

**1.1 720-722 HIGH STREET ROAD, GLEN WAVERLEY
CONSTRUCTION OF A FOUR STOREY APARTMENT BUILDING
(TPA/49276)**

EXECUTIVE SUMMARY:

This application proposes the construction of a four storey apartment building with basement car parking and alteration of access to a Road Zone. The subject land is located within the residential periphery of the Glen Waverley Major Activity Centre.

The application was subject to public notification. Two (2) objections to the proposal have been received.

Key issues to be considered relate to building scale, design detail, adequacy of car parking, infrastructure, overlooking and overshadowing of adjoining properties.

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

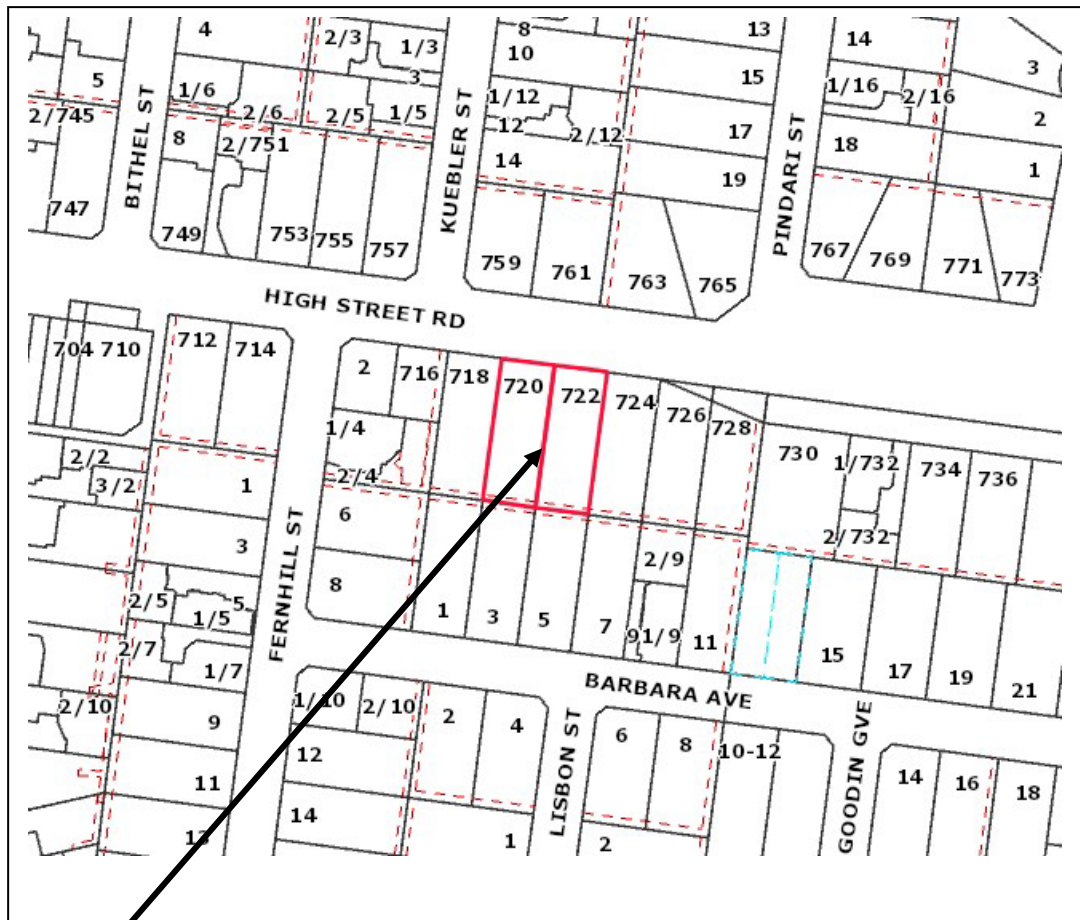
The reason for presenting this report to Council is the proposed development cost of \$8 million.

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.

RESPONSIBLE DIRECTOR:	Peter Panagakos
RESPONSIBLE MANAGER:	Natasha Swan
RESPONSIBLE PLANNER:	James Heitmann
WARD:	Glen Waverley
PROPERTY ADDRESS:	720-722 High Street Road, Glen Waverley
EXISTING LAND USE:	Two single storey dwellings
PRE-APPLICATION MEETING:	No
NUMBER OF OBJECTIONS:	Two (2)
ZONING:	Residential Growth – Schedule 4
OVERLAY:	No overlays

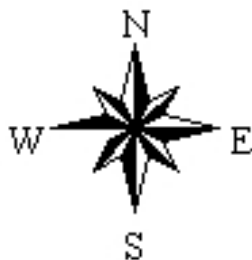
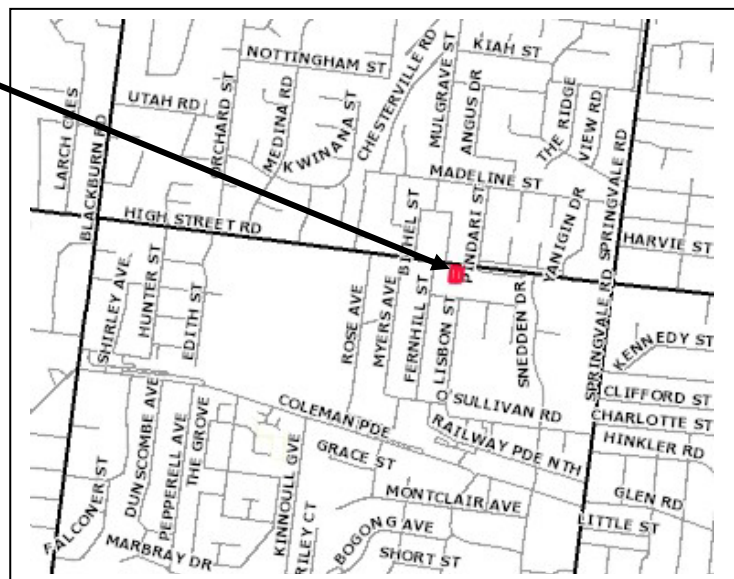
<p>RELEVANT CLAUSES:</p> <p><u>State Planning Policy Framework</u></p> <p>Clause 00.01 (Purpose)</p> <p>Clause 11 (Settlement)</p> <p>Clause 11.01-1R1 (Metropolitan Melbourne)</p> <p>Clause 14.02-1S (Catchment Planning and Management)</p> <p>Clause 15.01 (Built Environment)</p> <p>Clause 15.02 (Sustainable Development)</p> <p>Clause 16 (Housing)</p> <p>Clause 16.01 (Residential Development)</p> <p>Clause 17 (Economic Development)</p>	<p><u>Local Planning Policy Framework</u></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 22.01 (Residential Development and Character Policy)</p> <p>Clause 22.04 (Stormwater Management)</p> <p>Clause 22.13 – Environmental Sustainable Development</p> <p>Clause 22.14 – Glen Waverley Major Activity Centre Structure Plan</p> <p><u>Particular Provisions</u></p> <p>Clause 52.06 – Car Parking</p> <p>Clause 52.29 (Land Adjacent to a Road Zone, Category 1)</p> <p>Clause 52.34 – Bicycle facilities</p> <p>Clause 55 – Rescode</p> <p><u>General Provisions</u></p> <p>Clause 65 – Decision Guidelines</p>
<p>STATUTORY PROCESSING DATE:</p>	<p>14 January 2019</p>
<p>DEVELOPMENT COST:</p>	<p>\$8 million</p>

LOCALITY PLAN



SUBJECT SITE

NEIGHBOURHOOD PLAN



RECOMMENDATION:

That Council resolves to issue a **Notice of Decision to Grant a Planning Permit (TPA/49276)** for the construction of a four storey apartment building with basement car parking, construction of a front fence and alteration of access to a road in a Road Zone, Category 1, at 720-722 High Street Road, Glen Waverley subject to the following conditions:

1. Before the development starts, three copies of 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 with the application, but modified to show:

- a) Bedroom and living room dimensions provided in accordance with the minimum internal dimensions of Clause 55.07-12 of the Monash Planning Scheme.
- b) A sealed access crossover as at least 6.1 metres wide at the property boundary with the edges of the crossover angled at 60 degrees to the road reserve boundary, at least for the first 3 metres from the edge of the road
- c) Access to be provided through internal piling fences along western boundary of the property to allow for drainage maintenance requests.
- d) Provision of at least three canopy trees within the street frontage with a minimum mature height of at least 10 metres.
- e) A corner splay or area at least 50% clear of visual obstruction (or with a height of less than 1.2m) extending at least 2.0 metre long x 2.5 metres deep (within the property) on both sides of the vehicle crossing to provide a clear view of pedestrians on the footpath of the frontage road.
- f) Specifications of the mechanical parking system, detailed design and associated features is required to be submitted to and approved by the Responsible Authority. The mechanical parking system is required to cater for the following:
 - i. Independent operation for each parking space.
 - ii. A clear / usable platform width of at least 230cm.
 - iii. Loading weight per platform of at least 2000 kg.
 - iv. A vehicle at least 520cm in length.
 - v. A minimum ground level overhead clearance of 1.8 metres.
 - vi. At least 25% of the mechanical car parking spaces are to accommodate a vehicle clearance height of at least 1.8 metres.

- g) A detailed schedule of all materials and finishes including samples, coloured elevations and perspectives.
- h) The location and design of any required fire services, electricity supply, gas and water meter boxes discreetly located and/or screened to compliment the development.

All to the satisfaction of the Responsible Authority.

2. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.
3. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.
4. Prior to the commencement of works on the site, the owner shall prepare a Waste Management Plan for the collection and disposal of garbage and recyclables for all uses on the site. The Waste Management Plan shall provide for:
 - a) The method of collection of garbage and recyclables for uses;
 - b) Designation of methods of collection including the utilization of private collection services;
 - c) Appropriate areas of bin storage on site and areas for bin storage on collection days;
 - d) Measures to minimise the impact upon local amenity and on the operation, management and maintenance of car parking areas; and
 - e) Litter management.
 - f) No bin or receptacle or any form of rubbish or refuse shall be allowed to remain in view of the public and no odour shall be emitted from any receptacle so as to cause offence to persons outside the land.
 - g) Adequate provision shall be made for the storage and collection of garbage and other solid wastes and these facilities are to be located on the site to the satisfaction of the Responsible Authority.

A copy of this plan must be submitted to Responsible Authority for approval. Once approved the Waste Management Plan will be endorsed to form part of this permit.

5. Before the development starts, a Construction Management Plan must be prepared and submitted to the Responsible Authority for approval. The plan must be to the satisfaction of the Responsible Authority. Once approved, the plan must be implemented to the satisfaction of the Responsible Authority. The plan must address the following issues:
 - a) measures to control noise, dust and water runoff;

- b) prevention of silt or other pollutants from entering into the Council's underground drainage system or road network;
- c) the location of where building materials are to be kept during construction;
- d) site security;
- e) maintenance of safe movements of vehicles to and from the site during the construction phase;
- f) on-site parking of vehicles associated with construction of the development;
- g) wash down areas for trucks and vehicles associated with construction activities;
- h) cleaning and maintaining surrounding road surfaces;
- i) 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. This does not include excavation or the use of heavy machinery.)

Once approved the plan will be endorsed to form part of this permit.

6. 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.
7. Disabled access to the building must be provided to the satisfaction of the Responsible Authority. All work carried out to provide disabled access must be constructed in accordance with Australian Standards Design for Access and Mobility AS 1428.1
8. 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 prior to the commencement of any works. The plan must show the proposed landscape treatment of the site including:-
 - a) the location of all existing trees and other vegetation to be retained on site;
 - b) provision of at least three canopy trees within the street frontage with a minimum mature height of 10 metres;
 - c) provision of canopy trees with spreading crowns within secluded private open space areas;

- d) planter box adjacent to the western boundary designed to provide for planting of vegetation with a mature height of not less than 6.0m, irrigation and any required supporting measures;
- e) detail of any planter boxes including growing medium and drainage;
- f) provision of canopy trees with spreading crowns located throughout the site including the major open space areas of the development;
- g) planting to soften the appearance of hard surface areas such as driveways and other paved areas;
- h) a schedule of all proposed trees, shrubs and ground cover, which will include the size of all plants (at planting and at maturity), their location, botanical names and the location of all areas to be covered by grass, lawn, mulch or other surface material;
- i) the location and details of all fencing;
- j) the extent of any cut, fill, embankments or retaining walls associated with the landscape treatment of the site; and
- k) details of all proposed hard surface materials including pathways, patio or decked areas.

When approved the plan will be endorsed and will then form part of the permit.

9. 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.
10. 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 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.

- f) Any relevant requirements of the Condition 1 sub-clauses hereof.

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.

11. Prior to the occupation 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.
12. Before the development permitted is completed, areas set aside for parked vehicles and access lanes as shown on the endorsed plans must be:
- a) constructed to the satisfaction of the Responsible Authority;
 - b) properly formed to such levels that they can be used in accordance with the plans;
 - c) surfaced with an all-weather sealcoat to the satisfaction of the Responsible Authority;
 - d) drained, maintained and not used for any other purpose to the satisfaction of the Responsible Authority;
 - e) line-marked to indicate each car space and all access lanes to the satisfaction of the Responsible Authority.
 - f) On site visitor car spaces are to be clearly marked

Parking areas and access lanes must be kept available for these purposes at all times.

13. All new crossings are to be no closer than 1.0 metre measured at the kerb to the edge of any power pole, drainage or service pit, or other services. The proposed crossing is within 1m of a Telstra Pit and approval from Telstra is required.
14. The mechanical parking system to meet Australian Standard AS 5124:2017 *Safety of machinery—Equipment for power driven parking of motor vehicles - Safety and EMC requirements for design, manufacturing, erection and commissioning stages (EN 14010:2003, MOD)*.

15. The mechanical parking system to be maintained in a good working order and be permanently available for the parking of vehicles in accordance with its purpose, to the satisfaction of the Responsible Authority.
 16. Bicycle parking facilities shall generally follow the design and signage requirements set out in Clause 52.34 of the Monash Planning Scheme.
 17. 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.
 18. The private on-site drainage system must prevent stormwater discharge from each driveway over the footpath and into the road reserve. The internal drainage system may include either:
 - a trench grate (minimum internal width of 150 mm) located within the property boundary and not the back of footpath; and/or
 - shaping the internal driveway so that stormwater is collected in grated pits within the property; and or
 - another Council approved equivalent.
 19. All stormwater collected on the site is to be detained on site to the predevelopment level of peak stormwater discharge. The design of any internal detention system is to be approved by Council's Engineering Department prior to drainage works commencing. Further information regarding the design of the on-site detention system is provided in the Notes section of this permit.
 20. The nominated point of stormwater connection for the site is to the south of the property where the entire site's stormwater must be collected and free drained via a 100 mm pipe to the 300 mm Council drain in the rear easement via a Council approved saddle adaptor to be constructed to Council Standards. Note: If the point of connection cannot be located then notify Council's Engineering Department immediately.
 21. Access to be provided through internal piling fences along western boundary of the property to allow for drainage maintenance requests.
 22. The existing redundant crossing is to be removed and replaced with kerb and channel to the Council Standards.
 23. Any works within the road reserve must ensure the footpath and naturestrip are reinstated to Council standards.
- VicRoads conditions (ref: 28376/19)
24. Prior to the commencement of the use or occupation of the development, all disused or redundant vehicle crossings must be removed and the area

reinstated to the satisfaction of the Responsible Authority (RA) and at no cost to VicRoads or the RA.

25. Prior to the commencement of use or occupation, a sealed access crossover as at least 6.1 metres wide at the property boundary with the edges of the crossover angled at 60 degrees to the road reserve boundary, at least for the first 3 metres from the edge of the road must be constructed to the satisfaction the Responsible Authority (RA) and at no cost to VicRoads or the RA.
26. Vehicles must enter and exit the land in a forward direction at all times.
27. Expiry of permit:
In accordance with section 68 of the *Planning and Environment Act 1987*, this permit will expire if one of the following circumstances applies:
 - The development is not started before 2 years from the date of issue.
 - The development is not completed before 4 years from the date of issue.In accordance with section 69 of the *Planning and Environment Act 1987*, the responsible authority may extend the periods referred to if a request is made in writing before the permit expires, or within three months afterwards.

NOTES:

1. Building approval must be obtained prior to the commencement of the above approved works.
2. 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.
3. The lot/unit numbers on the “Endorsed Plan” are not to be used as the official street address of the property. Street numbering is allocated in accordance with Australian/New Zealand Standards 4819:2001- Rural and Urban Addressing. Any street addressing enquiries should be directed to Council’s Valuation Team on 9518 3615 or 9518 3210.
4. Approval of each proposed crossing, and a permit for installation or modification of any vehicle crossing is required from Council’s Engineering Department.
5. Consultation should take place with Council respect of the removal of the vehicular crossing and reinstatement works.

6. Detention system requirements for above property are as follows:-
 - Minimum storage = 13.38m³
 - Maximum discharge rate = 10.22 l/s
 - Minimum orifice diameter if using orifice pit = 65mm, otherwise install a Phillips multi cell or similar to control outflow.
7. One copy of the plans for the drainage and civil works must be submitted to and approved by the 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. Please email to mail@monash.vic.gov.au.
8. An on site detention system for storm events up to the 1% AEP event to be retained on site for the basement carpark. The detention system for the basement is to be separated from the detention system for the property, which is to be at ground level and discharge by gravity.
9. 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.
10. Engineering permits must be obtained for new or altered vehicle crossings and new connections to Council pits and these works are to be inspected by Council's Engineering Department. A refundable security deposit of \$1,000 is to be paid prior to the drainage works commencing.
11. Tree planting should be kept clear of the drainage easement.
12. Residents of the approved development will not be entitled to car parking permits for on street car parking.

VicRoads Note

13. No work must be commenced in, on, under or over the road reserve without having first obtaining all necessary approval under the *Road Management Act 2004*, the *Road Safety Act 1986*, and any other relevant acts or regulations created under those Acts.

BACKGROUND:

The Site and Surrounds

The subject land is located on the southern side of High Street Road in Glen Waverley, approximately 50 metres east of its intersection with Fernhill Street. The land comprises of two separate Titles and has a combined area of 1504.7 metres square, having a 33.52 metre wide frontage to High Street Road and depth

of 44.88 metres. The land has a slight fall of 1.46 metres from south-west to north-west. A 1.83 metres wide drainage and sewerage easement encumbers the southern boundary.

Two single storey brick dwellings and associated outbuildings currently occupy the land. Existing vehicle crossovers occupy the north-east and north-west corners of the property. The land is devoid of any significant vegetation. Some scattered small trees and shrubs of low retention value can be found throughout the property.

The established built form of the surrounding area is diverse. Development is typically residential in nature and includes a mix of single and double storey detached dwellings. The built form of the surrounding area can be described as:

North

High Street Road spans the northern boundary being an identified Road Zone. The road supports two lanes of traffic in each direction. Further north is a mixture of single and double storey dwellings constructed with varied materials, including brick and cement render, pitched and flat roof forms.

East

724 High Street Road which supports a single storey brick dwelling with a tiled, pitched roof. Vehicle access is provided adjacent to the eastern boundary of the site. A garage and shed are located to the rear of the property adjacent to the eastern boundary of the site.

South

No. 3 and No. 5 Barbara Avenue. Both are single storey brick dwellings which have a large area of secluded private open space located to the rear (north) of the property.

West

718 High Street Road which appears to be used for a dwelling and home occupation (electronics sales). The dwelling is primarily single storey in height with a small second storey addition located to the rear. Vehicle access is provided adjacent to the eastern boundary of the site. Car parking is available within the front setback of the site and adjacent to the eastern boundary which also supports a garage.

The Glen Shopping Centre is located 250 metres to the east of the subject land and the Glen Waverley Railway Station is approximately 850 metres to the south-east. Surrounding established residential areas located to the wider south-west are developed with single and double storey detached dwellings originally constructed in the 1950's and 1960's along with some newer replacement dwellings and multi-unit townhouse development having occurred within the last 15 years.

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 four storey apartment building.

Details of the proposal can be summarised as:

- 32 apartments comprising of:
 - 2 x 1 bedroom apartment (48.3-49.7m² internal floor area).
 - 28 x 2 bedroom apartments (66.06m²-89.6m² internal floor area).
 - 2 x 3 bedroom apartments (89.6m²-108.3m² internal floor area).
- Ground level courtyard spaces ranging in size from 27.1m²-110m².
- Balcony secluded private open space areas ranging in size from 9.7m²-27.8m².
- Basement car park with a total of 40 car spaces. Car spaces provided within a car stacker system (28 car spaces) and conventional at-grade car parking (12 car spaces) including 6 dedicated visitor car spaces.
- Vehicle access to the basement to High Street Road via a modified vehicle crossover located within the north-east corner of the site
- Pedestrian access to the building centrally located from High Street Road
- Storage areas, waste room and bicycle racks within the basement.
- Lift to service all floors of the development including the basement.
- Materials palette comprising of face brickwork, render, timber and metal cladding in a variety of natural and neutral tones.
- 1.7m height fence enclosing part of the front setback.
- Maximum overall building height of 12.35m from natural ground level.

Attachment 1 details plans forming part of the application.

PERMIT TRIGGERS:**Zoning**

The land is zoned Residential Growth - Schedule 4 (RGZ4) under the provisions of the Monash Planning Scheme. Pursuant to the provisions of Clause 32.07-5 a permit is required to construct two or more dwellings on a lot.

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

The relevant design objective of RGZ4 seeks:

“To provide for diverse housing development with appropriate setbacks to allow for landscaping and canopy trees.”

Schedule 4 to the Residential Growth Zone nominates the following variations to Clause 55 applicable to the site:

- *“Minimum front street setback – 5 metres.*
- *Minimum side street setback – 3 metres*

- *Landscaping - Retention or provision of at least three canopy trees (two located within the front setback) with a minimum mature height equal to the height of the roof of the proposed building or 10 metres, whichever is greater.*
- *Front fence height – no front fence.”*

Particular Provisions

Clause 52.06: Car Parking

Prior to a new building being occupied the required parking spaces must be provided on the land or as approved by the responsible authority.

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.

Clause 52.34: Bicycle Facilities

A new use must not commence until the required bicycle facilities and associated signage has been provided on the land.

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 19 July 2018. In this letter, officers also raised the following preliminary concerns:

- Poor regard for design detail. Proposed façade detailing and materiality is somewhat brutal in its presentation to the streetscape and surrounding properties.
- The scale of the proposed development are excessive having regard to its interface with established residential areas in the surrounding vicinity and the scale of development within residential periphery area of the Glen Waverley Activity Centre. The height and intensity of the proposal should be reduced to achieve a built form outcome which appropriately integrates the site with development in the surrounding area and provides for building scale appropriate to the context.
- Poor internal amenity outcomes. A significant proportion of windows are dependent on windows orientated to internal light wells or deep light corridors. Upper level windows and balconies are dependent on excessive screening or highlight windows as measures to prevent overlooking.
- The proposed development incorporates a significant proportion of car parking spaces utilising a car stacker system. Council’s engineering division are currently assessing the appropriateness and functionality of the proposed car stacker system.

- Poor regard for “buildings-in-landscape” and “garden city character” design outcomes sought by applicable policy.
- The proposed high front fencing compromises the ability for an open and spacious landscaped presentation to the street.
- Inadequate provision of integrated landscaping elements and canopy tree provision.
- Excessive encroachment of built form, fencing, paving and structures within landscaping areas.
- Apartments with cooling or heating units located on the balcony should provide an additional area of 1.5 square metres.

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 16 November 2018 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. Key changes in the revised submission included increased upper level setbacks to the adjoining properties, modification to façade detailing, updated materials and finishes, modified car park layout, increased balcony spaces, reduced basement footprint and additional ground level landscaping areas.

The Applicant was verbally advised on 24 January 2019 that this application was coming to the 26 March 2019 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 approval subject to conditions, and an outline of the conditions and the ramifications of the conditions on the proposal has been explained.

Public Notice

Notice of the application was given pursuant to the requirements of Section 52 of the *Planning and Environment Act 1987*. Two (2) large signs were displayed on the site during the notification period.

Two (2) objections to the proposal have been received.

Objections received for the applications included the following concerns:

- Privacy.
- Safety.
- Overshadowing.
- Overlooking.
- Noise.
- Scale, built form and building massing.
- Internal amenity.

- Traffic and vehicle access.
- Open space provision.
- Adequacy of infrastructure.
- Landscaping.

Attachment 4 details the location of objector properties.

Referrals

VicRoads

The application was referred to VicRoads pursuant to the requirements of Clause 52.29. VicRoads have no objection to the proposal subject to conditions.

Council Engineering

The application has been referred to Council's Traffic and Drainage Engineers for comment. Relevant requirements have been incorporated into draft conditions.

DISCUSSION:

State Policy

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 locations that offer good access to services and transport and employment areas.

Residential development integrated housing policy at Clause 16.01-1S seeks to:

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

Ensure that an appropriate quantity, quality and type of housing is provided..."

Housing diversity objectives and strategies at Clause 16.01-3S seek:

"To provide for a range of housing types to meet diverse needs.

Facilitate diverse housing that offers choice and meets changing household needs through:

- *A mix of housing types....*

Encourage the development of well-designed medium-density housing that:

- *Respects the neighbourhood character.*
- *Improves housing choice.*

- *Makes better use of existing infrastructure.*
- *Improves energy efficiency of housing.*

Support opportunities for a range of income groups to choose housing in well-serviced locations.”

Strategy at Clause 16.01-3R seeks to:

“Create mixed-use neighbourhoods at varying densities that offer more choice in housing.”

The apartment form proposed provides for housing diversity and increased housing density as envisaged by policy.

Building design policy at Clause 15.01-2S seeks:

“To achieve building design outcomes that contribute positively to the local context and enhance the public realm.

Ensure development responds and contributes to the strategic and cultural context of its location.

Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.

Ensure development is designed to protect and enhance valued landmarks, views and vistas.

Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.”

Housing policy at Clause 16 seeks:

“Planning should provide for housing diversity, and ensure the efficient provision of supporting infrastructure.

Planning should ensure the long term sustainability of new housing, including access to services, walkability to activity centres, public transport, schools and open space.”

Increased residential density and dwelling diversity is sought by State and Local policies. The proposed development is considered consistent with the planning policy framework in respect of increased density and housing diversity objectives. The proposed development is considered to be consistent with policy requirements relating to built form, site context and mixed use development which is well designed, of high architectural quality and provides for high levels of internal amenity. The proposed development provides for additional housing at increased residential density within established residential identified for housing growth.

Local Policy

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.

At Clause 21.04 (Residential Development Policy) Council's goal is for residential development in the City to be balanced in providing a variety of housing styles whilst remaining sympathetic to existing neighbourhood character.

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.

Objectives of the Tree Conservation Policy at Clause 22.05 is to maintain, enhance and extend the Garden City Character throughout Monash by ensuring that new development and redevelopment is consistent with and contributes to the Garden City Character as set out in the Municipal Strategic Statement.

The subject land is well located with respect of jobs, services and transport, being approximately 70 metres from the northern edge of the Glen Waverley Major Activity Centre commercial precinct, 850 metres walking distance from Glen Waverley Railway Station and located on a main road. It is identified by policy for increased density and housing diversity.

Glen Waverley Major Activity Centre Structure Plan (GWSP)

Amendment C120 to the Monash Planning Scheme being the implementation of the Glen Waverley Structure Plan (GWSP) rezoned the land from General Residential Zone Schedule 2 (GRZ2) to Residential Growth Zone Schedule 4.

The Glen Waverley Activity Centre is transforming rapidly and will undergo noticeable change over the coming decade. The recently approved GWSP provides policy guidance for new development within the commercial centre and surrounding residential areas. Higher built form is envisaged, however as with any proposal, the development should make a positive contribution to the public realm and liveability of places through well considered and high quality designs that respond to their physical context.

Relevant strategies and policies of the GWSP seek:

- *“High quality and diverse housing options will be available for a greater number of residents with a range of housing needs”* (Clause 22.14-1);

Clause 22.14-3 applicable Policy:

- *“To encourage the development of a range of housing types within the GWAC to cater to all ages and circumstances, and meet expected population growth;*

- *To promote excellence in architectural quality and design across the major activity centre, defining a contemporary and exciting identity for Glen Waverley;*
- *Ensure that developments contribute to the ‘buildings-in-landscape’ character of the existing residential areas surrounding the GWAC commercial centre;*
- *Ensure new development creates human scaled places that promote visual and pedestrian amenity to enable informal interaction including between neighbours.*
- *Ensure that all development with sensitive interfaces to residential areas and open space is designed to respect valuable qualities of those adjacent places*
- *Avoid large high massing buildings that dominate streetscapes and open spaces.*
- *Design buildings to address the future amenity of the occupants, visitors and those using public streets by maximising accessibility, passive surveillance and internal amenity.*
- *Landscape front setbacks adjacent to the future ring road to contribute to visual and pedestrian amenity, and the environmental sustainability of buildings.*
- *Design developments, including residential developments, to maximise safety, comfort and accessibility for people with all levels of mobility to better provide for changing circumstances, aging in place, and to limit restrictions for visitors.”*

The subject land is located within Precinct 7 (Surrounding Residential Precinct) of the GWSP which envisages:

“The surrounding residential precinct provides a key role in supporting the growth of the centre by delivering a diverse range of housing that is located in close proximity to shops and services, public transport and open space. A number of streets will be enhanced as key walking and cycling routes connecting into the town centre.

It is policy to:

*Encourage the intensification of housing in identified areas on **High Street Road**, Snedden Drive, Coleman Parade, Myrtle Street, Bogong Avenue and Springvale Road.”*

The GWSP recognises the subject land as an appropriate location for increased residential density, residential intensification, high quality development, housing renewal opportunity and increased housing diversity. Strategies seek to cater to the needs of a changing population by providing additional housing choices and alternative housing forms such as apartments located within walking distance of the activity centre. Architectural quality and integration with surrounding established residential precincts is critical in determining the appropriateness of development.

Relevant built form opportunities applicable to the subject land encourage:

- *“Opportunity for heights of 3-4 storeys;*
- *Ground level setback of at least 5m and side and rear setbacks in accordance with ResCode.”*

The proposed development is generally consistent with applicable policy and built form guidance as envisaged by the GWSP. The maximum 4 storey scale of the development complies with the preferred height guidance for development along High Street Road. The graduated massing of the development provides for suitable height transition with surrounding residential properties.

Residential Growth Zone – Schedule 4

Schedule 4 to the Residential Growth Zone (RGZ4) nominates the following variations to Clause 55 applicable to the site:

- *Minimum front street setback – 5 metres.*
- *Minimum side street setback – 3 metres*
- *Landscaping - Retention or provision of at least three canopy trees (two located within the front setback) with a minimum mature height equal to the height of the roof of the proposed building or 10 metres, whichever is greater.*
- *Front fence height – no front fence.*

The submitted proposal and proposed conditions satisfy the abovementioned requirements. The building envelope provides for a street setback of 5.0 metres to High Street Road and provision of two canopy trees within the High Street Road frontage. Proposed conditions will seek additional tree planting within the street setback.

Neighbourhood Character and Built Form

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

Given the main road locality, proximity to GWAC and RGZ4 zoning, the subject land is considered suitable for an apartment form of the scale proposed. The proposal 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 a diverse materials and finishes palate to break up building massing. The building design is a contemporary response to the context.

The design response provides for a suitable street setback of 5m to High Street Road consistent with the provisions of the RGZ4 facilitating landscaping opportunities along High Street Road.

The development scheme will provide for a suitable built form outcome with the surrounding established residential area, incorporating street setbacks and additional landscaping opportunities consistent with Garden City character policy objectives.

The built form and massing has been carefully designed to minimise off-site amenity impacts by maintaining a predominant three storey appearance, with a recessive upper storey and landscaped front and side setbacks in accordance with ResCode. The four storey overall height of the proposed development is appropriate given applicable policy which envisages well designed high quality development within an attractive garden setting. Whilst taller than established development on surrounding properties, future redevelopment of these sites is likely to provide for apartment forms.

Facades of the development have been suitably stepped back from the boundary and articulated to provide for suitable height transition from surrounding development. The upper storey of the development has been setback and presents as a capping element to the development. The development provides for side and rear setbacks in accordance with the requirements of ResCode. The basement of the development is fully submerged resulting in a built form outcome attune with existing natural ground level.

The streetscape façades provide for a defined visual breaks in built form and a high degree of façade articulation to reduce the massing impact. The building is well articulated along all elevations both vertically and horizontally to avoid unreasonable building bulk. The elevations of the development are articulated by careful selection and variation of materials and finishes along with protruding balconies and architectural features to mitigate the perception of building massing.

The provision of a landscape buffers along the edge of the building envelope softens the massing of the proposed development adjacent to adjoining secluded private open space areas. Opportunities for deep soil planting adjacent to the eastern boundary are constrained by the basement ramp. Landscaping requirements will include planting of large canopy trees along the street frontage of the development.

The proposed development is respectful of the scale and character of the surrounding area in that it facilitates suitable transition in scale and form from the established traditional residential areas to the south and west. The proposed development is generally well setback from boundaries and this results in appropriate protection for existing adjoining residential properties.

Design Detail

The proposed building design adopts a contemporary architectural response to the site's context. The proposed materials include brickwork, decorative screening, timber cladding and rendered facades. 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 are generally traditional but used in a contemporary way.

Landscaping

The development incorporates comprehensive landscaping treatment integral to the overall design response. Proposed conditions will require provision of trees within the street setback areas and substantial planting along the perimeter of the site adjacent to adjoining residential properties. The planting of trees and shrubs around the perimeter of the site to contribute to the 'greenness' of the neighbourhood.

Car Parking, traffic and access

The proposal provides for the requisite number of resident car parking spaces pursuant to Clause 52.06 as detailed in the following table:

	No. of dwellings	Clause 52.06 requirement	Car spaces required	Car spaces provided
One and two bedroom dwellings	30	1 space per dwelling	30	30
Three bedroom dwellings	2	2 spaces per dwelling	4	4
Visitor parking	32	1 space per 5 dwellings	6	6
Total required			40	
Total provided				40

The development provides for sufficient on-site car parking. The proposal has a statutory requirement to provide 40 car spaces. A total of 40 car spaces are proposed to be provided on-site, with 34 car parking spaces allocated to residents and six spaces allocated to visitors.

Vehicular access to/from the site is proposed to be via a new double width crossover located in the north-east corner of the subject site. This is a modification to the existing single width crossover. VicRoads have consented to the modified access arrangement.

Traffic generated by the development will have a negligible impact on the surrounding road network. Vehicle turning movements are satisfactory. All vehicles can exit in a forward direction.

Overlooking

The planning scheme required that habitable room windows and balcony spaces should be 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. Appropriate screening and provision of obscure glazing has been provided to respond to overlooking of the adjoining properties. Screening measured have been provided to protect adjoining habitable room windows and secluded private open space within 9 metres of the boundary.

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 achieved through the substantial setbacks to the southern boundary. The development will result in some increased overshadowing to adjacent properties to the west and south during the morning. The overshadowing impact of the development is considered acceptable and compliant with the applicable requirements of Clause 55.

Internal Amenity

The proposed development demonstrates good internal amenity outcomes for residents. All habitable rooms are provided with direct access to daylight and ventilation, having no reliance on borrowed light. Internal light courts have a minimum width of 3.0 metres and are open to the sky.

Each apartment has an internal area of 49.7m²-108.3m². Bedroom and living room internal dimensions are generally compliant with applicable minimum room dimensions. The layout of the apartments is functional with limited corridor space resulting in larger habitable room sizes and generally well-proportioned apartments. Some living room spaces have minimum internal dimensions less than the prescribed minimum width dimensions. Conditions proposed include requirements for compliance with requirements of the provisions of Clause 55.07.

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

Secluded Private Open Space

Development should be designed to provide for secluded private open space areas to provide for the reasonable recreation needs of residents. Apartment development should provide for ground level courtyard spaces of not less than 15m² (with a minimum dimension of 3.0m) and upper level balconies of not less than 8m²-12m²(with a minimum dimension of 2.0m-2.4m).

All dwellings are provided with a balcony or courtyard space ranging in size from 9.6m²-124.7m² in accordance with the abovementioned requirements.

Waste Management

A waste management plan has been provided. Given the scale of the development and the number of bins required for on street Council waste collection, a requirement should be placed on any permit to require private collection of waste

within the property. Adequate space is provided within the basement and service areas for waste storage and collection.

CONCLUSION:

The design response has been developed having appropriate regard to objectives of the Residential Growth Zone Schedule 4 and the Glen Waverley Activity Centre Structure Plan.

The proposed development is considered appropriate given the locality and relevant objectives of state and local 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 proposal development is appropriate subject to conditions set out in this report.

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.