

TOWN PLANNING REPORT

A Design Response Statement
for the construction of
twenty double storey dwellings
at 561 Tarneit Road
Hoppers Crossings



WYNDHAM CITY COUNCIL
Town Planning
Advertised Documents

Plan: 1 of 47

1.0 Introduction

M-Plan Planning Consultants has been engaged by the [REDACTED] to prepare a planning submission in order to form part of the Neighbourhood and Site Description for the construction of twenty double storey dwellings at 561 Tarneit Road Hoppers Crossing.

In the course of preparing this response the site and surrounding neighbourhood have been inspected, and an investigation of the features and constraints associated with the site have been given due consideration.

The report is based on plans prepared by Fine Line Building Design with the plans dated February 2022.

2.0 Site

Tarneit Road functionally operates as a main road which is located between the suburbs of Mount Cottrell to the north and Werribee to the south.

The site is currently occupied by a single storey post war brick veneer dwelling. Two driveways provides access to the site directly from Tarneit Road and they provide access to a horse shoe shaped driveway.

The existing dwelling on site accommodates multiple bedrooms and associated living areas whilst no fence is located along the boundary which faces onto Tarneit Road. Standard timber paling fences exist along the remaining boundaries.

The site appears to be planted with trees along the perimeter of the site. It is noted that none of the trees on the site are significant and the removal and replacement with more appropriate species is considered to be a more site responsive and effective option.

The land is rectangular in shape and abuts four residential allotments which includes one to the north and south respectively, both of which have a frontage to Tarneit Road and two to the rear, both of which have access to Calais Court .

The land is generally flat as there is little fall across the site. The site has the following dimensions

North	101.95 metres
South	101.96 metres
East	40.00 metres
West	40.0 metres

3.0 Development Summary

Site Area	4078 m ²
Number of Dwellings	20
Building Site Coverage	44.7 %
Public/Communal Space	N/A
Common Property	Internal Driveway
Parking On site	34 on site car parking space

Figure 1 – Subject Site –



The Locality

Immediately surrounding land uses are of a residential form and character with the area appearing to have been initially developed in the period of the 1990's. The housing in the immediate area is predominately constructed using a brick veneer and or render finishes with roof forms constructed with a combination of hipped and exposed gables. A number of dwellings are located on both generous and in many cases underutilised parcels of land.

Where land has not been consolidated, lot sizes and street frontages are generally consistent throughout the immediate area of the site where they face onto Tarneit Road and as noted are generally large with generous areas of private open space located across the entire site.

Driveways and off street car parking are a common theme with all of the dwellings having some form of car parking facility located within the confines of the land. However, the consolidation of land is emerging within the immediate and wider area with a number of lots constructed with medium density housing.

Outbuildings and sheds are also a common element, with the majority within the immediate neighbourhood having some form of metal or brick shed, carport or garage located either attached or to the side or rear of the host dwelling.

Neighbourhood - Key Characteristics

KEY CHARACTERISTICS	DESCRIPTION
Architectural Styles/Typology	Housing from the 1990's to early 2000's . Contemporary medium density housing is starting to emerge in the immediate and wider neighbourhood.
Building Materials	A combination of render and brick veneer dwellings
Roof Forms	Mainly hipped roofing with some exposed gables
Setbacks	Front setback vary from 9 to 35 metres
Building Height	1 to 2 storeys
Garages, carports and outbuildings	Located to the side or rear of the host dwelling
Garden style	Where front garden exists, they have varying levels of maintenance and upkeep. Where they are planted they are usually maintained in an informal arrangement.
Front Fences	Front fences are either non-existent, low or transparent

Figure 2 – Street Directory

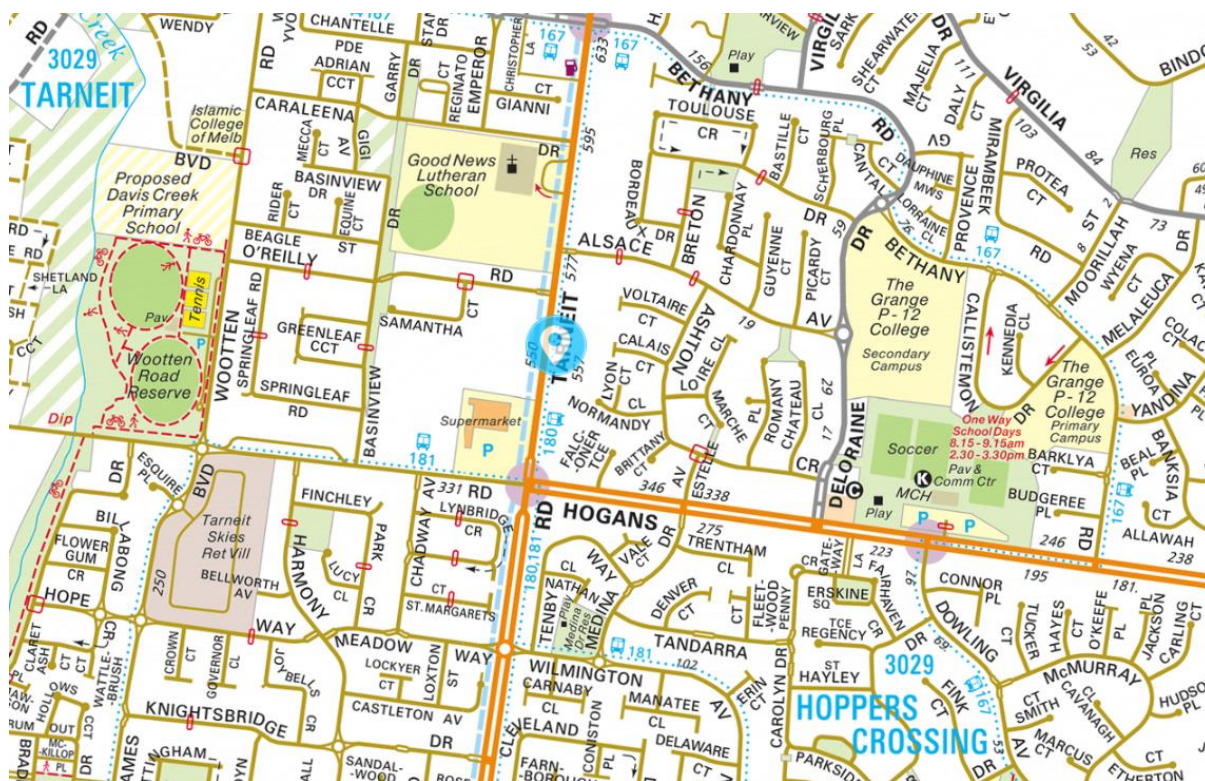


Figure 3 – Aerial Photo



The following photographs provide an illustration of the context of the subject site:

573 Tarneit Road Hoppers Crossing



569 Tarneit Road Hoppers Crossing



557 Tarneit Road Hoppers Crossing



551 Tarneit Road Hoppers Crossing



540 Tarneit Road Tarneit



550 Tarneit Road Tarneit



4.0 The Proposal

It is proposed to demolish the existing dwelling and outbuildings on site and construct twenty double storey dwellings and associated car parking facilities on the land. The development is proposed to be designed in two cohorts with one cohort located adjacent to the northern boundary whilst the remaining cohort is located adjacent to the southern boundary whilst the driveway intervenes centrally within the site in order provide vehicular and pedestrian access.

Dwellings 1 - 2

Dwellings 1 to 2 are designed with a frontage to the street and include the following details:

- An entrance which is protected by a front porch which leads into the staircase;
- The internal layout includes a bedroom located to the front of the dwelling. The bedroom has a direct outlook to Tarneit Road;
- To the side of the dwelling includes an open plan kitchen, dining and living area which are designed with easy access to the secluded private open space;
- To the rear of the kitchen is a laundry and pantry;
- Along the first floor is to include three bedrooms, ensuite, bathroom and wc;
- Each dwelling is to be afforded with a double garage which is to be accessed via the internal driveway.

Dwelling 3 and 4

Dwelling 3 to 4 are located to the rear of dwellings 1 and 2. The model of housing includes the following:

- An entrance which is protected by a front porch and leads into the lounge room;
- To the rear of the dwelling includes a combined kitchen and meals area which are designed with easy access to the secluded private open space;
- Located in between the kitchen and lounge is the laundry and powder room;
- Along the first floor is to include three bedrooms, ensuite, bathroom, study nook and wc;
- Each dwelling is to be afforded with a single garage and tandem car space.

Dwellings 5 , 6, 11, 12, 17 and 18

This model of housing includes the following details:

- An entrance which is protected by a front porch which leads into the entry hall. This hallway provides access to a laundry, powder room and staircase;
- To the rear of the dwelling includes an open plan kitchen, dining and living area which are designed with easy access to the secluded private open space;
- Along the first floor is to include two bedrooms, retreat, ensuite and bathroom;
- Each of these dwellings is to be afforded with a single garage.

Dwellings 7 to 10, 13 to 16, 19 and 20

This model of housing includes the following details:

- An entrance which is protected by a front porch and leads into the lounge room;
- To the rear of the dwelling includes a combined kitchen and meals area which are designed with easy access to the secluded private open space;
- Located in between the kitchen and lounge is the laundry and powder room;
- Along the first floor is to include three bedrooms, ensuite, bathroom, study nook and wc;
- Each dwelling is to be afforded with a single garage and tandem car space.

General

- Capacity exists for landscaping within all open spaces located within the site;
- Each dwelling will be provided with letterboxes to the front of the site.
- The existing crossover is sought to be removed whilst two new crossovers are proposed to service the site
- The proposal includes no walls to be constructed on the site;
- The dwellings will be constructed mainly with brick veneer along the ground floor and a combination of weatherboard and light weight render for the first floor;

The proposal uses a traditional design response to help inform the style of the dwellings, with the basic scale and proportions predominant within the neighbourhood used as cues to allow the proposal to respect the existing neighbourhood character. Externally the proposed dwellings are to be largely constructed with brick veneer along the ground floor which will easily meld with the existing neighbourhood character whilst the use of the lightweight materials brings a domestic quality to the design response. Aluminium windows, panel lift doors and the use of hipped roofing will complete the development. The proposed dwellings are articulated and will provide an exceptional addition to the neighbourhood.

In general, the development proposed is considered to have been carefully conceived and having a full regard to both the constraints exhibited by the site and the neighbourhood context into which the proposal is incorporated.

6.0 The zoning of the land

The site is zoned General Residential Schedule 1 with no overlays affecting the land

The purpose of the General Residential Zone (under clause 32.08 of the Wyndham Planning Scheme) is as follows:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To encourage development that respects the neighbourhood character of the area.*
- *To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

Figure 4 – Zoning Map

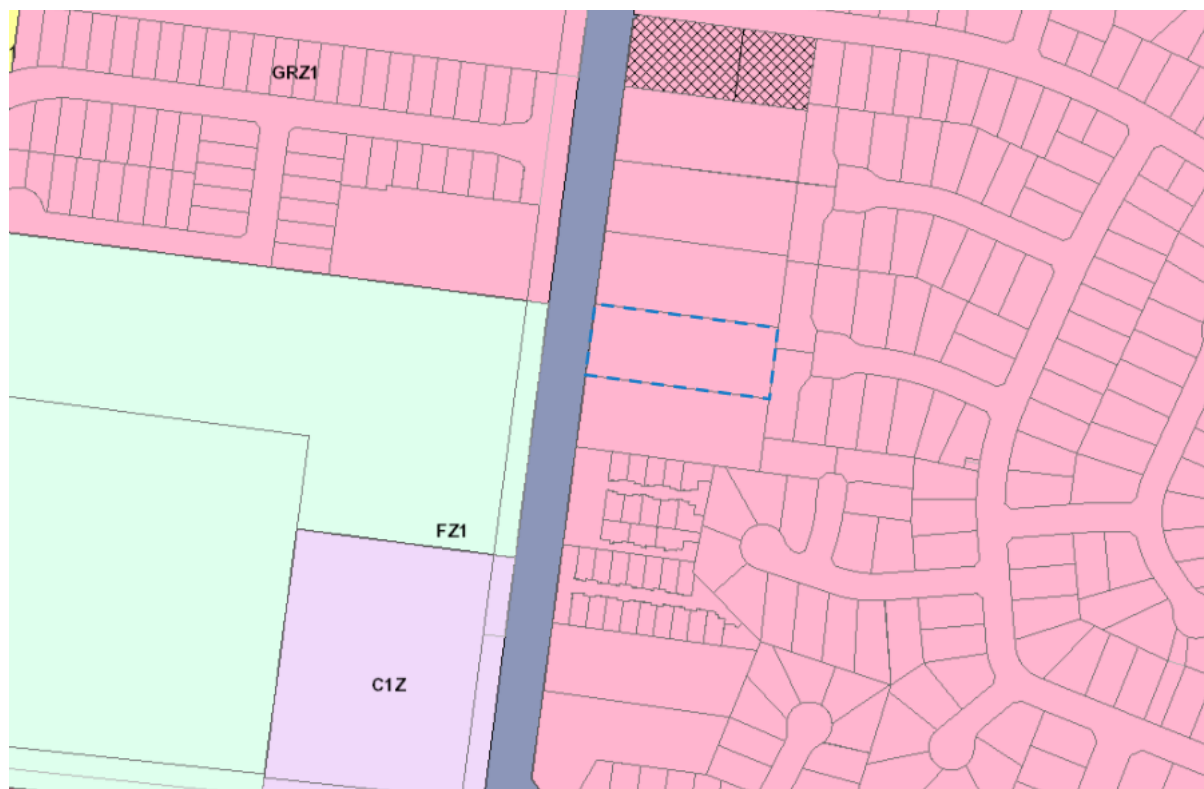


Figure 5- Overlay Map

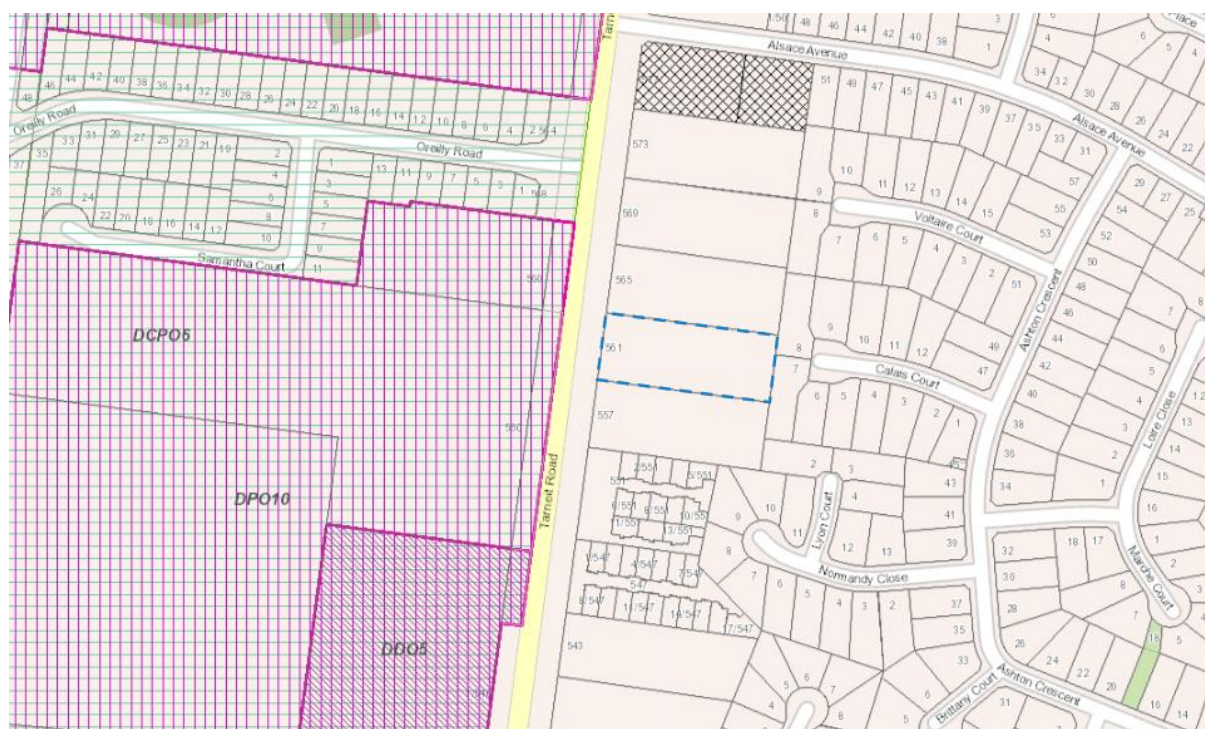


Table 2 Minimum Garden Area

Whether or not a planning permit is required for the construction or extension of a dwelling or residential building on a lot, a lot must provide the minimum garden area at ground level as set out in the following table:

Lot Size	Minimum percentage of a lot set aside as garden area	M-Plan Response
400 - 500 square metres 25% 30%	25%	The proposal is afforded with over 35% of the site for garden area which is consistent with this requirement.
501 - 650 square metres	30%	
Above 650 square metres 35%	35%	

This design response highlights the proposal's compliance with the relevant clauses of the Wyndham Planning Scheme, clause 32.08 General Residential Zone, the local planning policy framework and clause 55 two or more dwellings.

7.0 Planning controls

The following is an assessment according to the State Planning Policy Framework, the Local Planning Policy Framework, Council's Municipal Strategic Statement and Clause 55 of the Wyndham Planning

7.1 Planning Policy Framework

02.01 CONTEXT

The City of Wyndham is located on the coastal plain to the west of Melbourne, between the metropolitan area and Geelong. It is adjacent to the municipalities of Greater Geelong, Moorabool, Melton, Brimbank and Hobsons Bay. Wyndham covers an area of 542 square kilometres.

Wyndham has strong industrial and technology districts, major retail precincts, key activity centres, established agricultural land and important tourist attractions. Werribee South is one of the most significant market garden regions in the State, while Laverton North is a key major industrial area.

Wyndham has a number of significant rivers and waterway corridors, such as Skeleton Creek, Werribee River, Lollypop Creek, Little River, a small section of Kororoit Creek, the Port Phillip Bay coastline and the habitats and wetlands of Point Cook and the Western Treatment complex. Wyndham contains several biological assets and its native grasslands are considered highly significant. Wyndham also has four dominant Ecological Vegetation Classes (EVC's), coastal salt marsh, plains grassy woodland, floodplain riparian woodland and plains grassland. Wyndham is one of metropolitan Melbourne's designated growth corridors. The City comprises the suburbs of Werribee, Hoppers Crossing, Point Cook, Laverton, Laverton North, Williams Landing, Truganina, Tarneit and Wyndham Vale, which are all within the Urban Growth Boundary. Werribee South, Cocoroc, Little River, Mambourin, Quandong, Eynesbury and Mount Cottrell are outside the growth area.

Wyndham is the largest growing municipality in Victoria, adding 13,216 residents between 2015-2016. The population is forecast to grow from 217,122 people to 435,832 by 2036.

02.02 VISION

The *Wyndham City Plan 2017-21* sets out the priorities to guide the work of Council over a four-year period. Its themes, strategies and initiatives provide a roadmap for Council's Annual Integrated Plan and Budget.

Wyndham City's planning vision is for a healthy, liveable city that:

Is future-focused and plans for sustainable development.

Embraces diversity and is welcoming and inclusive.

Consists of connected, vibrant neighbourhoods that provide for the cultural, social, economic and recreational needs of the community.

Encourages a healthy and active lifestyle.

Supports the diverse educational needs of the community.

Empowers the community to lead.

02.03 STRATEGIC DIRECTION

02.03-1 Settlement

Urban growth

Population growth in Wyndham is a significant issue requiring careful planning and management to ensure equitable and timely delivery of services, jobs and infrastructure to support a liveable community.

Growth Corridor Plans have been developed at the metropolitan level, setting the strategic direction for the future urban development of land within Melbourne's Urban Growth Boundary. Precinct Structure Plans (PSPs) are progressively being prepared and completed for all of the growth areas within the West Growth Corridor being, Wyndham West (urban area west of the Werribee River); East Werribee Employment Precinct; and Wyndham North.

Council's strategic directions for urban growth are to:

Align residential growth with key infrastructure and the delivery of economic and employment growth.

Provide for growth on a scale and form consistent with maintaining the containment, compactness, accessibility and affordability of key growth areas.

Manage the number of development fronts at any one time to assist in the timely provision of infrastructure.

Develop infrastructure in partnership with state and federal governments.

Protect industrial and residential activities from encroaching on each other.

Providing jobs closer to where people live especially in the new employment corridor.

02.03-5 Built environment and heritage

Urban design

There is insufficiently defined character and thematic urban design in some of Wyndham's development. Urban areas often lack visual appeal due to ineffective landscaping. Siting, design, mass and scale of buildings, are important in preserving the character and historical attributes of urban areas. Major entrances, key arterial roads and streetscapes are important to the character of urban areas and should be addressed in the consideration of new use and development. Signs have a major impact on urban amenity given Wyndham's diverse business activities, with strip shopping centres and stand-alone retail centres.

Council's strategic directions for urban design are to:

Improve the presentation of all urban areas and entrances, particularly from major roads, gateways and waterways.

Support new development that preserves the character and historical attributes of urban areas by improved design, siting and landscaping.

Minimise detrimental impacts of signs on the visual environment.

Heritage

Wyndham's heritage places consist of remnants of the municipality's Indigenous past and early European settlement of the Western Plains. These heritage assets help our understanding of the past, enrich the present and will be of value to future generations.

The *Wyndham North Heritage Strategy* (Heritage Alliance, 2013) addresses an area that has historically been associated with agricultural uses, but that has more recently been included within the Urban Growth Boundary.

Dry stone walls were among the first European constructions on the western basalt plains. In Wyndham they are of historical and aesthetic significance, and in some cases social and archaeological or scientific significance, for their association with and physical demonstration of the process of survey, subdivision, alienation and development of land from the period of first land sales to the late nineteenth century.

Urban development occurring in Wyndham's growth fronts pose a threat to the conservation of dry stone walls.

Council's strategic direction for heritage is to:

Manage heritage places and dry stone walls to ensure their preservation.

Heat island effects

Heat island effects are the product of high summer temperatures, lack of canopy or surface vegetation and heat absorbent surfaces of buildings and pavements. Together, they are a serious environmental health risk, especially in heat wave conditions.

Council's strategic direction for addressing heat island effects is to:

Define urban design responses to alleviate heat island impacts.

Liveability

Wyndham's liveability is centred on making it a connected, people-friendly place where there are employment, recreation and living options. A priority is to maintain liveability alongside sustained population growth.

Wyndham's high birth rate has implications in planning for the needs of children, young people and their families. Major growth provides opportunities to build a strong community for the good health, wellbeing and safety of residents.

Council's strategic directions for liveability are to:

Plan for liveable, connected and healthy communities in a variety of housing typologies.

Create employment nodes close to where people live.

02.03-6 Housing

Residential development

In addition to the expected population growth in the greenfield areas, the 2011 population of Werribee is projected to increase from about 41,912 residents in 2016 to over 98,900 people by the year 2041 supporting an additional 20,000 dwellings. The rapid population growth of Wyndham requires more housing and a diversity of housing stock to ensure overall community needs are met.

Areas for accelerated population growth at higher densities have been identified near rail stations, particularly around the Werribee and Hoppers Crossing rail stations. In Werribee City Centre, near the Werribee River, there is potential for taller residential development ~~addressing the park and river,~~ without impacting on the natural attributes. Increased residential densities, ~~the river and the~~ addition of a civic component will revitalize the town centre.

New growth areas provide opportunities for higher density housing around new activity centres, especially transit based centres.

Council's strategic directions for residential development are to:

Accommodate a projected population of about 425,000 people by 2040.

Identify the Werribee City Centre as a key commercial and residential centre for Melbourne's west.

Promote multi-level development near rail stations.

Encourage higher density development in activity centres.

Identify the Princes Highway corridor as an area where higher scale and higher density residential development may occur.

Housing diversity

Key characteristics of local housing include a dominance of separate dwellings, a small proportion of renters and growing levels of unaffordable housing. Access to affordable housing is becoming of increasing concern.

There is presently a mismatch between declining average household sizes and a lack of smaller dwellings. There is a need for housing to be built to 'universal' standards with designs that are accessible and adaptable to all stages in the life cycle.

Greenfield areas are dominated by small lot sizes, with many having single dwelling covenants potentially restricting future land use flexibility. Opportunity exists to define priority areas for development for multi-unit housing, based on development capacity and neighbourhood character.

There is a need for an increased supply and diversity of social housing in infill and greenfield areas.

Council's strategic direction for housing diversity is to:

Increase the supply of one to three bedroom dwellings and the diversity of housing.

M – Plan Response

A significant proportion of the housing within the confines of Hoppers Crossing is primarily characterised by single dwellings located on suburban blocks. The current proposal seeks to provide a different building typology which will better accommodate the future housing demands of the local demographic.

Furthermore, the MSS projects population growth for the overall municipality with an emphasis of providing additional housing with infill development. Therefore, the proposal which includes the consolidation of the land will aid in Council's strategy to meet this future demand for housing.

Neighbourhood character

The *Wyndham Neighbourhood Character Scoping Study* (Planisphere, 2012) identified five broad neighbourhood character types in the established residential areas of Hoppers Crossing, Werribee, Tarneit, Truganina, Wyndham Vale, Point Cook, Little River and Werribee South.

Contemporary Garden – comprising modern residential estates with establishing gardens.

Garden Suburban – comprising the formally established residential areas of Wyndham, with a mixture of older buildings located around linear street patterns and pockets of established vegetation.

Garden Court – comprising street patterns of winding roads and cul de sacs, with a range of dwellings types set in garden surrounds. In some areas, an established tree canopy as well as wide grass verges at the street edge, creates a strong landscape character.

Bush Garden – comprising informal streets with a predominate native landscape setting. Built form is hidden in larger lots behind well-established gardens and canopy trees.

Coastal Garden – comprising informal streets with coastal landscaping and vegetation surrounding buildings. Streets have views of the nearby coastal foreshore and market gardens.

Council's strategic directions for neighbourhood character are to:

Protect areas with identified neighbourhood character values.

Balance the tension in policy between urban consolidation objectives and the desire to respect residential amenity and neighbourhood character.

Minimise the loss of backyard areas and established vegetation.

02.04 STRATEGIC FRAMEWORK PLAN

The plans contained in Clause 02.04 are to be read in conjunction with the strategic directions in Clause 02.03.

Map 1 - Strategic Framework Plan

Map 6 - Werribee City Centre Activity Land Use and Built Form Map

15 BUILT ENVIRONMENT AND HERITAGE

Planning is to recognise the role of urban design, building design, heritage and energy and resource efficiency in delivering liveable and sustainable cities, towns and neighbourhoods. Planning should ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context. Planning should protect places and sites with significant heritage, architectural, aesthetic, natural, scientific and cultural value.

Planning should incorporate measures to protect culturally significant heritage places in locations exposed to climate related hazards. Planning must support the establishment and maintenance of communities by delivering functional, accessible, safe and diverse physical and social environments, through the appropriate location of use and development and through high quality buildings and urban design.

Planning should promote excellence in the built environment and create places that

Are enjoyable, engaging, and comfortable to be in.

Support human health and community wellbeing.
 Accommodate people of all abilities, ages and cultures.
 Contribute positively to local character and sense of place.
 Reflect the particular characteristics and cultural identity of the community.
 Enhance the function, amenity and safety of the public realm.
 Planning should promote development that is environmentally sustainable and minimise detrimental impacts on the built and natural environment.
 Planning should facilitate development that:
 Is adapted and resilient to climate related hazards.
 Supports the transition to net zero greenhouse gas emissions.
 Minimises waste generation and supports resource recovery.
 Conserves potable water.
 Supports the use of, and access to, low emission forms of transport.
 Protects and enhances natural values.
 Minimises off-site detrimental impacts on people and the environment.

15.01 BUILT ENVIRONMENT

15.01-1S Urban design

Objective

To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

Strategies

Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.
 Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.
 Ensure the interface between the private and public realm protects and enhances personal safety.
 Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.
 Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.
 Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.
 Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.
 Promote good urban design along and abutting transport corridors.

15.01-1R Urban design - Metropolitan Melbourne

Objective

To create a distinctive and liveable city with quality design and amenity.

Strategies

Support the creation of well-designed places that are memorable, distinctive and liveable.
 Integrate place making practices into road space management.
 Strengthen Melbourne's network of boulevards.

Create new boulevards in urban-growth areas and selected existing road corridors across Melbourne. Provide spaces and facilities that encourage and support the growth and development of Melbourne's cultural precincts and creative industries.

15.01-1L-01 Landscaping

Objective

To improve the quality of development through landscaping.

Strategies

Ensure that multi-unit housing is well landscaped with trees and shrubs.

Ensure there is adequate scope for canopy tree planting in private properties and within street reservations.

Ensure buildings and works along Princes Highway maintain the treed boulevard character of the corridor.

M – Plan Response

A significant feature of the design response is that it proposes two distinctive landscape corridors. One landscape corridor is located along the northern boundary whilst the other is located along the southern boundary.

As such, this will allow for the establishment of tree canopy along these corridors and over time act as a backdrop to the development. Additionally, the front setback which is in the order of 9.0 metres will also provide for substantial landscape opportunities, particularly as the proposal minimises the extent of crossovers along the frontage.

15.01-2S Building design

Objective

To achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.

Strategies

Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale, massing and energy performance of new development.

Ensure development responds and contributes to the strategic and cultural context of its location.

Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.

Improve the energy performance of buildings through siting and design measures that encourage:

Passive design responses that minimise the need for heating, cooling and lighting.

On-site renewable energy generation and storage technology.

Use of low embodied energy materials.

Ensure the layout and design of development supports resource recovery, including separation storage and collection of waste, mixed recycling, glass, organics and e-waste.

Encourage use of recycled and reusable materials in building construction and undertake the reuse of buildings, where practical.

Encourage water efficiency and the use of rainwater, stormwater and recycled water.
 Minimise stormwater discharge through site layout and landscaping measures that support on-site infiltration and stormwater reuse.
 Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.
 Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.
 Ensure development is designed to protect and enhance valued landmarks, views and vistas.
 Ensure development considers and responds to transport movement networks and provides safe access and egress for pedestrians, cyclists and vehicles.
 Encourage development to retain existing vegetation.
 Ensure development provides landscaping that responds to its site context, enhances the built form, creates safe and attractive spaces and supports cooling and greening of urban areas.

15.01-2L-01 Environmentally sustainable development

Policy application

This policy applies to residential and non-residential development, excluding subdivision, in accordance with the thresholds detailed in this policy.

Objective

To achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

Strategies

Facilitate development that minimises environmental impacts.
 Encourage environmentally sustainable development that:
 Is consistent with the type and scale of the development.
 Responds to site opportunities and constraints.
 Adopts best practice through a combination of methods, processes and locally available technology that demonstrably minimise environmental impacts.

Energy performance

Reduce both energy use and energy peak demand through design measures such as:
 Building orientation.
 Shading to glazed surfaces.
 Optimising glazing to exposed surfaces.
 Inclusion of or space allocation for renewable technologies.

Integrated water management

Reduce total operating potable water use through appropriate design measures such as water efficient fixtures, appliances, equipment, irrigation and landscaping.
 Encourage the appropriate use of alternative water sources (including greywater, rainwater and stormwater).
 Incorporate best practice water sensitive urban design to improve the quality of stormwater runoff and reduce impacts on water systems and water bodies.

Indoor environment quality

Achieve a healthy indoor environment quality, including thermal comfort and access to fresh air and daylight, prioritising passive design over mechanical heating, ventilation, cooling and lighting. Reduce indoor air pollutants by encouraging use of low-toxicity materials. Minimise noise levels and noise transfer within and between buildings and associated external areas.

Transport

Design development to promote the use of walking, cycling and public transport, in that order; and minimise car dependency. Promote the use of low emissions vehicle technologies and supporting infrastructure.

Waste management

Promote waste avoidance, reuse and recycling during the design, construction and operation stages of development. Encourage use of durable and reuseable building materials. Ensure sufficient space is allocated for future change in waste management needs, including (where possible) composting and green waste facilities.

Urban ecology

Protect and enhance biodiversity by incorporating natural habitats and planting indigenous vegetation. Reduce urban heat island effects through building design, landscape design, water sensitive urban design and the retention and provision of canopy and significant trees. Encourage the provision of space for productive gardens, particularly in larger residential developments.

Policy guidelines

Residential

A Sustainable Design Assessment (including an assessment using BESS, STORM or other methods) for: 2 - 9 dwellings.

A building used for accommodation other than dwellings with a gross floor area between 500 and 1999 square metres.

A Sustainability Management Plan (including an assessment using BESS/Green star,STORM/MUSIC or other methods) and a Green Travel Plan for:

10 or more dwellings.

A building used for accommodation other than dwellings with a gross floor area of more than 2000 square metres.

Non-residential

A Sustainable Design Assessment (including an assessment using BESS and STORM/MUSIC or other methods) for:

A non-residential building with a gross floor area of 500 to 1999 square metres.

An extension to an existing non-residential building creating between 500 to 1999 square metres of additional gross floor area (excluding outbuildings).

A Sustainability Management Plan (including an assessment using BESS/MUSIC or other methods) and a Green Travel Plan for:

A non-residential building with a gross floor area of more than 2000 square metres.

An extension to an existing non-residential building creating more than 2000 square metres of additional gross floor area (excluding outbuildings).

Mixed use

Applicable assessments for the residential and non-residential components of the development. Consider as relevant the following tools to support a Sustainable Design Assessment or Sustainability Management Plan:

Sustainable Design Assessment in the Planning Process (IMAP, 2015)

Built Environment Sustainability Scorecard 'BESS' (Council Alliance for a Sustainable Built Environment 'CASBE')

Green Star (Green Building Council of Australia)

Model for Urban Stormwater Improvement Conceptualisation 'MUSIC' (Melbourne Water)

Nationwide House Energy Rating Scheme 'NatHERS' (Department of Climate Change and Energy Efficiency)

Stormwater Treatment Objective - Relative Measure 'STORM' (Melbourne Water)

Urban Stormwater Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999)

Waste Management and Recycling in Multi-Unit Developments - Better Practice Guide (Sustainability Victoria, 2018).

Commencement

This policy does not apply to applications received by the responsible authority before 18 October 2018.

Expiry

This policy will expire when it is superseded by a comparable provision of the Victoria Planning Provisions.

M – Plan Response

(Please refer to relevant ESD assessment).

15.01-5S Neighbourhood character

Objective

To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

Strategies

Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character.

Ensure the preferred neighbourhood character is consistent with medium and higher density housing outcomes in areas identified for increased housing.

Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by respecting the:

Pattern of local urban structure and subdivision.

Underlying natural landscape character and significant vegetation.

Neighbourhood character values and built form that reflect community identity.

15.01-5L Wyndham preferred neighbourhood character

Policy application

This policy applies to all planning permit applications for development in a residential zone.

General objectives

To retain the garden settings of buildings and the tree canopy of neighbourhoods.

To maintain the rhythm of spacing between buildings.

To minimise the loss of front garden space and the dominance of car parking structures.

To ensure new buildings or extensions do not dominate the streetscape.

To provide innovative and contemporary architectural responses that make a positive contribution to the streetscape character.

To respect the pattern of frontage treatment within the area.

To integrate buildings and landscape settings with open space and creek or river-side environs.

To ensure that the type, scale and design of development complements the neighbourhood character.

To minimise the loss of backyard areas and established vegetation.

General strategies

Provide landscaping within smaller garden settings.

Provide space for front gardens and planting around buildings.

Retain intact, older buildings that contribute to the character of the area.

Garden suburban

Strategies

Retain the older, 'character' buildings of the Victorian, Edwardian or Interwar eras.

Retain well established canopy trees.

Provide new canopy trees where lacking.

Provide open frontages with low front fencing or no fencing.

Interface development with adjacent open spaces and creek or river corridors.

Policy guideline

Consider as relevant:

Setting buildings back at least 1 to 2 metres from side boundaries.

Garden court type

Strategies

Provide a strong landscape character.

Retain well established canopy trees.

Provide new canopy trees where lacking.

Provide dwelling spacing by setting back buildings from side boundaries.

Provide open frontages with low front fencing or no fencing.

Interface development with open spaces and creek or river corridors.

Policy guidelines

Consider as relevant:

Setting buildings back at least 1 to 2 metres from side boundaries.

Setting buildings back at least 2 to 4 metres from side boundaries in Kingston Boulevard, Sayers

Road and Tarneit Road, Hoppers Crossing.

Bush suburban type

Strategies

Retain existing canopy trees.
 Provide new canopy trees where lacking.
 Preserve and enhance the native landscaping theme.
 Provide dwelling spacing by setting back buildings from side boundaries.
 Provide open frontages with no fencing or rural style front fences.
 Provide a rural road treatment.
 Interface development with adjacent open spaces and creek or river corridors.

Policy guideline

Consider as relevant:
 Setting buildings back at least 4 to 8 metres from side boundaries.

Contemporary garden suburban type

Strategies

Provide new canopy trees.
 Provide landscaping in small spaces.
 Provide open front boundary treatment or very low fences.
 Interface development with adjacent open spaces and creek or river corridors.

Coastal garden suburban type

Strategies

Protect the existing tree canopy, including many native trees and coastal planting.
 Provide new canopy trees where lacking.
 Provide a native or coastal landscaping theme.
 Provide dwelling spacing by setting back buildings from side boundaries.
 Provide open frontages with low front fencing or no fencing.
 Provide a rural or informal road treatment.
 Interface development with, and views to, Werribee River, Werribee South Beach and adjoining rural areas.

Policy guideline

Consider as relevant:
 Setting back buildings 1 metre from side boundaries.

Bush garden

Strategy

Hide built form on larger lots behind well-established gardens and canopy trees.

Policy document

Consider as relevant:
Wyndham Neighbourhood Character Scoping Study (Planisphere, 2012)

Neighbourhood character areas

16 HOUSING

Planning should provide for housing diversity, and ensure the efficient provision of supporting infrastructure.

Planning should ensure the long term sustainability of new housing, including access to services, walkability to activity centres, public transport, schools and open space.

Planning for housing should include the provision of land for affordable housing.

16.01 RESIDENTIAL DEVELOPMENT

16.01-1S Housing supply

Objective

To facilitate well-located, integrated and diverse housing that meets community needs.

Strategies

Ensure that an appropriate quantity, quality and type of housing is provided, including aged care facilities and other housing suitable for older people, supported accommodation for people with disability, rooming houses, student accommodation and social housing.

Increase the proportion of housing in designated locations in established urban areas (including under-utilised urban land) and reduce the share of new dwellings in greenfield, fringe and dispersed development areas.

Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.

Identify opportunities for increased residential densities to help consolidate urban areas.

Facilitate diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types.

Encourage the development of well-designed housing that:

Provides a high level of internal and external amenity.

Incorporates universal design and adaptable internal dwelling design.

Support opportunities for a range of income groups to choose housing in well-served locations.

Plan for growth areas to provide for a mix of housing types through a variety of lot sizes, including higher housing densities in and around activity centres.

16.01-1R Housing supply - Metropolitan Melbourne

Strategies

Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are:

In and around the Central City.

Urban-renewal precincts and sites.

Areas for residential growth.

Areas for greyfield renewal, particularly through opportunities for land consolidation.

Areas designated as National Employment and Innovation Clusters.

Metropolitan activity centres and major activity centres.

Neighbourhood activity centres - especially those with good public transport connections.

Areas near existing and proposed railway stations that can support transit-oriented development.

Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.

Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.

Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas.

Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.

Create mixed-use neighbourhoods at varying densities that offer more choice and change.

16.01-1L Housing location

Strategies

Encourage higher density development to occur in well serviced and established areas such as Werribee City Centre and Hoppers Crossing.

Encourage medium density housing, especially within close walking distance of existing and planned fixed rail stations, defined activity centres, bus routes and employment areas.

16.01-2S Housing affordability

Objective

To deliver more affordable housing closer to jobs, transport and services.

Strategies

Improve housing affordability by:

Ensuring land supply continues to be sufficient to meet demand.

Increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities.

Promoting good housing and urban design to minimise negative environmental impacts and keep costs down for residents and the wider community.

Encouraging a significant proportion of new development to be affordable for households on very low to moderate incomes.

Increase the supply of well-located affordable housing by:

Facilitating a mix of private, affordable and social housing in suburbs, activity centres and urban renewal precincts.

Ensuring the redevelopment and renewal of public housing stock better meets community needs.

Facilitate the delivery of social housing by identifying surplus government land suitable for housing.

M-Plan response

The development is located within close proximity to community facilities and services such as nearby shops, transport, recreational and educational facilities.

The site is well serviced and connected to reticulated sewerage, electricity, gas and drainage services. Although medium density development has occurred in the general area it is unlikely that an additional medium density development will place a strain on any existing public infrastructure or services, but rather contribute to the consolidation and the improved utilisation of such existing services.

Being in an established area, the proposal is well positioned to be connected to all services, reducing the need for the provision of costly infrastructure as required in newer communities.

Additionally, the site is well suited to make use of existing infrastructure as it is located within the principal public transport network.

M-Plan Response

Neighbourhood Character and Urban Design Response - Garden Court Area

The site is one which is a desirable candidate for medium density housing in the form sought as the size and spatial positioning of the site allows each dwelling to minimise off site impacts whilst substantial development opportunity exists being located within the principal public transport network. Whilst substantial development potential exists, the drivers of the design response ensure that the proposal is respectful of the existing neighbourhood character whilst seeking to provide for minimal off site impacts to adjoining owners/occupiers. In order to achieve these ends the proposal has sought to address relevant policy objectives whilst seeking a traditionally designed infill development. The following are the design responses sought as part of the proposal:

- The site is located as being identified within the *garden court area* within Wyndham Neighbourhood Character Strategy. It is noted that the Wyndham Housing and Neighbourhood Character Strategy 2015 includes a preferred character statement which in brief includes a number of criteria for development amongst a number of other competing objectives which also encourage urban consolidation. The current proposal seeks to address these criteria, however as the site is not typical of a suburban lot, different techniques have been used in order to address the requirements of the planning scheme.

In order to achieve these ends the proposal has sought to locate the extent of built form proposed in two discrete segments, being located along parallel with the northern and southern boundary respectively, whilst the driveway intervenes centrally within the site in order to separate the two distinctive built form pavilions. This careful site planning has been used as it allows for a number of beneficial outcomes which includes the provision of substantial landscape corridors along the residential interfaces whilst excluding the construction of walls along the boundary. The use of these substantial landscape corridors will allow for the establishment of tree canopy which will over the course of time provide a back drop to the site whilst simultaneously reducing the heat island effect.

- The scale of the proposal will easily merge with the existing built form. Whilst the proposal includes a two storey form, the extent of first floor is relatively modest and this is manifest in the generous setbacks which are afforded to the first floor from the side boundaries. The use of these setbacks allows for the proposal to provide recesses in part of the design and allows for the voids which are prevalent within the neighbourhood to be observed and continues the rhythm of spacing which occurs in this part of the neighbourhood.
- In order to minimise off site impacts the proposal includes generous setbacks to both the ground and first floor from the title boundaries whilst both the ground and first floor level walls are strategically located to minimise off site impacts. The location of the proposed dwellings allows for the retention of daylight and solar access to the adjoining sites whilst allowing for substantial daylight and solar access to the habitable areas of the proposed dwelling, particularly as a substantial portion of the proposed dwellings Town Planning north facing living room windows.

- The form and shape of the front façades have been designed to integrate with the existing streetscape along Tarneit Road. Dwellings within the immediate neighbourhood include a range of styles starting from period reproductions to more contemporary versions of medium density housing. Whilst the proposal uses contemporary features to provide articulation and detailing, the overall shape and form of the proposed dwellings with the shape of hipped roofing has been sought to allow for the proposal to easily merge with the existing neighbourhood.
- The materials used in constructing the proposed dwelling are a representation of the predominant materials contained within the existing dwelling stock. The usage of brick veneer predominantly along the ground floor will ensure the proposal sufficiently merges into the existing environment; whilst the use of light weight materials for the first floor will allow for the proposal to acknowledge and respect the character of weatherboard dwellings which are located within the neighbourhood, and offer a high level of visual interest and delight.
- Each proposed dwelling has its own sense of address, through the provision of front porches and a clear, identifiable entrance. The façade of each dwellings 1 and 2 will retain a frontage to street whilst the orientation of the proposed dwellings will create an inviting residential access place which will allow each dwelling a visible entry and sense of address.
- A significant feature of the proposal seeks to locate the garages to be accessed from the internal driveway whilst no vehicle storage facility forms part of the front façade of the proposal. This design response allows for the façade of dwelling one and two to feature prominently along the street frontage whilst the garages will be concealed from the street as they located to the rear.

It is considered that the proposal has found a balance between the need to incorporate neighbourhood character, whilst still providing diversity in the housing stock with a well-designed, contemporary influenced proposal. It is considered that potential off-site amenity impacts have been minimised as the overall proposal responds well to the site and surrounding area

Particular Provisions

Clause 52.06 – Car Parking

The purpose of Clause 52.06 is:

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

Pursuant to Clause 52.06-2 Provision of car parking spaces

Before

- A new use commencing or
- A new building being occupied
- The floor or site area of an existing use being increased or
- The number of patrons, seats or practitioners at an existing use being increased

The car parking spaces required under clause 52.06 must be provided on the land or as approved under clause 52.06-3 to the satisfaction of the Responsible Authority. If a schedule to the Parking Overlay or the schedule to clause 52.06 specifies a maximum parking provision, the maximum provision must not be exceeded. Clause 52.06 outlines that one car parking space must be provided for each two bedroom dwelling and two car spaces for a three bedroom dwelling.

The proposal is provided with 34 on site car spaces. The following table describes the car parking arrangement:

Dwelling	Type of Vehicle Accommodation
1 and 2	Double garage
3 and 4	Single garage and visitors car space
5, 6, 11 and 12, 17 and 18	Single garage
7, 8, 9, 10, 13, 14, 15, 16, 19 and 20	Single garage and visitors car space

The provision of car parking spaces is considered appropriate for the development and unrestricted on street car parking is available for visitors to the site. Whilst no specific bicycle parking is provided on site, sufficient room exists within either the rear yard or garage of the proposed dwellings.

Car and bicycle parking for residents and visitors is appropriate and will easily meet the needs of any future occupants. The design of the parking and access areas is very practical and attractive and can be easily maintained.

Two or more dwellings on a lot and residential buildings

NEIGHBOURHOOD CHARACTER & INFRASTRUCTURE

55.02

55.02-1 Neighbourhood Character

Standard B1

It is submitted that the proposed design response (on the basis of the aforementioned provisions) is appropriate to the neighbourhood and the site and therefore satisfies standard B1.

This report already covers all of the positive neighbourhood character attributes contained within this development that are required by both the State and Local sections of the Wyndham Planning Scheme.

55.02-2 Residential Policy Objective

It is submitted that the proposed twenty double storey dwellings are consistent with the relevant policies for housing contained under both the Planning Policy Framework and Local Planning Policy Framework, which has been outlined in this report.

Standard B2

This written report describes how the development is consistent with all of all of the relevant policies for housing in the State Planning Policy Framework and Local Planning Policy Framework.

Clause 55.02-3 Standard B3 Dwelling Diversity Objective

To encourage a range of dwelling sizes and types in developments of ten or more dwellings

Developments of ten or more dwellings to provide a range of dwelling sizes and types including:

- Dwellings with a number of bedrooms.
- At least one dwelling containing a kitchen, bath, shower, and a toilet and a wash basin at ground floor level

At least two of the proposed dwellings have been designed with a bedroom, kitchen and living area on the ground floor.

Clause 55.02-4 Standard B4 Infrastructure Objectives

To ensure development is provided with appropriate utility services and infrastructure

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To ensure development does not unreasonably overload the capacity of utility services and infrastructure.	
Connection to reticulated sewerage, electricity, gas and drainage services.	<p>The development is located within close proximity to community facilities and services such as nearby shops, transport, recreational and educational facilities.</p> <p>The site is well serviced and connected to reticulated sewerage, electricity, gas and drainage services. Although medium density development has occurred in the general area it is unlikely that an additional medium density development will place a strain on any existing public infrastructure or services, but rather contribute to the consolidation and the improved utilisation of such existing services.</p> <p>The planning controls indicate that the land is not subject to flooding. All stormwater generated from water falling on the impervious surfaces on the site is to be collected and discharged, into the legal point of discharge.</p> <p>Being in an established area, the proposal is well positioned to be connected to all services, reducing the need for the provision of costly infrastructure as required in newer communities.</p>
Capacity of infrastructure and utility services should not be exceeded unreasonably.	<p>It is unlikely that the additional dwellings will place unreasonable demands on the existing infrastructure and utility services.</p> <p>With regards to the existing road network, it is considered that this will not be affected by the development. The road carriageway that forms Tarneit Road is in good condition and the additional traffic generated from the proposal will be easily accommodated.</p>
Provision should be made for upgrading and mitigation of the impact of services or infrastructure where little or no spare capacity exists.	There is no evidence to suggest that the existing area has no or little spare utility service or infrastructure.

Clause 55.02-5 Standard B5 – Integration with Street Objectives

To integrate the layout of development with the street

Development orientated to front	Dwellings 1 and 2 are designed with an orientation to the street.
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existing and proposed streets	whilst the remaining dwellings will be designed with a frontage to the internal accessway.
Vehicle and pedestrian links that maintain and enhance local accessibility	All the dwellings will have the dwelling entrances visible from the street or internal accessway which provide easy access for vehicles and pedestrians to the proposed dwellings
High fences in front of dwelling should be avoided if practicable.	The proposal does not include the provision of a high fence along the title boundaries which are to face the street which will allow for the proposal to provide for substantial affordance to Tarneit Road.
Development next to public open space should be laid out to complement the open space	N/A

SITE LAYOUT AND BUILDING MASS

55.03

Standard B6 Street Setback Objectives

To ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character.

Walls of buildings should be setback from street:

At least the distance specified in the schedule to the zone, or if no distance is specified in the schedule to the zone it should be setback as below:

Existing buildings on both the abutting allotments facing the same street and site is not on a corner. Minimum front setback = average setback of existing buildings on abutting allotments facing the front street or 9m, whichever is the lesser.	The proposal includes a front setback of 9.0 metres which meets the requirements of the standard.
Existing building + vacant site either side of the subject site facing the same street and site is not on a corner Minimum front setback = same setback of front wall of existing building or 9 Metres , whichever	N/A

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is the lesser	
<p>The site is on a corner</p> <p>- Min setback for front walls = Same setback of existing building or 9 metres, whichever is the lesser. If no building 6 m for streets in a RDZ1 and 4m for other.</p> <p>-Minimum side setback for side wall= same setback of existing building or 2 metres, whichever is the lesser.</p> <p>Front walls of new development fronting the side street of a corner site should be setback at least the same distance as the setback of the front wall of any existing building on the abutting allotment facing the side street or 3 metres, whichever is the lesser.</p>	N/A
<p>There is no existing building on either of the abutting allotments facing the same street and the site is not a corner.</p> <p>-Minimum front setback = 6 metres in RDZ1 and 4 for other streets.</p>	N/A
<p>Porches, pergolas and verandas less than 3.6m high and eaves may encroach not more than 2.5 into the setbacks of this standard.</p>	<p>The porches for both dwelling 1 and 2 are limited to a height less than 3.6 metres</p>
<p>Clause 55.03-2 - Standard B7 – Building Height Objective</p> <p>To ensure that the height of buildings respects the existing or preferred neighbourhood character.</p>	
<p>The maximum building height should not exceed that specified in the zone, schedule to the zone or any overlay that applies to the land.</p>	<p>N/A</p> <p>There are no maximum height variations specified in the schedule to the zone. There are no overlays that place height controls on the land.</p>
<p>Where no maximum height is specified,</p>	<p>The maximum building height is approximately 7.6 metres</p>

the maximum height should not exceed 9m, unless the slope of the natural ground level at any cross section wider than 8m of the site is 2.5 degrees or more, in which case the maximum height should not exceed 10 metres.	which is less than the 9.0 metres specified in this standard.
Changes of building height between new and existing buildings should be graduated	The proposed double storey scale of the proposed dwellings represents a scale which can be easily absorbed by the existing neighbourhood character.

Clause 55.03-3 Standard B8 Site Coverage Objective

To ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site.

<p>The site area covered by buildings should not exceed:</p> <ul style="list-style-type: none"> -The maximum site coverage specified in the schedule to the zone, or -If no maximum site coverage is specified the site coverage should not exceed 60% 	The site coverage of the proposal at 44.67% is less than 60%, required in the standard.
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Clause 55.03-4 Standard B9 – Permeability

To reduce the impact of stormwater run off on the drainage system and facilitate on site storm water infiltration.

At least 20% of the site should not be covered by impervious surfaces.	The permeability easily meets the minimum 20%.
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Clause 55.03- Standard B10 – Energy efficiency objectives

To achieve and protect energy efficient dwellings and residential buildings.

To ensure the orientation and layout reduces fossil fuel energy use and makes appropriate use of daylight and solar energy.

	The new dwellings adopt design principles that maximise energy efficiency. It is notable that a requirement for the buildings to achieve a 6 star energy rating will apply to this proposal.
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Orientation of buildings should make appropriate use of solar energy.	<p>Additional measures taken to reduce the use of fossil fuel energy are:</p> <ul style="list-style-type: none"> - The use of the concrete slab will increase the thermal massing of the proposal, thus improving the energy efficiency of the design. - The attached and shared wall between the dwellings reduces heat loss as these walls are internal and not exposed to the elements. - The provision of north facing windows to the living areas to a substantial number of dwellings; - The use of thermally improved aluminium windows to reduce heat loss. - The use of thermal insulation in the walls - The sealing and draft proofing of the dwellings - The use of clothes drying facilities. - The use of appropriate paving to ensure the run off of water from the site is of a high standard. - Permeability well over 20% of the site. - The provision of north facing windows to the living areas of the proposed dwelling.
Siting and design of buildings should not reduce the energy efficiency of buildings on adjoining lots.	The substantial side setbacks will result in minimal shading of the adjoining sites.
If practicable, the living area and the private open space are to be located on the north site.	<p>The proposal includes excellent solar access to the living areas to a substantial number of dwellings</p> <p>Where the secluded private open spaces are not facing north, they are provided with substantial depth in order to allow for solar access.</p>
Solar access for north facing windows should be maximised.	

Clause 55.03-6 Standard B11 – Open Space Objective

To integrate the layout of the development with any public and communal open space provided in or adjacent to the development.

Public Open Space should:	N/A
-Be substantially fronted by dwellings---	
-Provide outlook to dwellings.	
-Be designed to protect natural features	

-Be accessible and useable.	
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Clause 55.03-7 - Safety Objective

To ensure the layout of development provides for the safety and security of residents and property.

Entrances to dwellings and residential buildings should not be isolated or obscured from the street and internal accessways.	The dwelling entrances for dwellings 1 and 2 have been designed to be clearly visible from Tarneit Road whilst the entrances for the remaining dwellings will be easily viewed from the internal accessway.
Planting should not create unsafe spaces along streets and accessways.	Planting along the internal accessways will be low and will not interfere with vehicle sightlines and can be designed to allow for the easy passive surveillance of the street and internal accessway.
Good lighting, visibility and surveillance of car parks and internal accessways.	Driveways shall be lit via a system of automatic lighting operating from dusk to dawn and shall be designed to minimise light emissions onto adjoining properties.
Protection of private spaces from inappropriate use as public thoroughfare.	The secluded private open spaces for the proposed dwelling are to be protected by fencing or the dwelling structure.

Clause 55.03-8 Standard B13

To encourage development that respects the landscape character of the neighbourhood.

To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance.

To provide appropriate landscaping.

To encourage the retention of mature vegetation on the site.

<p>The landscape layout and design should:</p> <ul style="list-style-type: none"> -Protect any predominant landscape features of the neighbourhood -Take into account the soil type and drainage patterns of the site. -Allow for intended vegetation growth 	<p>There is no relevant plan or policy for landscape character of the area. The site is not situated in an area of habitat importance.</p> <p>The front and rear private open space are of sufficient size and area to allow for the planting of small and medium sized trees with spreading canopies as well as smaller plants that will provide an attractive interface with the street.</p>
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<p>and structural protection of buildings.</p> <p>-In locations of habitat importance, maintain existing habitat and provide for new habitat</p> <p>for plants and animals.</p> <p>-Provide a safe, attractive and functional environment for residents.</p>	
<p>Development should provide for the retention or planting of trees, where these are part of the character of the neighbourhood.</p> <p>Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made.</p>	<p>N/A</p> <p>The site does not currently accommodate any trees which are worthy of retention.</p>
<p>The landscape design should specify landscape themes, vegetation (location and species), paving and lighting.</p>	<p>These details will be included on any proposed landscape plan.</p>

<p>Clause 55.03-10 –Access objectives</p> <p>To ensure the number and design of vehicle crossovers respects the neighbourhood character.</p>	
<p>The width of accessways or car spaces should not exceed:</p> <ul style="list-style-type: none"> • 33 per cent of the street frontage, or • if the width of the street frontage is less than 20 metres, 40 per cent of the street frontage. 	<p>18.125% of the site frontage along Tarneit Road is to accommodate a vehicle cross over and is therefore consistent with the requirements of the standard.</p>
<p>No more than one single-width crossover should be provided for each dwelling fronting a street.</p>	<p>Only one accessway is proposed for the entire site.</p>
<p>The location of crossovers should maximise the retention of on-street car</p>	<p>The frontage of the site will continue to have capacity to accommodate substantial on street car parking.</p>

parking spaces.	
The number of access points to a road in a Road Zone should be minimised	N/A
Developments must provide for access for service, emergency and delivery vehicles.	Service, emergency and delivery vehicles will have easy access to the site.

Clause 55.03-10 Standard B15 – Parking Location objective

To provide convenient parking for resident and visitor vehicles.

To protect residents from vehicular noise within developments.

<p>Car parking facilities should:</p> <ul style="list-style-type: none"> -Be reasonably close and convenient to dwellings and residential buildings. -Be secure. -Be well ventilated if enclosed. 	The parking areas are situated in a convenient location for easy access to each dwelling. The proximity of the car spaces to the dwellings will provide excellent security to the occupants, whilst the garages are all designed with easy access to the interior of the dwelling.
Shared accessways or car parks of other dwellings and residential buildings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.	The driveway has been designed so that where habitable room windows are facing the internal accessway the distance is at over 1.5 metres.

SITE LAYOUT AND BUILDING MASS

55.03

Clause 55.04 -2 Standard B17 –Side and rear setbacks Objectives

To ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.

A new building not on or within 150mm	
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<p>of a boundary should be set back from side or rear boundaries:</p> <p>At least the distance specified in the schedule to the zone, or</p> <p>If no distance is specified in the schedule to the zone, 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.</p> <p>Sunblinds, verandahs, porches, eaves, fascias, gutters, masonry chimneys, flues, pipes, domestic fuel or water tanks, and heating or cooling equipment or other services may encroach not more than 0.5 metres into the setbacks of this standard.</p> <p>Landings having an area of not more than 2 square metres and less than 1 metre high, stairways, ramps, pergolas, shade sails and carports may encroach into the setbacks of this standard.</p>	<p>Where walls are not proposed to be constructed on the boundary, the ground floor walls are to be setback a minimum 2.6 metres from the title boundary, thus complying with the standard.</p> <p>The first floor walls are to be setback a minimum 3.8 metres from the title boundary. This setback is considered to comply with the standard where a wall height of 5.9 metres is proposed.</p>
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Clause 55.043-2 - Standard B18 - Walls on Boundaries Objectives

To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.

<p>A new wall constructed on or within 150mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of lot should not abut the boundary for a length of more than:</p> <p>10 metres plus 25 per cent of the remaining length of the boundary of an adjoining lot, or</p> <p>Where there are existing or simultaneously constructed walls or carports abutting the boundary on an</p>	<p>N/A</p>
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<p>abutting lot, the length of the existing or simultaneously constructed walls or carports, whichever is the greater.</p> <p>A new wall or carport may fully abut a side or rear boundary where slope and retaining walls or fences would result in the effective height of the wall or carport being less than 2 metres on the abutting property boundary.</p> <p>A building on a boundary includes a building set back up to 150mm from a boundary.</p> <p>The height of a new wall constructed on or within 150mm of a side or rear boundary or a carport constructed on or within 1 metre of a side or rear boundary should not exceed an average of 3 metres with no part higher than 3.6 metres unless abutting a higher existing or simultaneously constructed wall.</p>	
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Clause 55.04-3 Standard B19 - Daylight to existing windows objectives	
To allow adequate daylight into existing habitable room windows.	
Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky. The calculation of the area may include land on the abutting lot.	The proposal has been designed in order to allow for sufficient daylight to habitable room windows which face onto the subject site, easily in accordance with the standard.
Walls or carports more than 3 metres in height opposite an existing habitable room window should be set back from the window at least 50 per cent of the height of the new wall if the wall is within a 55 degree arc from the centre of the existing window. The arc may be	The proposal easily meets the requirements of the standard.

swung to within 35 degrees of the plane of the wall containing the existing window.	
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Clause 55.04-4 – Standard B20 - North facing Windows Objectives

To allow adequate solar access to existing north facing habitable room windows.

<p>If a north-facing habitable room window of an existing dwelling is within 3 metres of a boundary on an abutting lot, a building should be setback from the boundary 1 metre, plus</p> <p>0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for</p> <p>every metre of height over 6.9 metres, for a distance of 3 metres from the edge of each side of the window. A north-facing window is a window with an axis perpendicular to its</p> <p>surface oriented north 20 degrees west to north 30 degrees east.</p>	N/A
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Clause 55.04-5 - Standard B21 – Overshadowing Open Space Objective

To ensure buildings do not significantly overshadow existing secluded private open space

<p>Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September.</p> <p>If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements</p>	<p>The careful location of the proposed development together with the scale of the proposed dwellings will allow the adjoining sites to the east and south to retain excellent solar access and receive a minimum 5 hours of sunlight on the September equinox between 10 am and 3pm.</p>
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of this standard, the amount of sunlight should not be further reduced.

Clause 55.04-6 – Standard B22 – Overlooking Objectives

To limit views into existing secluded private open space and habitable room windows.

A habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views into the secluded private open space of an existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio. Views should be measured within a 45 degree angle from the plane of the window or perimeter of the balcony, terrace, deck or patio, and from a height of 1.7 metres above floor level.

A habitable room window, balcony, terrace, deck or patio with a direct view into a habitable room window of existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio should be either:

- Offset a minimum of 1.5 metres from the edge of one window to the edge of the other.

- Have sill heights of at least 1.7 metres above floor level.

- Have fixed, obscure glazing in any part of the window below 1.7 metre above floor level.

- Have permanently fixed external screens to at least 1.7 metres above floor level and be no more than 25 per cent transparent.

The finished floor level of the habitable room windows along the ground floor have been designed not to exceed a height of 0.8 metres. Furthermore, as the boundary is to include or has the capacity to include a fence at a height of at least 1.8 metres, the proposal complies with the requirements of the standard.

All upper floor habitable room windows which are within 9 metres of an adjoining secluded private open space can be designed with obscure glass up to a height of 1.7 metres.

<p>Obscure glazing in any part of the window below 1.7 metres above floor level may be openable provided that there are no direct views as specified in this standard.</p> <p>Screens used to obscure a view should be:</p> <ul style="list-style-type: none"> -Perforated panels or trellis with a maximum of 25 per cent openings or solid translucent panels. -Permanent, fixed and durable. -Designed and coloured to blend in with the development. <p>This standard does not apply to a new habitable room window, balcony, terrace, deck or patio which faces a property boundary where there is a visual barrier at least 1.8 metres high and the floor level of the habitable room, balcony, terrace, deck or patio is less than 0.8 metres above ground level at the boundary.</p>	
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Clause 55.04-7 - Standard B23 – Internal Views Objectives	
To limit views into the secluded private open space and habitable room windows of dwellings and residential buildings within a development.	
Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the secluded private open space of a lower-level dwelling or residential building directly below and within the same development.	As the proposal is designed to comply with standard b22, internal overlooking will be kept to a minimised.

Clause 55.04-8 - Standard B24- Noise Impacts Objectives	WYNDHAM CITY COUNCIL Town Planning Advertised Documents 42 Plan: 42 of 47
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<p>To contain noise sources in developments that may affect existing dwellings.</p> <p>To protect residents from external noise.</p>	
Noise sources, such as mechanical plant, should not be located near bedrooms of immediately adjacent existing dwellings.	As the development consists of only a residential development, any noise generated would be similar to that generated from a typical residential property.
Noise sensitive rooms and secluded private open spaces of new dwellings and residential buildings should take account of noise sources on immediately adjacent properties.	As the proposal is within a predominantly residential area there are no noise sources that would require special consideration.
Dwellings and residential buildings close to busy roads, railway lines or industry should be designed to limit noise levels in habitable rooms.	Noise sources such as busy roads, railways lines, aircraft flight paths or industry in the vicinity are unlikely to create issues for the proposed development.

CLAUSE 55.05 ON SITE AMENITY AND FACILITIES

Clause 55.05-1 - Standard B25 – Accessibility

To encourage the consideration of the needs of people with limited mobility in the design of developments.

The dwelling entries of the ground floor of dwellings and residential buildings should be accessible or able to be easily made accessible to people with limited mobility.	<p>The proposal has considered the needs of people with limited mobility in the following ways:</p> <ul style="list-style-type: none"> ▪ The ground floor levels of all dwellings are located to a workable minimum above the ground level. ▪ A bedroom, kitchen and living area are provided on the ground floor of both dwelling 1 and 2.
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Clause 55.05-2 – Standard B26 – Dwelling Entry Objective

To provide each dwelling or residential building with its own sense of identity

Entries are to be visible and easily identifiable from streets and other	All dwelling entries have been designed to include a portico in
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public areas. The entries should be provide shelter, a sense of personal address and a transition space.	order to accentuate the entry to the street. All entries are accentuated with an extended porch element providing shelter, an identifiable address and a transitional space from the external public realm to the inside of the private domain.
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Clause 55.05-3 – Standard B27 – Daylight to new windows objectives

<p>A window in a habitable room should be located to face:</p> <ul style="list-style-type: none"> -An outdoor space clear to the sky or a light court with a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky, not including land on an abutting lot, or -A verandah provided it is open for at least one third of its perimeter, or - A carport provided it has two or more open sides and is open for at least one third of its perimeter. 	<p>All habitable room windows face a clear 3 by 1 metre light court open to the sky and are large enough area to provide ample natural light.</p> <p>There are no habitable windows within the development that face an open carport.</p>
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Clause 55.05-4 Standard B28 – Private Open Space

To provide adequate private open space for the reasonable recreation and service needs of residents.

<p>A dwelling or residential building should have private open space of an area and dimensions specified in the schedule to the zone.</p> <p>If no area or dimensions are specified in the schedule to the zone, a dwelling or residential building should have private open space consisting of:</p> <ul style="list-style-type: none"> -An area of 40 square metres, with one part of the private open space to consist of secluded private open space at the side or rear of the dwelling or residential building with a minimum 	<p>The open space reflects an adequate size and provides a practical, functional and useable open space, as well as having a sufficient dimension to receive appropriate solar access.</p> <p>The secluded private open space for each dwelling includes one contiguous area with a minimum 3.0 metre dimension and a minimum area of 25 square metres. The following table demonstrates compliance with the standard:</p>
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<p>area of 25 square metres, a minimum dimension of 3 metres and convenient access from a living room, or</p> <p>-A balcony of 8 square metres with a minimum width of 1.6 metres and convenient access from a living room, or</p> <p>-A roof-top area of 10 square metres with a minimum width of 2 metres and convenient access from a living room.</p>	
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Clause 55.05-5 –Standard B29 - Solar Access to Open Space objectives

To allow solar access into the secluded private open space of new dwellings and residential buildings.

The private open space should be located on the north side of the dwelling or residential building, if appropriate.	The secluded private open space of dwellings adjacent to the northern boundary will received excellent solar access, whilst the secluded private open spaces of dwelling located adjacent to the southern boundary are provided with depth in accordance with standard b29.
The southern boundary of secluded private open space should be set back from any wall on the north of the space at least $(2 + 0.9h)$ metres, where 'h' is the height of the wall.	

Clause - 55.05-6 – Standard B30 - Storage objective

To provide adequate storage facilities for each dwelling.

Each dwelling should have access to a minimum 6 cubic metres of externally accessible, secure storage space.	Each dwelling is provided with external storage spaces with a capacity of 6 square metres.
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CLAUSE 55.06 DETAILED DESIGN

Clause 55.06-1 – Standard B31 - Design detail objective

To encourage design detail that respects the existing or preferred neighbourhood character

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<p>The design of buildings, including:</p> <ul style="list-style-type: none"> - Facade articulation and detailing, - Window and door proportions, - Roof form, and - Verandahs, eaves and parapets, <p>should respect the existing or preferred neighbourhood character.</p>	<p>The proposed dwellings use the broad forms which are characteristic of the neighbourhood, which include the use of the hipped roof form with eaves. This type of roof form is prevalent within the immediate and wider neighbourhood and allows for the proposal to draw appropriate cues from the existing neighbourhood character.</p> <p>Additionally, the proposal includes an appropriate use of detailing such as the protruding porches whilst the use of a combination of materials provides a high level of visual interest and detailing to the proposal.</p>
<p>Garages and carports should be visually compatible with the development and the existing or preferred neighbourhood character.</p>	<p>A significant feature of the proposal seeks to locate the garages to be accessed from the internal driveway whilst no vehicle storage facility forms part of the front façade of the proposal. This design response allows for the façade of dwelling one to feature prominently along the street frontage whilst the garages will be concealed from the street as they located to the rear.</p>

Clause 55.06 -2 - Clause B32 – Front fences objectives

To encourage front fence design that respects the existing or preferred neighbourhood character.

<p>The design of front fences should complement the design of the dwelling or residential building and any front fences on adjoining properties.</p> <p>A front fence within 3 metres of a street should not exceed:</p> <ul style="list-style-type: none"> -The maximum height specified in the schedule to the zone, or -If no maximum height is specified in the schedule to the zone, the maximum height specified in Table B3. 	<p>No front fencing is proposed along the frontage of the site which will allow for substantial affordance to the street.</p>
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Clause 55.06 – 3 - Common Property Objective

To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained.

To avoid future management difficulties in area of common ownership.

Public, communal and private areas should be clearly delineated.	Areas of common property are isolated to those areas of the driveway, landscape areas along the driveway as well meter boxes and waste bin storage. These such areas can be easily managed through an owners corporation.
Should be functional and capable of efficient management.	

Clause 55.06 – Standard B34 – Site services objectives

To ensure that site services can be installed and easily maintained.

To ensure that site facilities are accessible, adequate and attractive.

<p>The design and layout of dwellings and residential buildings should provide sufficient space (including easements where required) and facilities for services to be installed and maintained efficiently and economically.</p> <p>Bin and recycling enclosures, mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development.</p> <p>Bin and recycling enclosures should be located for convenient access by residents.</p> <p>Mailboxes should be provided and located for convenient access as required by Australia Post</p>	<p>The proposal's layout allows space for an indoor storage facility, clotheslines, hot water service, rubbish bin and recyclable bin for each dwelling.</p> <p>They have been designed and located to:</p> <ul style="list-style-type: none"> Minimise any effect on the amenity of the area or adjoining land. Adequate and conveniently located for the residents needs. Ensure that they can be installed and easily maintained. <p>Ensure that they are accessible, adequate and attractive.</p>
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