

**1.8 2263-2267 DANDENONG ROAD, MULGRAVE
CONSTRUCTION OF A 3-4 STOREY RESIDENTIAL APARTMENT BUILDING AND 2-3 STOREY
TOWNHOUSES COMPRISING 93 DWELLINGS/APARTMENTS
(TPA/47349)**

EXECUTIVE SUMMARY:

This application proposes development of a 3-4 storey apartment building and 2-3 storey town houses. In total 93 apartments and townhouses are proposed. In order to redevelop the site, demolition of the existing church and house on the site are required, however these works do not require planning permission.

The application was subject to public notification. Fifteen (15) objections to the proposal have been received along with two petitions.

Key issues to be considered relate to scale and built form, street setback, internal amenity and vehicle access to the site

This report assesses the proposal against the provisions of the Monash Planning Scheme including the relevant state and local planning policy framework, Clause 55, consideration against adopted Amendment C125 and issues raised by objectors. The application was lodged prior to VC110 and therefore the mandatory 3 storey height control does not apply to this application.

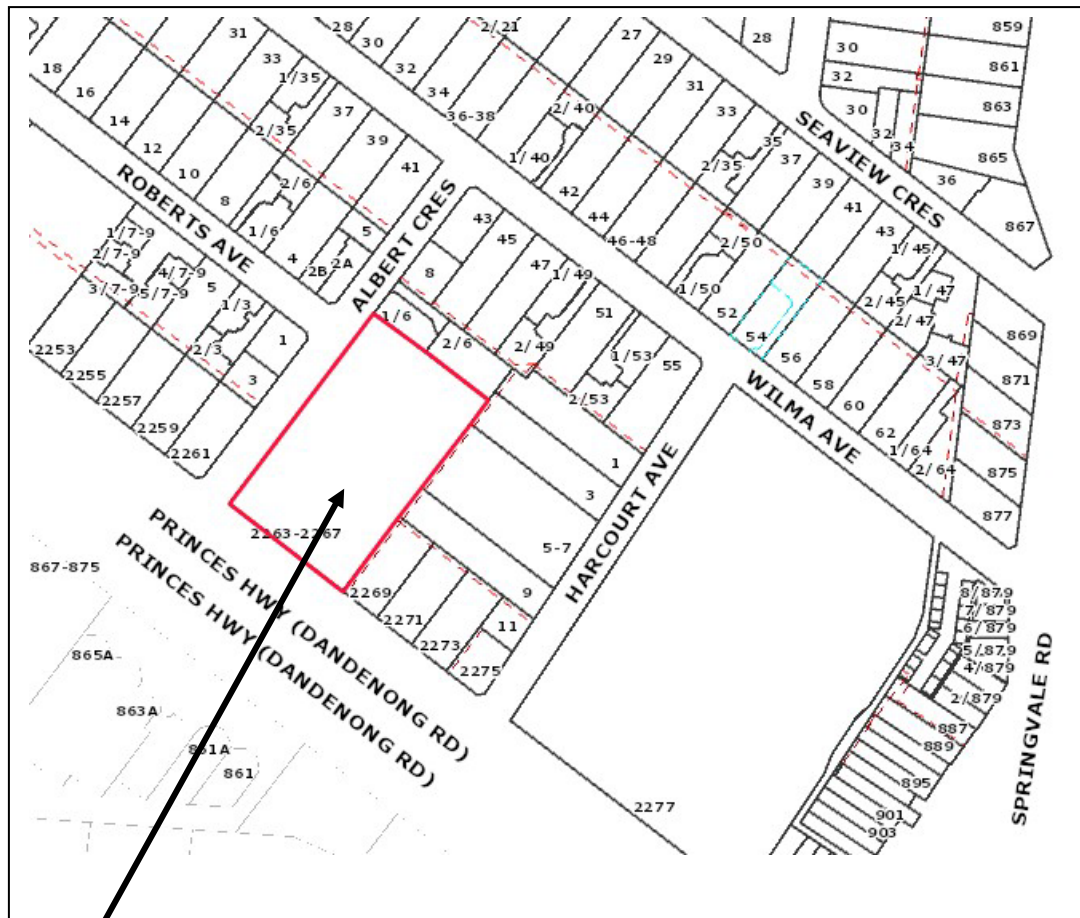
The reason for presenting this report to Council is the proposed development cost of \$18 Million.

The proposal is considered inconsistent with the relevant provisions of the Monash Planning Scheme and it is recommended that the application be refused.

RESPONSIBLE DIRECTOR:	Peter Panagakos
RESPONSIBLE MANAGER:	Angela Hughes
RESPONSIBLE PLANNER:	Sue Monagle
WARD:	Oakleigh
PROPERTY ADDRESS:	2263-2267 Dandenong Road, Mulgrave
EXISTING LAND USE:	Church building with associated car parking and dwelling.
PRE-APPLICATION MEETING:	No
NUMBER OF OBJECTIONS:	Fifteen (15)
ZONING:	General Residential Zone 2 (GRZ2)
OVERLAY:	Nil
AMENDMENT C125 (adopted)	General Residential Zone 3 (GRZ3)
RELEVANT CLAUSES: <u>State Planning Policy Framework</u> Clause 9 – Plan Melbourne Clause 11 – Settlement Clause 15 – Built Environment and Heritage	<u>Local Planning Policy Framework</u> Clause 21 – Municipal Strategic Statement Clause 21.01 – Municipal Profile Clause 21.02 – Key Influences

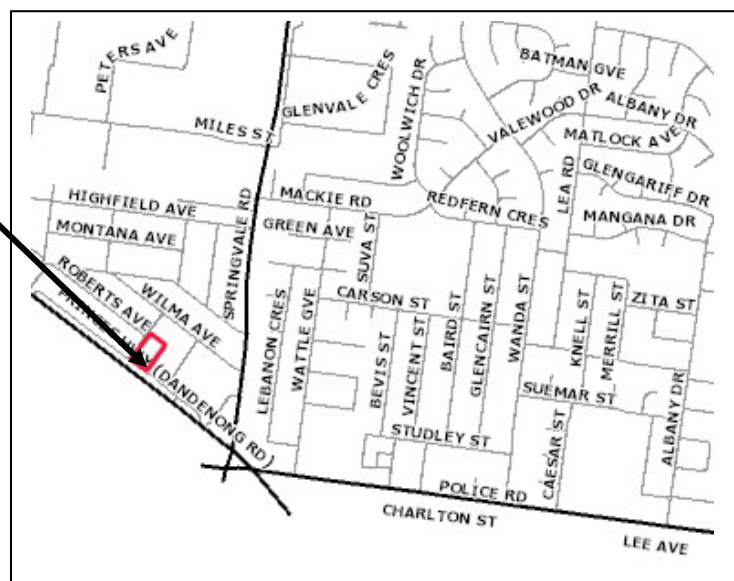
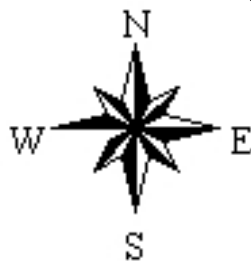
Clause 16 – Housing	Clause 21.03 – A Vision for Monash Clause 21.04 – Residential Clause 21.05 – Economic Development Clause 21.09 – Key Regional Assets Clause 21.13 – Sustainability and Environment <u>Clause 22 Local Planning Policies</u> Clause 22.01 – Residential Development and Character Policy Clause 22.13 – Environmentally Sustainable Development Policy <u>Particular Provisions</u> Clause 52.06 – Car Parking Clause 52.29 – Land Adjacent to a Road Zone Clause 52.34 – Bicycle Facilities <u>General Provisions</u> Clause 65 – Decision Guidelines
STATUTORY PROCESSING DATE:	4 November 2017
DEVELOPMENT COST:	\$18 million

LOCALITY PLAN



SUBJECT SITE

NEIGHBOURHOOD PLAN



RECOMMENDATION:

That Council resolves to issue a **Notice of Decision to Refuse to Grant a Planning Permit (TPA/47349)** for the construction of a multi level residential development (up to 4 storeys) comprising 93 dwellings/apartments; reduction in onsite visitor parking; alteration of access to a Road Zone Category 1 (removal of crossover to Dandenong Road) at 2263-2267 Dandenong Road, Mulgrave subject to the following grounds:

1. The proposal is inconsistent with the Residential Development Policy and Residential Development and Character Policy at Clauses 21.04 and 22.01 of the Monash Planning Scheme.
2. The proposal does not adequately satisfy the objectives and design standards of Clause 55 of the Monash Planning Scheme with regard to Neighbourhood Character, Building Height, Landscaping, Overlooking and front setback.
3. The proposal is out of character with the existing development in the area in particular with regard to street setback, mass, bulk and scale.
4. The proposal would have a detrimental impact on the amenity of adjoining residential properties in relation to visual bulk and overlooking.
5. The proposal does not satisfy the car parking requirements of clause 52.06 of the Monash Planning Scheme.

BACKGROUND:

Planning permit TPA/26894 was issued on 27 July 2000 allowing the development and use of the site for a Place of Worship with associated car parking. The current development operates under this permit.

The Site and Surrounds

The subject site is located on the northern side of Dandenong Road (Princes Highway) just west of Springvale Road. The site is a large corner site with frontages to the Dandenong Road Service Road and Albert Crescent which is a local residential street.

The site is approximately 6070 square metres in area with a 60.35 metre frontage to Dandenong Road, and a 100.58 metre frontage to Albert Crescent. The site slopes north-south (rear to front) by approximately 7.25 metres.

The site is developed with a large double storey building, previously used as a church. At grade car parking exists in the front setback to Dandenong Road and Albert Crescent, and at the rear of church building, car parking is located across the rear half of the site. An existing residential dwelling (used by the church) is located at the south west corner of the lot adjacent to the intersection of Albert Crescent and Dandenong Road.

Established trees comprising a mix of native and exotic species are scattered around the perimeter of the site.

Features of adjoining sites are as follows.

North eastern – rear boundary:

An existing two dwelling development adjoins the subject site along its northern boundary. Both dwellings are single storey and their side (southern) facades face the common boundary to the site, setback between 1.7 – 2.5 metres from the common boundary. The front dwelling has a mix of habitable and non-habitable windows facing the subject site, however the rear dwellings has no windows along its southern façade facing the common boundary.

South western – site frontage to Dandenong Road (Princes Highway):

Dandenong Road and its service road extends along the site's frontage. Both are within the Category 1 Road Zone. Dandenong Road is an expansive 6 lane highway with service roads on both the inbound and outbound lanes. A fairly wide green median strip with established planting separates the service road from the main road reserve adjacent to the site's frontage. Land on the opposite side of Dandenong Road is located within the City of Greater Dandenong, and is zoned Industrial 1.

North western (Albert Crescent) frontage

Albert Crescent is a local residential street extending along the second frontage to the site. A mix of single and double storey dwellings front Albert Crescent with views to the site.

The surrounding residential neighbourhood to the north, east and west is characterised by post war brick veneer and weather board dwellings typical to that era. Medium density housing developments and replacement homes are becoming increasingly evident throughout the broader neighbourhood. The main road frontage has also attracted larger commercial and industrial development to the surrounding area.

South Eastern (side boundary)

Three residential properties and a motel adjoin the site along its side (south eastern) boundary comprising;

- A recently constructed double storey dwelling at 2269 Dandenong Road.
- The rear backyards of two dwellings facing Harcourt Avenue.
- A double storey motel development and its associated at grade carpark at 5-7 Harcourt Avenue.

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

PROPOSAL:

The proposal involves two components being an apartment building and townhouses. Features of the proposal are as follows:

- A development of 93 dwellings, comprising:
 - 4 two storey, 2 bedroom townhouses and 6 three storey 3-4 bedroom townhouses.
 - 83 apartments, including a mix of 15 one bedroom (18%), 63 two bedroom (76%) and 5 three bedroom (6%) apartments.
- The apartment building is 3- 4 storeys in height responding to the sloping topography of the land. It is located on the front two thirds of the site.
- The townhouses are located to the north of the apartment building adjacent to the rear boundary.

- Residents of the apartments are provided with on-site car parking within the basement and semi basement levels below the building. All vehicular access to the site is from Albert Crescent via two new crossovers (existing crossovers in Albert Crescent will be removed). The existing vehicle crossover from the Dandenong Road service road will be removed and no vehicle access will be available from the service road.
- Each of the townhouses is provided with separate lock up garages at ground level at the rear, all accessed from the common driveway entrance from Albert Crescent. One and two bedroom townhouses are provided with a single car garage and each three bedroom dwelling is provided with a tandem car garage. Pedestrian entrance to the townhouses is either from the front door entrances facing Albert Crescent or via a pedestrian path extending along the northern (rear) boundary of the site.
- Each of the townhouses is provided with either a mix of ground floor private open space and balconies, or sole reliance on balconies. Some ground floor apartments are provided with ground level secluded spaces with upper floor apartments relying on balconies for outdoor space.
- Communal garden areas are also provided adjacent to the common entrance driveway (north side of apartment building) or centrally within the apartment building itself.

Attachment 1 details plans forming part of the application.

PERMIT TRIGGERS:

Applicable planning scheme provisions

Zoning

The site is zoned General Residential- Schedule 2 (GRZ2) under the Monash Planning Scheme.

Overlay Controls

No overlays affect the site

Particular Provisions

- Clause 52.06 – Car Parking
- Clause 52.29 – Land adjacent to a Road Zone, Category 1
- Clause 52.34 – Bicycle facilities
- Clause 55 - Two or more dwellings on a lot (Rescode)

PERMIT TRIGGERS:

The proposal requires a planning permit under the following clauses of the Monash Planning Scheme.

- Clause 32.08-4 – to construct two or more dwellings on a lot within a General Residential Zone.
- Clause 52.06-3 – A planning permit is required to reduce the number of car parking spaces required under Clause 52.06-5 of the Planning Scheme.

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

CONSULTATION:

Further information was requested of the Permit Applicant on 19 April 2017. In this letter, officers advised the applicant that due to the lack of information lodged with the application, officers were unable to assess the merits of the proposal, and provide an outline to the Applicant of any preliminary concerns. The Permit Applicant responded to this letter on 8 September 2017 by providing the requested information.

The application was submitted to Council prior to the gazettal of Amendment VC110 which imposed a mandatory 3 storey/11 metre height limit on any new development. The impact of this amendment meant that any changes to the plans submitted would need to comply with the height limits imposed by VC110. No formal amendment has been made to the application.

The Applicant was verbally advised on 20 December 2017 that this application was coming to the January Council meeting, in addition to a letter that was sent to the Applicant formally informing them of the details of the Council meeting. The Applicant has been verbally advised that this application is recommended for refusal.

Public Notice

The application was advertised in accordance with section 52 of the *Planning and Environment Act 1987* by way of 107 notices sent to the surrounding property owners/occupiers, and signs displayed along the Dandenong Road and Albert Crescent frontages of the site.

A total of 15 objections and 2 petitions were received for the application. The grounds of objection include the following:

- Overlooking and privacy issues.
- The proposal will increase traffic, car parking demand and congestion issues in the local streets surrounding the site.
- The proposal is an overdevelopment of the site.
- It is out of character with the area.
- Noise pollution from increased residents in the area.
- Too many trees proposed to be removed.
- Concerns with construction noise.
- Not enough car parking proposed for the development.
- Security risks with increased residents and renters to the area.
- Four storeys is too high.
- Proposed form and scale is excessive.
- Safety concerns for pedestrians and local traffic.
- Existing traffic management initiatives attempt to prevent access to Springvale Road from Wilma Avenue but this does not work with many drivers ignoring 'No Entry' signs.

Attachment 4 details the location of objector properties.

Referrals

Internal Referrals

Traffic Engineers

The application has been referred to Council's Traffic Engineers who have provided the following comments.

- 5 visitor spaces should be provided on site.
- The grade of the driveway is too steep in parts.
- Alterations are required to the design of the basement to improve its functionality.

Drainage Engineers

The application was referred to Council's drainage engineers who have provided a set of suggested conditions if a permit were to issue.

External Referrals

VicRoads

The application was referred to VicRoads who offered no objection to the proposal subject to conditions.

Transport for Victoria

Transport for Victoria (formally known as Public Transport Victoria) does not object to the granting of a planning permit for this proposal.

DISCUSSION:

Consistency with State and Local Planning Policies

The raft of State Planning Policy relevant to the current proposal all promote the:

- Responsible Authorities must consider and apply the strategy Plan Melbourne 2017-2050: Metropolitan Planning Strategy (Department of Environment, Land Water and Planning, 2017) (Clause 9.01);
- Encouragement of housing types at higher densities in and around activity centres (Clause 11.01-2);
- Location of new housing in or close to activity centres, employment corridors and areas that offer good access to services and transport (Clause 16.01-2 and clause 11.04-2);
- Provision of housing that recognises and protects neighbourhood character and achieves architectural and urban design outcomes that contribute positively to local urban character (Clause 15);
- Provision of a diversity of housing types that meets community needs (Clause 16.01-4).

The Local Planning Policy Framework seeks to expand on these broader state objectives and in doing so, identifies the '*Garden City Character*' as a core value held by the community and Council. Garden City Character policy objectives are significant and important considerations in all land use and development decisions throughout the municipality.

Clause 21.04 (Residential Development Policy) seeks to balance residential development within the city by providing a variety of housing styles whilst remaining sympathetic to existing neighbourhood character.

Council's Residential Development and Character Policy (Clause 22.01) aims to ensure that new development is successfully integrated into existing residential environments with minimal streetscape or amenity impact and to achieve outcomes that enhance the Garden City Character of the area.

In accordance with Clause 22.01, the subject site is located within the Residential Character Type 'B' area under the Monash Urban Character Study. This area is characterised by the evenly distributed mix of consistently setback post-war single storey weatherboard and brick houses of a common, functional architectural style. In many streets, houses are arranged in groups of one type of material. A minority of streets have Californian bungalows and houses from the inter-war period with visually prominent roof lines. Multi-dwelling developments occur intermittently throughout the area.

The desired future character statement for Area 'B' envisages that the area will retain its modest and unassuming character by ensuring that multi housing developments, including dual occupancies, are appropriate in scale and form to existing dwellings. The built-form will be unified by a general consistency in building setback. The 'soft' quality of the streets that is derived partially from the nature strips and tree planting within them will be maintained by ensuring that there is only one single crossover per lot frontage.

Council's Tree Conservation Policy (Clause 22.05) also contains objectives designed to maintain, enhance and extend the Garden City Character throughout the municipality.

Relevant Clause 22.13 Environmentally Sustainable Development Policy applies to all residential and non-residential developments that require a planning permit throughout the City of Monash and is relevant to this application. In accordance with 'Table 1 – ESD information required' at 22.13-4, a Sustainability Management Plan is required.

Clause 22.04 Stormwater Management Policy is also applicable to this application.

Monash Housing Strategy and Amendment C125

The Monash Housing Strategy 2014 (adopted by Council in October 2014) identifies this neighbourhood as being located in a garden city suburb, and identified as being residential land within the Monash National Employment Cluster. The site is also located on one of two Boulevard.

Relevant outcomes envisaged are as follows.

Monash National Employment Cluster

Housing Change and diversification is encouraged. Development will respond to the broader context, taking into account both commercial design and residential character as relevant. Future character outcomes envisage (summarised);

- The scale of new residential development will generally comprise larger footprint apartment development of high quality design and finish. Some infill development, townhouse and unit development will also occur.
- Provision of more affordable accommodation will be important and a diversity of dwelling sizes will be encouraged, especially within the vicinity of the university or public transport.

- Landscaping treatment to the streetscape will be important, as the native canopy tree setting is a major element of the attractiveness of the area.
- On larger sites, in suitable locations, increased density may be appropriate, subject to careful design and the provision of appropriate landscaped setbacks.
- Potential for lower to medium density apartment development in predominantly residential streets subject to careful design.

Boulevard locations

Princes Highway (Dandenong Road) and Springvale Road are Monash's two primary arterial roads. Housing change and diversification is encouraged along boulevards and along main roads. Residential properties fronting Princes Highway provide opportunities for higher density built form that is proportionate to the scale of the road infrastructure and surrounding built form context.

Garden City Suburbs

In suitable locations, lower to medium scale apartment developments may be appropriate, subject to careful design and the provision of substantial landscaped setbacks.

Strategic Justification

The concept of developing the site for a more intense form of housing is supported by both the State and Local Planning Policy Framework, as well as the Monash Housing Strategy adopted by Council in 2014.

The site itself is a large site located in an established residential neighbourhood with frontage to a main arterial road which is identified as one of two boulevards in the municipality where higher density living is encouraged to locate. Although the closest railway station is approximately 2 kilometres away (Springvale Station) convenient bus routes along both Dandenong Road and Springvale Road provide convenient public transport connections to railway services as well as larger activity/shopping centres.

Conceptually the proposal enjoys strategic support providing that it can be self sufficient in terms of parking and amenities. The main issues for consideration with this proposal centres on whether the form and scale of development proposed is appropriate to its neighbourhood context and respectful of the amenity of adjacent residential neighbours having regard to the existing and future character setting. This is called for by the various policies throughout the scheme that seek respect for neighbourhood character.

The following discussion will now focus on the proposed design response, providing a detailed assessment of the proposal in terms of its scale, bulk, on site amenity and offsite impacts and its degree of compliance with clause 55 (Rescode) standards and objectives.

ASSESSMENT

Introduction of VC110

This application was lodged prior to Amendment VC110 and therefore, the mandatory height limit of 11 metres (3 storeys) does not apply, nor does the garden area requirement.

Neighbourhood character and built form

Streetscape and Landscaped Setback

The subject site is highly exposed to both Dandenong Road (Princes Highway) and Albert Crescent. Dandenong Road is an expansive road reserve and a larger scale development can be integrated into the streetscape with fairly benign impacts, providing an appropriate front setback and landscape design is adopted.

Albert Crescent displays the characteristics of a typical post war residential back street. It is a relatively short street extending from Dandenong Road in the south to its northern exit at Wilma Avenue and the subject site occupies approximately 60% of the eastern side of the street. As such, redevelopment on the subject site will impact on the existing character of the street. This in itself is not problematic, providing the change enhances and contributes to the existing streetscape character.

Without question, the proposed 4 storey apartment building and townhouse development will alter the existing character of Albert Crescent by introducing a larger scale building in close proximity to the street frontage. The tests to be satisfied therefore are;

- Is the building setback sufficiently and does it provide the opportunity to accommodate meaningful landscaping?
- Will the proposal enhance the character and make a positive contribution to the streetscape?

‘Albert Crescent frontage’

The apartment building component of the proposal is setback a minimum of 4.5 metres at each floor level. The front setback to Albert Crescent comprises a mix of soft landscaped areas interrupted by fenced secluded outdoor spaces (BO1, BO2 at Level 00) and hard surface entry stairs and ramps. When coupled with the scale and mass of building proposed, the 4.5 metre frontage setback to Albert Crescent is considered inadequate and will result in the building having a dominating presence on the streetscape. Although the Dandenong Road frontage is capable of accommodating a more robust built form, the character of Albert Crescent is essentially a low scale, quiet residential street and therefore the introduction of a larger scale of building needs to be respectful of this in terms of its setbacks and building dominance. A larger front setback which will allow for a layering of landscaping to further filter views and reduce the dominance of the building should be considered. It is also considered that a four storey building height adjacent to Albert Crescent is ambitious and does not respond to the prevailing low scale character of the street and broader neighbourhood and is not supported.

The townhouse component of the development proposes a double storey building containing four attached double storey townhouses directly fronting Albert Crescent (north-west corner of site). The building is setback 4.3 metres from Albert Crescent, extending forward of the front façade of the existing single storey dwelling to the north (1/6 Albert Crescent) by 3.3 metres.

From a streetscape perspective, the double storey scale of the townhouses is supported, however the proposed front setback does not transition well to the larger setback to the north.

‘Dandenong Road frontage’

The proposed building setback and building scale along the Dandenong Road frontage to the site is considered appropriate. It is noted that the existing building on the site is a larger scale building and that the proposed building has been sited so as not to extend forward of the adjacent dwelling to the south east at 2269 Dandenong Road (Princes Highway).

Building Height

It is considered that the site can comfortably accommodate a three storey built form providing it is coupled with appropriate front, side and rear setbacks, is well articulated and the amenity of neighbouring properties and adjacent streetscapes is respected. As previously discussed, an increased front setback to Albert Crescent is considered necessary given the scale and continuous building mass proposed.

The fourth level of the building (upper most level) is problematic in terms of its impact on the Albert Crescent streetscape, the internal amenity of the site itself and the adjoining residential properties to the south east. The fourth level is considered ambitious, especially in relation to the dominant presence it will have on Albert Crescent, which is characterised by single and double storey detached homes. This component of the building rises to 11.8 metres in height and is setback 7.5 metres from the street boundary, its outdoor balconies encroaching to 5 metres. This is simply considered too high for a local residential street and is not justified.

On the south eastern façade, the fourth level is setback 6.98 metres from the adjacent side boundary and will be prominent from adjacent backyards of residential properties. The prominence of the fourth level is not considered acceptable at this location and in its current form is not supported. If a fourth floor was to be considered, it should be recessed centrally on the building and well away from adjacent residential boundaries and streetscape interfaces.

From within the site, the rear façade of the fourth level will appear as a three storey building scale as a result of the sloping land (refer to TPTP301- North east elevation). The fourth level will however, dominate the central communal garden to its south and the garden will be in shadow for most of the day.

The proposed fourth level is not supported. It is beyond the preferred 9 metre height limit in place prior to Amendment VC110 (application lodged prior to gazettal of Amendment VC110) and if lodged today, would also not comply with the 11 metre/3 storey mandatory height limit introduced by VC110. The resulting impacts of the fourth level as proposed, and discussed above are not acceptable.

Northern and eastern interfaces to adjoining residential dwellings

North eastern interface (rear boundary)

Two groups of townhouses, interface with the rear boundary of the site. The group facing Albert Crescent is double storey and the group at the north east corner of the lot is three storey in height.

The main concern with the northern interface of the proposed development lies with the unbroken three storey built form sited adjacent to the rear yard of unit 2/6 Albert Crescent. Although setback 8.085 metres at the third level, the continuous three storey built form is sited adjacent to the adjoining backyard. Four north facing living room windows, 4 bedroom windows and 8 balconies face the adjoining backyard (located at second and third floor levels). All of these windows and balconies will need to be screened to prevent direct views across the boundary. Screening measures will be excessive and are really a result of unsympathetic siting/orientation of this townhouse group.

The second matter of concern is the extent to which the double storey townhouses fronting Albert Crescent extend forward of the front façade of the dwelling at 1/6 Albert Crescent (adjoining to north). As discussed previously, a greater setback which provides a gentle and more sympathetic transition to existing dwelling stock to the north should be adopted.

South eastern Interface (side boundary)

The apartment building and a three storey townhouse directly interface the south eastern (side) boundary.

'Apartment building element'

The apartment building is setback a minimum of 3.755 metres at ground and first floor levels and 4.89 metres at second floor levels and 6.980 metres at third floor levels (4th storey).

The three storey south eastern façade is fairly expansive in its length extending for approximately 60 metres. It contains numerous habitable room windows and balconies and no screening is proposed. It is noted that the existing double storey building on the site is fairly high however its south eastern façade is void of any windows providing the adjacent dwelling with a sense of privacy. The proposed development would result in unacceptable levels of overlooking, and even if screened the amount of windows and balconies along the length of the façade would generate a real perception of loss of privacy to adjoining residential dwellings and backyards. The level of screening proposed would also reduce the internal amenity of these apartments.

The south eastern façade of the fourth level of the development is 27 metres in length and its main façade is setback 6.98 metres from the facing boundary. Balconies of apartments 3.05 and 3.06 encroach into the setback to be setback 5 metres from the facing residential boundary. Like the floors below, numerous habitable room windows have direct views across the boundary and are not proposed to be screened.

The preferred character of Character Area B (Urban Character Study) envisages that the future character of the area will, among other things respect the 'soft' quality of the streetscapes. The current application proposes a fairly solid, 3-4 storey built form in close proximity to the Albert Crescent frontage. This element of the proposal is of concern to council officers and is not considered to respond well to the existing and future desired character for the neighbourhood.

‘Townhouse’

The proposed three storey façade of the townhouse is less problematic given that it sits across the rear boundary of the adjacent back yard to the east. Its south eastern façade is fragmented horizontally through use of varied façade treatments and articulated setbacks between floors. The landscaped 3.775 metre setback provides the opportunity for meaningful perimeter planting to be accommodated along the boundary to filter views to the townhouse façade.

It is noted that Council’s Planning Department is currently considering planning permit application TPA/48057 which proposes to construct nine double storey dwellings across two titles of land at 1-3 Harcourt Avenue to the north east of the site. This application is currently on public notice.

Car parking, Traffic and Access and bicycle storage facilities

An assessment of the proposal against Clause 52.06 is detailed in the following table:

Apartments/Dwellings	No. of dwellings/ apartments	Clause 52.06 requirement	Car spaces required	Car spaces provided
1 bedroom apartments	15	1 spaces per dwelling	15	15
2 bedroom apartments	63	1 space per dwelling	63	63
2 bedroom dwellings	4		4	4
3 bedroom apartments	5	2 spaces per dwelling	10	10
3-4 bedroom dwellings	6		12	12
Apt Visitor parking	83	1 space per 5 dwellings	16	14 in basement
Dwelling visitor parking	10		2	
Total required			122	
Total provided				118

A total of 118 car parking spaces are proposed on-site comprising

- 69 residential spaces at basement level L00
- 33 spaces at basement level L01 comprising 18 residential spaces and 15 visitor spaces
- 16 residential spaces within townhouse garages.

A shortfall of 4 spaces is proposed.

(NB: The Traffic Report prepared by One Mile Grid states that there are 70 car spaces at basement level L00, however a count by officers has calculated 69 spaces).

Council’s Traffic Engineers have assessed the proposed car parking and access arrangements and have provided comments including the following:

- The development plans indicate a total of 102 spaces within the apartment building and 16 spaces within the townhouse garages. The development has a shortfall of 4 spaces, with the traffic report indicating that parking will be allocated to provide the full complement of resident parking. The parallel space in the southeast corner of Level 00 basement car park should also be removed as vehicles will have difficulty accessing the space as well as exiting in a forward direction. If the parallel space is removed as recommended, the shortfall will be 5 visitor spaces.

- The Traffic Report (prepared by One Mile Grid) indicates that the peak visitor parking demand is expected to be 0.15 spaces/dwelling which equates to 14 spaces. The development frontage along Dandenong Service Road could accommodate around 7 vehicles and the Albert Crescent frontage around 11 vehicles, however on street parking cannot be considered as a right and is subject to change.
- The development proposes to provide 36 resident bicycle spaces within the basement car park and 8 visitor spaces on the ground level adjacent to the car park entrance with 28 spaces to be horizontal spaces. The number of spaces exceeds the requirements of the Planning Scheme and meets AS 2890.3:2015 with at least 20% of bicycle spaces to be horizontal spaces.
- The predicted traffic generation is 65 vehicle movements/peak hour which is expected to have a minor impact on the local traffic network.

A number of the objectors to the application raised concerns that the increased traffic and car parking demand generated by the development would increase traffic and kerb side parking demand in the local streets around the site. Council officers visited the neighbourhood with a concerned resident from Wilma Street who provided information about existing traffic management issues and the failure of drivers to comply with existing traffic management devices in place which should prevent vehicles entering Wilma Avenue from Albert Crescent and exiting from Wilma Street onto Springvale Road. These concerns with existing traffic issues have been communicated to Council's Traffic Engineering team.

Amenity Impacts

Overlooking

The northern eastern (rear) and south eastern boundaries (side) are the most sensitive in terms of overlooking. As discussed earlier in the report, there are a large number of both habitable room windows and balconies facing the rear and side boundaries which will result in direct overlooking of adjoining backyards and facing habitable room windows.

Screening of windows and balconies to a great extent will be required to mitigate views and the perception of being overlooked will be real. The amount of screening required will also have a negative impact on the internal amenity of each of the apartments affected. In this regard, the proposal has not been well thought through.

The proposal does not satisfy the relevant ResCode standards in relation to overlooking.

Overshadowing

The project architect has prepared the required shadow plans for 9.00 am, 12 midday and 3 pm as required by ResCode. The subject site's location at the north-west corner means that adjoining residential development to the north will not be impacted by additional shadow.

Dwellings adjoining to the east will be subjected to some shadowing in the mid to later afternoon hours, however this is fairly minimal and the proposal is considered to satisfy the daylight and solar access requirements of Clause 55.04-5.

In terms on shadows cast across the development itself, it is noted that the communal garden located within the apartment building will be in shadow for the most part of the day, enclosed by 3-4 storey building facades. This is not ideal, however it is noted that this area provides a large light court in the centre of the building mass to improve natural light access to surrounding apartments and balconies. The second communal garden to the north of the apartment building and available to both residents of the apartments and townhouses will received good sunlight access throughout the day.

Private Open Space/balconies

Each of the townhouses within the development will essentially rely on an 8-9 square metre balcony area (directly accessed from the main living area) for their main area of outdoor open space. Reverse living is generally not encouraged throughout the municipality unless it is within areas earmarked for residential growth such as around the periphery of Activity Centres. However, in this instance, this site is part of a neighbourhood identified for increased residential density, located within the residential areas of the Monash National Employment Cluster and located on one of the municipalities main Boulevards. As such, the reliance on balconies is considered acceptable for the proposed townhouse component of the proposal.

Each of the apartments within the development is provided with a balcony of at least 8 square metres.

The provision of private open space on site is considered satisfactory and satisfies the relevant ResCode objectives.

On-site amenity for residents

On-site amenity is generally considered reasonable however there are a few areas of concern, in particular;

- A number of bedroom windows at each level are located opposite and within close proximity to bedroom windows and balconies of adjoining apartments. Although some of these windows are highlight windows, the layout appears to have not been well thought through. For example, refer to TP01 apartments B04 and B05, TP103, apartments G07 and G08, G01 and G02, TP04, 0116 and 0117, 0115 and 011, 0110 and 0111, 0104 and 0105, TP05 – 0212 and 0213, 0209 and 0208, 0206 and 0207, 0202 and 0203, TP106- 0304 and 0303, 0301 and 0302.
- Lack of visible visitor parking spaces at grade.
- The lack of address afforded to the three storey townhouse group located at the north east corner of the site. These dwellings have been designed to turn their back on the rest of the development with their front entry doors facing the northern boundary of the lot. Visitor pedestrian access is via a walkway extending along the rear boundary of the site. It is considered that the development could have been designed to provide a more integrated, overall development scheme for the site.
- The double storey townhouses facing Albert Crescent are very narrow with internal widths of 4 metres. This is considered narrow and an overdevelopment of the site.
- Tandem garages are not considered convenient.

Waste Storage and Disposal

Waste disposal will be carried out by a private contractor from within the basement. A loading bay is provided adjacent to the waste room. It is proposed that the townhouse component of the development will rely on Council collection with bins stored in garages and moved to the nature strip on collection day.

CONCLUSION:

The concept of developing the site for medium density housing in the form of an apartment building and attached townhouses is not in dispute. The main concern with this application lies with the design of the building, namely the scale and setback of buildings to Albert Crescent and adjacent residential boundaries, the level of unmitigated overlooking across boundaries, potential for internal views between apartments, loss of established vegetation, and the reduced level of visitor parking on the site. Issues of visual bulk as viewed from adjacent residential properties is also a concern with this application as well as overall function.

In its current form the proposal is not supported.

LIST OF ATTACHMENTS:

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (December 2016).

Attachment 3 – Zoning and Overlays Map.

Attachment 4 – Objector Properties Location Map.