

5.3 173-175 KANGAROO ROAD, HUGHESDALE – DEVELOPMENT OF A FOUR STOREY BUILDING COMPRISING 36 DWELLINGS WITH A BASEMENT CAR PARK AND REDUCTION IN THE CAR PARKING REQUIREMENT OF THE MONASH PLANNING SCHEME

(TPA/37070:ML:SYL)

Ward : Oakleigh

Responsible Director: Paul Kearsley

Reason for Council Consideration: Cost of development \$4.5 million

Statutory Processing Date : 17 May 2009

Pre-Application Discussion: Yes

RECOMMENDATION

*The Council having caused notice of planning application No. 37070 to be given under Section 52 of the Planning and Environment Act 1987 and having considered all the matters required under Section 60 of the Planning and Environment Act 1987 decides to grant a planning permit and **issue a Notice of Decision** to grant a permit under the provisions of the Monash Planning Scheme in respect of the land known and described as 173-175 Kangaroo Road, Hughesdale, for the purpose of the development of a four storey building comprising 36 dwellings with a basement car park and reduction in the car parking requirement of the Monash Planning Scheme generally in accordance with the plans submitted with the application and subject to the following conditions, including the specified standard conditions set out in the Council's "Town Planning Standard Conditions" adopted by the Council 16 September 2003:*

- 1. G4C - Amended plans required*
 - a) The maximum gradient of the associated access driveway across a property line or building alignment shall be 1 in 20 (5%) and where the driveway crosses a footpath, the driveway grade shall be 1 in 40 (2.5%) or less across the footpath over a lateral distance of at least 1.0 metre.*
 - b) At blind aisles, the aisle shall be extended a minimum of 1 metre beyond the last parking space. The northern end of the Upper and Lower Basement car park and the southern end of the Lower Basement car park are affected.*
 - c) To permit access for both cars and light vans, the height between the floor and an overhead obstruction shall be a minimum of 2200mm.*
 - d) The provision of a disabled car parking space*
 - e) Location and design of any proposed electricity supply meter box/kiosk/substation. This facility must not be located within the front setback area and should be integrated into the building structure.*
 - f) Details of all service equipment, including mechanical ventilation located outside the building or on the building and appropriate screening to be incorporated as part of the architectural design of*

the building. Air-conditioning and heating units must not be located on balconies or the facades of the building.

- g) The location and design of letterbox facilities.*
 - h) Location of gas, water and fire hydrant meters. These facilities should be designed to minimise their visual prominence if located within the front setback.*
 - i) Details of any external illumination located throughout the site.*
 - j) The provision of a 1.7 metre high louvered privacy screen on the north facing balconies of Apartments 10 and 20;*
- 2. G32 – Schedule of Materials and Colours*
 - 3. G1C - Layout not altered*
 - 4. G8C - Satisfactory continuation*
 - 5. Prior to the commencement of the development, a comprehensive Waste Management Plan must be submitted to and approved by the Responsible Authority. The Waste Management Plan must detail:*
 - (a) that a Private Collector will be responsible for the collection of waste from the site;*
 - (b) that the bin storage areas are sufficient to cater for the amount of waste that will be produced;*
 - (c) the type of refuse and recycling bins to be used on the site and where they will be stored including details of screening and ventilation;*
 - (d) how it is intended to control the emission of odour caused by such refuse and recycling materials and measures to minimise the impact of waste collection on the operation, management and maintenance of car parking areas;*
 - (e) who will be responsible for taking refuse and recycling bins in and out for collection, where this will occur and how collection of refuse and recycling materials will be managed;*
 - (f) the hours of bin collection, the frequency of the removal of such refuse and recycling materials and how recycling materials will be dealt with and collected;*
 - (g) who will be responsible for collecting the refuse and recycling materials and the method of collection; and,*
 - (h) access and egress for collection vehicles.*
 - 6. G14 - Inspection of Buildings*
 - 7. G19 - Exposed storage*
 - 8. G20 - No waste bin in view*

9. *G21 - Adequate waste storage*
10. *Air-conditioner and other plant and equipment installed on or in the buildings must be so positioned and baffled so that any noise emitted complies with the appropriate Australian Standards and EPA requirements.*
11. *G28 - Construction works – hours*
12. *G29 - No structures above roof level*
13. *CP1C - Car park*
14. *The driveway and parking area should be designed in accordance with the Australian Standard for Off-Street Parking, AS/NZS 2890.1/2004, apart from the dimensions of car parking spaces and associated access ways which must be in accordance with the provisions of Clause 52.06-3 of the Monash Planning Scheme.*
15. *CP4 – Lighting*
16. *E1 - Nominated point of discharge
(the south-west corner of the property where it must be collected and free drained via a pipe to the 150mm Council drain outside No 173 Kangaroo Road Hughesdale via a 900mm x 600mm junction pit, or an approved saddle adaptor to be constructed to Council Standards.)*

Note: If the point of discharge cannot be located then notify Council's Engineering Division immediately.
17. *All on-site stormwater is to be collected from hard surface areas and must not be allowed to flow uncontrolled into adjoining properties.*
18. *Any new drainage work within the road reserve requires the approval of the Council's Engineering Division prior to the works commencing. Three copies of the plans for the drainage work must be submitted to and approved by the Engineering Division 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.*
19. *E3 - Design to engineering standards*
20. *E4 - On-site retention of stormwater*
21. *L1 - Landscape plan details required
Insert: a) additional landscaping including the incorporation of canopy vegetation along the eastern property boundary.*
22. *L3 - Landscaping before commencement of use*

23. *SP14 - Reinstatement of redundant vehicle crossing*
24. *Before the development or use of the land commences, any works commence, the issue of a Statement of Compliance under the Subdivision Act 1988, or the issue of a Certificate of Occupancy under the Building Act 1993:*
- a) *A preliminary site assessment of the land must be conducted by a suitably qualified professional in accordance with the National Environmental Protection Measure (assessment of site contamination) 1999, as amended.*
 - b) *A report setting out the findings of the preliminary site assessment, to the satisfaction of the Responsible Authority, must be submitted to the Responsible Authority.*
25. *If the Responsible Authority, having regard to the preliminary site assessment, considers that further assessment of potential contamination is required, the permit holder must:*
- a) *engage an appointed auditor pursuant to section 53U of the Environment Protection Act 1970 (Act) to perform an environmental audit of land as a segment of the environment; and*
 - b) *provide an environmental audit report produced in accordance with section 53X of the Act to the Responsible Authority in triplicate; and*
- either:*
- a) *A certificate of environment audit produced in accordance with section 53Y of the Act must be provided to the Responsible Authority in triplicate; or*
 - b) *A statement of environmental audit produced in accordance with section 53Z of the Act must be provided to the Responsible Authority in triplicate.*
26. *If a statement of environment audit is provided:*
- a) *Development and/or use allowed by this permit must comply with any condition attached to a statement of environmental audit unless a certificate of environmental audit is subsequently issued for the land; and*
 - b) *At the direction of the Responsible Authority, an agreement must be entered pursuant to section 173 of the Planning and Environment Act 1987 to facilitate notification of future owners and occupiers of the land of any conditions attached to a statement of environmental audit as mandated by section 53ZE of the Act; and*
- Prior to any use provided for by this permit a letter prepared by an appointed auditor must be submitted to Council verifying that all conditions attached to the statement of environmental audit have been complied with.*

NOTES:

1. *The plan indicates a widened east crossing which may affect an existing power pole. The relevant service authority approval may be required.*
2. *Provision should be made for rainwater collection and wastewater recycling for irrigation and/or toilet flushing.*
3. *A drainage contribution will not be accepted in lieu of a detention system.*
4. *EN4 - Permit for crossings etc*
5. *N1 - Crossover permit. The appropriate treatment for the crossing is to be determined in conjunction with Council's Engineering Division.*
6. *Adjustments to the on-street parking spaces along the site's frontage may be required and to be carried out by the developer in consultation with Council's Engineering Division.*
7. *The new crossing is to have a minimum of 1 metre clearance from any services in the nature strip.*
8. *N3 - Building approval*
9. *N15 – Building Permit Fire Separation*
10. *Stormwater detention requirements may be obtained from the City of Monash prior to the design of any stormwater detention system.*
11. *An on-site detention system for storm events up to the 1% AEP event to be retained on site for the basement car park.*
12. *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 certifiers registration number must be included on the certificate.*
13. *It is to be noted that parking on street should not be considered as a right and that Council reserves the right to install parking restrictions in the future if required.*
14. *Bicycle parking shall follow the Australian Standard for Parking Facilities Part 3 – Bicycle Parking Facilities.*

Expiry of permit:

In accordance with section 68 of the Planning and Environment Act 1987, this permit will expire if one of the following circumstances applies:

- *The development and use are not started within two years of the date of this permit.*

- *The development is not completed within four years of the date of this permit.*

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 permits expires, or within three months afterwards.

and directs that the Applicant and each objector be given a notice of the Council's decision to grant the permit.

BACKGROUND

The subject site is located on the north side of Kangaroo Road, approximately 50 metres west of the intersection with Warrigal Road in Hughesdale. The site comprises of land on two allotments. The land is rectangular in shape, has a north-south orientation, and is not encumbered by any easements. The combined site has frontage to Kangaroo Road of 26.92 metres, a depth of approximately 49.8 metres and an overall site area of 1340 square metres. The site abuts the periphery of the Oakleigh Activity Centre and is within walking distance to the railway and bus exchange. See Attachment 1 for Locality Map.

The eastern half of the site is currently occupied by a single storey building, originally built as a dwelling. The remainder of the land comprises of concrete and crushed rock surface. The site has most recently been used as a metals and recycling trade known as 'Menzies Metals'.

Vegetation on the site is limited and includes exotic trees and shrubs located towards the south east corner.

Vehicular access to the site comprises two crossovers to Kangaroo Road and a driveway that runs along the east boundary.

The surrounding properties can be described as follows:

- North – Abutting the rear boundary of the subject site is the rear yard of a long, narrow residential property. A single storey building is located towards the sites frontage and several outbuildings/sheds are located within vicinity of the boundary shared with the subject site. A similar property abuts this residential allotment and further north again is a single storey aged care facility that occupies a much larger property at No. 4 Earlstown Road.
- East – a 3 metre wide laneway providing access to the single and double storey commercial premises which front Warrigal Road.
- South – Two storey buildings forming part of Sacred Heart Secondary Girls College
- West – Basketball court associated with Sacred Heart Girls College. Further west, on the corner of Earlstown Road, are single and double storey school buildings also associated with the college.

PROPOSAL

The application proposes to demolish the existing buildings on site and construct 36 residential apartments over four levels, with two levels of basement car parking. The architectural plans submitted with the application provide for the following:

- Vehicular access via a cross over located at the site's south-east corner and ramped driveway that runs along part of the eastern boundary to the two basement levels below.
- Lower basement comprising of 31 car parking spaces (including 5 sets in a tandem arrangement for the 2 bedroom apartments) arranged along either side of a central driveway. A lift lobby, storage area and bicycle parking are located within this level.
- Upper semi-basement comprising of 24 car parking spaces arranged along either side of a central accessway. Lift, storage areas, waste store including compactor are also located within this level.
- Ground floor comprising of 8, two-bedroom apartments and 2, one-bedroom apartments. A pedestrian path leads to an entry foyer along the east side of the building
- First floor comprising of 1, three-bedroom apartment, 7 two-bedroom apartments and 2, one-bedroom apartments.
- Second and third floor each comprising of 1, three-bedroom apartment and 7, two-bedroom apartments.
- The dwellings are arranged on either side or at the end of a central passageway that is accessed from a communal foyer with adjoining stairs and lift. The 36 dwellings proposed are provided with open plan kitchen/dining/living areas that open out to an adjoining balcony, amenities and bedroom(s).
- The ground level of the building is setback 3.8 metres from the Kangaroo frontage, between 2.7 metres and 4.2 metres from the side boundaries (excluding balconies) and a minimum of 2.7 metres from the rear boundary.
- Above the ground level, these setbacks vary with:
 - First, second and third floor levels that cantilever over part of the ground floor front façade to a minimum of 2.4 metres from the front boundary.
 - Second and third floor levels that are progressively stepped back from the levels below at the rear of the building to provide for a 4.5 metres setback.

A modern design approach has been adopted for this development, including the following design features:

- a glazed ground floor street interface;

- separate and sheltered pedestrian entry path;
- feature angled balconies and protrusions;
- feature screens and wall panels;
- recesses and cantilevered elements; and
- a combination of external materials and finishes comprising of wall cladding, ceramic walls, colourbond steel, anodised metal decorative façade mesh, aluminium framed windows, exposed aggregate concrete and bluestone tiles that complement those of the eclectic building mix found along Kangaroo Road.

Plans and elevations of the proposal are at Attachment 2.

POLICY IMPLICATIONS

The policies relevant to the current application under the Monash Planning Scheme include the following:

State Planning Policy Framework

Clause 12: Metropolitan Development

This clause gives expression to Melbourne 2030 by providing specific objectives and strategies for Metropolitan Melbourne. Strategies include defining the role and function of activity centres by reinforcing the role of concentrating development in established areas of activity while promoting energy efficiency, accessibility to transport and good urban design.

Clause 14: Settlement

Clause 16.02: Medium density housing

The policy seeks to encourage well-designed medium density housing, which respects neighbourhood character, improves housing choice, makes better use of existing infrastructure and improves energy efficiency in housing.

Clause 18.02: Car parking and public transport access to development

It is stated that the amenity of residential precincts should be protected from the effects of road congestion created by on-street parking.

Clause 19.03: Design and built form

Development should achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.

Local Planning Policy Framework

Municipal Strategic Statement

Clause 21: A key component of the strategic vision of Monash is to encourage the provision of a variety of housing types to accommodate the changing housing needs and preferences of residents that will also complement and enhance the Garden City Character of Monash.

Clause 21.03-3: Garden city

This clause particularly requires that the Garden City Character is to form a central component of land development especially when considering aspects such as setbacks of buildings from roads, public spaces and other buildings; the mass and scale of building envelopes; well designed building facades; canopy tree landscaping and location of car parking and accessways.

Clause 21.03-4: Strategic framework plan

Refers to the maintenance of visually significant sites that enhance the image of Monash and maintenance and enhancement of the established Garden City Character of Monash on both private and public land including along main roads.

Clause 21.04: Residential

It is stated that the Garden City Character of all the residential areas should be maintained and enhanced. New development should be carefully designed and sited to complement the current character and satisfy the intent of the desired future character statement for each character type as identified in the 'Monash Urban Character Study'.

Local Policies

Clause 22.01: Residential Development and Character Policy

The subject site is located in Character Area Type A, which is characterised by pre-second World War consistently setback single storey dwellings. Later periods of development which represent infill development and redevelopment include post –War brick and weatherboard double fronted villas, blocks of flats, large modern town houses and elaborately designed modern multi dwellings. The built-form will be unified by consistency in building setback. New dwellings will address the street and complement the scale and form of adjacent buildings.

Clause 22.04: Stormwater Management Policy

Zoning

The subject site is located within the Residential 1 zone under the Monash Planning Scheme. The site is not affected by any overlays. The purpose of the Zone is:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To provide for residential development at a range of densities with a variety of dwellings to meet the housing needs of all households.
- To encourage residential development that respects the neighbourhood character.

- In appropriate locations, to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs.

A planning permit is required to construct two or more dwellings on a lot in accordance with Clause 32.01-4 of the Scheme.

Car Parking

Clause 52.06 of the Monash Planning Scheme seeks to ensure the provision of an appropriate number of car spaces having regard to the activities on the land and the nature of the locality. The table at Clause 52.06-5 sets out the number of car spaces required for particular uses. A permit may be granted to reduce or to waive the number of car spaces required by the table. The provision of car parking will be discussed in the assessment section of this report.

Bicycle Parking

Clause 52.34 of the Monash Planning Scheme seeks to ensure that adequate bicycle parking is provided for the site.

CONSULTATION

Notification of the application was sent by mail to owners and occupiers of land opposite and adjoining the site and within the immediate area. A large notice was required to be displayed on the land. Seven objections have been received. The grounds of objection can be summarised as follows:

- The overall height of the building at 12.6 metres is excessive and will dominate the western rear outlook of objectors properties.
- The development is unsympathetic with the character of the surrounding residential houses of single storey nature and Edwardian era.
- The style of the proposed development is out of place and overly modern for the village atmosphere of Hughesdale.
- The ground level of 1.05 metres above the nominated ground level unnecessarily adds to the overall height and extent of form of the building.
- The development does not provide sufficient recessed setbacks at the upper levels.
- Unreasonable overlooking concerns and loss of privacy, particularly into the private open space areas of adjacent residential properties.
- Habitable room windows and balconies should be screening to a height of 1.7 metres.
- The proposal does not provide adequate room for planting of canopy trees.
- The proposal will place an undue load on the availability of car parking and the movement of traffic within the immediate vicinity due to the existing pressures surrounding school drop off and pick up times, the

shortfall in the number of car parking spaces and the lack of visitor car parking.

- Existing traffic congestion issues will be exacerbated by the proposal.
- Overshadowing concerns.
- Heavy machinery and earth moving equipment used during construction will add noise, stress and unnecessary hazard to Kangaroo Road.
- The site is contaminated after years of use as a scrap metal storage/exchange facility. Concern with building practices required for safe removal and soil disturbance during development and hazardous dust and material becoming airborne and affecting local residents.
- Loss of property values as the proposal does not relate to the heritage character of the area.
- Concern with the proposed location of the crossing in proximity to the existing school pedestrian crossing.

The application was referred to Council's Traffic and Drainage Section for comment. Drainage conditions would be required if a permit was issued.

Council's traffic engineers do not have any objection to the proposal and have provided a number of conditions to be incorporated into a permit.

ASSESSMENT

The proposed use and development of the site is consistent with 'Melbourne 2030' and State and Local Policies and the provisions of the Municipal Strategic Statement particularly as the site is located on the periphery of the Oakleigh Activity Centre and is within walking distance to the railway and bus exchange.

Whilst the requirements of ResCode do not apply to the proposal, the standards as set out in ResCode can be used for guidance. An assessment of the proposal against the provisions of Council's "Guidelines for Multi Storey Development of Three Storeys and Above in the City of Monash", which also indicates the relevant corresponding ResCode standard, is contained within Attachment 3. Objector concerns are also discussed below.

Design

The design and siting of the proposed building appropriately reconciles the contrasting interfaces of commercial, educational and residential and creates a contemporary, interesting and attractive interface along the Kangaroo Road frontage.

The Design and Built Form Policy at clause 19.03 requires that new development should aspire to high standards in architecture and urban design. It is considered that the contemporary architectural quality of the building is of a high standard. The buildings stepped design responds to the sites position and provides for articulation and interest.

In accordance with clause 19.03, energy efficient design features have been incorporated into the design of the development. Clause 19.03 also requires that any service entries, rooftop plant or other technical attachments be treated as part of the overall design. These will be incorporated into the design of the building and will not be visible externally.

Built Form and Height

There are objector concerns with the proposed bulk, built form and height of the development.

A design response should be appropriate to the neighbourhood and the site and the proposed design must respect the existing or preferred neighbourhood character and respond to the features of the site. Given the location of the site on the edge of the Oakleigh Activity Centre, adjacent Business 1 zoned land and with commercial and educational interfaces the subject site is not set within a typical residential area.

High attention to detail, the use of a variety of building materials and the incorporation of feature design elements such as angular intrusions, feature screen and wall panels, planter boxes, recesses and cantilevered elements has resulted in a development which avoids any blank walls, provides contrast and is visually interesting. It is considered that this building form complements the surrounding commercial / residential /educational interface and makes a positive contribution to the streetscape.

The top two levels of the development are stepped back from the rear boundary in response to the sensitive residential interface to the north. Potential bulk to this rear elevation is further reduced through the use of a feature screen panel and staggered slim line windows and by progressively stepping in the upper levels from the side elevations.

The frontage of the building is provided with an interesting façade that proposes significant articulation and architectural features, which avoids the typical box like appearance of many apartment buildings.

With regards to building height, the overall height of the proposed building above ground level is 12.6 metres. It is noted that the existing building heights of the three attached commercial buildings to the east of the subject site, which define the corner of Warrigal Road and Kangaroo Road, have a numeric building height of two storeys however in actual height the buildings measure approximately 9.8 metres tall. The institutional buildings associated with the Sacred Heart Girls College are also two storeys in form however with building heights ranging in the order of 7.4 -10.7 metres. The community hall, west of the basketball court and located on the north-west corner of Earlstown and Kangaroo Roads also has a pitched building height in the order of 7.3 – 9.2 metres.

Therefore a development with a height of 12.6 metres would not be out of context, nor visually dominant given the context of the site surrounds. It is

considered that the height and bulk of the development responds appropriately to the mixed building form and heights found in the area. Additionally, it follows that the Business 1 zoned land, immediately adjacent and to the east of the subject site has potential for re-development. Redevelopment would be expected in the order of four stories.

It is considered reasonable to expect this form of development in the area given its close location to a major activity centre and public transport routes.

Front setback

With respect to the proposed front setback of 3.8 metres at ground level, this setback is considered satisfactory in the context of the sites uncommon surrounds. The adjacent commercial development to the east is constructed to the Kangaroo Road boundary, the basketball and educational buildings associated with the Sacred Heart Secondary College site, which extend to the Earlstown Road corner are provided with setbacks in the vicinity of 3 metres. Therefore the proposed 3.8 metre front setback provides an appropriate transition within this section of the streetscape.

Landscaping

Concern has been raised that the proposal does not allow for sufficient landscaping of the site given the proposed setbacks to boundaries. A landscape concept plan has been prepared by a qualified landscape architect and demonstrates that the setbacks to boundaries accommodates space for effective landscaping including the provision of canopy vegetation. The proposed building footprint avoids the use of boundary walls and thus enables the building to be set within a landscaped setting. Landscaping could be increased along the eastern boundary where paving is currently proposed. This can be required by landscape condition. See Attachment 4.

Overlooking

Objector concerns have been raised with regards to loss of privacy and overlooking into the surrounding private open space areas of dwellings north and the rear of the commercial properties east of the subject site.

The proposed development has been designed to avoid overlooking of the adjacent properties by angling balconies, incorporating a louvred screen outside ground and first floor rear habitable room windows and incorporating windows with either raised or lowered sill heights. A condition could be placed for additional louvred screening on apartments 10 and 20, which are located at the north-west corner of the site. Teamed with the increased setbacks at the rear upper levels and the significant landscaping treatments proposed along the side and rear boundaries, the residential interface with the site is protected. Overlooking into the rear of the commercial properties located east of the adjacent 3 metre wide laneway is not considered a concern.

Overshadowing

Objector concern has been raised with regards to overshadowing. The standard in ResCode provides that buildings should not significantly overshadow existing secluded private open space and at least 75 per cent, or 40 metres square, with minimum dimension of 3 metres, whichever is the lesser of private open space of an existing dwelling should receive five hours of sunlight between 9:00am and 3:00pm on 22 September. The proposed development complies with the standard. The objectors property will not be affected by overshadowing and surrounding dwellings will be provided with an acceptable level of sunlight.

Car Parking

As ResCode does not apply to this application, the provisions of Clause 52.06 of the Monash Planning Scheme require that 2 car parking spaces be provided to each dwelling. This rate, however, is generally not utilised on apartment sites located within or within close proximity to an Activity Centre and public transport. The industry standard is to base the provision of car parking on the rate indicated in Clause 55 (ResCode) as a guide. In addition given the context of the site, it is considered reasonable to utilise the car parking ratio prescribed for dwellings located in a Business Zone under Council's Car Parking Policy.

As such, car parking for the development is therefore required as follows:

Use	Number of Apartments	Number of Car Parking Spaces Required as per Monash Planning Scheme (Clause 55)	Number of Car Parking Spaces Required as per Council's Car Parking Guidelines
One Bedroom Apartments	4	4 (1 space/one bedroom)	4 (1 space/one bedroom)
Two Bedroom Apartments	29	29 (1 space/two bedroom)	43.5 (1.5 spaces/two bedrooms)
Three Bedroom Apartments	3	6 (2space/three bedroom)	6 (2 space/three bedroom)
Visitor Parking		7.2 (1 space for every 5 dwellings)	Not required
Total	36	46.2	53.5

The proposed development provides a total of 55 on site car parking spaces. The provision of car parking is therefore deemed satisfactory.

In addition a Traffic Engineering Assessment has been prepared in respect of the proposal and concludes that sufficient on-site car parking will be available to accommodate all parking demands associated with residents and residential visitors. Councils Traffic Engineers concur with this advice.

Traffic Implications

According to Council's Traffic Engineering Division the predicted traffic generation is low and is expected to have a negligible impact on the local traffic network. The provision of on-site car parking is considered satisfactory and should not result in implications on the street.

The traffic movement issues raised by objectors are associated with the existing secondary school and are challenging around school pick-up and drop-off times, which should not interfere with the peak times of movement within the proposed apartment block.

The proximity of the proposed crossing to the existing school pedestrian crossing has been reviewed by Council's Traffic Engineers. Given the 20-metre distance between the two crossings no concern has been raised.

Potential Land contamination.

There is anecdotal evidence that batteries and other potentially hazardous materials have been stored on the site. As such it is considered prudent to include standard conditions requiring an environmental assessment of the land

prior to any buildings and works taking place. This has been discussed with the applicant.

Heavy machinery and noise during construction.

The use of heavy machinery and earth moving equipment during construction, and any soil disturbance as a result of the Environmental audit must be carried out in accordance with the Environmental Protection Authority requirements.

CONCLUSION

The proposed development comprising of 36 dwellings within a four storey building is considered appropriate to the site within the context of its atypical surrounds. The proposal provides a high quality development that incorporates energy efficient principles, variety in dwelling size and on site car parking within immediate proximity to public transport, community and shopping facilities. Appropriate setbacks have been provided and it is considered that the built form of the proposal will integrate well with the surrounding built form and provide an interesting and attractive focal point in this location. Accordingly, it is recommended that a planning permit be issued subject to appropriate conditions.