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## **Proposed Three Unit Development comprising of 2No. Double Storey Dwellings & a Single Storey Dwelling At 119 POWELL DRIVE, HOPPERS CROSSING, 3029**

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### **Design Response**

Although a diversity of scale, character and density exist in the surrounding neighbourhood area the underlying theme remains contemporary style brick veneer residences with tiled hip/gable roofing. The site at 119 Powell Drive is currently occupied by a single storey brick veneer dwelling with a tiled roof.

In the immediate area single storey dwellings and double storey unit developments can be found adjacent to the subject site, the main architectural theme of these neighbouring properties is brick veneer, rendered brickwork with tiled hip and incorporating elements of low pitch roof styles including parapets for flat-roof styled facades.

The proposed 2 double storey, 1 single storey dwellings have been designed with a combination of face brickwork to the lower floors and rendered polystyrene cladding and weatherboard timber cladding to the upper floor with modern colorbond lean-to roofs, with parapet roofs and vertical articulation between floor levels, this development will enhance the surrounding area and provide good aspect from the street frontage to help introduce a new modern aspect to the surrounding neighbourhood while still incorporating architectural styles already existing in the neighbouring properties.

The proposed residences have been designed to maintain the integrity of the existing infrastructure, consider setback, height and permeability requirements whilst producing a versatile and security-conscious development on the site.

The dwellings have been designed with specific consideration to the amenity and privacy of the neighbouring residents. This is reflected in a design which minimizes overlooking, while also maintaining neighbours natural lighting and solar access.

**WYNDHAM CITY COUNCIL**  
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**Plan: 1 of 7**

The site will possess a density of 1:307 which means a medium density development in keeping with the surrounding neighbourhood which has given consideration to both neighbours and residents amenity while providing a practical yet versatile design. Surrounding unit developments are becoming popular within close proximity to the subject site, encouraging an increase in density within the immediate area.

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Secluded private open space has been located to ensure as much northerly solar access as possible while providing ample dimension for residents with direct access to living areas resulting in a practical built environment. The development provides convenient, safe and functional car parking design with the use of the existing crossing fronting onto Powell Drive.

### **Clause 55.02: NEIGHBOURHOOD CHARACTER INFRASTRUCTURE**

The development is consistent with any relevant policy for housing in the Municipal Planning Strategy and the Planning Policy Framework being of a medium density design that can take advantage of public transport and community infrastructure and services.

As per clause 11.03-01S – Encourage the development of increased density housing in a variety of forms in appropriate development locations in and around activity centres, supporting the role and function of local commercial, public transport and education facilities of each centre. Located within proximity to public transport and services including but not limited to Werribee Mercy Hospital and a University of Melbourne campus.

As per clause 16.01-2S – To locate new housing in designated locations, reducing the share of new dwellings in greenfield locations and dispersed development areas. Encouraging developments in locations that offer good access to jobs, services and transport for locations in and around the Central City, and neighbourhood activity centres.

As per clause 21.07 – Housing, the development contributes to the changing demographics of the Wyndham community creating a greater diversity of housing types, providing additional housing numbers while being a design of high architectural merit to enhance the amenity and character of the area. The proposed density and location in relation to amenities also services the projected population growth within the precinct, particularly in relation to Hoppers Crossing and Point Cook.

## Rescode Response

### B1: NEIGHBOURHOOD CHARACTER

The dwellings have been designed to respect and contribute to the existing neighbourhood character while not being harnessed by the existing aged architectural style. The other dwellings along Powell Drive are of single and double storey construction with a large number of subdivisions encouraging unit developments of the similar type as proposed. The main theme within the area is brick veneer and rendered brickwork construction with tiled hip and parapet walls concealing low pitch roofs. As previously mentioned, in regard to Neighbouring Character this development will enhance the surrounding area and provide good aspect from the street frontage as it complements the Neighbourhood character in the immediate area, while encouraging new modern architectural features.

### B2: RESIDENTIAL POLICY

The design is consistent with the relevant State planning policy framework and local planning policy, the following highlighting several major points:

*CLAUSE 16.01-1S* – Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land.

*CLAUSE 16.01-02R* - Providing higher density development on sites that are well located in relation to jobs, services and public transport routes.

*CLAUSE 16.01-03S* – To provide for a range of housing types to meet increasingly diverse needs and encourage the development of well-designed medium-density housing that respects neighbourhood character.

### B3: DWELLING DIVERSITY

The dwellings have been designed to provide a measure of diversity, catering for a wider range of households. The provision of 2 three bedroom double storey units provides for both young families as well as a single storey 4 bedroom unit with generous proportions offering housing options for potentially for elderly or for movement challenged people. All units have options with bedrooms and bathrooms on the ground floor.

### B4: INFRASTRUCTURE

The development ensures that the integrity of the existing infrastructure is maintained and if any drainage retention system is required, it will be designed by an engineer to suit council requirements.

### B5: INTEGRATION WITH STREET

All 3 units will gain access from the existing crossover. Only the front Unit will address the frontage to Powell Drive. This enables the continuation of a normalised single dwelling street integration as evidenced in the existing streetscape.

## **B6: STREET SETBACK**

The development has front setback of 6.00m to Unit 1. This matches the original dwelling's setback and is in keeping with character of the original dwelling and surrounding neighbouring properties. Porch encroachment to be within the allowance under Standard B6

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## **B7: BUILDING HEIGHT**

The dwellings fall well below the maximum building height of 11.0m as per the maximum requirement allowed by Schedule 1 to Clause 32.08-10 General Residential Zone.

## **B8: SITE COVERAGE**

Site coverage comes to 42.91%. Below the 60% max permitted by Clause 55.03-3 to Clause 32.08-7 General Residential Zone.

## **B9: PERMEABILITY**

Site permeability index totals 36.32% meaning 63.68% of the site remains available for open landscaping and/or lawn.

## **B10: ENERGY EFFICIENCY**

The proposed units will comply with the 6-Star energy efficiency requirements as will be evident in the documents required for a building permit.

## **B11: OPEN SPACE**

The design ensures that open spaces provided are well designed and benefit residents and the community.

All Units will front onto their respected driveways and outlook onto this space. Unit 1 will have a significant open space fronting onto Powell Drive as evident on the supplied plans.

## **B12: SAFETY**

Dwelling entrances have been designed with good visibility, access and lighting in order to provide a safe and security-conscious environment. All unit entries face the street or driveway for good security on entry and exit.

## **B13: LANDSCAPING/TREES**

Vegetation is proposed to be removed at the property located within the proposed footprint of the units. A landscaping design can be provided as part of the Conditions on the permit if requested by council.

## **B14: ACCESS**

The access to the site is via the existing crossover fronting Powell Drive.

## **B15: PARKING LOCATION**

The development provides convenient, safe and functional car parking design, with adequate parking areas and driveways consistent with neighbouring houses. Secure parking will be supplied through the use of garages or visually obscured by proposed dwellings. All driveways have been located to be at a minimum of 1500mm from proposed habitable room windows.

### **B17: SIDE AND REAR SETBACKS**

The development is in keeping with side and rear setback requirements as per Rescode requirements, with only two walls of the Unit 1 and Unit 2 garage's being located within 1000mm of the East boundary, and one wall of Unit 3 located within 1000mm of the West boundary.

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### **B18: WALLS ON BOUNDARIES**

As mentioned above, the development only has the two walls located within 1000mm of the East boundary. The Unit 1 and Unit 2 garage walls located on the boundary have each a maximum wall length of 4.0m, totalling 8.0m consecutively. Maximum wall heights remain under the maximum 3.6m, though average wall heights will be above allowed average wall heights of 3.2m due to parapet wall construction.

Unit 3 garage wall average wall height is within the 3.2m regulation. Total length of wall on Western boundary 11.88m, under the maximum allowed 21.34m under Standard B18.

Maximum wall height under 3.6m is achieved for all walls.

### **B19: DAYLIGHT TO EXISTING WINDOWS**

The dwellings have been designed to maintain natural lighting to all existing windows on adjoining sites.

### **B20: NORTH FACING WINDOWS**

The dwellings have been designed to protect northerly solar access to adjoining properties. No adjoining properties are affected. Northern access is towards the front of the neighbouring properties

### **B21: OVERSHADOWING P.O.S.**

The dwellings have been designed to ensure adequate natural light is received by neighbour's private open space. As the shadow diagrams show, open space for the proposed units is clear for much of the usable time of the day. The proposed dwellings will not adversely affect the private open space to the adjoining properties.

### **B22: OVERLOOKING**

The development has been designed to minimize overlooking to neighbouring windows and private open space as detailed in the design response and plans. By showing and nominating Obscure glass or Rescode compliant windows (obscure glass to panels within 1700mm of the floor level) to relevant windows and the existing paling fences to the boundary help to eliminate any overlooking issues. Boundary fences to be increased to a minimum of 1800mm where required.

### **B23: INTERNAL VIEWS**

There are no internal views available from any units in the development. All double storey dwellings are fitted with Rescode compliant windows (see above) where required, as well as minimum 1.8m high solid timber paling fences between units.

#### **B24: NOISE IMPACTS**

The building has been designed to protect residents from excessive noise impact providing noise attenuation measures where required.

#### **B25: ACCESSABILITY**

The ground floor design is accessible or readily able to be made accessible to people with limited mobility.

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#### **B26: DWELLING ENTRY**

Entrances address street and/or driveway frontage to provide visible, identifiable access to individual dwellings.

#### **B27: DAYLIGHT TO NEW WINDOWS**

All habitable room windows in the new dwellings face open space or light court (with a minimum area of 3m<sup>2</sup> and minimum dimension of 1m or a porch that is mostly open).

#### **B28: PRIVATE OPEN SPACE**

The development ensures that each dwelling has a practical and accessible area of secluded private open space which is greater than 40m<sup>2</sup> with a minimum dimension of 3m and convenient access from a living room. No special requirements required by Schedule 1 To Clause 32.08 General Residential Zone.

#### **B29: SOLAR ACCESS TO P.O.S.**

The private open space has been situated to provide maximum possible exposure to Northerly and Easterly morning sunlight to all units. As evidenced by the shadow diagrams the sun has good access to all private open space.

#### **B30: STORAGE**

Each dwelling has convenient access to at least 6m<sup>3</sup> of accessible, secure storage as shown located on the design response plan.

#### **B31: DESIGN DETAIL**

The overall design, again, ensures compatibility with neighbourhood character whilst reducing the impact of garages from the street frontage.

#### **B32: FRONT FENCES**

There is currently a galvanised iron picket fence to the front boundary which will be removed, which allows for greater scope for open space to the existing street frontage. No new front fence is planned for this development.

#### **B33: COMMON PROPERTY**

Common property will be located to the driveway that will be used to access the 3 Units . This will be clearly identifiable, accessible and manageable.

### **B34: SITE SERVICES**

Sufficient space is to be provided for installation and maintenance of services. Mail boxes are located at the front of the property adjacent to the driveway for easy access for Australia Post. And waste bins will be stored to the rear of the garage for each Unit.

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### **CL. 53.18-5: STORMWATER MANAGEMENT OBJECTIVES FOR BUILDINGS AND WORKS**

Where requested, an engineer's design on-site retention system to the approval of the council, can be adopted to limit the amount and impact of stormwater runoff on local drainage systems. Design consideration has been taken into account, with a significantly lower site coverage figure of 42.68% to reduce excessive catchment areas and impervious surfaces.