

**1.2 91 WARRIGAL ROAD, HUGHESDALE
DEVELOPMENT AND USE OF THE SITE FOR A FOUR STOREY RESIDENTIAL
APARTMENT BUILDING
(TPA/48554)**

EXECUTIVE SUMMARY:

This application proposes to develop the site for a four storey residential apartment building consisting of twenty eight (27) apartments and to remove the crossover to Warrigal Road (service road).

The application was subject to public notification. Five (5) objections to the proposal have been received.

Key issues to be considered relate to the interface to residential zoned land to the west, car parking and traffic.

This report assesses the proposal against the provisions of the Monash Planning Scheme including the relevant state and local planning policy framework, Clause 58, and issues raised by objectors

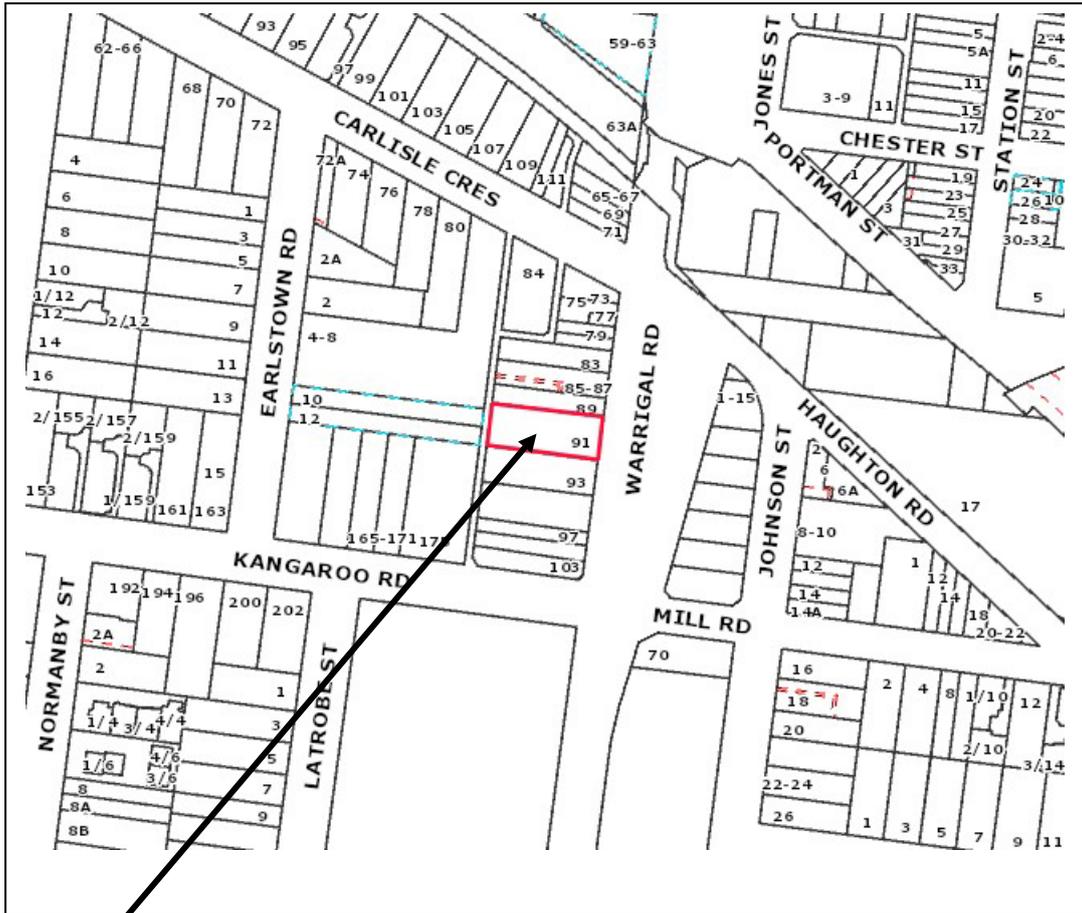
The reason for presenting this report to Council is the proposed development cost of \$4.8 Million.

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

RESPONSIBLE DIRECTOR:	Peter Panagakos
RESPONSIBLE MANAGER:	Natasha Swan
RESPONSIBLE PLANNER:	Sue Monagle
WARD:	Oakleigh
PROPERTY ADDRESS:	91 Warrigal Road, Hughesdale
EXISTING LAND USE:	Industrial/commercial building (Watts Fencing Company)
PRE-APPLICATION MEETING:	No
NUMBER OF OBJECTIONS:	Five (5)
ZONING:	Commercial 1
OVERLAY:	Design and Development Overlay 11 (DDO11) – Oakleigh Activity Centre
AMENDMENT C125 (adopted)	n/a -Commercial Zoning

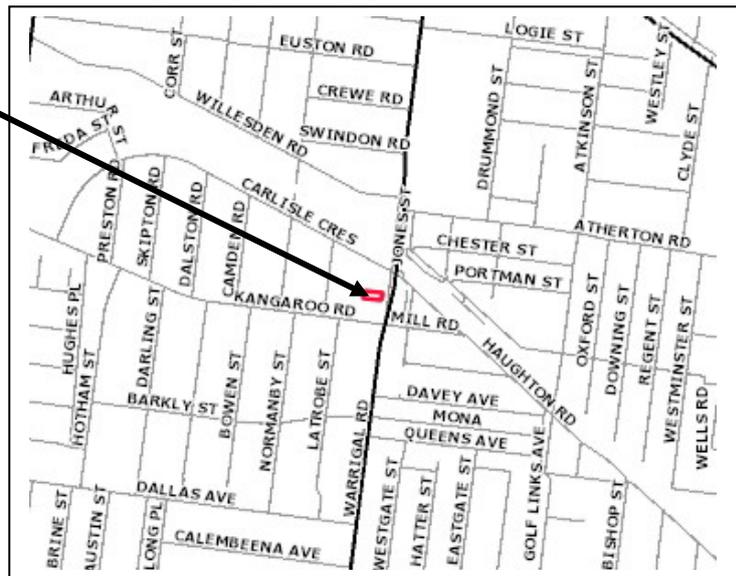
<p>RELEVANT CLAUSES:</p> <p><u>State Planning Policy Framework</u></p> <p>Clause 11 – Settlement</p> <p>Clause 11.03 – Activity Centres</p> <p>Clause 15 - Built Environment and Heritage</p> <p>Clause 16.01 – Residential Development</p>	<p><u>Local Planning Policy Framework</u></p> <p>Clause 21 – Municipal Strategic Statement</p> <p>Clause 21.04 – Residential</p> <p>Clause 21.15- Oakleigh Major Activity Centre Structure Plan</p> <p><u>Clause 22 Local Planning Policies</u></p> <p>Clause 22.03 – Industry and Business Development and Character Policy</p> <p>Clause 22.04 Stormwater Management Policy</p> <p>Clause 22.13- Environmentally Sustainable Development Policy</p> <p><u>Zoning</u></p> <p>Clause 34.01 – Commercial 1 Zone</p> <p><u>Overlays</u></p> <p>Clause 43.02 - DDO11</p> <p><u>Particular Provisions</u></p> <p>Clause 52.06 – Car parking</p> <p>Clause 52.34 – Bicycle facilities</p> <p>Clause 58 - Apartment Development</p> <p><u>General Provisions</u></p> <p><u>Clause 65 – Decision Guidelines</u></p>
<p>STATUTORY PROCESSING DATE:</p>	<p>16 June 2018</p>
<p>DEVELOPMENT COST:</p>	<p>\$4.8 million</p>

LOCALITY PLAN



SUBJECT SITE

NEIGHBOURHOOD PLAN



RECOMMENDATION:

That Council resolves to issue a **Notice of Decision to Refuse to Grant a Planning Permit (TPA/48554)** for the development and use of the site for a four storey residential apartment building and alteration of access to a Road Zone Category 1 (removal of crossover to Warrigal Road) at 91 Warrigal Road, Hughesdale subject to the following grounds:

1. The proposal is not consistent with the design guidelines and objectives of Design and Development Overlay 11 (DDO11) in that it is not appropriately recessed and stepped back from residential uses to the west and, as a result, does not provide an appropriate transition in built form and scale across its rear façade.
2. The zero building setback proposed to the rear laneway at ground floor level will have a detrimental impact on the traffic functionality along the rear laneway.
3. Mechanical car stacker modules are inappropriately located along the northern boundary of the lot.

BACKGROUND:**History**

A previous planning permit applies to the subject site being TPA/41281 issued on the 4 June 2013 allowing the site to be used as an education centre (workplace training).

In November 2016 Council refused planning permit application TPA/45263 for a six storey apartment building on the site on the grounds that it was an overdevelopment of the site and the building height was out of scale with existing and built form in the area and not consistent with the design guidelines and objectives for DDO11 in relation to overall height and setback.

The applicant appealed Council's decision to VCAT and was unsuccessful. The main area of concern to VCAT centred around the 6 storey scale of the building and the impact of the proposed height and lack of setback of the west elevation (rear) on facing open backyards to the west.

The Site and Surrounds

The subject site is located on the western side of Warrigal Road and forms part of a small commercial strip of land extending between Kangaroo Road and Carlisle Crescent. The subject site fronts the Warrigal Road Service Road adjacent to the railway overpass. It is developed with a single storey industrial style building

currently used by Watts Fencing Company. The existing building extends across the entire width of the site and has an onsite car park in the front setback accommodating 6 cars. The site is generally flat, with a frontage width to Warrigal Road of 18.28 metres, a depth of 46.79 metres and a total site area of 855 square metres. No covenants are registered on title and no easements encumber the site. A sealed right of way abuts the rear boundary of the lot extending north–south between Carlisle Crescent and Kangaroo Road.

A double vehicle crossover provides vehicle access to the site from the Warrigal Road Service Road and the rear laneway is also utilised for vehicle access to the site. Land to the west of the site beyond the rear laneway is zoned General Residential Zone 2 (GRZ2) and comprises a mix of dwelling types including two single fronted period homes facing Earlstown Road, a four storey apartment building, a nursing home and the Sacred Heart school grounds.

Features of adjoining development are as follows:

North: A single fronted, double storey commercial building fronting Warrigal Road Service Road. The front facade of the building presents as a shop front, and the site is currently vacant. The building is modest in size and located on the front half of the site. A rear grassed yard, used for informal car parking extends to the rear laneway where vehicle access to the site is available. The building is constructed along the common boundary to the subject site. Planning permit TPA/45472 issued on 30 November 2016 allowed a 4 storey mixed use development on the site. This permit remains current but has not yet been acted upon.

South: The adjoining site to the south is vacant. Planning permit TPA/44746 issued on 17 May 2016, and allows the site to be developed for a 4 storey residential apartment building. This permit remains current but has not yet been acted upon.

East: The Warrigal Road Service Road and Railway overpass dominate views to the east of the site. The site is located at the southern edge of the overpass and the four metre grade difference between the service road and main road reserve is landscaped with palm trees and low growing under planting. The Oakleigh Activity Centre is on the opposite site of Warrigal Road.

West: Two single storey, period homes facing Earlstown Road are located directly west of the site beyond the laneway. The dwellings have long backyards and the rear of the dwellings are setback approximately 55 metres from the rear boundary of the subject site. Planning permit TPA/48282 was issued on 3 May 2018 allowing the development of 12 three storey townhouses on the site. This permit remains current but has not yet been acted upon.

A three storey apartment building at 175 Kangaroo Road is located to the south west of the site and a large single storey aged care facility exists to the north west of the site (fronting Earlstown Road).

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

PROPOSAL:

The proposal is to construct a four storey residential apartment building with associated car parking.

Features of the proposal are as follows:

- A total of 27 residential apartments, comprising 8 x 1 bedroom apartments and 19 x 2 bedroom apartments. Apartment sizes range between 51 square metres and 88 square metres in floor area with an average size of 72 square metres.
- The main pedestrian entry to the apartments is from the Warrigal Road frontage to the site via a secured lobby entrance located along the southern boundary of the site. Three ground floor apartments also have direct frontage and pedestrian access from the Warrigal Road frontage.
- On site car parking for 33 cars is provided at ground level (undercroft) and includes 27 spaces for resident car parking, all contained within mechanical stackers, and 5 at grade visitor spaces. Access to the carpark is via the rear laneway.
- Waste disposal facilities, separate storage facilities are located within the ground floor carpark.
- The proposed building extends the full length of the title, with zero setbacks proposed at each level across the front and rear of the site. The building rises to 14.09 metres above footpath level and 14.71 metres to the top of its rear façade.
- The building also extends from boundary to boundary across the width of the site, with central apartments stepped in from side boundaries to maximise natural light filtration through the middle section of the building.

Apartment layouts comprise an open style kitchen/living area opening to an outdoor balcony area. Each apartment has bathroom and laundry facilities.

A contemporary architectural theme is proposed, characterised by symmetrical building facade design, flat roof form, and framed architectural features across the front and side facades.

Attachment 1 details plans forming part of the application.

PERMIT TRIGGERS:**Zoning**

The land is zoned Commercial 1 under the provisions of the Monash Planning Scheme.

Pursuant to the requirements of Clause 34.01-1 a permit is required for accommodation (including a dwelling) where the frontage at ground level exceeds 2 metres.

Pursuant to the requirements of Clause 34.01-4 a permit is required to construct a building or carry out works within the Commercial 1 Zone and an apartment development must meet the requirements of Clause 58.

Overlay Controls

The site is covered by Design and Development Overlay 11 (DD011) - Oakleigh Major Activity Centre. In accordance with Clause 43.02-2 of the Monash Planning Scheme, a planning permit is required to construct a building or carry out works on land affected by DD011.

The subject site is located within Precinct 3 (Commercial Precinct) and within Sub-Precinct 3D where an appropriate mix of commercial and higher density residential uses are encouraged. The preferred building height for Sub Precinct 3D is 4 storeys and the current proposal satisfies the preferred height limit objective.

The objectives for Sub Precinct 3 aim to, among others;

- Encourage an appropriate mix of commercial and higher density residential uses in the Precinct.
- Encourage high quality, contemporary architecture.
- Preserve the southward view from the Warrigal Road overpass to the Sacred Heart Church.

In order to achieve these objectives, it is recommended that the following design guidelines be followed when proposing new development in Sub Precinct 3D.

- Zero street setback up to façade height of 12 metres.
- Building height up to 14 metres (4 storeys).
- Upper levels setback from façade, 2 metres for every 1 metre of building height above the façade limit until the building height for the site is reached.
- Three metre minimum setback from the west (rear) boundary abutting residential use.
- Upper levels should be appropriately recessed and stepped back from abutting residential uses providing a transition in built scale.

The objectives and design standards are discussed in greater detail throughout the assessment section of this report.

Particular Provisions

Clause 52.06: Car Parking

Prior to a new building being occupied the required parking spaces must be provided on the land or as approved by the responsible authority. A planning permit is required in accordance with Clause 52.06-3 to reduce the number of car parking spaces required under Clause 52.06-5.

The current proposal satisfies the statutory car parking requirement.

Clause 52.34: Bicycle Facilities

In accordance with Table 1 to Clause 52.34-3 of the Planning Scheme, residential development of four or more storeys must provide 1 bicycle storage facility to each 5 dwellings and an additional 1 visitor space for each 10 dwellings within the development.

The current proposal generates a required bicycle storage provision of 8 spaces.

Clause 52.29 – Land adjacent to a road zone Category 1

A planning permit is required to create or alter access to a Category 1 Road Zone. The current proposal includes the removal of the existing double vehicle crossover to the site from the Warrigal Road service road.

Clause 58 - Apartment Developments

Clause 58 is applicable to (among others) an application to construct an apartment development within a Commercial 1 Zone. A development must meet all the objectives of Clause 58 and should meet all of the standards for this clause.

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 17 January 2018 and officers also raised the following preliminary concerns:

- The zero setback to rear boundary will not be supported. A setback of at least 2 metres will be sought to provide respite for increasing traffic conflict expected along the rear laneway as well as providing equitable separation between the developments.
- The height of building extends above preferred height controls of DDO11 across its front façade (preferred façade height of 12 metres) and along its length (preferred height of 14 metres).

The Permit Applicant responded to this letter on 16 April 2018 by providing the required information, but advising that they did not wish to change the design to address the above issues, requesting that the application proceed to advertising as submitted.

Public Notice

The application was advertised in accordance with section 52 of the *Planning and Environment Act 1987* by way of notices sent to the surrounding property owners/occupiers, and signs displayed at the front and rear of the site.

Five objections were received to the application and are summarised below.

- Increased traffic along rear laneway will cause noise pollution.
- Loss of natural light/overshadowing.
- Add to traffic congestion at Kangaroo Road/Warrigal Road.
- Potential for overlooking.

Attachment 4 details the location of objector properties.

External Referrals

VicRoads

The application was referred to VicRoads in accordance with 52.29 of the Monash Planning Scheme (removal of crossover to Warrigal Road). VicRoads does not object to the proposal subject to standard conditions being placed on any permit that issues.

Internal Referrals

Traffic Engineers

The application was referred to Council's Traffic Engineers and their comments have been considered as part of the assessment of the application.

Drainage Engineers

The application was referred to Council's Drainage Engineers who have provided a set of conditions to be included on a planning permit.

Discussion

Consistency with State and Local Planning Policy

The State Planning Policy relevant to the current proposal all promote the:

- Encouragement of a diversity of housing types at higher densities in and around activity centres (Clause 11.03-2);
- Identification of housing development opportunities that are, among other things, metropolitan activity centres and major activity centres, and, areas

near existing and proposed railway stations that can support transit-oriented development. (16.01-3)

- Achievement of architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties (15.01-2).
- Location of new housing in or close to activity centres and areas that offer good access to services and transport (Clause 16.01-2).

Local Policies at Clause 21 and 22 of the Monash Planning Scheme expand on the broader State Planning Policy objectives providing local context to the broader state policy framework.

Council's Municipal Strategic Statement at Clause 21 recognises that there is an increasing demand for a variety of different housing styles to cater for changing household sizes and structures. Clause 21.06 (Activity Centres) identifies Oakleigh as one of the municipalities Major Activity Centres. Clause 21.06-3 (objectives, strategies and implementation) specifically encourages, among other things, medium to high rise development (4 to 8 storeys) within the Oakleigh Major Activity Centre.

Clause 22.03 (Industry and Business Development Policy) is also relevant to this application. It seeks to ensure that new development is well integrated into existing business and industrial areas through high quality built form, together with a scale and character that enhances the streetscape and local amenity.

Clause 22.13 (Environmentally Sustainable Development Policy) aims to ensure that future development achieved best practice environmentally sustainable development from the design stage through to construction and operation.

In the broader strategic sense, the current proposal to develop the site for apartment style living is supported providing a suitable built form and design outcome can be achieved.

A more detailed assessment of the layout and design detail of the proposal and whether it will sit comfortably within its neighbourhood context is provided in the balance of this report.

Commercial 1 Zone Decision Guidelines

Clause 34.01-8 of the Monash Planning Scheme requires that Council must give consideration to the following relevant decision guidelines, when determining an application for development and use within the Commercial 1 zone.

- State and Local Planning Policy.
- The interface with adjoining zones, especially the relationship with residential areas.
- Drainage and effect of traffic generation on roads.
- Effect that existing uses may have on the proposed use.

- Movement of pedestrians and cyclists.
- Storage of rubbish /recycling material.
- Provision of car parking.
- Streetscape issues.
- Internal amenity (solar access).

These matters all form part of the assessment of the proposal as set out below.

ASSESSMENT

Strategic Justification

Broadly speaking, the concept of developing the site for medium density housing in the form of an apartment style development enjoys strategic support at the State Planning Policy level. At a local level, Design and Development Overlay controls (DDO11) applying to the site and broader Oakleigh Activity Centre envisage change, in the form of higher built form at this location.

The site is located within the boundaries of the Oakleigh Activity Centre, albeit at the interface to the Hughesdale residential neighbourhood to the west. It is located close to Oakleigh Railway Station and bus routes along Warrigal Road and Kangaroo Road. The site is also well located close to a range of shopping and community facilities as well as schools and outdoor recreational spaces.

The proposal does not include an active commercial frontage at the street interface, however DDO11 recommends that active frontages be provided in Sub Precinct 3A and 3B but does not extend this requirement to Sub Precinct 3D. The proposal for a residential frontage at ground floor level remains consistent with the objectives for this part of the Oakleigh Activity Centre.

Having satisfied the strategic test from an overall locational point of view, the following discussion will now focus on the more detailed design aspects of the proposal, providing a detailed assessment of the proposed built form in terms of its scale, bulk, on site amenity and offsite impacts, including assessment against the design guidelines of the DDO11.

Neighbourhood character and built form

Streetscape, building height, side and rear interface presentation and scale of building'

Streetscape

Design Guidelines for new development in Sub Precinct 3D allow for zero front setbacks, building facades rising to 12 metres (4 storey height) at the street alignment, and total building height of up to 14 metres.

The proposed development seeks a four storey front façade rising to 14 metres above footpath level. Solid balcony features extend across the façade to the front

boundary of the site with the main building façade setback to 2.0 metres at each level.

The street facade as proposed is marginally above the preferred DDO11 height of 12 metres, however is considered reasonable in this instance given the characteristics of the streetscape at this location, namely the dominant Warrigal Road overpass directly opposite the site frontage.

From the Warrigal Road perspective, the four storey street facade is considered reasonable and should sit comfortably at this location alongside the recently completed 4 storey apartment building at 95 Warrigal Road (two lots to the south) and, once constructed, the recently approved 4 storey apartment buildings at both 93 Warrigal Road (abutting to the south), and at 89 Warrigal Road (abutting to the north).

Solid fencing to 1.5 metres is proposed across the front of the site to screen proposed ground floor dwellings. This creates a solid abuttal to the footpath which is not ideal in a commercial zone and it is recommended that, if approved, planter box features be introduced to provide a softer interface.

Building Height

The building is essentially a four storey building extending from the front to rear boundary, and ranging in height from 14.0 metres to 14.610 metres above natural ground level.

The DDO11 design guidelines for Precinct 3D envisage a preferred maximum height limit of 4 storeys equating to approximately 14 metres in height. The current proposal shows general compliance and is considered appropriate.

Rear interface

It is proposed that the rear (western) elevation of the development be constructed to the title boundary, directly abutting the laneway which runs between the commercial properties in this section of Warrigal Road and the residential properties fronting Earlstown Road to the west of the site.

DDO11 recommends new development in Precinct 3D be setback a minimum of 3 metres from the western boundary, abutting residential uses. It is noted that in this instance, the subject site does not have direct abuttal to residential properties to the west, as it is separated by the existing 3 metre wide sealed laneway extending along the rear of the site. It is also noted that a planning permit has recently been issued for 12 x three storey attached townhouses to the direct west of the site (beyond laneway) at 10 -12 Earlstown Road (TPA/48282 issued 3 May 2018). Although the development has not yet commenced construction. The rear two dwellings of that proposed development are double storey with ground level open space and first floor balcony facing the laneway.

In this instance, it is considered that the rear elevation of the building should be setback the recommended minimum of 3 metres in order to mitigate its scale and dominance on adjoining residential development to the west (both existing and permitted).

The design guidelines for Precinct 3D also state that *'upper levels should be appropriately recessed and stepped back from abutting residential uses providing a transition in built scale.'* Consistent with this requirement, further recessing of upper floor levels across the rear of the building should be considered to ensure an appropriate (more gentle) transition to residential development to the west.

Given the level of change required to each level of the plan to achieve the desired setbacks, it is not appropriate to condition the permit to require this. The applicant was made aware of the issues with the rear setback at further information stage and advised that they wish to proceed with the application as originally proposed.

The lack of rear setback also has implications for traffic movement through the rear laneway and this is discussed in more detail later in the report (under Traffic and car parking assessment).

Side elevations/interfaces

In assessing the northern and southern elevations of the development, it is imperative that the layout and façade characteristics of the recently permitted apartment developments on adjoining lots at 89 and 93 Warrigal Road be considered to ensure equitable development is achieved and amenity protected.

The southern elevation of the proposed building responds well to the layout of the approved apartment building development at 93 Warrigal Road. Proposed boundary wall construction has, for the most part, been sited to abut proposed boundary wall construction at 93 Warrigal Road and the recessing of the central sections of both developments creates a respectful setback between central apartments which rely solely on their side setbacks for natural light access. At ground floor level, the southern elevation comprises extended boundary wall construction, as well as open sections to the ground floor carpark, both of which will sit comfortably with the layout approved for 93 Warrigal Road.

The northern elevation displays similar characteristics to the southern elevation and responds well to the existing layout of development on that site, and the proposed apartment development layout approved under planning permit TPA/45472. Although a small section of glass bricks approved along the southern façade of the proposed apartment building at 89 Warrigal Road would be subsequently bricked in by this proposal.

Facade detailing

Other than the fence issued highlighted earlier, the contemporary building façade proposed is appropriate. The architecture is considered consistent with the

objectives of the Precinct objectives of DDO11 which encourages high quality, contemporary architecture throughout the centre.

Car parking, Traffic and Access

The development provides onsite car parking in accordance with the rates set out in the Monash Planning Scheme. All resident parking is proposed to be accommodated in mechanical stackers with visitor car parking provided at grade. An assessment of the proposal against Clause 52.06 is detailed in the following table:

	No. of dwellings/floor area	Clause 52.06 requirement	Car spaces required	Car spaces provided
1 bedroom dwellings	8	1 spaces per dwelling	8	8
2 bedroom dwellings	19	1 space per dwelling	19	19
3 bedroom	-	2 spaces per dwelling	-	-
Visitor parking	27	1 space per 5 dwellings	5	5
Total required			32	
Total provided				32

A total of 32 car parking spaces are proposed on site comprising 27 resident spaces (within two mechanical stackers) and 5 visitor spaces (at grade).

Council's Traffic Engineers have assessed the proposed car parking and access arrangements and have provided the following comments:

- Mechanical stackers will require pits to be constructed (not shown on plan).
- The northern boundary adjacent to the proposed stacker system is proposed to be open. This raises issues with both safety and noise and is not supported. Stackers should be fully enclosed within the ground floor carpark.
- Increased rear building setback required to create a passing area on site to avoid potential vehicle conflict along the rear laneway.

Reliance on the rear laneway for all access is considered a reasonable proposal in this instance and has the benefit of not fragmenting the streetscape. The site is located approximately 48 metres from the laneway's exit to Kangaroo Road so vehicles do not need to travel far along the laneway to reach the carpark entry. The approved development at 93 Warrigal Road (adjoining to south) will also utilise the rear laneway for entry/exit to and from its car park, however the existing apartment building at 95 Warrigal Road does not use the laneway for

vehicle access, nor does the apartment building at 175 Kangaroo Road (adjoining laneway to south west of subject site). However given the shared use of the lane it is essential that an increased rear building setback be provided to ensure traffic functionality of the rear laneway.

DDO11 envisages that this particular commercial strip extending from Kangaroo Road in the south to Carlisle Crescent in the north will develop with higher intensity development (4 storeys) and, it is expected that the abutting laneway will come under increasing pressure for access. Therefore, it is consistent with the orderly and proper planning of the area that each new development is setback from the laneway to effectively create a widened laneway section where vehicles are able to pull aside or pass one another when required.

Bicycle storage

In accordance with Clause 52.34 of the Scheme a total of 7 bicycle spaces are required for the residential element of the proposal made up of 5 resident spaces and 2 visitor spaces.

Three bicycle spaces are provided in the ground level car park located at the eastern end and two at the Warrigal Road entry. Additional bicycle parking would need to be required if a permit were to issue.

Off site amenity Impacts

Overlooking

Clause 58.04-2 provides objectives and standards to manage internal views within a development.

It is important that potential for overlooking across the northern, southern and western boundaries is mitigated effectively to ensure existing residential uses, and permitted future residential uses are not subject to direct and unreasonable overlooking.

Southern facing windows of this development are primarily limited to the public foyer, walkway and stairwell areas at each of the upper floor levels. The exception is there are 2 x bedroom windows which are both setback 2 metres from the facing side boundaries. Views into and out of these bedrooms will be limited by external screening to 1.7 metres above finished floor level. However, no screening is proposed for the glazed walls aligning the public internal hallways of the development resulting in direct views into a number of northern facing windows of the proposed apartment building development at 93 Warrigal Road. Further screening of the extensive glazing of the southern façade is considered necessary.

The northern elevation of the proposed development comprises a number of balconies and bedroom windows belonging to the centrally located apartments. The level of screening proposed for the majority of both balconies and windows

along the northern façade is considered acceptable in limiting direct views into adjoining properties.

West facing balconies are all screened to 1.7 metres above finished floor level effectively avoiding issues of overlooking towards the residential neighbourhood to the west.

Overshadowing

Shadow plans for 9.00 am, 12 midday and 3 pm at Equinox show that additional shadow will be cast across a section of the adjoining property to the south for most of the day. Although not ideal, the sites are located within a Commercial 1 and future residents cannot expect the same level of amenity as can be expected in a dedicated residential area.

On site amenity for residents

Apartment sizes are all of a reasonable size with an average size apartment of 72 square metres proposed. Living areas and bedrooms have all been designed to ensure functional layouts are achieved in accordance with standard D24 of Clause 58. Minimum requirements for room depth, accessibility to bathrooms, daylight access and natural ventilation have all been achieved in accordance with Clause 58 requirements. (Refer to plan numbers TPA11 -14 for illustrated assessment of internal amenity issues).

Direct lift and stair access is available from the ground floor carpark and main entry foyer to each level within the development. The main pedestrian entry to the building, although relatively narrow, is adequately identified by parapet and high ceiling height features, satisfying the objectives and standards of Clause 58.05-2.

Mailboxes, water meters and fire services are all provided and located appropriately.

Apartments have also been orientated to maximise daylight and sunlight exposure, with balconies and main living areas all facing towards the east, north or west.

Private Open Space/balconies

Each of the residential apartments is provided with functional outdoor balcony areas accessed from the main living areas of apartments. Balconies are generously dimensioned, complying with minimum area and dimension requirements of Clause 58.05-3, ranging between 8 and 13.4 square metres.

Waste Storage and Disposal

A waste disposal room (bin room) is proposed at the rear of the building abutting the rear laneway. Private collection is proposed via the rear laneway. This is considered satisfactory.

Site Contamination

Given the site has been used for industrial type uses over the years and is now proposed to be used for sensitive residential use, it is considered that if a permit were to issue an environmental report for the site should be commissioned and any recommended steps to remediate the site be undertaken to close out potential areas of concern if identified. If a permit were to issue a condition requiring further site assessment and potentially an audit should be included.

CONCLUSION:

The site is appropriate for consideration of higher density housing in the form of apartment style living, being located within the boundaries of the Oakleigh Major Activity Centre.

The proposed apartment development is of appropriate height and on balance provides an acceptable level of on-site amenity for future residents. However the rear interface of the building requires recessing at all levels to provide transition to the adjoining residential neighbourhood, as well as allowing for an increased laneway width to help mitigate potential traffic conflict. It is for these reasons that the application is not supported.

LIST OF ATTACHMENTS:

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (December 2016).

Attachment 3 – Zoning and Overlays Map.

Attachment 4 – Objector Properties Location Map.