

**1.3 583 FERNTREE GULLY ROAD, GLEN WAVERLEY
CONSTRUCTION OF SEVENTY-SEVEN (77) TWO TO THREE STOREY DWELLINGS IN
TWO STAGES
(TPA/52516)**

EXECUTIVE SUMMARY:

This application proposes the construction of seventy-seven (77) two and three storey dwellings on the land with vehicle access via Ferntree Gully Road. The development is to be constructed in two stages.

The application was subject to public notification. Nine (9) objections to the proposal have been received.

Key issues to be considered relate to the appropriateness of the scale of the proposal, neighbourhood character, amenity impact, internal amenity for future residents, the retention of trees and provision of landscaping, car parking provision and traffic impact.

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

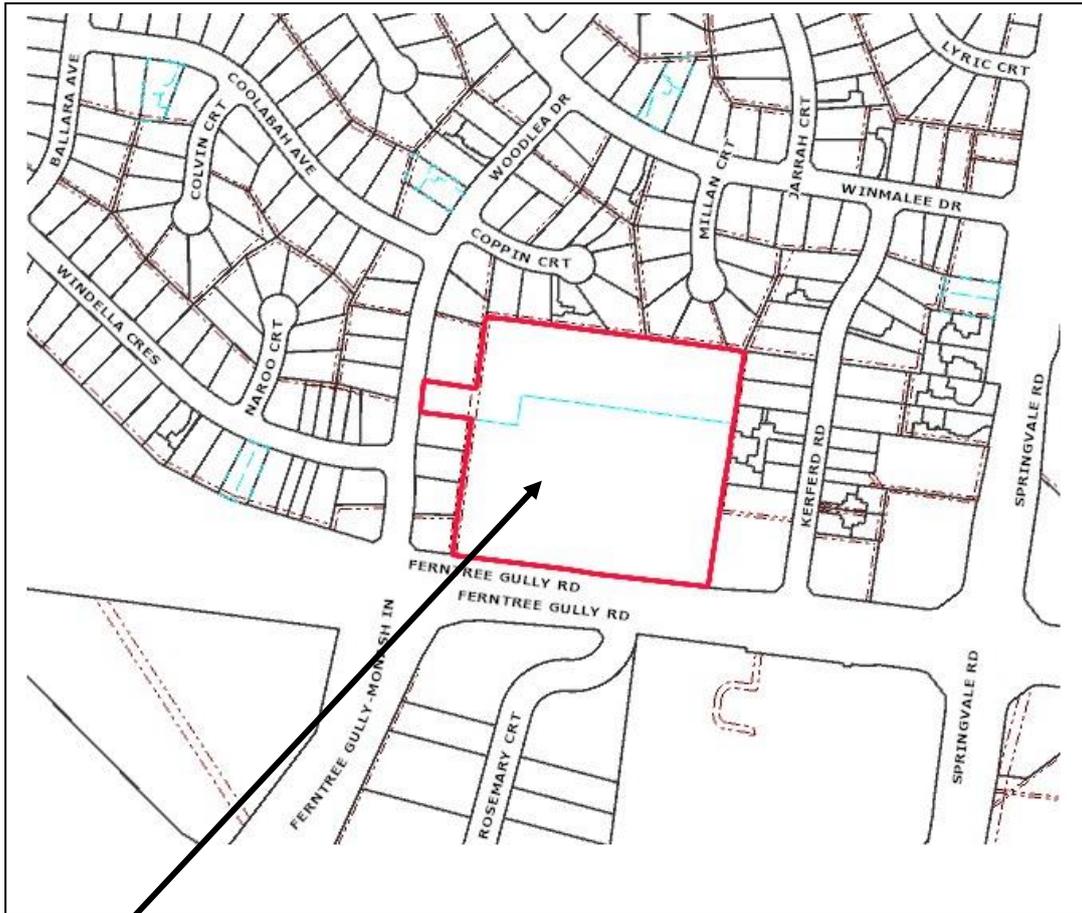
The reason for presenting this report to Council is the proposed development cost of \$30 Million.

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

RESPONSIBLE DIRECTOR:	Peter Panagakos
RESPONSIBLE MANAGER:	Natasha Swan
RESPONSIBLE PLANNER:	Jeanny Lui
WARD:	Glen Waverley
PROPERTY ADDRESS:	583 Ferntree Gully Road, Glen Waverley
EXISTING LAND USE:	Specialist primary school and family services
PRE-APPLICATION MEETING:	Yes
NUMBER OF OBJECTIONS:	Nine (9)
ZONING:	General Residential Zone Schedule 2

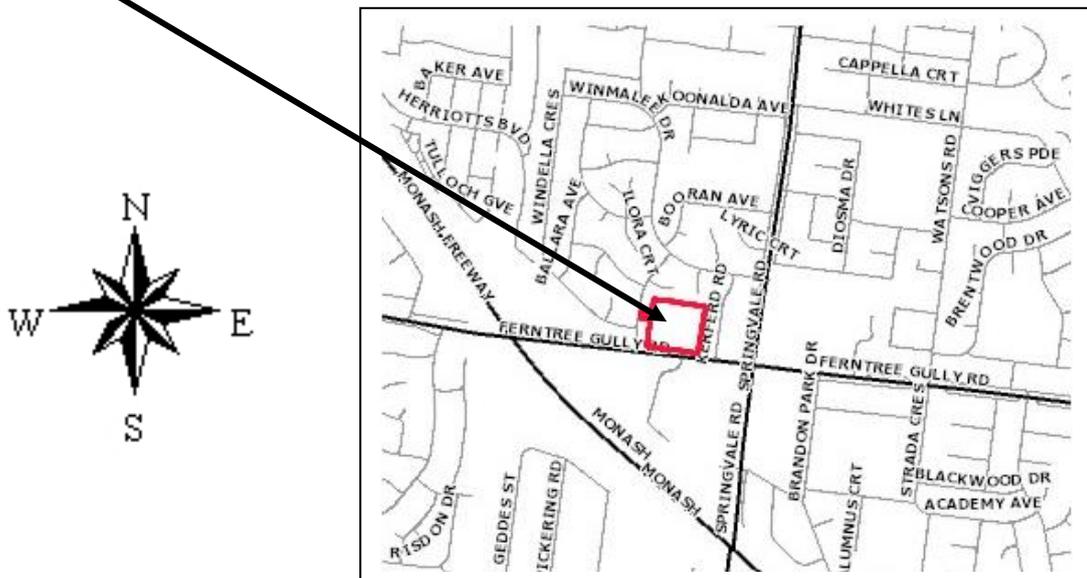
OVERLAY:	No Overlay
<p>RELEVANT CLAUSES:</p> <p><u>Planning Policy Framework</u></p> <p>Clause 11.01-1R- Settlement – Metropolitan Melbourne</p> <p>Clause 11.02-1S- Supply of Urban Land</p> <p>Clause 15.01-1S&R- Urban Design</p> <p>Clause 15.01-2S- Building Design</p> <p>Clause 15.01-4S & R- Healthy Neighbourhoods</p> <p>Clause 15.01-5S- Neighbourhood Character</p> <p>Clause 15.02-1S- Energy and Resource Efficiency</p> <p>Clause 16.01-1S &R- Housing supply</p> <p>Clause 16.01-2S- Housing affordability</p> <p>Clause 18.01-1S- Land Use and Transport Planning</p> <p>Clause 18.02-2R– Principal Public Transport Network</p> <p>Clause 18.02-4S- Car Parking</p> <p>Clause 19.03-3S- Integrated Water Management</p>	<p><u>Local Planning Policy Framework</u></p> <p>Clause 21.04- Residential Development</p> <p>Clause 21.08- Transport and Traffic</p> <p>Clause 21.13- Sustainability and Environment</p> <p>Clause 22.01- Residential Development and Character Policy</p> <p>Clause 22.04- Stormwater Management Policy</p> <p>Clause 22.05- Tree Conservation Policy</p> <p>Clause 22.13- Environmentally Sustainable Development Policy</p> <p><u>Particular Provisions</u></p> <p>Clause 52.06- Car Parking</p> <p>Clause 52.29- Land Adjacent to a Road Zone, Category 1</p> <p>Clause 53.18 – Stormwater Management in Urban Development</p> <p>Clause 55- Two or more dwellings on a lot and residential buildings</p> <p>Clause 65- Decision Guidelines</p>
STATUTORY PROCESSING DATE:	24 October 2021
DEVELOPMENT COST:	\$30 Million

LOCALITY PLAN



SUBJECT SITE

NEIGHBOURHOOD PLAN



RECOMMENDATION:

That Council resolves to issue a **Notice of Decision to Refuse to Grant a Planning Permit (TPA/52516)** for the construction of seventy-seven (77) two to three storey dwellings, front fencing exceeding 1.2 metres in height in two stages and creation and alteration of vehicle access to a road in a Road Zone Category 1 at 583 Ferntree Gully Road, Glen Waverley on the following grounds:

1. The proposal is inconsistent with the objectives of Clause 21.04 Residential Development, Clause 22.01 Residential Development and Character Policy and Clause 55 of the Monash Planning Scheme in regard to built form and spacing, sense of address, landscaping, internal amenity, design detail and design of car parking.
2. The proposed built form is out of character and results in an overdevelopment within the context of the neighbourhood.
3. The proposal does not provide for adequate landscaping opportunities to contribute to the Garden City Character.
4. The proposal will present a dominance of garages within the internal streetscape resulting in poor sense of address and inadequate landscaping along the internal road.
5. The proposal will result in poor internal amenity for future residents.
6. The proposal does not provide a balance of housing types and layouts to meet the housing diversity objective.
7. The proposal heavily rely on tandem car parking will not result in the efficient movement of vehicles.
8. The proposed tandem garages do not meet design requirements in Clause 52.06 of the Monash Planning Scheme.

BACKGROUND:**History**

The site is occupied by the Bestchance “Child and Family Care Network”, which operates a range of children’s community services since the 1960s. Planning Permit TPA/49510 was issued on 28 February 2020, as directed by VCAT, for a two lot subdivision and associated buildings and works. Lot 1 occupies the northern section of the site including the area with frontage to Woodlea Drive and Lot 2

Drive. The land slopes to the south by approximately 2 metres and a number of mature trees are interspersed between existing buildings on the site.

The land was formally occupied by the Bestchance “Child and Family Care Network”, which operates a range of children’s community services. The site accommodates a number of buildings, car parking spaces and some larger vegetation mainly located along the northern section of the land and a 16 metres high *English Oak ‘Quercus robus’* located along the Ferntree Gully Road frontage.

Vehicle access is via two crossovers to Ferntree Gully Road which includes a single crossover near the south-western corner of the land and a double crossover located centrally. The site features an existing internal road network and at-grade car parking that is predominantly located within the eastern portion of the site.

The subject site of this application occupies Lot 2 of the parcel with a frontage of 161.4 metres to Ferntree Gully Road, an eastern boundary of 104.68 metres, a western boundary of 86.4 and 19.33 metres, a northern boundary of 162.75 metres creating a site area of 16,478.5 square metres.

The surrounding area is characterised by a mix of the original post-War single storey weatherboard and brick houses with a presence of newer two storey multi dwelling developments.

More specifically, details of adjoining properties are as follows:

North – Directly north of the subject site is the remaining land known as Lot 1 as discussed in the previous section. The site is irregular in shape and connects through to Woodlea Drive. The single storey building on this lot will be used as a school, medical centre and office which are relocated from Lot 2. Vehicle access will be via Woodlea Drive.

East – East of the subject site is a multi-dwelling development and the Glen Inn Motel and Apartments. These properties have frontage to Kerferd Road and back to the subject site.

South – Directly south of the subject site is Ferntree Gully Road being a six lane wide arterial road. Properties opposite include the Village Green Hotel to the southeast, Glen Waverley Subaru car dealership and various industrial/office-warehouse premises having frontages to Rosemary Court opposite the site to the south. The City bound entrance to the Monash Freeway is located opposite the site to the south-west.

West – West of the subject site are four properties known as 18 to 24 Woodlea Drive being single and double storey detached dwellings. These dwellings all have frontage to Woodlea Drive and have their secluded private open space along the common boundary with the subject site.

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

PROPOSAL:

The proposal seeks the demolition of all existing buildings on the site and construction of seventy-seven (77) dwellings. Details of the proposal are as follows:

- A total of 64 x three storey & 13 x double storey dwellings including 19 x 3 bed and 45 x 4 bed dwellings.
- Stage 1 comprises 39 dwellings and Stage 2 comprises 38 dwellings.
- Front setback of 7.6 metres to the Ferntree Gully Road boundary.
- The maximum building height is 10.88 metres (3 storeys).
- The site coverage is 40.07% with permeability of 35%.
- An overall garden area of 35.18%.
- A central public open space of approximately 1,231 square metres.
- Dwellings along the perimeter are provided with ground floor secluded SPOS and first floor balconies.
- Dwellings located in the middle of the site are provided with ground floor service yards and first floor balconies.
- Majority of the trees on site are proposed to be removed except a 16 metre high *English Oak* will be retained within the front setback to Ferntree Gully Road.
- Each dwelling is provided with a double garage in tandem arrangement or a double width garage.
- 15 visitor car parking spaces are provided within the development.
- 1.8 metre high front fence setback 1.2 metres from the Ferntree Gully Road boundary.
- Vehicle access is via a new crossover on Ferntree Gully Road. The existing vehicle crossovers will be removed.

Attachment 1 details plans forming part of the application.

PERMIT TRIGGERS:

Zoning

Pursuant to Clause 32.08-6 (General Residential Zone), a permit is required to construct two or more dwellings on a lot. A permit is also required to construct a front fence exceeding 1.2 metres in height.

A minimum of 35% garden area is required within the zone. A maximum building height of 11 metres up to 3 storeys is permitted within the zone.

The proposed development provides a garden area of 35.18%, and maximum building height of 10.88 metres (3 storeys) meeting the mandatory requirements of the zone.

Particular & General Provisions

Clause 52.06: Car Parking

Pursuant to Clause 52.06-3 *Car Parking*, a permit is required to reduce the number of car parking spaces required under Clause 52.06-5.

Each dwelling has been provided with two car parking spaces meeting the requirement of Clause 52.06-5, a reduction is not sought by this application.

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

Ferntree Gully Road is a Road Zone Category 1 and a permit is required for the proposed new crossover to be created and the existing crossovers to be removed pursuant to Clause 52.29-2.

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

CONSULTATION:

Following an initial assessment of the application the following preliminary application feedback was provided to the permit applicant:

- The scale form and density of the proposal poorly integrates with development within the surrounding area and is inconsistent with the Monash Housing Strategy
- The proposal should better respond to the Garden City Character with greater opportunities for canopy tree planting within the development.
- Greater building separation should be provided along the western row of townhouses to break up the visual impact of the western interface.
- The proposal does not provide a range of dwelling sizes and types. All dwellings are three storeys providing 3 or 4 bedrooms with a reverse living layout.
- The western row of townhouses should have a more conventional layout with living/dining areas on ground floor connecting to the ground floor secluded private open space.
- The proposal heavily relies on tandem garages.
- The proposal achieves poor sense of address as the internal road is dominated by garages with narrow dwelling frontages.
- Windows of the western row of townhouses appears to overlook the secluded private open space of the adjoining properties.

- Potential impact to Street trees 4 & 5.

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

The Permit Applicant met with Council officers to discuss preliminary feedback and responded to the concerns raised by Officers on 16 August 2021. In response to the feedback provided the application was formally amended to make the following changes:

- Reduction in the number of proposed dwellings from 81 to 77.
- Introduction of a new two storey dwelling type with ground level living areas and secluded private open space.
- Additional building breaks along the northern and western rows of dwellings.
- Increased provision of double garages from 11 (14%) to 15 (19.5%).
- Provision of window screening to prevent overlooking.
- Proposed crossover relocated following further consultation with Department of Transport.

The Applicant has been formally advised that this application is coming to the October Council meeting and a letter has been sent advising them of the details of the Council meeting.

The Applicant has been verbally advised that this application is recommended for refusal, and an outline of the grounds has been explained.

Public Notice

The application was advertised in accordance with section 52 of the *Planning and Environment Act 1987* by sending letters to the surrounding property owners/occupiers, and displaying three (3) large signs on frontages of Ferntree Gully Road and Woodlea Drive.

Nine (9) objections were received. Issues of objection included the following concerns:

- High density and three storey buildings is out of neighbourhood character;
- Small private open space contrary to the Garden City Character;
- Car parking and traffic generation;
- Building coverage/ permeability;
- Location of the substation;
- Loss of privacy (overlooking);
- Loss of sunlight (overshadowing);
- Overdevelopment;
- Housing diversity;

- Increased noise;
- Access for fire/ emergency trucks; and
- Spread of Covid-19 virus.

Attachment 4 details the location of objector properties.

Referrals

External Referral

Department of Transport (Ref: PPR 35911/21-A)

The application was referred to the Department of Transport (DoT) pursuant to Clause 52.29 *Land Adjacent to a Road Zone Category 1* and Clause 66.02 as the proposed development is to construct a residential development comprising more than 60 dwellings or lots.

The DoT advised that the proposed vehicle access is supported and the proposed relocation of bus stop on Ferntree Gully Road is also accepted subject to standard conditions including relocation of the existing bus stop near the proposed vehicle entrance to the site. None of the proposed conditions would affect the current design of the proposal should a permit be issued.

Internal Referral

Traffic Engineer

Concerns raised with respect of proposed garages widths less than the requirement of Clause 52.06-9 (Car Parking Design Standards), extent of tandem garage arrangements compromising the likely efficiency of on-site car parking, and plans deficient of driveway gradients.

Drainage Engineer

No concerns subject to standard conditions including submission of a drainage plan for approval.

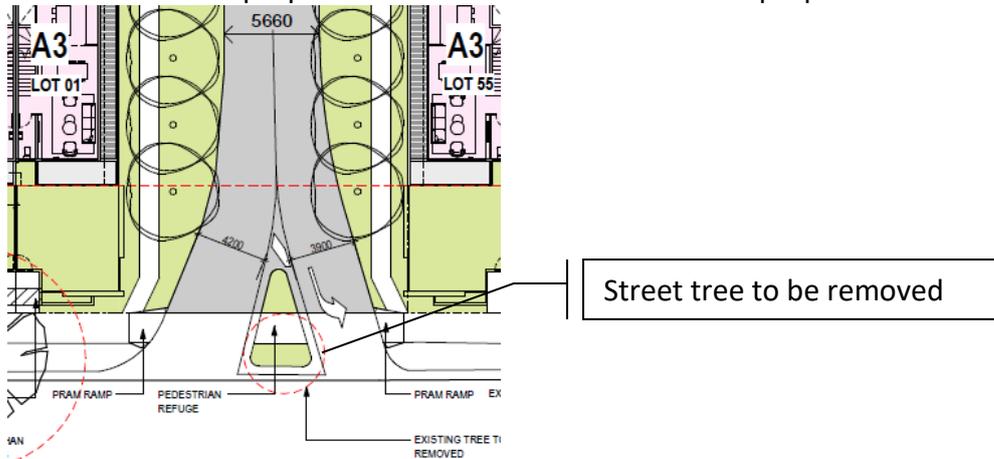
Waste Services

Council waste collection from within the land will not be permitted. Waste must be collected via a private contractor from within the site. Revisions are required to the waste management plan (WMP) to include the following information:

- Purpose of the WMP and development details;
- Amended waste generation calculation to include food organic and glass recycling;
- Storage of 4 bins per dwelling;
- Bin collection details including collection points, bin transfer routes and swept path diagram;
- Provision for hard waste collections; and
- Waste management communication strategy for occupiers.

Horticultural Services

One street tree is proposed for removal as a result of the proposed crossover:



Council's Horticultural Services advised that proposed removal of the 6 metres high *Eucalyptus scoparia* is acceptable due to the current and likely future condition of the tree.

DISCUSSION:

Consistency with State and Local Planning Policies

Planning Policies relevant to the current proposal promote:

- Sufficient supply of land for residential to meet forecast demand (Clause 11.02-1S);
- Provision of housing that recognises and respects neighbourhood character and achieves architectural and urban design outcomes that contribute positively to local urban character (Clause 15.01-5S).
- Provision of a diversity of housing at well located areas that meets community needs (Clause 16.01-1S);
- Location of new housing closer to jobs, transport and services. Increasing choice in housing type, tenure and cost to meet the needs of households (Clause 16.01-2S);
- Increase in diversity and density of development and promote greater use of public transport (Clause 18.02-2S & Clause 18.02-2R);
- Sustainable manage water supply, waste water, drainage and stormwater through an integrated water management approach (Clause 19.03-3S).

The site is strategically supported for increased residential density development as it is within the Accessible Area of the Brandon Park Major Activity Centre and has good access to public transport. Whether the proposal is supportable depends on its appropriateness on how it integrates to the surrounding context, responds to the neighbourhood character and maintains the Garden City Character which will be discussed in the balance of this report.

Local Planning Policy Framework (LPPF)

The Local Planning Policy Framework seeks to expand on these broader state objectives and in doing so, identifies the '*Garden City Character*' as a core value held by the community and Council. Garden City Character policy objectives are significant and important considerations in all land use and development decisions throughout the municipality.

Clause 21.04 (Residential Development Policy) identifies the site is located within *Category 2- Accessible Area & Category 8- Garden City Suburbs*. Policy encourages higher level of development intensity on sites which benefit from being either located close to high quality services, activity centres, transport hubs, or have high quality public transport options.

Clause 22.01 (Residential Development and Character Policy) identifies the site within *Garden City Suburbs Northern Area* which allows well-designed unit developments within a pleasant leafy framework of well-vegetated front and rear gardens. Setbacks will be generous and building heights will vary between neighbourhoods. New development will complement the established buildings through consistent siting, articulated facades and use of materials.

The subject site is identified as an 'Accessible Area' located within the Principal Public Transport Network and is strategically supported for higher density development. The proposal however poorly responds to the neighbourhood character and built form policy aspirations for the area. The attached built form with minimum spacing results in a very dense built form outcome, narrow dwelling façades dominated by garages and minimal opportunity for meaningful landscaping forward of dwellings surrounding the internal roadway.

Whilst the site provides an opportunity for infill medium density development and increased density, the design response needs to have better regard to Garden City objective sought in the local planning policy framework.

Clause 22.05 (Tree Conservation Policy) seeks to maintain, enhance and extend the Garden City Character throughout Monash by ensuring that new development and redevelopment is consistent with and contributes to the Garden City Character as set out in the Municipal Strategic Statement. The retention of mature trees, as well as encouraging the planting of new canopy trees with spreading crowns, is promoted. A significant tree is proposed for retention within the street frontage however all other trees are proposed for removal including some with moderate arboricultural value. The proposal should be designed to allow for greater retention of significant trees and better response to the Tree Conservation Policy.

Clause 22.13 (Environmentally Sustainable Development Policy) provides a framework for early consideration of environmental sustainability at the building design stage. For a development of 10 or more dwellings, a Sustainability Management Plan is required to be prepared and submitted. A Sustainability

Management Plan was prepared by Co-Perform Pty Ltd which included a BESS assessment of the design and concludes that the proposal achieves best practice.

General Residential Zone, Schedule 2 (GRZ2)

Purpose of the General Residential Zone is to encourage development that respects the neighbourhood character, encourage a diversity of housing types and housing growth in locations offering good access to services and transport.

Assessment under ResCode

Neighbourhood Character and Building Form

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

The proposal provides adequate setbacks to property boundaries satisfying the requirements of the relevant standards. The proposed mixture of two to three storey scale of the dwellings is considered appropriate, given the strategic support for a well-designed medium density housing outcome and the large land size of the site. However the predominately attached built form is out of context.

The established surrounding area is dominated by detached dwellings or townhouses with varied setbacks and adequate spacing (ground floors and/or first floors) in traditional suburban form. Surrounding properties are generally well landscaped including the residential motel to the east.

The architectural styling of the proposal is dominated by attached built forms, with visually dominant upper level massing, generic and repetitious façade details. Garages and driveways at ground level dominate the internal road frontage, which compromise the ability to provide for meaningful landscaping and also results in lack of sense of address. This is not limited to the dwellings located centrally in the development but all dwellings within the development.

Ground level spacing between the dwellings is minimal, being typically 2-3 metres for every 4-5 dwellings. No spacing is provided to the eastern row of dwellings. These spaces run between garages and dwellings and there is limited landscaping expected to be provided within these spaces. The spacing provided throughout the development is tokenistic and is not sufficient to provide meaningful landscaping nor respectful of the neighbourhood character.

Existing context also include open gardens with generous landscaping to Ferntree Gully Road. The proposed 1.8 metres high front fence along the Ferntree Gully Road frontage exceeds the preferred height of 1.2 metres in zone; and is out of surrounding context. Given the width of the subject site, there is opportunity to have lower staggered fences to allow for a more open garden setting along

Ferntree Gully Road to better respond to the open garden setting that the planning scheme envisages.

Overall, the design poorly responds to the garden city character and is out of character with the neighbourhood. It should be a more integrated design having regard to the neighbourhood character in terms of building form and spacing, reducing dominance of garage/accessway and providing better scope for meaningful landscaping which will be better integrated with the surrounding context.

Street Setback to Ferntree Gully Road

The proposed front setback of 7.6 metres to the Ferntree Gully Road boundary meets the requirement of GRZ2. However the proposal to enclose the front setback areas to be used as secluded private open space fails to contribute to the preferred neighbourhood character which seeks to provide open gardens with no or low front fences, retention of existing mature trees with additional tree planting within streets and private open space areas to add to the tree canopy of the area.

Garden Area Requirement

The proposed garden area of 35.18% meets the requirement of Clause 32.08-4. The development achieves this requirement through the provision of a large communal open space contributing approximately 7.5% to the garden area calculation. Whilst the proposal achieves compliance, it has been at the expense of more generous building spacing throughout the development, resulting in a very dense built form outcome which is inconsistent with built form and landscaping objectives of the neighbourhood character policies.

It is considered that more landscaping and garden area should be provided throughout the development achieved through more generous building breaks and spacing, larger areas of landscaping forward of dwellings and surrounding the internal roadways. As the communal open space is located within the development, it offers limited off-site benefit in terms of massing relief, landscaping opportunities along perimeters or potential public open space contribute which land contribution would not be accepted.

External Amenity Impacts

The site has limited sensitive interfaces due to Ferntree Gully Road to the south, the Motel to the southeast, and non-residential use to the north (Best Chance consolidated operations).

Overshadowing

The adjoining secluded private open space will maintain a minimum of five hours of sunlight between 9am and 3pm on 22 September, satisfying the requirement of Standard B21 *Overshadowing*.

In addition, existing solar panels on the adjoining properties will not be affected by the proposed development.

Overlooking

Proposed balconies and windows within 9 metres of the adjoining secluded private open space to the west and northeast of the site have been screened to a minimum of 1.7 metres above finished floor levels to mitigate overlooking, satisfying the objectives of Standard B22 *Overlooking*.

Internal Amenity Impacts

The internal amenity of the dwellings are generally acceptable with functional layouts and direct access to sunlight and ventilation to habitable rooms. Pedestrian access is provided throughout the site to the dwellings and the public open space provided within the development is also adequate.

All habitable room windows and balconies above ground floor along the eastern, western and northern row of dwellings are screened to 1.7 metres above finished floor levels to prevent overlooking, which whilst effective for protecting external amenity results in poor internal amenity outcome for future residents. The design response should have allowed for design solutions rather than requiring screening. Adopting a more conventional layout of dwellings with ground floor living areas and secluded private open space in lieu of the proposed reverse living arrangements would make an obvious improvement to the internal amenity and considered to be a more appropriate response to the sensitive interfaces.

The secluded private open space of the southern row of dwellings within the front setback is a poor outcome as it faces Ferntree Gully Road which is a high traffic volume main road (with three lanes on each side of the road) and will be overshadowed by the dwellings given their orientation. The additional north facing balconies will provide some recreational space for future residents however fail to provide adequate space for new landscaping, resulting in minimal landscaping along this side of the internal road.

Private Open Space/Balconies

All dwellings will be provided with secluded open space in the form of balconies or ground level secluded private open space areas for a small proportion of dwellings. The majority of the dwellings (83%) have a reverse living layout and access to the ground floor open space is via a hallway rather than the living area. Only 13 dwellings with conventional layouts will have access to the ground floor private open space from the living room which is not considered a balanced outcome.

It is considered that some dwellings with reverse living layout and balconies are acceptable in this scale of development, such as the dwellings (Type C1, C2 & C3) in the middle of the site with small serviced areas on the ground floor and balconies on the first floor. More substantial landscaping should be provided around the dwellings to break up the hard surface along the internal road.

Whilst satisfying the requirements of Standard B28 of ResCode, majority of the dwellings relying on balconies is not deemed to be an appropriate outcome. The option of balconies should be limited to the dwellings in the middle of the site where it is not practical to provide ground level secluded private open space areas and dwellings along the perimeter should be provided with more substantial ground level open space to provide for recreation, landscaping and to better respond to the garden character objectives

Ground floor open space areas generally receive adequate north solar access except those on the south of dwellings 1-16 & 53-55 which have already been discussed.

Landscaping and Tree removal

Tree Removal

All existing trees on site are proposed to be removed except one *English Oak* '*Quercus robus*' which will be retained within the front setback in front of Lots 11 & 12. It is noted that the land is not affected by the Vegetation Protection Overlay, however Clause 55.03-8 Landscaping objectives requires Council to consider whether development respects the landscape character of the neighbourhood and to encourage retention of mature vegetation on site.

The Arborist Report provided with the application identifies the *English Oak* '*Quercus robus*' to be retained is 16 metres high with a 15 metre wide canopy. It has fair health and structure, and high retention value with over 20 years of useful life expectancy. The proposed dwellings on Lots 11 & 12 will encroach into approximately 5% of the Tree Protection Zone (TPZ) of this tree which is considered a minor encroachment and complies with Australian Standard AS4970-2009. The fences, planter boxes and stairs within the TPZ of this tree are not expected to negatively impact the long-term health of this tree if they were constructed in accordance with the construction measures suggested in the Arborist Report.

The majority of the other trees proposed for removal have a low arboricultural value, however eleven (11) of them are of medium arboricultural value. Given this value, the proposed development should have been designed to allow greater retention of trees particularly within side and rear setbacks, within secluded private open space areas and the communal open space area to better respond to policies at Clause 22.05 (Tree Conservation Policy) and Clause 55.03-8 (Landscaping objectives).

No neighbouring trees (including trees in Lot 1 in the subdivided parcel) and street trees (except Tree 6) will be adversely affected if protection measures are undertaken in accordance with the Arborist's recommendation. The dwelling in Lot 26 will encroach into the TPZ of Tree 16 *Prickly-leaved Paperbark* of the adjoining lot however this tree has been approved for removal under Planning

Permit TPA/49510. Street tree 6 will be removed as a result of the proposed vehicle crossing, this has been discussed under the referral section of this report.

Landscaping

A Landscape Master Plan has been prepared with the application which indicates canopy trees are to be provided within the front setbacks, ground floor secluded private open space areas, along accessways and within the central public open space. The master plan shows that minimal landscaping can be provided along the internal road, in front of the dwellings given the dominance of garage and accessways along the internal road network. Proposed bin storage forward to the garages further reduces scope of meaningful landscaping and will be a poor urban design outcome for the development.

Minimal separation between dwellings and minimal provision of 'nature strip' spaces along the internal road results in limited areas for meaningful landscaping and canopy tree provision throughout the remainder of the site. One of the main concerns with the current proposal is the lack of soft landscaping opportunities available throughout the site due to the high yield of dwellings.

The proposed development should incorporate increased landscaping areas throughout the site to better complement and integrate the site with the surrounding area and better respond to the Garden City Character.

Housing Diversity

The development provides a mix of two and three storey dwellings containing three or four bedroom dwellings with varied layouts and sizes. A significant proportion (over 83%) of the dwellings is comprised of three storeys and over 58% with four bedrooms. Whilst the proposed development provides for some variation in number of storeys, bedroom options, dwelling layouts and orientation, the development does not provide for adequate diversity.

Opportunity exists within the development to provide for greater diversity of housing choices to cater for varied housing choices for families, singles, older people and multi-generational families. Another concern is the complete lack of detached and semi-detached single storey dwellings. It would be a better response to cater for an aging population and persons with limited mobility through the inclusion of single storey dwellings or dwellings that provide for some living and bedrooms at ground floor.

Car Parking, traffic and access

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

Use	Number of Dwellings	Clause 52.06 Requirement	Car spaces required	Car spaces provided
Three plus bedroom dwelling	77 dwellings	(2 spaces/ three bedroom	154 spaces	154 spaces
Visitor Parking	77 dwellings	N/A	0	15 spaces
Total			154 spaces	169 spaces

The subject land is located within the Principal Public Transport Network (PPTN) and visitor spaces are not required pursuant to Clause 52.06. A total of 15 visitor spaces is provided within the development exceeding the statutory requirement.

Each dwelling is provided with two car parking space in the form of a double or tandem garage, with the majority being in a tandem arrangement (over 80%). The heavy reliance of tandem garages achieves poor outcomes and is further evidence of the excessive density of the proposal and has the potential to cause vehicle management and manoeuvrability issues following occupation of the development.

Council's Traffic Engineers have assessed the proposed car parking and access arrangements and advised that the internal width of the rear space of the tandem garages of 43 dwellings does not meet the standard internal width required under Clause 52.06.

The fact that almost 56% of the proposed garages do not comply with the requirements of Clause 52.06 is indicative of the proposed car parking layout being marginal and designed to the absolute minimum. Increasing the internal width of these garages will further reduce the internal width and functional space of the dwellings.

Council's Traffic Engineer anticipated that the traffic generate of this development will cause less impact on Ferntree Gully Road compared to the traffic generated by the previous use.

Objections not previously addressed

Location of the substation

This is a valid concern. The current location of the substation within the front setback is unsightly. It should be incorporated within the landscape setting and relocated further from the adjoining properties.

Increased noise

Concerns regarding noise generated from the occupants is not a relevant planning consideration, however is not unexpected in an urban setting undergoing change.

Access for fire/ emergency trucks

Council's Traffic Engineer did not raise concerns about the width of the internal road and the Department of Transport does not raise concerns about the proposed vehicle access.

Spread of Covid-19 virus.

It was raised in an objection that this development will become a hotspot of Covid-19 due to the higher density, enclosed spaces and narrow roads. Whilst this concern sits outside of what might be considered a relevant planning consideration, there is also no indication that the proposed design would result in any increased potential for transmission of disease. As with any residential development matters such as ventilation of the dwellings would be considered at the building permit stage.

CONCLUSION:

It is considered that the subject site can accommodate for a more intense form of residential development due to its large land size and location. The concept of developing the site with multi-dwellings is consistent with the need to provide housing growth throughout the municipality particularly in locations offering good access to services and transport.

Whilst the concept is strategically supported, the design response displays inadequate regard for the surrounding context in terms of neighbourhood character, built form, spacing, landscaping opportunity and internal amenity for future residents. The dominance of garages and accessway fails to respect the garden city character sought by the Monash Planning Scheme. The non-compliance of garage widths and heavy reliance on tandem car parking arrangement further compromise the practicality of the garages which constitutes an overdevelopment of the subject site.

It is recommended that Council refuse the application.

LIST OF ATTACHMENTS:

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (January 2021).

Attachment 3 – Zoning and Overlays Map.

Attachment 4 – Objector Properties Location Map.