

Town Planning Report

(Amended)

Two side-by-side dwellings development with
associated garages

133 Gower Street,
Preston, VIC 3072

July 2024

 **VIRTUE**
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1.0 INTRODUCTION

This planning submission report has been crafted to request planning permission for the construction of two adjacent dwellings on a parcel of land situated at 133 Gower Street, Preston, VIC 3072. The designated site is positioned on the southern side of Gower Street, approximately 10.5 km from Melbourne City.

The subject site is known as Lot 9 on Plan of Subdivision 012521, 133 Gower Street, Preston, VIC 3072.

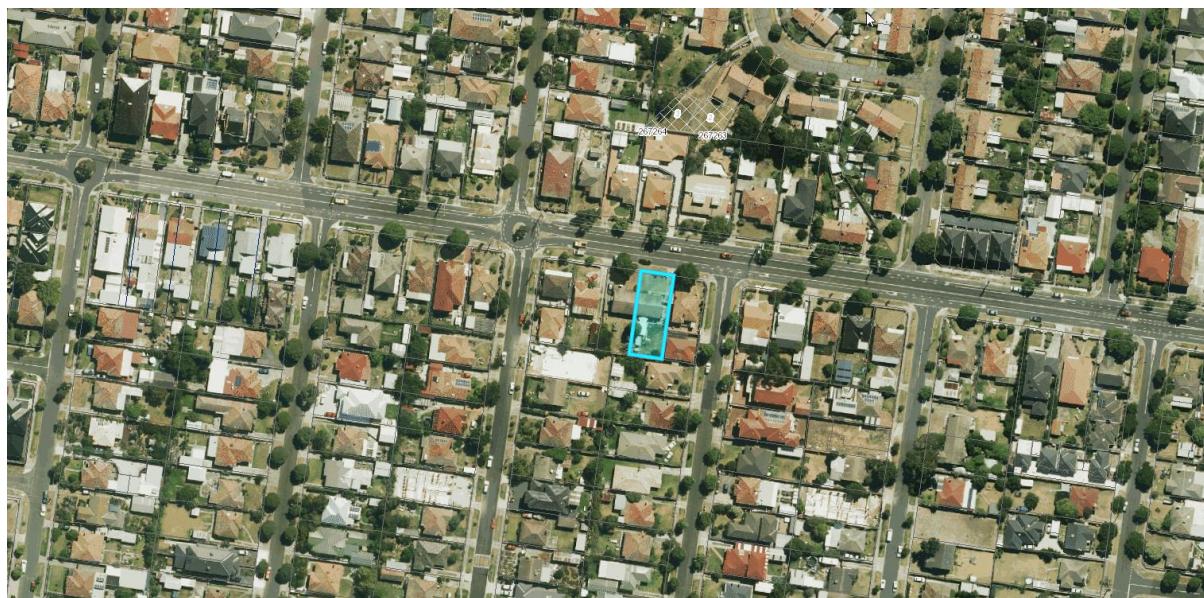


Figure 1: Aerial View (Image Source: <https://mapshare.vic.gov.au/mapsharevic/>)

The specified location is positioned on the southern side of Gower Street and takes the shape of a rectangular plot. It exhibits a frontage along Gower Street that extends approximately 13.72 meters, coupled with a depth of around 30.05 meters. The total area encompassed by the combined site is approximately 481 square meters.

At present, the site features an attached single-story rendered dwelling that is shared with the property at 135 Gower Street, Preston. A gentle slope of 1 meter descends from the front (Gower Street) to the rear boundary. Furthermore, there exists a 1.83-meter easement along the rear boundary of the proposed site. It's noteworthy that the subject site is equipped with a single crossover positioned on the right side, allowing access from Gower Street.



Figure 2: Proposed Site

IMMEDIATE SURROUNDING

The immediate vicinity of the site showcases a diverse array of housing types, including weatherboard houses, brick veneer residences, recently rendered homes, and multi-dwellings. Among these, brick veneer dwellings stand out as the predominant architectural style in the area. This character is consistently observed in various new multi-unit developments, aligning with the proposed development in question.



Figure 3: 126 Gower Street, Preston – Multi-units development



Figure 4: 158 Gower Street, Preston



Figure 5: Two Storey development located at 193 Gower Street, Preston



Figure 3: Two Units development located at 199 Gower Street, Preston

2.0 NEIGHBOURHOOD CHARACTER

The subject site is characterized by a diverse range of dwellings that span traditional to modern styles, featuring a mix of brick, render mix, and tiled roof finishes. Our examination reveals a predominant presence of single and double-story houses in the area, showcasing an evolutionary shift in housing form—from older structures to mid-century brick residences and, more recently, modern decorative brick house designs. Notably, ongoing renovations and new development projects are actively shaping the architectural landscape in the vicinity.

The neighbourhood's character is further enhanced by established gardens surrounding many dwellings, though the quality and density of vegetation exhibit variations. The street layout contributes to an open and spacious ambience, characterised by substantial front setbacks, street tree planting, and lower front fences or the absence of front fencing.

Crucially, the proposed build form aligns seamlessly with the neighbourhood's character. Designed as two side-by-side double-storey dwellings with a tile roof, the development integrates harmoniously into the surroundings, featuring a spacious front yard with the potential for future landscaping enhancements. This approach ensures that the proposed development does not overpower the front facade but rather complements the existing architectural diversity. By utilising a compatible external finish in line with neighbouring properties, the proposed project is poised to blend effortlessly into the existing contextual architecture, preserving the cohesive and distinctive character of the site and its surroundings.



ACCESS TO TRANSPORT, SHOPPING, PARKS ETC

Details of nearby schools.

| | | | |
|---|-----------|------------|---------|
| Northern College of the Arts and Technology | Secondary | Government | 0.92 km |
| Preston High School | Secondary | Government | 0.95 km |
| Preston South Primary School | Primary | Government | 1.04 km |
| Holy Name School | Primary | Government | 1.42 km |
| Preston Primary School | Primary | Government | 1.45km |

OTHER FACILITIES AND SERVICES

| | |
|----------------------------|--------------------|
| Northland Shopping Centre | -1.4 km |
| Preston Market | -1.4 km |
| Summerhill Shopping Centre | -3.0 km |
| La Trobe University | - 5.3 km |
| T W Blake Park | - Walking distance |
| Preston Railway Station | - 1.5 km |
| Regent Railway Station | - 2.8 km |
| Bus Tops | - Walking Distance |

Several recreational facilities, schools and playgrounds are located in this area.

3.0 THE PROPOSAL

The proposed plan involves the demolition of the current two-bedroom attached rendered dwelling and the construction of two side-by-side, two-story residences with attached garages, landscaping, and driveways. The key components of the proposal include:

Construction of Side-by-Side Dwellings:

Two side-by-side dwellings will be erected, each featuring two stories, along with associated garages, landscaping elements, and driveways.

Demolition of Existing Dwelling and Carport:

The existing two-bedroom rendered dwelling are slated for removal as part of the redevelopment plan.

Tree Removal:

Trees situated both at the back and front of the property will be removed.

This proposed redevelopment aims to replace the current structure with a pair of modern residences, complete with garages and landscaping features.

PROPOSED ELEMENTS OF TOWNHOUSES

| UNITS | GROUND FLOOR | FIRST FLOOR |
|------------|---|--|
| Dwelling 1 | Bedroom, Kitchen/Living area, Bath Room, Laundry, Hallway, Porch, Storage, two decks & Single with tandem car space | Master Bedroom with Ensuite, Two Bedrooms, Retreat Area, Hallway & Bath Room |
| Dwelling 2 | Bedroom, Kitchen/Living area, Bath Room, Laundry, Hallway, Porch, Storage, two decks & Single with tandem car space | Master Bedroom with Ensuite, Two Bedrooms, Retreat Area, Hallway & Bath Room |

Details of the application are as follows:

EXISTING & DEMOLITION

All existing buildings will be demolished in this development.

EASEMENT

There is a 1.83 m easement located at the rear of the property.

CROSSOVER & DRIVEWAY

The existing crossover will provide access to Unit 2, and the new proposed crossover will give access to Unit 1.

FRONTAGE AND SETBACKS

The proposed development has an 8.35 m setback from Gower Street and sufficient setback from all the surrounding property boundaries.

HEIGHT

The proposed new dwellings will have a maximum height of under 7.22 m from the existing natural ground level. Refer to the proposed elevations.

ARCHITECTURE

The proposed dwelling's built form and architectural style will respect the neighbourhood dwellings' characteristics in a contemporary way. The form and massing will appear appropriate within the nature of the area.



GARAGE

Both dwellings will have a garage with easy access from Gower Street via existing and proposed crossovers.

P.O.S

All proposed dwellings have sufficient east and south-facing private open spaces with more rear setbacks, which will receive adequate sunlight throughout the day.

FENCE

No front fence is proposed, and there is no change in fences located along the property boundaries.

ENERGY RATING

A qualified assessor will assess the development with First Rate to achieve a minimum six-star Energy Rating in due course.

DEVELOPMENT SUMMARY

The total Site Coverage, which is the total of ground floors, porch, water tanks, decking and garage, is 54%.

The proposed permeability area, which is areas other than site coverage, paving & driveway, is 35%.

Garden area provision is 33%, which satisfies the required standard.

4.0 PLANNING CONTROLS

The site is located within a General Residential Zone 2 (GRZ2) in accordance with Darebin Planning Scheme.



Purpose

- 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.

Under the provisions of the GRZ2, a planning permit is required for the proposed development.

DEVELOPMENT CONTRIBUTIONS OVERLAY – Schedule 1(DCPO1)

The site falls under Development Contributions Overlay.



Purpose

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.

5.0 STATE PLANNING POLICY FRAMEWORK

Clause 11 Settlement

Planning is to anticipate and respond to the needs of existing and future communities through provision of Zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

Clause 15.01-1S Urban Design

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 carparking 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.

COMMENT: The proposal satisfies the objective of the clause.

Clause 15.01-5S Neighbourhood Character

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 values features and characteristics of the local environment and place by emphasising the:

- Pattern of local urban structure and subdivision
- Underlying natural landscape character and significant vegetation.
- Heritage values and built form that reflect community identity.

COMMENT: The proposal responds to existing or preferred neighbourhood character.

Clause 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.

Clause 16.01- 1S Housing supply

Objective is 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-serviced 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.

COMMENT: The proposed site is situated in a well-established area, offering convenient proximity to shopping strips, bus stops, and easy access to the Plenty Valley Highway—all within walking distance. This alignment with local amenities and transportation hubs ensures that the proposal fulfils its intended objectives.

6.0 LOCAL PLANNING POLICY FRAMEWORK

21.01-1 Population & Household

At the 2011 Census of Population and Housing, Darebin's official resident population was 143,057. Growth is forecast at 1.06% per annum to reach 173,980 people by 2031, an extra 30,900 people or 21.6% increase overall. Population growth to date has come predominantly through migration into Darebin from other suburbs in Melbourne and from overseas, and this trend is expected to continue.

21.03 Housing

Incremental Housing Change

Residential and commercial areas that have the capacity to accommodate a moderate level of residential development over time. It is expected that the general character of Incremental Change Areas will evolve over time as new yet modest types of development are accommodated.

Incremental Change Areas generally display one or more of the following characteristics:

- A diversity of housing stock, diversity of lot sizes and a more varied neighbourhood character. Typically areas include some medium density and small apartment development, but the predominant dwelling stock is single to double storey dwellings.
- Have some stand-alone or small clusters of heritage sites, including along strategic corridors, however are generally unaffected by extensive heritage recognition.
- Are located:
 - within an 800 metre walkable catchment of an activity centre
 - generally within an 800 metre walkable catchment of train, tram or SmartBus services.

Certain Incremental Housing Change areas should only be considered suitable for limited scale and density of residential development. These are areas which:

- Are generally outside of an 800 metre walkable catchment to an activity centre, train station, tram route or SmartBus route.
- Have experienced a modest degree of infill residential development which precludes their classification as minimal change areas.

COMMENT: The proposed site is positioned in a incremental housing change zone, strategically situated in close proximity to various essential services.

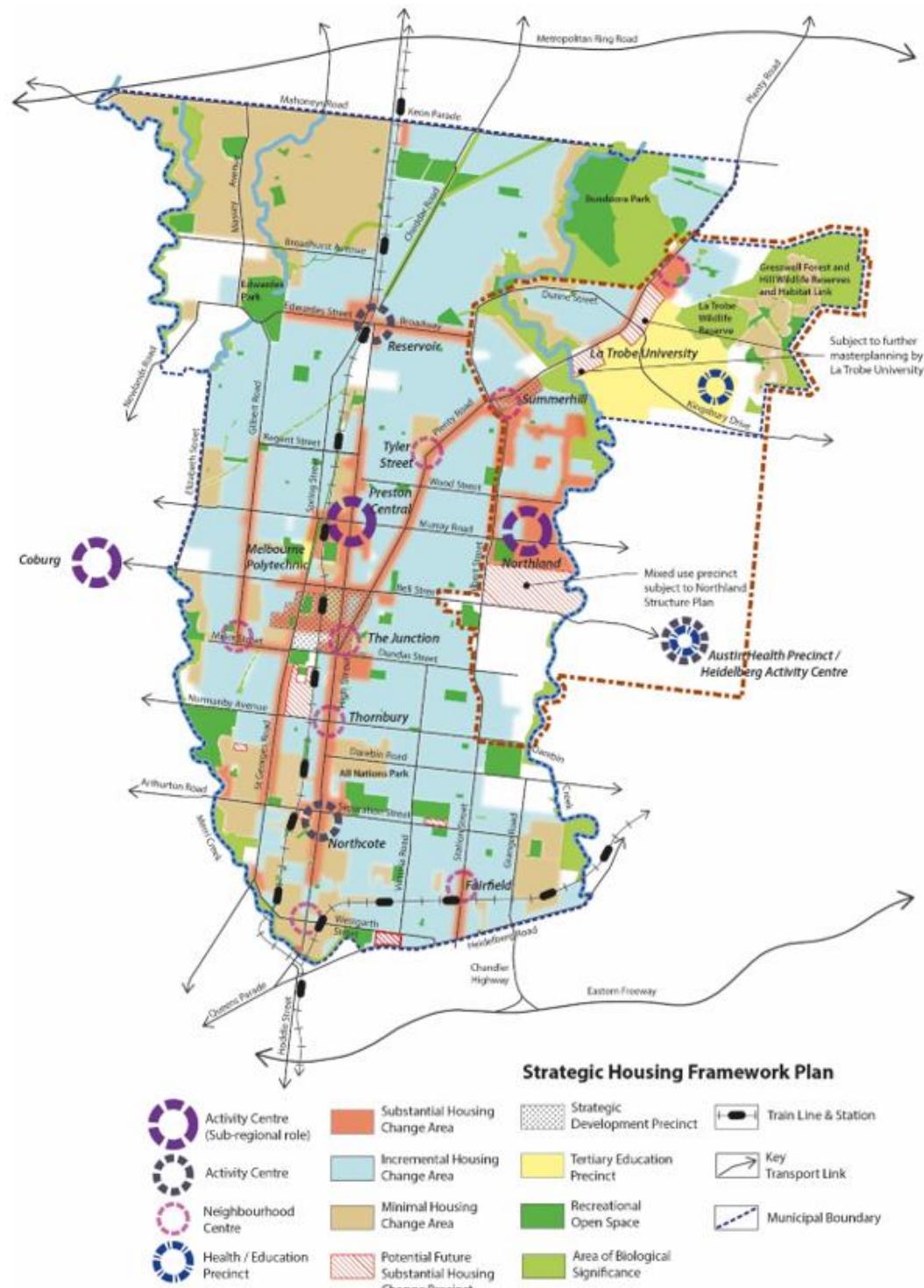


Figure 6: Strategic Housing Framework Plan



7.0 CLAUSE 50 – PARTICULAR PROVISIONS

For the purpose of this application, the relevant sections of the Particular Provisions are:

Clause 52.06 – Car Parking

Objectives

- 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.

COMMENT: In accordance with the stipulations of this clause, the parking requirements dictate one car space for each 2-bedroom dwelling and two car spaces for each three or more-bedroom dwelling. Additionally, one visitor car space is mandated for every 5 or more dwellings. Therefore, the specific needs for this development are as follows:

1. **Both dwellings are equipped with two car spaces each (Single garage and tandem space), adhering to the prescribed standard as outlined in the drawings.**
2. **Given that the proposed development comprises only two dwellings, there is no provision for visitor car spaces, aligning with the scale and design of the project.**

Clause 52.06-9 – Design Standards for Car Parking

Accessways must:

- Be at least 3 metres wide.
- Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.
- Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.
- Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.
- If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction.



- Provide a passing area at the entrance at least 5 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Road Zone.
- Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the Landscaping in those areas is less than 900mm in height.
- For Car Parking spaces refer to design standard 2.

COMMENT: Accessway complies with the standard.

32.08-4 Minimum garden area requirement

| Lot size | Minimum percentage of a lot set aside as garden area |
|---------------------|--|
| 400 - 500 sqm | 25% |
| Above 500 - 650 sqm | 30% |
| Above 650 sqm | 35% |

As the proposed land area is between 400-500 sqm, the regulations necessitate allocating 25% of the total land for use as a garden area. The proposed design, in compliance with this requirement, designates 159 sqm, constituting 33% of the land area, for use as a garden space.

COMMENT: The proposed development meets the minimum requirement of the garden area.



8.0 CLAUSE 55 – TWO OR MORE DWELLINGS ON A LOT AND RESIDENTIAL BUILDINGS

Objectives

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To achieve residential development that respects the existing neighbourhood character or which contributes to a preferred neighbourhood character.
- To encourage residential development that provides reasonable standards of amenity for existing and new residents.
- To encourage residential development that is responsive to the site and the neighbourhood.

Clause 55.01 – Neighbourhood and site description and design response

An application must be accompanied by:

- A neighbourhood and site description.
- A design response.

COMMENT: Please see attached architectural drawings and streetscape photos for details on the neighbourhood and site description and design response.

Clause 55.02 – Neighbourhood Character and Infrastructure

| Standard and Objective | Design Response |
|--|--|
| <p>STANDARD B1</p> <p>Neighbourhood Character</p> <p>Design respects the existing neighbourhood character or contributes to a preferred neighbourhood character.</p> <p>Development responds to the features of the site and the surrounding area.</p> | <p>Complies</p> <p>The overall layout and massing of the proposed project align seamlessly with the surrounding development, showcasing a harmonious integration into the existing neighbourhood. The townhouses' architectural expression is designed to consider both the existing and evolving characters in the local area.</p> <p>Careful attention is given to construction materials, window designs, and roof types, all of which have been curated to enhance and contribute positively to the preferred neighbourhood character. This approach underscores a commitment to architectural harmony and the preservation of the distinctive qualities that define the local area, ensuring that the proposed development is in sync with its surroundings.</p> |

| | |
|--|---|
| STANDARD B2 <i>Residential Policy</i> Residential development is provided in the State Planning Policy Framework, including the Municipal Strategic Statement and local planning policies. Support medium densities where development can take advantage of public transport and community infrastructure and services. | Complies The proposal aligns with both State and Local Planning Frameworks, meeting the established guidelines and regulations. Additionally, the chosen location for the development is situated in a well-established area characterised by robust public transport accessibility and a rich network of community infrastructure and services. This strategic placement further enhances the overall suitability and viability of the proposed project within the existing urban context. |
| STANDARD B3 <i>Dwelling Diversity</i> Encourage range of dwelling sizes and types in developments of ten or more dwellings. | Not applicable. Less than ten (10) dwellings are proposed. |
| STANDARD B4 <i>Infrastructure</i> Provides appropriate utility services and infrastructure without unreasonably overloading the capacity. | Complies Given its location within a well-established area, the proposed development benefits from the ready availability of all necessary reticulated services. Significantly, this minimises the strain on the capacity of existing services and infrastructure, ensuring that the project can seamlessly integrate into the well-supported and efficiently functioning urban environment. |
| Standard B5 <i>Integration with the street</i> Integrate the layout of development with the street. | Complies The proposed development layout is designed to seamlessly integrate with Gower Street, featuring a second crossover to facilitate access to Unit 1. |

Clause – 55.03 Site layout and building massing

| Standard and Objective | Design Response |
|---|---|
| STANDARD B6 <i>Street Setback</i> The setbacks of buildings from a street | Complies The stipulated minimum front setback from Gower Street is set at 8.35 meters. However, |

| | |
|--|---|
| respect the existing or preferred neighbourhood character and make efficient use of the site. | the setback requirements are contingent on the average distance of the setbacks of the front walls of existing buildings on abutting allotments facing the front street, or 9 meters, whichever is lesser. In this case, the average setback of adjoining properties is calculated to be 8.35 meters, and accordingly, provided setback complies the requirement. |
| STANDARD B7 <i>Building Height</i> Height of buildings respects the existing or preferred neighbourhood character. | Complies Proposed: 7.22 metres |
| STANDARD B8 <i>Site Coverage</i> Site coverage should respect the existing or preferred neighbourhood character and responds to the features of the site. | Complies The suggested site coverage stands at 54%, less than the maximum site coverage threshold of 60%. |
| STANDARD B9 <i>Permeability</i> Reduce the impact of increased stormwater run-off on the drainage system and facilitate onsite stormwater infiltration. | Complies The total permeable site coverage is 35 %, which exceeds this standard's minimum requirement of 20 %. |
| STANDARD B10 <i>Energy efficiency</i> Achieve and protect energy efficient dwellings and residential buildings. Ensure the orientation and layout of development reduces fossil fuel energy use and makes appropriate use of daylight and solar energy. | Complies The proposed development is designed and oriented to maximise the use of daylight and solar energy. North-facing windows have been used where possible to habitable rooms and living areas. All proposed SPOS are facing towards the South and west with direct access living areas. |
| STANDARD B11 <i>Open Space</i> Integrate the layout of development with any public and communal open space provided in or adjacent to the development. | Not applicable. |
| STANDARD B12 <i>Safety</i> | Complies The entrances of all proposed townhouses are |

| | |
|---|---|
| Layout to provide safety and security for residents and property. | prominent and obvious within the site. Private spaces will not be used as public spaces. |
| STANDARD B13 <i>Landscaping</i> Encourage development which respects the landscape character of the neighbourhood - Maintains enhances habitat for plants and animals in locations of habitat importance. Provide appropriate Landscaping. Encourage the retention of nature vegetation on the site. | Complies Existing plants and small-scale canopy trees are currently situated in the front and rear setbacks of the current dwelling. However, as part of the construction process for the new dwellings, these trees will be removed. The private open space areas on the ground level of both proposed townhouses are designed to accommodate future planting, providing space for garden trees, shrubs, and small-scale canopy trees. |
| STANDARD B14 <i>Access</i> Ensure vehicle access to and from a development is safe, manageable and convenient. Ensure the number and design of vehicle crossovers respects the neighbourhood character. | Complies Both side-by-side dwellings will have access to their garage off Gower Street using the existing and proposed crossover. |
| STANDARD B15 <i>Parking Location</i> Provide convenient parking for resident and visitor vehicles. Avoid parking and traffic difficulties in the development and the neighbourhood. Protect residents from vehicular noise within developments. | Complies All proposed garages are located with convenient access to dwellings. |

Clause 55.04 Amenity Impacts

| Standard and Objective | Design Response |
|--|--|
| STANDARD B17 <i>Side and Rear Setbacks</i> 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 buildings. | Complies The proposed development is in compliance with the side and rear setbacks specified in the schedule for the zone. |
| STANDARD B18 <i>Walls on boundaries</i> Ensure that the location, length and height of a wall on a boundary respect the existing or preferred neighbourhood character and limits the impact on the amenity of existing buildings. | Complies No boundary wall is proposed in this development. |
| STANDARD B19 <i>Daylight to existing Windows</i> Allow adequate daylight into existing habitable room windows. | Complies All existing neighbouring habitable rooms' windows are well setback from the shared property boundaries. |
| STANDARD B20 <i>North Facing Windows</i> Allow adequate solar access to existing north-facing habitable room windows. | Complies No existing north-face windows would be affected. |
| STANDARD B21 <i>Open Space</i> Ensure buildings do not significantly overshadow existing secluded private open space. | Complies Please refer to the shadow diagrams. The proposed development has minimal overshadow impact on existing secluded private open spaces. |
| STANDARD B22 <i>Overlooking</i> Limit views into existing secluded private open space and habitable room windows. | Complies The proposal is designed to ensure no overlooking of adjoining open space by using a glass balustrade or highlighting windows up to 1m above the floor level. |
| STANDARD B23 <i>Internal Views</i> Limit views into the secluded private | Complies All first-floor habitable rooms have been |

| | |
|--|--|
| open space and habitable room windows of dwellings and residential buildings within a development. | provided with highlighted windows. |
| STANDARD B24 <i>Noise Impacts</i> Contain noise sources in developments that may affect existing buildings, Protect residents from external noise. | Complies Noise sources such as air conditioners will be located away from sensitive areas both within the site and adjacent properties. Habitable rooms in the proposed dwellings are sufficiently separated and buffered from adjoining noise sources. |

Clauses 55.05 Onsite amenity and facilities

| Standard and Objective | Design Response |
|---|--|
| STANDARD B25 <i>Accessibility</i> Consider the people with limited mobility in the design of developments. | Complies External steps have been kept to a minimum. |
| STANDARD B26 <i>Dwelling Entry</i> Provide each dwelling or residential building with its own sense of identity. | Complies The proposed houses entries are identical and readily visible and sheltered. |
| STANDARD B27 <i>Daylight to New Windows</i> Allow adequate daylight into new habitable room windows. | Complies The window placement of all townhouses is designed to ensure adequate daylight into new habitable rooms and living areas. |
| STANDARD B28 <i>Private Open Space</i> Provide adequate private open space for the reasonable recreation and service needs of residents. | Complies Both proposed townhouses consist of more than 40 m ² of private open space and contain SPOS of 25 sqm at the rear of the dwelling, with a minimum dimension of 3 metres and convenient access from living rooms. |
| STANDARD B29 <i>Solar Access to Open Space</i> Allow solar access to into the secluded private open space of new dwellings and residential buildings. | Complies The proposed dwelling's private open space has a southern aspect, having more rear setbacks from the rear boundary, allowing sunlight to reach them without being unreasonably |



| | |
|--|---|
| | overshadowed at particular times of the day. |
| STANDARD B30 <i>Storage</i> Provide adequate storage facilities for each dwelling. | Complies Both houses will have 6m3 of storage within the rear area without disturbing the use of private open space. |
| STANDARD B31 <i>Design Detail</i> Encourage design detail that respects the existing or preferred neighbourhood character. | Complies The proposed facade articulation, window and door proportions, roof forms, verandas, eaves, and parapets are consistent with or do not disturb the existing neighbourhood character. |
| STANDARD B32 <i>Front fences</i> Encourage front fence design that respects the existing or preferred neighbourhood character. | Complies No front fence was proposed for this development. |
| STANDARD B33 <i>Common Property</i> Ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained. Avoid future management difficulties in areas of common ownership. | Complies No common property is proposed for this development. |
| STANDARD B34 <i>Site Services</i> Ensure that site services can be installed and easily maintained. Ensure that site facilities are accessible, adequate and attractive. | Complies Letterboxes will be provided at the front of each dwelling with easy access. Bin and recycling enclosures would be placed in convenient access. |



9.0 CONCLUSION

The proposed development complies with all relevant planning policies and provisions of the Darebin Planning Scheme.

Considered planning policies and provisions are:

1. State Policy Planning Framework
2. Local Policy Planning Framework
3. Housing (Clause 16)
4. Residential Zones (Clause 32)
5. Overlays (Clause 40)
6. Particular Provisions (Clause 50)
7. Two or more dwellings on a lot and residential buildings (Clause 55)

Therefore, **SMART TOWN PLANNING Pty LTD** is seeking council approval to develop two side-by-side dwellings with associated garages and landscapes on the land of 133 Gower Street, Preston, VIC 3072.

PRABA PONNUTHURAI
Principal Town Planner