

0.0 Planning Application PL16/026495 at 92-96 Williamsons Road, Doncaster for the construction of a four-storey apartment building plus associated basement car parking, and altered access to a road in a Road Zone, Category 1

File Number:	IN18/451
Responsible Director:	Director City Planning and Community
Applicant:	Winex Property Pty. Ltd.
Planning Controls:	Residential Growth Zone, Schedule 2 (RGZ2); Design and Development Overlay, Schedule 8 (DDO8)
Ward:	Koonung
Attachments:	1 Decision Plans 2 Legislative Requirements

EXECUTIVE SUMMARY

Purpose

1. This report provides Council with an assessment of the planning permit application submitted for land at 92-96 Williamsons Road, Doncaster and recommends approval of the submitted proposal subject to some modifications to be addressed by way of permit conditions. The application is being reported to Council given that it is a Major Application (more than 15 dwellings and an estimated development cost of more than \$5 million).

Proposal

2. The proposal involves the development of a four storey apartment building containing 79 dwellings, plus two levels of basement car parking comprising 106 spaces. The site area is 3,763 square metres. The proposal has site coverage of 60% and a maximum building height of 13.2 metres.
3. The proposal also involves the alteration of access to a road in a Road Zone, Category 1, generally involving the widening of the service road and reconstruction of the site's access.

Advertising and Objections

4. Notice of the application was initially given over a three week period which concluded on 8 November 2016. A Section 57A amendment was subsequently lodged in response to VicRoads objecting to the proposed access arrangements via Williamsons Road. Following on-going negotiations to explore possible alternatives, a finalised design was lodged on 24 July 2018, proposing altered access via the service road in addition to other design changes. This amended application was re-advertised (in the same manner abovementioned) and advertising concluded on 16 August 2018.
5. To date, a total of 8 objections have been received. Seven of these objections arose from the initial advertising period, with one additional objection received following the re-advertising of the amended application.

6. The objections raised primarily relate to neighbourhood character and density, ResCode and Policy non-compliances, amenity impacts relating to overlooking, overshadowing and noise, traffic and on-street parking impacts, and plan anomalies.

Key issues in considering the application

7. The key issues for Council in considering the proposal relate to:
 - (a) Planning Policy Frameworks;
 - (b) Design and built form;
 - (c) Amenity considerations;
 - (d) Car parking, access, traffic and bicycle facilities; and
 - (e) Objector concerns.

Assessment

8. The development of the land for a four storey apartment development is consistent with the relevant objectives of state and local planning policies within the Manningham Planning Scheme, including policy relating to residential areas surrounding activity centres and main roads
9. The proposal is of scale and form which is appropriate in context of the site's size and location, and is consistent with the higher yield outcomes and "preferred character" anticipated by both its Residential Growth Zoning, and the Design and Development Overlay, Schedule 8. On this site, a substantial level of change is anticipated.
10. The proposal offers a high quality architectural presentation and assumes a centralised building footprint to enable the establishment of a thorough landscaped theme along its periphery. With some refinement, the development will achieve a well-balanced outcome with respect to on-site and off-site amenity considerations.

Conclusion

11. The report concludes that the proposal complies with the relevant planning policy in the Scheme and should be supported, subject to conditions requiring some refinements and the submission of various plans for Council approval

1. RECOMMENDATION

That Council:

- A. **Having considered all objections issue a NOTICE OF DECISION TO GRANT A PERMIT in relation to Planning Application PL16/026495 at 92-96 Williamsons Road, Doncaster for the construction of a four-storey apartment building (comprising 79 dwellings) plus associated basement car parking, and altered access to a road in a Road Zone, Category 1, subject to the following conditions-**

Amended Plans

1. **Before the development starts, two copies of amended plans (scale 1:100) and dimensioned, must be submitted to and approved by the**

Responsible Authority. When approved the plans will then form part of the permit. The plans must be generally in accordance with the decision plans (prepared by Plus Architecture and dated 17 July 2018), but modified to show the following:

Built form and layout

- 1.1 The southern elevation of the eastern building wing to achieve compliance with Standard B17 of Clause 55.04-1 (Side and Rear Setbacks) of the Manningham Planning Scheme);
- 1.2 Bedrooms and Living room dimensions to achieve compliance with Clause 55.07-12 (Functional Layout Objective) of the Manningham Planning Scheme, to the satisfaction of the Responsible Authority;
- 1.3 Full internal elevations, with terraces facing the internal courtyard to include fencing which provides for both privacy and some transparency;
- 1.4 The number of vertical pergola posts upon upper level balconies reduced as much as practicable;
- 1.5 The over-bonnet storage above the western row of car spaces at the lower ground basement to be relocated and increased to achieve a minimum 6 cubic metre volume. The basement footprint can be expanded into the western setback to the minimum extent necessary to achieve this;

Screening and glazing

- 1.6 The screening application type proposed on any windows or balcony to be fully detailed on elevation and suitably demonstrate full compliance with the Objective and Standard of Clause 55.04-6 of the Manningham Planning Scheme;
- 1.7 Further detailing of balcony planters (including nominated "trellis") with heights increased to at least 1.4 metres to further restrict downward views into any adjoining property;
- 1.8 Plan notation listing the minimum glazing requirements as per the recommendations of the submitted Acoustic Report, prepared by Vipac Engineers and Scientists and dated 29 August 2018;
- 1.9 Solar protection upon the exposed west-facing windows, including the replacement of the brick infill sections with a more appropriate material or design which suitably achieves solar protection and some transparency (such as vertical louvres);

Landscaping

- 1.10 The retaining wall within the northern boundary setback shifted south toward the terraces to increase the garden bed width, with a commensurate reduction to the terraced retaining walls and associated stairs/pathways;
- 1.11 The bicycle parking and associated paving within the frontage to be condensed or relocated to further increase landscaping;

Site services

- 1.12 Details of how service cabinets will be screened/finished, so as to reasonably integrate into the overall development scheme;

- 1.13 Roof plant screening to be lowered to the minimum height possible and of a lighter colouring and non-solid material;
- 1.14 Details of basement ventilation, including the location of any mechanical intake or outlet;
- 1.15 Lighting details within the porte cochere/entry foyer that provides for a special affect or feature that is visible to the streetscape;
- 1.16 Lighting within the communal garden to be located and designed to maximise use of facilities whilst limiting light spill onto adjoining properties and dwellings;
- 1.17 Details of the type and material of enclosure for each storage area;

Materials

- 1.18 A separate sheet with a full schedule of materials and finishes with colour samples of all external walls, roofs, fascias, window frames, paving (including terraces, balconies, roof terraces, stairs), fencing, privacy screens, roof top plant screens and retaining walls. This is to include:

- 1.18.1 The dark/grey themed material palette to incorporate warmer colour tones and/or materials. This could be achieved by way of (but not limited to) alternative metal screen colours and warmer timber look materials upon pergolas and the under-side of balconies;
- 1.18.2 The grey brickwork proposed upon the front fence and porte cochere posts to incorporate earthy toned bricks that better complement the remaining façade brickwork;
- 1.18.3 Details of the front fence design, demonstrating a suitable level of transparency;
- 1.18.4 The circular driveway surfacing to be of a feature material/paver which generally matches and compliments that of the service road; and
- 1.18.5 Retaining walls constructed of a durable material such as stone or blockwork, and finished in a colour which complements the overall colour scheme.

General

- 1.19 A Landscape Plan and Functional Layout Plan as required by Conditions 3 and 10, including any relevant design changes or plan notations; and
- 1.20 Any design changes required and a schedule listing the minimum sustainability features, as described in the approved Sustainability Management Plan required by Condition 6, including details of PV panels, clothes drying facilities and stormwater management systems.

Endorsed Plans

- 2. The development as shown on the approved plans must not be altered

without the prior written consent of the Responsible Authority.

Functional Layout Plan

3. Prior to the endorsement of plans under Condition 1 of the Permit, the Functional Layout Plan required by Condition 40 of this Permit must be submitted to and approved by the Responsible Authority, and detail the following:
 - 3.1 The widening of the service road to match the existing pavement;
 - 3.2 Appropriate signage to formalise the two-way traffic function of the service road;
 - 3.3 The pedestrian pathway connection between the service road and main intersection reconstructed in the location generally indicated, but including zebra crossing pavement/markings across the accessway;
 - 3.4 The removal and nature-strip reinstatements of the redundant pedestrian pathway;
 - 3.5 'No Stopping' parking restriction signs at appropriate locations along the service road;
 - 3.6 Details of priority line marking and signage between the service road and site accessway; and
 - 3.7 Alterations to the width and radius of the opening between the service road and Williamsons Road to enable simultaneous two-way movements between a B99 vehicle and service vehicle, and to facilitate higher left-turn entry speeds from Williamsons Road.

Roadworks within the approved Functional Layout Plan are to be detailed in engineering construction plans (civil plans) which must be submitted to and approved by the Responsible Authority, prior to the commencement of the roadworks.

4. Before any the commencement of roadworks associated with Condition 3, the Responsible Authority must be paid a supervision fee equal to 2.5% of the estimated cost of the works (estimate to be submitted to the Responsible Authority prior to the commencement of works), a plan checking fee equal to 0.75% of the cost of construction of the works and a maintenance deposit equal to 5% of the cost of construction of the works.

Construction Management Plan

5. Not less than 2 months before the commencement of development, two copies of a Construction Management Plan (CMP) must be submitted to and approved by the Responsible Authority. When approved, the CMP will form part of the permit. The Construction Management Plan must be prepared using Council's CMP Template to address the following elements referenced in Council's Construction Management Plan Guidelines:
 - 5.1 Element A1: Public Safety, Amenity and Site Security
 - 5.2 Element A2: Operating Hours, Noise and Vibration Controls
 - 5.3 Element A3: Air Quality and Dust Management
 - 5.4 Element A4: Stormwater and Sediment Control and Tree Protection

- 5.5 Element A5: Waste Minimisation and Litter Prevention
- 5.6 Element A6: Traffic and Parking Management

Sustainability Management Plan

- 6. Prior to the endorsement of plans under Condition 1 of the Permit, an amended Sustainability Management Plan (SMP), prepared by a suitably qualified environmental engineer or equivalent must be submitted via email and approved by the Responsible Authority. The plan must demonstrate best practice in environmentally sustainable development from the design stage through to construction and operation using industry assessment tools. The plan must generally accord with the submitted SMP prepared by Cundall (and dated April 2017), but modified by the following:
 - 6.1 A BESS report demonstrating that the development achieve a minimum of 50% overall score and minimums in Energy (50%), Water (50%), IEQ (50%) and Stormwater (100%) categories. In areas falling short of the aforementioned targets adjustments will need to be made to demonstrate that the project meets the BESS minimums;
 - 6.2 A commitment to achieving at least a 10% improvement on National Construction Code (NCC) minimum energy efficiency requirements (e.g. 6.6-stars average energy rating for apartments).

Waste Management Plan

- 7. Before the development starts, a Waste Management Plan must be submitted via email and approved to the satisfaction of the Responsible Authority. When approved, the plan will form part of the permit. Private waste collection must occur on site and no private waste contractor bins can be left outside the development boundary at any time on any street. The plan must be generally in accordance with the submitted Waste Management Plans (WMP) prepared by Leigh Design (dated 23 March 2018), but modified by the following:
 - 7.1 Nomination of waste collection hours, to be generally outside of peak visiting hours.

Management Plan Compliance

- 8. The Management Plans approved under Conditions 5, 6 and 7 of this permit must be implemented and complied with at all times to the satisfaction of the Responsible Authority, unless with the further written approval of the Responsible Authority.
- 9. Prior to the occupation of the dwellings, written confirmation from a qualified person or company, must be submitted to the Responsible Authority to confirm that the sustainable design features/initiatives specified in the Sustainability Management Plan approved under Condition 6 of this permit have been implemented in accordance with the approved plans.

Landscaping Plan

10. Prior to the endorsement of plans under Condition 1 of this Permit, a landscaping plan prepared by a landscape architect or person of approved competence must be submitted via email to the Responsible Authority for approval. Such plan must be generally in accordance with the plan approved under Condition 1 of this permit, and must show:
- 10.1 Species, locations, approximate height and spread of proposed planting and the retention of existing trees and shrubs, where appropriate or as directed by any other condition of this Permit;
 - 10.2 Details of soil preparation and mulch depth for garden beds and surface preparation for grassed areas;
 - 10.3 Fixed edge strips for separation between grassed and garden areas and/or to contain mulch on batters;
 - 10.4 A sectional detail of the canopy tree planting method which includes support staking and the use of durable tie;
 - 10.5 A sectional detail of balcony planter boxes and the planter within the circular driveway, including methods of drainage;
 - 10.6 At least three canopy trees within the front setback, capable of growing to a height of 8.0m or more at maturity, and a minimum of 2.5m at the time of planting;
 - 10.7 A continuous landscaping treatment along the site frontage, with appropriate dense screen planting where adjacent to any transparent courtyard fencing;
 - 10.8 Dense screen planting, including intermittent canopy trees, along the side and rear boundaries. Canopy trees are to be a minimum 2.0 metres in height at the time of planting, and capable of reaching a mature height of at least 6m. Planting is to include some evergreen species along the rear boundary and side boundaries where appropriate;
 - 10.9 Species within the balcony planters and upon the pergola elements;
 - 10.10 Details of the establishment and upkeep of planting within balconies and pergolas;
 - 10.11 Further detailing regarding the communal garden, including the provision of additional recreational facilities (such as BBQ's and tables), to the satisfaction of the Responsible Authority.

The use of synthetic grass as a substitute for open lawn area within secluded private open space or a front setback will not be supported. Synthetic turf may be used in place of approved paving decking and/or other hardstand surfaces.

Landscaping Bond

11. Before the release of the approved plan for the development, a \$10,000 cash bond or bank guarantee must be lodged with the Responsible Authority to ensure the completion and maintenance of landscaped areas and such bond or bank guarantee will only be refunded or discharged after a period of 13 weeks from the completion of all works, provided the landscaped areas are being maintained to the satisfaction of the Responsible Authority.

Tree Protection

12. The owner must ensure that contractors/tradespersons who install

services or work near the vegetation to be retained on the adjoining properties are made aware of the need to preserve the vegetation and to minimise impacts through appropriate work practice.

13. All development at the site must be undertaken in accordance with the recommendations of the Arboricultural Report (by AJA Arboriculture and dated May 2016) to the satisfaction of the Responsible Authority with respect to the protection of Trees 1, 7, 32, 33, and 24 must carried . Such recommendations include the partial removal of boot balls to the fence line by a suitably experience horticultural person, the hand excavation and pruning of roots outside of excavation, and the mulching beneath the dripline.

Drainage

14. The owner must provide on site stormwater detention storage or other suitable system (which may include but is not limited to the re-use of stormwater using rainwater tanks), to limit the Permissible Site Discharge (PSD) to that applicable to the site coverage of 35 percent of hard surface or the pre existing hard surface if it is greater than 35 percent. The PSD must meet the following requirements:
 - 14.1 Be designed for a 1 in 5 year storm; and
 - 14.2 Storage must be designed for 1 in 10 year storm.
15. Before the development starts, a construction plan for the system required by Condition No. 14 of this permit must be submitted to and approved by the Responsible Authority. The system must be maintained by the owner thereafter, in accordance with the approved construction plan to the satisfaction of the Responsible Authority.
16. The Stormwater must not be discharged from the subject land other than by means of drainage to the legal point of discharge. The drainage system within the development must be designed and constructed to the requirements and satisfaction of the relevant Building Surveyor
17. The whole of the land, including landscaped and paved areas must be graded and drained to the satisfaction of the Responsible Authority, to prevent ponding and to minimise overland flows onto adjoining properties.
18. Before the development is completed, the owner must construct outfall drainage works between the north-east corner of the site and the existing pit at the north-east corner of No. 5 Adelle Court. The existing 150mm diameter pipe (between the northern boundary of 6 Adelle Court and 7 Kelly Street and the existing side entry pit in the road reserve in Kelly Street) must be upgraded to a minimum 225mm diameter. Such works must in accordance with an engineering construction plan approved by the Responsible Authority. Before the works start:
 - 18.1 A supervision fee equal to 2.5% of the cost of construction of the drainage works must be paid to the Responsible Authority;
 - 18.2 A plan-checking fee equal to 0.75% of the cost of construction of the drainage works must be paid to the Responsible Authority;
 - 18.3 A maintenance deposit equal to 5% of the cost of construction of

the drainage works must be lodged with the Responsible Authority and retained thereafter for a minimum of three months; and

- 18.4 A schedule of costs for the construction of drainage works must be submitted to the Responsible Authority.

Completion

19. Privacy screens to balconies and obscure glazing (and any acoustic glazing) as required in accordance with the plans approved pursuant to Condition No. 1 of this permit must be installed prior to occupation of the buildings to the satisfaction of the Responsible Authority and maintained thereafter to the satisfaction of the Responsible Authority. The use of obscure film fixed to transparent windows is not considered to be 'obscure glazing' or an appropriate response to screen overlooking.
20. Before the occupation of the approved dwellings, landscaped areas must be fully planted and mulched or grassed generally in accordance with the approved plan and to the satisfaction of the Responsible Authority.
21. Driveway gradients and transitions as shown on the plan approved under Condition 1 of this permit must be generally achieved through the driveway construction process to the satisfaction of the Responsible Authority.
22. Before the occupation of the approved buildings, all roadworks associated with conditions 3 and 40 must be constructed to Council standards and completed to the satisfaction of the Responsible Authority.

Maintenance

23. Buildings, paved areas, fencing, external lighting, sight screens, drainage and landscaping (including planting within integrated balcony planters) must be maintained to the satisfaction of the Responsible Authority.

Driveway and Car parking

24. Before the occupation of any of the approved dwellings, all associated basement parking spaces must be line-marked, numbered and signposted to provide allocation to each dwelling and visitors to the satisfaction of the Responsible Authority.
25. Visitor parking spaces must not be used for any other purpose to the satisfaction of the Responsible Authority.
26. Automatic basement door opening systems must be installed and maintained, so as to facilitate secure access to the allocated parking areas by residents, visitors and a rubbish collection contractor, to the satisfaction of the Responsible Authority.

General Services

27. All services, including water, electricity, gas, sewerage and telephone, must be installed underground and located to the satisfaction of the Responsible Authority.
28. All upper level service pipes must be concealed and screened respectively to the satisfaction of the Responsible Authority.
29. Communal lighting must be connected to reticulated mains electricity and be operated by a time switch, movement sensors or a daylight sensor to the satisfaction of the Responsible Authority.
30. A centralised TV antenna system must be installed and connections made to each dwelling to the satisfaction of the Responsible Authority. No individual dish antennas may be installed on balconies, terraces, roofs or walls to the satisfaction of the Responsible Authority.
31. Any reverse cycle air-conditioning unit, hot water boosters or other service plant erected on the walls of the approved building must be appropriately designed and finished with screening if necessary to minimise general visual impacts from off the site to the satisfaction of the Responsible Authority.
32. Any PVC pipes serving rainwater tanks which are positioned against building walls must be painted to match the colour of roofline guttering to the satisfaction of the Responsible Authority.

Rooftop Plant

33. All roof-top plant (including any hot water systems, but excluding solar panels) must be installed in appropriately screened areas, unless otherwise agreed in writing with the Responsible Authority.
34. Unless sufficiently screened by roof parapets, all solar panels and any associated safety railings must be located away from the outer edges of the roof section upon which they are installed, so as to minimise general visual impacts from off the site to the satisfaction of the Responsible Authority.

Services on Balconies and Terraces

35. Any air-conditioning unit installed on a balcony or terrace must stand at floor level and be positioned to minimise general visual impacts from off the site, and unless otherwise agreed in writing with the Responsible Authority, no air-conditioning unit may be erected on an external wall to the satisfaction of the Responsible Authority.
36. Any clothes-drying rack or line system located on a balcony or terrace must be lower than the balustrade of the balcony or terrace and must not be visible from off the site to the satisfaction of the Responsible Authority.

Metering and Service Cabinets

37. All building services and metering located in the front setback, including fire services, gas, water and electricity, must be installed in accordance with the approved plans and must be positioned in discrete manner and be screened using cabinets etc that integrated with the overall building design to the satisfaction of the Responsible Authority.

Fencing and retaining walls

38. Prior to the occupation of the approved dwellings, all fencing (whether new or retained) must be erected in good condition and be fit for screening purpose in accordance with the plans endorsed under Condition 1 of this permit to the satisfaction of the Responsible Authority.
39. All retaining walls must be constructed and finished in a professional manner to ensure a neat presentation and longevity to the satisfaction of the Responsible Authority.

VicRoads Conditions

40. Prior to the commencement of works, a functional layout plan (FLP), generally as per Ratio Consultants Plan 13392 AT22, Issue A, dated 11/07/2018, to the satisfaction of VicRoads must be submitted to the responsible authority for endorsement. Once endorsed, the plan(s) will form part of this permit.
41. Prior to the commencement of any roadworks, the applicant must submit the detailed engineering design plans along with detailed design stage road safety audit to VicRoads for review and obtain written approval. The detailed design plans must be prepared generally in accordance with the approved functional layout plan and functional stage road safety audit;
42. Prior to the commencement of the use or the occupation of the buildings or works hereby approved, the access crossover and associated works, including service relocation, must be provided and available for use to the satisfaction and at no cost to VicRoads and the Responsible Authority.

Transport for Victoria Conditions

43. The existing bus lanes along Williamsons Road must not be altered without the prior consent of Public Transport Victoria. Any alterations including temporary works or damage during construction must be rectified to the satisfaction of Public Transport Victoria and at the cost of the permit holder.
44. The permit holder must take all reasonable steps to ensure that disruption to bus operation along Williamsons Road is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria eight (8) weeks prior by telephoning 1800 800 007 or emailing customerservice@ptv.vic.gov.au.

Expiry

45. This permit will expire if one of the following circumstances applies:

45.1 The development is not started within two (2) years of the date of this permit; and

45.2 The development is not completed within four (4) years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing by the owner or occupier either before the permit expires or in accordance with Section 69 of the Planning & Environment Act 1987.

2. BACKGROUND

- 2.1 The application was received by Council on 18 July 2016, proposing the construction of a four-storey apartment building (containing 85 dwellings), associated basement car parking, altered access and a reduction in the standard car parking requirements (waiver of two visitor spaces).
- 2.2 The application went through the usual processes, including a presentation to the Sustainable Design Taskforce, further information identifying preliminary concerns, and notification and referral. VicRoads, as a statutory determining authority, objected to the proposal which sought to utilise and widen the existing crossover directly via Williamsons Road. The proposed access arrangements were considered detrimental to the functioning and performance of the Williamsons Road/Manningham Road intersection, and would not enable vehicles to enter and exit the site in a safe and efficient manner. VicRoads ultimately suggested that the sites secondary access via the service road needed to be utilised for all access arrangements.
- 2.3 Subsequent to receiving this referral advice, the applicant lodged a Section 57A amendment, seeking to address the above, in addition to outstanding concerns raised by Council Officers with regard to built form. Specifically, the applicant undertook ongoing negotiations with VicRoads and Council Engineers in order to seek "in principle" support for an alternative access arrangement. These negotiations took some time, and involved liaisons with additional service authorities with respect to pits within the service road.
- 2.4 Finalised plans lodged were subsequently lodged on 24 July 2018. The changes generally included:
- Vehicular access via the service road and the creation of a connecting circular driveway area within the frontage of the site;
 - A reduction in dwellings numbers from 85 to 79;
 - Deletion of the fourth storey element from the eastern wing of the building;
 - A modified basement arrangement with an increase in the total on-site car parking provision to exceed the statutory rates;

- Increased boundary setbacks; and
 - Modified façade design detailing and other minor layout changes.
- 2.5 Re-advertising of the amended proposal was given over a three-week period which concluded on 16 August 2018.
- 2.6 The statutory time for considering a planning application is 60 days, which lapses on 23 October 2018.

3. THE SITE AND SURROUNDS

The Site

- 3.1 The site is situated on the eastern side of Williamsons Road, generally opposite to the intersection with Manningham Road.
- 3.2 The site is irregularly shaped, totalling 3,763sqm in area, with a front and rear boundary length of 55.17 metres, and depth of 71.02 metres. The land has a moderate fall in order of 3 metres from front to rear (west to east). No easements burden the site.
- 3.3 The site is developed with a centrally located, double storey brick dwelling. A garage and carport are located in the vicinity of the side boundaries and serviced via a circular driveway. A single-width crossover at the southern end of the frontage provides primary access between the site and main carriageways of Williamsons Road. A secondary access point at the northern end of the frontage provides access in a more non-conventional manner via the service road, as described in further detail below.
- 3.4 Secluded private open space is to the rear of the dwelling, and contains a swimming pool amidst paved and grassed surrounds.
- 3.5 Vegetation coverage is largely concentrated within the front setback and along the rear and northern boundary. Species are largely exotic and of a low retention value, with exception of six trees within the central and western portions of the site which have medium useful life expectancies and are of moderate retention value.

Service Road

- 3.6 The service road to Williamsons Road (to the north-west of the site) is approximately 4.5 metres in width and facilitates two-way traffic movements in an informal manner. Four properties beyond the site to the north (Nos. 98 to 104 Williamsons Road) have direct frontage and driveway access to the service road. Beyond No. 98 Williamsons Road, it deviates to the south-west and narrows to approximately 2.8 metres in width, providing vehicular access into the subject site alone at its northern-most end of the frontage. It is unclear if this section of the accessway was intended for formal vehicular use, as it also serves a pedestrian function in linking the service road footpath to the signalised pedestrian crossing at the main intersection. A secondary pedestrian pathway intersects the grassed median to the north of the site to connect the footpath of the service road with that directly in front of the site.

- 3.7 The service road is constructed of a feature brick paving and contains no formal parking restrictions (though they are implied). Its connection with the main carriageways of Williamsons Road is restricted to a left in/left-out movement to and from the south-bound lanes, and facilitated by “keep clear” line-markings at its merge.

The Surrounds

- 3.8 The site has direct abutments with six properties, which are described as follows:

Direction	Address	Description
North	98 Williamsons Road, Doncaster	<p>This property adjoins the western half of the site’s northern boundary and is developed with a two-storey brick dwelling. The dwelling is setback 2.5 metres from the common boundary and includes two habitable room windows on the southern elevation, facing the subject site.</p> <p>Secluded open space is to the rear of the dwelling and is substantially paved, with an in-ground swimming pool setback approximately 1 metre from the shared boundary.</p> <p>Vehicular access is via the service road, with a solid brick fence defining the frontage.</p>
	2-3 Leonard Court, Doncaster	<p>Adjoining the eastern half of the northern boundary is a single storey brick dwelling. To the south and south-west of the dwelling is a carport and outbuilding, both built upon the shared boundary. Private open space is to the west and north of the garage and is relatively open and devoid of vegetation.</p>
South	90 Williamsons Road, Doncaster	<p>This property adjoins the majority of the site’s southern boundary and is developed with a single storey brick dwelling. The dwelling is setback a minimum of 3.1 metres from the shared boundary and has three habitable room windows upon its northern elevation. Private open space is to the rear of the dwelling and contains outbuildings and light tree coverage. Vehicular access is directly via Williamsons Road.</p>
	2 Adelle Court, Doncaster	<p>This property adjoins the eastern section of the site’s southern boundary and is developed with a double storey dwelling. The dwelling itself is located approximately 4 metres from the sites south-western</p>

		corner, with the remaining length of the common boundary adjoined by its private open space and associated vegetation. Numerous habitable window face the site.
East	3 Adelle Court, Doncaster	This property shares its rear boundary with that of the subject site and is developed with a double storey dwelling. The dwelling is setback between 2.2 metres and 3.5 metres from the common boundary, with this intervening area and area to the north of the dwelling utilised as private open space.
	4 Adelle Court, Doncaster	This property shares only a 2.5 metre long segment of its side boundary with the subject site, with the remainder of the side boundary shared with 3 Adelle Court. The dwelling is therefore located a substantial distance away (in excess of 14 meters). The private open space to the rear of the dwelling does some aspect toward the site, however there is a notable amount of vegetation between.

The Surrounds

- 3.9 The subject site is within somewhat of a transitional precinct between the varied Zoning and Overlay controls applying to land further south and to the east. The site and its adjoining properties facing Williamsons Road are within the *Main Roads* Sub-Precinct, however those fronting Adelle Court and Leonard Court generally to the east fall within Sub-Precincts A and B respectively. Land opposite the site (west side of Williamsons Road) and land further north of George Street fall within the General Residential Zone (Schedules 1 and 3). Land approximately 280 metres south of the site marks the commencement of “Doncaster Hill” and its associated Activity Centre Zoning.
- 3.10 The character of the broader neighbourhood is consequently quite varied, seeing an amalgamation of single homes, medium density housing and higher density “apartment” style development. New development is steadily emerging along both Williamsons Road and Manningham Road, with building scales and heights increasing substantially in the south-ward approach into Doncaster Hill.
- 3.11 This particular section of Williamsons Road and land to the east has largely retained its original character and remains quite intact. These properties feature similar development characteristics to the subject site, namely being conventional two-storey brick homes of typical late 1970’s construction. Infill development has begun to occur in Leonard Court and Tiffany Court to the east, in the form of attached townhouses. An approval for a three-storey apartment building has been granted for the land at 100-102 Williamsons Road to the north, which fronts onto the service road. More considerable changes to the current character are therefore anticipated.

- 3.12 Williamsons Road is a Primary Arterial Road and generally runs in a north-south alignment. Directly in front of the site, there are three carriageways in either direction separated by a grassed median, in addition to two-left turning slip lanes merging the north bound and south-bound traffic. Parking is prohibited on both sides through 'no-stopping' restrictions.
- 3.13 The subject site is well located with respect to commercial and community facilities, public parks and public transport services. Of particular note is the site's 250 metre proximity to Westfield Doncaster; the Municipality's Principle Activity Centre, which comprises supermarkets, specialty shops, medical facilities dining/entertainment services, and a bus interchange. Bus stops servicing multiple bus routes are located within 80 metres of the site. St. Gregory the Great Primary School is located opposite (on the west side of Williamsons Road) and Ruffey Lake Park is within 600 metres to the north-east.

4. THE PROPOSAL

- 4.1 It is proposed to demolish the existing dwellings and remove all vegetation on the site (no planning permit required) to construct a four-storey building (comprising 79 dwellings) over two levels of basement car parking. Altered access to a Road Zone Category 1 is proposed by way of removing the existing crossover onto Williamsons Road, and altering the service road.

Submitted Plans and Documents

- 4.2 The proposal is outlined on the plans prepared by Plus Architecture (Revision 4, dated 17 July 2018) and a Landscaping Plan prepared by Group GSA (dated 13 April 2018). These plans are provided at attachment 1.
- 4.3 The following supporting reports and plans were submitted with the application:
 - Town Planning Report (Ratio Consultants, dated July 2018);
 - Traffic Report (Ratio Consultants, dated 7 September 2016);
 - Waste Management Plan (Leigh Design, dated 23 March 2018);
 - Sustainable Design Assessment (Cundall, dated April 2017);
 - Arboricultural Report (AJA Arboriculture, dated May 2016);
 - Acoustic report (Vipac Engineers and Scientists Limited, dated 29 August 2018 and 17 July 2018); and
 - Draft Functional Layout Plan (Ratio Consultants, dated 11 July 2018).

Development Summary

- 4.4 A summary of the development is provided as follows:

Land Size:	3,763m ²	Maximum Building Height:	13.2m
Site Coverage:	60%	Street setback to Williamsons	Basement: 6.0m Ground floor: 6.0m

		Road (west)	First floor: 6.0m Second floor: 6.0m Third floor: 8.9m
Permeability:	25%	Setback to eastern boundary (rear)	Basement: 12.0m Lower ground: 4.0m Ground floor: 4.0m First floor: 8.0m Second floor: 8.0m Third floor: 41.0m
Garden Area	Not Applicable to Residential Growth Zone	Setback to northern boundary	Basement: 4.1m Lower ground: 4.1m Ground floor: 4.1m First floor: 4.1m Second floor: 4.6m Third floor: 7.9m
Number of Dwellings:	79	Setback to southern boundary	Basement: 5.1m Lower ground: 3.2m Ground floor: 3.0m First floor: 3.2m Second floor: 5.1m Third floor: 7.2m
• 1 bedroom:	13	Resident car spaces:	89
• 2 bedrooms:	61	Visitor car spaces:	17
• 3 bedrooms:	5	Density:	One dwelling per 48sqm

Development Layout

- 4.5 The building footprint adopts a U-shape layout which is focussed around a large central courtyard. The courtyard provides for a 15 metres internal separation between the eastern and western wings of the building. Within these wings, dwellings are arranged in a double-loaded layout with single aspects either internally toward courtyard, or externally to the east or west. The connecting northern arm of the building provides all dwellings with a northerly aspect. The western wing is a more prominent four storey form, where the eastern wing essentially steps down to no more than three to three and a half storeys.
- 4.6 The dwellings are of a typical apartment layout, with living rooms directly connecting to private open space in the form of a terrace or balcony. Terraces are generally in the order of 12-30sqm, and balconies 6sqm or more in area. There are no examples of borrowed light, however some bedrooms do have a snorkel window arrangement where the depth of the snorkel is lesser than, or equal to the width.
- 4.7 Screening is provided in the form of either planters, perforated panels with a lip edge, or openable perforated screen panels. The screening devices are generally designed to prevent downward views, whilst enabling some outward views.
- 4.8 The central courtyard incorporates a reflective pool water feature, fire pit and landscaped gardens for communal use. The internally facing ground level

terraces are provided a direct connection to this space, with a central access point via the northern corridor providing access for remaining dwellings within the development.

- 4.9 The building itself provides for minimum boundary setbacks of 6 metres from the frontage, 4 metres to the rear boundary, and 4.1 metres and 3.0 metres to the northern and southern boundaries respectively.
- 4.10 The two wings of the building are independently serviced by their own lift cores and corridors, though are interconnected via a ramped corridor at the ground level.

Vehicle and Pedestrian Access

- 4.11 It is proposed to utilise the service road to the north-west of the site to service vehicular access to the development. To facilitate additional vehicular movements, it is proposed to widen the majority of the service road (including its connection with Williamsons Road) to 5.5 metres to enable two-way simultaneous traffic movements to and from the site. A greater radius is also proposed to facilitate higher left-turn entry speeds from Williamsons Road onto the service road.
- 4.12 With respect to the service road's connection to the site, it is essentially proposed to reconstruct the current, narrow access road between the site and No. 98 Williamsons Road. The connection will be constructed further east (within the grassed reserve) to remove it from its shared pedestrian function, and enable its widening. Whilst intended to construct this section to a 5.5 metre width to match the remainder of the service road, this has been restricted by the presence of two adjacent telecommunication pits and associated cables. The applicant has advised that Telstra, the owner of one of the pits, indicated that the cost of relocating the pit and related cabling will be in the order of four million dollars. The section of new accessway is therefore be constructed to a 3.2 metre width (as opposed to the 2.5-2.8 metre width at present) for a length of approximately 12 metres.
- 4.13 This new section of the access road will accommodate vehicle movements in one direction, with opposing vehicles required to give-way at either end, where passing is possible. A clearance of 1.2 metres has been provided between the proposed carriageway and the edge of the service pits, generally in accordance with the telecommunication company's requirements. Modifications to the pedestrian footpath between the service road and signalised pedestrian crossing is proposed to be reconstructed.
- 4.14 Within the site, a new porte cochere facility is proposed within the north-west corner of the site, and within the front setback of the building. In addition to providing access to the basement car park, it extends into a circular driveway arrangement to provide service vehicles and the like (such as taxis/food deliveries) an area from which loading and pick up/drop-offs can be undertaken. Furthermore, it gives the building some sense of "address" and frontage to the service road from which it gains access. The circular driveway extends some 28 metres across the site frontage and is approximately 12 metres in width.
- 4.15 The entrance to the building is announced by a distinct curved lobby that follows the alignment of the circular driveway area, beneath a porte cochere covering

that is created by the cantilevered building above. A pedestrian pathway also connects the lobby entrance directly to the street.

- 4.16 The basement includes a total of 106 car spaces over two levels, including 89 spaces for residents and 17 spaces for visitors.
- 4.17 A total of 30 bicycle spaces are provided on-site, in the arrangement of 'Flat Top' rails (10 spaces) adjacent to the pedestrian entry to the building, and 20 'Ned Kelly' rails within the lower ground basement level.
- 4.18 Two shared refuse and recyclables areas are provided with the basement car park, servicing each of the two wings of the building. Rubbish shutes are provided at each respective level above. Waste is to be collected by private contractor from the lower ground basement.

Landscaping

- 4.19 All trees are to be cleared from within the site. New canopy trees are proposed around the site's periphery, generally concentrated within the front and rear setbacks, and intermittently along the side boundaries to supplement tall screening shrubs. Feature trees and lawn accompany the reflective pool within the internal courtyard.
- 4.20 In terms of neighbouring trees, the development generally retains sufficient setbacks to ensure their health and stability is not compromised, however some tree protection measures are required for Trees 1, 7 32, 33 and 34.

Design Detail

- 4.21 The proposed design features a balanced amalgamation of modern and traditional architecture that includes a combination of bold brick facades and dark contemporary metal clad. The brickwork features a red colour shade blend, which progressively lightens in tone as height progresses. The metal clad is more heavily applied to the side and rear elevations (and at the top level of the front façade) and is generally black/charcoal in colour, or lighter variations of grey. Some screening features upon windows and balconies are of a decorative silver metal. The overall presentation is quite symmetrical and cubical in form, and is generally articulated through "cut outs" rather than projections.
- 4.22 Planters are proposed upon numerous balconies, and indicative planting is shown upon the vertical pergola features of the fourth storey element facing the frontage.
- 4.23 Sub-stations and service cabinets are generally incorporated into the building, or setback from the frontage to be accessible via the internal porte cochere/circular driveway.

5. LEGISLATIVE REQUIREMENTS

- 5.1 Refer to Attachment 2.
- 5.2 A permit is required under the following clauses of the Manningham Planning Scheme:

- Clause 32.07-5 (**Residential Growth Zone**), a permit is required to construct two or more dwellings on a lot.
- Clause 43.02-2 (**Design and Development Overlay**), a permit is required to construct or carry out works, or construct a front fence within 3 metres of a street if the fence is associated with 2 more dwellings on a lot or a residential building..
- Clause 52.29 (**Land adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road**), a permit is required to create or alter access to a road in a road in a Road Zone, Category 1.

6. REFERRALS

External

- 6.1 The application (as amended under Section 57a) was referred to VicRoads as a determining authority for the proposed alterations of vehicular access to Williamsons Road (and service road).
- 6.2 VicRoads has no objection to the proposed alterations to the service road as generally detailed in the “Draft Functional Layout Plan” subject to conditional requirements.
- 6.3 It should be noted that VicRoads generally assumes responsibility around the development’s impact upon the primary road network, whilst Council’s responsibility lies more in the functioning of the service road (see internal referral response below).
- 6.4 The application was also referred to Transport for Victoria, due the number of dwellings proposed. No objections were raised, subject to conditional requirements pertaining to the construction of the development.

Internal

- 6.5 The application was referred to a number of service units within Council. The following table summarises the responses:

Service Unit	Comments
Engineering & Technical Services Unit – Drainage	<ul style="list-style-type: none"> • No objection subject to conditions for the provision of onsite storm water detention and supporting plans, and the construction of outfall drainage works to the existing drainage pit at the north-eastern corner of 5 Adelle Court, including the replacement of the 150mm diameter pipes along northern boundary of 6 Adelle Court and 7 Kelley Street to a minimum 225mm diameter • Such works to be demonstrated in an engineering construction plan and costs associated with supervision, plan-checking and maintenance are required.
Engineering & Technical Services Unit –	<ul style="list-style-type: none"> • No objection subject to removal and reinstatement of any redundant vehicle crossovers (as required by VicRoads).

Service Unit	Comments
Vehicle Crossing	
Engineering & Technical Services Unit – Access and Driveway	<ul style="list-style-type: none"> • No objection to proposed service road upgrade and access arrangements to the site, generally in accordance with draft FLP and subject to conditional requirements relating to its construction material, sign-marking and pedestrian crossing construction.
Engineering & Technical Services Unit – Traffic and Car Parking	<ul style="list-style-type: none"> • No objection subject to conditional upgrades to service road to facilitate safe and efficient vehicle and pedestrian movements.
Engineering & Technical Services Unit – Construction Management	<ul style="list-style-type: none"> • No objection subject to a requirement for the provision of a construction management plan.
Engineering & Technical Services Unit – Waste	<ul style="list-style-type: none"> • No objection subject to conditions relating to private waste collection.
City Strategy Unit – Sustainability	<ul style="list-style-type: none"> • No objection subject to additional information being provided, including BESS assessment in place of STEPS to demonstrate appropriate minimum scores.

7. CONSULTATION / NOTIFICATION

- 7.1 Notice of the original application (prior to amendment) was given over a three-week period, concluding on 8 November 2016, by sending letters to the owners and occupiers of nearby properties and displaying a large sign on the frontage in accordance with the Act. Notice of the amended application was given in the same manner under section 57B off the Act, concluding on 16 August 2018.

7.2 As detailed below, 8 objections were received.



 **Objections**

7.3 The main grounds of objection can be summarised into the following main categories:

- Neighbourhood character/ overdevelopment;
- ResCode and Policy non-compliances;
- Off-site amenity impacts (loss of sunlight, loss of privacy and noise);
- Traffic and parking impacts; and
- Plan anomalies.

8. ASSESSMENT

8.1 The proposal has been assessed against the relevant state and local planning policies, the zone and overlay and the relevant particular provisions and general provisions of the Scheme.

8.2 The following assessment is made under the headings:

- Planning Policy Frameworks;
- Design and built form;
- On-site and off-site amenity;
- Car parking, access, traffic and bicycle facilities; and
- Objector concerns.

Planning Policy Frameworks

8.3 Key objectives of the PPF and LPPF seek to identify appropriate areas for housing growth, including a focus on increasing housing densities in areas surrounding existing services, jobs, public transport and infrastructure in order to accommodate Melbourne's future population growth in a sustainable manner.

8.4 Clauses 15.01-1S (Urban Design), 15.01-1R (Urban Design - Metropolitan Melbourne) and 15.01-2S (Building Design) continue to require assessment of matters such as urban design, suitability of design response to context, and minimising detrimental impacts on amenity. Such matters are discussed in further detail within the assessment sections to follow.

8.5 These objectives are further developed at a local level through the Local Planning Policy Framework. Clause 21.05 *Residential* recognises the need to reduce developmental pressure on areas of established environmental or rural values through infill residential development and consolidation. This notion is implemented through the separation of Manningham's residential land into four residential character precincts that seek to channel increased housing densities around activity centres and main roads, where greater facilities and services are available. Such areas are referred to as *Precinct 2 - Residential Areas Surrounding Activity Centres and Along Main Roads*.

8.6 The higher density outcomes for Precinct 2 are controlled through the implementation of the Design and Development Overlay, Schedule 8 (DDO8), which establishes a preferred neighbourhood character, and further separates Precinct 2 into three sub-precincts. These sub-precincts all anticipate increased housing densities, however, with varied built form outcomes to provide for appropriate transitions between each of sub-precincts, and to more sensitive adjoining residential areas to create a graduated built form and minimise amenity impacts. Effectively, through practical application of the DDO8, the existing neighbourhood character of areas surrounding activity centres and main roads will be significantly altered over time.

8.7 Due to the site's main road location and proximity to Doncaster Hill, the Municipality's Principal Activity centre, it is appropriately located within the *Main Roads* Sub-Precinct of Residential Character Precinct 2. This sub-precinct anticipates the most substantial level of change, and specifically encourages 'apartment style' developments.

8.8 Contextually, the site meets the fundamental principles for urban consolidation which are sought at both the State and Local levels. High quality urban design outcomes are achieved that will contribute positively to the public realm and urban fabric. The development proposes a scale and intensity which is appropriate to the neighbourhood and site context, and is generally consistent with the strategic intentions of local policy.

- 8.9 The site's interface with Sub-Precincts A and B to the rear has been appropriately considered, combining substantial setbacks with a clear "stepping-down" in height. This will successfully achieve graduated building lines that are relative to the mandatory (10-11 metre) height restrictions applicable to future infill development within these sub-precincts. The more robust and taller elements of the development are appropriately sited toward the frontage, adjacent to land which falls within the same *main roads* sub-precinct.
- 8.10 The Residential Growth Zoning applicable to the site encourages increased densities within apartment buildings of up to, and including four storeys and with heights of up to 14.5 metres. The development achieves this, whilst remaining beneath the mandatory height limit. The sites unusually large area (of nearly 3,800 square metres) and substantial frontage width in itself certainly supports a greater intensity of built form. The development also offers increased housing diversity to support the changing demographics and ageing population, and greater housing choice from the traditional single homes which continue to characterise much of the municipality.
- 8.11 This section of Williamsons Road also forms somewhat of a "gateway" into the Activity Centre zoning only 200 metres south, where the permissible heights of new buildings rise substantially. The proposed built form therefore provides for an appropriate "transition" toward this more intense scale of development seen beyond.
- 8.12 Overall, there is a high level of strategic and policy justification for the proposed development. The proposal is consistent with the broad urban consolidation and housing objectives within the PPF, and the more pointed objectives of the LPPF and Design and Development Overlay, Schedule 8, as explained in more detail to follow.

Design and Built Form

- 8.13 Following on from the above, the DDO8 sets the parameters around the built form outcomes anticipated to achieve the preferred neighbourhood character, through a series of design elements considering height, front setbacks, form, car parking and landscaping. An assessment against these design elements is provided as follows:

Design Element	Met/Not Met
DDO8-1 (Main Road Sub-Precinct)	
<p><u>Building height and setbacks</u></p> <ul style="list-style-type: none"> The minimum lot size is 1800 square metres, which must be all the same sub-precinct. Where the land comprises more than one lot, the lots must be consecutive lots which are side by side and have a shared frontage 11 metres provided the condition regarding minimum land size is met. 	<p>Considered Met</p> <p>The building has a maximum height of 13.2 metres. The sectional diagrams submitted with the application provide a more tangible depiction of the actual building height at varying points across the site. They also demonstrate that the more substantial four storey building heights are confined to the western wing of the building. The eastern wing of the building (located toward the rear boundary) remains in the order of the recommended 11 metre building height, with a three to three and a half storey scale.</p>

Design Element	Met/Not Met
<p>If the condition is not met, the maximum height is 9 metres, unless the slope of the natural ground level at any cross section wider than eight metres of the site of the building is 2.5 degrees or more, in which case the maximum height must not exceed 10 metres.</p> <p>This excludes plant screen.</p>	<p>The substantial site area and location of the site upon a prominent and busy intersection between Williamsons and Manningham Road suitably justifies a more “robust” four storey built form as presented to the streetscape. The “stepping” of the building down toward the rear is an appropriate design response, and gives due consideration to the amenity of the adjoining properties and their future built forms anticipated.</p> <p>Due to the sheer length of the site frontage (over 50 metres) the fourth storey is arguably needed to appear vertically commensurate to the considerable horizontal span of built form across the frontage. Without it, the built form is likely to be at odds with usual residential proportions.</p> <p>The fourth storey is also appropriately treated in a contrasting darker colour to the remaining brickwork to provide a “capping” effect, which acts to reduce the perceived height, whilst contributing to the overall interest and design detailing. Its location is suitably inset from the side boundaries, and is overall a recessive element to both the streetscape and neighbouring perspectives.</p> <p>The overall height is consistent with the zoning intensions, and is appropriate with regard to this specific site and neighbourhood context.</p> <p>It is therefore considered that the proposal suitably meets the intent of this design objective.</p>
<ul style="list-style-type: none"> Minimum front street setback is the distance specified in Clause 55.03-1 or 6 metres, whichever is the lesser. 	<p>Met</p> <p>The building is setback a minimum of 6.0 metres to Williamsons Road</p> <p>Whilst balconies are permitted to encroach up to 2.0 metres into this setback, the balconies in this instance are absorbed into the main building footprint to maintain a more substantial front setback overall.</p>
<p>Form</p> <ul style="list-style-type: none"> Ensure that the site area covered by buildings does not exceed 60 	<p>Met</p> <p>The building has a site coverage of 60 percent.</p>

Design Element	Met/Not Met
<p>percent.</p> <ul style="list-style-type: none"> Provide visual interest through articulation, glazing and variation in materials and textures. 	<p>Met</p> <p>The building has a less traditional form than typically seen in apartment design. It adopts a very uniform module and palette selection, with the strong framing of brickwork creating a distinct podium feel.</p> <p>A central “cut-out” separates the façade into two modules. Despite appearing symmetrical, there is minor variation between each module (such as fenestration portions, parapet heights and balcony locations) which adds a subtle element of interest, without appearing discordant.</p> <p>The circular driveway and curved foyer entry occupying northern part of the ground level footprint see the building above appear as “floating” element, and cleverly highlights its sense of address and entry.</p> <p>Despite the relatively uniform palette, the brickwork itself provides a richness and depth to the building. The graduation of colouring from dark to light achieves a sense of articulation and ensures the overall appearance is not “too heavy”, or monotonous. It is also well balanced with generous glazing.</p> <p>The architectural presentation overall is considered attractive and of high quality.</p> <p>The rear elevation and side elevations in part are treated quite differently. The brickwork is used quite prominently across the two middle levels of the southern elevation, though broken up with an equal use of dark charcoal metal cladding. This elevation also benefits from a large 15 metre visual break offered by the communal courtyard which separates the east and west wings.</p> <p>The northern and eastern elevations are quite heavily finished in the dark charcoal/black metal cladding. There are bands of brickwork featured across the first level and perforated metal screening devices upon windows and some balconies, which are generally relied upon to “break-up” these elevations and provide interested.</p>

Design Element	Met/Not Met
	<p>Whilst the high use of the black metal cladding upon the northern and eastern elevations may make the building more understated and subdued within the landscape, it may also appear quite stark and repetitive. To add depth to the dark/grey toned colour palette, a condition will require the inclusion of some warmer/lighter colour tones. Subtle material changes could reasonably achieve this outcome by way of alternative metal screen colours or warmer timber look materials on pergolas and the under-side of balconies.</p> <p>The grey brickwork finishes on the front elevation, porte cochere posts and front fencing has arguably been applied to break up the span of red-toned brickwork, however the solid grey toning appears at odds with the remainder of the colour palette. A condition will therefore require it to include some earthy toned shaded bricks to better complement the remaining façade.</p>
<ul style="list-style-type: none"> Minimise buildings on boundaries to create spacing between developments. 	<p>Met No part of the building is constructed on a boundary, with all side and rear setbacks in excess of 3.0 metres. A reasonable sense of “spacing” will be visible from the street, to offer visual relief between built forms and corridors for landscaping in between.</p>
<ul style="list-style-type: none"> Where appropriate ensure that buildings are stepped down at the rear of sites to provide a transition to the scale of the adjoining residential area. 	<p>Met Treatment of the eastern elevation provides for a considerate approach to its interface with within Sub-Precincts A and B (to the east and north-east respectively) through both generous setbacks and lowered heights. The rear elevation presents a two-storey building height with a minimum setback of 4 metres. Although these floor levels are generally replicated in footprint and elevation, they are articulated with a series of cut outs to accommodate inset terraces and balconies across the length of the building.</p> <p>The next two levels above are setback a more generous 8 metres from the rear boundary, with the top level incorporating a generous central break and 9 metre inset from the southern boundary. Whilst the development may at face value present as</p>

Design Element	Met/Not Met
	<p>four storeys to the rear, this is accounted to the visible benching of the lower ground level into the eastward slope of the land, as the top level of the eastern wing (in context of the natural ground level directly below) is only three to three and a half storeys high.</p> <p>The top floor is unlikely to be highly visible when viewed from the open space of the adjoining dwellings to the rear, however, in the event that it is, it will present a suitably condensed and highly modulated elevation which will not overwhelm the visual outlooks from the adjoining properties.</p> <p>It is therefore considered that the development provides for an acceptable level of transitioning to the scale of the residential properties to the east and north-east. The height of the eastern wing is a comfortable increase above the two-storey single homes that exist, and comparable to the desired future character which anticipates townhouses or three-storey apartment buildings (on consolidated sites) with similar height restrictions.</p>
<ul style="list-style-type: none"> Where appropriate, ensure that buildings are designed to step with the slope of the land. 	<p>Met</p> <p>The design response is considered highly responsive of the natural fall in the topography across the land.</p> <p>The configuration of the dwellings into two separate wings has allowed the finished floor levels of the building to step with the slope.</p> <p>To respond to the east-ward slope, the finished floor levels of the eastern wing essentially sit lower than those in the western, and also utilises a lower ground level. This in turn, lowers building heights toward the rear, and maximises the number of dwellings and terraces which sit relative to the nature ground level.</p>
<ul style="list-style-type: none"> Avoid reliance on below ground light courts for any habitable rooms. 	<p>Met</p> <p>The building does not rely on below ground light courts for any habitable rooms.</p>
<ul style="list-style-type: none"> Ensure the upper level of a two storey building provides adequate articulation to reduce the appearance of visual bulk 	<p>Not applicable</p>

Design Element	Met/Not Met
and minimise continuous sheer wall presentation.	
<ul style="list-style-type: none"> Ensure that the upper level of a three storey building does not exceed 75% of the lower levels, unless it can be demonstrated that there is sufficient architectural interest to reduce the appearance of visual bulk and minimise continuous sheer wall presentation. 	<p>Met</p> <p>The development schedule indicates that the third storey equates to 75% of the ground level footprint and the fourth storey equates to 33%. If considering the lower ground level beneath the eastern wing, these figures may increase, however the intent of this objective remains met, with third storey elements visibly inset from the levels below. Sheer three story elements are included upon the western wing of the building, however these are suitably placed toward the frontage and demonstrate considerable architectural merit (as described above). The vertical framing pergola elements within the fourth storey balconies do, however, somewhat pronounce this level more than necessary. A condition will therefore require that the vertical frames be reduced as much as practicable (ideally by half), to ensure the fourth level remains recessive in its appearance. This could similarly be applied to the rear elevation to further pronounce the buildings recesses.</p>
<ul style="list-style-type: none"> Integrate porticos and other design features with the overall design of the building and not include imposing design features such as double storey porticos. 	<p>Met</p> <p>There are no imposing design elements proposed. Design features are considered to be well integrated into the overall architectural presentation of the building.</p>
<ul style="list-style-type: none"> Be designed and sited to address slope constraints, including minimising views of basement projections and/or minimising the height of finished floor levels and providing appropriate retaining wall presentation. 	<p>Met</p> <p>To ensure the first level basement does not protrude above the natural ground where the land falls away, it is provided with a skin of dwellings on its eastern edge (lower ground level). The basement is therefore fully concealed to ensure external elevations provide active uses.</p>
<ul style="list-style-type: none"> Be designed to minimise overlooking and avoid the excessive application of screen devices. 	<p>Met subject to condition</p> <p>The placement of rooms has been carefully considered to ensure all primary living rooms are afforded some outlook.</p> <p>Screening is applied in either of the following forms (with material reference):</p> <ul style="list-style-type: none"> B1 - A perforated privacy screen which features a 600mm high openable screen (upwards awning style), above a 1.1 metre high solid fixed panel.

Design Element	Met/Not Met
	<ul style="list-style-type: none"> • B2 - Folded perforated privacy screen which is fixed to a height of 1.5 metres, and includes an inward and outward fold in its design (to a lip edge). • B3 – Balcony planter box with height of 1.3 metres and depth of 450mm. <p>The method of screening has been appropriately chosen to ensure overlooking is mitigated, without compromising the internal amenity of the dwellings and affording them with a reasonable outlook.</p> <p>Some clarification on the plan is required to appropriately distinguish the exact allocation of such screens and ensure they are appropriately applied to address overlooking, as discussed in the ResCode assessment below.</p>
<ul style="list-style-type: none"> • Ensure design solutions respect the principle of equitable access at the main entry of any building for people of all mobilities. 	<p>Met</p> <p>The main lobby entry to the building is located at the ground floor level and provides access to the both loft cores which services all levels within each building wing.</p> <p>The level difference between the building and footpath achieves a gradient of 1:20 to facilitate equitable access.</p>
<ul style="list-style-type: none"> • Ensure that projections of basement car parking above natural ground level do not result in excessive building height as viewed by neighbouring properties. 	<p>Met</p> <p>The basement is generally concealed below the natural ground level. As discussed above, a lower level skin of dwellings is located to the east of the first basement level to avoid basement projections, and to lower the overall building height toward the more sensitive interface to the rear.</p>
<ul style="list-style-type: none"> • Ensure basement or undercroft car parks are not visually obtrusive when viewed from the front of the site. 	<p>Met</p> <p>The basement level is sited entirely below natural ground level as viewed from the street.</p>
<ul style="list-style-type: none"> • Integrate car parking requirements into the design of buildings and landform by encouraging the use of undercroft or basement parking and minimise the use of open car park and half basement parking. 	<p>Met</p> <p>All car parking spaces are provided within the basement car park. The porte cochere and circular drive within the site provides the building with a sense of address to the service road and an appropriate standing area for vehicles, which is not otherwise available along the Williamsons Road frontage.</p>

Design Element	Met/Not Met
<ul style="list-style-type: none"> Ensure the setback of the basement or undercroft car park is consistent with the front building setback and is setback a minimum of 4.0m from the rear boundary to enable effective landscaping to be established. 	<p>Met</p> <p>From the rear boundary, the basement car parking levels (and lower ground level of eastern wing) are 4 metres or more, which provides for effective landscaping and canopy tree planting to be established.</p>
<ul style="list-style-type: none"> Ensure that building walls, including basements, are sited a sufficient distance from site boundaries to enable the planting of effective screen planting, including canopy trees, in larger spaces. 	<p>Met with condition</p> <p>All building walls are setback no less than 3.0 metres from a boundary. The 4 metre setback to the rear boundary is clear of any balcony projections, and whilst the lower ground terraces extend marginally into this setback area, there is a clear retaining wall division between the usable terrace areas and the generous garden bed that is dedicated for extensive landscaping.</p> <p>The side boundary setbacks are again generously dimensioned at between 3.0 to 4.1 metres, however, the placement of the retaining wall within the northern setback provides some limitation upon planting ability. A condition will require the retaining wall be shifted toward the dwelling terraces to achieve a more generous garden bed width. It could also negate or reduce the need for service stairs, as the garden bed could reasonably be retained at the natural ground rather than being excessively terraced or the length of northern boundary.</p>
<ul style="list-style-type: none"> Ensure that service equipment, building services, lift over-runs and roof-mounted equipment, including screening devices is integrated into the built form or otherwise screened to minimise the aesthetic impacts on the streetscape and avoids unreasonable amenity impacts on surrounding properties and open spaces. 	<p>Met with conditions</p> <p>Confined locations for roof mounted equipment (excluding solar panels) are within the roof space of each building wing and away from the building edges. Screen walls are proposed around these elements to a height of 1.8 metres. There is an absence of plan detailing with regard to materials and colouring. A condition will require that the screens be lowered to the minimum height possible, and that they be of colour and design integrates into the overall design and avoid solid, dark colouring to reduce their prominence.</p>
<p><u>Car Parking and Access</u></p> <ul style="list-style-type: none"> Include only one vehicular crossover, wherever possible, to maximise availability of on street 	<p>Met</p> <p>The proposal includes a site specific access arrangement involving the re-construction of a driveway extension to the service road.</p>

Design Element	Met/Not Met
parking and to minimise disruption to pedestrian movement. Where possible, retain existing crossovers to avoid the removal of street tree(s). Driveways must be setback a minimum of 1.5m from any street tree, except in cases where a larger tree requires an increased setback.	This is discussed in further detail in the section below.
<ul style="list-style-type: none"> Ensure that when the basement car park extends beyond the built form of the ground level of the building in the front and rear setback, any visible extension is utilised for paved open space or is appropriately screened, as is necessary. 	<p>Met</p> <p>The basement levels remain concealed entirely beneath the footprints of the ground level above, ensuring planting ability is maximised with the front and rear setbacks.</p>
<ul style="list-style-type: none"> Ensure that where garages are located in the street elevation, they are set back a minimum of 1.0m from the front setback of the dwelling. 	<p>Not applicable</p>
<ul style="list-style-type: none"> Ensure that access gradients of basement car parks are designed appropriately to provide for safe and convenient access for vehicles and servicing requirements. 	<p>Met</p> <p>Vehicular access into the basement has been appropriately designed to provide for safe and convenient access into the building, in accordance with Design Standard 3 of Clause 52.06-9.</p>
<p><u>Landscaping</u></p> <ul style="list-style-type: none"> On sites where a three storey development is proposed include at least 3 canopy trees within the front setback, which have a spreading crown and are capable of growing to a height of 8.0m or more at maturity. On sites where one or two storey development is proposed include at least 1 canopy tree within the front setback, which has a spreading crown, and is capable of growing to a height of 8.0m or more at maturity. 	<p>Met with conditions</p> <p>A landscape concept design has been submitted to demonstrate a potential planting theme for the site. A more formalised plan will be required by way of condition to demonstrate the precise numbers and locations of plants, and ensure that the three trees indicated within the frontage are capable of reaching the required height.</p> <p>The requirement to facilitate a road extension into the site has reduced the extent of permeable area within the frontage. Whilst this is unavoidable, a condition will require that the bicycle parking and associated paving be condensed or relocated to further increase landscaping opportunity.</p>
<ul style="list-style-type: none"> Provide opportunities for planting 	<p>Met with condition</p>

Design Element	Met/Not Met
<p>alongside boundaries in areas that assist in breaking up the length of continuous built form and/or soften the appearance of the built form.</p>	<p>With the condition aforementioned requiring the relocation of the retaining wall within the northern boundary setback, a more substantial planting theme can be established along this boundary. A reconsideration of the path and stairs shown within this setback is also required to ensure planting is prioritised. Similarly a denser planting theme along the rear and southern side setback is required, with the path shown to be removed or relocated as necessary.</p> <p>To ensure screen planting has a more immediate effect, a condition will require advanced planting heights and the inclusion of some evergreen species.</p>
<p>Fencing</p> <ul style="list-style-type: none"> • A front fence must be at least 50 per cent transparent. • On sites that front Doncaster, Tram, Elgar, Manningham, Thompsons, Blackburn and Mitcham Roads, a fence must: <ul style="list-style-type: none"> • not exceed a maximum height of 1.8m • be setback a minimum of 1.0m from the front title boundary <p>and a continuous landscaping treatment within the 1.0m setback must be provided.</p>	<p>Met</p> <p>There is a low feature brick wall extending along the frontage. This in part seeks to provide a physical barrier between the proposed circular driveway and the pedestrian footpath. The wall rises to approximately 1.8 metres to incorporate letterboxes in the vicinity of the building entry. The renders provided suggest that the brick fence utilises a “hit and miss” design, with perforations in the brickwork to achieve some transparency. Such design would be considered acceptable and quite a positive streetscape feature, however needs to be further detailed in plan and elevation.</p>

Onsite and offsite amenity

- 8.14 Clause 55 Two or More Dwellings on a Lot and Residential Buildings applies to an application to construct two or more dwellings on a lot, establishing the planning controls for on-site and off-site amenity through the application of objectives and standards.
- 8.15 Clause 55 specifies that a development must meet all of the objectives and should meet all of the standards of this clause. The standards contain requirements to meet the objectives and compliance with these requirements is widely accepted as satisfying the relevant objective.
- 8.16 An assessment against the objectives and standards of Clause 55 is provided in the table below.

Objective	Objective Met/Not Met
<p>55.02-1 – Neighbourhood Character</p> <ul style="list-style-type: none"> To ensure that the design respects the existing neighbourhood character or contributes to a preferred neighbourhood character. To ensure that development responds to the features of the site and the surrounding area. 	<p>Met</p> <p>As outlined in the assessment of the proposal against the policy requirements of the Design and Development Overlay – Schedule 8 (DDO8), the proposed apartment development responds positively to the preferred neighbourhood character and the substantial changes envisaged within the <i>Main Roads</i> sub-precinct of Precinct 2.</p>
<p>55.02-2 – Residential Policy</p> <ul style="list-style-type: none"> To ensure that residential development is provided in accordance with any policy for housing in the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies. To support medium densities in areas where development can take advantage of public transport and community infrastructure and services. 	<p>Met</p> <p>The application was accompanied by a written statement that has demonstrated how the development is consistent with State and Local Planning policy.</p> <p>Clauses 21.05 (Residential) and 43.02 (Design and Development Overlay – Schedule 8), are applicable to the site and support higher density developments along main roads. The development can take advantage of public transport, community infrastructure and services within a walking distance of the site.</p>
<p>55.02-3 – Dwelling Diversity</p> <ul style="list-style-type: none"> To encourage a range of dwelling sizes and types in developments of ten or more dwellings. 	<p>Met</p> <p>The proposal includes a mix of one, two and three bedroom dwellings with a range of floor areas and opens space provisions to provide for diversity.</p>
<p>55.02-4 – Infrastructure</p> <ul style="list-style-type: none"> To ensure development is provided with appropriate utility services and infrastructure. To ensure development does not unreasonably overload the capacity of utility services and infrastructure. 	<p>Met</p> <p>The development can be connected to reticulated services, including sewerage, drainage, electricity and gas.</p> <p>The development will not unreasonably exceed the capacity of utility services and infrastructure.</p> <p>Outfall drainage will be required to be constructed in addition to an on-site stormwater detention system to alleviate pressure on the drainage system.</p>
<p>55.02-5 – Integration With Street</p>	<p>Met</p> <p>The front entry of the building is orientated to face</p>

Objective	Objective Met/Not Met
<ul style="list-style-type: none"> To integrate the layout of development with the street. 	<p>Williamsons Road and provides clear and defined pedestrian and vehicle links both internally (via the proposed porte cochere and circular driveway).</p>
<p>55.03-1 – Street Setback</p> <ul style="list-style-type: none"> To ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site. 	<p>Met</p> <p>The proposed street setback complies with the preferred street setback of 6 metres established by DDO8 and is therefore appropriate and acceptable in accordance with the applicable decision guidelines.</p>
<p>55.03-2 – Building Height</p> <ul style="list-style-type: none"> To ensure that the height of buildings respects the existing or preferred neighbourhood character. 	<p>Considered Met</p> <p>The maximum building height falls beneath the 14.5 metre height limit prescribed by the Zone due to the slope of the land. Whilst it exceeds the recommended 11 metres height of the DDO8, it is considered acceptable, for the reasons discussed in in the above sections of this report.</p>
<p>55.03-3 – Site Coverage</p> <ul style="list-style-type: none"> To ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site. 	<p>Met</p> <p>The site area covered by the building is 60 percent, as permitted.</p>
<p>55.03-4 – Permeability</p> <ul style="list-style-type: none"> To reduce the impact of increased stormwater run-off on the drainage system. To facilitate on-site stormwater infiltration. 	<p>Met</p> <p>The area of impermeable surfaces does not exceed 80 percent of the site, with a proposed pervious area of 25 percent (Standard permits 20 percent).</p>
<p>55.03-5 – Energy Efficiency</p> <ul style="list-style-type: none"> To achieve and protect energy efficient dwellings. To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy. 	<p>Met subject to condition</p> <p>An SMP has been submitted with the application, which will require further detailing and some modifications prior to approval. The approved sustainability measures will be required to be incorporated into the building's design.</p> <p>With respect to the general design, the recessed balconies offer seasonal shading to most open spaces and adjacent living rooms oriented to the north, east and west.</p> <p>The western elevation does feature some highly exposed windows between the ground and third storey which are only partly inset into the brickwork, and therefore require solar treatment.</p> <p>Some of the larger windows are also partly infilled with brickwork, assumedly to reduce the extent of sunlight penetration into their respective rooms, without</p>

Objective	Objective Met/Not Met
	<p>compromising the overall symmetry of the building design. This is not considered ideal, as it reduces views, access to daylight and ventilation to these rooms. The floor plans would also suggest that the glass of the windows sits in front of the brickwork, which seems an impractical design In terms of maintenance. A condition will therefore require the replacement of the brick infill upon the windows with a more appropriate material or design which achieves solar protection and some transparency (such as vertical louvres) .</p>
<p>55.03-6 – Open Space</p> <ul style="list-style-type: none"> To integrate the layout of development with any public and communal open space provided in or adjacent to the development. 	<p>Met</p> <p>The communal garden is centrally located within the site. It has a generous 15 metre width, which is greater than its flanking building heights of the eastern and western wings. Such height to spacing ratios are consistent with good urban design principles to ensure public spaces are afforded a pleasant outlook and not overwhelmed by built form.</p> <p>The garden will encourage a sense of community and interaction in the placement of balconies and courtyards to face, or have direct access to the area. It will provide for an attractive recreational space, featuring a reflective pool, fire pit with seating, and landscaped surrounds. However, given the substantial size of this area (in excess of 500sqm), some more practical and usable facilities such BBQs and tables would seemingly be of benefit to the residents, particularly given the restrictions born by apartment and balcony living. A condition will therefore require that greater recreational facilities be included and detailed on the landscape plan Lighting within this spaces will also need to be appropriately selected and located so as maximise usability, whilst not adversely impacting the amenity of adjacent dwellings.</p>
<p>55.03-7 – Safety</p> <ul style="list-style-type: none"> To ensure the layout of development provides for the safety and security of residents and property. 	<p>Met</p> <p>The primary entry to the building is not obscured or isolated from the streetscape and is clearly delineated by the pedestrian pathway and feature porte cochere.</p> <p>Security to the basement is provided through a grille door and intercom access. The internal entrance lobby does not have a great deal of passive surveillance (as generally expected) and no lighting has been detailed. A condition will require the entrance be appropriately lit, with such lighting designed to create a feature or special effect to positively contribute to the streetscape.</p> <p>In terms of the communal garden, there are a number</p>

Objective	Objective Met/Not Met
	of internal facing balconies and windows which will provide for passive surveillance and safety.
<p>55.03-8 – Landscaping</p> <ul style="list-style-type: none"> To encourage development that respects the landscape character of the neighbourhood. To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance. To provide appropriate landscaping. To encourage the retention of mature vegetation on the site. 	<p>Met subject to conditions</p> <p>A permit will require the submission of a full landscape plan to ensure that landscaping, and include the conditional changes discussed above.</p> <p>These changes include the relocation of retaining walls and pathways etc. to enable canopies to thrive and not be adversely affected by internal on-ground amenities. It is also considered important for the trees (together with their canopies) to be general contained within the development boundary. To ensure neighbouring trees within proximity to the site are not adversely impacted, the recommendations of the Arborist report will be implied via condition.</p> <p>All vegetation being removed from the site is of low to moderate retention value.</p>
<p>55.03-9 – Access</p> <ul style="list-style-type: none"> To ensure the number and design of vehicle crossovers respects the neighbourhood character. 	<p>Met</p> <p>By virtue of the proposed access arrangement via the service road extension, there are effectively no vehicular crossovers along the frontage. The new porte cochere and circular driveway will be separated from the adjacent footpath by way of a low brick wall.</p> <p>The widening of the service road will be required to ensure it is appropriately upgraded to accommodate increased vehicle movements and the changing conditions presented by the proposal.</p>
<p>55.03-10 – Parking Location</p> <ul style="list-style-type: none"> To provide convenient parking for resident and visitor vehicles. 	<p>Met</p> <p>Car parking facilities are securely located within the basement and provide for direct access into either the eastern or western building wings via separate lift cores and stairwells. Intercom facilities will enable visitors to access the nominated spaces within the basement.</p> <p>Ventilation to the basement level can be provided via mechanical means.</p> <p>There are no habitable room windows located within close proximity to the accessway that would experience adverse noise impacts from the use of the accessway.</p>
<p>55.04-1 – Side And Rear Setbacks</p> <ul style="list-style-type: none"> To ensure that the height 	<p>Considered Met in Part</p> <p>There are non-compliances with the recommended setbacks of Standard B17 seen along the southern</p>

Objective	Objective Met/Not Met
<p>and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.</p>	<p>elevation of the western building wing.</p> <p>In this location of Apartment 210 on the third storey, the building reaches a height of 10.35 metres and is setback 5 metres in place of the 5.39 metres required. Similarly, Apartment 305 on the fourth storey is setback 7.15 metres in place of the 8.9 metres required.</p> <p>The location of the non-compliant elevation is essentially sited directly north of the footprint of the adjoining single storey dwelling. The dwelling has a number of windows on its northern elevation, though its private open space area is located beyond to the east, in the general vicinity of the eastern building wing.</p> <p>Whilst it is acknowledged that these non-compliances may not be highly visible from the windows of the dwelling itself, it will be visible from other aspects of the property and open space area.</p> <p>Future development opportunities and northerly aspects to the site may also be compromised as a result, therefore a condition will require that compliance with Standard B17 be achieved, whether this be through increased setbacks, lowered building heights or both.</p> <p>All other side and rear boundary setbacks meet or exceed the requirements.</p>
<p>55.04-2 – Walls On Boundaries</p> <ul style="list-style-type: none"> To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings. 	<p>Not applicable</p> <p>There are no walls proposed upon a boundary.</p>
<p>55.04-3 – Daylight To Existing Windows</p> <ul style="list-style-type: none"> To allow adequate daylight into existing habitable room windows. 	<p>Met</p> <p>All existing and proposed habitable room windows are provided with sufficient light court areas that comply with the standard.</p>
<p>55.04-4 – North Facing Windows</p> <ul style="list-style-type: none"> To allow adequate solar access to existing north- 	<p>Met</p> <p>There are no north facing windows within 3 metres of the site (with those of No. 90 Williamsons Road being setback 3.1 to 3.2 metres).</p>

Objective	Objective Met/Not Met
facing habitable room windows.	
<p>55.04-5 – Overshadowing Open Space</p> <ul style="list-style-type: none"> To ensure buildings do not significantly overshadow existing secluded private open space. 	<p>Met</p> <p>Based on the submitted shadow diagrams, areas in excess of 40 square metres of all adjoining secluded private open space areas will continue to receive at least 5 hours of sunlight between 9am and 3pm during the September Equinox.</p> <p>Whilst the properties to the south will experience some shadowing during the “control period”, the shadows only extend marginally beyond the existing fence shadows, leaving the vast majority of the total open space areas unaffected.</p> <p>Shadowing to the adjoining property to the east does occur after 2pm, however impacts only affect small segments along the rear boundary of the property, again leaving the majority of the total area unaffected.</p>
<p>55.04-6 – Overlooking</p> <ul style="list-style-type: none"> To limit views into existing secluded private open space and habitable room windows. 	<p>Met subject to conditions</p> <p>Screening devices overall have been suitably selected to maintain a good balance between neighbouring privacy and internal amenity.</p> <p>However, there is a general absence of detailing regarding the exact application of screening devices upon relevant balconies and windows. Such detailing will be required via condition. Further detailing will also be required to demonstrate a suitable level of compliance with both the objective and standard. More specifically, there is question as to whether the planters have been designed to a sufficient height and depth to prevent unreasonable views into neighbouring windows and open spaces. Whilst such views would be beyond the 9 metre viewing arc, it is important that the adjoining properties are provided with a comfortable sense of privacy. A condition will therefore require they be raised to at least 1.4 metres</p>
<p>55.04-7 – Internal Views</p> <ul style="list-style-type: none"> To limit views into the secluded private open space and habitable room windows of dwellings and residential buildings within a development. 	<p>Met</p> <p>A condition will require plan detailing with respect to dividing balcony walls to ensure privacy is achieved. The internally facing balconies are substantially separated which negates the need for screening.</p>
<p>55.04-8 – Noise Impacts</p> <ul style="list-style-type: none"> To contain noise sources in developments that may affect existing dwellings. To protect residents from 	<p>Met</p> <p>A condition will require plan notations listing the acoustically treated glazing required to protect residents noise associated with its main road location, as per the recommendations of the submitted acoustic</p>

Objective	Objective Met/Not Met
external noise.	report.
55.05-1 – Accessibility <ul style="list-style-type: none"> To encourage the consideration of the needs of people with limited mobility in the design of developments. 	Met A pedestrian path adjacent to the main entrance allows access for people with limited mobility to the front entry of the building. Internally, all dwellings are made accessible via lift facilities.
55.05-2 – Dwelling Entry <ul style="list-style-type: none"> To provide each dwelling or residential building with its own sense of identity. 	Met The apartments all derive pedestrian access from the internal corridors and foyer at the frontage. The building entry is well identified and sheltered by the porte cochere feature.
55.05-3 – Daylight To New Windows <ul style="list-style-type: none"> To allow adequate daylight into new habitable room windows. 	Met subject to conditions Some bedroom windows have a snorkel arrangement, however in all instances, the width and depth are at a ratio of no more than 1:1 to ensure daylight reaches each respective room.
55.05-4 – Private Open Space <ul style="list-style-type: none"> To provide adequate private open space for the reasonable recreation and service needs of residents. 	Considered Met The total amount of private open space afforded to each dwelling ranges between 8 square metres and 36 square metres, and is in the form of a ground level terrace or balcony. Depths are generally at an average of 1.9 metres or more. An exception to this is the 6sqm balconies provided to three of the one-bedroom dwellings. Whilst shy of the minimum 8 square metre recommendation, the substantially sized communal garden offsets this shortcoming, providing an alternative recreational area directly available to the residents on the site.
55.05-5 – Solar Access To Open Space <ul style="list-style-type: none"> To allow solar access into the secluded private open space of new dwellings and residential buildings. 	Met An apartment building design typology does not always allow all private open space areas to be provided with a northern aspect. Due to the orientation of the site, a northern exposure to all dwellings cannot be achieved, however, open space is oriented to the south, which is a commendable feature.
55.05-6 – Storage <ul style="list-style-type: none"> To provide adequate storage facilities for each dwelling. 	Met subject to condition A total of 6 cubic metres of externally accessible storage is prescribed for each dwelling under the clause. Storage has been provided in the basement levels. Where storage is provided in an over-bonnet arrangement, storage is less than 6 cubic metres, however this will be ameliorated by condition (as discussed within the car parking assessment below).

Objective	Objective Met/Not Met
<p>55.06-1 – Design Detail</p> <ul style="list-style-type: none"> To encourage design detail that respects the existing or preferred neighbourhood character. 	<p>Met</p> <p>The materiality and proportions of the building achieve an architecturally pleasing outcome which will positively contribute to the urban realm. The proposed brickwork provides for a rich and textured presentation, and also draws upon the consistent “brick dwelling” character of the original homes beyond the north (as a consequence of a restrictive covenant). As aforementioned, some refinements to the material and colour palette will ensure the metal clad elements are not too stark or repetitious.</p> <p>A permit condition will require a full schedule of materials and finishes with colour samples.</p>
<p>55.06-2 – Front Fence</p> <ul style="list-style-type: none"> To encourage front fence design that respects the existing or preferred neighbourhood character. 	<p>Met</p> <p>Fencing associated with private courtyards is recessed more than 3 metres from the street. A low and semi-transparent fence is otherwise proposed along the frontage.</p>
<p>55.06-3 – Common Property</p> <ul style="list-style-type: none"> To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained. To avoid future management difficulties in areas of common ownership. 	<p>Met</p> <p>The communal basement, pathway and shared landscaping areas are practically designed. There are no apparent difficulties associated with the future management of these areas.</p>
<p>55.06-4 – Site Services</p> <ul style="list-style-type: none"> To ensure that site services can be installed and easily maintained. To ensure that site facilities are accessible, adequate and attractive. 	<p>Met</p> <p>Site services are generally appropriately located.</p> <p>All fire services, substations etc have been nominated on the site plan, however details of how service cabinets will be screened/finished, so as to reasonably integrate into the overall development scheme is required in elevation.</p>

8.17 As seen from the above, the proposal achieves a high level of internal and external amenity, subject to some conditional changes.

8.18 With respect to on-site amenity, Clause 55.07 provides requirements for apartment development, in addition to these ResCode provisions. As the application was first lodged prior to the Gazettal date (13 April 2017) of Amendment VC136, it gains benefit of the transitional provisions and is therefore exempt from the requirements of Clause 55.07 of the Scheme.

- 8.19 Nonetheless, there are some requirements within this clause which provide useful guidance as to what an acceptable level of amenity should be afforded to a dwelling. Of note, is Clause 55.07-12 Functional Layout Objective. This provides some minimum dimension requirements for Bedrooms and Living Spaces as follows:
- Main bedroom: 3 metres width x 3.4 metres depth
 - All other bedrooms: 3 metres width x 3 metres depth
 - Living areas (excluding dining and kitchen areas) for Studio and 1 bedroom dwellings: 3.3 metres width and 10 sqm minimum area
 - Living areas (excluding dining and kitchen areas) for 2 or more bedroom dwellings: 3.6 metres and 12 sqm minimum area.
- 8.20 These general principles should be used as a minimum benchmark in current dwelling design to ensure layouts offer “functional” spaces and a reasonable level of internal amenity for future occupants. Developments of “high quality” is also specifically sought by Clause 21.05 *Residential*.
- 8.21 A **condition** will require that the dwellings generally achieve the minimum dimensions specified above. Modifications to bathrooms, bedroom numbers or dwelling numbers may be required to achieve these requirements, however it is not anticipated any significant changes to the buildings external presentation would occur as a result.
- 8.22 In terms of the remaining requirements of Clause 55.07, the development would achieve compliance to a satisfactory level.

Car Parking, Access and Traffic and Bicycle Parking

- 8.23 Prior to a new use commencing or a new building being occupied, Clause 52.06-2 requires that the number of car parking spaces outlined at Clause 52.06-6 to be provided on the land or as approved under Clause 52.06-5 to the satisfaction of the Responsible Authority.
- 8.24 This clause requires resident car parking to be provided at a rate of 1 space for each dwelling with one or two bedrooms, and 2 spaces for each dwelling with three or more bedrooms. The statutory rate requires the proposal to provide 84 resident car spaces. A total of 89 spaces are allocated to residents.
- 8.25 Amendment VC148 was introduced into the Scheme (31 July 2018) making changes to the car parking requirements of Clause 52.06. As a result of this amendment, any land within 400 metres of the Principal Public Transport Network Area as shown on the Principal Public Transport Network Area Maps (referred to in Column B of Table 1) does not require visitor car parking to be provided on site. As there are no transitional provisions associated with Amendment VC148, the current Scheme provisions are immediately applicable to this application.
- 8.26 With the site being directly serviced by bus routes under the PPTN, no visitor parking is required to be provided on site. Despite this, the proposal dedicates 17 spaces to visitor parking. Had the superseded rate of 1 visitor space per 5

dwellings be applied, 15 visitor spaces would have been required for the proposal.

- 8.27 There is a total of 106 car spaces provided on site, which exceeds the statutory rate by 20 spaces. Given the absence of available on-street car parking in the immediate vicinity, the higher parking provision is a positive attribute, with the excess resident and visitor parking spaces providing for some flexibility in their use, in the event that there is overflow resident parking.
- 8.28 Waste collection can occur within the basement though is reliant on the use of two adjacent visitor spaces to facilitate turning movements. A requirement for these spaces to be appropriately sign marked will be required, in addition to the Waste Management Plan detailing pick up times to be generally outside of peak visiting hours to reduce potential conflict.
- 8.29 An assessment against the car parking design standards in Clause 52.06-9 of the Scheme is provided in the table below:

Design Standard	Met/Not Met
1 – Accessways	<p>Met</p> <p>The accessway servicing the basement car park meets the minimum width and height clearance requirements, and has been designed to allow all vehicles to exit in a forward direction onto the service road of Williamsons Road. The connection between the site and service road is in excess of 3 metres in width, and whilst doesn't provide for simultaneous vehicular movements, there is adequate passing areas on either side, and movements along the narrower accessway can be suitably managed with priority signage and line marking.</p> <p>The proposed porte cochere and circular driveway also facilitates turning movements for vehicles not entering the basement.</p>
2 – Car Parking Spaces	<p>Met with Condition</p> <p>Car parking space dimensions and aisle widths are provided in accordance with the requirements (2.7 metre car space widths and 6.1 metre aisle widths). Some end of aisle spaces may require a corrective manoeuvre to facilitate access or egress, however within reasonable limits.</p> <p>The overhead storage units proposed above the western row of car spaces within the lower ground basement level propose a height clearance of only 1.0 metre. This does not comply with the specified height clearances, and would be highly restrictive upon the vehicles capable of using these spaces.</p> <p>A condition will require that the storage cages be located outside of the minimum car space dimensions (and be increased to a 6 cubic metre volume accordingly). This could be achieved by way of extending the basement footprint within the front setback area to the minimum extent necessary. Given the area above at the ground level is defined by hard standing, deep soil landscaping opportunities will not be reduced as a result of this change.</p>
3 – Gradients	<p>Met</p> <p>Council's Engineering and Technical Services Unit have</p>

Design Standard	Met/Not Met
	determined that the accessway gradients comply.
4 – Mechanical Parking	Not applicable No mechanical parking proposed.
5 – Urban Design	Met The basement entry will not dominant features in the streetscape. Whilst the proposed circular driveway will occupy be a visible component and does occupy part of the frontage, it provides an important vehicular function that will enhance accessibility. A condition will require that the driveway area be of a feature paver to match or compliment the service road paving to ensure it is attractive.
6 – Safety	Met The basement car park is provided with an automatic door with and intercom system to facilitate resident and visitor access.
7 – Landscaping	Met The location of the circular driveway does limit the ability to landscape the area directly in front, however it does include a central garden bed which can accommodate a feature tree.

8.30 Council's Engineering and Technical Services Unit and VicRoads have provided a coordinated consideration of the service road upgrade, to ensure that the existing road network is not compromised, and that the service road can suitably cater for the increased use anticipated with this development. Much of these discussions coincided with the planning application at 100-102 Williamsons Road, for which a permit has now issued.

8.31 The applicant has submitted a draft Functional Layout Plan to detail the proposed changes to the service road, and for the internal circular driveway area. The main aspects include:

- Widening of the service road to a width of 5.5 metres (on its western side) to formalised two-way traffic movements;
- An increase to the opening width and radius to facilitate simultaneous access and egress between Williamsons Road and the service road;
- Provision of a turning bay for larger service vehicles generally at the southern end of No. 100-102 Williamsons Road;
- Re-construction of the accessway connection between the service road and site with a minimum width of 3.2 metres (redundant accessway to be retained to provide a "pedestrian only" function);
- Reconstruction of pedestrian pathway between the service road and signalised crossing at the main intersection; and
- Creation of a circular driveway area internal to the site to facilitate access to the basement, and a drop-off/delivery area with direct access to the building entry.

- 8.32 Council's Engineers are supportive of the detailing shown in the draft Functional Layout plan, subject to some further conditional detailing, generally relating to signage, priority line makings, and pedestrian pathway detailing. To improve pedestrian safety (particularly in context of the opposite school and number of children which may traverse this area), some further changes are required. The existing diagonal pathway will need to be removed, and a new pathway constructed (generally in the location shown on the draft FLP) to provide a direct link between the service road pathway and the signalised crossing at the intersection.
- 8.33 The implementation of zebra crossing line markings and associated signage will also be required across the newly constructed accessway into the site. The narrow road section which currently services the site's access will be retained and reserved for "pedestrian only" use. These changes will significantly improve the existing conditions, and suitably prioritise pedestrian safety and accessibility across the service road.
- 8.34 To provide some continuity between the service road and circular driveway, a condition will require it be constructed of materials and colours that are complementary to the existing paving.
- 8.35 It is noted that the approved development a No.100 Williamsons Road was similarly required to upgrade the service road where directly in front of the site. It is assumed that the developers may share some costs associated with the service upgrade, pending if and when permits are acted on.
- 8.36 Council's Engineering and Technical Service Unit have otherwise raised no concern in relation to the expected traffic generated by the proposed development. Whilst there will assumedly be an increase in traffic exiting from its singular connection onto Williamsons Road, the 'keep clear' break will somewhat facilitate merging traffic. The proximity of the subject site to public transport will also encourage a greater variety of transportation methods as opposed to sole reliance on a private vehicle.

Land Adjacent to a Road Zone Category 1

- 8.37 A permit is required under Clause 52.29 of the Manningham Planning Scheme as the proposal involves alterations to access and the removal of the existing crossovers in Williamsons Road.
- 8.38 VicRoads as the relevant referral authority, are satisfied with the proposed access arrangements as detailed within the Functional Layout Plan, and have provided a conditional approval subject to standard conditions.

Clause 52.34 Bicycle Facilities

- 8.39 The development is required to provide 1 bicycle space to each 5 dwellings for residents, and 1 space to each 10 dwellings for visitors. Accordingly, the development is required to provide 24 spaces, with 16 for residents and 8 for visitors. A total of 30 bicycle spaces are provided for the development, with 20 spaces located on the lower ground floor and 10 spaces on the ground floor.

Objector issues / concerns

- 8.40 As outlined above, a range of issues have been raised by objectors to the planning application.
- 8.41 In the officers' assessment of the proposal, a number of the matters raised by objectors have been considered and responded to, however further comment is provided as follows:

Neighbourhood character/overdevelopment

- 8.42 Precinct 2 delineates areas within Manningham that are a focus for higher density developments, where a substantial level of change is anticipated. Moreover, the applicable objectives of the DDO8 aim to support 'apartment style' typologies within the Main Road sub-precinct. The application of ResCode Standards in relation to heights is not applied in the usual manner, as the DDO8 implies variations to these requirements to facilitate a "preferred" character.
- 8.43 Precinct 2 delineates areas within Manningham that are a focus for higher density developments, where a substantial level of change is anticipated. Moreover, the applicable objectives of the DDO8 aim to support 'apartment style' typologies within the Main Road sub-precinct. The application of ResCode Standards in relation to heights is not applied in the usual manner, as the DDO8 implies variations to these requirements to facilitate a "preferred" character.
- 8.44 In light of an applicable preferred neighbourhood character, the lack of reflection of the existing neighbourhood character with relation to scale and height is both inevitable and necessary to achieve the intended urban consolidation. Whilst submission suggest a preference for two storey townhouses, such development is earmarked for the residential streets to the east of the site, within Sub-Precincts A and B of the DDO8. The apartment form and overall scale proposed is consistent with the intended built form outcomes for the subject land, given its substantial site area and main roads Sub-Precinct location, as outlined in the above assessment section of this report.
- 8.45 Views from the adjoining properties will enviably change as a result of the development, however, the degree of change is considered acceptable, and consistent with the preferred built form outcomes. The building provides for visible reductions in the upper level footprints, and maintains lowered building heights toward the residential properties to the rear. The generous rear setback of the upper level components, together with landscape softening, will reasonably reduce the extent of visible built form and visual bulk impacts upon adjoining properties.

Policy and ResCode Non-Compliances

- 8.46 As detailed within the above assessment, the proposal consistent with both State and Local objectives that seek to increase housing densities in areas surrounding existing services, jobs, public transport and infrastructure, in order to accommodate Melbourne's anticipated population growth in a sustainable manner
- 8.47 As demonstrated in the table above, the proposal achieves a high level of compliance with the relevant objectives and standards of ResCode. Where a lack of compliance has been identified, conditional requirements have been recommended to address such shortcomings.

Amenity Impacts

- 8.48 The conditional requirements outlined within the ResCode assessment will clarify any ambiguity or non-compliances with respect to overlooking. The increase in balcony planter heights will also be required to further restrict downward views beyond the 9 metre viewing arc prescribed by Standard B22 of ResCode.
- 8.49 Given overlooking will be appropriately mitigated, the request for higher fencing along the rear boundary is unlikely to be of benefit, as raising the fence beyond the 2 metres proposed may increase shadowing and reduce the amenity of open space either side. The requirement for advanced species to a height of at least 2 metres at the time of planting and some evergreen species will assist in providing a more immediate landscape screen along this boundary, and will maintain some canopy coverage throughout the course of the year.
- 8.50 With regard to overshadowing, impacts upon No. 3 Adelle Court will occur from after 2pm, with the extent of shadows falling well within the prescribed amount to ensure that sunlight access to the open space area is not unreasonably reduced. The development will not overshadow properties fronting Leonard Court due to the north location to the north/north-east.
- 8.51 Noise associated with the development is beyond the scope of the planning controls, as a permit is not required for the use of a dwelling. Nonetheless, noise from the development is not expected to be beyond levels generally expected in any residential setting.
- 8.52 Any existing drainage issues will be mitigated by the requirement for an on-site detention system (to capture storm water runoff) and the creation of outfall drainage, including the upgrading of existing pipes within adjoining properties to the east.

Traffic and car parking

- 8.53 Both VicRoads and Council's Engineering & Technical Services Unit have assessed the application and raised no concerns regarding the impact of the proposal on the surrounding traffic network and performance of Williamsons Road. The increased traffic movement associated with the development may result in see some potential wait times to access the primary road network, however the 'keep clear' access will facilitate movements to and from the service road. It is acknowledged that the service road is regularly used at school peak hours, however these are likely to fall outside of the peak vehicular movements associated with the development. The proposed widening and upgrade of the service road will also improve the overall functioning of the service road.
- 8.54 The development achieves a car parking rate which is well in excess of the statutory rates of Clause 52.06 (Car parking) of the Manningham Planning Scheme. In addition to the excess resident car parking, 17 visitor car spaces are provided on site, despite there being no statutory requirement to provide any. It is therefore expected that parking demands generated by the proposal will be adequately serviced on-site.
- 8.55 In response to concerns with the lack of public transport within the area (due to the absence of rail) State Government has identified the site and Williamsons Road as being within a Principal Public Transport Network Area. The site has access to numerous bus services, including smart buses, directly accessible from

both Williamsons Road and the bus interchange at Westfield. It is therefore considered that the site is extremely well serviced by public transport, and that buses provide for a service comparative to rail.

Plan anomalies

- 8.56 Submission from No. 98 Williamsons Road suggest that there are anomalies with regard the description of windows, open space and trees on this property. It is unclear if this refers to the plans, or accompanying written submission. The information has been derived from a Licensed Surveyor and appears generally consistent with site conditions. Albeit, the plans will ensure compliance is achieved with respect to overlooking toward this property, and sufficient boundary setbacks are maintained from the common boundary. Due to its location to the north of the site, there are no overshadowing or northern daylight impacts created by the proposal.

9. DECLARATION OF CONFLICT OF INTEREST

- 9.1 No officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.