

**1.2 1-13 RENVER ROAD, CLAYTON  
THE DEVELOPMENT OF APARTMENTS AND TOWNHOUSES  
(TPA/45674)**

**EXECUTIVE SUMMARY:**

This application proposes to the development of 155 dwellings comprising a mix of 26 townhouses and 129 apartments generally in accordance with the development plan previously approved by Council.

The application is exempt from public notification.

Key issues to be considered relate to compliance with the approved development plan, built form, design detail, internal amenity, vegetation removal and landscaping provision.

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

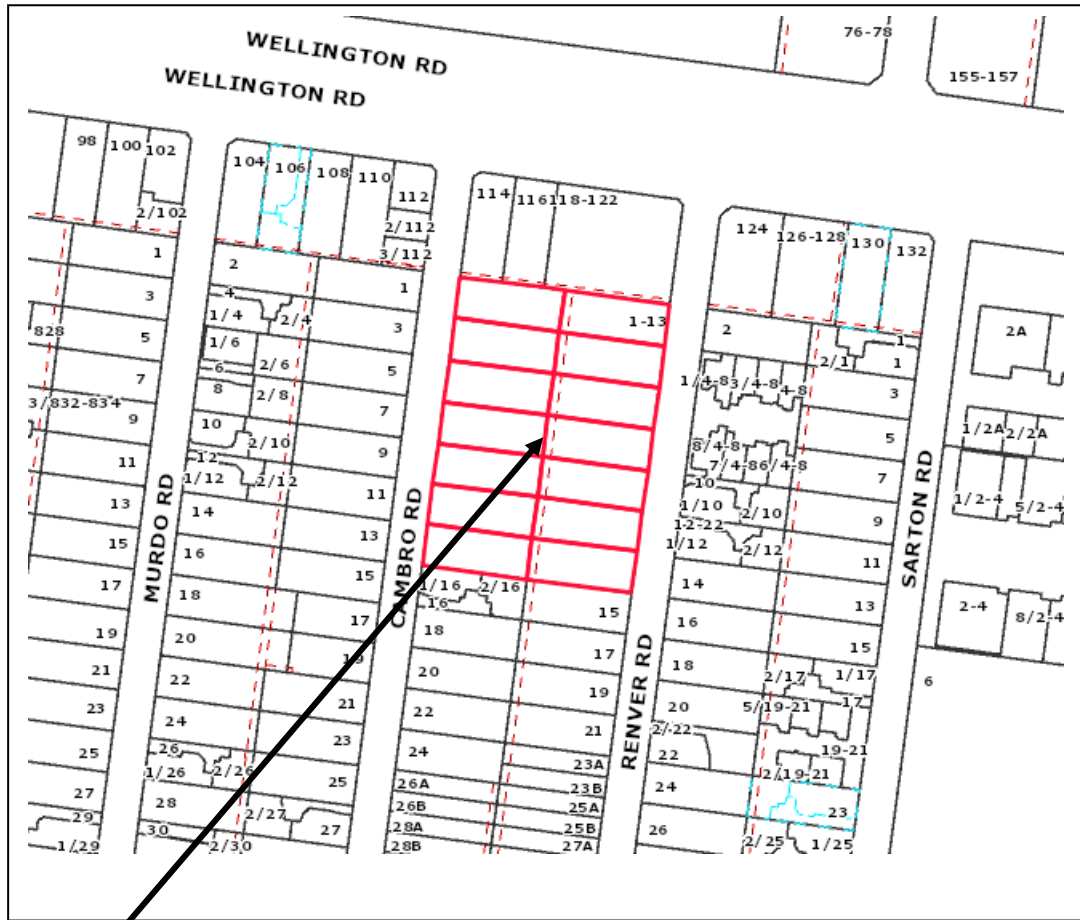
**The reason for presenting this report to Council is the proposed development cost of \$36 million.**

**The proposal is considered appropriate having regard to the relevant provisions of the Monash Planning Scheme. It is recommended that Council issue a Planning Permit subject to conditions.**

<b>RESPONSIBLE DIRECTOR:</b>	<b>Peter Panagakos</b>
<b>RESPONSIBLE MANAGER:</b>	<b>Angela Hughes</b>
<b>RESPONSIBLE PLANNER:</b>	<b>James Heitmann</b>
<b>WARD:</b>	<b>Oakleigh</b>
<b>PROPERTY ADDRESS:</b>	<b>1-13 Renver Road, Clayton</b>
<b>PRE-APPLICATION MEETING:</b>	<b>Yes</b>
<b>ZONING:</b>	<b>Residential Growth – Schedule 1</b>
<b>EXISTING LAND USE:</b>	<b>Vacant - former Monash Special Development School</b>
<b>OVERLAY:</b>	<b>Development Plan Overlay – Schedule 5</b>
<b>RELEVANT CLAUSES:</b> <b><u>State Planning Policy Framework</u></b> <b>Clause 10.01 (Purpose)</b> <b>Clause 10.02 (Goal)</b> <b>Clause 10.04 (Integrated Decision Making)</b> <b>Clause 11 (Settlement)</b>	<b><u>Local Planning Policy Framework</u></b> <b>Clause 21 (Municipal Strategic Statement)</b> <b>Clause 21.04 (Residential Development)</b> <b>Clause 21.08 (Transport and Traffic)</b>

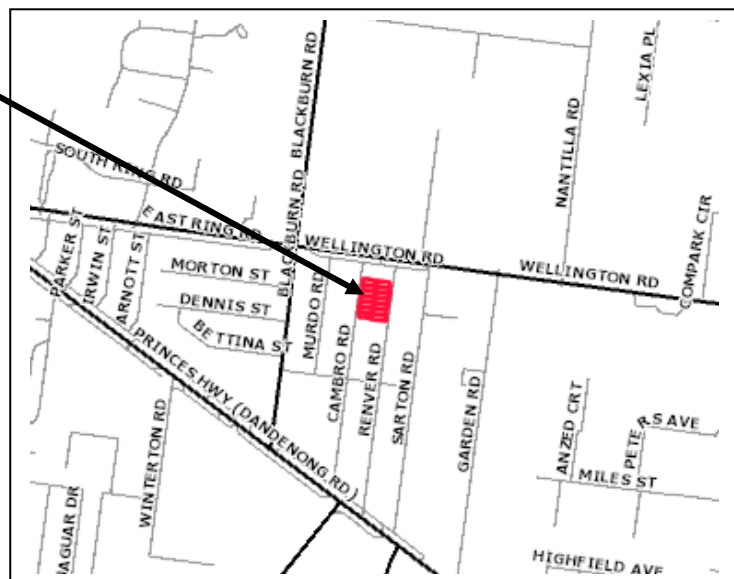
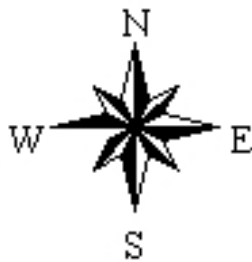
<p><b>Clause 11.04 (Metropolitan Melbourne)</b>  <b>Clause 14.02-1 (Catchment Planning and Management)</b>  <b>Clause 15 (Built Environment and Heritage)</b>  <b>Clause 16 (Housing)</b>  <b>Clause 16.01-2 (Location of Residential Development)</b>  <b>Clause 16.01-3 (Strategic Redevelopment Sites)</b>  <b>Clause 16.01-4 (Housing Diversity)</b></p>	<p><b>Clause 22.01 (Residential Development and Character Policy)</b>  <b>Clause 22.04 (Stormwater Management Policy)</b></p> <p><u>Particular Provisions</u>  <b>Clause 52.06 (Car Parking)</b>  <b>Clause 52.34 (Bicycle facilities)</b>  <b>Clause 52.36 (Integrated Transport Planning)</b></p> <p><b>Clause 55 (Rescode)</b></p> <p><u>General Provisions</u>  <b>Clause 65.01 (Decision Guidelines)</b></p>
<b>STATUTORY PROCESSING DATE:</b>	<b>22 July 2016</b>
<b>DEVELOPMENT COST:</b>	<b>\$36,000,000</b>

### LOCALITY PLAN



**SUBJECT SITE**

### NEIGHBOURHOOD PLAN



**RECOMMENDATION:**

That Council resolves to **Grant a Planning Permit (TPA/45674)** for the the development of apartments and townhouses, associated landscaping and car parking including a reduction in the applicable visitor car parking requirement generally in accordance with the approved development plan (TP424), at 1-13 Renver Road, Clayton subject to the following conditions:

1. Before the development starts, three copies of amended plans drawn to scale and dimensioned, must be submitted to and approved by the Responsible Authority. The submitted plans must clearly delineate and highlight any changes. When approved the plans will be endorsed and will then form part of the permit.

The plans must be generally in accordance with the plans submitted with the application, but modified to show:

- a) The eastern and western facades of the apartment buildings and end townhouses modified to provide for increased architectural detailing including additional fenestration, provision of balconies at ground and first floor level and framing elements to provide for an enhanced streetscape aspect to the development.
- b) More prominent residential entrance, improved sense of address and more substantial central vertical visual break provided to the apartment buildings orientated to Renver Road and Cambro Road.
- c) The depth of snorkel light corridors to apartments no deeper than twice their width (i.e. 2m long x 1m wide or 2.5m long x 1.25m wide).
- d) Balconies areas adjacent to snorkel light corridors cut back to provide for clear light courts to habitable room windows.
- e) Each apartment provided with a minimum balcony secluded private open space area not less than 8m<sup>2</sup> in area having a minimum dimension of 1.6m.
- f) Study spaces of one bedroom apartments reconfigured to provide more open plan layout with no internal walls or doors and provision of a fixed desk space.
- g) The electricity substation more discretely located within the north-east corner of the site.
- h) An acoustic fence (or alternate acoustic treatments) adjacent to the common boundary with 118-122 Wellington Road to attenuate noise impact from the adjoining church.
- i) The location and design of any required fire services, electricity supply, gas and water meter boxes discretely located and/or screened to compliment the development.

- j) Full details of all proposed materials and finishes.
  - k) The southernmost crossing servicing reduced in width at the northern edge to provide a minimum 1.0m clearance to the nearest edge of the existing power pole. If this is not possible, then the pole is to be relocated further north at the full cost of the developer.
2. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.
  3. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.
  4. Prior to the commencement of works on the site, the owner shall prepare a Waste Management Plan for the collection and disposal of garbage and recyclables for all uses on the site by private contractor. The Waste Management Plan shall provide for:
    - a) The method of collection of garbage and recyclables for uses.
    - b) Designation of methods of collection by private services.
    - c) Appropriate areas of bin storage on site and areas for bin storage on collection days.
    - d) Measures to minimise the impact upon local amenity and on the operation, management and maintenance of car parking areas.
    - e) Litter management.

A copy of this plan must be submitted to and approved by the Responsible Authority. Once approved the Waste Management Plan will be endorsed to form part of the permit.
  5. No goods must be stored or left exposed outside the building so as to be visible from any public road or thoroughfare.
  6. No bin or receptacle or any form of rubbish or refuse shall be allowed to remain in view of the public and no odour shall be emitted from any receptacle so as to cause offence to persons outside the land.
  7. No equipment, services, architectural features or structures of any kind, including telecommunication facilities, other than those shown on the endorsed plans shall be permitted above the roof level of the building unless otherwise agreed to in writing by the Responsible Authority.
  8. Before the development starts, a construction management plan must be prepared and submitted to the Responsible Authority for approval. The plan must be to the satisfaction of the Responsible Authority. Once approved, the plan must be implemented to the satisfaction of the Responsible Authority. The plan must address the following issues:
    - a) Measures to control noise, dust and water runoff.

- b) Prevention of silt or other pollutants from entering into the council's underground drainage system or road network.
  - c) The location of where building materials are to be kept during construction.
  - d) Site security.
  - e) Traffic management plan providing for safe movements of vehicles to and from the site during the construction phase.
  - f) On-site parking of vehicles associated with construction of the development.
  - g) Wash down areas for trucks and vehicles associated with construction activities.
  - h) Cleaning and maintaining surrounding road surfaces.
  - i) A requirement that construction works must only be carried out during the following hours:
    - Monday to Friday (inclusive) – 7.00am to 6.00pm;
    - Saturday – 9.00am to 1.00pm;
    - Saturday – 1.00pm to 5.00pm (only activities associated with the erection of buildings. This does not include excavation or the use of heavy machinery).
9. No equipment, services, architectural features or structures of any kind, including telecommunication facilities, other than those shown on the endorsed plans shall be permitted above the roof level of the building unless otherwise agreed to in writing by the Responsible Authority.
10. A landscape plan prepared by a Landscape Architect or a suitably qualified or experienced landscape designer, drawn to scale and dimensioned must be submitted to and approved by the Responsible Authority prior to the commencement of any works. The plan must show the proposed landscape treatment of the site including:-
- a) The location of all existing trees and other vegetation to be retained on site.
  - b) Provision of canopy trees with spreading crowns located throughout the site including the major open space areas of the development.
  - c) Planting to soften the appearance of hard surface areas such as driveways and other paved areas.
  - d) A schedule of all proposed trees, shrubs and ground cover, which will include the size of all plants (at planting and at maturity), their location, botanical names and the location of all areas to be covered by grass, lawn, mulch or other surface material.
  - e) The location and details of all fencing.
  - f) The extent of any cut, fill, embankments or retaining walls associated with the landscape treatment of the site.

- g) Details of all proposed hard surface materials including pathways, patio or decked areas.

When approved the plan will be endorsed and will then form part of the permit.

11. Before the occupation of the buildings allowed by this permit, landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority and then maintained to the satisfaction of the Responsible Authority.
12. Prior to the commencement of any works that are permitted by this permit, all trees that are to be retained, or are located within or adjacent to any works area, shall be marked and provided with a protective barricade and verified by an authorised officer of the Responsible Authority.
13. All work within the dripline of any tree to be retained shall be supervised by a qualified landscape architect or horticulturist who shall ensure that the works are done in a manner which protects and minimises any damage to those trees.
14. No building material, demolition material or earthworks shall be stored or stockpiled under the canopy line of any tree to be retained during the construction period of the development hereby permitted.
15. No vehicle shall park under the canopy line of any tree to be retained.
16. The lopping of vegetation permitted shall be done in such a way that the health, appearance or significance of the vegetation is not affected.
17. Bicycle parking facilities shall generally follow the design and signage requirements set out in Clause 52.34 of the Monash Planning Scheme.
18. Before the development starts, a site layout plan drawn to scale and dimensioned must be approved by the Responsible Authority.

The plans must show a drainage scheme providing for the collection of stormwater within the site and for the conveying of the stormwater to the nominated point of discharge.

The nominated point of discharge is the south-east corner of the property where the entire site's stormwater must be collected and free drained via a pipe to the Council pit in the nature strip to Council Standards.

If the point of discharge cannot be located then notify Council's Engineering Division immediately.

19. All on-site stormwater is to be collected from hard surface areas and must not be allowed to flow uncontrolled into adjoining properties. The on-site drainage system must prevent discharge from driveways onto the footpath. Such a system may include either:
  - a) trench grates (150mm minimum internal width) located within the property; and/or
  - b) shaping the driveway so that water is collected in a grated pit on the property; and/or
  - c) another Council approved equivalent.
20. Stormwater discharge is to be detained on site to the predevelopment level of peak stormwater discharge. Approval of a detention system is required by the City of Monash, the Responsible Authority, prior to works commencing.
21. The existing central drainage easement is to be expunged at the time of subdivision. The existing abandoned sewer services within the easement of the site are to be removed and the sewer end capped adjacent to 15 Renver Road. Modification to services within the easement is to be undertaken in consultation with and to the satisfaction of the Responsible Authority and Yarra Valley Water.
22. The redundant vehicle crossing is to be removed and reinstated with kerb and channel to the satisfaction of the Responsible Authority.
23. Before the development permitted is completed, areas set aside for parked vehicles and access lanes as shown on the endorsed plans must be:
  - (a) constructed to the satisfaction of the Responsible Authority;
  - (b) properly formed to such levels that they can be used in accordance with the plans;
  - (c) surfaced with an all-weather sealcoat to the satisfaction of the Responsible Authority;
  - (d) drained, maintained and not used for any other purpose to the satisfaction of the Responsible Authority;
  - (e) line-marked to indicate each car space and all access lanes to the satisfaction of the Responsible Authority.

Parking areas and access lanes must be kept available for these purposes at all times.
24. The car parking layout and vehicle access to the development shall generally follow the Design Standards for car parking set out in Clause 52.06-8 of the Monash Planning Scheme to the satisfaction of the Responsible Authority.
25. The development must be provided with a corner splay or area at least



50% clear of visual obstruction (or with a height of less than 1.2m) extending at least 2.0 metre long x 2.5 metres deep ( within the property) on both sides of each vehicle crossing to provide a clear view of pedestrian on the footpath of the frontage road.

26. No less than 1 car space must be provided on the land for each one and two bedroom dwelling. No less than 2 car spaces must be provided on the land for each dwelling with three or more bedrooms. Any future subdivision of the development must provide allocation of car parking on Title in accordance with this requirement including all visitor car parking located within common property.
27. All new crossings are to be no closer than 1.0 metre measured at the kerb to the edge of any power pole, drainage or service pit, or other services. Approval from affected service authorities is required as part of the vehicle crossing application process.
28. The existing redundant crossings are to be removed and replaced with kerb and channel. The footpath and naturestrip are to be reinstated to the satisfaction of Council.
29. Approval of each proposed crossing, and a permit for installation or modification of any vehicle crossing is required from Council's Engineering Department. The proposed crossings are to be constructed in accordance with the City of Monash standards.
30. On-site visitor parking spaces are required to be clearly marked.
31. Bicycle parking facilities shall be provided and generally follow the design and signage requirements set out in Clause 52.34 of the Monash Planning Scheme.
32. This permit will expire in accordance with section 68 of the *Planning and Environment Act 1987*, if one of the following circumstances applies:
  - The development is not started before 2 years from the date of issue.
  - The development is not completed before 4 years from the date of issue.

In accordance with section 69 of the *Planning and Environment Act 1987*, the responsible authority may extend the periods referred to if a request is made in writing before the permit expires, or within six months of the permit expiry date, where the development allowed by the permit has not yet started; or within 12 months of the permit expiry date, where the development has lawfully started before the permit expires.

#### NOTES-

1. Building approval must be obtained prior to the commencement of the above approved works.

2. Building Permit approval for this development must take into consideration the location of future subdivision boundaries and their compliance with the Fire Separation Provisions of the Building Code of Australia, including Separating Walls and Openings near Boundaries, as well as the requirements of the Building Regulations.
3. In the event that any parking restrictions are introduced in the surrounding area, occupants of this development will not be granted parking permits.
4. Any new drainage work within the road reserve requires the approval of the City of Monash's Engineering Division prior to the works commencing. Three copies of the plans (A3-A1 size) for the drainage works must be submitted to and approved by the Engineering Division. The plans are to show sufficient information to determine that the drainage works will meet all drainage conditions of the permit. A refundable security deposit of \$3,000 is to be paid prior to the drainage works commencing.
5. Engineering permits must be obtained for new or altered vehicle crossings and for connections to Councils drains / Council pits / kerb & channel and these works are to be inspected by Council (tel. 9518 3690).
6. Stormwater detention requirements may be obtained from the City of Monash prior to the design of any stormwater detention system.
7. Detention system requirements for the property are as follows:
  - Minimum storage = 87.15 cubic metres
  - Maximum discharge rate = 68.35 litres per second
  - Minimum orifice diameter if using orifice pit = 65mm, otherwise install a Phillips multi cell or similar to control outflow.
8. An on site detention system for storm events up to the 1% AEP event to be retained on site for the basement carpark. The detention system for the property, which is to be at ground level and discharge by gravity, is to be separated from the detention system for the basement car park.
9. A Licensed Surveyor or Civil Engineer (who is a Registered Building Practitioner) must certify that the stormwater detention system including all levels, pits, pipes and storage volumes is constructed in accordance with the approved plans. The certifier's registration number must be included on the certificate.
10. Three printed copies of the plans (A3-A1 size) for the drainage works 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.

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**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.

Council at its meeting of 27 October 2015 resolved to approve the Development Plan (TP424) for 1-13 Renver Road, Clayton submitted by David Lock Associates on behalf of Nan Xin Investments. Prior to approval, the submitted Development Plan was subject to community consultation and attracted 3 community submissions. The approved development plan provided for a mix of two and three storey townhouses, a four storey apartment building, associated landscaping and car parking.

**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 (705m<sup>2</sup>-736m<sup>2</sup>) 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 proposes the development of townhouses and apartments generally in accordance with the approved development plan for the site.

Key details of the proposal can be summarised as:

- 26 townhouses adjacent to the northern and southern boundaries. The townhouse dwelling mix will comprise of:
  - 4 x 2 storey dwellings with 2 bedrooms and single vehicle garage;
  - 4 x 2 storey dwellings with 4 bedrooms and double vehicle garage;
  - 4 x 3 storey dwellings with 2 bedrooms, study and tandem two vehicle garage;
  - 14 x 3 storey dwellings with 3 bedrooms, study and tandem two vehicle garage.
- 4 visitor car spaces adjacent townhouses.
- 129 apartments within two apartment buildings up to four storeys in height located within the centre of the site. The apartment dwelling mix will comprise of:
  - 58 x 1 bedroom;
  - 71 x 2 bedroom;
  - Basement car park providing for 129 resident car spaces (1 car space per apartment) and 19 dedicated visitor car spaces.

Attachment 1 details plans forming part of the application.

Attachment 1a is a copy of relevant plans forming part of the approved development plan (endorsed 10 March 2016).

**PERMIT TRIGGERS:****Zoning**

The subject site is located within a Residential Growth Zone (Schedule 1) under the provisions of the Monash Planning Scheme.

No permit is required for use of a dwelling within the zone.

Pursuant to the requirements of Clause 32.07-4 a permit is required to construct two or more dwellings.

**Development Plan Overlay**

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

A Development Plan was 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.

**Particular Provisions****Clause 52.06-3: Car Parking**

A permit is required to reduce the number of car parking spaces required under Clause 52.06-5.

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

**CONSULTATION:****Exemption from notice and review**

Pursuant to the provisions of Clause 43.04-2 an application under any provision of this scheme which is generally in accordance with the development plan is exempt from the notice requirements and third party appeal provisions.

The submitted proposal is considered to be generally in accordance with the approved development plan and satisfies the notice exemption provisions of Clause 43.04-2.

**Public Transport Victoria Referral**

Pursuant to the provisions of Clause 52.36-1 the application was referred to Public Transport Victoria.

The proposal is considered satisfactory.

**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.

#### **Monash Housing Strategy 2014**

The Monash Housing Strategy has been developed to review Council's current housing strategies based on an assessment of key State and Local Strategies and research from all tiers of Government and other research bodies.

The housing strategy identifies that a key issue for Monash will continue to be the management of household growth and change while at the same time preserving valued neighbourhood character and enhancing sustainability.

The need for the City of Monash to adopt a proactive role to address housing issues has been imperative and the Monash Housing Strategy forms part of that role. Opportunities for residential growth within the City of Monash are increasingly limited within established residential areas.

The Monash Housing Strategy amongst other items has identified the lack of greenfield land supply within the municipality and the potential for increased density for well designed residential development within residential periphery areas adjacent to the Clayton National Employment Cluster.

The subject land is identified as being on the edge of residential land within the Monash National Employment Cluster within an established Garden City suburb.

Future residential development outcomes generally seek conventional townhouse developments within these localities whilst also recognising the potential for lower to medium scale apartment developments subject to careful design and the provision of substantial landscape setbacks. The land is located within close proximity of Monash University (270m to the north-east), Monash Medical Centre (1.3km to the west), industrial and commercial employment precincts (120m to the east) and the Clayton Major Activity Centre (2km to the south-west).

More intensive medium density forms (2-3 storey scale) are evident in the area surrounding the subject site including two and three storey apartment development along Wellington Road and Blackburn Road. A significant number of properties within the immediate surrounding area have been developed with medium density townhouse development replacing the original housing stock.

#### Consistency with approved Development Plan

The land is subject to Development Plan Overlay 5 which mandates approval of development plan to inform future land use and development of land and provides exemption from public notification and third party appeal.

A Development Plan applicable to the land was approved by Council at its meeting of 27 October 2015. A Development Plan was subsequently endorsed by Council Officers on 10 March 2016.

The table below details a comparison of the approved Development Plan and the proposed development under application TPA/45674:

<b>APPROVED DEVELOPMENT PLAN (TP424)</b>	<b>PROPOSED DEVELOPMENT APPLICATION TPA/45674</b>	<b>VARIATION</b>
No. of Townhouses: 26 No. of Apartments: 129	No. of Townhouses: 26 No. of Apartments: 129	No change
Townhouse car parking: 48 resident car spaces 4 visitor car spaces  Apartment car parking: 129 resident car spaces 15 visitor car spaces	Townhouse car parking: 48 resident car spaces 4 visitor car spaces  Apartment car parking: 129 resident car spaces 16 visitor car spaces	No change No change  No change 1 additional visitor car space
Renver Road Setbacks Ground: 8.09m-9.20m First Floor: 8.09m-9.20m Second Floor: 12.0m-14.6m Third Floor: 26.8m	Renver Road Setbacks Ground: 8.34m-9.32m First Floor: 8.34m-9.26m Second Floor: 11.84-14.8m Third Floor: 26.8m	Increase 0.12m Increase 0.12m Reduction 0.16 No change  Overall marginal and inconsequential variation.
Cambro Road Setbacks Ground: 7.75m-17.25m First Floor: 7.75m-15.0m Second Floor: 14.1m-16.8m	Cambro Road Setbacks Ground: 7.66m-13.47m First Floor: 7.79m-13.47m Second Floor: 14.0m-15.9m	Reduction 0.09m Increased 0.04m Reduction 0.1m



APPROVED DEVELOPMENT PLAN (TP424)	PROPOSED DEVELOPMENT APPLICATION TPA/45674	VARIATION
Third Floor: 28.19-29.18m	Third Floor: 28.14m	Reduction 0.05m  Overall marginal and inconsequential variation.
Overall height Townhouses up to 3 storeys Apartments up to 4 storeys	Overall height Townhouses up to 3 storeys Apartments up to 4 storeys	No change
Tree Retention High retention value trees: 1 Medium retention value trees: 12	Tree Retention High retention value trees: 1 Medium retention value trees: 10	2 medium retention value trees within the basement footprint proposed to be removed.
Landscaping Provision of 89 additional canopy trees and associated complimentary planting throughout the site	Landscaping Provision of 95 additional canopy trees and associated complimentary planting throughout the site	Includes additional canopy tree provision.

The submitted proposal is considered to be generally in accordance with the previous approved Development Plan for the site.

The submitted planning application includes some minor variation to the previous approved building envelope. The proposed removal of 2 trees previously identified to be retained will be further assessed within this report.

#### 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 proposal is consistent in scale with the approved development plan for the site. The design response 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 upper levels further recessed from the streetscape facade.

The development 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 and confined to the centre of the site. The design response provides for appropriate separation of massing elements within the site and incorporates generous communal open space and landscaped areas.

The streetscape realm is enhanced by generous landscaped setbacks with minimal built form encroachments. The landscape plan submitted with the

application provides for retention of existing significant vegetation within the street setback and additional canopy tree provision.

The streetscape integration of the development could be further improved through increased aspect and orientation of the development to Renver Road and Cambro Road. Additional fenestration (window presentation) and more refined facade articulation to reduce the expanse of blank relatively wall presentation. The provision of a more prominent pedestrian entry to the development and a more substantial central vertical break will further improve the aspect of the development to the street and provide for an improved sense of address to the development.

#### Built form and scale

The purpose of the Residential Growth Zone seeks:

*“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.”*

The proposed height and varied 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 and previously approved development plan for the site.

The proposed development provides for suitable height transition with the built form of the surrounding area and increased scale and density within the centre of the site. Building massing to the street has been split between four detached elements and provides for large central building breaks including landscaping, complimentary to the detached form of dwellings within the surrounding area. The proposed four storey element of the apartment development is substantially recessed and will have no immediate massing impact on adjoining properties.

The development provides for townhouses adjacent to the adjoining established residential areas with recessed third storey elements. The apartment building provides for a two storey building presentation to the street and recessive upper levels. The proposed townhouse and apartment forms have been appropriately modulated and articulated to mitigate excessive building massing. The massing of the development has appropriate consideration of the surrounding context and comfortably integrates with the streetscape and provides for transition in scale and form from the established residential areas.

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.

#### 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 requires careful consideration to appropriately integrate with the established built form of the surrounding area. Whilst façade detailing of the longer northern and southern internal elevations have been highly detailed, the eastern and western streetscape elevations of the apartments are somewhat subdued. Given the streetscape interface of the eastern and western facades, additional façade detailing and articulation could improve the streetscape presentation of the proposal.

#### 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 axis 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.

#### Internal Amenity

The proposed development demonstrates good internal amenity outcomes for residents. Each apartment is functional in layout and generous in size with large open plan living areas. All habitable rooms are provided with direct access to daylight and ventilation, having no reliance on borrowed light. The proposed saddleback/snorkel light corridors should be widened to provide for improved solar amenity. The depth of snorkel light corridors should be no deeper than twice their width (i.e. 2m long x 1m wide or 2.5m long x 1.25m wide). The solar amenity to these rooms could be further improved by cutting back the extent of balcony covering the adjacent roof space and allowing for improved light access.

A reasonable proportion of the proposed one bedroom apartments have additional small rooms that could be utilised as bedrooms (habitable) without any direct access to daylight. The apartments should be reconfigured to include a more open study nook space not capable of being used as a bedroom.

The development provides for balcony secluded private open space areas of typically 8m<sup>2</sup>-17m<sup>2</sup> in area immediately adjacent to internal living areas. Balcony dimensions should be modified to provide for a minimum balcony space of 8m<sup>2</sup> with a minimum dimension of 1.6m.

#### Car Parking, Access & Traffic Impact

The proposal provides for car parking generally in accordance with the requirements approved development plan including a reduction in on-site visitor car parking provision.

Car parking for the development is provided as follows:

DWELLING TYPE	NUMBER OF DWELLINGS	CLAUSE 52.06 REQUIREMENT	CAR SPACES REQUIRED	CAR SPACES PROVIDED
<b>2 bedroom townhouses</b>	4	1 space per dwelling	4	8
<b>3 &amp; 4 bedroom townhouses</b>	22	2 spaces per dwelling	44	44

<b>1 &amp; 2 bedroom apartments</b>	129	1 space per dwelling	129	129
<b>Visitor Parking</b>	26 townhouses	1 space per 5 dwellings	5	4 (onsite)
	129 apartments		25	16 (onsite)
<b>TOTAL REQUIRED</b>			207	
<b>TOTAL PROVIDED</b>				201

The submitted proposal provides less visitor car spaces than required by the Planning Scheme.

Parking surveys submitted with the application (Ratio Consultants, December 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 predicted traffic generation from the development is relatively low and expected to have an acceptable impact within the capacity of the local traffic network. The site has reasonable links to Wellington Road and the local road network. Peak traffic generation from the development is expected to be 71 vehicle trips per peak hour. Daily traffic volume from the development is predicted to be 708 vehicle trips per day which is within the capacity of the existing local road network.

On this basis, it is considered that adequate onsite resident and visitor car parking is provided.

#### Vegetation Retention & Landscaping

The submitted proposal provides for retention of 1 high retention value tree and 8 medium retention value trees identified within the approved development plan and provisions of DPO5. Vegetation to be retained is located around the perimeter of the site and has been incorporated into the overall design response and landscaping scheme for the site.

The application seeks to remove 2 medium retention value trees located within the south-east corner of the property. The trees to be removed are both *Eucalyptus microcorys* (Tallow Wood) being semi-mature species having a height of 13-15 metres, spread of 11-12m, fair health and structure. The trees are located within the proposed footprint of the basement with the canopy of the tree encroaching into the building envelope of the apartments.

The provisions of DPO5 require the permit application to be generally in accordance with the approved development plan. The provision allows for slight variation from the approved development plan including merits based assessment of the proposed variation. VCAT application and interpretation of similarly worded planning scheme provision has allowed discretion and variation from the approved development plan at the permit application stage and not complete or stricter level of accordance.

The submitted landscape plan provides for planting of 95 native trees as part of a comprehensive landscaping scheme. The removal of 2 trees (previously identified for retention) and inclusion of 11 trees high and moderate value trees identified to be retained is considered to be generally in accordance with the approved development plan and relevant planning scheme objectives which seek retention of existing significant vegetation complimented by integrated landscaping and canopy tree provision throughout new development.

The submitted landscape plan proposes extensive planting throughout the site including within the front setback and communal open space areas. 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 including *Eucalyptus mellodora* 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 and substantial additional planting.

#### 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 approved development plan required provision of an acoustic fence adjacent to the existing church located to the immediate north-east. Plans should be modified to require provision of an acoustic fence (or alternate acoustic

treatments) adjacent to the common boundary with 118-122 Wellington Road to attenuate noise impact from the adjoining church.

Site Services

The submitted plans indicate provision of the electricity substation located prominently within the Renver Road street frontage. The sub-station should be relocated to minimise its visual prominence within the streetscape.

**CONCLUSION:**

The proposed development responds to the strategic policy aspirations for housing, contributing to housing choice and incremental change close to transport and facilities. The subject land is located within a Residential Growth Zone, the purpose of which is to provide housing at increased densities in up to four storeys in height. 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 including townhouse and apartment building forms. It is recommended that the proposed development be approved subject to conditions including minor modification.

**LIST OF ATTACHMENTS:**

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (October 2014).

Attachment 3 – Zoning and Overlays Map.

Attachment 4 – Objector Properties Location Map.