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**1.4 740 HIGH STREET ROAD, GLEN WAVERLEY  
CONSTRUCTION OF A FOUR (4) STOREY BUILDING COMPRISING APARTMENTS  
WITH BASEMENT CAR PARKING  
(TPA/47480/A)**

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**EXECUTIVE SUMMARY:**

This application proposes to amend the planning permit for the construction of a four storey apartment building with basement car park. Council at its meeting of 29 May 2018 resolved to issue a Notice of Decision to Grant a Planning Permit for the proposed development subject to conditions. The decision was appealed to the Victorian Civil and Administrative Tribunal (VCAT) by an objector against Council's decision and the applicant against Council's condition to reduce the height of the building. VCAT subsequently determined to grant a permit on 11 January 2019. The approved development has not commenced and the planning permit remains valid.

The proposed amendment to the approved development seeks to remove two visitor car parking spaces from the basement car park, and revise the building envelope including apartment layouts and architectural features.

Amendment VC148 to the Monash Planning Scheme removed the obligation for visitor parking for this site as it is located within the Principal Public Transport Network (PPTN). As a result, the total number of car parking spaces required for the development reduced from 18 to 16 with visitor parking spaces no longer being required to be provided. This proposal includes the removal of the car stacker and an increased basement footprint to accommodate all car parking spaces.

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

Key issues to be considered relate to building setbacks, design detail, adequacy of car parking and off site amenity impacts.

This report assesses the proposal against the provisions of the Monash Planning Scheme including the relevant state and local planning policy framework, Clause 55, applicable policies in the Residential Growth Zone, issues raised by objectors and decision of VCAT for the original application.

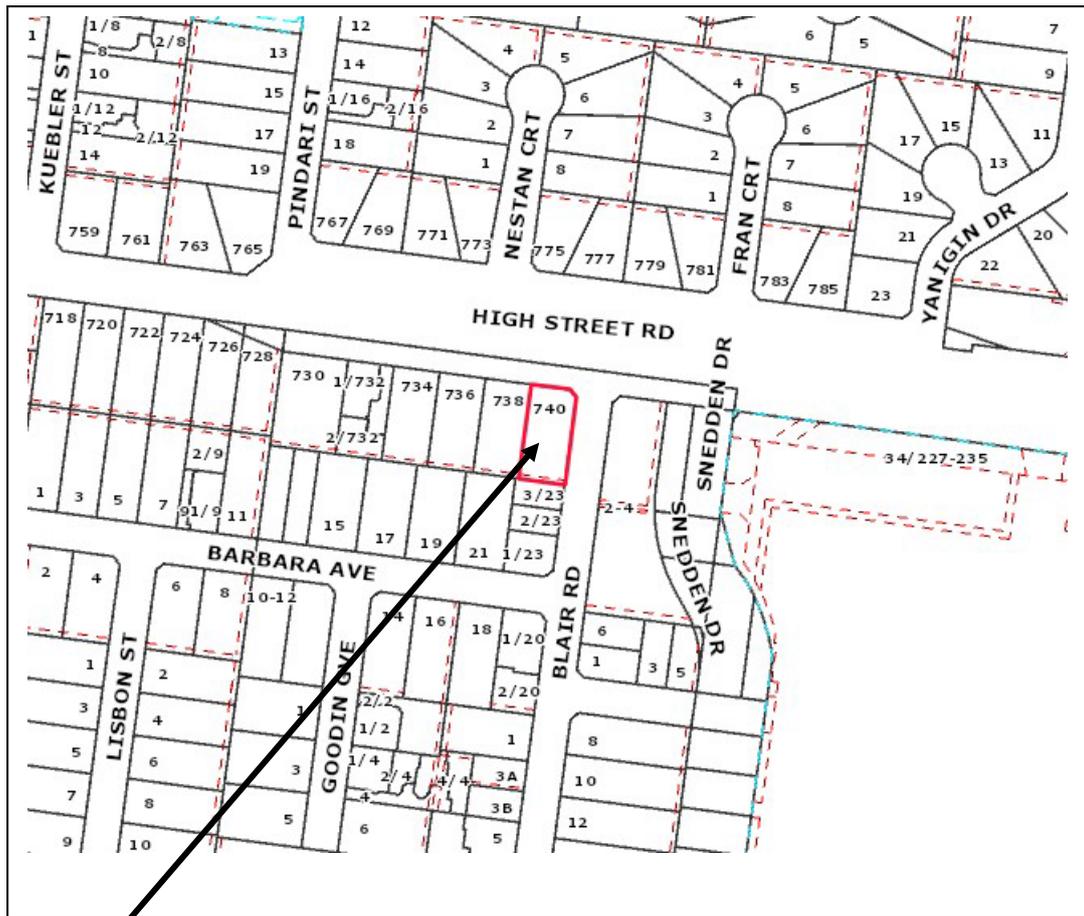
**The reason for presenting this report to Council is the overall proposed development cost of \$3.5 million.**

**The proposed development is considered appropriate having regard to the relevant provisions of the Monash Planning Scheme. It is recommended that**

Council resolve to issue a Notice of Decision to Grant a Planning Permit, subject to conditions.

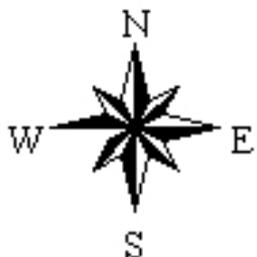
<b>RESPONSIBLE DIRECTOR:</b>	Peter Panagakos
<b>RESPONSIBLE MANAGER:</b>	Natasha Swan
<b>RESPONSIBLE PLANNER:</b>	Jeanny Lui
<b>WARD:</b>	Glen Waverley
<b>PROPERTY ADDRESS:</b>	740 High Street Road, Glen Waverley
<b>EXISTING LAND USE:</b>	Single storey dwelling
<b>PRE-APPLICATION MEETING:</b>	Yes
<b>NUMBER OF OBJECTIONS:</b>	Four (4)
<b>ZONING:</b>	Residential Growth Zone Schedule 4
<b>OVERLAY:</b>	No Overlays
<b>RELEVANT CLAUSES:</b> <u>State Planning Policy Framework</u> <ul style="list-style-type: none"> <li>• Clause 11 (Settlement)</li> <li>• Clause 11.01-1R (Metropolitan Melbourne)</li> <li>• Clause 11.03-1S &amp; R – Activity Centres</li> <li>• Clause 15.01 (Built Environment)</li> <li>• Clause 15.02 (Sustainable Development)</li> <li>• Clause 16 (Housing)</li> <li>• Clause 16.01 (Residential Development)</li> <li>• Clause 16.01-3S (Housing Diversity)</li> <li>• Clause 16.01-4S (Housing Affordability)</li> </ul>	<u>Local Planning Policy Framework</u> <ul style="list-style-type: none"> <li>• Clause 21.04 (Residential Development)</li> <li>• Clause 21.08 (Transport and Traffic)</li> <li>• Clause 22.01 (Residential Development and Character Policy)</li> <li>• Clause 22.04 (Stormwater Management Policy)</li> <li>• Clause 22.13 (Environmental Sustainable Development Policy)</li> <li>• Clause 22.14 (Glen Waverley Major Activity Centre Structure Plan)</li> </ul> <u>Particular Provisions</u> <ul style="list-style-type: none"> <li>• Clause 52.06 (Car Parking)</li> <li>• Clause 52.29 (Land adjacent to a Road Zone)</li> </ul> <u>General Provisions</u> <ul style="list-style-type: none"> <li>• Clause 65 (Decision Guidelines)</li> </ul>
<b>STATUTORY PROCESSING DATE:</b>	12 April 2020
<b>DEVELOPMENT COST:</b>	\$3.5 million

### LOCALITY PLAN



**SUBJECT SITE**

### NEIGHBOURHOOD PLAN



**RECOMMENDATION:**

That Council resolves to issue a **Notice of Decision to Amend a Planning Permit (TPA/47480/A)** for the construction of a four (4) storey building comprising apartments with basement car park, at 740 High Street Road, Glen Waverley subject to the following conditions:

- Condition 1 be amended to include the following additional conditions:
  - p) Deletion of the 1.5 metres high fence along the boundary on Blair Road.
  - q) Provision of a disabled ramp/ lift from the Blair Road pedestrian entry to improve accessibility of the building.
  - r) The proposed ramp grade of 1 in 5 for a length of 750mm to the basement increased to a minimum of 2 metres in length.
  - s) The driveway ramp to the basement increased to a width of 5.5 metres with a 300mm clearance on each side of the wall (i.e. a total of 6.1 metres) to accommodate a two-way traffic and accommodate vehicle turning movements.
  - t) Notation to read 'Approval from affected service authorities for the relocation of the existing Power Pole and Telstra Pit to be provided to Council as part of the vehicle crossing application process'.
  - u) Notation to read 'the existing retaining walls are to be removed from the road reserve'.
  - v) Details of bin storage cleaning and ventilation, and access to bin storage areas for occupants and contractors, in accordance with the Waste Management Plan.
  
- Condition 6 be amended to read:

Concurrent with the endorsement of plans pursuant to Condition 1, 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 Leigh Design, dated 16 December 2019 but revised to the satisfaction of the Responsible Authority:

  - a) To state the purpose of the Waste Management Plan as per the Monash Guidelines.
  - b) To provide details of the development to include the number of levels proposed in the development, and existing land use.
  - c) To correct the waste volume calculation, include food waste recycling and provision for collection of food organics.

- d) To include food waste recycling in waste collection and bin number calculation.
- e) To include in-dwelling waste storage.
- f) To site access arrangements for waste collection.
- g) To include information of management of hard waste and e-waste.

The provisions, recommendations and requirements of the endorsed Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

- Condition 10 be amended to read:  
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 December 2019, Prepared by John Patrick except that the plan must show:
  - (a) Detail of the proposed paving, concrete pavements and proposed concrete driveway.
  - (b) Location of retaining walls and site services.
- Conditions 16, 20, 21 and 22 deleted.
- Condition 19 be amended to read:  
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 2.1 metres 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:
    - Maximum grade of 1 in 4.
    - 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).
    - 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.*

- Amended plans updated to satisfy Conditions 6, 7, 10, 12.

Attachment 5 - Draft permit with merged recommendation

### **BACKGROUND:**

#### **The Site and Surrounds**

The subject land is located on the south-western corner of the intersection of High Street Road and Blair Road in Glen Waverley. The land has an overall area of 756 square metres and is generally regular in shape. The land has a substantial fall of approximately 4.45 metre from north-west to south-east. A 1.83 metre wide drainage and sewerage easement runs along the southern boundary of the land.

The land is currently developed with a single storey weatherboard dwelling located to the front of the site. A flat roofed double garage is accessed from Blair Road. The land is devoid of any significant vegetation.

Land use and development within the immediate vicinity is diverse. Adjoining property to the west is developed with a double storey detached dwelling and to the south is developed with three single storey attached dwellings. A three storey plus basement apartment building (2-4 Blair Road) is located opposite the land to the east. High Street Road service road runs along the northern boundary.

The Glen Shopping Centre is located 65 metres to the east of the subject land and the Glen Waverley Railway Station is approximately 600 metres to the south. Surrounding established residential areas are 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 proposal seeks to amend the endorsed plans associated with the Planning Permit as follows:

- Removal of visitor spaces and total number of car parking spaces reduced from 18 to 16.
- Removal of car stackers within the basement.
- Reduced setbacks of the basement to the northern and southern boundaries by approximately 2 metres. Setback to the northern boundary is reduced

from 5 metres to 2.99 metres; and setback to the southern boundary is reduced from 7 metres to 5 metres.

- Slightly increased building envelope and reduced setbacks to the western boundary on ground level and level two; and to the southern boundary on level two.
- Internal layout of apartment redesigned to increase the number of two bedroom apartments and reduce three bedroom apartments.
- Redesign of the three bedroom penthouse apartment on level 3 to two (2) two bedroom apartments.
- Redesign of the architecture of the building with amended material palette and colour tones.
- The total number of apartments increased from 14 to 15.
- Location of vehicle crossover on Blair Road relocated approximately 4 metres towards south.

A summary of the proposed amendment is as follows:

	Existing Approval	Proposed Amendments
<b>Overall Building Height</b>	13.5m	unchanged
<b>Number of Dwellings</b>	14 One bedroom: 1 Two bedroom: 11 Three bedroom: 2	15 One bedroom: 1 Two bedroom: 13 Three bedroom: 1
<b>Front Setback (northern boundary)</b>	5 - 7.395 metres	unchanged
<b>Rear Setback (southern boundary)</b>	2.295 - 7 metres	unchanged
<b>Setback to eastern boundary</b>	3 metres	unchanged
<b>Setback to western boundary</b>	1.4- 4.9 metres	Generally unchanged except bedroom 1 of Apartment G.04 setback reduced from 3.2m to 1.4m; and apartment 2.13 reduced from 5.7m to 3.5m
<b>Total number of car parking for residents</b>	18	16

- The application also seeks to update conditions to reference the new plans prepared.

Attachment 1 details plans forming part of the application.

### **PERMIT TRIGGERS:**

#### Zoning

The land is zoned Residential Growth Zone (Schedule 4) 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.

#### Particular Provisions

##### **Clause 52.06 (Car Parking)**

A review of car parking requirements only applies to the changes proposed.

The development does not require visitor car parking spaces pursuant to Clause 52.06-5 of the Monash Planning Scheme, and the amendment does not result in any changes in the car parking requirement.

##### **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. The proposed vehicle access via Blair Road is not on a Road Zone Category 1. Referral to VicRoads is not required in accordance with Clause 52.29-4 of the Monash Planning Scheme, however notice of the application was given to VicRoads under *Section 52 of the Planning and Environment Act 1987* who did not raise any concerns about the amendment.

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 10 January 2020. In this letter, officers also raised the following preliminary concerns:

- The amended third level is not setback sufficiently to the western boundary to comply with Standard B17 to satisfy Condition 1c.
- The amended proposal also does not satisfy conditions 1h, 1j, 1k, 1l and 1o of the permit.

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

The Permit Applicant responded to this letter on 12 February 2020 by providing the requested information. In relation to the preliminary concerns, the Applicant advised that they had amended the plans to address all concerns and the amended proposal complies with all the requirements under Condition 1 of the permit.

The Applicant was verbally advised on 23 March 2020 that this application was coming to the April Council meeting, in addition to a letter that was sent to the Applicant formally informing them of the details of the Council meeting. The Applicant has been verbally advised that this application is recommended for

approval subject to conditions, and an outline of the conditions and the ramifications of the conditions on the proposal has been explained.

### **Public Notice**

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.

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

- Scale, built form and building massing does not fit with the character of the area
- Traffic and vehicle access will congest the street
- Inadequate number of car parking.
- The area becomes overcrowded
- Safety concerns due to increased density
- Infrastructure will not cope with the added demand.
- Overshadowing.
- Overlooking.
- Consideration of VCAT decision of the original planning permit should be included in this assessment.

Attachment 4 details the location of objector properties.

### **Referrals**

#### **External Referrals**

No external statutory referral authorities are applicable to the application.

#### **Internal Referral**

##### **Traffic Engineers**

Council's Traffic Engineers require the following changes to the amended proposal:

- The driveway section of ramp grade into the basement car park of 1 in 5 should be increased from 750mm to a minimum of 2 metres in length to allow a smoother transition.
- The driveway increased from 5 metres to 6.1 metres wide to accommodate a two-way traffic and accommodate vehicle turning movements.

Permit applicant confirmed that these changes would not have significant impact to the proposal and requested them to be put as permit conditions.

##### **Drainage Engineers**

Council's Drainage Engineers did not raise any concerns with the proposed amendment.

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

The amendment seeks to retain the approved residential building on the land and continues to provide an increased residential density and dwelling diversity. It is consistent with State Planning Policy which seeks to provide new housing in designated locations that offer good access to jobs, services and transport (Clause 16.01-2S), and to provide for a range of housing types to meet diverse needs (Clause 16.01-3S).

*Plan Melbourne 2017-2050*, a reference document to the Monash Planning Scheme also encourages these initiatives by encouraging housing growth in and around activity centres. This plan identifies the Glen Waverley Activity Centre as a Major Activity Centre (MAC). The proposed amendment located within the Glen Waverley Major Activity Centre satisfies the objectives of the Planning Policy Framework.

The proposed development is also consistent with the local planning policy framework in respect of its impact on neighbourhood character, increased density and housing diversity objectives.

**Local Planning Policy Framework**

In the Municipal Strategic Statement at Clause 21.01, 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. However there is acknowledgement that architecture will gradually become more dominant.

The proposed amendment generally maintains the setbacks to property boundaries and provide adequate room for canopy tree planting to maintain the Garden City Character.

The site is located within the Glen Waverley Major Activity Centre as identified in Clause 22.14 of the Monash Planning Scheme. Specifically, the site is located within 'Area 7' which is identified as surrounding residential areas, earmarked for residential intensification.

The objectives of this policy seeks to provide a diverse range of housing in this area, given the site's location close to public transport, open space and walking and cycling routes.

The proposed amendment being four storeys in height with a mixture of 1, 2 and 3 bedroom dwellings, located within the Glen Waverley Major Activity Centre still satisfies the objectives of the Planning Policy Framework.

#### 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 amendment includes some minor changes to the building envelope however setbacks to the street frontages are not changed and satisfy the abovementioned requirements.

The amended proposal retains the proposed 1.8 metre high fence setback 3 metres from the front boundary of High Street Road, but proposes a new 1.5 metres high fence along the side street frontage on Blair Road. The streetscape of Blair Road generally contains dwellings with no front fences on the west side, and low front fences on the east side. It is worth noting Blair Road slopes down from west to east, and north to south.

Even though there is evidence of low front fencing along the west side of Blair Road, the fences sit lower on the streetscape due to the slope of land. The proposed amendment with a 1.5 metres high fence along Blair Road however is constructed on the higher side of Blair Road, where the abutting properties generally do not contain any front fences. The proposed 1.5 metres high fence will be at-odds to the streetscape of Blair Road, and inconsistent with the Garden City objectives. The fence does not serve to enclose private open space for the dwelling, unlike the fencing to High Street Road. The proposed fence should be deleted if Council were of the mind to support the application.

The fencing also extends across the front of the two service enclosures. It is considered that two enclosures in a more free standing arrangement will not disrupt the streetscape as landscaping can be used to soften their presence.

### Neighbourhood Character and Built Form

The design response should be appropriate to the neighbourhood and the site, respect the existing or preferred neighbourhood character and respond to the opportunities and constraints of the site. The height and setback of buildings must also respect the existing or preferred neighbourhood character and the impact on the amenity of existing dwellings must be minimised. Since this is an amendment application, assessment will focus on the proposed changes proposed by this application.

The proposed amendments will have limited impact to the character of the surrounding area. Whilst setbacks to the property boundaries are slightly reduced, they do not increase the visual bulk and mass of the development, and maintain the ability to provide landscaping.

The amendment proposes the basement setback to the front (northern) boundary to reduce from 5 metres to 2.99 metres, and a small section to the rear (southern) boundary to reduce from 7 metres to 5 metres. These setbacks are still sufficient for deep soil canopy tree planting within the front and rear setback areas where these adjustments occur.

At the ground level the setback of apartment G.04 to the western boundary is reduced to accommodate bedroom 1. The area where it is extended closer to the western boundary replaces a balcony on the previous approval. The proposed amendment does not reduce the scope of landscaping along this boundary, and the 1.4 metre setback is consistent with condition 1j of the permit, which requires a planter box located along the western boundary of apartments G.01 and G.05 (on the amended proposal). This minor amendment does not cause any unreasonable amenity impact to the west adjoining property. The planter box along this boundary (as required by VCAT) will provide screen planting of no less than 6 metres in height. The finished floor level of this apartment will remain the same as the original approval, which is slightly lower than the natural ground level. Therefore, there are no concerns of overlooking or overshadowing from the small increase to the footprint of this apartment.

Levels 1, 2 and 3 are generally in accordance with the original approval, except some minor alterations to walls and balcony locations. Whilst the setback of level 2 has been reduced to the High Street Road frontage by approximately 1 metre, the proposed setback of 7.4 metres is significantly larger than the required front setback of 5 metres in the Residential Growth Zone Schedule 4. In addition, the northern façade has been broken up by balconies and varied balustrade materials to maintain visual interest and avoid a flat façade to this interface.

Another more noticeable change is to apartment 2.12 where the western wall has been extended by 2.5 metres towards the south replacing some of the balcony. The balcony is also extended towards the south by approximately 2.5 metres. The extended wall and balcony are setback 13 metres and 9 metres from the southern boundary, which still provides a large visual break to the adjoining properties.

Setback of this wall and balcony to the western boundary remains at 2.5 metres and is unchanged from original approval. The extent of the proposed extension of this wall and balcony is minor and will result in little to no impact upon the amenity of the adjoining property.

In addition, whilst the setback of this wall to the southern boundary is reduced, the amendment meets still satisfies condition 1b of the planning permit which required the development to comply with Standard B17 of Clause 55.04 in relation to side and rear setbacks of the Monash Planning Scheme to the southern boundary. Balconies will continue to provide variation in the built form and interaction to the street and adjoining interfaces. Balconies on the west and south facades continue to be appropriately screened to avoid unreasonable overlooking of neighbours.

#### Internal Amenity

The layouts of most of the apartments have been reconfigured to reduce corridor spaces and allow for more functional internal layouts. Apartment 3.14 is also reconfigured and one bedroom has been deleted resulting in an additional two bedroom apartment (apartment 3.15). Each apartment is provided with functional areas meeting the requirements of Standard B46 of ResCode which generally relates to internal room dimensions.

The revised layout has resulted in an additional balcony located on the west of apartment 3.14. This balcony is setback over 5 metres from the western boundary and will be screened to prevent overlooking. In addition to this balcony, apartment 3.14 also contains another balcony facing Blair Road, which does not require screening. Apartment 3.15 retains the L shape balcony facing High Street Road wrapping around to Blair Road and maintains good internal amenity.

All other apartments within this development are provided with a balcony of a minimum 9 square metres with minimum width of 1.8 metres. This is generally unchanged from the approved development.

#### Architecture and Material Finishes

The amended building design continues to adopt a contemporary architecture response to the site context. The proposal incorporates a simple, yet high quality architecture along with a range of contemporary external materials finishes. The amended material palette uses less variety of materials which contributes to a more 'simple' presentation of the building. The external wall of the lift overrun extending to the top of the building is amended from brickwork to horizontal cladding. Cladding is a more light weight material which reduces the visual dominance, and the horizontal component and also helps to add interest to the vertical nature of this wall.

The other proposed materials include timber-look aluminium cladding, cement cladding and render with different shades of grey. The amended material palette overall is more lightweight compared to the original approval, which contained a

far greater extent of brickwork and dark coloured timbers. The amended 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 proposed contrasting colour palette adds further interest to the building facades.

#### Accessibility

Whilst the ground level of the building remains approximately 1.2 metres higher than the footpath level, the platform lift outside the building entry is proposed to be removed by this amendment. This is not considered an appropriate outcome to achieve accessibility for elderly or people with accessibility/mobility issues. This will be addressed via permit conditions if a permit is to issue.

#### Building Canopy

The building canopy over the pedestrian entry is proposed within approximately 0.5m of the Blair Road boundary. Condition 1e of the original permit allows an encroachment of no more than 1 metre into the setback to Blair Road from the building. The proposed extension of the canopy exacerbates the visual dominance of the building to the Blair Road streetscape. This is not supported and the requirement of condition 1e should remain.

#### Site Services

The proposed site services along the Blair Road frontage including the fire booster and hydrant enclosure were proposed to be screened with the proposed 1.5 metres high fence. If this fence were to be deleted as required by permit conditions as discussed earlier, these services should be provided with an alternative screening to complement the development. This is consistent with condition 1o of the permit which requires the location and design of any required fire services, electricity supply, gas and water meter boxes discreetly located and/or screened.

#### Landscaping

A critical consideration of this amendment is whether the amended proposal still provides sufficient opportunities for landscaping and canopy tree planting, and satisfying the objectives of development within a garden setting.

The amended layout of the basement results in a larger footprint which extends towards the north and south. Whilst these setbacks are reduced, the development retains allowance for a garden setting of canopy trees and landscaping, consistent with the neighbourhood and satisfying the objectives of the zone.

The landscaping outcome is generally in accordance with the approved development considered at VCAT however permit conditions will require an

amended landscape plan to be submitted to include details of proposed paving and retaining walls.

#### Car Parking, traffic and access

The requisite car parking spaces required under Clause 52.06 would be provided as shown in the following table:

Use	Number of Dwellings	Clause 52.06 Requirement	Car spaces required	Car spaces provided
One bedroom dwelling	1	1 space/one bedroom)	1	1
Two bedroom dwelling	13	1 space/two bedroom)	13	13
Three bedroom dwelling	1	(2 spaces/ three bedroom	2	2
Visitor Parking	15	N/A- PPTN	0	0
<b>Total</b>	<b>15</b>		16	16

The basement layout has been revised to remove the car stacker system and accommodate all car parking spaces at-grade. The total number of car parking spaces required for the residents is unchanged from the original approval, as the top level apartment has been modified from a three bedroom apartment to a two bedroom apartment resulting in a requirement for the provision of one less car space.

The development is not required to provide any visitor car parking as the subject land is within the Principal Public Transport Network area. The amendment to remove the two visitor car parking space is consistent with requirements of Clause 52.06 of the Monash Planning Scheme.

Council's Traffic team have reviewed the revised basement layout and are satisfied with the proposal subject to the changes discussed under the referral section.

Vehicle manoeuvres are satisfactory and it is not expected that the amendment will result in an unreasonable increase in traffic volume on Blair Road. The predicted traffic generation from the development is unchanged from the original approval and continues to be low and will have a negligible impact on the local traffic network.

The application was advertised to the VicRoads (Department of Transport) pursuant to Section 52 of the Planning and Environment Act 1987. They did not raise any concerns nor require any conditions for the amendment.

The location of the proposed vehicle crossover in Blair Road requires relocation of a power pole and a pit in front of the site on Blair Road. Permit conditions will require consent from relevant authorities to be provided if a permit is to be issued.

All apartments are provided with overhead storage above the car parking spaces. These overhead storages are in addition to the separate storage cages within the basement which is provided for all but one apartment. A separate hard waste storage is provided within the basement. The storage provision for each apartment in this amendment is sufficient.

### Off Site Amenity Impacts

#### Overlooking

The planning scheme requires 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.

The amended 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 to the south and west for habitable room windows and secluded private open space within 9 metres of the boundary.

#### Overshadowing

The amendment will not cause additional shadow to adjoining secluded private open space areas, and the development generally complies with the requirements of Clause 55.04-5.

#### Waste Management

A waste management plan has been provided and has been assessed by Council's Waste Services area. They require the proposed waste management plan to be amended to allow private contractor to access the basement for bin collection, include food waste recycling, and additional information on hard waste, e-waste and in-dwelling waste storage. These requirements will be addressed via permit conditions if one was to issue.

#### Amendments of Permit Conditions

The permit description does not require an amendment as the development is still for the construction of a four storey building comprising apartments with basement car park. However as a result of the proposed amendment, the following conditions on the approved planning permit are required to be amended:

#### **Condition 1**

The proposed amendment satisfies the majority of the conditions under Condition 1 of the original planning permit except conditions 1e and o in relation to the

building canopy and screening of site services. These conditions were required by VCAT and should remain on the amended permit should one be issued.

New conditions 1p to 1x should be added to the amended permit requiring the deletion of 1.5 metre high fence along the Blair Road frontage, reduction of the building canopy to the Blair Road frontage, improvement of pedestrian accessibility, and satisfaction of the requirements by Council's Traffic Engineers and Waste Services.

**Condition 6**

Condition 6 in relation to Waste Management should be amended to require amended plan to show additional information to satisfy Council's Waste Services requirements.

**Condition 10**

Condition 10 requires the submission of a landscape plan. The condition should be amended to reflect the amended landscape plan prepared by John Patrick, dated December 2019; and require additional details of the proposed paving and driveway; and location of retaining walls.

**Conditions 16, 20, 21 and 22**

These conditions are in relation to the visitor car parking spaces and car stacker details. They should be deleted as those components are no longer applicable in this amendment.

**Condition 19**

Condition 19 in relation to driveway ramp grade and details will be amended to specify details of the design standards for car parking set out in Clause 52.06-8 of the Monash Planning Scheme.

**Objections not previously addressed**

VCAT decision of the original planning permit

The amendment is generally consistent with the VCAT decision. The amendments to the building envelope will not significantly impact on the overall built form and scale of the building. The development complies with setbacks to property boundaries, allows for a high quality landscape outcome, and will not cause unreasonable off site amenity impacts.

Safety concerns

The amendment will not result in any additional safety hazards in regards to traffic volumes.

**CONCLUSION:**

In summary, it is considered that the proposed amendments result in little to no adverse impact to the streetscape and broader neighbourhood character. The

amendments are generally consistent with the overall approved development. The addition of one apartment is also consistent with the policy direction set out in the Glen Waverley Structure Plan and the zone. The change to the parking arrangement is beneficial as it provides more convenient access for residents than the previous reliance on the car stacker systems. The changes made, particularly the extension of balconies has been done with respect to the adjoining sensitive interfaces of neighbours.

Overall, the proposed amendment is considered satisfactory and should be supported subject to the additional and changed conditions as outlined in this report.

**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.

Attachment 5 - Draft permit with merged recommendation