

21 July 2014

Mr Lorenz Pereira
Department of Transport, Planning & Local Infrastructure
Level 11, 1 Spring Street
Melbourne VIC 3001

Dear Lorenz,

**Kew Residential Services
115 Princess Street, Kew
Construction of an Apartment Building**

I refer to your letter dated and received on the 24 June 2014, including Walker Corporation documentation for the construction of a 5 level apartment building with 2 levels of basement car parking. Please find documented below Council's comments/concerns in respect to the proposed application:-

Council considers the proposal is not in accordance with the approved Walker Development Plan (WDP). The proposed location of the apartment building is located within an area that has been earmarked for public open space (see diagram below).

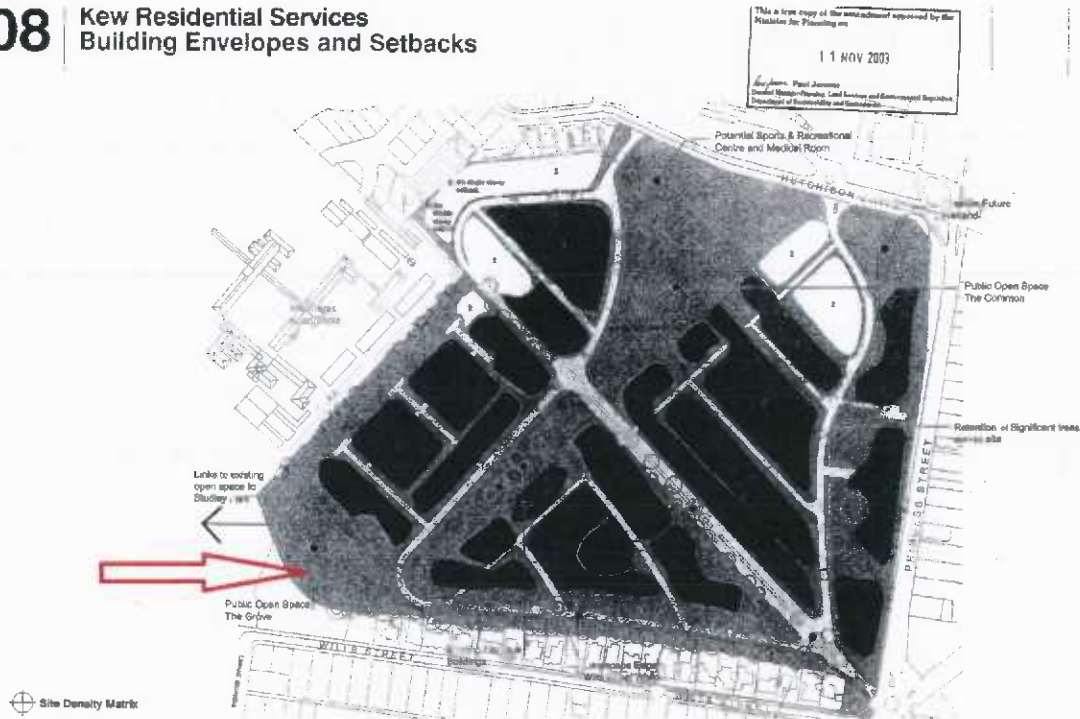


WALKER DEVELOPMENT PLAN - KEW MAP

Map dated 22 June 2014

The approved Urban Design Framework Plan (October 2003) also clearly identifies this area as public open space and identifies this land as a link through to the public open space in Yarra Bend Park. Council does not support a development which is located in an area which should be set aside as a link for open space. In addition, Council questions how a permit may be granted for a building that does comply with either the WDP or the UDF?

08 Kew Residential Services
Building Envelopes and Setbacks



In addition to the above non-compliance with the WDP and UDF, there are a number of other issues associated with the location of the proposed apartment buildings.

As advised on numerous occasions, Council is extremely concerned that the developer will not have the ability to meet the 30% public open space requirement as required by the Walker Development Plan. Council has raised this issue many times over the years and is expecting that the Department has been carefully monitoring and tracking the open space provision to ensure compliance with the WDP. To date, Council has received no further advice from the Department as to how the developer has further demonstrated they can and still are able to meet this requirement. Council is concerned that the Department are not monitoring the open space provision in order to comply with Planning Scheme requirement. Council requests that the Department provide this confirmation in writing.

Clarification is required that the proposal meets the required setbacks on the Building Envelopes and Setbacks plan. As site plans provided are not to scale, it is difficult to ascertain if the setbacks are correct.



Council is extremely concerned with the location of the building in relation to the tree protection zones. As mentioned on numerous occasions, Council is and always has been of the view that any buildings & works should be setback clear of any canopy drip line and tree protection zone. The proposed front and rear entrance to the building and pedestrian ramps are well within the tree canopy and protection zones and will compromise the structural integrity of the trees. Furthermore, the construction of a basement car park will further compromise the structural health and integrity of the heritage trees. A tree management plan or arborist report has not been provided.

Purpose of the New Zone (General Residential Zone)

The introduction of new zones on the 19 June 2014, changed the way land should be viewed in terms of development potential. The KRS site introduced the General Residential Zone Schedule 2. The implementation of the new zones, whilst introducing some transitional provisions for development, still requires the Responsible Authority to consider the purpose of the Zone irrespective of when the application was received.

Transitional provisions have not been introduced into the scheme for the purpose of the zone.

In relation to the purpose of the zone the following are applicable:-

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To encourage development that respects the neighbourhood character of the area.
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- To provide a diversity of housing types and moderate housing growth in locations offering good access to services and transport.
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Council officers are not convinced that the proposal meets the purpose of the zone. It is considered that a 5 storey apartment building does not respect the character of the area, which is of a low scale (predominately 2 storey development). In addition to this, concern is raised in relation to the height of the building and the impact the building will have on not only the existing development but the impact on Willsmere, a building of State heritage significance.

The purpose of the zone calls for a diversity of housing types and moderate growth. A 5 storey apartment building is not considered "moderate" growth. Given the introduction of the new zones, Council is of the view that the proposal does not meet the purpose of the zone to which the Department must take into consideration when assessing the planning application.



Furthermore, it should be acknowledged that Schedule 2 of the General Residential Zone, whilst subject to transitional height provisions, only allows for a building with a total height of 11.5 metres. The proposal has a height of some 16 plus metres above natural ground level. Council does not consider a 16 plus metre high building to be of moderate growth which cannot be justified to meet the purpose of the zone.

Urban Design

In general, the proposal fails to deliver a design outcome that is responsive and respectful to its setting and context. The substantial building form is poorly integrated with its setting, and the building siting fails to recognise the existing vegetation and naturalistic attributes of the site. While it may be argued that the new building is placed in the same position of the existing building, it is worth noting that it is five times higher than the existing building, which is of a single storey height. The siting and footprints of the two buildings may be similar, but the visual impact of the existing building is barely noticeable compared to that of the new building. By virtue of its footprint, height, contiguous form and mass, the new building will be extremely powerful in the leafy streetscape and fairly imposing and intimidating in its relationship with the natural setting, instead of being sympathetic and complementary visually and physically. The sheer volume of the building and its relentless mass will present strongly and overwhelm its setting.

The attempt to divide the building into two volumes or building forms (north and south) is a positive step toward breaking up the building mass. Nevertheless, the continuity of the four storey height of each form with limited setbacks or recesses/rebates in the facade will result in a strong presentation within its surroundings. Though balconies are proposed, especially around corner apartments, these are contained within the main facade walls and visually read as part of the mass - i.e., the balconies are not utilised effectively to create stepping in the form or erode the visual mass. Also, the continuity of the rendered frames that wrap around the facade walls only serves to emphasise the visual mass by accentuating the building width and height.

The proposed material palette reinforces the minimalist contemporary style and clean look with smoothly rendered, white facades used extensively, which to some degree references the existing finishes widely used in the recent additions to the estate. However, when applied to a building of this scale and volume, the finishes palette only serves to further emphasise and accentuate the visual mass and overwhelm the setting. The finishes palette will need to be softened with higher quality finishes of warmer reddish brown colours that reference the existing red brick in the precinct preferably incorporated. Such



finishes may include naturally stained timber or copper cladding, which can also work as an accent colour or finish that will add vibrancy and brighten the building composition.

Overall, the materials palette and landscape design are fairly ordinary and poorly integrated with the site plan and overall design concept. The simplistic approach to the siting of the building and lack of appreciation of the topography and setting in general are all factors that have contributed to the failure of the scheme to deliver a design outcome that is appropriate and sympathetic to its setting.

The interface with the public realm also needs attention and better resolution and management. The central location of the entry foyer to the building is supported in terms of legibility and sense of address. However, a greater level of engagement and interaction with the public realm is preferred, which can be achieved by providing direct entries into the ground floor apartments. Such arrangement will not only improve the interface with the public realm, but also enhance pedestrian safety and amenity, in addition to achieving a more efficient use of the site through the use of front setbacks as front gardens for the ground floor apartments.

The confusion between private and public realm is of concern especially in relation to maintenance around the periphery of the building. Ownership of land is not clearly delineated.

Shadow to balconies is a concern as a result of the location of the balconies to north facing walls and siting of balconies between proposed walls.

For a development of five or more storeys, excluding a basement, an assessment against the Design Guidelines for Higher density Residential Development should have been provided.

Traffic

It should be noted that under Council's Residential Parking Permit Policy (2011), residents of the new development may not be eligible for residential parking permits.

The proposed on-site parking provision satisfies the statutory requirements of Clause 52.06 of the Boroondara Planning Scheme. However, it is indicated that the proposed at-grade visitor spaces are located within the road reserve and will impact on access to the proposed footpath, as shown on the plans. These spaces will also limit the potential to continue the footpath past the site on the northern side of Main Drive. These spaces should be further offset from the road carriageway to maintain the footpath provision along the



southern frontage of the site or modifications be made to accommodate these spaces elsewhere within the development.

The proposed on-site bicycle parking provision satisfies the statutory requirements of Clause 52.34 of the Boroondara Planning Scheme. Notwithstanding, the above concern regarding the location of visitor spaces must also be resolved.

Each of the tandem parking spaces must be allocated to a single dwelling.

The parking spaces within the basement car park levels are generally proposed to be a minimum 4.9m long by 2.6m wide, accessed off a 6.4m wide aisle, in accordance with Clause 52.06-8 of the Boroondara Planning Scheme.

It is noted that limited columns have been shown on the submitted plans. All columns within the car park must be located in accordance with the requirements of Diagram 1 of Clause 52.06-8 of the Boroondara Planning Scheme and should be indicated on revised plans.

Provision of 1m blind aisle extensions have been included to enable egress from end-aisle spaces in accordance with AS2890.1-2004.

Vehicles may ingress and egress the site in a forwards direction.

The proposed ramp grades to the basement car park appear to generally satisfy the requirements of Clause 52.06 and AS2890.1-2004. Ramp grades for the proposed accessway must be designed in accordance with Clause 52.06. Accordingly, these should be accurately indicated on the plans, noting that the maximum grade for the curved section is to be measured on the inside radius. The stated ramp grades should be reviewed to confirm the grades or be modified in accordance with Clause 52.06.

The minimum clear headroom at the entry to and within the proposed basement car park satisfies a minimum of 2.1m in accordance with Clause 52.06-8.

Pedestrian sight triangles of 2.5m (measured along the driveway edge) by 2.0m (measured along the site boundary) must be provided on both sides of the site access point to provide adequate sight lines to any pedestrians or vehicles exiting adjacent properties in accordance with Clause 52.06.

Details regarding the proposed operation of the internal basement traffic signals has been provided, indicating a priority for vehicles entering the site. Swept path analysis has been provided demonstrating that two-way



movements may be accommodated on the internal access ramps at the location of each the traffic signals, such that vehicle movements are satisfactorily regulated.

It is noted that there are sections of the internal access ramps which only permit single width travel. Whilst some sections are managed via the traffic signals, there are other sections, primarily for vehicles accessing the eastern side of the basement levels which only permit single width travel as well, but do not provide adequate sight distance for entering and exiting vehicles. Accordingly, there is potential for vehicle conflicts to occur on these sections. Appropriate measures should be provided to assist these movements or the basement be modified.

No details have been provided regarding waste collection for the development.

It is stated by Cardno that based on previous historical traffic generation rates it is likely that each dwelling would generate approximately 8 vehicle movements per dwelling per day. This is considered acceptable. Application of this rate to the 26 proposed dwellings would equate to 208 vehicle movements per day and up to 21 movements per peak hour within Main Drive. Based on this anticipated traffic generation and taking into account the adjusted anticipated traffic volume on Main Drive of 400-600 vehicles in this vicinity following full development of this area as per the Walker Development Plan it is expected that traffic generated by the development will not notably impact the safety or operation of the surrounding road network.

The construction of the new vehicle crossover will need to be approved and constructed to the satisfaction of the responsible authority and utility service providers (such as Telstra), as applicable.

In summary, the proposed development is NOT SUPPORTED on traffic engineering grounds due to the location of proposed visitor car parking spaces and car park access. Notwithstanding, the above items should also be satisfactorily addressed.

Waste Management

A private waste collection service will be required for the proposed apartments. Council will not collect the waste for the proposed building.

A condition on the permit is required requiring a waste management plan to be submitted to the satisfaction of the City of Boroondara.



Should you wish to discuss this matter further, please do not hesitate to contact me on 9278-4447 or Polly Edwards on 9278-4485. Alternatively, we may be contacted by email at Fiona.Troise@boroondara.vic.gov.au or Polly.Edwards@boroondara.vic.gov.au

Yours faithfully



Fiona Troise
CO-ORDINATOR STATUTORY PLANNING

cc . Brad Evans
John Hawker
Peter Brooks

