

4.4 1-13 RENVER ROAD, CLAYTON (FORMER MONASH DEVELOPMENT SCHOOL) APPLICATION FOR DEVELOPMENT PLAN APPROVAL (TP424)

EXECUTIVE SUMMARY:

This application seeks approval of a Development Plan in accordance with the requirements of Development Plan Overlay 5 of the Monash Planning Scheme. The Development Plan proposes a broad master plan for the future development and use of the land for residential purposes.

The application was subject to community consultation. The owners and occupants of properties within a 1 kilometre radius of the site were notified of the proposal and invited to make submissions. Three (3) submissions to the proposal have been received.

Key issues to be considered relate to the appropriateness of the scale of the proposal, vegetation removal, car parking provision and traffic impact.

This report assesses the proposal against the provisions of the Monash Planning Scheme including the relevant state and local planning policy framework and issues raised within the submission received.

The submitted Development Plan is considered appropriate and should be supported.

RESPONSIBLE DIRECTOR:	Peter Panagakos
RESPONSIBLE MANAGER:	Angela Hughes
RESPONSIBLE PLANNER:	James Heitmann
WARD:	Oakleigh
PROPERTY ADDRESS:	1-13 Renver Road, Clayton
PRE-APPLICATION MEETING:	Yes
NUMBER OF SUBMISSIONS:	Three (3)
ZONING:	Residential Growth Zone (Schedule 1)
EXISTING LAND USE:	Vacant
OVERLAY:	Development plan Overlay (Schedule 5)
RELEVANT CLAUSES:	
<u>State Planning Policy Framework</u>	<u>Local Planning Policy Framework</u>
Clause 10.01 (Purpose)	Clause 21 (Municipal Strategic

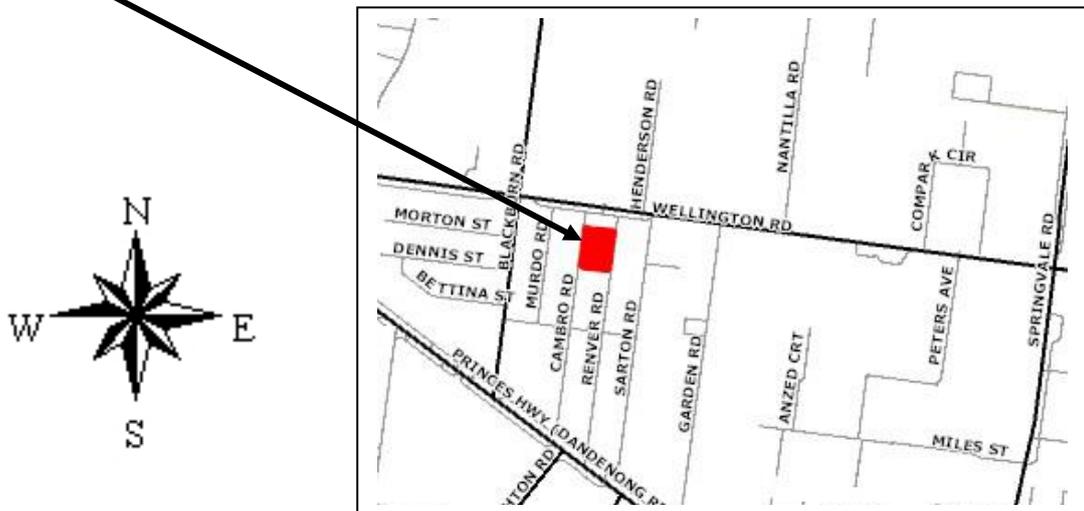
<p>Clause 10.02 (Goal) Clause 10.04 (Integrated Decision Making) Clause 11 (Settlement) Clause 11.04 (Metropolitan Melbourne) Clause 14.02-1 (Catchment Planning and Management) Clause 15 (Built Environment and Heritage) Clause 16 (Housing) Clause 16.01-2 (Location of Residential Development) Clause 16.01-3 (Strategic Redevelopment Sites) Clause 16.01-4 (Housing Diversity)</p>	<p>Statement) Clause 21.04 (Residential Development) Clause 21.08 (Transport and Traffic) Clause 22.01 (Residential Development and Character Policy) Clause 22.04 (Stormwater Management Policy)</p> <p><u>Particular Provisions</u> Clause 52.06 (Car Parking) Clause 52.34 (Bicycle facilities)</p> <p><u>General Provisions</u> Clause 65.01 (Decision Guidelines)</p>
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LOCALITY PLAN



SUBJECT SITE

NEIGHBOURHOOD PLAN



RECOMMENDATION:

That Council resolves to approve the submitted Development Plan for **1-13 Renver Road, Clayton** subject to the following minor modifications:

1. The Development Plan providing for retention of all vegetation rated as 'moderate' or 'high' in the 2013 Tree Logic Assessment.
2. The Landscape Plan amended to detail retention of significant vegetation rated as 'moderate' or 'high' in the 2013 Tree Logic Assessment.
3. Provision of an acoustic fence along the common boundary with 118-122 Wellington Road to attenuate noise impact from the adjoining church.

BACKGROUND:**History**

The subject land is the former Monash Special Development School located between Renver Road and Cambro Road in Clayton. The school occupied the land from the late 1970's until the end of 2008. Former school buildings have been demolished and the land is currently vacant.

The land formed part of Amendment GC05 to the Monash Planning Scheme. The land was rezoned by the Minister for Planning from Public Use Zone 2 (Education) to Residential Growth Zone 1 and applied the Development Plan Overlay 5 to the land and subsequently sold.

The Site and Surrounds

The subject land is located between Renver Road (to the east) and Cambro Road (to the west) in Clayton approximately 40 metres south Wellington Road in Clayton. The land has an overall area of approximately 1.02 hectares and comprises the equivalent of 14 standard residential lots (705m²-736m²) typical of residential development within the immediate surrounding area. The land is generally flat having a gradual fall of approximately 1.2 metres from north to south. The land contains some scattered vegetation of varying health and significance.

The land is located within an established residential area originally developed in the 1960's. The built form of the surrounding area is distinctly characterised by

modest detached dwellings typical of the era in which the neighbourhood was originally developed. Characteristics which contribute to the character of the area include dwellings with generous and well articulated building setback to the street, dwellings typically setback from the side and rear boundaries, predominant single storey built form, brick and weatherboard dwellings with pitched roofs and well landscaped front setbacks. More recent development includes replacement of the original housing stock with new large dwellings and some multi-dwelling unit development.

The Monash Christian Fellowship Church is located to the immediate north-east. The land is located within close proximity of Australian Synchrotron (97 metres to the north), Monash Technology Precinct (115 metre to the west) and Monash University (260 metres to the north-west).

Properties on the adjoining land to the south are developed with a large double storey dwelling orientated to Renver Avenue and two townhouses (single and double storey) orientated to Cambro Road. Secluded private open space areas abut the common boundary with the subject land.

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

PROPOSAL:

The application seeks approval of a Development Plan as required by Clause 43.04 (Development Plan Overlay – Schedule 5) of the Monash Planning Scheme.

The submitted Development Plan proposes:

- Two to three storey townhouses adjacent to the northern and southern boundary. A total of 28 townhouses are proposed. Including 2 car spaces to each dwelling and 2 visitor car spaces. The building envelope details a two storey built form adjacent to adjoining residential properties transitioning up to three storeys within the site. Building setbacks 8.0 metres to the southern boundary, 3.2 metres to the northern boundary, 8.1 metres to the eastern boundary (Renver Road), 7.75 metres to the western boundary (Cambro Road).
- Two to four storey apartment building within the centre of the site. A total of 122 apartments are proposed (56 x 1 bedroom, 60 x 2 bedroom, 6 x 3 bedroom). Basement car parking for 147 vehicles (137 resident car spaces and 10 visitor car spaces). The building envelope details a two storey built form presentation to the street graduating to a third and recessive fourth storey. The proposed building is centrally located within the site between the proposed townhouses and provides for building

setbacks of 9.21 metres to the eastern boundary (Renver Road), 9.15 metres to the western boundary (Cambro Road).

- Three vehicle crossovers access Renver Road. No vehicle access is proposed to Cambro Road.
- Retention of 1 tree having ‘high’ retention value and 4 trees having ‘moderate’ retention value.
- Removal of 8 trees nominated as having ‘moderate’ retention value.

Attachment 1 details plans forming part of the application.

ZONING:

The land is zoned Residential Growth Schedule 1 (RGZ1) under the provisions of the Monash Planning Scheme:

The purpose of the Residential Growth Zone is to:

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

To provide housing at increased densities in buildings up to and including four storey buildings.

To encourage a diversity of housing types in locations offering good access to services and transport including activities areas.

To encourage a scale of development that provides a transition between areas of more intensive use and development and areas of restricted housing growth.

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

A permit is required to construct two or more dwellings on a lot. A Development Plan is required to be approved for the land prior to issue of a permit allowing development and subdivision.

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

DEVELOPMENT PLAN REQUIREMENT:

The land is subject to Development Plan Overlay Schedule 5 (DPO5).

A Development Plan is required to be approved by the responsible authority prior to issue of a permit allowing further development and subdivision. The provisions of the Development Plan Overlay exempt future permit application from public notification and review.

Key requirements of the development plan specify:

- *Where residential uses are proposed, provide a range of dwelling types to cater for a variety of housing needs.*
- *Where non-residential uses are proposed, details of the nature of the proposed use, including hours of operation, stall and visitor numbers, and traffic and parking management plan.*
- *Incorporate sustainable design features to address water and waste management, solar access and energy saving initiatives, to deliver lower living costs for future residents.*
- *Create a composition of varied building forms and heights across the site.*
- *Provide for a high quality of internal amenity for future residents.*
- *Respect the amenity of adjoining interfaces for providing for a maximum of 2 storey built form adjacent to or opposite any existing single storey residential development.*
- *Any taller buildings across the balance of the site should be carefully graduated with reference to analysis of shadow, visual amenity impacts and the character of the area.*
- *Apply appropriate buffer treatments at the interface with any non-residential uses on adjoining properties.*
- *Create opportunities for improved local permeability through provision of new pedestrian/cycle pathways or new local street networks where appropriate.*
- *Incorporate any significant native vegetation into the design of the development.*

CONSULTATION:

Display of the Development Plan

Pursuant to the provisions of Section 4 of DPO5 the proposal was displayed for public comment.

The owners and occupants of residential properties within a 1.0 kilometre radius of the subject land were notified of the proposal. The formal consultation period ran from 12 June 2015 to 17 July 2015.

A copy of documentation forming part of the development proposal was made available to view on Council's website and at the Glen Waverley Civic Centre throughout the consultation period.

A public information session was held during the consultation period from 5:00pm-8:00pm on 25 June 2015. Council officer's and representatives from the development plan applicant were available to provide information about the proposal. The public information session was attended by approximately 3 community representatives.

Community Submissions

One written submission to the proposal was received at the conclusion of the consultation period.

The submission was received from Monash Christian Fellowship which occupies the adjoining property to the north-east at 118-122 Wellington Road. Concerns raised within the submission relate to:

- Noise impact of the church on the proposed dwellings.
- Traffic impact of the proposed development on existing congestion.

Attachment 4 details the location of community submission property adjoining the subject land.

An additional two submissions were received from community representatives associated with the Beryl Avenue and Alvina Street development plan applications previously considered by Council. Concerns raised within the submissions relate to:

- Inclusion and retention of vegetation nominated as moderate.
- Consideration of the Renver Road development plan application prior to VCAT hearings for Beryl Avenue and Alvina Street development plan.

Referrals

Internal Referral

The application was referred to Council's Traffic and Drainage Engineers for comment. Relevant comments form part of the assessment of the application.

DISCUSSION:

State and Local Planning Policy Framework

Plan Melbourne is the Metropolitan Strategy that planning authorities must consider when assessing applications for planning permits. The key directions that are of particular relevance to the proposal are:

"Understand and plan for expected housing needs."

“Reduce the cost of living by increasing housing supply near services and public transport.”

“Facilitate the supply of affordable housing.”

The subject land is located within the Monash National Employment Cluster study area identified by Plan Melbourne. Relevant objectives seek to provide for employment and housing growth within established areas.

Initiatives seek to locate a substantial proportion of new housing in or close locations that offer good access to services and transport and employment areas.

Relevant housing objectives and strategies of activity centres policy found at Clause 11.01 seek:

“Provide different types of housing, including forms of higher density housing.”

“Encourage a diversity of housing types at higher densities in and around activity centres.”

The Monash Technology Precinct is identified as a Specialised Activity Centre to provide for employment, research and development facilities, synergies between industry, Monash University, Australian Synchrotron and Monash Medical Centre. The provision of housing complimentary to the precinct is identified by the Monash Housing Strategy 2014.

Housing policy at Clause 16.01 seeks to:

“Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land.”

“Locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport.”

“Encourage higher density housing development on sites that are well located in relation to activity centres, employment corridors and public transport.”

Increased residential density and dwelling diversity is sought by state and local policies. The proposed development is considered consistent with the local planning policy framework in respect of its impact on neighbourhood character, increased housing density and providing for housing diversity. The subject land is located within close proximity of both Monash University and the Monash Technology Precinct which are identified as key regional assets. The surrounding area sees strong demand for increased housing provision and alternate housing forms. New development should be designed to appropriately compliment the established built form of the surrounding area whilst also providing for increased density.

The Municipal Strategic Statement at Clause 21 identifies the Garden City Character of the municipality as a core value held by the community and Council. Garden City Character principles are overarching policy objectives being significant and important consideration in all land use and development decisions. The submitted development plan provides for substantial landscaping elements within the design response including open and landscaped street setbacks.

At Clause 21.04 (Residential Development Policy) Council's goal is for residential development in the City to be balanced in providing a variety of housing styles whilst remaining sympathetic to existing neighbourhood character.

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 impact, and designed to achieve outcomes that enhance the Garden City Character of the area.

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.

Neighbourhood Character and Design Response

The design response must be appropriate to the neighbourhood and the site, and must respect the existing or preferred neighbourhood character and respond to the features of the site. The height and setback of buildings must also respect the existing or preferred neighbourhood character and limit the impact on the amenity of existing dwellings.

The submitted development plan provides for appropriate transition in built form and scale from the surrounding residential areas. The surrounding established single and double storey form dwellings is respected by providing for a predominant two storey built form to Cambro and Renver Road with additional building levels setback and materials changed so as to be recessive in the streetscape.

The development plan provides for a composition of varied building forms and heights across the site with lower building forms towards the edges of the site, with upper levels deeply recessive confined to the centre of the site.

Generous landscaped front building setbacks to existing public streets have been provided to maintain and enhance the existing landscaped front yard character to Cambro and Renver Roads with no private open space provided within these setbacks. Building forms have been broken up into a series of building

components with substantial building breaks to provide for appropriate building spacing and complement the surrounding context which typically comprises of detached single and double storey dwellings.

Built form and scale

Built form and scale requirements of DPO5 seek to:

“Create a composition of varied building forms and heights across the site.

Respect the amenity of adjoining interfaces for providing for a maximum of 2 storey built form adjacent to or opposite any existing single storey residential development.

Any taller buildings across the balance of the site should be carefully graduated with reference to analysis of shadow, visual amenity impacts and the character of the area.

The overall objective for the land to achieve an integrated medium density residential development offering a choice and diversity of housing opportunities and types, appropriate to its setting and achieving a high quality of amenity and urban design.”

The proposed 2 to 4 storey height and built form of the proposal is consistent with the provisions of the Residential Growth Zone which seeks to facilitate and encourage development of increased density up to four storeys in height, housing diversity and transition in built form and scale with adjoining residential areas. The design response appropriately incorporates the provision of townhouses along the residential edge of the site, rising to a recessive four storey apartment form within the centre site.

The provision of an apartment form within this location is appropriate given the proximity of the site to Monash University and the Monash Technology Precinct where development of increased density is expected a greater level of change is expected to take place. The scale and form of the proposal is generally consistent with the zoning provisions.

The Development Plan proposal provides for suitable height transition with the built form surrounding area and the potential for higher density residential development on the site. Building forms up to a height of 4 storeys towards the centre of the Development Plan area, stepping down to primarily 2 storey built forms towards the adjoining residential interfaces.

The proposed apartment complex is located towards the centre of the site where it will have no immediate massing impact on adjoining properties. The apartment building provides for a two storey building presentation at street level

and generous ground and first floor level setbacks 9.15m-17.5m to Cambro Road and 9.21m to Renver Road. Upper levels provide for more substantial setbacks of 12.0m-17.98m to the second floor and 26.8m-29.1m to the third level resulting in appropriate height graduation with surrounding development. The apartment form has been modulated and highly articulated to mitigate excessive building massing. The massing of the apartment form has appropriate consideration of the surrounding context and comfortably integrate within the streetscape context of the surrounding area.

Double storey townhouses have been proposed adjacent to the adjoining established residential areas with appropriate upper level articulation to mitigate the perception of upper level massing. Whilst the townhouses attached, the development plan proposes for reasonable articulation and dwelling separation elements. Adjacent to southern boundary the development plan proposes facade setbacks of 8.0m at ground level and 8.0m-9.8m to the first floor along the southern boundary well in excess of Rescode requirements. Adjacent to the somewhat less sensitive northern boundary ground and first floor setbacks of 3.2m are proposed in excess of Rescode requirements.

The development plan is respectful of the character of the surrounding area in that it facilitates suitable transition in scale and form from the established traditional residential areas.

Architectural Quality and Design Detail

The development is of a contemporary design whilst also being reflective of the surrounding built form. The townhouses and apartment building have been designed with a mixture of external finishes and colours such as render and timber cladding with flat roofs providing an appropriate degree of visual interest whilst also providing elements of articulation which minimize the perception of bulk and provide a level of visual interest to the front facades. The incorporation of natural materials and neutral colour tones assists in blending the development in with the surrounding area.

The development has been designed with the intention of providing high quality architecture, along with an attractive range of contemporary materials, and finishes. The façade treatment provides for appropriate degree of visual interest through use of varied materials and finishes, along with vertical and horizontal articulation elements to minimize the perception of visual bulk. Design detail along with materials and finishes selection will require careful consideration to appropriately integrate with the established built form of the surrounding area. Further consideration of these requirements will take place upon assessment of any future permit application.

Streetscape Setback & Interface

The proposed street setbacks range from 7.7m-17.25m. The generous setbacks of the development plan will allow for substantial landscaping elements to be provided consistent with overarching Garden City Character Policy.

Access points have been limited to three vehicle crossovers and associated accessways to ensure that car parking is located away from the street frontage and screened from view. Townhouses orientated to Cambro and Renver Road include front doors and windows facing the street providing integration and cohesion with the established surrounding residential area.

The proposed development is complimentary of the existing streetscape by virtue of the proposed, scale and rhythm of buildings, spacing between development by setting proposed buildings back behind landscaped front gardens, 2 storey base to all building forms, recessed upper levels back behind the primary façade and provision of landscaped spaces between building forms along the width of each road frontage appropriately. The design response is appropriate in that it responds to the established context whilst also satisfying increased density objectives of the zone provisions and relevant residential policy.

Housing Diversity

DPO5 specifically requires the development plan to provide for a range of dwelling types to cater for varied housing needs.

The submitted development plan provides for a range of apartments and townhouses to cater for a variety of housing needs and provide for alternate housing forms.

The submitted proposal provides for a mix 7 different housing types as follows:

Two Storey Townhouses	Three Storey Townhouses	Apartments
4 x 2 bedroom 4 x 4 bedroom	6 x 3 bedroom + study 14 x 4 bedroom	56 x 1 bedroom 60 x 2 bedroom 6 x 3 bedroom
Balcony space 8m ² -9m ² provided to each dwelling.	Balcony space 8m ² (typical) provided to each dwelling.	Balcony space 11m ² -16m ² provided to each dwelling.
Double garage provided to each dwelling (tandem arrangement).	Double garage provided to each dwelling (tandem arrangement).	Basement car park 1 car space/1 brm dwelling 1 car space/2 brm dwelling 2 car space/3 brm dwelling
Dwellings located at the end of townhouses orientated to Renver Road and Cambro Road.	Dwellings located adjacent to the northern and southern boundary.	Apartment form located within the centre of the site.

The submitted development provides a reasonable mix of varied housing types including dwellings with varied numbers of bedrooms and sizes.

The detailed design of the development is largely indicative and schematic at this stage. The requirements of the Development Plan Overlay require approval of a building envelope, design philosophy and development schedule. Following approval of the development plan a more refined and detailed planning permit application will be required to be submitted for assessment and consideration, including detail of the internal layout of the dwellings.

The residential areas surrounding Monash University sees strong demand for student accommodation, apartment forms and smaller dwelling types. The submitted development provides for increased density and housing diversity consistent with objectives of the provisions of the General Residential Zone and Development Plan Overlay.

Internal Amenity

The proposal has been developed to provide for high levels of internal amenity for future residents. Apartments designed with a well-defined pedestrian entry, a predominant two-storey scale and setback upper levels when viewed from Cambro and Renver Road. Substantial landscaping areas and communal spaces are provided throughout the development providing for pleasant and inviting open space areas.

Building forms have been orientated on an east-west access to maximise potential for north-facing townhouse and apartment floor plans as well as opportunity for visual connection through the site between Cambro and Renver Road. Buildings within the site have been separated by at least 9 metres to avoid screening of windows and balconies within the development and therefore provide outlook and amenity for proposed residents.

Private open space has been provided in the form of balconies for all townhouses and apartments. Ground level space between the buildings is to be predominantly common landscaped space for the enjoyment of all residents.

Sustainable Design Features

A Sustainable Design Assessment prepared by Energy Lab consultants demonstrates how development within the Development Plan Area will meet sustainability targets. Initiatives include natural light and ventilation insulation, complimentary zoning within the internal layout, use of sustainable long lasting materials, energy efficiency measure such as LED lighting and 4-5 star heating/cooling systems and stormwater management strategy providing for rainwater harvesting passive stormwater infiltration.

Car Parking, Access & Traffic Impact

The proposal provides for car parking generally in accordance with the requirements of Clause 52.06.

Car parking for the development is provided as follows:

DWELLING TYPE	NUMBER OF DWELLINGS	CLAUSE 52.06 REQUIREMENT	CAR SPACES REQUIRED	CAR SPACES PROVIDED
2 bedroom townhouses	4	1 space per dwelling	4	8
3 & 4 bedroom townhouses	24	2 spaces per dwelling	48	48
1 & 2 bedroom apartments	116	1 space per dwelling	116	125
3 bedroom apartments	6	2 spaces per dwelling	12	12
Visitor Parking	28 townhouses 122 apartments	1 space per 5 dwellings	30	2 (onsite) 10 (onsite)
TOTAL REQUIRED			210	
TOTAL PROVIDED				205

The proposed development plan provides for adequate onsite resident car parking. The submitted development plan indicates a deficiency in on-site visitor car parking provision.

Parking surveys submitted with the application (Ratio Consultants, September 2014) indicate that the on-street parking along Renver Road and Cambro Road, and the surrounding local road network, experiences low demands throughout the day. The surveys indicated a minimum spare parking capacity of 20 spaces in the immediate vicinity of the site and 126 available spaces in the wider area during peak times, which provide suitable parking for visitors. The wide frontage to both Renver Road and Cambro Road provide reasonable opportunities for on-street car parking to service overflow visitor car parking. On this basis, additional overflow visitor parking demand can be accommodated in suitable off-site parking locations within convenient proximity of the site.

The traffic impact of the proposed development on the local road network was raised as an issue within community submission received. The site has reasonable links to Wellington Road and the local road network. The predicted traffic generation from the development is relatively low and expected to have an acceptable impact within the capacity of the local traffic network. Peak traffic generation from the development is expected to be 72 vehicle trips per peak

hour. Daily traffic volume from the development is predicted to be 720 vehicle trips per day which is within the capacity of the existing local road network.

The design of the development plan consolidates vehicle access to three crossovers taken from Renver Road with no through vehicle access and minimal disruption of the streetscape as a result of vehicle crossovers.

Vegetation Retention

The issue of vegetation retention and the provisions of DPO5 that relate to vegetation retention have been subject to various legal interpretations. The officer position on DPO5 is that the development plan must include a landscape plan; the landscaping plan must incorporate any vegetation that is significant; and the landscape plan must also incorporate those trees rated as 'moderate' or 'high' in the 2013 Tree Logic Assessment. A planning permit must then be *generally* in accordance with the approved development plan.

The 2013 Tree Logic Assessment nominates 12 trees with an aboriginal rating of moderate retention value and 1 tree having a high retention value. The trees are generally Victorian and Australian native eucalypt species and range in height from 7 to 15 metres. The majority of vegetation is located along the perimeter of the site and can be retained.

The submitted development plan proposes retention of 5 trees identified as having high or moderate retention value. The submitted development plan proposes removal of 8 moderate retention value trees.

This amended tree retention plan (DP07B, 07.10.15) provides for the retention of the majority of existing trees within the front setbacks to each road – including retention of the high retention value tree adjacent to Cambro Road and retention of low value trees to offset the 8 medium retention value trees located elsewhere on the site.

The submitted development plan has been prepared to provide for practical retention of existing significant vegetation where feasible. Three trees (no. 27, 33, 37) within the centre of the site have not been retained as they impact the design of the proposed basement. Two trees (no. 51, 52) adjacent to the northern boundary are proposed to be removed as they are not well suited to the small courtyard space which they occupy. One tree (no. 5) within the Renver Road setback is required to be removed as it is in the location of the proposed basement access ramp. One tree (no. 45) within the Cambro Road frontage is proposed to be removed as it is in the location of the proposed pedestrian entry to the development. One tree (no. 39) has declined in health since previous assessment and is now recommended for removal.

The submitted landscape plan provides for planting of 133 native trees as part of a comprehensive landscaping scheme.

The provisions of DPO5 provide for minimal discretion having regard to the non-retention and inclusion of vegetation rated as high or moderate. The submitted development plan should be further modified to incorporate all trees rated as high and moderate. The required additional tree retention and consequential modification to the building envelopes will allow for provision of a clear building break mid-way along the southern block of townhouses and increased building setback to the north-west corner adjacent to the immediate adjoining residential properties. The retention of trees 29 and 33 within the centre of the site will have implications for the basement layout.

Further ongoing requirements for vegetation retention will take place at the planning permit application stage which requires any approval to be '*generally*' in accordance with the approved development plan.

Landscaping

The submitted landscape plan will require modification to detail retention of existing vegetation rated as 'moderate' or 'high' as detailed within the amended tree retention plan (DP07B, 07.10.15).

The submitted development plan includes an "indicative" landscape concept plan for the site. The landscape plan proposes the planting of 133 native trees predominantly within the street setback area. The surrounding neighbourhood has a mixed landscape setting, including both exotic and native vegetation. The overall landscape proposal will screen and soften the visual impact of the development and incorporate varying heights of vegetation within communal landscaped spaces. Some species proposed include large Eucalyptus trees, with broad open canopies which are supplemented by smaller growing specimens such as the *Elaeocarpus reticulatus* and *Tristaniopsis laurina*.

The proposed landscape plan submission allows for each townhouse dwelling having a small courtyard space to contain a small canopy tree. The apartments are surrounded by a large area of communal open space including significant landscaping in both raised planters and natural ground. Landscape buffers have been provided throughout the development including along the perimeter of the site.

The landscape plan submission appropriately compliments the design response, suitably integrates the development plan with the surrounding neighbourhood, and provides for adequate vegetation retention (subject to further modification) and substantial additional planting.

Pedestrian Links & Permeability

Requirements of DPO5 seek to:

“Create opportunities for improved local permeability through provision of new pedestrian/cycle pathways or new local street networks where appropriate.”

The development plan proposes pedestrian access and permeability through the site for residents with 3 dedicated points of access for pedestrians between Cambro and Renver Road. The proposed pedestrian permeability is appropriate for the site and adequately satisfies this requirement.

Off-site Noise Impact

The submission from Monash Christian Fellowship occupying the adjoining property to the north raises potential noise impacts from the church on future residents of the development.

The development plan could be modified to require provision of an acoustic fence adjacent to the common boundary with 118-122 Wellington Road to attenuate noise impact from the adjoining church.

CONCLUSION:

The proposal is appropriate given the zoning of the land and requirements of DPO5. The site is in a Residential Growth Zone, the purpose of which is to provide housing at increased densities in buildings up to and including four-storey. The design response is generally consistent with the objectives and applicable requirements of state and local policies. The proposed development will provide an appropriate mix of housing in townhouse and apartment building form, which is considered to be a suitable design response having regard to the site context and diverse surrounding built form. The design response is generally site responsive and will not result in any unreasonable amenity impacts on the surrounding properties. It is recommended that the proposed development plan be approved subject to minor modification.

LIST OF ATTACHMENTS:

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (October 2014).

Attachment 3 – Zoning and Overlays Map.

Attachment 4 – Submission Properties Location Map.