waste management plan, as detailed later in this report.

Horticulture

An Acacia Tree is located within the Police Road reserve. If retained, no excavation is permitted within 3.3 metres. The title boundary of the site sits approximately 3.3 metres from the street tree as mapped on the plan. The elevation suggests that some fill is proposed within the TPZ of the tree which is not supported.

Engineering

No concerns subject to conditions. 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.

The nominated point of stormwater connection for the site is to the south-east corner of the property where the entire site's stormwater must be collected and free drained

All habitable rooms are to be removed off any easement created.

The proposed vehicle crossing must be a minimum of 1 metre from the edge of any power pole.

DISCUSSION:**Planning Policy Framework**

The use of a large underutilised, residentially zoned site for a multi-unit residential development is well supported by urban consolidation and housing strategies within the Planning Policy Framework of the Monash Planning Scheme. The site provides an excellent opportunity to increase the housing stock and diversity in the municipality given its size and location. Plan Melbourne supports the provision of a diverse range of dwelling types, to provide choice, but also requires such development to be accessible and have convenient access to services. However, it is noted that the site is not located within or close to an Activity Centre, nor is it located within the National Employment and Innovation Cluster, or near existing or proposed railway stations. For these reasons, the proposal is not considered to satisfy this high-level policy.

Local Planning Policy Framework

The Municipal Strategic Statement at Clause 21 of the Scheme identifies the Garden City Character of the municipality as a core value held by the community and Council and is a significant and important consideration in all land use and development decisions. This policy informs where particular types of development and change is to occur within the Municipality. Clause 21.04 (Residential Development) identifies the site is located within the 'Dandenong Creek Escarpment'. The site falls outside of the Waverley Gardens Activity Centre and associated 'accessible area' and therefore development potential is more limited.

Policy encourages higher levels of development intensity on sites which benefit from being either located close to high quality services, activity centres, transport hubs, or have high quality public transport options close by (i.e. within the Principal Public Transport Network). This site is considered to be isolated from services and is not within the PPTN and does not satisfy the policy objectives in this regard.

Relevant objectives for Residential Development, contained at Clause 21.04-3, include:

- *To locate residential growth within neighbourhood and activity centres, the Monash National Employment Cluster and the boulevards (Springvale Road and Princes Highway) to increase proximity to employment, public transport, shops and services. This will assist to preserve and enhance garden city character and special character in the balance of the municipality.*
- *To encourage the provision of a variety of housing styles and sizes that will accommodate future housing needs and preferences of the Monash community that complement and enhance the Garden City Character of the City.*
- *To recognise the need to conserve treed environments and revegetate other areas including new residential developments to maintain and enhance the Garden City Character of the municipality.*

- *To encourage high standards of architectural design, including the incorporation of environmentally sustainable design principles in buildings and landscaping associated with residential development that takes into account environmental constraints.*

The “Residential Development and Character Policy” at Clause 22.01 seeks to ensure that new development is successfully integrated into existing residential environments, with minimal streetscape or amenity impacts, and designed to achieve outcomes that enhance the Garden City Character of the area. Existing semi-mature and mature canopy trees are to be retained wherever possible.

The site is located within the ‘Dandenong Valley Escarpment Area’ which runs along the eastern boundary of the Municipality in addition to some areas along creeks and landscaping corridors. It is considered that this precinct ‘sets a higher bar’ with respect to development density, tree retention, landscaping and neighbourhood character.

The future character statement of the precinct, in summary seeks:

- An important characteristic of the area is the view lines to the Dandenong Ranges, along streets and between buildings. New dwellings, or additions to dwellings, will seek to maintain these views.
- Building scale, height and bulk will continue to enhance and reinforce the existing landscape and built form character and will generally be similar within neighbourhoods.
- Garages will be incorporated into the dwelling design so as not to dominate the facade of the building.
- New developments will typically be sited to address the street, be well designed, energy efficient and sustainable.
- Front setbacks will be generous to enable the development and maintenance of significant native tree canopy and understorey vegetation.
- Dwellings will be designed to sympathetically integrate with any existing native trees and shrubs on or adjacent to the development site and to the topography.
- Facades will be articulated with recesses, openings and balconies. Robust and low maintenance materials and finishes that blend with the surrounding natural environment will be used.
- Existing trees will be retained where possible and landscaping will reduce the dominance of buildings and provide filtered views of the architecture.
- Most gardens will be open to the street with no walls or fences, allowing the soft naturalistic qualities of neighbourhoods to be retained.
- Gardens will be predominantly planted with native vegetation to contribute to the existing natural setting.

Objectives of the “Tree Conservation Policy” at Clause 22.05 seek to maintain, enhance and extend the Garden City Character throughout Monash by ensuring that new development and redevelopment is consistent with and contributes to

the Garden City Character as set out in the Municipal Strategic Statement. The retention of mature trees, as well as encouraging the planting of new canopy trees with spreading crowns, is promoted.

Clause 22.13 (Environmentally Sustainable Development Policy) requires that a Sustainable Management Plan (SMP) be submitted with the application. An SMP has been prepared by Urban Leaf. A BESS assessment has been provided within the report, which indicates that the development provides a score of 50%, which meets minimal 'best practice' requirements. It is noted that a series of various sizes of water tanks are proposed within the SMP, which vary to those shown on the development plans. A condition could ensure consistency in this regard.

The spacing of the dwellings, as a direct consequence of the large number of dwellings proposed, results in a very tight layout that has a detrimental impact on the development.

Specifically, the lack of footpaths and reliance on minimal front setbacks, setbacks to adjoining properties and spacing between dwellings results in an intensity of development, and severely reduces the opportunity to retain any existing vegetation or propose new landscaping which is in keeping with the neighbourhood character guidelines of this area. This is at odds with Council's Garden City Character objectives and is a missed opportunity on such a large site.

It is noted that the scale of development (being two storey) is acceptable, and that this scale will not unreasonably impede on any view lines. However the massing of the buildings on the site, taking into consideration the varying levels is not supported.

Neighbourhood Residential Zone, Schedule 4

The Neighbourhood Residential Zone (NRZ) has as a purpose '*To manage and ensure that development respects the identified neighbourhood character, heritage, environmental or landscape characteristics.*' The Schedule to the zone identifies relevant characteristics which inform more detailed assessment.

The subject site sits within Schedule 4 of the NRZ which applies to the 'Dandenong Valley Escarpment Areas'. The schedule includes three neighbourhood character objectives as follows:

- *To ensure new development maintains the important view lines to the Dandenong Ranges, along the streets and between buildings.*
- *To ensure development is defined by its spacious and generous garden settings, tall canopy trees and consistent built form and setbacks.*
- *To encourage open gardens to the street, and the planting and retention of significant trees.*

The schedule to the Zone, specifies that the minimum lot size for subdivision is 300 square metres. Only 12 of the 41 dwellings meet this minimum lot size. Lots proposed vary from as little as 207.98sqm, being 92.02sqm less than the minimum

lot size. As the proposal includes lots less than 300 square metres, this in effect creates somewhat of a futile application as the dwellings would not be able to be subdivided. It is also an indication that the proposal is an overdevelopment of the site given its location in the Dandenong Valley Escarpment.

The maximum mandatory height permissible on the site is 10 metres, due to the slope of the land. The maximum height proposed is 9.98 metres (Dwelling 40).

The required garden area requirement is 35%, which has been met.

The zone also includes the following variations to Clause 55:

Standard	Variation	Complies?
Minimum street setback – B6	Minimum setback from front street – 7.6 metres. Where a new development is located on a corner site the setback to the side street is the same distance as the setback of the front wall of any existing building on the abutting allotment facing the side street or 3 metres, whichever is the lesser.	Does not comply The front setback requirement is not met with respect to the setback of dwellings from the front (Police Road) title boundary. However, the reserve located between the site and Police Road provides a buffer of greater than 7.6 metres.
Site Coverage – B8	50%	Complies Proposed site coverage of 42.38%
Permeability – B9	30%	Complies Proposed permeability of 38.83%.
Landscaping – B13	Retain or provide at least one canopy tree plus one canopy tree per 5 metres of site width with a minimum mature height equal to the height of the roof. The species of canopy trees should be native, preferably indigenous.	Does not comply The site width is 172.91 metres which equals a requirement of 35 trees. The proposal includes six (6) trees in total which are greater than 9 metres in height (being approximately equal to the roof height). A total of 112 trees are proposed, however many of these are small in size, reaching only a maximum potential height of 5-8 metres.
Side and Rear Setbacks – B27	Side setbacks – 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres. Rear setback – 5 metres	Does not comply The proposal does not provide for a 5 metre setback from the northern boundary being the 'rear' setback.

Private Open Space – B28	An area of 75 square metres, with one part of the private open space to consist of secluded private open space at the side or the rear of the dwelling or residential building with a minimum area of 35 square metres, a minimum dimension of 5 metres, convenient access from a living room and clear of all structures and services.	Does not comply. All open space areas are greater than 75 square metres with an area of 35 sqm of SPOS, except for Dwelling 2 which has approximately 34sqm of area.
Front Fence Height – B32	1.2 metres.	Does not comply The front fence to Police Road exceeds 1.2 metres in height.

Neighbourhood Character and Built Form

New development must be designed to ensure that it respects existing neighbourhood character, contributes to the preferred character and responds to the features of the site. The height and setbacks of buildings must also respect existing or preferred neighbourhood character and limit the impact on the amenity of existing dwellings.

The subject site is considered to be suitable for a residential development, however the design resolution proposes an intensity of development that is the result of designing to default ResCode minimum standards. The consequences of the minimal lot sizes, reduction in setback requirements and clear felling of the site of all vegetation, reduces the ability of this infill development to provide a positive interface with the adjoining residential properties and to make a positive contribution to the Dandenong Creek escarpment environment.

The architectural style of the proposed housing is considered to be appropriate, with the use of pitched roofs and a combination of brick and render walls to differentiate the dwellings. The proposed mix of both single and double storey will provide a range of housing opportunities. The varying levels of dwellings across the site helps to reduce perceptions of visual bulk.

The spacing between the dwellings is minimal, being typically 0 – 1m in width. This does not provide for the sense of separation and ‘garden setting’ which the planning scheme envisages. The lack of sufficient spacing on the site is evident through the proposed lot sizes, being less than the required 300sqm.

With the provision of 41 dwellings, it is expected that an area of communal space, or substantial area for planting be provided within the site. Further to this, it is expected that a pedestrian link would be provided to Katoomba Drive rather than the development turning its back completely to this street. A pedestrian walkway should also be provided adjacent to the accessway given the number of dwellings proposed. It is considered that the lack of a separate footpath will result in safety issues within the site.

A pedestrian pathway is proposed between dwellings 21 and 22, leading to the reserve. However, this area within the reserve is located behind the acoustic fencing from the freeway and is vegetated. It is considered that this would result in an unsafe pedestrian area and is not supported.

The recessing of all garages approximately 2-3 metres behind the front facade of the majority of dwellings throughout the site is a positive design feature as it minimises the garages dominance in the streetscape. However, the preferred presentation of garages is particularly lost with the central row of dwellings (25 to 38) where the dwellings are all attached, with only a narrow entrance way providing an active presentation to the street. This also leaves limited opportunities for planting through this central space. This attached central design also results in a poor response to the north, adjacent to the accessway being a row of timber paling fences.

It appears that a number of retaining walls will be required adjacent to the accessway, however this is not reflected in the elevations, and therefore a true perception of this internal streetscape interface is not provided. In several instances, site cuts of 1.9m have been indicated.

The 5 metre 'rear setback' which is identified in the schedule to the zone should apply along the northern boundary of the site to maintain backyard spine character and to provide sufficient area for landscaping and the planting of canopy trees.

The fencing proposed along the Police Road frontage of the site is proposed to be timber paling fencing. Its height is not dimensioned / notated on the plans, however it is anticipated that it is 2.1 metres which is consistent with other fencing proposed. Given the reserve located in front of the site in this location, the site is substantially raised above the footpath and existing fencing along Police Road, this is considered acceptable.

The entrance to the site is poor, with the view of the timber paling fence associated with the SPOS of Dwelling 9 when entering the site. Given the location of the vehicle entrance and the gradient of the accessway required, this will also present as a very poor pedestrian entrance to the site.

Landscaping and Tree removal

All existing trees are proposed to be removed from the site.

It is noted that a number of trees have already been removed from the property within the last 12 months, including six (6) native canopy trees. The trees removed included two River Red Gum Trees, three Manna Gum trees and a Silver Stringybark tree.

The Arborist Report provided with the application identifies that three native trees remain on the site, and are of good health including T150 – Argyle Apple Tree (9m), T145 – Blue Gum (9m), T80 – Prickly-leaved Paperbark (9m).

Whilst the supply of new trees throughout the site is necessary, the loss of established canopy vegetation, some of which are significantly taller, will result in a development that is dominated by built form instead of a development that is characterised by a strong landscape character with tall trees and open gardens consistent with the policy framework and zone objectives of the Monash Planning Scheme.

A Landscape Plan has been prepared with the application which proposes a total of 112 trees, however many of these are small in size, reaching only a maximum potential height of 5-8 metres. Six (6) trees proposed are greater than 9 metres in height. These larger trees are also proposed within constrained areas of the site, and therefore are unlikely to reach their maximum potential height. Further, the plan has limited detail in terms of retaining walls likely to be required to deal with the land slope. These walls will further reduce landscaping opportunities.

It is also noted that the landscaping plan is not consistent with development plans. For example, paved areas shown when raised decks and steps are required, plus planting shown in areas where bins are to be stored. It is also noted that in a number of areas there are level changes which require steps which will further encroach into areas for planting.

External Amenity Impacts

The site has limited sensitive interfaces, due to Police Road to the south and the reserve located to the west. Therefore, it is considered that any design response should have due consideration to the sensitive interfaces to the north and east.

Proposed Dwellings to the north boundary are typically single storey which is positive in terms of this interface, however there are a number of design flaws that are present which results in unreasonable amenity impacts to the north and east of the subject site.

Abutting the site to the east is No. 523-525 Police Road which supports four dwellings. Three of the dwellings are single storey, and one to the rear is double storey. Due to the slope of the land, these dwellings and areas of secluded private open space sit below the level of the subject site, with retaining walls located along the boundary. The areas of open space associated with Dwellings 1, 2 and 3 are located adjacent to the subject site.

Three dwellings are proposed adjacent to this interface, including two double storey dwellings (Dwelling 8 and 9) and one single storey dwelling (Dwelling 7). These dwellings are raised above natural ground level at this interface due to the slope of the land. Each of these dwellings propose a wall on the boundary.

It is noted that elevation plans do not provide sufficient detail of what is occurring on adjacent properties, with respect to levels. The requirement for retaining walls to boundaries and the height of fencing compared to adjoining properties is not clearly depicted on the plans.

Dwelling 9 is set back approximately 1 metre from the eastern boundary, with the laundry and walk in robe located on the boundary. The first floor is set back a minimum of 2.4 metres which meets Standard B17.

Dwelling 8 is located adjacent to 3/523-525 Police Road. The Survey Plan suggests that this neighbouring dwelling has a shed located within its open space area, however this appears to be a paved area as viewed on aerial photographs. The laundry wall is proposed on the boundary at the ground floor with the remaining wall set back. The laundry wall is shown to be a maximum of 3.3 metres in height, however located above a retaining wall would be higher than the permitted wall height.

Dwelling 7, whilst single storey has not been appropriately designed to reflect the context of adjoining properties and the slope of the land. The family room wall is proposed to be located on the eastern boundary, adjacent to existing habitable room windows associated with 4/523 Police Road. The existing windows are set back a minimum of 1.154 metres and an extended eave line protrudes above. The height of the wall is a maximum of 4.2 metres, well above the permitted wall on boundary height and also non-compliant with the daylight requirements for these adjoining windows.

A deck is also proposed directly on this boundary, which is raised above natural ground level (approximately 1.6m) and will result in unreasonable overlooking. A screen is proposed which sits 90mm above the existing 2.1m high fence which would result in additional bulk impacts and daylight impacts to these windows.

A wall on the northern boundary associated with Dwelling 7 is also proposed which is higher than the average wall height permitted pursuant to Standard B18 of Clause 55.04-2, being 3.2 metres.

A 900mm high trellis is proposed along the northern boundary of the site, above the 2.1 metre high fence to prevent overlooking associated with a number of the dwellings. This fence being 3 metres in height is not considered acceptable and is an indication that the dwellings have not been appropriately designed on the site.

Dwelling 5, located adjacent to the northern boundary of the site is raised, and sits up to 2 metres above natural ground level in comparison to the northern boundary of the site as it presents on the northern elevation plan. This indicates that the dwelling has not been designed to appropriately reflect the slope of the land. No screening is provided to the habitable room windows or decking which face north into the adjoining secluded private open space.

It is considered that the proposal will result in unreasonable shadow impacts to the secluded private open space of Unit 2 and 3 of 523-525 Police Road. The shadowing diagrams prepared do not include detail of existing shadows into these areas, and does not appear to accurately reflect the slope in the land, and the difference in levels between the subject site and 523-525 Police Road.

Internal Amenity Impacts

The internal amenity of the dwellings are generally acceptable. However, it is noted that steps to entrances to dwellings have not been clearly depicted on the plans. Some dwellings require a number of steps to enter into the dwelling / porch which would result in a substantial area of the front setback of the dwelling utilised for hard paving (currently shown for landscaping).

Further to this, the development does not appear to accurately show how level differences will work within each property. For example, the garages for Dwellings 39 and 40 site at FFL 76.7 metres, whilst the open space area sits at approximately 77.2 metres (500mm higher), and the dwelling and laundry spaces with access from this open space area sits at FFL 78.1 (0.9m above the open space area), however no steps are provided.

The development schedule shows that each dwelling is provided with a good area of secluded private open space, although the calculation incorrectly includes areas less than 3 metres in width. Despite this inaccuracy, all dwellings except dwelling 2 provide more than 35sqm of secluded private open space.

The arrangement of secluded private open space for Dwelling 41 is poor, being located between two properties, towards the street, and with an area of wall located to the north of the space. It is also noted that Dwelling 1 to the east, sits substantially below Dwelling 41, and therefore boundary fencing between these two properties would need to be substantially high as viewed from the SPOS of Dwelling 1.

Insufficient information has been provided to ensure that there will be no unreasonable overlooking between the proposed dwellings, particularly due to the change in levels. Had Council been of a mind to support the proposal, conditions could have been included requiring appropriately detailed cross-sections demonstrating compliance as part of the endorsement of plans.

Given the main road location of the site and the presence of the freeway to the west, an acoustic report would be required as a condition if a Permit were to be issued.

Car Parking, traffic and access

The requisite car parking spaces required under Clause 52.06 would be provided as shown in the following table:

Use	Number of Dwellings	Clause 52.06 Requirement	Car spaces required	Car spaces provided
Three plus bedroom dwelling	41 Dwellings	2 spaces/ three bedroom	82 spaces	82 spaces

Visitor Parking	41 Dwellings	1 space for every 5 dwellings	8 spaces	13 on street parking spaces (plus 16 within tandem driveway area)
Total	41 Dwellings		90 spaces	95 spaces

A total of 13 visitor spaces are proposed on the site for common use in the roadway. These proposed spaces impede on vehicle movement within the site, narrowing the accessway to approximately 3.5 metres in parts. This is assuming that vehicles accurately park within the 2 metre wide car spaces provided. The spaces do not meet the 2.3m minimum dimensions required by the planning scheme which would further reduce the accessway width.

The majority of the spaces will also impede pedestrian access into properties. Access from the Passenger side of visitor vehicles is impeded for most spaces. The location of visitor spaces will also impact vehicles exiting from Unit 1, 3, 16, 30, 34, 36 & 41 which will require a corrective movement. Visitor space outside Unit 39 is proposed within the allocated CFA work area.

The applicant has also proposed that 16 'visitor' spaces are proposed within the accessways to 16 of the dwellings (in a tandem arrangement). As these spaces can only service the individual dwellings, they are not considered to be visitor car spaces. Further to this, the gradient of the proposed visitor spaces outside Unit 9, 12, 14, 15, 17, 21, 22, 39, 40 & 41 garages exceed maximum gradient allowed and do not comply with Australian Standard for Off - Street Car Parking AS/NZS 2890.1.

Dwelling 24's double garage is proposed as 5.495 metres wide which does not meet the 6 metre requirement. The driveway outside Unit 24 garage is also not long enough to be considered a parking space.

Council's Transport Team have identified that the intersection adjacent to the proposed site access is identified as having a 'blackspot' record, with some vehicles finding it difficult to keep to the road when making the right turn into Gladstone Road. This will likely cause collisions with vehicles entering and exiting the site at the proposed location.

Whilst the proposed accessway can be accommodated with a single accessway, it is strongly recommended that a second accessway is to be provided (at Katoomba Drive) for a development this size. The proposed plan will physically forbid residents from exiting the site if the sole accessway provided is blocked in case of an emergency, which can be a safety concern. Furthermore, property access for all 41 dwellings will be drastically impacted if any road works or treatments are to be carried out at the Police Road and Gladstone Road intersection. It is considered that a dual-access arrangement will allow for more efficient flow of vehicles to and from the site, and will provide a better urban design outcome.

It is noted that traffic surveys were undertaken on the 20th and 21st May 2020, which was during Covid restrictions at a time with restricted movement of people. The traffic report does not suggest that these restrictions were factored into the calculation.

The proposed accessway will be required to provide a corner splay or area at least 50% clear of visual obstructions (or with a height of less than 1.2 metres), which may include adjacent landscaping areas with a height of less than 0.9 metres, extending at least 2.0 metres long x 2.5 metres deep (within the property) on both sides from the edge of the exit lane of the vehicle crossing to provide a clear view of pedestrians on the footpath of the frontage road.

It is unclear if the gradients of the accessway will provide for the safe and efficient movement of vehicles as this detail is not provided on the plans.

It appears that some driveway gradients will not meet the design requirements, with a steep slope (1:4) and then level garage which will result in bottoming out / scraping of vehicles (such as Dwellings 40 and 41). Further to this, some tandem car spaces shown will be on too great of a slope (Dwellings 3, 4, 5, 8, 11 and 35).

Waste Management

The Traffic report provided with the application suggests that waste is to be collected via a private contractor from within the site, however the Waste Management Plan prepared suggests that the development will rely on Council collection from within the site.

Council waste collection is not supported as the waste vehicle is required to enter the site, as collection from the kerb is not available. There is insufficient space for any waste vehicle to enter the site. It is also noted that a truck would need to undertake a 3-point turn within the site to enable the collection of bins on both sides of the accessway (given the waste vehicle allows for collection from one side of the truck only) which does not appear possible with the current design.

The landscape plan provided shows bin storage within the front setback of some dwellings and is not supported.

Council's waste department has also recommended the following changes to the Waste Management Plan should a permit be recommended:

- The purpose as stated in the City of Monash MUD and Commercial Developments WMP Guide for Applicants to be added.
- The application number, and number of storeys for the dwellings to be included within the development description.
- The glass provision arising from the State Government's Recycling Victoria Policy requires preparation of separate glass recycling. The plan must detail how this waste system can respond and adapt.

- Details of in-dwelling waste and recycling receptacles required.
- The report must state that bins are removed from the street following collections on the same day, and bins cannot be placed out for collection more than 24 hours prior to the scheduled collection day.
- There does not appear to be sufficient space on site for the storage of hard waste on the land prior to collection. User must call pay at-call hard waste service. No hard rubbish to be placed out for collection until authorised by the Owners Corporation or Council (depending on collection manager).

Construction Management

A Construction Management Plan including details of staging construction works and construction vehicle access traffic management detail would be a permit condition requirement, should a permit be recommended. Construction Management Plan requirements seek to minimise amenity impact of the proposed development on the surrounding area

Objections not previously addressed

- Noise from future residents – A Planning Permit is not required for the use of the land for residential dwellings. Therefore the noise generation from future residents is not a relevant planning consideration. Any proposed dwellings would be subject to the same residential noise laws as any other dwelling in the neighbourhood.

CONCLUSION:

Although the subject site provides a good opportunity for some infill development, the submitted development form is inconsistent with the objectives of Plan Melbourne, State and local policy, the zone and the neighbourhood character, particularly in relation to development density and location and impacts on the Garden City character.

The design layout limits opportunities for a suitable landscaped response that will support the policy objectives for the Dandenong Creek escarpment. The loss of all vegetation from the site, is also not supported.

The meagre landscape response, minimal lot sizes, reduced setbacks, and poor walkability are all indicative of the proposal being an overdevelopment. The lack of detail in the plans responding to the slope of the site also raises uncertainty to the overall performance of the development.

A site of this size is capable of making a positive contribution to the provision of housing in Monash. However in this instance the design has sought to maximise yield through viewing the land holding as 'flat' and without any serious consideration of its poor location, physical constraints and neighbourhood context. The design fails to take into account the significant physical constraints of the site and being outside of a preferred urban consolidation location. This results

in a poor quality development that is not responsive to the neighbourhood character.

It is recommended that Council refuse the application.

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.