

## 7.1.2 319-321 SPRINGVALE ROAD, GLEN WAVERLEY - USE AND DEVELOPMENT OF A FOUR-STOREY MEDICAL CENTRE, CARPARK AND SIGNAGE

<b>Responsible Manager:</b>	Catherine Sherwin, Manager City Planning
<b>Responsible Director:</b>	Peter Panagakos, Director City Development

### EXECUTIVE SUMMARY

This application proposes the development of a three-storey building with two levels of basement car parking, to be used as a medical centre. Car parking is provided within the basement accessed via a modified vehicle crossover to Beacon Street. The proposal also seeks to display signage and removal of the existing vehicle crossover to Springvale Road. The application also seeks to reduce part of the statutory car parking requirement.

The application was advertised on two occasions. The first in May for the proposal of a four-storey medical centre and again in November for the amended proposal for a three-storey medical centre. A total of thirteen (13) objections to the proposal have been received. Ten (10) were received in the first round of advertising and an additional four (4) during the second with one of those being from an original objector.

Key issues to be considered relate to the appropriateness of the proposed use of a medical centre within the General Residential Zone, height and scale of the proposed building, landscaping, impact on the character, external amenity impact on surrounding properties including overlooking and overshadowing, adequacy of car parking provision, traffic and car parking movements, and appropriateness of the proposed signage.

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

**The reason for presenting this report to Council is the proposed development cost of \$4 Million.**

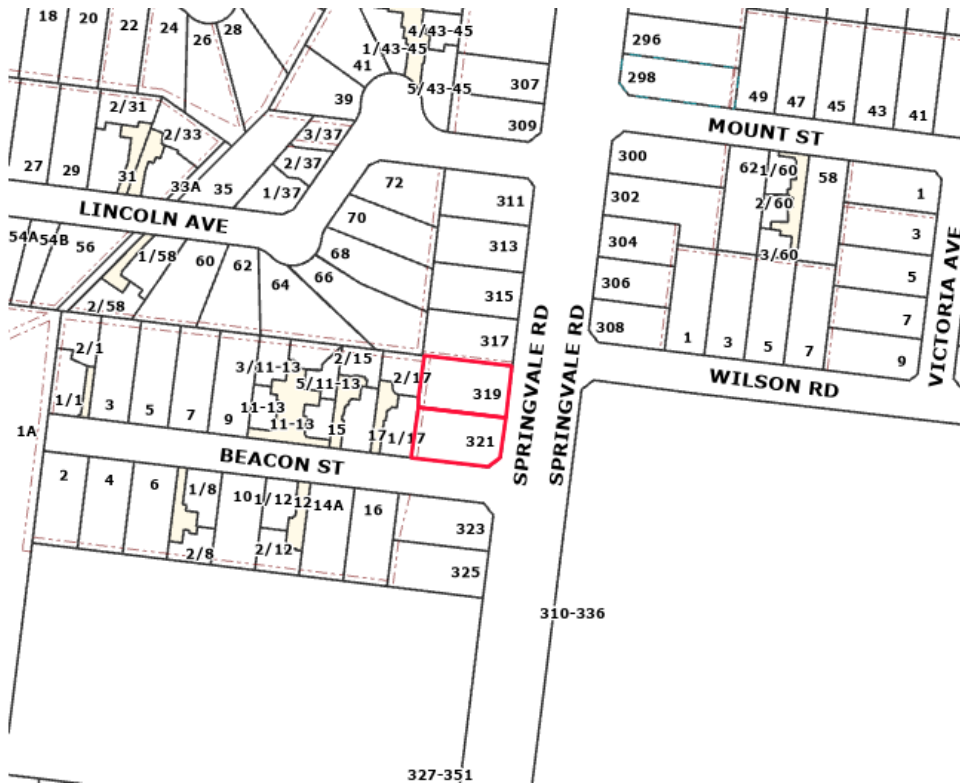
**The proposed development is considered appropriate having regard to the relevant provisions of the Monash Planning Scheme. It is recommended that Council resolves to issue a Notice of Decision to Grant a Planning Permit, subject to conditions.**

RESPONSIBLE DIRECTOR:	Peter Panagakos, Director City Development
RESPONSIBLE MANAGER:	Catherine Sherwin, Manager City Planning
RESPONSIBLE PLANNER:	Jeanny Lui
WARD:	Glen Waverley
PROPERTY ADDRESS:	319-321 Springvale Road, Glen Waverley

NUMBER OF OBJECTIONS:	Thirteen (13)
ZONING:	General Residential Zone Schedule 2
OVERLAY:	N/A
EXISTING LAND USE:	Dwelling and Medical Centre
RELEVANT POLICY:	<p><b><u>Planning Policy Framework</u></b></p> <p>Clause 11.01-1R - Settlement – Metropolitan Melbourne  Clause 11.02-1S - Supply of Urban Land  Clause 13.07-1S - Land Use Compatibility  Clause 15.01-1S&amp;R - Urban Design  Clause 15.01-2S - Building Design  Clause 15.01-4S &amp; R - Healthy Neighbourhoods  Clause 15.01-5S - Neighbourhood Character  Clause 17.01-1S&amp;R - Diversified Economy  Clause 17.02-1S - Business  Clause 18.01-1S - Land Use and Transport Planning  Clause 18.02-3R - Principal Public Transport Network  Clause 18.02-4S – Roads  Clause 19.02-1S&amp; 1R – Health Facilities  Clause 19.03-3S - Integrated Water Management</p> <p><b><u>Local Planning Policy Framework</u></b></p> <p>Clause 21.01 - Municipal Strategic Statement (Introduction)  Clause 21.05 - Economic Development  Clause 21.08 - Transport and Traffic  Clause 21.13 - Sustainability and Environment  Clause 22.01- Residential Development and Character Policy  Clause 22.03 - Industry and business development and character policy  Clause 22.04 - Stormwater Management Policy  Clause 22.05- Tree Conservation Policy  Clause 22.08 – Outdoor Advertising Policy  Clause 22.09- Non-Residential Use and Development in Residential Areas  Clause 22.13- Environmentally Sustainable Development Policy</p> <p><b><u>Particular Provisions</u></b></p> <p>Clause 52.05 – Signs  Clause 52.06 - Car Parking  Clause 52.29 - Land Adjacent to the Principal Road Network  Clause 52.34 - Bicycle Facilities  Clause 53.18 - Stormwater Management in Urban Development</p>

	Clause 65 - Decision Guidelines
STATUTORY (60 DAY) PROCESSING DATE:	21 January 2024
DEVELOPMENT COST:	\$4 million

**LOCALITY PLAN**



**NEIGHBOURHOOD PLAN**



## RECOMMENDATION

That Council resolves to issue a Notice of Decision to Grant a Planning Permit TPA/54600 for the use and development of a three-storey medical centre with two basement levels, display of signage and reduction in the car parking requirement at 319-321 Springvale Road, Glen Waverley subject to the following conditions:

### Amended Plans Required

1. Before the development starts, amended plans drawn to scale and correctly dimensioned must be submitted to the satisfaction of and approved by the Responsible Authority. When approved, the plans will be endorsed and then form part of the Permit. The plans must be generally in accordance with the plans submitted to Council prepared by Next Architects (Revision A dated 25 October 2023) but modified to show:
  - a) The proposed vehicle crossover to be minimum 5.5 metres in width, with minimum setback of 3.5 metres to the street tree (Tree No.1) in front of the subject land on the Beacon Street frontage.
  - b) The basement entry to be setback a further 4.5 metres (13.5 metres minimum to the ramp) to the north to better to align it with the basement ramp and accommodate two-way traffic before reaching the basement carpark ramp, and associated changes to the carpark gate, retaining wall, and ramp grades to the satisfaction of Council's Transport Engineer.
  - c) Staff parking spaces width to comply with Clause 52.06-9 table 2 and clearly signed for staff only.
  - d) The open area outside the Basement 1 substation line marked with hatching lines and/or signed to discourage inappropriate parking.
  - e) Hatching line-marking to the open area (1.9 metres width) within Basement 2, opposite to the services area and the driveway ramp to prevent small vehicles from parking in those areas.
  - f) Any required fire services, electricity supply, gas and water meter boxes screened to complement the development.
  - g) Notation on the ground floor plan to include the following:
    - a. Tree protection fencing panels (four panels) must be in place prior commencement of any demolition works. They are to extend at least 2 metres either side of the trunk.
    - b. No excavation will occur within 3.5 metres of the outside face of the base of the tree.
    - c. The crossover edge, closest to the tree, must be initially hand excavated to expose roots that may be in this vicinity. All roots that 25mm and above must be cut cleanly. The balance of the crossover preparation can be completed as per normal methods after any roots are cut.
    - d. Photos of the preparation works, regarding roots, are to be taken and made available to Council officers on request.

- e. Pruning only be undertaken by Council authorised contractors, after being assessed and agreed by Councils arborist. Any associated costs to be borne by the land owner/ developer.
- h) A Landscape Plan in accordance with Condition 3.
- i) Changes in accordance with the amended Waste Management Plan under Condition 7.
- j) Changes in accordance with the Acoustic report under Condition 8.
- k) An amended Sustainability Management Plan in accordance with Condition 10.

All to the satisfaction of the Responsible Authority.

#### **Layout not to be Altered**

2. The development and use as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

#### **Landscaping Plan**

3. Concurrent with the endorsement of any plans requested pursuant to Condition 1, 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. The Landscape Plan must be generally in accordance with the Landscape Concept Plan prepared by Bradbury Culina, dated 1 November 2023 except that the plan must show:
  - a) Screen planting along the setback to the Beacon Street boundary including the provision of small trees and shrubs.
  - b) Detail of the proposed paving.
  - c) Any changes required as a result of Condition 1 of this permit (if required).
  - d) The location of external lighting (if any).
  - e) The provision of an in-ground, automatic watering system linked to rainwater tanks on the land servicing the main garden areas.all to the satisfaction of the Responsible Authority.
4. Before commencement of the use 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.
5. All landscaping works shown on the endorsed landscape plan(s) must be maintained and any dead, diseased, or damaged plants replaced, all to the satisfaction of the Responsible Authority.
6. An in-ground, automatic watering system linked to rainwater tanks on the land must be installed and maintained to the common garden areas to the satisfaction of the Responsible Authority.

#### **Waste Management Plan (WMP)**

7. Concurrent with the endorsement of plans required pursuant to Condition 1, a Waste Management Plan must be submitted to and approved by the Responsible Authority. The plan must be generally in accordance with the Waste Management Plan prepared by Impact Traffic Engineering Pty Ltd dated 10 November 2023 but modified to show:
- a) Purpose as stated in the City of Monash MUD and Commercial Developments Waste Management Plan (WMP) Guide for Applicants.
  - b) The TPA number and number of levels of the development, to the introductory section.
  - c) Scaled plans incorporated in the WMP to indicate cleaning/ washing and drainage to sewer.
  - d) Scaled plans incorporated in the WMP to show a minimum of 2.2 metres height clearance and appropriate ramp gradient to accommodate small waste collection vehicles to the basement.
  - e) The developer is responsible for providing a copy of the endorsed WMP to the building; and the building operator is responsible for requesting a copy of the endorsed WMP from Council if the developer has failed to provide the WMP to the building operator.
  - f) Waste management communications strategy for food waste management.
  - g) Any prescribed waste (as defined by the EPA) which leaves the premises of generation must be disposed of in accordance with Environmental Protection Authority (EPA) requirements.

The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

#### Acoustic Report

8. Concurrent with the endorsement of plans pursuant to Condition 1, an Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Acoustic Engineer and must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The acoustic report must:
- a) make recommendations to limit noise levels to and from the development to not exceed those required to be met under the Environment Protection Regulations 2021 and EPA Publication 1826.4 noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues, or any other equivalent or applicable State or relevant policy.
  - b) show all details of changes required by Condition 1 of this Permit.

The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

#### Construction Management Plan

9. Prior to the commencement of any site works (including any demolition and excavation), a Construction Management Plan (CMP) must be submitted to and approved by the

**Responsible Authority. No works are permitted to occur until the CMP has been endorsed by the Responsible Authority. Once endorsed, the CMP will form part of the permit and must be implemented to the satisfaction of the Responsible Authority. The CMP must address the following issues:**

- a) **Appropriate measures to control noise, dust and water and sediment laden runoff.**
- b) **Appropriate measures for the prevention of silt or other pollutants from entering into the Council's underground drainage system or road network.**
- c) **Appropriate measures relating to removal of hazardous or dangerous material from the site, where applicable.**
- d) **A plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site so as to prevent material leaving the site and being deposited on Council's road network.**
- e) **A program for the cleaning and maintaining surrounding road surfaces.**
- f) **A site plan showing the location of any site sheds, on-site amenities, building waste storage and the like, noting that Council does not support the siting of site sheds within Council road reserves.**
- g) **Measures to provide for public safety and site security.**
- h) **A plan showing the location of parking areas for construction and sub-contractors' vehicles on and surrounding the site, to ensure that vehicles associated with construction activity cause minimum disruption to surrounding premises. Any basement car park on the land must be made available for use by sub-constructors/tradespersons upon completion of such areas, without delay.**
- i) **A Traffic Management Plan showing truck routes to and from the site.**
- j) **A swept path analysis demonstrating the ability for trucks to enter and exit the site in a safe manner for the largest anticipated truck associated with the construction.**
- k) **Appropriate measures to ensure that sub-contractors/tradespersons operating on the site are aware of and adhere to the requirements of the CMP.**
- l) **The provision of contact details of key construction site staff.**
- m) **Include a requirement that except with the prior written consent of the Responsible Authority, a requirement that demolition, excavation or 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 that does not exceed the EPA guidelines)**
  - **No works are permitted on Sundays or Public Holidays except with the prior written consent of the Responsible Authority.**

**The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with by all contractors to the satisfaction of the Responsible Authority.**

#### **Sustainability Management Plan (SMP)**

10. **Concurrent with the endorsement of plans requested pursuant to Condition 1, an amended Sustainable Management Plan must be submitted to and approved by the Responsible Authority. The plan must be generally in accordance with the Sustainability**

Management Plan prepared by Frater Consulting Services, Revision 1 dated 13 September 2023 but amended to include any changes required under Condition 1 of this permit.

The provisions, recommendations and requirements of the endorsed Sustainability Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

#### **Ongoing Architect Involvement**

11. As part of the ongoing consultant team, Next Architects or an architectural firm which is acknowledged to have comparable skill and expertise to the satisfaction of the Responsible Authority must be engaged to:
  - a) oversee design and construction of the development; and
  - b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

#### **Hours of Operation**

12. The medical centre allowed under this permit may operate only during the following hours, except with the prior written consent of the Responsible Authority:
  - Monday to Saturday, 8am-5pm.

#### **Delivery Hours**

13. All deliveries must be conducted so as not to cause any unreasonable disturbance to nearby residential properties and may only take place during the following times:
  - Monday to Friday – 7.00am -6.00pm
  - Saturday: 8:00am to 1:00pm
  - Sunday: No deliveries permitted,to the satisfaction of the Responsible Authority.

#### **Loading and Unloading**

14. All loading and unloading of vehicles must be carried out and be conducted in a manner that does not cause any interference with the circulation and parking of vehicles on the land, to the satisfaction of the Responsible Authority.

#### **Amenity of Area**

15. The amenity of the area must not be detrimentally affected by the use or development, through the:
  - transport of materials, goods or commodities to or from the land;
  - appearance of any building, works or materials;
  - emission of noise; and
  - storage of prescribed waste,To the satisfaction of the Responsible Authority.

#### **Ongoing Management of Noise Levels**



16. **Noise levels to and from the development must not exceed those required to be met under the Environment Protection Regulations 2021 and EPA Publication 1826.4 noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues, or any other equivalent or applicable State or relevant policy.**

#### **Tree Protection**

17. **Before any development (including demolition) starts on the land, a tree protection fence must be erected around all trees that are to be retained, or are located within or adjacent to any works area (including street trees and trees on adjacent land). The tree protection fence must remain in place until all construction is completed on the land, except with the prior written consent of the Responsible Authority.**
18. **The owner and occupier of the site must ensure that, prior to the commencement of buildings and works, all contractors and tradespersons operating on the site are advised of the status of trees to be retained and are advised of any obligations in relation to the protection of those trees.**
19. **No building material, demolition material, excavation or earthworks shall be stored or stockpiled within the Council street-trees to be retained during the construction period of the development hereby permitted without the prior written consent of the Responsible Authority.**
20. **No vehicle access or parking within the Tree Protection Zone of any tree to be retained.**  
**Car Parking and Accessways**

21. **Before the use starts or any part of the building is occupied, areas set aside for the parking of vehicles and access lanes as shown on the endorsed plans must be:**
  - a) **Fully constructed.**
  - b) **Properly formed to such levels that they can be used in accordance with the plans.**
  - c) **Surfaced with an all-weather sealcoat.**
  - d) **Drained, maintained and not used for any other purpose.**
  - e) **Line-marked to indicate each car space and all access lanes.****all to the satisfaction of the Responsible Authority.**
22. **Parking areas and access lanes must be kept available for these purposes at all times.**
23. **Any modification to the existing vehicle crossovers must be constructed to the satisfaction of the Responsible Authority.**

#### **Lighting of car parks and accessways**

24. **Low intensity / baffled lighting must be provided to ensure that car park areas and pedestrian accessways are adequately illuminated without any unreasonable loss of amenity to the surrounding area, to the satisfaction of the Responsible Authority.**

## **Bicycle Parking**

25. **Bicycle parking facilities shall generally follow the design and signage requirements set out in Clause 52.34 of the Monash Planning Scheme.**

## **Services and Plant Equipment**

26. **All pipes (except down-pipes), fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from external view, to the satisfaction of the Responsible Authority.**
27. **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.**
28. **Air-conditioning and other plant and equipment installed on or within the buildings must be so positioned and baffled that any noise emitted complies with the appropriate Australian Standards and EPA requirements.**

## **Drainage & Stormwater**

29. **The site must be drained to the satisfaction of the Responsible Authority. Stormwater must be directed to the Point of Connection as detailed in the Legal Point of Discharge report. Stormwater must not be allowed to flow into adjoining properties including the road reserve.**

## **Privacy screens**

30. **Prior to the occupancy of the development, all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority. Once installed the screening and other measures must be maintained ongoing to the satisfaction of the Responsible Authority. The use of obscure film fixed to transparent glass or windows is not considered to be 'obscure glazing' or an appropriate response to screen overlooking.**

## **Signage**

31. **The location, layout, dimensions, structures and features of the approved sign(s) shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.**
32. **All signs must be constructed and maintained to the satisfaction of the Responsible Authority.**
33. **All signs must be located wholly within the boundary of the land.**

34. Signs must not be illuminated by external lights without the written consent of the Responsible Authority.
35. The sign must not:
  - a) Dazzle or distract drivers due to its colouring;
  - b) Be able to be mistaken for a traffic signal because it has, for example, red circles, octagons, crosses or triangles;
  - c) Be able to be mistaken as an instruction to drivers.to the satisfaction of the Responsible Authority.
36. The approved sign(s) of this Permit will expire 15 years from the date of issue of this permit.

#### **Department of Transport and Planning Conditions (Ref: PPR 42207/23)**

37. Prior to the commencement of the use, all disused and redundant vehicle crossings at Springvale Road must be removed and the area re-instated to kerb and channel to the satisfaction of and at no cost to the Head, Transport for Victoria.
38. During demolition and construction of the development, the existing bus stop infrastructure at Beacon Street/Springvale Road must not be damaged or altered. Any damage or alteration to bus infrastructure must be rectified at no cost to and to the satisfaction of the Head, Transport for Victoria.

#### **Completion of Buildings and Works**

39. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.

#### **Time for Starting and Completion**

40. In accordance with section 68 of the *Planning and Environment Act 1987*, this permit will expire if one of the following circumstances applies:
  - (a) The development is not started before two (2) years from the date of issue.
  - (b) The development is not completed before four (4) years from the date of issue.
  - (c) The use is not started 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:
  - (i) within six (6) months afterwards if the development has not commenced; or
  - (ii) within twelve (12) months afterwards if the development has not been completed.Council and the Victorian Civil and Administrative Tribunal are unable to approve requests outside of the relevant time frame.

#### **NOTES**

- A. This is not a Building Permit. Building Permit approval must be obtained prior to the commencement of the above approved works.**
- B. Engineering permits must be obtained for new or altered vehicle crossings works within the Road Reserve and for stormwater connections and these works are to be inspected by Council.**
- C. A plan detailing the stormwater drainage and civil works must be submitted to and approved by the Engineering Department prior to the commencement of any works. The plans are to show sufficient information to determine that the drainage and civil works will meet all drainage requirements of this permit. Refer to Engineering Plan Checking on [www.monash.vic.gov.au](http://www.monash.vic.gov.au)**
- D. Stormwater 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 any stormwater drainage works commencing.**
- E. The design parameters for the internal detention system are to be obtained from Council's Engineering Department ([mail@monash.vic.gov.au](mailto:mail@monash.vic.gov.au)).**
- F. No polluted and/or sediment laden stormwater runoff is to be discharged directly or indirectly into Council's drains or watercourses during and after development, to the satisfaction of the Responsible Authority.**
- G. 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.**
- H. No work must be commenced in, on, under or over the road reserve without having first obtaining all necessary approval under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant acts or regulations created under those Acts.**
- I. All disused or redundant vehicle crossovers must be removed and the area reinstated with footpath, nature strip, kerb and channel to the satisfaction of the Responsible Authority.**
- J. Any works within the road reserve must ensure the footpath and natures trip are to be reinstated to Council standards.**
- K. The full cost of reinstatement of any Council assets damaged as a result of demolition, building or construction works, must be met by the permit applicant or any other person responsible for such damage, to the satisfaction of the Responsible Authority.**
- L. 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 the affected service authorities is required as part of the vehicle crossing application process.**

M. Tree planting should be kept clear of any drainage easement.

N. Any request for a variation of this Permit shall be lodged with the relevant fee as determined under the Planning & Environment (Fees) Regulations 2016.

O. Any request for time extension of this Permit shall be lodged with the relevant administration fee at the time the request is made.

P. Any residents and traders of the approved development will not be entitled to car parking permits for on street car parking.

**Department of Transport and Planning Note:**

Q. Separate consent may be required under the Road Management Act 2004 for works associated with this permit. Please contact the Department prior to commencing any works.

## **COUNCIL PLAN STRATEGIC OBJECTIVES**

### **Sustainable City**

Ensure an economically, socially, and environmentally sustainable municipality.

Prioritise sustainable transport options, including walking/ cycling paths and public transport.

## **BACKGROUND**

### **History**

#### **319 Springvale Road Glen Waverley**

##### **TPA/20587**

Planning Permit TPA/20587 was issued in November 1992 for the development of a single storey building to be used as a medical centre. The permitted use commenced has occurred on the land since the permit was issued.

##### **TPA/20839 & TPA/24344**

Planning Permits TPA/20839 & TPA/24344 were issued in February 1993 and January 1998 for the display of signage associated with the medical centre.

#### **321 Springvale Road, Glen Waverley**

No previous planning permit history exists for this site. The land is currently developed with a detached single storey brick constructed in the early 1960's.

### **Site and Surrounds**

The subject land is located on the north-west corner of Springvale Road and Beacon Street in Glen Waverley. The site comprises two parcels of land with a combined frontage to Springvale Road of

42 metres, 37 metres to Beacon Street. The combined area of both land parcels is 1,595 square metres.

The land has a gentle fall of approximately 250mm from south-east to the north-west corner. A 2.44 metre wide drainage and sewerage easement spans the western boundary. The land is currently developed with a single storey medical centre at 319 Springvale Road and a single storey dwelling at 321 Springvale Road. Existing vehicle access is via Springvale Road and Beacon Street.

The site is located approximately 350 metres south of the Glen Waverley Major Activity Centre. Abutting properties to the north on Springvale Road are zoned Residential Growth and are within the Glen Waverley Major Activity Centre (GWMAC). The subject site and adjoining properties to the south are not within the GWMAC and are zoned General Residential Schedule 2. The adjoining properties to the west are zoned General Residential Schedule 3.

More specifically, details of adjoining properties can be 14 summarised as follows:

North – 317 Springvale Road is zoned Residential Growth Schedule 4, within the GWMAC. The land contains a single storey dwelling with a circular driveway to Springvale Road.

South – 323 Springvale Road is zoned General Residential Schedule 2 and is not within the GWMAC. The land contains a single storey medical centre with car parking area at the rear. Vehicle access is via Beacon Street.

East (Springvale Road) – properties on the opposite side of Springvale Road include 310-336 Springvale Road which is zoned Industrial 1. The land contains two-storey industrial buildings and is used by the Wilson Transformer Company. The frontage of this site is well vegetated with a 20-metre landscape setback to the existing car parking area, forward of the building. Vehicle access is via Springvale and Wilson Roads.

West – 17 Beacon Street is zoned General Residential Schedule 3. The land is not within the GWMAC. The land contains two double storey dwellings, with a common driveway along its western boundary. Vehicle access is via Beacon Street.

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

**PROPOSAL:**

The application proposes to demolish the existing buildings on site and construct a three-storey medical centre. The proposal can be summarised in detail as follows:

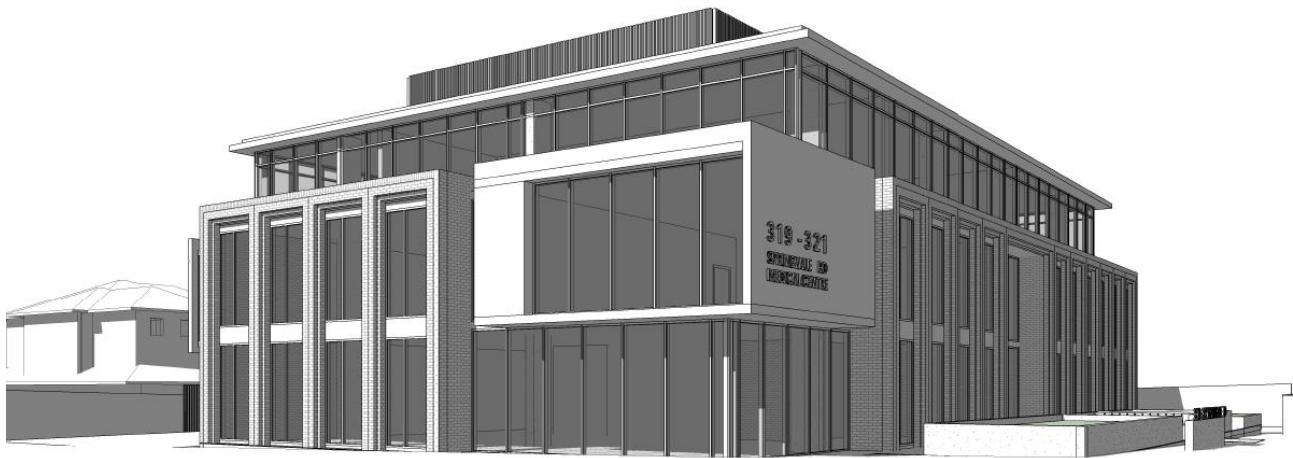
Maximum Height	3-storey with a building height of 11.62 metres to the top of the third level, plus an additional 2.2m to the top of the plant screen on the roof level
Number of Storeys	Three storeys plus two levels of basement car parking.

Leasable Floor Area	1910.09 sqm
Hours of Operation	Monday to Saturday, 8am-5pm
Site Coverage	55.8%
Permeability	27.2%
Vehicular Access	The existing vehicle crossover in Beacon Street will be modified and extended for access to the basement car park.  The two existing crossovers in Springvale Road will be removed.
Car Parking	58 car parking spaces within the basement car park
Bicycle Spaces	12 spaces (located along the pedestrian walkway from Springvale Road on ground level).
Signage	Two business identification signs comprising: <ul style="list-style-type: none"> <li>• Sign 1: 1.245m by 2.938m (total 3.66sqm) on the eastern wall of the building fronting Springvale Road</li> <li>• Sign 2: approximately 5.6m by 0.3m (total 1.5sqm) 3D lettering on the planter adjacent the corner of Springvale Road and Beacon Street</li> </ul>
Materials	A variety of materials and finishes including concrete finish, charcoal and light grey wall cladding, metal finish, clear and frosted glazing and brown masonry cladding.

The minimum building setbacks are detailed as follows:

	East (front) Springvale Road	South Beacon Street	West (rear)	North
Basement 1 & 2	2.m	2m	4.5m	2m
Ground level	7m	2.5m	4.5m	3m
Second level	7m	2m	4.5m	3m
Third level	8.2m	6.5m	8m	6m

- The building is orientated to Springvale Road with a pedestrian entrance provided to Springvale Road.
- There are no significant trees on the site.



*3D perspective of the proposed building*

Attachment 1 details plans forming part of the application.

### **PERMIT TRIGGERS:**

#### **Zoning**

The subject site is located within the General Residential Zone Schedule 2 (GRZ2) under the provisions of the Monash Planning Scheme.

Pursuant to Clause 32.08-2, a planning permit is required to use the land for medical centre at 321 Springvale Road, noting that 319 Springvale Road already operates as a medical centre.

Pursuant to Clause 32.08-9, a planning permit is also required for buildings and works associated with a medical centre (section 2 use).

The maximum building height (11 metres, 3 storeys) and minimum garden area requirement prescribed within Clause 32.08-10 and Clause 32.08-4 are not applicable to this application as it is not a dwelling or residential building.

#### **Overlay**

The land is not affected by any overlays.

#### **Particular & General Provisions**

##### **Clause 52.05: Signs**

A planning permit is required pursuant to Clause 52.05-13 for Business Identification signage.



### **Clause 52.06: Car Parking**

Before a new use commences the number of car parking spaces required under Clause 52.06-5 must be provided to the satisfaction of the responsible authority. 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.

The site is located within the Principal Public Transport Network (PPTN).

The proposal seeks a reduction of eight (8) car parking spaces, with the provision of 58 car spaces within the basement car park. The proposal generates a requirement for 66 spaces required.

### **Clause 52.29: Land Adjacent to The Principal Road Network**

A permit is required to create or alter access to a road in a Transport Zone 2 pursuant to Clause 52.29-2. The proposal seeks to alter (remove) the existing vehicle access to Springvale Road which is in the Transport Zone 2.

### **Clause 52.34: Bicycle Facilities**

Pursuant to Clause 52.34-5, one (1) bicycle space is required per eight (8) practitioners and employees, as well as one (1) space to each 4 practitioners for visitors. The proposal generates a requirement of 2 employee bicycle spaces and 4 visitor spaces, no showers or change rooms are required. The proposal to provide 12 bicycle spaces on site satisfies the requirement of this Clause.

### **Closed Landfill Buffer**

The site is not within the identified buffer of a post closure landfill.

### **Cultural Heritage Management**

The site is not located within an identified area of Aboriginal cultural heritage significance.

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 1 February 2023. In this letter, officers also raised the following preliminary concerns:

- The four-storey medical centre is excessive in scale and the intensity of use may have an adverse impact to the adjoining residential properties.
- The proposed building provides bulk, scale and massing impacts to the streetscape and adjoining properties due to the design, height, and lack of articulation/recession. The proposal fails to provide for an appropriate transition to the GRZ3.
- The proposed setback of 5 metres to Springvale Road does not provide an appropriate landscaping response to the character of the area and residential zoning of the land.
- The porte-cochere with circular driveway will result in extensive hard surface within the Beacon Street setback and significantly compromises the ability for satisfactory landscaping outcomes.

- The basement setback of 1-2 metres from property boundaries, coupled with the easement running along the western boundary does not allow for sufficient deep soil planting on the site.
- The design should be more responsive to the adjoining residential properties to minimise the perception of visual bulk and mass.

Officer's advised the Applicant in writing that should these concerns not be addressed, this application was unlikely to be supported and that the application would be refused.

The Permit Applicant responded to this letter on 8 May 2023 by providing the requested information. In relation to the preliminary concerns, the Applicant advised that they had amended the plans to increase setbacks to northern boundary. No further modifications were made to the plans in response to design concerns raised with the further information request.

#### Amended Application (Section 57a amendment)

Following public notification, Council officers reiterated the outstanding issues raised in the further information letter and advised the Applicant that the application would be recommended for refusal. A report was prepared to recommend refusal of the application, however, the Permit Applicant advised their intention to address the concerns and a formal amendment under Section 57A of the *Planning and Environment Act* was submitted to Council on 16 November 2023. The amended plan shows the following changes:

- Removal of the fourth level, and reduction of building height from four (4) storeys (14.7 metres) to three (3) storeys (11.6 metres).
- Removal of the circular driveway and porte-cochere within the Beacon Street frontage, and reconfiguration of the ground floor building footprint.
- Increase ground level setback from 5 to 7 metres to Springvale Road; and 3 to 4.5 metres to the western boundary.
- Reorientation of the building to face Springvale Road including a pedestrian entrance accessed via Springvale Road.
- Increased setback of the vehicle crossover from the closest street tree.
- Basement setback to property boundaries increased including increased western setback from 3.5 metres to 4.5 metres at ground level.
- Reconfiguration of the basement car park and car parking spaces reduced from 64 to 58 car spaces.
- Increase in bicycle parking spaces from 10 to 12.

This report is prepared based on the Section 57A amended plans dated 25 October 2023 (Rev A) submitted to Council on 16 November 2023.

The Applicant has been advised that this application was coming to the January Council meeting, and a letter was sent to the Applicant with the details of the Council meeting. The Applicant has also verbally advised that this application is recommended for approval subject to conditions, and an outline of the conditions and the ramifications of the conditions on the proposal has been explained.

#### **Public Notice**

The application was advertised on two occasions in accordance with section 52 of the *Planning and Environment Act 1987* by way of notices sent to the surrounding property owners/occupiers, and two large signs displayed on each street frontage.

The application has received a total of thirteen (13) objections. Ten (10) objections were received during advertising of the original application, and four (4) additional objections were received during re-advertising of the Section 57A amended plans. These four objections included one original objector and three new objectors. No objections were withdrawn.

Issues of objection included the following concerns:

- Traffic related concerns including increased traffic congestion, and potential safety hazard.
- Reduction in car parking requirements will increase on-street parking demand.
- The proposal is not respectful of the existing neighbourhood character and will impact on streetscape.
- Loss of privacy (overlooking).
- Loss of daylight(overshadowing).
- The proposal is an overdevelopment.

Attachment 4 details the location of objector properties.

## **Referrals**

### **External Referral**

#### Department of Transport and Planning (Ref: PPR42207/23)

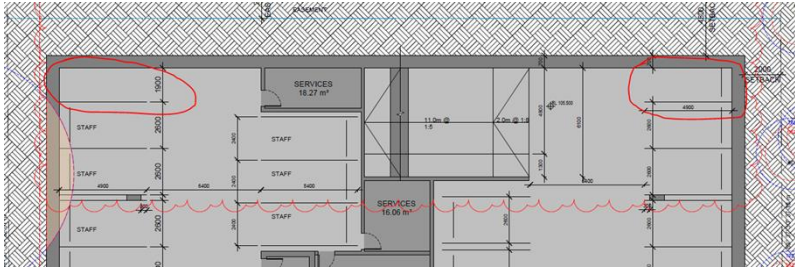
The application was referred to the Department of Transport and Planning (DTP) pursuant to Clause 55.29-4 of the Scheme. The DTP has no objection to the proposal subject to conditions being included in the permit relating to the vehicle crossing removal, and no damage to the existing bus shelter.

### **Internal Referral**

#### Traffic Engineer

A number of concerns and comments that could be adequately conditioned should a permit issue, have been raised by Council's Traffic Engineers. These include:

- The Section 57A plans do not include the proposed giveaway/hold line-marking near the vehicle crossing.
- There are concerns that the visibility of incoming traffic may be blocked by the nature strip tree, causing egress traffic to fail to give way. To avoid conflicts during peak times, it is recommended to widen the crossover and require the basement entry to be setback a further 4.5 metres (13.5 metres minimum to the ramp) to align it with the basement ramp.
- Three staff parking spaces with a width of 2.4m do not comply with the Monash Planning Scheme 52.06-9 Table 2.
- To prevent small vehicles from parking in the following circled areas, hatching line-marking needs to be installed.



Council's Traffic Engineers note that the proposed development has a shortfall of eight (8) statutory parking spaces, and have advised that there are sufficient short-term spaces along Beacon Street to cover the shortfall of car parking spaces.

The predicted traffic generation is low and is expected to have a negligible impact on the local traffic network.

#### Drainage Engineer

No concerns subject to standard conditions including a stormwater drainage plan to be submitted and the design of the drainage and civil works is to be approved by Council's Engineering Department prior to drainage works commencing.

#### Waste Management

Council's Waste Management Team have requested further detail on the plans and within the Waste Management Plan including detail of the waste generation calculation, provision for separated glass recycling, bin storage and collection, responsibility for the operation of waste management, and communications strategy for occupants.

An amended Waste Management Plan will be required as a permit condition should a permit be issued.

#### Horticulture

Council's Senior Arborist assessed the two street trees in Beacon Street, and advised that the proposed vehicle crossover should be setback a minimum of 3.5 metres from the adjacent street tree (western tree No.1 - *Melaleuca styphelioides*).

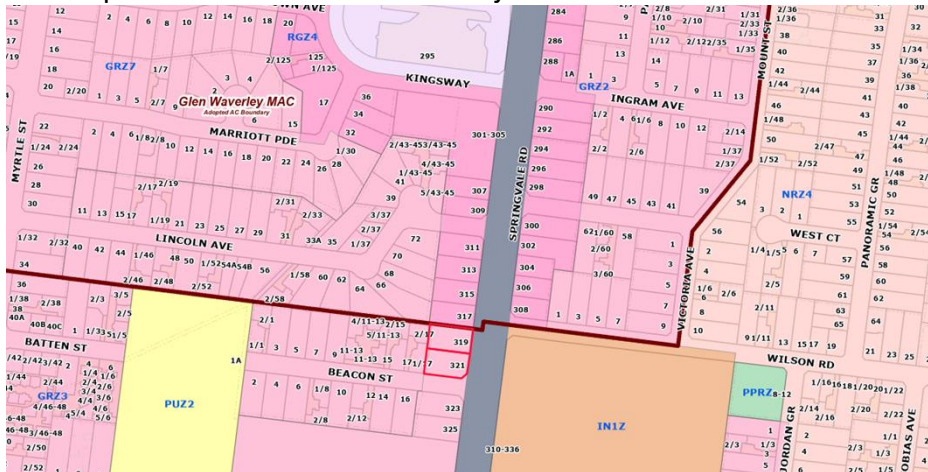
The proposed crossover is recommended by Council's Transport Engineer to be widened to 5.5 metres. A 3.5 metres from the subject street tree will be provided and has been put as a condition 1 requirement.

#### Strategic Planning

Council's Strategic Planning Department have advised that the site is immediately adjacent and to the south of the Glen Waverley Major Activity Centre.

The Glen Waverley Structure Plan (GWSP) identifies properties along Springvale Road, eastern side, and western side south of Kingsway, as a key medical precinct, encouraging and supporting medical and office uses in this location.

The map below shows that the site is just outside of the GWSP:



Monash GIS 2023

The current General Residential Zone (GRZ) provisions mandate a three storey height limit for residential development in this location. Although the mandatory height limit does not apply to the proposed medical centre, the building height of three storey height is generally consistent with residential building height allowed within the GRZ and is an appropriate response to the site context.

It has also been identified that the site is located in the Springvale Road Precinct 3 area (SR3) in the adopted Monash Boulevards Urban Design Framework 2022 (BUDF).

The BUDF identifies this precinct as a primarily residential precinct with additional housing opportunities through proposed building heights of up to 4-6 storeys along Springvale Road. The Implementation Plan proposes rezoning along Springvale Road in this location, to the Residential Growth Zone. At its April meeting, Council has resolved to pursue the amendment to implement the BUDF. The amendment is currently being drafted and discussed with the Department of Transport and Planning ahead of authorisation. The process of the amendment may take approximately 18-24 months to complete.

## DISCUSSION

### RELEVANT PLANNING POLICY

#### **State Planning Policy Framework (PPF)**

The use of land for a medical centre is supported in the settlement policy of the PPF, with planning required to respond to the needs of the community through the provision of land for services including medical facilities. These need to have a high standard of environmental sustainability, urban design, and amenity.

Clause 15.01 (Built Environment) requires that planning should ensure all land use and development appropriately responds to its surrounding landscape and character. Existing vegetation is encouraged to be retained and development is to be provided with landscaping that supports the amenity and attractiveness of the public realm.

Clause 17.02-1S (Business) identifies that commercial facilities should be located within existing or planned activity centres, whilst Clause 17.02-2S (Out-of-centre Development) notes that out of centre proposals should only be considered where the proposed use or development is of net benefit to the community in the region serviced by the proposal.

Clause 19.02-1S and 1R (Health Facilities) identifies that hospitals and other large health facilities should be located within designated health precincts and areas highly accessible to public and private transport. Whilst it also notes that general practitioners, community health facilities and allied health services should be provided at the neighbourhood level.

The subject site is located within 400 metres of the commercial strip of Glen Waverley, approximately 600 metres from the Glen Waverley Railway Station and on a main road. Conceptually, a medical centre use is appropriate in this location and is supported by the relevant PPF.

#### Suburban Rail Loop (SRL)

The SRL Planning Declaration, in accordance with section 71(1) of the SRL Act, that took effect on 8 December 2023 covers the site at 319-321 Springvale Road.

SRLA is currently undertaking structure planning in the broader areas around the SRL East stations to guide how these areas will be developed into the future. This is a key initiative to driving greater housing choice, investment and economic activity, and will allow the objectives of the SRL program to be fully realised through a coordinated approach to sub-precinct uses, precinct development objectives, strategies and desired development outcomes.

The broad Structure Planning process began in late 2023, with the release of the Precincts Discussion Paper. Currently the Draft Visions for each Precinct are being consulted on, with Structure Plan development to get underway in early to mid 2024, proposed Planning Panels to consider these Structure Plans in late 2025 and proposed gazettal of the Structure Plans in early 2026.

The SRL Structure Planning for Glen Waverly planning will be informed by the existing Glen Waverley Structure Plan and other relevant strategic documents. This application is located within an area for higher change, which envisages buildings approximately 3-7 storeys in height. It is located on the outskirts of *Opportunity Area 5* which is envisioned for increased offices and other commercial uses and providing services for nearby residential areas.

The application is generally consistent with the Visions document and its intent for this area.

#### Local Planning Policy Framework (LPPF)

The Municipal Strategic Statement at Clause 21.04 identifies the land as being located within the Garden City Suburbs (Category 8), and an area suitable for incremental change. The Monash Housing Strategy saw the future character of development sited within generous open spaces, well landscaped while still retaining the 'open landscape character' of the garden suburban setting. Development should taper down in scale closer to the boundaries of the site and the character of the area will be notable for its spacious garden settings, tall canopy trees, consistency in front setbacks.

The Residential Development and Character Policy at Clause 22.01 requires that new development respects existing residential environments, with minimal streetscape or amenity impact, and be designed to achieve outcomes that enhance the highly valued garden city character of each area.

The subject land is located within the 'Garden City Suburbs Northern Areas' character area. The preferred character statement states that there will be changes within this area, and development will take place within a pleasant leafy framework of well-vegetated front and rear gardens and large canopy trees. Setbacks will be generous and consistent within individual streets. The built-form will be visually unified by well-planted front gardens that contain large trees and shrubs and street tree planting. New development will be screened from the street and neighbouring properties by well planted gardens that will ensure the soft leafy nature of the street is retained. Buildings will be clearly visible through these low garden settings, and non-existent or transparent front fences. New development will complement the established buildings through consistent siting, articulated facades and use of materials.

The subject site has a unique site context. The abutting properties to the north are within the GWSP (*Built Form Area K*) and zoned Residential Growth, where development is envisaged for building height of 3-4 storeys, and front setback of 5 metres and as detailed in the referral from Strategic Planning is currently earmarked as 4-6 storeys in the adopted Monash Boulevards Urban Design Framework 2022 (BUDF).

The subject land and adjoining properties to the west and south are outside of the GWSP and zoned General Residential. There is a mandatory height restriction of three storeys for residential buildings/ dwellings, and the preferred front setback is 7.6 metres.

The proposed three-storey building provides an appropriate response to the transition in building height from the RGZ to the GRZ. Architecture of the building corresponds to the proposed medical use, and setbacks of the building provide sufficient room for landscaping. These will be further discussed in the balance of this report.

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. Retention of mature trees and the planting of new canopy trees with spreading crowns is promoted.

The Outdoor Advertising Policy at Clause 22.08 seeks to facilitate effective advertising for business which does not affect the amenity of residential uses. The specific objective for signs in Residential areas is *to provide for unobtrusive identification signs respectful of neighbourhood character*.

The Non-Residential Use and Development in Residential Areas Policy at Clause 22.09 aims to ensure that development, including its built form, is appropriate in the residential setting, and that the amenity of the neighbourhood is not adversely affected. Adequate and well-located vehicle parking is also required.

To determine achievement with the objectives, performance and locational criteria are specified.

An assessment of the proposal against these is as follows:

<b>Locational Criteria</b>	<b>Assessment</b>
<p>Uses to locate adjacent to existing activity centres and on higher order and busier streets and roads, particularly on corner sites.</p>	<p>Complies</p> <p>The proposal utilises a corner site on a main road, consolidates two lots and is approximately 400 metres from the commercial strip of Kingsway, and 600 metre from the Glen Waverley Railway Station. It is located adjacent to the GWMAC.</p> <p>It is also noted that one of the site already operates as a medical centre and has done so for approximately 30 years.</p>
<p>Lower order residential streets should be avoided</p>	<p>Complies</p> <p>The proposed medical centre is orientated to Springvale Road which is a higher order road and a preferred location for non-residential use, consistent with the Policy.</p>
<b>Urban Design Criteria</b>	<b>Assessment</b>
<p>Development is to take into account the preferred future character statement for the applicable residential character type.</p>	<p>Complies</p> <p>The Garden City Northern Areas requires architecture to be secondary in visual significance to the landscape of the area, leafy front and rear gardens, consistent setbacks. Buildings will be mainly low rise unless existing vegetation or a gradation in height softens the scale contrast between buildings.</p> <p>The proposed three storey building height is consistent with the heights within the GRZ, and responds to the site context.</p> <p>The upper levels are setback sufficiently to prevent unreasonable visual impact to the adjoining residential properties, and setbacks to property boundaries are sufficient to provide screen planting and landscaping, appropriately responds to the garden city character.</p>
<p>The established tree canopy is to be maintained and enhanced.</p>	<p>Complies</p> <p>The proposed setback of 7 metres to the Springvale Road frontage provides sufficient space for landscaping to soften the streetscape and enhance the garden city character.</p> <p>The setback of 2.5 to 4.5 metres to other property boundaries will allow provision of screen planning and landscaping to visually screen the development from the adjoining properties.</p> <p>The proposed basement setback of 2 metres to the property</p>



	boundaries will provide for reasonable room for deep soil planting. Noting that the setback to the west for the basement is 4.5 metres to ensure that deep rooted planting is possibly outside of the 2.44 metre easement that runs along the western boundary.
Buildings should be consistent in height and setback.	<p>Complies</p> <p>The building height of 3 storeys is respectful of the maximum building height allowed within the GRZ, and provides an appropriate decrease in built form from RGZ to the GRZ.</p> <p>The upper levels are articulated to avoid a box-like built form, and the top level is substantially recessed to mitigate visual bulk and mass.</p> <p>Setbacks are adequate to provide for landscaping to soften the presentation of the building from the street and adjoining properties.</p>
Signs should be unobtrusive	<p>Complies</p> <p>The extent of signs is appropriate having regard to the surrounding context. The scale and location of the signage will be orientated towards Springvale Road and will not cause material detriment to the streetscape or the adjoining residential properties. The signs will not cause visual disorder or clutter.</p>
<b>Car Parking Criteria</b>	<b>Assessment</b>
Car parking provision must meet the Scheme requirements, and minimise disruption and nuisance to adjacent residential properties and the residential neighbourhood	<p>Complies</p> <p>Whilst the proposal seeks to reduce the number of car parking requirement for the medical centre, the car parking provision is considered acceptable which will be discussed in the assessment section.</p>
<b>Landscaping Criteria</b>	<b>Assessment</b>
The retention of canopy trees is encouraged, and new landscaping should be consistent with the garden character of the neighbourhood.	<p>Complies</p> <p>The proposed setback of 7 metres is sufficient for canopy tree planting within the Springvale Road frontage. Planter boxes are located 2 metres from the Springvale Road boundary which will allow additional canopy trees to be planted in along the periphery of the site to further soften the streetscape and complement the landscape character of the surrounding area.</p> <p>Tufting plants and ground covers are proposed within the setback to Beacon Street. Conditions of the permit will require the provision additional screen planting and small trees within</p>

	the setback to Beacon Street to further soften the streetscape interface to Beacon Street.
Car parks should be buffered by planting	Complies The proposal is capable to provide landscaping on both sides of the driveway to soften the hard surface to Beacon Street.

The Environmentally Sustainable Development (ESD) Policy Clause 22.13 of the Scheme provides a policy framework for the early consideration of environmental sustainability at the building design stage. A Sustainability Management Plan (SMP) was submitted with the application which demonstrates the ability of the development to achieve the objectives of the Scheme, with a best practice BESS score of 54%, and STORM rating of 100%. A 15,000L rainwater tank will be connected to the roof area and directed to the flushing of toilets. The standards of the Stormwater Management in Urban Development provisions at Clauses 53.18-5 and 53.18-6 are also considered to be achieved. Council’s Drainage Engineers did not raise concerns about stormwater management.

**Clause 32.08 General Residential Zone – Schedule 2 (GRZ2)**

The subject site is zoned GRZ2, and the relevant objectives of the General Residential Zone are *to allow a limited range of other non-residential uses to serve local community needs in appropriate locations*, whilst also encouraging development that respects the neighbourhood character of the area.

The adjoining properties to the south and west are zoned General Residential Zone Schedule 3 (GRZ3), where development should meet the neighbourhood character objectives, and minimise building mass and visual bulk through generous setbacks. These objectives provide a guide for the type of transition and sensitive interface design expected where the subject site abuts the GRZ3.

For non-residential use and development in the General Residential Zone, the following decision guidelines are applicable:

- *Whether the use or development is compatible with residential use.*
- *Whether the use generally serves local community needs.*
- *The scale and intensity of the use and development.*
- *The design, height, setback and appearance of the proposed buildings and works.*
- *The proposed landscaping.*
- *The provision of car and bicycle parking and associated accessways.*
- *Any proposed loading and refuse collection facilities.*
- *The safety, efficiency and amenity effects of traffic to be generated by the proposal.*

It is considered the use as a medical centre is compatible with residential use and will serve local community needs. The scale of development is appropriate in the context of the immediate surrounds in regards to building height and built form.

There are specific residential development requirements in the GRZ2 that do not apply to non-residential development; however, these do provide a good guide to the built form sought in the area. These requirements are:

Requirement	Residential Development	Proposed Development	Complies												
Garden Area	35%	Approximately 39%	Yes												
Building height (Clause 32.08-10)	must not exceed 11 metres (or 12 metres on sloped land)	11.62 metres (the land has a slope of over 2 metres from front to rear)	Yes												
Building storeys (Clause 32.08-10)	no more than 3 storeys at any point.	3 storeys	Yes												
Minimum Street Setback (Clauses 54 and 55 Standards A3 and B6)	Walls of buildings should be set back at least 7.6 metres from the front street.	7 metres to Springvale Road	No												
Site Coverage	80%	55.8%	Yes												
Permeability	20%	27.2%	Yes												
Side and rear setbacks (Clauses 54 and 55 Standards A10 and B17)	A new building should be setback 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.	<table border="1"> <thead> <tr> <th></th> <th>Standard B17 Requirement</th> <th>Proposed Setbacks</th> </tr> </thead> <tbody> <tr> <td>Ground level</td> <td>1.09m</td> <td>3m</td> </tr> <tr> <td>Level 2</td> <td>2.4m</td> <td>3m</td> </tr> <tr> <td>Level 3</td> <td>5.79m</td> <td>6m</td> </tr> </tbody> </table>		Standard B17 Requirement	Proposed Setbacks	Ground level	1.09m	3m	Level 2	2.4m	3m	Level 3	5.79m	6m	Yes
	Standard B17 Requirement	Proposed Setbacks													
Ground level	1.09m	3m													
Level 2	2.4m	3m													
Level 3	5.79m	6m													
Front fence height (Clauses 54 and 55 Standards A20 and B32)	Must not exceed 1.2 metres in height within 3 metres of street	No front fence	Yes												

### Building Height and Scale

Clause 32.08 applicable to the *General Residential Zone* specifies a maximum building height of three storeys (11 metres or 12 metres on sloped land) for residential buildings in this location. Although the maximum building height does not technically apply to the proposed commercial building, the proposed three storey building will be respectful of this requirement.

Existing surrounding properties along Springvale Road and within Beacon Street are generally single and double storey in height. It is anticipated that future development on properties to the north located within the RGZ will be larger built forms and have a greater building height. The site is just outside the Glen Waverley Activity Centre and the design outcome must demonstrate an appropriate response to the site context.

Buildings in this location should be designed to provide a transition in building height and scale from the properties within the RGZ to the GRZ area to minimise visual impact on neighbouring residential interfaces. This is achieved with the proposed building height of three storeys with recessed upper levels, and substantial façade setback to the top level.

The building achieves good architectural quality with appropriate visual interest and façade articulation. The increased upper level setbacks provide a visual relief to allow transition to the surrounding lower scale development, particularly the abutting dwellings to the west. The framing elements on the building facades emphasizes the two-storey built form with a recessed third level, which is an appropriate response to the site context.

#### Streetscape presentation and integration

The proposed front setback of 7 metres to Springvale Road is considered appropriate. The adjoining properties to the north are zoned RGZ4 and expected to have reduced front setback of 5 metres; the south and west adjoining properties are zoned GRZ which envisaged minimum front setback of 7.6 metres. The proposed building has a front setback to Springvale Road of minimum 7 metres will provide adequate transition of front setbacks between the GRZ and RGZ. Sufficient room is provide for within the street setbacks to provide for canopy tree planting and landscaping to visually soften the development and implement landscape character objectives sought by policy.

The proposed building has its primary frontage to Springvale Road which provides a good sense of address to the building. Pedestrian access is provided from Springvale Road. Beacon Street is the side street frontage and provides for a minimum building setback of 2.5 which will allow for landscaping to be provided along this interface.

The basement setbacks to both street boundaries are sufficient for some deep soil planting along the site periphery, with additional landscaping to soften the street frontages.

The upper levels of the development are recessed from the ground level and have variable setbacks of up to 6.5 metres from the Beacon Street boundary, providing good level of articulation horizontally and vertically. These setbacks prevent a sheer façade presentation to the Beacon Street elevation, and provide visual interest.

One vehicle crossover is proposed on Beacon Street and the existing two crossovers on Springvale Road will be removed. This will minimise visual disruption to the streetscape, increase the garden area along the Springvale Road frontage and improve nature strip planting opportunities.

#### Northern and western interfaces

The proposed ground level setbacks of 3 and 4.5 metres to the northern and western boundaries are sufficient for canopy tree planting and screen planting to visually soften the appearance of the building to the adjoining properties and contribute to the garden city character.

Although not applicable to this application, the proposed building complies with the recommended ResCode setbacks in Standard B17 *Side and rear setbacks*, and B19 *Daylight to*

existing windows objective of Clause 55.04-1 and 55.04-4. The diagram below indicates the recommended setbacks of Standard B17 from the side boundaries for residential building.



### Elevations

Presentation of the building to the northern and western interfaces is broken up by variation in façade detailing to provide for horizontal and vertical façade articulation. The design incorporates a variety of facade materials and finishes palette to demonstrate a high degree of architectural detailing. Variation in building setbacks along the these interfaces also provides for appropriate height graduation.

The recessed top level with a dark colour scheme reduces the perception of visual bulk of the top level when viewed from the adjoining properties. The proposed setbacks of 6 and 8 metres of the top level (level 3) are sufficient to avoid unreasonable visual impacts to the adjoining properties, it also avoids additional overshadowing impacts to the west adjoining properties. Planters are provided on the roof to add a green element to these interfaces.

The subject site comprises a combined land area of over 1,500 square metres and is capable of accommodating a well-designed larger building. The proposed development adopted a contemporary design that identifies the use of the building as a medical centre, and appropriate responds to the site context.

## Landscaping

Policy objectives of Monash Planning Scheme seek to maintain and enhance the Garden City Character of the Municipality. The General Residential Zone seeks to ensure development is located within a garden setting which allows retention of existing significant trees or planting of new canopy trees.

There are no significant trees on site and all existing vegetation will be removed. The landscape plan shows the proposed planting of four (4) *Acer campestre* 'Elsrik' (Field Maple) with mature height of 7 within the front setback area. In addition, a *Corymbia maculate* 'Lowanna' (Compact Spotted Gum) will also be planted within the front setback which will have a mature height of 10 metres.

An additional 14 *Elaeocarpus reticulatus* (Blueberry Ash) will be provided within the perimeter of the site. They will have mature heights of 8 metres which will also assist in softening interfaces to the adjoining properties.

Shrubs, tufting plants and ground covers are proposed to be provided along the Beacon Street boundary. The proposed low level plants do not provide adequate planting along the Beacon Street frontage. A condition will require that this planting is improved with additional screen planting with shrubs and small trees to soften the visual appearance of the building to the streetscape of Beacon Street.

Planters are provided at the upper levels to provide some landscaping and green element to the northern and western interfaces.

## External Amenity Impacts

### *Noise*

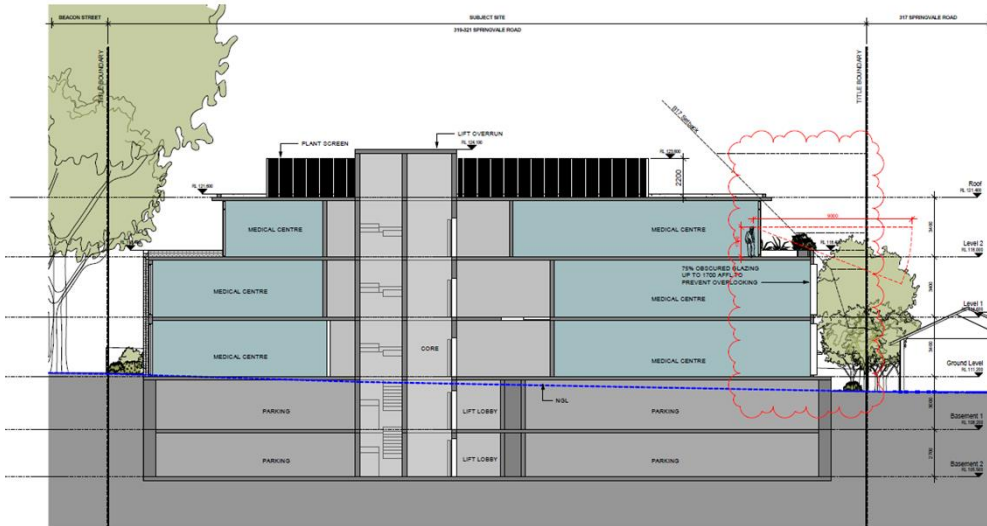
The proposed hours of operation Monday to Saturday 8am to 5pm are considered acceptable for a medical centre use and consistent with other established facilities. It is noted that the current medical centre at 319 Springvale Road was allowed to operate 9am to 9pm, six days a week under Planning Permit TPA/20587. The proposed hours of operation for the medical centre is reduced from the hours of the existing medical centre, and therefore any noise impact will be less than that of the existing medical centre which is open until 9pm.

Concerns have been raised by objectors regarding noise associated with the use including vehicle movement and impact on residential properties. Any potential noise generated from the proposed medical centre could be further assessed by an acoustic engineer and an acoustic report could be required to ensure compliance with the EPA noise guidelines if a permit was issued. A permit condition has been included requiring an acoustic report.

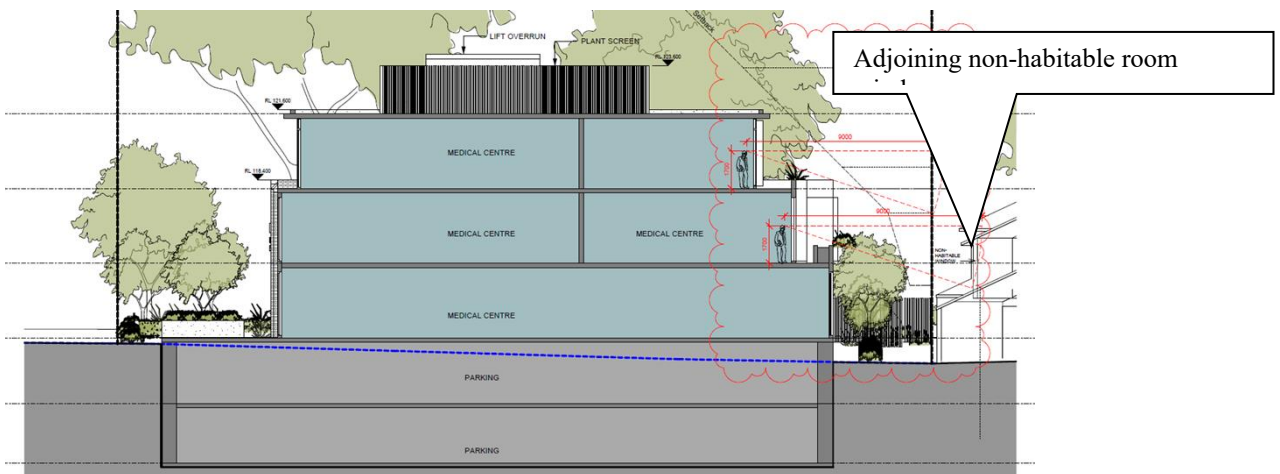
### *Overlooking*

Whilst the planning scheme does not specify measures for overlooking for a non-residential use, the tools in the Overlooking Objectives of Clauses 54 and 55 are useful guides for ensuring views into existing secluded private open space and habitable room windows do not impact surrounding

residential amenity. The Applicant has submitted overlooking diagrams demonstrating how overlooking is prevented. The diagrams show the use of obscure glazing and planters on the upper levels to avoid overlooking which would satisfy the relevant requirements of the Overlooking objectives.



*Overlooking diagram to 17 Beacon Street provided by Applicant*

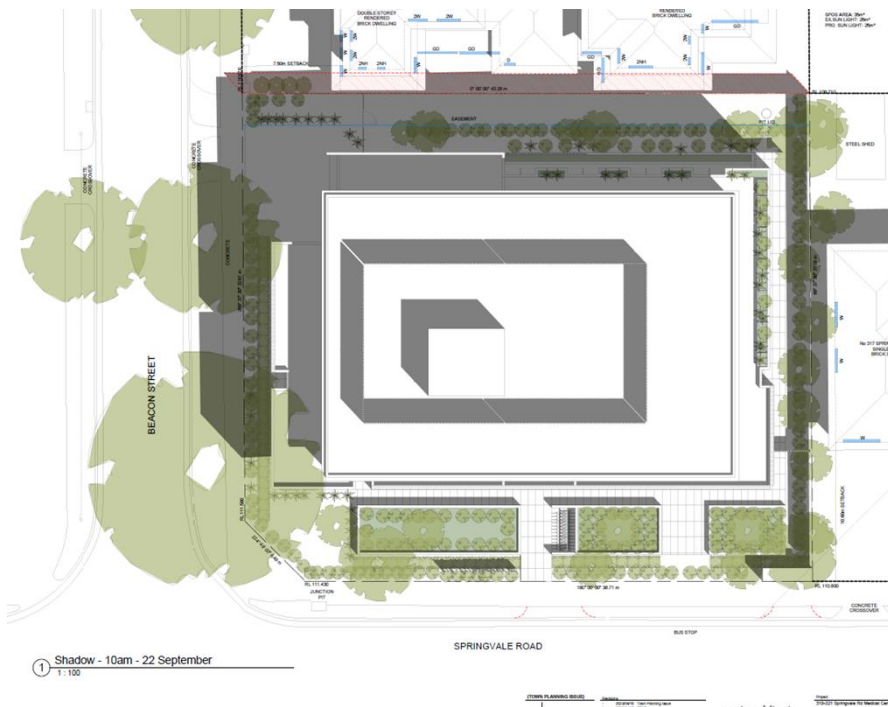


*Overlooking diagram to 317 Springvale Road provided by Applicant- Clause 54 & 55 does not require prevention of overlooking to adjoining non-habitable room windows*

**Overshadowing**

Overshadowing can be considered using the measures of Clauses 54 and 55 (Overshadowing Open Space Objective). The proposal will cause additional shadow to the adjoining secluded private open space to the west at 9am, and then the shadow will fall within the existing fence shadow from 10am onwards. A minimum of 75% of the adjoining secluded private open space will receive five hours of sunlight between 9am and 3pm on the September equinox, meeting the requirements of the Standard.

There will be no additional shadow to the north adjoining property or the footpaths in the streets.



The shadow plan shows that shadows will fall within the existing fence shadow from 10am

### Car Parking, traffic and access

The site is located within the Principal Public Transport Network (PPTN). The requisite car parking spaces required under Clause 52.06 are shown in the following table:

Use	Leasable Floor Area	Clause 52.06 Requirement	Car spaces Required	Car spaces Provided	Car Parking Reduction
Medical Centre	1910.09 m <sup>2</sup>	3.5 spaces to each 100 sq m of leasable floor area	66	58	8 spaces

The proposal seeks to reduce eight (8) car parking spaces for the medical centre use. A Traffic Impact Assessment prepared by Impact Traffic Engineering is provided with the application. The car parking demand assessment in the report suggests that the proposal will rely on short/medium term street parking spaces (with 2P time restrictions) for overflow car parking which can be adequately accommodated by on street car parking. There are several short-term parking spaces available within the local area and is expected that these short-term spaces along Beacon Street can be used by patients of the site, without significant detriment to the local amenity.

Council’s Traffic Engineer agrees with the assessment of Impact Traffic Engineering and advised that there are enough short-term spaces along Beacon Street outside the development to cover the parking shortfall of car parking spaces, and the provision of 58 car spaces on the site is considered sufficient.

Additional line marking, and signage should be provided to avoid small vehicles parking at non-parking spaces which has been discussed in the Referral section.

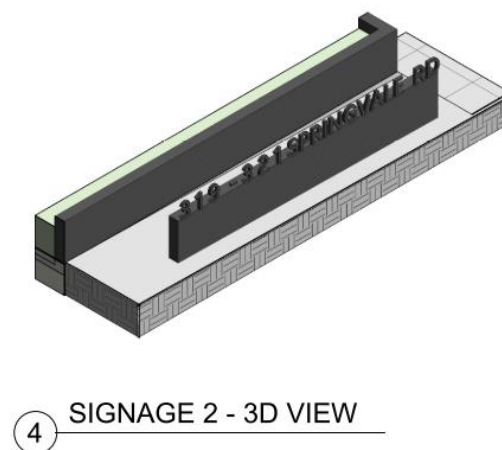
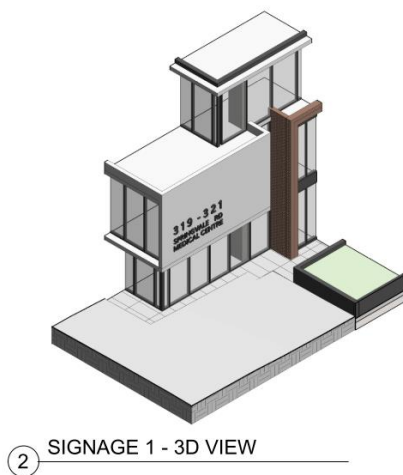


The predicted traffic generation is low and is expected to have a negligible impact on the local traffic network.

### Business Identification Signs

The two business identification signs are oriented to Springvale Road and will have minimal impact to the street or adjoining properties. The proposed signage of 3.66sqm and 1.5sqm is in keeping with the size of the building. The first sign contains 3D lettering on the wall of the building fronting Springvale Road. The second sign contains 3D lettering installed on top of the retaining wall for the planter box on Springvale Road. The extent of signage is reasonable for the medical centre and will not result in visual clutter. They will not cause any unreasonable impact views or vistas to the streetscape.

*Proposed signs on building façade and street frontage:*



The proposed signage is not illuminated which will not cause safety hazard for vehicles or dazzle or distract drivers. The signs are modest in scale and appropriate to the premises providing for adequate business identification.

### Objection issues not previously addressed

#### The reduction in the car parking requirement will set an undesirable precedent for future development

The application will not set a precedent for future developments as each application is assessed on its merits. This application is considered satisfactory for the reasons outlined in this report.

#### Overshadowing of future solar energy systems

An objector from Unit 1/ 17 Beacon Street raised concerns about the reduction sunlight to the future solar panels on their roof due to overshadowing of the proposed building.

In considering the potential impacts of the development regard should be given to compliance with development setbacks and whether the rooftop solar energy system is appropriately located to protect it from overshadowing through placement higher on the roof and as far from existing lot boundaries as possible.

Whilst the adjoining properties do not have existing solar panels, the submitted shadow diagrams demonstrate that shadow cast by the proposed building will reach the secluded private open space of the objector's property at 9am, however the shadow will start moving away from the adjoining property and no additional shadow will reach this property from 10am. This is considered an acceptable outcome.

#### Interruption to neighbouring properties during construction

A Construction Management Plan (CMP) would form conditions of any approval issued in order to minimise impacts to the local area during construction.

Some disruption is inevitable during construction however this does not warrant the proposal to be refused, given these are not long term impacts.

#### **FINANCIAL IMPLICATIONS**

There are no financial implications to this report.

#### **POLICY IMPLICATIONS**

There are no policy implications to this report.

#### **CONSULTATION**

Public notification of the application was carried out in accordance with the requirements of the *Planning and Environment Act 1987*. Details of this notice period, and a response to the concerns raised are addressed in this report under Public Notice and Assessment.

#### **SOCIAL IMPLICATIONS**

Medical centre serves local community needs.

#### **HUMAN RIGHTS CONSIDERATIONS**

There are no human rights implications to this report.

#### **GENDER IMPACT ASSESSMENT**

A GIA was not completed because this policy/program/service does not have a 'direct' and 'significant' impact on the community.

#### **CONCLUSION**

The proposed use and development for a medical centre on Springvale Road which is a higher-order road is consistent with decision guidelines of non-residential uses in residential area as envisaged by relevant provisions of the State, Regional and Local Planning Policy Framework.

Subsequent to the Section 57A amendment plans being lodged, the height and scale of the development is now considered to be in keeping with the objectives and strategies as outlined in

the GRZ2. The proposed development provides a suitable response to the adjoining residential interfaces in the GRZ and RGZ.

The contemporary architecture of the building achieves a good quality architectural outcome with suitable areas available for landscaping including canopy tree provision surrounding the development. Visual dominance of the building is mitigated with variation of setbacks, mixture of façade materials and contrasting colour palette.

Car parking provision for the proposal is adequate and vehicular access to the site is also satisfactory.

Overall, the proposal is considered appropriate and it is recommended that a Notice of Decision to Grant a Permit be issued subject to conditions.

#### **ATTACHMENT LIST**

1. Attachment 1 - Proposed Development Plans - 319-321 Springvale Rd [7.1.2.1 - 24 pages]
2. Attachment 2 - Aerial Photograph - 319-321 Springvale Rd [7.1.2.2 - 1 page]
3. Attachment 3 - Zoning and Overlays - 319-321 Springvale Rd [7.1.2.3 - 1 page]
4. Attachment 4 - Objector Map - 319-321 Springvale Rd [7.1.2.4 - 1 page]

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November 2023

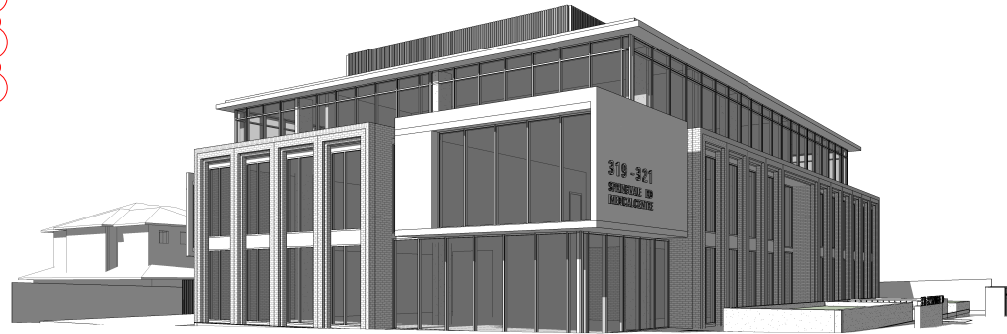
**319-321 Springvale Medical Centre  
 TOWN PLANNING ISSUE**

DEVELOPMENT SUMMARY							Parking
	GFA(Excluding Terrace)	Parking	Medical Centre	Amenities	Services	Circulation&Core	
Basement 2	1,161.17	1,014.40			96.26	50.51	32
Basement 1	1,161.17	973.43			137.23	50.51	26
Ground	890.80	116.08	645.77		8.63	120.32	
Level 1	843.51		731.89	16.80	11.60	83.22	
Level 2	641.36		532.43	17.40	11.60	79.93	
<b>Total</b>	<b>4,698.01</b>	<b>2,103.91</b>	<b>1,910.09</b>	<b>34.20</b>	<b>265.32</b>	<b>384.49</b>	<b>58</b>

Statutory Parking Requirement	Uses Medical Centre	Rate 3.5/100m2	Area 1910.09	Parking Required 67.00
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\*For preliminary feasibility purposes. Areas are not to be used for purpose of lease or sales agreement.



**SMP NOTES:**

**Water & Stormwater Management**

- Refer to SMP for WSUD catchment plan showing roof catchment to tank and impermeable area
- 1500L Rainwater tank proposed, connection to the toilets - Refer to basement 2 plan
- Use of native or drought tolerant species for landscaped area. Watering will not be required after an initial period when plants are getting established. If irrigation is required, it will be connected to rainwater tanks.
- WELS rating for water fittings/fixtures (refer to report) - Fixtures (e.g. dishwasher) provided as part of base building work have to be chosen within one WELS star of best available at the time of purchase.

**Energy Efficiency**

- Commitment to exceeding section J energy efficiency requirement of NCC2019
- Maximum illumination power density (W/m²) of the development meet the requirements in NCC 2019
- Lighting sensors for external lighting (motion detectors, timers etc.)
- 5kW Solar PV system on the roof of the development-Refer to roof plan

**Indoor Environment Quality**

- Appropriate external shading installed on western facade and north glazing (refer to report)
- Low-E Glazing
- Minimum VLT of 40% for regular use space glazing
- Outside Air Fan with flow rate improved by 75% from AS1668 requirements and O/A provision to ensure CO2 concentration remains below 800ppm

**Waste**

- Four bin system including glass and FOGO - Medical waste will also be treated - Refer to basement 1 plan

**Transport**

- Bike space location - 50% increase from statutory requirements for staff and visitors - Refer to Ground floor plan
- Electric vehicle charging infrastructure - Refer to basement 1 plan

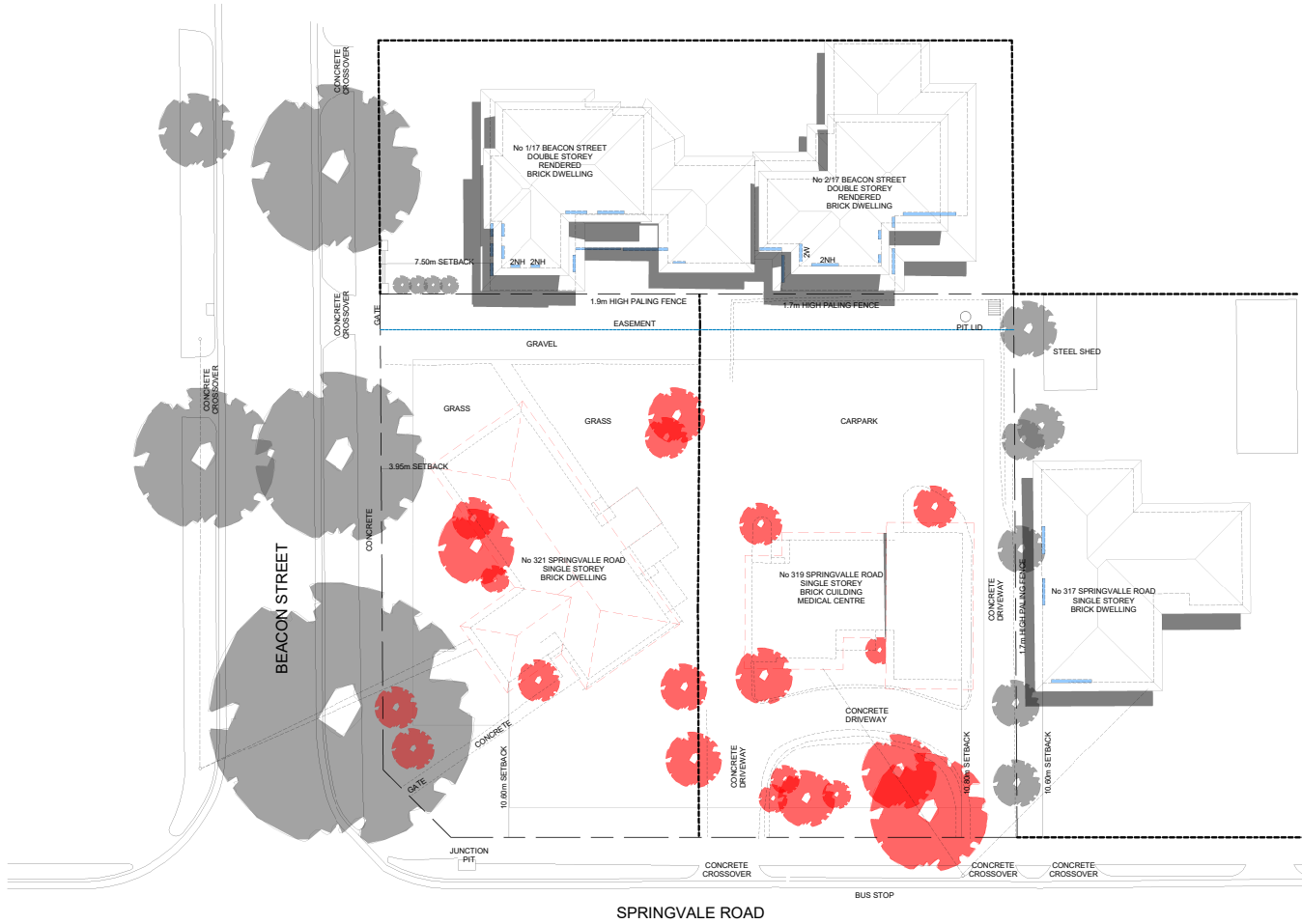
(TOWN PLANNING ISSUE)	Revision	2023/09/18 Town Planning Issue
	A	2023/11/15 RFI Response

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Project	319-321 Springvale Rd Medical Centre	Project No:22.07	Drawing	Development Summary
Client	Bijan Makmabaf	Scale	@ A1	Rev
		Date	2023/10/25	TPOO

# Attachment 7.1.2.1 Attachment 1 - Proposed Development Plans - 319-321 Springvale Rd

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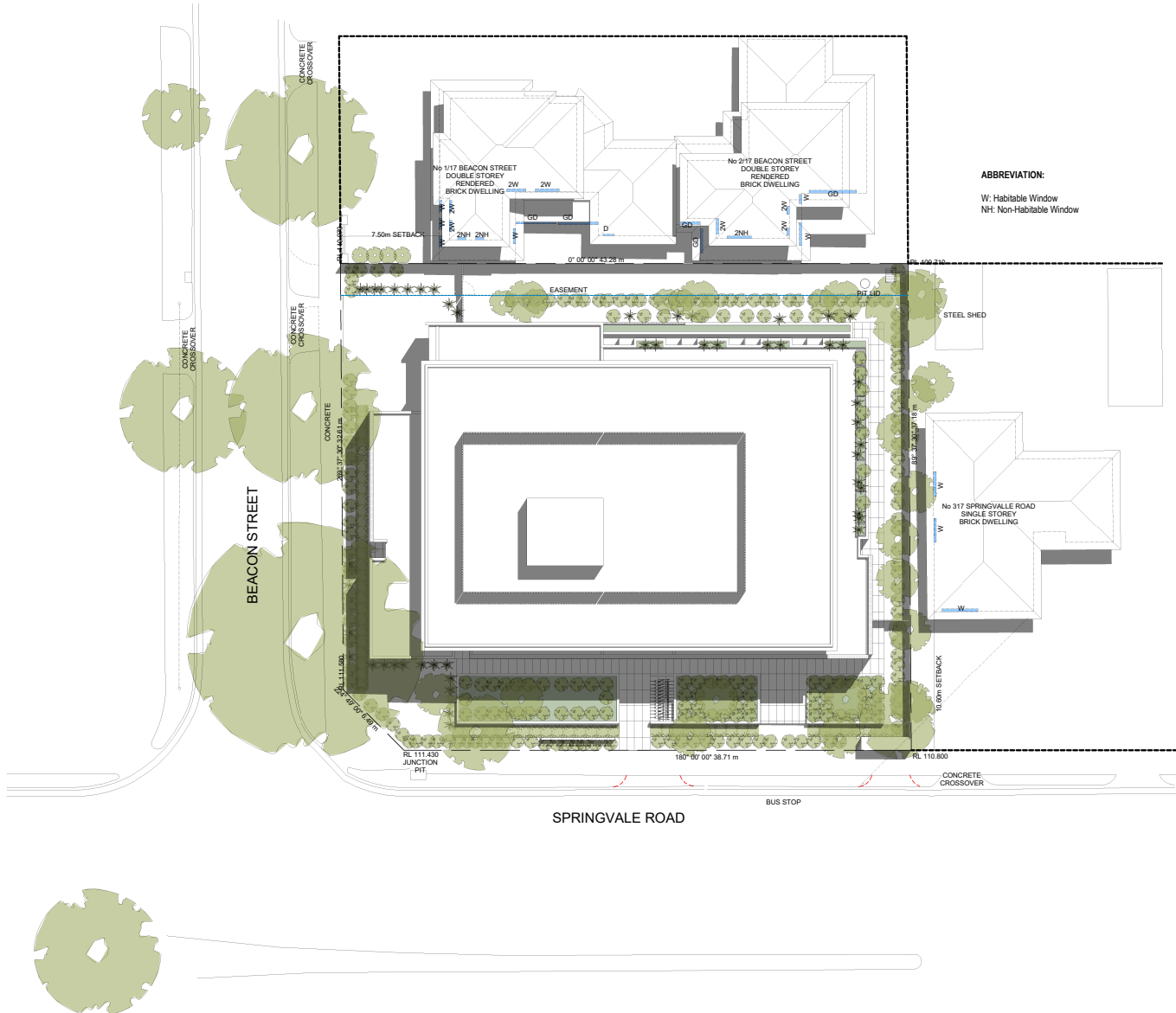
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 A 2023/11/15 RFI Response

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Project 319-321 Springvale Rd Medical Centre  
 Client Bijan Makmabaf  
 Project No: 22.07  
 Drawing Existing Site Plan  
 Scale: @ A1  
 Rev A  
 Date 2023/10/25  
 Drawing No. TP001

Attachment 7.1.2.1 Attachment 1 - Proposed Development Plans - 319-321 Springvale Rd

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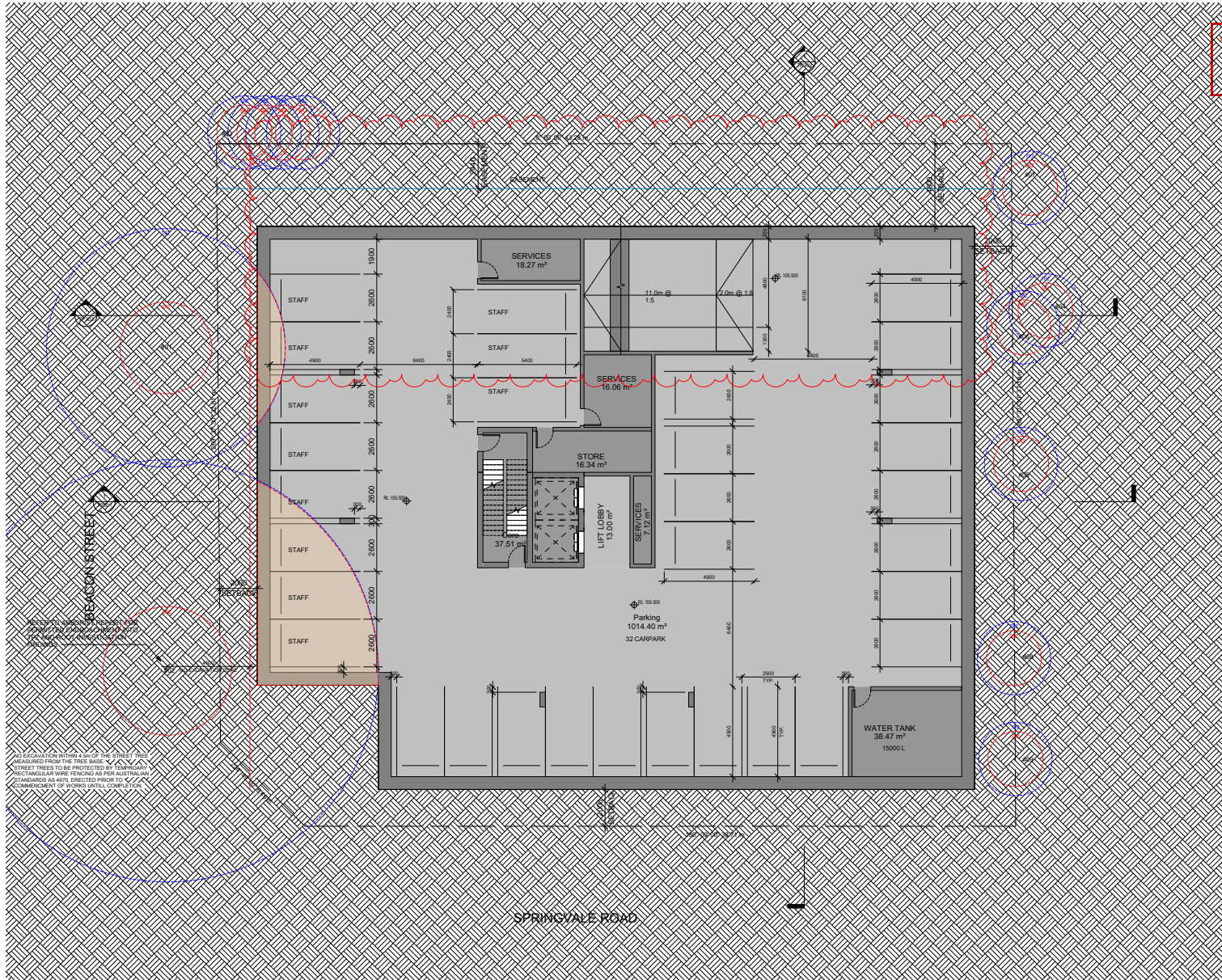


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Project	319-321 Springvale Rd Medical Centre	Project No: 22.07	Drawing	Proposed Site Plan
Client	Bijan Makmabaf	Scale	@ A1	Rev
			1 : 150	A
		Date	2023/10/25	Drawing No.
				TP002

Attachment 7.1.2.1 Attachment 1 - Proposed Development Plans - 319-321 Springvale Rd

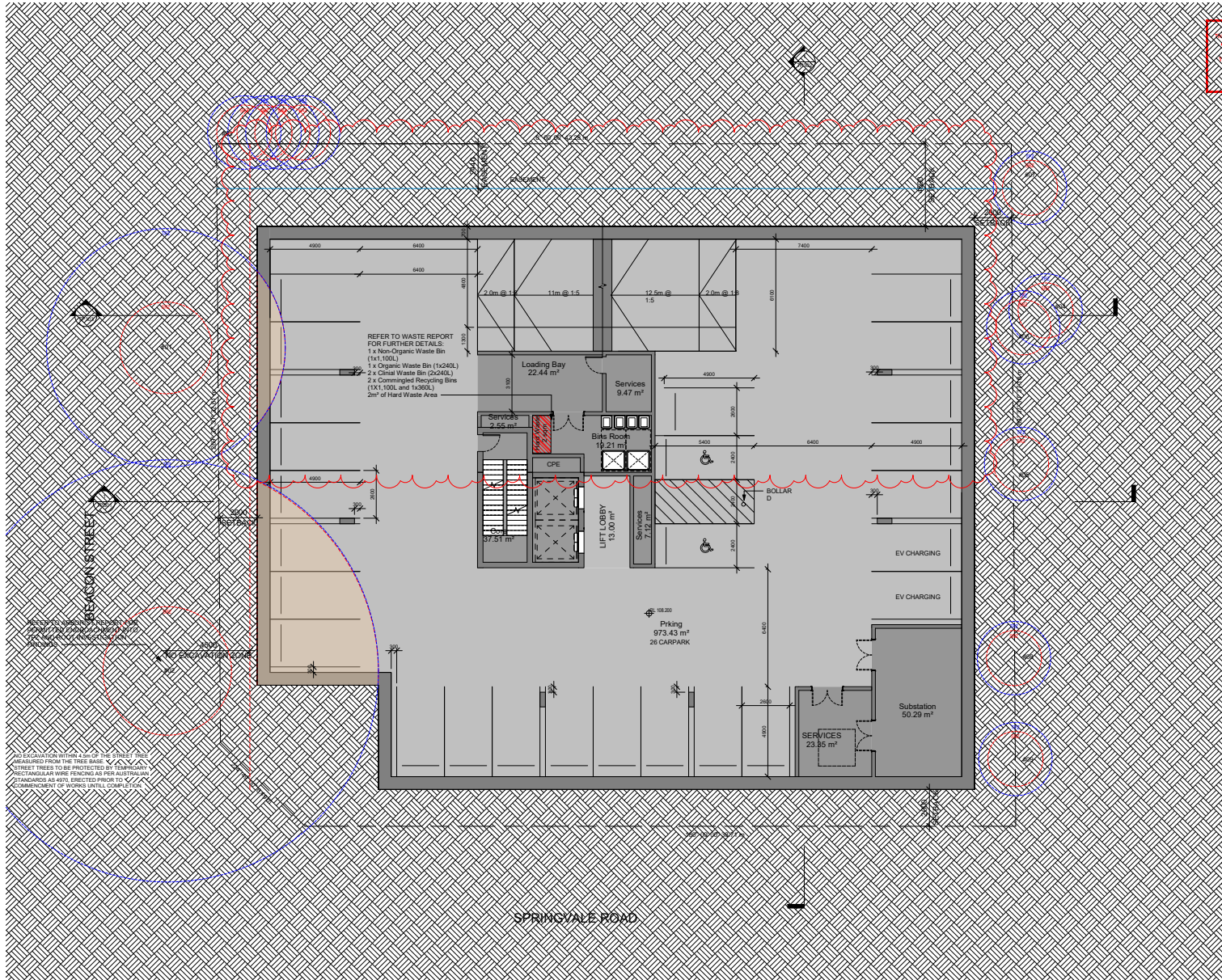


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RELOCATE STREET LIGHTS TO THE INTERSECTION OF THE PROPOSED DEVELOPMENT AND EXISTING ALLEYWAY TO THE STREET LIGHTS REQUIRED FROM THE TREE BASES OF ANY EXISTING STREET TREES TO BE PROTECTED BY TEMPORARY FENCING AS WELL FENCING AS PER AUSTRALIAN STANDARDS AS 4879. ERECTED PRIOR TO COMMENCEMENT OF WORKS UNTIL COMPLETION.

<p>(TOWN PLANNING ISSUE)</p>	<p>Revision                  A 2023/11/13 RPT Response</p>	<p>next architects                  Melbourne                  www.nextarchitects.com.au</p>	<p>Project                  319-321 Springvale Rd Medical Centre</p>	<p>Drawing                  Basement 2</p>
	<p>Client                  Bijan Makramabadi</p>		<p>Scale                  @ A1                  1:100</p>	<p>Date                  2023/10/25</p>

Attachment 7.1.2.1 Attachment 1 - Proposed Development Plans - 319-321 Springvale Rd



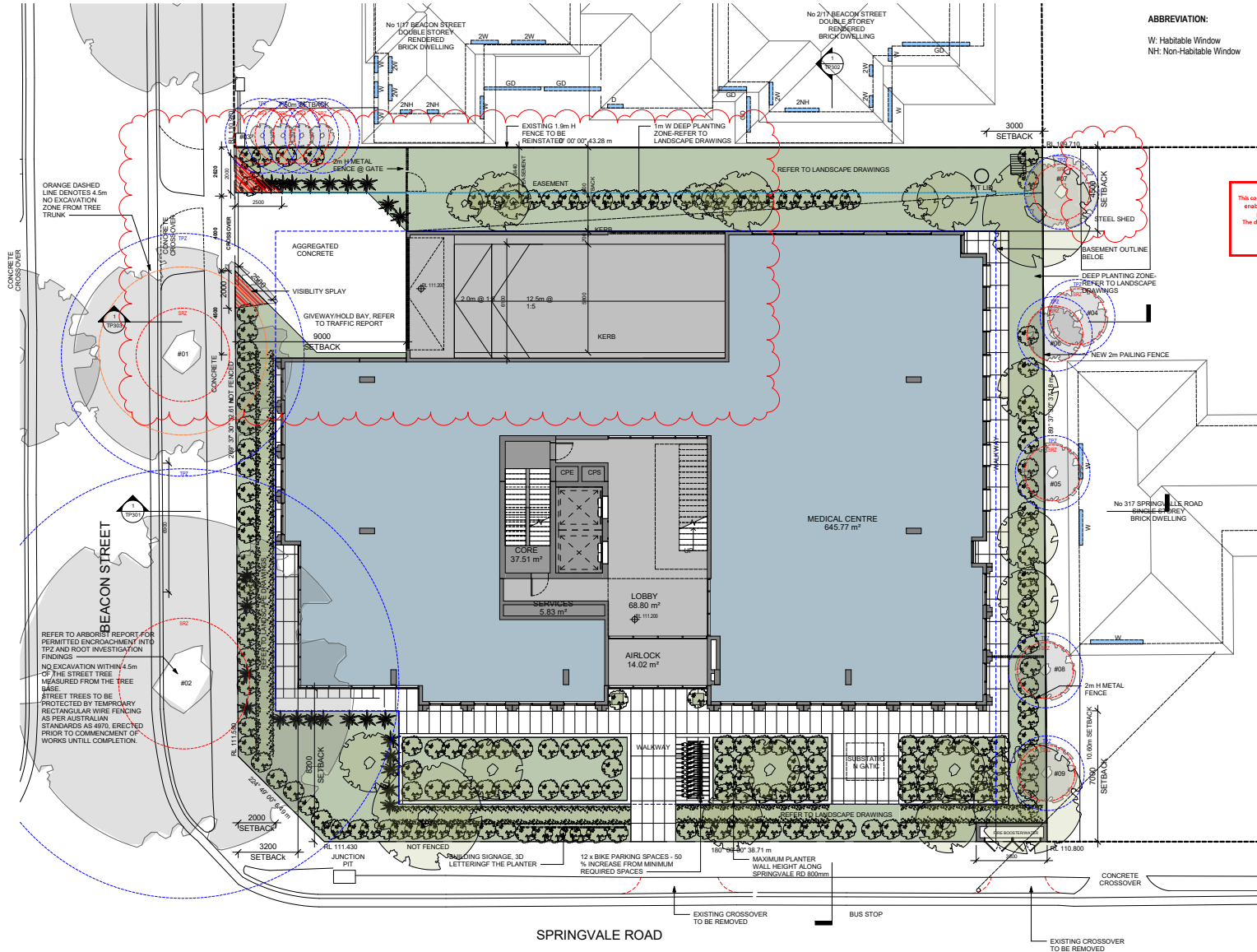
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PROTECTIVE FENCING TO BE INSTALLED TO PROTECT EXISTING TREES AND EXCAVATION WITHIN 4.0M OF THE STREET TREE MEASURED FROM THE TREE BASE. 4.0M X 2.0M STREET TREES TO BE PROTECTED BY TEMPORARY FENCING AS PER AUSTRALIAN STANDARDS AS 4879. ERECTED PRIOR TO COMMENCEMENT OF WORKS UNTIL COMPLETION.

<p>(TOWN PLANNING ISSUE)</p>	<p>Revision                  A 2023/11/15 RPI Response</p>	<p>next architects                  Melbourne                  www.nextarchitects.com.au</p>	<p>Project                  319-321 Springvale Rd Medical Centre</p>	<p>Drawing                  Basement 1</p>
	<p>Client                  Bijan Makramabadi</p>		<p>Scale                  @ A1                  1:100</p>	<p>Rev                  A</p>



# Attachment 7.1.2.1 Attachment 1 - Proposed Development Plans - 319-321 Springvale Rd



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ORANGE DASHED LINE DENOTES 4.5m NO EXCAVATION ZONE FROM TREE TRUNK

REFER TO ARBORIST REPORT FOR PERMITTED ENCRICHMENT (P) TPZ AND ROOT INVESTIGATION FINDINGS  
 NO EXCAVATION WITHIN 4.5m OF THE STREET TREE MEASURED FROM THE TREE BASE  
 STREET TREES TO BE PROTECTED BY TEMPORARY RECTANGULAR WIRE FENCING AS PER AUSTRALIAN STANDARDS AS 4970, ERECTED PRIOR TO COMMENCEMENT OF WORKS UNTIL COMPLETION.

SPRINGVALE ROAD

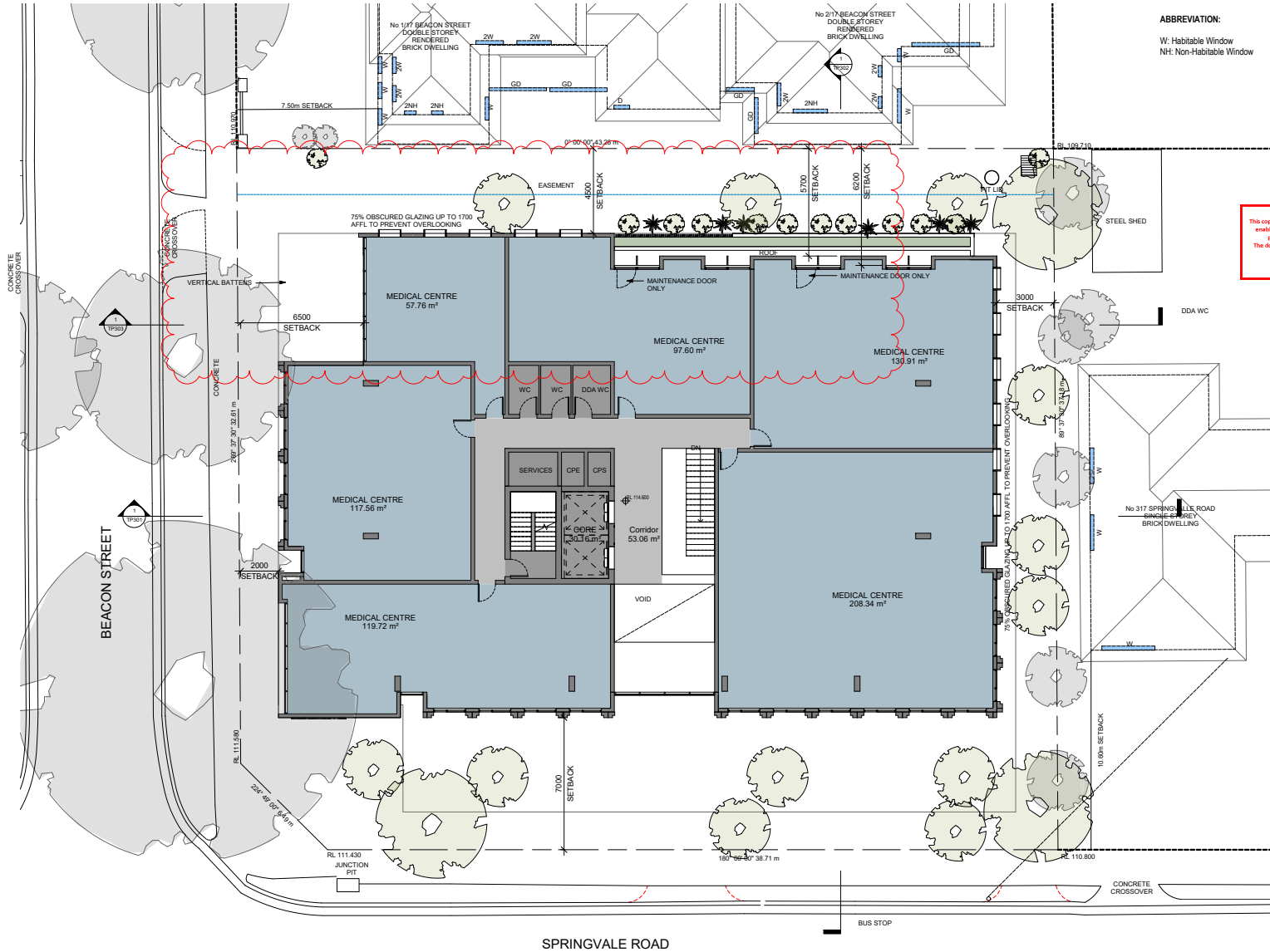
(TOWN PLANNING ISSUE)

Revision:  
 A 2023/05/18 Town Planning Issue  
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Project 319-321 Springvale Rd Medical Centre	Project No: 22.07	Drawing Ground Level
Client Bijan Makmabaf	Scale: @ A1	Rev A
	Date 2023/10/25	Drawing No. TP 103

# Attachment 7.1.2.1 Attachment 1 - Proposed Development Plans - 319-321 Springvale Rd



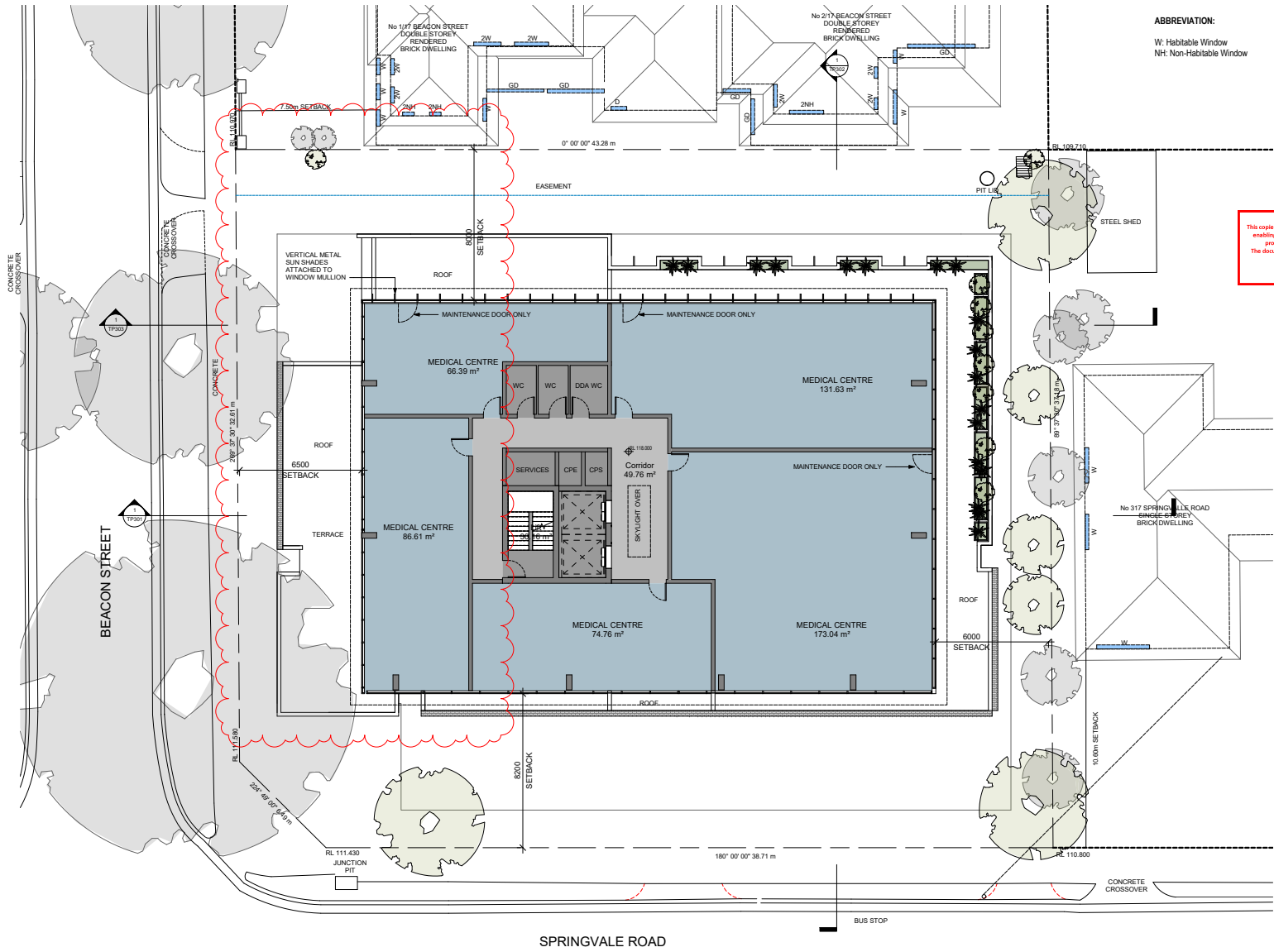
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SPRINGVALE ROAD

<p>(TOWN PLANNING ISSUE)</p>	Revision A 2023/05/18 Town Planning Issue 2023/11/15 RFI Response	<p>next architects                  melbourne                  www.nextarchitects.com.au</p>	Project 319-321 Springvale Rd Medical Centre	Project No: 22.07	Drawing Level 1
	Client Bijan Makmabaf		Scale: @ A1 1:100	Rev A	Date 2023/10/25

# Attachment 7.1.2.1 Attachment 1 - Proposed Development Plans - 319-321 Springvale Rd

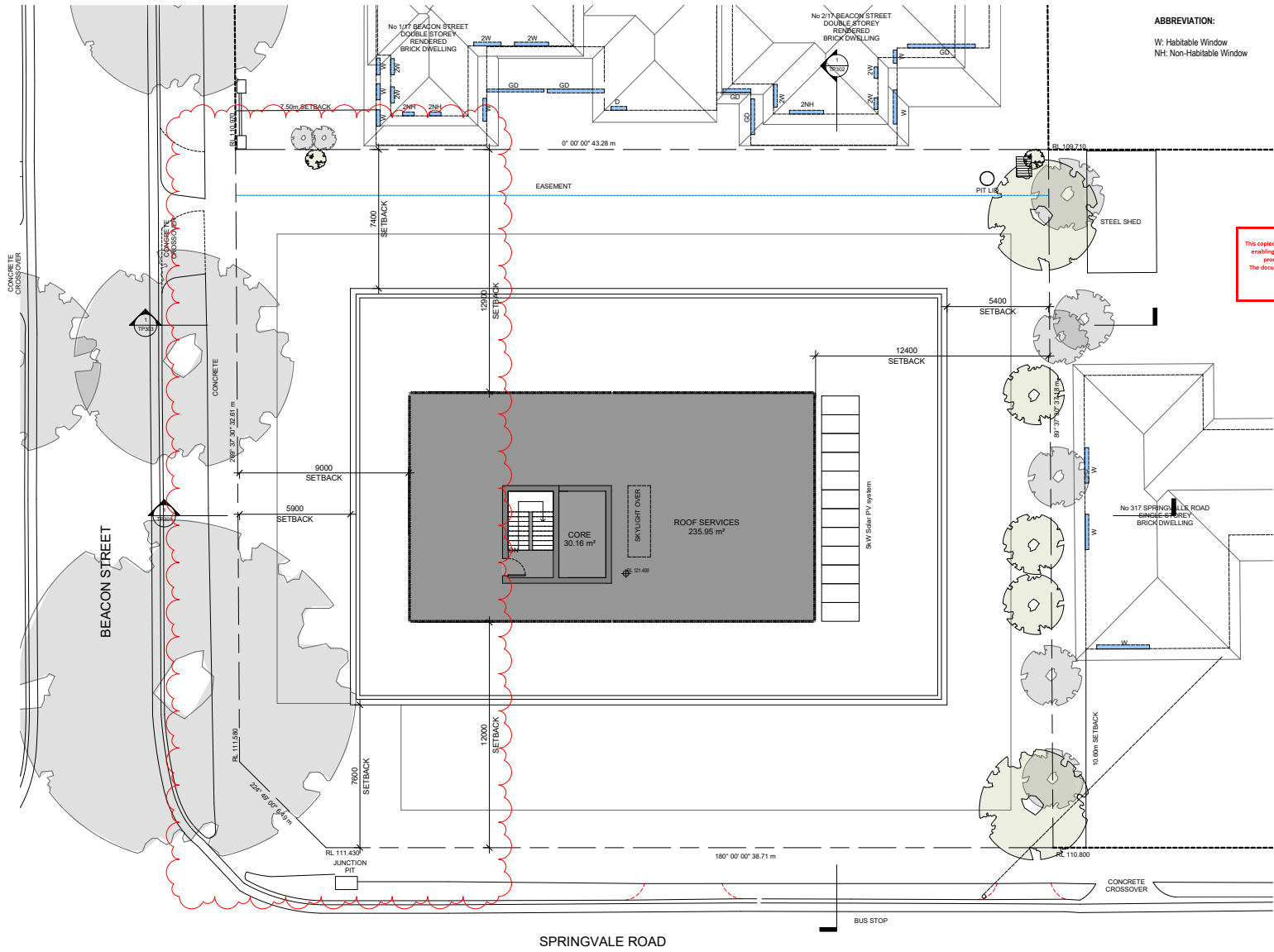


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<p><b>(TOWN PLANNING ISSUE)</b></p> <p>1 2 3 4 5 1:100 @A1 10m</p>	<p>Revision                  A 2023/05/18 Town Planning Issue                  2023/11/15 RPI Response</p>	<p><b>next architects</b>                  melbourne                  www.nextarchitects.com.au</p>	<p>Project                  319-321 Springvale Rd Medical Centre                  319-321 Springvale Rd, Glen Waverley                  Client                  Bijan Makmabaf</p>	<p>Project No: 22.07                  Drawing                  Level 2</p>	<table border="1" style="width: 100%; border-collapse: collapse; font-size: 8px;"> <thead> <tr> <th>Scale</th> <th>@ A1</th> <th>Rev</th> <th>Date</th> <th>Drawing No.</th> </tr> </thead> <tbody> <tr> <td>1:100</td> <td>A</td> <td></td> <td>2023/10/25</td> <td>TP 105</td> </tr> </tbody> </table>	Scale	@ A1	Rev	Date	Drawing No.	1:100	A		2023/10/25	TP 105
Scale	@ A1	Rev	Date	Drawing No.											
1:100	A		2023/10/25	TP 105											

# Attachment 7.1.2.1 Attachment 1 - Proposed Development Plans - 319-321 Springvale Rd



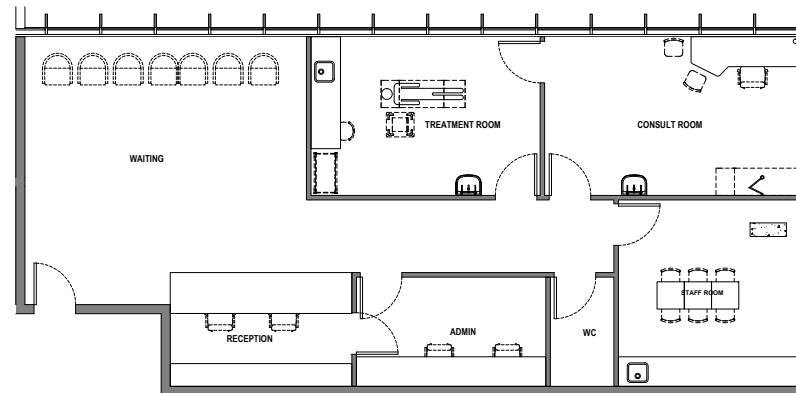
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	(TOWN PLANNING ISSUE)	Revision	Project	Project No: 22.07	Drawing
		A 2023/05/18 Town Planning Issue 2023/11/15 RFI Response	319-321 Springvale Rd Medical Centre	Roof	
		next architects melbourne www.nextarchitects.com.au	Client	Scale: @ A1	Rev
			Bijan Makmabaf	1: 100	A
			Date	2023/10/25	Drawing No.
					TP 106

# Attachment 7.1.2.1 Attachment 1 - Proposed Development Plans - 319-321 Springvale Rd

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① Typical Medical Suite  
 1 : 50

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 A 2023/05/18 Town Planning Issue  
 A 2023/11/15 RFI Response

02 1:50 3:02 1:50 GA1 5m

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Project 319-321 Springvale Rd Medical Centre  
 Client Bijan Makmabaf  
 Project No: 22.07  
 Drawing Title Typical Medical Suite  
 Scale: @ A1 1:50  
 Rev A  
 Date 2023/10/25  
 Drawing No. TP111

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MATERIAL LEGEND	
CF01 - CONCRETE FINISH, CHARCOAL	AF01 - APPLIED FINISH, CHARCOAL
CF02 - CONCRETE FINISH, LIGHT GREY	MF01 - METAL FINISH, CHARCOAL
WC01 - WALL CLADDING, CHARCOAL	GT01 - CLEAR GLAZING, GRAY
WC02 - WALL CLADDING, LIGHT GREY	GT02 - FROSTED GLAZING, GRAY
BK01 - MASONRY CLADDING, BROWN	

**[TOWN PLANNING ISSUE]**

Revisions
- 2023/06/18 Town Planning Issue
A 2023/11/13 RPI Response

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Project	Project No:22-07	Drawing
319-321 Springvale Rd Medical Centre		Elevations, East & West
Client	Rev	Date
Bijan Makromabaf	A	2023/10/25
Scale: @A1	Rev	Drawing No.
1 : 100		TP201

# Attachment 7.1.2.1 Attachment 1 - Proposed Development Plans - 319-321 Springvale Rd

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1 South Elevation  
 1 : 100



2 North Elevation  
 1 : 100

**MATERIAL LEGEND**

CF01 - CONCRETE FINISH, CHARCOAL	AF01 - APPLIED FINISH, CHARCOAL
CF02 - CONCRETE FINISH, LIGHT GREY	MF01 - METAL FINISH, CHARCOAL
WC01 - WALL CLADDING, CHARCOAL	GT01 - CLEAR GLAZING, GRAY
WC02 - WALL CLADDING, LIGHT GREY	GT02 - FROSTED GLAZING, GRAY
BK01 - MASONRY CLADDING, BROWN	

**[TOWN PLANNING ISSUE]**

Revisions	
A	2023/06/18 Town Planning Issue
A	2023/11/13 RPI Response



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Project	319-321 Springvale Rd Medical Centre	Project No: 22-07	Drawing	Elevations, South & North
Client	Bijan Makramabadi	Scale	@A1	Rev
		Date	2023/10/25	Drawing No.
		1 : 100	A	TP202

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### Material Schedule



BK01-Masonry Cladding, Brown  
 CF01-Concrete Finish, Charcoal  
 CF02-Concrete Finish, Light Grey  
 WC01-Wall Cladding, Charcoal  
 WC02-Wall Cladding, Light Grey  
 AF01-Applied Finish, Charcoal  
 MF01-Concrete Finish, Charcoal  
 GT02-Glazing, 75%Patterned Obscure Grey  
 GT01-Glazing, Grey Tint

(TOWN PLANNING ISSUE) Revisions  
 A 2023/09/18 Town Planning Issue  
 2023/11/15 RPI Response

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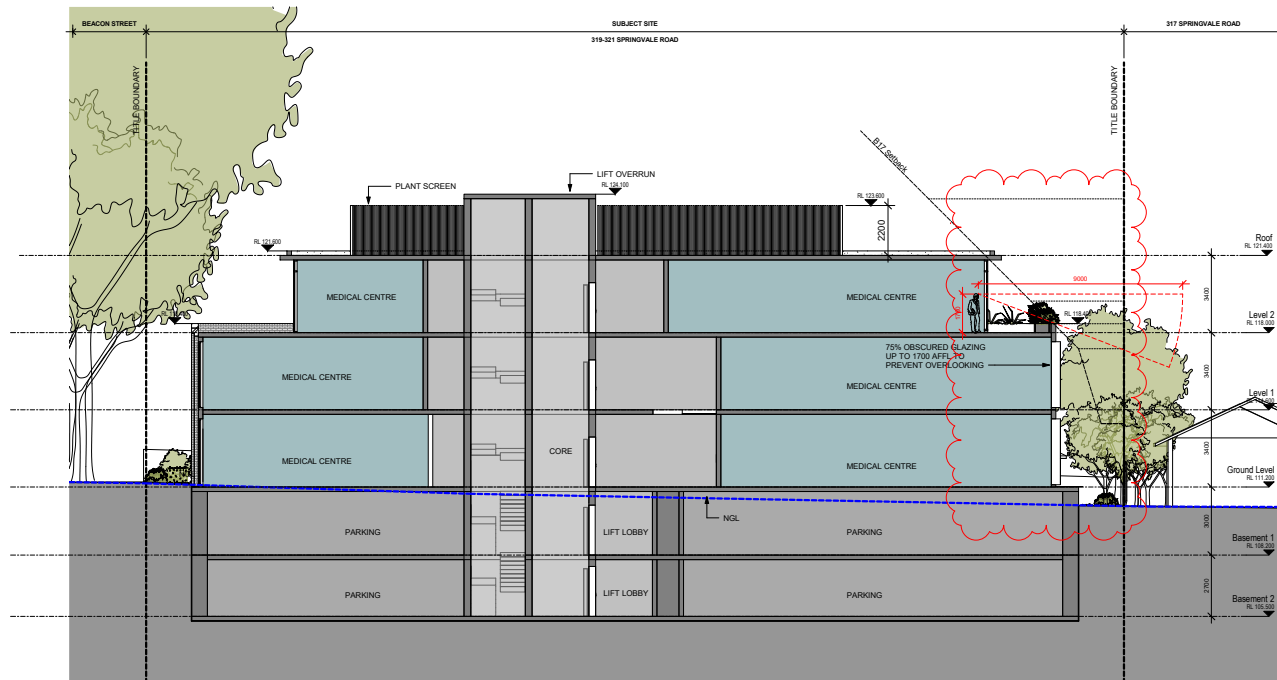
Project 319-321 Springvale Rd Medical Centre  
 Client Bijan Makmabaf  
 Project No: 22.07

Drawing Material Schedule  
 Scale: @ A1  
 Rev A  
 Date 2023/10/25  
 Drawing No. TP203



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CF02 - CONCRETE FINISH, LIGHT GREY	MF01 - METAL FINISH, CHARCOAL
WC01 - WALL CLADDING, CHARCOAL	GT01 - CLEAR GLAZING, GRAY
WC02 - WALL CLADDING, LIGHT GREY	GT02 - FROSTED GLAZING, GRAY
BK01 - MASONARY CLADDING, BROWN	

**[TOWN PLANNING ISSUE]**

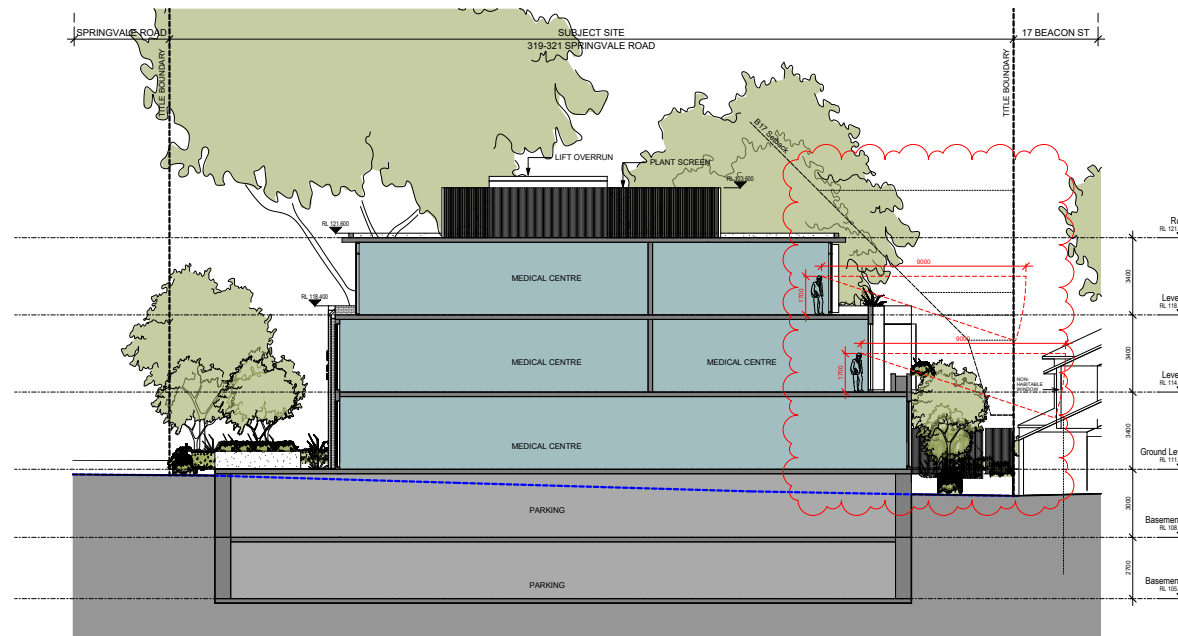
Revisions
- 2023/06/18 Town Planning Issue
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Project	Project No:22-07	Drawing
319-321 Springvale Rd Medical Centre		Section A
Client	Scale: @A1	Rev
Bijan Makmabaf	1:100	A
Date	2023/10/25	Drawing No.
		TP301

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① Section B  
 1 : 100

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CF02 - CONCRETE FINISH, LIGHT GREY	MF01 - METAL FINISH, CHARCOAL
WC01 - WALL CLADDING, CHARCOAL	GT01 - CLEAR GLAZING, GRAY
WC02 - WALL CLADDING, LIGHT GREY	GT02 - FROSTED GLAZING, GRAY
BK01 - MASONRY CLADDING, BROWN	

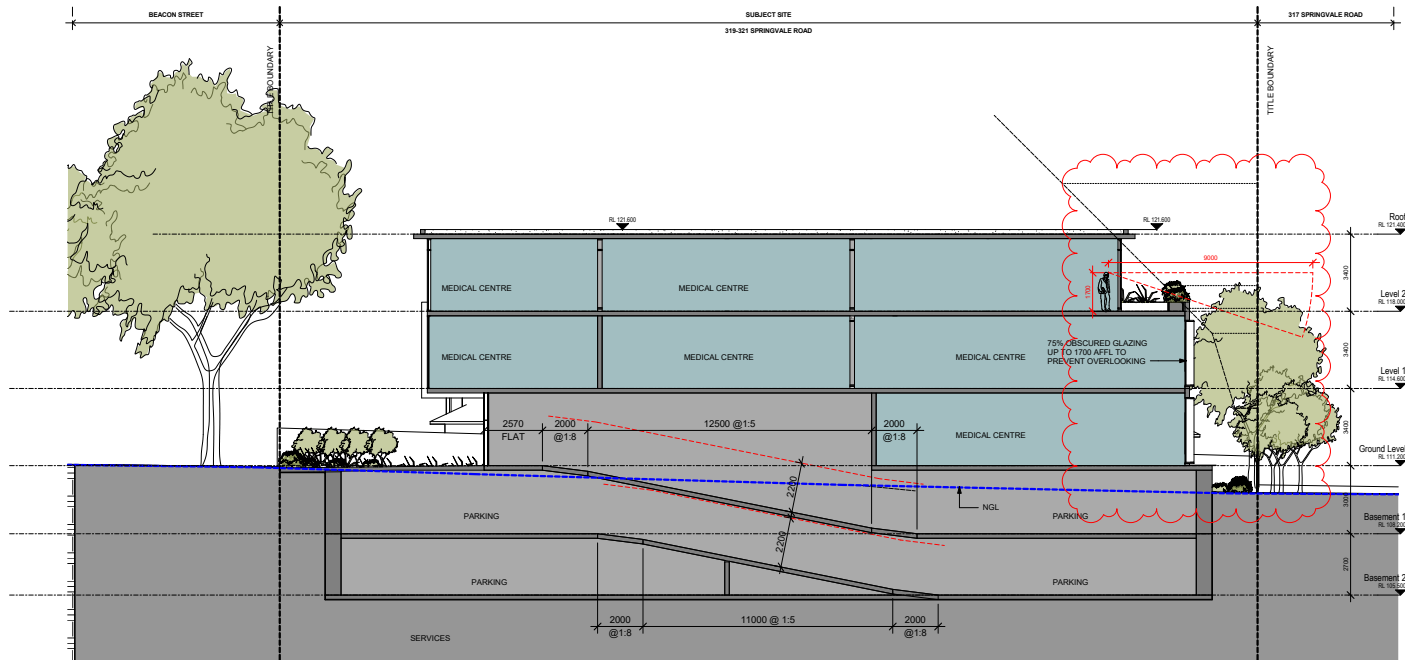
(TOWN PLANNING ISSUE)	
Revisions	
A	2023/11/13 RPI Response

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Project		Project No:22-07		Drawing	
319-321 Springvale Rd Medical Centre		Section B			
Client		Scale: @A1	Rev	Date	Drawing No.
Bijan Makmabaf		1 : 100	A	2023/10/25	TP302

# Attachment 7.1.2.1 Attachment 1 - Proposed Development Plans - 319-321 Springvale Rd

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1 Section C  
 1 : 100

MATERIAL LEGEND	
CF01 - CONCRETE FINISH, CHARCOAL	AF01 - APPLIED FINISH, CHARCOAL
CF02 - CONCRETE FINISH, LIGHT GREY	MF01 - METAL FINISH, CHARCOAL
WC01 - WALL CLADDING, CHARCOAL	GT01 - CLEAR GLAZING, GRAY
WC02 - WALL CLADDING, LIGHT GREY	GT02 - FROSTED GLAZING, GRAY
BK01 - MASONRY CLADDING, BROWN	

(TOWN PLANNING ISSUE)	
Revisions	
A	2023/11/13 RPI Response

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Project		Drawing	
319-321 Springvale Rd Medical Centre		Section C	
Client	Bijan Makmabaf	Scale	@A1
Project No	22 07	Rev	A
Date	2023/10/25	Drawing No.	TP303

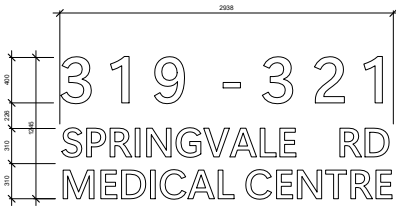
# Attachment 7.1.2.1 Attachment 1 - Proposed Development Plans - 319-321 Springvale Rd

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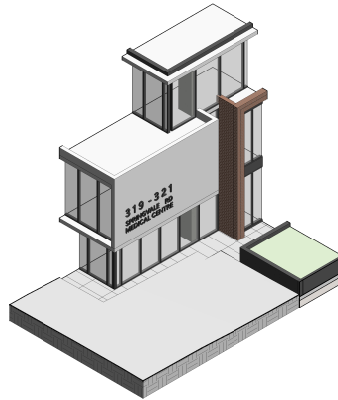
**SIGNAGE TABLE**

Signage No	Width(mm)	Height(mm)	Thickness(mm)	Spec
Signage 1	2938	1254	80	Refer Details
Signage 2	5583	300	100	Refer Details

**SIGNAGE DETAILS:**  
 3D LETTERING FABRICATED FROM POWDERCOATED ALUMINIUM IN MFC1 FINISH. INSTALLED TO FACE OF THE SPRINGVALE ROAD FACADE.  
 THICKNESS: 80mm

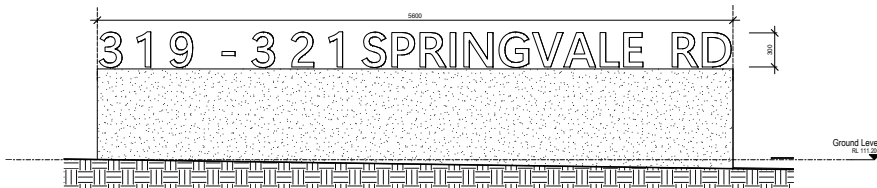


1 Signage 1  
 1 : 20

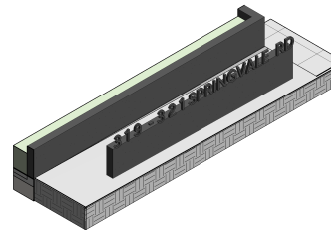


2 SIGNAGE 1 - 3D VIEW

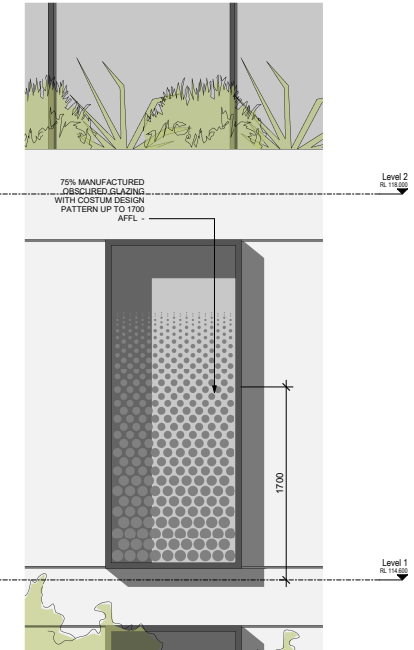
**SIGNAGE DETAILS:**  
 3D LETTERING FABRICATED FROM POWDERCOATED ALUMINIUM IN MFC1 FINISH. INSTALLED ON TOP OF BLOCK WALL WITHIN LANDSCAPE AREA.  
 THICKNESS: 100mm



3 Signage 2  
 1 : 20



4 SIGNAGE 2 - 3D VIEW



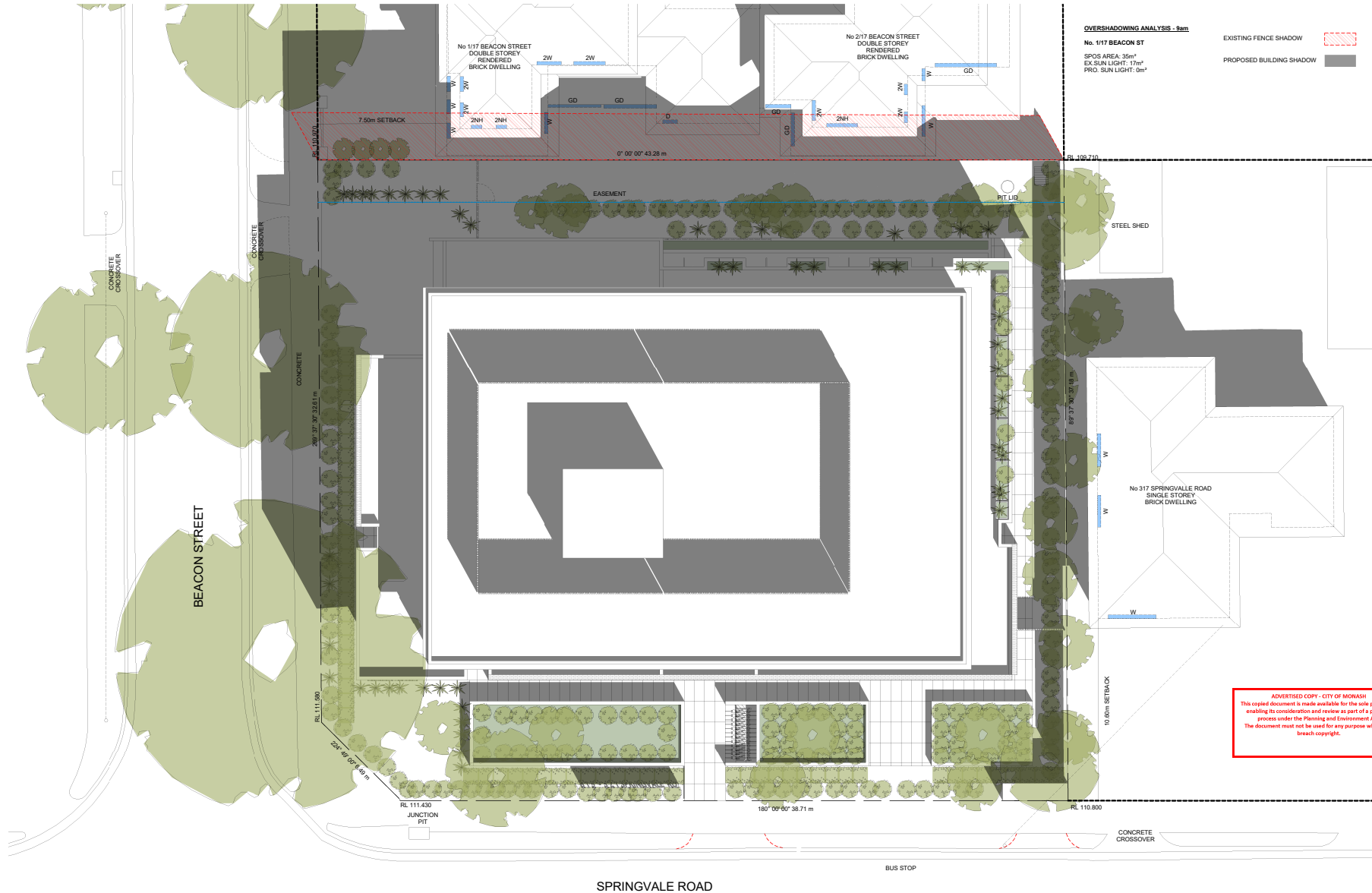
5 Window Screening Detail  
 1 : 20

(TOWN PLANNING ISSUE) **Revisions**  
 A 2023/05/18 Town Planning Issue  
 A 2023/11/15 RFI Response

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Project 319-321 Springvale Rd Medical Centre  
 Client Bijan Makhmabaf  
 Project No: 22.07  
 Drawing Signage Details  
 Scale: @ A1 Rev A Date 2023/10/25 Drawing No. TP410

# Attachment 7.1.2.1 Attachment 1 - Proposed Development Plans - 319-321 Springvale Rd



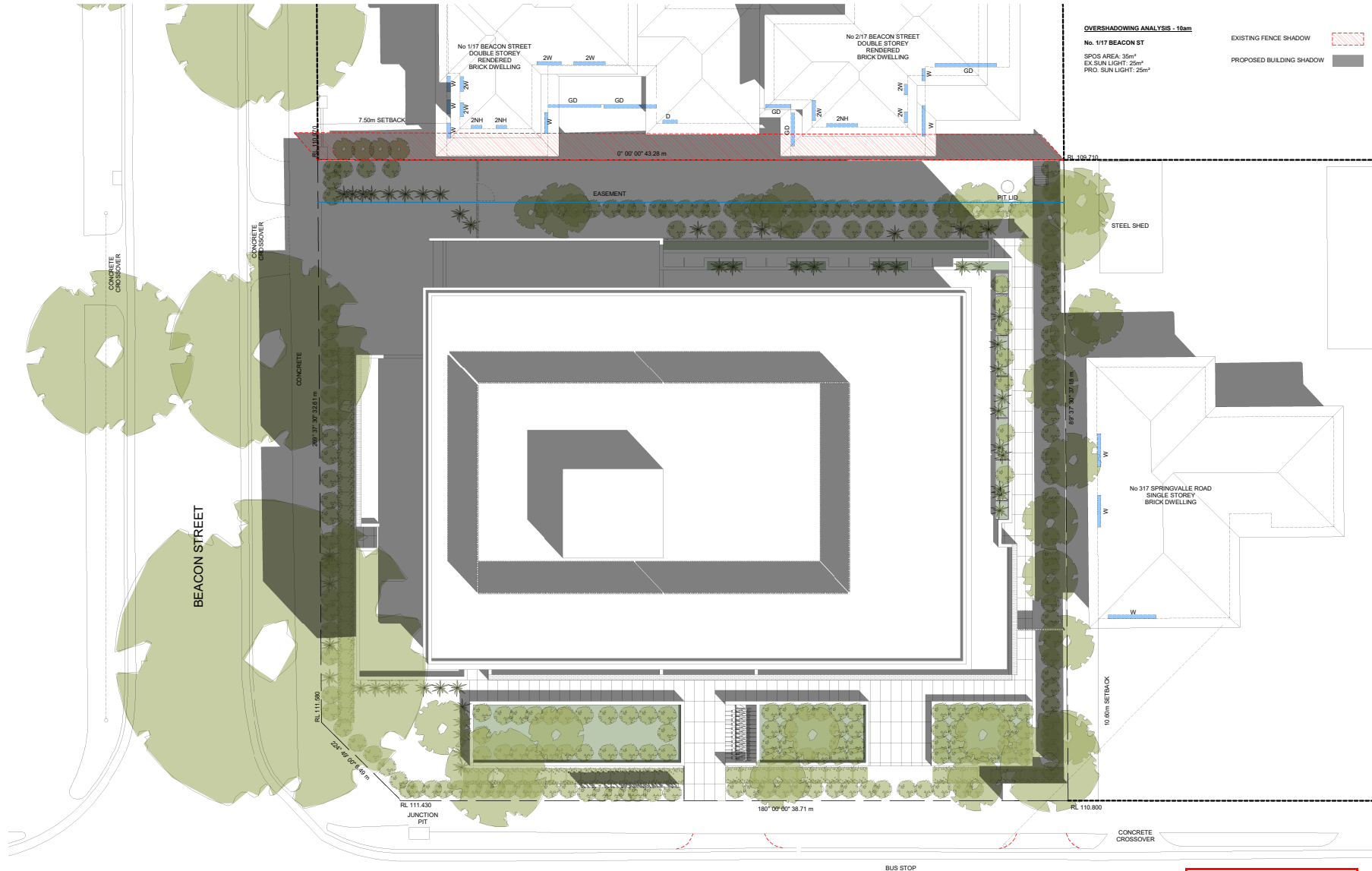
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① Shadow - 9am - 22 September  
1 : 100

<p>(TOWN PLANNING ISSUE)</p>	<p>Revision</p> <p>A 2023/09/18 Town Planning Issue</p> <p>2023/11/15 RFI Response</p>	<p>Project</p> <p>319-321 Springvale Rd Medical Centre</p> <p>319-321 Springvale Rd, Glen Waverley</p> <p>Client</p> <p>Bijan Makhmabaf</p>	<p>Project No: 22.07</p> <p>Drawing</p> <p>Shadow Diagram 9am</p>
	<p>Scale: @ A1</p> <p>1 : 100</p>		

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# Attachment 7.1.2.1 Attachment 1 - Proposed Development Plans - 319-321 Springvale Rd



**OVERSHADOWING ANALYSIS - 10am**

No. 117 BEACON ST  
 SPOS AREA: 35m<sup>2</sup>  
 EX SUN LIGHT: 25m<sup>2</sup>  
 PRO. SUN LIGHT: 25m<sup>2</sup>

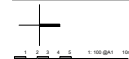
EXISTING FENCE SHADOW   
 PROPOSED BUILDING SHADOW

① Shadow - 10am - 22 September  
 1 : 100

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SPRINGVALE ROAD

(TOWN PLANNING ISSUE)



Revision  
 A 2023/05/18 Town Planning Issue  
 2023/11/15 RFI Response

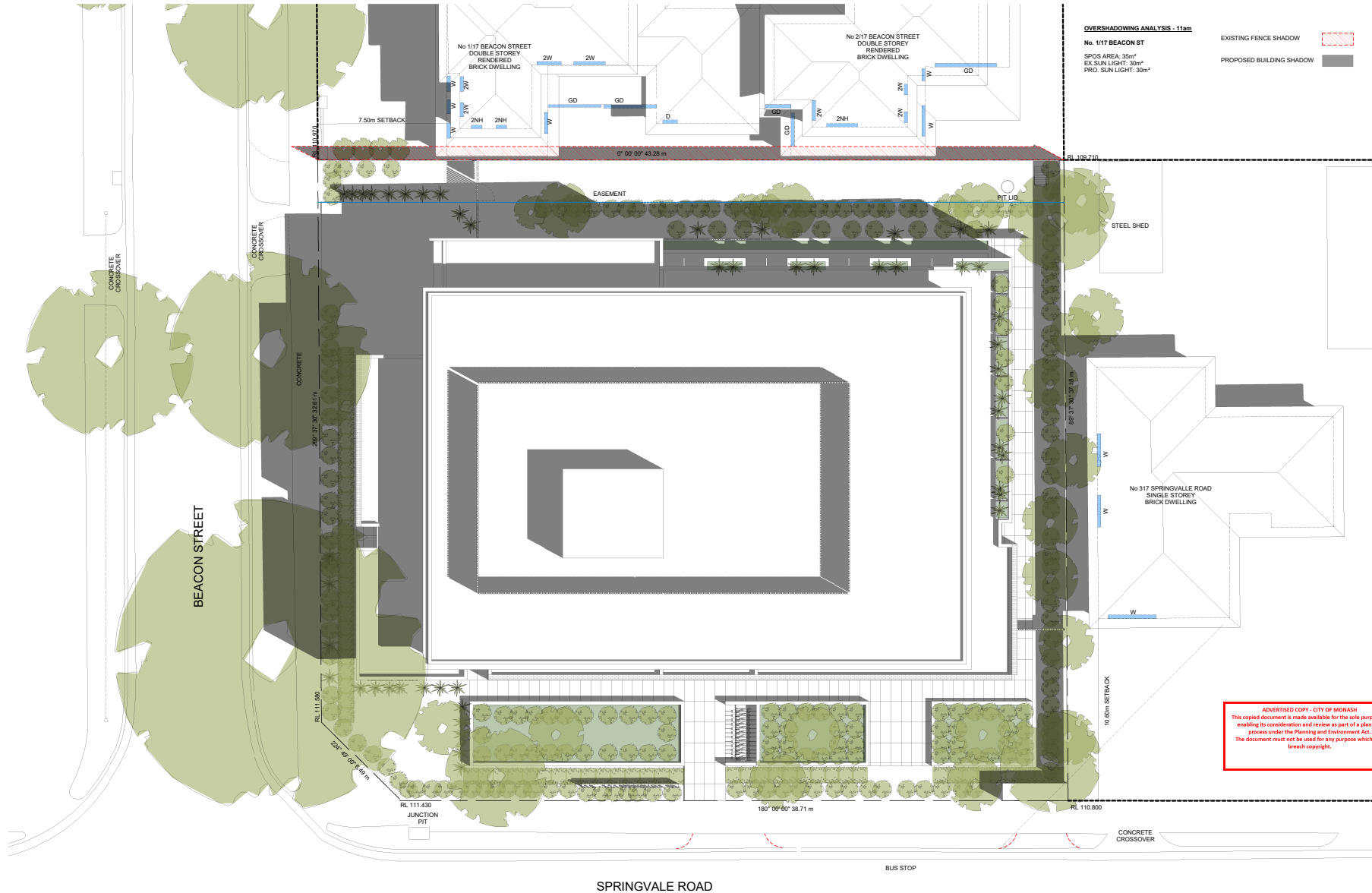
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Project  
 319-321 Springvale Rd Medical Centre  
 319-321 Springvale Rd, Glen Waverley  
 Client  
 Bijan Makmabaf

Project No: 22.07  
 Drawing  
 Shadow Diagram 10am

Scale	@ A1	Rev	Date	Drawing No.
1 : 100	A		2023/10/25	TP002

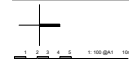
# Attachment 7.1.2.1 Attachment 1 - Proposed Development Plans - 319-321 Springvale Rd



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1 Shadow - 11am - 22 September  
 1: 100

(TOWN PLANNING ISSUE)



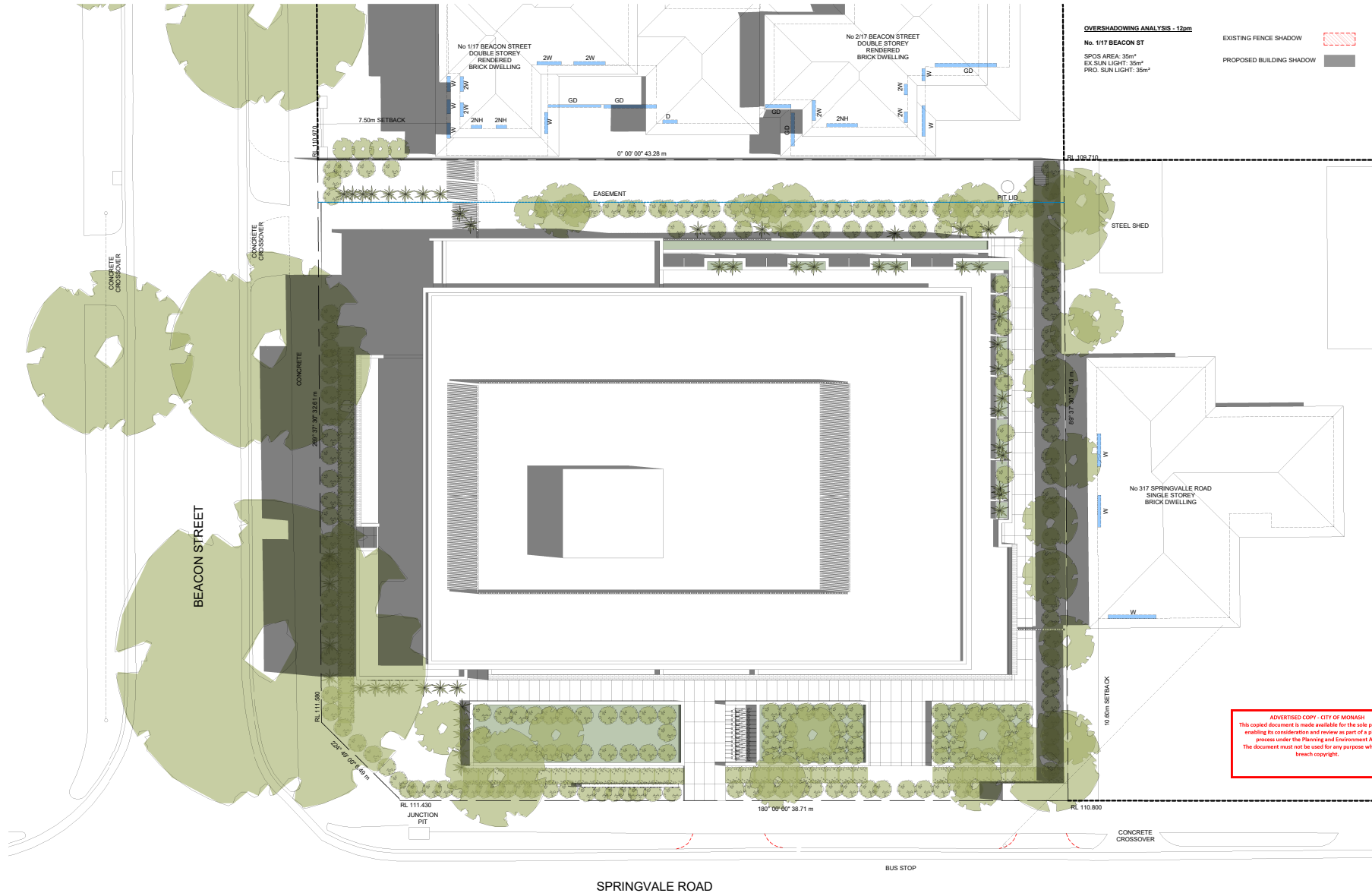
Revision  
 A 2023/09/18 Town Planning Issue  
 A 2023/11/15 RFI Response

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Project 319-321 Springvale Rd Medical Centre  
 Project No: 22.07  
 319-321 Springvale Rd, Glen Waverley  
 Client Bijan Makhmabaf

Drawing Shadow Diagram 11am  
 Scale: @ A1  
 Rev A  
 Date 2023/10/25  
 Drawing No. TP003

# Attachment 7.1.2.1 Attachment 1 - Proposed Development Plans - 319-321 Springvale Rd



**OVERSHADOWING ANALYSIS - 12pm**  
 No. 117 BEACON ST  
 SPOS AREA: 35m<sup>2</sup>  
 EX. SUN LIGHT: 35m<sup>2</sup>  
 PRO. SUN LIGHT: 35m<sup>2</sup>

EXISTING FENCE SHADOW [dashed red line]  
 PROPOSED BUILDING SHADOW [solid grey]

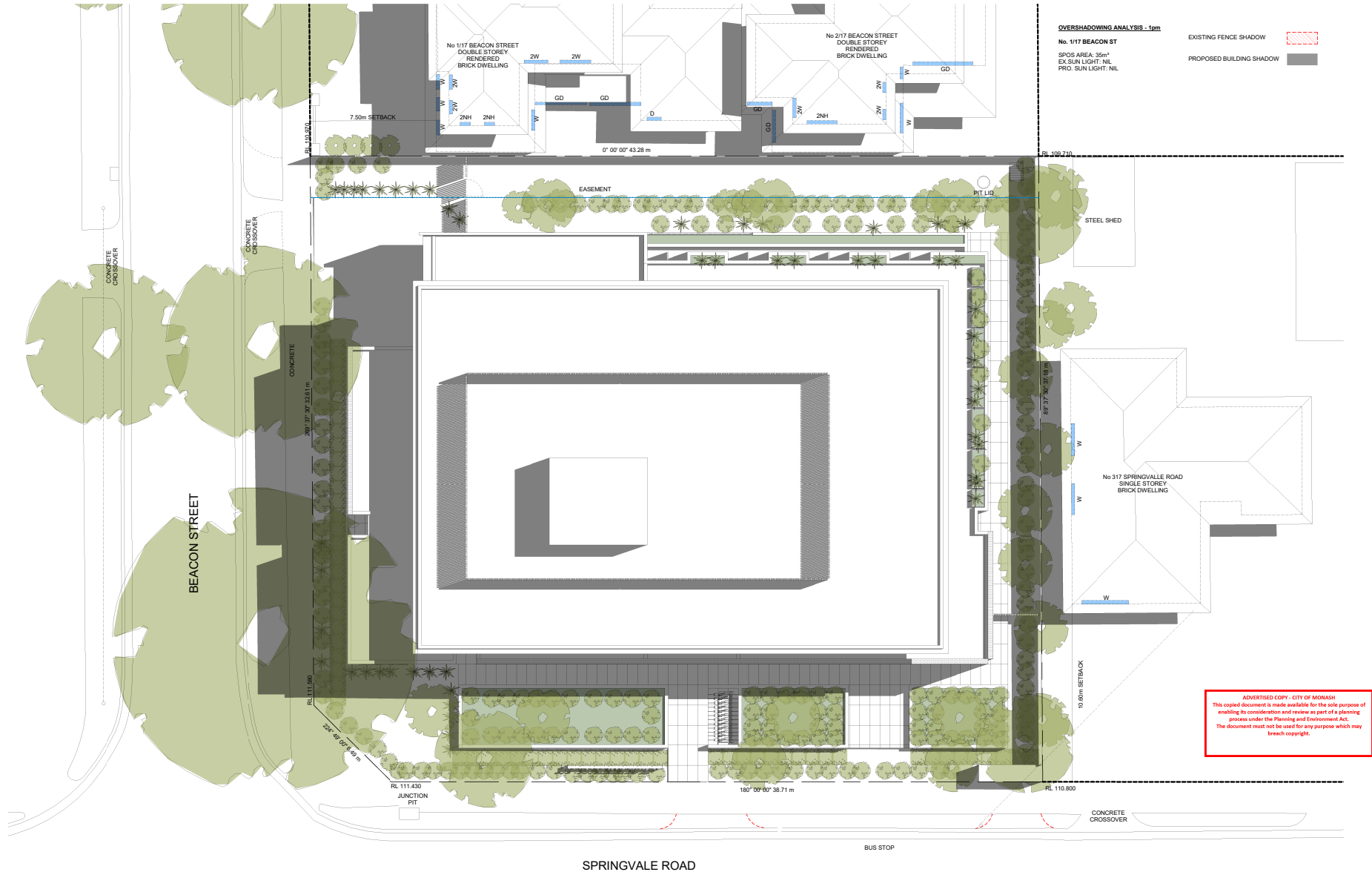
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1 Shadow - 12pm - 22 September  
 1 : 100

	(TOWN PLANNING ISSUE)	Project No. 22.07	Drawing
	2023/00/18 Town Planning Issue A 2023/11/15 RFI Response	319-321 Springvale Rd Medical Centre 319-321 Springvale Rd, Glen Waverley	Shadow Diagram 12pm
	next architects melbourne www.nextarchitects.com.au	Client	Scale: @ A1 1 : 100
	Bijan Makmabaf	Rev	Date 2023/10/25
		Drawing No.	TP004



# Attachment 7.1.2.1 Attachment 1 - Proposed Development Plans - 319-321 Springvale Rd



**OVERSHADOWING ANALYSIS - 1pm**  
 No. 117 BEACON ST  
 SPOS AREA: 35m<sup>2</sup>  
 EX SUN LIGHT: NIL  
 PRO. SUN LIGHT: NIL

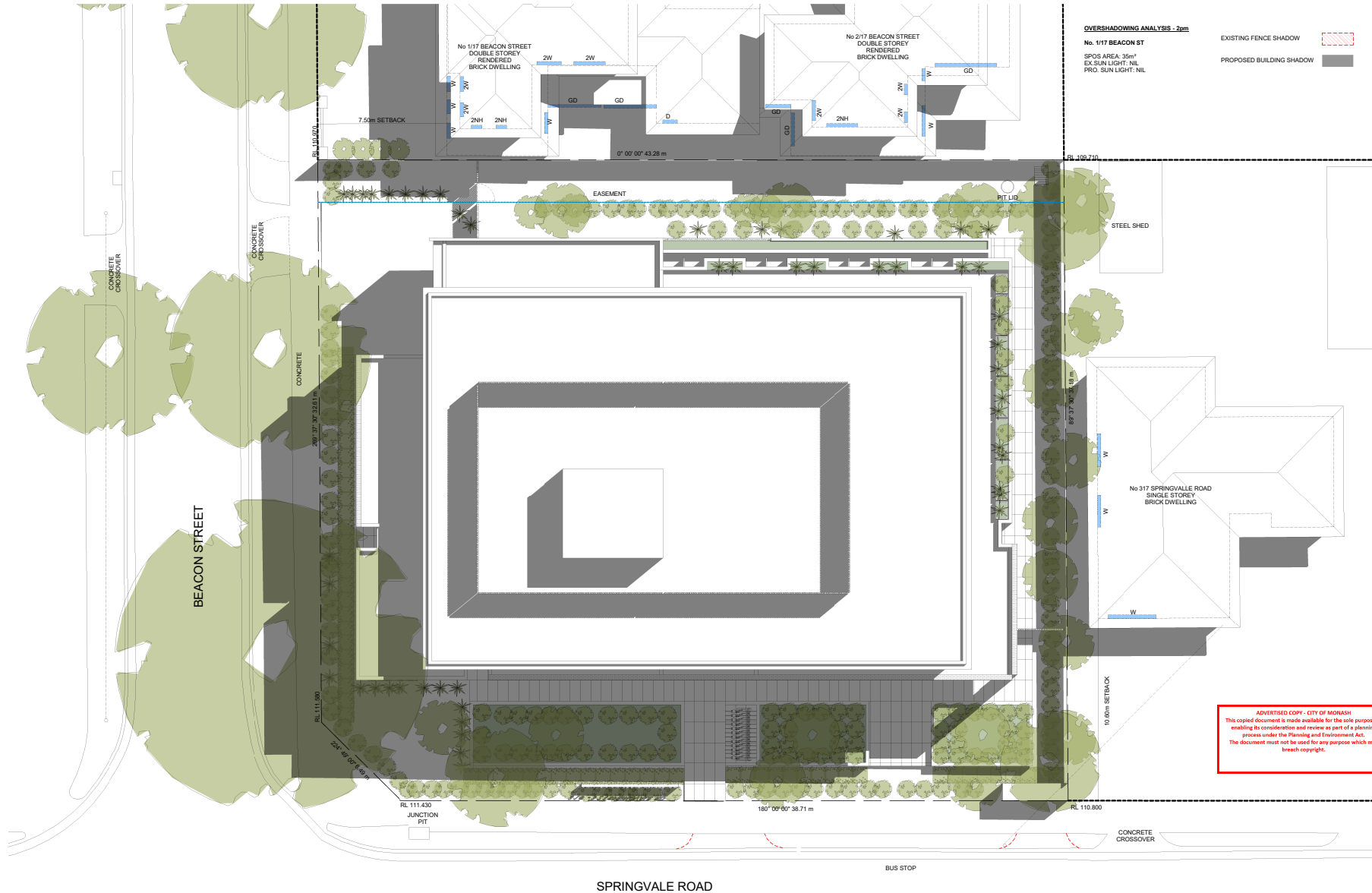
EXISTING FENCE SHADOW   
 PROPOSED BUILDING SHADOW

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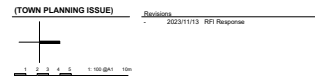
① Shadow - 1pm - 22 September  
 1 : 100

<p>(TOWN PLANNING ISSUE)</p>	<p>Revision: 2023/11/13 RFI Response</p>	<p><b>next architects</b>          melbourne          www.nextarchitects.com.au</p>	<p>Project: 319-321 Springvale Rd Medical Centre          319-321 Springvale Rd, Glen Waverley          Client: Bijan Makmabaf</p>	<p>Project No: 22.07          Drawing: Shadow Diagram 1pm</p>	<table border="1"> <thead> <tr> <th>Scale</th> <th>@ A1</th> <th>Rev</th> <th>Date</th> <th>Drawing No.</th> </tr> </thead> <tbody> <tr> <td>1 : 100</td> <td>-</td> <td>-</td> <td>2023/10/25</td> <td>TP005</td> </tr> </tbody> </table>	Scale	@ A1	Rev	Date	Drawing No.	1 : 100	-	-	2023/10/25	TP005
Scale	@ A1	Rev	Date	Drawing No.											
1 : 100	-	-	2023/10/25	TP005											

# Attachment 7.1.2.1 Attachment 1 - Proposed Development Plans - 319-321 Springvale Rd



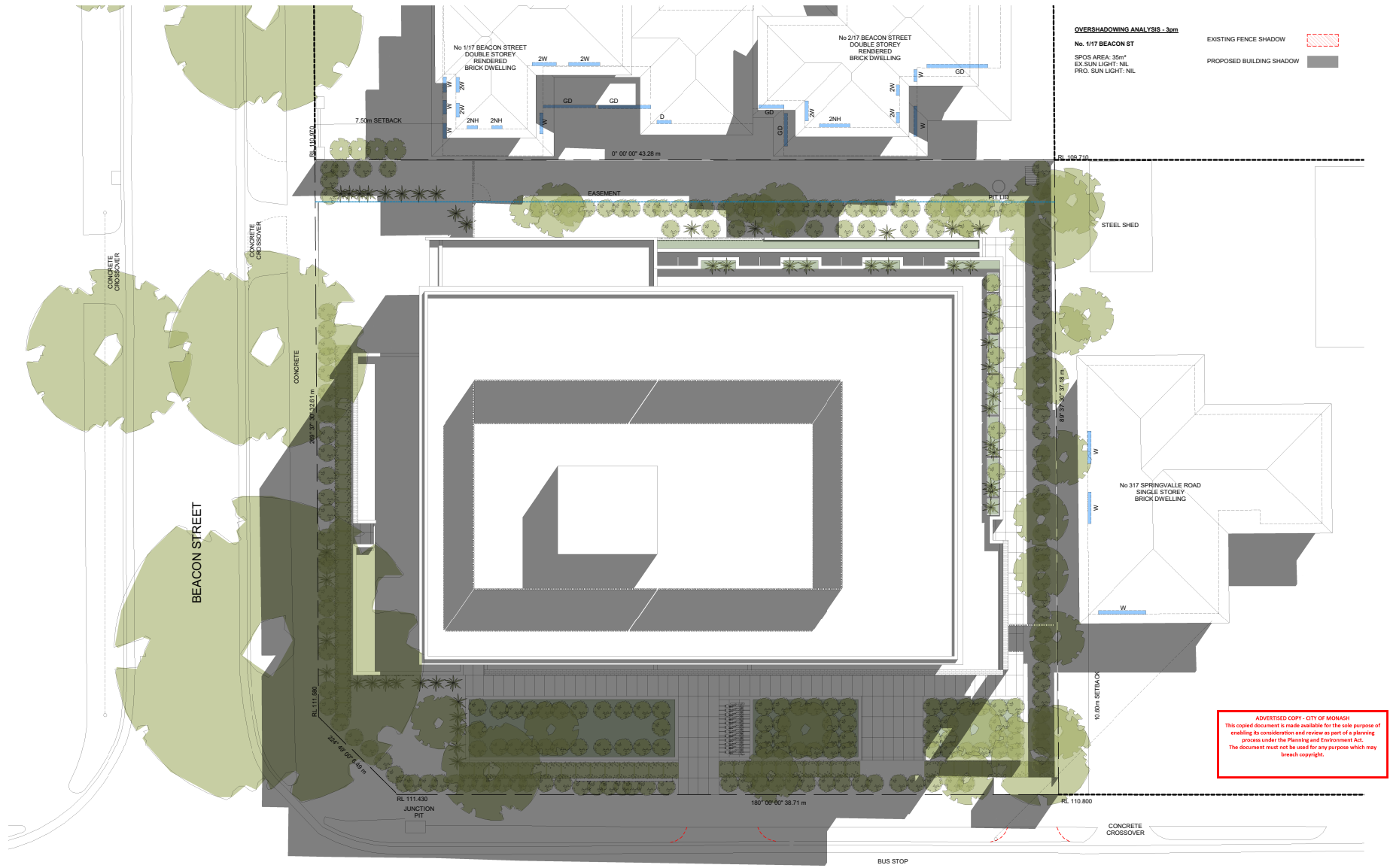
① Shadow - 2pm - 22 September  
1 : 100



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Project	319-321 Springvale Rd Medical Centre	Project No: 22.07	Drawing	Shadow Diagram 2pm
Client	Bijan Makmabaf	Scale: @ A1	Rev	Date
		1 : 100		2023/10/25
			Drawing No.	TP006

# Attachment 7.1.2.1 Attachment 1 - Proposed Development Plans - 319-321 Springvale Rd



1 Shadow - 3pm - 22 September  
1 : 100

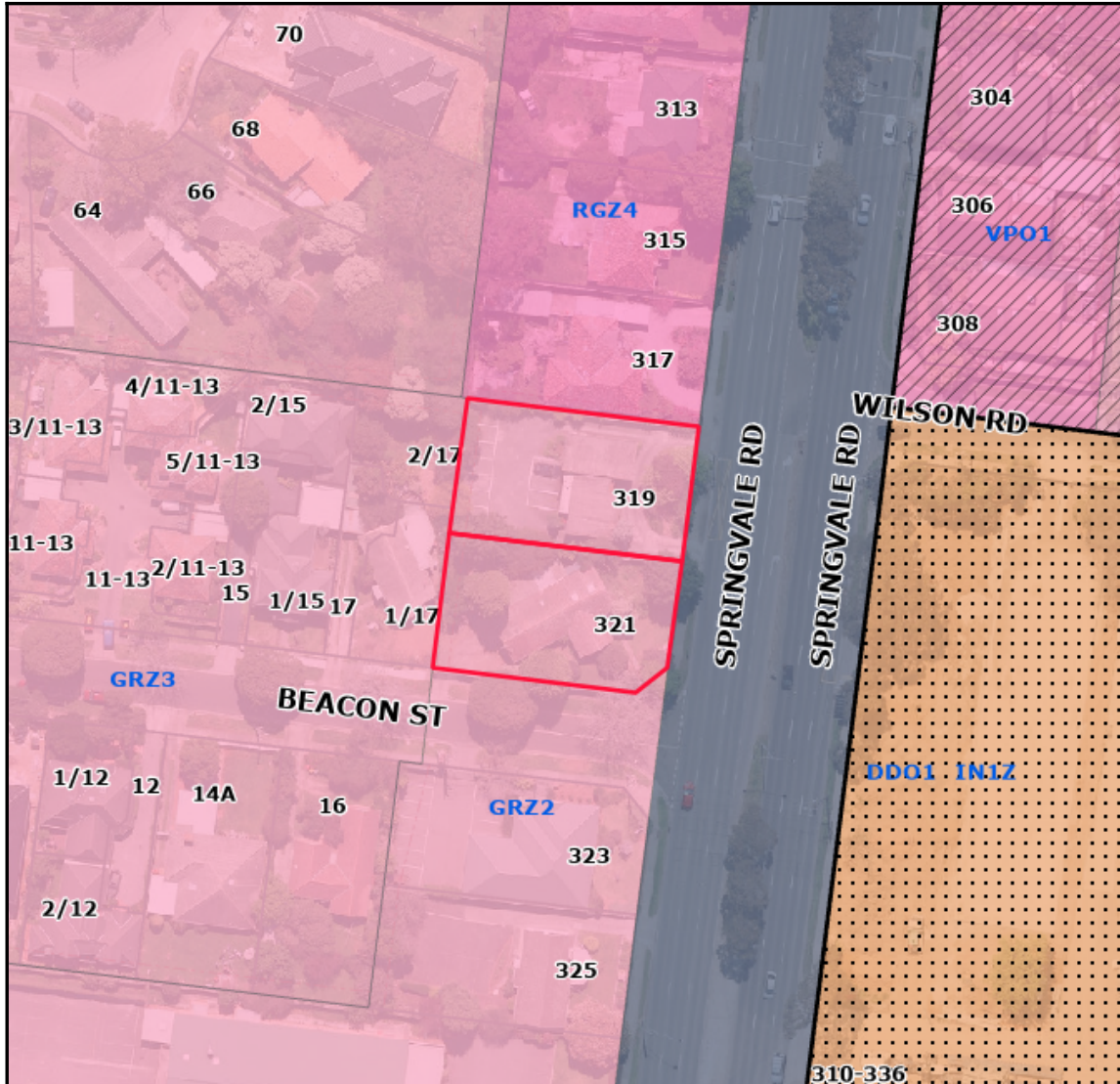
SPRINGVALE ROAD

<p>(TOWN PLANNING ISSUE)</p> <p>1 : 100 @A1 10m</p>	<p>Revision: 2023/11/13 RFI Response</p>	<p><b>next architects</b> melbourne www.nextarchitects.com.au</p>	<p>Project: 319-321 Springvale Rd Medical Centre 319-321 Springvale Rd, Glen Waverley</p>	<p>Project No: 22.07 Drawing: Shadow Diagram 3pm</p>
	<p>Client: Bijan Makmabaf</p>		<p>Scale: @ A1 1 : 100</p>	<p>Rev: - Date: 2023/10/25 Drawing No.: TP007</p>





## Planning Overlays and Zones



**Legend**

**Planning Zones**

C1Z	GRZ10	GRZ7	MUZ2	PCRZ	PUZ4	RGZ1	SUZ3
C2Z	GRZ2	GRZ8	NRZ1	PPRZ	PUZ5	RGZ3	SUZ4
CA	GRZ3	GRZ9	NRZ2	PUZ1	PUZ6	RGZ4	SUZ5
CDZ1	GRZ5	IN1Z	NRZ3	PUZ2	PUZ7	RGZ5	SUZ6
GRZ1	GRZ6	MUZ	NRZ4	PUZ3	RDZ1	SUZ2	UFZ

**Planning Overlays**

DDO	EAO	IPO	NCO	PO
DPO	HO	LSIO / SBO	PAO	VPO

1:1000

**Address**

319-321 Springvale Road GLEN WAVERLEY VIC 3150

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