

1.1 Planning Application PLN20/0447 for Construction of a part six-storey, part seven-storey residential apartment building (containing 93 Dwellings) - at Tullamore 57 Stables Circuit, Doncaster

File Number:	IN21/212
Responsible Director:	Director City Planning and Community
Applicant:	Mirvac Doncaster Pty Ltd C/- Contour Consultants Ltd
Planning Controls:	Residential Growth Zone Schedule 1 (RGZ1), Environmental Significance Overlay Schedule 5 (ESO5) and Development Plan Overlay Schedule 3 (DPO3)
Ward:	Tullamore
Attachments:	1 Locality Map 2 Decision Plans 3 Legislative Requirements

EXECUTIVE SUMMARY

Purpose

1. This report provides Council with an assessment of the planning permit application submitted for land within the Tullamore Estate at 57 Stables Circuit, Doncaster and recommends approval of the submitted proposal, subject to conditions. The application is being reported to Council as it is a Major Application (with more than 20 dwellings and a development cost of more than \$10 million).

Proposal

2. It is proposed to construct a part six-storey and part-seven storey residential apartment building consisting of two adjoining modules and containing a total of 93 dwellings. A mix of apartments are proposed comprising 20 one-bedroom dwellings, 44 two-bedrooms dwellings, 28 three-bedroom dwellings, 1 four-bedroom dwelling with car parking over two basement levels.
3. The building modules are visually separate, being described as the East Building and West Building modules. The modules are visually separated by a full height glazed feature section.
4. The modules have different orientations and varying building levels due to the slope of the land.
5. The subject land has an area of 5,455 square metres and is within the "High Density Stage" area of the Eastern Golf Course Development Plan, also known as the Tullamore Estate.
6. The proposed building is identified as Building C, and will be the final high density apartment building within this area, located directly to the east of the two existing buildings "Phoenix" and "Folia" Buildings (also known as Building A and Building B respectively).
7. The proposed building will have a site coverage of 64% and a site permeability of 42%.

8. The development comprises two levels of basement car parking. Vehicular access is from the internal road system of the estate, from Stables Circuit from a shared accessway with Building B "Folia", to the west.
9. The number of car spaces within the basements comply and exceed the car parking requirements of Clause 52.06 – Car Parking and provides a surplus of 15 residential car spaces.
10. Though within the Principal Public Transport Network Area (PPTN), the proposal also provides for 19 visitor spaces, as required by the Eastern Golf Course Development Plan.
11. While there is no maximum building height for this area of the Residential Growth Zone Schedule 1 (RGZ1), the partially six-storey and partially seven-storey building, has a visual presentation of predominantly five-storeys to the Doncaster Road frontage, responding appropriately to the Development Plan which specifies that development of high density lots should present up to five-storeys to the frontage of Doncaster Road.

Notification

12. Under the Development Plan Overlay, an application under any provision of the Manningham Planning Scheme is exempt from the notice requirements of the *Planning and Environment Act 1987*, if a proposal is generally in accordance with the development plan, as is the case with this application.

Key issues in considering the application

13. The key issues for Council in considering the proposal relate to:
 - Planning Policy Frameworks
 - The Eastern Golf Course Development Plan (DP)
 - Building Layout and Design
 - Urban Design and Design Detail
 - Landscape Design
 - Apartment developments Particular Provision (Clause 58)
 - Car parking, access and bicycle facilities

Assessment

14. The development of the land for the residential apartment building is generally consistent with policy objectives for urban consolidation and substantial change.
15. The development of the land for the high density residential apartment building is consistent with the relevant objectives of State-wide and local planning policies of the Manningham Planning Scheme (the Scheme), including the requirements of the Residential Growth Zone Schedule 1 (RGZ1) and supporting policy relating to the Eastern Golf Course Key Development Site.
16. The proposal presents at a scale that adequately complements and transitions to the Activity Centre Zone (ACZ1) immediately to the east of the site, responds to the other high density developments (both approved and under construction) in the area, and is sensitive to the lower-scale residential character to the south and south-east, outside of the Doncaster Hill Activity Centre.

17. The presentation also provides suitable stepping of the built form heights, in response to the increasing slope along this section of the Doncaster Road frontage of the Tullamore Estate (up from west to east).
18. The design and building form however, presents five-storey sheer walls to the western and eastern elevations, offering minimal articulation, and providing fenestration and material selection which exacerbate the verticality of these walls. To ensure continued compliance with the relevant design principles of the Development Plan, conditions will require improved visual interest to the eastern and western façades, to minimise these sheer wall presentations, provide articulation and visual interest.
19. As required by the Development Plan, a generous separation (over 33m in width) is provided between the existing "Folia" apartment building to the west and the proposed building (Building C). The quality and scale of the landscape treatments between the two buildings and within the Doncaster Road frontage, is imperative to provide and enhance the landscape link, as well as screen and soften the building, to respond the Development Plan objectives. Therefore conditions recommend modified landscape treatments and tree selection in particular, to ensure this is achieved.
20. Though the proposal is within 400 metres of a Principal Public Transport Network Area and would not normally require the provision of visitor car spaces, the approved Development plan requires the provision of 18.6 visitor spaces. Compliance with the Development Plan is achieved by the provision of 19 visitor spaces, provided at the basement entrance.

Conclusion

21. The relevant planning controls seek a high density residential development for the subject site. The proposed development generally complies with the various requirements of the RGZ1, the Design and Development Overlay Schedule 3 (DDO3), the Environmental Significance Overlay Schedule 5 (ESO5), the Eastern Golf Course Development Plan and the Apartment Development provisions of Clause 58, as they relate to siting, internal amenity, building presentation, access, car parking and landscaping.
22. This report concludes that the proposal complies with the relevant planning policy in the Scheme and should be supported, subject to conditions requiring modest design changes to and around the building, to landscaping, additional details, and the submission of management plans for approval prior to the commencement of works.
23. It is recommended that the application be supported, subject to conditions.

1. RECOMMENDATION

That Council:

- A. Issue a PLANNING PERMIT in relation to Planning Application PLN20/0447 within the Tullamore Estate at 57 Stables Circuit, Doncaster, for the**

construction of a part six-storey, part seven-storey residential apartment building (containing 93 Dwellings), under the following Permit Conditions:

Amended Plans

1. Before the development starts, amended plans drawn to scale and dimensioned, must be submitted to the satisfaction of the Responsible Authority 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 generally in accordance with the final set of decision plans (prepared by Mirvac Design - Architects Planners Interior designers and dated 19 April 2021) but modified to show the following:

Building Design

- 1.1. Additional visual interest provided to the western façade by providing:
 - a. Openings to the curve wall of the south-west corner balconies of Levels 2 to 4;
 - b. Horizontal charcoal banding or similar to continue from the south-west balcony of Levels 5 and below where suitable; and
 - c. A modified render colour and/or material (light grey bricks, render or textured surface) to the extent of the Level 5 western elevation, and/or alternative visual variation to the upper level charcoal sheer wall.

Unless otherwise agreed to in writing by the Responsible Authority.

- 1.2. Additional visual interest provided to the eastern façade by providing:
 - a. Openings to the curve wall of the south-east corner balconies of Levels 3 to 6;
 - b. Horizontal charcoal banding or similar to continue from the south-east balcony of Levels 6 and below where suitable; and
 - c. A modified render colour or material (light grey bricks, render or textured surface) to the extent of the Level 6 eastern elevation, and/or alternative visual variation to the upper level charcoal sheer wall.

Unless otherwise agreed to in writing by the Responsible Authority.

Internal

- 1.3. Modification of bathrooms of all Accessible Apartments, to ensure and/or demonstrate compliance with Standard D17 (Design A or Design B specified in Table D4) of Clause 58.05-1, to the Satisfaction of the Responsible Authority;
- 1.4. The mail room nominated on the plan, adjacent to the main foyer area, to the satisfaction of the Responsible Authority;

Car Parking

- 1.5. A car parking and storage allocation schedule and/or suitable notations indicating that each dwelling will be provided the number of residential car parking spaces and external storage areas, in accordance with the Manningham Planning Scheme, as relevant;
- 1.6. A notation that where storage areas or air conditioners are immediately adjacent to car parking spaces within the basement, that these storage areas will be allocated to the owners of these car parking spaces;
- 1.7. A car parking and storage allocation schedule and/or suitable notations indicating that car spaces 15 and 20 to be within the same ownership;
- 1.8. Relocation of air conditioning condensing units proposed immediately

adjacent to car park ends, where practicable. Where not practicable to relocate, a notation that air conditioning condensing units must be elevated a minimum of 1.4 metres above the carpark floor level;

- 1.9. Indication that 20% of bicycle parking spaces can be placed horizontally – AS 2890;
- 1.10. Details of the ventilation provided to all car park areas;

Accessway

- 1.11. A notation that no stopping parking restriction signs will be installed on both sides of the access road for building B (Folia Apartment) and Building C at Stables Circuit, to deter vehicle from parking within 10m of the access road;
- 1.12. The configuration of the intersection of access road for building B and C, Building B access and Building C access, as per the approved signage and linemarking plan as required by a further condition of this Permit;
- 1.13. The garbage collection / loading dock area to be defined with a visually alternative surface treatment to the main accessway (differing surface treatment or concrete colour, not just painted), to the satisfaction of the Responsible Authority;
- 1.14. A landscape strip along the south side of the Garbage Collection Loading Dock area, to be a minimum 800mm wide, the length of the loading dock area and keep a clear area for a walkway adjacent to the building;
- 1.15. Visibility splays must be provided adjacent to the accessway at the site's frontage in accordance with Design Standard 1: Accessways of Clause 52.06-9 Car Parking of the Manningham Planning Scheme;
- 1.16. The 1 in 8 transition at the bottom of the ramp between the ground and basement floor lengthened to 2.5m minimum, to allow for a B99 car template to clear. A long section of each of the ramp sections is also required;
- 1.17. A Longitudinal Section Drawing (scale 1:100) drawn from the edge of entrance to the development down each ramp section that demonstrates compliance along the critical edge with Design Standard 3: Gradients of Clause 52.06-9 Car Parking of the Manningham Planning Scheme OR AS2890.1. The drawing must show the length of each driveway segment, finished spot levels at the change of each gradient, and a gradient calculated as 1:X for each driveway segment. The Site/Ground Floor Plan must be amended to correspond with this Longitudinal Section Drawing;

Building

- 1.18. The roof top screening lowered to 1.8m, where it is not necessary to suitably screen the services generally from the ground level, to the satisfaction of the Responsible Authority;
- 1.19. Location of all services, AC units, solar hot water and details of any basement ventilation, including the location of any flue, mechanical intake or outlet;

Landscaping

- 1.20. A stepped landscape retaining wall provided to the front of the rendered lower walls below the courtyard fencing, of the south facing apartments, to the west and east of the Doncaster Road building entrance, where over 1.5m in height (to step and soften these high retaining walls);
- 1.21. The solid railing above the retaining wall to the side of the accessway to be transparent fencing railing, to compliment the building design and railing to the Building B site to the west;
- 1.22. The space to the south-west corner of the basement entrance and the base of the southern retaining wall, to be a deep soil planting area;
- 1.23. A lighting plan for around the building, particularly related to creating safe,

well-lit spaces around the building;

- 1.24. Design details of any signage within the Doncaster Road frontage;
- 1.25. Elevational details of how all fire service, gas installations, water and electrical cabinets/podiums, substations and other services will be presented/located, so as to minimise visual impacts to the streetscape and be suitably integrated into the detailed design of the building;

Materials and Finishes

- 1.26. Details of the protective finish to the white painted masonry external walls, to be included on the materials schedule of the plan, all to the satisfaction of the Responsible Authority;
- 1.27. A notation that the external materials and building will maintained to a high quality standard, by the Owners Corporation;

Other

- 1.28. Any modifications, notations and/or relevant requirements as set out in the Acoustic Report, Sustainability Management Plan (SMP) and Waste Management Plan (WMP), Traffic Management Plan (TNP) and Green Travel Plan (GTP) endorsed under other conditions contained within this Permit;
- 1.29. A schedule listing all sustainability features / commitments applicable to the approved development, including the provision of third pipe and any plans changes as required, as per the Sustainability Management Plan approved under a further Condition of this permit;
- 1.30. All requirements specified by the Department of Transport, listed, as required by further Conditions of this Permit.

Endorsed Plans

2. The layout of the site and the size of buildings and works shown on the approved plans must not be modified for any reason, without the written consent of the Responsible Authority.

Acoustic Report

3. The development must be constructed in accordance with the Acoustic report prepared by Acoustic Logic and dated 30 November 2020. When approved, the report will be endorsed and will then form part of the permit. Any recommendations made in the report are to be shown or notated on the plans submitted for endorsement.

Sustainability Management Plan

4. Not less than 3 months before the development starts, an amended Sustainability Management Plan (SMP) must be submitted to the satisfaction of the Responsible Authority and approved by the Responsible Authority. When approved the Plan will form part of the planning permit. The plan must be generally in accordance with the Sustainable Management Plan prepared by Cundall and dated 24 September 2020; but modified to indicate or meet the following:
 - 4.1. Meet the minimum 50% overall score and minimums in Energy (50%), Water (50%), IEQ (50%) and Stormwater (100%) categories in BESS to demonstrate best practice in sustainable design;
 - 4.2. Ensure that where any condition or plan changes of this Permit result in the project falling short of the minimum targets, improvements

- are required to meet the BESS minimums; and
- 4.3. Must be updated to indicate any plan changes or relevant changes as a result of any conditions or plans approved by this Permit.

Waste Management Plan

5. Not less than 3 months before the development starts, a Waste Management Plan must be submitted and approved to the satisfaction of the Responsible Authority. When approved, the plan will form part of the permit. The plan must be generally in accordance with the submitted draft Waste Management Plan prepared by WasteTech Services Pty Ltd dated 24 September 2020 and must be updated to indicate any plan changes or relevant changes as a result of any conditions or Management Plans approved by this Permit.

Traffic Management Plan (TMP)

6. Not less than 3 months before the development starts, a Traffic Management Plan detailing the signage and linemarking for the intersection of access road for Building B and C, Building B access and Building C access must be submitted to the Responsible Authority for approval. The signage and linemarking plan must be prepared by a suitably qualified Traffic Engineer and must define priorities of movements at the intersection.

Green Travel Plan

7. The Green Travel Plan must be implemented in accordance with the report (prepared by GTA Consultants, dated 29 April 2021), and all of its requirements must be complied with at all times to the satisfaction of the Responsible Authority.

Construction Management Plan (CMP)

8. Not less than three months before the development starts, a Construction Management Plan (CMP) must be submitted and approved to the satisfaction of the Responsible Authority. When approved the plan will form part of the permit. The Construction Management Plan must be prepared in accordance with the template within Council's CMP Guidelines. The CMP must address:
 - 8.1. Element A1: Public Safety, Amenity and Site Security
 - 8.2. Element A2: Operating Hours, Noise and Vibration Controls
 - 8.3. Element A3: Air Quality and Dust Management
 - 8.4. Element A4: Stormwater and Sediment Control and Tree Protection
 - 8.5. Element A5: Waste Minimisation and Litter Prevention
 - 8.6. Element A6: Traffic and Parking Management.

Council's Works Code of Practice and Construction Management Plan Guideline are available on Council's website.

Management Plan Compliance

9. The Management Plans approved under further conditions of this permit must be implemented and complied with at all times to the satisfaction of the Responsible Authority unless with the further written approval of the Responsible Authority.

10. Prior to the occupation of the approved dwellings, a letter from a company specialist that prepared that SMP report (approved under this permit), must be submitted to the satisfaction of the Responsible Authority. The letter must confirm that the sustainable design features/initiatives specified in the SMP have been constructed and/or implemented in accordance with the approved Plan.

Landscaping

11. Before the development starts, a detailed Landscape Plan must be prepared by a landscape architect showing species, locations, approximate height and spread of proposed planting, and must be submitted to the satisfaction of the Responsible Authority for approval. The plan must be generally in accordance with the Landscape Concept Plans (Paul Bangay and dated 2 December 2020) but modified to show the following:
 - 11.1. A minimum of 3 Yellow Box *Eucalyptus melliodora* trees in suitable locations, to screen and soften the building form;
 - 11.2. Modification of some small to medium shrubs species to include - Sweet Bursaria *Bursaria spinosa*, Lightwood *Acacia implexa*, Common Correa *Correa reflexa* and/or Hop Goodenia *Goodenia ovata*;
 - 11.3. Substitution or addition of trees eastern side of the building, which are capable of growing to 15 metres or more at maturity;
 - 11.4. Substitution or addition of trees within the south east corner of the property with a tree capable of growing to 15 metre or more at maturity;
 - 11.5. Substitution or addition of trees within the south-west corner of the site, with a tree capable of growing from 8-15 metres at maturity;
 - 11.6. A tree capable of growing to 15 metres or more at maturity, within the deep soil planting area, to the south-west corner of the basement entrance and the base of the southern retaining wall;
 - 11.7. A landscape treatment to screen and soften the level change between Building C's frontage to Doncaster Road and Building B's frontage to Doncaster Road;
 - 11.8. A stepped landscape retaining wall provided to the front of the rendered lower walls below the courtyard fencing, of the south facing apartments, to the west and east of the Doncaster Road building entrance, where over 1.5m in height (to step and soften these high retaining walls);
 - 11.9. The canopy trees along Doncaster Road to be advanced plantings (minimum 100L pot size and 2m tall at time of planting);
 - 11.10. Methods of interim protection for newly established vegetation;
 - 11.11. Details of an in-ground, automatic watering system linked to the rainwater tanks and installed to service garden areas.
12. All indigenous plants used during or after the development (including for landscaping, screening, revegetating, etc.) must be of local provenance sourced from an approved indigenous nursery. Details of the plant supplier

must be included in the Landscape Plan and evidence of source must be provided prior to commencement of planting.

13. Before the occupation of the approved dwellings, landscaped areas must be fully planted and mulched or grassed generally in accordance with the approved plan and to the satisfaction of the Responsible Authority.

Landscape Bond

14. Before the release of the approved plans under Condition 1 of this permit, a \$10,000 cash bond or bank guarantee must be lodged with the Responsible Authority to ensure the completion and maintenance of landscaped areas and such bond or bank guarantee will only be refunded or discharged after a period of 13 weeks from the completion of all works over the entire site, provided the landscaped areas are being maintained to the satisfaction of the Responsible Authority.

Drainage

15. Stormwater must not be discharged from the site other than by means of drainage to the point of discharge. The drainage system within the development must be designed and constructed to the requirements and satisfaction of the relevant Building Surveyor. A connection to Council maintained assets must not be constructed unless a Connection to Council Drain Permit is first obtained from the Responsible Authority.
16. The whole of the land, including landscaped and paved areas must be graded and drained to the satisfaction of the responsible authority, to prevent ponding and to minimise overland flows onto adjoining properties.

Access and Car Parking

17. The external driveway and accessway areas, as shown on the endorsed plans must be formed to the depicted levels and must be constructed, surfaced, drained and appropriately line marked to the satisfaction of the Responsible Authority.
18. Prior to the occupation of the building approved under this permit, no stopping parking restrictions must be installed on both sides of the access road for building B and C at Stable Circuit to deter vehicle from parking within 10m of the access road. The signs must be installed to the satisfaction and at no cost to the Responsible Authority.
19. Prior to the occupation of the building approved under this permit, all car parking spaces as shown in the approved car parking schedule required under Condition 1 of this permit, must be line-marked, numbered, signposted and lit to the satisfaction of the Responsible Authority. An advisory sign must be erected adjacent to each basement car park opening providing details of the building address and any visitor car parking spaces available inside the building, to the satisfaction of the Responsible Authority.
20. All visitor car parking spaces must be clearly marked, provided free of charge and must not be used for any other purpose, to the satisfaction of the Responsible Authority.

21. Driveway gradients and transitions as shown on the endorsed plans must be generally achieved through the driveway construction process to the satisfaction of the Responsible Authority.
22. Parking areas and access lanes must be kept available for these purposes at all times and must be maintained to the satisfaction of the Responsible Authority.
23. The development must be provided with external lighting capable of illuminating access points around the building, outdoor service areas, pedestrian walkways and spaces, building entries and the landscaped area to the north-east of the site. Lighting must be located, directed, shielded and of limited intensity so that no nuisance or loss of amenity is caused to any person within and beyond the site, to the satisfaction of the Responsible Authority.
24. Automatic basement door opening systems must be installed and maintained, so as to facilitate secure access to the allocated residential car parking areas, for residents, all to the satisfaction of the Responsible Authority.

Site Services and Amenity

25. All on-site services, including water, electricity (excluding an electrical substation), gas, sewerage and telephone, must be installed underground and located to the satisfaction of the Responsible Authority.
26. All upper level service pipes (excluding stormwater downpipes) must be concealed and screened respectively to the satisfaction of the Responsible Authority.
27. All hot water systems (excluding associated solar panels) must be installed within the subject building, unless otherwise agreed in writing with the Responsible Authority.
28. All roof-top plant (including air conditioning units, basement exhaust ducts, solar panels or hot water systems) which is visible to immediate neighbours or from the street must be installed in appropriately screened areas to minimise their general visual impacts, unless otherwise agreed in writing with the Responsible Authority.
29. Any reverse cycle air-conditioning unit erected on the walls or roof of the approved building must be so located, as to not adversely affect the amenity of the area by way of appearance/visual prominence to the satisfaction of the Responsible Authority. Where the Responsible Authority identifies a concern about visual appearance, appropriately designed/finished screening must be installed and maintained to the satisfaction of the Responsible Authority.
30. Any clothes-drying rack or line system located on a balcony / terrace must be lower than the height of the balustrade and must not be visible from outside the site, to the satisfaction of the Responsible Authority.
31. In the event of gas being supplied to the approved dwellings, the owner must liaise with the relevant service authority to determine an appropriately discrete location for the placement of gas meters to the satisfaction of the

Responsible Authority. Where no such placement is possible, meters must be “banked” and provided with a neatly designed, durable screen surround (in stained timber, or dark coloured, perforated metal sheeting, for instance) to the satisfaction of the Responsible Authority.

32. A centralised TV antenna must be installed and connections made to each dwelling to the satisfaction of the Responsible Authority.
33. No individual dish antennae may be installed on the overall building to the satisfaction of the Responsible Authority.
34. Communal lighting, including access-way and entry paths lighting and any other lighting around the building, must be connected to reticulated mains electricity (even if it also connected to a solar facility) and be operated by a time switch or a daylight sensor to the satisfaction of the Responsible Authority.
35. All security alarms or similar devices installed on the land must be of a silent type to the satisfaction of the Responsible Authority.
36. All noise emanating from any mechanical plant must comply with the relevant State noise control legislation and in particular, any basement exhaust duct/unit must be positioned, so as to minimise noise impacts on residents of the subject building and adjacent properties to the satisfaction of the Responsible Authority.
37. Garbage and recycling storage areas must be maintained in a neat and tidy condition to the satisfaction of the Responsible Authority.
38. If required by the relevant fire authority, external fire services must be enclosed in a neatly constructed, durable cabinet finished to complement the overall development, or in the event that enclosure is not allowed, associated installations must be located, finished and landscaped to minimise visual impacts from the public footpath in front of the site to the satisfaction of the Responsible Authority.

Advertising Signs

39. Except in accordance with rules adopted by any future Owners' Corporation, no “For Sale” or “For Rent/Lease” signs relating to completed dwellings within the approved development may be displayed along the Doncaster Road frontage to the satisfaction of the Responsible Authority.

Maintenance

40. Buildings, external surfaces, paved areas, fencing, external lighting, sight screens, drainage and landscaping must be maintained to a high quality, to the satisfaction of the Responsible Authority.

Transport for Victoria

41. The permit holder must take all reasonable steps to ensure that disruption to bus operation along Doncaster Road is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria

eight (8) weeks prior by telephoning 1800 800 007 or emailing bus.stop.relocations@ptv.vic.gov.au.

42. The existing bus stop and associated infrastructure on Doncaster Road must not be altered without the prior consent of Public Transport Victoria. Any alterations including temporary works or damage during construction must be rectified to the satisfaction of Public Transport Victoria and at the cost of the permit holder.
43. Prior to the commencement of works, consent must be provided by the Head, Transport for Victoria for the proposed modifications to the batter and construction of the retaining wall, in accordance with the requirements of Section 173 Agreement AN144689Q (25/09/2018), to the satisfaction of the Responsible Authority.

Expiry

44. This permit will expire if one of the following circumstances applies:
 - 44.1. The development is not started within two (2) years of the date of the issue of this permit; and
 - 44.2. The development is not completed within four (4) years of the date of this permit.

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

2. BACKGROUND

- 2.1 Application for a planning permit PLN20/0447 was lodged with Council on 9 October 2020.
- 2.2 Further information was requested by Council on 6 November 2020.
- 2.3 The proposal was presented to Sustainable Design Taskforce on 17 December 2020.
- 2.4 Further information was received by Council on 22 January 2021.
- 2.5 A further request for information was made on 17 February 2021.
- 2.6 Updated plans and further information were lodged with Council on 30 April 2021.
- 2.7 In addition, further information as requested by Council's Infrastructure Services Unit in relation to access arrangements to the site was received on 12 May 2021.
- 2.8 Under the Development Plan Overlay, an application under any provision of this planning scheme is exempt from the notice requirements of the *Planning and Environment Act 1987* if a development plan has been prepared to the satisfaction of the Responsible Authority.

- 2.9 The statutory time for considering a planning application is 60 days, which falls on 3 July 2021.
- 2.10 Three separate Section 173 Agreements are registered on the title of the property (AL849013P 29/04/2015, AM749778C 05/05/2016 and AN144689Q 03/10/2016).
- 2.11 The Section 173 Agreements have requirements regarding a land management plan, public open space, areas adjacent to existing residential properties and the batter that supports the road reserve of Doncaster Road.
- 2.12 The requirements of two of the Section 173 Agreements will not be affected by this proposal (AL849013P 29/04/2015 and AM749778C 05/05/2016).
- 2.13 Section 173 Agreement AN144689Q 03/10/2016 relating to the batter that supports the road reserve of Doncaster Road will be affected. As the proposed development fronts the batter and road reserve area impacted by the Agreement, the proposal was referred to Head, Transport for Victoria (formerly VicRoads) for comment, as the agreement requires that their consent is provided, as well as Council in relation to modifications of this batter.

3. THE SITE AND SURROUNDS

- 3.1 The subject site forms part of the larger Tullamore Estate and is located in the south-eastern corner, to the east of the “Folia” apartment building which is nearing completion.



Figure 1: Location of Stages 1 to 5 and Higher Density Stage of the Tullamore Estate

- 3.2 The site is identified in the Eastern Golf Course Development Plan, endorsed by Council in September 2014, as the “Higher Density Stage”. The “Higher Density

Stage” has abutments to Doncaster Road (south), Heritage Boulevard (west), Stables Circuit (north), Stage 1 subdivision (north) and existing residential lots and dwellings fronting Doncaster Road (east).

- 3.3 The “Higher Density Stage” super lot has been subdivided as a result of the two previous Tullamore apartment buildings (“Phoenix” and “Folia”). The remaining land on which the proposed building is to be constructed is 5,455sqm with the following dimensions:- 87.04m to Doncaster Road, a maximum depth of 60.44m along the eastern most boundary and approximately 69m to Stables Circuit.



Figure 2: Aerial view of the subject site within the southern portion of the Tullamore estate (December 2020)

- 3.4 The site area slopes from the south-east corner down towards the north-west, with a fall of up to 9m over a length of approximately 55m.

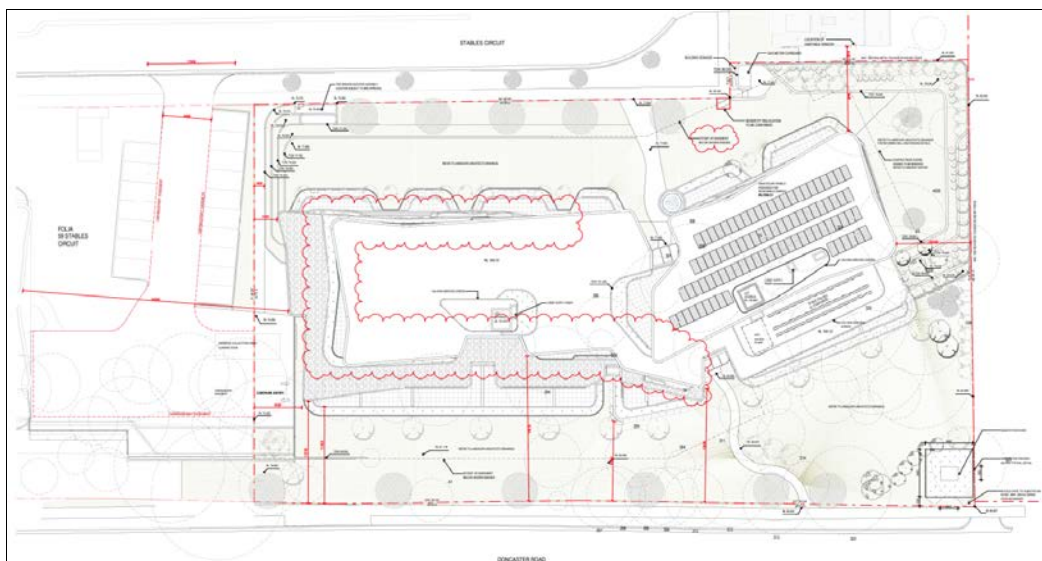


Figure 3: Site plan depicting future lot area of south-eastern portion of the Tullamore estate (including shared central accessway with Folia – to the west)

- 3.5 The site is located on Doncaster Road within the Tullamore Estate, less than 700m west of Westfield Doncaster (a Regional Activity Centre) and approximately 1km east of the Eastern Freeway and adjacent “Park and Ride” which provides bus access to the CBD.

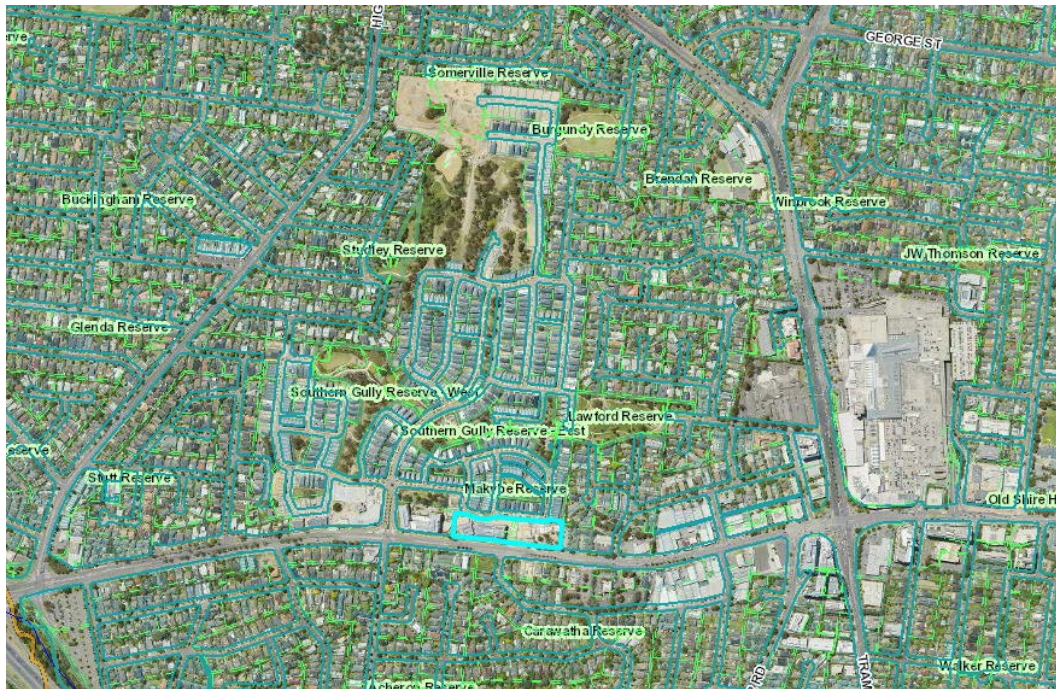


Figure 4: Aerial view of the Tullamore estate (December 2020)

- 3.6 Vehicle access to the site (proposed building) is provided via the signalised Heritage Boulevard intersection with Doncaster Road (into the Tullamore Estate) and then via Members Drive and Stables Circuit accordingly.

4. THE PROPOSAL

- 4.1 The proposal is outlined on the plans prepared by Mirvac Design - Architects Planners Interior designers, Project Job No. 3.E.10, dated 19 April 2021, together with landscape concept plans prepared by Paul Bangay, dated 2 December 2020. Refer to Attachment 1 (Decision Plans).
- 4.2 The following plans are provided in support of the application:
- Feature survey Plan prepared by Veris dated 3 July 2020;
 - Development plans (Amended) and perspectives prepared by Mirvac Design - Architects Planners Interior designers and dated 19 April 2021;
 - Apartment Development Guidelines Diagram Plans prepared by Mirvac Design - Architects Planners Interior designers and dated 4 December 2020 (associated with Clause 58 Assessment prepared by Contour Town Planners and dated September 2020);
 - Landscape Concept Plans prepared by Paul Bangay and dated 2 December 2020;
- 4.3 The following reports are provided in support of the application:
- Town Planning report prepared by Contour Town Planners dated December 2020 and updated May 2021;

- Clause 58 Assessment - Better Apartment Design Standards prepared by Contour Town Planners and dated September 2020;
 - Waste Management Plan prepared by WasteTech Services and dated 30 November 2020;
 - Transport Impact Assessment prepared by GTA Consultants and dated 24 September 2020;
 - Sustainable Management Plan prepared by Cundall and dated 24 September 2020;
 - Wind Impact Assessment prepared by Vipac Engineers and Scientists Limited and dated 21 April 2021;
 - Biodiversity Offset Implications Report prepared by Ecology and Heritage Partners and dated August 2020;
 - Arborist Report prepared by Galbraith and Associates Tree Consultants and Contractors dated 25 September 2020; and
 - Acoustic Assessment prepared by Acoustic Logic and dated 30 November 2020;
 - Green Travel Plan prepared by GTA and dated 29 April 2021.
- 4.4 The application is for the construction of a part six/part seven storey modular residential apartment building, with associated basement car parking and vegetation removal. A summary of the proposal is as follows:
- 4.5 Built form:
- The subject site is located in the south-eastern most corner of the Tullamore Estate, bounded by Doncaster Road to the south and the eastern most boundary of the Estate. Directly adjacent to the site to the west is Tullamore Development Apartment B (“Folia” apartments) which are nearing completion.
 - Car parking is provided over two basement levels (Plan-Basement 01 TP-004 & Plan – Ground Floor TP-005). The proposal also provides for resident storage areas and services area (Plan – Level 01 TP-006) which are partly submerged due to the slope of the land.
- 4.6 Height
- Due to the topography of the land, the building modules when viewed from various locations will vary in appearance.
 - The Western most building modular when viewed from Doncaster Road will present as a five storey building to the frontage of Doncaster Road, with the majority of the top level (Level 6 Plan – TP-011) recessed, with the exception of the glazed building feature over the entry area. Due to the fall of the land, the northern elevation fronting Stables Circuit presents as a six level building with a partially protruding basement.



Figure 5 – Southern Perspective of building from Doncaster Road (recessing of upper levels)

- The Eastern most building modular when viewed from Doncaster Road will present as a five storey building to the frontage of Doncaster Road, with the majority of the top level (Level 7 Plan – TP-012) significantly recessed. Due to the fall of the land, the northern elevation fronting Stables Circuit presents as a seven level building.

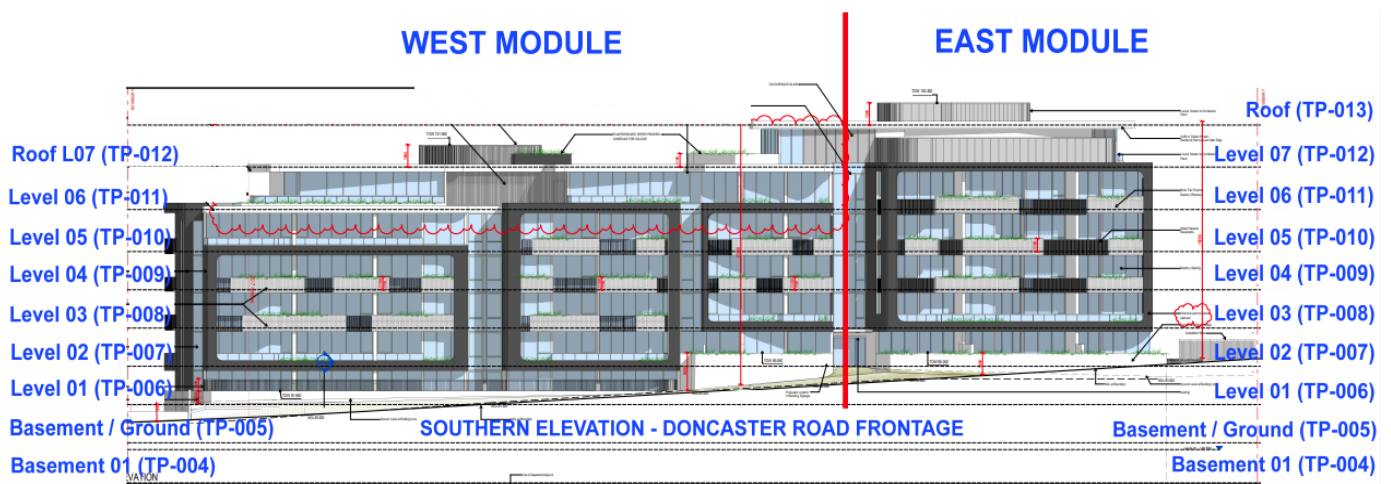


Figure 6: Southern Elevation with Plan Levels and Plan Page Number (reference Decision Plans)

- The maximum building height is 22.7m (taken from the north-eastern corner of the Eastern building module). This excludes 1.8m high roof top services, lift overrun and associated screening.

4.7 Materials and Finishes

- The materials and finishes include:
 - Brick finish (light grey) to façade and balcony planters;
 - Charcoal paint to east and west walls and frame elements;
 - White paint to balcony soffit, ground and roof planters; textured white paint to east and west walls
 - Dark grey powder coated vertical balustrade;
 - Charcoal window frame and palisade balustrade;
 - Grey glazing balustrade and planter
 - Timber look soffit lining (top level external ceiling);

- Dark grey painted palisade fence;
- Dark grey powder coated vertical louvred rooftop screen;
- Planter boxes to each balcony area with cascading greenery/plants over some balcony areas.

4.8 A summary of the development is also provided as follows:

Element	Details
Building Details	<ul style="list-style-type: none"> ● Site Area – 5455sqm ● Building site coverage – 3475sqm / 64% ● Impervious site coverage– 2297sqm / 42%
Dwellings	<ul style="list-style-type: none"> ● A total of 93 dwellings with mix of apartment sizes including: <ul style="list-style-type: none"> ○ 20 one-bedroom apartments; ○ 44 two-bedroom apartments; ○ 28 three-bedroom apartments; ○ 1 four-bedroom apartment.
Building Height	<ul style="list-style-type: none"> ● 22.7m (and 1.8m high rooftop services and screening)
Basements	<ul style="list-style-type: none"> ● Basement level 2 (full basement level): <ul style="list-style-type: none"> ○ 96 residents car parking spaces; ○ 19 visitor car parking space; ○ 20 resident bicycle parking spaces; ○ 10 visitor bicycle parking spaces; ○ 2 storage cage/room areas; ● Basement level 1/ground floor: <ul style="list-style-type: none"> ○ 41 resident car parking spaces; ○ 18 storage cage/room areas.
Car parking	<ul style="list-style-type: none"> ● Residential requirement: <ul style="list-style-type: none"> ○ 20 one-bedroom apartments – 20 car spaces required ○ 44 two-bedroom apartments – 44 car spaces required ○ 28 three-bedroom apartments – 56 car spaces required ○ 1 four-bedroom apartment – 2 car space required ○ Total required – 122 car spaces ● Total provided – 137 residential car spaces (within basements) ● Surplus of 15 residential car spaces
Visitor Spaces	<ul style="list-style-type: none"> ● 19 visitor car parking spaces - where the Development

	Plan requires 18 visitor spaces (1 space to 5 apartments).
Minimum Setbacks	<ul style="list-style-type: none"> • <u>Doncaster Road (southern boundary):</u> <ul style="list-style-type: none"> ○ 5.9m for the basement ○ 10.8m to semi-basement/ground floor storage area; ○ 11.4m to Level 1 terrace retaining wall; ○ 15.4m to the built form; • <u>Stables Circuit (northern boundary):</u> <ul style="list-style-type: none"> ○ West Building module: <ul style="list-style-type: none"> ○ 11.4m to the retaining wall; ○ 14.5m to the balcony; ○ 15.6m to the built form. ○ East Building module: <ul style="list-style-type: none"> ○ 7.8m to the retaining wall; ○ 11m to the balcony; ○ 12.9m to the built form. ○ 4.4m for the basement to Stables Circuit • <u>Northern Boundary (residential interface):</u> <ul style="list-style-type: none"> ○ 7.5m to the retaining wall; ○ 10.5m to the built form. ○ 0.3m for the basement. • <u>Eastern Boundary:</u> <ul style="list-style-type: none"> ○ 7.5m to the retaining wall; ○ 8.7m to the built form. ○ 3.9m for the basement • <u>Western Boundary:</u> <ul style="list-style-type: none"> ○ 3.1m to the balcony; ○ 4m to the built form. ○ 4m for the basement

Design layout

- 4.9 The building is designed as two modules, being described as the East and West modules. The modules have varying orientations and are visually separated by a full height glazed feature section. Varying building levels are provided between the modules due to the slope of the land.



Figure 7: Southern Elevation identifying East and West Modules (view from Doncaster Road)

- 4.10 Apartments front onto both Doncaster Road and Stables Circuit however due to the topography of the land, plan level references vary.
- 4.11 The basements are provided over two levels. The upper basement (Plan – Ground Floor TP-005) incorporates dwellings to the north fronting Stables Circuit. These dwellings are situated at natural ground level, but the slope of the land is excavated so they sit at a similar level to Stables Circuit. A communal residents terrace, amenity area/meeting room and building manager office are also provided. At this level some services are also provided.
- 4.12 The lower basement provides visitor car parking/bicycle parking with the remaining resident car spaces provided behind roller gates (Plan – Basement 01 TP-004). At this level bin holding areas and bin rooms and bicycle parking are also provided.
- 4.13 Additional storage rooms are also provided (Plan – Level 01 TP-006).
- 4.14 Dwellings are generally located to the north and south of central corridors running east and west.

Vehicular Access and Car parking

- 4.15 Vehicle access is provided to the building's basement (south-west corner) utilising a shared accessway with "Folia" apartments from Stables Circuit.
- 4.16 The upper basement (Plan – Ground TP-005) provides 19 visitor car spaces and 10 visitor bicycle parking spaces near the entrance, and an additional 41 residential car spaces behind a secure roller door. The remaining 96 residential car spaces and 20 residential bicycle parking spaces are located within the lower basement (Plan – Basement 01 TP-004).
- 4.17 Waste collection and an associated loading dock, is provided from the western end of the lower basement, via a separate roller access door and service area.
- 4.18 Residential storage enclosures are provided throughout the car park levels, although the majority of storage enclosures are provided within residential storage rooms at Level 1, as this section of the building sits partially below natural ground.

Pedestrian access and layout

- 4.19 Two external points of entry are available to pedestrians: a main foyer entrance from Stables Circuit on the north side at Ground Floor, and a secondary entrance from Doncaster Road on the south side at Level 2.
- 4.20 The Stables Circuit entry leads to the main foyer and the lift lobby area for the East module. A lift to the Western module is also accessible via a smoke door. A number of services and amenities are also available off this entry, including the building manager office and the communal residents' terrace.
- 4.21 The Doncaster Road entrance leads to a communal lounge which looks out to Stables Circuit.

Landscaping

- 4.22 Landscape Concept Plans prepared by Paul Bangay and dated 2 December 2020, detail proposed canopy trees and landscaping treatments within both Doncaster Road Stables Circuit.
- 4.23 Evergreen screen planting is proposed along the northern boundary of Stables Circuit and along the eastern boundary abutting the residential property at 537 Doncaster Road.
- 4.24 Planter boxes are proposed to the majority of balconies, some with cascading greenery/plants envisaged

Vegetation Removal

- 4.25 A permit is not required for removal of native vegetation on the site which are listed to be "removed" as identified in Appendix 2.4 of "Flora and Fauna Assessment and Biodiversity Offset Analysis, 463-535 Doncaster Road, Doncaster, Victoria" by Ecology and Heritage Partners and dated April 2014 (FFABOA Report).
- 4.26 There are no trees identified on the subject site for retention in the FFABOA Report.

Design detail

- 4.27 The proposed building has a contemporary architectural design, featuring an elegant uncluttered presentation, with a strong emphasis on glazing and complementary curved elements with a "floating" roof. Curvilinear balconies wrap around the northern and southern elevations and are a key visual feature for the building.
- 4.28 Along the northern facade the balconies exhibit an elongated linear form that provides visual continuity along this primary elevation. They are finished with alternating light grey brick and dark grey powder coated vertical balustrades. Two concrete pre-cast curved frames painted charcoal envelop the balconies of the two modules. The two modules are separated by a vertical recessed glazed wall which provides relief to the built form. The bottom two levels consist of white painted masonry retaining walls with vertical palisade fencing to the ground level courtyards, with light grey brick arches extending up to the Level 1 or Level 2 balconies.

- 4.29 The southern elevation is treated similarly with regards to balcony treatments and framing elements, with four frames of varying heights which assists to break up the façade. The Level 1 courtyards of the West module sit at the apparent ground level and are provided with white painted masonry retaining walls and vertical palisade fencing. The Level 2 courtyards towards the east make use of the white painted masonry walls but with no fencing.
- 4.30 The upper most level of each module is slightly recessed but features a roof form which extends out over the balconies below and is finished with a timber look lining soffit.

5. LEGISLATIVE REQUIREMENTS

- 5.1 Refer to Attachment (2) (Planning & Environment Act 1987, Manningham Planning Scheme, other relevant legislation policy).
- 5.2 A Planning Permit is required under the following Clauses of the Manningham Planning Scheme:
- Clause 32.07-5 - Residential Growth Zone, Schedule 1 (EASTERN GOLF COURSE SITE 463 – 535 DONCASTER ROAD, DONCASTER):
 - *To construct a residential building.*
An apartment development of five or more storeys, excluding a basement, must meet the requirements of Clause 58.
 - Eastern Golf Course Development Plan.

6. REFERRALS

Head, Transport for Victoria Referral

- 6.1 A permit is not required under Clause 52.29 of the Manningham Planning Scheme as the proposal does not involve modification or creation of access to a road in the Road Zone Category 1.
- 6.2 However, as the proposal comprises 60 or more dwellings, the Head, Transport for Victoria is a determining referral authority.
- 6.3 Transport for Victoria has no objection subject to conditions on any permit issued requiring the permit holder take all reasonable steps to ensure that disruption to bus operation along Doncaster Road is minimised during construction.
- 6.4 In addition to the above, the S173 Agreement AN144689Q 03/10/2016 relates to the batter that supports the road reserve of Doncaster Road. Given the batter will be affected by the proposed development, consent is required by Head, Transport for Victoria (formerly VicRoads) as well as Council in relation to modifications of this batter supporting the footpath.
- 6.5 Transport for Victoria have advised that:
- *The applicant must demonstrate that the structural integrity of the Doncaster Road is maintained during and post construction completion of the development.*

- ... the proposed works in relation to the temporary batter must be completed to the satisfaction of VicRoads (now the Head, Transport for Victoria). In this instance, prior to the commencement of works, the construction of a retaining wall at the Doncaster Road boundary must be approved by the Head, Transport for Victoria.
- Independent of the above, the Head, Transport for Victoria must be notified by the relevant Building Surveyor by issuing a Form 3 notice under the Building Act, works that impact on Doncaster Road will require a Consent under the Road Management Act 2004. A consent can only be given once the Protection Work Notice – Form 8, agreeing to the proposed protection work is issued by the Head, Transport for Victoria.

6.6 Subsequently, a condition will require that prior to endorsement of Condition 1 Plans, consent must be provided by Head, Transport for Victoria for the proposed modifications to the batter and construction of the retaining wall, in accordance with the requirements of Section 173 Agreement AN144689Q (25/09/2018), unless otherwise agreed in writing, and to the satisfaction of the Responsible Authority.

Internal

6.7 The application was referred to a number of Service Units within Council. The following table summarises the responses:

Service Unit	Comments
Infrastructure Services Unit – Drainage	<ul style="list-style-type: none"> • No objection subject to standard drainage conditions and stormwater connection to the point of discharge.
Infrastructure Services Unit – Vehicle Crossing	<ul style="list-style-type: none"> • No objection, subject to standard conditions.
Infrastructure Services Unit – Traffic and Car Parking	<ul style="list-style-type: none"> • No objection as the number of car parking spaces provided exceeds the scheme requirements, the layout and provision is satisfactory and there are no traffic issues in the context of the traffic and the surrounding street network.
Infrastructure Services Unit – Access and Traffic	<ul style="list-style-type: none"> • No objection subject to conditions requiring modifications to the access arrangements into the site including the signage, line marking and no stopping restrictions near the intersection from Stables Circuit into the shared accessway.
Infrastructure Services Unit – Car Parking Layout	<ul style="list-style-type: none"> • No objection, subject to standard conditions and some specific conditions for this basement and carparking layout.
Infrastructure Services Unit – Construction	<ul style="list-style-type: none"> • No objection subject to a requirement for the provision of a Construction Management Plan.

Service Unit	Comments
Management	
City Amenity Unit – Waste	<ul style="list-style-type: none"> No objection subject to the approval of the Waste Management Plan for a private waste collection.
Infrastructure Services Unit – Easements	<ul style="list-style-type: none"> There are no easements located on the land or in the vicinity of the proposal.
Infrastructure Services Unit – Flooding	<ul style="list-style-type: none"> No objection as the site is not subject to inundation.
Statutory Planning Unit – Sustainability	<ul style="list-style-type: none"> No objection subject to a condition requiring an updated SMP to refine some outstanding issues.
Integrated Planning Unit – Landscape and Urban Design	<ul style="list-style-type: none"> No objections subject to conditions and recommendations relating to the Landscape Plan including some native and indigenous species of plants and trees, to respond to the important landscaping objectives of the Development Plan which include <i>'enhancement of environmental and landscape values'</i>.
Statutory Planning Unit – Planning Arborist	<ul style="list-style-type: none"> No objections subject to conditions and recommendations for modified species for taller canopy trees, will reach a higher height at maturity (up to 15 metres at maturity), in key locations around the building, to respond to the Development Plan landscaping objectives.
Statutory Planning Unit - Environmental	<p>No objection subject to conditions and recommendations for</p> <ul style="list-style-type: none"> Modified species some native and/ or indigenous canopy plantings to be incorporated, to respond to landscaping objectives of the Development Plan which include <i>'enhancement of environmental and landscape values'</i>; Modification of some small to medium shrubs species to include - Sweet Bursaria <i>Bursaria spinosa</i>, Lightwood <i>Acacia implexa</i>, Common Correa <i>Correa reflexa</i> and/or Hop Goodenia <i>Goodenia ovata</i>.

7. CONSULTATION / NOTIFICATION

7.1 Pursuant to Clause 43.04-2 of the Scheme, an application under any provision of the Scheme which is generally in accordance with the development plan is exempt from the notice (advertising) requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review (appeal) rights of Section 82(1) of the Act.

- 7.2 The proposal is considered to be generally in accordance with the Development Plan and therefore is exempt from the notice provisions of the planning scheme.

8. ASSESSMENT

- 8.1 The proposal has been assessed against the relevant state and local planning policies, the zone, overlay, Eastern Golf Course Development Plan and the relevant particular provisions and general provisions of the Scheme.
- 8.2 The following assessment is made under the headings:
- Planning Policy Frameworks;
 - Eastern Golf Course Development Plan;
 - Building Layout and Design;
 - Urban Design and Design Detail;
 - Landscape Design;
 - Apartment Developments (including internal and external amenity); and
 - Car parking, access and bicycle facilities.

Planning Policy Frameworks

- 8.3 Key objectives of the PPF and LPPF identify that future housing need and residential amenity are critical land-use issues that will challenge Manningham's future growth and sustainable development and acknowledges that there is a general trend towards smaller household size, as a result of an aging population and smaller family structure which will lead to an imbalance between the housing needs of the population and the actual housing stock that is available.
- 8.4 This increasing pressure for re-development raises issues about how these changes affect the character and amenity of our local neighbourhoods. In meeting future housing needs, the challenge is to provide for residential re-development in appropriate locations, to reduce pressure for development in more sensitive areas, and in a manner that respects the residential character and amenity valued by existing residents.
- 8.5 Residential Policy outlines that infill residential development and redevelopment of key strategic sites that consolidate the role of established urban areas and reduce developmental pressure in the areas with environmental values will be encouraged.
- 8.6 It recognises that whilst single detached dwellings will continue to represent the largest proportion of Manningham's housing stock, there will be a need for a greater mix of housing in the form of medium and higher density residential developments. Higher density housing will be encouraged in close proximity to activity centres and along major roads and transport routes.
- 8.7 Council's planning preference is for higher density, apartment style developments, as outlined at Clause 21.05 of the Scheme. The policy encourages urban consolidation (and apartment buildings) in this specific location due to its capacity to support change given the site's main road location and proximity to services, such as public transport. The policy is also guided by the elements contained within the DPO3, the associated Eastern Golf Course Development Plan, and in conjunction with an assessment against Clause 58 – Apartment Developments.

- 8.8 Through various policy statements within the Planning Scheme, in particular through the adoption of the DPO3 and the Eastern Golf Course Development Plan over this key strategic site, a planning mechanism exists that will in time alter the existing neighbourhood character along the frontage to the Tullamore Estate and this part of Doncaster Road. The ultimate built form is contemplated as providing substantial change that has a more intense and less suburban outcome.

Eastern Golf Course Development Plan

- 8.9 The primary consideration for this application is policy background and land use. The parameters for use and development on the site (and the wider Tullamore Estate) are established in the Eastern Golf Course Development Plan which is the principal assessment tool for the current, and any future planning applications at the site, together with Clause 58 - Apartment Developments.
- 8.10 Any development application on this site must first be considered to be “*generally in accordance*” with the approved Development Plan. The approved Development Plan describes built form and design outcomes and objectives, and the requirement that an application be generally in accordance with the Development Plan therefore builds in a certain degree of flexibility to allow the proposal to be refined during the ongoing design and development phases. The determining factor in terms of whether the proposal is generally in accordance with the Development Plan, is therefore how the proposed built form, design and particulars of development respond to the objectives.
- 8.11 Relevant to this proposal, the Development Plan identifies potential higher density residential areas adjacent to Doncaster Road as being suitable for more intensive apartment-style living. It seeks to maximise vistas to culturally-historic precincts, and key areas of open space, providing clear and direct links for pedestrians, cyclists and vehicles. Public amenity and recreation are emphasised by providing areas of retained native bushland, natural gullies, barbeque facilities and open landscaped areas. Sign-posted walking trails and bike paths further encourage community exploration (internal and external to the site), and appreciation of the site’s natural characteristics.
- 8.12 This assessment relates to a part six-storey, part seven-storey residential apartment building above 2 basement levels. The building is located on the remaining portion of the site identified as “*Higher Density*” along the Doncaster Road frontage. Directly adjacent to the west of the site is “Folia” apartments which are nearing completion and “Phoenix” apartments further to the west again.
- 8.13 The Eastern Golf Course Development Plan sets out a number of Doncaster Road Location Specific Design Principles, Urban Design Objectives and Principles (Section 3.8.3) including Design Objectives and Principles relating to Built Form, Car Parking and Access, Landscaping and Fencing. A full assessment against the relevant design objectives and principals are addressed later in this report.
- 8.14 As demonstrated within the Eastern Golf Course Development Plan Assessment Table (under the heading Landscape Design in a later section of this report), the proposed residential use constitutes higher density residential accommodation and the number and mix of dwellings is considered to be in accordance with the Development Schedule in the Development Plan. Further discussion on the most

relevant building and design aspects of the development are addressed later in this report.

Building Layout and Design

- 8.15 The two main entrances to the building (from Doncaster Road and from Stables Circuit) will be highly identifiable by the paths, landscaping and foyer entrances that are defined by extensive glazing.
- 8.16 The building offers a suitable mix of one, two, three and four bedroom apartments with varied balcony designs, sizes and orientation. The size and layout of apartments also varies considerably, which is seen as a positive outcome to address amenity considerations, as required by Clause 58. The apartment layouts are designed to maximise opportunities for good ventilation and sunlight penetration, where practicable.
- 8.17 The proposed open plan living areas will offer versatility and suitably sized bedrooms. The design proposal has generally maximised exposure to natural light to all rooms, rather than just living areas and provides expansive balcony areas around most apartment edges.

Building Height

- 8.18 The Residential Growth Zone has a discretionary building height of 13.5 metres. Schedule 1 to the Residential Growth Zone (RGZ1) specifies an 11 metre maximum building height where land is further than 70 metres from the Doncaster Road boundary of the site. Given the land is within 70m of the Doncaster Road boundary, this height requirement is not applicable.
- 8.19 The Development Plan objectives include '*A scale of highest density residential development which has a presentation to the Doncaster Road frontage of between two and five storeys in height*'.
- 8.20 The building predominantly presents as five storeys to the Doncaster Road frontage. The upper levels (Level 6 & 7) have been sufficiently recessed to achieve compliance from the Doncaster Road frontage. The uppermost level of both building modules will also be largely obscured from the frontages indicated in the diagram below and by a 2.4 metre high screen that encloses rooftop services.



Figure 8: Perspective of South-West corner of proposed Building C (from Doncaster Road – and from streetscape level)

- 8.21 In the context of the existing “Phoenix” apartments (5 storey presentation) and “Folia” apartments (5 to 6 storey presentation) the proposed five storey and recessive upper level are considered to provide a consistent streetscape presentation, with a modest intensification, but suitable response to the property abutting the east of the subject site, which is located in the Doncaster Hill Activity Centre and Activity Centre Zone Schedule 1 (ACZ1).



Figure 9: Perspective of Southern Elevation of proposed Building C (from Doncaster Road)

- 8.22 The property to the east (537 Doncaster Road) is zoned ACZ1 and Precinct 6C of the Schedule (Doncaster Hill major Activity Centre). Within this Precinct 6C, the maximum building height is 18 metres, with an additional 3.6m Design Element height allowable (21.6 metre overall height maximum). The form of the maximum building heights of this adjoining property (to the east) are depicted as a building form on the streetscape southern elevation (from Doncaster Road) below.



Figure 10: Doncaster Road Streetscape/Southern Elevation of existing Phoenix and Folia Buildings and proposed Building C

- 8.23 It is noted that due to the slope of the land the proposed building sits higher than both the “Phoenix” and “Folia” apartments. However, the maximum building height to Doncaster Road is only 1.8m higher than the maximum building height of “Folia” apartments. The three buildings provide an appropriate design response and transition from west to east, in response to the slope of the land as viewed from Doncaster Road.
- 8.24 The building design further takes advantage of the significant downwards slope from south to north, allowing the building to be benched into the slope and providing a higher built form in the northern section towards Stables Circuit.



Figure 11: Perspective of Northern Elevation of proposed Building C (from Stables Circuit)

- 8.25 The slope has also been appropriately used by utilising the accessway arrangement approved for “Folia” apartments and locating the basement entry where it is not visible to Doncaster Road or Stables Circuit. This design response appropriately responds to the design principles approved in the Development Plan.



Figure 12: Perspective of North-western corner of proposed Building C, including basement entry area (from Stables Circuit and along access way to proposed basement entry)

Urban Design and Design Detail

- 8.26 The Scheme (Clause 15.01-1S – Urban Design and 15.01-1R - Urban Design – Metropolitan Melbourne) aims to create good quality urban environments that are safe and functional while providing a sense of place and cultural identity. Design outcomes that contribute positively to local urban character, enhance the public realm whilst minimising detrimental impact on neighbouring properties are also sought.
- 8.27 Clause 21.05-4 (Built form and Neighbourhood Character) of the Scheme requires residential development to be designed and landscaped to make a positive contribution to the streetscape and local character, designed to provide a high level of internal amenity for residents, and include articulation and sufficient setbacks to avoid any potential amenity impacts.

- 8.28 The Development Plan also details a number of Urban Design and Built Form objectives, which also include encouraging development with spacing between developments, contemporary in design, providing articulated built-form, and a range of visually interesting building materials and façade treatments, including cascading plants to all levels.



Figure 13: Perspective of Southern Elevation of proposed Building C (from Doncaster Road)

- 8.29 The architectural design is considered to be well conceived and of a commendable high standard. By providing the two adjoining but visually separate modules with curvilinear design detail to the external balcony and roof forms as well as distinct framing elements, the overall design successfully addresses the potential issue of visual monotony associated with the length of building form.
- 8.30 The use of grey brickwork complements the existing “Phoenix” and “Folia” apartments in terms of colour pallet and material. The division into two modules, the treatment of the lower levels to the north, the curvilinear detailing and the upper level roof canopies also provides a nexus to the design and detailing of the adjacent “Folia” building. The recessive upper floors and the framing elements which introduce a darker finish, as well as create a further division of the modules along the southern elevation, however, ensure that the building will still have its own individual “identity”.
- 8.31 The design and building form however, presents five-storey sheer walls to the western and eastern elevations. As the plan elevations and Perspective views of each provided (Figures 14 to 17), both elevations offer minimal articulation and provide fenestration and material selection which exacerbates the verticality of these walls.

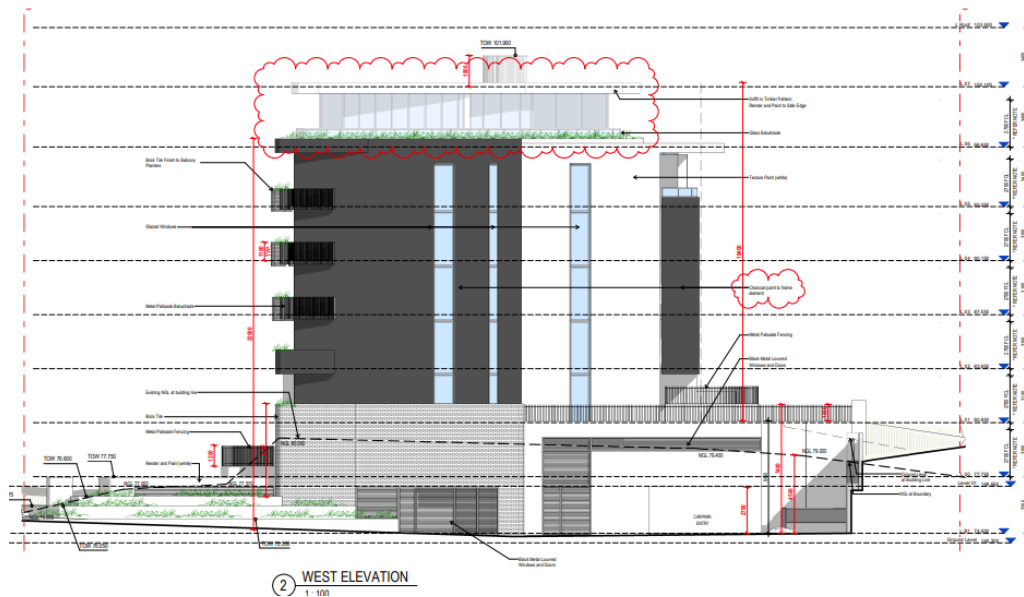


Figure 16: West Elevation (Plan Elevation TP-016)



Figure 17: Perspective of West Elevation (from south-west – Doncaster Road)

8.33 Conditions will therefore require that improved visual interest is provided to the western façade including by providing:

- Openings to the curve wall of the south-west corner balconies of Levels 2 to 4;
- Horizontal charcoal banding or similar to continue from the south-west balcony of Levels 5 and below where suitable; and
- A modified render colour or material (light grey bricks, render or textured surface) to the extent of the Level 5 western elevation, or alternative visual variation to the upper level charcoal sheer wall.

8.34 Conditions will also require that improved visual interest is provided to the eastern façade including by providing:

- Openings to the curve wall of the south-east corner balconies of Levels 3 to 6;

- Horizontal charcoal banding or similar to continue from the south-east balcony of Levels 6 and below where suitable; and
 - A modified render colour or material (light grey bricks, render or textured surface) to the extent of the Level 6 eastern elevation, or alternative visual variation to the upper level charcoal sheer wall.
- 8.35 Other than this, in terms of materials and finish, the proposal offers an appropriately modern design outcome for the site. It adopts interesting design techniques to create visual interest generally to the main south and north elevations, and adopts a coherent palette of colour, material selection and finishes to provide an attractive presentation. These elements emphasise the curvilinear design aspects. The generous depth to balconies is also a good design outcome which will create colour tone differentiation through shadowing.
- 8.36 Subject to discussed conditions, overall the development will make a positive architectural contribution to this key and prominent frontage of Tullamore Estate to Doncaster Road and its location on the western edge of the Doncaster Hill Principal Activity Centre.

Landscape Design

- 8.37 The setbacks from boundaries allow suitable spacing for generous landscaping and canopy trees around the site, to “soften” the lower levels and complement the overall development.
- 8.38 Extensive communal and landscape spaces are provided at ground level to the northern side of the building.
- 8.39 The landscaping treatment generally responds to the guidelines of the Development Plan and assists in “breaking up” the length of continuous built form.
- 8.40 The Landscape and Environmental Teams have provided advice that the Landscape Plan should include some native and indigenous species of plants and trees, and respond to the important landscaping objectives of the Development Plan which include ‘*enhancement of environmental and landscape values*’.
- 8.41 Conditions will require the inclusion of species suitable for the site, as specified by the Landscape and Environmental Teams, as well as general modification of the species schedule to include trees which will reach a higher height at maturity (up to 15 metres at maturity), in key locations around the building, to respond to the Development Plan landscaping objectives.
- 8.42 Given the partial basement projection to the west and south-west corner, conditions will require a tree capable of growing to 15 metres or more at maturity, within the deep soil planting area, to the south-west corner of the basement entrance and the base of the retaining wall.
- 8.43 To also assist with the screening and softening of this basement projection and the level change of the setback area to Doncaster Road between this building and the building to the west (Folia Apartments), a condition will require a landscape treatment to screen and soften this aspect.

- 8.44 The rendered white walls to the courtyard fencing of the south facing apartments, to the west and east of the Doncaster Road building entrance result in sheer retaining walls of significant height (up to 3.0m) to the Doncaster Road frontage. Conditions will require that a stepped landscape retaining wall is provided to the front of this wall, where landscaping over 1.5m in height, can be used to step and soften this aspect.



Figure 18: Southern Elevation of Main Entrance (including 3.0m high southern retaining walls adjacent)

- 8.45 An assessment against the relevant design objectives and principles of the Eastern Golf Course Development Plan is found below:

POLICY / OBJECTIVE	RESPONSE - OBJECTIVE
<p>Section 3.8.3 – Location Specific Design Principals (Page 26 of Development Plan) The Staging and residential Density Plan highlights the area within the Eastern Golf Course (EGC) designated for higher density residential development interfacing with Doncaster Road. Located to the East of the main vehicle entry to EGC from Doncaster Road, the higher density sites will incorporate the following urban design principles:</p>	
<ul style="list-style-type: none"> A scale of higher-density residential development which has a presentation to the Doncaster Road frontage of between two and five stories in height. 	<p>The proposed building will predominantly present as five storeys to the Doncaster Road frontage, with a recessed uppermost level that generally will not generally be visible from the Doncaster Road frontage. This has been discussed previously in the report.</p> <p>The presentation is considered to provide favourable visual articulation through the use of recession and the stepping of the building.</p> <p>The maximum height along the Doncaster Road presentation is only marginally higher (1.8m) that the adjacent “Folia” apartments and assists with providing variation in the built form along the extensive Doncaster Road frontage and the Activity Centre Zone to the east of the site.</p>
<ul style="list-style-type: none"> A visual landscape link from Doncaster Road through to the retained heritage stables building. 	<p>This is not relevant to this higher density site, as the visual landscape link is provided between the Phoenix and Folia Buildings, to the heritage stables building.</p>
<ul style="list-style-type: none"> Consideration of public transport pick 	<p>Bus routes are located adjacent to the site and</p>

<p>up and drop off locations pertaining to pedestrian access locations from EGC to Doncaster Road.</p>	<p>Transport for Victoria have advised of no objection to the proposal, subject to standard construction and protection conditions.</p>
<p>Section 3.8 Doncaster Road Entry Feature</p>	
<ul style="list-style-type: none"> A signalised intersection will be constructed at the Doncaster Road primary entrance to EGC. This provides an opportunity for a landscaping entry feature that provides a high quality and visually appropriate entry marker o the site. The entry feature will reflect the overall character of the site, while establishing the identity of the development for passing motorists, cyclists and pedestrians on Doncaster Road. 	<p>The proposal has no direct relationship with the signalised intersection into the estate or the related landscaping/design elements that have been established here.</p>
<p>3.8.3 Doncaster Road Urban Design Objectives and principles</p>	
<ul style="list-style-type: none"> To encourage development that is contemporary in design, includes an articulated built-form, and incorporates a range of visually interesting building materials and façade treatments 	<p>The architectural design and form is contemporary and subject to conditions, generally provides for visual articulation, as discussed in the main body of the report.</p>
<ul style="list-style-type: none"> To ensure new development is well articulated and upper storey elements are not unduly bulky or visually intrusive 	<p>Ample articulation and visual interest is provided to the northern and southern elevations, by varied balcony projections with curvilinear design detail, the separation of the building modules and the further separation through the framing elements and vertical glazing.</p> <p>Conditions relating to the eastern and western ends of the building have been discussed in an earlier section of this report.</p> <p>The design of the projecting upper storey roof canopy is seen as an architectural feature which “caps” and complements the overall built form.</p> <p>Overall the well-conceived design elements contribute to a presentation which will sit comfortably in this location.</p>
<ul style="list-style-type: none"> To encourage spacing between developments to minimise a continuous building line when viewed from Doncaster Road 	<p>The proposed spacing of over 41m from the nearby “Folia” apartments and the variation in alignment of the building provides adequate spacing between buildings when viewed from Doncaster Road.</p> <p>In addition, the East Building module splays away from both Doncaster Road and the eastern boundary, including a minimum 8.7m setback to the latter, allowing space for landscaping to provide a visual break between not only this building and the adjoining property, but the</p>

	Tullamore estate in general, and any future development on the adjoining property.
<ul style="list-style-type: none"> To provide sufficient spacing between developments to provide for view corridors from Doncaster Road into the site 	The spacing of over 41m on the western side will provide an ample gap and view corridor from Doncaster Road into the site.
<ul style="list-style-type: none"> To encourage landscaping around buildings which enhance separation between buildings and soften built form 	<p>Landscaping is proposed around the building and subject to conditions relating to species selected for generally taller species of trees, will suitably soften the built form and provide separation between the building and the adjoining property to the east.</p> <p>Landscaping has been approved between this building and the "Folia" apartments under the previous planning permit for the latter building (PLN18/0671) which will also provide suitable separation and softening of the two built forms.</p>
<ul style="list-style-type: none"> To ensure the design and siting of dwellings have regard to the future development opportunities and future amenity of adjoining properties 	<p>It is considered that the design and siting have had regard to the future development of a potential apartment building to the east.</p> <p>The East Building module is setback a minimum distance of 8.7m from the eastern boundary with the northern part of the built form splaying away from the boundary.</p>
<ul style="list-style-type: none"> To ensure the design of basement and undercroft car parks complement the design of the building, eliminates unsightly projections of basement walls above natural ground level, and are sited to allow for effective screen planting. 	<p>The design suitably responds to the slope of the land to ensure there are no excessive projections of basement walls above natural ground level.</p> <p>Conditions will require modified landscaping and stepped retaining walls to further reduce the visual impact of these projections, as discussed earlier in the report.</p>
<ul style="list-style-type: none"> To create a boulevard effect along Doncaster Road by planting trees within the front setback that are consistent with, and complement the street tree landscape 	<p>The landscape plan includes trees along the Doncaster Road frontage to create a boulevard character.</p> <p>The Plane Trees along Doncaster Road frontage will reach approximately 15 metres at maturity, and will create a suitable boulevard effect along Doncaster Road.</p>
<ul style="list-style-type: none"> To provide suitable pedestrian access locations from Doncaster Road. 	Formal pedestrian access is provided to the main Doncaster Road entry at Level 2, which suitably connects internally with the main foyer and the pedestrian entry/exit to the northern side of the building.
Built Form	
<ul style="list-style-type: none"> Provide a minimum 5 metre built-form setback to create a consistent built edge, and incorporate tree planting and landscaping to achieve 	The front setback will be varied along Doncaster Road with a minimum setback of 10.8m to the retaining wall component located centrally along the building and increasing to 25m towards the

a boulevard character	<p>eastern end of the building.</p> <p>Setbacks to balconies and building walls are varied along the building but are well in excess of the 5m minimum. These setbacks satisfy the requirement and provide sufficient spacing to achieve the required boulevard character.</p>
<ul style="list-style-type: none"> Provide visual interest through articulation, glazing, and variation in materials and textures 	<p>There is visual interest provided to the building through varied materials, articulation, architectural features and glazing.</p> <p>Further articulation to the eastern and western ends were discussed earlier in the report.</p>
<ul style="list-style-type: none"> Minimise buildings on boundaries to create spacing between developments 	<p>There are no buildings proposed on the boundaries and spacing between the proposed building and the existing "Folia" apartment, as well as any future development to the east is considered appropriate.</p>
<ul style="list-style-type: none"> Ensure that buildings are stepped down at the rear of sites (where appropriate), to provide a transition to the scale of the adjoining residential area 	<p>The East Building module is setback a minimum distance of 10.5m from the northern boundary and the residential interface. This increases to 12.4m at the upper level and the built form angles away from the north.</p> <p>Whilst the land to the east is zoned ACZ1 with a maximum height of 18m the building is nonetheless suitably designed to respond to this interface. The setback to the eastern boundary varies from 8.7m at the lower levels to 11.5m at Level 7 and the building splays away from the boundary.</p>
<ul style="list-style-type: none"> Ensure buildings are designed to suitably integrate with the gradient of the land 	<p>The building has been suitably designed to respond and take advantage of the slope.</p>
<ul style="list-style-type: none"> Avoid reliance on below-ground light courts for any habitable rooms 	<p>There are no below ground light courts proposed.</p>
<ul style="list-style-type: none"> Ensure that the upper levels provide adequate articulation to reduce the appearance of visual bulk and minimise continuous sheer-wall presentation 	<p>Subject to conditions in the main body of the report, there will be adequate articulation and visual interest as previously discussed.</p>
<ul style="list-style-type: none"> Integrate porticos and other design features within the overall design of the building, and not include imposing design features such as double storey porticos 	<p>The overall architectural presentation is of a high standard and there are no "jarring" design elements.</p>
<ul style="list-style-type: none"> Be designed and sited to address slope constraints, including minimising views of basement projections and / or minimising the height of finished floor levels, and providing appropriate retaining wall presentation 	<p>The slope of the land has been used to the proposals advantage by suitably locating the access-way and basement entries where they are generally not visible to Doncaster Road. The slope has also been appropriately used by designing Level 1 as a partial basement and partial ground level.</p> <p>Retaining wall presentations are generally suitable, subject to conditions as discussed in the</p>

	main body of the report.
<ul style="list-style-type: none"> Be designed to minimise overlooking, and avoid excessive application of screen devices 	<p>Given the generous level of separation to housing to the north, east and west, there will be no adverse overlooking impacts.</p> <p>Balconies are suitably protected from internal views by walls separating balconies.</p>
<ul style="list-style-type: none"> Ensure design solutions respect the principle of equitable access at the main entry of any building for people of all mobilities 	The building will be accessible for people of all mobilities via the north and south main foyer entries and to all lifts, including from the basement levels.
<ul style="list-style-type: none"> Ensure that projections of basement car parking above natural level do not result in excessive building height as viewed by neighbouring properties 	The design of the lower ground floor and partial basement level is considered an appropriate design response given the fall of the land.
<ul style="list-style-type: none"> Ensure basement or undercroft car parks are not visually obtrusive when viewed from the front of the site 	Due to the slope, proposed landscaping and further landscaping conditions (as discussed in the body of the report), the basement entry will not be visible from the frontage of Doncaster Road and will not be obtrusive or prominent from Stables Circuit or from within the site.
<ul style="list-style-type: none"> Ensure that building walls, including basements, are sited a sufficient distance from site boundaries to enable the planting of effective screen planting, including canopy trees, in larger spaces 	<p>The building (including basements) are suitably setback from boundaries with appropriate spacing for landscaping around the site.</p> <p>The basement does extend to within 300mm of the northern boundary but is wholly below natural ground at this point, allowing generous landscaping treatments above.</p>
<ul style="list-style-type: none"> Ensure that service equipment, building services, lift over-runs and roof mounted equipment including screen devices, is integrated into the built form or otherwise screened to minimise the aesthetic impacts on the streetscape, and avoids unreasonable amenity impacts on surrounding properties and open spaces 	Screening is proposed to the roof services at a height of 2.4m and as dark grey coated vertical louvers. Conditions will require that the screening is lowered to 1.8m, unless otherwise to the minimum extent necessary to suitably screen the services to the satisfaction of the Responsible Authority.
Car parking and Access	
<ul style="list-style-type: none"> Provide vehicular access to residential buildings from within the site, with no direct vehicle access to Doncaster Road 	The proposed vehicle access is from Stables Circuit utilising the access arrangements approved for "Folia" apartments and is to the satisfaction of Council's Infrastructure Services Unit.
<ul style="list-style-type: none"> Ensure that access gradients of basement car parks are designed appropriately to provide for safe and convenient access for vehicles and servicing requirements. 	The proposed vehicle access and basement car parking is to the satisfaction of Council's Infrastructure Services Unit.

Landscaping	
<ul style="list-style-type: none"> Provide opportunities for planting to side boundaries in areas that assist in breaking up the length of continuous built form and / or soften the appearance of the built form 	<p>The setbacks from boundaries allow suitable spacing for generous landscaping and canopy trees around the site, to soften and compliment the building.</p> <p>As discussed in the main assessment, conditions will require species of trees generally around the building, which will grow taller at maturity, to soften the built form from all aspects.</p>
<ul style="list-style-type: none"> Provide planting within the building setback that includes a row of avenue trees. 	<p>The proposal includes suitable avenue trees (Plane Trees) along Doncaster Road. These species to Doncaster Road will reach 15 metres at maturity and will suitably meet this objective.</p>
Fencing	
<ul style="list-style-type: none"> Ensure that front fences facing Doncaster Road are 50 per cent transparent, have a maximum height of 1.8 metres, and that there is a setback of a minimum of 1.0 metre from the front title boundary (unless abutting a tree reserve), which is to be set aside for a continuous landscape treatment. 	<p>Fencing is proposed to the courtyards of the ground level apartments (presenting to Doncaster Road) in the West Building module. The fencing is dark grey painted vertical bar fencing (nominated to be Palisade) with a brick base. It is indicated to be 1m high atop a retaining wall up to 1m in height. Given they are setback a minimum distance of 11.4m from the front title boundary and substantial landscaping is proposed, this outcome is considered acceptable.</p>
3.11 Access and Circulation	
<ul style="list-style-type: none"> The EGC Development Plan provides for a residential outcome based upon ease of pedestrian access throughout the site, and integration with the existing local community. Vehicle access and circulation supports this pedestrian network, and provides suitable connectivity within the existing street network 	<p>Given the significant cut approved to the west of the building under the previous permit for Folia Apartments there is little opportunity to provide any additional pedestrian access around the sides of the building. However, the access provided between the two buildings to the west (Phoenix and Folia Apartments), as well as through the foyer of this proposed building, along this higher density strip is considered suitable.</p>
<ul style="list-style-type: none"> The EGC Development Plan seeks to encourage physical activity through the site for future and surrounding residents. This is achieved through the provision of open spaces and linkages which encourage physical activity and social interaction for all age groups. 	<p>This is generally catered for elsewhere and throughout the Tullamore Estate, however it is noted that the proposed Building C offers good open spaces for residents and connection from Doncaster Road through the building to the street network and networks of open spaces available within the Tullamore Estate.</p>
3.11.6 Car Parking (Page 34)	
<ul style="list-style-type: none"> High Density – (<i>Higher Density area</i>) One (1) visitor space per five (5) dwellings 	<p>The development requires 18 visitor spaces and provides 19 spaces.</p>

Apartment Developments Particular Provision (Clause 58)

8.46 Pursuant to Clause 58 (Apartment Developments), a development must meet all of the objectives of this clause and should meet all of the standards.

8.47 A full assessment against the objectives of Clause 58 (Apartment Developments) is provided in the table below:

Objective	Satisfied/Not Satisfied
<p>58.02-1 – Urban context</p> <ul style="list-style-type: none"> • To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area. • To ensure that development responds to the features of the site and the surrounding area. 	<p>Met</p> <p>The proposed apartment development positively responds to the urban context and the preferred future development of the area, as detailed within the Tullamore Development Plan. Furthermore, it is considered that the proposal responds to surrounding and adjoining site conditions.</p>
<p>58.02-2 – Residential policy</p> <ul style="list-style-type: none"> • To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework. • To support higher density residential development where development can take advantage of public and community infrastructure and services. 	<p>Met</p> <p>The application was accompanied by a written statement demonstrating how the development is in accordance with Municipal Planning Strategy and the Planning Policy Framework.</p> <p>The site fronts Doncaster Road, is proximate to Westfield Doncaster and the Eastern Freeway, is identified as High Density lots within the Development Plan, and therefore appropriately supports higher density residential development to take advantage of existing nearby public and community infrastructure and services, as well as the public and community infrastructure and services within the Tullamore Estate.</p>
<p>58.02-3 – Dwelling diversity</p> <ul style="list-style-type: none"> • To encourage a range of dwelling sizes and types in developments of ten or more dwellings. 	<p>Met</p> <p>The proposal includes a suitable mix of one, two and three bedroom dwellings and one four bedroom dwelling, with a wide range of variety in floor areas and layout, to provide dwelling diversity.</p>
<p>58.02-4 – Infrastructure</p> <ul style="list-style-type: none"> • To ensure development is provided with appropriate utility services and infrastructure. • To ensure development does not unreasonably overload the capacity of utility services and infrastructure. 	<p>Met</p> <p>The site has access to all services and will be provided with a third pipe for recycled water.</p>
<p>58.02-5 – Integration with the street</p> <ul style="list-style-type: none"> • To integrate the layout of development with the street. • Provide adequate vehicle and pedestrian links that maintain or enhance local accessibility. • Complement existing adjoining/surrounding open space. 	<p>Met</p> <p>The proposal is considered to address both Doncaster Road and Stable Circuit providing a sense of address and strong presentation to both boundaries.</p> <p>Pedestrian entry points are provided from the north and south sides of the building and are clear and visible from from the two road frontages and pedestrian entries.</p> <p>The pedestrian entries are identifiable from the street frontages by the bulding design and pedestrian access</p>

Objective	Satisfied/Not Satisfied
	<p>paths.</p> <p>Vehicle access is proposed from Stables Circuit approved for the building to the west (Folia Apartments) under Permit PLN18/0671.</p>
<p>58.03-1 – Energy efficiency</p> <ul style="list-style-type: none"> To achieve and protect energy efficient dwellings and buildings. To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy. To ensure dwellings achieve adequate thermal efficiency. 	<p>Met</p> <p>Given the orientation and configuration of the site, the proposal provides a reasonable overall design response and works to improve and take advantage of the energy efficiency opportunities in respect to the southern apartments.</p> <p>It is noted the curved walls at the south-west and south east ends of the apartments curve around at many of the mid-levels, further reducing solar access from the east and west in the morning and afternoon. Conditions will require these curved walls to provide some openings to allow additional natural light, and reduce visual bulk of these features.</p>
<p>58.03-2 – Communal open space</p> <ul style="list-style-type: none"> To ensure that communal open space is accessible, practical, attractive, easily maintained and integrated with the layout of the development. 	<p>Met</p> <p>Ample communal open space areas are provided at the ground level, around the building and at level 2, 4 and 6, significantly exceeding the requirement of Standard D7 providing 232.5sqm:-</p> <ul style="list-style-type: none"> Amenity lounge room – 62sqm; Meeting room – 28sqm; Communal residents' terrace (north) – 55sqm; Communal lounge at level 2, 4 and 6, with double height open void to the level above – 12sqm each; Garden areas to the north-east of the building – 340sqm; Garden to the north of the building – 550sqm; Garden to the south of the building – 462sqm; Garden to the south of the building – 475sqm.
<p>58.03-3 – Solar access to communal outdoor open space</p> <ul style="list-style-type: none"> To allow solar access into communal outdoor open space. 	<p>Met</p> <p>The resident's terrace, and many garden spaces to the north and north-east of the building, will receive full sunlight.</p> <p>The communal lounge rooms and meeting rooms and communal lounges at upper levels are also provided with a northern orientation.</p> <p>Other open landscaped areas around the building will also receive acceptable levels of sunlight from the open east and west orientations.</p>
<p>58.03-4 – Safety</p> <ul style="list-style-type: none"> To ensure the layout of development provides for the safety and security of residents and property. 	<p>Met</p> <p>Multiple pedestrian entries are available to access the apartments. The main foyer will have secured access and the lift lobby for each module will be secured through a second secure access door, providing a safe arrangement.</p> <p>The basement car park levels will have a security door to secure the residents and main basement areas, but will have an open carpark to the front section of car parking which is dedicated to visitor spaces.</p>

Objective	Satisfied/Not Satisfied
<p>58.03-5 – Landscaping</p> <ul style="list-style-type: none"> • To encourage development that respects the landscape character of the neighbourhood. • To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance. • To provide appropriate landscaping. • To encourage the retention of mature vegetation on the site. • To promote climate responsive landscape design and water management in developments that support thermal comfort and reduces the urban heat island effect. 	<p>Met with conditions</p> <p>The proposed landscaping across the site is generally an appropriate design response and will meet the relevant landscaping requirements and objectives of the Development Plan, subject to conditions as discussed earlier in the report.</p> <p>Ample spacing is provided for canopy trees. Substantial areas of landscaping are also proposed within upper level and cascading planting within balcony planter boxes will soften the building.</p>
<p>58.03-6 – Access</p> <ul style="list-style-type: none"> • To ensure the number and design of vehicle crossovers respects the urban context. 	<p>Met</p> <p>Vehicle access is via the existing crossover to Stables Circuit approved under Permit PLN18/0671 for the existing building to the west (Folia apartments).</p> <p>This arrangement has been considered by Council's Traffic Engineers and is considered satisfactory, as discussed the Referral Response section of this report.</p>
<p>58.03-7 – Parking location</p> <ul style="list-style-type: none"> • To provide convenient parking for resident and visitor vehicles. • To protect residents from vehicle noise within developments. 	<p>Met</p> <p>Lifts and stairs will provide suitable and equitable access into the building from the two basement levels for residents.</p> <p>Residents are protected from vehicle noise within the development given car parking is within the basement.</p> <p>Visitor spaces are located toward the basement entry before the main secure roller door into the remaining basement.</p>
<p>58.03-8 – Integrated water and stormwater management</p> <ul style="list-style-type: none"> • To encourage the use of alternative water sources such as rainwater, stormwater and recycled water. • To facilitate stormwater collection, utilisation and infiltration within the development. • 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 	<p>Met</p> <p>A 35000 Litre capacity tank is provided internally within a dedicated Hydraulic Pump Room at Level 1.</p> <p>The proposal includes connection to the mandated recycled water third pipe, given Tullamore is within the 'Mandated Recycled Water Area'.</p> <p>The submitted Sustainability Management Plan demonstrates a STORM rating of 100%.</p>

Objective	Satisfied/Not Satisfied
from the site.	
<p>58.04-1 – Building setback</p> <ul style="list-style-type: none"> To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area. To allow adequate daylight into new dwellings. To limit views into habitable room windows and private open space of new and existing dwellings. To provide a reasonable outlook from new dwellings. To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents. 	<p>Met</p> <p>The front setback exceeds the minimum 5.0m Doncaster Road setback requirement of the Development Plan and all other setbacks are considered an appropriate response to the site context.</p> <p>This has been discussed in an earlier section of the report.</p>
<p>58.04-2 – Internal views</p> <ul style="list-style-type: none"> To limit views into the private open space and habitable room windows of dwellings within a development. 	<p>Met</p> <p>Balconies are designed to limit internal views, either by being isolated or suitably screened by integrated walls.</p> <p>All windows and balconies prevent overlooking of more than 50% of the private open space of a lower level or adjoining apartments.</p>
<p>58.04-3 – Noise impacts</p> <ul style="list-style-type: none"> To contain noise sources in developments that may affect existing dwellings. To protect residents from external and internal noise sources. 	<p>Met with condition</p> <p>There are no unusual noise sources within the development that may affect existing dwellings.</p> <p>Plant and services are located within the roof and basements and will meet EPA Guidelines.</p> <p>An acoustic assessment prepared by Acoustic Logic dated 30 November 2020 was submitted with the application. The report recommends minimum glazing construction and acoustic seals. The minimum requirements will be required by conditions to be specified on the plans.</p>
<p>58.05-1 – Accessibility</p> <ul style="list-style-type: none"> To ensure the design of dwellings meets the needs of people with limited mobility. 	<p>Met by condition</p> <p>A total of 52 dwellings (51%) are indicated to meet the accessibility requirements for door opening widths, entrance paths and access to an adaptable bathrooms, which complies with the requirements of Standard D17.</p> <p>It is noted however, that the adaptable bathroom options of Design A or Design B specified in Table D4, do not appear to be fully compliant for most, due to door design or swing, or circulation area.</p> <p>Conditions will therefore require that the bathrooms of a minimum of 50% of dwellings are modified and/or</p>

Objective	Satisfied/Not Satisfied
	<p>demonstrate compliance with Standard D17 (including Design A or Design B specified in Table D4) of Clause 58.05-1, to the satisfaction of the Responsible Authority.</p> <p>Subject to this condition, Standard D17 will be satisfied.</p>
<p>58.05-2 – Building entry and circulation</p> <ul style="list-style-type: none"> • To provide each dwelling and building with its own sense of identity. • To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents. • To ensure internal communal areas provide adequate access to daylight and natural ventilation. 	<p>Met</p> <p>The two main building entrances (north and south) provide shelter and are easily identifiable, safe and functional.</p> <p>The layout of the building allows for daylight and natural ventilation to the internal corridor at all levels with a north-facing window located centrally along the building over the northern entry.</p>
<p>58.05-3 – Private open space</p> <ul style="list-style-type: none"> • To provide adequate private open space for the reasonable recreation and service needs of residents. 	<p>Met</p> <p>All apartments are provided with private open spaces in the form of courtyards or balconies with convenient access from a living room.</p> <p>All lower levels apartments are provided with private elevated courtyard areas with an area of 25sqm and a minimum dimension of 3 metres.</p> <p>All remaining apartments are provided with balconies that generally exceed the minimum balcony areas and meet the required minimum dimensions for the apartment's sizes of Standard D19.</p> <p>While all apartments are provided with balconies that meet the minimum requirements, due to the architectural nature of the building form, the balconies are generally irregular, curved and undulant shapes.</p>
<p>58.05-4 – Storage</p> <ul style="list-style-type: none"> • To provide adequate storage facilities for each dwelling. 	<p>Met with condition</p> <p>Each apartment will be provided with a minimum 4sqm of storage within either one of the two basement levels or within the storage rooms located at Level 1, as well as additional internal storage within each dwelling. A total of 95 storage spaces are provided. These storage arrangements are varied and exceed the minimum requirement of Standard D20 of Clause 58.05-4.</p> <p>The basement storage areas are currently unallocated and are located either adjacent to car spaces or within a separate storage compound areas.</p> <p>Conditions will require plan details and notations to ensure that storage areas adjacent to car spaces are allocated to apartments with ownership of those car spaces and will also require a schedule of car space allocation and storage allocation prior to occupation of the building.</p>
<p>58.06-1 – Common property</p> <ul style="list-style-type: none"> • To ensure that communal open 	<p>Met</p> <p>The car parking areas, paths, landscape areas,</p>

Objective	Satisfied/Not Satisfied
<p>space, car parking, access areas and site facilities are practical, attractive and easily maintained.</p> <ul style="list-style-type: none"> To avoid future management difficulties in areas of common ownership. 	<p>lobby/corridors are practically designed and can be suitably maintained by a future Owners' Corporation.</p>
<p>58.06-2 – Site Services</p> <ul style="list-style-type: none"> To ensure that site services can be installed and easily maintained. To ensure that site facilities are accessible, adequate and attractive. 	<p>Met with conditions</p> <p>Appropriate site services are provided to the rooftop and basement areas. A number of service rooms are located within the basement and to the rear of the corridors servicing the north-facing ground level apartments.</p> <p>A mail room appears to be located securely and adjacent to the main foyer area but is not nominated as such. A condition will require it is nominated as the mail room, unless another location is agreed, to the satisfaction of the Responsible Authority.</p> <p>The fire booster and gas meter cupboard are located to the Stables Circuit frontage. Limited details are provided, therefore conditions will require they adequately integrate with the development, including height, design, materials and finishes.</p> <p>It is also noted a substation kiosk is located in the south-east corner of the site, conditions will also require details of the screening of this service.</p> <p>A condition will also require details of the location of the water services.</p>
<p>58.06-3 – Waste and recycling</p> <ul style="list-style-type: none"> 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>Met with condition</p> <p>The submitted waste management plan details that waste will be appropriately managed and collected on-site.</p> <p>This arrangement has been considered by Council's Waste team and is considered satisfactory, as discussed in the Referral Response section of this report.</p> <p>A specific and standard condition relating to the Waste Management Plan will be included.</p> <p>A condition will also require the garbage collection / loading dock area to be defined with a visually alternative surface treatment to the main accessway (differing surface treatment or concrete colour, not just painted), to the satisfaction of the Responsible Authority.</p>
<p>58.07-1 – Functional layout</p> <ul style="list-style-type: none"> To ensure dwellings provide functional areas that meet the needs of residents. 	<p>Met</p> <p>All bedrooms and living areas meet and generally exceed the minimum dimensions and areas required, as demonstrated by ADG Diagrams.</p>
<p>58.07-2 – Room depth</p> <ul style="list-style-type: none"> To allow adequate daylight into single aspect habitable rooms. 	<p>Met</p> <p>All single aspect apartments meet the maximum 9m room depth with the kitchens located furthest from the window and 2.7m ceiling heights.</p>

Objective	Satisfied/Not Satisfied
58.07-3 – Windows <ul style="list-style-type: none"> To allow adequate daylight into new habitable room windows. 	Met All habitable rooms are provided with at least one window in an external wall of the building. It is noted that some bedrooms are provided with a nook to the external window. These windows meet the Standard required dimensions and will receive adequate daylight.
58.07-4 – Natural ventilation <ul style="list-style-type: none"> To encourage natural ventilation of dwellings. To allow occupants to effectively manage natural ventilation of dwellings. Wind exposure of the site. 	Met 38 (40%) of the dwellings achieve the cross ventilation standards of Standard B27. It is also noted that a wind assessment was included with the submission. It concludes that conditions at the ground level footpath, the main pedestrian entrances, and the communal terrace will be acceptable.

Car parking, access and traffic

8.48 The car parking requirement of Clause 52.06 in relation to the number of spaces provided, is summarised in the table below:

Purpose	Scheme car parking requirement	Car parking provided
20 One-Bedroom Dwellings 44 Two-bedroom Dwellings 28 Three-bedroom Dwellings 1 Four-bedroom Dwelling 93 Dwellings	122 spaces	137 spaces (15 spaces surplus)
Required visitor spaces	18 spaces	19 visitor spaces (1 surplus space)
Total	140 spaces	156 spaces

8.49 The Scheme requires a total of 122 car parking spaces for the proposed residential development. The number of car parking spaces within the basement exceeds this requirement by 15 car parking spaces and these spaces are proposed to be allocated to apartments, as additional residents spaces.

8.50 While the site is located within the Principal Public Transport Network (PPTN) area and visitor spaces are not required for development within this area, the Development Plan objectives for high density development includes a visitor car

parking provision of 1 space per 5 dwellings, therefore attributing a provision of 18 visitor car spaces for the proposed development (93 dwellings). The proposal provides for 19 visitor car parking spaces therefore exceeding this requirement by 1 visitor space.

8.51 The visitor spaces are suitably located just inside the entry of the basement level, separated by a second security door within the basement from the residents' spaces.

8.52 An assessment against the car parking design standards at Clause 52.06-9 is provided in the table below:

Design Standard	Assessment
1 – Accessways	<ul style="list-style-type: none"> • The development utilises the existing accessway approved under Permit PLN18/0671 for the adjoining Folia building. • Accessway sightlines at the site's internal frontage comply. • The driveway(s) is at least 3m wide and complies. • The internal radius of the driveway at the change of direction allows sufficient room for vehicles to turn and exit the site in a forward direction and complies. • A minimum 2.1m of headroom clearance beneath overhead obstructions is provided which complies. • All vehicles are able to exit the site in a forward direction.
2 – Car Parking Spaces	<ul style="list-style-type: none"> • Car parking spaces are provided in accordance with the requirements of the scheme, subject to conditions.
3 – Gradients	<ul style="list-style-type: none"> • Driveway gradients generally comply with the standard and are satisfactory subject to a condition.
4 – Mechanical Parking	<ul style="list-style-type: none"> • No mechanical parking is proposed.
5 – Urban Design	<ul style="list-style-type: none"> • The development utilises the existing access road infrastructure of Stables Circuit which is appropriate. • The visitor car parking area and the entrance to the basement are suitably designed and will not be dominant elements hidden away in the basement.
6 – Safety	<ul style="list-style-type: none"> • Access to the basement residential car parking is secured by a security gate/shutter. • Pedestrian access from the site frontages is clearly separated from the roadways.
7 – Landscaping	<ul style="list-style-type: none"> • Landscaping is generally well located along either side of the driveway. Conditions will require increased and improved landscaping in this vicinity.

8.53 Council's Infrastructure Services Unit has assessed the proposed development in relation to the expected volume of traffic generated by the proposed development, has considered the submitted Traffic Reports and information and supports the proposal.

Bicycle Facilities

8.54 This clause applies to developments for a residential building of four or more storeys. For this proposal 27 bicycle spaces are required inclusive of 18 resident bicycle spaces and 9 resident visitor spaces.

8.55 The proposal provides 20 resident bicycle spaces within the residential lower basement area and 10 visitor bicycle spaces adjacent the visitor car parking near the entry of the basement, thus exceeding the requirement by 3 bicycle spaces.

9. DECLARATION OF CONFLICT OF INTEREST

9.1 No officers involved in the preparation of this report have any general or material conflict of interest in this matter.