

**1.3 740 HIGH STREET ROAD, GLEN WAVERLEY  
CONSTRUCTION OF A 4 STOREY BUILDING COMPRISING OF 14 APARTMENTS  
WITH BASEMENT CAR PARKING  
(TPA/47480)**

**EXECUTIVE SUMMARY:**

This application proposes of a three-four storey apartment building in the Glen Waverley Activity Centre.

The application was subject to public notification. Four (4) objections to the proposal have been received.

Key issues to be considered relate to building scale, design detail, adequacy of car parking and infrastructure.

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

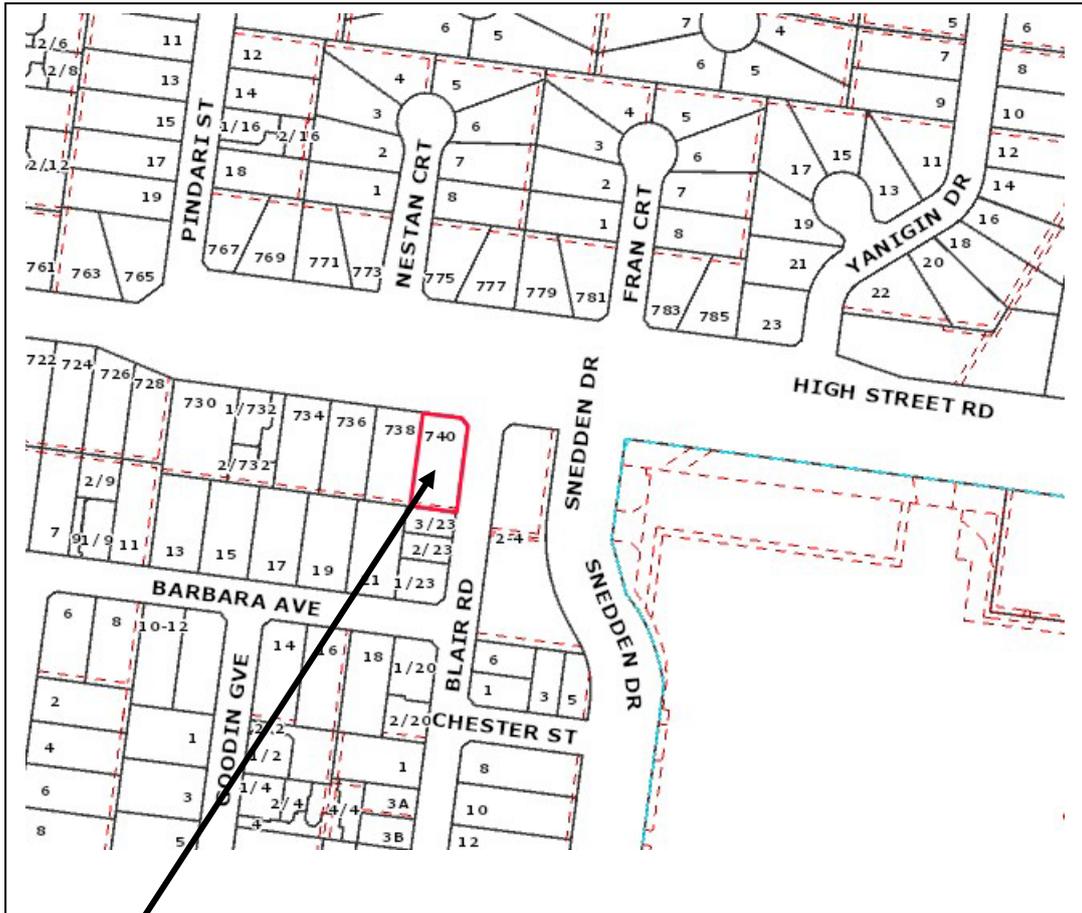
**The reason for presenting this report to Council is the proposed development cost of \$3.5 million.**

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

<b>RESPONSIBLE DIRECTOR:</b>	<b>Peter Panagakos</b>
<b>RESPONSIBLE ACTING MANAGER:</b>	<b>Sean McNamee</b>
<b>RESPONSIBLE PLANNER:</b>	<b>James Heitmann</b>
<b>WARD:</b>	<b>Glen Waverley</b>
<b>PROPERTY ADDRESS:</b>	<b>740 High Street Road, Glen Waverley</b>
<b>EXISTING LAND USE:</b>	<b>Single storey dwelling</b>
<b>PRE-APPLICATION MEETING:</b>	<b>No</b>
<b>NUMBER OF OBJECTIONS:</b>	<b>Four (4)</b>
<b>ZONING:</b>	<b>Residential Growth – Schedule 4</b>
<b>OVERLAY:</b>	<b>No overlays</b>
<b>RELEVANT CLAUSES:</b> <b><u>State Planning Policy Framework</u></b> <b>Clause 10.01 (Purpose)</b>	<b><u>Local Planning Policy Framework</u></b>

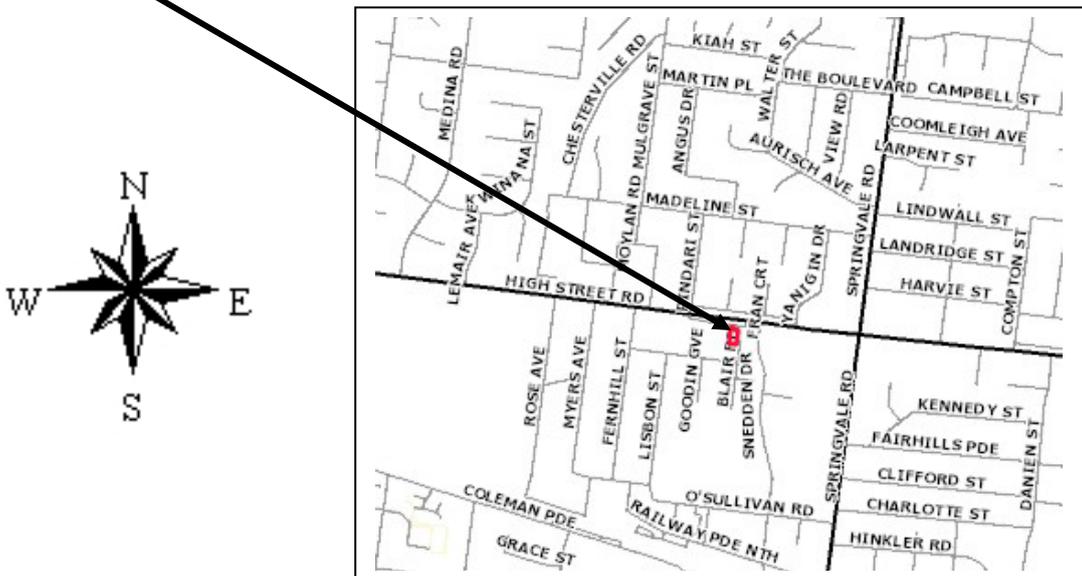
<p> <b>Clause 10.02 (Goal)</b>  <b>Clause 10.04 (Integrated Decision Making)</b>  <b>Clause 11 (Settlement)</b>  <b>Clause 11.04 (Metropolitan Melbourne)</b>  <b>Clause 14.02-1 (Catchment Planning and Management)</b>  <b>Clause 15 (Built Environment and Heritage)</b>  <b>Clause 16 (Housing)</b>  <b>Clause 16.01-2 (Location of Residential Development)</b>  <b>Clause 16.01-4 (Housing Diversity)</b> </p>	<p> <b>Clause 21 (Municipal Strategic Statement)</b>  <b>Clause 21.04 (Residential Development)</b>  <b>Clause 21.08 (Transport and Traffic)</b>  <b>Clause 22.01 (Residential Development and Character Policy)</b>  <b>Clause 22.04 (Stormwater Management)</b>  <b>Clause 22.13 (Environmentally Sustainable Development)</b> </p> <p> <u>Particular Provisions</u>  <b>Clause 52.06 (Car Parking)</b>  <b>Clause 52.29 (Land Adjacent to a Road Zone, Category 1)</b>  <b>Clause 52.36 (Integrated Transport Planning)</b> </p> <p> <u>ResCode</u>  <b>Clause 55</b> </p> <p> <u>Decision Guidelines</u>  <b>Clause 65</b> </p>
<b>STATUTORY PROCESSING DATE:</b>	<b>28 April 2018</b>
<b>DEVELOPMENT COST:</b>	<b>\$3.5 million</b>

### LOCALITY PLAN



**SUBJECT SITE**

### NEIGHBOURHOOD PLAN



**RECOMMENDATION:**

That Council resolves to issue a **Notice of Decision to Grant a Planning Permit (TPA/47480)** for the construction of a four (4) storey building comprising of 14 apartments with basement car parking, at 740 High Street Road, Glen Waverley 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. 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) Finished floor levels and overall height of the development reduced by 1.0m achieved through additional basement excavation.
- b) Blair Road pedestrian entrance canopy encroaching by no more than 1.0m into the Blair Road street setback.
- c) The extent of stair and ramp encroachment and site coverage on the Blair Road frontage, reduced by a minimum of 50% and replaced with additional landscaping.
- d) Fencing and retaining walls along the High Street Road frontage setback a minimum of 3.0m from the northern boundary.
- e) Bedroom 1 of Apartment 3 setback 1.0m from the western boundary.
- f) The balcony adjacent to Bedroom 1 of Apartment 4 deleted.
- g) The ground level planter box along the western boundary extended adjacent to Bedroom 1 of Apartment 3 and 4. The planter box is to be designed to provide for planting of vegetation with a height of not less than 6.0m, irrigation and any required supporting measures.
- h) Floor plans to clearly notate all screening and obscure glazing as nominated on the elevations.
- i) The location of any required heating and cooling units. Where the heating and cooling units are proposed on balconies, an additional balcony area of not less than 1.5m<sup>2</sup> is to be provided.
- j) Provision of double glazing or acoustic glazing to all habitable room windows along the northern and eastern elevations.
- k) A detailed schedule of all materials and finishes including samples, coloured elevations and perspectives.
- l) The location and design of any required fire services, electricity supply, gas and water meter boxes discreetly located and/or screened to compliment the development;

all to the satisfaction of the Responsible Authority.

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. 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.
5. Adequate provision shall be made for the storage and collection of garbage and other solid wastes and these facilities are to be located on the site to the satisfaction of the Responsible Authority.
6. 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. The Waste Management Plan shall provide for:
  - a) The method of collection of garbage and recyclables for uses;
  - b) Designation of methods of collection including the need to provide for private services or utilisation of council 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; and
  - e) Litter management.

A copy of this plan must be submitted to Responsible Authority for approval. Once approved the Waste Management Plan will be endorsed to form part of this permit.
7. 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) maintenance of 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.)

Once approved the plan will be endorsed to form part of this permit.

8. 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.
9. Disabled access to the building must be provided to the satisfaction of the Responsible Authority. All work carried out to provide disabled access must be constructed in accordance with Australian Standards Design for Access and Mobility AS 1428.1
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 at least four canopy trees (two located within each street frontage) with a minimum mature height equal to the height of the roof of the proposed building;
  - c) planter box adjacent to the western boundary designed to provide for planting of vegetation with a mature height of not less than 6.0m, irrigation and any required supporting measures;
  - d) detail of any planter boxes including growing medium and drainage;
  - e) provision of canopy trees with spreading crowns located throughout the site including the major open space areas of the development;
  - f) planting to soften the appearance of hard surface areas such as driveways and other paved areas;

- g) 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;
- h) the location and details of all fencing;
- i) the extent of any cut, fill, embankments or retaining walls associated with the landscape treatment of the site; and
- j) 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. Concurrent with the endorsement of any plans, a Sustainable Management Plan (SMP) must be submitted to and approved by the Responsible Authority. Upon approval the SMP will be endorsed as part of the planning permit and the development must incorporate the sustainable design initiatives outlined in the SMP to the satisfaction of the Responsible Authority. The report must include, but is not limited to, the following:
  - a) Demonstration of how 'best practice' sustainability measures have been addressed, having regard to the relevant aspects of Clause 21.13 of the Planning Scheme.
  - b) Identify relevant statutory obligations, strategic or other documented sustainability targets or performance standards.
  - c) Document the means by which the appropriate target or performance is to be achieved.
  - d) Identify responsibilities and a schedule for implementation, and ongoing management, maintenance and monitoring.
  - e) Demonstrate that the design elements, technologies and operational practices that comprise the SMP can be maintained over time.
  - f) Any relevant requirements of the Condition 1 sub-clauses hereof.

All works must be undertaken in accordance with the endorsed Sustainability Management Plan to the satisfaction of the Responsible Authority. No alterations to the endorsed Sustainable Management Plan may occur without written consent of the Responsible Authority and (to the extent material and necessary) any relevant flow-on changes to the design response must be also incorporated into the endorsed architectural plans.

13. Prior to the occupation any of the dwellings approved under this permit, a report from the author of the endorsed Sustainable Management Plan (or similarly qualified person or company) must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm that (in relation to those relevant completed dwellings ready for occupation) all measures specified in the Sustainable Management Plan have been implemented in accordance with the approved plan.
14. 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.
15. 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 the vehicle crossing to provide a clear view of pedestrians on the footpath of the frontage road.
16. On-site visitor parking spaces are required to be clearly marked.
17. 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. The proposed crossing is within 1m of a Telstra Pit and approval from Telstra is required.
18. Bicycle parking facilities shall generally follow the design and signage requirements set out in Clause 52.34 of the Monash Planning Scheme.
19. The car park layout of 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.
20. At least 25% of the mechanical car parking spaces are to accommodate a vehicle clearance height of at least 1.8 metres.

21. The mechanical parking system is required to cater for the following:
  - a) Independent operation for each parking space.
  - b) A clear / usable platform width of at least 230cm.
  - c) Loading weight per platform of at least 2000 kg.
  - d) A vehicle at least 520cm in length.
22. Specification of the mechanical parking system detail design and associated features is required to the satisfaction of the Responsible Authority.
23. All stormwater collected on the site from all hard surface areas must not be allowed to flow uncontrolled into adjoining properties or the road reserve.
24. The private on-site drainage system must prevent stormwater discharge from the/each driveway over the footpath and into the road reserve. The internal drainage system may include either:
  - a trench grate (minimum internal width of 150 mm) located within the property boundary and not the back of footpath; and/or
  - shaping the internal driveway so that stormwater is collected in grated pits within the property; and or
  - another Council approved equivalent.
25. All stormwater collected on the site is to be detained on site to the predevelopment level of peak stormwater discharge. The design of any internal detention system is to be approved by Council's Engineering Department prior to drainage works commencing. Further information regarding the design of the on-site detention system is provided in the Notes section of this permit.
26. The nominated point of stormwater connection for the site is to the south-east corner of the property where the entire site's stormwater must be collected and free drained via a pipe to the Council pit in the rear easement to Council Standards. A new pit is to be constructed to Council Standards if a pit does not exist, is in poor condition or is not a Council standard pit.

Note: If the point of connection cannot be located then notify Council's Engineering Department immediately.
27. The existing redundant crossings are to be removed and replaced with matched in kerb and channel to the satisfaction of the Responsible Authority.
28. Any works within the road reserve must ensure the footpath and naturestrip are reinstated to Council standards.

## 29. 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 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 three months afterwards.

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. The lot/unit numbers on the “Endorsed Plan” are not to be used as the official street address of the property. Street numbering is allocated in accordance with Australian/New Zealand Standards 4819:2001- Rural and Urban Addressing. Any street addressing enquiries should be directed to Council’s Valuation Team on 9518 3615 or 9518 3210.
4. Approval of each proposed crossing, and a permit for installation or modification of any vehicle crossing is required from Council’s Engineering Department.
5. Consultation should take place with Council respect of the removal of the vehicular crossing and reinstatement works.
6. Detention system requirements for above property are as follows:-
  - Minimum storage = 6.37 m<sup>3</sup>
  - Maximum discharge rate = 5.09 l/s
  - Minimum orifice diameter if using orifice pit = 65mm, otherwise install a Phillips multi cell or similar to control outflow.
7. One copy of the plans for the drainage and civil works must be submitted to and approved by the Engineering Department prior to the commencement of works. The plans are to show sufficient information to determine that the drainage works will meet all drainage conditions of the permit. Please email to [mail@monash.vic.gov.au](mailto:mail@monash.vic.gov.au).

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 basement is to be separated from the detention system for the property, which is to be at ground level and discharge by gravity.
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. Engineering permits must be obtained for new or altered vehicle crossings and new connections to Council pits and these works are to be inspected by Council's Engineering Department. A refundable security deposit of \$1,000 is to be paid prior to the drainage works commencing.
11. Tree planting should be kept clear of the drainage easement.
12. Residents of the approved development will not be entitled to car parking permits for on street car parking.

### **BACKGROUND:**

#### **The Site and Surrounds**

The subject land is located on the south-western corner of the intersection of High Street Road and Blair Road in Glen Waverley. The land has an overall area of 756 square metres and is generally regular in shape. The land has a substantial fall of approximately 4.45 metre from north-west to south-east. A 1.83 metre wide drainage and sewerage easement runs along the southern boundary of the land.

The land is currently developed with a single storey weatherboard dwelling located to the front of the site. A flat roofed double garage is accessed from Blair Road. The land is devoid of any significant vegetation.

Land use and development within the immediate vicinity is diverse. Adjoining properties to the south and west are developed with single and double storey detached dwellings. A three storey plus basement apartment building (2-4 Blair Road) is located opposite the land to the east. High Street Road service road runs along the northern boundary.

The Glen Shopping Centre is located 65 metres to the east of the subject land and the Glen Waverley Railway Station is approximately 600 metres to the south. Surrounding established residential areas are located to the wider south-west are developed with single and double storey detached dwellings originally constructed

in the 1950's and 1960's along with some newer replacement dwellings and multi-unit townhouse development having occurred within the last 15 years.

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

### **PROPOSAL:**

The application proposes the construction of a four storey apartment building.

Details of the proposal can be summarised as:

- 14 apartments comprising of:
  - 1 x 1 bedroom apartment (57.93m<sup>2</sup> internal floor area).
  - 11 x 2 bedroom apartments (66.06m<sup>2</sup>-79.03m<sup>2</sup> internal floor area).
  - 2 x 3 bedroom apartments (104.23m<sup>2</sup>-175.21m<sup>2</sup> internal floor area).
- Balcony secluded private open space areas ranging in size from 8m<sup>2</sup>-33m<sup>2</sup>.
- Basement car park provide for a total of 18 car spaces. Car spaces provided within a car stacker system (14 car spaces) and conventional at-grade car parking (4 car spaces) including 2 dedicated visitor car spaces.
- Vehicle access to the basement via Blair Road.
- Pedestrian access to the building from Blair Road.
- Storage areas, waste room and bicycle racks within the basement.
- Lift to service all floors of the development including the basement.
- Materials palette comprising of face brickwork, render, timber and alucobond cladding in a variety of natural and neutral tones.

Attachment 1 details plans forming part of the application.

### **PERMIT TRIGGERS:**

#### Zoning

The land is zoned Residential Growth (Schedule 4) under the provisions of the Monash Planning Scheme. Pursuant to the provisions of Clause 32.07-5 a permit is required to construct two or more dwellings on a lot.

No permit is required for use of land for a dwelling within the Residential Growth Zone.

The relevant design objective of RGZ4 seeks:

*“To provide for diverse housing development with appropriate setbacks to allow for landscaping and canopy trees.”*

Schedule 4 to the Residential Growth Zone (RGZ4) nominates the following variations to Clause 55 applicable to the site:

- *“Minimum front street setback – 5 metres.*

- *Minimum side street setback – 3 metres*
- *Landscaping - Retention or provision of at least three canopy trees (two located within the front setback) with a minimum mature height equal to the height of the roof of the proposed building or 10 metres, whichever is greater.*
- *Front fence height – no front fence.”*

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

### **CONSULTATION:**

Further information was requested of the Permit Applicant on 9 May 2017. In this letter, officers also raised the following preliminary concerns:

- The density, height and scale of the proposed development are excessive having regard to its interface with established residential areas in the surrounding vicinity and the scale of development within residential periphery area of the Glen Waverley Activity Centre. The height and intensity of the proposal should be reduced to achieve a built form outcome which appropriately integrates the site with development in the surrounding area and provides for building scale appropriate to the context.
- The proposed reduction in car parking requirement is unlikely to be supported. New development should be designed to provide for car parking in accordance with the applicable requirements of Clause 52.06.
- The design response should have appropriate regard for recent and pending amendments to the Monash Planning Scheme including C120 (Glen Waverley Activity Centre Structure Plan), VC110 (Reformed Residential Zones) and VC136 (Apartment Development Requirements).
- Insufficient front street and side street setback.
- Insufficient side and rear setbacks.
- Insufficient provision of secluded private open space.
- Inadequate provision of integrated landscaping elements and canopy tree provision.
- Excessive encroachment of built form, fencing, paving and structures within landscaping areas.
- Non-compliance or non-demonstrated compliance with energy efficiency (Clause 55.07-1, integrated water and stormwater management (Clause 55.07-5), accessibility (Clause 55.07-7), storage (Clause 55.07-10, waste and recycling (Clause 55.07-11), *living areas excluding dining and kitchen areas (Clause 55.07-12), windows (55.07-14) requirements for apartment development.*

The application was placed on hold whilst Amendment C120 (Glen Waverley Major Activity Centre Structure Plan) was resolved by the Minister for Planning. The land

was rezoned from General Residential (Schedule 2) to Residential Growth (Schedule 4) with the approval of Amendment C120 on 25 January 2018.

The Permit Applicant responded to this letter on 27 February 2018 by providing the requested information. The Applicant made various changes to the plans to demonstrate compliance with requirements of the Residential Growth Zone and the Glen Waverley Major Activity Centre Structure Plan.

The Applicant was advised that this application was coming to the May 2018 Council Meeting. A letter that was sent to the Applicant formally informing them of the details of the Council meeting. The Applicant has been verbally advised that this application is recommended for approval subject to conditions.

### **Public Notice**

Notice of the application was given pursuant to the requirements of Section 52 of the *Planning and Environment Act 1987*. Two (2) large signs were displayed on the site during the notification period.

Four (4) objections to the proposal have been received.

Objections received for the applications included the following:

- Scale, built form and building massing.
- Traffic and vehicle access.
- Adequacy of car parking.
- Adequacy of infrastructure.
- Overshadowing.
- Overlooking.
- Landscaping.

Attachment 4 details the location of objector properties.

### **Referrals**

#### **External Referrals**

No external statutory referral authorities are applicable to the application.

#### **Internal Referral**

The application has been referred to Council's Traffic and Drainage Engineers for comment. Relevant requirements have been incorporated into draft conditions.

### **DISCUSSION:**

#### **Consistency with State and Local Planning Policies**

##### **State Policy**

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.”*

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.”*

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 density and housing diversity objectives.

#### Local Policy

In the Municipal Strategic Statement at Clause 21, the Garden City Character of the municipality is identified as a core value held by the community and Council as a significant and important consideration in all land use and development decisions.

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.

Objectives of the Tree Conservation Policy at Clause 22.05 is to maintain, enhance and extend the Garden City Character throughout Monash by ensuring that new development and redevelopment is consistent with and contributes to the Garden City Character as set out in the Municipal Strategic Statement.

The subject land is well located with respect of jobs, services and transport, being approximately 70 metres from the northern edge of the Glen Waverley Major Activity Centre commercial precinct and 600 metres walking distance from Glen Waverley Railway Station. The subject land is located on a main road, in close proximity to jobs and services and identified by policy for increased density and housing diversity.

Glen Waverley Major Activity Centre Structure Plan (GWSP)

Amendment C120 to the Monash Planning Scheme being the implementation of the Glen Waverley Structure Plan (GWSP) rezoned the land from General Residential Zone Schedule 2 (GRZ2) to Residential Growth Zone Schedule 4.

The Glen Waverley Activity Centre is transforming rapidly and will undergo noticeable change over the coming decade. The recently approved GWSP provides policy guidance for new development within the commercial centre and surrounding residential areas. Higher built form is envisaged, however as with any proposal, the development should make a positive contribution to the public realm and liveability of places through well considered and high quality designs that respond to their physical context.

Relevant strategies and policies of the GWSP seek:

- *“High quality and diverse housing options will be available for a greater number of residents with a range of housing needs”* (Clause 22.14-1);

Clause 22.14-3 applicable Policy:

- *“To encourage the development of a range of housing types within the GWAC to cater to all ages and circumstances, and meet expected population growth;*
- *To promote excellence in architectural quality and design across the major activity centre, defining a contemporary and exciting identity for Glen Waverley;*
- *Ensure that developments contribute to the ‘buildings-in-landscape’ character of the existing residential areas surrounding the GWAC commercial centre;*
- *Ensure new development creates human scaled places that promote visual and pedestrian amenity to enable informal interaction including between neighbours.*
- *Ensure that all development with sensitive interfaces to residential areas and open space is designed to respect valuable qualities of those adjacent places*
- *Avoid large high massing buildings that dominate streetscapes and open spaces.*
- *Design buildings to address the future amenity of the occupants, visitors and those using public streets by maximising accessibility, passive surveillance and internal amenity.*
- *Landscape front setbacks adjacent to the future ring road to contribute to visual and pedestrian amenity, and the environmental sustainability of buildings.*

- *Design developments, including residential developments, to maximise safety, comfort and accessibility for people with all levels of mobility to better provide for changing circumstances, aging in place, and to limit restrictions for visitors.”*

The subject land is located within Precinct 7 (Surrounding Residential Precinct) of the GWSP which envisages:

*“The surrounding residential precinct provides a key role in supporting the growth of the centre by delivering a diverse range of housing that is located in close proximity to shops and services, public transport and open space. A number of streets will be enhanced as key walking and cycling routes connecting into the town centre.*

*It is policy to:*

*Encourage the intensification of housing in identified areas on **High Street Road**, Snedden Drive, Coleman Parade, Myrtle Street, Bogong Avenue and Springvale Road.”*

The GWSP recognises the subject land as an appropriate location for increased residential density, residential intensification, high quality development, housing renewal opportunity and increased housing diversity. Strategies seek to cater to the needs of a changing population by providing additional housing choices and alternative housing forms such as apartments located within walking distance of the activity centre. Architectural quality and integration with surrounding established residential precincts is critical in determining the appropriateness of development.

Relevant built form opportunities applicable to the subject land encourage:

- *“Opportunity for heights of 3-4 storeys;*
- *Ground level setback of at least 5m and side and rear setbacks in accordance with ResCode.”*

The proposed development is generally consistent with applicable policy and built form guidance as envisaged by the GWSP. The maximum 4 storey scale of the development complies with the preferred height guidance for development along High Street Road. The graduated massing of the development provides for suitable height transition with surrounding residential properties.

#### Residential Growth Zone – Schedule 4

Schedule 4 to the Residential Growth Zone (RGZ4) nominates the following variations to Clause 55 applicable to the site:

- *Minimum front street setback – 5 metres.*
- *Minimum side street setback – 3 metres*
- *Landscaping - Retention or provision of at least three canopy trees (two located within the front setback) with a minimum mature height equal to the*

*height of the roof of the proposed building or 10 metres, whichever is greater.*

- *Front fence height – no front fence.*

The submitted proposal and proposed conditions satisfy the abovementioned requirements. The building envelope provides for a street setback of 5.0 metres to High Street Road and 3.0 metres to Blair Road. Proposed conditions require provision of a minimum of two canopy trees along each street frontage and fencing within the High Street Road frontage to be increased to 3.0 metres (currently 2.8 metres).

#### Neighbourhood Character and Built Form

New development must be designed to ensure that the design response respects existing neighbourhood character, contributes to the preferred future 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 subject land acts as a transition site between the GWAC and existing apartment development located to the east and established residential precincts to the north, south and west. The proposal responds to the features of the site and surrounding area by appropriate building setbacks, landscaping elements along the perimeter of the site and use of a diverse materials and finishes palate to break up building massing. The building design is a contemporary response to the context.

The design response provides for a suitable street setback of 5m to High Street Road consistent with the provisions of the Residential Growth Zone – Schedule 4 and substantial landscaping opportunities along High Street Road. A building setback of 3.0m is provided to Blair Road. The encroachment of stairs, access ramps and canopy above the building entry compromises the ability for meaningful landscaping along the eastern interface of the development, and increase the hard edge to the street along the Blair Road interface. The development should be modified to reduce encroachment into the eastern setback and increased landscaping opportunities including canopy tree provision in this area.

The development scheme will provide for an improved built form outcome with the surrounding established residential area incorporating increased street setbacks and additional landscaping opportunities consistent with Garden City character policy objectives.

The three to four storey graduated height of the proposed development is appropriate being marginally taller than existing development opposite the subject land to the east (three storey apartments), existing two storey houses on properties to the west and south, and preferred height guidance of the GWSP. The fourth storey of the proposed development has been recessed along all interfaces to minimise the perception of visual bulk and provide a capping element to the development.

The rear of the building along the southern elevation is stepped down to a two storey form adjacent to adjoining established residential areas to the south. The upper level of the development includes minor encroachment of upper level ceiling and wall parapets into the prescribed ResCode setback. The height of the development along the southern interface is somewhat exacerbated as a consequence of the fall of the land. The extent of encroachment is considered satisfactory given the aspect of blank boundary walls and roofed areas on the adjoining property.

The design of basement parking for the development results in the overall development sitting somewhat elevated along the eastern elevation. This is somewhat unavoidable and a consequence of the 4.45 metre fall across the land. Finished floor levels of the development should be reduced by 1.0 metre to reduce the overall height of the development and a ground level interface more attune with existing natural ground level.

The building is well articulated along all elevations both vertically and horizontally to avoid unreasonable building bulk. The elevations of the development are articulated by careful selection and variation of materials and finishes along with protruding balconies and architectural features. Facades of the development have been suitably stepped back from the boundary and articulated to provide for suitable height transition from surrounding development. The upper storey of the development has been generously setback and presents as a penthouse capping element to the development.

The provision of a landscape buffers along the southern and south-western corner of the site further softens the massing of the proposed development adjacent to adjoining secluded private open space areas. Proposed conditions require extension of planter boxes at ground level along the western boundary. Landscaping requirements will include planting of large canopy trees along the street frontages of the development where additional complementary planting can be achieved. Fencing and retaining wall elements along High Street Road could be further setback to provide for a more generous landscaping edge to the development.

The proposed building design adopts a contemporary architectural response to the site's context. The built form and massing has been carefully designed to minimise off-site amenity impacts by maintaining a predominant three storey appearance, with a recessive upper storey and landscaped front and side setbacks generally in accordance with ResCode. The streetscape façades provide for a defined visual breaks in built form within the center of the proposed development to reduce the massing impact.

The proposed development is respectful of the scale and character of the surrounding area in that it facilitates suitable transition in scale and form from the established traditional residential areas to the south and west. The proposed development is generally well setback from boundaries and this results in appropriate massing impact on the adjoining existing residential properties. Proposed conditions include increased setback of the development at ground level

adjacent to the western boundary to lessen the immediate massing impact of the development on the adjoining property and provide increased opportunity for landscaping along this interface.

#### Design Detail

The building has been designed with the intention of providing high quality architecture, along with an attractive range of contemporary materials, and finishes. The proposed materials include brickwork, decorative screening, timber cladding and rendered facades. 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 minimise the perception of visual bulk. The materials are generally traditional but used in a contemporary way.

#### Landscaping

The development incorporates a comprehensive landscaping integral to the overall design response. Proposed conditions will require provision of trees within the street setback areas and substantial planting along the perimeter of the site adjacent to adjoining residential properties. The planting of trees and shrubs around the perimeter of the site to contribute to the ‘greenness’ of the neighbourhood.

#### Car Parking, traffic and access

The proposal provides for the requisite number of resident car parking spaces pursuant to Clause 52.06 as detailed in the following table:

	No. of dwellings	Clause 52.06 requirement	Car spaces required	Car spaces provided
<b>One and two bedroom dwellings</b>	12	1 space per dwelling	12	12
<b>Three bedroom dwellings</b>	2	2 spaces per dwelling	4	4
<b>Visitor parking</b>	14	1 space per 5 dwellings	2	2
<b>Total required</b>			<b>18</b>	<b>18</b>
<b>Total provided</b>				<b>18</b>

The development provides for sufficient on-site car parking.

As the development provides car parking on site in accordance with the Monash Planning Scheme, there will be no opportunity for future residents to obtain an on street parking permits.

#### Overlooking

The planning scheme required that habitable room windows and balcony spaces should be located and designed to avoid direct views into the secluded private open space of an existing dwelling within a horizontal distance of 9 metres. Views should be measured within a 45 degree angle from the plane of the window or perimeter of the balcony from a height of 1.7 metres above floor level.

The proposed development generally complies with the overlooking requirements of Clause 55.04-6. Appropriate screening and provision of obscure glazing has been provided to respond to overlooking of the adjoining properties to the south and west for habitable room windows and secluded private open space within 9 metres of the boundary.

#### Overshadowing

Shadow diagrams submitted with the application indicate that the shadow cast by the development will be predominantly contained on site at the September equinox having a negligible impact on adjoining properties achieved through the substantial setbacks to the southern boundary. The development will result in some increased overshadowing to adjacent properties to the west and south during the morning. The overshadowing impact of the development is considered acceptable and compliant with the applicable requirements of Clause 55.

#### Internal Amenity

The proposed development demonstrates good internal amenity outcomes for residents. All habitable rooms are provided with direct access to daylight and ventilation, having no reliance on borrowed light, light corridors or light wells. Each apartment is 57.93 square metres-175.21 square metres, along with balconies of 8 square metres-33.87square metres. The layout of the apartments is functional with limited corridor space resulting in larger habitable room sizes and generally well-proportioned apartments. Conditions proposed include requirements for demonstrated compliance with requirements of the provisions of Clause 55.07 (apartment design standards of ResCode).

#### Waste Management

A waste management plan has been provided. Given the scale of the development and the number of bins required for on street Council waste collection, a requirement should be placed on any permit to require private collection of waste within the property. Adequate space is provided within the basement and service areas for waste storage and collection.

#### **CONCLUSION:**

The design response has been developed having appropriate regard to objectives of the Residential Growth Zone Schedule 4 and the Glen Waverley Activity Centre Structure Plan.

The proposed development is considered appropriate given the locality and relevant objectives of state and local policies relating to housing, residential development and increased residential density in appropriate locations.

The proposed development will provide an appropriate mix of housing diversity and additional housing making a meaningful contribution to urban consolidation. The proposal development is appropriate subject to conditions set out in this report.



**LIST OF ATTACHMENTS:**

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (December 2016).

Attachment 3 – Zoning and Overlays Map.

Attachment 4 – Objector Properties Location Map.