

**1.5 184 HUNTINGDALE ROAD, OAKLEIGH EAST  
CONSTRUCTION OF A THREE STOREY BUILDING AND REDUCTION IN THE CAR  
PARKING REQUIREMENT  
(TPA/49781)**

**EXECUTIVE SUMMARY:**

This application proposes the construction of a three storey residential building comprising 8 dwellings, and a reduction of the car parking requirement for a dwelling by one space and one visitor car space.

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

Key issues to be considered relate to building scale, the adequacy of car parking provision, vehicle access and amenity impacts.

This report assesses the proposal against the provisions of the Monash Planning Scheme including the relevant state and local planning policy framework, Clause 55, consideration against adopted Amendment C125 and issues raised by objectors.

**The reason for presenting this report to Council is the proposed development cost of \$3.05 Million.**

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

<b>RESPONSIBLE ACTING DIRECTOR:</b>	<b>Natasha Swan</b>
<b>RESPONSIBLE ACTING MANAGER:</b>	<b>Fiona Johnstone</b>
<b>RESPONSIBLE PLANNER:</b>	<b>Jeanny Lui</b>
<b>WARD:</b>	<b>Oakleigh</b>
<b>PROPERTY ADDRESS:</b>	<b>184 Huntingdale Road, Oakleigh East</b>
<b>EXISTING LAND USE:</b>	<b>Education Centre</b>
<b>PRE-APPLICATION MEETING:</b>	<b>No</b>
<b>NUMBER OF OBJECTIONS:</b>	<b>Four (4)</b>
<b>ZONING:</b>	<b>General Residential Zone Schedule 2</b>
<b>OVERLAY:</b>	<b>No Overlays</b>
<b>AMENDMENT C125 (adopted)</b>	<b>General Residential Schedule 3</b>

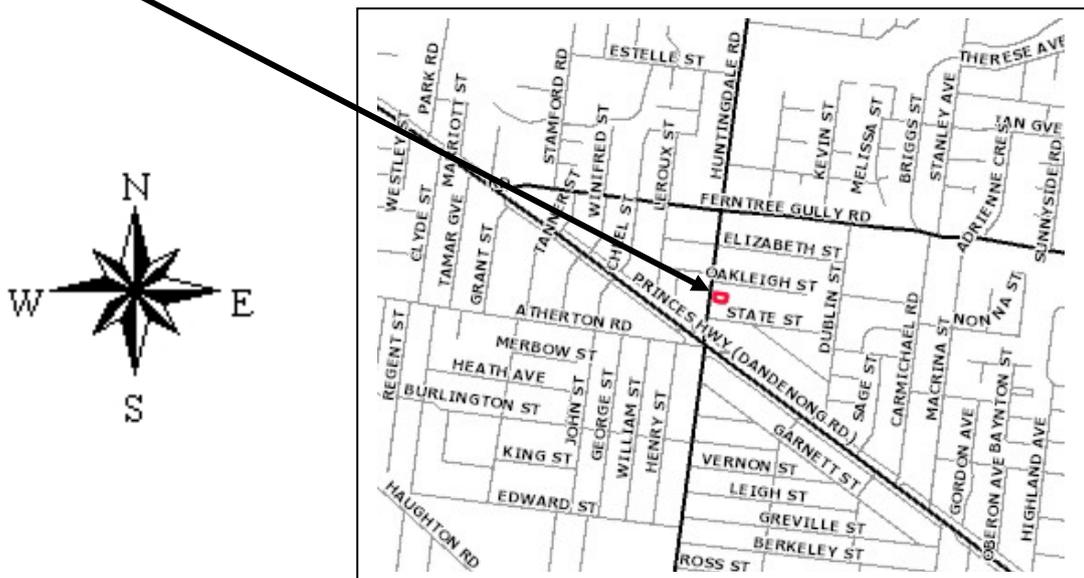
<p><b>RELEVANT CLAUSES:</b></p> <p><b><u>Planning Policy Framework</u></b></p> <p>Clause 11.01-1R – Settlement – Metropolitan Melbourne</p> <p>Clause 11.02-1S – Supply of Urban Land</p> <p>Clause 15.01-1S &amp; R – Urban Design</p> <p>Clause 15.01-2S – Building Design</p> <p>Clause 15.01-4S &amp; R – Healthy Neighbourhoods</p> <p>Clause 15.01-5S – Neighbourhood Character</p> <p>Clause 15.02-1S – Energy and Resource Efficiency</p> <p>Clause 16.01-1S &amp; R – Integrated Housing</p> <p>Clause 16.01-2S – Location of Residential Development</p> <p>Clause 16.01-2S &amp; R – Housing Opportunity Areas</p> <p>Clause 16.01-3S &amp; R – Housing Diversity</p> <p>Clause 16.01-4S – Housing Affordability</p> <p>Clause 18.02-4S – Car Parking</p> <p>Clause 19.03-3S – Integrated Water Management</p>	<p><b><u>Local Planning Policy Framework</u></b></p> <p>Clause 21 - Municipal Strategic Statement</p> <p>Clause 21.04 - Residential Development</p> <p>Clause 21.08 - Transport and Traffic</p> <p>Clause 21.05 - Economic Development</p> <p>Clause 21.13- Sustainability and Environment</p> <p>Clause 22.01- Residential Development and Character Policy</p> <p>Clause 22.04- Stormwater Management Policy</p> <p>Clause 22.13- Environmentally Sustainable Development Policy</p> <p><b><u>General &amp; Particular Provisions</u></b></p> <p>Clause 52.06- Car parking</p> <p>Clause 52.29- Land adjacent to a Road Zone</p> <p>Clause 55- Two or more dwellings on a lot and residential buildings</p> <p>Clause 65- Decision Guidelines</p>
<p><b>STATUTORY PROCESSING DATE:</b></p>	<p><b>21 September 2019</b></p>
<p><b>DEVELOPMENT COST:</b></p>	<p><b>\$3.05 Million</b></p>

LOCALITY PLAN



**SUBJECT SITE**

NEIGHBOURHOOD PLAN



**RECOMMENDATION:**

That Council resolves to issue a **Notice of Decision to Grant a Planning Permit (TPA/49781)** for the construction of a three storey building comprising 8 residential dwellings, reduction in car parking requirement and alteration of vehicle access to a road in a Road Zone Category 1, at 184 Huntingdale Road, Oakleigh East subject to the following conditions:

**Amended Plans Required**

1. Before the development starts, amended plans drawn to scale and dimensioned must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be generally in accordance with the plans submitted to Council dated 10 July 2019 (Revision P2) but modified to show:
  - a) The first floor wall setback a minimum of 1 metre further from the eastern property boundary, and provision of planter/s outside the east facing windows of Apartment 103.
  - b) Bedroom 3 of Apartment 203 deleted; Bedrooms 2 and 3 of Apartment 202 moved southwards to be setback approximately 8 metres from the northern boundary, and 9 metres from the southern boundary.
  - c) Allocation of at least one car space for each apartment.
  - d) External screening to the north facing first and second floor balconies. The screening should be designed to integrate with the design of the building.
  - e) At least the west and south facing habitable room windows provided with acoustic treatment in accordance with the Acoustic Report.
  - f) The aisle extension north of the parking spaces extended further north from 800mm to 1 metre.
  - g) A 300mm clearance provided on the side of the wall for car space 1.
  - h) The opening width of the garage door increased towards east to 6.4 metres to provide a useable access aisle width of 6.4 metres for car spaces 1, 2 and 14.
  - i) Notation to the existing vehicle crossover on Huntingdale Road to be removed and reinstated with nature strip.
  - j) Driveways to provide at least 2.1m headroom beneath overhead obstructions.

- k) A schedule of construction materials, external finishes and colours.
- l) Required requirements in the acoustic report, sustainable management plan and waste management plan.
- m) Indication of a 2 metre wide easement is to be created along the southern boundary at the time of subdivision; and a notation to read 'No portion of the building including basement is to be located within this proposed easement'.
- n) All fire services, electricity supply, gas and water meter boxes to be shown and to be discreetly located and / or screened to compliment the development. Materials of the proposed service cabinet are to be provided on elevation plans and is to be appropriately integrated into the front fencing proposed.

All to the satisfaction of the Responsible Authority.

#### **No Alteration or Changes**

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

#### **Landscaping**

3. Concurrent with the endorsement of any plans 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. When endorsed, the plan will form part of the Permit. The Landscape Plan must be generally in accordance with the Landscape Concept Plan dated 31 August 2017, Prepared by Memla Pty Ltd except that the plan must show:
  - (a) Detail of the proposed 'feature paving' and proposed concrete driveway.
  - (b) Location of external lighting;
  - (c) The location of Tree Protection Zones of Trees 1, 2, and 4 and Tree Protection Fencing required as outlined within the Arborist Report prepared by Tree Logic dated 22 March 2019;
  - (d) Planter box provided to the edge of the balcony associated with Apartment G.01 facing Railway Parade North in accordance with the development plan;
  - (e) The visitor bicycle spaces proposed to be positioned within a landscaped setting. Hard paving associated with the bicycle spaces to be amended to be a grass or grasscrete finish;

- (f) Provide a corner splay or area at least 50% clear of visual obstructions (or with a height of less than 1.2 metres), which may include adjacent landscaping areas with a height of less than 0.9 metres, extending at least 2.0 metres long x 2.5 metres deep (within the property) from the edge of the exit lane of the vehicle crossing to provide a clear view of pedestrians on the footpath of the frontage road; and
- (g) Location of retaining walls.
4. Before the occupation of the buildings allowed by this permit, landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority and then maintained to the satisfaction of the Responsible Authority.
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 to the main garden areas to the satisfaction of the Responsible Authority.

#### **Waste Management**

7. Concurrent with the endorsement of plans, a Waste Management Plan must be submitted and approved by the Responsible Authority. The plan must be substantially in accordance with the Waste Management Plan prepared by One Mile Grid, dated 18 October 2019 however revised to reflect any changes to satisfy requirements from the Responsible Authority. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.
8. No bin or receptacle or any form of rubbish or refuse shall be allowed to remain in view of the public (except on collection day/s) and no odor shall be emitted from any receptacle so as to cause offence to persons outside the land.
9. Collection of waste 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 Saturday: 7:00am to 6:00pm
  - Public Holidays: 9:00am to 6:00pm
  - Sunday: No collection allowed
- To the satisfaction of the Responsible Authority.

**Construction Management**

10. Prior to the commencement of any site works (including demolition and excavation), a Construction Management Plan must be submitted and approved by the Responsible Authority. No works are permitted to occur until the Plan has been endorsed by the Responsible Authority. Once endorsed, the construction management plan will form part of the permit and must be implemented to the satisfaction of the Responsible Authority. The plan must address the following issues:
- a) Hours for construction activity in accordance with any other condition of this permit;
  - b) Measures to control noise, dust and water and sediment laden runoff;
  - c) Prevention of silt or other pollutants from entering into the Council's underground drainage system or road network;
  - d) Measures relating to removal of hazardous or dangerous material from the site, where applicable;
  - e) A plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site;
  - f) Cleaning and maintaining surrounding road surfaces;
  - g) 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;
  - h) Public Safety and site security;
  - i) 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;
  - j) A Traffic Management Plan showing truck routes to and from the site;
  - k) 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;
  - l) Measures to ensure that sub-contractors/tradespersons operating on the site are aware of the contents of the Construction Management Plan;
  - m) Contact details of key construction site staff;
  - n) Any other relevant matters, including the requirements of VicRoads or Public Transport Victoria.

- o) A requirement that construction works must only be carried out during the following hours:
- Monday to Friday (inclusive) – 7.00am to 6.00pm;
  - Saturday – 9.00am to 1.00pm;
  - Saturday – 1.00pm to 5.00pm (Only activities associated with the erection of buildings that does not exceed the EPA guidelines).
11. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

#### **Acoustic Measures**

12. Prior to the endorsement of plans pursuant to condition 1 of the permit, a Preliminary Acoustic Noise and Amenity Assessment must be undertaken by suitably qualified persons to establish what (if any) particular noise attenuation or additional amenity treatments are required to protect the amenity of dwellings. All recommendations or required modifications to the development must be shown on the plans for endorsement and then implemented to the satisfaction of responsible authority.

#### **Sustainable Design Assessment (SDA)**

13. Concurrent with the endorsement of any plans, a Sustainable Management Plan (SMP) must be submitted to and approved by the Responsible Authority. Upon approval the SMP will be endorsed as part of the planning permit and the development must incorporate the sustainable design initiatives outlined in the SMP to the satisfaction of the Responsible Authority. The report must include, but is not limited to, the following:
- a) Demonstration of how 'best practice' sustainability measures have been addressed, having regard to the relevant aspects of Clause 21.13 of the Monash Planning Scheme.
  - b) Identify relevant statutory obligations, strategic or other documented sustainability targets or performance standards.
  - c) Document the means by which the appropriate target or performance is to be achieved.
  - d) Identify responsibilities and a schedule for implementation, and ongoing management, maintenance and monitoring.
  - e) Demonstrate that the design elements, technologies and operational practices that comprise the SMP can be maintained over time.

All works must be undertaken in accordance with the endorsed Sustainability Management Plan to the satisfaction of the Responsible

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

14. Prior to the occupation of any of the dwellings approved under this permit, a report from the author of the endorsed Sustainable Management Plan (or similarly qualified person or company) must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm that (in relation to those relevant completed dwellings ready for occupation) all measures specified in the Sustainable Management Plan have been implemented in accordance with the approved plan.

#### **Car Parking and Driveways**

15. The existing redundant crossing on Huntingdale Road is to be removed and replaced with kerb and channel. The footpath and naturestrip are to be reinstated to the satisfaction of Council.

#### **Drainage and Stormwater**

16. All stormwater collected on the site from all hard surface areas must not be allowed to flow uncontrolled into adjoining properties or the road reserve.
17. The nominated point of stormwater connection for the site is to the south-west corner of the property where the entire site's stormwater must be collected and free drained via a pipe to the Council pit in the laneway to be constructed to Council Standards. (A new pit is to be constructed to Council Standards if a pit does not exist, is in poor condition or is not a Council standard pit).  
Note: If the point of connection cannot be located then notify Council's Engineering Department immediately.
18. The southern right of way is to be fully reconstructed to Council's standards for the entire frontage of the development.

#### **Boundary Fencing**

19. Prior to the occupancy of the development, all fencing must be constructed in accordance with the endorsed plans and in a good condition to the satisfaction of the Responsible Authority.
20. In the event of excavation causing damage to an existing boundary fence, the owner of the development site must (at their own) cost repair or

replace the affected fencing to the satisfaction of the Responsible Authority.

**Plant / Equipment or features on roof and balconies**

21. 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.
22. No air conditioning units are to be located on the balconies unless with the written consent of the Responsible Authority.

**Service Location**

23. Any required fire services, electricity supply, gas and water meter boxes must be discreetly located and/or screened to compliment the development to the satisfaction of the Responsible Authority. Any required services must be clearly detailed on endorsed plans forming part of this permit.

**Completion of Buildings and Works**

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

**Department of Transport Condition (Ref: HTFV2019/0287)**

25. The permit holder must take all reasonable steps to ensure that disruption to bus operation along Huntingdale Road is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria eight (8) weeks prior by telephoning 1800 800 007 or emailing customerservice@ptv.vie.gov.au.

- Department of Transport Condition End -

**VicRoads Condition (Ref: 27638/18)**

26. Prior to the commencement of the use of the development hereby approved, all disused or redundant vehicle crossings must be removed and the area reinstated to match adjacent road environment to the satisfaction of the Responsible Authority and at no cost to the Roads Corporation (VicRoads).

- VicRoads Condition end -

**Time for Starting and Completion**

27. 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.

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.

**Permit Notes****Building Approval**

- A. Building Permit approval must be obtained prior to the commencement of the above approved works
- B. Building Permit approval for this development must take into consideration the location of future subdivision boundaries and their compliance with the Fire Separation Provisions of the Building Code of Australia, including Separating Walls and Openings near Boundaries, as well as the requirements of the Building Regulations.

**Drainage**

- C. One copy of the plans for the drainage and civil works must be submitted to and approved by the Monash City Council Engineering Department prior to the commencement of works. The plans are to show sufficient information to determine that the drainage works will meet all drainage conditions of the permit.
- D. Approval from Monash City Council must be obtained for connections to Council pits and these works are to be inspected by Council's Engineering Department. A refundable security deposit of \$5,000 is to be paid prior to the drainage works commencing.

- E. An on site detention system for storm events up to the 1% AEP event to be retained on site for the basement carpark.
- F. A licensed Surveyor or Civil Engineer (who is a Registered Building Practitioner) must certify that the stormwater detention system including all levels, pits, pipes and storage volumes is constructed in accordance with the approved plans. The certifier's registration number must be included on the certificate.

**Variation to Planning Permit**

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

**Residential Car Parking Permits**

- H. Residents of the approved development will not be entitled to car parking permits for on street car parking.

**VicRoads**

- I. The proposed development requires reinstatement of disused crossovers to kerb and channel. Separate approval under the Road Management Act for this activity may be required from VicRoads (the Roads Corporation). Please contact VicRoads prior to commencing any works.

**BACKGROUND:****The Site and Surrounds**

The site is located on the eastern side of Huntingdale Road, between Ferntree Gully Road to the north and Dandenong Road to the south, in Oakleigh East. The land is rectangular in shape, with a frontage (western boundary) of 25.51 metres, a northern boundary of 39.37metres, a southern boundary of 39.11 metres and a rear boundary of 25.26 metres. The overall site area is 996 square metres. There is a gentle slope of approximately 1 metre from the northeast to the southwest of the land. A bus stop is located in front of the subject site on Huntingdale Road.

The site is occupied by a detached single storey rendered building, formerly used as a medical centre and currently used as an education centre. Car parking is provided within the front setback, accessed via a double crossover located towards the centre of the front boundary to Huntingdale Road. A 1.5 metres high fence extends across frontage of the site. There are no vegetation within the site except some ground covers between the front fence and the footpath.

Properties to the north, east and west (opposite side of Huntingdale Road) are zoned General Residential while properties to the south are zoned Commercial. More specifically, details of adjoining properties are as follows:

North: 182 Huntingdale Road contains a single storey commercial building which is currently used as a medical centre. Car parking is provided within the front setback accessed via a double crossover to Huntingdale Road.

West (opposite side of Huntingdale Road): Two properties known as No.173 and 175 Huntingdale Road. Each property contains a single storey residential dwelling with low front fences.

East: 2 Oakleigh Street contains a double storey dwelling with a garage attached to the side of the dwelling. The front setback area is concreted. Immediately next to the subject site within the secluded private open space area, there are vegetable patches with laserlite roofing and shading sails, a storage shed and some small trees. The trees are not located close to the common boundary with the subject site.

South: 186-190 Huntingdale Road and 1 State Street are zoned Commercial 1. 186-190 Huntingdale Road are a row of commercial properties fronting Huntingdale Road, and there is a laneway behind these properties accessed via State Street leading to the southern boundary of the subject site. The laneway is classified as a public road. On the eastern side of the laneway is an open area privately owned by those commercial properties and is currently used for car parking, and 1 State Street.

1 State Street is a residential dwelling facing State Street with no carports or garages. There is a vehicle crossover at the south-eastern corner of this property to State Street and vehicles are parked within the front setback area. This property does not own any parts of the open area at the rear. The laneway is on the western side of this property.

On the Certificate of Title, the property of 186-190 Huntingdale Road consists of five (5) lots which currently contain nine (9) commercial properties. These properties consists of restaurants, take away restaurants, a hair salon, a Post Office, a newsagent and shops.

There are 15 on street parking spaces in front of the commercial properties on Huntingdale Road, with parking restrictions of 1 hour on Monday to Friday between 8am to 6pm.

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

**PROPOSAL:**

The application proposes the construction of a three storey residential building comprising eight (8) apartment dwellings.

Details of the proposal can be surmised as follows:

- 7 x 3 bedroom apartments.
- 1 x 2 bedroom apartment.
- Car parking on the ground level with a total of 14 car parking spaces. The car park is accessed via the laneway to the south.
- Eight (8) storage spaces provided within the basement, accessed from within the building via the staircase or lift.
- Ground floor contains the pedestrian entrance to the building from Huntingdale Road, one (1) three bedroom apartment fronting Huntingdale Road and the car park. Behind the car park is the ground level of a two-level apartment, and a service room for services, 8 spaces of bicycle parking and rubbish bin storage.
- Ground floor contains a secluded private open space area of approximately 64m<sup>2</sup> (with a width of 4 metres) to the ground floor apartment facing Huntingdale Road, and approximately 120m<sup>2</sup> to the rear apartment (with dimensions between 2 to 3 metres).
- First floor contains four (4) apartments including one (1) two level apartment split over the ground and first floors. Three apartments containing three bedrooms and one two bedrooms and have a balcony of 8.9 to 48m<sup>2</sup> (with width of 2.4 to 3.3 metres).
- Second floor contains three (3) apartments including two (2) three bedroom and one (1) two bedroom apartments. These apartments each contains a balcony of between 10.9m<sup>2</sup> and 50.5m<sup>2</sup> (with width of 1.8 to 2.8 metres).
- Removal of the existing vehicle crossover along the Huntingdale Road frontage.
- Building setback 7.6 metres with the entrance setback 4.55 metres and 5.9 metres to the Huntingdale Road frontage.
- Side setbacks a minimum of 1 metre to the northern boundary, 2 metres to the southern boundary and 3.25 metres to the eastern (rear) boundary.
- Materials and finishes palate including colourbond render, concrete finishes, dark coloured bricks, slimline metal awning and flat roof form.
- The bus stop in front of the site on Huntingdale Road will be retained in its current form.

Attachment 1 details plans forming part of the application.

**PERMIT TRIGGERS:****Zoning**

The land is zoned General Residential (Schedule 2) under the provisions of the Monash Planning Scheme. Pursuant to the provisions of Clause 32.08-6 a permit is required to construct two or more dwellings on a lot. No overlays affect the land.

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

The minimum garden area requirement for the zone is 35% of the site area pursuant to Clause 32.08-4, and the maximum building height permissible within the General Residential Zone is 11 metres and not in excess of 3 storeys at any point pursuant to Clause 32.08-10.

#### Particular Provisions

##### Clause 52.06-3: Car Parking

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

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

A permit is required to create or alter access to a road in a Road Zone, Category 1 and Huntingdale Road is in Road Zone Category 1.

The application was referred to VicRoads in accordance with Clause 52.29-4 of the Monash Planning Scheme.

#### Amendment C125 (Part B)

The land is proposed to be re-zoned General Residential Schedule 3.

The proposed Schedule 3 to the General Residential Zone nominates the following variations to Clause 55 applicable to the site:

- Minimum front street setback – 7.6 metres (garages and carports including those attached to the dwelling should be setback at least 1 metre from the front façade of the dwelling).
- Minimum rear setback – 5 metres.
- Landscaping- Retention or provision of at least one canopy tree per 5 metres of site width with a mature height equal to the height of the proposed development.

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 23 November 2018. In this letter, officers also raised the following preliminary concerns:

- The style and design of the building lacks a residential appearance.
- The excessive three storey built form will have an adverse impact to the east adjoining residential properties. The first and second floors should be

provided with greater setbacks to the east boundary with greater level of articulation to reduce the visual impacts of the proposed building.

- The proposal has not been designed to respond to the secluded private open space of the rear (east) residential properties. The proposed apartment building with minimal setback to the rear property boundary will not allow sufficient room for meaningful canopy tree planting to buffer the three storey built form.
- The proposed reduction in the car parking requirement is unlikely to be supported.

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 1 July 2019 by providing the requested information. In relation to the preliminary concerns, the Applicant advised that they had amended the plans to address some of the concerns raised, but that they do not agree with the concerns regarding impacts to the east adjoining property and reduction of the car parking requirement.

The Applicant was verbally advised on 15 August 2019 that this application was coming to the September Council meeting, in addition to a letter that was sent to the Applicant formally informing them of the details of the Council meeting. The Applicant has been verbally advised that this application is recommended for approval subject to conditions, and an outline of the conditions and the ramifications of the conditions on the proposal has been explained.

### **Public Notice**

The application was advertised in accordance with section 52 of the *Planning and Environment Act 1987* by sending notices to the surrounding property owners/occupiers, and two signs displayed on the frontage/s of the site (one on the Huntingdale Road frontage and one on the southern boundary facing the laneway).

Four (4) objections received for the application included the following concerns:

- Scale, built form and building massing.
- Traffic and vehicle access.
- Adequacy of car parking.
- Overshadowing.
- Overlooking.
- Noise.
- Construction impact.

Attachment 4 details the location of objector properties.

## **Referrals**

### **External Referrals**

#### **Department of Transport (Ref: HTFV2019/0287)**

The application was referred to the Department of Transport pursuant to Clause 66.02-11 (Integrated Public Transport Planning) as the proposed development may have impacts on the bus stop in front of the subject site on Huntingdale Road. The authority has no concerns to the granting of a planning permit for the proposed development subject to a condition about keeping any disruption to the bus operation along Huntingdale Road to a minimum during the construction of the development.

#### **VicRoads (Ref: 27638/18)**

The application was referred to VicRoads pursuant to the requirements of Clause 52.29 (Land adjacent to a Road Zone, Category 1) for alteration of access to a road in a Road Zone Category 1. The authority has no concerns to the granting of a planning permit for the proposed development subject to a condition requiring the redundant vehicle crossing on Huntingdale Road must be removed at no cost to VicRoads.

### **Internal Referrals**

The application has been referred to Council's Traffic and Drainage Engineers for comment.

#### **Drainage Engineer**

Council's Drainage Engineer does not raise any concerns to the proposed development, but requires some standard conditions and the following conditions to be imposed on the planning permit:

- A 2 metre wide easement is to be created along the southern boundary at the time of subdivision to protect Council's existing drainage asset.
- No portion of the building including basement is to be located within this proposed easement.

The proposal has been amended to show the building to be setback 2 metres from the southern boundary to allow creation of a 2 metre wide easement to satisfy these conditions. No parts of the building will be located within the proposed easement area.

#### **Traffic Engineer**

Council's Traffic Engineer does not raise concerns to the proposed development but made the following comments:

- The subject site has legal access from the laneway.
- Some concerns with access from the laneway including the laneway may be blocked by loading and unloading of vehicles to the shops on Huntingdale Road, and loss of car parking spaces on the laneway.

- An additional car space and a visitor space are to be provided in accordance with Clause 52.06-5 of the Monash Planning Scheme.
- In order to enable vehicles from parking spaces 7 & 8 to leave in a forward direction, a minimum 1000mm aisle extension to be provided beyond the northernmost car spaces (addition 200mm to the proposed plan).
- To satisfactorily accommodate vehicle turning manoeuvres, the opening of the garage door is to be widened to achieve an access aisle width of 6.4m for the southernmost car spaces.
- A 300mm clearance is to be provided between car space 1 and the wall.

These conditions could be achieved generally within the existing building footprint with the exception of a small section of the northern wall of the car park being extended 200mm further north to satisfy the second dot point.

*Officer's comment*

Legal advice has been provided from Best Hooper Pty Ltd discussing if the subject land has legal access to the laneway. It concludes that the laneway is properly characterised as a road managed by Council and the subject site has a legal right to access. It suggests that the parking of vehicles in the laneway that obstruct the public use may be unlawful. Offices confirm the advice is correct as the laneway is a public road and the site has right of access.

Irrespective of the lawfulness of vehicles parking in the laneway, the loss of vehicle parking in the laneway is not a substantial issue. Vehicles from the shops could be parked on the open car parking area at the eastern end of the laneway which appears to be currently and historically happening. In addition, officer's observations from Council's Aerial photos shows that most of the time there are no vehicles parking in the laneway itself. The loading and unloading of vehicles to the shops on Huntingdale Road would not block the whole laneway given its width. In addition, bins located on the laneway can be easily relocated to the rear of the shops. The open car parking area could also accommodate the loading and unloading vehicles if required, as it belongs to the shops.

In regards to the insufficient car parking provision, it is expected that one of the 3 bedroom apartments will be changed to 2 bedroom after the proposed conditions are made, thus reducing the car parking requirement for the development. The car parking provision will meet the statutory requirement in this instance. Details of the proposed conditions will be further discussed in this report.

The reduction of one visitor space is considered acceptable and will also be further discussed in this report.

Other changes required for vehicle manoeuvres could be addressed via permit conditions if one was to be issued.

**DISCUSSION:****Consistency with Planning Policies**

Plan Melbourne Refresh 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 are to locate a substantial proportion of new housing in or close to locations that offer good access to services and transport and employment areas.

In addition to Plan Melbourne Refresh, relevant Planning Policies also seek to increase residential density and dwelling diversity, to facilitate the supply of affordable housing.

Clause 11.02-1S (Supply of Urban Land) seeks:

*“to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.”*

Clause 11.03-1R (Activity Centres – Metropolitan Melbourne) seeks to:

*“Support the development and growth of Metropolitan Activity Centres by ensuring they:*

- *Are able to accommodate significant growth for a broad range of land uses.*
- *Are supported with appropriate infrastructure.*
- *Are hubs for public transport services.*
- *Offer good connectivity for a regional catchment.*
- *Provide high levels of amenity”*

The subject site immediately abuts a commercial strip and benefits from the public transport and services on Huntingdale Road and Dandenong Road. The land could be reasonably considered a strategic redevelopment site given its size and the potential for a well designed higher density development. Critical in determining the appropriateness of any proposal is how the development integrates and responds to the surrounding context.

Further to this, Clause 15.01-2S specifies the urban design principal for residential developments. The objective seeks to:

*“Achieve building design outcomes that contribute positively to the local context and enhance the public realm”.*

The applicable strategies include:

- Site analysis.
- Consideration of height, scale and massing of new development.

- Ensure development responds and contributes to the strategic and cultural context of its location.
- Minimise detrimental impact on neighbouring properties, the public realm and natural environment.
- Ensure the form, scale and appearance of development enhances the function and amenity of the public realm.
- Buildings and their interface with the public realm support personal safety, perceptions of safety and property security.
- Development provides safe access and egress for pedestrians, cyclists and vehicles.

A site analysis has been provided with the application as the starting point, to identify the topology profile of the subject site, the immediate context and the broader neighbourhood; and to identify the opportunities and limitations of the site. The proposal is designed in response to the main road locality with a bus stop in front of the site. The proposal with access to the car park via the laneway will minimise impacts on Huntingdale Road and the bus stop. Pedestrian entry to the building will be via a designated entry from Huntingdale Road, separated from vehicle access and provides excellent sense of address of the building.

The strategic policy for a development of the intensity proposed is justified given the locality and context. The density and design of the proposal will not be at odds with the established built form of the surrounding area and responds well to residential policy objectives relating to neighbourhood character and built form outcomes of the surrounding residential and commercial context.

Clause 16 of the Monash Planning Scheme seeks to increase the proportion of new housing in designated locations within established urban areas, on sites that are well located in relation to jobs, services and public transport. It also seeks to create mixed use neighbourhoods at varying densities that offer more choice in housing type.

Clause 16.01-2S Location of Residential Development seeks to locate new housing in designated locations that offer good access to jobs, services and transport and has the following strategies in order to achieve this:

- *Increase the proportion of new housing in designated locations within established urban areas and reduce the share of new dwellings in greenfield and dispersed development areas.*
- *Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.*
- *Ensure an adequate supply of redevelopment opportunities within established urban areas to reduce the pressure for fringe development.*
- *Facilitate residential development that is cost effective in infrastructure provision and use, energy efficient, water efficient and encourages public transport use.*

- *Identify opportunities for increased residential densities to help consolidate urban areas.*

Overall the proposal demonstrates a high level of compliance with Clause 16 (Housing) and Clause 11.01-S (Settlement - Metropolitan Melbourne) of the Monash Planning Scheme. The development will contribute to the area, being near the Dandenong Road Boulevard and within the National Employment and Innovation Cluster, which aims to provide housing choice close to jobs and services, increase the supply of housing and provide for a range of housing types to meet increasingly diverse needs along with the development of a safe, attractive and high quality built environment.

Clause 21.04 Residential Development has the following objectives of relevance to this application:

- *To encourage the provision of a variety of housing styles and sizes that will accommodate future housing needs and preferences of the Monash community that complement and enhance the Garden City Character of the City.*
- *To provide accommodation for a diverse population that caters for different family and lifestyle preferences and a variety of residential environments and urban experiences.*
- *To encourage high standards of architectural designs, including the incorporation of environmentally sustainable design principles in buildings and landscaping associated with residential development that takes into account environmental constraints.*
- *To ensure that development is appropriate having regard to the residential environment of the area, in particular neighbourhood character and amenity.*

The subject site being on a main road and located immediately next to the commercial shopping strip creates an opportunity for a slightly more intense development, to provide different type of housing styles and an increased number of housing which is sought in Clause 21.04. The proposal responds by providing a three storey residential development of which the scale and building massing is in keeping with the desired future character for the area and will not be at odds with the streetscape. The proposal contains two and three bedroom apartments which will provide for a variety of housing to cater for different family and lifestyle preferences. In addition, an apartment is provided on the ground level and a lift is provided within the building to accommodate the ageing population.

The proposed building is of a high standard of architectural design with the entrance a prominent component to increase the sense of identity. Each apartment will have a high level of amenity of generous size (generally between 97 square metres to 119 square metres; with one apartment having 147 square metres splitting over two levels) and functional room layouts. A large proportion

of the apartments either contain ground level private open space or have excessive sized balconies. The north orientation has been utilised with large balconies and habitable room windows to maximise energy efficiency. These are all positive in achieving the objectives of Clause 21.04.

#### **Monash Housing Strategy 2014**

The Monash 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 need for the City of Monash to adopt a proactive role to address housing issues has been imperative and the Monash Housing Strategy forms part of that role.

The Monash Housing Strategy 2014 (adopted by Council in October 2014) identifies this neighbourhood as being located in the Category 8 - 'Garden City Suburb', the objectives for which, among others, seek to *provide lower scale residential development, with new development comprising a mix of single dwellings and medium density units and townhouses. Modest dwellings, with simple pitched rooflines and articulated facades, will continue the prevailing development themes.*

*In this area the predominantly conventional detached houses, units and townhouses reflecting the existing scale and neighbourhood character. On larger lots, in suitable locations, lower to medium scale apartment developments may be appropriate, subject to careful design and the provision of substantial landscaped setbacks.*

The proposed design response is generally consistent with the vision for the development outcomes sought by the Monash Housing Strategy. The development abuts an existing and long established commercial use along the southern and northern boundaries. Given the context, main road locality and comparatively larger lot size of the subject land, a more intense development outcome is considered acceptable.

The commercial uses to the north and south of the site reduces the sensitivity of these interfaces, and the Huntingdale Road interfaces consist of a mix of commercial and residential building forms. The laneway to the south would allow vehicle access to the subject site off State Street which would have less direct impact to Huntingdale Road. The proposed design response achieves increased residential density objectives whilst adopting a complimentary built form outcome having regard to surrounding existing development and applicable policy objectives. The proposal development responds to the features of the site and surrounding area by appropriate building setbacks, landscaping elements along the perimeter of the site and use of diverse materials, planter boxes, and finishes palate to break up building massing. The building design is a contemporary response to the context.

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**Assessment under Clause 55 (ResCode)****Neighbourhood Character and Built Form**

The Residential Development and Character Policy at Clause 22.01 seeks to ensure that new development is successfully integrated into existing residential environments, with minimal streetscape or amenity impact, and designed to achieve outcomes that enhance the Garden City Character of the area.

The design response must be appropriate to the neighbourhood and the site, and must respect the existing or preferred neighbourhood character and respond to the features of the site. The height and setback of buildings must also respect the neighbourhood character and limit the impact on the amenity of existing dwellings.

The land is located within Residential Character Type 'B' having regard to the Monash Urban Character Study. Elements that contribute to character are the variety of architectural styles including double storey dwellings, consistent building setbacks, well-planted front gardens with large trees and shrubs within lots, and low fences, walls or open soft frontages.

In terms of neighbourhood character, the eastern interface to the site is considered the more sensitive as it represents direct abuttal to the adjoining residential neighbourhood. In this regard, it is important that the building is designed to transition well to the lower scale single and double storey homes in its immediate vicinity. In addition, the proposed design must also take into account the building bulk and scale, a sympathetic palette of materials, and limiting offsite impacts in terms of overshadowing, overlooking and noise.

The northern and southern façades to the site represent the less sensitive interfaces due to the northern property being used as a medical centre, and its direct abuttal to the commercial strip to the south. Yet these facades should be designed to add interest and avoid flat and plain facades that will be visible from the street.

The design and scale of the proposed development is considered appropriate for the site and, although introducing greater scale and height to the existing neighbourhood, it will sit comfortably at this location for the following reasons.

- The northern and western (front) façades are articulated in their setbacks, with terrace areas, building setbacks and a contrasting colour palette all providing interruptions and visual interest to these façades.
  - The front fence setback 3 metres from the front boundary allows landscaping to be visible to the street, further softening at pedestrian level.

- Balcony balustrading with a mix of finishes such as concrete or glass will fit in well with the garden character of the neighbourhood, whilst effectively breaking up the building facade.
- The residential entry to the building is easily identified with its protruding architectural features.
- The staggered front setback will provide a gradual transition in building setbacks from the commercial precinct to the south and the residential setting to the north.

A 4.5-5.9 metre setback is provided to the southern section of the building where it directly abuts the commercial properties that are built up to the front boundary; while a 7.6 metre setback is provided towards the northern section of the building where it adjoins the residential zoned land, currently used as a medical centre. There will be sufficient room within the front setback for canopy tree planting to enhance the garden city character.

- The southern façade is mainly broken up with horizontal articulation with the main building being setback 3.5 metres, and the entry and staircase area setback 2.2 metres from the southern boundary. The articulation to the southern façade should be improved with more visual interest to break up the three storey sheer wall presentation to the adjoining commercial properties, and the laneway.
- The rear (eastern) section of the building is setback 3.25 metres from the rear boundary for ground and first floors, and 5 metres for the second floor. The proposal will result in a sheer two storey wall being setback 3.25 metres facing the eastern residential property, and is not considered a satisfactorily response.

While assessing the visual impact, the existing single storey building on the subject site is setback approximately 2-2.5 metres from the rear boundary, leaving little to no room for landscaping to buffer the building. It is therefore, considered that the proposed rear setback of 3.25 metres from the ground level is an improvement as it will allow screen planting or landscaping within the rear setback area to buffer the proposed building to the east adjoining residential property. In addition, there are no easements along the eastern boundary to restrict planting.

However, the two storey sheer walls with a setback of 3.25 metres to the eastern boundary will be visually dominating when viewed from the secluded private open space of the east adjoining property. Proposed conditions will require the first floor to be further recessed from the ground floor to break up the two storey sheer wall, and the second floor cut back to reduce the overall visual bulk and mass of the three storey built form when viewed from the east. These changes result in the rear façade at each level being recessed with no sheer walls, and broken up with varied façade treatments and planter boxes to add further visual interest and provide further vertical and horizontal fragmentation of the building façade to the east. The proposed changes include deleting a bedroom of an apartment on level 2, and reduce

the extent of walls being setback 5 metres from the eastern boundary. These changes will be included in the proposed condition 1.

- The proposed vehicle access via the laneway will avoid the need for a passing area for vehicles to access Huntingdale Road from the site, and avoid the excessive amount of hard surface within the front setback. The proposed front setback with no driveway will provide ample room for landscaping and deep soil tree planting to respond the Garden City Character objective.

The existing double crossover on Huntingdale Road will be replaced with nature strip. The number of crossovers on Huntingdale Road will be reduced and the streetscape will be improved with additional nature strip which is sought in the Neighbourhood Character Type B.

- The overall height of the building does not exceed 11 metres allowed within the General Residential Zone, with the majority of the building between 10.5 to 10.8 metres.

Overall, the three storey built form will be capable of responding to its sensitive interface to residential land through its setbacks, level of articulation and façade detailing via permit conditions if one was to be issued.

### **Design Detail**

The building has been designed with the intention of providing high quality modern architecture, along with an attractive range of contemporary materials, and finishes. The proposed materials include different finishes such as concrete, render and bricks, metal louvre privacy screen and balustrades with different materials. The façade treatment provides for appropriate degree of visual interest through use of varied materials and finishes, along with vertical and horizontal articulation elements to minimise the perception of visual bulk. The materials include traditional and modern materials used in a contemporary and complimentary manner. Proposed conditions require full detail of materials and finishes to be provided.

### **Landscaping**

The development incorporates a comprehensive landscaping plan integral to the overall design response. There is capacity to plant three (3) canopy trees within the street setback areas with mature heights between 9-15 metres, and substantial planting along the perimeter of the site adjacent to adjoining residential properties. The provision of a landscape buffers along all edges of the development softens the massing of the development adjacent to adjoining properties and the streetscape interface.

The planting of trees and shrubs around the perimeter of the site contributes to the greening of the neighbourhood and maintain the Garden City Character. The provision of planter boxes on the first and second floors eastern facade will assist to break up the façade as well as soften the visual impact of the building to the adjoining residential property.

**On site amenity and internal amenity**

The proposed layout shows a good level of internal amenity will be achieved for all dwellings with relevant ResCode standards complied with, in particular:

- The entry to the building is easily identifiable from Huntingdale Road. Accessibility is achieved via an entrance ramp extending west of the entrance to footpath level.
- Apartment sizes are good, with floor areas ranging between 65 square metres and 119 square metres, with an average apartment size of 103 square metres, and providing a mix of 2 and 3 bedroom apartments and varied layouts.
- All habitable rooms have direct access to natural light with generous glazing across building facades.
- All apartments are provided with outdoor balcony/terrace areas often in excess of the minimum 8 square metres area required by ResCode. Many of the upper floor apartments have terrace areas which wrap around the apartment façade and most are accessed from more than one room within the apartment.
- The majority of the upper floor apartments have good north solar access with habitable rooms and balconies oriented to the north.
- Each apartment is provided with 6 cubic metres of storage space within the basement.
- Appropriate provision has been made for storage of rubbish and recycling within the car park on ground level with easy access to the laneway.
- The dwellings have reasonable access to people with limited mobility. The development has lift access to all floors and the location and widths of lobby are appropriate.

Overall, the proposal is considered to provide good on site amenity for future residents and shop tenants.

**Off site amenity Impacts****Overlooking**

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

The proposed development generally complies with the overlooking requirements of Clause 55.04-6. Some additional screening is required to the first and second floor

balconies (south-eastern corner of the building) to comply with overlooking requirements.

The northern adjoining property is currently used as a medical centre, however since it is zoned residential (General Residential Schedule 2), screening should also be provided to the north facing first and second floor balconies to prevent overlooking if the adjoining site were to be used for residential in the future. The screens should be also designed to add interest to the northern façade given the façade will be highly visible to the street.

#### Overshadowing

Shadow diagrams submitted with the application indicate that the shadow cast by the development will be predominantly contained on site at the September equinox having a negligible impact on adjoining properties. The development will result in some increased overshadowing to the east impacting the area with laserlite roofing, sun shades and garden shed of the adjoining dwelling. The east adjoining neighbour raised concerns about reduced sunlight to their backyard.

The overshadowing impact of the development is compliant with the applicable requirements of Clause 55.04-5 in that a minimum of 40 square metres, or at least 75 percent of their secluded private open space, whichever is the lesser area, will receive a minimum of five hours of sunlight between 9am and 3pm on the September Equinox.

In terms of the neighbour's property shadows will not impact in the morning. In the afternoon, they will extend primarily over the area where there are existing structures. It is considered that during these critical hours of 9am to 3pm that the majority of the backyard will not be impacted. And that adequate sunlight is still available for the vegetable garden that abuts the property boundary.

In addition, the proposed conditions requiring further setbacks of the first floor to the eastern boundary, and reduced building footprint of the second floor from the eastern facade will further reduce the shadow impacting the objector's property.

#### Noise

The subject site, located on Huntingdale Road, is a main road with high traffic volume, and the southern façade of the building will face the laneway and the car park of the shops where it is expected to have a lot of loading and unloading activities. Proposed conditions will require at least the south and west facing habitable room windows to be acoustic treated to protect the residents from unreasonable external noise.

#### Waste Management

A waste management plan has been provided. Adequate space is provided within the basement and service areas for waste storage and collection. Any comments from Council's Waste Services will form a permit condition if one was to be issued.

**Car Parking, traffic and access**

The table below shows details of the proposed car parking provision against the requisite number of car parking pursuant to Clause 52.06 of the Monash Planning Scheme:

	No. of dwellings	Clause 52.06 requirement	Car spaces required	Car spaces provided
<b>One and two bedroom dwellings</b>	1	1 space per dwelling	1	0
<b>Three bedroom dwellings</b>	7	2 spaces per dwelling	14	14
<b>Visitor parking</b>	8	1 space per 5 dwellings	1	0
<b>Total required</b>			<b>16</b>	
				<b>14</b>

The development is deficient by one resident car space to and one visitor car parking space. The permit applicant submits that the proposed development, which will result in removal of a double vehicle crossover along Huntingdale Road, which will result in a gain of one on-street space along the site frontage which would offset the visitor parking space. However it is unlikely to be the case given the bus stop in front of the subject site on Huntingdale Road, as no cars will be allowed to park in front of the bus stop.

Nevertheless, the shortfall of one visitor car space is considered an acceptable outcome given the locality of the subject site, where it is benefitted with the public transport on Huntingdale Road and Dandenong Road. In addition, the on street parking for the shops will also be available after 6pm Monday to Friday, when the shops are closed.

The shortfall of one residential car parking space will be resolved after the proposed permit conditions are satisfied. It is expected that one of the three bedroom apartments will be changed to two bedrooms as a result of the conditions requiring changes to the first and second floors to ease the visual impact to the east adjoining property; and the car parking requirement for that apartment would then be reduced from two to one car space. Therefore with these changes the required car parking will be provided for the dwellings as required under the Planning Scheme.

VicRoads and Department of Transport have no objections to the application subject to standard conditions.

**Objections not previously addressed****Interruption during construction**

Two objectors expressed concerns about the potential impacts during construction. Proposed conditions will require a Construction Management Plan and Traffic Management Plan to detail the arrangement during construction to minimise impacts to the area.

**CONCLUSION:**

The proposed development is considered appropriate given the locality and relevant objectives of broader state and local planning policies relating to housing, residential development and increased residential density in appropriate locations. The proposed development will provide an appropriate mix of housing diversity and additional housing, making a meaningful contribution to urban consolidation.

The development is sympathetic to the future character of the area in terms of building bulk and massing, provides sufficient landscaping opportunities and good amenity to the proposed apartments. The proposal, with the recommended changes, is designed to minimise offsite amenity impacts such as overlooking and overshadowing, and will not unreasonably reduce the amenity of surrounding lots. The shortfall of one visitor car parking space is acceptable given the locality of the subject site.

The proposal is considered appropriate in both its concept and design and it is recommended that a Notice of Decision to grant a permit be issued subject to conditions.

**LIST OF ATTACHMENTS:**

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (January 2019).

Attachment 3 – Zoning and Overlays Map.

Attachment 4 – Objector Properties Location Map.