

**1.3 102-108 DRUMMOND STREET, OAKLEIGH
CONSTRUCTION OF A MULTI-LEVEL BUILDING, USE OF THE LAND FOR
ACCOMMODATION (RESIDENTIAL APARTMENTS) AND REDUCTION IN THE
RESIDENTIAL VISITOR CAR PARKING REQUIREMENT
(TPA/48755)**

EXECUTIVE SUMMARY:

This application proposes the construction of an eight storey building with two levels of basement car parking. The proposed development will comprise of 109 apartments and 114 on-site car parking spaces.

An appeal has been lodged with Victorian Civil and Administrative Tribunal (VCAT) against Council's failure to determine the application within the prescribed time. Council is unable to determine the application but must form a position on the application.

The application was subject to public notification. Twelve (12) objections to the proposal have been received.

Key issues to be considered relate to scale of the proposed development, adequacy of car parking provision and traffic impact on the surrounding road network.

This report assesses the proposal against the provisions of the Monash Planning Scheme including the relevant state and local planning policy framework, Clause 58 (ResCode Apartment Requirements), Design and Development Overlay 10 and issues raised by objectors.

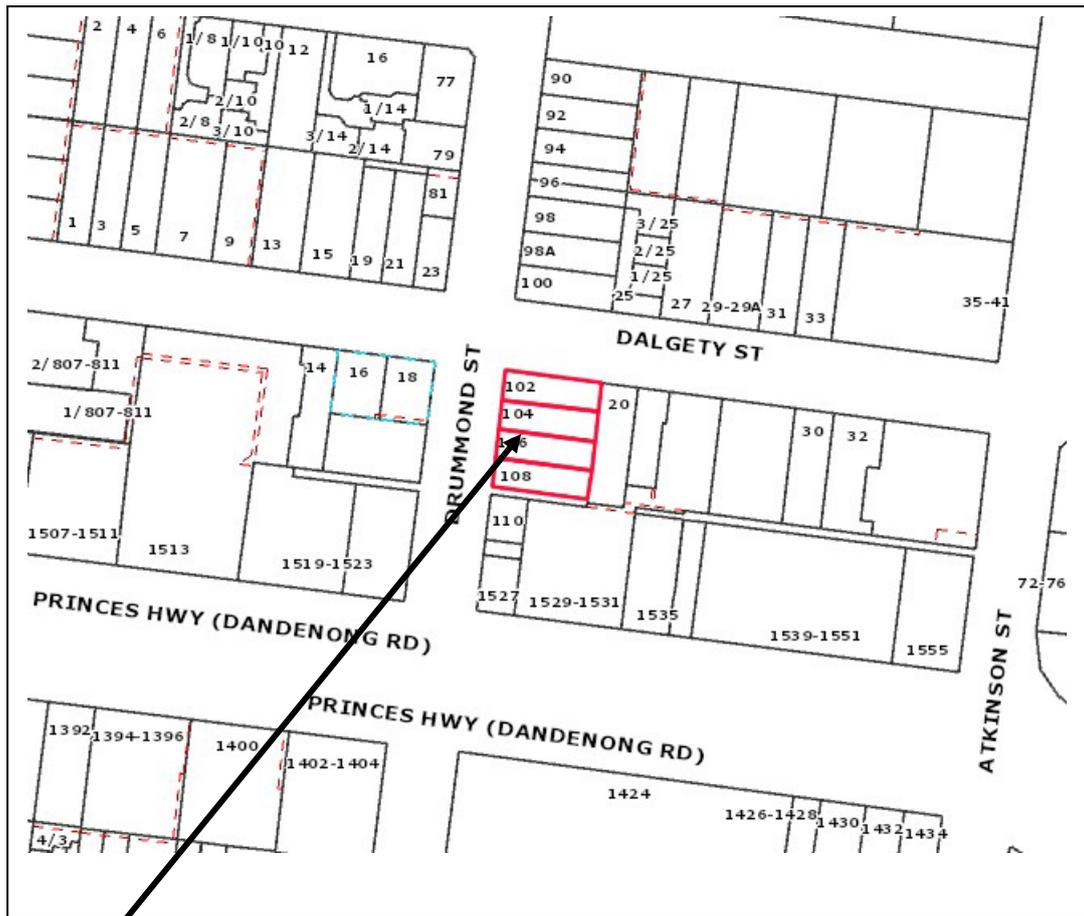
The reason for presenting this report to Council is the proposed development cost of \$24 million.

The proposal is considered inconsistent with the relevant provisions of the Monash Planning Scheme and it is recommended that the application should not be supported.

RESPONSIBLE DIRECTOR:	Peter Panagakos
RESPONSIBLE MANAGER:	Natasha Swan
RESPONSIBLE PLANNER:	James Heitmann
WARD:	Oakleigh
PROPERTY ADDRESS:	102-108 Drummond Street, Oakleigh

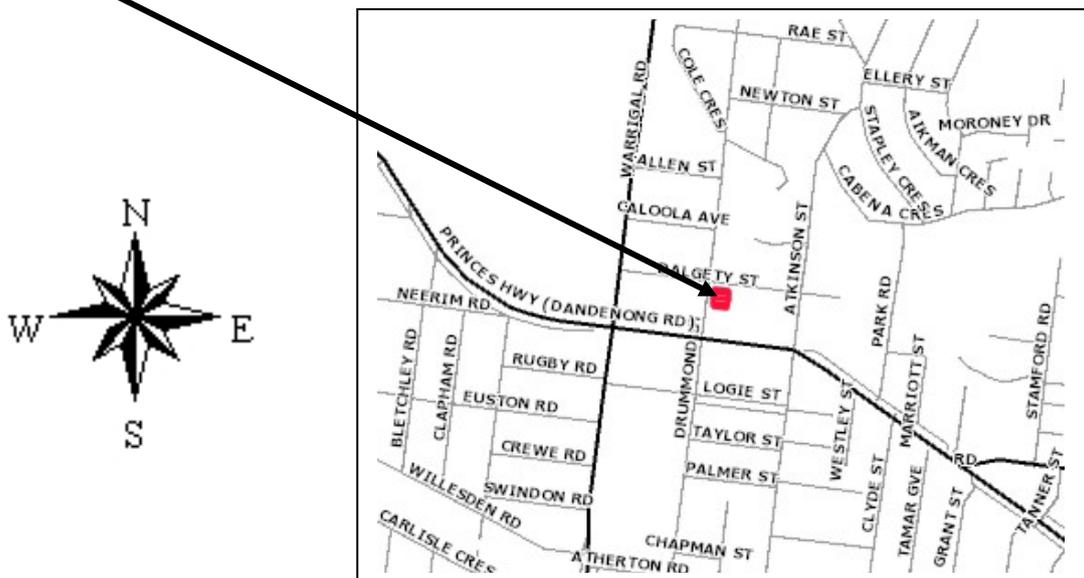
EXISTING LAND USE:	Warehouse and office units
PRE-APPLICATION MEETING:	Yes
NUMBER OF OBJECTIONS:	Twelve (12)
ZONING:	Commercial 1
OVERLAY:	Design and Development Overlay 10 Environmental Audit Overlay
RELEVANT CLAUSES: <u>State Planning Policy Framework</u> Clause 11 – Settlement Clause 11.04 – Metropolitan Melbourne Clause 13.03-1 – Use of Contaminated Land Clause 14.02-1 – Catchment Planning and Management Clause 15 – Built Environment and Heritage Clause 16 – Housing Clause 17 – Economic Development	<u>Local Planning Policy Framework</u> Clause 21 – Municipal Strategic Statement Clause 21.04 – Residential Development Clause 21.05 – Economic Development Clause 22 – Local Planning Policies Clause 22.03 – Industry and Business Development and Character Policy Clause 22.13 – Environmental Sustainable Development <u>Particular Provisions</u> Clause 52.06 – Car Parking Clause 52.34 – Bicycle facilities Clause 58 – Apartment Development <u>General Provisions</u> Clause 65 – Decision Guidelines
STATUTORY PROCESSING DATE:	16 June 2018
DEVELOPMENT COST:	\$24 million

LOCALITY PLAN



SUBJECT SITE

NEIGHBOURHOOD PLAN



102-108 Drummond Street, Oakleigh - Construction Of A Multi-Level Building, Use Of The Land For Accommodation (Residential Apartments) And Reduction In The Residential Visitor Car Parking Requirement

RECOMMENDATION:

- A. That Council resolves that if it were in a position to make a decision, it would determine to **Refuse the application (TPA/48755)** for the construction of a multi-level building, use of the land for accommodation (residential apartments) and reduction in the residential visitor car parking requirement at 102-108 Drummond Street, Oakleigh subject to the following grounds:
1. The proposed development is excessive in building height, scale and massing having regard to the surrounding context and applicable state and local policy.
 2. The proposal is inconsistent with the objectives and requirements of Design and Development Overlay – Schedule 10.
 3. The proposal would result in a poor level of internal amenity for future residents.
 4. The development does not provide sufficient visitor car parking.
 5. The development does not provide for adequate deep soil planting and landscaping areas.
 6. The development does not provide for an appropriate commercial interface at street level consistent with the purpose of the Commercial 1 Zone.
- B. That Council writes to VCAT, the applicant and all other parties advising of its position.

BACKGROUND:**The Site and Surrounds**

The subject land is located on the south-east corner of the intersection of Dalgety Street and Drummond Street in Oakleigh. The land comprises of 4 separate Titles and has a combined area of 1961 square metres. The property has a 48.76 metres wide frontage to Drummond Street (western boundary) and 40.23 metres wide frontage to Dalgety Street (northern boundary). No easements encumber the land.

The property has a gradual fall of approximately 1.5 metres from south-east to north-west. A 3.0 metres wide laneway spans the southern boundary of the land and provides vehicle access to parking areas associated with the surrounding properties.

Existing buildings on the land comprise of four individual single and double storey office-warehouse tenancies with car parking areas and vehicle access orientated to Drummond Street.

The site is within 400 metres of the Oakleigh major activity centre (to the south) and one kilometre to Chadstone shopping centre (to the west).

Land use and development on the surrounding properties is diverse in nature, scale and built form. The surrounding interfaces can be described as:

North

Dalgety Street spans the northern boundary of the land being an exceptionally wide local road (approximately 30m in width) and provides for unrestricted angled on street car parking within the central median and generous nature strips either side of the road carriageway. A single storey brick dwelling occupies the property at 100 Drummond Street (opposite the subject land). Properties to the further north-east are developed with low scale factories and warehouses providing for industry including motor vehicle repairs, timber joinery and blind manufacturing.

East

Land to the immediate east at 20 Dalgety Street is occupied by a two storey office-warehouse premises providing for warehouse sales. Properties to the further east include the Foresters Arms patron car park (22-24 Dalgety Street) and the rear section of Chadstone Toyota providing for vehicle storage (26-28 Dalgety Street).

South

Properties to the immediate south include a double storey office premises at 110 Drummond Street, single storey medical centre consulting suites at 1527 Dandenong Road being a contributory heritage building (subject to HO18) and Foresters Arms Hotel at 1529-1531 Dandenong Road being a contributory heritage building (subject to HO19).

West

Drummond Street spans the western boundary of the land providing for on street car parking either side of the road carriageway. Properties opposite the land include a seven storey apartment building at 1525 Dandenong Road (73 apartments), five storey apartment building at 83-85 Drummond Street (54 apartments) and vacant land 16-18 Dalgety Street where a five storey apartment building (34 apartments) has been approved.

807-811 Warrigal Road & 1513 Dandenong Road

VCAT recently approved a mixed use development comprising of 260 dwellings (townhouses and apartments), 106 serviced apartments, supermarket, shop and a food and drink premises. The approved buildings have heights of three to five storeys along Dalgety Street, up to seven storeys within the centre of the site, five

storeys along Warrigal Road and ten storeys along Dandenong Road. Construction is expected to commence by the end of 2018.

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

PROPOSAL:

The application proposes the construction of an eight storey apartment building with two levels of basement car parking.

Key details of the proposal can be summarised as:

- 109 residential apartments (41 x 1 bedroom apartments and 68 x 2 bedroom apartments).
- 114 basement car parking spaces (109 resident car spaces and 5 visitor car spaces). Parking is provided as 71 standard car parking spaces and 43 car spaces within a mechanical car stacker system
- Vehicle access to the basement is accessed via the southern laneway from Drummond Street.
- Residential pedestrian lobby and access is from Drummond Street.
- Communal open space areas comprising of a 195m² central courtyard located on the ground level and a 144m² rooftop terrace on level 6 orientated to the north-east.
- 47 bicycle parking spaces within the basement.
- 92 externally accessible storage spaces (4m³-25m³) located within the basement and lower levels of the development.
- Two lifts providing access to all levels including the basement.
- Materials and finishes in neutral tones incorporating light and dark cladding finishes on street wall façades, applied render to recessed vertical façade components, metal cladding and glazing to upper levels, and clear glass balustrades to balconies.
- Communal waste collection area within the basement. Collection of waste is proposed to be managed by private contractor.

Attachment 1 details the 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 within the Commercial 1 Zone

Pursuant to the requirements of Clause 34.01-4 a permit is required to construct a building within the Commercial 1 Zone.

Design and Development Overlay (Schedule 10)

The land is subject to Design and Development Overlay - Schedule 10 (DDO10). Pursuant to the requirements of Clause 43.02-2 a permit is required to construct a building.

The following building height and street setback guidance is applicable to the site under DDO10:

*“Preferred Maximum Building Height: 14.0m (4 residential storeys)
Buildings and car park minimum street setback: 3.0m”*

Environmental Audit Overlay

The land is subject to the Environmental Audit Overlay. Pursuant to the requirements of Clause 45.03-1, an environmental audit would be required prior to a more sensitive use such a housing commences.

Particular Provisions

Clause 52.06-3: Car Parking

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

The application seeks a reduction in the residential visitor car parking of 16 visitor car spaces.

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 16 March 2018. Council officers raised the following preliminary design concerns:

- The proposed development does not accord with the preferred height guidance as specified by Design and Development Overlay - Schedule 10 (DDO10). Non-compliance with the preferred height guidance should be supported by strong strategic justification and relevant urban design/context advice having regard to the objectives of DDO10. The proposal should be designed with a reduction in height to achieve appropriate built form outcomes in terms of bulk and height relative to the scale of the street and surrounding buildings.
- The height and scale of the proposed development is excessive having regard to the surrounding context.

- Insufficient onsite visitor car parking is provided. Given the locality and context, new development should be designed to accommodate onsite visitor car parking.
- An initial assessment of the proposal against Clause 58 (Res Code apartment requirements) has identified potential non-compliance with standards relating to the aspect and amenity of the ground level apartment orientated to the southern laneway, internal views, daylight to new windows, accessibility, integration with street, solar access to communal outdoor open space and deep soil planting area. The Clause 58 assessment should demonstrate an appropriate response to all requirements including the new apartment development standards.

Officers advised the Applicant in writing that should these concerns not be addressed, that this application was unlikely to be supported.

The Permit Applicant responded to this letter on 17 April 2018 by providing the requested information. In relation to the preliminary concerns, the Applicant advised that they are not prepared to make any changes to the proposal.

The Applicant was verbally advised on 25 June 2018 that this application was coming to the 31 July 2018 Council meeting. A letter was sent to the Applicant formally informing them of the details of the Council meeting. The Applicant has been verbally advised that this application is recommended for refusal.

Public Notice

Notice of the application was given pursuant to the requirements of Section 52 of the *Planning and Environment Act 1987*. Notices were posted to the owners and occupants of properties adjoining the subject land and within the surrounding area. Four (4) signs were displayed on the site during the notification period.

Twelve (12) objections to the proposal were received.

Key issues raised within objections can be summarised as:

- Inappropriate scale, built form and building massing.
- Inconsistency with applicable policy and Design and Development Overlay 10.
- Traffic and vehicle access.
- Adequacy of car parking.
- Overlooking and loss of privacy.
- Overshadowing.
- Construction impact.
- Insufficient landscaping.

Attachment 4 details the location of objector properties.

Public information session

Council officers facilitated a public information session during the public notification period on Thursday 7 June 2018 from 6:00pm to 8:00pm at the Monash Seminar and Training Centre (former City of Oakleigh Council Chamber). Council officers and representatives of the developer were in attendance to answer questions about the proposal. The session was attended by approximately 30 community members.

Referrals**Monash City Council Engineering**

The application has been referred to Council's Traffic and Drainage Engineers for comment. Relevant comments form part of the assessment of the application.

Public Transport Victoria

The application was referred to Public Transport Victoria pursuant to the requirements of Clause 52.36. Public Transport Victoria have no objection to the proposal. No conditions or requirements were specified.

DISCUSSION:**Consistency with State and Local Planning Policies**

Plan Melbourne is the Metropolitan Strategy that planning authorities must consider when assessing applications for planning permits. The key directions that are of particular relevance to the proposal are:

"Understand and plan for expected housing needs."

"Reduce the cost of living by increasing housing supply near services and public transport."

"Facilitate the supply of affordable housing."

Initiatives seek to locate a substantial proportion of new housing in or close to locations that offer good access to services and transport and employment areas.

Relevant housing objectives and strategies of activity centres policy found at Clause 11.01 seek:

"Provide different types of housing, including forms of higher density housing."

"Encourage a diversity of housing types at higher densities in and around activity centres."

Housing policy at Clause 16.01 seeks to:

"Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land."

“Locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport.”

“Encourage higher density housing development on sites that are well located in relation to activity centres, employment corridors and public transport.”

Increased residential density and dwelling diversity is sought by State and Local policies. The proposed development is considered consistent with the local planning policy framework in respect of increased density and housing diversity objectives.

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

Monash Housing Strategy 2014

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

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

The Monash Housing Strategy amongst other items has identified the lack of greenfield land supply within the municipality. While the proposal would result in a modest addition to the housing supply, the combined bulk and mass of the proposed development is excessive and would result in an unacceptable built form impact.

The submitted proposal is at odds with the objectives of the adopted housing strategy. The subject land and surrounding area has not been identified for development of the scale proposed where the preferred maximum building height is up to 4 storeys. The design response has little regard for the surrounding context in terms of overall building scale where the maximum height of development in the immediate area is currently is of a lesser scale and development on the immediate surrounding properties is currently up to 2 storeys. Whilst the wider context includes development up to 7 storeys, these taller buildings are located within a 6 storey preferred maximum building height precinct and orientated to Dandenong Road where greater building scale is anticipated.

Urban design objectives of Clause 15.01 seek:

“To achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.”

Clause 15.01-2 sets out urban design principles applicable to this application relating to context, the public realm, safety, landmarks, views and vistas, pedestrian spaces, heritage, consolidation of sites and empty sites, light and shade, energy and resource efficiency, architectural quality and landscape architecture. Consideration of these principles has been applied throughout the assessment of the application.

Clause 58 being the ResCode provisions to apartment development are applicable to this application.

Council's goal for residential development is to provide for a balanced variety of housing styles whilst remaining sympathetic to existing neighbourhood character.

Relevant objectives and strategies of Clause 21.04-3 seek to:

“Provide accommodation for a diverse population that caters for different family and lifestyle preferences and a variety of residential environments and urban experiences.”

“Ensure that new residential development provides a high level of amenity including personal privacy for occupants and neighbours, high quality private and public open space, canopy tree cover, and effective traffic management and parking.”

“Direct high rise residential developments towards the Glen Waverley Principal and Oakleigh Major Activity Centres. These centres are well serviced by public transport, commercial, recreational, community and educational uses.”

The subject land is not located within the Glen Waverley or Oakleigh Major Activity Centre where development of this scale and intensity might be appropriate. The proposal doubles the applicable height guidance of 4 storeys as envisaged by Design and Development Overlay 10. The 8 storey scale of the proposal is excessive given the locality, context and built form policy applicable to the land.

Design and Development Overlay 10

The land is subject to Design and Development Overlay 10 (DDO10). Relevant design objectives seek:

“To encourage development to reinforce the Dandenong Road corridor.

To encourage development to contribute to the diversity of the urban character of the area by encouraging high quality and visually stimulating new development.

To ensure that the building scale and form in terms of height and bulk complements and does not visually overwhelm surrounding buildings.

To encourage a transition between larger scale developments and abutting residential dwellings.

To encourage development to integrate with laneways and enhance the public realm of laneways.

To ensure high quality landscape treatments contributes positively to the street edges and to the setting of buildings.

To ensure that car parking, vehicle access and service areas do not visually impinge on front setbacks or affect streetscape elements such as trees and nature strips.”

In rezoning the land from Industrial 1 to Commercial 1 and applying a DDO10 to the surrounding area, Planning Scheme Amendment C102 (approved 5 May 2011) sought to facilitate the establishment of apartment development within former industrial areas adjacent to Dandenong Road.

Objectives of DDO10 seek to encourage high quality development and more intensive built form outcomes. The commercial zoning of the land and diverse built form of development within the surrounding area present an opportunity to achieve well designed apartment development increased housing density and dwelling diversity objectives.

Whilst the proposal provides for increased density, housing diversity and has reasonable architectural merit, the overall scale of the proposal substantially exceeds the policy framework applicable to the precinct. The lack of a commercial element to the development is considered poor outcome given the commercial zoning of the land. The change in use of the land to purely residential development misses an opportunity for mixed use developments supporting housing diversity and complimentary business opportunities.

The subject land has a preferred maximum building height of 14.0 metres (4 residential storeys) to Dalgety Street and Drummond Street. The residential precinct to the north is located within a neighbourhood residential zone and subject to a heritage overlay where a mandatory maximum two storey building height is applicable.

Land to the immediate south is also subject to heritage overlay HO18 and HO19, where development of the land substantially in excess of six storeys (as envisaged by DDO10) is considered unlikely given the amount of available land suitable for redevelopment. The eight storey scale of the proposal is excessive given the context where height graduation with established residential areas is envisaged. The design response should better integrate with the established heritage residential areas to the north through a more appropriate building height and lesser overall scale.

Five and six storey buildings have been approved by VCAT opposite the subject land. The site might be capable of accommodating some additional scale with a four storey streetscape interface, and a recessive fifth storey element providing for improved height integration with the surrounding context.

Whilst the subject land is large in overall area (1,961 square metres), the proposal fails to justify such a substantial variation in excess of the preferred height guidance. The proposed eight storey scale of the development will result in a visually prominent built form outcome at odds with built form policy applicable to the land along with the established and emerging built form of the surrounding context. Greater attention needs to be paid to integrating the subject land with surrounding development including providing for suitable height graduation with adjoining commercial properties and the height transition with the adjoining residential precinct to the north. Whilst the substantial size of the land may provide some opportunity for increased height and greater development opportunity, the additional height should be more modest and significantly recessed.

The proposed building demonstrates reasonable architectural merit achieved through appropriate facade articulation and the use of a high quality attractive range of contemporary materials and finishes. The façade treatment provides for appropriate degree of visual interest through use of varied materials and finishes, along with vertical and horizontal articulation. Rooftop plant and service utilities have been integrated into the building design and are concealed by a screening. Whilst the building provides for reasonable façade articulation, the extent of articulation and upper level recession is inadequate to justify development of the scale proposed.

The design response poorly integrates with the scale of existing development on surrounding properties and future scale of development envisaged by DD010. Development of the scale proposed will result in a visually dominant landmark building having a substantial impact on the visual amenity of both the immediate and wider area.

Internal Amenity

The layout of proposed apartments generally provides for a reasonable level of internal amenity. The development provides for minimum room size dimensions in accordance with the requirements of Clause 58.07-1. Apartment size ranges from 50m² for one bedroom dwellings and 66m²-78m² for two bedroom dwellings. All dwellings are provided with a balcony of not less than 8m².

The siting of the development generally results in no need for excessive screening to prevent overlooking adjoining properties. Apartments surrounding the central courtyard are dependent on screening to prevent internal overlooking. The design

response should be better considered and modified to minimise the extent of internal overlooking surrounding the central courtyard.

The aspect of apartment G02 immediately adjacent to the southern laneway at ground level is considered poor. The apartment will be in permanent shadow throughout the day. Passing traffic to/from the development and surrounding properties via the immediately adjoining laneway will result in compromised amenity to the apartment.

Solar amenity to the bedroom of apartment G11 relies on borrowed light from the adjoining apartment balcony and light well above. The layout of the apartment and surrounding apartments should be better considered to provide for appropriate solar access.

The development generally complies with accessibility design requirements of Clause 58.05-1 including 54 apartments designed to comply accessibility requirements providing for widened door openings, internal corridors and adaptable bathrooms.

Communal Open Space

The development provides for a ground level communal open space courtyard of 195m² and a rooftop terrace of 144m² on level 6.

The level 6 rooftop space is isolated from the development being at the end of a corridor with minimal opportunity for passive surveillance. The space should be better designed to provide for improved recreational amenity and integration with the development to create a useable and functional space catering to residents of the development. Given the north-easterly aspect of the rooftop space, solar amenity to the rooftop space is satisfactory.

Landscaping

The landscape plan submitted with the application proposes some small tree planting within street setback area along Drummond Street and Dalgety Street. As a consequence of the basement occupying a large proportion of the site, the deep soil planting area required by Clause 58.03-5 has not been provided. Clause 58.03-5 requires deep soil planting area of 196m² with a minimum dimension of 6 metres providing for 2 large tree or 4 medium sized trees integrated into the development. The development could have been better designed to provide for integrated tree provision consistent with Garden City policy objectives.

Minimal additional landscaping elements have been provided within the communal open space areas and balconies with "overflowing planter box" balustrade features.

Dwelling Diversity

The design response proposes dwelling as follows:

	1 bedroom + 1 bathroom apartments (50m ²)	2 bedroom + 1 bathroom apartments (66-73m ²)	2 bedroom + 2 bathroom apartments (78+ m ²)
TOTAL	41	35	33
Percentage (%) proportion of the development	38 %	32 %	30 %

A significant proportion (62% of all dwellings) of the development is comprised of 2 bedroom apartments. Whilst the proposed apartment layout provides for reasonable variation in apartment layouts, composition and orientation, the development does not provide for adequate dwelling diversity.

Opportunity exists within the development to provide for greater dwelling diversity to cater for varied housing choices for families, singles, older people and multi-generational families. Given the large number of residents anticipated to be local and some downsizing, the product mix should incorporate some larger apartments with 3 (or more) bedrooms and corresponding larger balcony spaces.

The design response should provide for flexibility and adaptability to provide a proportion of three bedroom apartments and opportunities for future consolidation of adjoining one and two bedroom apartments to form larger apartments.

Car Parking, traffic and access

Car parking should be provided in accordance with the requirement specified by Clause 52.06-6 of the Monash Planning Scheme. The table below details the number of car parking spaces required:

Use	Clause 52.06-5 Requirement	Floor Area (m ²) / No. of dwellings	Car parking requirement generated	Car parking provision proposed
Dwellings (1 & 2 bedrooms)	1 space per dwelling	109 dwellings	109 car spaces	109 car spaces
Residential Visitor	1 car space per 5 dwellings	109 dwellings	21 car spaces	5 car spaces
TOTAL REQUIRED			130 car spaces	
TOTAL PROVIDED				114 car spaces
TOTAL SHORTFALL				-16 car spaces

The development does not provide for the requisite car parking spaces having regard to the requirements of Clause 52.06. The application seeks a reduction in the car parking requirement of 16 residential visitor car parking spaces.

Council's traffic engineers have expressed concern that insufficient parking has been allocated to the development.

Bicycle Parking

Bicycle parking is provided in accordance with the requirement specified by Clause 52.34-3 of the Monash Planning Scheme. The table below details the number bicycle parking spaces required:

USE	Clause 52.06-5 Requirement	Floor Area (m2) / No. of dwellings	Bike parking requirement generated
Dwellings	Residents: 1 to each 5 dwellings Visitor: 1 to each 10 dwellings	109 dwellings	22 bike spaces 11 bike spaces
TOTAL REQUIRED			33 bike spaces
TOTAL PROVIDED			47 bike spaces

A total of 47 bicycle parking spaces are proposed with spaces for residents and visitors within Basement Level 1 of the development. This exceeds the planning scheme requirement.

No bicycle parking is provided adjacent to the ground level pedestrian entry to the development. It is recommended that some bicycle parking is provided adjacent to the entrance to cater for visitors.

Contamination

Clause 13.03-1 requires consideration of existing potential contamination. Planning decisions must ensure that contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.

The land is subject to an Environmental Audit Overlay. Any development approval would require conditions including a requirement for an Environmental Audit to be undertaken prior to commencement of works.

Waste Management

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

Commercial Interface & Streetscape Activation

The purpose of the Commercial 1 Zone seeks to facilitate vibrant mixed use commercial land use providing for retail, services, office space, business and

entertainment uses, along with associated employment opportunities. Residential development is to be complementary to business orientated use being the primary purpose of the zone.

Given the commercial zoning of the land it is considered a desirable outcome to incorporate an activated commercial element to the development at ground level. Larger home-office dwellings, small retail tenancy, medical centre or indoor recreational facility could be provided along the street edge to ensure consistency with the commercial zoning of the land at provide for improved activation of the development at street level.

The inclusion of a commercial element to the development will assist in further reducing the loss of commercial floor space within the precinct as has been evident by more recent apartment development opposite. Given the ambitious scale of the proposed development, the inclusion of a commercial element to the development at ground level is considered warranted.

CONCLUSION:

The design response displays inadequate regard for the surrounding context and built form policy guidance applicable to the land. Substantial land size and commercial zoning is not sufficient justification for a development of the scale proposed. Whilst the proposal demonstrates reasonable architectural merit, the overall scale of the proposal at double the preferred height, substantially exceeds the preferred height guidance applicable to the land and surrounding area. The proposal is excessive in scale and constitutes an overdevelopment of the subject land. Any future development of the land should be reduced in scale to result in a built form outcome more consistent with the applicable objectives and height guidance of DD010.

It is recommended that the application not be 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.