

**1.4 307 HUNTINGDALE ROAD, CHADSTONE
CONSTRUCTION OF A THREE STOREY RESIDENTIAL BUILDING COMPRISING
14 DWELLINGS WITH BASEMENT CAR PARKING
(TPA/50751)**

EXECUTIVE SUMMARY:

This application proposes the construction of a three storey residential building with basement car parking comprising 14 apartments.

The application was subject to public notification. Eight (8) objections to the proposal have been received.

Key issues to be considered relate to building bulk and scale, neighbourhood character, off site amenity impacts, landscaping, design details and adequacy of car parking provision.

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 \$4 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:	Jeanny Lui
WARD:	Mount Waverley
PROPERTY ADDRESS:	307 Huntingdale Road, Chadstone
EXISTING LAND USE:	One dwelling
PRE-APPLICATION MEETING:	No
NUMBER OF OBJECTIONS:	Eight (8)
ZONING:	General Residential Zone Schedule 2
OVERLAY:	No Overlays
RELEVANT CLAUSES: <u>Planning Policy Framework</u> Clause 11.01-1R- Settlement – Metropolitan Melbourne	<u>Local Planning Policy Framework</u> Clause 21.04- Residential Development Clause 21.08- Transport and Traffic

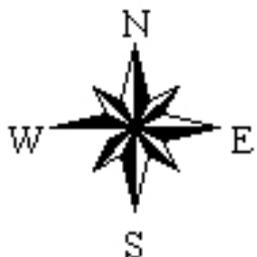
<p>Clause 11.02-1S- Supply of Urban Land Clause 13.07-1S- Land Use Compatibility Clause 15.01-1S R- Urban Design Clause 15.01-2S- Building Design Clause 15.01-4S & R- Healthy Neighbourhoods Clause 15.01-5S- Neighbourhood Character Clause 15.02-1S- Energy and Resource Efficiency Clause 16.01-1S R- Integrated Housing Clause 16.01-2S- Location of Residential Development Clause 16.01-2R- Housing Opportunity Areas – Metropolitan Melbourne Clause 16.01-3S & R- Housing Diversity Clause 16.01-4S- Housing Affordability Clause 18.01-1S- Land Use and Transport Planning Clause 18.02-2R– Principal Public Transport Network Clause 18.02-4S- Car Parking Clause 19.03-3S- Integrated Water Management</p>	<p>Clause 21.13- Sustainability and Environment Clause 22.01- Residential Development and Character Policy Clause 22.04- Stormwater Management Policy Clause 22.13- Environmentally Sustainable Development Policy</p> <p><u>Particular & General Provisions</u></p> <p>Clause 52.06- Car Parking Clause 52.29- Land adjacent to a Road Zone Clause 53.18- Stormwater Management in Urban Development Clause 55- Two or more dwellings on a lot and residential buildings Clause 65- Decision Guidelines</p>
<p>STATUTORY PROCESSING DATE:</p>	<p>14 December 2019</p>
<p>DEVELOPMENT COST:</p>	<p>\$4 Million</p>

LOCALITY PLAN



SUBJECT SITE

NEIGHBOURHOOD PLAN



RECOMMENDATION:

That Council resolves to issue a **Notice of Decision to Grant a Planning Permit (TPA/50751)** for the construction of a three storey residential building comprising 14 dwellings with basement car parking and front fencing; and to create and alter access to a road in a Road Zone Category 1, at 307 Huntingdale Road, Chadstone 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 30 September 2019 (Revision B) but modified to show:
 - a) Increased ground level setbacks to the southern and western boundaries to provide a minimum of 35% unroofed garden area.
 - b) Lowering the height of the south-western portion of the staircase on the top level to reduce additional shadow cast onto the secluded private open space of Units 2 and 3 of 309 Huntingdale Road.
 - c) Sliding doors on the western wall of the western bedroom of apartment 02 and eastern wall of the eastern bedroom of apartment 03 to face the internal courtyard and provide access to this space.
 - d) The south facing bedroom windows of apartment 03 to comply with Standard B22 to prevent overlooking.
 - e) The first floor southern wall to provide additional visual interest through the additional of varied materiality and façade articulation.
 - f) At least the east and west facing habitable room windows/ sliding doors provided with acoustic treatment.
 - g) Finished floor level of the outdoor paving area within the secluded private open space area and details of any retaining walls.
 - h) Top level window locations and sill heights with screening details clearly shown on the south and north elevation.
 - i) Legend to specify obscured glass windows are to be 'non-openable obscured glaze (no film)'.
 - j) Retaining walls along the northern boundary of the secluded private open space of apartments 05 and 06, and landscaping concepts in accordance with the landscape plan.
 - k) Notation to the vehicle crossover in accordance with Condition 28.

- l) Notation on the basement and ground level plans to read 'Street tree to be retained and protected as per the advice from John Patrick Landscape Architects Pty Ltd dated 27 July 2019'.
- m) The hard paving associated with the visitor bicycle spaces within the front setback replaced by grass or grasscrete finish.
- n) A minimum 2.1 metres headroom clearance within the basement.
- o) The 5 metres long driveway from the entrance of the site extended to 7 metres long to provide a passing area of 6.1 metres wide by 7 metres long. The ramp grade of the extended section of the driveway could remain as 1:4.5 as proposed.
- p) Provision of 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) on both sides from the edge of an exit lane of each vehicle crossing to provide a clear view of pedestrians on the footpath of the frontage road.
- q) Annotation of the 1.2 metres high common boundary fence along the northern boundary adjacent the driveway is at least 2.5 metres in length (deep within the property) to provide visual clearance within the corner splay.
- r) Details and Plans for the car stacker design and associated features.
- s) The car stacker pit depth increased to 2 metres or to the satisfaction of Council's Traffic Engineer.
- t) Service cabinet at front of the development relocated towards the southern side of the site, fully integrated into the proposed front fencing and landscaping without obstructing sightlines of the adjoining driveway.

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 9 August 2019, Prepared by John Patricks Landscape Architects Pty Ltd except that the plan must show:

- (a) Detail of the proposed 'feature paving' and proposed concrete driveway.
 - (b) 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;
 - (c) Width and location of the easement within the site.
 - (d) Location of external lighting;
 - (e) 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
 - (f) Location of retaining walls and site services.
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 Salt, dated 14 August 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.

Sustainable Design Assessment (SDA)

12. 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.

13. 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.

Drainage and Stormwater

14. 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.
15. The development is to be connected to a legal point of discharge to the satisfaction of the Responsible Authority.
16. 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.

Vehicle crossover and Driveway

17. Approval of each proposed crossing, and a permit for installation or modification of any vehicle crossing is required from Council's Engineering Department.
18. The proposed crossing is to be constructed in accordance with the City of Monash standards.
19. Any works within the road reserve must ensure the footpath and naturestrip are to be reinstated to Council standards.
20. All access doors to the car stacker system require the provision of a gate or door which are to be fully automated and linked to the car stacker operating system to ensure that there is no inadvertent access during the operation of the system.

21. The mechanical car stackers are to be maintained in a good working order and be permanently available for the parking of vehicles in accordance with their purpose, to the satisfaction of the Responsible Authority.
22. The layout of the development shall follow the Design Standards for car parking set out in Clause 52.06-9 of the Monash Planning Scheme as detailed below:
 - Driveway to provide at least 2.1m headroom beneath overhead obstructions.
 - Driveway gradient to be no steeper than 1 in 10 (10%) within 5 metres of the frontage to ensure safety for pedestrians and vehicles.
 - Ramp grades (except within 5 metres of the frontage) to be designed as follows:
 - i. Maximum grade of 1 in 4.
 - ii. Provision of minimum 2.0 metre grade transitions between different section of ramp or floor for changes in grade in excess of 12.5% (summit grade change) or 15% (sag grade change).
 - iii. Grade changes greater than 18% or less than 3 metres apart are to be assessed for clearances in accordance with Appendix C of the Australian Standard for *Off - Street Car Parking, AS/NZS 2890.1*.

The maximum grade within a parking module measured parallel to the angle of parking is 1 in 20. Measured in any other direction is 1 in 16.

Boundary Fencing

23. 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.
24. 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

25. 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.

Service Location

26. 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

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

VicRoads Conditions (Ref: PPR 30673/19)

28. Prior to the commencement and use of the development hereby approved, a sealed access crossover and driveway, 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 and at no cost to the Roads Corporation.

29. All vehicles must enter and exit the site in a forward direction at all times

- VicRoads Conditions end -

Time for Starting and Completion

30. 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. 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.
- E. 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 225mm Council drain in the rear easement of the property via a 900mm x 600mm junction pit to be constructed to Council Standards.
Note: If the point of connection cannot be located then notify Council's Engineering Department immediately.
- 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.
- G. Engineering permits must be obtained for new or altered vehicle crossings and new connections to Council drains and these works are to be inspected by Council's Engineering Department. A refundable security deposit of \$3,000 is to be paid prior to the drainage works commencing.
- H. Tree planting should be kept clear of the drainage easement.

- I. Detention system requirements for above property are as follows
- Minimum storage = 6.04 m³
 - Maximum discharge rate = 8.04 l/s
 - Minimum orifice diameter if using orifice pit = 65mm, otherwise install a Phillips multi cell or similar to control outflow.

Car Parking

- J. Standard passenger car stacker modules are required to cater for the following:
- Independent operation for each parking space.
 - A minimum ground level overhead clearance of 1.8 metres.
 - A car/van up to 150cm height on the upper levels.
 - A clear/usable platform width of at least 230cm.
 - Minimum pit length of 520cm.
 - Loading weight per platform of at least 2000kg.

Variation to Planning Permit

- K. 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

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

VicRoads (Ref: PPR 30673/19)

- M. No work shall 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 site is located on the western side of Huntingdale Road, between Burton Street and Melinga Crescent, with the Glen Waverley railway line further to the north and Waverley Road further to the south in Chadstone. The land is rectangular in shape, with a width of 19.51 metres, and a depth of 48.77 metres.

The overall site area is 951 square metres. There is a slope of approximately 2 metres from the northeast to the southwest corners of the land.

The site is occupied by a single storey brick dwelling and a detached garage, accessed via a single crossover located adjacent the north-eastern corner of the subject site. A 1.5 metre high timber picket fence extends across the frontage of the site. There is scattered vegetation within the site however no significant trees.

Jordanville Railway station is located approximately 350 metres north of the subject site, and a bus stop is located approximately 40 metres north on Huntingdale Road.

Properties to the north, east (opposite side of Huntingdale Road) and south are zoned General Residential Schedule 2. Jordan Reserve is located immediately to the west of the site which is zoned Public Park and Recreation (PPRZ). More specifically, details of adjoining properties are as follows:

North: 303-305 Huntingdale Road contains a three storey residential apartment building comprising 26 dwellings. Car parking is provided within a basement car park accessed via a double crossover from Burton Street.

East (opposite side of Huntingdale Road): Three properties known as No.316, 318 and 320 Huntingdale Road.

316 Huntingdale Road contains two single storey dwellings in a tandem layout.

318 & 320 Huntingdale Road contains one single storey detached dwelling on each lot.

South: 309 Huntingdale Road contains three single storey dwellings in a tandem layout. Two crossovers are located adjacent the north-eastern and south-eastern corners of the site providing vehicle access to the dwellings to Huntingdale Road.

West: Jordan Reserve. Immediately behind the subject site is an open car park of the reserve containing 15 car parking spaces. There is a row of vegetation between the subject site and the car park. Access to the car park is via a double driveway located approximately 40 metres south of the subject site on Huntingdale Road.

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 fourteen (14) apartment dwellings and a basement car park.

Details of the proposal can be surmised as follows:

	1 Bedroom	2 Bedrooms	3 Bedrooms	Number of Apartments
Ground Level	1	5	-	6
Second Level	2	4	-	6
Third Level	-	1	1	2
Total	3	10	1	14

- Ground level apartments are provided with private open space ranging between 35 to 58 square metres, with minimum dimensions of 3 metres.
- Apartments above ground level are provided with balconies between 10.6 to 38 square metres with a minimum width of 2 metres.
- Car parking is within the basement level with a total of 16 car parking spaces, including 12 independent car spaces and 4 spaces in a car stacker system. All car parking spaces are allocated to the residents.
- The existing vehicle crossover along the Huntingdale Road frontage will be widened to provide access to the basement car park.
- Fourteen (14) storage spaces are provided within the basement.
- The basement and the building are setback 7.6 metres from the front boundary. Entrance to the building is behind the front wall of the building, highlighted by the porch and pedestrian walkway from Huntingdale Road.
- Materials and finishes palate including face brickwork, rendered cladding, bluestone cladding, cement sheet cladding with metal pitched roofs.
- No visitor car parking spaces are provided as the subject land is located within the Principal Public Transport Network (PPTN).
- Garden Area of 36%.
- Site coverage of 60% with 28% permeability.
- Maximum building height of 10.2 metres.

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 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.

Garden Area

The proposal indicates a 36% of garden area however it includes an area of approximately 15 square metres (1.5%) on the ground level that is cantilevered by the upper level of the building, which becomes the roof of this area and should be excluded from the garden area calculation.

The proposal will then shortfall of approximately 0.5% of garden area (i.e. approximately 5 square metres in area). This could be addressed via permit conditions to slightly increase the setbacks of the building to the southern and western boundaries, with no consequential impacts.

The proposed 3 storey building with maximum building height of 10.2 metres does not exceed the allowable height in the General Residential Zone.

Particular Provisions

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. Huntingdale Road is in Road Zone Category 1 therefore a permit is required for the proposal to alter vehicle access to Huntingdale Road.

The application was referred to VicRoads in accordance with Clause 52.29-4 of the Monash Planning Scheme who did not raise concerns with the proposal. This will be further discussed in the balance of this report.

Attachment 3 details the zoning and overlays applicable to the subject site and surrounding land.

CONSULTATION:

The application was lodged with Council on 16 August 2019 and further information was requested of the Permit Applicant on 13 September 2019. In this letter, officers raised the following preliminary concerns:

- Apartment 03 on the ground level will overlook 309 Huntingdale Road.
- The proposal will overshadow the secluded private open space of 309 Huntingdale Road and does not comply with Standard B21.
- The balconies of Apartments 11 and 12 protruding over the ground floor setback to the northern boundary will also limit scope for canopy tree planting.
- The proposal has not maximised north facing habitable room windows for the apartments. For example a north facing window could be provided to the living room of Apartment 13.
- The 1.8m high front fence exceeds the maximum height specified in General Residential Zone Schedule 2.
- At least all the east facing habitable room windows should be provided with acoustic glazing.

- The northern and southern facades should be improved in visual interest.
- Apartments 11 and 12 with balconies of 8 square metres will not be sufficient for cooling or heating units to be located on the balconies.
- The length of the car parking spaces of 4.9 metres including the bike rack is insufficient.

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 15 October 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 about the façade presentation and front fencing.

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, one to Huntingdale Road and one on the western boundary facing Jordan Reserve).

Eight (8) objections received for the application included the following concerns:

- Insufficient car parking provision and increase traffic volume and parking.
- Safety concern with basement construction
- High front fencing
- Southern wall is excessive and does not meet the setback requirement
- Proposal does not comply with relevant requirements
- Garden area does not meet the minimum 35% requirement
- Insufficient private open space provision
- Loss of view and reduce in property value
- Site management during construction
- Impacts to the existing infrastructure
- Overlooking and overshadowing adjoining properties
- Increase in noise

Attachment 4 details the location of objector properties.

Referrals

External Referrals

VicRoads (Ref: PPR 30673/19)

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 subject to modification to the crossover design to improve safe access.

Internal Referrals

Horticultural Services

Council's Horticultural Services does not have concerns about protection of the street tree in front of the subject site as the proposed widening of the vehicle crossover will be setback 3.4 metres from the street tree. They are satisfied with the proposed protection works. In the event that a permit was issued, a permit condition will require the protection of street tree to be notated on the plans to ensure it will not be missed during construction.

Drainage Engineer

Council's Drainage Engineer does not have concerns with the proposed development subject to standard conditions about stormwater management.

Traffic Engineer

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

- Provide a corner splay or area at least 50% clear of visual obstructions, extending at least 2.0 metres long x 2.5 metres deep (within the property) on both sides of each vehicle crossing to provide a clear view of pedestrians on the footpath. The 1.2 metres high common boundary fence along the northern side of the driveway is to be 2.5m deep (within the property).
- A passing area at least 6.1 metres wide and 7 metres long is to be provided at the entrance of the property. The proposed 5 metres long driveway at the entrance is to be extended to 7 metres long.
- It is stated that car stacker- Parklift 440-200/195 is to be used however, the relevant website indicates that this model of has been replaced by Parklift 450 series. The developer is required to nominate a different product to be used if this model is no longer available. Standard passenger car stacker modules are required to cater for the following:
 - a. Independent operation for each parking space.
 - b. A minimum ground level overhead clearance of 1.8 metres.
 - c. A car/van up to 150cm height on the upper levels.
 - d. A clear/usable platform width of at least 230cm.
 - e. Minimum pit length of 520cm.
 - f. Loading weight per platform of at least 2000kg.
- The pit depth is to be increased to 2 metres as opposed to the proposed 1.85 metres.

These changes could be achieved via permit conditions as they will not significantly impact on the proposed development. Ramp grades of the extended driveway to provide the passing area will not be changed from the current proposal. However entrance to the building will need to be modified after the driveway is extended.

DISCUSSION:**Consistency with State and Local 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 benefits from the public transport and services on Huntingdale Road and being within 400 metres of Jordanville Station. The land is appropriate for more intense development being within the accessible area. 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 to identify the topology profile of the subject site, the immediate context and the broader neighbourhood. The proposal is designed in response to the main road locality and with regard to adjoining developments and the reserve.

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 given the amount of redevelopment in the neighbourhood. It responds well to residential policy objectives relating to neighbourhood character and built form outcomes of the surrounding context.

The proposal, with access to the basement carpark via the modified existing vehicle crossover on Huntingdale Road, will minimise vehicle disruption to the adjoining properties as the location of vehicle crossover will remain similar to the existing condition. Pedestrian entry to the building will be via a designated entry from Huntingdale Road, separated from vehicle access and provides good sense of address of the building.

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.”*

Clause 16.01-3S Housing diversity emphasises the provision of a range of housing types to meet diverse needs. It encourages the development of well designed medium density housing that respects the neighbourhood character, improves housing choice, makes better use of existing infrastructure and improve energy efficiency of housing.

Overall the proposal demonstrates a high level of compliance with Clause 16 (Housing) of the Monash Planning Scheme. The development will contribute to the area, being within the Jordanville Accessible Area identified in the Housing Strategy 2014, by increasing the supply of housing and providing for a range of housing types (apartments) to meet increasingly diverse needs.

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 locality of the subject site creates an opportunity for more intense development. The proposed apartment style of housing meets the housing preference towards lower maintenance homes sought in Clause 21.04.

The proposal provides for a three storey residential development of which the scale and building massing is in keeping with the character for the immediate neighbourhood and will not be at odds with the streetscape. The proposed one, two and three bedroom apartments will provide for a variety of housing to cater

for different family and lifestyle preferences. In addition, apartments are provided on the ground level with open space areas and a lift is provided within the building to accommodate the ageing population.

The proposed building is of a high standard of architectural design and it will sit well with the neighbouring properties. The proposal adopts a simple and modest style of architecture. A contemporary hipped roof design complements the overall design and provides a sympathetic response to the roof styles on Huntingdale Road.

Each apartment will have a high level of amenity of reasonable apartment sizes (52 to 85 square metres for one and two bedroom apartments and 108 square metres for the three bedroom apartment) and functional room layouts. North orientation has been utilised with ground level secluded private open space areas 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 three storey apartment building and given the main road locality, a more intense development outcome is considered acceptable.

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

The Residential Development and Character Policy at Clause 22.01 seeks to encourage new development to achieve architectural and urban design outcomes that positively contribute to neighbourhood character. It also emphasises the provision of variety of housing types to accommodate future housing needs and preferences.

Clause 22.01 (Residential Development and Character Policy) requires developments to respect the character of surrounding developments, enhance the treed character of Monash and minimise the impacts of the scale and massing of the development.

The land is located within 'Garden City Suburbs Northern Areas' as identified in Clause 22.01-4 (Preferred future character statements) of the Monash Planning Scheme. Within this area, there will be development of well designed unit and apartment developments. New development will be screened from the street and neighbouring properties by well planted gardens. The proposal responds to this policy by providing landscaping opportunities within the perimeter of the site, and planting of canopy trees within the front and rear setbacks to soften the visual impact of the proposed building and maintain the garden character.

In terms of neighbourhood character, the northern and southern interfaces are considered to be the most sensitive interfaces. In this regard, it is important that the building is designed to transition well to the lower scale single storey homes and taken into account the building bulk and scale and limiting offsite impacts.

The eastern and western façades are the less sensitive given the main road locality and its direct abuttal to the car park of the Council reserve. These interfaces should be designed to add interest and avoid flat and plain facades that will be visible from the street and the public reserve car park.

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.

Streetscape Presentation (Eastern Façade)

- The proposed hipped roof makes the two storey built form more prominent whereas the third level will be recessed behind the roof and less visible from the street. The two hipped roofs on the second level will break up the streetscape façade and maintain the 'townhouse' presentation to the street where townhouses are the more traditional built form.
- The proposed 1.8 metres high front fence is acceptable on a main road where there mixed fencing heights. The proposed fence is setback over 2

metres from the front boundary and will allow landscaping in front of the fence to soften the streetscape.

There are sufficient room in front of apartments 01 and 02 for planting of canopy trees. Front fencing is common in apartment developments where secluded private open space areas are provided within the front setback.

- The proposed bicycle parking spaces in front of the front fence will however create unnecessary additional hard surface within the front setback. The double width vehicle ramp/ driveway with passing area and the pedestrian walkway have already created excessive hard surface to the frontage. This is inevitable in this type of development to ensure safe movement of vehicles and pedestrians. However, additional hard surface areas should be avoided. Alternate areas or surface for bicycle parking could be addressed via permit conditions if one was to issue.
- The service cabinet within the front setback is highly visible and would fragment the streetscape. It should be moved towards the southern side of the site and integrate with the design of the front fence to reduce its visual impact to the street. Despite the fact the cabinet will then take up some space of the private open space in front apartment 02, there will still be ample room for canopy tree planting within this area to maintain the garden city character.

Southern Facade

- The proposal responds to this more sensitive interface by providing a 'recess' area from the ground level continued to the third level, to allow for screen planting. Setbacks to this interface exceed the ResCode requirements, and the second and third levels are recessed to avoid two or three storey sheer walls.
- Whilst the second level wall is recessed from the ground level, it is generally plain with minimal articulation and lack of visual interest. In the event that a permit was issued, permit conditions should require this wall to be amended to provide additional visual interest through varied materiality or façade details.
- The proposed building will cause some additional shadow to the secluded private open space of Units 2 and 3 of 309 Huntingdale Road which will be further discussed in the balance of this report.

Western Facade

- The west (rear) interface is comparatively less sensitive as it adjoins the carpark of a Council reserve. However it is still important to ensure the presentation of the proposed building will not be overwhelming or at odds.
- This façade is well articulated with various setbacks of different levels. The proposed 5 metre setback from the western boundary is consistent with the setbacks of other properties. The landscape plan has indicated suitable canopy trees to be provided within the rear setback, with the encroachment of the basement.

- The second level is setback 5.3 metres from the rear boundary with two balconies (2 metres in width) protrude into this area. They break up the two storey presentation and the cantilever of the balconies will also provide solar protection to the west facing sliding doors on the level below.
- The third level is setback 11.2 metres from the rear boundary and is hardly visible.

Northern Façade

- The northern façade is articulated in building setbacks, with terrace and balcony areas and a contrasting colour palette. These provide interruptions and visual interest to this façade.
- The overall building envelope is generally respectful of the immediate neighbourhood.
- The ground level open space will provide a visual break to the neighbouring apartments. Although part of this open space is encroached by the basement underneath, this is inevitable given the width of the site. The landscape plan has indicated some trees and landscaping that are suitable for these areas to provide visual buffer. Permit conditions will also require details of the retaining walls within this private open space area to ensure they will be wide enough for tree planting.
- The second level is broken up with balconies. These balconies slightly cantilever the ground level open space will also provide solar protection to the north facing sliding doors on the level below.
- The third level is significantly recessed and will not result in any visual impacts to adjoining properties.
- The proposal has a contrasting material palette to add visual interest to this façade, and the overall material palette is consistent with the materials of housing in the immediate neighbourhood.

Overall, the proposed three storey built form has been designed to respond to its sensitive interfaces to the residential land through building setbacks, level of articulation and façade treatment.

Design Detail

The building has been designed with the intention of providing high quality modern architecture, utilising an attractive range of contemporary materials, and finishes. The proposed materials include different finishes such as cement sheet cladding, bluestone cladding, face brickworks, rendered cladding and metal louvre privacy screen and balustrades. The façade treatment generally provides for appropriate degree of visual interest through use of varied materials and finishes, along with vertical and horizontal articulation elements and contrasting colour palette to minimise the perception of visual bulk. The materials include traditional and modern materials used in a contemporary and complimentary manner.

The ground level private open space at the south of the building, in between apartments 02 and 03, will be in shadow most of the time and therefore limits the type of suitable landscaping. The landscape plan proposes two *Clethra Arborea* 'lily of the valley' which are suitable for semi-shade positions in small gardens for hedging and screening purposes. They are appropriate for this area. It is worth noting that this area is a secondary area mainly to break up the building to the southern façade, and provide buffering to the building. The main secluded private open space of these apartments are located in front of and at the rear of the building, and will receive adequate daylight given their orientation.

The current design, however shows poor connection to this area from the apartments. There are no access from the respective apartment and resulting in this area being isolated. This could be addressed via permit conditions if one was to issue.

Landscaping

The development incorporates a comprehensive landscaping plan integral to the overall design response. There is capacity to plant two (2) canopy trees within the street setback areas with mature size of 8 metres (height) by 6 metres (width), and substantial planting along the perimeter of the site. The provision of a landscape buffers along all edges of the development softens the development to adjoining properties and the streetscape interface. However, the current proposal lacks details of the retaining walls within the private open space areas of apartments 05 and 06 which may affect scopes of tree planting along the northern property boundary. Permit conditions requiring any retaining walls within this area to be minimum 1 metre in width will ensure there is sufficient room for tree planting on the retaining walls.

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 second level of the eastern facade will also soften the visual impact of the building to the street.

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 although it will need modification after the provision of passing area. Accessibility is achieved via an entrance ramp extending east of the entrance to footpath level.
- Apartment sizes are good, with floor areas ranging between 52 square metres (1 bedroom apartment) and 108 square metres (3 bedroom apartment), while the average apartment size of a two bedroom apartment is 69 square metres. The proposal provides for a mix of 1, 2 and 3 bedroom apartments with various functional layouts.

- All habitable rooms have direct access to natural light with generous glazing across building facades.
- All ground level apartments are provided with secluded private open space areas ranging between 35 square metres to 75 square metres with minimum width exceeding 3 metres. All apartments above ground level are provided with outdoor balconies with areas between 10.6 to 38 square metres which are in excess of the minimum 8 square metres area required by ResCode. They provide good internal amenity through the provision of generous outdoor areas.
- More than 50% of the apartments have good solar access with habitable rooms and balconies facing north and have different orientations to achieve good natural ventilation.
- Appropriate provision has been made for storage of rubbish and recycling within the basement with easy access to the driveway ramp or the lift.
- 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 and apartments are appropriate.
- The subject site is located on Huntingdale Road where it is declared as a Road Zone, and adjoins a public carpark. Acoustic treatment should be provided to the windows and doors of habitable rooms which face directly to reduce noise and improve amenity for residence. This could be achieved via permit conditions if one was to issue.

Overall, the proposal is considered to provide good on site amenity for future residents after permit conditions are satisfied.

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.

It appears that the finished floor level of apartment 03 is approximately 800mm above the ground level on the southern boundary, and the existing 1.8 metres high fence is not deemed sufficient to prevent overlooking. Permit conditions will require the south facing windows of apartment 03 to be screened to reduce overlooking of the adjoining property.

The outdoor paving area along the western side of the building is approximately 300mm (2 steps) above ground level and a 1.7 metres high screening has been provided on the south side of the paving area to prevent overlooking. Overall, the proposed development generally complies with the overlooking requirements of

Clause 55.04-6 with windows and balconies screened to avoid direct view to the adjoining properties.

It is noted that the north facing third level kitchen window of apartment 13 has been provided with obscured glazing to prevent overlooking however the submitted plan shows that the window is openable. In the event that a permit was issued, permit conditions will require all obscure glazed habitable room windows to be non-openable to effectively prevent overlooking. In addition, sill height of windows on the third level are not clear which could also be addressed via permit conditions.

Overshadowing

Clause 55.04-5 (Overshadowing) is to ensure buildings do not significantly overshadow existing secluded private open space. Shadow diagrams submitted with the application indicate that the shadow cast by the development will be predominantly contained on site, however at 9am and 10am there will be marginal amount of additional shadow cast on the secluded private open space of Units 2 and 3 of 309 Huntingdale Road on the southern side of the subject site.

The majority of shadow within the secluded private open space of Units 2 and 3 of 309 Huntingdale Road is caused by the existing common boundary fence. Shadows of the proposed development will marginally increase the shadow of the adjoining private open space areas by 3.2 and 6.7 square metres at 9am; and decrease to 0.8 and 4.7 square metres at 10am. There will be no additional shadow from 11am onwards. Whilst the secluded private open space of these two units are disadvantaged by locating immediately south of the common boundary fence, and the narrowness of the area, permit conditions could require further reduction of additional shadow to this area to achieve a balance and acceptable outcome.

Waste Management

A waste management plan has been provided. Adequate space is provided within the basement and service areas for waste storage and collection however the report does not provide details of waste collection time and strategy for managing the hard waste needs of residents. These can be addressed via permit conditions if one was to issue.

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
One and two bedroom dwellings	13	1 space per dwelling	13	13
Three bedroom dwellings	1	2 spaces per dwelling	2	2
Visitor parking	14	N/A (within PPTN)	0	0
Total required			15	
				16
Surplus				1

The development proposes a total of 16 car parking spaces within the basement, including 12 car parking spaces and 4 car spaces on a car stacker. It exceeds the Planning Scheme requirements by 1 car parking space. The subject site is located within the Principal Public Transport Network (PPTN) therefore visitor car parking is not required in Clause 52.06 of the Monash Planning Scheme.

Council's Engineer has not raised concerns with the proposal subject to conditions including extending the 6.1 metres wide driveway to provide a passing area, providing a corner splay at the entrance of the driveway to provide visual clearance to vehicles and pedestrians, and nominating an alternative car stacker model as the proposed model is no longer available. Council's Engineer has confirmed that vehicle manoeuvres within the basement will not be adversely affected by these changes.

The predicted traffic generation is low and is expected to have a negligible impact on the local traffic network and no issues were raised.

Objections not previously addressed

Safety concern with basement construction

The structural design of the building including the basement will be assessed by the relevant building surveyor during the building permit application process to ensure the excavation and the building is structurally safe.

Southern wall is excessive and does not meet the setback requirement

The proposal meets the ResCode setback requirements based on the wall heights.

As previously discussed a condition is required to add visual interest to this wall.

Loss of view and reduce in property value

Loss of view from residential properties, and property value is not a planning ground that could be considered.

Site management during construction

In the event that a permit was issued, permit condition will require submission of a Construction Management Plan to ensure the site, including traffic is managed during construction.

Impacts to the existing infrastructure

Council's Engineers did not raise concerns with the proposal and the construction of 14 apartments will not significantly impact on the existing infrastructure.

Increase in noise

Use of the land for dwellings does not require a permit. No unique noise source are evident other than general residential noise which is expected.

CONCLUSION:

The proposed development is considered appropriate given the locality and relevant objectives of 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 proposed design will achieve high architectural quality and is sympathetic to the character of the area. It will not result in unreasonable building bulk and massing, and provides sufficient landscaping opportunities and good amenity to the proposed apartments subject to some conditional changes. 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 properties.

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.