

Agenda

Planning Committee Meeting

Wednesday, 22nd May 2019

Commencing at 7.00pm

Council Chamber
1230 Nepean Highway, Cheltenham

kingston.vic.gov.au

John Nevins
Chief Executive Officer
Kingston City Council



**City of Kingston
Planning Committee Meeting**

Agenda

22 May 2019

Notice is given that Planning Committee Meeting of Kingston City Council will be held at 7.00pm at Council Chamber, 1230 Nepean Highway, Cheltenham, on Wednesday, 22 May 2019.

1. Apologies

2. Confirmation of Minutes of Previous Meetings

Minutes of Planning Committee Meeting 20 March 2019

3. Foreshadowed Declaration by Councillors, Officers or Contractors of any Conflict of Interest

Note that any Conflicts of Interest need to be formally declared at the start of the meeting and immediately prior to the item being considered – type and nature of interest is required to be disclosed – if disclosed in writing to the CEO prior to the meeting only the type of interest needs to be disclosed prior to the item being considered.

4. Planning and Development Reports

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4.2	KP-2018/459 - 64 Pier One Drive Patterson Lakes	19
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4.4	KP-2017/858 - 433 Boundary Road Heatherton	157

5. Confidential Items 193

5.1	KP-2014/650/A - 165 - 169 Nepean Highway and 8 - 10 Lower Dandenong Road Mentone - Direction for VCAT Appeal	
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Explanation of Meeting Procedure



Meeting Procedure is Regulated by Local Law

The procedures for this Planning Committee Meeting are regulated by Council's Meeting Procedures Local Law.

Chairperson

The Mayor as Chairperson is the ultimate authority for the conduct of the meeting.

Agenda

The business to be dealt with at the meeting is set out in the agenda. No other business can be dealt with.

Motions

A motion must be moved and seconded to be valid. The mover of the motion will then be permitted to speak to it. Other Councillors will then be permitted to speak either for or against the motion. The mover will be permitted a right-of-reply, which will conclude the debate.

Voting

The motion will then be voted on by show of hands. If the motion is carried, it becomes a resolution (decision) of the Committee. Any Councillor may call for a Division, in order that the vote of each Councillor is formally recorded.

Amendments

A Councillor may move an amendment to a motion. Any amendment moved shall be dealt with in the same way as a motion, except that there is no right of reply for the mover of the amendment and the mover of the motion if the amendment is carried. If carried, the amendment becomes the motion and the previous motion is abandoned.

Speaking at the Meeting

No visitor to a Planning Committee meeting may speak to the meeting, except for:

- The applicant (or his/her representative) and one objector in relation to an application for a planning permit;
- Special circumstances in which leave to speak is granted by the Chairperson.

Unless special circumstances apply, the Chairperson will limit the presentation of a speaker to three minutes duration.

Confidential Business

The meeting may be closed at any time to deal with confidential items in camera. In these instances members of the public will be asked to leave the Council Chamber, and the meeting re-opened once the confidential business is completed.

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4. Planning and Development Reports

Planning Committee Meeting

22 May 2019

Agenda Item No: 4.1

TOWN PLANNING APPLICATION DECISIONS - APRIL 2019

Contact Officer: Carly De Mamiel, Senior Customer Liaison and Administration Officer

Town Planning Application Decisions – April 2019

Approved By: Jonathan Guttman - General Manager, Planning & Development

Author: Ian Nice – Manager, City Development

Attached for information is the report of Town Planning Decisions for the month of April 2019

A summary of the decisions is as follows:

Type of Decision	Number of Decisions Made	Percentage (%)
Planning Permits	75	78
Notice of Decision	10	10
Refusal to Grant a Permit	2	2
Other - Withdrawn (4) - Prohibited (0) - Permit not required (2) - Lapsed (4) - Failure to Determine (0)	10	10
Total	97	100

(NB: Percentage figures have been rounded)

OFFICER RECOMMENDATION

That the report be noted.

Appendices

Appendix 1 - Town Planning Application Decisions April 2019 (Ref 19/88614) 

Author/s: Carly De Mamiel, Senior Customer Liaison and Administration Officer

Reviewed and Approved By: Naomi Crowe, Team Leader City Development Administration

4.1

TOWN PLANNING APPLICATION DECISIONS - APRIL 2019

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Planning Decisions April, 2019							
APPL. No.	PROPERTY ADDRESS	SUBURB	APPL. DATE	DATE DECIDED	PROPOSAL DESCRIPTION	DECISION	VCAT DECISION
KP-2019/155	39 McDonald Street	MORDIALLOC	20/03/2019	2/04/2019	Subdivide the Land into Two (2) Lots	Withdrawn	No
KP-2018/852	1 Romney Close	MOORABBIN	23/10/2018	2/04/2019	Subdivide the Land into Three (3) Lots	Permit	No
KP-2018/526	80 Ella Grove	CHELSEA	3/07/2018	3/04/2019	The development of two dwellings	Permit	No
KP-2018/486	62 Wilson Street	CHELTENHAM	19/06/2018	3/04/2019	Development of four (4) dwellings and associated works in accordance with the endorsed plans	Permit	No
KP-2019/7	1 1 Tennyson Street	HIGHETT	8/01/2019	3/04/2019	Develop the land for an extension of the living room and an additional third bedroom	Permit Not Required	No
KP-2018/570/A	63 Catherine Avenue	CHELSEA	12/03/2019	4/04/2019	The development of one (1) double storey dwelling and one (1) single storey dwelling	Permit	No
KP-2016/4/B	70 Kinross Avenue	EDITHVALE	12/03/2019	4/04/2019	the development of two dwellings (replacement of existing dwelling and construction of a second dwelling)	Permit	No
KP-2018/825	318 Station Street	CHELSEA	11/10/2018	4/04/2019	Use and develop the land for a restricted recreation facility (gym) and function centre, sell and consume liquor from the land, waive car parking requirements and put up for display business identification and internally-illuminated signage	Permit	No
KP-2019/183	118 Mentone Parade	MENTONE	25/03/2019	5/04/2019	Building and works at the existing education facility	Permit	No
KP-2014/650/A	165 Nepean Highway	MENTONE	1/04/2019	8/04/2019	Construct a mixed use development (8 storeys) comprising retail, supermarket, bottle shop, café, medical centre and 241 dwellings	Permit	Yes

					with a car parking reduction, to use the land for dwellings and for the sale of packaged liquor, vary the bicycle facilities requirements and to create / alter access to		
KP-2017/247/B	18 Abercrombie Street	OAKLEIGH SOUTH	15/02/2019	8/04/2019	Retrospective application to amend the maximum heights of Walls on Boundary, Finished Floor Levels and Ridge Levels	Notice of Decision	No
KP-2018/971	317 Warrigal Road	CHELTENHAM	5/12/2018	8/04/2019	Subdivide the land into Four (4) Lots	Permit	No
KP-2019/19	3 Ormond Street	MORDIALLOC	15/01/2019	8/04/2019	Develop the land for the construction of two (2) dwellings	Notice of Decision	No
KP-2018/716	256-258 Governor Road	BRAESIDE	6/09/2018	8/04/2019	Develop the land for the construction of a warehouse and ancillary office	Permit	No
KP-2018/906	24 Avon Street	MOORABBIN	8/11/2018	9/04/2019	The development of two (2) dwellings and subdivide the land into two (2) lots in accordance with the endorsed plans	Notice of Decision	No
KP-2018/888/A	48-58 Canterbury Road	BRAESIDE	12/03/2019	9/04/2019	Develop the land for the construction of two (2) warehouses and associated office spaces. Reduction in carparking and erection of signage	Permit	No
KA-1/2019	16 Wimborne Avenue	CHELSEA	17/01/2019	9/04/2019	Removal of Section 173 Agreement (AD745829M)	Refused	No
KP-2019/39	13 1 Johanna Court	DINGLEY VILLAGE	23/01/2019	9/04/2019	Develop the land for the construction of a carport	Permit	No
KP-2016/1055/B	254-258 Chesterville Road	MOORABBIN	12/11/2018	10/04/2019	Amend Planning Permit KP-2016/1055 to allow use for Industry (brewery) and tavern including operation as a licensed premises for on and off premises consumption.	Notice of Decision	No
KP-2018/993	6 Marabou Place	ASPENDALE	13/12/2018	10/04/2019	Develop the land for the construction of two (2) dwellings	Notice of Decision	No

KP-2018/737	36 Lower Dandenong Road	MENTONE	12/09/2018	10/04/2019	Develop the Land for the Construction of two (2) dwellings	Permit	No
KP-2018/508	39 Rosebank Avenue	CLAYTON SOUTH	29/06/2018	10/04/2019	The development of five (5) dwellings and the waiver of a visitor's car parking requirements	Permit	No
KP-2017/711/B	321 Warrigal Road	CHELTENHAM	4/03/2019	10/04/2019	Develop the land for the construction of buildings and works	Permit	No
KP-2016/253/B	32 Tootal Road	CLAYTON SOUTH	14/11/2018	10/04/2019	Development and display of an internally illuminated electronic major promotion sky sign	Permit	No
KP-2006/391/A	4 Fountain Court	WATERWAYS	25/02/2019	10/04/2019	To construct buildings and works (two-storey dwelling) on this site, in accordance with the endorsed plans and subject to the following conditions	Permit	No
KP-2019/177	50 Tennyson Street	HIGHETT	28/03/2019	10/04/2019	Subdivide the Land into Two (2) Lots	Permit	No
KP-2019/189	19 Hartwell Place	CHELTENHAM	1/04/2019	11/04/2019	Subdivide the Land into Two (2) Lots	Permit	No
KP-2019/98	11 Governor Road	MORDIALLOC	25/02/2019	11/04/2019	To construct buildings and works (dwelling) on land affected by a land subject to inundation overlay (LSIO)	Permit	No
KP-2016/627/A	17 First Street	PARKDALE	20/12/2018	11/04/2019	Develop the land for the construction of two (2) dwellings	Permit	No
KP-2019/204	25 Bear Street	MORDIALLOC	1/04/2019	11/04/2019	The development of one (1) dwelling on land within a Special Building Overlay	Permit	No
KP-2019/210	Warehouse 18 3 Audsley Street	CLAYTON SOUTH	5/04/2019	11/04/2019	Buildings and works in the Industrial 1 Zone	Permit	No
KP-2018/943	5 42-44 Garden Boulevard	DINGLEY VILLAGE	26/11/2018	11/04/2019	Use the site for a Virtual Reality Arcade and a reduction in the car parking requirements	Permit	No
KP-2019/192	1 Roseberry Avenue	CHELSEA	2/04/2019	12/04/2019	Subdivide the Land into Two (2) Lots	Permit	No

KP-2019/197	1 142 Como Parade West	PARKDALE	2/04/2019	12/04/2019	Subdivide the Land into Two (2) Lots	Permit	No
KP-2019/214	27 Parnell Street	CHELTENHAM	8/04/2019	12/04/2019	Subdivide the Land into Two (2) Lots	Permit	No
KP-2019/208	118 Rowans Road	MOORABBIN	5/04/2019	12/04/2019	The development of a one (1) dwelling and a garage in a Special Building Overlay	Permit	No
KP-2018/983	994 Centre Road	OAKLEIGH SOUTH	10/12/2018	12/04/2019	Develop the land for the construction of two (2) dwellings with garages. Demolition of existing building and vegetation	Lapsed	No
KP-2018/18	Showroom Ground 48 Station Road	CHELTENHAM	8/01/2018	12/04/2019	In accordance with the endorsed plans: Develop the land for the construction of a four (4) storey building in a Special Building Overlay for dwellings and use of the land for retail	Permit	No
KP-2017/940	15 Manoon Road	CLAYTON SOUTH	4/12/2017	12/04/2019	Develop the land for the construction of four (4) double storey dwellings	Permit	No
KP-2018/277	Factory 2 41 Christensen Street	CHELTENHAM	16/04/2018	12/04/2019	Use and develop the land for the construction of a Telecommunications Facility located on a roof of an existing industrial building	Lapsed	No
KP-2019/213	1282 Nepean Highway	CHELTENHAM	3/04/2019	12/04/2019	Install a two (2) metre high fence	Permit	No
KP-2019/64	542-548 Heatherton Road	CLAYTON SOUTH	7/02/2019	12/04/2019	Use of the land for the purpose of vehicle storage yard	Withdrawn	No
KP-2010/628/A	1432 Centre Road	CLAYTON SOUTH	7/01/2019	15/04/2019	Develop the Land for the Construction of Eleven (11) Dwellings and Creation of Access to a Road in a Road Zone Category 1	Permit	No
KP-2018/1016	31 Genoa	MOORABBIN	20/12/2018	15/04/2019	To use the land for the sale and	Permit	No

	Street				consumption of liquor (restaurant/cafe licence and packaged liquor licence)		
KP-2018/874	14 Ross Street	ASPENDALE	29/10/2018	15/04/2019	The development of four (4) dwellings in accordance with the endorsed plans	Notice of Decision	No
KP-2017/265/A	1 590 Nepean Highway	BONBEACH	28/02/2019	15/04/2019	Develop the land for the construction of six (6) dwellings and alter access to a Road Zone Category 1 Amendment: Alteration or deletion of condition 1j; Condition 1kii, iii and iv; and Correction of permit as necessary to Condition 1(o) 'northern side of Dwelling 6 and southern side of Dwelling 4 h	Permit	No
KP-2018/651	8 Winsome Street	MENTONE	13/08/2018	16/04/2019	Develop the Land for the Construction of Three (3) Dwellings	Lapsed	No
KP-2018/808	5-7 Manikato Avenue	MORDIALLOC	5/10/2018	16/04/2019	Develop the land for the construction of 30 dwellings in a Special Building Overlay	Permit	No
KP-2018/918	372-392 Lower Dandenong Road	BRAESIDE	9/11/2018	16/04/2019	Use the site for trade supplies, buildings and works to the existing building, advertising sign, reduction of car parking requirements and alteration to access on a Road Zone Category 1	Permit	No
KP-2017/37/A	4 Stawell Street	MENTONE	12/02/2019	16/04/2019	Develop the land for the construction of three (3) dwellings	Permit	No
KP-2018/828	1 Hicks Street	PARKDALE	12/10/2018	16/04/2019	The development of two (2) dwellings in accordance with the endorsed plans	Notice of Decision	No
KP-2019/113	63 Venice Street	MENTONE	4/03/2019	16/04/2019	Construct a cricket net	Permit	No

KP-2018/973	123 Station Street	ASPENDALE	6/12/2018	16/04/2019	Subdivide the land into Two (2) Lots	Permit	No
KP-2019/86	34 Bowman Street	ASPENDALE	19/02/2019	16/04/2019	Subdivide the Land into Two (2) Lots	Permit	No
KP-2019/216	52 Cedric Street	MORDIALLOC	8/04/2019	16/04/2019	Subdivide the Land into Two (2) Lots	Permit	No
KP-2019/200	1112 Nepean Highway	HIGHETT	1/04/2019	17/04/2019	Display of promotional signs	Withdrawn	No
KP-2018/928	970 Nepean Highway	MOORABBIN	20/11/2018	17/04/2019	Installation of one (1) internally illuminated, major promotion sign and one (1) pylon sign	Permit	No
KP-2018/869	151 Rowans Road	MOORABBIN	23/10/2018	17/04/2019	The development of two dwellings (double storey) and a front fence exceeding a height of 1.2 metres	Permit	No
KP-2019/220	2 Robyn Court	OAKLEIGH SOUTH	9/04/2019	17/04/2019	Buildings and works on land within a Special Building Overlay	Permit	No
KP-2019/211	7 84-90 Lakewood Boulevard	BRAESIDE	1/04/2019	18/04/2019	Buildings and works in the Industrial 1 Zone and a one (1) space reduction in the car parking requirement	Permit	No
KP-2019/223	28 Sixth Street	PARKDALE	9/04/2019	18/04/2019	Develop the land for the construction of a garage on land within a Special Building Overlay	Permit	No
KP-2019/232	57 140-148 Chesterville Road	CHELTENHAM	12/04/2019	18/04/2019	Buildings and works in the Industrial 1 Zone	Permit	No
KP-2019/95	7 Abbey Lane	EDITHVALE	21/02/2019	18/04/2019	The exterior addition to a building for a roof top deck	Permit	No
KP-2018/806	17 Northcliffe Road	EDITHVALE	3/10/2018	18/04/2019	Develop the land for the construction of three (3) dwellings	Permit	No
KP-2017/277/A	16 Acacia Avenue	MENTONE	8/03/2019	18/04/2019	Develop the land for the construction of Two (2) Dwellings	Permit	No
KP-2019/96	4 3-5 Eighth Street	PARKDALE	25/02/2019	18/04/2019	The construction and renovation of a first floor extension to an existing dwelling	Permit Not Required	No
KP-2018/946	20 Fiddes Street	MOORABBIN	26/11/2018	18/04/2019	The development of three (3) dwellings on land in a special	Notice of Decision	No

					building overlay in accordance with the endorsed plans		
KP-2018/604	22 Clay Street	MOORABBIN	24/07/2018	18/04/2019	The development of two (2) double storey dwellings	Permit	No
KP-2012/189/A	98 Gladesville Boulevard	PATTERSON LAKES	19/02/2019	23/04/2019	The use and development of the land for a food and drink premises (cafe), the construction of thirteen dwellings, a reduction in the car parking requirement for a food and drink premises, the waiver of the requirement for a loading bay for a food and drink premises and a reduction in the requirement	Permit	No
KP-2019/11	36 Second Avenue	CHELSEA HEIGHTS	11/01/2019	23/04/2019	Develop the land for the construction of one (1) dwelling to the rear of an existing dwelling, with associated works to the existing dwelling	Notice of Decision	No
KP-2019/24	252 Como Parade West	PARKDALE	16/01/2019	26/04/2019	Use of the land for the sale and consumption of liquor	Lapsed	No
KP-2019/149	56 Fourth Avenue	CHELSEA HEIGHTS	19/03/2019	26/04/2019	Section 23 - Variation of Easement	Permit	No
KP-2019/100	12 Gale Street	ASPENDALE	26/02/2019	26/04/2019	Subdivide the Land into Two (2) Lots	Permit	No
KP-2019/135	7 Nardoo Court	CLARINDA	15/03/2019	26/04/2019	Subdivide the Land into Two (2) Lots	Permit	No
KP-2019/109	Factory 1 38 Levanswell Road	MOORABBIN	28/02/2019	26/04/2019	Subdivide the Land into Six (6) Lots	Permit	No
KP-2018/701	43-45 Westall Road	CLAYTON SOUTH	31/08/2018	26/04/2019	The use of a Primary School, associated works and alteration of access to a road in a Road Zone, Category 1 in accordance with the endorsed plans	Permit	No
KP-2018/664	83 Thames Promenade	CHELSEA	16/08/2018	26/04/2019	The development of one (1) double storey dwelling, and buildings and works associated with the existing	Permit	No

					dwelling		
KP-2018/809	1023 Nepean Highway	MOORABBIN	5/10/2018	26/04/2019	Develop the land for the construction of six (6) double storey dwellings and alteration to a road in a road zone category 1	Permit	No
KP-2018/994	3 Warren Road	CHELTENHAM	13/12/2018	26/04/2019	Develop the land for the construction of two (2) dwellings	Permit	No
KP-2018/1000	1 Warren Road	CHELTENHAM	14/12/2018	26/04/2019	Develop the land for two (2) dwellings	Permit	No
KP-2019/79	79 Keys Road	MOORABBIN	14/02/2019	26/04/2019	Use the land for a used Motor Vehicle Sales	Permit	No
KP-2018/112	8 Alward Avenue	CLAYTON SOUTH	14/02/2018	26/04/2019	Develop the land for the construction of three (3) double storey dwellings	Permit	No
KP-2018/898	81 Albert Street	MORDIALLOC	5/11/2018	26/04/2019	To construct buildings and works within a heritage overlay on this site and use for a youth services hub (innominate use) and a reduction in car parking	Permit	No
KP-2017/1003	3 Winsome Street	MENTONE	27/12/2017	26/04/2019	Construct three (3) dwellings	Permit	No
KP-2018/309	56 Lower Dandenong Road	PARKDALE	26/04/2018	26/04/2019	Construction of three (3) dwellings and alter access to a road in a Road Zone, Category 1	Permit	No
KP-2018/561	42 Woodbine Grove	CHELSEA	12/07/2018	29/04/2019	Construct four (4) dwellings	Permit	No
KP-2018/722	447 Main Street	MORDIALLOC	6/09/2018	29/04/2019	Develop ten (10) dwellings in a Design and Development Overlay Schedule 10 and create access to a road in a Road Zone Category 1, in accordance with the endorsed plans	Permit	No
KP-2018/144	7 Anchor Street	ASPENDALE	28/02/2018	29/04/2019	Develop the land for the construction of a double storey dwelling to the rear of the existing dwelling and buildings and works to the existing dwelling	Permit	No

KP-2015/994/A	5 Surf Street	PARKDALE	22/08/2018	29/04/2019	Develop the land for the construction of two (2) dwellings in a Design and Development Overlay (Schedule 1)	Permit	No
KP-2018/43/A	1 89 Herald Street	CHELTENHAM	25/03/2019	29/04/2019	The development of additions and alterations to an existing dwelling on a lot under 300m2	Permit	No
KP-2018/902	131-132 Bay Trail	PARKDALE	5/11/2018	29/04/2019	Use the land for a Restricted Recreation Facility (Yacht Club)	Notice of Decision	No
KP-2018/542	342-344 Como Parade West	PARKDALE	9/07/2018	30/04/2019	Develop the land for the construction of ten (10) dwellings within a Two (2) Storey building with a basement car park	Refused	No
KP-2016/337/A	75-77 Parkers Road	PARKDALE	7/06/2018	30/04/2019	Use and develop the land for a restricted recreation facility (yoga studio) and buildings and works associated with a food and drink premise and medical centre	Permit	No
KP-2016/578	448-450 Heatherton Road	CLAYTON SOUTH	25/07/2016	30/04/2019	In accordance with the endorsed plans; Use of the land for a place of worship, to construct a building and construct or carry out works, the display of advertising signage, reduction of the standard car parking requirement, removal of native vegetation, to create or alter an access to a road in a Ro	Permit	Yes
KP-2018/276/B	1144 Nepean Highway	HIGHETT	27/11/2018	30/04/2019	Created in error	Withdrawn	No
KP-2018/959	22 Vincent Street	EDITHVALE	30/11/2018	30/04/2019	Develop the land for the construction of two (2) dwellings	Permit	No
KP-2018/945	1025 Nepean Highway	MOORABBIN	23/11/2018	30/04/2019	The development of six (6) dwellings, alter access to a road in a Road Zone, Category 1 and waiver of the visitor car parking requirement in accordance with the endorsed plans	Permit	No

Planning Committee Meeting

22 May 2019

Agenda Item No: 4.2

KP-2018/459 - 64 PIER ONE DRIVE PATTERSON LAKES

Contact Officer: Leila Esseesse, Statutory Planner

Purpose of Report

This report is for the Planning Committee to consider Planning Permit Application No. KP-2018/459 - 64 Pier One Drive Patterson Lakes.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That the Planning Committee determine to support the proposal and issue a Notice of Decision to Grant a Planning Permit for the Reduction in Car Parking at 64 Pier One Drive Patterson Lakes, subject to the conditions contained within this report.

EXECUTIVE SUMMARY			
Address	54-64 Pier One Drive & 115A McLeod Road, Patterson Lakes		
Legal Description	Lot S32, S35 and S36 on PS337700R		
Applicant	Cavendish Properties Pty Ltd		
Planning Officer	Leila Esseeese		
PLANNING REQUIREMENTS			
Planning Scheme	Kingston		
Zoning	Clause 37.02 – Comprehensive Development Zone – Schedule 1		
Overlays	Clause 44.04 – Land Subject to Inundation		
Particular Provisions	Clause 52.06 – Car Parking		
Permit Trigger/s	Clause 52.29 – Land adjacent to a Road Zone Category 1		
	Clause 37.02 – A planning permit is required for the use of a dwelling with car parking concession		
	Clause 44.04 – Buildings and works on Land Subject to Inundation		
APPLICATION / PROCESS			
Proposal	Reduction of car parking		
Reference No.	KP-2018/459	RFI Received	N/A
App. Received	17-May-2018	App. Amended	N/A
Site inspection	Yes		
S.52 Advertising	Yes	Advertising Completed	Yes
S.55 Referrals	VicRoads, and Melbourne Water		
Internal referrals	Yes		
Objection(s)	One-hundred and thirty-one (131) (TRIM checked on 23-Apr-2019)		
LEGISLATIVE			
Covenant	No	Complies: N/A	
Aboriginal Cultural Sensitivity Area	YES		
CHMP	EXEMPT		

SITE HISTORY

The subject site comprises three (3) individual sites. Three (3) developments have been approved in accordance with Clause 37.02 on 8 March 2018 as per below:

- Site 1 was approved for a ten-storey apartment building with 70 dwellings (35x two-bedroom and 35x three-bedroom apartments) and the provision of 224 car spaces.
- Site 2 was approved for a ten-storey apartment building with 142 dwellings (99x two-bedroom and 40x three-bedroom, and 3x four-bedroom apartments) and the provision of 514 car spaces.
- Site 3 was approved for a three-storey apartment building with 28 dwellings (12x two-bedroom and 16x three-bedroom apartments) and the provision of 99 car spaces.

SUBJECT LAND

The subject site comprises three (3) sites as follows:

Site 1 – Lot S36 on PS 337700R (64 Pier One Drive, Patterson Lakes);

Site 2 – Lot S35 on PS 337700R (54 Pier One Drive, Patterson Lakes); and

City of Kingston
Planning Committee Meeting

Site 3 - Lot S32 on PS 337700R (115A McLeod Road, Patterson Lakes).



Site 1 viewed from Pier One Drive:



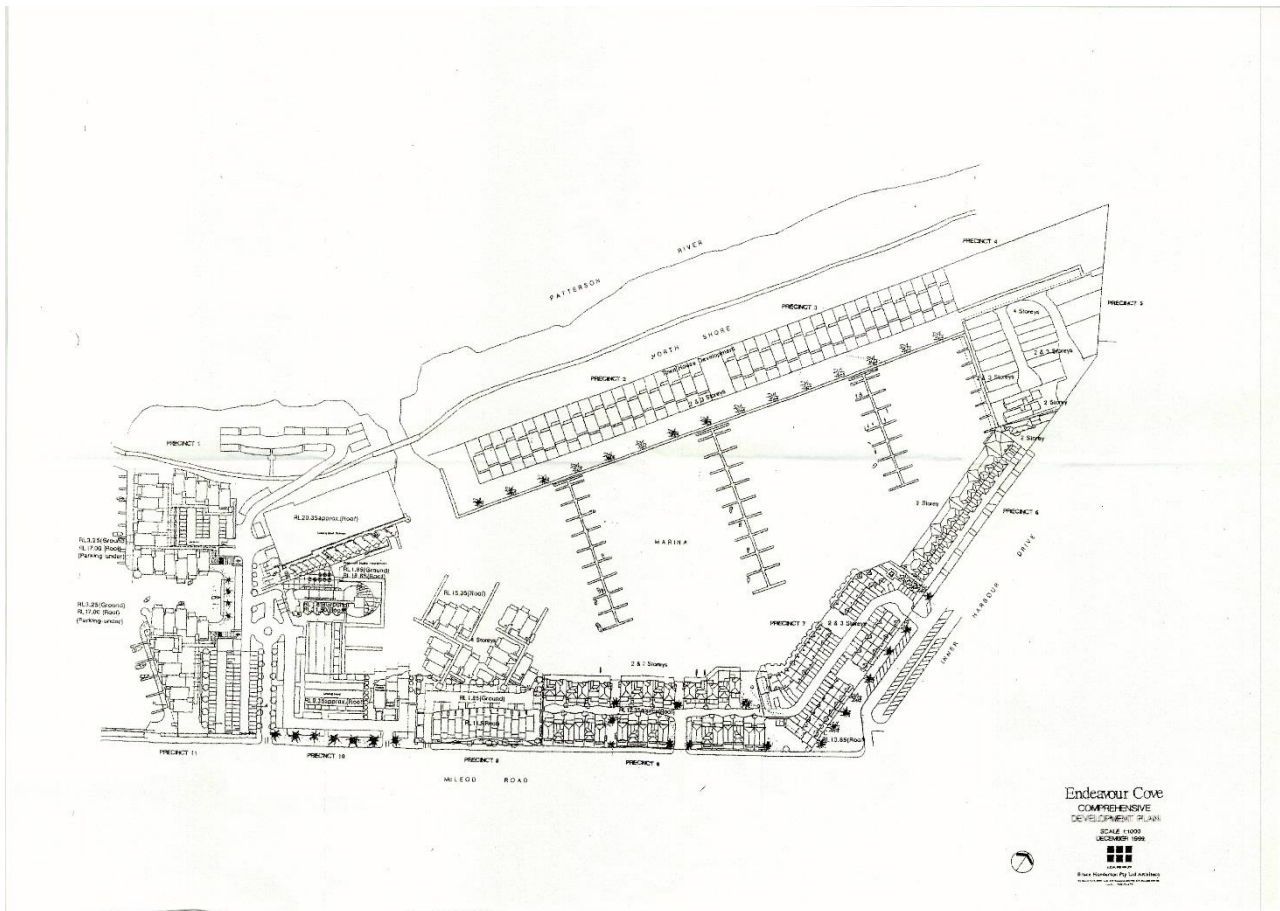
Site 2 viewed from Pier One Drive:



Site 3 viewed from McLeod Road:



The subject site is located within the western edge of the Endeavour Cove Comprehensive Development Plan (within Precinct 10).



All allotments are part of the Endeavour Cove Comprehensive Development Plan, located on the northern side of McLeod Road in Patterson Lakes.

The site has a total area of approximately 7,190 square metres with Site 3 enjoying a frontage of 30 metres to McLeod Road and Sites 1 and 2 having access via Pier One Drive. The site is relatively flat and currently contains a car parking area and an existing building on the northern side used as a boat stack for the Patterson Lakes Marina.

There are four (4) section 173 Agreements (Numbers R267674N, T373318H, T699113E and X419693G) listed on the Certificates of Title, that essentially refer to the development of the site for a marina and marina related commercial and residential purposes, dealing with Melbourne Water, the subdivision of the land and overall compliance with the Comprehensive Development Zone.

The proposed development is not considered to result in a breach of these restrictions.

SURROUNDING LAND

North	Dandenong Creek Trail and Patterson Lakes.
East	Residential dwellings and Patterson Lakes.
South	The Cove Hotel and associated car parking. Across McLeod Road, residential development at Snapper Point Drive, located outside the Endeavour Cove Marina on the opposite side of McLeod Road.
West	A six storey development approved with reduction of car parking spaces in accordance with CDZ1.

PROPOSAL

The proposal is to amend the provision of car parking spaces on the previously approved developments in accordance with the Comprehensive Development Plan.

A summary of the proposal is provided below:

Site 1 (64 Pier One Drive, Patterson Lakes) comprises 66 dwellings in a ten-storey building with the following:

- 42 x two (2) bedroom apartments
- 24 x three (3) bedroom apartments
- 13 visitor car spaces and
- 8 surplus car spaces

The building will consist of three levels of car parking spaces with 111 car parking spaces.

A total of 55 bicycle spaces is provided within the site.

Vehicle access is provided via a 6.1 metre wide (two way) access on Pier One Drive.

Site 2 (54 Pier One Drive, Patterson Lakes) comprises 142 dwellings in a ten-storey building with the following:

- 98 x two (2) bedroom apartments
- 44 x three (3) bedroom apartments
- 28 visitor car spaces and
- 15 surplus car spaces

The building will consist of three levels of car parking spaces with 229 car parking spaces.

Vehicle access is provided via a 5.5 metre wide access on Pier One Drive.

A total of 68 bicycle spaces is provided within the site.

Site 3 (115A McLeod Road, Patterson Lakes) comprises 28 dwellings in a three-storey building with the following:

- 12 x two (2) bedroom apartments
- 16 x three (3) bedroom apartments
- 5 visitor car spaces and
- 2 surplus car spaces

The building will consist of two levels of car parking spaces with 51 car parking spaces.

Vehicle access is provided via a 6.1 metre wide access on McLeod Road.

A total of 10 bicycle spaces is provided within the site.

PLANNING CONTROLS

Zone / Overlay / Particular Provisions	Rationale
37.02 – CDZ1	<p><u>Purpose of the Zone:</u> The proposal would comply with the purpose of the Zone (CDZ) for the following reasons:</p> <ul style="list-style-type: none"> - It is considered that the proposal would contribute successfully to the mix of uses within the marina and be site-responsive without detrimentally impacting the amenity of the surrounding area. The overall scale of the proposed development would be consistent with the original Endeavour Cove Comprehensive Development Plan which encourages buildings of this magnitude and scale within this location. - The final built form outcome would positively contribute to a unique, contemporary design of the highest urban design quality on one of the key gateway sites within the Patterson Lakes Marina. This results in a building that positively contributes to the skyline when viewed from both the Patterson River and McLeod Road. <p><u>Section 2 Use:</u> Under the Zone, a permit is not required to use land for a dwelling, on the condition that car parking must be provided at the ratio of at least 2 covered spaces and 1 visitor space to each dwelling. In this instance, the proposed amendment seeks to reduce the car parking provision and subsequently these car parking rates would not be met. As a result, a planning permit would be required to use the land for the purpose of dwellings. The use of the land for the purpose of dwellings is considered to be acceptable for the following reasons:</p> <ul style="list-style-type: none"> - The purpose of the Zone, seeks to provide a mix of marina based activities including residential uses. - The original Endeavour Cove Comprehensive Development Plans allows for the provision of residential apartment buildings

Zone / Overlay / Particular Provisions	Rationale
	<p>and mixed use development within this section the western edge of the original Endeavour Cove Comprehensive Development Plan (Precinct 10).</p> <ul style="list-style-type: none">- Furthermore, the use of the site for 'dwellings' has been previously endorsed by Council under the previous consent, which did not require planning approval, and it was considered to be acceptable. Whilst this application technically requires approval to use the building for the purpose of dwellings, essentially, this is only applicable given that the onerous car parking ratios are not met. Therefore, whilst not in accordance with the requirements of the CDZ1, the updated car parking provision is in accordance with the requirements of Clause 52.06 – Car Parking which is considered to be appropriate and more specific to residential developments of this nature. <p><u>Buildings and Works:</u> Under Section 4 of the Schedule 1 to the CDZ, no planning permit is required to construct a building or construct or carrying out works. As a result, the proposed buildings and works are not under examination as part of this planning permit. Rather an assessment must be made that demonstrates that all buildings and works would be in accordance with the development plan, open space plan and traffic plan to the satisfaction of the Responsible Authority prior to the commencement of any works.</p> <p>Moreover, the Development Plan must be in accordance with the Endeavour Cove Comprehensive Development Plan, December, 1999. The Development Plan for the subject site is considered to be generally in accordance with the aforementioned Development plan.</p> <p><u>Car Parking Concession:</u></p> <p>In accordance with the requirements of the Zone, the following car parking requirements are applicable:</p> <p><u>Site 1</u></p> <ul style="list-style-type: none">✓ 132 car spaces for the dwellings; and✓ 66 to visitors <p><u>Site 2</u></p> <ul style="list-style-type: none">✓ 284 car spaces for the dwellings; and✓ 142 to visitors <p><u>Site 3</u></p> <ul style="list-style-type: none">✓ 56 car spaces for the dwellings; and✓ 28 to visitors

Zone / Overlay / Particular Provisions	Rationale
	<p>Whilst a technical reduction to the CDZ parking requirements (<u>of 127 for dwellings and 190 for visitors spaces</u>) would be required, the proposed car parking provision would exceed the minimum requirements of Clause 52.06 – Car Parking of the Kingston Planning Scheme. This arrangement is considered to be acceptable in this instance and has been supported by the Traffix Group and also Council’s Traffic Engineering Department.</p>
<p>44.04 Land Subject to Inundation (LSIO)</p>	<p>The application has been referred to the relevant floodplain (Melbourne Water). Melbourne Water advised of no objection to the application subject to conditions which will be included on any permit issued. The PPF and MSS objectives are satisfied by obtaining referral comments from the floodplain management authority.</p> <p>The proposal complies with the Overlay’s relevant Decision Guidelines and is deemed appropriate for the following reasons:</p> <ul style="list-style-type: none"> ▪ The Endeavour Cove development has already considered the provisions of the LSIO, and an agreement between Cavendish and Melbourne Water has been undertaken. The buildings and works are generally in accordance with the requirements for the Endeavour Cove development, and do not raise any concerns with regard to floodwaters and flood damage, and the other provisions of the Overlay. ▪ Additionally, the application was referred to Melbourne Water, pursuant to Section 55 of the <i>Planning and Environment Act 1987</i>, who consented to the proposed development, subject to the following conditions: <ul style="list-style-type: none"> 1. Finished floor levels of the building must be constructed no lower than 1.85 metres to Australian Height Datum (AHD). 2. The basement must incorporate a flood proof apex and associated bunding constructed no lower than 1.85 metres to AHD. 3. Prior to commencement of construction a Site Environmental Management Plan (SEMP) must be submitted to Melbourne Water for approval, specifying relevant actions in a practical way to ensure that they are implemented effectively. The SEMP must include a site map detailing the location and design of all measures including the following: <ul style="list-style-type: none"> - Silt fencing - Access tracks - Spoil stockpiling - Trenching locations - Machinery/Plan Locations

Zone / Overlay / Particular Provisions	Rationale
	<p>4. Any new fencing must be constructed on the title boundary to the satisfaction of Melbourne Water.</p> <ul style="list-style-type: none"> ▪ Importantly, it should be noted that this type of development has already been anticipated for the subject site and aforementioned agreement has been agreed by all parties to ensure that the existing drainage conditions would not be materially impacted as a result of this and subsequent develop proposal of this nature within this site and the surrounding.
<p>52.06 Car parking</p>	<p>The following car parking rates apply:</p> <ul style="list-style-type: none"> ▪ 1 space to each 1 or 2 bedroom dwelling ▪ 2 spaces to each 3 or more bedroom dwelling ▪ 1 visitor space for every 5 dwellings. <p>This equates to a parking requirement as below:</p> <p><u>Site 1</u></p> <ul style="list-style-type: none"> ✓ 90 car spaces for the dwellings; and ✓ 13 to visitors <p><u>Site 2</u></p> <ul style="list-style-type: none"> ✓ 186 car spaces for the dwellings; and ✓ 28 to visitors <p><u>Site 3</u></p> <ul style="list-style-type: none"> ✓ 44 car spaces for the dwellings; and ✓ 5 to visitors <p>As the required number of car parking spaces are provided on the site, a planning permit is not required for a reduced car parking rate pursuant to Clause 52.06-3 of the Kingston Planning Scheme.</p> <p>Clause 52.06 – 8 Design standards including swept paths, splays, parking and access dimensions, headroom and ramp grades, are considered compliant.</p>
<p>52.29 Land Adjacent to a Road Zone, Category 1</p>	<p>A planning permit is required as the proposed access for the site will be from a Road Zone Category 1. The application was referred to the referral authority (VicRoads) in accordance with Section 55 of the Act. VicRoads provided consent subject to conditions as per the following comments:</p> <ul style="list-style-type: none"> - <i>It is noted from the information submitted that the subject site forms part of the land on the north side of McLeod Road, that</i>

Zone / Overlay / Particular Provisions	Rationale
	<p><i>was formerly known as Endeavour Cove Marina and is now known as Patterson Lakes Marina.</i></p> <ul style="list-style-type: none"> - <i>VicRoads has reviewed traffic impact assessment undertaken by Traffix Group in May 2018 for the three sites; however, these reports only discuss the proposed car park reduction and does not assess the overall impact of the development on the arterial road network.</i> - <i>It is further noted that one of the recommendations from the traffic impact assessment undertaken by ARUP considers the sight line issues at the western access point (Pier One Drive) and recommends it to be restricted to provide for left-in/ left-out movements only.</i> - <i>VicRoads notes that the western access point currently provides for a very short deceleration lane; however, the traffic generated by the development would trigger queues along McLeod Road as there is not enough storage capacity in the existing right hand lane.</i> <p><i>VicRoads concurs with the findings of the Traffic Assessment undertaken by ARUP and recommends that the right turn movements in & out of Pier One Drive (western access point) must be restricted and this access point is to provide for left-in/left-out movements only. This may be facilitated by means of a central median along McLeod Road and appropriate signage and line marking</i></p>
52.34 Bicycle Facilities	<p>Pursuant to Clause 52.34 of the Kingston Planning Scheme, in developments of four or more dwellings 1 bicycle space is required for each 5 dwellings; together with 1 bicycle space for each 300m² of net floor area of retail premises. In this instance a minimum of twenty-one (21) bicycle spaces will be required.</p> <p>The Permit Applicant has submitted a traffic assessment/report prepared by Traffix Group Pty Ltd. Council officers agree with the traffic assessment that the provision of bicycle parking in all three (3) developments meets and exceeds the requirements of Clause 52.34 as shown below:</p> <p>Site 1 – requires 20 bicycle spaces and the proposal provides 20 bicycle spaces.</p> <p>Site 2 – requires 42 bicycle spaces and the proposal provides 68 bicycle spaces.</p> <p>Site 3 – requires 9 bicycle spaces and the proposal provides 20 bicycle spaces.</p>

POLICY CONSIDERATIONS

General Provisions

Clause 65.01 of the Kingston Planning Scheme are relevant to this application and require consideration to be given to a variety of matters including planning scheme policies, the purpose of the zone, orderly planning and the impact on amenity.

Planning Policy Framework

The Planning Policy Framework sets out the relevant state-wide policies for mixed-use development at **Clause 11** (Settlement), **Clause 15** (Built Environment and Heritage), **Clause 16** (Housing) and **Clause 17** (Economic Development). Essentially, the provisions within these clauses seek to achieve the fundamental objectives and policy outcomes sought by 'Plan Melbourne 2017-2050: Metropolitan Planning Strategy' (Department of Environment, Land, Water and Planning, 2017).

Clause 11 seeks to ensure planning anticipates and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

Planning is to prevent environmental and amenity problems created by siting incompatible land uses close together.

Planning is to facilitate sustainable development that takes full advantage of existing settlement patterns and investment in transport, utility, social, community and commercial infrastructure and services.

Clause 13 (Environmental Risks and Amenity) aims to ensure that planning adopts a best practice environmental management and risk management approach which aims to avoid or minimise environmental degradation and hazards. Further, planning should identify and manage the potential for the environment, and environmental changes, to impact upon the economic, environmental or social well-being of society.

Clause 15 (Built Environment and Heritage) aims to ensure all new land use and development appropriately responds to its landscape, valued built form and cultural context, and protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value.

Clause 15.01-1S encourages development to achieve high quality architectural and urban design outcomes that contribute positively to neighbourhood character, minimises detrimental amenity impacts and achieves safety for future residents, and the community, through good design. The provisions of **Clause 15.02-1S** promote energy and resource efficiency through improved building design, urban consolidation and promotion of sustainable transport.

Clause **15.03-2S (Aboriginal Cultural Heritage)** seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance.

Importantly, the Subject Land is identified in an area of Aboriginal Cultural Heritage Sensitivity.

However significant ground disturbance has already occurred on balance to a material part of the land. Therefore, it has been established that the proposed activity is **exempt** from requiring a Cultural Heritage Management Plan.

Housing objectives are further advanced at **Clause 16** which seek to encourage increased diversity in housing.

Clause 16.01 (Residential Development) seeks to promote a housing market that meets community needs, and is located in areas which offer good access to jobs, services and transport. **Clause 16.01-2R** specifically requires consideration of population growth in locations that are considered major and neighbourhood activity centres, especially those with good public transport connections.

Clause 17 (Economic Development) strives to provide a strong and innovative economy with policy objectives focused on diversification, improving accessibility to employment opportunities, providing development that meets the community's needs for retail, entertainment, office and other commercial services.

The City of Kingston's MSS at **Clause 21.05** (Residential Land Use) of the Kingston Planning Scheme, seeks to provide guidance to development in residential zoned land, mixed use zoned lands and land within activity centres. The Residential Land Use Framework Plan illustrates the range of housing outcomes sought across the City of Kingston.

Relevant objectives and strategies are contained at **Clause 21.05-3: Residential Land Use**. These essentially reinforce Planning Policy Framework relevant to housing, stressing the need to encourage urban consolidation in appropriate locations and to accommodate projected population increases.

Clause 22.11 Residential Development Policy extends upon the provision contained at **Clause 21.05** (Residential Land Use), relating to increased housing diversity areas, incremental housing change areas, minimal housing change areas, residential renewal areas and neighbourhood character. It provides design guidance on how new residential development should achieve architectural and urban design outcomes that positively respond to neighbourhood character. While the subject site falls outside of the areas designated as increased housing diversity, incremental housing change, minimal housing change, or residential renewal, the design criteria of the policy is applicable to this proposal as it relates to the provision of multi-dwellings in Kingston.

In summary, it is considered that the proposed development generally complies and satisfies with the Planning Policy Framework guidelines.

INTERNAL REFERRALS

Department / Area	Comments / Rationale / Recommended Conditions
Traffic Engineer	No objection raised, subject to conditions included on any permit issued.

EXTRERNAL REFERRALS

Department	Objection	Comments
Melbourne Water	No	Subject to conditions included verbatim within the recommendation.
VicRoads	No	Subject to conditions included verbatim within the recommendation.

ADVERTISING

Public notification was held in accordance with the *Planning and Environment Act 1987*. However, the buildings and works are exempt from the notification requirements pursuant to Clause 37.02-4 (Comprehensive Development Zone) and Clause 44.04-4 (Land Subject to Inundation Overlay).

Following the commencement of advertising, 131 objection(s) to the proposal were received. The valid grounds of objection raised are summarised as follows:

- Traffic congestion / Car parking concerns
- Non Compliance with the Endeavour Cove Comprehensive Development Plan

The following objections raised are not planning considerations:

- Scale / Bulk / Neighbourhood character
- Loss of privacy
- Overshadowing
- Security

A planning consultation meeting was held on Wednesday 20 February 2019 with the relevant Planning Officer, Ward Councillor(s), the Permit Applicant and more than eighty (80) objector(s) in attendance. The above-mentioned issues were discussed at length.

The above concerns were unable to be resolved at the meeting, and the objections still stand.

RESPONSE TO GROUNDS OF OBJECTION

The concerns raised by objectors that relate to traffic congestion and car parking reduction have been considered within the assessment above in detail.

FURTHER CONSIDERATION / ANALYSIS

Aboriginal Cultural Heritage

- 10.5 It is important to note that the Subject Land is identified in an area of Aboriginal Cultural Heritage Sensitivity.
- 10.6 'The *Aboriginal Heritage Act 2006* (the Act) and *Aboriginal Heritage Regulations 2007* provides for the protection and management of Victoria's Aboriginal heritage with streamlined processes linked to the Victorian planning system. The Act also provides clear guidance to planners and developers about when, and how, Aboriginal cultural heritage needs to be considered, and in some situations work cannot proceed until compliance is met. Large developments and other high impact activities in culturally sensitive landscapes can cause significant harm to Aboriginal cultural heritage'. [Source: DCPD website]
- 10.7 In this instance, the proposed activity **is exempt** under the Regulations of the Aboriginal Heritage Act 2006. The rationale and justification for this recommendation is discussed below.

- **The conclusions of this report found that:**
 - *“It is clearly evident that the entire site has undergone significant ground disturbance as defined in the Aboriginal Heritage Regulations 2007”.*
 - *“It is the conclusion of this assessment that a mandatory CHMP is not required for subdivision of the land, by reason that it has demonstrably undergone significant ground disturbance as defined in the Aboriginal Heritage Regulations (2007). The land has been extensively excavated and then re-formed into artificial islands, during the construction of a marina during the 1970’s to 1980’s. The excavation occurred to considerable depth, which would have resulted in the complete removal of any Aboriginal cultural material had it been present”.*

Assessment:

- 10.8 In summary, following a review of the presented evidence, it is reasonable to conclude that significant ground disturbance occurred in the 1970s during the reclamation, excavation and construction of the marina – whereby land was extensively excavated using machinery. Additionally, the provision of evidence showing the existence of existing buildings and sewage / water pipes on parts of the subject site further demonstrates this.
- 10.9 Council Officers do not disagree with the evidence and the conclusions presented above, and it is, therefore, apparent that the site has been subject to Significant Ground Disturbance, as defined under the Regulations. Consequently, the provision of a Cultural Heritage Management Plan to support his application would not be required, in this instance.

Car Space Concessions

Schedule 1 of the CDZ lists a number of decision guidelines which must be given consideration in assessing this proposal. With regard to ‘Car Space Concessions’, a permit may be granted to reduce the number of car spaces required for a particular use in Section 1 of Clause 1 of this Schedule, if the responsible authority is satisfied that the number of spaces required:

- *Is unnecessary in the circumstances.*
- *Could create or aggravate traffic congestion in the locality.*
- *Can be provided on nearby land.*

Before deciding on an application, the responsible authority must consider:

- *The likely demand for car parking spaces.*
- *The extent to which the various uses of the land are likely to generate different levels of demand for car parking at different times.*
- *The possible multi-use of the car spaces.*
- *The demand for car spaces generated by the uses established in previous stages of the development.*
- *The accessibility of the site to vehicle traffic.*
- *The proposed layout of parking areas.*

Whilst a technical reduction to the CDZ parking requirements (of 127 for dwellings and 190 for visitors spaces) would be required, the proposed car parking provision would exceed the minimum requirements of Clause 52.06. This arrangement is considered to be acceptable in this instance and has been supported by the Traffix Group and also Council's Traffic Engineering Department.

Consequently, this arrangement is supported for the following reasons:

- The CDZ parking requirements are considered to be onerous and unnecessary in this instance and it is considered that car parking provision in excess of the minimum requirements of Clause 52.06 – Car Parking would be acceptable.
- In addition, the original Traffic Report supported a reduction in car parking noting that the Pier 9 residential development that is also within Endeavour Cove (and within the CDZ1) has been approved with 111 resident parking spaces and 9 visitor spaces for 65 dwellings, which also falls below the CDZ1 car parking requirements for a dwelling (195 spaces would be required under the Zone).
- Council's Traffic Engineering Department have consented to the proposed arrangement noting that a car parking requirement in line with Clause 52.06 – Car Parking would allow for sufficient parking for most residential needs. It is therefore considered that this proposal would not result in a detrimental outcome on traffic movements within the surrounding areas nor is it likely to lead increased car parking demand.
- The modifications to the number of spaces and layout should not create or aggravate car parking congestion in the locality, and is adequately accessible to future users.
- Overall, the car parking is considered sufficient for the demand of future residents and their visitors. The requirements of the CDZ1 for car parking for dwellings are considered unnecessary in this instance. Therefore, whilst not in accordance with the requirements of the CDZ1, the new car parking rate proposed is in accordance with the requirements of Clause 52.06 - Car Parking which is more specific to residential developments, including apartment style buildings.
- In assessing the proposal, the relevant Decision Guidelines under the CDZ have been considered, and the proposed car parking reduction is considered to be in accordance with the provisions of the Zone, and appropriate within the Endeavour Cove development. Overall it is considered that the proposal adequately accommodates on-site car parking.

CONCLUSION

On balance, the proposal is considered to substantially comply with the relevant planning policy and therefore should be supported.

As outlined above, it has been determined that prior to deciding on this application all factors pursuant to section 60(1) of the *Planning and Environment Act 1987* have been considered. Further to this, the proposal does not give rise to any significant social and economic effects.

The proposed development is considered appropriate for the Site, subject to conditions, as evidenced by:

- The compatibility of the proposal with the surrounding area;
- The mitigation of off-site amenity impacts; and
- A suitable level of compliance with all relevant policies within the Kingston Planning Scheme and the relevant development plan.

RECOMMENDATION

That the Planning Committee determine to support the proposal and a **Notice of Decision to Grant a Permit** for the Reduction in Car Parking at 64 Pier One Drive Patterson Lakes subject to the following conditions:

1. Before the development starts amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be substantially in accordance with the advertised plans but modified to show:
 - a. The provision of a Construction Management Plan in accordance with Condition 11 of this permit;
 - b. all conditions must be met in accordance with VicRoads requirements as stated in conditions 3 to 6 inclusive;
 - c. all conditions must be met in accordance with Melbourne Water requirements as stated in conditions 7 to 10 inclusive;

Endorsed Plans

2. The development and use as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

VicRoads

3. Unless otherwise agreed in writing by VicRoads, before the development starts, a Functional Layout Plan (FLP) showing access arrangement must be submitted to and approved by the Roads Corporation (VicRoads). When approved by the Roads Corporation, the plans may be endorsed by the Responsible Authority and will then form part of the permit. The plans must be drawn to scale with dimensions and must be generally in accordance with the Traffic Plan (Figure 4.1 Drawing TP-07) prepared by ARUP but modified to show:
 - a) Central median along McLeod Road to ban right turn movements into Pier One Drive (western access point) and provide for left-in/ left-out movements only;
 - b) Signage and line marking plan
 - c) Swept path diagrams, to facilitate left-in/ left-out movement into Pier One Drive, for the appropriate design vehicle for all movements associated within all the proposed access points, including how the largest design vehicle that could be reasonably anticipated to use the site may enter and exit the development in a forward direction.
4. Subsequent to the approval of Functional Layout Plan (FLP) and 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.
5. Vehicles must enter and exit the land in a forward direction at all times.

6. Prior to the commencement of the use of the development hereby approved, all roadworks as required by VicRoads must be completed generally in accordance with approved Functional Layout Plan (FLP) and detailed design plans to the satisfaction of VicRoads and the Responsible Authority and at no costs to VicRoads;

Melbourne Water

7. Finished floor levels of the building must be constructed no lower than 1.85 metres to Australian Height Datum (AHD).
8. The basement must incorporate a flood proof apex and associated bunding constructed no lower than 1.85 metres to AHD.
9. Prior to commencement of construction a Site Environmental Management Plan (SEMP) must be submitted to Melbourne Water for approval, specifying relevant actions in a practical way to ensure that they are implemented effectively. The SEMP must include a site map detailing the location and design of all measures including the following:
 - Silt fencing
 - Access tracks
 - Spoil stockpiling
 - Trenching locations
 - Machinery/Plan Locations
10. Any new fencing must be constructed on the title boundary to the satisfaction of Melbourne Water.

Construction Management

11. Prior to the commencement of any buildings and works on the land (including demolition), a Construction Management Plan (CMP), to the satisfaction of the Responsible Authority, must be submitted to and approved by the Responsible Authority. The CMP must be prepared in accordance with the City of Kingston Construction Management Policy and Construction Management Guidelines. The CMP must specify and deal with, but is not limited to, the following elements:
 - a. Public Safety, Amenity and Site Security
 - b. Traffic Management
 - c. Stakeholder Management
 - d. Operating Hours, Noise and Vibration Controls
 - e. Air Quality and Dust Management
 - f. Stormwater and Sediment Control
 - g. Waste and Materials Re-use

When approved, the plan will be endorsed and will then form part of the permit and shall thereafter be complied with during the undertaking of all works.

Infrastructure and Road Works

12. Any relocation of pits/power poles or other services affected by this development must be relocated to the satisfaction of the relevant servicing authority and the Responsible Authority, at the cost of the owner/developer.
13. Property boundary and footpath levels must not be altered without the prior written consent from the Responsible Authority.

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14. Any reinstatements and new/modified vehicle crossings must be constructed to the satisfaction of the Responsible Authority.
15. The replacement of all footpaths, including offsets, must be constructed to the satisfaction of the Responsible Authority.
16. Any redundant vehicle crossings must be removed (including redundant portions of vehicle crossings) to the satisfaction of the Responsible Authority.

General amenity conditions

17. All works on or facing the boundaries of adjoining properties must be finished and surface cleaned to a standard that is well presented to neighbouring properties in a manner to the satisfaction of the Responsible Authority.
18. All piping, ducting above the ground floor storey of the development (other than rainwater, guttering and downpipes) must be concealed to the satisfaction of the Responsible Authority.

Completion of Works

19. Prior to the occupation of development hereby permitted, all buildings and works and the conditions of this permit must be complied with to the satisfaction of the Responsible Authority, unless with the further prior written consent of the Responsible Authority.
20. Prior to the occupation of development hereby permitted, the landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority. Thereafter, the landscaping shall be maintained to the satisfaction of the Responsible Authority.

Expiry

21. This permit as it relates to development (buildings and works) will expire if one of the following circumstances applies:
 - a. The development is not started within two (2) years of the issue date of this permit.
 - b. The development is not completed within four (4) years of the issue date of this permit.

In accordance with Section 69 of the Planning and Environment Act 1987, an application may be submitted to the responsible authority for an extension of the periods referred to in this condition.

Note: Environment Protection Authority (EPA) Victoria set out the requirements pertaining to site construction hours and permissible noise levels.

Note: Any buildings and works (including eaves) to be located within an easement requires separate consent from Council and/or the relevant service authority. This will need to be obtained prior to the issue of a building permit.

Note: Prior to the commencement of the development you are required to obtain the necessary Building Permit.

Note: The applicant/owner must provide a copy of this planning permit to any appointed Building Surveyor. It is the responsibility of the applicant/owner and Building Surveyor to ensure that all building development works approved by any building permit is consistent with the planning permit.

Note: The applicant/owner must provide a copy of this planning permit and any endorsed plans to any external contractor to ensure that all trees to be retained on site are protected during any works.

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Note: If further information is required in relation to Melbourne Water's permit conditions shown above, please contact Melbourne Water on telephone 131 722, quoting Melbourne Water's reference MWA-1075869.

Note: The applicable flood level for the property is 1.55 metres to Australian Height Datum (AHD).

Note: The allocation of street numbering and addressing of properties is vested in Council. Any reference to addressing or dwelling/unit/apartment and street numbers or street names on any endorsed plan is indicative only. The onus is on the Permit Applicant/Land Owner to contact Council's Property Data Department to determine the official dwelling/unit/apartment street numbers, street name details and the like for the approved development.

If the Permit Applicant/Land Owner adopts the street numbering or addressing from the endorsed plans, or where advertising and/or sales transact (off the plan) prior to Council's official allocation of the street numbering and addressing, it will be viewed to be non-compliant with the guideline and standard applied (Australian/New Zealand Standard for Rural & Urban Addressing / AS/NZS 4819:2011).

Note: The preparation of the detailed engineering design and the construction and completion of all work must be undertaken in a manner consistent with current VicRoads' policy, procedures and standards and at no cost to VicRoads. In order to meet VicRoads' requirements for these tasks the applicant will be required to comply with the requirements documented as 'Standard Requirements – Externally Funded Projects' and any other requirements considered necessary depending on the nature of the work.

Note: The detailed engineering design may need to be amended to accommodate any changes that may arise during the detail design stage review, in response to the road safety audit, in relation to hazards and their location, vegetation, drainage, treatment of hazards within clear zones and other matters.

Note: No work must be commenced in, on, under or over the road reserve without having first obtaining all necessary approval under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant acts or regulations created under those Acts.


Note: The owner(s), occupiers and visitors of the development allowed by this permit may not be eligible for Council resident or visitor parking permits.

OR

In the event that the Planning Committee wishes to refuse the application, it can do so on the following grounds:

1. The proposal would detrimentally affect the amenity of the Neighbourhood.
2. The proposal is contrary to the Endeavour Cove Comprehensive Development Plan.
3. The proposal constitutes an over-development of the site.
4. The proposal would cause traffic congestion and is inconsistent with the car parking requirements under the Endeavour Cove Comprehensive Development Plan.

Appendices

Appendix 1 - KP-2018/459 - 64 and 54 Pier One Drive and 115A McLeod Road,
Patterson Lakes - Traffic Report (Ref 19/83110)  [↓](#)

Author/s: Leila Esseesse, Statutory Planner
Reviewed and Approved By: Jeremy Hopkins, Team Leader Statutory Planning
Ian Nice, Manager City Development

4.2

KP-2018/459 - 64 PIER ONE DRIVE PATTERSON LAKES

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Traffic Engineers and Transport Planners

Our Reference: 24038L#2

16 May 2018

John Demos Architects
66 Albert Road
SOUTH MELBOURNE VIC 3205

Attention: Mr John Demos

Traffix Group Pty Ltd
ABN 32 100 481 570

Address
Suite 8, 431 Burke Road
Glen Iris Victoria 3146

Contact
Telephone 03 9822 2888
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admin@traffixgroup.com.au
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Dear Sir,

**64 Pier One Drive, Patterson Lakes (Marina Quay Stage 1) – Proposed Amendment to an Approved Residential Development
Traffic Engineering Assessment**

Introduction

Further to your instructions, please find following our review of a proposal to amend the approved residential development at 64 Pier One Drive, Patterson Lakes.

The following report provides a traffic engineering assessment of traffic and parking issues associated with the amended development.

Proposal

The amended proposal is to develop the site for the purpose of a ten-storey residential building, comprising 66 dwellings, including the following breakdown of dwelling types and car parking allocation:

- 42 x two-bedroom apartments (1 car space per apartment),
- 24 x three-bedroom apartments (2 car spaces per apartment),
- 13 visitor car spaces, and
- 8 surplus car spaces to be allocated as part of the sales process.

A total of 111 car spaces are provided over a three-level carpark (ground level and 2 above ground levels). Each dwelling is provided with a minimum of 3 car spaces.

Vehicle access is provided to Pier One Drive via a 6.1m wide two-way accessway.

A total of 55 bicycle spaces spread throughout the development, including 48 floor mounted bicycle spaces.

Pedestrian access to the development is via Pier One Drive at the site's north boundary.

Traffic Engineering Assessment

64 Pier One Drive, Patterson Lakes (Marina Quay Stage 1): Proposed Amendment to an Approved Residential Development

Development plans prepared by John Demos Architects (dated April, 2018) are attached at Appendix A.

Approved Development

The approved development was a ten-storey residential building, comprising 70 dwellings, including:

- 35 x two-bedroom apartments, and
- 35 x three-bedroom apartments.

A total of 224 car spaces are provided over a six-level carpark (ground level, 2 above ground levels and 3 basement levels). Each dwelling was provided with a minimum of 3 car spaces.

The proposed amendment is largely consistent with the approved development, except for the overall car parking allocation.

Existing Conditions

Subject Site

The subject site is located on the east side of Pier One Drive adjacent to the Cove Hotel and associated carpark. A locality plan and aerial photograph of the site are provided at Figure 1 and Figure 2, respectively.

The site is currently occupied by car parking associated with the Patterson Lakes Marina and the Cove Hotel carpark. No vehicle access is currently provided within this land parcel.

The site is zoned Comprehensive Development Zone – Schedule 1 (CDZ1). Nearby land use is a mixture of commercial and residential.



Traffic Engineering Assessment

64 Pier One Drive, Patterson Lakes (Marina Quay Stage 1): Proposed Amendment to an Approved Residential Development

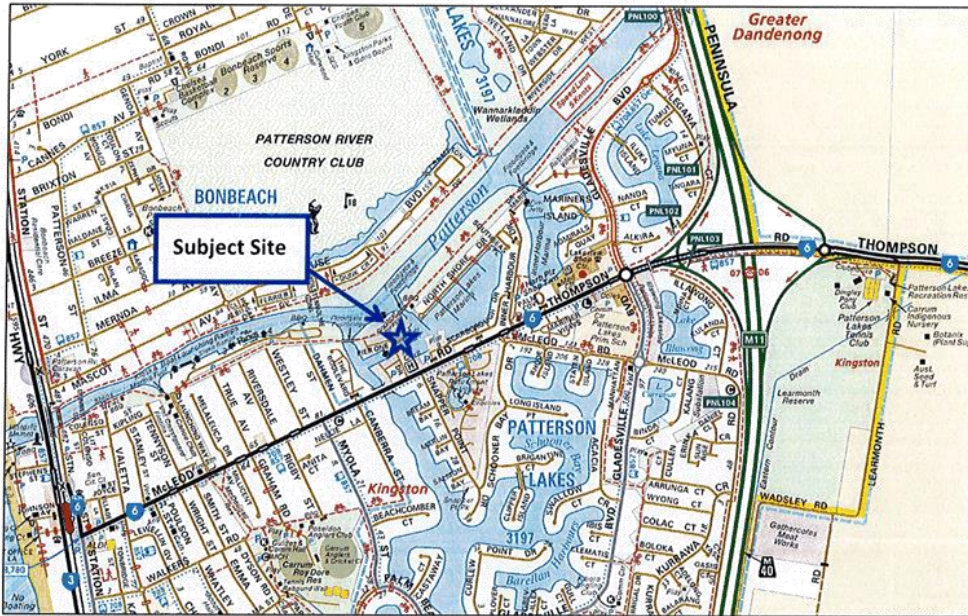


Figure 1: Locality Plan



Figure 2: Aerial Photograph

Traffic Engineering Assessment

64 Pier One Drive, Patterson Lakes (Marina Quay Stage 1): Proposed Amendment to an Approved Residential Development

Road Network

McLeod Road is a VicRoads declared Arterial Road and is located within a Road Zone Category 1 under the Planning Scheme. McLeod Road extends in an east-west direction and allows for one lane for through traffic in each direction.

No kerb-side car parking is provided along McLeod Road in the vicinity of the subject site.

A posted speed limit of 60km/h applies to McLeod Road in the vicinity of the subject site.

Pier One Drive is a local road which generally extends in a north-south direction, between McLeod Road in the south and a T-head treatment to the west of the subject site.

Pier One Drive has a carriageway width of 5.6m in the vicinity of the site, with a carriageway width of 6.2m closer to McLeod Road. Both of these widths accommodate simultaneous two-way movements.

The intersection between McLeod Road and Pier One Drive provides a right turn lane to allow for right turns into Pier One Drive. The central median allows for the storage of one vehicle to turn right out of Pier One Drive (i.e. staged right turn movements).



Traffic Engineering Assessment

64 Pier One Drive, Patterson Lakes (Marina Quay Stage 1): Proposed Amendment to an Approved Residential Development

Car Parking Assessment

Statutory Car Parking Assessment

The proposed development falls within the land-use category of 'dwelling' under Clause 74 of the Planning Scheme.

The Planning Scheme sets out the parking requirements for new developments under Clause 52.06. The purpose of Clause 52.06 is:

- To ensure that car parking is provided in accordance with the State Planning Policy Framework and Local Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

The car parking requirements for the proposed use are set out under Clause 52.06 and the car parking table at Clause 52.06-5 of the Planning Scheme. The assessment is set out as follows.

Table 1: Statutory Car Parking Assessment – Clause 52.06-5

Proposed Use	No.	Statutory Car Parking Rate (Column A)	Parking Requirement	Parking Provision	Shortfall/ Surplus
Two-Bedroom Dwellings	42	1 car space per one or two-bedroom dwelling	42	98	+ 8
Three-Bedroom Dwellings	24	2 car spaces per three or more-bedroom dwelling	48		
Visitors	66	1 car space to every 5 dwellings for developments of 5 or more dwellings	13	13	-
TOTAL			103	111	+ 8 spaces

Notes: Clause 52.06-5 specifies that where a car parking calculation results in a requirement that is not a whole number, then number of spaces should be rounded down to the nearest whole number.

Under Clause 52.06-5, the statutory parking requirement for the development is 103 spaces. As 111 car spaces are provided on the site, a car parking surplus of 8 car spaces is provided and accordingly, a car parking reduction is not required under Clause 52.06-7 of the Planning Scheme.

Other Considerations

Schedule 1 to the Comprehensive Development Zone (CDZ1) sets out a table of land uses which do not require permits to be issued, including for 'dwelling'. In the case of the 'dwelling' land use, the table states that a permit is not required if the development meets the following car parking requirements:

Car parking must be provided at the ratio of at least 2 covered spaces and 1 visitor space to each dwelling.

The table below sets out a review of the car parking provision against this car parking rate.

Table 2: Schedule 1 to the Comprehensive Development Zone (CDZ1) – Car Parking Rates

Proposed Use	No.	CDZ1 Parking Requirement	Parking Requirement	Parking Provision	Shortfall/ Surplus
Two-Bedroom Dwellings	42	2 car spaces to every dwelling	84	98	- 34
Three-Bedroom Dwellings	24		48		
Visitors	66	1 visitor car space to every dwellings	66	13	- 53
TOTAL			198	111	- 87 spaces

Under the CDZ1, the parking requirement for the development to not require a permit is 198 car spaces. As 111 car spaces are provided on the site, a permit is required to allow for a reduction of 87 car spaces, including 34 resident spaces and 53 visitor spaces.

We note that the car parking provision and allocation of the proposed amended development complies with the car parking requirements of Clause 52.06-5 of the Planning Scheme.

We are satisfied that the car parking rates set out at Clause 52.06-5 of the Planning Scheme is appropriate for car parking provision in this area and is a more accurate representation of likely car parking demand.

Accordingly, there is no reason why a permit to provide less car spaces than required under the CDZ1 should not be granted.



Traffic Engineering Assessment

64 Pier One Drive, Patterson Lakes (Marina Quay Stage 1): Proposed Amendment to an Approved Residential Development

Bicycle Parking Assessment

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments and changes in use. The table below sets out the statutory bicycle parking requirement for the site under Clause 52.34 of the Planning Scheme.

Table 3: Statutory Bicycle Parking Assessment - Clause 52.34

Proposed Use	Size/ No.	Bicycle Parking Rate		No. of Bicycle Spaces Required
		Resident/Employee	Visitor/Customer	
Dwellings	66	1 per 5 dwellings	1 per 10 dwellings	13 resident 7 visitor
Total				20 spaces

Based on the above, the proposal generates a bicycle parking requirement for 20 bicycles.

The development plans detail 20 floor mounted bicycle spaces on the ground floor.

Accordingly, we are satisfied that a suitable level of bicycle parking is provided on the site.

Car Park Layout and Vehicle Access Arrangements

The proposed parking layout and vehicle access arrangements have been assessed under the following guidelines:

- Clause 52.06-9 of the Planning Scheme (Design standards for car parking), and
- AS2890.1-2004 – Part 1: Off-Street car parking where relevant.

A total of 111 car spaces are provided over a three-level carpark (ground level and 2 above ground levels).

Vehicle access is provided via a 6.1m wide two-way accessway to Pier One Drive.

Key elements of the design include:

Clause 52.06-9 Design Standard 1 – Accessways

- The access to the site is provided via a 6.1m wide accessway in accordance with Clause 52.06-9 (Design Standard 1) and AS2890.1-2004 to provide two-lanes for two-way movements.
- All cars can enter or exit the site in a forwards direction in accordance with Clause 52.06-9.
- A minimum headroom clearance of 2.1m is provided in accordance with Clause 52.06-9 and AS290.1-2004.
- Pedestrian sight triangles are provided as necessary in accordance with Clause 52.06-9.

Clause 52.06-9 Design Standard 2 – Car space dimensions

- Car space dimensions accord with Clause 52.06-9 (Design Standard 1). Specifically, car spaces are provided at 4.9m long x 2.6m wide with a 6.4m wide access aisle.
- Car spaces located adjacent to walls accord with Diagram 1 of Clause 52.06-9.
- The location of columns accords with Diagram 1 of Clause 52.06-9.
- Access to each of the car spaces has been checked for the 85th percentile design car (as specified under AS2890.1-2004) and has been found to be satisfactory.

Clause 52.06-9 Design Standard 3 – Gradients

- The ramp between carpark levels is provided at a maximum grade of 1 in 20, in accordance with Clause 52.06-9 of the Planning Scheme.
- The requirement for ramp grades of 1:10 (10%) for the first 5m into a site, under Clause 52.06-9 is complied with as the first 5.0m into the site is flat.
- The grades along the rear of the car spaces is a maximum of 1 in 20 in accordance with AS2890.1-2004.

Overall, we are satisfied that the parking layout and vehicle access arrangements are acceptable and accord with requirements of Clause 52.06 and AS2890.1-2004, where relevant.

Traffic Generation and Impacts

The proposal includes 66 dwellings each with two or three bedrooms. Each two and three-bedroom dwelling is expected to generate in the order of 4 and 6 vehicle trip ends per dwelling per day¹, respectively, which is consistent with similar sized dwellings in this area. This equates to a daily traffic generation of 312 vehicle trip ends per day.

Typically, 10% of this traffic can be expected in the AM and PM commuter peak hours, which equates to 31 vehicle trip ends in the peak hour.² This traffic generation represents in the order of 1 vehicle movement every 2 minutes during each peak hour and can be accommodated by the road network.

Furthermore, traffic generated by this development will be spread throughout the day, will be residential in nature and will not have a detrimental impact on the safety or operation of the surrounding road network.

¹ Residential traffic generation rates for *flats or units* is typically in the range of 3 to 5 vehicle trip ends per dwelling per day. Residential traffic generation rates for *dwellings in middle suburbs* is typically in the range of 5 to 8 vehicle trip ends per dwelling per day (Traffic Engineering & Management, K.W. Ogden and S.Y. Taylor-2003, pp. 9.1.5).

² The RTA Guide to Traffic Generating Developments (Version 2.2, October, 2002) recommends a rate of 4 to 5 vehicle trip ends per dwelling per day, with a peak hour volume of 0.4 to 0.5 vehicle trip ends per dwelling for smaller units and flats with up to 2 bedrooms, and 5 to 6.5 vehicle trip ends per dwelling per day, with a peak hour volume of 0.5 to 0.65 vehicle trip ends per dwelling for larger units and townhouses with 3 or more bedrooms.

**Traffic Engineering Assessment**

64 Pier One Drive, Patterson Lakes (Marina Quay Stage 1): Proposed Amendment to an Approved Residential Development

Loading and Waste Collection**Waste Collection**

Waste bins will be stored within a shared waste room located on the ground floor.

Waste will be collected via a 6.4m long waste collection vehicle within the ground floor carpark.

We are satisfied that the proposed waste collection arrangements are acceptable from a traffic engineering perspective.

Loading Arrangements

Clause 65.01 of the Planning Scheme specifies the following in respect to loading considerations:

Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

The dwellings may require loading from time-to-time associated with removal trucks or vans. We are satisfied that the frequency of these movements does not warrant the inclusion of a dedicated on-site loading bay.

Conclusions

Based on our various investigations, we are satisfied that:

- a) the proposed development generates a statutory car parking requirement of 103 car spaces under Clause 52.06-5 of the Planning Scheme,
- b) a total of 111 spaces are provided on site, and accordingly a car parking reduction is not required under Clause 52.06-7 for the development,
- c) Schedule 1 to the Comprehensive Development Zone (CDZ1) requires a total of 198 car spaces to be provided on the site such that a permit is not required,
- d) as a total of 111 car spaces are provided, a permit is required in this regard. This is acceptable as the car parking rates set out at Clause 52.06-5 of the Planning Scheme is appropriate for car parking provision in this area and are a more accurate representation of likely car parking demand,
- e) bicycle parking is provided in accordance with Clause 52.34 of the Planning Scheme and AS2890.3-2015,
- f) the proposed parking layout and vehicle access arrangements accord with the requirements of the Planning Scheme, AS2890.1:2004 (where relevant) and current practice,
- g) waste collection will occur on the site and can be adequately addressed by a Waste Management Plan,
- h) the level of traffic generated as a result of this proposal will be residential in nature, spread throughout the day and will not have a detrimental impact on Pier One Drive, McLeod Road or the surrounding road network, and
- i) there are no traffic engineering reasons why a planning permit for the proposed residential development at 64 Pier One Drive, Patterson Lakes, should be refused, subject to appropriate conditions.

Please contact myself at Traffix Group if you require any further information.

Yours faithfully,

TRAFFIX GROUP PTY LTD



Matthew Woollard
Senior Traffic Engineer



Traffic Engineering Assessment

64 Pier One Drive, Patterson Lakes (Marina Quay Stage 1): Proposed Amendment to an Approved Residential Development

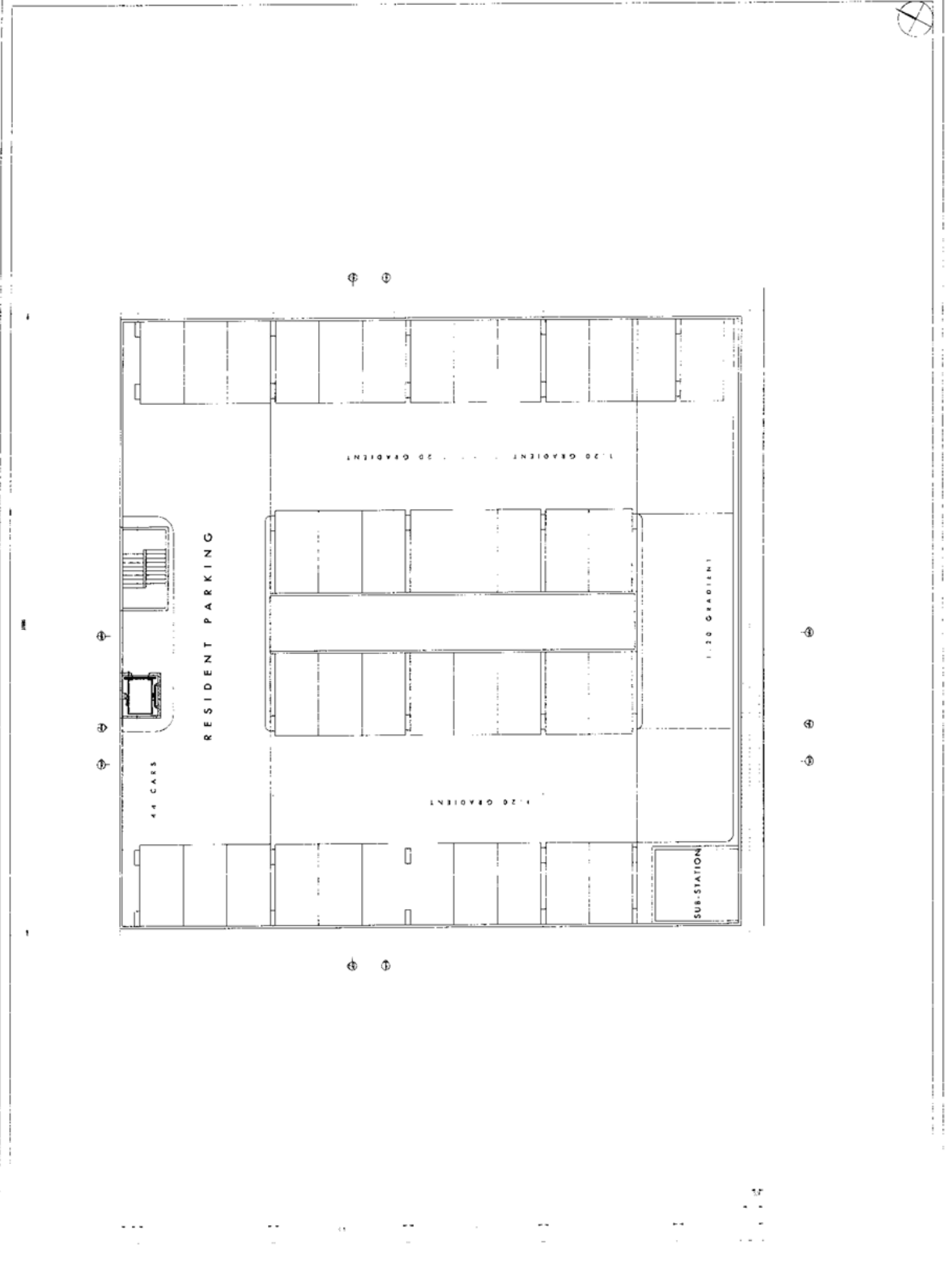
Appendix A: Development Plans

24038L#2

CORPARK
FIRST FLOOR PLAN
DATE: 10/15/2014
DRAWN BY: J. HARRIS
CHECKED BY: J. HARRIS
SCALE: AS SHOWN
PROJECT NO: 14-0002

A100.02

NO.	REVISION	DATE
1	ISSUED FOR PERMITS	10/15/2014
2	ISSUED FOR PERMITS	10/15/2014
3	ISSUED FOR PERMITS	10/15/2014
4	ISSUED FOR PERMITS	10/15/2014
5	ISSUED FOR PERMITS	10/15/2014
6	ISSUED FOR PERMITS	10/15/2014
7	ISSUED FOR PERMITS	10/15/2014
8	ISSUED FOR PERMITS	10/15/2014
9	ISSUED FOR PERMITS	10/15/2014
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15	ISSUED FOR PERMITS	10/15/2014
16	ISSUED FOR PERMITS	10/15/2014
17	ISSUED FOR PERMITS	10/15/2014
18	ISSUED FOR PERMITS	10/15/2014
19	ISSUED FOR PERMITS	10/15/2014
20	ISSUED FOR PERMITS	10/15/2014





Traffic Engineers and Transport Planners

Our Reference: 24040L#2

16 May 2018

John Demos Architects
66 Albert Road
SOUTH MELBOURNE VIC 3205

Attention: Mr John Demos

Traffix Group Pty Ltd
ABN 32 100 481 570

Address
Suite 8, 431 Burke Road
Glen Iris Victoria 3146

Contact
Telephone 03 9822 2888
Facsimile 03 9822 7444
admin@traffixgroup.com.au
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Dear Sir,

54 Pier One Drive, Patterson Lakes (Marina Quay Stage 2) – Proposed Amendment to a Residential Development Traffic Engineering Assessment

Introduction

Further to your instructions, please find following our review of the amended proposed residential development at 54 Pier One Drive, Patterson Lakes.

The following report provides a traffic engineering assessment of traffic and parking issues associated with the development.

Proposal

The amended proposal is to develop the site for the purpose of a ten-storey residential building, comprising 142 dwellings, including the following breakdown of dwelling types and car parking allocation:

- 98 x two-bedroom apartments (1 car space per apartment),
- 44 x three-bedroom apartments (2 car spaces per apartment),
- 28 visitor car spaces, and
- 15 surplus spaces car spaces to be allocated as part of the sales process.

A total of 229 car spaces are provided over a three-level carpark (ground level and 2 basement levels).

Vehicle access is provided to the accessway to the adjacent Cove Hotel carpark via a 5.5m wide two-way access (with kerbs on both sides).

A total of 68 floor mounted bicycle spaces are provided on the site, spread throughout the basement levels.

Pedestrian access to the development via Pier One Drive on the north side of the site's vehicle access.

Traffic Engineering Assessment

54 Pier One Drive, Patterson Lakes (Marina Quay Stage 2): Proposed Amendment to a Residential Development

The development also includes a boat stack. We understand that the car parking associated with the boat stack will be accommodated within a nearby site.

Development plans prepared by John Demos Architects are attached at Appendix A.

Approved Development

The approved development was to develop the site for the purpose of a ten-storey residential building, comprising 142 dwellings, including:

- 99 x two-bedroom apartments,
- 40 x three-bedroom apartments, and
- 3 x four-bedroom apartments.

A total of 514 car spaces were provided over a six-level carpark (ground level and 5 basement levels). Each dwelling is provided with a minimum of 3 car spaces.

Existing Conditions

Subject Site

The subject site is located on the east side of Pier One Drive adjacent to the Cove Hotel and associated carpark. A locality plan and aerial photograph of the site are provided at Figure 1 and Figure 2, respectively.

The site is currently occupied by a boat stack for the Patterson Lakes Marina. Vehicle access is provided to Pier One Drive and a total of 24 car spaces are provided on the site.

The site is zoned Comprehensive Development Zone – Schedule 1 (CDZ1). Nearby land use is a mixture of commercial and residential.



Traffic Engineering Assessment

54 Pier One Drive, Patterson Lakes (Marina Quay Stage 2): Proposed Amendment to a Residential Development

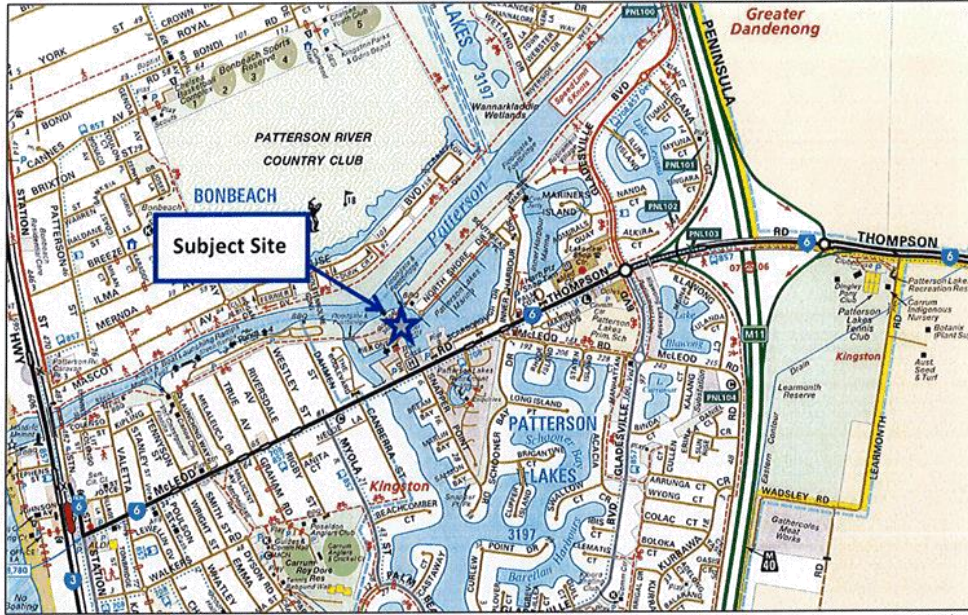


Figure 1: Locality Plan

Source: Melway



Figure 2: Aerial Photograph

Source: Nearmap

Traffic Engineering Assessment

54 Pier One Drive, Patterson Lakes (Marina Quay Stage 2): Proposed Amendment to a Residential Development

Road Network

McLeod Road is a VicRoads declared Arterial Road and is located within a Road Zone Category 1 under the Planning Scheme. McLeod Road extends in an east-west direction and allows for one lane for through traffic in each direction.

No kerb-side car parking is provided along McLeod Road in the vicinity of the subject site.

A posted speed limit of 60km/h applies to McLeod Road in the vicinity of the subject site.

Pier One Drive is a local road which generally extends in a north-south direction, between McLeod Road in the south and a T-head treatment to the west of the subject site.

Pier One Drive has a carriageway width of 5.6m in the vicinity of the site, with a carriageway width of 6.2m closer to McLeod Road. Both of these widths accommodate simultaneous two-way movements.

The intersection between McLeod Road and Pier One Drive provides a right turn lane to allow for right turns into Pier One Drive. The central median allows for the storage of one vehicle to turn right out of Pier One Drive (i.e. staged right turn movements).



Traffic Engineering Assessment

54 Pier One Drive, Patterson Lakes (Marina Quay Stage 2): Proposed Amendment to a Residential Development

Car Parking Assessment

Statutory Car Parking Assessment

The proposed development falls within the land-use category of 'dwelling' under Clause 74 of the Planning Scheme.

The Planning Scheme sets out the parking requirements for new developments under Clause 52.06. The purpose of Clause 52.06 is:

- To ensure that car parking is provided in accordance with the State Planning Policy Framework and Local Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

The car parking requirements for the proposed use are set out under Clause 52.06 and the car parking table at Clause 52.06-5 of the Planning Scheme. The assessment is set out as follows.

Table 1: Statutory Car Parking Assessment – Clause 52.06-5

Proposed Use	No.	Statutory Car Parking Rate (Column A)	Parking Requirement	Parking Provision	Shortfall/ Surplus
Two-Bedroom Dwellings	98	1 car space per one or two-bedroom dwelling	98	201	+ 15
Three-Bedroom Dwellings	44	2 car spaces per three or more-bedroom dwelling	88		
Visitors	142	1 car space to every 5 dwellings for developments of 5 or more dwellings	28	28	-
TOTAL			214	229	+ 15 spaces

Notes: Clause 52.06-5 specifies that where a car parking calculation results in a requirement that is not a whole number, then number of spaces should be rounded down to the nearest whole number.

Under Clause 52.06-5, the statutory parking requirement for the development is 214 spaces. As 229 car spaces are provided on the site, a car parking surplus of 15 car spaces is provided and accordingly, a car parking reduction is not required under Clause 52.06-7 of the Planning Scheme.

Other Considerations

Schedule 1 to the Comprehensive Development Zone (CDZ1) sets out a table of land uses which do not require permits to be issued, including for 'dwelling'. In the case of the 'dwelling' land use, the table states that a permit is not required if the development meets the following car parking requirements:

Car parking must be provided at the ratio of at least 2 covered spaces and 1 visitor space to each dwelling.

The table below sets out a review of the car parking provision against this car parking rate.

Table 2: Schedule 1 to the Comprehensive Development Zone (CDZ1) – Car Parking Rates

Proposed Use	No.	CDZ1 Parking Requirement	Parking Requirement	Parking Provision	Shortfall/ Surplus
Two-Bedroom Dwellings	98	2 car spaces to every dwelling	196	201	- 83
Three-Bedroom Dwellings	44		88		
Visitors	142	1 visitor car space to every dwellings	142	28	- 114
TOTAL			426	229	- 197 spaces

Under the CDZ1, the parking requirement for the development to not require a permit is 426 car spaces. As 229 car spaces are provided on the site, a permit is required to allow for a reduction of 197 car spaces, including 83 resident spaces and 114 visitor spaces.

We note that the car parking provision and allocation of the proposed amended development complies with the car parking requirements of Clause 52.06-5 of the Planning Scheme.

We are satisfied that the car parking rates set out at Clause 52.06-5 of the Planning Scheme is appropriate for car parking provision in this area and is a more accurate representation of likely car parking demand.

Accordingly, there is no reason why a permit to provide less car spaces than required under the CDZ1 should not be granted.



Traffic Engineering Assessment

54 Pier One Drive, Patterson Lakes (Marina Quay Stage 2): Proposed Amendment to a Residential Development

Bicycle Parking Assessment

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments and changes in use. The table below sets out the statutory bicycle parking requirement for the site under Clause 52.34 of the Planning Scheme.

Table 3: Statutory Bicycle Parking Assessment - Clause 52.34

Proposed Use	Size/ No.	Bicycle Parking Rate		No. of Bicycle Spaces Required
		Resident/Employee	Visitor/Customer	
Dwellings	142	1 per 5 dwellings	1 per 10 dwellings	28 resident 14 visitor
Total				42 spaces

Based on the above, the proposal generates a bicycle parking requirement for 42 bicycles.

The development plans detail a total of 68 floor mounted bicycle spaces throughout the development. The provision of floor mounted spaces is in accordance with the requirement under AS2890.3-2015 to provide a minimum of 20% of spaces as horizontal spaces.

Accordingly, we are satisfied that a suitable level of bicycle parking is provided on the site.

Car Park Layout and Vehicle Access Arrangements

The proposed parking layout and vehicle access arrangements have been assessed under the following guidelines:

- Clause 52.06-9 of the Planning Scheme (Design standards for car parking), and
- AS2890.1-2004 – Part 1: Off-Street car parking where relevant.

A total of 229 car spaces are provided over a three-level carpark (ground level and 2 basement levels).

Vehicle access is provided via a 5.5m wide two-way access (with kerbs on both sides) to Pier One Drive.

Key elements of the design include:

Clause 52.06-9 Design Standard 1 – Accessways

- The access to the site is provided at 5.5m (plus kerbs on either side) in accordance with Clause 52.06-9 (Design Standard 1) and AS2890.1-2004 to provide two-lanes for two-way movements.
- All accessways within the development comply with the requirement for circular ramps including widths and radii under AS2890.1-2004.
- All cars can enter or exit the site in a forwards direction in accordance with Clause 52.06-9.
- A minimum headroom clearance of 2.1m is provided in accordance with Clause 52.06-9 and AS290.1-2004.

- Pedestrian sight triangles are provided as necessary in accordance with Clause 52.06-9.

Clause 52.06-9 Design Standard 2 – Car space dimensions

- Car space dimensions accord with Clause 52.06-9 (Design Standard 1). Specifically, car spaces are provided at 4.9m long x 2.6m wide with a 6.4m wide access aisle.
- Car spaces located adjacent to walls accord with Diagram 1 of Clause 52.06-9.
- The location of columns accords with Diagram 1 of Clause 52.06-9.
- Access to each of the car spaces has been checked for the 85th percentile design car (as specified under AS2890.1-2004) and has been found to be satisfactory.

Clause 52.06-9 Design Standard 3 – Gradients

- The ramp between carpark levels is provided at a maximum grade of 1 in 8 in accordance with Clause 52.06-9 of the Planning Scheme.
- The requirement for ramp grades of 1:10 (10%) for the first 5m into a site, under Clause 52.06-9 is complied with as the first 5.0m into the site is flat.

Overall, we are satisfied that the parking layout and vehicle access arrangements are acceptable and accord with requirements of Clause 52.06 and AS2890.1-2004, where relevant.

Traffic Generation and Impacts

The proposal includes 142 dwellings each with two or three bedrooms. Each two and three-bedroom dwelling is expected to generate in the order of 4 and 6 vehicle trip ends per dwelling per day¹, respectively, which is consistent with similar sized dwellings in this area. This equates to a daily traffic generation of 656 vehicle trip ends per day.

Typically, 10% of this traffic can be expected in the AM and PM commuter peak hours, which equates to 66 vehicle trip ends in the peak hour.² This traffic generation represents in the order of 1 vehicle movement every minute during each peak hour and can be accommodated by the road network.

Furthermore, traffic generated by this development will be spread throughout the day, will be residential in nature and will not have a detrimental impact on the safety or operation of the surrounding road network.

¹ Residential traffic generation rates for *flats or units* is typically in the range of 3 to 5 vehicle trip ends per dwelling per day. Residential traffic generation rates for *dwellings in middle suburbs* is typically in the range of 5 to 8 vehicle trip ends per dwelling per day (Traffic Engineering & Management, K.W. Ogden and S.Y. Taylor-2003, pp. 9.1.5).

² The RTA Guide to Traffic Generating Developments (Version 2.2, October, 2002) recommends a rate of 4 to 5 vehicle trip ends per dwelling per day, with a peak hour volume of 0.4 to 0.5 vehicle trip ends per dwelling for smaller units and flats with up to 2 bedrooms, and 5 to 6.5 vehicle trip ends per dwelling per day, with a peak hour volume of 0.5 to 0.65 vehicle trip ends per dwelling for larger units and townhouses with 3 or more bedrooms.



Traffic Engineering Assessment

54 Pier One Drive, Patterson Lakes (Marina Quay Stage 2): Proposed Amendment to a Residential Development

Loading and Waste Collection

Waste Collection

Waste bins will be stored within a shared waste room located on the ground floor.

Waste will be collected via a 6.4m long waste collection vehicle within the ground floor carpark.

We are satisfied that the proposed waste collection arrangements are acceptable from a traffic engineering perspective.

Loading Arrangements

Clause 65.01 of the Planning Scheme specifies the following in respect to loading considerations:

Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

The dwellings may require loading from time-to-time associated with removal trucks or vans. We are satisfied that the frequency of these movements does not warrant the inclusion of a dedicated on-site loading bay.

Conclusions

Based on our various investigations, we are satisfied that:

- a) the proposed development generates a statutory car parking requirement of 214 car spaces under Clause 52.06-5 of the Planning Scheme,
- b) a total of 229 spaces are provided on site, and accordingly a car parking reduction is not required under Clause 52.06-7 for the development,
- c) Schedule 1 to the Comprehensive Development Zone (CDZ1) requires a total of 426 car spaces to be provided on the site such that a permit is not required,
- d) as a total of 229 car spaces are provided, a permit is required in this regard. This is acceptable as the car parking rates set out at Clause 52.06-5 of the Planning Scheme is appropriate for car parking provision in this area and are a more accurate representation of likely car parking demand,
- e) bicycle parking is provided in accordance with Clause 52.34 of the Planning Scheme and AS2890.3-2015,
- f) the proposed parking layout and vehicle access arrangements accord with the requirements of the Planning Scheme, AS2890.1:2004 (where relevant) and current practice,
- g) waste collection will occur on the site and can be adequately addressed by a Waste Management Plan,
- h) the level of traffic generated as a result of this proposal will be residential in nature, spread throughout the day and will not have a detrimental impact on Pier One Drive, McLeod Road or the surrounding road network, and
- i) there are no traffic engineering reasons why a planning permit for the proposed residential development at 54 Pier One Drive, Patterson Lakes, should be refused, subject to appropriate conditions.

Please contact myself at Traffix Group if you require any further information.

Yours faithfully,

TRAFFIX GROUP PTY LTD



Matthew Woollard

Senior Traffic Engineer

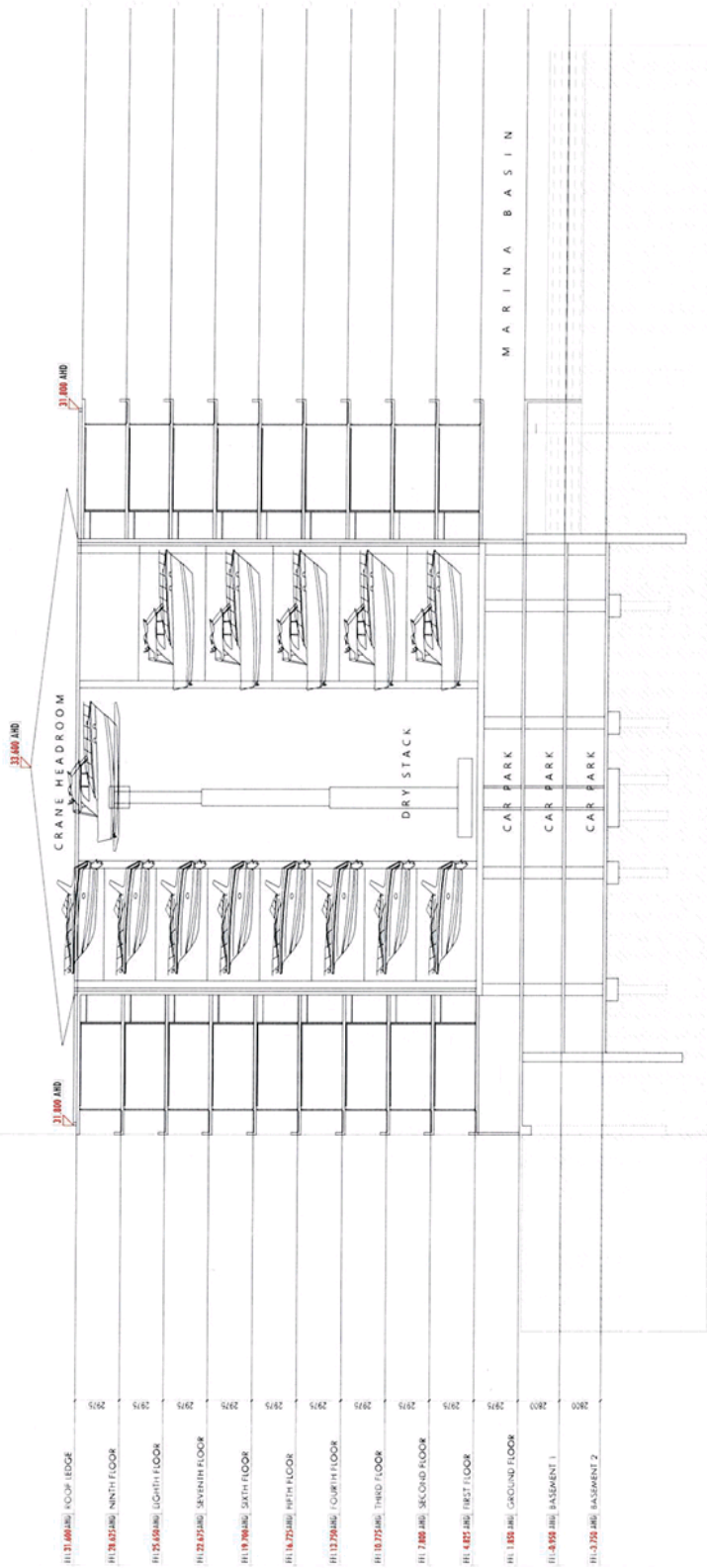


Traffic Engineering Assessment

54 Pier One Drive, Patterson Lakes (Marina Quay Stage 2): Proposed Amendment to a Residential
Development

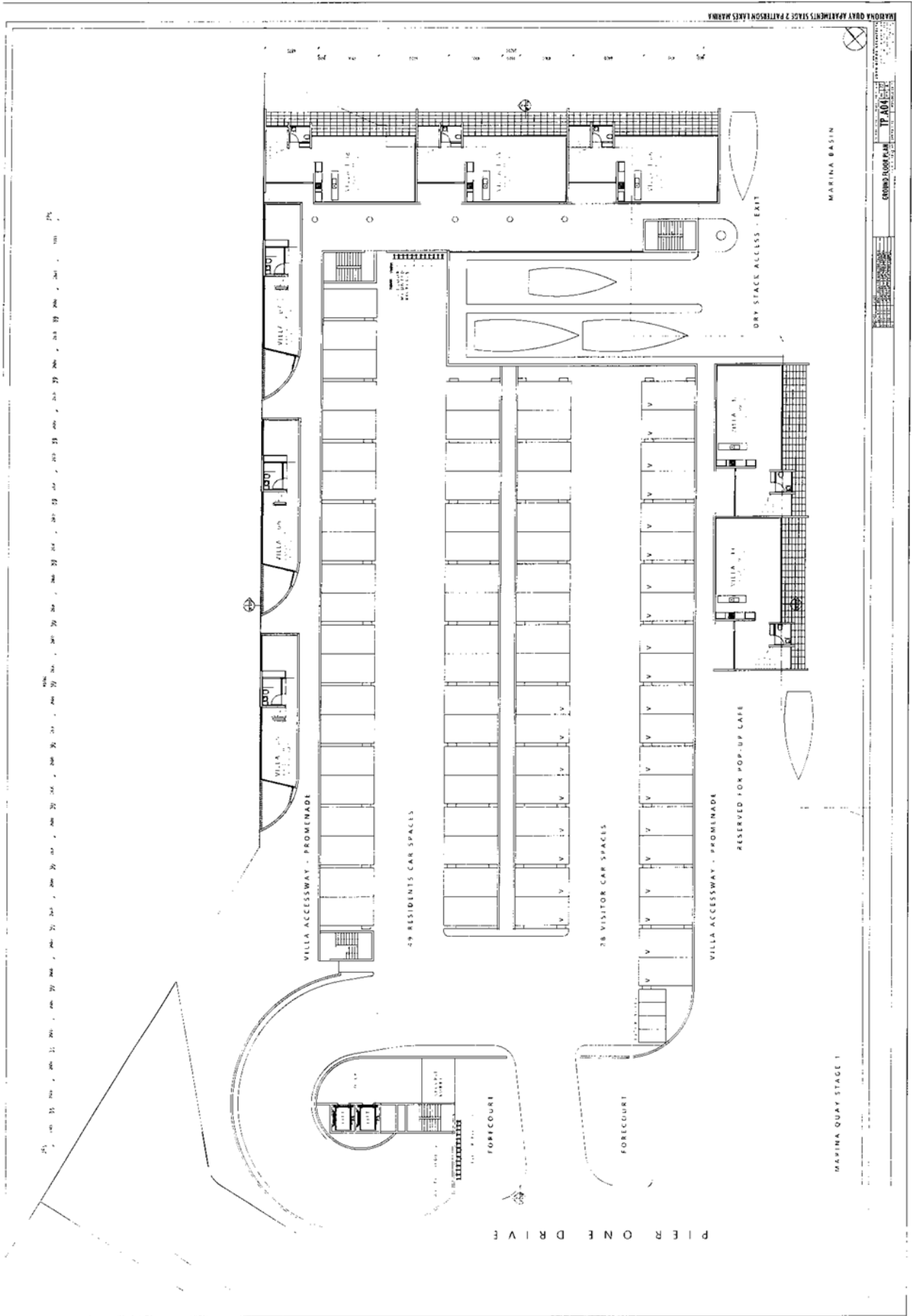
Appendix A:
Development Plans

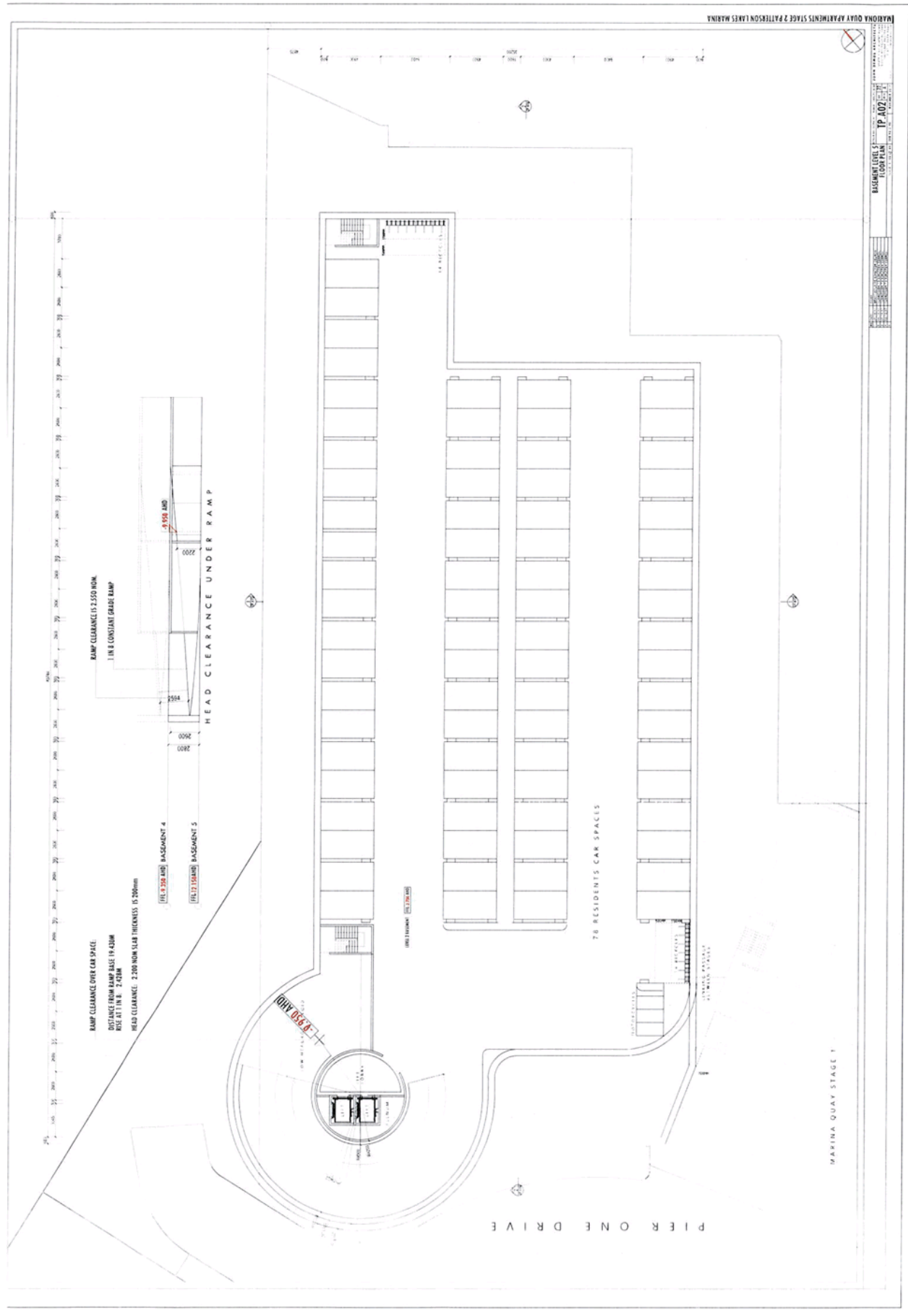
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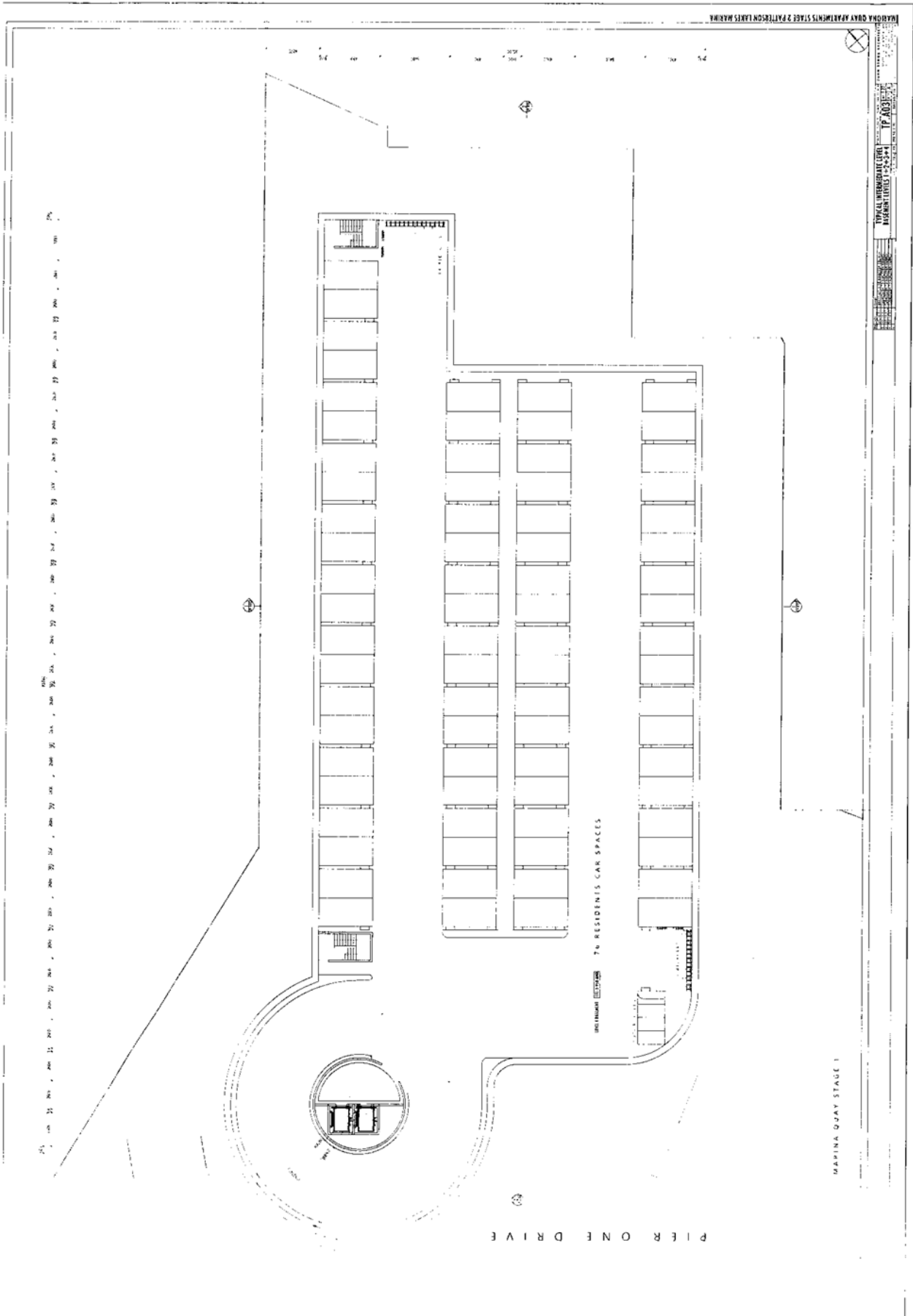


- RL 31,800 AHD ROOF EDGE
- RL 28,620 AHD NINTH FLOOR
- RL 25,650 AHD EIGHTH FLOOR
- RL 22,670 AHD SEVENTH FLOOR
- RL 19,700 AHD SIXTH FLOOR
- RL 16,720 AHD FIFTH FLOOR
- RL 13,740 AHD FOURTH FLOOR
- RL 10,770 AHD THIRD FLOOR
- RL 7,790 AHD SECOND FLOOR
- RL 4,820 AHD FIRST FLOOR
- RL 1,850 AHD GROUND FLOOR
- RL 500 AHD BASEMENT 1
- RL 2,020 AHD BASEMENT 2

SECTION 1-1









Traffic Engineers and Transport Planners

Our Reference: 24037L#2

Traffix Group Pty Ltd
ABN 32 100 481 570

16 May 2018

Address
Suite 8, 431 Burke Road
Glen Iris Victoria 3146

John Demos Architects
66 Albert Road
SOUTH MELBOURNE VIC 3205

Contact
Telephone 03 9822 2888
Facsimile 03 9822 7444
admin@traffixgroup.com.au
www.traffixgroup.com.au

Attention: Mr John Demos

Dear Sir,

**Lot S32 McLeod Road, Patterson Lakes (Cove Apartments) – Proposed Amendment to Approved Residential Development
Traffic Engineering Assessment**

Introduction

Further to your instructions, please find following our review of a proposal to amend an approved residential development at Lot S32 McLeod Road, Patterson Lakes.

The following report provides a traffic engineering assessment of traffic and parking issues associated with the development.

Proposal

The amended proposal is to develop the site for the purpose of a three-storey residential building, comprising 28 dwellings, including the following breakdown of dwelling types and car parking allocation:

- 12 x two-bedroom apartments (1 car space per apartment), and
- 16 x three-bedroom apartments (2 car spaces per apartment),
- 5 visitor car spaces, and
- 2 surplus car spaces to be allocated as part of the sales process.

A total of 51 car spaces are provided over a two-level carpark (ground level and basement level).

Vehicle access is provided to the accessway to the adjacent Cove Hotel carpark via a 6.1m wide two-way access.

A total of 10 floor mounted bicycle spaces are provided within the basement level.

Pedestrian access to the development via McLeod Road.

Development plans prepared by John Demos Architects are attached at Appendix A.



Traffic Engineering Assessment

Lot S32 McLeod Road, Patterson Lakes (Cove Apartments): Proposed Amendment to Approved Residential Development

Approved Development

The approved development was a three-storey residential building, comprising 28 dwellings, including:

- 12 x two-bedroom apartments, and
- 16 x three-bedroom apartments.

A total of 99 car spaces are provided over a three-level carpark (ground level and two basement levels). Each dwelling was provided with a minimum of 3 car spaces.

Existing Conditions

Subject Site

The subject site is located on the north side of McLeod Road adjacent to the Cove Hotel and associated carpark. A locality plan and aerial photograph of the site are provided at Figure 1 and Figure 2, respectively.

The site is currently vacant and is used as an overflow carpark for the Cove Hotel. The site does not have its own vehicle access and relies on the adjacent carpark for vehicle access to McLeod Road.

The site is zoned Comprehensive Development Zone – Schedule 1 (CDZ1). Nearby land use is a mixture of commercial and residential.

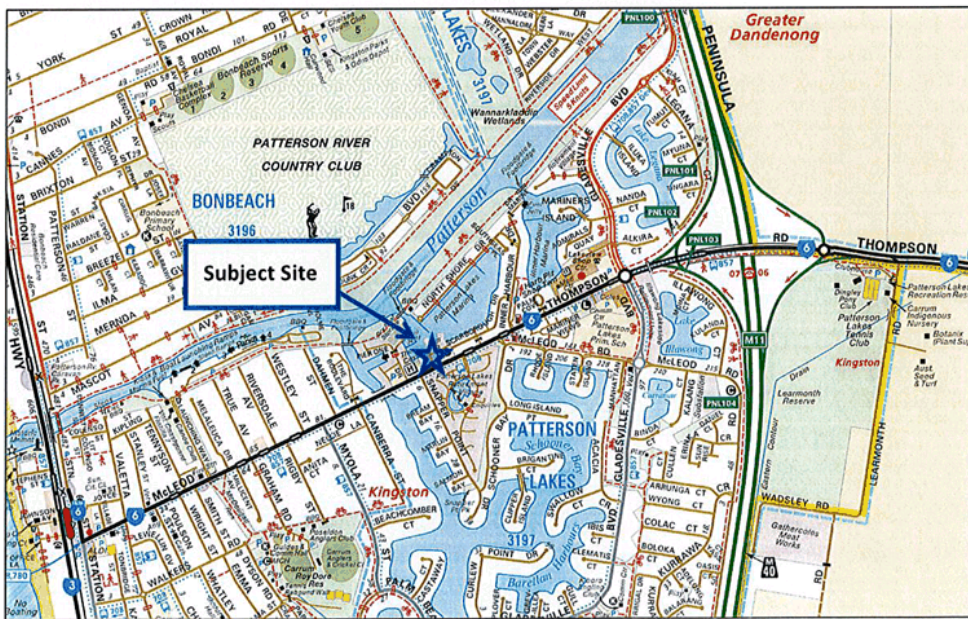


Figure 1: Locality Plan

Traffic Engineering Assessment

Lot 532 McLeod Road, Patterson Lakes (Cove Apartments): Proposed Amendment to Approved Residential Development



Figure 2: Aerial Photograph

Road Network

McLeod Road is a VicRoads declared Arterial Road and is located within a Road Zone Category 1 under the Planning Scheme. McLeod Road extends in an east-west direction and allows for one lane for through traffic in each direction.

A right turn lane is provided adjacent to the site access to allow for right turns into the site. The central median allows for the storage of one vehicle to turn right out of the site (i.e. staged right turn movements).

No kerb-side car parking is provided along McLeod Road in the vicinity of the subject site.

A posted speed limit of 60km/h applies to McLeod Road in the vicinity of the subject site.



Traffic Engineering Assessment

Lot S32 McLeod Road, Patterson Lakes (Cove Apartments): Proposed Amendment to Approved Residential Development

Car Parking Assessment

Statutory Car Parking Assessment

The proposed development falls within the land-use category of 'dwelling' under Clause 74 of the Planning Scheme.

The Planning Scheme sets out the parking requirements for new developments under Clause 52.06. The purpose of Clause 52.06 is:

- To ensure that car parking is provided in accordance with the State Planning Policy Framework and Local Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

The car parking requirements for the proposed use are set out under Clause 52.06 and the car parking table at Clause 52.06-5 of the Planning Scheme. The assessment is set out as follows.

Table 1: Statutory Car Parking Assessment – Clause 52.06-5

Proposed Use	No.	Statutory Car Parking Rate (Column A)	Parking Requirement	Parking Provision	Shortfall/ Surplus
Two-Bedroom Dwellings	12	1 car space per one or two-bedroom dwelling	12	46	+ 2
Three-Bedroom Dwellings	16	2 car spaces per three or more-bedroom dwelling	32		
Visitors	28	1 car space to every 5 dwellings for developments of 5 or more dwellings	5	5	-
TOTAL			49	51	+ 2

Notes: Clause 52.06-5 specifies that where a car parking calculation results in a requirement that is not a whole number, then number of spaces should be rounded down to the nearest whole number.

Under Clause 52.06-5, the statutory parking requirement for the development is 49 spaces. As 51 car spaces are provided on the site, a car parking reduction is not required under Clause 52.06-7 of the Planning Scheme.

Other Considerations

Schedule 1 to the Comprehensive Development Zone (CDZ1) sets out a table of land uses which do not require permits to be issued, including for 'dwelling'. In the case of the 'dwelling' land use, the table states that a permit is not required if the development meets the following car parking requirements:

Car parking must be provided at the ratio of at least 2 covered spaces and 1 visitor space to each dwelling.

The table below sets out a review of the car parking provision against this car parking rate.

Table 2: Schedule 1 to the Comprehensive Development Zone (CDZ1) – Car Parking Rates

Proposed Use	No.	CDZ1 Parking Requirement	Parking Requirement	Parking Provision	Shortfall/Surplus
Two-Bedroom Dwellings	12	2 car spaces to every dwelling	24	46	- 10
Three-Bedroom Dwellings	16		32		
Visitors	28	1 visitor car space to every dwellings	28	5	- 23
TOTAL			84	51	- 33 spaces

Under the CDZ1, the parking requirement for the development to not require a permit is 84 car spaces. As 51 car spaces are provided on the site, a permit is required to allow for a reduction of 33 car spaces, including 10 resident spaces and 23 visitor spaces.

We note that the car parking provision and allocation of the proposed amended development complies with the car parking requirements of Clause 52.06-5 of the Planning Scheme.

We are satisfied that the car parking rates set out at Clause 52.06-5 of the Planning Scheme is appropriate for car parking provision in this area and is a more accurate representation of likely car parking demand.

Accordingly, there is no reason why a permit to provide less car spaces than required under the CDZ1 should not be granted.

Bicycle Parking Assessment

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments and changes in use. For a residential building (other than specified in the table), there is no statutory bicycle parking requirement under Clause 52.34 given that the development is less than 4 storeys in height.



Traffic Engineering Assessment

Lot S32 McLeod Road, Patterson Lakes (Cove Apartments): Proposed Amendment to Approved Residential Development

Whilst there is no statutory bicycle rate for residential developments of three storeys, the table below sets out the bicycle parking requirements that would apply to residential developments of four storeys or more.

Table 3: Statutory Bicycle Parking Assessment - Clause 52.34

Proposed Use	Size/ No.	Bicycle Parking Rate		No. of Bicycle Spaces Required
		Resident/Employee	Visitor/Customer	
Dwellings	28	1 per 5 dwellings	1 per 10 dwellings	6 resident 3 visitor
Total				9

Based on the above, the proposal would have a bicycle parking requirement for 9 bicycles.

The development plans detail a total of 20 floor mounted bicycle spaces in the basement. The provision of floor mounted spaces is in accordance with the requirement under AS2890.3-2015 to provide a minimum of 20% of spaces as horizontal spaces.

Accordingly, we are satisfied that a suitable level of bicycle parking is provided on the site.

Car Park Layout and Vehicle Access Arrangements

The proposed parking layout and vehicle access arrangements have been assessed under the following guidelines:

- Clause 52.06-9 of the Planning Scheme (Design standards for car parking), and
- AS2890.1-2004 – Part 1: Off-Street car parking where relevant.

A total of 51 car spaces are provided over a two-level carpark (ground level and basement level).

Vehicle access is provided to the accessway to the Cove Hotel carpark via a 6.1m wide two-way access.

Key elements of the design include:

Clause 52.06-9 Design Standard 1 – Accessways

- The access to the site is provided at 6.1m in accordance with Clause 52.06-9 (Design Standard 1) and AS290.1-2004 to provide two-lanes for two-way movements.
- All cars can enter or exit the site in a forwards direction in accordance with Clause 52.06-9.
- A minimum headroom clearance of 2.1m is provided in accordance with Clause 52.06-9 and AS290.1-2004.
- Pedestrian sight triangles are provided as necessary in accordance with Clause 52.06-9.

Clause 52.06-9 Design Standard 2 – Car space dimensions

- Car space dimensions accord with Clause 52.06-9 (Design Standard 1). Specifically, car spaces are provided at 4.9m long x 2.8m wide with a 5.8m wide access aisle.

- Car spaces located adjacent to walls accord with Diagram 1 of Clause 52.06-9.
- The location of columns accords with Diagram 1 of Clause 52.06-9.
- Access to each of the car spaces has been checked for the 85th percentile design car (as specified under AS2890.1-2004) and has been found to be satisfactory.

Clause 52.06-9 Design Standard 3 – Gradients

- The ramp between carpark levels is provided at a maximum grade of 1 in 6.2 with appropriate transitions in accordance with Clause 52.06-9 of the Planning Scheme.
- The requirement for ramp grades of 1:10 (10%) for the first 5m into a site, under Clause 52.06-9 is complied with as the first 5.0m into the site is flat.

Overall, we are satisfied that the parking layout and vehicle access arrangements are acceptable and accord with requirements of Clause 52.06 and AS2890.1-2004, where relevant.

Traffic Generation and Impacts

The proposal includes 28 dwellings each with two or three bedrooms. Each two and three-bedroom dwelling is expected to generate in the order of 4 and 6 vehicle trip ends per dwelling per day¹, respectively, which is consistent with similar sized dwellings in this area. This equates to a daily traffic generation of 144 vehicle trip ends per day.

Typically, 10% of this traffic can be expected in the AM and PM commuter peak hours, which equates to 14 vehicle trip ends in the peak hour.² This traffic generation represents in the order of 1 vehicle movement every 4 minutes during each peak hour and can be accommodated by the road network.

Furthermore, traffic generated by this development will be spread throughout the day, will be residential in nature and will not have a detrimental impact on the safety or operation of the surrounding road network.

Loading and Waste Collection

Waste Collection

Waste bins will be stored within a shared waste room located on the ground floor.

Waste will be collected via a 6.4m long waste collection vehicle within the ground floor carpark.

We are satisfied that the proposed waste collection arrangements are acceptable from a traffic engineering perspective.

¹ Residential traffic generation rates for *flats or units* is typically in the range of 3 to 5 vehicle trip ends per dwelling per day. Residential traffic generation rates for *dwellings in middle suburbs* is typically in the range of 5 to 8 vehicle trip ends per dwelling per day (Traffic Engineering & Management, K.W. Ogden and S.Y. Taylor-2003, pp. 9.1.5).

² The RTA Guide to Traffic Generating Developments (Version 2.2, October, 2002) recommends a rate of 4 to 5 vehicle trip ends per dwelling per day, with a peak hour volume of 0.4 to 0.5 vehicle trip ends per dwelling for smaller units and flats with up to 2 bedrooms, and 5 to 6.5 vehicle trip ends per dwelling per day, with a peak hour volume of 0.5 to 0.65 vehicle trip ends per dwelling for larger units and townhouses with 3 or more bedrooms.



Traffic Engineering Assessment

Lot S32 McLeod Road, Patterson Lakes (Cove Apartments): Proposed Amendment to Approved Residential Development

Loading Arrangements

Clause 65.01 of the Planning Scheme specifies the following in respect to loading considerations:

Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

The dwellings may require loading from time-to-time associated with removal trucks or vans. We are satisfied that the frequency of these movements does not warrant the inclusion of a dedicated on-site loading bay.

Conclusions

Based on our various investigations, we are satisfied that:

- a) the proposed development generates a statutory car parking requirement of 49 car spaces under Clause 52.06-5 of the Planning Scheme,
- b) a total of 51 spaces are provided on site, and accordingly a car parking reduction is not required under Clause 52.06-7 for the development,
- c) Schedule 1 to the Comprehensive Development Zone (CDZ1) requires a total of 198 car spaces to be provided on the site such that a permit is not required,
- d) as a total of 51 car spaces are provided, a permit is required in this regard. This is acceptable as the car parking rates set out at Clause 52.06-5 of the Planning Scheme is appropriate for car parking provision in this area and are a more accurate representation of likely car parking demand,
- e) bicycle parking is provided in accordance with Clause 52.34 of the Planning Scheme and AS2890.3-2015,
- f) the proposed parking layout and vehicle access arrangements accord with the requirements of the Planning Scheme, AS2890.1:2004 (where relevant) and current practice,
- g) waste collection will occur on the site and can be adequately addressed by a Waste Management Plan,
- h) the level of traffic generated as a result of this proposal will be low, residential in nature, spread throughout the day and will not have a detrimental impact on McLeod Road or the surrounding road network, and
- i) there are no traffic engineering reasons why a planning permit for the proposed residential development at Lot S32 McLeod Road, Patterson Lakes, should be refused, subject to appropriate conditions.

Please contact myself at Traffix Group if you require any further information.

Yours faithfully,

TRAFFIX GROUP PTY LTD



Matthew Woollard (Senior Traffic Engineer)

Traffic Engineering Assessment

Lot S32 McLeod Road, Patterson Lakes (Cove Apartments): Proposed Amendment to Approved Residential
Development



Appendix A: Development Plans

24037L#2

Planning Committee Meeting

22 May 2019

Agenda Item No: 4.3

KP-2018/723 - 422 NEPEAN HIGHWAY AND 1 THOMAS COURT, PARKDALE

Contact Officer: Andrew Stubbings, Senior Planner

Purpose of Report

This report is for Council to consider Planning Permit Application No. KP-2018/723 - 422 Nepean Highway & 1 Thomas Court, Parkdale.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That the Planning Committee determine to support the proposal and advise The VCAT that in the event that it was to determine the application it would have issued a Notice of Decision to Grant a Planning Permit to develop the land for twenty-two (22) dwellings, removal of an easement and alter access to a road in a Road zone category 1 at No. 422 Nepean Highway & 1 Thomas Court, Parkdale, subject to the conditions contained within this report.

EXECUTIVE SUMMARY			
Address	422 Nepean Highway and 1 Thomas Court, Parkdale		
Legal Description	Lot 1 on PS 636199C and Lot 19 on PS 51079		
Applicant	Contour		
Planning Officer	Andrew Stubbings		
PLANNING REQUIREMENTS			
Planning Scheme	Kingston		
Zoning	Clause 32.08 – General Residential 2 Zone		
Overlays	Clause 44.50 – Special Building Overlay		
Particular Provisions	Clause 55 – Two or more dwellings on a Lot and Residential Buildings Clause 52.02 – Easements, Restrictions and Reserves Clause 52.06 – Car Parking Clause 52.29 – Land adjacent to a Road Zone Category 1		
Permit Trigger/s	Clause 32.08 – 6 – Construct two or more dwellings on a lot Clause 44.05 – Construct or carry out Buildings or Works in a Special Building Overlay Clause 52.29 – Land adjacent to a Road Zone Category 1		
APPLICATION / PROCESS			
Proposal	Develop the Land for the Construction of a 3 storey building with eighteen (18) apartments and four (4) townhouses, removal of an easement and alter access to a road in a Road zone category 1		
Reference No.	«Application_Number»	RFI Received	Yes
App. Received	«Application_Date»	App. Amended	N/A
Site inspection	Yes		
S.52 Advertising	Commenced: Yes	Advertising Completed	Yes
S.55 Referrals	VicRoads, Melbourne Water, South East Water		
Internal referrals	Yes		
Objection(s)	Nine (9)		
Mandatory Garden area requirement	Complies	Mandatory Building Height requirement	Complies, <12 metres
LEGISLATIVE			
Covenant/other Restriction	No	Complies: N/A	
CHMP	NO		
Considered Plans	Chamberlain Architects, dated 28 August 2018, Version B		

1.0 RELEVANT LAND HISTORY

- 1.1 There are no recent planning decisions relevant to the assessment of this application.
- 1.2 It is acknowledged that there was tree pruning onsite prior to lodgement of the Planning Application and the matter is with Council's Vegetation Department – Local Laws.

2.0 SITE PARTICULARS

Built form	Each parcel associated with the subject site currently accommodates a single storey brick dwelling with respective access from either the Nepean Highway service road or Thomas Court.
Size (m²)	The subject site is generally rectangular in shape, with an eastern frontage to the Service Road of Nepean Highway of approximately 25 metres and a western frontage to Thomas Court of approximately 21 metres. The total site area is approximately 2,175 square metres.
Topography	The land topography features a relatively significant slope, with a 4.5 metre level difference from the east boundary of the site to the west boundary of the site.
Fencing	No. 422 Nepean Highway is provided with a paling fence with vegetated front setback. No. 1 Thomas Court is provided with standard paling fence.
Vegetation	A number of canopy trees are scattered across the site and these are more accurately described in the arborist report submitted as part of the application documentation.
Easement(s)	An easement approximately 1.83 metres wide abuts the northern boundary 1 Thomas Court. The easement is for drainage and sewerage purposes.
Footpath assets / access	No. 422 Nepean Highway frontage is provided with a shared (No. 424 Nepean Highway) double crossover to the southern end of street frontage, power pole and two (2) street trees. No. 1 Thomas Court frontage is provided with vehicle access off Lister Lane . The site benefits from a dual frontage, with access from the Nepean Highway service road to the east and from Thomas Court to the west
Covenant(s) / Restrictions	There appears to be no restrictions listed on the Certificate of Title.

3.0 SURROUNDING ENVIRONS

3.1 The following map illustrates the subject site in its surrounding context.



Figure 1: Aerial photograph of the subject site and surrounds.

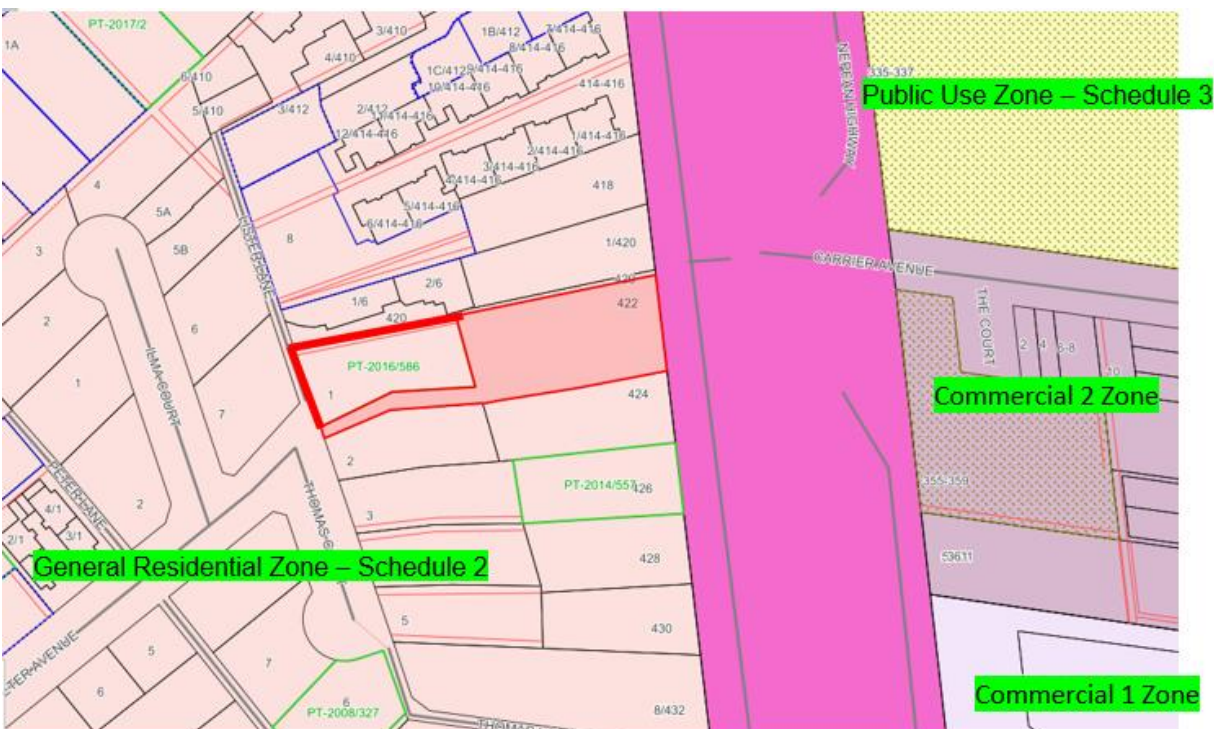


Figure 2: Zoning Map.

3.2 Land directly abutting the subject site and opposite is described as follows:

North East	No. 420 Nepean Highway is currently developed with a single storey brick building with associated outbuildings (sheds) located at the rear. It is also noted that the neighbouring dwelling includes a number of habitable room windows oriented towards the subject site.
North West	No. 6 Lister Lane is occupied by two detached dwellings, single storey at the front and double storey at the rear. The dwellings include habitable room windows oriented toward the subject site, however the dwellings are separated from the common boundary to the subject site by a common driveway.
South West	No. 2 Thomas Court is currently developed with a single storey brick dwelling which features secluded private open space to the side and rear of the dwelling. This dwelling also has a number of habitable room windows oriented towards the subject site.
South East	No. 424 Nepean Highway is currently vacant.

3.3 The subject site is located within an area of Parkdale that features predominantly residential development, however there is a large format commercial/retail development known as 'Parkdale Plaza' located on Nepean Highway opposite the subject site. Parkdale Plaza includes a mix of retailers dealing in convenience goods, sale of alcohol (bottle shop), bulky goods and clothes. The Parkdale Plaza also includes a gymnasium, TAB and Cash converters.

3.4 The surrounding residential built form is typified by single storey brick dwellings and unit developments constructed in the 1970's and 1980's. The large block sizes lend themselves to urban redevelopment and this has started to occur with multi-dwelling double-storey development beginning to replace the older housing stock. Roof forms are typically hipped or pitched and are constructed of tiles.

4.0 PROPOSAL

4.1 A summary of the proposal is provided in the table below.

Description	The development proposes to demolish the existing dwellings and develop the land with a 3 storey building containing eighteen (18) apartments and four (4), double storey townhouses.
Storeys	Three (3) storeys.
Maximum building height	The maximum building height proposed across the site is 11.53 metres.
Bedrooms (including study)	The development comprises: → 8 x 3 bedroom apartments; → 5 x 2 bedroom apartments; → 5 x 1 bedroom apartments; and

**City of Kingston
Planning Committee Meeting**

Agenda

22 May 2019

	→ 4 x 3 bedroom townhouses.																																																																																												
Car parking	A total of 38 car parking spaces (including 4 for visitors) are provided in a basement, with vehicle access via a ramp located adjacent with the southern boundary, providing access and egress from the Nepean Highway service road.																																																																																												
Front setback	The front setback of the proposal to the Nepean Highway varies between 7.0 metres and 9.06 metres due to the splay of the front boundary. The front setback to Thomas Court is proposed between 5.27 metres and 6.5 metres.																																																																																												
Private Open Space	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3">Private open space</th> </tr> </thead> <tbody> <tr><td>POS</td><td>1.01</td><td>19</td></tr> <tr><td>POS</td><td>1.02</td><td>14</td></tr> <tr><td>POS</td><td>1.03</td><td>14</td></tr> <tr><td>POS</td><td>1.04</td><td>18</td></tr> <tr><td>POS</td><td>1.05</td><td>9</td></tr> <tr><td>POS</td><td>1.06</td><td>9</td></tr> <tr><td>POS</td><td>1.07</td><td>15</td></tr> <tr><td>POS</td><td>2.01</td><td>79</td></tr> <tr><td>POS</td><td>2.02</td><td>37</td></tr> <tr><td>POS</td><td>2.03</td><td>48</td></tr> <tr><td>POS</td><td>2.04</td><td>30</td></tr> <tr><td>ROOF TERRACE</td><td>TH.01</td><td>26</td></tr> <tr><td>ROOF TERRACE</td><td>TH.02</td><td>27</td></tr> <tr><td colspan="2"></td><td style="border-top: 1px solid black;">16</td></tr> <tr><td colspan="2"></td><td style="border-top: 1px solid black;">345 m²</td></tr> <tr> <th colspan="3">Private open space On Grade</th> </tr> <tr><td>POS</td><td>G.01</td><td>113</td></tr> <tr><td>POS</td><td>G.02</td><td>29</td></tr> <tr><td>POS</td><td>G.03</td><td>51</td></tr> <tr><td>POS</td><td>G.04</td><td>101</td></tr> <tr><td>POS</td><td>G.05</td><td>85</td></tr> <tr><td>POS</td><td>G.06</td><td>25</td></tr> <tr><td>POS</td><td>G.07</td><td>23</td></tr> <tr><td>POS</td><td>TH.01</td><td>115</td></tr> <tr><td>POS</td><td>TH.02</td><td>47</td></tr> <tr><td>POS</td><td>TH.03</td><td>42</td></tr> <tr><td>POS</td><td>TH.04</td><td>68</td></tr> <tr><td colspan="2"></td><td style="border-top: 1px solid black;">14</td></tr> <tr><td colspan="2"></td><td style="border-top: 1px solid black;">699 m²</td></tr> </tbody> </table>			Private open space			POS	1.01	19	POS	1.02	14	POS	1.03	14	POS	1.04	18	POS	1.05	9	POS	1.06	9	POS	1.07	15	POS	2.01	79	POS	2.02	37	POS	2.03	48	POS	2.04	30	ROOF TERRACE	TH.01	26	ROOF TERRACE	TH.02	27			16			345 m²	Private open space On Grade			POS	G.01	113	POS	G.02	29	POS	G.03	51	POS	G.04	101	POS	G.05	85	POS	G.06	25	POS	G.07	23	POS	TH.01	115	POS	TH.02	47	POS	TH.03	42	POS	TH.04	68			14			699 m²
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POS	G.07	23																																																																																											
POS	TH.01	115																																																																																											
POS	TH.02	47																																																																																											
POS	TH.03	42																																																																																											
POS	TH.04	68																																																																																											
		14																																																																																											
		699 m²																																																																																											
Site Coverage	59%	Permeability	23%																																																																																										
Access	Existing crossover to be reinstated with a new crossover proposed towards the site's southern boundary to provide access to the basement car park.																																																																																												
Vegetation removal/retention	There is scattered vegetation, native and non native across the site. The proposed vegetation to be removed upon the subject site is addressed within Council's Vegetation Departments comments.																																																																																												
Building materials	Brick, render, timber, metal (refer to material and finishes schedule).																																																																																												
Front fence	A 1.7 metre metal palisade front fence is provided to the Nepean Highway frontage and a 2.0 metre high front fence of the same material and structure is proposed to Thomas Court.																																																																																												



Image 1: Looking at street frontage from Thomas Court, Parkdale.



Image 2: Looking at street frontage from Nepean Highway, Parkdale.

5.0 PLANNING PERMIT PROVISIONS

Zone

- 5.1 General Residential Zone (Schedule 2): Pursuant to Clause 32.08-4 of the Kingston Planning Scheme a planning permit is required to construct two (2) or more dwellings on a lot. A development must meet the requirements of Clause 55 of the Scheme. Schedule 2 to the General Residential Zone includes a variation to one (1) standard within Clause 55.

Overlay

- 5.2 Special Building Overlay: Pursuant to Clause 44.05 of the Kingston Planning Scheme, a planning permit is required to construct a building or construct and carry out works.

Particular Provisions

- 5.3 **Clause 52.02 Easements, Restrictions and Reserves** Forming part of this application is the proposed removal of the easement approximately 1.83 metres wide which abuts the northern boundary 1 Thomas Court. The easement is for drainage and sewerage purposes. A permit is required to removal an easement under Section 23 of the Subdivision Act 1988.

- 5.4 **Clause 52.06 - Car Parking** contains the following residential car parking rates:

1 space to each 1 or 2 bedroom dwelling

2 spaces to each 3 or more bedroom dwelling

1 visitor space for every 5 dwellings

This equates to a parking requirement of **38** spaces (including **4** visitor spaces) for the proposed development.

As the required number of car parking spaces is provided on the site, a planning permit is not required for a reduced car parking rate pursuant to Clause 52.06-3.

Clause 52.06 – 8 Design standards, includes vehicle movements, access, splays, garaging dimensions, tandem space dimensions have been reviewed and are considered compliant.

- 5.5 Land Adjacent to a Road Zone, Category 1 or Public Acquisition Overlay for a Category 1 Road: Pursuant to **Clause 52.29** of the Kingston Planning Scheme, a planning permit is required to construct or alter an access to a Road Zone Category 1.
- 5.6 Bicycle Facilities: Pursuant to **Clause 52.34** of the Kingston Planning Scheme a requirement of six (6) bicycle spaces are required and have been provided within with basement.
- 5.7 **Clause 55** - Two or More Dwellings on a Lot & Residential Buildings – (Refer to Appendix A for the Planning Officer's full assessment against this report).

General Provisions

- 5.8 The Decision Guidelines of **Clause 65.01** of the Kingston Planning Scheme are relevant to this application and require consideration to be given to a variety of matters including planning scheme policies, the purpose of the zone, orderly planning and the impact on amenity.

6.0 RELEVANT POLICIES

6.1 Planning Policy Framework (PPF)

- Clause 11 Settlement
- Clause 12 Environmental and Landscape Values
- Clause 13 Environmental Risks and Amenity
- Clause 15 Built Environment and Heritage
- Clause 16 Housing

6.2 Local Planning Policy Framework (LPP)

- Clause 21.05 Residential Land Use
- Clause 22.11 Residential Development Policy
- Clause 22.19 Public Open Space Contributions
- Clause 22.20 Stormwater Management

6.3 Other

6.4 Neighbourhood Character Area Guidelines (Incorporated Document under **Clause 21.05** – Residential Land Use of the LPPF). The land is located within Area No. 22 of the Neighbourhood Character Guidelines.

6.5 Design Contextual Housing Guidelines (April 2003 – reference document within **Clause 22.11** – Residential Development Policy). The Design Contextual Housing Guidelines offer a range of design techniques and suggestions to assist with residential design, which is responsive to local character.

7.0 ADVERTISING

7.1 The proposal was advertised by sending notices to adjoining and opposite property owners and occupiers and by maintaining a notice on site for fourteen (14) days. Nine (9) objections to the proposal were received. The grounds of objection raised are summarised as follows:

Overdevelopment;
Safety (pedestrians and traffic);
Neighbourhood character;
Street setbacks;
Vegetation removal;
Permeability;
Impact on existing infrastructure;
Traffic and car parking impact;

Increased traffic flow; Increased traffic flowing from 422 Nepean highway will place greater pressure on local, narrow, suburban streets and safe re-entry to the Nepean Highway from the service lane which is one way with access to 422 Nepean Highway only via the Nepean Highway and Como Parade East/White Street intersection. To travel to the south on the Nepean Highway vehicles must either enter the Nepean Highway from the service road travelling north toward the CBD and do a U-turn at Keith Street or turn left from the service road into Laburnum Street then left into Como Parade East before turning right onto the Nepean Highway at the traffic lights. Parking on the street to the south of 426 Nepean Highway is limited between 17:00 and 09:00 Monday to Friday and will only become more congested as a ten-townhouse development at 444 Nepean Highway Parkdale is almost ready for occupancy. Parking to the north of 418 Nepean Highway is also limited (424 is currently a vacant block and 422 and 420 Nepean Highway are currently unoccupied) from 17:00 to 09:00. In the 243-page planning application a car parking inventory was undertaken in winter in the middle of the day finding several un-occupied parking spaces around the proposed development site. However, this is not representative of when the majority of local residents will be home and as such the survey can be read as misleading. A car stacking system as provided in the plans is inappropriate as it is not convenient for day to day use. The application is not explicitly clear but it indicates that the service road entry from the Nepean Highway to the service lane would be extended so that traffic can enter the driveway directly from the Nepean Highway. We contend that this will create inherently dangerous traffic conditions to all road users with cars braking and attempting to enter a service lane less than 500 metres from a satisfactory entry point slowing a lane of traffic on a busy road at all times during the day, particularly during peak hours. In its current form this development could house 70 people putting enormous strain on local amenity including car parking and access to limited services. There are several medium density developments in the immediate vicinity that add to the

neighbourhood character without creating a negative visual bulk that will still enable a positive return on investment for the developers with minimal impact on the surrounding area.

Construction vehicles accessing Thomas Court;

The site is not within proximity to public transport; *“The closest public transport options for a metropolitan train is 1000 metres to the north west at Parkdale Railway Station or 1400 metres to the south at Mordialloc Railway Station to access the CBD or Frankston. Options to catch public transport to the east is severely limited. There is a bus stop 700m metres to the north for bus route 708 which runs between Hampton railway station to the north and Carrum railway station to the south and commuters wishing to travel to the east would need to catch a second bus at a major interchange such as Southland shopping centre. A second option to catch a bus is 1400 metres to the south at Mordialloc station. These distances were taken using Google maps and are consistent with the Sustainable design assessment within the planning application. Interestingly transport contributed 0% to the BESS score”.*

Overlooking;

Noise impact plant and equipment;

Noise generated from the build over the 30 month build;

Heritage value of existing buildings onsite;

The apartment building is four storeys

Non compliance with garden area

Non compliance with ESD requirements

Overshadowing; and

Bin collection.

8.0 PLANNING CONSULTATION MEETING

8.1 A planning consultation meeting was held on 14 February 2019 with the relevant Planning Officer, Ward Councillor(s), the Permit Applicant and objector in attendance. The above-mentioned issues were discussed at length.

8.2 The above concerns were unable to be resolved at the meeting, and the objections still stand.

9.0 SECTION 50/50A/57A– AMENDMENT TO PLANS

9.1 There were no formal amendments made by the permit applicant post the advertising period.

9.2 It is these plans that form the basis of this recommendation and are described at section 4 of this report.

10.0 REFERRALS

10.1 The application was referred as set out in the tables below.

Internal Referrals

Department / Area	Comments
Council's Vegetation Management Officer	<p>No objection raised, subject to conditions included on any permit issued.</p> <p><i>“The arboricultural report prepared by Arbor Survey identified 2 trees located on the subject site considered to have ‘moderate’ arboricultural value—a Metrosideros excelsa (Pohutukawa) and Olea europaea (Olive). All other trees on the subject site were assessed as having ‘low’ arboricultural value.</i></p> <p><i>The report also notes that of the larger trees located on the subject site, tree #1 (Grevilla robusta) and #12 (Liquidambar styraciflua) have recently been lopped. Council assessed these 2 trees on 4 November 2017 as part of a previous planning application to develop 1 Thomas Court (KP-2017/697) and at the time these trees were not lopped.</i></p> <p><i>These trees are considered ‘protected trees’ under the City of Kingston’s Community Local Law. Council records show no permit/s have been issued for the pruning/lopping of these trees. Council does not look favourably upon the lopping of protected trees. Council Officers are currently investigating a potential breach of the Community Local Law in relation to these trees.</i></p> <p><i>There are concerns from an objector regarding the removal of tree #13 (Eucalyptus ovata), particularly in relation to its habitat value. Council’s records show a Community Local Law permit (PT-2016/586) was issued for the removal of this tree (previously identified as a E. globulus), however the tree was never removed, and the permit has since expired. In its current condition Council supports the assessment by Arbor Survey that this tree is in fair health with poor structure and has low arboricultural value. Regarding the habitat value of this tree, the subject site is not in an area identified as of ‘habitat importance’.</i></p> <p><i>The proposal shows the retention of 1 tree located on the subject site—tree #6 the Metrosideros excelsa (Pohutukawa) located on the western boundary of 1 Thomas Court. The arboricultural report states:</i></p> <p><i>Tree 6 ‘...will incur an encroachment of 12% however the actual impact to this tree will be less as the ground floor of Townhouse 01 is to be cantilevered...’</i></p> <p><i>Council is satisfied this tree can be retained with the current proposal.</i></p> <p><i>Council supports the removal of all trees from the subject site, excepting tree #6 which is to be retained subject to protection measures.</i></p> <p><i>Proposed landscaping:</i></p> <p><i>The proposal is to construct townhouses in combination with apartment dwellings, as such the proposed landscaping has been</i></p>

	<p><i>assessed against Clause 55.03-8 (Landscaping objectives) and Clause 55.07-4 (Deep soil areas and canopy tree objectives).</i></p> <p><i>Under Clause 55.07-4 the proposal should provide deep soil areas across 10% of the site area (217.5m²), with such areas to have a minimum dimension of 6 metres. In addition, 1 large canopy tree, or 2 medium canopy trees should be provided for every 90m² of deep soil (2 large trees or 4 medium trees).</i></p> <p><i>The Deep Soil Area / Canopy Tree Plan (TP05) notes that 'where an existing canopy tree over 8 metres can be retained on a lot greater than 1000 square metres without damage during the construction period, the minimum deep soil requirement is 7% of the site area' and points to the retention of tree #6 (Pohutukawa) as satisfying this. Contrary to the arborist report, tree #6 is not 8 metres in height and as such the deep soil area requirement should remain at 10% of the site area. Overall, the proposal has provided deep soil area across 26% of the site, however none of this area meets the minimum dimension of 6 metres.</i></p> <p><i>The proposal shows the planting of 4 large trees (Banksia integrifolia) across the site which exceeds the requirement of the standard (2 large or 4 medium). The deep soil areas for each of these trees is appropriately sized allowing adequate soil volume for these trees to mature to their desired size.</i></p> <p><i>In addition to canopy trees the proposal shows the planting of Syzygium spp. along the northern and southern boundaries underplanted with shrubs and grasses, and planter boxes planted with trailing Juniper on the apartment balconies facing the Nepean Highway. To the south of the driveway the proposal shows the planting of 4 x Agonis flexuosa (Willow Myrtle). This species is likely to outgrow this planting scenario and should be substituted with Banksia marginata (Silver Banksia).</i></p> <p><i>Overall Council is supportive of the proposed landscaping. If well maintained, the landscaping will provide a safe, attractive and functional environment for residents (including those of neighbouring properties).</i></p> <p><i>Council supports the proposed landscape plans subject to minor changes".</i></p>
Council's Development Engineer	No objection raised, subject to conditions included on any permit issued.
Roads and Drains	No objection raised, subject to conditions included on any permit issued.
Traffic Engineer	No objection raised, subject to conditions included on any permit issued.
Urban Design	Full support with no conditions.

ESD Officer	No objection raised, subject to conditions included on any permit issued.

External Referrals

Department	Section 52/55	Determining / Recommending	Objection	Comments
Melbourne Water	55	Determining	Support	Subject to conditions included verbatim within the recommendation
VicRoads	55	Determining	Support	Support with no conditions.
South East Water	55	Determining	Support	Subject to conditions included verbatim within the recommendation

11.0 PLANNING CONSIDERATIONS:

Planning Policy Framework

- 11.1 The Planning Policy Framework sets out the relevant state-wide policies for residential development at **Clause 11** (Settlement), **Clause 15** (Built Environment and Heritage) and **Clause 16** (Housing). Essentially, the provisions within these clauses seek to achieve the fundamental objectives and policy outcomes sought by ‘Plan Melbourne 2017-2050: Metropolitan Planning Strategy’ (Department of Environment, Land, Water and Planning, 2017).
- 11.2 Plan Melbourne’s vision for the city is guided by nine principles, principle 5 is Living Locally – 20 Minute Neighbourhoods: *“Creating accessible, safe and attractive local areas where people can access most of their everyday needs within a 20-minute walk, cycle or local public transport trip, will make Melbourne healthier and more inclusive. Due to the specialised and diverse nature of work, many people will still need to travel outside of this 20-minute neighbourhood for their jobs”*. The subject site is located to all required services within a 20 minute walk, especially public transport, train stations. Parkdale Train Station is located approximately 10 minutes walking distance from the subject site
- 11.3 The settlement policies at **Clause 11** seek to promote sustainable growth and development and deliver choice and opportunity through a network of settlements. Of particular relevance to housing, **Clause 11** promotes housing diversity and urban consolidation objectives in the established urban realm. **Clause 11.02-1S** (Supply of urban land) states that Planning Authorities should plan to accommodate projected population growth over at least a 15 year period, taking account of opportunities for redevelopment and intensification of existing urban areas as well consideration being had for environmental aspects, sustainable development and the costs associated with providing infrastructure. This clause states:

Planning for urban growth should consider:

- *Opportunities for the consolidation, redevelopment and intensification of existing urban areas.*

- *Neighbourhood character and landscape considerations.*
- *The limits of land capability and natural hazards and environmental quality.*
- *Service limitations and the costs of providing infrastructure.*

- 11.4 **Clause 11.01-1R1** (Settlement – Metropolitan Melbourne) and **Clause 11.03-1S** (Activity centres) places particular emphasis on providing increased densities of housing in and around activity centres or sites that have good access to a range of services, facilities and transport options.
- 11.5 **Clause 11.02** (Managing Growth) main directive is to ensure a sufficient supply of land is made available for a variety of purposes, including residential. To achieve this, it takes into account sufficient land availability to meet forecasted demand. **Clause 11.03-1S** places particular emphasis on providing a diversity of housing, including forms of higher density housing, in defined activity centres to cater for different households that are close to jobs and services.
- 11.6 **Clause 13** (Environmental Risks and Amenity) aims to ensure that planning adopts a best practice environmental management and risk management approach which aims to avoid or minimise environmental degradation and hazards. Further, planning should identify and manage the potential for the environment, and environmental changes, to impact upon the economic, environmental or social well-being of society.
- 11.7 **Clause 15** (Built Environment and Heritage) aims to ensure all new land use and development appropriately responds to its landscape, valued built form and cultural context, and protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value.
- 11.8 Policies pertaining to urban design, built form and heritage outcomes are found at Clause 15 of the Planning Policy Framework. Of particular significance, **Clause 15.01-1S** (Urban design) and **Clause 15.01-1R** (Urban Design – Metropolitan Melbourne) encourages development to achieve high quality architectural and urban design outcomes that contribute positively to neighbourhood character, minimises detrimental amenity impacts and achieves safety for future residents, and the community, through good design. The provisions of **Clause 15.02** (Sustainable Development) promotes energy and resource efficiency through improved building design, urban consolidation and promotion of sustainable transport.
- 11.9 **Clause 15.03-2S (Aboriginal Cultural Heritage)** seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance.
- 11.10 The Subject Land **is not** identified in an area of Aboriginal Cultural Heritage Sensitivity.
- 11.11 Housing objectives are further advanced at **Clause 16**. This Clause aims to encourage increased diversity in housing to meet the needs of the community through different life stages and respond to market demand for housing. In much the same vein as **Clause 11**, this Clause advances notions of consolidation of existing urban areas, particularly in and around activity centres and employment corridors that are well served by all infrastructure and services.
- 11.12 The policies contained within **Clause 16.01-3S** (Housing diversity) encourage the provision of range of housing types to meet the increasingly diverse needs of the community. Emphasis is placed on development of well-designed medium density housing with respect to neighbourhood character. Further, this Clause aims to make better use of the existing infrastructure and provide more energy efficient housing. **Clause 16.01-4S** (Housing affordability) raises the objective of delivering more affordable housing closer to jobs, transport and services.

11.13 It is submitted that the proposed development satisfies the aforementioned State strategies and policy direction. Specifically, the subject site is located on land earmarked for residential purposes, whereby residential development is an 'as of right' use under the zoning provisions. Subject to appropriate conditions on any permit issued, the development itself achieves an acceptable design outcome for the site and its immediate abuttals, whilst enjoying convenient and direct access to community facilities and the like, including public transport nodes.

Local Planning Policy Framework

11.14 The City of Kingston's MSS at **Clause 21.05 - Residential Land Use** of the Kingston Planning Scheme, seeks to provide guidance to development in residential zoned land, mixed use zoned lands and land within activity centres. The Residential Land Use Framework Plan illustrates the range of housing outcomes sought across the City of Kingston.

11.15 Relevant objectives and strategies in **Clause 21.05-3: Residential Land Use** include:

- To provide a range of housing types across the municipality to increase housing diversity and cater for the changing housing needs of current and future populations, taking account of the capacity of local areas in Kingston to accommodate different types and rates of housing change. This is to be achieved through encouraging residential development within activity centres via mixed-use development, and on transitional sites at the periphery of activity centres.
- To ensure new residential development respects neighbourhood character and is site responsive, and that medium density dwellings are of the highest design quality. This is to be achieved through promoting new residential development, which is of a high standard, responds to the local context and positively contributes to the character and identity of the local neighbourhood.
- To promote more environmentally sustainable forms of residential development. To be achieved through promoting medium density housing development in close proximity to public transport facilities, particularly train stations.
- To manage the interface between residential development and adjoining or nearby sensitive/strategic land uses.
- To ensure residential development does not exceed known physical infrastructure capacities.
- To recognise and response to special housing needs within the community.

11.16 Council's Local Planning Policy at **Clause 21.05** essentially reinforces State Planning Policy relevant to housing, stressing the need to encourage urban consolidation in appropriate locations and to accommodate projected population increases.

11.17 **Clause 22.11 - Residential Development Policy** extends upon the provision contained at **Clause 21.05 - Residential Land Use**, relating to increased housing diversity areas, incremental housing change areas, minimal housing change areas, residential renewal areas and neighbourhood character. It provides design guidance on how new residential development should achieve architectural and urban design outcomes that positively respond to neighbourhood character.

11.18 Relevant objectives in **Clause 22.11-2 Residential Development Policy** include:

- To promote a managed approach to housing change, taking account of the differential capacity of local areas in Kingston to accommodate increased housing diversity,

incremental housing change, residential renewal or minimal housing change, as identified within the MSS.

- To encourage new residential development to achieve architectural and urban design outcomes that positively respond to neighbourhood character having particular regard to that identified in the Kingston Neighbourhood Character Guidelines – August 2007.
- To promote on-site car parking which is adequate to meet the anticipated needs of future residents.
- To ensure that landscaping and trees remain a major element in the appearance and character of the municipality’s residential environments.
- To limit the amount and impact of increased stormwater runoff on local drainage systems.
- To ensure that the siting and design of new residential development takes account of interfaces with sensitive and strategic land uses.

11.19 **Clause 22.19 (Public Open Space Contributions)** forms the prevailing policy that guides Council to apply a land or cash public open space contribution, which is applicable to all subdivision applications. This policy identifies the important role that contributions play in funding new open space areas and facilitating capital improvements to existing public open space to meet the needs of the future population growth in Kingston.

Map 1 Kingston Open Space Strategy 2012, Sub-precincts

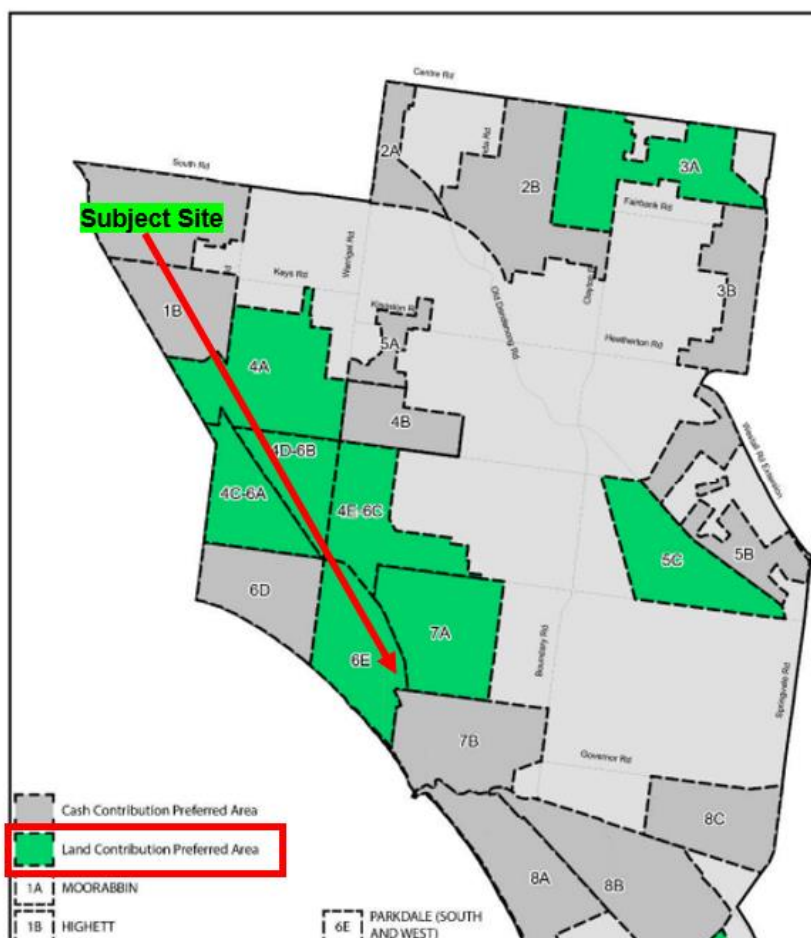


Image 3: Marked map 1; Kingston Open Space Strategy 2012, Sub-precincts.

- 11.20 Whilst the application at hand does not propose to subdivide the land, it is imperative to identify at this stage of the process whether a public open space contribution requirement is likely to be applied should the site be subdivided at a later date and, if so, whether the land is located in a 'cash' or 'land' preferred area. If in a land preferred area, the proposed design and layout must be considered as it will ultimately shape the subdivision configuration and whether any land is set aside for public open space purposes.
- 11.21 As two (2) dwellings are proposed, any future subdivision is likely to result in two (2) allotments. An application to subdivide land into two (2) lots where Council considers it unlikely that each lot will be further subdivided is exempt from a public open space contribution, pursuant to **clause 52.01** – Public Open Space Contribution and Subdivision. As such, there is no need to consider this matter further.
- 11.22 The subject site is located in area 6e Parkdale (South and West), which is a Land Contribution Preferred Area on Map 1 of this clause.
- Whilst the subject site is located in an area where the preferred approach would be to require a 'land' contribution over 'cash', this is not deemed a viable or appropriate option as the subject site is one of a 'standard' sized allotment. The ability to set land aside for public open space purposes generally results from larger/consolidated parcels of land, large opportunistic/strategic sites, land that adjoins existing open space areas or the like. Based on the application before Council, it is not feasible to achieve a 'land' contribution in this instance. It is therefore recommended that a 'cash' contribution be considered in lieu of land at the subdivision stage.
- 11.23 **Clause 22.20 – Stormwater Management** is applicable to the consideration of medium and large scale developments as specified within Table 1 of the policy. This clause seeks to improve the quality and reduce the impact of stormwater run-off, incorporate the use of WSUD principles in development and to ensure that developments are designed to meet best practice performance objectives.
- 11.24 It is considered that the proposed development generally complies and satisfies the Planning Policy Framework guidelines which aim to encourage well-designed medium density housing in appropriate locations. This is discussed in the Clause 55 assessment, later within this report.
- 11.25 **Clause 22.21 Environmentally Sustainable Development (ESD)** policy applies to the consideration of residential development of 3 or more dwellings (refer to Table 1 – ESD Application requirements). As required, the application for planning permit was accompanied by a Sustainable Design Assessment (BESS/STORM). This ESD assessment meets the decision guidelines at Clause 22.20-5.

Further, the ESD assessment was referred to Council's ESD officer who has advised the application is worth of support subject to conditions.

It is considered that the commitments expressed in the SDA report coupled with the proposed development plans and dwelling layouts, the proposal is considered to achieve an appropriate best practice ESD standard, meeting the objectives of this policy.

Zoning Provisions

11.26 Pursuant to **Clause 32.08-4**, a lot must provide for the minimum garden area as set out in the following table:

Lot Size	Minimum percentage of a lot set aside as garden area
Above 650 m2	35%

11.27 It is considered that the proposal in its current format complies with the mandatory garden area requirement. A minimum of 35% of garden area has been provided for each proposed

11.28 Overlay Provisions

11.29 The subject site is located within a Special Building Overlay at Clause 45.05.

11.30 The purpose of this Overlay is to

*To implement the Municipal Planning Strategy and the Planning Policy Framework.
To identify land in urban areas liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority.
To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.
To protect water quality in accordance with the provisions of relevant State Environment Protection Policies, particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).*

11.31 The proposal complies with the Overlay's relevant Decision Guidelines and is deemed appropriate Melbourne Water have provided written consent for the proposed works.

Particular Provisions

Clause 52.06 Car Parking

11.32 The below car parking ratios apply for this proposal:

Use	No / Size	Statutory Requirement (Column A)	No of Spaces Required
Dwellings	10	1 car space to each 1 & 2-bed dwelling for tenants	10 spaces
	12	2 car spaces to each 3 or more-bed dwelling for tenants	24 spaces
	22	1 car space to every 5 dwellings for visitors	4 spaces
Total			38 spaces

Please note the application provides 38 car spaces within the basement car park. No car parking reduction is sought with this application.

Council's Traffic Engineer provides the following findings:

- Dimensions of the parking layout(s) has been assessed in the Traffix report and it is agreed that they meet planning scheme requirements.
- The proposed carstacker meet the planning scheme requirements.
- Prospective residents of this development are unlikely to be granted resident parking permits in the future, in line with Council's Parking Management Policy adopted on 26 April 2016
- One-way traffic management proposed on the amended plans are now considered acceptable and include.
- The ramp grades and headroom clearance have been demonstrated as acceptable on the longitudinal section of the access ramp.
- Provision of separation between adjacent vehicle crossings has been provided
 - A security gate with intercom system
 - Convex traffic mirrors
- Swept paths for refuse collection and passenger vehicles have been demonstrated by Traffix Group.
- Traffic generation is not considered an issue for this development and has been addressed in the Traffix report.

12.0 CLAUSE 55 (RESCODE ASSESSMENT)

- 12.1 The proposal has been assessed against the objectives and standards of **Clause 55** (*ResCode*) of the Kingston Planning Scheme (refer to Appendix A). **Clause 55** requires that a development **must** meet all of the objectives, and all of the standards of this clause **should** be met. Variations to the standards are able to be considered where it is determined that the overall objective is met.
- 12.2 The table found at Appendix A provides a detailed discussion, where relevant, for any standards where concessions are sought. Overall, it is noted that the application achieves a high level of compliance with the *ResCode*.

13.0 RESPONSE TO GROUNDS OF OBJECTIONS

- 13.1 The objector concerns have largely been addressed in the body of this report.
- 13.2 The following objector concerns, however, remain outstanding:

Ground(s)	Response
Property devaluation	Pursuant to the <i>Planning and Environment Act 1987</i> and Kingston Planning Scheme, this concern falls outside of the scope of planning considerations.
Car Parking restrictions	Car parking restrictions within Nepean Highway, Thomas Court and surrounding is to be raised with Council Traffic Department who enforce parking restrictions, it is not a consideration of this planning application.
Heritage quality of existing buildings onsite	No buildings are of heritage significance upon the subject site from Council's Strategic Planning's investigation. The following comments are provided <i>" Consultants firm Bryce Raworth, who also undertook the City of Kingston Heritage Study Stage 1 and 2, was engaged to undertake this review. Based on his research into the history of the site and site</i>

	<p><i>inspection, the heritage consultant has found that there is not a basis for the dwelling to be listed in a heritage overlay. The Heritage consultant identified that the house presents as a largely intact suburban interwar bungalow but noted that it is not particularly distinctive or unusual in a municipal context”.</i></p>
<p>Noise generated from subject site during construction and plant onsite</p>	<p>The following permit conditions will form the permit to control noise levels generated from the subject site: Acoustic Treatments</p> <p>Concurrent with the endorsement of plans required under Condition 1 of this permit, an Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Report must be prepared by a suitably qualified acoustic engineer to the satisfaction of the Responsible Authority and show how the requirements of State Environment Protection Policy N-1 and relevant Australian Standards will be met. The report must, to the satisfaction of the Responsible Authority, prescribe:</p> <ol style="list-style-type: none"> a. The form of acoustic treatment to dwellings to protect occupants from external noise sources; and b. the mechanical plant equipment installed or constructed as part of the development; and <p>The plans submitted to the Responsible Authority for endorsement pursuant to this condition must be updated to incorporate the acoustic engineer's recommendations to the satisfaction of the Responsible Authority and where there are recommendations of an ongoing nature, must be implemented to the satisfaction of the Responsible Authority.</p>
<p>Construction management Plan</p>	<p>The Construction Management Plan is to include a restriction on the access from Thomas Court and parking on Thomas Court for the construction of the apartment building. Should Temporary access from Thomas Court be required for construction of the apartment building, affected residents must be consulted and written consent is required from the Responsible Authority. The construction of the townhouses fronting Thomas Court and access from Thomas Court is to be detailed within the CMP to the satisfaction of the Responsible Authority. It is acknowledged that full closure / restrictions of Thomas Court for the construction of the townhouses is not possible due to the construction of the apartments and townhouses at one time. Council’s Construction Management Officer will assess and deem what is acceptable in terms of access from Thomas Court during the building process.</p>

14.0 CONCLUSION:

- 14.1 On balance, the proposal is considered to substantially comply with the relevant planning policy and therefore should be supported.
- 14.2 As outlined above, it has been determined that prior to deciding on this application all factors pursuant to section 60(1) of the Act have been considered. Further to this, the proposal does not give rise to any significant social and economic effects.

- 14.3 The proposed development is considered appropriate for the Site, subject to conditions, as evidenced by:
- The compatibility of the design and siting with the surrounding area
 - The mitigation of off-site amenity impacts
 - A suitable level of compliance with all relevant policies, including **Clause 55** of the Kingston Planning Scheme.

15.0 RECOMMENDATION

15.1 That the VCAT be advised that in the event that the Planning Committee was to determine the application it would have issued a Notice of Decision to Grant a Permit to develop the land for twenty-two (22) dwellings, removal of an easement and alter access to a road in a Road zone category 1 at 422 Nepean Highway & 1 Thomas Court, Parkdale

1. Before the development starts amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be substantially in accordance with the plans date 28 August 2018, but modified to show:
- a. the provision of a longitudinal section of the basement ramp showing gradients, levels, distances, with headroom clearances complying with AS2890.1:2004 and the flood proof apex;
 - b. the provision of the required 150mm high flood proof apex above the existing kerb and channel along the entire Nepean Highway frontage and must also satisfy Melbourne Water's requirement regarding the apex;
 - c. the surface material of all driveways / accessways and car parking spaces nominated in all-weather coloured concrete sealcoat, or similar;
 - d. the location of all externally-located heating and cooling units, exhaust fans and the like, clearly shown;
 - e. the provision of a full colour palette, finishes and building materials schedule for all external elevations and driveways of the development;
 - f. all requirements of Melbourne Water, in accordance with Conditions 14-23 of this permit;
 - g. the provision of landscape plans substantially in accordance with the submitted Landscape Plans (TP01-04 & TP07) prepared by Jack Merlo (28/08/2018, Rev. C), with such plans to be prepared by a suitably qualified landscape professional to the satisfaction of the Responsible Authority and amended to show:
 - i. The substitution of the *Agonis flexuosa* (Willow Myrtle) with *Banksia marginata* (Silver Banksia);
 - ii. Notes regarding site preparation, including the removal of all weeds, proposed mulch, soil specifications, subsoil preparation, planter box dimensions and any specific maintenance requirements including automated irrigation systems;
 - iii. A notation to refer to the endorsed Tree Management Plan and Tree Protection Plan for tree protection details for street trees and trees to be retained;
 - h. the location of tree protection measures illustrated to scale and labelled on the Ground Floor Plan as per the endorsed Tree Management Plan;
 - i. all relevant commitments identified within the Sustainable Design Assessment/Sustainable Management Plan, required under condition 26 of this permit, shown on plans;
 - j. uniformity with the commitments and any changes identified within the Waste Management Plan, required under condition 24 of this permit, shown on the plans;

- k. uniformity with the commitments and any changes identified within the Acoustic Report, required under condition 27 of this permit, shown on the plans; and
- l. vehicle crossings must be constructed at a 90 degree alignment with the kerb on Nepean Highway and all internal driveways must align with the existing / proposed vehicle crossing; and
- m. the provision of a Construction Management Plan required under condition 28 of this permit; shown on plans.

Endorsed Plans

- 2. The development as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.
- 3. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority, including that any dead, diseased or damaged plants are to be replaced

Trees to be retained

- 4. The retention of the *Metrosideros excelsa* (Pohutukawa) located on the western boundary of No. 1 Thomas Court.

Tree Management Plan

- 5. Concurrent with the endorsement of plans, a Tree Management Plan prepared by a suitably qualified arborist in accordance with AS4970-2009, must be submitted to and be endorsed by the Responsible Authority and incorporating:
 - a) A Tree Management Plan (written report) must provide details of:
 - i) Any non-destructive root investigation undertaken to determine the location and distribution of roots of trees nominated on the Tree Protection Plan.
 - ii) Proposed footings and construction methods for any buildings or structures within the Tree Protection Zone nominated on the Tree Protection Plan.
 - iii) How excavation impacts, including soil level changes, on trees to be retained will be managed.
 - iv) How the canopy of trees nominated on the Tree Protection Plan will be protected.
 - v) Any other measures required to demonstrate the successful ongoing retention and viability post-construction of any trees nominated on the Tree Protection Plan.
 - b) A Tree Protection Plan (scale drawing) must provide details of:
 - i) The Tree Protection Zone and Structural Root Zone, calculated in accordance with AS4970-2009, for all trees to be retained on the site and for all trees on neighbouring properties where the Tree Protection Zone falls partially within the subject site.
 - ii) Tree protection fencing, or ground protection where required, provided in accordance with AS4970-2009.
 - iii) Stages of development at which inspections are required to ensure tree protection measures are adhered to must be specified.

- iv) Appropriate signage on any tree protection fencing prohibiting access, excavation, changes in soil levels, or any storage within the Tree Protection Zone in accordance with AS4970-2009 unless with the prior written consent and under the direct supervision of the consulting arborist.
- v) Maintenance of the area(s) within the Tree Protection Zone in accordance with AS4970-2009.
- vi) Any pruning to be undertaken being in accordance with AS4373-2007.
- vii) A notation to refer to the Tree Management Plan.

- 6. All protection measures identified in the Tree Management Plan must be implemented, and development works undertaken on the land must be undertaken in accordance with the Tree Management Plan, to the satisfaction of the Responsible Authority.
- 7. Prior to the commencement of works, the name and contact details of the project arborist responsible for implementing the Tree Management Plan must be submitted to the Responsible Authority.

Street trees condition

- 8. Tree Protection Fencing is to be established around the street trees located in the Nepean Highway service road nature strip, prior to demolition and maintained until all works on site are complete.
 - a. The fencing is to be a 1.8-metre-high temporary fence constructed using steel or timber posts fixed in the ground or to a concrete pad, with the fence's side panels to be constructed of cyclone mesh wire or similar strong metal mesh or netting
 - b. The fencing is to encompass the entire nature strip with each end 3 metres from the base of the tree.

Drainage and Water Sensitive Urban Design

- 9. Unless with prior written consent of the Responsible Authority, before the development commences the following Integrated Stormwater Management (drainage) documents must be prepared, by a suitably qualified person, to the satisfaction of the Responsible Authority:
 - a. Stormwater Management (drainage) Plan(s) must be prepared, with supporting computations, showing the stormwater (drainage) works to the nominated point of discharge. The plan(s) must show all details of the proposed stormwater works including all existing and proposed features that may have an impact on the stormwater (drainage) works, including landscaping details.
 - b. Prior to submitting detailed plans, a comprehensive stormwater management (drainage) strategy for the site must be prepared that addresses the requirements specified within Council's "Civil Design requirements for Developers – Part A: Integrated Stormwater Management".
 - c. The stormwater management (drainage) strategy must include a report with MUSIC modelling results demonstrating water sensitive urban design treatments that achieve Victorian best practice objectives. These may include the use of an infiltration or bio-retention system, rainwater tanks connected for reuse, or other treatments to the satisfaction of the Responsible Authority.
 - d. The water sensitive urban design treatments as per conditions 9a, 9b, & 9c above must be implemented on-site, unless an alternative agreement for stormwater quality in-lieu contribution is reached with the Responsible Authority.

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10. Stormwater (drainage) works must be implemented in accordance with the approved stormwater management (drainage) plan and to the satisfaction of the Responsible Authority including the following:
 - a. All stormwater (drainage) works must be provided onsite so as to prevent overflows onto adjacent properties.
 - b. The implementation of stormwater (drainage) detention system which restricts stormwater discharge to the maximum allowable flowrate of 19.7L/s.
 - c. All stormwater (drainage) works must be maintained to the satisfaction of the Responsible authority.
11. A flood proof apex (ridge level) protecting the property from any overland flows must be provided. This apex is to be a minimum of 150mm above the existing kerb and channel invert level along the entire Nepean Highway frontage of the site. This apex is to continue through any driveways or pathways that may cross it. The apex is to be a permanent structure (eg. rise in concrete driveway/pathway, sleeper retaining wall, solid brick fence/wall). Low mounded soil on its own is unlikely to be acceptable due to the likelihood of future disturbance. **The apex must also satisfy Melbourne Water's requirement.**
12. A groundwater assessment report (GAR) must be prepared by a qualified hydro-geologist to assess any possible impacts the proposed development has on the ground water table, surrounding land and buildings to the satisfaction of Responsible Authority. Should the findings of the submitted GAR demonstrate that the site is likely to experience issues associated with ground water management, a ground water management plan (GMP) must be submitted to and approved by the responsible authority.
13. The basement structure must be designed to respond to the findings of the GAR and GMP required under condition 5 and constructed to the satisfaction of the responsible authority.

Melbourne Water

14. The dwellings must be constructed with finished floor levels set no lower than 10.12 metres to Australian Height Datum (AHD), which is 300mm above the applicable flood level of 9.82 metres to AHD.
15. The apex to the basement and associated bunding must be constructed with finished floor levels set no lower than 10.12 metres to AHD, which is 300mm above the applicable flood level of 9.82 metres to AHD.
16. Any openings, doors and windows to the basement must be set no lower than 10.12 metres to AHD, which is 300mm above the applicable flood level of 9.82 metres to AHD.
17. Prior to the issue of an Occupancy Permit, a certified survey plan, showing finished floor levels of the dwellings and apex to the basement (as constructed) reduced to the Australian Height Datum, must be submitted to Melbourne Water to demonstrate that the floor levels have been constructed in accordance with Melbourne Water's requirements.
18. The development must be setback a minimum of 5.2 metres from the western boundary of the property. This setback must be maintained at natural surface level and no fill or retaining walls would be permitted in this area to allow for the conveyance of overland flow.
19. Imported fill within the flood extent must be kept to a minimum on the property and only be used for the sub floor areas of the dwellings and driveway ramp.

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20. The open space areas within the flood extent on the property must be maintained at natural surface levels and no fill or retaining walls are to be used in the development of this land.
21. Any decking within the 5.2 metre setback must be constructed with unenclosed foundations and steps contain no vertical risers, to allow for the passage of overland flows.
22. Any new internal fence within the 5.2 metre setback must be of an open style of construction (minimum 50% open) to allow for the passage of overland flows.
23. Any new boundary fencing within the flood extent must be of an open style of construction (minimum 50% open) or timber paling to allow for the passage of overland flows.

Waste Management Plan

24. Concurrent with the endorsement of plans, a Waste Management Plan (WMP) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Plan will be endorsed and will then form part of the permit. The plan must include, but is not limited to, the following:
 - a. The manner in which waste will be stored and collected including: type, size and number of containers.
 - b. Spatial provision for on-site storage.
 - c. Details whether waste collection is to be performed by Council's services or privately contracted.
 - d. The size of the collection vehicle and the frequency, time and point of collection.
25. The WMP must be implemented to the satisfaction of the Responsible Authority. The WMP must not be modified unless without the written consent of the Responsible Authority.

Sustainable Design Assessment

26. Prior to the endorsement of the plans required pursuant to Condition 1 of this permit, the provision of a Sustainable Design Assessment (SDA) to be prepared by a suitably qualified professional must be submitted to and approved by the Responsible Authority. The SDA must include, but is not limited to, detailing initiatives for stormwater harvesting, insulation, building materials, daylighting, collective rainwater tanks and/or individual rainwater tanks, public and private landscape irrigation and car washing, energy efficient concepts, glazing and internal ventilation and the like.

Acoustic Treatments

27. Concurrent with the endorsement of plans required under Condition 1 of this permit, an Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The Report must be prepared by a suitably qualified acoustic engineer to the satisfaction of the Responsible Authority and show how the requirements of State Environment Protection Policy N-1 and relevant Australian Standards will be met. The report must, to the satisfaction of the Responsible Authority, prescribe:
 - c. The form of acoustic treatment to dwellings to protect occupants from external noise sources; and
 - d. the mechanical plant equipment installed or constructed as part of the development; andThe plans submitted to the Responsible Authority for endorsement pursuant to this condition must be updated to incorporate the acoustic engineer's recommendations to the satisfaction of the Responsible Authority and where there are recommendations of an ongoing nature, must be implemented to the satisfaction of the Responsible Authority.

Construction Management

28. Prior to the commencement of any buildings and works on the land (including demolition), a Construction Management Plan (CMP), to the satisfaction of the Responsible Authority, must be submitted to and approved by the Responsible Authority. The CMP must be prepared in accordance with the City of Kingston Construction Management Policy and Construction Management Guidelines. The CMP must specify and deal with, but is not limited to, the following elements:
- a. Public Safety, Amenity and Site Security
 - b. Traffic Management
 - c. Stakeholder Management
 - d. Operating Hours, Noise and Vibration Controls
 - e. Air Quality and Dust Management
 - f. Stormwater and Sediment Control
 - g. Waste and Materials Re-use

When approved, the plan will be endorsed and will then form part of the permit and shall thereafter be complied with during the undertaking of all works.

The Construction Management Plan is to include a restriction on the access from Thomas Court and parking on Thomas Court for the construction of the apartment building. Should Temporary access from Thomas Court be required for construction of the apartment building, affected residents must be consulted and written consent is required from the Responsible Authority. The construction of the townhouses fronting Thomas Court and access from Thomas Court is to be detailed within the CMP to the satisfaction of the Responsible Authority.

Infrastructure and Road Works

29. Any relocation of pits/power poles or other services affected by this development must be relocated to the satisfaction of the relevant servicing authority and the Responsible Authority, at the cost of the owner/developer.
30. Property boundary and footpath levels must not be altered without the prior written consent from the Responsible Authority.
31. Any reinstatements and vehicle crossings are to be constructed to the satisfaction of the Responsible Authority.
32. The replacement of all footpaths, including offsets, must be constructed to the satisfaction of the Responsible Authority.
33. Any redundant vehicle crossings must be removed (including redundant portions of vehicle crossings) to the satisfaction of the Responsible Authority.

General amenity conditions

34. All works on or facing the boundaries of adjoining properties must be finished and surface cleaned to a standard that is well presented to neighbouring properties in a manner to the satisfaction of the Responsible Authority.
35. All externally-located heating and cooling units, exhaust fans and the like must not be located adjacent to bedroom windows on adjoining properties and must not be located where they will be highly visible from any public area to the satisfaction of the Responsible Authority.

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36. All piping, ducting above the ground floor storey of the development (other than rainwater, guttering and downpipes) must be concealed to the satisfaction of the Responsible Authority.

Completion of Works

37. Prior to the occupation of the dwellings hereby permitted, all buildings and works and the conditions of this permit must be complied with to the satisfaction of the Responsible Authority, unless with the further prior written consent of the Responsible Authority.
38. Prior to the occupation of the dwellings hereby permitted, the landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority. Thereafter, the landscaping shall be maintained (except where that landscaping is on public land) to the satisfaction of the Responsible Authority.

Time Limits

39. In accordance with section 68 of the *Planning and Environment Act 1987* (the Act), this permit will expire if one of the following circumstances applies:
- The development is not started within two (2) years from the date of permit issue.
 - The development is not completed within four (4) years from the date of permit issue.
- In accordance with section 69 of the Act, the responsible authority may extend the periods referred to if a request is made in writing:
- before the permit expires; or
 - within six (6) months after the permit expiry date, where the development allowed by the permit has not yet started; or
 - within twelve (12) months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires.

Note: Environment Protection Authority (EPA) Victoria set out the requirements pertaining to site construction hours and permissible noise levels.

Note: Any buildings and works (including eaves) to be located within an easement requires separate consent from Council and/or the relevant service authority. This will need to be obtained prior to the issue of a building permit.

Note: Prior to the commencement of the development you are required to obtain the necessary Building Permit.

Note: The applicant/owner must provide a copy of this planning permit to any appointed Building Surveyor. It is the responsibility of the applicant/owner and Building Surveyor to ensure that all building development works approved by any building permit is consistent with the planning permit.

Note: The applicant/owner must provide a copy of this planning permit and any endorsed plans to any external contractor to ensure that all trees to be retained on site are protected during any works.

Note: Before removing / pruning any vegetation from the site, the applicant or any contractor engaged to remove any vegetation, should consult Council's Vegetation Management Officer to verify if a Local Laws Permits is required for the removal of such vegetation.

Note: Any landscape plan prepared in accordance with conditions must comply with Council's Landscape Checklist.

Note: If further information is required in relation to Melbourne Water's permit conditions shown above, please contact Melbourne Water on telephone 9679 7517, quoting Melbourne Water's reference MWA-1074872.

Note: The allocation of street numbering and addressing of properties is vested in Council. Any reference to addressing or dwelling/unit/apartment and street numbers or street names on any endorsed plan is indicative only. The onus is on the Permit Applicant/Land Owner to contact Council's Property Data Department to determine the official dwelling/unit/apartment street numbers, street name details and the like for the approved development.

If the Permit Applicant/Land Owner adopts the street numbering or addressing from the endorsed plans, or where advertising and/or sales transact (off the plan) prior to Council's official allocation of the street numbering and addressing, it will be viewed to be non-compliant with the guideline and standard applied (Australian/New Zealand Standard for Rural & Urban Addressing / AS/NZS 4819:2011).

Note: The owner(s), occupiers and visitors of the development allowed by this permit may not be eligible for Council resident or visitor parking permits.

Note: All buildings and works must be carried out in accordance with the approved Cultural Heritage Management Plan as required by the *Aboriginal Heritage Act 2006*. A copy of the approved CHMP must be held on site during the construction activity.

Note: Consent from Council and any other relevant service authority is required to build over an easement and will need to be obtained prior to the issue of a Building Permit.

Note: Please note for information on how City of Kingston approaches the construction of building and other structures with below ground elements for the benefit of the whole community please refer to City of Kingston 'Basement and Deep Building Construction Policy' and 'Basements and Deep Building Construction Guidelines'.
<http://www.kingston.vic.gov.au/Property-and-Development/Engineering-Assessments>

Note: Please note that during basement construction Council does not permit the discharge of surface water or ground water into the Council drainage system unless a Temporary Discharge Permit (TDP) has been obtained. Application form and other construction related permits can be obtained from the following link:
<http://www.kingston.vic.gov.au/Property-and-Development/Construction>

Or

In the event that the Planning Committee wishes to refuse the application, it can do so on the following grounds:

1. The proposal is contrary to the policy outcome contained within Clause 21.05 and Clause 22.11 of the Kingston Planning Scheme.
2. The proposed design response fails to provide an acceptable outcome with regards to Neighbourhood Character.
3. The proposal fails to provide an appropriate landscape outcome for the subject site.
4. The proposal would detract from the amenity of the locality and the streetscape.
5. The proposal would generate unreasonable off-site amenity impacts.

APPENDIX A – CLAUSE 55: RESCODE ASSESSMENT

Two or more dwellings on a lot and residential buildings in a General Residential Zone – Schedule 2.

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
Clause 55.02-1 Neighbourhood Character objectives	Standard B1 <ul style="list-style-type: none"> The design response must be appropriate to the neighbourhood and site. The proposed design must respect the existing or preferred neighbourhood character and respond to site features. 	Complies

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
<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. 		

Assessment:

The subject site is located within a predominately residential area where medium density housing is becoming increasingly prevalent, due to the area being within the Parkdale Activity Centre and situated within reasonable walking distance to the Parkdale train station. The surrounding area is also provided with good access to the nearby foreshore reserve, a local commercial precinct, schools, public facilities, etc. Given that the property (to be consolidated) would be larger than most “typical” residential allotments in the surrounding area, it clearly has the capacity to accommodate a more intensive form of residential development on the subject site. A number of submissions received also expressing concern that the proposal is an overdevelopment of the site. However, Council officers consider that the application demonstrates a high level of compliance, with particular respect to car parking, private open space and off-site amenity impacts.

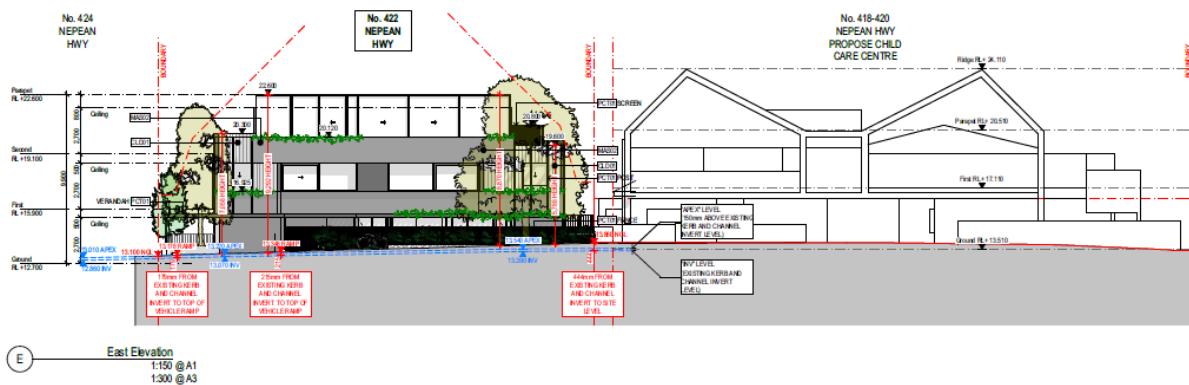
It is also considered that the upper floor levels of the three-storey apartment building fronting Nepean Highway and the double-storey townhouses at Thomas Court have been designed and sited in a manner so as to reduce any adverse amenity impacts for the adjoining residential properties to the north (side) and south (side). Council officers also consider that the built form characteristics associated with the new development are consistent recent examples of medium density housing within this part of Parkdale where multi-dwelling development is more becoming prevalent. The proposed development is a mixed typology multi-unit residential development providing a combination of low rise apartments and townhouses. This is considered a good response to housing policy objectives to provide for greater housing diversity.

The mixed typology of the development results in a positive presentation to each streetscape with a broad format frontage to Nepean Highway, reflective of some of the commercial presentations found in this streetscape, and a narrower more rhythmic presentation with clearly marked individual addresses responsive of the residential street.

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
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Marked south elevation identifying the double storey built form fronting Thomas Court



Nepean Highway Street frontage with the recently approved childcare centre at No. 420 Nepean Highway (yet to be constructed).

<p>Clause 55.02-2 Residential Policy objectives</p> <ul style="list-style-type: none"> To ensure that residential development is provided in accordance with any policy for housing in the MPS and the PPF. To support medium densities in areas where development can take advantage of public transport and community infrastructure and services. 	<p>Standard B2</p> <ul style="list-style-type: none"> An application must be accompanied by a written statement that describes how the development is consistent with relevant housing policy in the PPF & MPS 	<p>Complies</p>
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Assessment: Section 11 of this report outlines the policy foundation of Clause 22.11, which is based on the principles outlined in the *Kingston Residential Strategy (September 2000)* and *Kingston Neighbourhood Character Guidelines (August 2007)*. In unity with the policy premise of the *Kingston Residential Strategy*, Clause 22.11 seeks to provide a managed approach to

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OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
<p>housing change, taking account of the differential capacity of local areas in Kingston to accommodate increased housing diversity, incremental housing change, residential renewal or minimal housing change, as identified within the MSS</p> <p>Clause 22.11 nominates the site and its surrounds in a General Residential Zone Schedule 2 area for Increased Housing, and states:</p> <p style="text-align: center;"><i>Encourage increased residential densities and a wider diversity in housing types and sizes in areas which are within convenient walking distance of public transport and activity centres. These areas are identified for 'increased housing diversity' on the Residential Framework Plan within the MSS.</i></p> <p>It is considered that the proposed development generally complies and satisfies the Scheme's Planning Policy Framework guidelines which aim to encourage well-designed medium density housing in appropriate locations.</p>		
<p>Clause 55.02-3 Dwelling Diversity objective To encourage a range of dwelling sizes and types in developments of ten or more dwellings.</p>	<p>Standard B3 Developments of ten or more dwellings should provide a range of dwelling sizes and types, including:</p> <ul style="list-style-type: none"> • Dwellings with a different number of bedrooms. • At least one dwelling that contains a kitchen, bath or shower, and a toilet and wash basin at ground floor level. 	Complies
<p>Assessment: The proposal contemplates 22 dwellings, including 18 apartments in 1, 2 and 3 bedroom typologies and 4 townhouses.</p>		
<p>Clause 55.02-4 Infrastructure objectives</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>Standard B4</p> <ul style="list-style-type: none"> • Connection to reticulated services/sewerage, electricity, gas and drainage services • Capacity of infrastructure and utility services should not be exceeded unreasonably • Provision should be made for upgrading and mitigation of the impact of services or infrastructure where little or no spare capacity exists 	Complies
<p>Assessment: It is recommended that suitable condition(s) be included in any permit issued to address infrastructure considerations.</p>		
<p>Clause 55.02-5 Integration with the street objective</p> <ul style="list-style-type: none"> • To integrate the layout of development with the street. 	<p>Standard B5</p> <ul style="list-style-type: none"> • Provides adequate vehicle and pedestrian links that maintain or enhance local accessibility. 	Complies
	<ul style="list-style-type: none"> • Development oriented to front existing/proposed streets 	Complies
	<ul style="list-style-type: none"> • High fencing in front of dwellings should be avoided if practicable. 	Complies
	<ul style="list-style-type: none"> • Development next to existing public open space should be laid out to complement the open space. 	N/A
<p>Assessment: The proposed development would be orientated towards both Nepean Highway and Shenfield Avenue. No high front fencing is proposed for the new townhouses fronting Thomas Court.</p>		

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OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
<p>Clause 55.03-1 Street setback objective</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>Standard B6</p> <p>Walls of buildings should be set back from streets:</p> <ul style="list-style-type: none"> ▪ If no distance is specified in a schedule to the zone, the distance specified in Table B1 <p>Required: 9 metres to Nepean Highway and 7.7 metres to Thomas Court.</p>	<p>Variation sought</p>
<p>Assessment: The front setback of the proposal to the Nepean Highway varies between 7.0 metres and 9.06 metres due to the splay of the front boundary. The front setback standard is 9.0 metres. The front setback to Thomas Court is proposed between 5.27 metres and 6.5 metres. The front setback standard is 7.79 metres. Front setbacks respect the 5.0 metre to 7.0 metre character and provide the opportunity to establish significant landscape plantings and in the case of the Thomas Court frontage has promoted the retention of the large significant canopy tree.</p>		
<p>Clause 55.03-2 Building height objective</p> <ul style="list-style-type: none"> ▪ To ensure that the height of buildings respects the existing or preferred neighbourhood character. 	<p>Standard B7</p> <p>Maximum: The site slope exceeds 2.5 degrees at a cross-section wider than 8 metres, therefore the maximum building height is 12m.</p>	<p>Complies</p>
<p>Assessment: Proposed maximum building height is 11.53 metres. A double storey built form is proposed to Thomas Court being the most sensitive interface and the three storey built is located central / Nepean Highway.</p>		
<p>Clause 55.03-3 Site Coverage objective</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>Standard B8</p> <p>Maximum: GRZ2 – 60%</p>	<p>Complies</p>
<p>Assessment: The proposal achieves a site coverage statistic of 60%, which meets this Standard.</p>		

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OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
Clause 55.03-4 Permeability objectives <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. 	Standard B9 At least: 20%	Complies
Assessment: The permeability figure proposed is 21%.		
Clause 55.03-5 Energy Efficiency objectives <ul style="list-style-type: none"> ▪ To achieve and protect energy efficient dwellings and residential buildings. ▪ To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy. 	Standard B10 Orientation, siting & design of buildings should make appropriate use of solar energy. Further, siting & design should ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced. Living areas & private open space should be located on the north side of the development, if practicable. Solar access to north-facing windows is maximised.	Complies
Assessment: The townhouses are orientated north-south. The shadow diagrams demonstrate that they are largely contained within the subject site and therefore impact to neighbours is minimal. The secluded private open space and living areas associated with the townhouses are located on the north side of the development. North-facing windows for the townhouses have been maximised.		
Clause 55.03-6 Open Space objective <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. 	Standard B11 Public or communal open space should: <ul style="list-style-type: none"> ▪ Be substantially fronted by dwellings ▪ Provide outlook for dwellings ▪ Be designed to protect natural features. ▪ Be accessible and useable. 	N/A
Assessment: There is no communal private open space adjoining the site.		
Clause 55.03-7 Safety objectives <ul style="list-style-type: none"> ▪ To ensure the layout of development provides for the safety and security of residents and property. 	Standard B12 Entrances to dwellings and residential buildings should not be obscured or isolated from the street and internal accessways. Planting should not create unsafe spaces along streets and accessways Good lighting, visibility and surveillance of car parks and internal accessways should be achieved. Private spaces should be protected from inappropriate use as public thoroughfares.	Complies
Assessment: Dwelling entrances for Townhouse No. 1 is accessed and easily identifiable from the street, while entrances to Townhouse No. 2, 3 and 4 are via a common accessway which is easily identifiable from the street and has adequate passive surveillance. The entrance to the lobby for the apartment building is accessed from the Nepean Highway service road, is easily identifiable and has adequate passive surveillance. As per the landscape plans, no unsafe spaces are created as a result of landscape planting. The internal accessway leading to entrances of Townhouses No. 2, 3 and 4 is to be well lit and benefits from passive surveillance from surrounding townhouses.		

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OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
Clause 55.03-8 Landscaping objectives <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. 	Standard B13 In summary, landscape layout & design should: <ul style="list-style-type: none"> ▪ Protect predominant landscape features of the neighbourhood. ▪ Take into account the soil type and drainage patterns of the site. ▪ Allow for intended vegetation growth and structural protection of buildings. ▪ Provide a safe, attractive and functional environment for residents. In summary, development should: <ul style="list-style-type: none"> ▪ Provide for the retention or planting of trees, where these are part of the character of the neighbourhood. ▪ Provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made. ▪ Specify landscape themes, vegetation (location and species), paving and lighting. 	Complies
Assessment: See landscape plan package for details. The design includes planting of canopy trees within ground floor secluded private open space, the front setback presenting to Nepean Highway and the retention of a large canopy tree to Thomas Court. Councils Vegetation Department supports the proposed tree removal onsite and landscape plan subject to conditions.		
Clause 55.03-9 Access objective <ul style="list-style-type: none"> ▪ To ensure the number and design of vehicle crossovers respects the neighbourhood character. 	Standard B14 The width of accessways or car spaces should not exceed: <ul style="list-style-type: none"> ▪ 33 per cent of the street frontage, or ▪ if the width of the street frontage is less than 20 metres, 40 per cent of the street frontage. 	Complies
	No more than one single-width crossover should be provided for each dwelling fronting a street.	Complies
	The location of crossovers should maximise the retention of on-street car parking spaces.	Does not comply
	The number of access points to a road in a Road Zone should be minimised.	Complies
	Access for service, emergency and delivery vehicles must be provided.	Complies
Assessment: The accessway is 6.1 metres wide and represents approximately 24% of the Nepean Highway service road frontage. A single crossover to the Nepean Highway service road provides access to the basement where all car parking for the development is accommodated. The proposed crossover to the Nepean Highway service road is an extension to the existing crossover and will have a minor impact in terms of space for on-street car parking. A single crossover to the Nepean Highway service road is provided to supply the entire development. Nepean Highway is a road in a Road Zone, Category 1. The proposed crossover is an extension to the existing crossover to the Nepean Highway service road. Emergency vehicles will park in the Nepean Highway service road or Thomas Court when required, while private waste collection occurs within the basement; the accessway and basement are designed to accommodate the private waste collection vehicle.		

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
<p>Clause 55.03-10 Parking location objectives</p> <ul style="list-style-type: none"> ▪ To provide convenient parking for resident and visitor vehicles. ▪ To protect residents from vehicular noise within developments 	<p>Standard B15</p> <p>Car parking facilities should:</p> <ul style="list-style-type: none"> ▪ Be reasonably close and convenient to dwellings and residential buildings. ▪ Be secure. ▪ Be well ventilated if enclosed. <p>Shared accessways or car parks of other dwellings and residential buildings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.</p>	Complies
<p>Assessment: Car parking for each dwelling is located in the basement which also provides convenient access to each dwelling. The car parking area is secured and provides for ventilation.</p>		
<p>Clause 55.04-1 Side and rear setbacks objective</p> <ul style="list-style-type: none"> ▪ To ensure that the height 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>Standard B17</p> <p>A new building not on or within 200mm of a boundary should be set back from side or rear boundaries:</p> <ul style="list-style-type: none"> ▪ 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres. 	Variation required
<p>Assessment:</p> <p>The South Elevation, the first floor building element is 7.36m in height and must be setback 2.45m from the boundary, it is setback 2.35m. A 100mm side setback variation is therefore required for the corner of the building only, with the setback compliant from the window of that living room wall</p> <p>The North Elevation, the second floor building element is 10.273m in height and must be setback 5.36m from the boundary, it is setback 4.93m from the boundary. A 430mm side setback variation is therefore required for the end bedroom only of apartment 2.02, with the setback compliant for the wall remainder (due to the change in NGL).</p> <p>The side setback variations proposed are limited to a building corner and to a bedroom wall only, with these locations hampered by the obscure shape of the site (southern boundary splay) and the slope of the site respectively. The proposed side setback <i>ResCode</i> variations are not proximate to sensitive areas of each neighbouring site, with the building corner variation at the rear boundary of 2 Thomas Court and the bedroom variation is opposite a blank wall and screening to the approved childcare centre on 418-420 Nepean Highway (and the lots are separated by a pedestrian laneway). If assessed against the existing neighbour conditions, a rear area of private open space not directly accessible from the dwelling and not considered to be the primary area of the large secluded private open space area.</p> <p>All remaining side and rear setbacks comply with the Standard.</p> <p>The proposal is considered to comply with the Objective.</p>		

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OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
Clause 55.04-2 Walls on boundaries objective <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. 	Standard B18 A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of lot should not abut the boundary: <ul style="list-style-type: none"> ▪ 10 m plus 25% of the remaining length of the boundary of an adjoining lot, or ▪ Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports, whichever is the greater. 	N/A
Assessment: No walls are proposed on the boundary.		
Clause 55.04-3 Daylight to existing windows objective <ul style="list-style-type: none"> ▪ To allow adequate daylight into existing habitable room windows. 	Standard B19 Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3m ² and minimum dimension of 1m clear to the sky.	Complies
	Walls or carports more than 3m in height opposite an existing habitable room window should be set back from the window at least 50% of the height of the new wall if the wall is within a 55 degree arc from the centre of the existing window. The arc may be swung to within 35 degrees of the plane of the wall containing the existing window.	Complies
Assessment: No buildings are proposed within 1 metre of the common boundary. All walls opposite neighbouring dwelling habitable room windows are setback in accordance with the Standard.		
Clause 55.04-4 North facing windows objective <ul style="list-style-type: none"> ▪ To allow adequate solar access to existing north-facing habitable room windows. 	Standard B20 Buildings should be setback 1m if an existing HRW is within 3m of the abutting lot boundary (add 0.6m to this setback for every metre of height over 3.6m & add 1m for every metre of height over 6.9m)	Complies
Assessment: The dwelling at No. 2 Thomas Court has a north facing habitable room window within 3 metres of the common boundary to the subject site and in this location the proposal has been setback in accordance with the Standard.		
Clause 55.04-5 Overshadowing open space objective <ul style="list-style-type: none"> ▪ To ensure buildings do not significantly overshadow existing secluded private open space 	Standard B21 Where sunlight to the SPOS of an existing dwelling is reduced, at least 75%, or 40m ² with min. 3m, whichever is the lesser area, of the SPOS should receive a min of 5hrs of sunlight btw 9am & 3pm on 22 September. If existing sunlight to the SPOS of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.	Complies
Assessment: The proposed development partially overshadows the secluded private open space of the dwelling at No. 2 Thomas Court, however the extent of overshadowing complies with the Standard.		

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OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
Clause 55.04-6 Overlooking objective <ul style="list-style-type: none"> ▪ To limit views into existing secluded private open space and habitable room windows. 	Standard B22 Standard B22 A HRW, balcony, terrace, deck or patio should be located & designed to avoid direct views into the SPOS of an existing dwelling within 9m (refer to clause for exact specifications). Where within it should be either: <ul style="list-style-type: none"> ▪ Offset a minimum of 1.5m from the edge of one window to the edge of the other. ▪ Have sill heights of at least 1.7m above floor level. ▪ Have fixed, obscure glazing in any part of the window below 1.7m above floor level. ▪ Have permanently fixed external screens to at least 1.7m above floor level & be no more than 25% transparent. 	Complies
	Obscure glazing in any part of the window below 1.7 metres above floor level may be openable provided that there are no direct views as specified in this standard.	Complies
	Screens used to obscure a view should be: <ul style="list-style-type: none"> ▪ Perforated panels or trellis with a maximum of 25% openings or solid translucent panels. ▪ Permanent, fixed and durable. ▪ Designed and coloured to blend in with the development. 	Complies
<p>Assessment: Some upper floor habitable room windows and balconies of the proposed development have the potential to overlook neighbouring site habitable room windows and secluded private open space, however in this instances appropriate screening has been implemented.</p> <p>Some upper floor habitable room windows and balconies of the proposed development have the potential to overlook neighbouring site habitable room windows and secluded private open space, however in this instances appropriate screening has been implemented.</p>		
Clause 55.04-7 Internal views objective <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. 	Standard B23 Windows and balconies should be designed to prevent overlooking of more than 50% of the SPOS of a lower-level dwelling or residential building directly below and within the same development.	Complies
<p>Assessment: Any potential overlooking to secluded private open space of a lower level dwelling within the development has been appropriated negated through the use of screening.</p>		
Clause 55.04-8 Noise impacts objectives <ul style="list-style-type: none"> ▪ To contain noise sources in developments that may affect existing dwellings. ▪ To protect residents from external noise. 	Standard B24 Noise sources should not be located near bedrooms of immediately adjacent existing dwellings. Noise sensitive rooms and SPOS of new dwellings and residential buildings should take account of noise sources on immediately adjacent properties. Dwellings and residential buildings close to busy roads, railway lines or industry should be designed to limit noise levels in habitable rooms.	Complies
<p>Assessment: Locations of mechanical items with potential noise are located with appropriate separation and screening to neighbouring boundaries.</p>		

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<p>The dwellings have been designed with adequate separation from noise sources of adjacent properties. The townhouses are considered to be appropriately separated from Nepean Highway.</p>		
<p>Clause 55.05-1 Accessibility objective</p> <ul style="list-style-type: none"> ▪ To encourage the consideration of the needs of people with limited mobility in the design of developments. 	<p>Standard B25</p> <p>The dwelling entries of the ground floor of dwellings and residential buildings should be accessible or able to be easily made accessible to people with limited mobility.</p>	Complies
<p>Assessment: Dwelling entries are easily accessible to people with limited mobility. The townhouse floor levels are raised due to flood level requirements, however the extent of stairs to the entrances has been minimised as much as practicable.</p>		
<p>Clause 55.05-2 Dwelling entry objective</p> <ul style="list-style-type: none"> ▪ To provide each dwelling or residential building with its own sense of identity. 	<p>Standard B26</p> <p>Entries to dwellings and residential buildings should:</p> <ul style="list-style-type: none"> ▪ Be visible and easily identifiable from streets and other public areas. ▪ Provide shelter, a sense of personal address and a transitional space around the entry. 	Complies
<p>Assessment: Dwelling entrances for Townhouse No. 1 is accessed and easily identifiable from the street, while entrances to Townhouse No. 2, 3 and 4 are via a common accessway which is easily identifiable from the street and has adequate passive surveillance.</p>		
<p>Clause 55.05-3 Daylight to new windows objective</p> <ul style="list-style-type: none"> ▪ To allow adequate daylight into new habitable room windows. 	<p>Standard B27</p> <p>HRW should be located to face:</p> <ul style="list-style-type: none"> ▪ Outdoor space clear to the sky or a light court with a minimum area of 3m² and min. dimension of 1m clear to the sky or ▪ Verandah provided it is open for at least 1/3 of its perimeter, or ▪ A carport provided it has 2 or more open sides and is open for at least 1/3 of its perimeter. 	Complies
<p>Assessment: All habitable room windows are provided with a light court clear to the sky in accordance with this Standard.</p>		
<p>Clause 55.05-4 Private open space objective</p> <ul style="list-style-type: none"> ▪ To provide adequate private open space for the reasonable recreation and service needs of residents. 	<p>Standard B28</p> <p>GRZ2 - A dwelling or residential building should have POS consisting of:</p> <ul style="list-style-type: none"> ▪ An area of 40m², with one part of the POS to consist of SPOS at the side or rear of the dwelling or residential building with a min. 25m², a min. dimension of 3m and convenient access from a living room, or ▪ A balcony of 8m² with a min. width of 1.6m and convenient access from a living room, or ▪ A roof-top area of 10m² with a min. width of 2m and convenient access from a living room. 	Variation required.
<p>Assessment: Townhouse No. 3 is provided with 32.1 square metres of private open space and is therefore 7.9 square metres below the 40 square metre standard. The variation is considered appropriate as the 32.1 square metres of private open space is completely secluded, is located on the north side to maximise solar access and is directly accessible from the living area of the townhouse.</p>		

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Clause 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. 	Standard B29 The private open space should be located on the north side of the dwelling or residential building, if appropriate.	Complies
	The southern boundary of secluded private open space should be set back from any wall on the north of the space at least $(2 + 0.9h)$ metres, where 'h' is the height of the wall.	Variation required
<p>Assessment: Secluded private open space areas have been located on the north side of the townhouses and apartment building where practicable. It is not considered practicable to comply with this standard for the apartment secluded private open space located on the south side of the development. The location of secluded private open space on the north side of the townhouses and apartment building has been maximised.</p>		
Clause 55.05-6 Storage objective <ul style="list-style-type: none"> ▪ To provide adequate storage facilities for each dwelling. 	Standard B30 Each dwelling should have convenient access to at least 6 cubic metres of externally accessible, secure storage space.	Complies
<p>Assessment: A 43m³ storage area 'cellar' is provided in the basement for the townhouses.</p>		
Clause 55.06-1 Design Detail objective <ul style="list-style-type: none"> ▪ To encourage design detail that respects the existing or preferred neighbourhood character 	Standard B31 The design of buildings, including: <ul style="list-style-type: none"> ▪ Facade articulation and detailing ▪ Window and door proportions, ▪ Roof form, and ▪ Verandahs, eaves and parapets, should respect the existing or preferred neighbourhood character. Garages and carports should be visually compatible with the development and the existing or preferred neighbourhood character.	Complies
<p>Assessment: The proposed development is consistent with the evolving residential character associated with existing housing stock located on the periphery of the Parkdale Activity Centre. The design and siting of the proposal ensures that the development should not adversely affect the amenity of the surrounding properties. It is noted that the use of varied external building materials associated with each dwelling would be varied and should minimise any visual bulk generated by the proposed development. Furthermore, the location of a full basement car parking area would ensure that the on-site facilities do not dominate the streetscape character of this section of Nepean Highway or Thomas Court to the rear.</p>		
Clause 55.06-2 Front fences objective <ul style="list-style-type: none"> ▪ To encourage front fence design that respects the existing or preferred neighbourhood character. 	Standard B32 The design of front fences should complement the design of the dwelling or residential building and any front fences on adjoining properties.	Variation required
	Schedule to GRZ2: A front fence within 3m of a street should not exceed: 2m for streets in a RDZ1 or 1.2m for other streets	Variation required
<p>Assessment: While high fencing is proposed to both the Nepean Highway service road and to Thomas Court, the material use is of a transparent nature which is considered to provide an appropriate level of integration with the street.</p> <p>The proposed fence to Thomas Court is 2.0 metres in height and therefore exceeds the maximum height of 1.5 metres. The fence is considered appropriate as it balances the need to provide privacy to the open space of Townhouse No.1 while the transparent material</p>		

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
<p>promotes integration with the street and views through to landscaping within the front setback.</p>		
<p>Clause 55.06-3 Common property objectives</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>Standard B33</p> <p>Developments should clearly delineate public, communal and private areas.</p> <p>Common property, where provided, should be functional and capable of efficient management.</p>	<p>Complies</p>
<p>Assessment: The proposal includes common areas including the accessway leading to the basement car parking and common pedestrian accessways; these are easily recognisable as common areas.</p> <p>The common areas, particularly the common pedestrian accessways have been designed and landscaped for easy maintenance while delivering a high-quality public realm outcome.</p>		
<p>Clause 55.06-4 Site services objectives</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>Standard B34</p> <p>Dwelling layout and design should provide sufficient space and facilities for services to be installed and maintained efficiently and economically. Bin and recycling enclosures, mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development.</p>	<p>Complies</p>
<p>Assessment: Site services have been considered as part of the design and are appropriately located for access, maintenance, and aesthetic purposes.</p> <p>A common mailbox area has been provided for the apartment building and a separate mailbox area is to be provided for the Townhouses. Common waste and recycling facilities are provided for the development in accordance with the accompanying Waste Management Plan prepared by Low Impact Development Consulting.</p> <p>The bin and recycling facilities are conveniently located in the basement and common mailbox locations can be easily accessed by Australia Post.</p>		

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<p>Clause 55.07-1 Energy Efficiency</p> <p>To achieve and protect energy efficient dwellings and buildings.</p> <p>To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.</p> <p>To ensure dwellings achieve adequate thermal efficiency.</p> <p>Table D1 Cooling load NatHERS CLIMATE ZONE NatHERS MAXIMUM COOLING LOAD MJ/M2 PER ANNUM</p> <p>Climate zone 21 Melbourne 30</p> <p>Climate zone 22 East Sale 22</p> <p>Climate zone 27 Mildura 69</p> <p>Climate zone 60 Tullamarine 22</p> <p>Climate zone 62 Moorabbin 21</p> <p>Climate zone 63 Warrnambool 21</p> <p>Climate zone 64 Cape Otway 19</p> <p>Climate zone 66 Ballarat 23</p> <p>Note: Refer to NatHERS zone map, Nationwide House Energy Rating Scheme (Commonwealth Department of Environment and Energy).</p>	<p>Standard B35</p> <p>Buildings should be: Oriented to make appropriate use of solar energy. Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced.</p> <p>Living areas and private open space should be located on the north side of the development, if practicable.</p> <p>Living areas and private open space should be located on the north side of the development, if practicable.</p> <p>Developments should be designed so that solar access to north-facing windows is optimised.</p> <p>A dwelling located in a climate zone identified in Table D1 should not exceed the specified maximum Natthers annual cooling load specified in the following table.</p>	<p>Complies</p>
<p>Assessment: Secluded private open space areas have been located on the north side of the apartment building where practicable.</p> <p>North-facing windows have been maximised as far as practicable.</p> <p>Refer to the enclosed Environmental Design Assessment prepared by Low Impact Development Consulting.</p>		

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Clause 55.07-2 Communal Open Space	Standard B36	N/A
To ensure that communal open space is accessible, practical, attractive, easily maintained and integrated with the layout of the development.	Developments with 40 or more dwellings should provide a minimum area of communal open space of 2.5 square metres per dwelling or 250 square metres, whichever is lesser.	
Assessment:		

Clause 55.07-3 Solar access to communal outdoor open space	Standard B37	Complies
To allow solar access into communal outdoor open space.	The communal outdoor open space should be located on the north side of a building, if appropriate. At least 50 per cent or 125 square metres, whichever is the lesser, of the primary communal outdoor open space should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.	

Assessment: Site services have been considered as part of the design and are appropriately located for access, maintenance, and aesthetic purposes.

A common mailbox area has been provided for the apartment building and a separate mailbox area is to be provided for the Townhouses. Common waste and recycling facilities are provided for the development in accordance with the accompanying Waste Management Plan prepared by Low Impact Development Consulting.

The bin and recycling facilities are conveniently located in the basement and common mailbox locations can be easily accessed by Australia Post.

Clause 55.07-4 Deep soil areas and canopy trees	Standard B38	Complies
To promote climate responsive landscape design and water management in developments that support thermal comfort and reduces the urban heat island effect.	The landscape layout and design should: Be responsive to the site context. Consider landscaping opportunities to reduce heat absorption such as green walls, green roofs and roof top gardens and improve on-site storm water infiltration. Maximise deep soil areas for planting of canopy trees. Integrate planting and water management. Development should provide the deep soil areas and canopy trees specified in Table B5. If the development cannot provide the deep soil areas and canopy trees specified in Table B5, an equivalent canopy cover should be achieved by providing either: Canopy trees or climbers (over a pergola) with planter pits sized appropriately for the mature tree soil volume requirements. Vegetated planters, green roofs or green facades	

Assessment: Refer to landscape plan.

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<p>Clause 55.07-5 Integrated water and stormwater management</p> <p>To encourage the use of alternative water sources such as rainwater, stormwater and recycled water.</p> <p>To facilitate stormwater collection, utilisation and infiltration within the development.</p> <p>To encourage development that reduces the impact of stormwater run-off on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.</p>	<p>Standard B39</p> <p>Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use.</p> <p>Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority.</p> <p>The stormwater management system should be:</p> <p>Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater – Best Practice Environmental Management Guidelines (Victorian Stormwater Committee 1999) as amended.</p> <p>Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas.</p>	<p>Complies</p>
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Assessment: Refer to the enclosed Environmental Design Assessment prepared by Low Impact Development Consulting.

Refer to the enclosed Environmental Design Assessment prepared by Low Impact Development Consulting.

Refer to the enclosed Environmental Design Assessment prepared by Low Impact Development Consulting.

<p>Clause 55.07-6 Noise Impacts</p> <p>To contain noise sources in developments that may affect existing dwellings.</p> <p>To protect residents from external and internal noise sources.</p>	<p>Standard B40</p> <p>Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings.</p> <p>The layout of new dwellings and buildings should minimise noise transmission within the site.</p> <p>Noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings.</p> <p>New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources.</p> <p>Buildings within a noise influence area specified in Table B6 should be designed and constructed to achieve the following noise levels:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am. <input type="checkbox"/> Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm. <p>Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements.</p> <p>Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.</p>	<p>Complies</p>
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<p>Assessment:</p> <p>Locations of mechanical items with potential noise are located with appropriate separation and screening to neighbouring boundaries.</p> <p>The building has been designed to minimise noise transmission within the site, both externally and internally.</p> <p>The building has been designed with separation of apartment living areas and bedrooms from noise sources.</p> <p>The building, particularly the apartments with frontage to Nepean Highway, will be appropriately treated to reduce noise levels from off-site noise sources.</p> <p>Noise influence from Nepean Highway will be appropriately mitigated.</p>
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<p>Clause 55.07-7 Accessibility</p> <p>To ensure the design of dwellings meets the needs of people with limited mobility.</p>	<p>Standard B41</p> <p>At least 50 per cent of dwellings should have:</p> <ul style="list-style-type: none"> <input type="checkbox"/> A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom. <input type="checkbox"/> A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area. <input type="checkbox"/> A main bedroom with access to an adaptable bathroom. <input type="checkbox"/> At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table B7 	<p>Complies</p>
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<p>Assessment:</p> <p>The plans prepared by Chamberlain Architects indicate that 50% of apartments meet the accessibility design requirements.</p>

<p>Clause 55.07-8 Building entry and circulation</p> <p>To provide each dwelling and building with its own sense of identity.</p> <p>To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents.</p> <p>To ensure internal communal areas provide adequate access to daylight and natural ventilation.</p>	<p>Standard B42</p> <p>Entries to dwellings and buildings should:</p> <ul style="list-style-type: none"> Be visible and easily identifiable. Provide shelter, a sense of personal address and a transitional space around the entry. <p>The layout and design of buildings should:</p> <ul style="list-style-type: none"> Clearly distinguish entrances to residential and non-residential areas. Provide windows to building entrances and lift areas. Provide visible, safe and attractive stairs from the entry level to encourage use by residents. Provide common areas and corridors that: <ul style="list-style-type: none"> • Include at least one source of natural light and natural ventilation. • Avoid obstruction from building services. • Maintain clear sight lines. 	<p>Complies</p>
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<p>Assessment:</p>

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The entrance to the lobby for the apartment building is accessed from the Nepean Highway service road, is easily identifiable and has adequate passive surveillance.

The building has been designed for clear identification of entrances, to provide windows near lift areas, stair options for residents and clear corridor sight lines with a source of natural light and ventilation.

<p>Clause 55.07-9 Private open space above ground level</p> <p>To provide adequate private open space for the reasonable recreation and service needs of residents</p>	<p>Standard B43</p> <p>A dwelling should have private open space consisting of:</p> <ul style="list-style-type: none"> • An area of 15 square metres, with a minimum dimension of 3 metres at a podium or other similar base and convenient access from a living room, or • A balcony with an area and dimensions specified in Table E8 and convenient access from a living room. <p>If a cooling or heating unit is located on a balcony, the balcony should provide an additional area of 1.5 square metres.</p>	<p>Complies</p>
---	---	-----------------

Assessment:

The plans prepared by Chamberlain Architects indicate that private open space areas for each apartment have been provided in accordance with the Standard.

<p>Clause 55.07-10 Storage</p> <p>To provide adequate storage facilities for each dwelling.</p>	<p>Standard B44</p> <p>Each dwelling should have convenient access to usable and secure storage space. The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table B9.</p>	<p>Complies</p>
--	---	-----------------

Assessment:

Apartment storage areas have been provided in the basement and are secure.

The plans prepared by Chamberlain Architects indicate that the minimum storage space requirements have been met.

<p>Clause 55.07-11 Waste and Recycling</p> <p>To ensure dwellings are designed to encourage waste recycling. To ensure that waste and recycling facilities are accessible, adequate and attractive. To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.</p>	<p>Standard B45</p> <p>Developments should include dedicated areas for: Waste and recycling enclosures which are:</p> <ul style="list-style-type: none"> • Adequate in size, durable, waterproof and blend in with the development. • Adequately ventilated. • Located and designed for convenient access by residents and made easily accessible to people with limited mobility. 	<p>Complies</p>
--	--	-----------------

Assessment:

**City of Kingston
Planning Committee Meeting**

Agenda


22 May 2019

Common waste and recycling facilities are provided for the development in accordance with the accompanying Waste Management Plan prepared by Low Impact Development Consulting.

Refer to the Waste Management Plan prepared by Low Impact Development Consulting.

<p>Clause 55.07-12 Functional Layout To ensure dwellings provide functional areas that meet the needs of residents.</p>	<p>Standard B46 Bedrooms should: <input type="checkbox"/> Meet the minimum internal room dimensions specified in Table B10. <input type="checkbox"/> Provide an area in addition to the minimum internal room dimensions to accommodate a wardrobe. Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table B11.</p>	<p>Complies</p>
<p>Assessment:</p> <p>The plans prepared by Chamberlain Architects indicate that the minimum requirements have been met.</p> <p>The plans prepared by Chamberlain Architects indicate that the minimum requirements have been met.</p>		

Appendices

Appendix 1 - KP-2018/723 - 422 nepean highway & 1 thomas court, parkdale -
COUNCIL PLANS (Ref 19/94017) 

Author/s: Andrew Stubbings, Senior Planner
 Reviewed and Approved By: Ian Nice, Manager City Development

4.3

KP-2018/723 - 422 NEPEAN HIGHWAY AND 1 THOMAS COURT, PARKDALE

1	KP-2018/723 - 422 nepean highway & 1 thomas court, parkdale - COUNCIL PLANS	131
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ADVERTISED PLANS
Documentation May
Be Subject to Copyright

DEVELOPMENT SUMMARY
18 x Apartments;
2 x 2 Storey Townhouses with roof terraces
2 x 2 Storey Townhouses

APARTMENT SUMMARY
8 (2 Bed 2 Bathroom)
5 (2 Bed 2 Bathroom)
5 (1 Bed 1 Bathroom)
9 Apartments out of 18 (50%) achieve BADC accessibility requirements
10 Apartments out of 18 (55%) achieve effective cross ventilation

TOWNHOUSE SUMMARY
2 (2 Bed 2 Bathroom 1 Roof Terrace)
1 (2 Bed 2 Bathroom)
1 (2 Bed 2 Bathroom Second Living)

CAR PARK SUMMARY
4 x On-Grade = Visitor Car Spaces
14 x On-Grade = Resident Car Spaces
6 x Double Garage Spaces = All Resident
8 x Shuttle Storage Car Spaces = All Resident
38 Spaces Total

SITE SUMMARY
Site Area 2175m²
Site Coverage 1275m² (59%)
Site Permeability 901m² (42%)

GARDEN AREA CALCULATION
1 Thomas Court Lot
270m² of 760m² = (36%)
422 Nepean Hwy Lot
400m² of 760m² = (53%)

Development Summary			
Category	Zone Name	Appl / Detail	Area
1 Bed			
1 BED	1.06	56	
1 BED	1.06	56	
1 BED	0.02	62	
1 BED	0.06	63	
1 BED	0.07	69	
	6	250 m²	
2 Bed			
2 BED	1.04	94	
2 BED	3.04	114	
2 BED	0.02	111	
2 BED	0.04	109	
2 BED	0.02	103	
	6	536 m²	
3 Bed			
2 BED	1.01	102	
2 BED	1.05	107	
2 BED	1.02	102	
2 BED	1.07	108	
2 BED	2.01	108	
2 BED	2.02	101	
2 BED	0.01	101	
	6	1,822 m²	
2 Bed TH			
3 BED	TH.01	160	
3 BED	TH.02	166	
2 BED	TH.02	207	
2 BED	TH.04	207	
	4	760 m²	
Car Parking			
BASEMENT/RAMP	APARTMENTS (23)	1,532	
	1	1,532 m²	
Circulation			
CIRC	L1	60	
CIRC	L2	60	
CIRC	L3	87	
	6	207 m²	
Core			
CORE	LIFT	27	
CORE	STAR	67	
	8	94 m²	
Coverage			
COVER	1355m ² 63% Target	1,275	
	2	5,275 m²	
Garden			
GARDEN	1 Thomas Lot	270	
GARDEN	422 Nepean Lot	400	
	2	760 m²	

Development Summary			
Category	Zone Name	Appl / Detail	Area
Parking			
PARKING	8X02	15	
	1	15 m²	
Permeability			
PERM	42m ² 20% Target	801	
	2	801 m²	
Private open space			
POS	1.01	19	
POS	1.02	14	
POS	1.02	14	
POS	1.04	18	
POS	1.06	9	
POS	1.06	9	
POS	1.07	15	
POS	2.01	79	
POS	2.02	27	
POS	2.02	48	
POS	2.04	30	
ROOF TERRACE	TH.01	26	
ROOF TERRACE	TH.02	27	
	18	245 m²	
Private open space On Grade			
POS	0.01	113	
POS	0.02	29	
POS	0.02	51	
POS	0.04	101	
POS	0.05	85	
POS	0.06	25	
POS	0.07	25	
POS	TH.01	118	
POS	TH.02	47	
POS	TH.02	42	
POS	TH.04	68	
	14	629 m²	
Services			
SERVICES	BING	26	
SERVICES	CB	11	
SERVICES	PLANT	62	
SERVICES	RIGER / CB	3	
	12	112 m²	
Storage			
CASED	APARTMENTS	56	
CELLAR	TOWNHOUSE	19	
	16	75 m²	
	111	8,196 m²	



422 NEPEAN HIGHWAY PARKDALE

LOWE | LIVING

FOR TOWN PLANNING
951 NEPEAN

REV: 03.04.2018
BY: 05.11.2018

LOWE | LIVING

All work shall conform to the specifications and other relevant standards. Client dimensions take precedence over code dimensions. Contractors must verify all dimensions on site prior to commencing any work or installing final fixings.

CHAMBERLAIN ARCHITECTS
3074 KILBY
1/15 COLLEGE
PARKDALE VIC 3045

CHAMBERLAIN ARCHITECTS
3074 KILBY
1/15 COLLEGE
PARKDALE VIC 3045

CHAMBERLAIN ARCHITECTS
3074 KILBY
1/15 COLLEGE
PARKDALE VIC 3045

CHAMBERLAIN ARCHITECTS
Low Living
15 KIDDALEY STREET
OSWALDPIPER VIC 3186
P/038 4413 4414
C/O CHAMBERLAIN ARCHITECTS - COM JO
M/038 4413 4414

Low Living
15 KIDDALEY STREET
OSWALDPIPER VIC 3186
P/038 4413 4414
C/O CHAMBERLAIN ARCHITECTS - COM JO
M/038 4413 4414



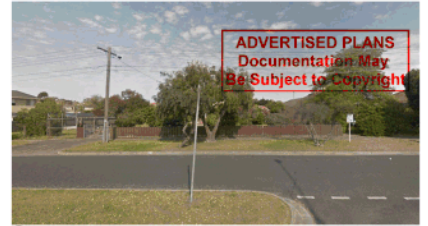
CHAMBERLAIN ARCHITECTS
Development Summary
TP1.00

STATUS: TOWN PLANNING

REVISED BY: B



01 Existing Site Plan
1:200 @ A1
1:400 @ A2



REV	DATE	BY	DATE
1	10/19/2018	SC	10/19/2018
2	11/15/2018	SC	11/15/2018

LOWE | LIVING

All work shall conform to the specifications and other relevant drawings. Significant dimensions shall be provided on each drawing. Contractors shall verify all dimensions on site before commencing any work of making shop drawings.

General Trade/Plumbing
DAY 6100
BAO 2308
LID Consulting
3011 34th
2018 3888
3015 34th
3888 3320

Structural Consulting
BAO 2308
LID Consulting
3011 34th
2018 3888
3015 34th
3888 3320

Architect/Designer
DAY 6100
BAO 2308
LID Consulting
3011 34th
2018 3888
3015 34th
3888 3320

CHAMBERLAIN ARCHITECTS
15 STANLEY STREET
CULLINGBOURNE VIC 3448 AUSTRALIA
PHONE +61 5 4915 4395
CLONINGVILLE (VIC) 3745-3746 VIC
AMVIC# 145 504 913

Lowe Living
1998
Parkdale
422 Nepean Highway, Parkdale

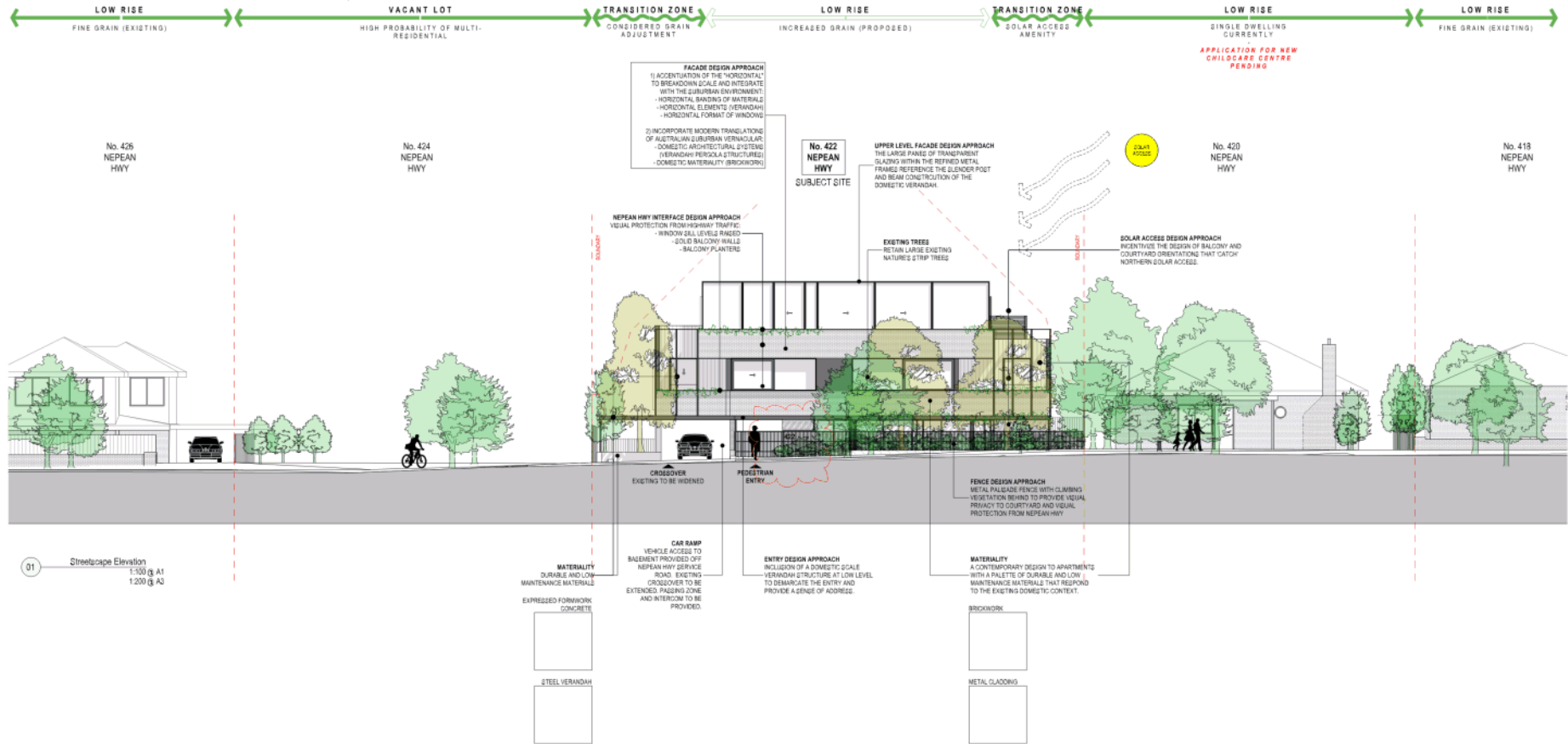


PROJECT TITLE
Neighbourhood & Site Plan

PROJECT NUMBER
TP1.01

REVISION
B

STATUS: TOWN PLANNING

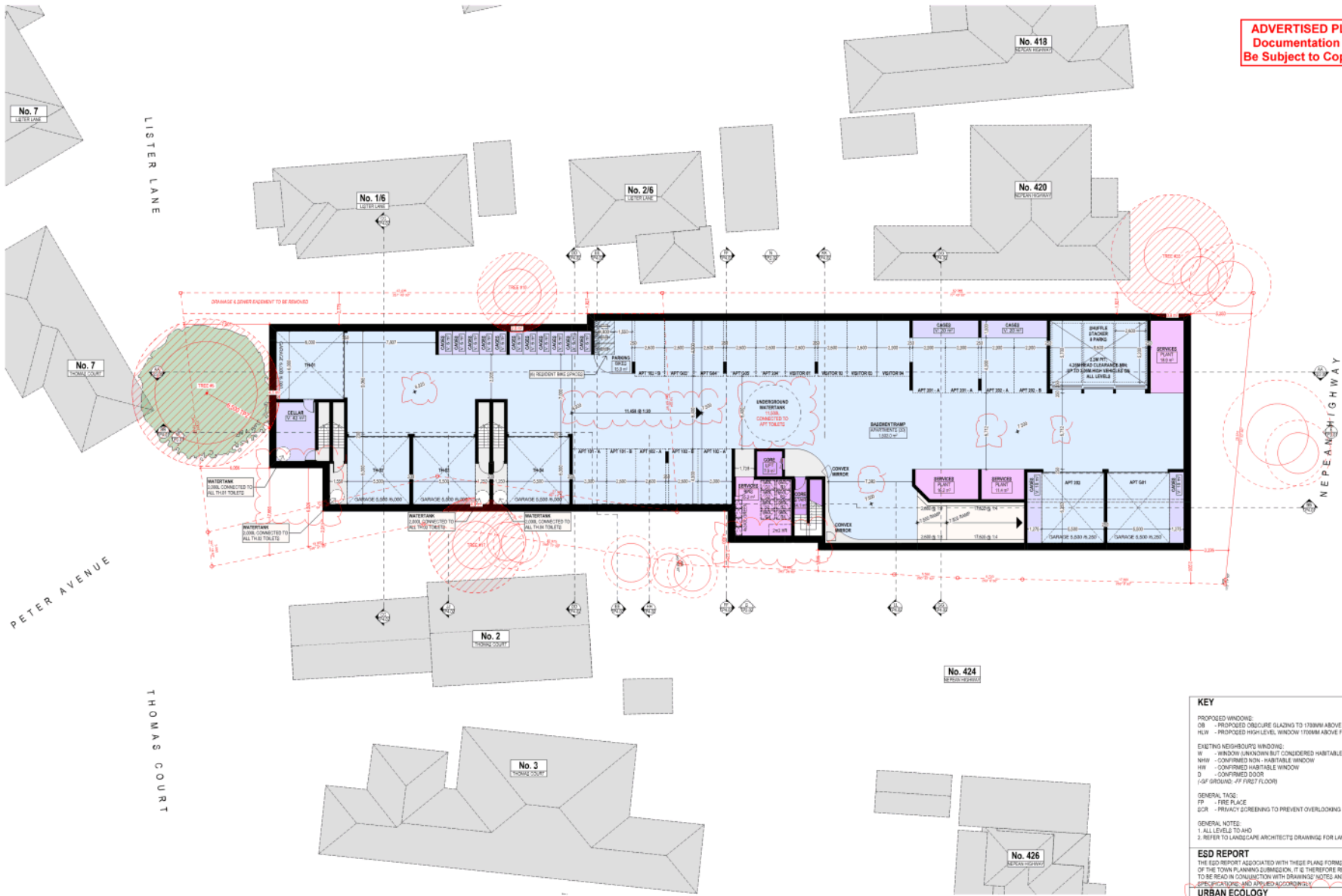


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PROJECT NUMBER: 1001-001 REV: DETAILS	A FOR TOWN PLANNING	DATE: 13.04.2018	LOWE LIVING All work shall conform to the specifications and other relevant drawings, figures, dimensions, data, products, materials, etc. Contractors shall verify all dimensions on site before commencing any work of making any change.	QUANTITY SURVEYOR Gordon Tapp (Perkins) SUITE 4/100 1001-001	ARCHITECT Chamberlain Architects 1/11 Consulting 1011-001	CIVIL ENGINEER Alan Gurney 0871 801 102	CHAMBERLAIN ARCHITECTS CHAMBERLAIN ARCHITECTS 1/11 CONSULTING 1011-001	CIVIL Low Living 1001-001 1001-001 Parkdale 422 Nepean Highway, Parkdale	DRAWING TITLE Perspectives DRAWN BY JC CHECKED BY JC DATE 13.04.18	DRAWING NUMBER TP1.05	SCALE A	STATUS: TOWN PLANNING
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KEY

PROPOSED WINDOWS:
OB - PROPOSED OBSCURE GLAZING TO 1300MM ABOVE FFL
HLW - PROPOSED HIGH-LEVEL WINDOW 1700MM ABOVE FFL

EXISTING NEIGHBOUR'S WINDOWING:
W - WINDOW (WINDOW NOT CONSIDERED HABITABLE ROOM)
NHW - CONFIRMED NON-HABITABLE WINDOW
HW - CONFIRMED HABITABLE WINDOW
D - CONFIRMED DOOR
(-GF) GROUND - FF FIRST FLOOR

GENERAL TAGS:
FP - FIRE PLACE
SCR - PRIVACY SCREENING TO PREVENT OVERLOOKING

GENERAL NOTES:
1. ALL LEVELS TO AHD
2. REFER TO LANDSCAPE ARCHITECTS DRAWING FOR LANDSCAPE DESIGN

ESD REPORT
THE ESD REPORT ASSOCIATED WITH THESE PLANS FORMS A PART OF THE TOWN PLANNING SUBMISSION. IT IS THEREFORE REQUIRED TO BE READ IN CONJUNCTION WITH DRAWINGS, NOTES AND SPECIFICATIONS AND APPROVED CONCOMITANTLY.

URBAN ECOLOGY
EACH DWELLING IS PRIVATE OPEN SPACE TO BE PROVIDED WITH EXTERNAL TAP AND FLOOR WASTE TO ALLOW RESIDENTS THE OPTION TO GROW PLANTS ON THEIR PRIVATE OPEN SPACES.

B Proposed Basement
1:100 @ A1
1:200 @ A2

NO.	DATE	BY	DATE
1	23.04.2018	GC	01.11.2018
2			
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LOWE | LIVING

All work shall conform to the specifications and other relevant standards. General dimensions take precedence over specific dimensions. Contractors must verify all dimensions on site before commencing any work or making shop drawings.

Client: Tami Pharoah
SPT 6130
Tami Group
2821 1887
2821 1888
2821 1889

Design: L2 Consulting
2016 5498

Project: 8603 3000

Other Contact: 0487 851 162

CHAMBERLAIN ARCHITECTS

1/5 STURLEY STREET
COLLINGSWOOD VIC 3046 MONTAIGLE
PHONE +61 3 4318 4395
CLARENCE STREET VICTORIA - COM.AO
MELB 3124 1475 904 917

Low Living
1888
1889
1890
1891
1892
1893
1894
1895
1896
1897
1898
1899
1900



Drawings Title: **Level B Plan**
Drawing No: **TP2.01**
Client: **GC**
Project: **GC**
Status: **TOWN PLANNING**



**ADVERTISED PLANS
Documentation May
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KEY

PROPOSED WINDOWS:
 OB - PROPOSED OBSCURE GLAZING TO 1300MM ABOVE FFL
 HLW - PROPOSED HIGH-LEVEL WINDOW 1700MM ABOVE FFL

EXISTING NEIGHBOURS WINDOWING:
 BW - WINDOW (UNWINDOWED NOT CONSIDERED HABITABLE ROOM)
 NHW - CONFIRMED NON-HABITABLE WINDOW
 HW - CONFIRMED HABITABLE WINDOW
 D - CONFIRMED DOOR
 (-GF GROUND - FF FIRST FLOOR)

GENERAL TAGS:
 FF - FREE SPACE
 SCR - PRIVACY SCREENING TO PREVENT OVERLOOKING

GENERAL NOTES:
 1. ALL LEVELS TO AHD
 2. REFER TO LANDSCAPE ARCHITECTS DRAWING FOR LANDSCAPE DESIGN

ESD REPORT

THE ESD REPORT ASSOCIATED WITH THESE PLANS FORMS A PART OF THE TOWN PLANNING SUBMISSION, IT IS THEREFORE REQUIRED TO BE READ IN CONJUNCTION WITH DRAWINGS, NOTES AND SPECIFICATIONS AND APPROVED ACCORDINGLY.

URBAN ECOLOGY

EACH DWELLING'S PRIVATE OPEN SPACE TO BE PROVIDED WITH EXTERNAL TAP AND FLOOR WASTE TO ALLOW RESIDENTS THE OPTION TO GROW PLANTS ON THEIR PRIVATE OPEN SPACES.

L1 Proposed Level 1	
1:100 @ A1	
1:200 @ A2	
A	FOR TOWN PLANNING
1	01/12/2022
REV	DETAILS

LOWE | LIVING

All work shall conform to the specifications and other relevant standards. General dimensions shall precede over exact dimensions. Contractors must verify all dimensions on site before commencing any work or making shop drawings.	Contact: Tasha Phoenix 0478 61430	Record: Consulting 8663 3000	Project Services 0487 851 852
Date: 28/04/2018 01/11/2018	L1: Consulting 2018 A08	L1: Consulting 2018 A08	L1: Consulting 2018 A08

CHAMBERLAIN ARCHITECTS

1/5 KINGSLEY STREET
 COLLINGWOOD VIC 3066 AUSTRALIA
 PHONE +61 3 9438 4305
 CHAMBERLAIN ARCHITECTS - COM_A07
 08/01/24 1:45 904 917

Low Living

PROJECT NO: 1888

Parkdale
 422 Nepean Highway, Parkdale



DRAWN: JCL DATE: 07/12/2022	CHECKED: GC DATE: 07/12/2022	PROJECT NO: TP2.03	REVISION: B
STATUS: TOWN PLANNING			

ADVERTISED PLANS
Documentation May
Be Subject to Copyright



KEY

PROPOSED WINDOW:
 OB - PROPOSED OBTURATE GLAZING TO 130MM ABOVE FFL
 HLW - PROPOSED HIGH LEVEL WINDOW 1700MM ABOVE FFL

EXISTING NEIGHBOURHOOD WINDOW:
 W - WINDOW JUNCTION BUT CONSIDERED HABITABLE ROOM)
 NHW - CONFIRMED NON - HABITABLE WINDOW
 HW - CONFIRMED HABITABLE WINDOW
 D - CONFIRMED DOOR
 (-GF - GROUND - FF - FIRST FLOOR)

GENERAL TAGS:
 FF - FIRE PLACE
 SCR - PRIVACY SCREENING TO PREVENT OVERLOOKING

GENERAL NOTES:
 1. ALL LEVELS TO AHD
 2. REFER TO LANDSCAPE ARCHITECT'S DRAWINGS FOR LANDSCAPE DESIGN

ESD REPORT
 THE ESD REPORT ASSOCIATED WITH THESE PLANS FORMS A PART OF THE TOWN PLANNING SUBMISSION, IT IS THEREFORE REQUIRED TO BE READ IN CONJUNCTION WITH DRAWINGS, NOTES AND SPECIFICATIONS AND ANY REVISIONS THEREOF.

URBAN ECOLOGY
 EACH DWELLING PRIVATE OPEN SPACE TO BE PROVIDED WITH EXTERNAL TAP AND FLOOR WASTE TO ALLOW RESIDENTS THE OPTION TO GROW PLANTS ON THEIR PRIVATE OPEN SPACES.

L2 Proposed Level 2
 1:150 @ A1
 1:200 @ A3

REV: DETAILS

LOWE | LIVING

All work shall conform to the specifications and other relevant standards. Structural dimensions shall be provided over cable dimensions. Contractors must verify all dimensions on site before commencing any work of making shop drawings.

Client: Town Planning
 Date: 04/11/2018
 Name: Consulting
 No: 0411/2018
 Date: 04/11/2018

CHAMBERLAIN ARCHITECTS
 1/5 STANLEY STREET
 COLLINGWOOD VIC 3068
 PHONE: 0415 4414 4395
 CONSULTING: 0415 4414 4395
 4/24 ANGLIA RD, STANLEY VIC 3068

Low Living
 422 Nepean Highway, Parkdale
 PHONE: 0415 4414 4395



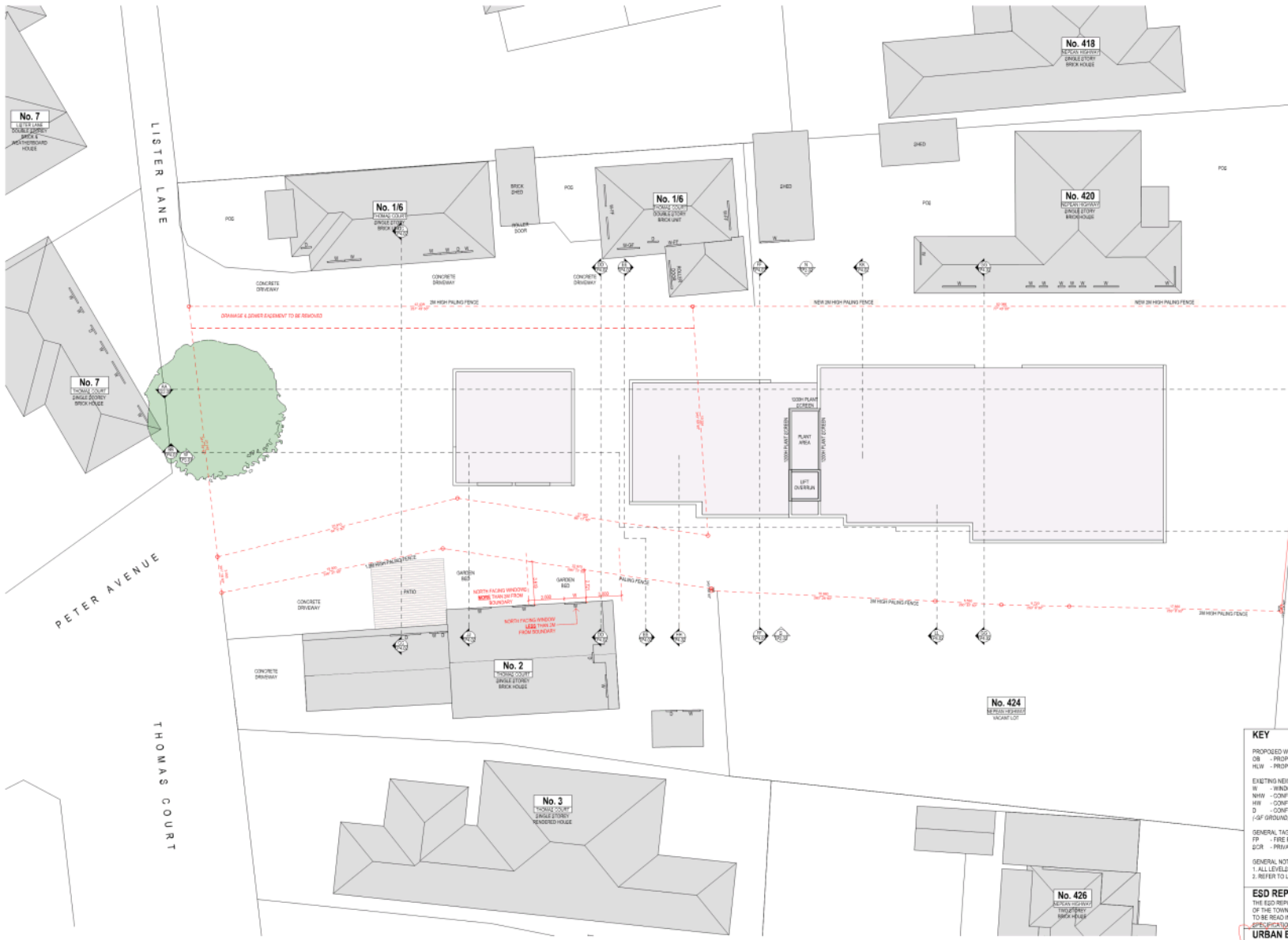
Scale: 1:150 @ A1
 1:200 @ A3

Level 2 Plan

TP2.04

STATUS: TOWN PLANNING

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KEY

PROPOSED WINDOWS:
OB - PROPOSED OBSCURE GLAZING TO 1300MM ABOVE FFL
HLW - PROPOSED HIGH-LEVEL WINDOW 1700MM ABOVE FFL

EXISTING NEIGHBOURHOOD WINDOWS:
W - WINDOW (UNWINDOW NOT CONSIDERED HABITABLE ROOM)
NHW - CONFIRMED NON-HABITABLE WINDOW
HW - CONFIRMED HABITABLE WINDOW
D - CONFIRMED DOOR
(-GF GROUND -FF FIRST FLOOR)

GENERAL TAGS:
FP - FREE PLACE
SCR - PRIVACY SCREENING TO PREVENT OVERLOOKING

GENERAL NOTES:
1. ALL LEVELS TO AHD
2. REFER TO LANDSCAPE ARCHITECTS DRAWING FOR LANDSCAPE DESIGN

ESD REPORT
THE ESD REPORT ASSOCIATED WITH THESE PLANS FORMS A PART OF THE TOWN PLANNING SUBMISSION, IT IS THEREFORE REQUIRED TO BE READ IN CONJUNCTION WITH DRAWINGS, NOTES AND SPECIFICATIONS AND APPROVED CONCOMITANTLY.

URBAN ECOLOGY
EACH DWELLING PRIVATE OPEN SPACE TO BE PROVIDED WITH EXTERNAL TAP AND FLOOR WASTE TO ALLOW RESIDENTS THE OPTION TO GROW PLANTS ON THEIR PRIVATE OPEN SPACES.

(R) Proposed Roof
1:100 @ A1
1:200 @ A2

REV: DETAILS

LOWE | LIVING

All work shall conform to the specifications and other relevant standards. General dimensions shall precede over specific dimensions. Contractors must verify all dimensions in all directions considering any work or existing site conditions.

Client: Town Planning
SPT 6130
2621 2887
2621 2887

Design: Tom Phillips
SPT 6130
2621 2887
2621 2887

Project: Consulting
8663 3000
2621 2887
2621 2887

Author: Garry
0487 851 852

CHAMBERLAIN ARCHITECTS

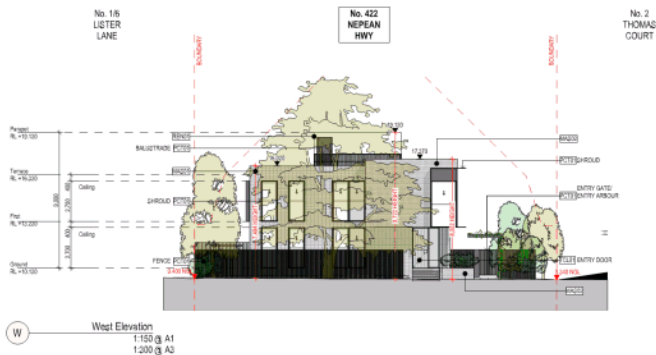
1/5 KIDDELY STREET
COLLINGSWOOD VIC 3046 AUSTRALIA
PHONE +61 3 9438 4395
CLARENCE STREET, TRUSTEE - COMPTON
MELB 1, VIC 3004

Low Living
1888
2621 2887

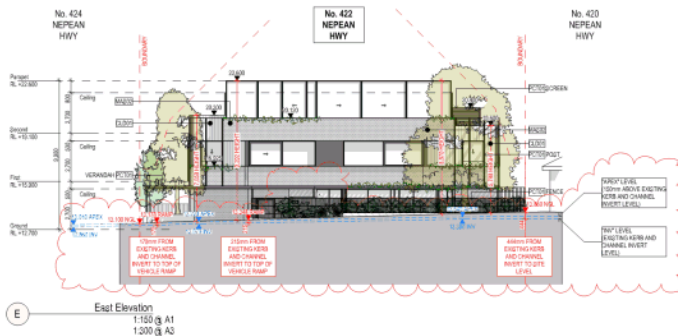
Parkdale
422 Nepean Highway, Parkdale



Drawings Title: Level R Plan
Drawing No: TP2.05
Scale: 1:100
Date: 05/11/2018
Status: TOWN PLANNING



West Elevation
1:150 @ A1
1:300 @ A3



East Elevation
1:150 @ A1
1:300 @ A3

MATERIALS & FINISHES



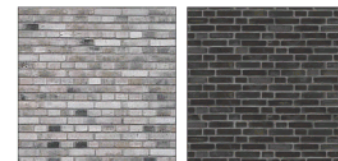
CLD.01
BLACK METAL CLADDING

PCT.01
WINDOW FRAMES, GATES, MAILBOX,
PERGOLA, BALUSTRADE
COLORBOND BLACK



REN.01
SMOOTH TEXTURE
WHITE/GREY - LIGHT TONES

CON.02
OFF FORM TEXTURE
OFF WHITE - LIGHT TONES



MAS.01
BRICK
GREY

MAS.01
BRICK
DARK



GLA.01
GLAZING CLEAR
EVERYWHERE EXCEPT WHEN NOTED

TCL.01
TIMBER CLADDING
ENTRY DOORS

REV	DATE	BY
A	20.04.2018	FOR TOWN PLANNING
B	04.11.2018	FOR RESPONSE

LOWE | LIVING

All work shall conform to the specifications and other relevant standards, codes of practice, and other relevant standards. Contractors shall verify all dimensions on site before commencing any work of making shop drawings.

General Trade Partners
GAT 1 800 222 2222
GAT 2 800 222 2222
GAT 3 800 222 2222
GAT 4 800 222 2222
GAT 5 800 222 2222

Structural Consulting
SC 1 800 222 2222
SC 2 800 222 2222
SC 3 800 222 2222
SC 4 800 222 2222
SC 5 800 222 2222

Electrical Consulting
EC 1 800 222 2222
EC 2 800 222 2222
EC 3 800 222 2222
EC 4 800 222 2222
EC 5 800 222 2222

Plumbing Consulting
PC 1 800 222 2222
PC 2 800 222 2222
PC 3 800 222 2222
PC 4 800 222 2222
PC 5 800 222 2222

CHAMBERLAIN ARCHITECTS

15 STANLEY STREET
CULLINGBOREN VIC 3486 AUSTRALIA
PHONE +61 8 9338 4395
CLONBERGIA (VIC) 3478 VIC 3478
ANULKA 145 504 973

Low Living
1888
Parkdale
422 Nepean Highway, Parkdale



PROPOSED ELEVATIONS
SCALE: 1:100
DATE: 04.11.2018

PROJECT NUMBER
TP3.01

STATUS: TOWN PLANNING

**ADVERTISED PLANS
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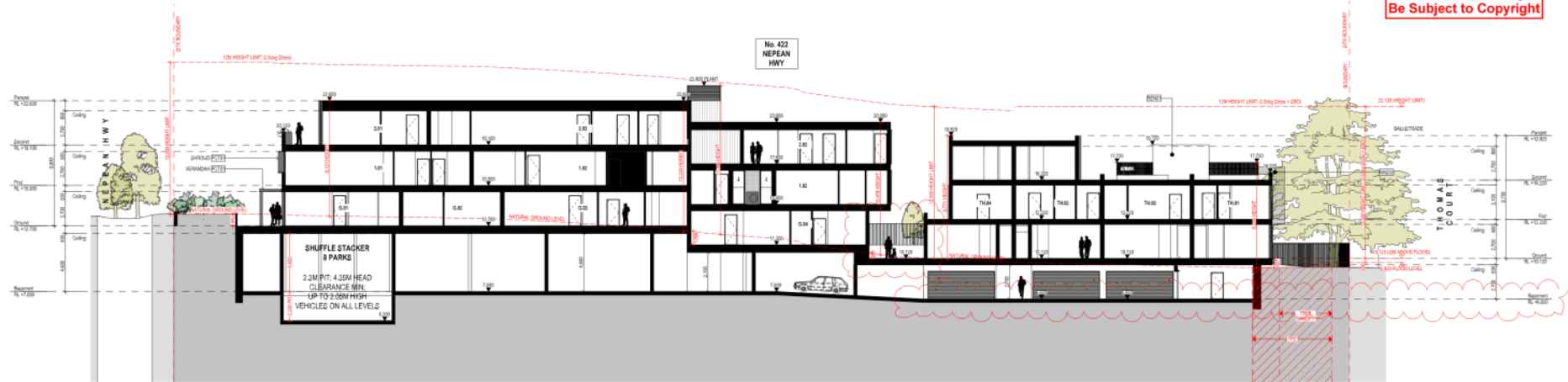
South Elevation
1:150 @ A1
1:200 @ A2



North Elevation
1:150 @ A1
1:200 @ A2

<p>FOR TOWN PLANNING 11/11/2018</p> <p>REV: DETAILS</p>	<p>DATE: 03/04/2018 01/11/2018</p> <p>BY: DATE</p>	<p>LOWE LIVING</p> <p>All work shall conform to the specifications and other relevant standards. General dimensions take precedence over specific dimensions. Contractors must verify all dimensions on site before commencing any work or making shop drawings.</p>	<p>Consult: Town Planning S476 6100</p> <p>Plan: Group 2402 1889</p> <p>Arch: Group 2404 1889</p>	<p>Struct: Consulting 8603 3000</p> <p>LS: Consulting 8516 1488</p> <p>LS: Consulting 8516 1488</p>	<p>Water Services 0807 851 852</p>	<p>CHAMBERLAIN ARCHITECTS</p> <p><small>Consult</small> The information herein forms and makes no representation as to the accuracy or reliability of the information contained herein. It is intended for use only for the purposes stated and is not to be used for any other purpose without the prior written consent of Chamberlain Architects.</p> <p>15 STURLEY STREET COLLINGSWOOD VIC 3086 AUSTRALIA PHONE +61 3 9439 4305 CHAMBERLAIN ARCHITECTS - CHL_ARCHITECTS MELB 145 904 912</p>	<p>Low Living 1888 1888</p> <p>Parkdale 422 Nepean Highway, Parkdale</p>		<p>Drawings Title Proposed Elevations</p> <p>Drawn: JG Checked: GC</p>	<p>Drawing Number TP3.02</p> <p>Revision B</p> <p>STATUS: TOWN PLANNING</p>
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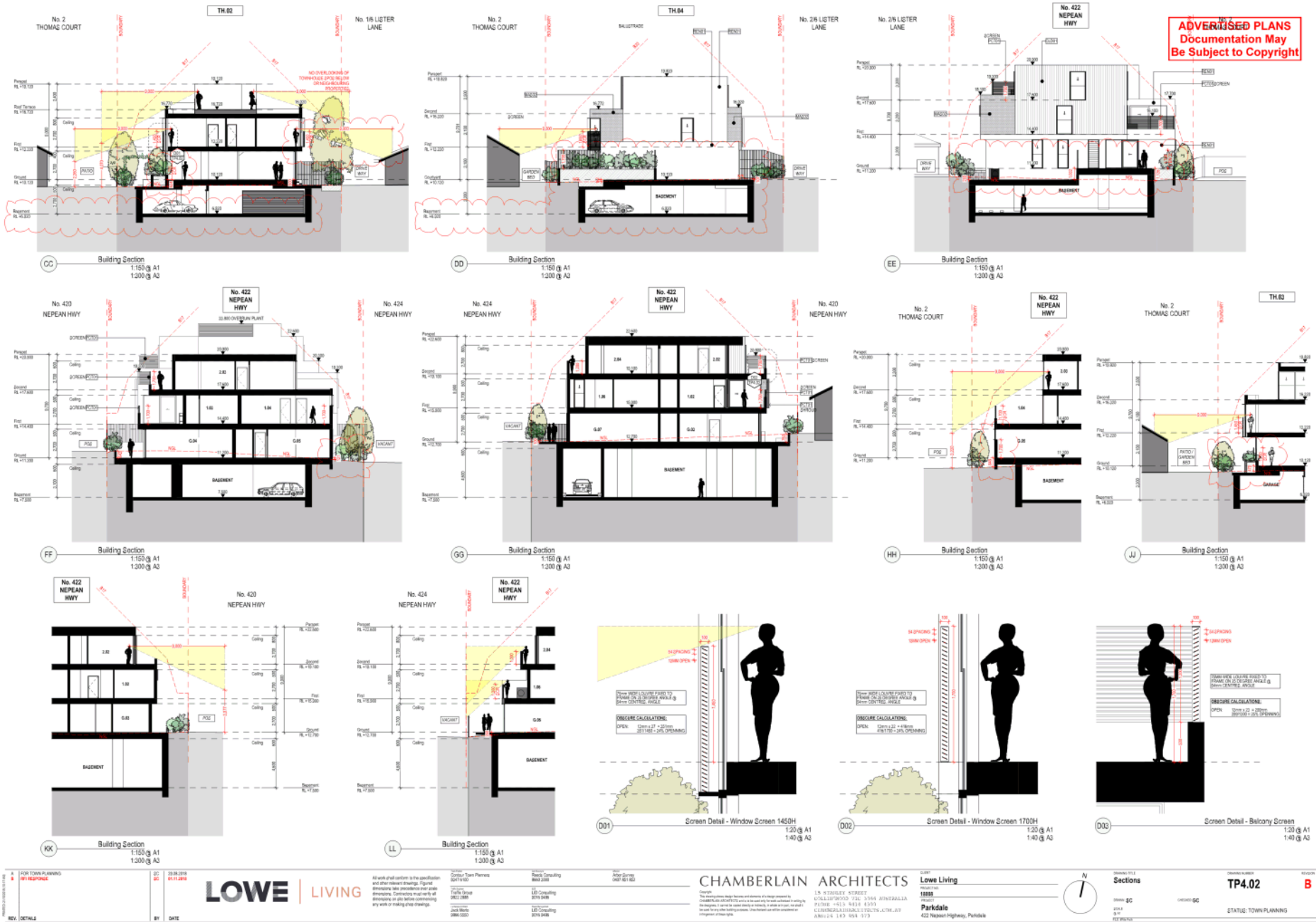
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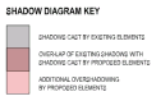
AA Building Section
1:150 @ A1
1:300 @ A3



BB Building Section
1:150 @ A1
1:300 @ A3



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SECLUDED PRIVATE OPEN SPACE ANALYSIS
No. 2 THOMAS COURT 1PM

SPOS TOTAL	= 219m ²
EXISTING SHADOWS	= 57m ² (26%)
NEW SHADOWS	= 22m ² (10%)
THEREFORE AREA NOT IN SHADOW	= 137m ² (62%)

REV: DETAILS

DATE: 13.04.2018

LOWE | LIVING

All work shall conform to the specifications and other relevant standards. Structural dimensions shall be provided over grade dimensions. Contractors shall verify all dimensions on site before commencing any work of making shop drawings.

Client: Tom & Phyllis
Date: 04/11/17
Project: No. 2
Site: No. 2
Address: No. 2

Architect: Chamberlain Architects
Address: 1/5 Stanley Street
Phone: 0415 8418 4395
Email: info@chamberlainarchitects.com.au

CHAMBERLAIN ARCHITECTS
1/5 STANLEY STREET
COLLINGWOOD VIC 3068 AUSTRALIA
PHONE 0415 8418 4395
COLLINGWOOD COLLECTIVE ARCHITECTS
ANNUAL 1/5 504 1013

Low Living
1888
422 Nepean Highway, Parkdale



Scale: 1:500
Date: 11.05.2018
Reference:

Project Number: TP5.03
Status: TOWN PLANNING

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SECLUDED PRIVATE OPEN SPACE ANALYSIS

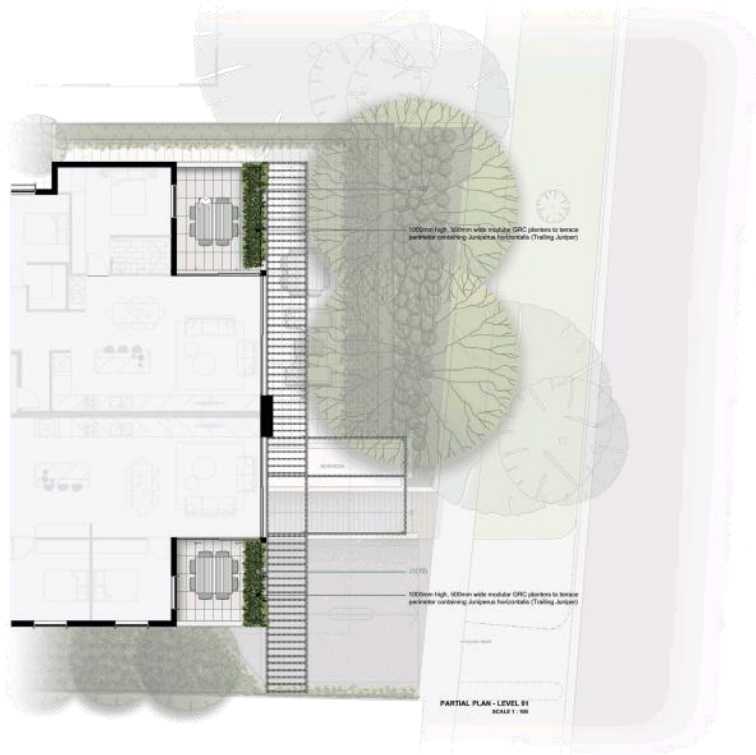
No. 2 THOMAS COURT 3PM	
SPOS TOTAL	= 218m ²
EXISTING SHADOWS	= 50m ² (42%)
NEW SHADOWS	= 25m ² (16%)
THEREFORE AREA NOT IN SHADOW	= 143m ² (42%)

SHADOW DIAGRAM KEY

- SHADOWS CAST BY EXISTING ELEMENTS
- OVERLAP OF EXISTING SHADOWS WITH SHADOWS CAST BY PROPOSED ELEMENTS
- ADDITIONAL OVERSHADOWING BY PROPOSED ELEMENTS

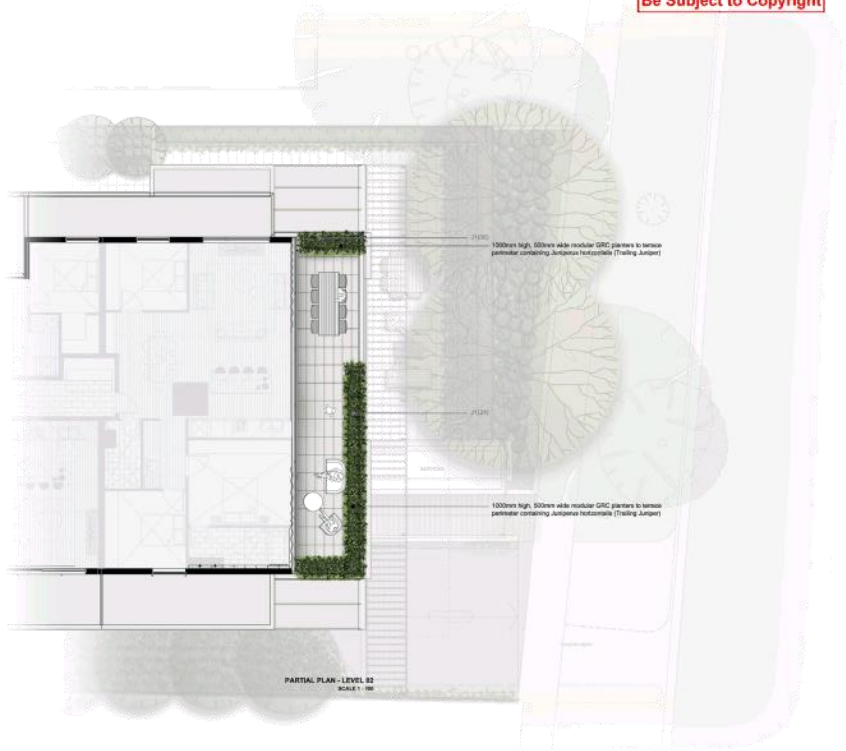
<p>FOR TOWN PLANNING</p> <p>REV: DETAILS</p>	<p>DATE: 23.06.2018</p> <p>LOWE LIVING</p>	<p>All work shall conform to the specifications and other relevant standards. General dimensions take precedence over specific dimensions. Contractors must verify all dimensions on site prior to commencing any work or making any drawings.</p>	<p>Client: Town Planning S476 6100</p> <p>Project: Consulting 8603 3000</p> <p>Design: L5 Consulting 3716 1488</p> <p>Draw: L5 Consulting 3716 1488</p>	<p>Author: Gavin 0487 851 162</p>	<p>CHAMBERLAIN ARCHITECTS</p> <p>15 STURLEY STREET COLLINGSWOOD VIC 3104 AUSTRALIA PHONE +61 3 9318 4355 CLARENCE STREET VICTORIA - COMPTON MELB 1.45 904 917</p>	<p>Client: Low Living 1888 1888</p> <p>Project: Parkdale 422 Nepean Highway, Parkdale</p>	<p>SHADOW TITLE: Shadow Diagrams 3pm</p> <p>DATE: 23.06.2018</p> <p>SCALE: 1:150</p> <p>REVISIONS:</p>	<p>DRAWING NUMBER: TP5.04</p> <p>STATUS: TOWN PLANNING</p>
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PLANTING SCHEDULE

Symbol	Plant	Common Name	Pot Size	Quantity	Planted Height (m)	Planted Width (m)	Maintained Height (m)	Maintained Width (m)
21	Juniperus horizontalis	Trailing Juniper	15cm	22	0.1	0.15	0.2	1.2



PLANTING SCHEDULE

Symbol	Plant	Common Name	Pot Size	Quantity	Planted Height (m)	Planted Width (m)	Maintained Height (m)	Maintained Width (m)
21	Juniperus horizontalis	Trailing Juniper	15cm	30	0.1	0.15	0.2	1.2



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PROJECT TITLE
422 Nepean Highway, Parkdale
CLIENT
Low Group Pty Ltd
SCALE: 1:50, A1/4E

DRAWING TITLE
Upper Level - Landscape Plans

PROJECT NUMBER	DRAWING STATUS	DATE	REVISION
18.045	TP02	28.08.18	C

Approved Drawings must be produced in color and signed, sealed, and dated in ink. Record any discrepancies to Jack Merlo Office for clarification before proceeding with the work.

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WESTERN BOUNDARY ELEVATION
2024.08.18 (REV. 01)
SCALE 1:100

EASTERN BOUNDARY ELEVATION
2024.08.18 (REV. 01)
SCALE 1:100

PROJECT TITLE		ISSUED FOR	
422 Nepean Highway, Parkdale		Boundary Elevations	
CLIENT	LOW GROUP PTY LTD	ISSUED DATE	28.08.18
SCALE	1:100	PROJECT NO.	TP03
DRAWN BY: JACK WATCO		CHECKED BY: JACK WATCO	

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DEEP SOIL AREA CALCULATION

Item	Description	Area (sqm)	Percentage of Site Area	Minimum Requirement
1	Deep Soil Area (Minimum 100mm depth)	18,045	31%	2,707
2	Deep Soil Area (Minimum 150mm depth)	18,045	31%	5,413
3	Deep Soil Area (Minimum 200mm depth)	18,045	31%	10,827

• Minimum to include 100mm (31% of Deep Soil Area) and 200mm (31% of Deep Soil Area)
 • Percentage of Deep Soil Area (Minimum 100mm) is 31% of 57,243m² (Total Site Area)

TREE SCHEDULE

Species (Botanical Name)	Common Name	Tree Size (m)	Quantity	Planting Stage	Planting Date	Mature Height (m)	Mature Width (m)
① <i>Canopy Tree (Minimum 100mm DBH)</i>	Canopy Tree	100	24	2.0 m	2.0 m	12.0 m	10.0 m



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PROJECT NO:
422 Nepean Highway, Parkdale

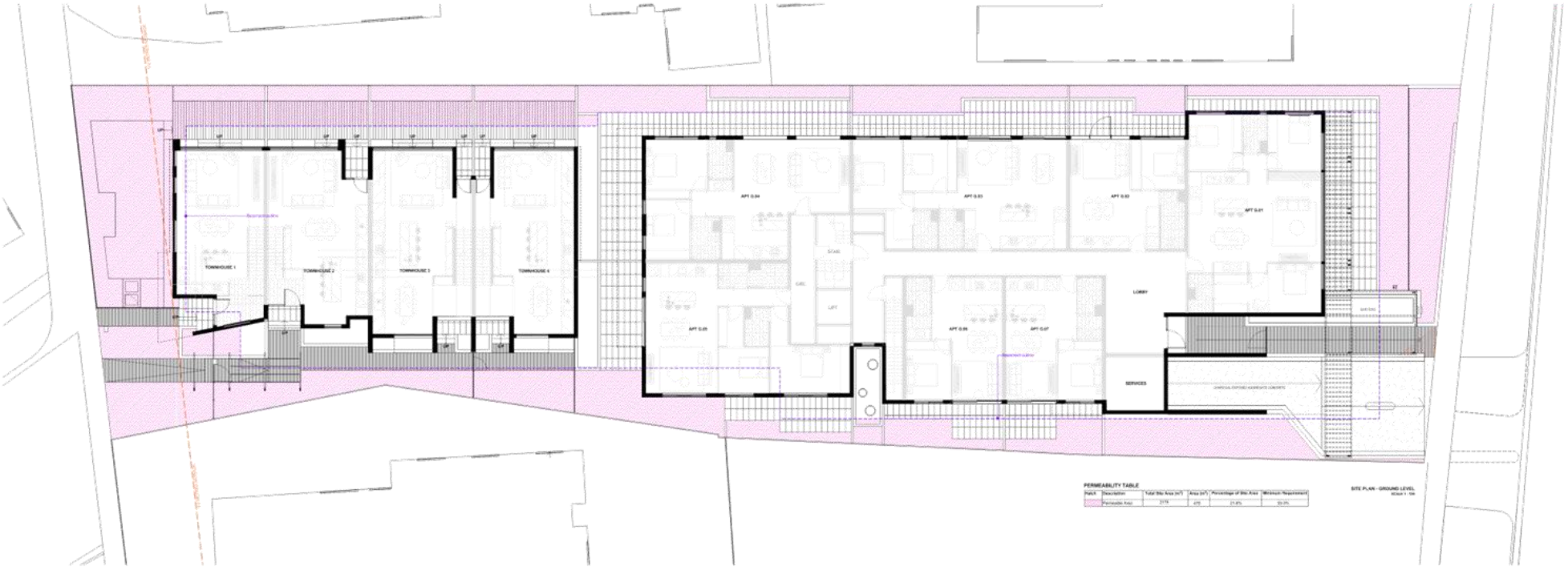
CLIENT:
 Lowe Group Pty Ltd

DRAWING NO:
Deep Soil Area / Canopy Tree Plan

PROJECT NUMBER: 18,045
 DRAWING DATE: TP05
 DATE: 28.08.18
 VERSION: C

SCALE: 1:100

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PERMEABILITY TABLE

PAVEMENT	Description	Total Site Area (m ²)	Area (m ²)	Percentage of Site Area	Minimum Requirement
Permeable Pavement		7100	225	3.16%	20.0%

SITE PLAN - GROUND LEVEL
SCALE: 1:50

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CONSENTED BY THE
CITY OF MELBOURNE
ON 28.08.18
AS PART OF THE
CITY OF MELBOURNE'S
PLANNING AND
CONSTRUCTION
SERVICES
1. THE PERMEABILITY TABLE IS A SUMMARY TABLE OF THE PERMEABILITY TABLES FOR EACH OF THE PROPOSED DEVELOPMENTS AND IS NOT TO BE USED AS A SUBSTITUTE FOR THE PERMEABILITY TABLES FOR EACH OF THE PROPOSED DEVELOPMENTS.
2. THE PERMEABILITY TABLES FOR EACH OF THE PROPOSED DEVELOPMENTS ARE AVAILABLE FOR REVIEW AT THE OFFICE OF THE CITY ENGINEER, 100 COLLEGE AVENUE, MELBOURNE, VIC 3006.
3. THE PERMEABILITY TABLES FOR EACH OF THE PROPOSED DEVELOPMENTS ARE AVAILABLE FOR REVIEW AT THE OFFICE OF THE CITY ENGINEER, 100 COLLEGE AVENUE, MELBOURNE, VIC 3006.
4. THE PERMEABILITY TABLES FOR EACH OF THE PROPOSED DEVELOPMENTS ARE AVAILABLE FOR REVIEW AT THE OFFICE OF THE CITY ENGINEER, 100 COLLEGE AVENUE, MELBOURNE, VIC 3006.
5. THE PERMEABILITY TABLES FOR EACH OF THE PROPOSED DEVELOPMENTS ARE AVAILABLE FOR REVIEW AT THE OFFICE OF THE CITY ENGINEER, 100 COLLEGE AVENUE, MELBOURNE, VIC 3006.

PROJECT TITLE
422 Nepean Highway, Parkdale

CLIENT
Low Group Pty Ltd

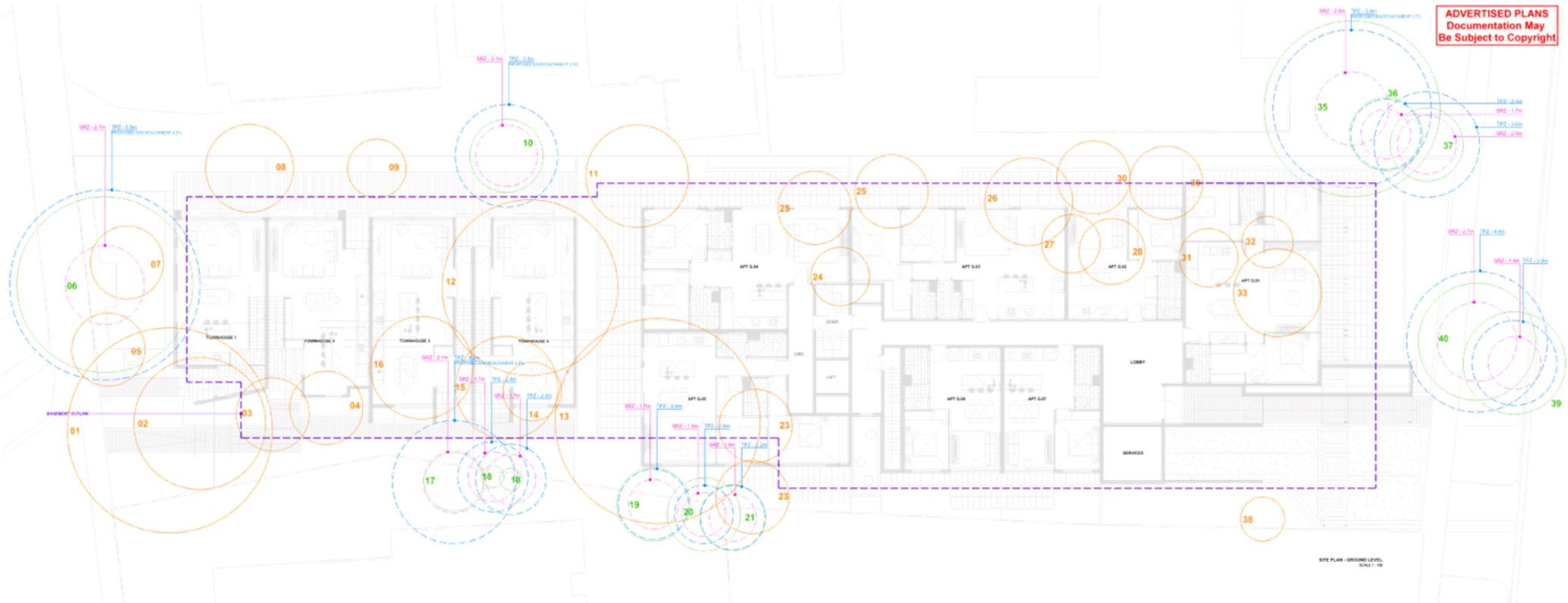
ISSUED BY
T

ISSUED FOR
Site Permeability Plan

PROJECT NUMBER	ISSUED DATE	SCALE	REVISION
18.045	TPO6	28.08.18	C

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- GENERAL NOTES**
- Information on this Tree Management Plan corresponds with the Arborist Report by Rick Gubbish from Gubbish & Associates, dated 30 Jul 2018.
 - The protection fencing or ground protection where required, provided in accordance with AS4793:2009.
 - Flammable storage on any tree protection fencing prohibiting access, excavation, changes or cut works, or any storage within the Tree Protection Zone in accordance with AS4793:2009 unless with the prior written consent and under the direct supervision of the arborist.
 - Maintenance of the property within the Tree Protection Zone in accordance with AS4793:2009.
 - Any pruning to be undertaken being in accordance with AS4793:2009.

EXISTING TREE TABLE

TABLE	DESCRIPTION
	Existing tree - to be retained
	Existing tree - to be removed
	Structural Risk Zone (SRZ)
	Tree Protection Zone (TPZ)

EXISTING TREE SCHEDULE

Tree No.	Botanical Name	Common Name	To be retained or removed
1	<i>Stereosia robusta</i>	Silly Oak	Remove
2	<i>Torreya australis</i>	Black Cherry	Remove
3	<i>Phytolacca americana</i>	Spine Phytolacca	Remove
4	<i>Alnus incana</i>	Karri	Remove
5	<i>Livistona australis</i>	Coastal Tax Tree	Remove
6	<i>Manisotera australis</i>	New Zealand Christmas Tree	Retain
7	<i>Phoradendron australe</i>	Phorad	Remove
8	<i>Leptospermum laevis</i>	Leptospermum	Remove
9	<i>Platanus</i>	Cannon Fig	Remove
10	<i>Leptospermum laevis</i>	Leptospermum	Remove
11	<i>Leptospermum laevis</i>	Leptospermum	Remove
12	<i>Leptospermum laevis</i>	Leptospermum	Remove
13	<i>Leptospermum laevis</i>	Leptospermum	Remove
14	<i>Leptospermum laevis</i>	Leptospermum	Remove
15	<i>Leptospermum laevis</i>	Leptospermum	Remove
16	<i>Leptospermum laevis</i>	Leptospermum	Remove
17	<i>Leptospermum laevis</i>	Leptospermum	Remove
18	<i>Leptospermum laevis</i>	Leptospermum	Remove
19	<i>Leptospermum laevis</i>	Leptospermum	Remove
20	<i>Leptospermum laevis</i>	Leptospermum	Remove
21	<i>Leptospermum laevis</i>	Leptospermum	Remove
22	<i>Leptospermum laevis</i>	Leptospermum	Remove
23	<i>Leptospermum laevis</i>	Leptospermum	Remove
24	<i>Leptospermum laevis</i>	Leptospermum	Remove
25	<i>Leptospermum laevis</i>	Leptospermum	Remove
26	<i>Leptospermum laevis</i>	Leptospermum	Remove
27	<i>Leptospermum laevis</i>	Leptospermum	Remove
28	<i>Leptospermum laevis</i>	Leptospermum	Remove
29	<i>Leptospermum laevis</i>	Leptospermum	Remove
30	<i>Leptospermum laevis</i>	Leptospermum	Remove
31	<i>Leptospermum laevis</i>	Leptospermum	Remove
32	<i>Leptospermum laevis</i>	Leptospermum	Remove
33	<i>Leptospermum laevis</i>	Leptospermum	Remove
34	<i>Leptospermum laevis</i>	Leptospermum	Remove
35	<i>Leptospermum laevis</i>	Leptospermum	Remove
36	<i>Leptospermum laevis</i>	Leptospermum	Remove
37	<i>Leptospermum laevis</i>	Leptospermum	Remove
38	<i>Leptospermum laevis</i>	Leptospermum	Remove
39	<i>Leptospermum laevis</i>	Leptospermum	Remove
40	<i>Leptospermum laevis</i>	Leptospermum	Remove

Tree No.	Botanical Name	Common Name	To be retained or removed
16	<i>Excelsior japonica</i>	Yakagi	Remove
17	<i>Corymbia alternata var. glabra</i>	Adelaide Casahuate	Remove
18	<i>Corymbia alternata var. glabra</i>	Adelaide Casahuate	Remove
19	<i>Agave leucostachya</i>	White Mistle	Remove
20	<i>Acacia robusta</i>	Casahuate Shrub	Remove
21	<i>Callistemon strictus</i>	Casahuate Shrub	Remove
22	<i>Acacia robusta</i>	Casahuate Shrub	Remove
23	<i>Callistemon strictus</i>	Casahuate Shrub	Remove
24	<i>Callistemon strictus</i>	Casahuate Shrub	Remove
25	<i>Callistemon strictus</i>	Casahuate Shrub	Remove
26	<i>Callistemon strictus</i>	Casahuate Shrub	Remove
27	<i>Callistemon strictus</i>	Casahuate Shrub	Remove
28	<i>Callistemon strictus</i>	Casahuate Shrub	Remove
29	<i>Callistemon strictus</i>	Casahuate Shrub	Remove
30	<i>Callistemon strictus</i>	Casahuate Shrub	Remove
31	<i>Callistemon strictus</i>	Casahuate Shrub	Remove
32	<i>Callistemon strictus</i>	Casahuate Shrub	Remove
33	<i>Callistemon strictus</i>	Casahuate Shrub	Remove
34	<i>Callistemon strictus</i>	Casahuate Shrub	Remove
35	<i>Callistemon strictus</i>	Casahuate Shrub	Remove
36	<i>Callistemon strictus</i>	Casahuate Shrub	Remove
37	<i>Callistemon strictus</i>	Casahuate Shrub	Remove
38	<i>Callistemon strictus</i>	Casahuate Shrub	Remove
39	<i>Callistemon strictus</i>	Casahuate Shrub	Remove
40	<i>Callistemon strictus</i>	Casahuate Shrub	Remove

Tree No.	Botanical Name	Common Name	To be retained or removed
21	<i>Rhododendron sp.</i>	Rhododendron	Remove
22	<i>Calluna heisteria</i>	Groundell	Remove
23	<i>Phytolacca americana</i>	Spine Phytolacca	Remove
24	<i>Alnus incana</i>	Black Cherry	Remove
25	<i>Alnus incana</i>	Black Cherry	Remove
26	<i>Alnus incana</i>	Black Cherry	Remove
27	<i>Alnus incana</i>	Black Cherry	Remove
28	<i>Alnus incana</i>	Black Cherry	Remove
29	<i>Alnus incana</i>	Black Cherry	Remove
30	<i>Alnus incana</i>	Black Cherry	Remove
31	<i>Alnus incana</i>	Black Cherry	Remove
32	<i>Alnus incana</i>	Black Cherry	Remove
33	<i>Alnus incana</i>	Black Cherry	Remove
34	<i>Alnus incana</i>	Black Cherry	Remove
35	<i>Alnus incana</i>	Black Cherry	Remove
36	<i>Alnus incana</i>	Black Cherry	Remove
37	<i>Alnus incana</i>	Black Cherry	Remove
38	<i>Alnus incana</i>	Black Cherry	Remove
39	<i>Alnus incana</i>	Black Cherry	Remove
40	<i>Alnus incana</i>	Black Cherry	Remove

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PROJECT FILE
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Planning Committee Meeting

22 May 2019

Agenda Item No: 4.4

KP-2017/858 - 433 BOUNDARY ROAD HEATHERTON

Contact Officer: Andrew Stubbings, Senior Planner

Purpose of Report

This report is for Council to consider Planning Permit Application No. KP-2017/858 - 433 Boundary Road, Heatherton.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That the Planning Committee determine to support the proposal and issue a Planning Permit to develop and use the land for a wholesale plant nursery on land affected by a Land Subject to Inundation Overlay, to display advertising signage, to create and alter access to land adjacent to a Road Zone Category 1 at No. 433 Boundary Road, Heatherton, subject to the conditions contained within this report.

**City of Kingston
Planning Committee Meeting**

Agenda

22 May 2019

EXECUTIVE SUMMARY			
Address	No. 433 Boundary Road, HEATHERTON		
Legal Description	Lot 2 on Plan of Subdivision No. 711586B		
Applicant	Studio Abode		
Planning Officer	Andrew Stubbings		
PLANNING REQUIREMENTS			
Planning Scheme	Kingston		
Zoning	Clause 35.04 – Green Wedge Zone (GWZ2)		
Overlays	Clause 43.02 DDO5 Clause 44.04 LSIO		
Particular Provisions	Clause 51.02 - Metropolitan Green Wedge Land Clause 52.05 - Signs Clause 52.06 – Car Parking Clause 52.29 – Land adjacent to a Road Zone Category 1 Clause 52.34 - Bicycle Facilities		
APPLICATION / PROCESS			
Proposal	Wholesale plant nursery (use & development), advertising signage & create and alter access to land adjacent to a road zone category 1.		
Reference No.	KP-2017/858	RFI Received	Yes
App. Received	10 November 2017	App. Amended	N/A
Site inspection	No		
S.52 Advertising	Yes	Advertising Completed	Yes
S.55 Referrals	VicRoads		
Internal referrals	Yes		
Objection(s)	Nil (withdrawn)		
Lot Size	N/A –	Mandatory Building Height requirement	N/A
Mandatory Garden area requirement			
LEGISLATIVE			
Covenant/other Restriction	No	Complies: N/A	
Aboriginal Cultural Sensitivity Area	YES, CHMP provided.		
CHMP Considered Plans	Studio Abode, Revision C, 12 November 2018 TPA03, TPA03a, TPA04, TPA05, TPA06. Wallbrink Landscape Architect, Landscape plan May 2018.		

1.0 RELEVANT LAND HISTORY

1.1 Council records indicate that no recent planning approvals have issued in relation to the subject site.

2.0 SITE PARTICULARS

2.1 The site is irregular in shape and is located on the west side of Boundary Road, Heatherton, approximately 310 metres north of its intersection with Centre Dandenong Road. The property features a frontage width of 96 metres, a maximum depth of 303 metres with an overall site area of 2.816 hectares.

2.2 The property is currently vacant land and appears to be have been largely cleared of vegetation. It is noted that the topography of the site is relatively flat.

2.3 A double-width crossover exists at the southern-most end of the site's Boundary Road frontage.

2.4 No easements are contained within the subject site. There appear to be no restrictions listed on the Certificate of Title.

3.0 SURROUNDING ENVIRONS

3.1 The surrounding area comprises of low intensive land uses with all land directly adjoining and opposite the subject site forming part of the Green Wedge Zone (Schedule 2), with the exception of the Heatherton Recreation Reserve at the rear which is zoned Public Park & Recreation Zone. Boundary Road is identified as a Road Zone Category 1.



3.2 Land directly abutting the subject site and opposite is described as follows:

North (Side): No. 453 Boundary Road – This 2.81 hectare site is currently used for the purpose of a commercial venture known as “Wild Buggy”.

West (Rear): No. 32 Ross Street – Heatherton Recreation Reserve.

South (Side): No. 431 Boundary Road, No. 431 & No. 465 Centre Dandenong Road – The adjoining property to the south-east is currently used and development as a wholesale plant nursery (“Landscape Link Nursery”). The land referred to as No. 431 Centre Dandenong Road is used for market gardens whilst the site at No. 465 Centre Dandenong Road is developed and used as a paintball facility. The Urban Floodway Zone transects through both allotments.

East (Front): Road and No. 321 Old Dandenong Road (Opposite) - This land is also located within a Green Wedge Zone 2 and appears to be vacant.

4.0 PROPOSAL

4.1 It is proposed to develop and use the land for the purpose of a wholesale plant nursery, to display advertising signage and to alter and create access to land adjacent to a Road Zone Category 1, generally in accordance with the revised plans received by Council on the 23rd January, 2018 and the 28th February, 2018.

4.2 The proposed plant nursery would include the propagation of plants and the wholesaling of plants to retail nurseries and commercial gardeners, etc and setback a minimum distance of 26 metres from Boundary Road. The overall maximum building height associated with the proposed development is 8.0 metres above the natural ground level.

4.3 A number of buildings would also be constructed in association with the proposed use, including:

- An office/showroom area;
- A covered plant propagation area, comprising of agricultural igloos;
- An uncovered plant propagation area;
- Two (2) 385,000 litre water tanks;
- A dam; and
- An open vehicle delivery and truck turning area.

4.4 The use would operate the following hours:

- Monday to Friday: 7:30am to 5:30pm; and
- Saturday: 8:00am to 12:30pm.
- Sunday: Closed

4.5 A total of 72 on-site car parking spaces are proposed for both customers and employees and would be accessed via an internal driveway located within the front setback area of the property.

4.6 Vehicle access to the subject site would be provided through the creation of a new 11 metre wide “left in, left out” crossover located directly adjacent to the northern-most end of the site’s Boundary Road frontage. Additionally, a new 7.5 metre wide “exit only” point is to be created at the southern-most end of the site’s frontage. The existing crossover is to be removed.

4.7 A 1.8 metre high cyclone wire fence is to be constructed along the site’s Boundary Road frontage.

- 4.8 Removal of one (1) native tree is proposed as part of this application. A eucalyptus species in poor / declining health.
- 4.9 Two (2) business identification signs are to be displayed in conjunction with the proposal, comprising of 2000mm wide by 1000mm high signs to be located directly adjacent to the site's front property boundary

5.0 PLANNING PERMIT PROVISIONS

Zone

- 5.1 Green Wedge Zone (Schedule 2): Pursuant to Clause 35.04-1 of the Kingston Planning Scheme, a planning permit is required to use land for a plant nursery. Under Clause 74 of the Scheme, the use of land for the purpose of a plant nursery is defined as "*land used to propagate, grow and sell plants. It may include the sale of gardening equipment and horticultural products*".

Pursuant to Clause 35.04-5 of the Scheme, a planning permit is also required to construct a building and to construct or carry out works associated with a Section 2 use and also to construct a building and to construct or carry out works located within 100 metres of a Road Zone Category 1 and within 100 metres of a waterway or designated flood plain. It is noted that rain water tanks are exempt under this section of the Scheme.

Overlays

- 5.2 Design & Development Overlay (Schedule 5): Pursuant to Clause 43.02 of the Kingston Planning Scheme, a planning permit is required to construct buildings and works which exceed 25 metres above Australian Height Datum (AHD). The proposed development satisfies this requirement given that the new buildings would not be more than 24.9 metres above AHD and, as such, no planning permit requirement is triggered for this application.
- 5.3 Land Subject to Inundation Overlay: Pursuant to Clause 44.04 of the Scheme, a planning permit is required to construct a building or construct and carry out works. Melbourne Water is the relevant floodplain authority with respect to this application.

Particular Provisions

- 5.4 Advertising Signs: Pursuant to Clause 52.05-9 of the Scheme, a planning permit is required to display business identification signage. Advertising signage located within the Green Wedge Zone falls under Category 3 – Medium Limitation.
- 5.5 Car Parking: Pursuant to Clause 52.06-5 of the Scheme, 10% of the site area is required to be set aside for car parking where land is used for "landscape gardening supplies" which by definition includes a plant nursery. It is considered that the proposal satisfies the minimum amount of land to be allocated for car parking with approximately 2900m² to be provided on the subject land, whereas an area of 10% of the site area equates to 2816m². As such, no reduction to the statutory car parking requirements is sought under this section of the Scheme.
- 5.6 Land Adjacent to a Road Zone Category 1: Pursuant to Clause 52.29 of the Kingston Planning Scheme, a planning permit is required to construct or alter an access to a Road Zone Category 1. VicRoads is the relevant roads authority with respect to this application.

General Provisions

- 5.7 The Decision Guidelines of Clause 65 of the Kingston Planning Scheme are relevant to this application and require consideration to be given to a variety of matters including planning scheme policies, the purpose of the zone, orderly planning and the impact on amenity.

6.0 RELEVANT POLICIES

6.1 Planning Policy Framework (PPF)

- Clause 11.01-S Settlement
- Clause 12 Environmental and Landscape Values
- Clause 15 Built Environment and Heritage
- Clause 17 Economic Development
- Clause 18 Transport

6.2 Local Planning Policy Framework (LPPF)

- Clause 21.03 Land Use Challenges for the New Millennium
- Clause 21.04 Vision
- Clause 21.10 Green Wedge
- Clause 21.12 Transport, Movement and Access
- Clause 22.04 South-East Non-Urban Area Policy
- Clause 22.05 Moorabbin Airport Environs Policy
- Clause 22.15 Outdoor Advertising Signage

6.3 Zoning

- Clause 35.04 Green Wedge Zone (Schedule 2)

6.4 Overlay Controls

- Clause 43.02 Design & Development Overlay (Schedule 5)
- Clause 44.04 Land Subject to Inundation Overlay

6.5 Particular Provisions

- Clause 51.02 Metropolitan Green Wedge Land
- Clause 52.05 Signs
- Clause 52.06 Car Parking
- Clause 52.29 Land Adjacent to a Road Zone Category 1
- Clause 52.34 Bicycle Facilities

7.0 ADVERTISING

- 7.1 The proposal was advertised by sending notices to adjoining and opposite property owners and/or occupiers and by maintaining one (1) large notice on site for fourteen (14) days. The advertising process was satisfactorily completed and one (1) objection was received to the proposal. However, due the provision of a revised plans providing additional vegetation within the front setback the objection was withdrawn.

- 7.2 The main grounds of concern can be summarised under the following headings:

- Site coverage;
- Site layout;

- Car parking;
- Precedent for use; and
- Inconsistent with the Planning Scheme, including the Green Wedge Management Plan.

No objection remains with this application.

8.0 PLANNING CONSULTATION MEETING

- 8.1 In accordance with Council's Planning Consultation Meeting Policy, no meeting was required as only one (1) objection was received.
- 8.2 The Objector's concerns were able to be resolved with the provision of revised plans and has been withdrawn.

9.0 SECTION 57A – AMENDMENT TO PLANS

- 9.1 Revised plans were submitted to Council and circulated to the objector who subsequently withdrew their objection.
- Revised landscape plan incorporating additional planting.
 - Revised development plans incorporating additional planting and internal layout design.
 - Additional planting in response to objection.
- Internal layout clarification to assist during building approval process.

10.0 REFERRALS

- 10.1 The application was referred to the following internal departments:
- Council's Development Engineer – raised no objection to the application, subject to conditions included on any permit issued relating to stormwater works incorporating water sensitive urban design treatments to minimise water run off from the site.
 - Council's Vegetation Management Officer - raised no objection to the application, subject to conditions included on any permit issued for the proposal relating to the landscaping of the site. Conditional consent was also offered to removal of two (2) existing Melaleuca street trees within the adjoining road reserve.
 - Council's Roads & Drains Department – No objection subject to conditions.
 - Council's Waste Management Officer – no objection was offered to the proposal, subject to the inclusion of a notation to be included on any approved plans stating that all waste collection is to occur during daylight hours.
 - Council's Transport & Traffic Engineering Department – raised no objection to the application, based on the revised plans showing a dedicated turning area for large vehicles (including B-double trucks) at the rear of the property to enable forward egress from the site onto Boundary Road.
- 10.2 The application was referred to the following external authorities:
- VicRoads - raised no objection to the application, subject to conditions included on any permit issued relating to the provision of detailed engineering plans for the proposed access arrangements to and from the subject land at Boundary Road.

- Melbourne Water - raised no objection to the application, subject to conditions included on any permit issued relating to minimum finished floor levels for the proposed buildings, and standard conditions regarding surface run-off from the subject site.

11.0 PLANNING CONSIDERATIONS:

11.1 Planning Policy Framework

- 11.2 Clause 11.01-1S (Settlement) seeks to ensure that there is adequate land provision for land uses, balancing this with the protection of environmentally sensitive area, protecting our natural resources.
- 11.3 Clause 11.01-1R (Green Wedges – Metropolitan Melbourne) seeks to consolidate existing settlements and protect the environment within green wedge areas.
- 11.4 Clause 12 (Environmental and Landscape Values) directs planning to have consideration of environmental values of natural landscapes and ensure their ongoing protection. Protection of biodiversity including habitats for flora and fauna is considered a key objective within these natural landscapes.
- 11.5 Protection of ecological systems and biodiversity is achieved through the implementation of principles at Clause 12 (Environmental and Landscape Values) of the Scheme. Clause 12.01 (Biodiversity) requires planning to consider key guideline documents in the assessment of land use and development, to ensure that the biodiversity, including important habitats for Victoria's flora and fauna are conserved and protected.
- 11.6 The built form response to landscape and cultural context is discussed under Clause 15 (Built Environment and Heritage). Urban Design principles under Clause 15.01-1 (Urban design) highlight the importance of new development being sensitively designed in within sensitive landscaped areas. Retention of vegetation, transport and access, and sustainable development are all areas within which urban design principles provide guidance for new development.
- 11.7 Clause 15.03-2S (Aboriginal Cultural Heritage) seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance.
- 11.8 The Subject Land is identified in an area of Aboriginal Cultural Heritage Sensitivity. The applicant has provided a CHMP with this application in accordance with the Aboriginal Heritage Regulations 2018.
- 11.9 The proposed use and development of the subject land for the purpose of a wholesale plant nursery would be sympathetic to the surrounding land uses whilst being supported by the key objectives of the Green Wedge Zone. The site's location on a highly visible section of a major arterial road (Boundary Road) provides an opportunity to develop the land for modest, low-scale buildings without compromising the landscape sensitivities of the surrounding area.

- 11.10 The proposed buildings associated with the use of the land for a plant nursery is considered generally consistent with the objectives of Clause 15.01-2 – Urban Design Principles. The minimum front building setback of the new development is nominated as more than 22 metres from Boundary Road and, as such, should not adversely affect the visual amenity when viewed from the public realm. Further, the proposal should improve the current appearance of the site which is currently unoccupied by any physical structures or significant vegetation.
- 11.11 **Clause 17** (Economic Development) of the Scheme outlines two (2) key objectives which strongly encourage all sectors of the economy to be supported where appropriate. The proposed use should result in an economical viable and appropriate use of the subject site given its proximity and relationship to established urban areas to the south along Centre Dandenong Road. The proposed land use should also represent an appropriate commercial use given that the adjoining property to the south-east at No. 431 Boundary Road is also used for a wholesale plant nursery and is located within the Green Wedge Zone 2.
- 11.12 **Clause 18** (Transport) of the Kingston Planning Scheme states that planning should support an integrated and sustainable transport system. The proposal would have direct access to Boundary Road and the subject site is located with convenient access to Old Dandenong Road, Centre Dandenong Road and the Dingley Bypass.
- 11.13 It is submitted that the proposed development and use satisfies the afore-mentioned strategies and policy direction.

Local Planning Policy Framework

- 11.14 **Clause 21.03** (Land Use Challenges for the New Millennium) identifies the challenges associated with sustainable management of non-urban areas. This particular issue is elaborated upon in Clause 21.10 of the Scheme, which is of relevance to this application.
- 11.15 **Clause 21.06** (Retail and Commercial Land Use) proposes strategies to foster commercial and retail development within areas of need and where most appropriate. This Clause particularly seeks to address issues around activity centre retailing, the commercial office market and bulky goods retailing. The nature of this application is not directly addressed within this Clause.
- 11.16 **Clause 21.10 (Green Wedge)** picks up on the significant challenges faced in protecting the Green Wedge within a metropolitan municipality. The overview under *Clause 21.10-1* identifies that Kingston's Green Wedges not only accommodate traditional land uses (agriculture, extraction and open space), however are also spaces that protect the flight paths of Moorabbin Airport and provide a location for a range of urban related uses.
- 11.17 Objectives to balance in favour of the protection of Green Wedge areas, as relevant to this application are discussed under *Clause 21.10-2 (Key Issues)*:
- *To support and maintain the green wedge concept whilst ensuring activities in the Green Wedge are consistent with, and contribute to, optimal long term planning solutions for the whole of the south east metropolitan Green Wedge.*
 - *To protect the use of high quality agricultural land for agricultural purposes.*
 - *To protect the economic and operational viability of Moorabbin Airport aviation activities.*
 - *To protect and enhance environmental values including wetlands, flora and fauna habitats and drainage functions.*

- *To ensure that use and development within the Green Wedge does not compromise metropolitan urban growth strategies.*
- *To manage the edge of urban areas in a manner which ensures that the Green Wedge is both stable and enduring.*
- *To protect and further develop the scenic and landscape values of the Green Wedge.*
- *To provide for open space links and opportunities for recreation.*

11.18 Strategies for implementation to uphold these objectives include:

- *Protect the Green Wedge land from intrusion of urban areas.*
- *Continue to protect land within Kingston's Green Wedge for non-urban purposes until such time as the long term future of these areas is identified through a structure planning process.*
- *Limited conversion of Green Wedge land may only be considered in the context of structure plans and where:*
 - ✓ *Development is able to utilise existing urban infrastructure.*
 - ✓ *Development will not restrict the continued operation or further development of existing environmental, social or economic assets.*
 - ✓ *Contributions are made by rezoned areas to the achievement of the Green Wedge concept.*
- *Support and protect areas of viable intensive agricultural activities from ad hoc intrusion and/or encroachment of urban/Green Wedge uses which prejudice their long term viability.*
- *Ensure that agricultural and 'sensitive' non-agricultural land uses are separated by buffers.*
- *Protect the Moorabbin Airport flight paths and their immediate environs from development or use which may compromise the long term viability of the airport or prejudice its safety and efficiency.*
- *Promote the further development of a Green Wedge landscape character, and encourage the use of indigenous plant species in all landscaping through the Green Wedge.*
- *Maintain the urban edge identified in the Green Wedge land use framework plan unless an alternative sustainable edge is identified through the structure planning process;*
- *Ensure that the development within non-urban areas contributes to:*
 - ✓ *The creation of north-south and east-west open space links, as identified in the Green Wedge Framework Plan.*
 - ✓ *The implementation and enhancement of the 'Sandbelt Open Space Strategy'.*
 - ✓ *Provision of regional recreational facilities for the enjoyment of the Kingston and broader community in line with the Kingston Open Space Strategy (2012).*

11.19 The extent of the south-east non-urban area is identified at *Clause 22.04 (South East Non-Urban Area Policy)* and included land within Casey, Frankston, Kingston and Greater Dandenong. All of these areas are recognised for the pressure placed on them by urban development and acknowledges that a regional approach is required to achieve sustainable land outcomes. Like the Green Wedge policy above, Clause 22.04 seeks to

promote a strategic approach to non-urban land use, with the protection of agricultural land and environmental values sought broadly across the municipalities.

Pursuant to Clause 22.04-3, it is policy that:

- *All proposals and planning outcomes:*
 - ✓ *Protect and create a high quality rural landscape.*
 - ✓ *Protect and create flora and fauna habitats and networks.*
 - ✓ *Create public open spaces and open space linkages.*
 - ✓ *Result in clear and sustainable urban boundaries.*
 - ✓ *Result in an urban form which is of a high design standard and low visual impact.*

11.20 The policy directs the development of a structure plan and whilst primarily seeks to encourage non-urban / agricultural uses, entertains a range of planning opportunities with the policy area, however only where it can be demonstrated that such activities are complementary and subservient to the achievement of the framework plan policies.

11.21 The proposed development and use of the subject site for the purpose of a wholesale plant nursery is considered to be generally consistent with the relevant objectives of Clause 21.10 of the Scheme. The proposal should ensure that the existing non-urban character of this section of Boundary Road within the Green Wedge Zone is maintained through the low-scale nature of the new development and use.

11.22 **Clause 21.12** (Transport, Movement and Access) addresses key issues surrounding the sustainable management of Kingston's transport network. This Clause identifies the potential for retail or commercial activity located on main arterial roads to cause high volumes of traffic which may conflict with local user movements. It is considered that the proposed use should not generate the volume of traffic contemplated by this particular issue, with the capacity of Boundary Road considered adequate to meet the demand of customers to the site as well as existing local traffic.

11.23 **Clause 22.04** (South East Non-Urban Area Policy) of the Kingston Planning Scheme provides for a wide range of rural, environmental and urban related uses, and affects areas in the municipalities of Kingston, Casey, Frankston and Greater Dandenong. These areas are under pressure for more intensive urban development. The Policy provides a regional approach to the future management of non-urban land to allow sustainable land use outcomes to be achieved.

The proposal is considered to support the relevant strategies at **Clause 22.04** of the Scheme by:

- Encouraging sustainable land use practice;
- Not compromising metropolitan urban growth strategies; and
- Protecting and developing the scenic and landscape values of the area.

Clause 22.04-3 suggests that the policy for this area protects a high quality rural landscape, by which the following uses are supported within the non-urban area: "agriculture, horticulture, extractive industries, land-fill operations." The proposed retail plant nursery is considered to be consistent with these policies.

11.24 **Clause 22.05** (Moorabbin Airport Environs Policy) does not identify the proposed use as being of a "sensitive" nature and, as such, does not undermine the role of the Moorabbin Airport. However, the construction of any new buildings in land affected by this Policy is

required to comply with the following requirement, being “*new buildings be constructed so as to comply with any noise attenuation measures required by Section 3 of Australian Standard AS 2021 - 1994, Acoustics - Aircraft Noise Intrusion - Building Siting and Construction, issued by the Standards Association of Australia, to the satisfaction of the Responsible Authority*”.

- 11.25 **Clause 22.15** (Outdoor Advertising Signage) is relevant to this application, with regards to the display of business identification signs at the site’s Boundary Road frontage. Specifically, this Policy aims to “*to protect and enhance the rural and environmental character of these areas, signage should have a minimal impact and where possible offer improvements to the non-urban landscape. Signs should generally relate to the use of the land and the scale of surrounding development*”. The new signage is considered to be of a modest size and scale and would be softened by landscaping treatment to be incorporated within the front setback area.
- 11.26 It is considered that the proposed development and use generally complies and satisfies the Planning Policy Framework guidelines that relate to the use and development of non-urban land, where applicable.

Other Council Documents

- 11.27 The *Kingston Green Wedge Plan - Final (April 2012)* was prepared by Planisphere planning consultants and identifies the preferred uses in the Kingston Green Wedge areas. Whilst this strategy has been formally adopted by Council, it is not yet recognised as a reference document under the Kingston Planning Scheme.
- 11.28 The subject site forms part of the land identified as the “Green Wedge – Low Intensity” area under this Plan, which comprises of a number of fragmented allotments on the north side of Centre Dandenong Road and generally to the east side of Old Dandenong Road. The proposed use and development is considered to meet all of the key design guidelines for new buildings on the identified sites, with the provision of a low-scale office/showroom/warehouse building not more than 8 metres high which would be appropriately setback from Boundary Road. Whilst part of the new building would be constructed directly adjacent to the site’s southern boundary, it should not create an unreasonable visual intrusion given that the adjoining site to the south-east is also used as a wholesale plant nursery. It is also acknowledged that the new buildings would feature cladding and external building materials of low reflectivity and of muted colours and tones. The size of the two (2) new signs are considered to be relatively modest and should not detract from the landscape values associated with this section of Boundary Road. The retention of the majority of street trees would also assist in visually softening the development when viewed from the adjoining road reserve.
- 11.29 Overall, the proposed development and use is considered to accord with the preferred development of this site under the Council’s Kingston Green Wedge Plan (April, 2012).

Zoning Provisions

- 11.30 Clause 35.04 (Green Wedge Zone – Schedule 2)

It is considered that the proposed use and development satisfies the purposes of the zone, which are:

*To implement the Municipal Planning Strategy and the Planning Policy Framework.
To encourage development that respects the neighbourhood character of the area.
To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.*

To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

- 11.31 Under the decision guidelines of the Green Wedge Zone, a number of matters under the “general issues”; “rural issues”; “environmental issues”, “design and siting issues” and “primary and secondary school issues” are nominated as requiring consideration (where appropriate) in the assessment of applications. Of particular relevance to this application are guidelines regarding the compatibility of the proposal with surrounding uses, protecting and enhancing the non-urban landscape character and minimising any adverse impacts of the siting and design of the proposed buildings.

General Issues

- 11.32 The proposal would offer an appropriate transition between the existing land uses which adjoin the subject land and are currently located outside the Urban Growth Boundary (UGB). The proposed use falls under the broader land use definitions of horticulture and rural industry, with the land immediately abutting the site to the south-east at No. 431 Boundary Road currently used for agricultural purposes. It is noted that the land on the north side of the subject site is developed and used for commercial purposes although being located within a Green Wedge Zone 2.
- 11.33 The proposed plant nursery is considered an appropriate amalgamation of use types (horticultural and wholesaling) within the Green Wedge Zone and the outside of the Urban Growth Boundary.

Environmental Issues

- 11.34 The proposal should not result in any adverse environmental impacts on any existing biodiversity located on the subject site and surrounding areas. A number of permit conditions to be imposed by Melbourne Water include details of any earthworks proposed and the provision of a site management plan including details of any pollution and sediment control measures to be adopted by the Owner/Applicant. As such, the proposed use should not detrimentally affect the nearby Clayton South Drain (to the rear) and associated waterways area.
- 11.35 Further to this, the proposal would not require the removal of any significant vegetation from the subject land. It is proposed to remove one (1) eucalyptus species that is in poor and declining health and not a native tree.

Design and Siting Issues

- 11.36 The location and design of the proposed buildings associated with the plant nursery would comprise of a two (2) modest and semi-attached structures including administration, showroom and agricultural “igloos”. The office area, ancillary warehouse and office buildings would comprise of pre-cast concrete panels, Colorbond “Monument” metal sheet wall cladding, black metal frames, hail mesh and timber battens.
- 11.37 The overall design and siting of the proposed buildings are considered appropriate for their context in addition to being located on the west side of Boundary Road, whilst retaining a relatively low-key design which will minimise any potential adverse impacts which are sought by the objectives of this Zone.
- 11.38 The proposal is consistent with the zoning provisions. The proposed plant nursery is a Section 2 use under the provisions of the Green Wedge Zone 2. The use and development of the land for a “plant nursery” is also compatible with the surrounding land uses given its location outside of the Urban Growth Boundary. The proposed use of the site is unlikely to result in material detriment to the surrounding uses, and it is considered that the traffic

generated by the proposal can be absorbed within the road network based on VicRoads response.

- 11.39 For the above reasons, the overall proposed development and use of the subject site is considered acceptable with respect to the objectives of the Green Wedge Zone 2. The proposed development provides for an appropriate commercial use of the land, whilst the built form and its siting should not be a dominant feature within landscape character along this section of Boundary Road.

Overlays

- 11.40 The subject site is affected by the following Overlay Controls:

- Design & Development Overlay (Schedule 5); and
- Land Subject to Inundation Overlay.

- 11.41 As previously stated, a planning permit requirement is not triggered under the provisions of the DDO5 given that the maximum overall height of the new development would not exceed 25 metres above AHD.

- 11.42 The subject land is affected by a Land Subject to Inundation Overlay (LSIO), where Melbourne Water is the relevant floodplain authority. As previously discussed, this application has been externally referred to Melbourne Water and consent has been offered with respect to the proposed buildings and works, subject to specified minimum finished floor levels.

Particular Provisions

- 11.43 Clause 52.05 (Signs)

Pursuant to Clause 52.05-9 (Category 3 – Medium Limitation) of the Scheme, a planning permit is required to display business identification signage.

The proposal includes the display of two (2) 2m² business identification signs located directly adjacent to the site's Boundary Road frontage. The proposal signage would not be illuminated and is relatively modest given the commercial nature of the proposed use.

Accordingly, the proposed signage is considered to support the purpose of Category 3 – Medium Limitations which aims to *"to ensure that signs in high-amenity areas are orderly, of good design and do not detract from the appearance of the building on which a sign is displayed or the surrounding area"*.

- 11.44 Clause 52.06 (Car Parking)

Pursuant to Clause 52.06-5 of the Kingston Planning Scheme, it is stated that 10% of the subject site should be set aside for car parking and access lanes where land is used for "landscaping garden supplies" or by definition, a "plant nursery". The subject land features an overall area of 2.81 hectares or 28160 square metres which suggests that 2816 square metres of the site should be dedicated towards car parking and access lanes.

- 11.45 The proposed car parking areas and access lanes within the subject site to be used in conjunction with the new wholesale plant nursery would result in a total combined area of 2900m². Specifically, a total of 72 car spaces would be provided within the front setback area of the site in addition to the main driveway and associated access areas. As such, the proposal would exceed the minimum statutory requirements for car parking and access in accordance with Clause 52.06 (Car Parking) of the Scheme.

11.46 Further to this, the design of the new access arrangements in conjunction with the proposed use are considered satisfactory and would allow vehicles to safely and efficiently enter, exit and move around the site. The proposed new access to the site from Boundary Road is supported by VicRoads (subject to the inclusion of a number of permit conditions) and is, in-principle, supported by Council's Traffic Engineers.

11.47 The proposed loading and unloading area arrangements for the proposal are considered appropriate, especially with the provision of nine (9) trailer bays provided. Specifically, a truck-turning and delivery area would be provided at the rear (west) of the growing areas and has been designed to accommodate B-double trucks and semi-trailer delivery vehicles. This open area would be accessed via a 6.84 metre wide accessway extending along the site's northern boundary from Boundary Road. Given the nature of the proposed use and the open layout of the wholesale plant nursery, the proposed loading and unloading areas are considered appropriate in this instance.

11.48 Clause 52.29 (Land Adjacent to a Road Zone Category 1)

One of the key objectives of this Clause is "to ensure appropriate access to identified roads".

The proposed new access points to be constructed adjacent to the site's Boundary Road frontage is supported by VicRoads as the relevant roads authority (subject to the inclusion of a numerous permit conditions on any permit issued).

11.49 Clause 52.34 (Bicycle Facilities)

The relevant purpose of this Clause is "to provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities".

The proposed land use is not specified under the provisions of Clause 52.34-3 of the Scheme. However, Council officers considers that there is sufficient space adjacent to the designated customer car parking area to provide some on-site bicycle parking spaces for either customers or employees. As such, as condition of any permit issued for the proposal should require the provision of bicycle parking facilities in conjunction with the proposed use on the subject land.

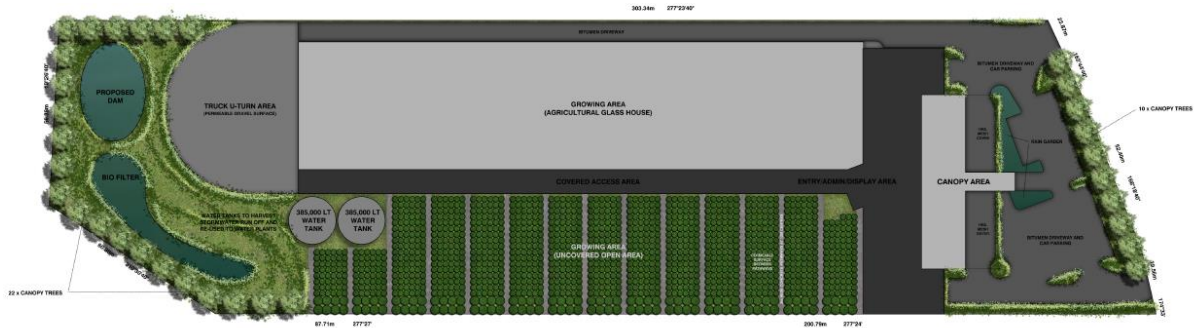
11.50 Clause 51.02 (Metropolitan Green Wedge Land)

The key objectives of this section of the Scheme include:

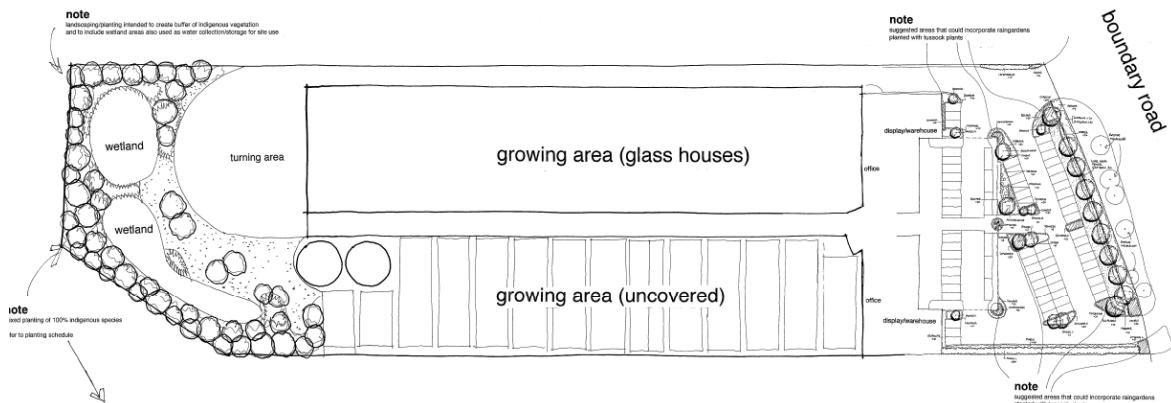
- *To protect metropolitan green wedge land from uses and development that would diminish its agricultural, environmental, cultural heritage, conservation, landscape natural resource or recreation values.*
- *To protect productive agricultural land from incompatible uses and development.*
- *To ensure that the scale of use is compatible with the non-urban character of metropolitan green wedge land.*
- *To encourage the location of urban activities in urban areas.*
- *To provide transitional arrangements for permit applications made to the responsible authority before 19 May 2004.*
- *To provide deeming provisions for metropolitan green wedge land.*

11.51 The proposed use and works associated with the wholesale plant nursery are considered to meet the above mentioned objectives. The built form on site is not considered excessive and

there is an abundance of landscaping to the east and west end of the site. The below landscape plan identifies the extent of native vegetation to be planted proposed onsite. The stormwater captured from the grown house will be stored in the dam and used for watering the seedlings.



Site plan with landscaped areas.



Landscape plan.

Aboriginal Cultural Heritage

11.52 Due to the recent changes to the mapping of Aboriginal Cultural Heritage Sensitivity by Aboriginal Affairs Victoria (AAV) the site is now recognised within an area of Aboriginal Cultural Heritage Sensitivity. A CHMP has been provided with this application.

Site Coverage

11.53 There is no requirement for built area on land identified for “low intensity” land uses. It is noted that 49% of the site would remain as permeable, including one half of the plant propagation areas and the delivery and vehicle turning area at the rear of the property (to feature gravel material).

Site Layout.

The development would largely comprise of transparent materials (with respect to the covered plant propagation area) featuring hail-proof mesh. Council officers do not believe that the office/showroom area at the front of the site would not present as a “retail” premises.

Car Parking.

A reduction in the number of car parking spaces proposed will allow for less hard surfacing within the front setback area. The number of car parking spaces proposed is considered appropriate to accommodate both staff and customers on the site.

11.54 Precedent for Use.

Any future application for wholesale plant nurseries within this part of the Green Wedge Zone would be considered on its merits and subject to the relevant planning considerations at that time.

11.55 Inconsistent with the Planning Scheme, including the Green Wedge Plan

The proposed use is considered to accord with the relevant Planning policies outlined within the Kingston Planning Scheme, in addition to the applicable building design guidelines for "low intensity" uses under Council's Green Wedge Plan (2012) which is a reference document. It is also argued that the use of the land for a wholesale plant nursery is an appropriate planning outcome for the site given its size and proximity from any nearby sensitive land uses.

12 CONCLUSION:

- 12.1 On balance, the proposal is considered to substantially comply with the relevant planning policy and therefore should be supported.
- 12.2 As outlined above, it has been determined that prior to deciding on this application all factors pursuant to Section 60(1) of The Act have been considered. Further to this, the proposal does not give rise to any significant social and economic effects.
- 12.3 The proposed development and use is considered appropriate for the site, subject to conditions, as evidenced by:
- The compatibility of the design and siting with the surrounding area;
 - The mitigation of off-site amenity impacts; and
 - A suitable level of compliance with all relevant policies, including Clause 21.10 (Non-Urban Areas) and 22.04 (South-East Non-Urban Policy) of the Kingston Planning Scheme and Council's Green Wedge Management Plan, April 2012.

13.0 RECOMMENDATION:

That the Planning Committee determine to Grant a Permit to develop and use the land for a wholesale plant nursery on land affected by a Land Subject to Inundation Overlay, to display advertising signage, to create and alter access to land adjacent to a Road Zone Category 1 at No. 433 Boundary Road, Heatherton, subject to the following conditions:

1. Before the development starts amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be substantially in accordance with the development plans submitted to Council on the 12 November 2018 and landscape plan 14 May 2018, but modified to show:

**City of Kingston
Planning Committee Meeting**

Agenda

22 May 2019

- a. the provision of a landscape plan in accordance with the submitted development plan and the City of Kingston Landscape Plan Checklist, with such plans to be prepared by a suitably qualified landscape professional and incorporating:
 - i. a planting schedule of all proposed trees and shrubs, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant;
 - ii. a survey, including, botanical names of all existing trees to be retained or removed on the site including street trees;
 - iii. the delineation of all garden beds, paving, grassed area, retaining walls, fences and other landscape works;
 - iv. a range of plant types from ground covers to large shrubs and trees, species must comprise a minimum of 100% indigenous species by total numbers and plant type and of the EVC type for the subject land;
 - v. the provision of ten (10) indigenous canopy trees to be planted within the front setback of the site and spaced out over the length of the landscape buffer running along the front of the site. These ten (10) trees must be capable of reaching a minimum mature height of 15 metres and minimum width of 6 metres with species to be approved by the authorised officer;
 - vi. all trees provided at a minimum of 2 metres in height at time of planting, medium to large shrubs to be provided at a minimum pot size of 200mm;
 - vii. the provision of notes regarding site preparation, including the removal of all weeds, proposed mulch, soil types and thickness, subsoil preparation and any specific maintenance requirements;
 - viii. the location of any tree protection measures including for street trees accurately drawn to scale and labelled and notations referring to any endorsed Tree Management Plan; and
 - ix. the landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority, including that any dead, diseased or damaged plants are to be replaced.
- b. the requirements of VicRoads, as specified under Condition 3 of this permit;
- c. the requirements of Melbourne Water, as specified under Condition 4 of this permit;
- d. the provision of a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height; and
- e. directional signs within the car parking area and each accessway;

Endorsed Plans

2. The development and/or use as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.

3. Conditions required by VicRoads

- a) Before the development starts, a Transport Impact Assessment Report (TIAR) must be submitted to VicRoads for approval. The TIAR must in accordance with VicRoads “Guidelines for Transport Impact Assessment Reports for Major Use and Development Proposals”. This report must address traffic and access issues arising from the proposed development on this site, predicted traffic generation and the impact of the development on the existing arterial road network in all relevant peak periods, in particular, its impact on Boundary Road, nearby intersections and access points to abutting land. The report is to include detailed consideration of Data and analysis of current existing conditions, including, but not limited to:
 - i. Traffic generation and distribution for the proposed use; including predicted peak hour traffic volumes along the network;
 - ii. Anticipated U turn movements by southbound traffic along Boundary Road, in order to access the site, at the existing right turn lane facility, located approx. 40 metres south of the southern boundary;
 - iii. Anticipated right turn/ U turn movements at Boundary Road and Old Dandenong Road intersection,
 - iv. The report must also identify any mitigation works required on the arterial road network (Boundary Road) in accordance with the Austroads guidelines; in particular, the following intersections:
 - a. Possible extension of the existing right turn facility along the southbound carriageway of Boundary Road to facilitate U-turn movements in order to access the subject site while travelling from North;
 - b. Possible extension of the existing right turn/ U-turn facility along the northbound carriageway of Boundary Road.
- b) Subsequent to the approval of the TIAR and prior to the commencement of any roadworks, a scaled Functional Layout Plan (FLP) showing the proposed access arrangements and associated works, must be submitted to and approved by the Roads Corporation. The plans must be drawn to scale with dimensions and must be *generally in accordance with* the Site Plan (Job No. 17-11, Drawing TPA03 dated 1 November 2017 prepared by Studio Abode), but modified to include:
 - i. proposed access points to the subject land along Boundary Road including features such as pavement, kerb / shoulders, line marking, power poles, trees and other road furniture within 100 metres of the proposed access points.
 - ii. Left-turn deceleration lane on Boundary Road north bound carriageway to facilitate entry/exit at the proposed access point located at northern boundary;
 - iii. Proposed access point (exit only) at the southern boundary of site;
 - iv. Other mitigating works on the arterial road network as per the findings of the TIAR, to the satisfaction of VicRoads;
 - v. Signage and line marking plan;
 - vi. Functional stage road safety audit;
 - vii. Revised Functional Layout Plan (FLP) as per the findings of the functional stage road safety audit and any recommended mitigating works on the arterial road network (Boundary Road) as requested by VicRoads;
 - viii. Swept path analysis for the appropriate design vehicle for all movements associated within all the proposed access points, including how the largest design vehicle that could be reasonably anticipated to use the site may enter and exit the

development in a forward direction.

- c) Subsequent to the approval of Functional Layout Plan (FLP) and 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;
- d) Prior to the commencement of the use of the development hereby approved, all roadworks as required by VicRoads must be completed generally in accordance with approved Functional Layout Plan (FLP) and detailed design plans to the satisfaction of VicRoads and the Responsible Authority and at no costs to VicRoads;
- e) Where the proposed roadworks, including footpath and nature strip, lie within the tree reserve, a widening of the road reserve will be required, at no cost to VicRoads. The developer must engage a licensed surveyor to prepare a Plan of Subdivision showing the affected land labelled "ROAD", which is to be vested in the Roads Corporation upon certification of the Plan of Subdivision, without any encumbrances. Subsequent to the registration of the plan, the subdivider must ensure that the original Certificates of Title that issues in the name of the Roads Corporation, are posted to: VicRoads - Property Services Department, 60 Denmark Street KEW, 3101.
- f) No work may be commenced in, on, under or over the road reserve without having first obtaining all necessary approval under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant Act or regulations created under those Acts.

4. Conditions required by Melbourne Water

- a. The building setbacks shown to site boundaries must not be further reduced without the further review and written approval by Melbourne Water, to ensure adequate open space areas to allow for the passage of overland flood flow.
- b. The finished floor levels of the buildings must be constructed no lower than 17.9 metres to Australian Height Datum (AHD).
- c. The carpark area must be designed and constructed to comply with Melbourne Waters safety criteria.
- d. Prior to the commencement of works, detailed construction/ engineering plans must be submitted to Melbourne Water for further approval. The plans must show the existing and proposed surface levels to Australian Height Datum, driveway carpark and drainage details and the 1 in 100 year flood level for the overland flow paths.
- e. Any new fencing must be open style (50%) of construction or timber paling to allow for the conveyance of overland flow.
- f. Any new or modified stormwater connection to Melbourne Water's drainage system must obtain separate approval from Melbourne Water's Asset Services Team.
- g. Any new building/structure including footings, eaves etc must be set outside any drainage easement or a minimum 1.5 metres laterally clear of the outside edge of the Clayton South drain, whichever is greater.
- h. Any new landscaping located within five (5) metres of the Clayton South Drain must comply with Melbourne Waters planting guidelines.
- i. Prior to the issue of an Occupancy Permit, a certified survey plan, showing finished floor levels (as constructed) reduced to the Australian Height Datum, must be submitted to Melbourne Water to demonstrate that the floor levels have been constructed in accordance with Melbourne Water's requirements.

Use

5. The use would operate seven (7) days per week during the following hours:
- Monday to Friday: 7:00am to 7:00pm; and
 - Saturday and Sunday: 8:00am to 5:00pm.

Street Trees

6. Tree Protection Fencing is to be established around the two southern-most street trees prior to demolition and maintained until all works on site are complete.
- a. The fencing is to be a 1.8 metre high temporary fence constructed using steel or timber posts fixed in the ground or to a concrete pad, with the fence's side panels to be constructed of cyclone mesh wire or similar strong metal mesh or netting.
 - b. The fencing is to encompass the entire nature strip with each end 3 metres from the base of the tree.
7. Prior to the removal of the two most northern street trees *Melaleuca armillaris* from the Boundary Road nature strip, payment must be made to Kingston City Council's customer service in accordance with Council's Street Tree Removal Procedures. This fee includes the removal and replacement of this tree/s and that must be undertaken by Council at the expense of the Developer/Owner.

Drainage and Water Sensitive Urban Design

8. Unless with prior written consent of the Responsible Authority, before the development commences the following Integrated Stormwater Management (drainage) documents must be prepared, by a suitably qualified person, to the satisfaction of the Responsible Authority:
- a. Stormwater Management (drainage) Plan(s) must be prepared, with supporting computations, showing the stormwater (drainage) works to the nominated point of discharge. The plan(s) must show all details of the proposed stormwater works including all existing and proposed features that may have an impact on the stormwater (drainage) works, including landscaping details.
 - b. Prior to submitting detailed plans, a comprehensive stormwater management (drainage) strategy for the site must be prepared that addresses the requirements specified within Council's "Civil Design requirements for Developers – Part A: Integrated Stormwater Management".
 - c. The stormwater management (drainage) strategy must include a report with MUSIC modelling results demonstrating water sensitive urban design treatments that achieve Victorian best practice objectives. These may include the use of an infiltration or bio-retention system, rainwater tanks connected for reuse, or other treatments to the satisfaction of the Responsible Authority.
 - d. The water sensitive urban design treatments as per Conditions 8a, 8b, & 8c above must be implemented on-site, unless an alternative agreement for stormwater quality in-lieu contribution is reached with the Responsible Authority.
9. Stormwater (drainage) works must be implemented in accordance with the approved stormwater management (drainage) plan and to the satisfaction of the Responsible Authority including the following:
- a. All stormwater (drainage) works must be provided onsite so as to prevent overflows onto adjacent properties.
 - b. The implementation of stormwater (drainage) detention system which restricts stormwater discharge to the maximum allowable flowrate calculated as per Council's "Civil Design requirements for Developers – Part A: Integrated Stormwater Management".

- c. All stormwater (drainage) works must be maintained to the satisfaction of the Responsible authority.

Parking and Traffic Management

- 10. Before occupation of the development hereby permitted, areas set aside for parking vehicles, access lanes and paths as shown on the endorsed plans must be:
 - i) Constructed to the satisfaction of the Responsible Authority.
 - ii) Properly formed to such levels that they can be used in accordance with the plans.
 - iii) Surfaced with an all-weather sealcoat to the satisfaction of the Responsible Authority.
 - iv) Drained to the satisfaction of the Responsible Authority.
 - v) Line-marked to indicate each car space and the nominated unit, all access lanes and, if necessary, the direction in which vehicles are to travel to the satisfaction of the Responsible Authority.
 - vi) In accordance with any Council adopted guidelines for the construction of car parks.

Parking areas and access lanes must be kept available for these purposes at all times and maintained to the satisfaction of the Responsible Authority.

- 11. In areas set aside for car parking, measures must be taken to the satisfaction of the Responsible Authority, to prevent damage to fences or landscaped areas.
- 12. Concrete kerbs or other barriers must be provided to the satisfaction of the Responsible Authority to prevent direct vehicle access to an adjoining road other than by a vehicle crossing.
- 13. The loading and unloading of goods to and from vehicles must only be carried out in the designated areas on the land.

Sustainable Design Assessment (for medium developments)

- 14. Prior to the endorsement of the Plans required pursuant to Condition 1 of this permit, the provision of a Sustainable Design Assessment (SDA) to be prepared by a suitably qualified professional must be submitted to and approved by the Responsible Authority. The SDA must include, but is not limited to, detailing initiatives for stormwater harvesting, insulation, building materials, daylighting, collective rainwater tanks and/or individual rainwater tanks, public and private landscape irrigation and car washing, energy efficient concepts, glazing and internal ventilation and the like.

Infrastructure and Road Works

- 15. Any relocation of pits/power poles or other services affected by this development must be relocated to the satisfaction of the relevant servicing authority and the Responsible Authority, at the cost of the owner/developer.
- 16. The replacement of all footpaths, including offsets, must be constructed to the satisfaction of the Responsible Authority.
- 17. All reinstatements and vehicle crossings must be constructed to the satisfaction of the Responsible Authority.
- 18. Vehicle crossings and other reinstatements must be constructed to council's industrial strength specifications.
- 19. All redundant vehicle crossings must be removed (including redundant portions of vehicle crossings) to the satisfaction of the Responsible Authority.
- 20. All front and side fences must be contained wholly within the title property boundaries of the subject land.

General amenity conditions

21. The amenity of the area must not be detrimentally affected by the development, through the:
 - i) Transport of materials, goods or commodities to or from the land.
 - ii) Appearance of any building, works or materials.
 - iii) Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.
 - iv) Presence of vermin.
 - v) Any other way.
22. The development and use of the site shall not cause nuisance or be detrimental to the amenity of the neighbourhood by the emission of noise. In this regard any nuisance shall be assessed in accordance with the Australian Standards AS1055 and AS2107 relating to the measurement of Environmental Noise and recommended sound levels.
23. No goods or packaging materials shall be stored or left exposed outside the building so as to be visible to the public from a road or other public place.
24. Before occupation of the development hereby permitted, landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority. The landscaping must then be maintained to the satisfaction of the Responsible Authority.
25. All external surfaces of the building elevations must be finished in accordance with the schedule on the endorsed plans and maintained in good condition to the Responsible Authority's satisfaction.

Signage

26. No signs or other advertising or identification may be erected or displayed on the site without written Council consent.
27. The location and details of the sign(s) as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.
28. All signs must be located wholly within the title boundary of the land and must not protrude above the overall height of the building.
29. The sign(s) must not be located within or encroach onto the road reservation.
30. Signs must not be illuminated internally or by external lights except with the prior written consent of the Responsible Authority.
31. No sign(s) or other advertising or identification may be erected or displayed on the site without written Council consent.
32. The sign(s) must not be animated and no flashing or intermittent lights may be displayed.
33. The intensity of the light on the sign(s) must be limited so as not to cause glare or distraction to motorists or other persons or loss of amenity in the surrounding area all to the satisfaction of the Responsible Authority.
34. Once the erection of the sign(s) has commenced it must be continued and completed to the satisfaction of the Responsible Authority.
35. The sign(s) shown on the endorsed plans must be constructed to the satisfaction of the Responsible Authority and must be maintained to the satisfaction of the Responsible Authority.
36. This permit (or part of the permit that relates to advertising signs) expires 15 years from the date of issue of the permit.

Time limits

37. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.
38. In accordance with Section 68 of the *Planning and Environment Act 1987* (The Act), this permit will expire if one of the following circumstances applies:
- The development and/or use are not started within two (2) years from date of this permit.
 - The development is not completed within four (4) years from the date of this permit.
 - The use is discontinued for a period of two (2) years.

In accordance with Section 69 of The Act, the responsible authority may extend the periods referred to if a request is made in writing:

- before the permit expires; or
- within six (6) months after the permit expiry date, where the use or development allowed by the permit has not yet started; or
- within twelve (12) months after the permit expiry date, where the development allowed by the permit has lawfully started before the permit expires.

Note: Environment Protection Authority (EPA) Victoria set out the requirements pertaining to site construction hours and permissible noise levels.

Note: Any buildings and works (including eaves) to be located within an easement requires separate consent from Council and/or the relevant service authority. This will need to be obtained prior to the issue of a building permit.

Note: Prior to the commencement of the development you are required to obtain the necessary Building Permit.

Note: The applicant/owner must provide a copy of this planning permit to any appointed Building Surveyor. It is the responsibility of the applicant/owner and Building Surveyor to ensure that all building development works approved by any building permit is consistent with the planning permit.

Note: The applicant/owner must provide a copy of this planning permit and any endorsed plans to any external contractor to ensure that all trees to be retained on site are protected during any works.

Note: The fee for removal of the street tree(s) from the nature strip is **\$2396.50** (including GST), payable to Kingston City Council's Customer Service Department - refer to cashier code "STRE". Customer Service will confirm payment to the Parks Department. The removal of the tree requires a minimum of 2 weeks notice from the Developer/Owner.

Note: Before removing / pruning any vegetation from the site, the applicant or any contractor engaged to remove any vegetation, should consult Council's Vegetation Management Officer to verify if a Local Laws Permits is required for the removal of such vegetation.

Note: Any landscape plan prepared in accordance with conditions must comply with Council's Landscape Checklist.

Note: The allocation of street numbering and addressing of properties is vested in Council. Any reference to addressing or dwelling/unit/apartment and street numbers or street names on any endorsed plan is indicative only. The onus is on the Permit Applicant/Land Owner to contact Council's Property Data Department to determine the official dwelling/unit/apartment street numbers, street name details and the like for the approved development.

If the Permit Applicant/Land Owner adopts the street numbering or addressing from the endorsed plans, or where advertising and/or sales transact (off the plan) prior to Council's official allocation of the street numbering and addressing, it will be viewed to be non-compliant with the guideline and standard applied (Australian/New Zealand Standard for Rural & Urban Addressing / AS/NZS 4819:2011).

VicRoads Notes:

11 The preparation of the functional layout plan, detailed engineering design and the construction and completion of all work must be undertaken in a manner consistent with current VicRoads' policy, procedures and standards and at no cost to VicRoads. In order to meet VicRoads' requirements for these tasks the applicant will be required to comply with the requirements documented as "Standard Requirements - Externally Funded Projects" and any other requirements considered necessary depending on the nature of the work. Functional layout plan may need to be amended to accommodate any changes that may arise during the detailed design stage review; in response to the road safety audit; in relation to services and their relocation; vegetation; drainage; treatment of hazards within clear zones and other matters.

Plans of subdivision under Section 35 of the Subdivision Act must not be used to vest land as road or reserve in the Roads Corporation.

The proposed development requires works within in the road reserve. Separate approval under the Road Management Act may be required from VicRoads (Roads Corporation). Please contact VicRoads prior to commencing any works.

Melbourne Water Notes:

The applicable flood level grades from 18.0 metres to Australian Height Datum (AHD) down to 17.0 metres to AHD at the western (rear) boundary and from 17.5 metres to AHD down to 17.0 metres to AHD at the eastern (front) boundary.

Or in the event that the Planning Committee wishes to refuse the application, it can do so using the following grounds:

- 1 The proposal is not consistent with the objectives of Clause 35.04 – Green Wedge Zone of the Kingston Planning Scheme.
- 2 The proposal would result in excessive visual bulk and height contrary to the decision guidelines of Clause 35.04-6 of the Kingston Planning Scheme.
- 3 The site is not considered to be suitable for the use and development and the proposal is incompatible with adjoining land uses contrary to the decision guidelines of Clause 35.04-6 of the Kingston Planning Scheme.
- 4 The proposal is contrary to the decision guidelines of Clause 65.01 of the Kingston Planning Scheme.

Appendices

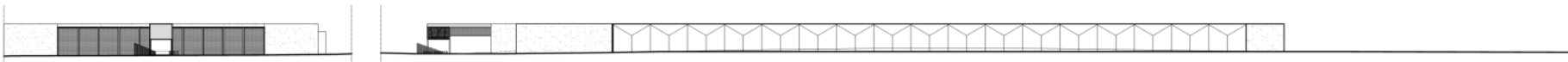
Appendix 1 - council plans May (Ref 19/81533) 

Author/s: Andrew Stubbings, Senior Planner
Reviewed and Approved By: Ian Nice, Manager City Development

4.4

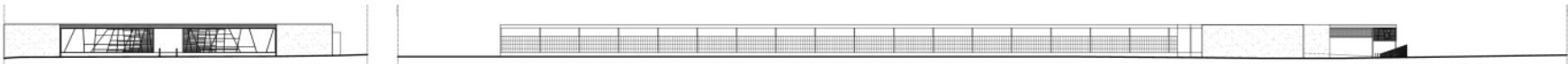
KP-2017/858 - 433 BOUNDARY ROAD HEATHERTON

1	council plans May.....	185
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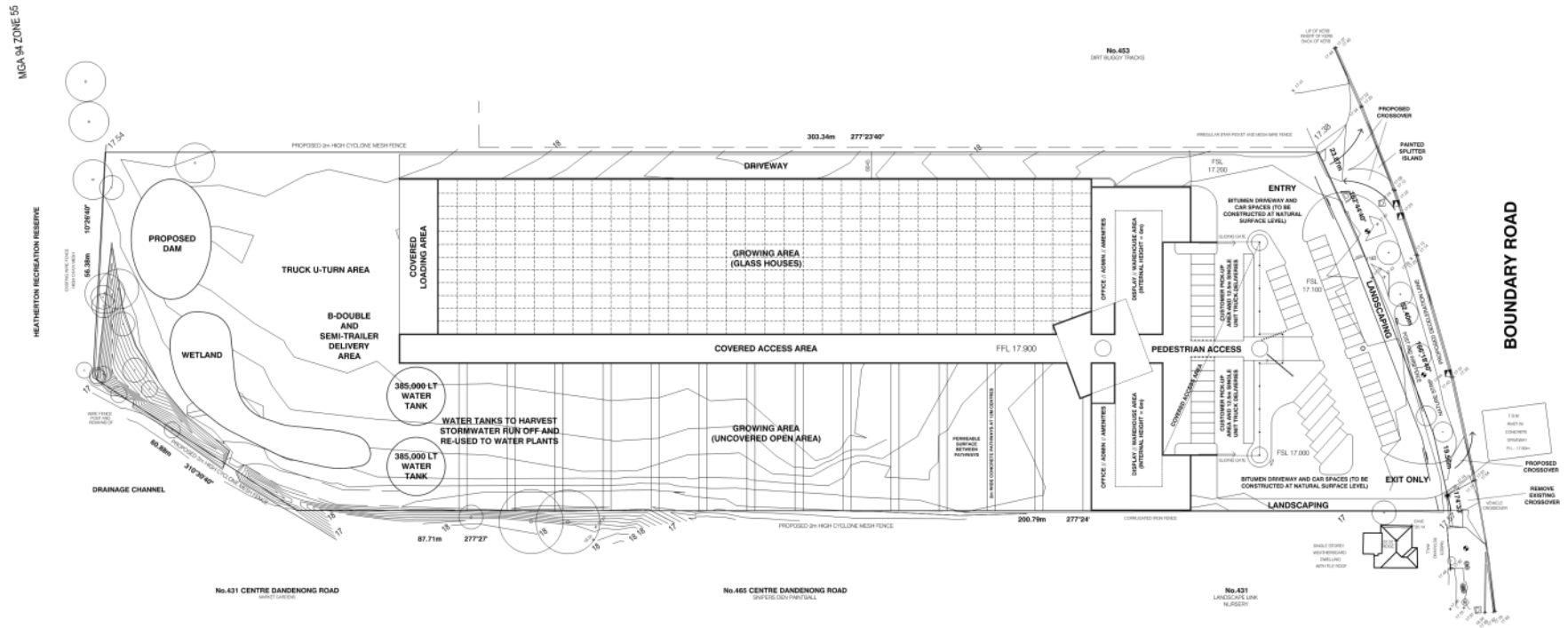
EAST ELEVATION
SCALE 1:500 @ A1 // 1:1000 @ A3

NORTH ELEVATION
SCALE 1:500 @ A1 // 1:1000 @ A3



INTERNAL EAST ELEVATION
SCALE 1:500 @ A1 // 1:1000 @ A3

SOUTH ELEVATION
SCALE 1:500 @ A1 // 1:1000 @ A3



SITE PLAN
SCALE 1:500 @ A1 // 1:1000 @ A3

PLANNING APPLICATION ISSUE

COMMERCIAL DEVELOPMENT
433 BOUNDARY ROAD, HEATHERTON VIC 3202

CLIENT: MUMETRO MANAGEMENT PTY LTD
JOB No.: 17-11

DRAWN: J.V.N
DATE: JULY 2017

REVISION:
REV. C - 12 NOVEMBER 2018

DRAWING TITLE: SITE PLAN & ELEVATIONS
SCALE: 1:500 @ A1 // 1:1000 @ A3

TPA03

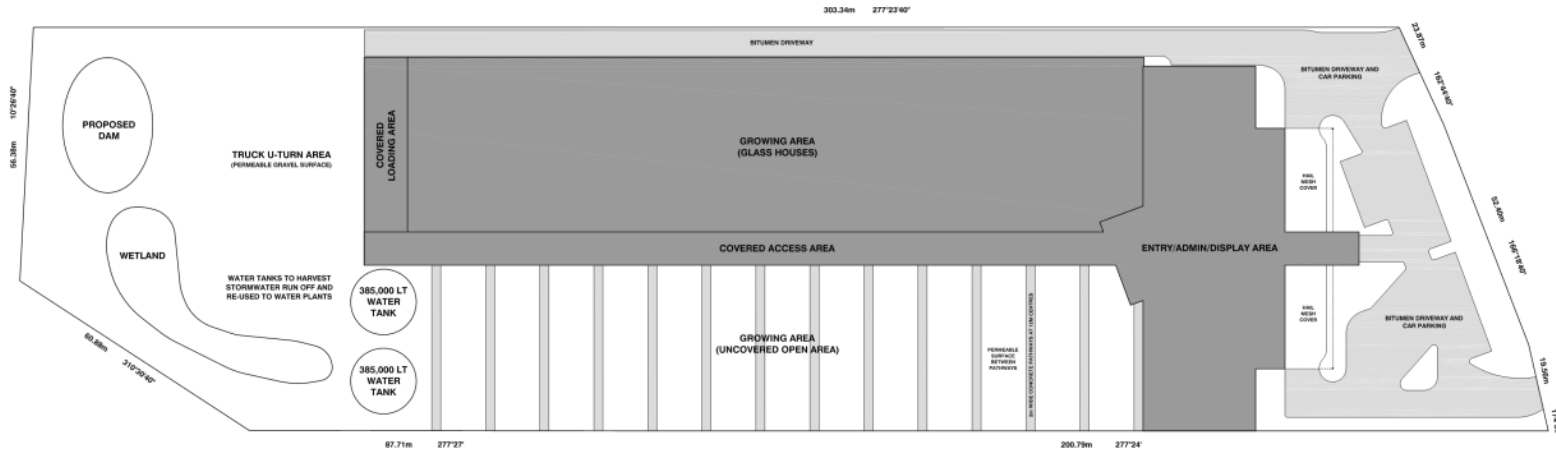
studio**abode** 2/188 - 170 CHRISTMAS STREET, FAIRFIELD VIC 3078
T: 9469 3511 F: 9469 3515 E: info@studioabode.com.au

AREA ANALYSIS

SITE AREA 28166.7 m²
BUILDING AREA (INCL. IGLOOS) 10471.2 m²
IMPERVIOUS AREA (INCL. BUILDINGS, BITUMEN DRIVEWAYS, CARPARKING AND PATHWAYS) 14424.7 m²

NOTE:
 ALL STORMWATER FROM THE BUILDING, IGLOO AND GROWING AREAS TO BE COLLECTED AND STORED IN PROPOSED DAM FOR ON-SITE RE-USE.

- ROOFED AREAS
- DRIVEWAYS, CAR PARKING, PATHWAYS



SITE PLAN

SCALE: 1:500 @ A1 // 1:1000 @ A3

PLANNING APPLICATION ISSUE

COMMERCIAL DEVELOPMENT
 433 BOUNDARY ROAD, HEATHERTON VIC 3202

CLIENT: MU METRO MANAGEMENT PTY LTD
 JOB No.: 17-11

DRAWN: A.V.N.
 DATE: JULY 2017

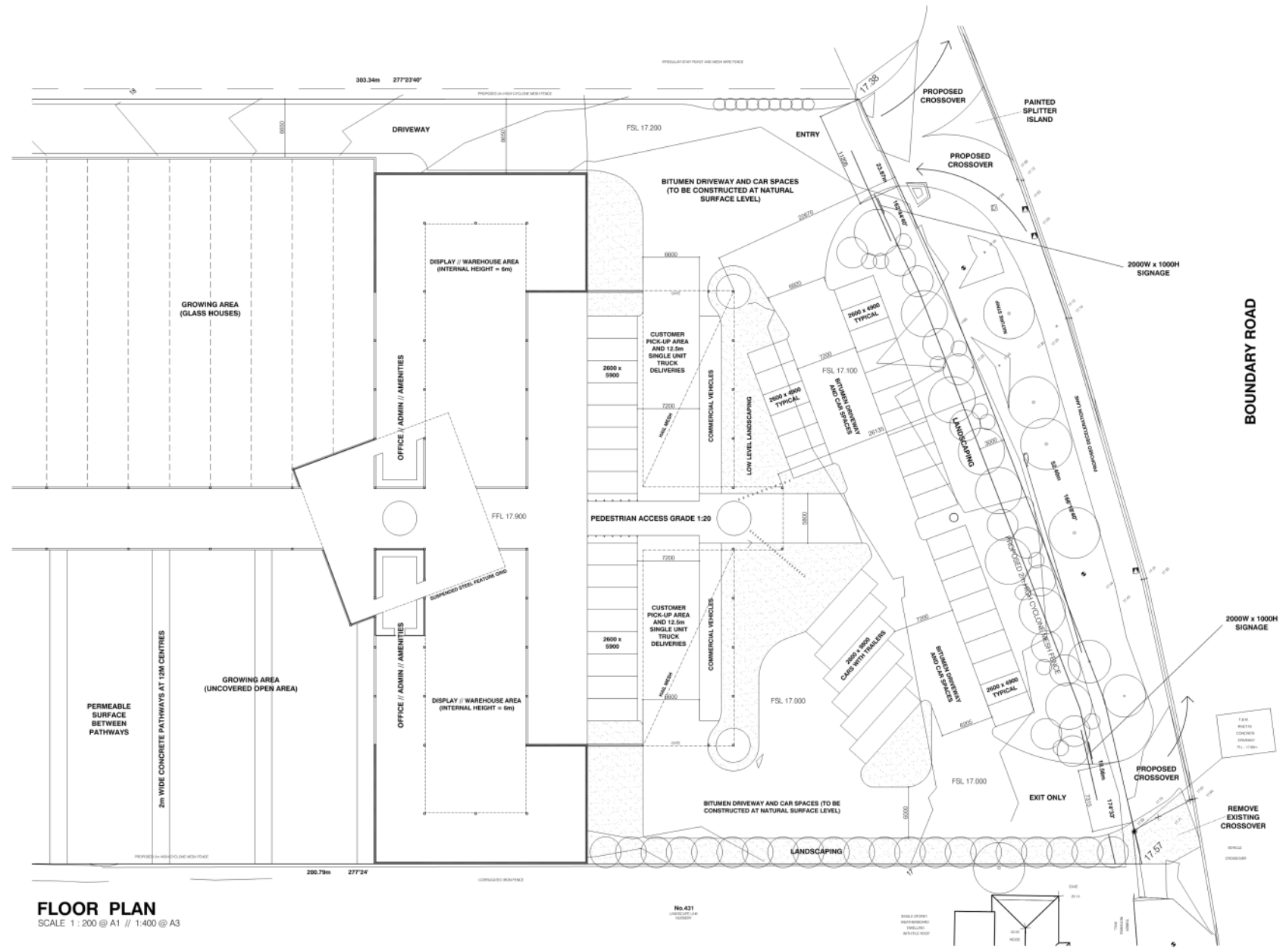
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 REV. C - 12 NOVEMBER 2018

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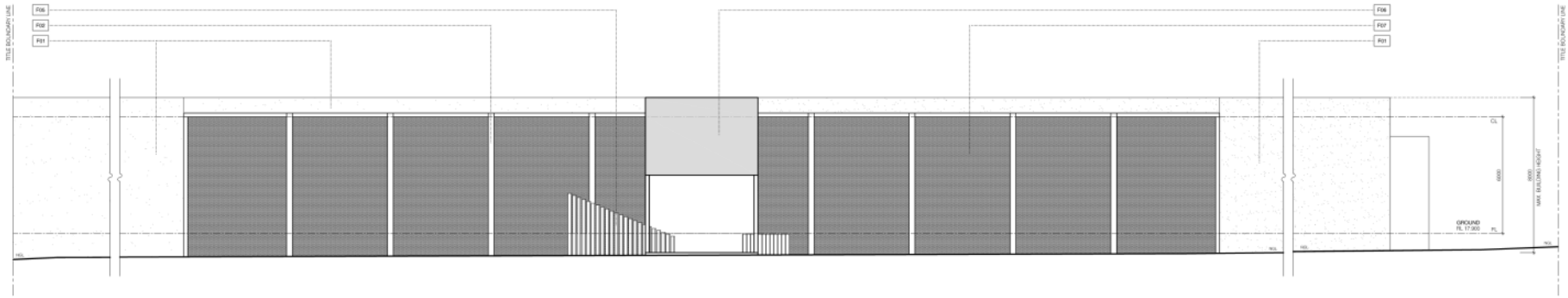
TPA03a



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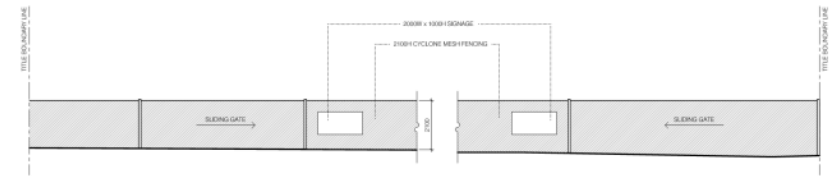
FLOOR PLAN
 SCALE 1 : 200 @ A1 // 1:400 @ A3



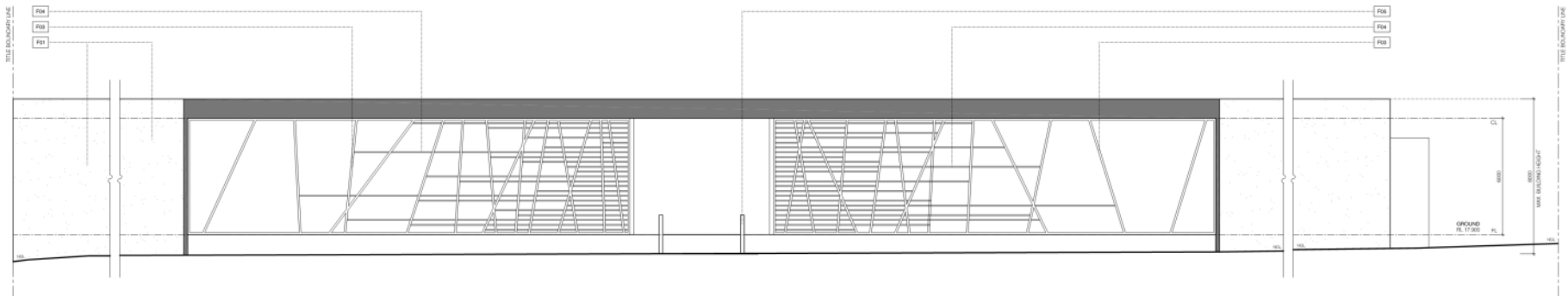
EAST ELEVATION
SCALE: 1:100 @ A1 // 1:200 @ A3

MATERIALS + FINISHES

- | | | | |
|-------------------------------------|---|--|---|
| F01 PRE-CAST CONCRETE PANELS | F02 BLACK FINISH ON METAL FRAMES | F03 UPRIGHT TIMBER SLEEPERS | F04 1/4" MESH |
| F05 GALVANIZED METAL FRAMES | F06 HORIZONTAL TIMBER BATTENS | F07 APPLIED FINISH BLACK COLOUR | F08 COLOURED 'MONUMENT' CORRUGATED GLAZING |

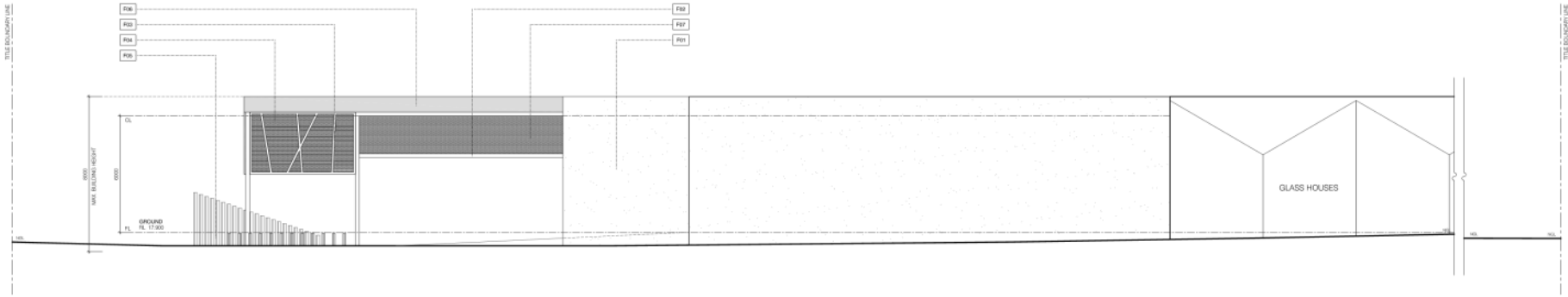


FRONT FENCE ELEVATION
SCALE: 1:100 @ A1 // 1:200 @ A3



INTERNAL EAST ELEVATION
SCALE: 1:100 @ A1 // 1:200 @ A3

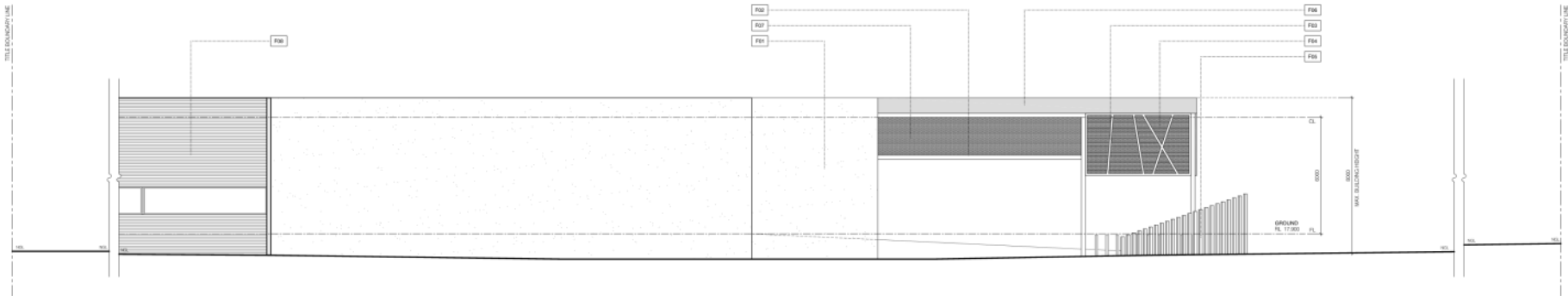




NORTH ELEVATION
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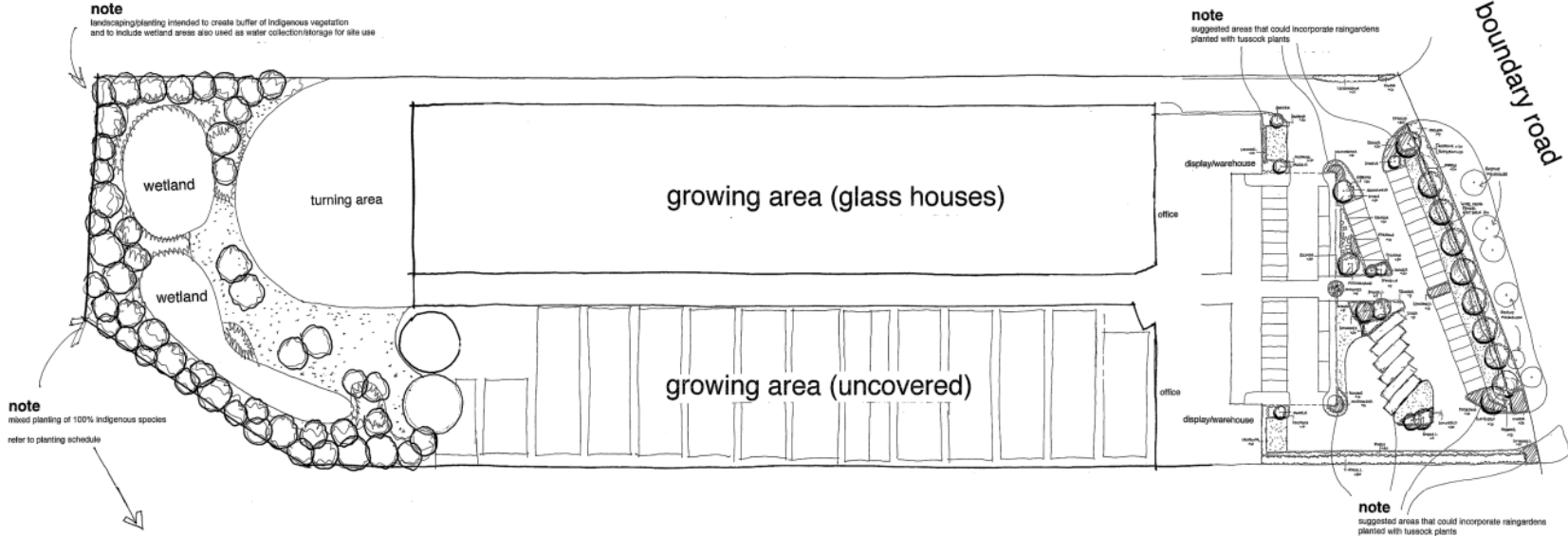
MATERIALS + FINISHES

- | | | | |
|-------------------------------------|---|--|--|
| F01 PRE CAST CONCRETE PANELS | F03 BLACK FINISH ON METAL FRAMES | F05 UPRIGHT TIMBER SLEEPERS | F07 HRL MESH |
| F02 GALVANIZED METAL FRAMES | F04 HORIZONTAL TIMBER BATTENS | F06 APPLIED FINISH BLACK COLOUR | F08 COLORBOND MONUMENT CORRUGATED GLAZING |



SOUTH ELEVATION
SCALE 1:100 @ A1 // 1:200 @ A3





Planting Schedule – rear (western) portion of site

Botanical Name Common Name Quantity Size*

Botanical Name	Common Name	Quantity	Size*
Groundcovers, tussocks, small to medium shrubs (Supply in cells or tubestock)			
<i>Austrospiza nuttii</i>	Velvet Spear-grass	30	0.5x0.5
<i>Bostera prostrata</i>	Creeping Bossiaea	30	0.5x0.5
<i>Carex appressa</i>	Tall Sedge	50	0.5x0.5
<i>Carex brevicornis</i>	Common Grass-edge	30	0.5x0.4
<i>Dalmanella repens</i>	Woolly-head	30	0.5x0.5
<i>Elymus scaberrimus</i>	Common Wheat-grass	30	0.4x0.4
<i>Gahnia stricta</i>	Thick Sedge-edge	30	0.5x0.5
<i>Gonocarpus tetragynus</i>	Common Reservoir	30	0.2x0.5
<i>Hydrocotyle leichardii</i>	Stinking Pennywort	30	0.2x0.5
<i>Peperomia gracilium</i>	Small St. Johns Wort	30	0.2x0.5
<i>Lachnagrostis filiformis</i>	Common Slown-grass	40	0.4x0.4
<i>Conyza filiformis</i>	Wreath Grass	60	1x1
<i>Miconia stipitata</i>	Ground Wood-sorrel	40	0.4x0.4
<i>Pilea fraxillifolia</i>	Common Rice-flower	30	0.4x0.4
<i>Poa bulbosa</i>	Common Tussock-grass	40	0.4x0.4
<i>Psidium microphylla</i>	Small Pomelo	30	0.4x0.4
<i>Sidastrum angustum</i>	Common Slag-woed	30	0.5x0.5
<i>Themeda triandra</i>	Kangaroo Grass	40	0.5x0.4

Feature trees, shade trees, large shrubs
(supply in 150mm – 200mm pots or as advanced plants 1.5m high indicated with asterisk)**

<i>Acacia lincolniensis</i>	Lightwood	7x4	
<i>Acacia pycnantha</i>	Golden Wattle	10	6x4
<i>Acacia menziesii</i>	Black Wattle	4	6x5
<i>Acacia melanoxylon</i>	Black Wattle	10	12x8
<i>Allocasuarina littoralis</i>	Black Sheoak	10	6x5
<i>Banksia marginata</i>	Banksia	10	6x4
<i>Conostegia confertifloris</i>	Red Gum	8	18x10
<i>Encostaphyle ovata</i>	Swamp Gum	10	14x8
<i>Melaleuca palmarumensis</i>	Tough Barked Honey Myrtle	10	8x5

*height x width average at maturity estimated for this location or maintained by trimming

Planting Schedule – front (eastern) portion of site

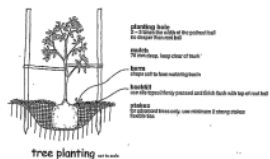
Botanical Name Common Name Quantity Size*

Botanical Name	Common Name	Quantity	Size*
Groundcovers, tussocks, small to medium shrubs (Supply in cells or tubestock)			
<i>Carex alba</i>	White Carex	30	0.3x0.5
<i>Dianella monensis</i>	Chamilla	70	0.4x0.4
<i>Dillwynia galeiformis</i>	Smooth Plantain	30	0.3x0.5
<i>Coryphantha acutata</i>	Dymala Lily	4	1.5x1.5
<i>Doodania geminata</i>	Hard Opuntia	30	0.1x0.5
<i>Ribesia prostrata</i>	Stranded Guinea-flower	34	0.2x1
<i>Kanerda prostrata</i>	Purging Postman	40	0.2x1
<i>Lappaceum myrsinoides</i>	Health Tea Tree	10	3x1
<i>Leucophaea laevifolia</i>	Quacken Bush	50	0.5x0.5
<i>Lomatium filiformis</i>	Lomatium	30	0.5x0.4
<i>Lomatium longifolia</i>	Bone-headed Mat-lily	30	0.5x0.5
<i>Palmeria occidentalis</i>	Purple Pig	40	0.5x0.4
<i>Pilea fraxillifolia</i>	Common Rice-flower	50	0.5x0.5
<i>Platylabus obtusangulum</i>	Common Flat-peg	30	0.2x0.5
<i>Stylidium lineare</i>	Small Grass Tree	20	0.5x1

Feature trees, shade trees, large shrubs
(supply in 200mm pots or as advanced plants 2m high indicated with asterisk)**

<i>Acacia lincolniensis</i>	Lightwood	30	5x5
<i>Allocasuarina littoralis</i>	Black Sheoak	10	7x4
<i>Banksia marginata</i>	Common Banksia	4	7x5
<i>Banksia marginata</i>	Banksia	6	4x2.5
<i>Conostegia confertifloris</i>	Swamp Gum	10	15x5

**height x width average at maturity estimated for this location or maintained by trimming



rain gardens
suggested locations refer to drainage engineering plans for later detail

notes

- Existing vegetation**
Existing trees and shrubs indicated for retention are to be protected in accordance with Australian standards. Refer to arborist report and/or council permit conditions for tree protection and management. These should be protected with physical barriers to prevent access within nominated tree protection zones which are to be marked and impaled during construction. No trees to be removed without identification from owner or local council. All tree protection to be in accordance with relevant Australian Standards.
- Garden Beds**
Cultivate setting soil to 200mm. Re-use site topsoil if suitable or imported garden mix topsoil to provide minimum 100mm of topsoil to garden beds. Spread 75mm layer of 10mm pine bark mulch.
- Fences**
Refer to architectural plans
- Drainage**
Refer to architectural or engineering plans for stormwater and drainage pit locations. All paved areas in rear gardens are to have a grade of 2.0% minimum, away from buildings. All grades, levels and drainage to comply with relevant building codes and council planning requirements.
- Services**
Contractors are to determine the location of all underground and overhead services prior to construction. Any services, pits, etc illustrated on this plan are indicative only and are to be checked with architectural and engineering plans.
- Building Structures**
The use of this plan and planting of trees, shrubs, etc as specified may require the provision of root control barriers or specifically engineered foundations or similar method of controlling root growth to avoid intrusion into adjacent areas or building foundations. A qualified consultant should advise on foundation design and/or barriers (physical or chemical) as appropriate.

- Site Preparation and Maintenance notes**
- All weeds to be removed from site by physical removal or spraying with glyphosate based herbicide
 - Existing soil should be improved by the addition of organic matter and light cultivation only to break up any compaction. No cultivation within 100mm of existing retained trees on site or adjacent areas. Areas of possible contamination with paint, oil or any other materials used on site are to be removed and replaced with topsoil from a sustainable source and approved for use on site. Areas requiring topsoil to ensure levels or for plant growth are to be spread with approved soil previously stockpiled on site or from quality controlled and sustainable sources.
 - Irrigation is to be in accordance with current water restrictions and weather conditions generally 10 minutes every second day during establishment period (3 months) and during dry summer periods if required. Programmable irrigation systems are to be low water use drippers and sprays as appropriate and designed by irrigation specialist or consultant.
 - Weeding and watering every 14 – 21 days. Plant replacement as required during establishment period of 6 months or longer as required by permit conditions. All plants to be pruned/shaped to appropriate size on an ongoing basis. Mulch levels to be maintained at 75mm.

key

- lawn**
drought tolerant, non-invasive species seeded or turf on 50mm topsoil or use mulch or pebbles as substitute during drought periods.
- garden edging**
cut edge
- path**
paving or concrete as selected
- driveway**
asphalt or concrete as per architectural plans or as selected
- fence**
refer to architectural plans
- existing trees**
trees to be retained and protected

landscape plan

project: 433 boundary road, heatherlon
client: mu metro management ply ltd
scale: 1:500 A1 **date:** may 2018 **sheet:** 1 of 1
Issue B
Issue C September 2018

habitat
landscape and environmental design consultants 9836 1272
this plan is intended as a layout and planting guide only all dimensions, locations, etc are to be checked and verified on site. Refer to architectural and engineering plans and permit conditions. habitat accepts no responsibility or liability as a result of errors or omissions on this plan

5. Confidential Items

5 Confidential Items

The following items were deemed by the Chief Executive Officer to be suitable for consideration in closed session in accordance with section 89 (2) of the Local Government Act 1989. In accordance with that Act, Council may resolve to consider these issues in open or closed session.

5.1 KP-2014/650/A - 165 - 169 Nepean Highway and 8 - 10 Lower Dandenong Road Mentone - Direction for VCAT Appeal

Agenda item 5.1 KP-2014/650/A - 165 - 169 Nepean Highway and 8 - 10 Lower Dandenong Road Mentone - Direction for VCAT Appeal is designated confidential as it relates to proposed developments (s89 2e)

RECOMMENDATION

That in accordance with the provisions of section 89(2) of the *Local Government Act 1989*, the meeting be closed to members of the public for the consideration of the following confidential items:

5.1 KP-2014/650/A - 165 - 169 Nepean Highway and 8 - 10 Lower Dandenong Road Mentone - Direction for VCAT Appeal

This agenda item is confidential in accordance with the Local Government Act s89(2) as it relates to proposed developments (s89 2e)