

ADVERTISED COPY

URBIS

583 FERNTREE GULLY ROAD, GLEN WAVERLY

Planning Report

Prepared for

GLEN FERNTREE GULLY DEVELOPMENT PTY LTD

16 August 2021

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Maugan Bastone
Senior Consultant	Tom Anset
Project Code	P0029217
Report Number	REP02 – Section 50 Amendment and Response to Preliminary Assessment

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

© Urbis Pty Ltd
50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.

urbis.com.au

CONTENTS

1.	Introduction	1
2.	Site Context	2
2.1.	Subject Site	2
2.2.	Certificate of Title	4
2.3.	Key Opportunities and Constraints	4
2.4.	Interfaces	5
2.5.	Surrounding Context	9
2.6.	Movement Networks	11
3.	Proposal	13
3.1.	Site Arrangement	13
3.2.	Built Form and Layout	14
3.3.	Landscaping	15
3.4.	Parking, Access and Waste	16
3.5.	Development Summary	16
4.	Planning Policy	17
4.1.	Zones and Overlays	17
4.2.	Particular Provisions	17
4.3.	Permit Requirements	17
4.4.	Relevant Planning Policy	17
5.	Planning Assessment	18
5.1.	Consistency with the Monash Planning Scheme	18
5.2.	Built Form Considerations	19
5.3.	Amenity Considerations	22
5.4.	Landscaping	26
5.5.	Arboricultural	29
5.6.	Sustainability	29
5.7.	Stormwater	30
5.8.	Parking, Access, Traffic and Waste	31
6.	Conclusion	33
	Disclaimer	48
	Appendix A Planning Framework	
	Appendix B Clause 55 Assessment	

FIGURES

Figure 1 The Subject Site	3
Figure 1 – Proposed Land Parcels Shown in VicPlan	4
Figure 6 Activity Centre Map	10
Figure 7 Zoning Map	38

PICTURES

Picture 1 The subject site taken from the southern side of Ferntree Gully Road	2
Picture 2 Rear of the subject site viewed from Woodlea Drive	6
Picture 3 No. 11-17 Kerferd Street taken from the corner of Ferntree Gully Road and Kerferd Street.	7
Picture 4 – The Village Green Hotel	7
Picture 5 – 1 Rosemary Court	8

Picture 6 – 23-24 Rosemary Court	8
Picture 7 – No. 24 Woodlea Drive	8
Picture 8 – No. 22 Woodlea Drive	8
Picture 9 – No. 20 Woodlea Drive	8
Picture 10 – No. 18 Woodlea Drive	8
Picture 11 – Rendered view of proposal from Ferntree Gully Road.....	13
Picture 12 – Rendered view of the proposal from the proposed internal public open space looking northwest	15
Picture 13 – Initial massing of townhouse blocks	20
Picture 14 – Visual breaks and open space introduced	20
Picture 15 – Vehicular access introduced	20
Picture 16 – Pedestrian access introduced	20
Picture 17 – 9am shadows	22
Picture 18 – 10am shadows	22
Picture 19 – 2pm shadows	23
Picture 20 – 3pm shadows	23
Picture 21 – Plan view of interface with Ferntree Gully Road	26
Picture 22 – Section view of interface with Ferntree Gully Road	26

TABLES

Table 1 – Dwelling Mix.....	13
-----------------------------	----

1. INTRODUCTION

This report has been prepared by Urbis for Glen Fentree Gully Development Pty Ltd in support of a planning permit application to develop the land at 583 Ferntree Gully Road, Glen Waverley.

The proposal includes the demolition of all existing buildings on site and the construction of 77 townhouses, in a mix of two and three-storey configurations. The proposal includes generous landscaping and a new public open space area that will serve both new residents and the wider community.

Rothelowman Architects have designed a residential development that is sensitive to its existing context while capitalising on an opportunity to deliver an outstanding architectural response that will set a new standard for site responsive, contemporary architecture within the area.

The site is located within the General Residential Zone – Schedule 2 of the Monash Planning Scheme and is not subject to any overlays. The proposal has the following permit requirements:

- Construct two or more dwellings on a lot in the General Residential Zone – Schedule 2 (Clause 32.08-6)
- Construct a front fence exceeding 1.2m in height in the General Residential Zone – Schedule 2 (Clause 32.08-6)
- Alteration of access to a road in a Road Zone, Category 1 (Clause 52.29).

In accordance with the provisions of the General Residential Zone – Schedule 2, the proposal has been assessed against the relevant objectives, standards and decision guidelines of Clause 55 of the Monash Planning Scheme.

This report addresses the planning merits of the proposal and its consistency with the planning controls and policies of the Monash Planning Scheme. A detailed assessment of the proposal is set out in this report and should be read in conjunction with the following supporting information:

- Urban Context Report and Architectural Plans prepared by Rothelowman Architects
- Landscape Plans prepared by Aspect Studios
- Traffic Report prepared by Stantec
- Waste Management Plan prepared by Leigh Design
- Sustainability Management Plan prepared by Co-Perform
- Stormwater Management Strategy and Functional Layout Plan prepared by Cardno
- Arborist Report prepared by John Patrick Landscape Architects

Collectively these documents confirm the suitability of the development from a built form, policy, character, and amenity perspective.

For the reasons discussed within this report, we submit that the proposed development presents as a well-conceived design response for the subject site and surrounding area.

2. SITE CONTEXT

2.1. SUBJECT SITE

No. 583 Ferntree Gully Road, Glen Waverley (the subject site) is located on the northern side of the road reserve, approximately 250 metres west of Springvale Road.

The site is generally rectangular in shape, with the exception of the northwest corner which features a 28 x 19 metre setback that allows separate access to the adjoining site to the north. The site features a street frontage of approximately 161.4 metres to Ferntree Gully Road and a site depth of 85 metres along the western boundary and 104 metres along the eastern boundary, providing an approximate total site area of 16,470 square metres.

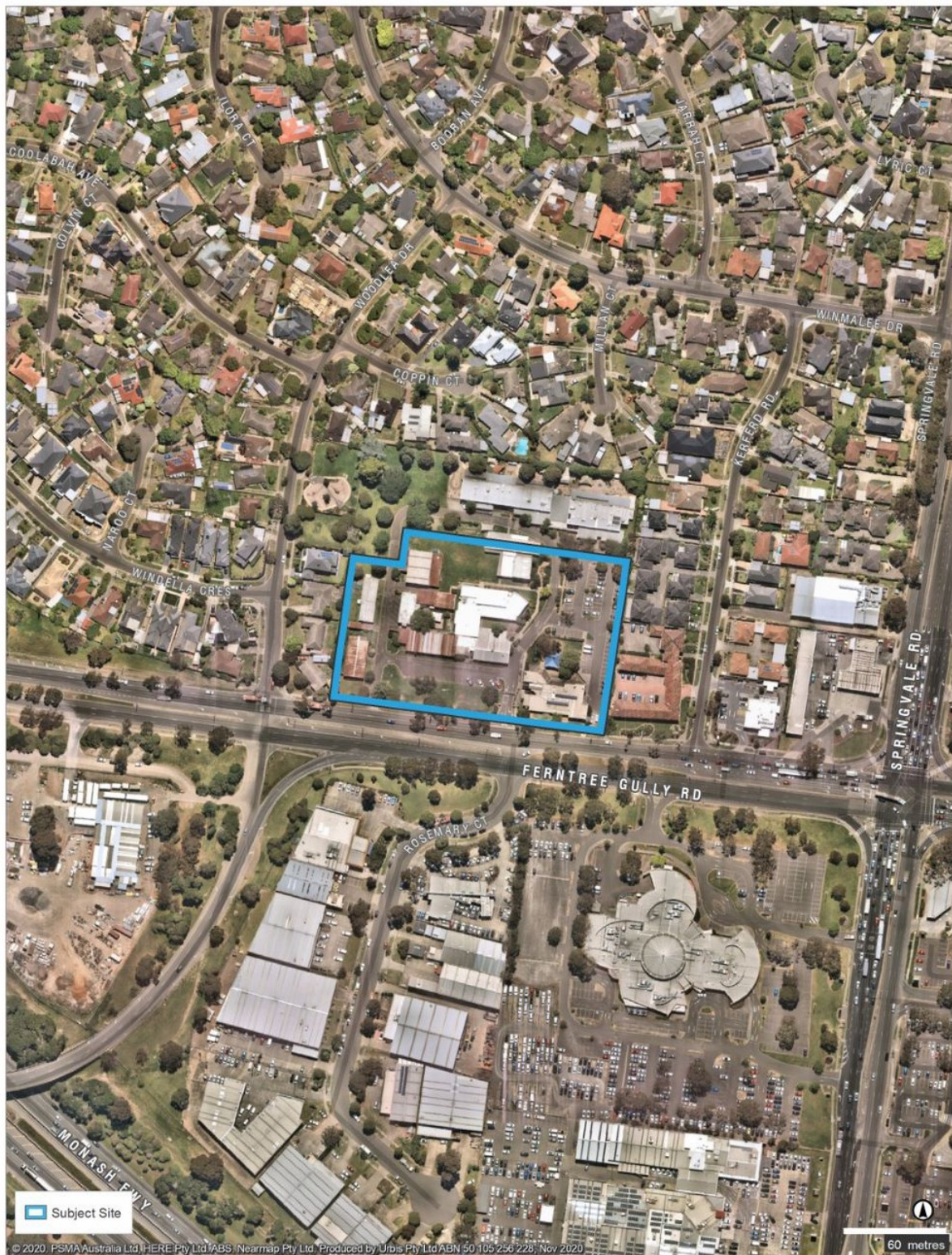
The site is currently developed with a number of education buildings (predominantly single storey). This includes a childcare centre, specialist primary school and family services operated by Bestchance Child Family Care and The Cheshire School.

Vehicle access to the site is provided via two crossovers to Ferntree Gully Road. This includes a single crossover located near the south-west corner and a double crossover located centrally. The site features an existing internal road network and at-grade car parking that is predominantly concentrated within the eastern portion of the site.



Picture 1 – The subject site taken from the southern side of Ferntree Gully Road.

Figure 1 – The Subject Site



538 FERNTREE GULLY ROAD, GLEN WAVERLEY

SITE LOCATION

2.2. CERTIFICATE OF TITLE

The site is currently formally known as Lot 1 and 2 of Title Plan 846766G.

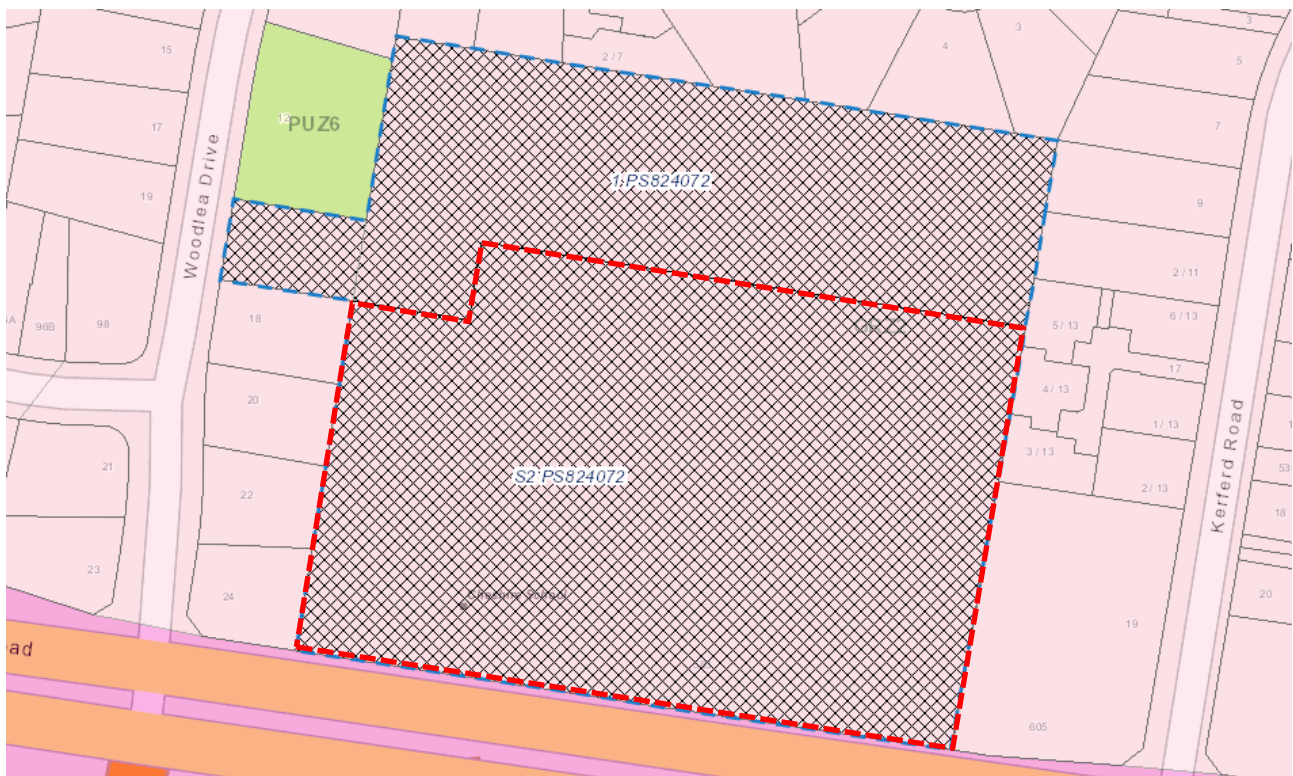
The site is currently undergoing the process of being subdivided into two lots. The northern part of the site will become Lot 1 of Plan of Subdivision 824072. The southern lot which is the subject site for this application will become Lot S2 of Plan of Subdivision 824072 (dashed in red below).

This subdivision is subject to an existing approval under Planning Permit TPA/49510. Plans were subsequently endorsed on 26 May 2020 and the Plan of Subdivision is in the process of being registered.

It is noted that part of the site is subject to a covenant relating to the erection of fences on site and the storage of sewerage and provision of related storage and treatment infrastructure. We confirm that the covenant on the parent title only affects Lot 84 on Lot Plan 64921, which fronts Woodlea Drive. Lot 84 has been identified on the title plan contained within Lot 1 and 2 of TP846766G for the purposes of identifying the land in which the covenant applies.

Through the process of subdivision, the affected part of Lot 84 will now form part of Lot 1 on Plan of Subdivision 824072, i.e. the site to the north of the subject site. As such, the subject site is not affected by the covenant, nor is any alteration or development proposed to the affected area as part of this application.

Figure 2 – Proposed Land Parcels Shown in VicPlan



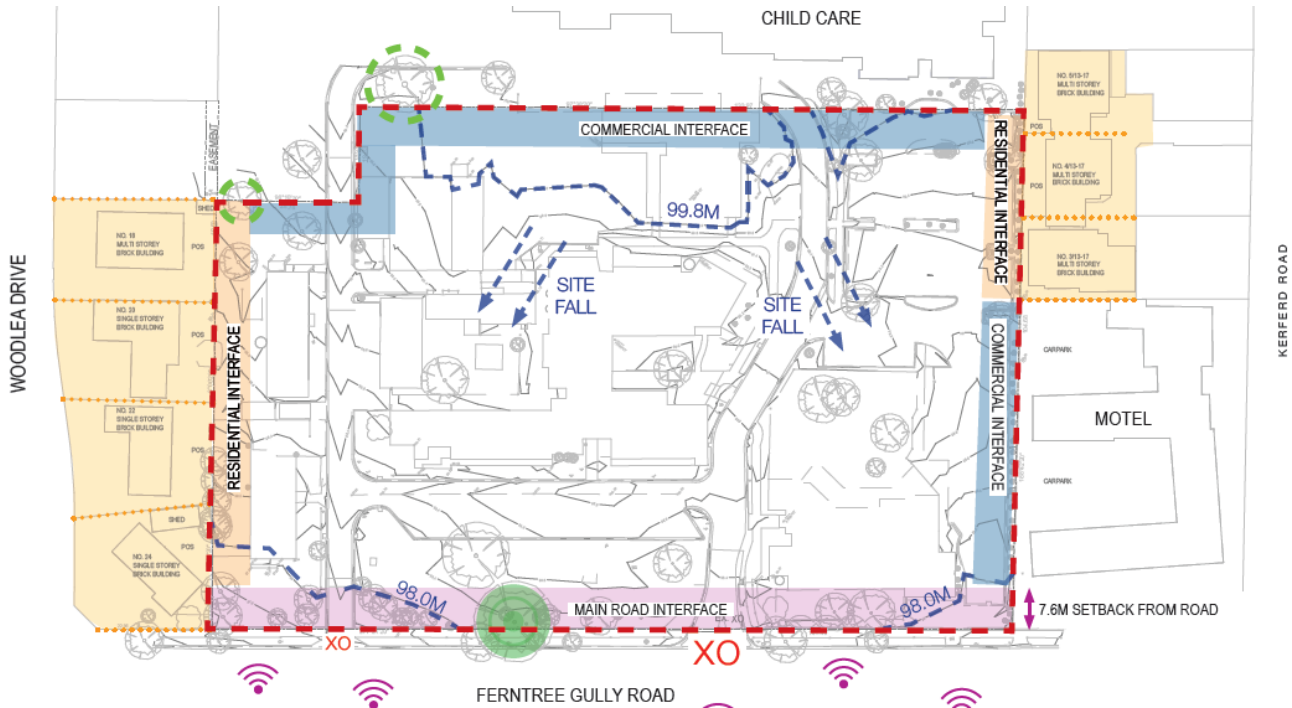
Source: VicPlan, accessed 23.03.21

2.3. KEY OPPORTUNITIES AND CONSTRAINTS

As shown below in Figure 3, the site has the following key constraints from its key interfaces. Each interface is discussed in detail in Section 2.4.

- Main road interface to Ferntree Gully Road, noting that this is a busy arterial road. Planning policy also seeks a 7.6 metre setback to this interface.
- Commercial interfaces to the south-east and north, which are generally less sensitive.
- Residential interface to the north-east and west, directly abutting 7 existing dwellings that share a common boundary with the subject site making these areas the site's most sensitive.
- Existing high value trees both on and adjoining the site.

Figure 3 – Key site opportunities and constraints



Source: Architectural Statement by Rothelowman

2.4. INTERFACES

The subject site has the immediate interfaces:

2.4.1. North

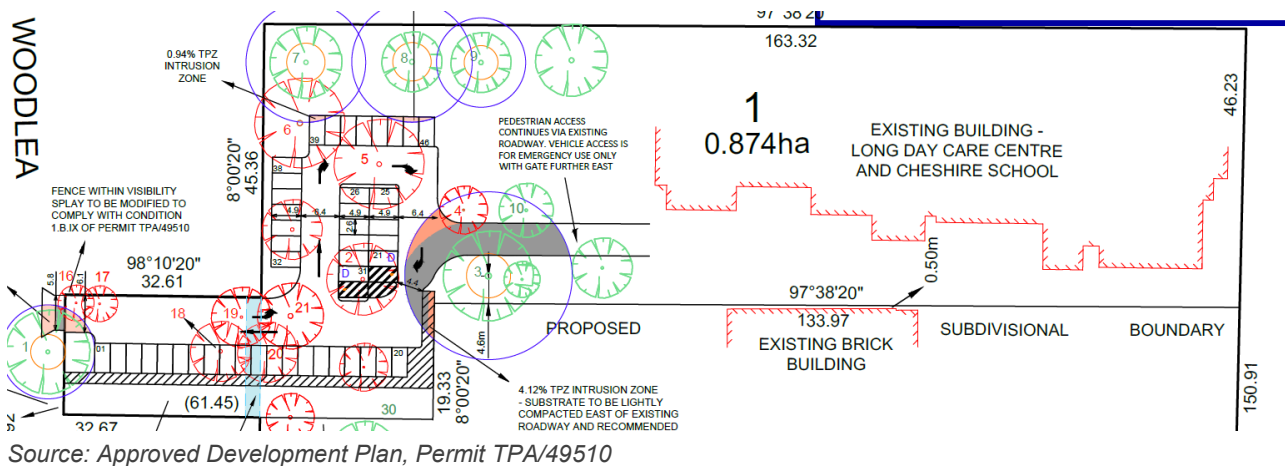
Directly to the north of the subject site is the newly subdivide parcel of Lot 1 PS824072 which is occupied by an existing childcare centre. The site is irregularly shaped and connects through to Woodlea Drive to the west, however, there is currently no vehicle access to the site via this road. We understand that this is to be constructed in accordance with the approved development plans pursuant to Planning Permit TPA/49510.

Once constructed, the site will include vehicle and pedestrian access from Woodlea Drive and a front car park. The existing pedestrian access which runs along the southern side of the building (forming the key interface for the proposed development) is proposed to be retained. The childcare centre is located to the east of the site with a play area at the rear (northern side) and a large open vegetated space to the west.

Figure 4 – Aerial view of the child care centre.



Figure 5 – Approved Development Plan for the child care centre



Picture 2 – Rear of the subject site viewed from Woodlea Drive

2.4.2. East

East of the subject site there are six dwellings and the Glen Inn Motel and Apartments all located along Kerferd Road, Glen Waverly. These properties are located within a General Residential Zone Schedule 2.

To the south-east is the Glen Inn Motel and Apartments at No. 605 Ferntree Gully Road which comprises a two storey brick building fronting Kerferd Drive and Ferntree Gully Road, with an additional wing extending east-west within the site. The site contains internal at-grade car parking located around the building, accessed via two crossovers to Kerferd Street. The site has a landscaped setback of 11 metres to Ferntree Gully Road and between 4 to 7.5 metres to Kerferd Road.

To the north-east is No. 13-17 Kerferd Street, which is a six lot subdivision comprising of six double storey, semi-detached dwellings. Access is provided direct from Kerferd Road or via a central internal communal driveway. All six brick dwellings with a pitched roof and connected garage are identical in style.

Three of the six dwellings directly abut the subject site (units 3, 4 and 5) and include rear secluded private open space (SPOS) along the common boundary, including various structures such as attached pergolas or outbuildings. This SPOS has a western aspect and is the only open space area for each dwelling.

The closest building setback for each dwelling ranges from 4.5 to 4.7 metres, not including pergola structures which are located within this setback of units 3 and 5.



Picture 3 – No. 11-17 Kerferd Street taken from the corner of Ferntree Gully Road and Kerferd Street.

2.4.3. South

Directly to the south is Ferntree Gully Road, with three lanes on each side of the road and a part concrete, part vegetated median strip. The road verges feature a footpath on either side, established medium to large sized canopy trees and transmission lines. Ferntree Gully Road is a designated Road Zone, Category 1.

Further to the south-east is the Village Green Hotel which consists of a large irregular shaped building in the centre of the site with extensive car parking surrounding. Vehicle access to the site is provided from Ferntree Gully Road and Springvale Road, connecting to an internal road network. The site is located within the Commercial 2 Zone.

To the south-west of the subject site is No.1 and No. 23-24 Rosemary Court, Mulgrave which is connected to a larger industrial precinct further south, split by Rosemary Court running down the centre allowing vehicle access to the sites. The sites form part of a pocket of Industrial 1 Zoned land that is bordered by the Monash Freeway to the west and south, Ferntree Gully Road to the north and Commercial 2 Zone land to the east.

No.1 Rosemary Court is an irregular shaped site currently used as a car dealership with a two storey building in the centre of the site and car parking surrounding.

No. 23-24 Rosemary Court is currently used as a Beaurepairs service and tyre shop which comprises a single storey building with car parking towards to north with large vegetated setbacks to Ferntree Gully Road and the entrance road to the Monash Freeway at the rear.



Picture 4 – The Village Green Hotel



Picture 5 – 1 Rosemary Court



Picture 6 – 23-24 Rosemary Court

2.4.4. West

To the west the subject site interfaces with four dwellings located No. 18-24 Woodlea Drive, Glen Waverley. No. 20, 22 and 24 are all single storey brick dwellings with pitched roofs and vegetated front and rear setbacks. Located at No. 18 Woodlea Drive is a two storey red brick dwelling with an attached double garage and vegetated front setback. All dwellings are located within the General Residential Zone Schedule 2.

Each dwelling includes rear secluded private open space (SPOS) along the common boundary, including various outbuildings, paved areas, trees and lawn areas. This SPOS has an eastern aspect.

The closest setback for each dwelling typically ranges from 6.4 to 8.3 metre from the shared boundary, with the exception of No. 24 Woodlea Drive which is set on an angle to the shared boundary, setback 1.7 metres at its closest point.



Picture 7 – No. 24 Woodlea Drive



Picture 8 – No. 22 Woodlea Drive



Picture 9 – No. 20 Woodlea Drive



Picture 10 – No. 18 Woodlea Drive

2.5. SURROUDNING CONTEXT

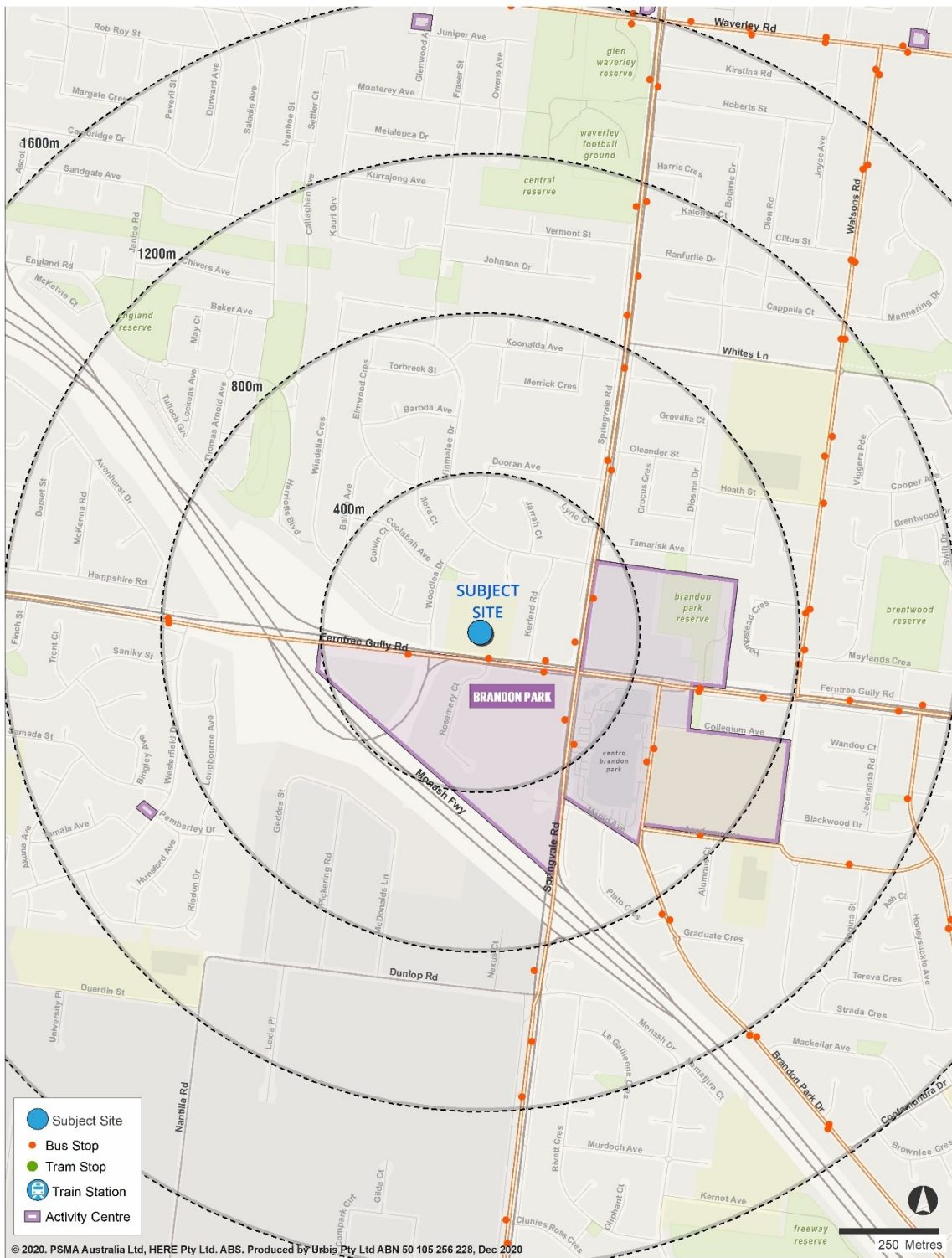
The subject site is located in an established residential and commercial area and is proximate to a range of public amenities such as parklands, shopping centres, education facilities including research precincts and health facilities.

The surrounding residential context comprises a range of dwelling types and forms. The area is generally characterised by single and two storey dwellings which have varying setbacks and landscaping within the front setback as appropriate.

Strategically the subject site is proximate to a range of shops, services, lifestyle and community uses:

- Brandon Park Shopping Centre (located within the Brandon Park Major Activity Centre) – 350 metres south-east
- Brandon Park Reserve – 380 metres east
- Glen Waverly Primary School – 800 metres north-east
- Brentwood Secondary College – 750 metres north-east
- Central Reserve and Athletics Field – 1km north
- Callaghan Avenue Reserve – 680 metres north-west
- Monash University (Clayton Campus) – 1.6km south-west

Figure 6 – Activity Centre Map



538 FERNTREE GULLY ROAD, GLEN WAVERLEY
ACTIVITY CENTRES & PUBLIC TRANSPORT

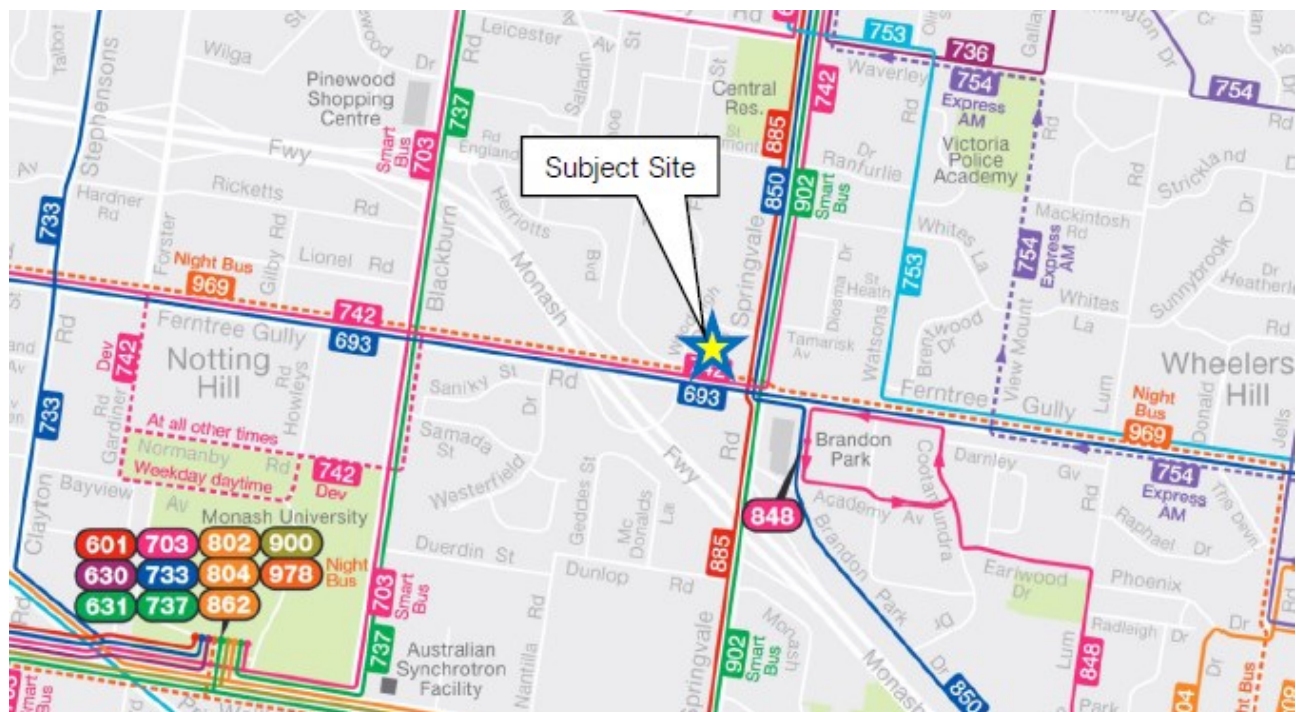
2.6. MOVEMENT NETWORKS

2.6.1. Public Transport

The subject site is located within the Principal Public Transport Network (PPTN) and as such is conveniently accessible by a range of public transport alternatives. Key public transport facilities within proximity to the subject site include:

- Bus route 742 - Eastland to Chadstone via Vermont South & Glen Waverley & Oakleigh
- Bus route 693 - Belgrave to Oakleigh via Ferntree Gully & Brandon Park
- Bus route 885 – Waverley to Springvale
- Bus route 850 - Dandenong to Glen Waverley via Mulgrave & Brandon Park
- Bus route 902 – Chelsea to Airport West
- Bus route 969 – Night Bus – City, Caulfield, Ferntree Gully Rd, Rowville, Wantirna and Ringwood

Figure 7 – Public Transport Map



Source: Traffic Report by Stantec

2.6.2. Vehicle Networks

The site has excellent access to major arterial roads and freeways, including:

- Ferntree Gully Road, which is a major east-west arterial road connecting Oakleigh to Ferntree Gully
- Springvale Road, which is a major north-south arterial road connecting Chelsea Heights to Doncaster East
- Monash Freeway, which is a major freeway connecting the site to Melbourne CBD and beyond.



538 FERNTREE GULLY ROAD, GLEN WAVERLEY SITE LOCATION

3. PROPOSAL

It is proposed to demolish all existing buildings on site and construct 77 dwellings (townhouses), providing three or four bedrooms in two and three-storey configurations. The proposal includes a central public open space area, an internal road network, generous landscaping, and a mix of dwelling types. The proposed dwelling mix is included in the table below.

Table 1 – Dwelling Mix

Type	Storeys / Bedrooms	Number
A1, A2 & A3	3 storey / 3 bedrooms	19
B1 & B4	3 storey / 4 bedrooms	23
B6	2 storey / 4 bedrooms	13
C1, C2 & C3	3 storey / 4 bedrooms	22
Total		77



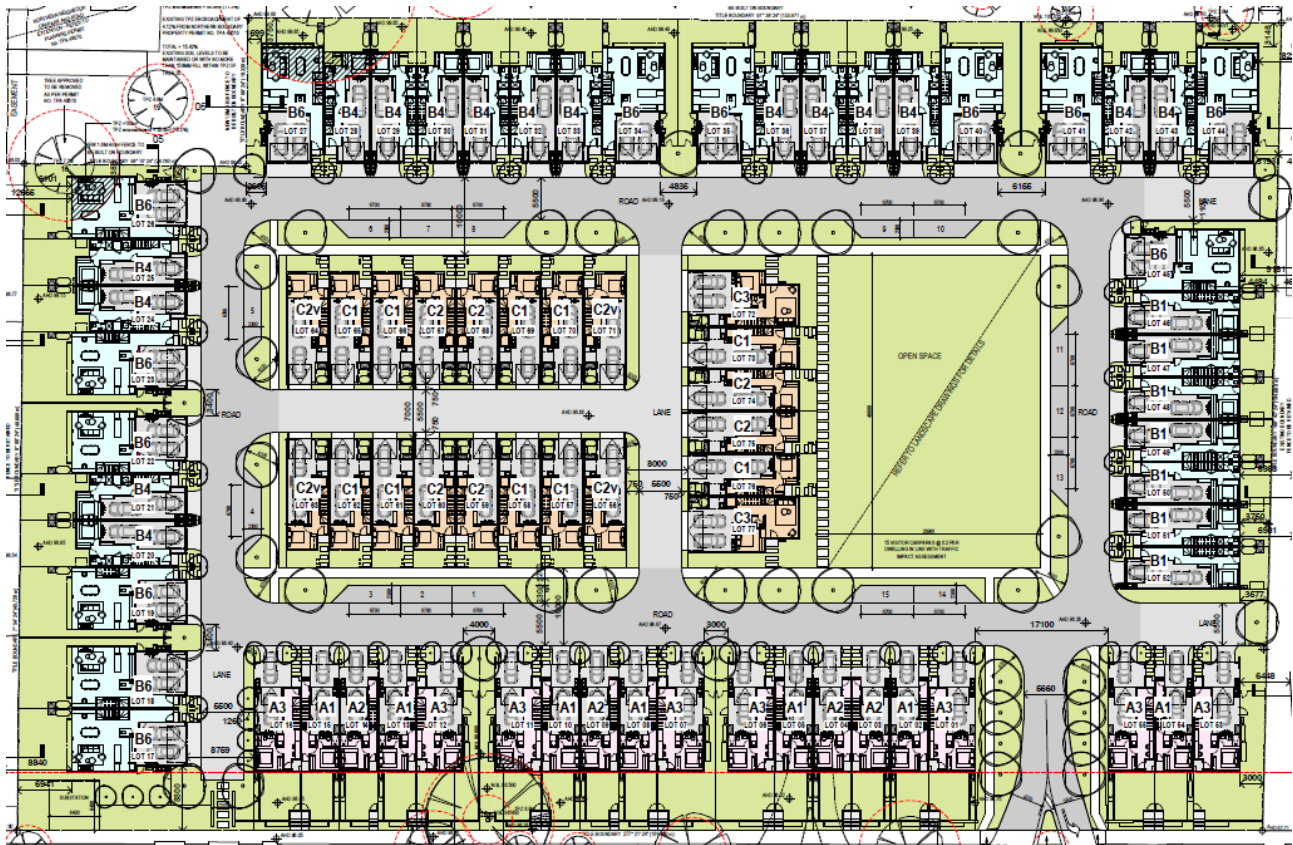
Picture 11 – Rendered view of proposal from Ferntree Gully Road

Source: *Town Planning Architectural Statement by Rothelowman*

3.1. SITE ARRANGEMENT

The proposal includes exterior lots arranged around the perimeter of the site and interior lots and public open space within. An internal road network, accessed via Ferntree Gully Road, separates the internal and external lots, combined with a secondary internal laneway network and pedestrian access. Access to each townhouse is proposed via the internal road and laneway network, with additional secondary pedestrian access proposed to townhouses fronting Ferntree Gully Road and the internal public open space area.

Figure 8 – Proposed ground floor plan showing the site arrangement



Source: Architectural Plans by Rothelowman – Drawing TP01.02

3.2. BUILT FORM AND LAYOUT

As detailed in Table 1 above, the proposal includes a total of 77 dwellings, in a mix of three and four bedrooms in various configurations. The dwellings are proposed to be a mix of two or three storeys, extending to a maximum building height of 10.88 metres.

The proposal incorporates setbacks from each side and rear boundary to provide appropriate on and off-site amenity.

The proposal also incorporates visual breaks to key sensitive interfaces, including to Ferntree Gully Road, to the western adjoining residential properties and to the north where the site interfaces with an existing childcare centre.

The proposed visual breaks are combined with the overall built form articulation which varies across the site to create visual interest across the development. This includes the use of various materials and colours such as masonry, timber and glazing, as demonstrated in Picture 12 overleaf.

All dwelling types except for type B6 include a garage, bathroom, bedroom and/or living room at ground floor, an open place kitchen / living / dining room on level 1 and bedrooms on level 2. Private open space is provided in the form of a balcony and all perimeter lots feature additional rear secluded private open space at ground floor. Some townhouses also include secondary balconies, maximising aspect and internal and external amenity.

Type B6 dwellings contain a more conventional layout with standard double garages, ground floor living/kitchen areas and a minimum of 35sqm of Secluded Private Open Space provided with bedrooms located above on the first floor. Additional private open space is provided in the form of a balcony on the first floor. The B6 dwelling type is provided throughout and at the end of each 'run' of townhouses to the north, east and west.



Picture 12 – Rendered view of the proposal from the proposed internal public open space looking northwest

Source: Architectural Statement by Rothelowman

3.3. LANDSCAPING

The proposal incorporates an extensive landscape response, cultivated by Aspect Studios. Landscaping is in the form of private open space within each dwelling, the internal street network and setback to Ferntree Gully Road, as well as a new public open space area that is central to the development.

Figure 9 – Proposed Landscape Master Plan



Source: Landscape Concept by Aspect Studios

3.4. PARKING, ACCESS AND WASTE

Each townhouse will feature two on-site car parking spaces in the single (with a second driveway space), double and tandem configurations for each townhouse type.

Vehicular access to the development is proposed to occur via a new left-in, left-out crossover to Ferntree Gully Road, accommodating vehicles up to the size of an 8.8-metre-long Medium Rigid Vehicle (MRV).

The existing western exit crossover to Ferntree Gully Road is proposed to be removed and reinstated with kerb and channel.

Within the site, vehicle access is proposed via an internal road network of roads and laneways.

Waste collection is proposed to occur kerbside within the site by private contractor. Each townhouse is provided with dedicated bin storage either within the garage and in an external bin enclosure beside the driveway, or beside the dwelling behind proposed fencing with gate access.

3.5. DEVELOPMENT SUMMARY

	Required	Proposed
Site Area		16,478.50 m ²
Site Coverage	Maximum 60%	40.07% (6,602.5 m ²)
Garden Area	Minimum 35% (Mandatory)	35.18% (5,796.40 m ²)
Permeability	Minimum 20%	35% (5,767.48 m ²)
Townhouse NSA (incl. garages)		15,203.7 m ²
Public Open Space		1,231 m ² (approx.)

4. PLANNING POLICY

This section provides a summary of applicable planning controls, provisions, permit requirements and relevant planning policy.

Please refer to **Appendix A** where each item below has been detailed.

4.1. ZONES AND OVERLAYS

The subject site is under the General Resident – Schedule 2 (Monash Residential Areas).

There are no overlays that affect the site.

4.2. PARTICULAR PROVISIONS

The following particular provisions apply to the proposal:

- Clause 52.06 – Car Parking
- Clause 53.18 – Stormwater Management in Urban Development
- Clause 55 – Two or more dwellings on a lot

4.3. PERMIT REQUIREMENTS

Pursuant to the applicable planning controls and particular provisions, the following permit requirements apply:

- Construct two dwellings on a lot in the General Residential Zone – Schedule 2 (Clause 32.08-6)
- Construct a fence exceeding 1.2m in height in the General Residential Zone – Schedule 2 (Clause 32.08-6)
- Alteration of access to a road in a Road Zone, Category 1 (Clause 52.29)

4.4. RELEVANT PLANNING POLICY

The relevant state and local policy for this application are:

- Clause 11 – Settlement
- Clause 15 – Built Environment and Heritage
- Clause 16 – Housing
- Clause 21.04 – Residential Development
- Clause 21.10 – Open Space
- Clause 21.13 – Sustainability and Environment
- Clause 22.01 – Residential Development and Character Policy
- Clause 22.04 – Stormwater Management Policy
- Clause 22.05 – Tree Conservation Policy
- Clause 22.13 – Environmentally Sustainable Development Policy.
- Strategy: Monash Housing Strategy, 2014

5. PLANNING ASSESSMENT

It is considered that the following matters are of relevant when assessing the acceptability of the proposed development:

- Consistency with the Monash Planning Scheme
- Built form and amenity considerations
- Landscaping, sustainability, and stormwater considerations
- Parking, access, traffic, and waste.

5.1. CONSISTENCY WITH THE MONASH PLANNING SCHEME

Planning policy seeks to make efficient use of existing services and infrastructure by siting residential development in established urban areas. It also looks to respond to changing needs of the growing population by providing diverse housing options. Policy also recognises the need for dwellings to respond to their site context, contributing to increased and high quality housing while protecting character in established neighbourhoods.

The proposed townhouse development on the subject site is considered to meet the objectives of both State, Regional and Local Planning Policy Frameworks for the following reasons:

- The proposed development supports the purpose and intent of the General Residential Zone which permits multiple dwellings on a lot, a maximum building height of 10.88m and a garden area of at least 35%.
- The development is situated within an established residential neighbourhood that is supported by good access to established community facilities, educational and employment opportunities, leisure and commercial precincts, and public transport infrastructure. The development is located adjacent to the Brandon Park Major Activity Centre and has access to the 693 and 742 bus operating directly along Ferntree Gully Road. Three other bus routes operate along Springvale Road and the site also has excellent access to Melbourne's road network including the Monash Freeway and major arterial roads.
- The provision of a townhouse development sensitively contributes to the provision of increased housing densities in a designated 'accessible' area (Clause 21.04), further contributing to housing diversity in an area where the prevailing housing stock consists of detached single dwellings, but the emerging character is one of contemporary, considered design.
- The proposed townhouse development responds to the objectives of Planning Policy and Local Policy that seek for new development to make use of existing infrastructure and services in established settlements, as encouraged by Clause 11 – Settlement, Clause 16 – Housing, Clause 19 – Infrastructure and Clause 22.01 – Residential Development and Character Policy.
- The proposed design is responsive to the emerging character of contemporary infill development, which increases housing density while balancing the need to respect existing neighbourhood character and contribute to housing diversity, in alignment with the objectives of Clause 21.04 and Clause 22.01
- The proposed contemporary built form on the site adds to the diverse character of development that is evident throughout the area where a wide range of built form styles are present. A contextual review of the 'Garden City Suburbs (Northern Areas)' Precinct outlined in Clause 22.01 highlights the following key elements:
 - The front setback meets the requirement specified in the General Residential Zone, utilised for private open space and layered landscaping that will provide a positive street address and reinforce existing development patterns.
 - The proposed development will complement the existing area by providing consistent siting, articulated faces and a consistent mix of materials.
 - Long walls have been avoided where possible and each 'run' of townhouses has been appropriately broken up through visual breaks and articulation.

- The extensive landscaping response will unify the proposed built form, containing a mix of large trees, shrubs and street tree plantings. Where possible, existing trees of high retention value have been incorporated into the scheme.

The development of the site is also consistent with the objectives for Accessible Areas set out in the Monash Housing Strategy, providing moderate housing change and diversification that will serve as a transition to surrounding residential areas as the adjacent activity centre increases in intensity in future years (as sought by policy). The proposal also supports broader objectives within the MHS by:

- Providing housing that caters to the needs of residents at various stages of their lives and with different needs
- Promoting an appropriate level of density having regard to the site's location, noting an appropriate scale and design is proposed that will enhance on and off-site amenity.
- Providing for the redevelopment of a 'brownfield' site (as the site is located on a former school), which are noted for their locational advantages and access to services.
- Providing a variety of dwelling sizes and configurations to support greater housing choice.

On balance, the proposal is considered to be highly consistent with the direction of the Monash Planning Scheme and accompanying strategies, supporting the aspirations for the area and Monash more broadly.

5.2. BUILT FORM CONSIDERATIONS

5.2.1. Site Arrangement and Massing

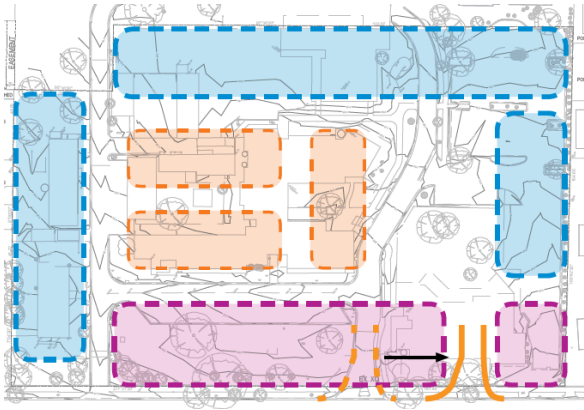
The subject site represents a large, strategic landholding that is proposed to transition away from previous education and community uses to residential. While this change is expressly supported by the site's zoning and residential and housing policy, such a large site requires a considered approach to site planning.

The proposed layout and massing works with the opportunities and constraints of the site (discussed in Section 2.3 previously). This delivers an intensity that will sit comfortably in its context while setting a new architectural standard for the area and for large, infill townhouse developments more broadly.

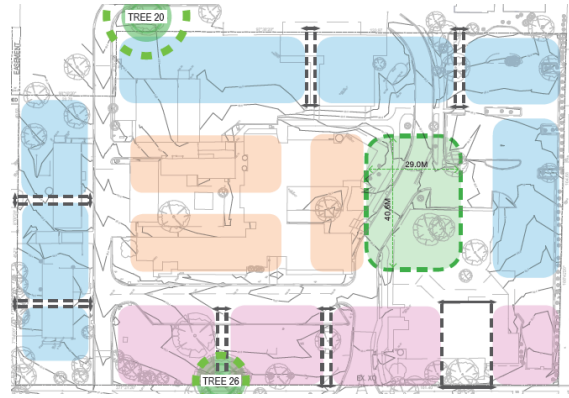
As detailed in the design evolution and response overleaf, the proposal has been informed directly by each interface. To the north and west, the proposal addresses the childcare and residential interface through visual breaks in the form to maintain visual permeability. The proposed breaks range from 4.8-6.1 metres (north) to 3.4 metres (west). To the south, the proposal seeks to establish a residential address, create linkages along the main road interface (for pedestrians and vehicles) and retain and incorporate a high-value tree.

To the east, the proposal responds to the residential grain to the north-east through the visual break offered by the laneway, while creating a strong interface towards the commercial motel. The approach to overall massing on the site limits the extent of the run for each row of townhouses, maintaining a high degree of visual permeability in conjunction with the individual articulation, materials and colours of each townhouse.

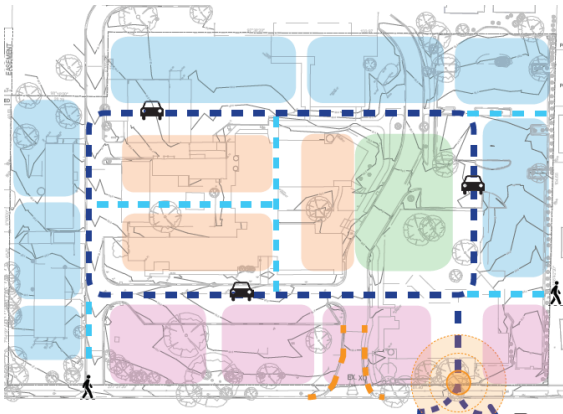
Figure 10 – Design evolution and response prepared by Rothelowman



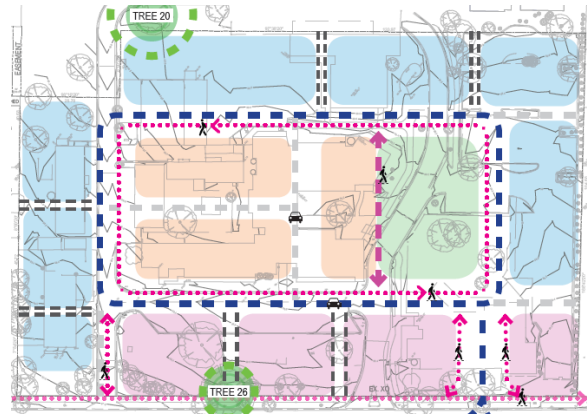
Picture 13 – Initial massing of townhouse blocks



Picture 14 – Visual breaks and open space introduced



Picture 15 – Vehicular access introduced



Picture 16 – Pedestrian access introduced

Legend

■ Perimeter Lots	● High Value Tree - Retain
■ Ferntree Gully Road Lots	○ High Value Tree TPZ
■ Interior Lots	--- Paper Road
■ Primary Open Space	--- Secondary Road
■ Primary Road	●●● Internal Footpath Network
●●● External Footpath	--- Visual Breaks

5.2.2. Building Height

The General Residential Zone Schedule 2 specifies a mandatory maximum building height of 11 metres or 3 storeys at any point. Accordingly, the proposal works with the slope of the site to deliver a maximum building height of 10.88 metres and 3 storeys, complying with the GRZ2.

5.2.3. Setbacks

The proposal incorporates setbacks from each key interface that supports appropriate on and off-site amenity. The following minimum setbacks to each boundary:

- North: 3.14 metres
- East: 3 metres
- South (Ferntree Gully Road): 7.6 metres
- West: 6.1 metres

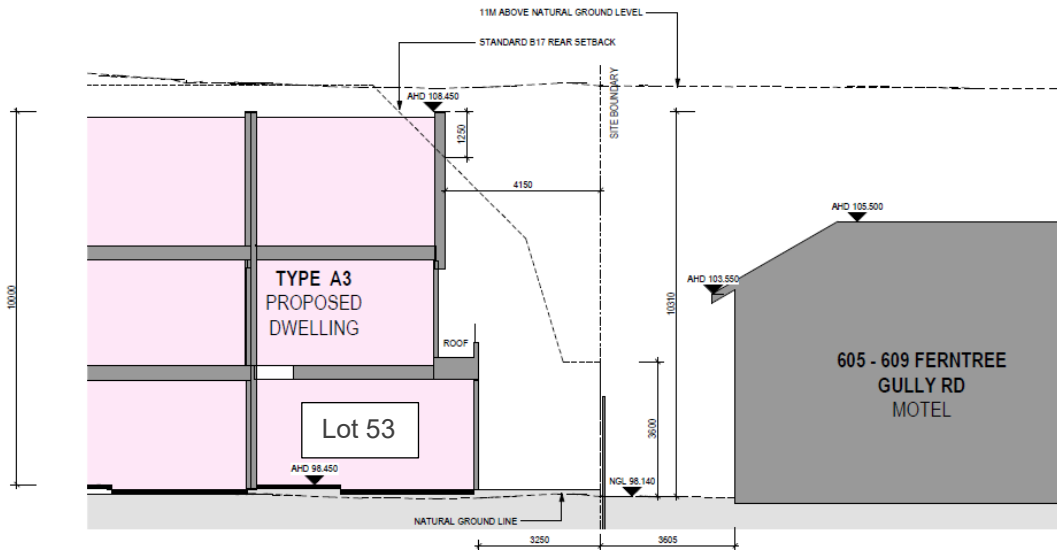
The majority of side and rear setback are compliant with Standard B17 and provide a site-specific response that appropriately manages visual bulk and ensures adequate daylight to all existing and proposed new dwellings.

All setbacks are compliant (and in most cases are setback further than required) with the exception of the proposed townhouse on Lot 53 at the south-eastern corner of the site.

The variation sought for Lot 53 is considered minor, noting that a 125mm portion of the parapet encroaches into the B17 standard. This is considered appropriate given the exceedance is very minor and allows the architectural integrity of the design to be maintained. This setback also allows for an appropriate landscaping response at ground floor, where canopy trees and yard space can be incorporated into the setback.

Please refer to TP03.13-TP03.15 of the architectural plans for an analysis of all setbacks.

Figure 11 – Lot 53 Rescode Setback



Source: TP03.15

5.2.4. Articulation and Materials

The design of each townhouse façade is articulated through the use of varied built form elements and materiality. Built form elements include raised and lowered parapet heights, screening, timber clad portals and recesses and feature glazing framing.

Proposed building materials and finishes will be considered, high quality, durable and of low maintenance. This includes timber, concrete with applied finishes, tile cladding, metal, and glazing, all in various colours and shades to provide variation and interest across the development.

Figure 12 – Renders of proposal showing façade articulation and materiality



Source: Rothelowman

5.3. AMENITY CONSIDERATIONS

5.3.1. External Amenity

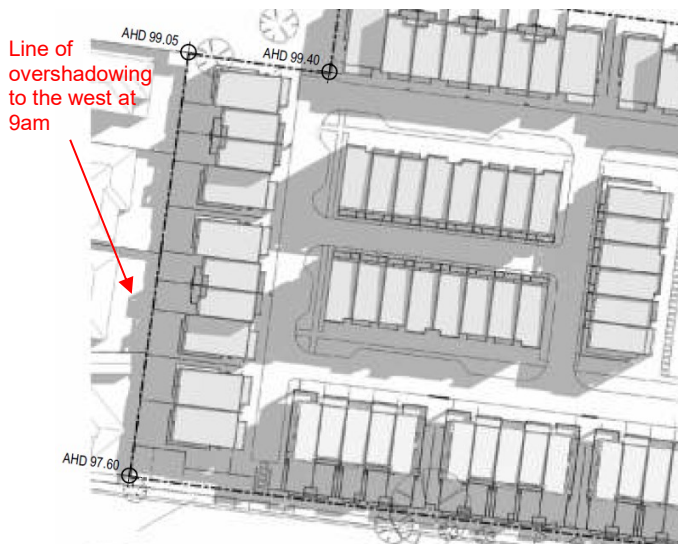
The proposal has considered its sensitive residential interfaces which is generally limited to the residential dwellings to the west and northeast, given the commercial land uses on the abutting interfaces to the north and southeast. Overshadowing, visual bulk and overlooking impacts have been appropriately mitigated, discussed in the sections below.

Overshadowing

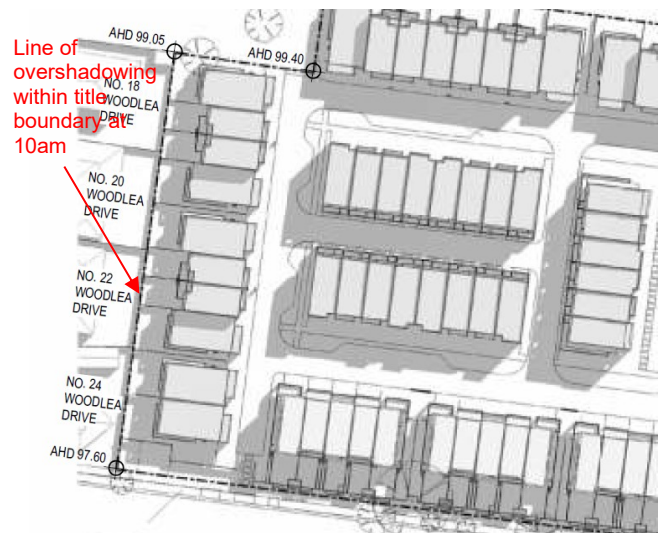
As demonstrated on the shadow diagrams prepared by Rothelowman, the proposal will have limited impact on the existing Secluded Private Open Space (SPOS) of adjoining residential properties to the west and east. Overshadowing has been reviewed for the hours of 9am-3pm, on the 22 September (Spring) equinox, in accordance with Standard B21 of Clause 55 (ResCode).

To the west, overshadowing to No. 18, No. 20, No. 22 and No. 24 Woodlea Drive is confined to 9am and has no impact between the hours of 10am and 3pm. This maintains 5 hours of unimpeded sun, excluding existing fence shadows. At 9am, shadows impact less than half of the SPOS area for each dwelling.

Figure 13 – Shadow diagrams for western adjoining residential properties



Picture 17 – 9am shadows



Picture 18 – 10am shadows

Source: *Town Planning Architectural Statement*, p. 30

To the east, overshadowing to No. 3 and No. 4/13-17 Kerferd Drive is confined to mid-afternoon, beyond 2pm. This maintains 5 hours of unimpeded sun to each SPOS areas (noting that the proposed shadow line for No. 4/13-17 Kerferd Drive at 2pm is consistent with the existing fence shadow line. While a small portion of the site interfaces with No. 5/13-17 Kerferd Drive, due to the position of the proposal it will have no impact on shadows to this SPOS area.

Figure 14 – Shadow diagrams for eastern adjoining residential properties



Picture 19 – 2pm shadows

Picture 20 – 3pm shadows

Source: *Town Planning Architectural Statement*, p. 31

More broadly, it is noted that the site will not impact the site to the north (due to its position to its south) and the proposal will have limited impacts on the motel site to the site’s south-east (605-609 Ferntree Gully Road), having limited impacts on afternoon shadows should this site be redeveloped in the future.

Note: please review pages 32-37 of the *Town Planning Architectural Statement* by Rothelowman for detailed shadow diagrams showing existing vs proposed shadows for each relevant adjoining property.

Visual Bulk

As discussed in Section 5.2, the proposal has been subject to extensive site planning to minimise the impact of the proposed townhouse forms throughout the site. Each ‘run’ of townhouses has been effectively broken up to key interfaces through the use of visual breaks that introduce visual permeability, as demonstrated below in the northern row of townhouses.

Visual breaks in this location are between 4.8 and 6.1 metres to the internal street. Above the setbacks, the B6 types of townhouses also provide increasing visual separation, as the built form steps up from two to three storeys.

Figure 15 – Northern row of townhouses, including southern (top) and northern (bottom) elevations



Source: *Town Planning Drawing Set* by Rothelowman – TP02.12

To the west, visual bulk has been mitigated through a combination of visual breaks between the row of townhouses and an increased setback to the western boundary (when compared to the northern and eastern boundary setbacks).

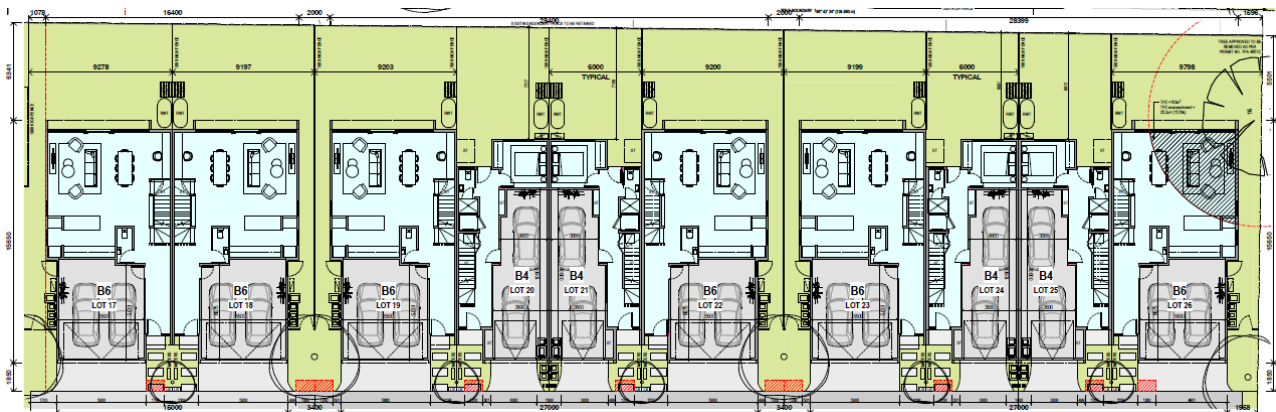
Visual breaks in this location are 3.4 metres to the street (creating one set of B6 types, and two sets of B4/B6 types of townhouses). The rear (western) setback is a generous 6.1 to 6.9 metres at ground floor, increasing at the upper levels. This not only provides greater physical separation from the sensitive properties to the west, but also increases the Secluded Private Open Space area for each proposed dwelling in this location.

Figure 16 – Proposed visual breaks and rear setback for the western row of townhouses



Source: Town Planning Drawing Set by Rothelowman – TP02.17

Figure 17 – Increased western setback of western row of townhouses to provide increased SPOS and separation to the existing adjoining dwellings to the west



Source: Town Planning Drawing Set by Rothelowman – TP01.03

In addition to breaks between rows of townhouses, the development is further broken up through the use of greater side setbacks to the title boundary, as well as through the internal road and pedestrian network. To Ferntree Gully Road, this provides a sense of openness and breathing room that increases sight lines into the development and its integration into the existing built form context. This has been demonstrated on the included streetscape elevation (shown below and included at TP03.11 of the architectural plans).

Figure 18 – Streetscape Elevation showing the proposed development on Ferntree Gully Road



Source: Drawing TP03.11

Overlooking

Pursuant to Standard B22 of 55.04-6 (Overlooking Objective), *'A habitable room window, balcony, terrace, deck or patio 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 proposal includes balconies or windows that are located within 9 metres of the secluded private open space (SPOS) of existing dwellings to the west and north-east of the development. Accordingly, terraces within 9 metres will be screened to a minimum height of 1.7 metres to mitigate overlooking and windows will be opaque up to 1.7m from the finished floor level, in accordance with Standard B22. Please refer to the plans prepared by Rothelowman where notations have been added to confirm this inclusion.

The development also considers internal overlooking, incorporating screening where required to limit overlooking into surrounding private open space areas as appropriate.

Please refer to the architectural plans for further detail.

5.3.2. Internal Amenity

The development has been designed to ensure future occupants will be provided with a high level of internal amenity, with the proposal incorporating the following:

- Functional layouts including room sizes and configurations
- All habitable rooms are to be provided with direct access to sunlight and ventilation, with the open plan dining/living areas of the dwelling being designed to take advantage of a northerly aspect where possible, maximising passive heating and cooling opportunities.
- A secure car garage (in various configurations) with direct dwelling access provided to each dwelling.
- Appropriate storage space opportunities within the proposed dwellings will be provided through efficient design of internal space in conjunction with a sizeable floor plate area. Dwellings also include an external storage space.

Private Open Space

It is noted that Schedule 2 to the General Residential Zone varies the requirement for private open space for the development above Standard B28 of Clause 55. Schedule 2 seeks an area of 75 sqm, with one part consisting of secluded private open space at the side or rear of a dwelling with a minimum area of 35sqm and a minimum dimension of 5 metres, with convenient access from a living room. Balconies or roof top terraces may be provided in accordance with the area and size requirements of B28 (this is unchanged in the GRZ2).

All dwellings are provided with at least one balcony which features an area of 8 square metres and a minimum dimension of 1.6 metres. Many dwellings feature secondary balconies and all perimeter dwellings also feature ground floor secluded private open space. All main living areas are directly connected to a private open space area.

The proposed ground floor secluded private open space area has been maximised for all dwellings, in particular for B6 type dwellings which feature ground floor living areas. All B6 type SPOS is at least 35sqm, noting this figure is exceeded for the western row of townhouses. A minimum dimension of 5 metres is also provided to the west. It is noted at a minimum dimension of 3 metres for townhouses to the north and east of the development is proposed.

The proposal therefore seeks a variation to the POS requirements of the GRZ2. The appropriateness of this variation is outlined below.

Decision Guidelines:

We note that before deciding on an application, the responsible authority must consider the design response, the usability of the POS area (including its size and accessibility), the availability of and access to public or communal open space, and the orientation of the lot to the street and the sun. In response to these considerations, we note:

- Dwellings are typically afforded more than one private open space area (i.e., more than one balcony, or both a balcony and private open space at ground level), which will ensure reasonable space for outdoor enjoyment and recreation and an appropriate balance of indoor and outdoor living.

- Private open space areas are considered to be usable and will support different furniture, layouts, or plantings, noting the ability to provide a range of different planting types and canopy trees as indicated in the landscape plan.
- Residents will also have access to the expansive public open space area within the site, allowing for wider open spaces and dedicated park facilities such as play equipment, running tracks (via the internal pedestrian paths) and entertaining facilities such as barbecues areas.
- Private open space areas will typically receive good access to sunlight given the orientation of dwellings and the proposed location of private (including secluded) open space areas.

The development is therefore considered to provide private open space in accordance with the objective, supporting a high degree of on-site amenity.

5.4. LANDSCAPING

Aspect Studios have prepared a comprehensive landscape plan which details the extensive landscaping that will be incorporated into the proposed development. The landscape concept centres around connectivity, comfort, a green framework (that links into sustainability) and community. The proposed landscaping response comprises the following core elements, including:

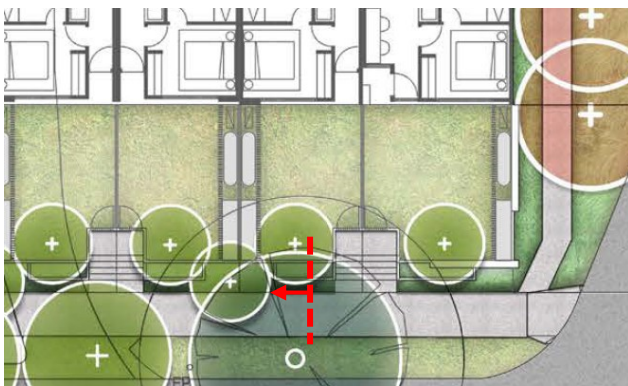
- Ferntree Gully Road interface including the entry gateway and pedestrian links
- Central park
- Streetscapes (including both roads and lanes)
- Site boundary interfaces

Collectively, the proposed response will reinforce and extend on the Monash Garden City Character, which is expressly sought by planning policy.

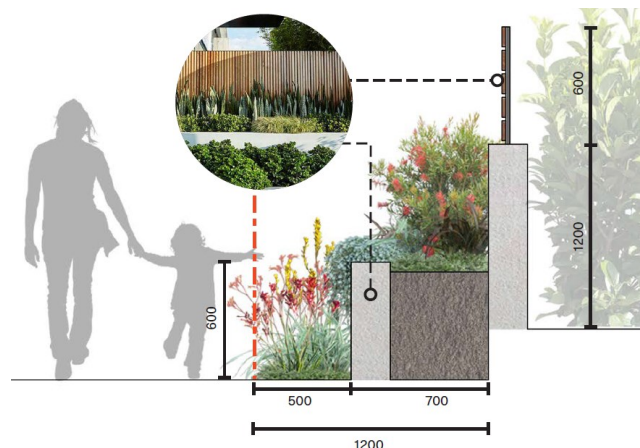
5.4.1. Ferntree Gully Road Interface, Entry Gateway, Pedestrian Links

Landscaping forms a key part of the proposal's address to Ferntree Gully Road. As a busy arterial road, Ferntree Gully Road is a relatively hostile environment from the activity and noise generated by vehicles. The proposal responds through the provision of a 7.6 metre setback (supporting the variation sought by the GRZ2), which allows a layered approach to landscaping, shown in the figure below.

Figure 19 – Ferntree Gully Road Interface (section cut indicated below in blue)



Picture 21 – Plan view of interface



Picture 22 – Section view of interface

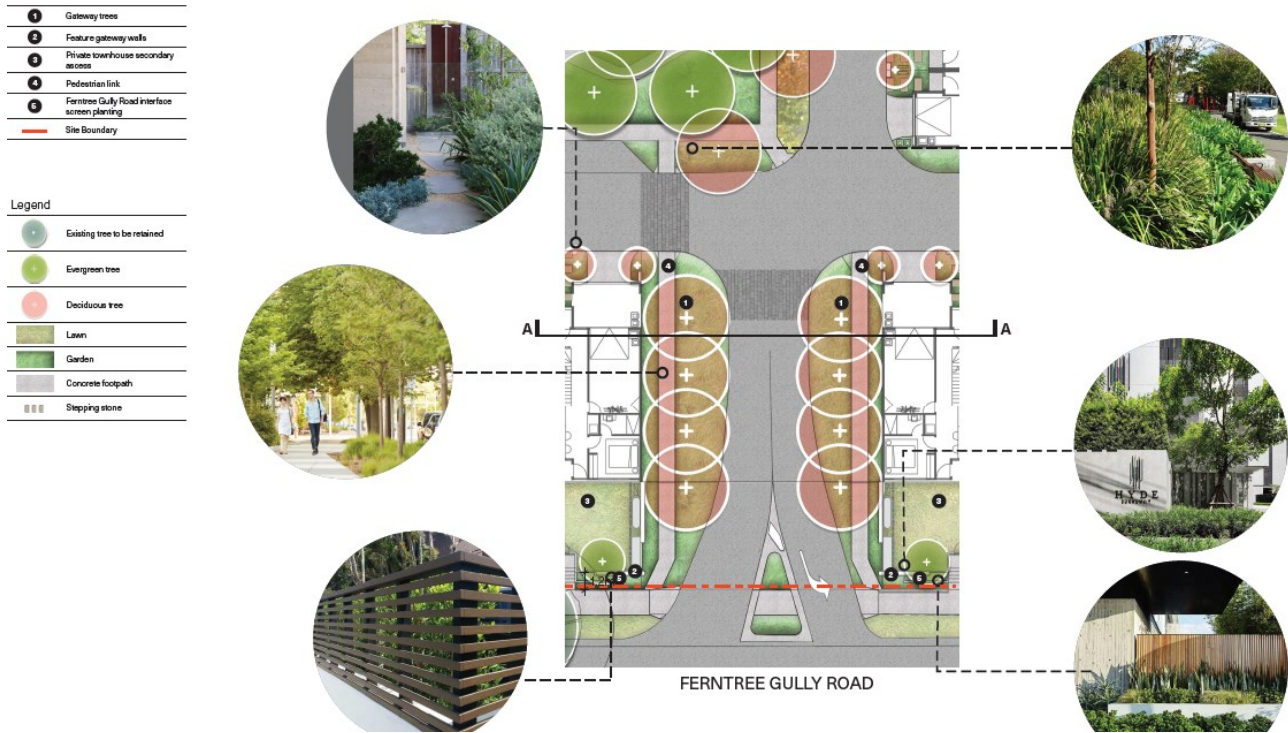
Source: Aspect Studios

Front private open space areas are included for dwellings fronting the road reserve, which include direct pedestrian entries from the street. Each private open space area is proposed to include a canopy tree and understory planting, prior to a tiered retaining wall and planter down to Ferntree Gully Road. The proposed planters along the edge of the private open space are located within a 1.2 metre setback from the title boundary, which will open up the street environment (see Picture 22 above).

It is also proposed to retain an existing high value tree within the front site boundary, which will complement the proposed landscape response. The retained tree (English Oak – identified as Tree 26 in the Arborist Report) is supported by a visual break in the townhouses behind, reinforcing visual permeability and a natural aspect. A number of additional street trees are proposed along Ferntree Gully Road, subject to further coordination and agreement with Council. SSS

The key entry gateway to the proposal has been designed to be a focal point and provide a strong sense of address, lined with feature Gingko biloba trees on either side, leading on to the feature entry water wall, detailed in the plan below.

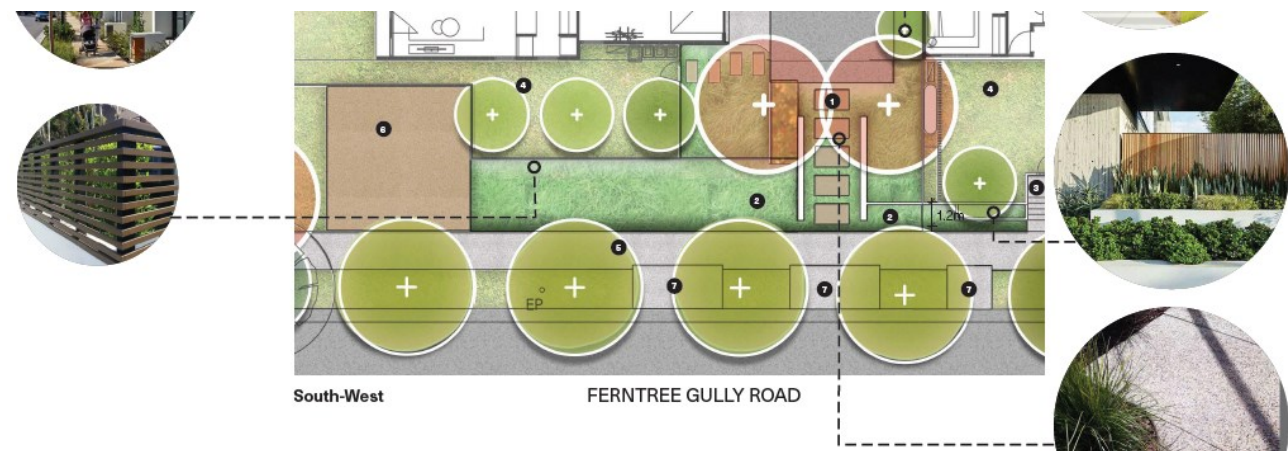
Figure 20 – Entry Gateway Landscaping



Source: Aspect Studios

In addition to the pedestrian footpaths on either side of the vehicle entry (on the eastern side of the frontage), another dedicated pedestrian entrance is proposed towards the west of the site frontage. Each entry is defined by feature Gingko trees, groundcovers and sensitively designed townhouse ends to create a pleasant and welcoming entry into the development.

Figure 21 – Western pedestrian access



Source: Aspect Studios

5.4.2. Central Park

Central Park functions as a hearth to the development, providing a generous public open space area for the benefit of future residents and the wider community. The proposed area is approximately 42.6 metres x 28.9 metres, providing a total area of approximately 1,231 square metres.

The proposed open space area centres around a central open lawn with a perimeter walking track that can be accessed from each corner of the open space area, from the surrounding footpath network. Facilities indicatively include a fitness station, BBQ and picnic area and a play space with seating walls introduced throughout which generally face into the space for passive surveillance.

Plantings include a mix of evergreen and deciduous canopy trees that seek to provide appropriate privacy to the adjoining townhouses and a lush setting for the open space. The position of proposed canopy trees and the position of the central open space seek to maximise sunlight into the space, which will receive appropriate levels of direct sunlight as demonstrated in the shadow diagrams prepared by Rothelowman. Garden beds at ground level continue to break up the large space to create pockets of space, working to create a human scale.

Figure 22 – Proposed public open space design



Source: Aspect Studios

5.4.3. Streetscapes

Landscaping within the streetscape is proposed to include small and medium deciduous canopy trees that will support a positive outlook for dwellings and a pleasant experience from the streetscape. Larger trees are proposed to be located around the interior lots with smaller trees located amongst the townhouse frontages.

5.4.4. Site boundary interfaces

The proposal incorporates boundary landscaping to each key interface, including medium sized trees such as Kanooka or Weeping Lily Pilly and understory planting beneath. The proposed trees will appropriately soften the proposed built form to each interface.

Please refer to the included landscape plan prepared by Aspect Studios for further detail.

5.5. ARBORICULTURAL

John Patrick Landscape Architects have conducted an arboricultural assessment for the development. This assessment assesses the condition of trees within the subject site and on neighbouring sites, identifying trees worthy of retention, impacts from the proposed development and protection and retention measures where relevant.

The subject site is not covered by any local vegetation overlays and John Patrick have also advised that to their knowledge, Council do not have any local laws relating to tree protection.

As the site is greater than 4,000 square metres, it is subject to the provisions of Clause 52.17 (Native Vegetation). However, John Patrick have advised that all vegetation on site is highly likely to be planted and is therefore exempt from permit requirements under the provisions of Clause 52.17-7 Table of exemptions.

A total of 50 trees or tree groups were assessed including 37 tree or tree groups within the subject site, 7 on neighbouring sites and 6 street trees.

Based on the assessment, the following on-site trees are proposed to be retained or removed as part of the proposal:

On-site Trees

- Tree 26 (English Oak) is proposed to be retained, which is of high arboricultural value. Dwellings on Lots 11 and 12 encroach into the TPZ of this tree by 5%. This complies with the relevant standard as a minor encroachment. Sections of fencing within the TPZ are intended to be of lightweight construction in accordance with arboricultural advice at Section 5.6 of the report.
- All other trees on site are proposed to be removed, with the majority being of low arboricultural value (Trees 8-14, 18, 22, 23, 27, 29-32, 34, 35, 40, 42 and 47-50) and four trees of medium arboricultural value (Trees 7, 25, 39 and 43). Under the current planning controls, a permit is not required to remove the trees.

Neighbouring Trees

- It is noted that three street trees (Trees 2, 5 and 6) will be impacted by the proposal.
- Only minor encroachments into Trees 2 and 5 are proposed, which includes the construction of stairs to allow access into Lots 11/12 and 1/2 respectively. Both comply with the relevant standards and impacts can be managed through construction detail.
- As a result of the relocation of the crossover (which is required to shift further east to accommodate requirements from the Department of Transport (DOT)), Tree 6 is proposed to be removed. Tree 6 has been identified within the Arborist assessment as fair health, poor structure and is considered to be of low arboricultural value. In consideration of this retention value, the requirements of DoT and that many replacement street trees are proposed as part of the development, this removal is considered appropriate.
- The dwelling on proposed Lot 26 encroaches approximately 15.5% into the TPZ of Tree 16, a neighbouring Prickly-leaved Paperbark. Plans indicate that this tree has been approved for removal under a separate permit for the development to the north (Permit No. TPA 49510).
- Dwellings on Lots 27, 28 and 29 encroach into the TPZ of Tree 20, a neighbouring Port Jackson Fig, approximately 11.3%. It is noted that plans indicate an existing 4.12% encroachment into the TPZ of this tree from the neighbouring property (Permit No. TPA 49510), resulting in a total encroachment of 15.42%. This level of encroachment is not expected to negatively impact the tree's long-term healthy retention given the size, age, health and the tolerance of this tree species to root disturbance. A non-destructive root investigation could be undertaken to confirm where major roots are located, should Council deem this necessary.

As detailed in Section 5.4 of this report, the proposal will offer a generous landscaping response which will greatly offset the trees to be removed and complement the tree to be retained on-site.

5.6. SUSTAINABILITY

Co Perform have prepared a Sustainability Management Plan in accordance with Clause 22.13 (Environmentally Sustainable Development Policy) of the Monash Planning Scheme. The development

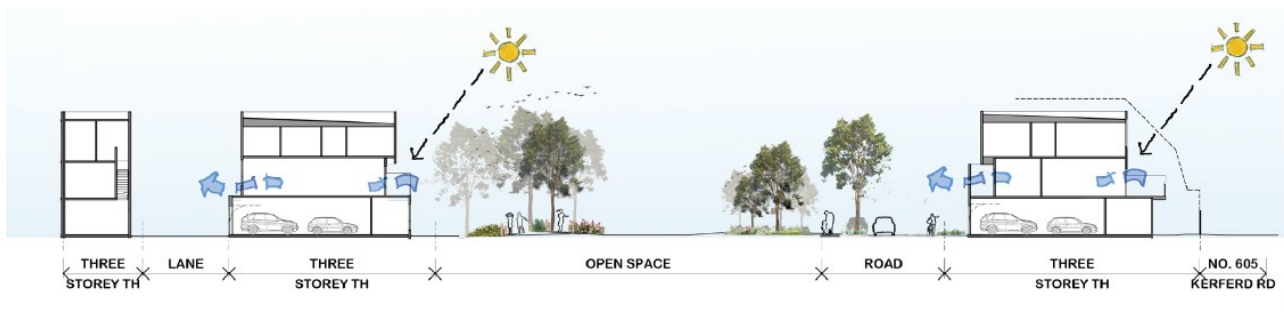
includes enhanced ESD attributes, ensuring that an appropriate level of sustainability will be achieved for the development. In doing so, the development will provide community benefits, manage environmental impact, improve the indoor environment, and facilitate the efficient use of existing energy, water and transport infrastructure.

Key ESD attributes of the proposal include:

- An overall BESS score of 56%, demonstrating best practice
- Best practice WSUD, including rainwater harvesting and reuse which enables potable water reductions. Stormwater is discussed in the following section.
- Water efficient landscaping.
- Efficient lighting systems, air conditioning systems, heated water, appliances and fixtures.
- An average dwelling energy rating of 6.5 stars
- The design exceeds the NCC requirements for daylight, assisted by 63% of dwellings having living areas oriented to the north.
- Low-VOC products and reduced effects of lighting to neighbours and the night sky.

Please refer to the included SMP prepared by Co-Perform for further detail.

Figure 23 – Careful site planning maximises opportunities for solar access and natural cross ventilation



Source: Rothelowman

5.7. STORMWATER

In accordance Clause 22.04 (Stormwater Management Policy) and Clause 53.18 of the Monash Planning Scheme, Cardno have prepared a Stormwater Management Strategy (SWMS) and Functional Layout Plan detailing the proposed stormwater system and management requirements. Water Sensitive Urban Design (WSUD) has been assessed using the MUSIC tool.

Best Practice WSUD will be achieved through the following stormwater initiatives:

- Rainwater harvesting through the collection of rainwater from each townhouse roof (approx. 60sqm), connected to a 2,000L rainwater tank for each townhouse and used for toilet flushing and irrigation.
- Bio retention via 8 x rain gardens of at least 55 square metres which will be the primary method of treating stormwater runoff from road surfaces. Raingardens are included along the eastern, western and southern internal roads as well as beside the western pedestrian entry.
- 78 cubic litres of on-site detention through the provision of over-sized underground pipes, ensuring no increase in post-development flows into Council's stormwater network.
- Through the use of each rainwater tank, the proposed raingardens and a final filter prior to discharge into the stormwater system for water quality treatment, the development will meet the target reduction for pollutants, including 85.4% reduction in Total Suspended Solids, 59% reduction in Total Phosphorus, 63.4% reduction in Total Nitrogen and a 94.4% reduction in Gross Pollutants.

5.8. PARKING, ACCESS, TRAFFIC AND WASTE

5.8.1. Car Parking

Pursuant to Table 1 to Clause 52.06 of the Monash Planning Scheme, the statutory car parking requirements for the development include:

- Two on-site car spaces for dwellings with more than two bedrooms
- As the development is located within the Principle Public Transport Network (PPTN), Column B visitor parking rates apply, meaning the development has no statutory requirement to provide visitor car parking.

Each townhouse will feature two on-site car parking spaces in the following configurations for each townhouse type:

- **Type A:** single garage with space for a second vehicle to park on the driveway in front of the garage. Single garages will have internal dimensions of at least 6m length x 3.5 metres width. A minimum 5.4m and 3.0m space is proposed for the driveway for a second vehicle.
- **Type B and Type C:** either a double garage or tandem spaces. Across the development, a total of 17% of garages are proposed to be double. Double garages will have internal dimensions of at least 6m length x 5.5 metres width. Tandem garages will have internal dimensions of at least 10.85m length x 3.5m wide for one vehicle and 3m width for the other.

While there is no statutory requirement to provide visitor car parking, a total of 15 on-street visitor car parking spaces are proposed throughout the development. This equates to a rate of 0.2 spaces per dwelling, which would meet the statutory visitor car parking requirement were the site not located within the PPTN area. Visitor parking bays will be 6.7 metres long x 2.3 metres wide, as indicated on the plans.

5.8.2. Bicycle Parking

Pursuant to Clause 52.34 of the Monash Planning Scheme, as the development is less than four storeys, there is no statutory requirement for bicycle parking.

Residents will be able to park bicycles within the garages for each dwelling in dedicated bicycle parking spaces, should this be desired.

5.8.3. Access

Vehicular access to the development is proposed to occur via a new left-in, left-out crossover to Ferntree Gully Road. The revised crossover location has been shifted further east to accommodate the requirements of the Department of Transport, who require greater separation to be provided to the central median break that is opposite the subject site to prevent vehicles from driving across multiple lanes of traffic when exiting the development. This crossover has been designed to accommodate vehicles up to the size of an 8.8-metre-long Medium Rigid Vehicle (MRV).

The existing central two-way crossover and one-way western exit crossover to Ferntree Gully Road are proposed to be removed and reinstated with kerb and channel.

The proposed alterations require a permit pursuant to Clause 52.29 of the Monash Planning Scheme as this alters access to a Road Zone, Category 1. As the proposed crossover location has been agreed on by the Department of Transport, the proposed location is considered to be appropriate. This will support greater levels of safety compared to the current arrangement and the proposal also results in a reduced number of crossovers to the road.

Within the site, vehicle access is proposed via an internal road network which is proposed to be managed via owners' corporation (not vested with Monash City Council). All roads have:

- A carriageway width of 5.5 metres
- The provision of indented car parking bays on one side of the road (for visitor car parking).

While the requirements of Clause 52.06-8 do not strictly apply to the development, the internal road reserves are in accordance with the requirements for an Access Lane, Access Place or Access Street – Level 1.

5.8.4. Traffic Generation

Stantec have reviewed the traffic impacts of the proposed development. The development is expected to generate up to 54 vehicle movements in the weekday AM and PM peak hours respectively.

As the site is proposed to have one access point, all traffic will utilise this point. Accounting for the directional split (i.e. the ratio between the inbound and outbound traffic movements) in the AM and PM peak hour, the development would equate to approximately 11 entry and 43 exit movements in the AM peak hour, and 36 entry and 18 exit movements in the PM peak hour.

The level of traffic generated by the development is considered to be moderate and is not expected to adversely impact on the safety or operation of Ferntree Gully Road, noting that it will be significantly less traffic than was previously generated by the site during weekday peak periods.

Please refer to the included Traffic Report prepared by Stantec for further detail.

5.8.5. Waste

The waste arrangements for the proposal have been integrally designed to appropriately service the development.

The proposed development of 77 townhouses generates the following waste:

- 9.24 cubic metres of garbage and 9.24 cubic metres of recycling per week (calculated as per Council's guidelines).

Waste collection is proposed to occur kerbside within the site by private contractor, directly outside each townhouse at nominated collection points. Each townhouse is provided with dedicated bin storage either within the garage and in an external bin enclosure beside the driveway, or beside the dwelling behind proposed fencing with gate access. This provides space for up to four bins, including:

- Garbage – 120L, collected once per week
- Recycling – 240L, collected once per fortnight
- Glass (future) – 80L, collected once per fortnight
- Food Organics and Garden Organics (FOGO) – 120L, collected once per fortnight

Collections will occur via 8.8m Medium Rigid Vehicle (MRV), which can be accommodated in the proposed internal road network, as demonstrated on the included swept paths.

Please refer to the included Waste Management Plan prepared by Leigh Design for further detail.

6. CONCLUSION

The proposal represents a considered design response that reflects adequate consideration of the site in its context, as expressed in the enclosed documentation. The proposed development is appropriate and worthy of support noting:

- The provision of a townhouse development that is appropriate in built form scale in the context of the area, and which contributes to the appropriate increasing in housing density and diversity, is expressly supported by Planning Policy and Local Planning Policy.
- The proposal is an appropriately sited infill development that is well supported by its location in proximity to services and facilities including the Brandon Park Major Activity Centre and public transport provisions.
- The proposal represents a contemporary form which is respectful of the mixed development character of the area and consistent with the emerging character associated with modern infill development.
- The development provides a high level of articulation through use of various quality construction materials and finishes, including variation between each townhouse to provide further breaks in building mass.
- The development provides for a high level of internal amenity for future residents, including the provision of direct daylight access to habitable rooms and a generous provision of private and public open space.
- The generous landscape response including public open space area will support the aspirations of Monash to extend and retain its distinctive Garden City Character.

Considering the assessment this application has undertaken, it is submitted that this planning permit application reflects a well resolved proposal and warrants favourable determination to facilitate this high-quality development.

APPENDIX A

PLANNING FRAMEWORK

Strategies

Monash Housing Strategy, 2014

The Monash Housing Strategy (MHS) was adopted by Council in 2014 and has an overarching aim to protect the 'garden city' character of Monash while identifying preferred locations for increased housing intensity.

As shown in the below figure, the subject site is located within 'Category 2 – Accessible Areas' and is adjacent to the Brandon Park Major Activity Centre. Accessible Areas are defined as being within reasonable walking distance from an activity centre, neighbourhood centre, railway station, public transport interchange or medium to large scale supermarkets. Key objectives seek to:

- *Moderate housing change and diversification serving as a transition between commercial and residential areas; and ensure*
- *Development will be respectful of neighbourhood character and amenity, with greater emphasis placed on these objectives in proportion to the distance from commercial zones and transport nodes.*

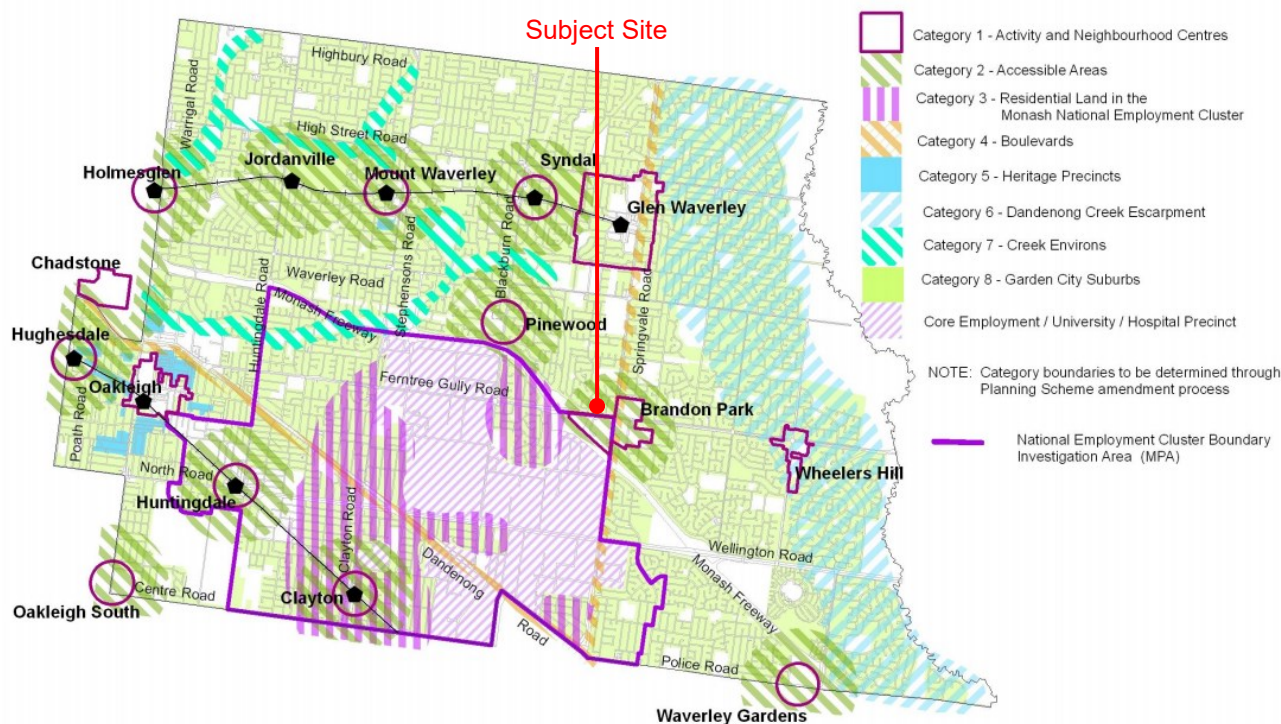
Key residential outcomes include:

- *Transition in residential density from the interface with surrounding residential areas to the boundary of the Activity Centre.*
- *Lower density unit and townhouse style developments at the interface with surrounding residential areas.*
- *Potential for apartment development in context with the scale of development of the Activity Centre, at the interface with the Activity Centre subject to careful design.*
- *On larger sites, in suitable locations, increased density may be appropriate, subject to careful design and the provision of appropriate landscaped setbacks.*

Broader applicable objectives within the MHS seek to:

- Encourage housing which caters for the needs of residents at various stages of their lives and with different needs, including providing the opportunity to age in place
- Promote higher density developments within and adjacent to activity and neighbourhood centres that will accommodate different forms of housing, subject to direction regarding appropriate scale and design.
- Encourage residential development on 'brownfield' sites, such as former school sites and former industrial premises, which are surrounded by residential areas and are serviced by public transport and other infrastructure.
- Promote a variety of dwelling sizes and types to support greater affordability of housing and choice in medium and large urban developments.

Figure 24 – Residential Development Framework Map



Source: Figure 6A: Residential Development Framework Map, Monash Housing Strategy, p. 77

Planning Policy Framework

The Planning Policy Framework seeks to develop the objectives for planning in Victoria (as set out in the Planning and Environment Act, 1987) to foster appropriate land-use and development planning and practices that encompass relevant environmental, social and economic factors.

The following State policies are relevant to this application:

- Clause 11 – Settlement
- Clause 15 – Built Environment and Heritage
- Clause 16 – Housing

Broadly these policies seek to:

- Develop sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities.
- Maintain a permanent urban growth boundary around Melbourne to create a more consolidated, sustainable city and protect the values of non-urban land.
- To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.
- Ensure development responds and contributes to the strategic and cultural context of its location and to minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.
- Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character.
- Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport, including in and around activity centres.

Local Planning Policy Framework

The Local Planning Policy Framework (LPPF) comprises the Municipal Strategic Statement and Local Planning Policies applicable to the City of Monash. The key aspects of the LPPF that are relevant to this application include:

- **Clause 21.04 – Residential Development** – The subject site is within a Category 2 ‘Accessible Area’. This is considered an area with future development potential. The policy seeks to ensure that new residential development provides a high level of amenity including internal amenity, privacy for occupants and neighbours, access to sunlight, high quality private and public open space, canopy tree cover, and effective traffic management and parking.
- **Clause 21.10 – Open Space** – This policy seeks to encourage the provision of a diverse and integrated network of public open space, meeting the recreational, health, and environmental needs and preferences of the community to enhance the image of Monash as a quality environment to live, work in and visit.
- **Clause 21.13 – Sustainability and Environment** – Encourage best practice sustainability measures for new development through stormwater management and retention, encouraging development that incorporates improved energy efficiency during both building and operation and promoting sustainable transport.
- **Clause 22.01 – Residential Development and Character Policy** – This policy seeks to ensure new development is consistent with the preferred future character statement and respects the character of surrounding development. Clause 22.01 also outlines the preferred future character statements. The subject site is located within the ‘Garden City Suburbs Northern Areas’. The preferred character contains key themes relating to setbacks, vegetation and canopy cover, built form siting, scale and articulation.
- **Clause 22.04 – Stormwater Management Policy** – Clause 22.04 seeks to maintain stormwater discharge flows at pre-development levels through on-site retention. This policy also contains decision guidelines relating to water quality.
- **Clause 22.05 – Tree Conservation Policy** – This policy promotes the retention of mature trees and encourages the planting of new canopy trees with spreading crowns throughout Monash, seeking to enhance and extend on the Garden City Character of Monash.
- **Clause 22.13 – Environmentally Sustainable Development Policy**
Development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. Specific objectives apply regarding energy efficiency, water resources, indoor environmental quality, stormwater management, transport, waste management and urban ecology.

General Residential Zone – Schedule 2

The subject site is located within the General Residential Zone – Schedule 2 (Monash Residential Areas). The relevant purpose of this zone includes:

- To encourage development that respects the neighbourhood character of the area.
- To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.

Under the GRZ, mandatory provisions limit the building height up to 11m (3 storeys) and require at least 35% of the site to be set aside as garden area on a lot greater than 650 square metres in size.

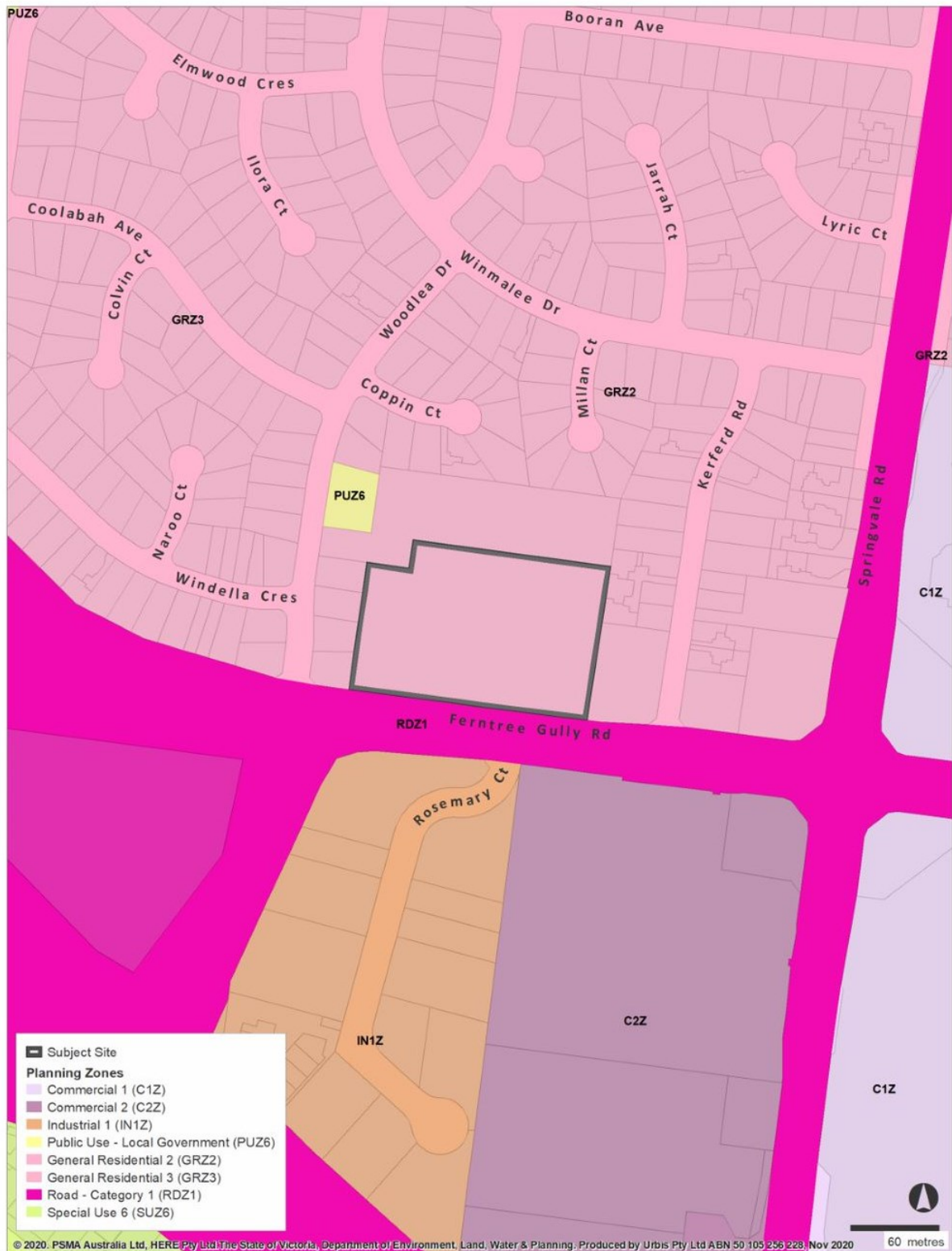
Pursuant Clause 32.08-6 a planning permit is required to construct two or more dwellings on a lot and a front fence higher than 1.2 metres.

The development is subject to Clause 55 ResCode variations as specified in Schedule 3 to the GRZ under the Monash Planning Scheme. The variations include:

- **Minimum Street Setback:** Front setback – 7.6 metres.
- **Private Open Space:** A dwelling or residential building should have private open space consisting of:
 - An area of 75 square metres, with one part of the private open space at the side or the rear of the dwelling or residential building with a minimum area of 35 square metres, a minimum width of 5 metres and convenient access from a living room; or

- A balcony of 8 square metres with a minimum width of 1.6 metres and convenient access from a living room; or
 - A roof top area of 10 square metres with a minimum width of 2 metres and convenient access from a living room.
- **Front Fence Height:** A front fence within 3 metres of a street should not exceed 1.2 metres.

Figure 25 – Zoning Map



538 FERNTREE GULLY ROAD, GLEN WAVERLEY PLANNING ZONES

Particular Provisions

Clause 52.06 – Car Parking

Clause 52.06 requires car parking at a rate of 2 spaces to each three or more-bedroom dwelling (with studies or studios that are separate rooms counted as a bedroom).

Clause 53.18 – Stormwater Management in Urban Development

This clause applies to an application to construct a building, or construct or carry out works in the General Residential Zone. It seeks to ensure that stormwater in urban development, including the retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.

Clause 55 – Two or more dwellings on a lot

The purpose of this Clause is to ensure residential development responds to and respects the existing neighbourhood character or contributes to a preferred neighbourhood character, while providing reasonable standards of amenity for existing and new residents.

A full assessment of the proposal against Clause 55 is provided at **Appendix B**.

APPENDIX B

CLAUSE 55 ASSESSMENT

CLAUSE	COMPLIES / DOES NOT COMPLY / VARIATION REQUIRED
Standard B1 55.02-1 - Neighbourhood Character Objectives	<p>✓ Complies</p> <p>Overall, it is considered that the design response and built form of the proposed development, with regards to its presentation to key interfaces and incorporation of features of the surrounding area, will sit comfortably within the preferred character and existing features of the surrounding area.</p> <p>The proposal is relatively modest in density and scale, incorporating a townhouse typology with breaks, setbacks and articulation used to modulate the proposed built form response. The inclusion of two storey forms at key interfaces further assists with the development's integration into the existing area.</p> <p>Please refer to Section 5.2 of this Report for further detail.</p>
Standard B2 55.02-2 – Residential Policy Objectives	<p>✓ Complies</p> <p>The proposal is consistent with both the Planning Policy and Local Planning Policy Frameworks having regard to policies surrounding housing and residential development.</p> <p>Specifically, the proposal is consistent with the support for moderate change reflecting a mixture townhouse types that will integrate into the existing area.</p> <p>The proposal reflects a moderate increase in residential density at a site that is well serviced by existing transport infrastructure. Additionally, the site has convenient access to a range of community services and facilities within the adjacent Brandon Park Major Activity Centre.</p> <p>Please refer to Section 5.1 of this Report for a detailed discussion regarding the proposal's compliance with relevant policy.</p>
Standard B3 55.02-3 – Dwelling Diversity Objective	<p>✓ Complies</p> <p>A key component of this proposal has focused on creating a mix of housing typologies within the development.</p> <p>A range of 3 and 4 bedroom apartments (in varying configurations) have been provided across the proposal:</p> <ul style="list-style-type: none"> ▪ 15 x 3-bedroom apartments (19%) ▪ 62 x 4-bedroom apartments (81%) <p>B6 type dwellings feature conventional layouts, including ground floor kitchen and living areas and greater outdoor Secluded Private Open Space, with bedrooms above.</p> <p>Other dwelling types contain bedrooms and/or living rooms on the ground floor, as well as a bathroom. Kitchens are provided on the first floor with bedrooms above.</p> <p>Please refer to the included architectural statement and plans for further detail.</p>
Standard B4 55.02-4 – Infrastructure Objectives	<p>✓ Complies</p> <p>All dwellings will be provided with appropriate utility services and infrastructure. The included Functional Layout Plan prepared by Cardno includes the proposed servicing layout, including water, sewerage, gas and electricity.</p> <p>The submitted Stormwater Management Plan also demonstrates that the development can be integrated into the existing drainage network, including a number of Water Sensitive Urban Design (WSUD) measures to ensure stormwater quality and peak flows are managed appropriately.</p> <p>It is not considered that the development will unreasonably exceed the capability of existing infrastructure.</p>
Standard B5 55.02-5 – Integration with the Street Objective	<p>✓ Complies</p> <p>The design of the proposed development has carefully considered the site's context including the street frontage to Ferntree Gully Road and is in accordance with Standard D5.</p> <p>Townhouses fronting Ferntree Gully Road will be provided with secondary access direct from the street, which will activate the interface and provide a</p>

positive address. The front setback (7.6 metres) accords with the variation sought by the GRZ2, allowing a layered approach to this frontage in terms of activation and landscaping.

The ends of townhouses have been carefully considered in terms of interface, materials and articulation, so that the western row of townhouses that terminates on its side to the main street provide a positive address.

Care has been taken to design a building mass that integrates with the street and avoids dominating the streetscape relief breaks in the built form, pedestrian walkways on either side of the site (that link to internal lanes/roads), as well as the separation provided by the main entry and gateway into the site.

The result is a highly permeable and considered built form response that will sit comfortably in its context.

For further detail please refer to the town planning statement and architectural plans for further detail.

Standard B6
55.03-1 – Street Setback
Objective
(Varied by GRZ2)

✓ **Complies**

Schedule 2 to the GRZ varies the street setback requirement of Standard B6, requiring a minimum of 7.6 metres from the street.

All dwellings fronting Ferntree Gully Road are setback a minimum of 7.6 metres in accordance with the varied requirement.

Standard B7
55.03-2 – Building Height
Objective

✓ **Complies**

Schedule 2 of the General Residential Zone allows a building height up to 11 metres and no more than three storeys at any point, unless the slope of the land exceeds 2.5 degrees over a section at least 8m wide where the building can exceed the maximum height by 1 metre. The applicable building height for the site is 11 metres.

Accordingly, the proposal has a maximum building height of 10.88 metres and three storeys at any point throughout all buildings on site, complying with the standard.

Standard B8
55.03-3 – Site Coverage
Objective

✓ **Complies**

Standard B8 specifies a maximum site coverage of 60%.

The proposed development seeks to provide a building site coverage of 40.07%, which complies with the Standard.

Standard B9
55.03-4 – Permeability
Objective

✓ **Complies**

The proposal achieves more than the required 20% permeable area, providing at least 35% permeable areas.

Standard B10
55.03-5 Energy Efficiency
Objective

✓ **Complies**

The proposed development has been carefully designed to take advantage of all orientations of the site. A total of 63% of dwellings include living areas that are oriented to the north, noting that the daylighting of the project extends 'well beyond best practice' – as assessed by Co-Perform. All habitable room windows will have direct access to daylight and natural ventilation, which will assist in improving energy efficiency.

Further, the proposal will not have any impact the energy efficiency of adjoining lots. The proposed development is therefore compliant with the Standard.

Please refer to the included SMP prepared by Co-Perform for detail.

Standard B11
55.03-6 Open Space Objective

✓ **Complies**

The proposal incorporates a central public open space area as part of the development. A series of townhouses directly adjoin and overlook this space, while townhouses in the surrounding streets will benefit from this positive outlook. This will provide valuable amenity for residents and increase safety with eyes on the public space through passive surveillance.

Standard B12
55.03-7 - Safety Objective

✓ **Complies**

The proposal incorporates separated vehicle and pedestrian access to ensure that occupant safety is maintained when entering and exiting the property. This includes a separated footpath, continuous footpath network

directly connected to the main road, as well as dedicated separate pedestrian entryways on either end of the frontage to maximise safety (including on either side of the vehicle entry).

Dwellings will provide passive surveillance onto the public realm and key entrances, noting that balconies and terraces provide a direct outlook.

The layout of the proposed development provides clear identifiable entrances for each townhouse in a manner that ensures the safety and security of residents.

For further detail please refer to architectural plans.

Standard B13
55.03-8 - Landscape Objectives

✓ Complies

The proposal incorporates extensive landscaping opportunities across the entire site, including a designated planting zones along all interfaces of the site and a generous landscaped public open space area.

The landscape plans detail the provision of numerous canopy trees across the site, as well as various shrubs, groundcovers and climbers to ensure the proposal fits well within the garden setting of the surrounding area. Please refer to Landscape Plans prepared by Aspect Studios for further detail.

Standard B14
55.03-9 - Access Objectives

✓ Complies

Standard B14 stipulates that accessways or car spaces should not exceed 40% of the street frontage if the street frontage is less than 20 metres, should have no more than one single width crossover per dwelling, and maximize the retention of on-street car parking spaces.

The proposal includes only one crossover to Ferntree Gully Road, removing the current secondary crossover to reduce the number of crossings to the street. Internal access to each dwelling is then provided by the internal road network and laneways, including front and rear loaded townhouses to ensure that the internal access network is not unreasonably impacted.

Please refer to the Traffic Engineering Assessment prepared by Stantec for further detail.

Standard B15
55.03-10 - Parking Location Objectives

✓ Complies

The development includes two car spaces to each dwelling, conveniently located in a single (with second external space in driveway), double or tandem garage to allow direct access to each dwelling.

While the development does not have a statutory requirement to provide visitor car spaces (as it is located within the PPTN), visitor car spaces are proposed to be located within the newly created road reserves, along one side of each carriageway.

Standard B17
54.04-1 - Side and Rear Setbacks Objective

Meets Objective - Variation required to Standard

The building has been designed to respond to the existing and potential future development of adjoining sites.

The proposed development establishes a built form that comprises a scale, height and setbacks which appropriately responds to its context. This includes increased setbacks to the west, which is one of the site's most sensitive interface.

Further sensitive interfaces include the existing dwellings to the site's north-east, where the proposed laneway and setback that exceed the minimum requirements have been provided to ensure off-site amenity is reasonably maintained.

There is only one minor variation sought to the side setback requirement at the southeastern corner of the site, for the townhouse on Lot 53. The variation is considered to be minor, noting 1.25 metres of the parapet extends into the setback. This minor variation is considered appropriate given the ability to provide canopy trees and other landscaping within the setback, allowing appropriate visual separation to the current motel building and any future development of the adjoining site.

Please refer to Section 5.2 of this Report for further discussions and the architectural drawings prepared by Rothelowman.

Standard B18 55.04-2 - Walls on boundaries objective	N/A No walls are proposed along any of the title boundaries of the site.
Standard B19 55.04-3 - Daylight to Existing Windows Objective	✓ Complies Given the proposed setbacks and overall orientation of the development, daylight to existing windows will not be impacted by the development.
Standard B20 55.04-4 - North-Facing Windows Objective	N/A There are no existing north habitable room windows within 3 metres of the title boundary opposite the proposed development.
Standard B21 55.04-5 - Overshadowing Open Space Objective	✓ Complies Given the orientation of the site and adjoining interfaces, the proposed development does not cast unreasonable shadows to the private open space of adjoining residential dwellings. The development will ensure the SPOS areas of existing dwellings to the west and east will receive a minimum of 5 hours of unimpeded sunlight (excluding existing shadows). Please refer to Section 5.3 of this report and the Town Planning Statement prepared by Rotheloman for further details with respect to overshadowing.
Standard B22 55.04-6 - Overlooking Objective	✓ Complies All relevant interfaces are screened in accordance with the requirements of Standard B22. Screening is proposed along the eastern and western elevation to all upper-level terraces within 9 metres that overlook adjoining sensitive interfaces. Opaque glazing is proposed to all upper-level windows to a height of 1.7 metres as appropriate. Refer to architectural plans for further details with respect to overlooking.
Standard B23 55.04-7 - Internal Views Objective	✓ Complies Open space has been provided via ground floor secluded private open space, balconies, or a combination of both for all townhouses. The proposal has been carefully designed to protect each private open space and habitable rooms of dwellings within the development from internal overlooking. A mix of screening and opaque glazing is proposed to ensure internal views are limited in accordance with Standard B23. This will ensure appropriate outlook and screening or opaque glazing will only be used where required to maximise outlook and internal amenity for residents. Please refer to architectural plans for further details with respect to internal views.
Standard B24 55.04-8 – Noise Impacts Objective	✓ Complies The subject site fronts Ferntree Gully Road, which is a busy arterial road accommodating significant traffic volumes. The proposal incorporates a 7.6 metre setback to dwellings at this interface, utilising this space for private open space. Private open space areas are proposed to be bordered by a mix of solid walls to mitigate noise impacts from the road, with screening above to maintain privacy. Each private open space area allows for landscaping opportunities (as detailed on the proposed landscape plan), which will further mitigate noise impacts once mature. Mechanical plant, including lifts (where specified) and air conditioning condensers have been located appropriately to limit impacts from noise. Lifts are located with stairs, generally away from more sensitive rooms. We note no communal lifts are proposed – each lift specified is for the sole use of each dwelling which will minimise their impact on each household.
Standard B25 55.05-1 – Accessibility Objective	✓ Complies Dwellings include entries that can be easily made accessible for people with limited mobility if required. In addition, each dwelling is expected to be readily adaptable to accommodate people with limited mobility, featuring appropriate accessways,

room sizes and bathrooms that can be configured to suit different requirements.

Standard B26
55.05-2 – Dwelling entry
Objective

✓ **Complies**

Each dwelling will be provided with visible, easily identifiable entrances from the street, including overhead cover and a sense of personal address through the variation of townhouse forms and materials proposed. Entry spaces adjoin purposeful landscaped areas that will create a sense of transition into and out of each entry.

The proposal also includes secondary access from Ferntree Gully Road for townhouses fronting the main road, as well as direct access from the public open space area for townhouses fronting the open space. This will reinforce the sense of address to key interfaces and provide ample opportunity for residents and visitors to efficiently and safely access each dwelling.

Standard B27
55.05-3 – Daylight to New
Windows Objective

✓ **Complies**

All habitable rooms receive ample daylight via windows located to face outdoor spaces clear to the sky. The proposal therefore offers a high degree of internal amenity.

Standard B28
55.05-4 – Private Open Space
Objective

Meets Objective - Variation required to Standard

It is noted that Schedule 2 to the General Residential Zone varies the requirement for private open space for the development above Standard B28 of Clause 55. Schedule 2 seeks an area of 75 sqm, with one part consisting of secluded private open space at the side or rear of a dwelling with a minimum area of 35sqm and a minimum dimension of 5 metres, with convenient access from a living room. Balconies or roof top terraces may be provided in accordance with the area and size requirements of B28 (this is unchanged in the GRZ2).

All dwellings are provided with at least one balcony which features an area of 8 square metres and a minimum dimension of 1.6 metres. Many dwellings feature secondary balconies and all perimeter dwellings also feature ground floor secluded private open space. All main living areas are directly connected to a private open space area.

The proposed ground floor secluded private open space area has been maximised for all dwellings, in particular for B6 type dwellings which feature ground floor living areas. All B6 type SPOS is at least 35sqm, noting this figure is exceeded for the western row of townhouses. A minimum dimension of 5 metres is also provided to the west. It is noted at a minimum dimension of 3 metres for townhouses to the north and east of the development is proposed.

The proposal therefore seeks a variation to the POS requirements of the GRZ2. The appropriateness of this variation is outlined below.

Decision Guidelines:

We note that before deciding on an application, the responsible authority must consider the design response, the usability of the POS area (including its size and accessibility), the availability of and access to public or communal open space, and the orientation of the lot to the street and the sun. In response to these considerations, we note:

- Dwellings are typically afforded more than one private open space area (i.e., more than one balcony, or both a balcony and private open space at ground level), which will ensure reasonable space for outdoor enjoyment and recreation and an appropriate balance of indoor and outdoor living.
- Private open space areas are considered to be usable and will support different furniture, layouts, or plantings, noting the ability to provide a range of different planting types and canopy trees as indicated in the landscape plan.
- Residents will also have access to the expansive public open space area within the site, allowing for wider open spaces and dedicated park facilities such as play equipment, running tracks (via the internal pedestrian paths) and entertaining facilities such as barbecues areas.
- Private open space areas will typically receive good access to sunlight given the orientation of dwellings and the proposed location of private (including secluded) open space areas.

	The development is therefore considered to provide private open space in accordance with the objective, supporting a high degree of on-site amenity.
Standard B29 55.05-5 – Solar access to Open Space Objective	<p>✓ Complies</p> <p>All private open space areas allow for adequate solar access and have been located to the north where possible.</p>
Standard B30 55.05-6 – Storage Objective	<p>✓ Complies</p> <p>Each dwelling will be provided with at least 6 cubic metres of storage, which is proposed to be externally accessible where possible (generally located within the ground floor rear yard). The size of each dwelling will also support a range of internal storage spaces that will meet the needs of future residents.</p> <p>Please refer to the architectural plans for further detail.</p>
Standard B31 55.06-1 – Design Detail Objective	<p>✓ Complies</p> <p>The proposed design of the building is consistent with the existing and emerging neighbourhood character of the area. The proposed includes a built form that readily integrates with the surrounding building stock, including visual breaks and articulation through materials that will achieve a high architectural standard.</p> <p>Please refer to the Section 5.2 of this Report for a discussion regarding built form.</p>
Standard B32 55.06-2 Front Fences Objective	<p>Meets Objective - Variation required to Standard</p> <p>The proposed front fence is located along on the Ferntree Gully Road (south), which functions as a primary arterial road with the potential for substantial traffic volumes.</p> <p>The character of the area and planning controls seek landscaped setback, which is provided in the form of a 7.6 metre setback from the street. This provides an opportunity to provide private open space within this area, which fronts Ferntree Gully Road.</p> <p>Given the function of the road and expected traffic noise, the proposed front fence of a total height of 1.8 metres includes a solid base section (1.2m high) to mitigate impacts from the road reserve. Screening above intends to provide privacy to ensure front open space supports privacy for residents.</p> <p>The top timber screening section (0.6m high) will also soften the appearance of the wall, which is further mitigated through the landscape response on either side. To Ferntree Gully Road, landscaping includes tiered planters down to the road reserve, which will ensure that the street interface is positive.</p> <p>Together the proposed street interface complements the mixed style of front boundary treatments in the surrounding streetscape and greatly enhances the functionality of the development.</p>
Standard B33 55.06-3 – Common Property Objectives	<p>✓ Complies</p> <p>The proposal clearly delineates the interfaces between public, private and communal areas with fencing and architectural features.</p> <p>The proposal has been designed to ensure that car parking, access areas and site facilities are practical, attractive and easily maintained.</p>
Standard B34 55.06-4 Site Services Objectives	<p>✓ Complies</p> <p>The proposal includes the adequate provision of services and facilities that are accessible, attractive and can be easily maintained.</p> <p>Dedicated bin storage areas will be provided with space for four bins, provided in either each garage, side setbacks with convenient access to the adjoining street or a combination of each garage and dedicated bin enclosures beside driveways. Bin storage will therefore be easily accessible and convenient for residents, including taking bins in and out for collection to occur.</p> <p>The public realm will be maintained by owners corporation, including the public open space area and included facilities, streets and public landscaping.</p>

Mailboxes will be located within the frontage of each dwelling for convenient access.

55.07 – Apartment Developments

N/A

The requirements of 55.07 do not apply to this proposal.

DISCLAIMER

This report is dated 16 August 2021 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of GLEN FENTREE GULLY DEVELOPMENT PTY LTD (**Instructing Party**) for the purpose of Town Planning (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

