

## 7.1.4 409 CLAYTON ROAD, CLAYTON USE AND DEVELOPMENT OF A MULTI-STOREY MIXED USE BUILDING AND REDUCTION OF THE CAR PARKING REQUIREMENT (TPA/55255)

<b>Responsible Manager:</b>	Catherine Sherwin, Manager City Planning
<b>Responsible Director:</b>	Peter Panagakos, Director City Development

### EXECUTIVE SUMMARY

This application proposes the construction of a seventeen (17) storey mixed use building comprising of retail, office floor space and 144 residential apartments together with 168 on site car parking spaces. The application also seeks to reduce the statutory car parking requirement.

The application was subject to public notification. Seventeen (17) objections to the proposal have been received.

Key issues to be considered relate to compliance with the built form outcomes of the Clayton Activity Centre Precinct Plan, how the proposal responds to the recent VCAT decision, internal amenity of the residential apartments, amenity impacts to public realm and adjoining properties, adequacy of car parking provision and vehicle access.

This report assesses the proposal against the provisions of the Monash Planning Scheme including the relevant state, regional and local planning policy framework, Clause 58, the adopted Clayton Activity Centre Precinct Plan and issues raised by objectors.

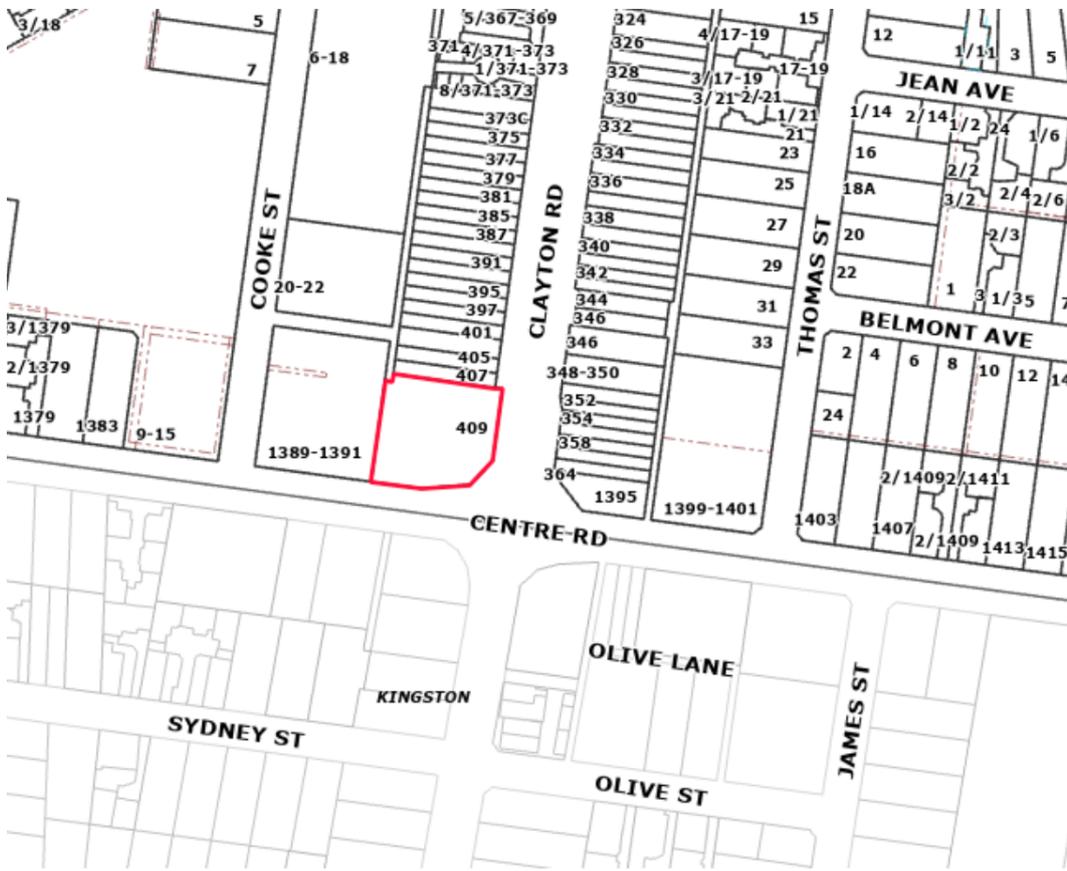
**The reason for presenting this report to Council is the proposed development cost of \$78 Million.**

**The proposed development is considered appropriate having regard to the relevant provisions of the Monash Planning Scheme. It is recommended that Council resolves to issue a Notice of Decision to Grant a Planning Permit, subject to conditions.**

RESPONSIBLE DIRECTOR:	Peter Panagakos, Director City Development
RESPONSIBLE MANAGER:	Catherine Sherwin, Manager City Planning
RESPONSIBLE PLANNER:	Jeanny Lui
WARD:	Oakleigh
PROPERTY ADDRESS:	409 Clayton Road, Clayton
NUMBER OF OBJECTIONS:	Seventeen (17)
ZONING:	Commercial 1 Zone
OVERLAY:	SCO14 & 15

EXISTING LAND USE:	Vacant
RELEVANT POLICY:	<p><b><u>Planning Policy Framework</u></b></p> <p>Clause 11.01-1R - Settlement – Metropolitan Melbourne  Clause 11.02-1S - Supply of Urban Land  Clause 11.03-1S &amp; R - Activity Centres  Clause 13.07-1S - Land Use Compatibility  Clause 15.01-1S&amp;R - Urban Design  Clause 15.01-2S - Building Design  Clause 15.01-4S &amp; R - Healthy Neighbourhoods  Clause 15.01-5S - Neighbourhood Character  Clause 16.01-1S &amp;R - Housing supply  Clause 16.01-2S - Housing affordability  Clause 17.01-1S&amp;R - Diversified Economy  Clause 17.02-1S - Business  Clause 18.01-1S - Land Use and Transport Planning  Clause 18.02-3R - Principal Public Transport Network  Clause 18.02-4S - Roads  Clause 19.03-3S - Integrated Water Management</p> <p><b><u>Local Planning Policy Framework</u></b></p> <p>Clause 21.01 - Municipal Strategic Statement (Introduction)  Clause 21.04 - Residential Development  Clause 21.05 - Economic Development  Clause 21.08 - Transport and Traffic  Clause 21.13 - Sustainability and Environment  Clause 22.03 - Industry and business development and character policy  Clause 22.04 - Stormwater Management Policy  Clause 22.13- Environmentally Sustainable Development Policy</p> <p><b><u>Particular Provisions</u></b></p> <p>Clause 52.06 - Car Parking  Clause 52.29 - Land Adjacent to the Principal Road Network  Clause 52.34 - Bicycle Facilities  Clause 53.18 - Stormwater Management in Urban Development  Clause 58 - Apartment Developments  Clause 65 - Decision Guidelines</p>
STATUTORY (60 DAY) PROCESSING DATE:	16 January 2023
DEVELOPMENT COST:	\$78 million

**LOCALITY PLAN**



**& NEIGHBOURHOOD PLAN**



## RECOMMENDATION

**That Council resolves to issue a Notice of Decision to Grant a Planning Permit TPA/55255 for the use of land for accommodation, buildings and works associated with the construction of a multi storey mixed use building, reduction of the car parking requirement and alteration of access to a road in a Transport Zone 2 at 409 Clayton Road, Clayton subject to the following conditions:**

### Amended Plans Required

1. Before the development starts, amended plans drawn to scale and correctly dimensioned must be submitted to the satisfaction of and approved by the Responsible Authority. When approved, the plans will be endorsed and then form part of the Permit. The plans must be generally in accordance with the plans submitted to Council prepared by Cera Stribley (Revision A dated 30 November 2023) but modified to show:
  - The enclosure door of the substation redesigned to soften its presentation to Centre Road.
  - The left-in/left-out turning restriction at the Centre Road access reinforced by use of physical devices, signs and line-marking within the site.
  - Relocation of the security gate of the driveway to provide at least 6.0m clearance to the edge of the road, or to the satisfaction of Council.
  - Ramp grades details in accordance with Clause 52.06-9 of the Monash Planning Scheme:
    - i. Accessway gradient no steeper than 1 in 10 (10%) within 5 metres of the frontage.
    - ii. Ramp grades (except within 5 metres of the frontage) with:
      - Maximum grade of 1 in 4.
      - Provision of minimum 2.0 metre grade transitions between different section of ramp or floor for changes in grade in excess of 12.5% (summit grade change) or 15% (sag grade change).
    - iii. A passing area at least 6.1m wide and 7m long at the entrance of the property.
    - iv. Compliance of car parking spaces to clearances in Diagram 1 *Clearance to car parking spaces*.
  - The accessible parking spaces designed in accordance with the Australian Standard for *Off-Street Parking for people with disabilities, AS/NZS 2890.6 2022*. The vehicle path to and from each accessible space have a minimum headroom of 2200mm. The headroom above each dedicated space and adjacent shared area shall be a minimum of 2500mm.
  - Removal of the bicycle hoops located within the Clayton Road nature strip.
  - Bicycle parking facilities shall generally follow the design and signage requirements set out in Clause 52.34 of the Monash Planning Scheme and provide a minimum 20% of ground level (horizontal) parking spaces as per AS2890.3:2015.
  - Notation to read "A traffic signal system, including holding lines, is to be installed as per the traffic report, to accommodate turning movements to and from the internal ramps".
  - Notation on the ground floor plan to read "existing redundant vehicle crossings are to be removed and replaced with kerb and channel. The footpath and nature strip are to be reinstated to the satisfaction of Council".
  - Allocation of proposed car parking spaces for the retail, residential and office components.

A Landscape Plan in accordance with Condition 3.  
An amended Waste Management Plan in accordance with Condition 7.  
A Sustainability Management Plan in accordance with Condition 9.  
Changes recommended in the Wind Impact Assessment under Condition 10.  
Changes required to satisfy the Department of Transport and Planning under Condition 27.  
Changes required to satisfy the SRLA under Condition 36 & 38.  
The provision of one loading van space (standard car space dimension) provided for loading and unloading for the retail uses.

All to the satisfaction of the Responsible Authority.

### **Layout not to be Altered**

2. The development and use as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

### **Landscaping Plan**

3. Concurrent with the endorsement of any plans requested pursuant to Condition 1, a Landscape Plan prepared by a Landscape Architect or a suitably qualified or experienced landscape designer, drawn to scale and dimensioned must be submitted to and approved by the Responsible Authority. The Landscape Plan must be generally in accordance with the Landscape Concept Plan prepared by Human Habitats, Revision A dated 15 August 2023 except that the plan must show:
  - a) Detail of the proposed paving;
  - b) Any changes required as a result of Condition 1 of this permit (if required);The location of external lighting (if any); and  
The provision of an in-ground, automatic watering system linked to rainwater tanks on the land servicing the main garden areas,  
all to the satisfaction of the Responsible Authority.
4. Before the occupation of the buildings allowed by this permit, landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority and then maintained to the satisfaction of the Responsible Authority.
5. All landscaping works shown on the endorsed landscape plan(s) must be maintained and any dead, diseased, or damaged plants replaced, all to the satisfaction of the Responsible Authority.
6. An in-ground, automatic watering system linked to rainwater tanks on the land must be installed and maintained to the common garden areas to the satisfaction of the Responsible Authority.

### **Waste Management Plan (WMP)**

7. Concurrent with the endorsement of plans required pursuant to Condition 1, a Waste Management Plan must be submitted to and approved by the Responsible Authority. The plan must be generally in accordance with the Waste Management Plan prepared by One Mile Grid dated 8 August 2023 but modified to show:
- a) Details of the proposal including TPA number, number of level proposed and previous/ existing land use in the introductory section.
  - b) Separated glass recycling service.
  - c) Scaled plans incorporated in the WMP to indicate amenity (screening, odour and noise), cleaning/ washing, accessibility, bin manoeuvrability and all waste streams.
  - d) The actual designed ventilation solution for this development regarding storage of bins.
  - e) Options for bin washing other than to engage private bin washing services (not subject to third party scheduling).
  - f) Clearance height of waste vehicles including ramp gradient.
  - g) Scaled plans incorporated in the WMP to show details of the bin collection area, strategy for bin transfer from storage area to collection point/s including transfer routes and gradients, on-site storage and management of e-waste and clothing recycling bin and collection point, including a coloured legend indicating each bin type in the basement storage area.
  - h) Additional hard waste storage and extra collection with private contractor could be organised by the body-corporate during the initial occupancy period in the event that surplus waste (from typical generation rates) is generated from large packaging.
  - i) A communication strategy for occupiers.

The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

### **Construction Management Plan**

8. Prior to the commencement of any site works (including any demolition and excavation), a Construction Management Plan (CMP) must be submitted to and approved by the Responsible Authority. No works are permitted to occur until the CMP has been endorsed by the Responsible Authority. Once endorsed, the CMP will form part of the permit and must be implemented to the satisfaction of the Responsible Authority. The CMP must address the following issues:
- a) Appropriate measures to control noise, dust and water and sediment laden runoff.
  - b) Appropriate measures for the prevention of silt or other pollutants from entering into the Council's underground drainage system or road network.
  - c) Appropriate measures relating to removal of hazardous or dangerous material from the site, where applicable.
  - d) A plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site so as to prevent material leaving the site and being deposited on Council's road network.
  - e) A program for the cleaning and maintaining surrounding road surfaces.

- f) A site plan showing the location of any site sheds, on-site amenities, building waste storage and the like, noting that Council does not support the siting of site sheds within Council road reserves.
- g) Measures to provide for public safety and site security.
- h) A plan showing the location of parking areas for construction and sub-contractors' vehicles on and surrounding the site, to ensure that vehicles associated with construction activity cause minimum disruption to surrounding premises. Any basement car park on the land must be made available for use by sub-constructors/tradespersons upon completion of such areas, without delay.
- i) A Traffic Management Plan showing truck routes to and from the site.
- j) A swept path analysis demonstrating the ability for trucks to enter and exit the site in a safe manner for the largest anticipated truck associated with the construction.
- k) Appropriate measures to ensure that sub-contractors/tradespersons operating on the site are aware of and adhere to the requirements of the CMP.
- l) The provision of contact details of key construction site staff.
- m) Include a requirement that except with the prior written consent of the Responsible Authority, a requirement that demolition, excavation or construction works must only be carried out during the following hours:
  - Monday to Friday (inclusive) – 7.00am to 6.00pm;
  - Saturday – 9.00am to 1.00pm;
  - Saturday – 1.00pm to 5.00pm (Only activities associated with the erection of buildings that does not exceed the EPA guidelines)
  - No works are permitted on Sundays or Public Holidays except with the prior written consent of the Responsible Authority.

The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with by all contractors to the satisfaction of the Responsible Authority.

### **Sustainability Management Plan (SMP)**

9. Concurrent with the endorsement of plans requested pursuant to Condition 1, an amended Sustainable Management Plan must be submitted to and approved by the Responsible Authority. The plan must be generally in accordance with the Sustainability Management Plan prepared by Ark Resources dated 11 August 2023 but modified to show the development layout in accordance with the amended plans prepared by Cera Stribley (dated November 2023) but amended to include any changes required under Condition 1 of this permit.

The provisions, recommendations and requirements of the endorsed Sustainability Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

### **Wind Impact Assessment**

10. Concurrent with the endorsement of any plan requested pursuant to Condition 1, a Wind Impact Assessment prepared by a suitably qualified Wind Engineer must be submitted to

and approved by the Responsible Authority to ensure no unreasonable wind effects occur around and between buildings on and adjacent to the site.

The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority.

### **Green Travel Plan**

11. Before the use and development commences, an amended Green Travel Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Green Travel Plan will be endorsed and will form part of this permit. The amended Green Travel Plan must be generally in accordance with the Green Travel Plan prepared by One Miles Grid dated 8 August 2023, but modified to include or show:
  - a) Provision of a copy of the 5 year review to Council's City Planning department under Section 6.2, to the satisfaction of the Responsible Authority.

The provisions, recommendations and requirements of the endorsed Green Travel Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

### **Environmental Site Assessment Report**

12. Prior to the commencement of the development, the owner/developer must submit to the Responsible Authority a phase 2 environmental site assessment report prepared by a suitably qualified environmental professional in accordance with the *Potentially Contaminated Land General Practice Note* (Department of Sustainability & Environment June 2005) to the satisfaction of the Responsible Authority. The report must include recommendations as to whether the condition of the land is such that remediation works/management measures are required and whether an Environmental Audit should be conducted, taking into consideration the proposed use. The owner/developer must comply with the findings of the site assessment to the satisfaction of the Responsible Authority including, if required, the preparation of an Environmental Audit.

In the event an Environmental Audit is required, prior to the commencement of construction or carrying out works pursuant to this permit, or any works associated with a sensitive use, or where no works are proposed, prior to the commencement of the permitted use, either:

- a) A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970; or
- b) An environmental auditor appointed under the Environment Protection Act 1970 must make a Statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for the sensitive use.

Where a Statement of Environmental Audit is issued for the land, the buildings and works and the use(s) of the land that are the subject of this permit must comply with all directions and conditions contained within the Statement.

Where a Statement of Environmental Audit is issued for the land, prior to the commencement of the use, and prior to the issue of a Statement of Compliance under the Subdivision Act 1988, and prior to the issue of an Occupancy Permit under the Building Act 1993, a letter prepared by an Environmental Auditor appointed under Section 53S of the Environment Protection Act 1970 must be submitted to the Responsible Authority to verify that the directions and conditions contained within the Statement have been satisfied.

Where a Statement of Environmental Audit is issued for the land, and any condition of that Statement requires any maintenance or monitoring of an ongoing nature, the Owner(s) must enter into an Agreement with Council pursuant to Section 173 of the Planning and Environment Act 1987. Where a Section 173 Agreement is required, the Agreement must be executed prior to the commencement of the permitted use, and prior to the certification of the plan of subdivision under the Subdivision Act 1988. All expenses involved in the drafting, negotiating, lodging, registering and execution of the Agreement, including those incurred by the Responsible Authority, must be met by the Owner(s).

Prior to any remediation works being undertaken in association with an Environmental Audit, a 'remediation works' plan must be submitted to and approved by the Responsible Authority. The plan must detail all excavation works as well as any proposed structures such as retaining walls required to facilitate the remediation works. Only those works detailed in the approved remediation works plan are permitted to be carried out prior to the issue of a Certificate or Statement of Environmental Audit.

Any handling and disposal of contaminated site soil must be in accordance with the requirements of any statement of environmental audit issued for the land, the requirements of the Environment Protection Authority and the Environment Protection Act 1970.

### **Environmental Audit Certificate**

2. A copy of the certificate or statement of Environmental Audit issued for the land must be provided to each owner, under a covering letter which draws attention to any conditions or directions on the Certificate or Statement of Environmental Audit.

The land owner and all its successors in title or transferees must upon release for private sale of each of the lots created (if any) by the subdivision include in the Vendor's Statement pursuant to Section 32 of the Sale of Land Act 1962 annexed to the Contract of Sale for the sale of the land, a copy of the planning permit and relevant plans, Certificate or Statement of Environmental Audit for the land and any management plans or other documentation required to be prepared and adhered to in respect of the land.

### **Ongoing Architect Involvement**

13. As part of the ongoing consultant team, Cera Stribley or an architectural firm which is acknowledged to have comparable skill and expertise to the satisfaction of the Responsible Authority must be engaged to:
  - a) oversee design and construction of the development; and

- b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

### **Affordable/Social Housing Condition**

3. Prior to the commencement of the construction or carrying out of works authorised under the Permit, the owner(s) of the land and the Responsible Authority must enter into an agreement under section 173 of the *Planning and Environment Act 1987* (**Agreement**) providing for the provision of affordable housing including the following:

The owner covenants and agrees to:

provide an affordable housing contribution comprising of no less than 11 dwellings (**Affordable/Social Housing**) authorised under the Permit by way of the following options:

entering into an arrangement with a registered agency established under the *Housing Act 1983* (**Registered Housing Agency**) to lease the Affordable/Social Housing in perpetuity (**Option 1**); OR

transferring ownership of the Affordable/Social Housing to a Registered Housing Agency (**Option 2**);

construct the Affordable/Social Housing on the land in a continuous, proper and workmanlike manner, strictly in accordance with and to the satisfaction of the Responsible Authority:

the plans and specifications endorsed under the Permit;

all applicable laws;

the terms of applicable permits and approvals; and

using all due care and skill;

unless with the prior written consent of the Responsible Authority, the owner must comply with conditions above within 3 months of the last to occur of:

a. registration of the plan of subdivision which creates the Affordable/Social Housing lots; and

b. completion of construction of the Affordable/Social Housing, as signified by the issuing of an occupancy permit or the like under the *Building Act 1993* for last completed construction of the Affordable Housing.

If the owner(s) elected to proceed with Option 2 of Condition 15a) i b, the Registered Agency covenants that:

*the Registered Agency will only use the land for a purpose which is consistent with the following:*

*the owner of the land being a Registered Agency; and  
the provision of Affordable Housing in accordance with the obligations of a  
Registered Agency under Part 8 of the Housing Act 1983 (Vic); and  
it must not transfer the title to the Affordable Housing dwellings to a third party  
other than a Registered Agency.*

The obligations under condition a(i) and b have no end date and run with the land indefinitely.

Upon registration of the Plan of Subdivision for the development, the Agreement required by this condition will end with respect to the Titles of dwellings in the development that are not proposed to be used to provide Affordable/Social Housing and will only remain on Title for the dwellings proposed to provide Affordable/Social housing.

The Agreement must be registered on title at the owner(s) cost. The owner(s) must pay the costs of the Responsible Authority in relation to the preparation, execution and registration of the Agreement on title.

### **Car Parking and Accessways**

14. Before the use starts or any part of the building is occupied, areas set aside for the parking of vehicles and access lanes as shown on the endorsed plans must be:  
Fully constructed.  
Properly formed to such levels that they can be used in accordance with the plans.  
Surfaced with an all-weather sealcoat.  
Drained, maintained and not used for any other purpose.  
Line-marked to indicate each car space and all access lanes.  
all to the satisfaction of the Responsible Authority.
15. Parking areas and access lanes must be kept available for these purposes at all times.
16. Any modification to the existing vehicle crossovers must be constructed to the satisfaction of the Responsible Authority.

### **Bicycle Parking**

17. No less than 53 bicycle parking spaces to be provided for the development, including 36 resident/staff spaces and 17 visitor spaces.
18. Bicycle parking facilities shall generally follow the design and signage requirements set out in Clause 52.34 of the Monash Planning Scheme.

### **Services and Plant Equipment**

19. All pipes (except down-pipes), fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from external view, to the satisfaction of the Responsible Authority.
20. No equipment, services, architectural features or structures of any kind, including telecommunication facilities, other than those shown on the endorsed plans shall be permitted above the roof level of the building unless otherwise agreed to in writing by the Responsible Authority.
4. Air-conditioning and other plant and equipment installed on or within the buildings must be so positioned and baffled that any noise emitted complies with the appropriate Australian Standards and EPA requirements.
21. Any required fire services, electricity supply, gas and water meter boxes must be discreetly located and/or screened to compliment the development to the satisfaction of the Responsible Authority. Any required services must be clearly detailed on endorsed plans forming part of this permit.

#### **Drainage & Stormwater**

22. The site must be drained to the satisfaction of the Responsible Authority. Stormwater must be directed to the Point of Connection as detailed in the Legal Point of Discharge report. Stormwater must not be allowed to flow into adjoining properties including the road reserve.

#### **Satisfactory Continuation**

23. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.

#### **Department of Transport and Planning Conditions (Ref: PPR 44045/23)**

24. Prior to the endorsement of plans, unless otherwise agreed in writing with the Head, Transport for Victoria, amended plans must be submitted to and approved by the Head, Transport for Victoria. When approved by the Head, Transport for Victoria, the plans must be endorsed by the Responsible Authority and will then form part of the permit. The plans must be drawn to scale with dimensions. The plans must be generally in accordance with the job number 22190 amendments highlighted with revisions, provided with updated revision number/ dates modified to show.
  - i. Splitter Island at Crossover on Centre Road
    - a. Splitter island at crossover
    - b. Appropriate signs and line marking confirming left-in-left-out access only and swept path diagrams showing vehicles can enter and exit the subject site simultaneously from Centre Road.
    - c. 60-degree splays and 3 metre radial turnouts

- d. The removal of redundant vehicle crossings and reinstatement of the existing kerb and channel
  - ii. Bus Stop Works on Centre Road, West of subject site
    - e. Replacement of concreting, construction of new pole and installation of tactile ground surface indicators for bus stop.
    - f. If current kerb height is not 150mm, replacement of kerb to a height of 150mm
    - g. The grade of the new concrete must be between 1: 40 and 1:100
    - h. Design compliant with the Disability Discrimination Act 1992 (Cth)
25. Prior to the occupation of the development, all works outlined on the endorsed plans for the updated bus stop, adjacent subject site on Centre Road and splitter island located at the crossover on Centre Road are to be constructed to the satisfaction the Responsible Authority and at no cost to the Head, Transport for Victoria.
26. Prior to the occupation of buildings and/or works the crossover and driveway are to be constructed to the satisfaction the Responsible Authority and at no cost to the Head, Transport for Victoria.
27. Prior to occupation of buildings and/or works the access lanes, driveways, crossovers and associated works must be provided and available for use and be:
- a. Formed to such levels and drained so that they can be used in accordance with the endorsed plans.
  - b. Treated with an all-weather seal or some other durable surface.
- Driveways must be maintained in a fit and proper state so as not to compromise the ability of vehicles to enter and exit the site in a safe manner or compromise operational efficiency of the road or public safety.
28. Prior to occupation of buildings and works, the redundant crossovers must be removed, and the area reinstated to kerb and channel to the satisfaction of the Responsible Authority, at no cost to the Head, Transport for Victoria.
29. All vehicles must always enter and exit the site in a forward direction.
30. The demolition and construction of the development must not disrupt bus operations on Centre Road without the prior written consent of the Head, Transport for Victoria.
31. Any request for written consent to disrupt bus operations on Centre Road during the demolition and construction of the development must be submitted to the Head, Transport for Victoria not later than 8 weeks prior to the planned disruption and must detail measures that will occur to mitigate the impact of the planned disruption.

32. Any security boom, barrier, gate, garage door, or similar device controlling vehicular access to the premises must be setback a minimum of 7m inside the property boundary to allow vehicles to store clear of Centre Road pavement and footpath.

**Department of Suburban Railway Loop Authority (Ref: SCO15/2023/16)**

SC1 Amended Plans

33. Unless otherwise agreed in writing with Suburban Rail Loop Authority, before the development starts (including demolition and excavation), detailed design drawings, must be submitted to the satisfaction of Suburban Rail Loop Authority. When approved, the plans will be endorsed by the Responsible Authority and will then form part of the permit. The plans must be drawn to scale with dimensions, be generally in accordance with the plans submitted with the application but modified to show:
- a) all excavation and footing details in accordance with the Engineering Report required by Condition **SC3** (Engineering Report) below
  - b) excavation depths for all buildings, structures and retaining walls (including excavation required for services and utilities) to be shown at Australian Height Datum (AHD) on floor plans and elevations;
  - c) foundations and footing designs of all buildings, structures and retaining walls, (including pile designs and associated loadings if applicable).

SC2 Appointment of Engineer

34. Unless otherwise agreed in writing with Suburban Rail Loop Authority, before the development starts (including demolition and excavation) and before the submission of plans under Condition SC1 (Amended Plans), the permit holder must identify a suitably qualified engineer. The engineer will prepare an Engineering Report that will advise on design, management and construction techniques of the development to prevent any impact on Suburban Rail Loop East and associated infrastructure.

SC3 Engineering Report

35. Unless otherwise agreed in writing with the Suburban Rail Loop Authority, before the development starts (including demolition and excavation) and before the submission of plans under Condition SC1 (Amended Plans), an Engineering Report from a suitably qualified engineer must be submitted to and approved by Suburban Rail Loop Authority. The report must outline the design, management and construction techniques to be implemented prior, during and following construction to prevent any impact on Suburban Rail Loop East and associated infrastructure. Once approved, the Engineering Report will form part of the planning permit. All relevant structural and geotechnical issues must be considered, and the report must demonstrate the following:
- a) that the building footings will not compromise the structural integrity of, or damage or displace Suburban Rail Loop East and associated infrastructure. In that case, the following would be considered to satisfy this requirement
    - i. Demonstrating the increase in unfactored loading from the footings and piles, if adopted, at RL 36.8 m AHD beneath the centre of the building does not exceed 50 kPa (unloading from basement excavations should not be included in this assessment). Loadings that would otherwise cause this pressure to be exceeded must be carried to below RL 28.5 m AHD;

- ii. Providing two zones, 13.3 m wide, that are clear of piles across the site from north to south with boundaries to be provided by SRLA.
- b) the piles and building structure will accommodate the ground movement impacts from the SRL tunnelling, as provided by SRLA.
- c) the development and construction methods will appropriately manage and mitigate any impacts from construction vibration on the Suburban Rail Loop East and associated infrastructure.

#### SC4 Compliance with Engineering Report

36. All design, excavation and construction must be undertaken in accordance with the Engineering Report approved under Condition SC3 (Engineering Report) (above), unless alterations or modifications are approved in writing by Suburban Rail Loop Authority.

#### SC5 Alterations not consistent with Engineering Report

37. Where any alterations or modifications to the plans endorsed under Condition SC1 (Amended Plans) are not consistent with the Engineering Report prepared in accordance with Condition SC3 (Engineering Report) (above), the prior written consent of Suburban Rail Loop Authority must be obtained.

#### SC6 Ground Anchors

38. Ground anchors or rock bolts used for the development must not intrude below RL 38.8 m AHD or horizontally into land affected by Special Control Overlay SCO15 unless otherwise agreed in writing by Suburban Rail Loop Authority. Temporary soil anchors may be installed to the satisfaction of Suburban Rail Loop Authority.

#### SC7 Demolition and Construction Management Plan

39. Unless otherwise agreed in writing with Suburban Rail Loop Authority, before development starts (including demolition and bulk excavation), a Demolition and Construction Management Plan must be submitted to the satisfaction of the Suburban Rail Loop Authority. The Demolition and Construction Management Plan must include details of (but not be limited to) management proposals to minimise impacts to Suburban Rail Loop East and associated infrastructure during demolition and construction, and must set out objectives and performance and monitoring requirements for:
- a) the demolition and construction program;
  - b) any demolition, excavation or construction mitigation measures identified in the Engineering Report approved in accordance with Condition SC3 (Engineering Report).
  - c) preferred arrangement for trucks delivering to the land, including delivery and unloading and expected duration and frequency;
  - d) protection of infrastructure to ensure Suburban Rail Loop East and associated infrastructure is not damaged during demolition or construction;
  - e) an outline of requests to occupy public footpaths or roads, Suburban Rail Loop Authority area land or anticipated disruptions to local services;
  - f) management of drainage, effluent, material stockpiles, fencing and hoardings to ensure Suburban Rail Loop Authority area land or Suburban Rail Loop East and associated infrastructure is not used for, or impacted by these activities;
  - g) measures to ensure that all works on the land will be carried out in accordance with

the Demolition and Construction Management Plan.

- h) Risk assessments and management plans to ensure that any piled foundations do not intrude into the zones around the tunnels that are defined by SRLA

SC8 Compliance with the Demolition and Construction Management Plan

40. All demolition and construction works must be carried out in accordance with the approved Demolition and Construction Management Plan. The Demolition and Construction Management Plan must be implemented at no cost to the Suburban Rail Loop Authority

SC9 No damage to infrastructure

41. Unless otherwise agreed in writing with Suburban Rail Loop Authority, the permit holder must ensure that no Suburban Rail Loop East infrastructure, assets or services are damaged or altered as a result of the development. Any damage must be rectified to the satisfaction of the Suburban Rail Loop Authority, at the full cost of the permit holder.

SC10 Boreholes

42. Any boreholes, geotechnical investigations or intrusive ground investigations must be first approved in writing by Suburban Rail Loop Authority. Any submission to Suburban Rail Loop Authority for approval must include, to the satisfaction of Suburban Rail Loop Authority, details of their location and depth, and the methods and management processes that will be adopted to avoid impacts to the Suburban Rail Loop structures.

All boreholes must be backfilled to the satisfaction of Suburban Rail Loop Authority using a grout bentonite mix (3% bentonite) or satisfactory equivalent and in accordance with Southern Rural Water (SRW) licence conditions.

SC11 Commencement of Development

43. No development (including demolition and excavation) may commence until confirmed in writing by Suburban Rail Loop Authority (having regard to Suburban Rail Loop operations in proximity to the subject site). The permit holder must give Suburban Rail Loop Authority at least 10 business days' notice of the expected date of commencement.

**Time for Starting and Completion**

44. In accordance with section 68 of the *Planning and Environment Act 1987*, this permit will expire if one of the following circumstances applies:

- (a) The development is not started before two (2) years from the date of issue.
- (b) The development is not completed before four (4) years from the date of issue.
- (c) The use is not started before 4 years from the date of issue.

In accordance with Section 69 of the *Planning and Environment Act 1987*, the responsible authority may extend the periods referred to if a request is made in writing before the permit expires, or:

within six (6) months afterwards if the development has not commenced; or

within twelve (12) months afterwards if the development has not been completed.

Council and the Victorian Civil and Administrative Tribunal are unable to approve requests outside of the relevant time frame.

## NOTES

- A. This is not a Building Permit. Building Permit approval must be obtained prior to the commencement of the above approved works.
- B. Engineering permits must be obtained for new or altered vehicle crossings works within the Road Reserve and for stormwater connections and these works are to be inspected by Council.
- C. A plan detailing the stormwater drainage and civil works must be submitted to and approved by the Engineering Department prior to the commencement of any works. The plans are to show sufficient information to determine that the drainage and civil works will meet all drainage requirements of this permit. Refer to Engineering Plan Checking on [www.monash.vic.gov.au](http://www.monash.vic.gov.au)
- D. Stormwater is to be detained on site to the predevelopment level of peak stormwater discharge. The design of any internal detention system is to be approved by Council's Engineering Department prior to any stormwater drainage works commencing.
- E. The design parameters for the internal detention system are to be obtained from Council's Engineering Department ([mail@monash.vic.gov.au](mailto:mail@monash.vic.gov.au)).
- F. Stormwater collected on the site from all hard surface areas must not be allowed to flow uncontrolled onto adjoining properties or the road reserve.
- G. No polluted and/or sediment laden stormwater runoff is to be discharged directly or indirectly into Council's drains or watercourses during and after development, to the satisfaction of the Responsible Authority.
- H. An on-site detention system for storm events up to the 1% AEP event to be retained on site for the basement carpark. The detention system for the basement is to be separated from the detention system for the property, which is to be at ground level and discharge by gravity.
- I. No work must be commenced in, on, under or over the road reserve without having first obtaining all necessary approval under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant acts or regulations created under those Acts.
- I. All disused or redundant vehicle crossovers must be removed and the area reinstated with footpath, nature strip, kerb and channel to the satisfaction of the Responsible Authority.
- J. Any works within the road reserve must ensure the footpath and nature's trip are to be reinstated to Council standards.
- K. The full cost of reinstatement of any Council assets damaged as a result of demolition, building or construction works, must be met by the permit applicant or any other person responsible for such damage, to the satisfaction of the Responsible Authority.

- L. All new crossings are to be no closer than 1.0 metre measured at the kerb to the edge of any power pole, drainage or service pit or other services. Approval from the affected service authorities is required as part of the vehicle crossing application process.
- M. Any request for a variation of this Permit shall be lodged with the relevant fee as determined under the Planning & Environment (Fees) Regulations 2016.
- N. Any request for time extension of this Permit shall be lodged with the relevant administration fee at the time the request is made.
- O. Any residents and traders of the approved development will not be entitled to car parking permits for on street car parking.

Department of Transport and Planning Notes:

- P. The proposed development requires works within the road reserve, separate approval under the Road Management Act 2004 for this activity will be required from the Head, Transport. Please contact the Department of Transport and Planning prior to commencing any works.

Department of Suburban Railway Loop Authority Notes:

- Q. All material to be submitted to SRLA must be sent to [infrastructure.protection@srla.vic.gov.au](mailto:infrastructure.protection@srla.vic.gov.au).
- R. Please contact the Suburban Rail Loop Authority on 1800 105 105 or [infrastructure.protection@srla.vic.gov.au](mailto:infrastructure.protection@srla.vic.gov.au) when 'as- constructed' details of the building's footings (and if piled, the piling records) are available, to ensure they are considered as part of the detailed design of SRL East
- S. Should the development be constructed at the same time as SRL East (in this area), communication between the permit holder and the Suburban Rail Loop Authority is critical to coordinate the logistics of both projects. Please contact the Suburban Rail Loop Authority on 1800 105 105 or [infrastructure.protection@srla.vic.gov.au](mailto:infrastructure.protection@srla.vic.gov.au)

## **COUNCIL PLAN STRATEGIC OBJECTIVES**

### **Sustainable City**

Prioritise sustainable transport options, including walking/cycling paths and public transport.

### **Inclusive Services**

Advocate and partner to deliver social and affordable housing in Monash.

## **BACKGROUND**

### **History**

Previous Planning Application TPA/52295

An application was lodged with Council proposing the development of a seventeen (17) storey building for the use of retail, office and residential apartments. The proposed building had a maximum height of 62.13 metres, comprised of 1,479 square metres of retail space, 1,197 square metres of office space and 152 residential apartments. The proposal provided a total of 196 car parking spaces and sought a reduction of 43 car spaces for the commercial component. Car parking provision for the residential apartments satisfied statutory requirements.

This application was refused by Council at its meeting of 25 May 2021, on the following grounds:

The proposal is inconsistent with the objectives and requirements of the adopted Clayton Activity Centre Precinct Plan having regard to building height and scale, streetscape activation, and impacts to the public realm and adjoining properties.

The proposal will result in a poor urban design outcome.

The proposal will detrimentally impact on the streetscape of Clayton Road and Centre Road.

The proposal fails to achieve high quality design and architectural excellence.

The proposal has not been designed to allow for equitable development.

The proposed on-site car parking and bicycle parking provision is not adequate.

The proposed apartments would have a poor level of internal amenity.

The proposal provides a lack of dwelling diversity in layout and size.

#### VCAT Decision

*(D&G Brothers Management Group Pty Ltd V Monash CC (2022) VCAT 288 & D&G Brothers Management Group Pty Ltd V Monash CC (2022) VCAT 1280)*

The applicant lodged an appeal against Council's decision to the Victorian Civil and Administrative Tribunal (VCAT).

Amended plans were circulated by the applicant during the VCAT process, which reduced the building height from 62.13 metres (17-storey) to 52 metres (14-storey), the street wall height from 20 metres (4-storey) to 13.2 metres (3-storey) and reduced the total number of residential apartments from 152 to 142 with changes to building setbacks and internal re-configurations.

The amended proposal sought to reduce the car parking requirement by 30 car spaces for the commercial component. The proposal satisfied the statutory car parking requirement for the residential apartments.

Following the merits hearing in late 2021, the Tribunal issued an order on 18 March 2022 determining that the proposed development should not be approved in its current form, however provided the applicant with an opportunity to prepare an amended plan to modify the building to ensure that the development will not cause shadows to within 4 metres of the property boundary of sites on the eastern side of Clayton Road, at 2pm at the equinox.

More specifically, the Tribunals interim order determined:

- There is a basis to support a taller building on the land given the size of the site, the location and at the entry to the activity centre from the south. Under existing conditions, a building at 10 storeys will be prominent, but over time as the centre develops, and multi-storey buildings emerge, this prominence will diminish.
- A 10-storey building of up to 35 metres would avoid overshadowing of the eastern footpath of Clayton Road before 2pm.
- The Tribunal agreed that there is sufficient reason to support a building of more than 10 storeys. Having considered the submissions and evidence, a 14-storey height was acceptable for this site, subject to the modification to address the impacts on solar access to the public realm.
- The Tribunal considered that a building of 10 or 12 storeys would not stand in sufficient distinction from neighbouring development to reflect the strategic nature of the site or realise the 'opportunity for taller built form to create a strong entrance into the Clayton Road shopping strip'.
- A 14-storey height would achieve the vision of the Clayton Activity Centre Precinct Plan. While it would be a prominent building, it is an acceptable outcome in the site's strategic context.
- The proposed vehicle access to/from Centre Road is acceptable.
- The proposed car parking provision is adequate.

The Applicant submitted amended plans in response to the VCAT order, to demonstrate a modified design response to reduce shadow to the public realm. Council submitted that the modification to the proposal results in a poor response of the building to the site context. The modified proposal also raised other issues regarding the overall architectural appearance and design response, and a poor urban design outcome.

After considering all submissions, the Tribunal issued its direction on 18 November 2022 that no Permit is to be granted for the proposed development. In its final decision, the Tribunal concluded that:

- The amended plan failed to reflect an urban design responsibility inherent in the site, which requires a holistic consideration of the building from all aspect rather than 'take a scalpel to the building' to reduce the overshadowing.
- The amended plans failed to address the design and massing of the proposal. It shows a building that is unbalanced and removal of a substantial section of the building is an unsympathetic and abrupt response which has unacceptably compromised the form and architecture of the structure.
- The architecture of the building is no longer a positive attribute and is poorly resolved. The Tribunal accepts that the modified massing has achieved the specified solar access to the opposite side of the street, however the resultant-built form and architecture is not acceptable.
- The Tribunal concluded that it agrees with the Council's submission that the amended proposal 'results in a poor resolution of the building façade, which appears abrupt, unbalanced and disproportionate to its context'.

[Planning Application TPA/55319](#)

A separate application has been submitted to Council for the temporary use of the currently vacant land as an at-grade public car park. A boom gate will be located near the car park entry, with an online booking and charging access system.

The car park will be accessed via the existing crossing in Clayton Road, and the external boundaries of the site to Clayton Road and Centre Road will be bordered with raised planter boxes. Redundant crossings will all be removed.

The application is currently under consideration and yet to be determined.

### **Site and Surrounds**

The subject site is located on the north-west corner of the intersection of Clayton Road and Centre Road within the Clayton Activity Centre. It is the southern-most property along the commercial strip on Clayton Road. The land is currently vacant and was previously used as a petrol station. The previous building, services and vegetation on the land have been removed. There are four existing vehicle crossovers on Clayton Road and Centre Road.

The subject site is irregular in shape with a frontage (eastern boundary) to Clayton Road of approximately 30.5 metres, a curved boundary including a corner splay extending from Clayton Road to Centre Road of approximately 43 metres, a western boundary of approximately 45.7 metres, and a northern boundary of 48.8 metres, yielding an overall site area of 2,100 square metres.

The site is within the Monash National Employment and Innovation Cluster (MNEIC). The Clayton railway station and the Monash Medical Centre are located approximately 400 and 700 metres to the north of the site.

The built form of the immediate surrounding area can be described as follows:

**North:** To the north is a row of single storey commercial buildings along Clayton Road, which comprise of shops and restaurants. These properties are zoned Commercial 1.

**East:** To the east is Clayton Road which is a major arterial road and zoned Transport Zone 2. The eastern side of Clayton Road contains a row of one to two storey commercial buildings comprising offices, shops and restaurants.

**South:** To the south is Centre Road which is also a major arterial road and zoned Transport Zone 2. The southern side of Centre Road is within the City of Kingston. Directly opposite the subject site are two single storey commercial premises occupied by Beaufort Tyres and Subway.

**West:** To the west is an approximately 7 metre high blank wall of the Coles Supermarket. The supermarket fronts the Cooke Street car park and backs onto Centre Road. This property is also zoned Commercial 1.

An aerial photograph of the subject site and surrounding land can be found attached to this report (Attachment 2).

## PROPOSAL

The proposal to construct a seventeen (17) storey, mixed use development comprising retail, offices and residential is summarised in detail as follows:

<b>Maximum Overall Height</b>	Staggered, varied height up to 56 metres
<b>Number of Storeys</b>	17
<b>Number of Dwellings/ Leasable Floor Area</b>	Retail- 700 square metres (located at ground level) Office- 1,417 square metres (located at first and second floor level) 144 Residential apartments (located on floors 3-15)
<b>Vehicle Access</b>	New vehicle crossover on Centre Road. No access via Clayton Road.
<b>Car Parking</b>	168 spaces within one level of basement, ground level, level 1 & mezzanine level and level 2
<b>Bicycle Spaces</b>	95 spaces within the site + 26 at street level along the street frontage
<b>Materials</b>	Precast concrete, textured concrete, metal balustrades & architectural features, brick cladding, perforated screens, cable trellis system planter and clear glazing

The proposal provides various setbacks to the street interfaces, and the minimum building setbacks are detailed as follows:

	North	East (Clayton Road)	South (Centre Road)	West
<b>Basement</b>	0m	0m	0m	0m
<b>Ground Floor</b>	0m	0.5m	2.5m	0m
<b>Level 1, Mezzanine &amp; 2</b>	0m	0m	0m	0m
<b>Level 3</b>	0m	8.05m	3.5m	4.5m
<b>Level 4 – 10</b>	0m	8.15m	3.5m	4.5m
<b>Level 11</b>	4.5m	8.15m	4.9m	4.5m
<b>Level 12 – 14</b>	4.5m	8.15m	11.7m	4.5m
<b>Level 15</b>	4.5m	8.15m	19.45m	4.5m
<b>Level 16</b>	15.25m	8.15m	19.45m	6.2m

- A total of 168 car spaces are provided within one level of basement, ground level, level 1 & mezzanine level and level 2.
- Vehicle access via a modified crossing on Centre Road.
- Ground level provides a total of 700 square metres of retail floor area, with frontages to Clayton Road and Centre Road.
- Separated commercial and residential pedestrian entries lead to the respective lobbies which are accessed from Centre Road.
- Communal area on level 16 (top floor), including an outdoor terrace and pool. These areas are for the exclusive use of the apartment residents.

- A total of 144 residential apartments comprising:
  - 49 x 1 bedroom
  - 87 x 2 bedroom
  - 8 x 3 bedroom
- A total of 8 of the 144 apartments are for affordable housing, and 3 apartments for social housing (11 apartments in total) are proposed.
- A reduction in the statutory parking requirement of 50 spaces.

Attachment 1 details plans forming part of the application.

## **PERMIT TRIGGERS**

### **Zoning**

The land is zoned Commercial 1 under the provisions of the Monash Planning Scheme.

Pursuant to Clause 34.01 a permit is required for the following:

- Clause 34.01-1: Use of accommodation where the frontage at ground level exceeds 2 metres. The proposed residential pedestrian entry is approximately 3.08 metres in width therefore a permit is required.
- Clause 34.01-4: Construct a building.

No permit is required for use of retail premises or offices within the zone. The proposed community amenities area is limited to residents of the apartments and is in ancillary to the apartment use.

There are no maximum mandatory building height or garden area requirements specified in Clause 34.01 Commercial 1 Zone.

### **Overlay**

#### **Specific Controls Overlay (Schedules 14 & 15)**

The site is affected by Specific Controls Overlay Schedules 14 and 15 (SCO14 and SCO15). The incorporated documents establish controls to facilitate the delivery of the rail and associated infrastructure components of the Suburban Rail Loop East.

Pursuant to Schedule 15, a Planning Permit is required for the construction of a new building if it is:

- i. more than three storeys or has a building height exceeding 11 metres; or
- ii. with a basement that has a finished floor level greater than 3.5 metres below surface level; or
- iii. with a footing founded more than four metres below Surface Level; or
- iv. a building (except Accommodation or Office) that applies a weight above the Surface Level equivalent to an average of greater than 45kpa.

SCO14 seeks to exempt specific works from requiring a permit (works associated with the construction of the suburban rail loop). Therefore, there is no permit trigger under the SCO14.

### **Particular and General Provisions**

#### **Clause 52.06: Car Parking**

Pursuant to Clause 52.06-3 (Car Parking), a permit is required to reduce the number of car parking spaces required under Clause 52.06-5.

The proposal generates a requirement for a total of 218 car parking spaces. As a total of 168 spaces are proposed, a reduction of 50 car spaces is sought. These comprise of 5 spaces for the residential apartments, 17 spaces for the retail premises and 28 spaces for the offices.

#### **Clause 52.29: Land Adjacent to The Principal Road Network**

A permit is required to create or alter access to a road in a Transport Zone 2 pursuant to Clause 52.29-2. The existing crossover onto Centre Road, near the southwest corner of the site is proposed to be altered and all other existing vehicle crossovers on site will be removed as part of this application.

#### **Clause 52.34: Bicycle Facilities**

A permit may be granted to vary, reduce or waive any requirement of Clause 52.34-5 and Clause 52.34-6. The proposal generates a requirement of 57 bicycle parking spaces and a total of 95 spaces are to be provided on the site.

The proposed provision of bicycle parking exceeds the requirements of the Planning Scheme.

#### **Clause 58 (Apartment Developments)**

Provisions within Clause 58 (Apartment Developments) apply to an application to construct an apartment development which is five or more storeys. The residential component of the development generally meets the provisions of Clause 58. Some primary aspects of Clause 58 are discussed in the assessment section below.

#### **Closed Landfill Buffer**

The site is not within the identified buffer of a post closure landfill.

#### **Cultural Heritage Management Plan (CHMP)**

The site is not located within an area identified as having cultural heritage sensitivity.

Attachment 3 details the zoning and overlays applicable to the subject site and surrounding land.

### **CONSULTATION**

Further information was not requested.

Following public notification, Council officers reiterated the concerns about insufficient car parking provision to the residential apartments. The Permit Applicant advised their intention to address the concerns and a formal amendment under Section 57A of the *Planning and Environment Act* was submitted to Council on 1 December 2023. The amended plan shows the following changes:

- Reconfiguration of the car parking layout on level 1, level 1 mezzanine and level 2 to provide additional car spaces, increasing the number of car parking spaces from 147 (as advertised) to 168 spaces.
- Reduction in office floor space on levels 1 and 2.
- Reallocation of car parking spaces to increase the car parking provision for the residential apartments.

This report is prepared based on the amended plans dated 30 November 2023 (Rev A) submitted to Council on 1 December 2023.

The Applicant has been advised that this application was coming to the December Council meeting, and a letter was sent to the Applicant with the details of the Council meeting. The Applicant has also verbally advised that this application is recommended for approval subject to conditions, and an outline of the conditions and the ramifications of the conditions on the proposal has been explained.

### **Public Notice**

The application was advertised in accordance with section 52 of the *Planning and Environment Act 1987* by way of letters sent to the surrounding property owners/occupiers, and one large sign displayed on the each of the street frontages.

Seventeen (17) objections were received. The primary concerns raised in the objections relate to the proposed car parking provision and traffic related issues.

Other issues also raised include concerns regarding:

- Building height and scale.
- Loss of daylight and privacy to nearby residential properties.
- Increase in noise during construction.
- Loss of landscaping.
- Potential use of the apartments for AirBnB.

### **S.57A Amended Plans**

The amended proposal did not result in any changes to the building height, setbacks or built form of the proposed building. The changes are internal to the building and provide for increased car parking allocation to the residential apartments.

The amendments overall are an improvement from the advertised proposal and are not expected to cause any further impacts to the adjoining properties.

On this basis further public notice was not required.

Attachment 4 details the location of objector properties.

## **Referrals**

### **External Referral**

#### Department of Transport and Planning (DTP) (Ref: PPR 44045/23)

The application was referred to the Department of Transport and Planning (DTP) as the application includes alteration of access to a road in a Transport Zone 2, and the proposed residential building (apartments) comprises more than 60 lodging rooms.

The DTP advised that they do not object to the development, subject to conditions requiring a splitter island at the crossover on Centre Road, and replacement of concreting, construction of new pole and installation of tactiles ground surface indicators for the bus stop on Centre Road.

#### Suburban Rail Loop Authority (SRLA) (Ref: SC)15/2023/16)

The application was referred to the SRLA as the subject land is affected by SCO14 and SCO15. The SRLA have no objection subject to a number of conditions.

### **Internal Referral**

#### Strategic Planning

Councils' Strategic division have advised that in principle, a significant mixed use development is appropriate in this location. It is considered that the proposed street wall/podium is a big improvement compared to the previous proposal and it gives a solid base to the building while maintaining a human scale.

While the Precinct Plan allows for a zero lot setback, the irregular lot shape and corner location requires a street façade that creatively responds to its context rather than neatly follows the lot boundary. The proposal has responded to this well.

#### Drainage Engineer

No concerns subject to standard conditions including a stormwater drainage plan to be submitted and the design of the drainage and civil works is to be approved by Council's Engineering Department prior to drainage works commencing.

#### Traffic Engineer

A number of concerns and comments that could be adequately conditioned should a permit issue, have been raised by Council's Traffic Engineers. These include:

- The length (of approximately 5 metres) from the edge of the road to the front of the security gate which is insufficient to allow for suitable clearance to the gate to allow a vehicle to prop without obstructing the road.
- Turning movements into and out of the site are to be restricted to left-in/left-out only. The turning movement restriction is required to be reinforced by use of physical devices, signs and linemarking within the site, which may result in further widening of the driveway access.
- The visitor bicycle spaces located in the naturestrip may have the potential for a pedestrian tripping hazard.

- One loading van space (standard car space dimension) should be provided for loading and unloading for the retail uses.
- The green travel plan is generally satisfactory except that it should include the provision of a copy of the 5 year review to Council's City Planning department under Section 6.2, which could be addressed via permit conditions if one was to issue.

### Waste Services

Council's Waste Management Team requested further detail of the provision for separated glass recycling, waste collection time and a dedicated hard waste storage area during the initial occupation period as it normally generates additional waste from large packaging; an on-site email-waste recycling service, and details of clothing/ textile collections. A revised site plan should also show bin storage areas with washing facilities.

An amended Waste Management Plan will be required as a permit condition should a permit be issued.

### Urban Design Consultant

Independent urban design comments were obtained by Council to assist in the assessment of the proposal, particularly given its proposed scale. The following advice has been provided with respect to the current proposal:

- The proposed massing composition breaks the structure into a series of stepped volumes that range in height from 56 metres at the tallest point down to 40 metres and then to 37 metres.
- This is a design solution that serves to 'anchor' the corner but provides a transition in building mass to the adjoining properties where lower heights preferred in the Clayton Precinct Plan.
- The proposed building resolved to provide a sense of articulation in the massing composition that was not well resolved in the previous application presented to the Tribunal.
- The proposed podium reads as firmly holding the tower on recessed and planted terraces.
- The podium uses a combination of cantilever to provide weather protection to the street and highlight the flowing shapes of the tower balconies.
- The building composition demonstrates the Tribunal's directions in relation to overshadowing to the public realm.

In summary, it is considered that the proposal provides an appropriate urban design response that addresses the concerns previously raised by the Tribunal and makes a considered response to Councils Activity Centre policy framework. It was recommended that should Council determine to grant a planning permit for this development, permit conditions should require the architects to be engaged in the construction process to ensure the design quality and appearance of the development is consistent with the design considered in this application.

## **RELEVANT PLANNING POLICY**

### **Planning Policy Framework (PPF)**

Plan Melbourne Refresh identifies places of state significance and places of local significance. Within the City of Monash, the main place of state significance is the Monash National Employment and Innovation Cluster (MNEIC). National employment and innovation clusters are designated

geographic areas with concentrations of economic activity that currently make major contributions to the national economy and Melbourne's position as a global city and will be supported into the future.

The subject site is located within the MNEIC and is well serviced by public transport. It is located at the southern edge of the Clayton Activity Centre Precinct, and approximately 400 metres from the Clayton Railway Station. In addition, Stage 1 of the Suburban Rail Loop project commenced in June 2022 and proposes a new rail line connecting Melbourne's major employment, health and education precincts and activity centres. There will be a station located near the Clayton Railway Station.

The Planning Policy Framework, including Clause 16.01-2S (Housing Affordability) seeks to increase choice in housing type and deliver more affordable housing closer to jobs, transport and services.

Clause 17.02-1S (Business) encourages development that meets the community's needs and locate commercial facilities in existing or planned activity centres.

Clause 18.02-4S (Roads) requires land to be set aside for car parking which enable easy and efficient use and achieve a high standard of urban design, protect the amenity of the locality including the amenity of pedestrians and other road users.

#### **Local Planning Policy Framework (LPPF)**

Local Planning Policy expands on the state planning vision for the local area. The Strategic Framework Plan at Clause 21.06 (Major Activity and Neighbourhood Centres) identifies the site as being located at the edge of the Clayton Activity Centre.

Table 1 (Hierarchy of Activity Centres in Monash) at 21.06-3 identifies the Strategic Directions for Major Activity Centres encouraging redevelopment and concentration of activity, providing a range of entertainment, arts and restaurant uses, as well as encouraging office uses whilst encouraging active and engaging frontages.

Clause 22.03 (Industry and Business Development Character Policy) is also relevant in the assessment of the proposal. This policy applies to all land within the commercial zones and industrial zones and provides design guidelines to ensure that new development integrates with its context. The subject land is located within a commercial context.

In accordance with the map at Clause 22.03, the subject site is located in Business Character Type 2. The desired future character statement indicates that new development should respect the scale and form of development of the relevant Activity Centre, while providing for appropriate change.

Clause 22.04 (Stormwater Management) applies to all land and seeks to ensure that new development considers stormwater management as part of the design.

Clause 22.13 (Environmentally Sustainable Development Policy) applies to all residential and non-residential developments that require a planning permit. In accordance with Clause 22.13-4, a Sustainability Management Plan (SMP) is submitted with the application.

#### **Commercial 1 Zone (C1Z)**

The purpose of C1Z is to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses; and to provide for residential uses at densities complementary to the role and scale of the commercial centre.

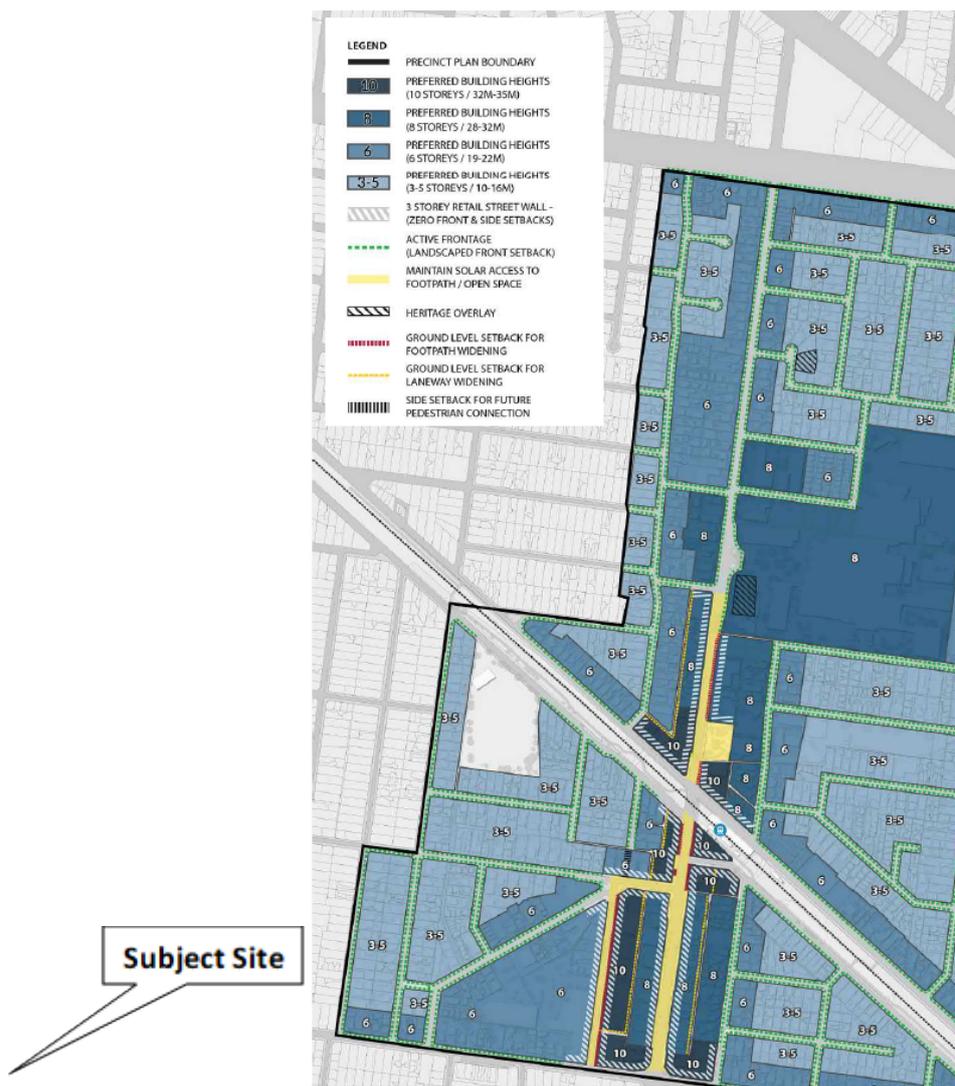
### **Clayton Activity Centre Precinct Plan**

At its meeting on 28 January 2020, Council adopted the Clayton Activity Centre Precinct Plan (CACPP), dated January 2020. The plan is yet to proceed to a Planning Scheme Amendment, but the Precinct Plan articulates what Council would consider as “appropriate change” for the centre as identified in Clause 22.03. The following is an assessment of building height and setbacks against the CACPP.

#### **Building height**

The subject site is located on the southern end of the activity centre, in an area identified for ‘retail/ commercial and mixed use’ (*Figure 8- Clayton Activity Centre Activities and Land Use Plan*). It is located within *Precinct 1- Central Retail*, and is identified as a ‘key redevelopment site’. This site is earmarked for development with a preferred maximum building height of 10 storey or 32-35 metres, whereas the adjoining properties (not being identified as ‘key redevelopment sites’) are earmarked with preferred building heights of 6 and 8 storeys.

#### ***Figure 1 - Extract of Clayton Activity Centre Built Form Plan***



### Street wall and building setbacks

The adopted Precinct Plan includes details of preferred built form outcomes including setbacks.

The adopted CACPP identifies the objective to *create a contemporary and exciting identity for the Clayton Activity Centre through high quality design and architectural excellence*. It contains the following strategies:

- *Excellence in building design so that development responds to the characteristics of the site and its context;*
- *Maximise building height on larger sites where interface issues can be minimised;*
- *Strengthen the sense of place in the Clayton Activity Centre by providing buildings of exemplary architectural quality on prominent sites and in locations adjacent to existing and proposed public space;*
- *Ensure buildings do not overshadow key public spaces such as key commercial areas, street, parks and plazas;*
- *Ensure buildings do not overwhelm the footpaths of retail areas with taller element recessed from the street;*
- *Ensure buildings integrate with and contribute positively to streetscapes and public spaces;*

- *Strengthen the presence of buildings along the entire length of Clayton Road to promote increased interaction between the street, future retail, health and office uses;*
- *Ensure a transition in building height between commercial and residential areas;*
- *Ensure that all development supports a sustainable activity centre thought high ESD standards.*

The CACPP envisages buildings within this precinct to have street walls (zero front and side setbacks) up to three storeys (generally 12-13 metres high), with the upper levels setback a minimum of 5 metres from the front boundary.

## **ASSESSMENT**

### **Land Use- Accommodation**

As noted earlier in the report, a planning permit is required to use the land for accommodation (apartments) as the residential pedestrian frontage at ground level exceeds 2 metres. The subject site, being located within the core of the Clayton Major Activity Centre with excellent access to public transport and is close to existing services, represents an appropriate location where accommodation should be located.

The proposal includes a total of 144 apartments consisting of 49 one-bedroom, 87 two-bedroom and 8 three-bedroom apartments. Among these, a total of 11 apartments are allocated for affordable housing or social housing which makes up 7.6% of the total housing stock.

The provision of affordable housing and dwelling diversity in the form of 1-, 2- and 3-bedroom dwellings meets the strategic framework in Clause 16 (Housing) and Clause 21.04 (Residential Development) in regards to providing long term sustainability housing, walkability to activity centres and public transport, providing for housing affordability and diversity. All apartments are designed to meet the design guidelines of Clause 58 (Apartment Developments) to provide a good level of internal amenity. This is discussed below.

### **Built Form**

#### **Height and Scale**

In the broader strategic sense, the site is suitable to a more intense built form as recommended in the CACPP. The Tribunal's decision *D&G Brothers Management Group Pty Ltd V Monash CC (2022) VCAT 288* stated that the building height of 52 metres in the previous proposal is an appropriate response to the immediate context of the land and meets the outcome envisaged in the CACPP. However the building must be designed to avoid overshadowing the public realm, and achieve high quality architectural and urban design outcome.

In relation to building height, the Tribunal determined:

- *'Having considered the submissions and the evidence, and having had the benefit of a site inspection, our assessment is that a 14-storey height is acceptable for this site, subject to*

*modification to address the impacts on solar access to the public realm. We have reached this conclusion having regard to the location on a prominent corner at the intersection of two main roads, at the entry to the municipality and to a major activity centre from the south, and to the vision for development embodied in the CACPP. Specifically, noting the preferred heights for surrounding land to the east and west along Centre Road, to the north-west along Cooke Street, a building of 10 or 12 storeys will not stand in sufficient distinction from neighbouring development to reflect the strategic nature of the site or realise the ‘opportunity for taller built form to create a strong entrance into the Clayton Road shopping strip’. (Paragraph 33)*

- *‘At 10 storeys it would be consistent with other buildings that are likely to emerge on sites to the west, north-west and east, where this is the preferred height. At 12 storeys, a two-storey differential would not result in the building manifesting in a ‘taller built form’ but, rather, one which would appear as a relatively modest graduation in height. A 14-storey height will achieve the vision of the CACPP with respect to the strategic nature of the site. While it will be a prominent building, it is an acceptable outcome in the site’s strategic context.’ (Paragraph 34)*

Conceptually, a development of approximately 52 metres (14 storeys) is supported by the Tribunal. However, the proposal needs to be designed to achieve high architectural quality outcome, respond to the site context, minimise overshadowing to the public realm and meeting the design guidelines of the CACPP.

The proposed maximum building height of 56 metres including a small projection for services and communal space area on the top level is generally in accordance with the building height supported by VCAT.

The staggering of building heights and stepping of upper level setbacks provide a high quality architectural outcome which avoids a ‘wedding cake’ built form. The shadow plans show that the development will maintain solar access to the public realm, and satisfies the requirements in the CACPP. Additional floor levels have been achieved through a reduction in the street wall and floor to ceiling heights. Level 16 of the development is limited to rooftop services and communal resident amenities (swimming pool and BBQ area). The building is 17 storeys in height and is generally consistent with the acceptable building heights envisaged by the previous VCAT decision relating to the height.

*The figure below shows the previous VCAT building envelope (blue dotted line) and the proposed building envelope*

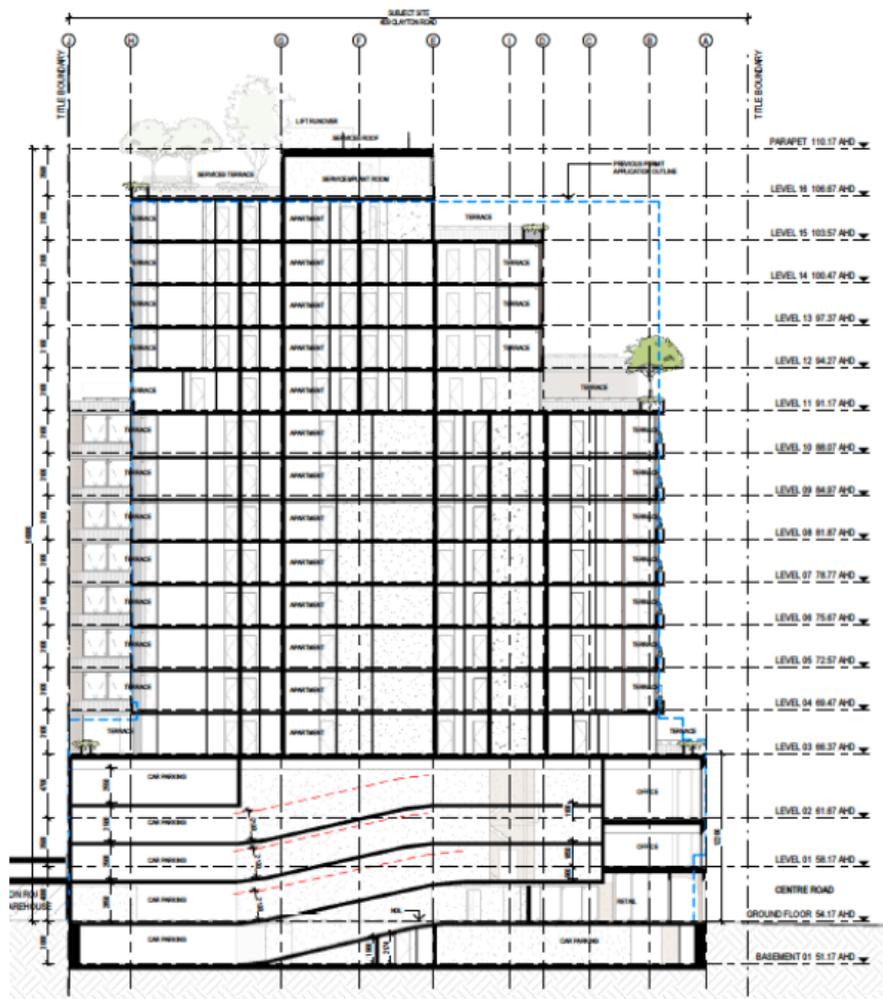


Figure 26 – East-west Section of the Building

### Building Setbacks and Design

The table below shows the design guidelines of the CACPP, in comparison to the proposed development:

	<b>CACPP Requirement</b>	<b>Proposed Development</b>
<b>Street wall height</b>	3 storey (12-13 metres high)	Complies 3 storey (12.2 metres)
<b>Upper level setback from the front of the building (above street wall)</b>	5m from front boundary	The subject site has two street frontages- Clayton Road and Centre Road. Based on the site orientation and street address, Clayton Road is treated as the sites frontage.  Clayton Road- setback complies at 8.05 metres.

		<p>Upper level setbacks minimum of 8.05 metres.</p> <p>Centre Road is effectively the 'sideage', whilst the upper level setback specified in the CACPP does not apply to the side street, it can be used as a reference.</p> <p>Upper levels are setback a minimum of 3.5 metres from the Centre Road boundary, and up to at 19.45 metres at the upper levels. These setbacks are considered acceptable.</p>
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Unlike the initial proposal and the amended proposal considered by VCAT, the proposed building is now designed to contain graduated heights to the upper levels (tower), more substantial setbacks, façade materials and colours to mitigate the perception of visual bulk and mass. The high-quality nature of the architecture creates a highly layered building form and avoids a 'wedding cake' built form outcome.

The proposed ground level is setback 3 metres from the eastern (Clayton Road) property boundary to provide opportunities for pedestrian pavement aligning with the existing footpath on Clayton Road. The extent of the building setbacks from the title boundary to provide for a pedestrian pavement will also create strong sense of address to the development. The retail tenancies at ground level fronting Clayton Road and Centre Road will create an active, transparent and commercial interface with the street, and the separate entrances to the apartments and offices on Centre Road will provide clear sense of address to these two uses, separate to the other commercial premises on Clayton Road.

The proposed tower setback of a minimum of 8 metres from the Clayton Road frontage is significantly greater than the recommended setback of 5 metres in the CACPP. The increased setbacks create a series of slender tower forms towards different interfaces and reduce the visual mass of the building, providing a high level of articulation and visual interest. Terrace spaces are provided along the building edges to provide opportunities for large planters and landscaping to be integrated into the roof of the podium. The variation of setbacks to property boundaries results in high level of articulation to the tower, good level of visual interest and avoids 'sheer' walls on all interfaces.

Furthermore, the 'tower' is setback a minimum of 4.5 metres to the western and northern boundaries, to allow adequate separation between the adjoining properties to address potential future overlooking, access to daylight to the apartments if the adjoining properties were to develop in the future. The proposal meets the objectives to provide for equitable development opportunities.

*Clayton Road (current application)*



*Corner of Clayton Road & Centre Road (current application)*

*Clayton Road (Previous development considered at VCAT)*

*Centre Road (Previous development considered at VCAT)*

### **Detailed Design**

The proposal achieves a high architectural quality with a variety of materials and colours proposed that provide for a good level of articulation and visual interest in all interfaces.

The overhanging of the upper level will provide weather protection on the ground level. The architectural framing element of the podium levels integrates well with the small lot subdivision pattern of the adjoining land and maintains the fine-grain active frontage on Clayton Road.

Clause 58.06-1, 58.06-2 and 58.06-3 seeks ensure communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained. All common property and communal spaces are designed to be appropriately managed and maintained.

Site services are appropriately located within the Centre Road frontage and within the basement. Bin enclosures within the basement are sufficient in size and easily accessible. The proposed substation is located near the western boundary fronting Centre Road, which given the extent of hard paving within this section of the Centre Road frontage it is recommended that the enclosure of the substation should be designed to soften its presentation to the street.

### **External Amenity**

#### Overlooking

Clause 58.04-2 states windows and balconies should be designed to limit views into the private open space and habitable room windows of dwellings within the development.

The upper levels are setback a minimum of 4.5 metres to the western and northern property boundaries providing for equitable development opportunities. The 4.5-metre setback is also sufficient to prevent the need to use window/ balcony screens to prevent overlooking of adjoining properties. Windows and balconies have also been positioned to prevent internal overlooking to other apartments within the development.

#### Overshadowing to adjoining properties

New development should consider its impact on any existing rooftop solar energy systems. In this case there are no impacts to the solar panels on the nearest adjoining property at 9-15 Cooke Street Clayton.

#### Overshadowing impact to the public realm

Objectives and strategies in the CACPP require developments to avoid overshadowing on the eastern and western sides of Clayton Road (to within 4 metres of the property boundary) during the equinox between 10am and 2pm, to protect solar access within the activity centre.

In the VCAT order *D&G Brothers Management Group Pty Ltd V Monash CC (2022) VCAT 288*, the Tribunal supported this rationale and commented that solar access is an important contributor to the amenity of the public realm and should be reasonably protected. The Order concluded that the previous proposal should be redesigned so that *'at 2pm on the equinox, the development will not cast shadows to within 4.0 metres of the property boundary of sites on the eastern side of Clayton Road'*.

The current proposal will result in some overshadowing of the public realm on Clayton Road and Centre Road due to the location of the site, however it meets the performance standard previously set by the Tribunal, and the extent of overshadowing is acceptable. The proposal will result in limited overshadowing impacts on the western side of Clayton Road, with the majority of shadows cast over the Clayton Road and Centre Road intersection and the car parking areas of the uses on the southern side of Centre Road between 9am and 2pm, at the equinox.

The diagrams below show the extent of overshadowing to the public realm

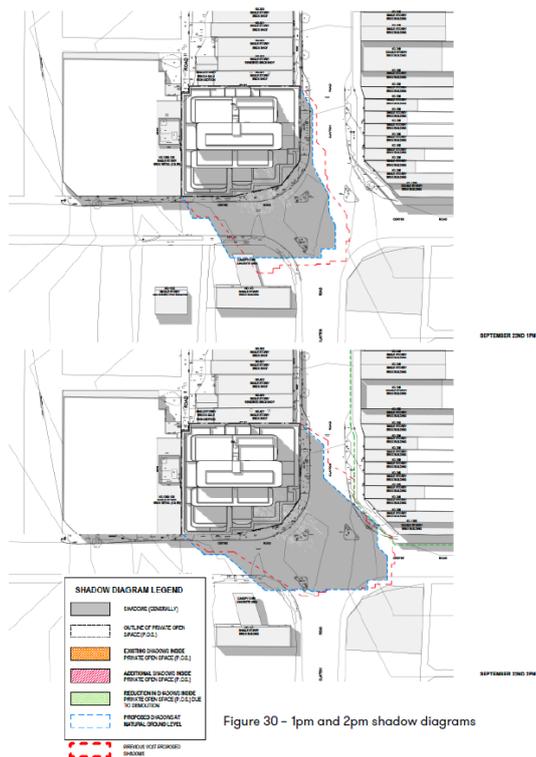


Figure 30 - 1pm and 2pm shadow diagrams

## Wind Impacts

The proposed building is more than double the building height of the adjoining properties and will potentially generate significant wind impacts. A Wind Impact Assessment has not been provided to detail the relevant wind comfort criteria for the footpath, podium terrace and balconies to demonstrate these areas are suitable and safe for sitting, standing and walking. This could be addressed via permit condition.

## On-Site Amenity

### Accessibility

The purpose of the amenity objectives under Clauses 58.05 is to ensure a high level of amenity for both the occupants of the apartments. Standard D18 *Accessibility Objective* requires a minimum of 50% of dwellings proposed to be designed to meet the needs of people with limited mobility. 60% of the proposed apartments have been demonstrated to meet the design standards, providing good level of accessibility.

A development of this scale should provide for reasonable dwelling diversity. Opportunity exists within the development to provide for diversity of housing choices to cater for varied housing choices for families, singles, older people and multi-generational families. The proposed apartments provide for reasonable variation in apartment layouts, composition and orientation, to achieve adequate diversity.

### Private Open Space

Each apartment is provided with a terrace or balconies exceeding the minimum requirement of 8 square metres, meeting the requirement of Standard D20 *Private open space objective*. The terraces/balconies are regular in shape and functional in space. They are accessible directly from the living area of the apartments and will receive adequate solar access. In addition, each apartment is provided with sufficient storage area within the dwelling and car park to meet the requirement of Standard D21 *Storage objective*.

### Access to Daylight

Clause 58.07 seeks to ensure dwellings have functional layout and there will be adequate daylight into habitable rooms.

All bedrooms and living rooms meet the minimum dimension and room sizes in Standard D26 *Functional layout*. The layouts of the apartments are generally adequate in size and functional.

In addition, none of the habitable room exceed a room depth allowed in Standard D27 *Room depth objective* and all windows will receive adequate daylight. Windows have also been designed to provide an acceptable level of ventilation. Approximately 71% of the dwellings achieve cross ventilation which is significantly higher than the required 40% in Standard D29 *Natural ventilation objectives*. All windows are on external walls and do not rely on light wells or saddlebacks.

Clause 58.03-1 states that developments should be designed to achieve energy efficiency. The proposal has been designed to provide adequate setbacks of the residential apartments, to maximise north facing windows/ balconies and receive adequate solar energy.

All habitable rooms of the apartments contain a window/sliding door on the external wall to receive good level of daylight.

Overall, the proposal is considered to provide acceptable site amenity for future residents.

### Communal Open Space

Clause 58.03-2 specifies that a development of 10 or more dwellings should provide a minimum area of communal outdoor open space of 30 square metres. If a development contains 13 or more dwellings, the development should also provide an additional minimum area of communal open space of 2.5 square metres per dwelling or 220 square metres, whichever is lesser. This area may be indoors or outdoors and may consist of multiple separate areas.

The proposal comprising of 144 apartments is required to provide a minimum of 250 square metres of communal open space. A total of 341 square metres is provided at the top level, comprising of 153 square metres of indoor space and 188 square metres outdoor terrace and pool, providing adequate space for communal use exclusively to the residents of the apartments.

There is a large proportion of glazed windows and sliding doors in the indoor communal area to provide adequate daylight and solar access to the area. The outdoor terrace and pool are located to the north side of the building, receiving excellent northern solar access.

### Safety and Access

Clause 58.03-4 requires the layout of the development to be designed to provide for the safety and security of residents and property. Separate entrances are provided to the office and residential uses on the ground level on Centre Road. The proposed ground level setback to Clayton Road allows creation of a pedestrian footpath to align with the existing footpath, which wraps around the corner of Centre Road and leads to the separate entrance of the office (commercial) and residential uses. The entrances are prominent from the street and provide a safe and clearly identifiable sense of address the development.

Clause 58.03-6 and 58.03-7 requires proposals to ensure the number and design of vehicle crossovers respect the urban context and ensures car parking location is designed to allow convenient parking and minimise impacts of vehicular noise. Clause 58.04-3 requires noise sources such as mechanical plants not to be located near bedrooms. The proposal provides a single vehicular crossover at the south-western corner of the site from Centre Road, and removes four existing crossovers along the Clayton Road and Centre Road frontage. The location of the crossover is considered appropriate as it does not interrupt the streetscape of Clayton Road, and provides a sufficient distance from the intersection of Clayton Road and Centre Road to minimise potential traffic conflicts. Accessways have been designed to allow vehicles to enter and exit the site in a forward direction. Council's Transport Engineer and the Department of Transport & Planning have not raised any concerns in relation to the proposed vehicle access or car parking layout.

### Social/Affordable Housing

The proposed development will provide for a total of 11 apartments (approximately 7.6%) of social and affordable housing over 144 apartments. This includes 8 apartments for affordable housing and 3 apartments for social housing. This is consistent with the number of social/affordable housing considered in the previous VCAT hearing.

UrbanXchange has prepared an affordable housing report outlining the need of affordable and social housing and proposed that the social housing will be delivered through a Section 173 Agreement under the Planning and Environment Act 1987, with details of such arrangement to be confirmed through planning permit conditions.

Housing First (social and affordable housing provider) has also provided a letter of interest in securing the social housing apartments.

Social housing provides a valuable and much needed form of housing for people who are amongst the most vulnerable in our community. The development of social housing on this site would accord with the Regional and Local Government Homelessness and Social Housing Group Charter which guides a campaign to address social housing, adopted by Council.

### Landscaping

The proposed ground level setbacks to the Clayton Road and Centre Road boundaries allow provision of planter boxes to improve the landscape interface to the street frontages.

More planter boxes and landscaping are provided at the podium level and the upper levels terraces to allow landscaping to integrate along the building façade. The proposed creepers to balconies will also assist in softening the interface of the podium and the tower to the street.

### **Environmental Sustainability**

A Sustainable Management Plan was submitted as part of the application. The assessment shows that the proposed development achieves an appropriate performance outcomes consistent with the objectives set out in Clause 15.01-2S (*Building design*), Clause 19.03-3S (*Integrated water management*) and 22.13 (*Environmentally Sustainable Development Policy*).

### **Car Parking, Traffic and Access**

#### Car Parking Allocation

The subject site is located within the Principal Public Transport Network (PPTN). The requisite car parking spaces required under Clause 52.06 would be provided as shown in the following table:

<b>Proposed Use</b>	<b>Floor area/ Number of Dwellings</b>	<b>Car spaces required by Clause 52.06 (PPTN)</b>	<b>Proposed car parking allocation</b>	<b>Car parking reduction sought</b>
<b>Retail tenancy</b>	700m <sup>2</sup>	24 spaces (3.5 spaces per 100m <sup>2</sup> of leasable floor area)	7 spaces at 1 space per 100m <sup>2</sup>  (Note VCAT deemed 0.7 spaces per 100m <sup>2</sup> acceptable. The proposed rate is higher)	17 spaces
<b>Offices</b>	1,417m <sup>2</sup>	42 spaces (3 spaces per 100m <sup>2</sup> )	14 spaces at 0.98 spaces per 100m <sup>2</sup>  (Note VCAT deemed 0.87 spaces per 100m <sup>2</sup> acceptable. The proposed rate is higher)	28 spaces
<b>Apartments</b>	144 apartments: 49x 1 bed 87x 2 bed 8x 3 bed	152 spaces (1 space for 1-2 bedrooms; 2 spaces for 3 or more bedrooms  No requirement for visitor car parking)	147 spaces: 1 bed- 49 spaces 2 bed- 87 spaces 3 bed- 11 spaces (shortfall of 5)	5 spaces: 1 bed- no waiver 2 bed- no waiver 3 bed- (5 spaces – 1 per apartment)
<b>Total</b>		<b>218 spaces</b>	<b>168 spaces</b>	<b>50 spaces</b>

A total of 168 car parking spaces are provided within the car park. The above table demonstrates that the proposal seeks to reduce the required car parking provision by 50 spaces. The proposal provides 7 car spaces for the retail tenancies at a rate of 1 space per 100 square metres, slightly higher than the previous proposal of 0.7 space per 100 square metres that the Tribunal considered to be acceptable. With respect to the office component, the office floor area has increased from the scheme considered by VCAT, however the car parking rate for office floor area is slightly higher than the previous accepted rate of 0.87 spaces per 100 square metres. The proposed provision of 14 car spaces at a rate of 0.98 spaces per 100 square metres for office is therefore considered acceptable.

With respect to the residential component, all 1 and 2 bedroom apartments are provided with car parking at the Planning Scheme rate. It is proposed to waive the second car parking space associated with 5 of the 8, 3-bedroom apartments. The provision of a single car parking space for 5 of the 3-bedroom apartments is considered appropriate given the sites location within a Major Activity Centre. This is also outweighed by the benefit of having a greater number of 3-bedroom apartments within the development, noting that only 3, 3-bedroom apartments were provided in the previous scheme.

A car parking demand assessment has been prepared by One Mile Grid which indicates that due to the heavily restricted on-street parking in the vicinity of the site, there is limited opportunity for long-term staff or resident parking in the area. It is not expected that staff without a car space will drive to the site, or residents who require a parking space will not occupy a dwelling without an allocated parking space. In relation to customers, short term public parking is available within the Activity Centre. In addition, a Green Travel plan is provided with the application which target staff and residents within the development aiming to reduce their reliance on vehicular travel.

Council’s Transport Engineer has also advised that given the site is located within the Clayton Activity Centre, it is reasonable to reduce the car parking provision for the 3-bedroom apartments to 1 car space in lieu of the statutory requirement of 2 spaces.

The predicted traffic generation is expected to have a minimal impact on the local traffic network.

Bicycle facilities

Clause 52.34 (Bicycle Facilities) specifies the following requirements for bicycle facilities:

<b>Proposed Use</b>	<b>Clause 52.34 requirement</b>	<b>Floor area</b>	<b>Bicycle spaces required</b>
Retail tenancy	1 space per 300m <sup>2</sup> for employees 1 space per 500m <sup>2</sup> for visitors	700m <sup>2</sup>	3 spaces for employees  2 spaces for visitors
Offices	1 space per 300m <sup>2</sup> for employees 1 space per 1,000m <sup>2</sup> for visitors	1,646m <sup>2</sup>	6 spaces for employees  2 spaces for visitors
Apartments	1 space per 5 dwellings for residents 1 space per 10 dwellings for visitors	144 apartments	29 spaces for residents  15 spaces for visitors
<b>Total Required</b>			53 spaces
<b>Total Provided</b>			95 spaces

<b>Surplus</b>		42 spaces
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The proposal generates a total requirement of 57 bicycle parking spaces, 114 bicycle spaces are proposed within the site and 8 additional visitor spaces are provided on the Clayton Road naturestrip, meeting the requirements of Clause 52.34.

There is concern that the visitor bicycle spaces located in the naturestrip of the Clayton Road frontage may be a potential pedestrian tripping hazard, and Council’s Traffic Engineer recommended that they should be removed. The statutory visitor bicycle parking will still be satisfied with these changes.

**Potential Site Contamination**

AECOM Australia Pty Ltd has prepared an environmental remediation advice for the site (dated 11 August 2023) given that the subject site was a former Petrol Service Station.

The report suggests that additional tasks may need to be undertaken to progress the site towards a residential development and further auditing tasks may be required. Appropriate Permit conditions relating an Environmental Site Assessment and either the issue of a Certificate or an Audit would form a requirement of any permit issued.

**Objections not Previously Addressed**

Construction impacts (noise, dust, traffic)

Disruption during construction is not a long term impact. A Construction Management Plan (CMP) and a Traffic Management Plan (TMP) would form conditions of any approval issued in order to minimise impacts to the local area during construction, including mitigating impacts such as noise and dust, identifying traffic management and truck movements.

Some disruption is inevitable during construction in relation to noise, dust or inconvenience caused by hoarding structures on the footpath. This does not warrant the proposal to be refused, given these are not long term impacts.

Loss of daylight and privacy to nearby residential properties

The shadow plan demonstrates that shadow cast by the proposed building will reach the nearest residential property at 1324 Centre Road Clayton South (opposite side of Centre Road) in the morning, however the shadow will start moving away and no additional shadow will reach this property from 10am. This is considered an acceptable outcome.

Loss of landscaping

The subject site, previously used as a petrol filling station is presently devoid of any vegetation. The proposal includes a landscape plan that will vastly improve the landscape outcome for the site. There is proposed landscaping throughout out the development including planting at street level, planter boxes and vertical planting up the façade and substantive planting to outdoor terraces spaces to soften the development to the streetscape.

Potential use of the apartments for Airbnb

Short-term rental including Airbnb, is a form of accommodation that does not trigger a requirement for a planning permit.

#### **FINANCIAL IMPLICATIONS**

There are no financial implications to this report.

#### **POLICY IMPLICATIONS**

There are no policy implications to this report.

#### **CONSULTATION**

Public notification of the application was carried out in accordance with the requirements of the *Planning and Environment Act 1987*. Details of this notice period, and a response to the concerns raised are addressed in this report under Public Notice and Assessment.

#### **SOCIAL IMPLICATIONS**

Provision of social and affordable housing.

#### **HUMAN RIGHTS CONSIDERATIONS**

There are no human rights implications to this report.

#### **GENDER IMPACT ASSESSMENT**

A GIA was not completed because this policy/program/service does not have a 'direct' and 'significant' impact on the community.

#### **CONCLUSION**

The proposed modified development is generally consistent with the relevant Planning Policy Framework and is appropriate given the site is located in the Clayton Major Activity Centre. The mix of commercial and residential uses are encouraged within the Commercial 1 Zone, and the CACPP. The proposed building height and car parking provision is generally consistent with the previous VCAT determination and the proposal provides high quality architectural outcomes that mitigates the perception of visual bulk and mass, avoids a wedding cake design outcome and provides good level of visual interest to all interfaces.

The street wall heights and upper level setbacks meet the design guidelines of the CACPP and achieves an equitable development outcome. The setback of ground level provides opportunities for a pedestrian footpath that aligns with the existing footpath on Clayton Road, and the podium will provide a transparent active street frontage that enhance the streetscape. Overshadowing the public realm is acceptable and the provision of social and affordable housing will result in net social community benefits.

Overall, the proposal is considered appropriate; and it is recommended that a Notice of Decision to Grant a Permit be issued subject to conditions.

#### **ATTACHMENT LIST**

1. Attachment 1 - Proposed Development Plans - 409 Clayton Rd [7.1.4.1 - 45 pages]

- 
2. Attachment 2 - Aerial Photograph - 409 Clayton Rd [7.1.4.2 - 1 page]
  3. Attachment 3 - Zoning and Overlays Map - 409 Clayton Rd [7.1.4.3 - 1 page]
  4. Attachment 4 - Objector Map - 409 Clayton Rd [7.1.4.4 - 1 page]

PROJECT  
409 CLAYTON ROAD, CLAYTON

PROJECT PHASE  
TOWN PLANNING AMENDMENT

DATE  
NOVEMBER 2023

A CONCEPT BY  
**CERA**  
**STRIBBLEY**



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REV	DATE	REVISION	BY	CHK
A	30.11.23	TP AMENDMENT	AP	KH

**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

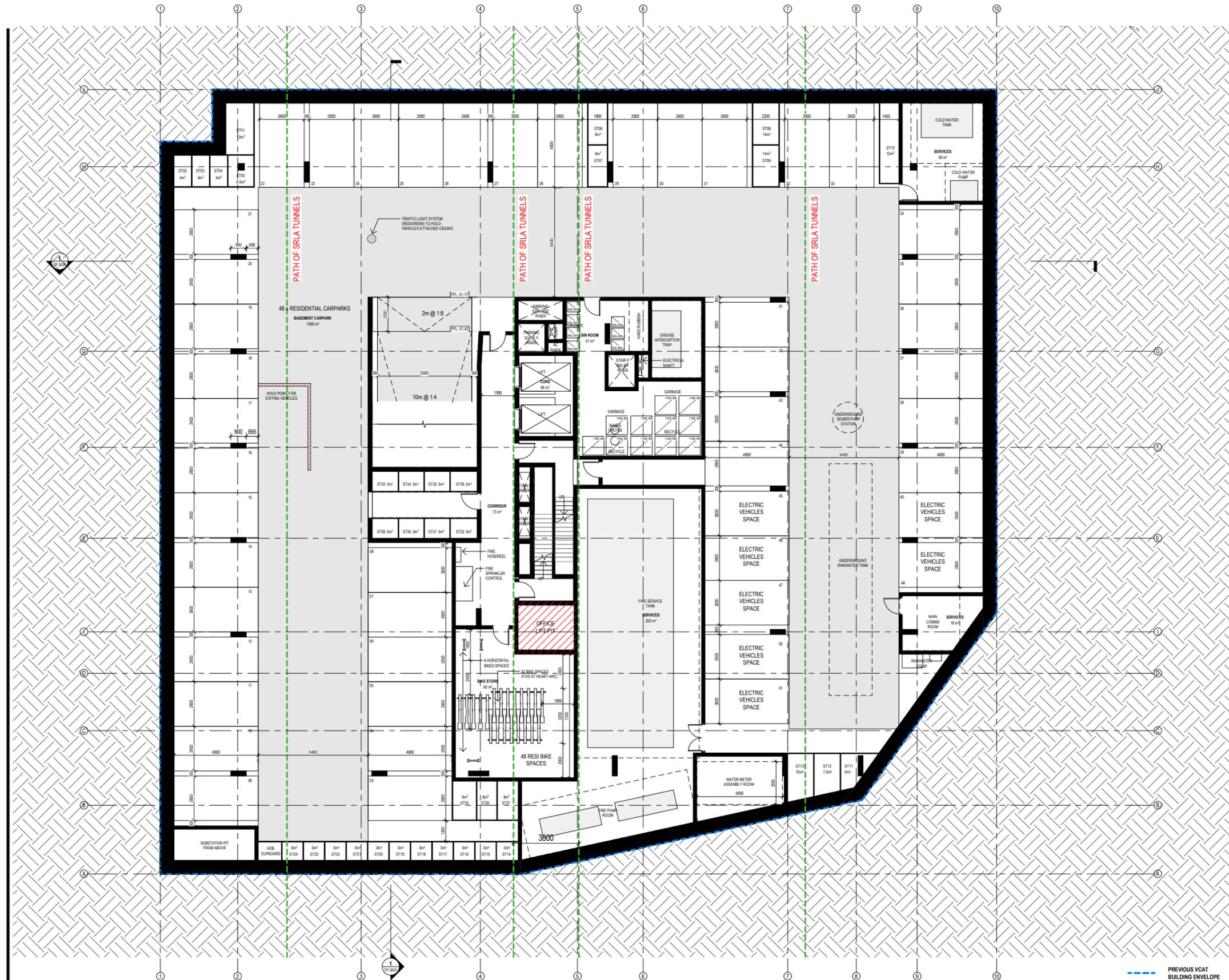
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DATE 30.11.23  
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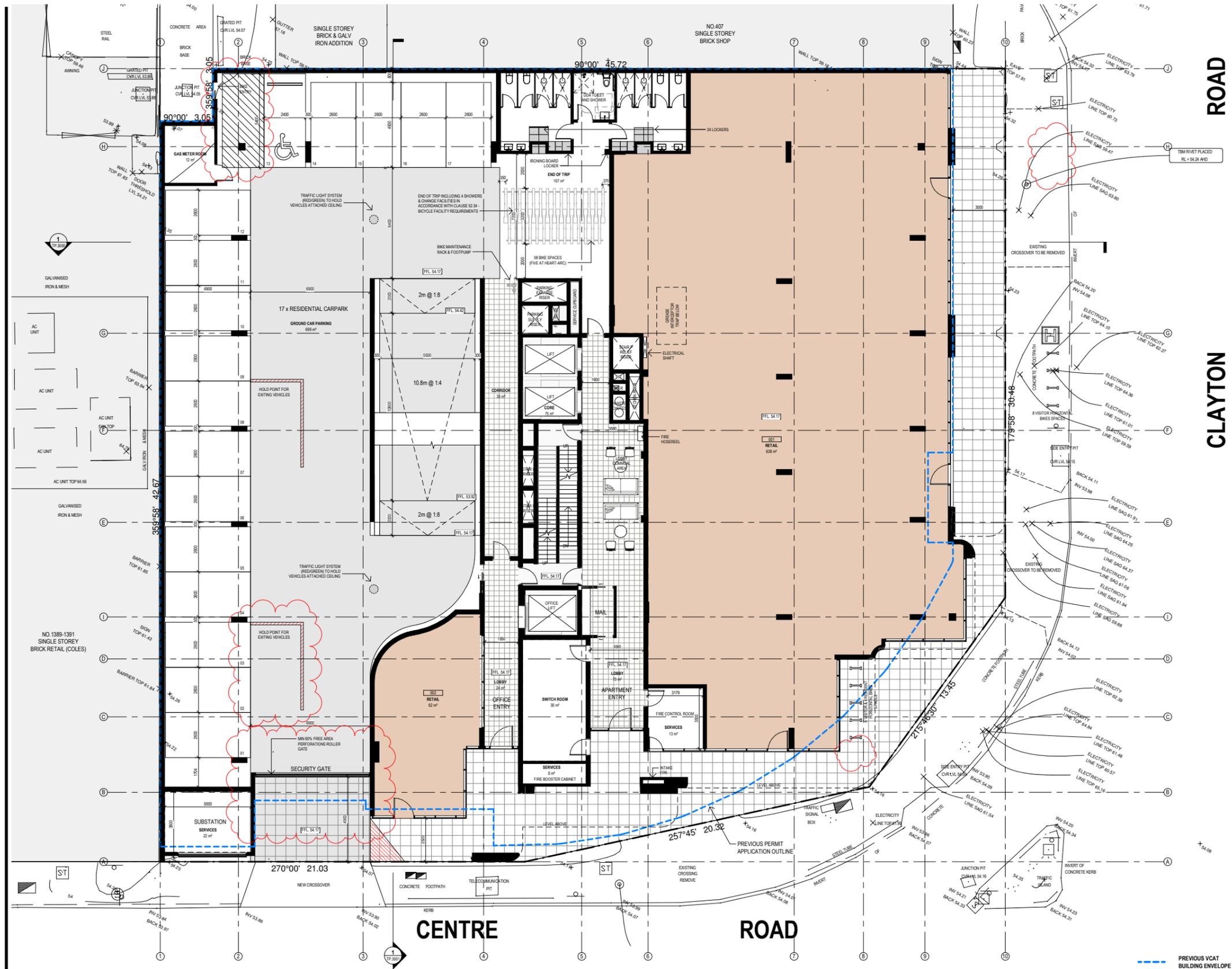
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**BASEMENT 1 PLAN**



TP.1090



--- PREVIOUS VCAT BUILDING ENVELOPE



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A	30.11.23	TP AMENDMENT	JP KH

**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

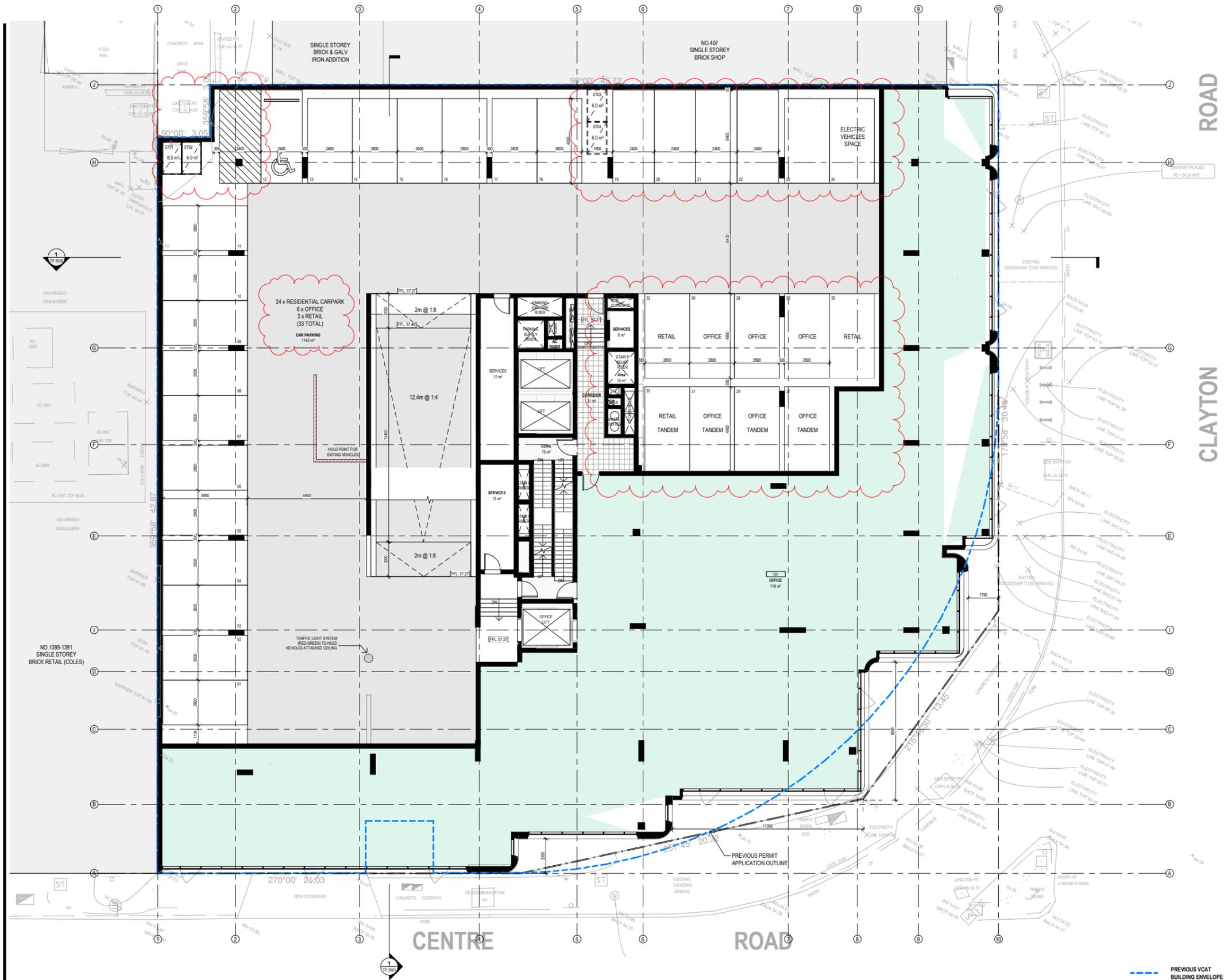
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**DRAWING TITLE**  
**GROUND FLOOR PLAN**



TP:1100



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REV DATE	REVISION	BY	CHK
A	30.11.23	TP AMENDMENT	AP KH

**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

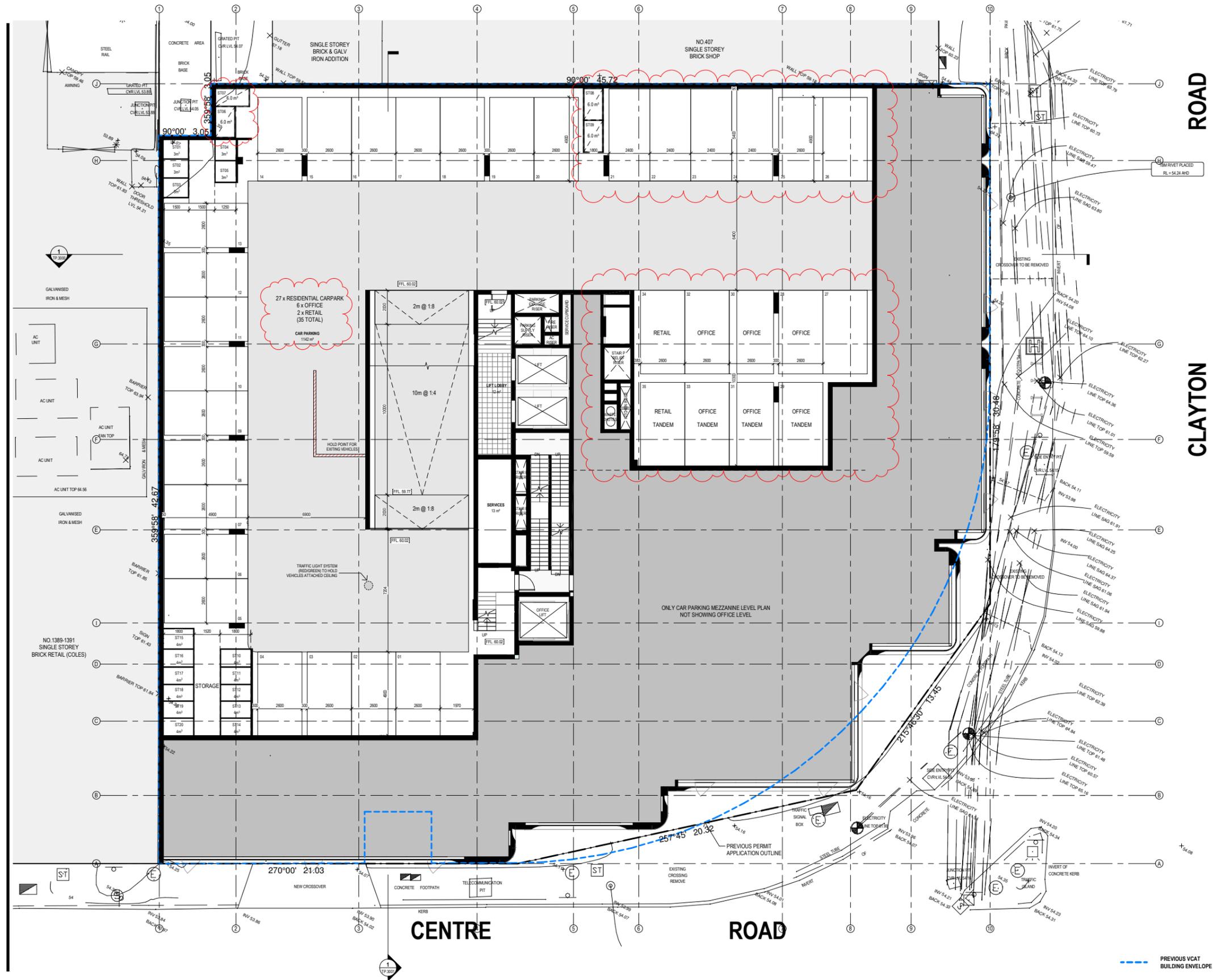
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**DRAWING TITLE**  
**LEVEL 01 PLAN**



TP.1101A



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REV DATE	REVISION	BY	CHK
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**PROJECT**  
CLAYTON ROAD  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

**DRAWING STATUS**  
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DRAWN BY CH  
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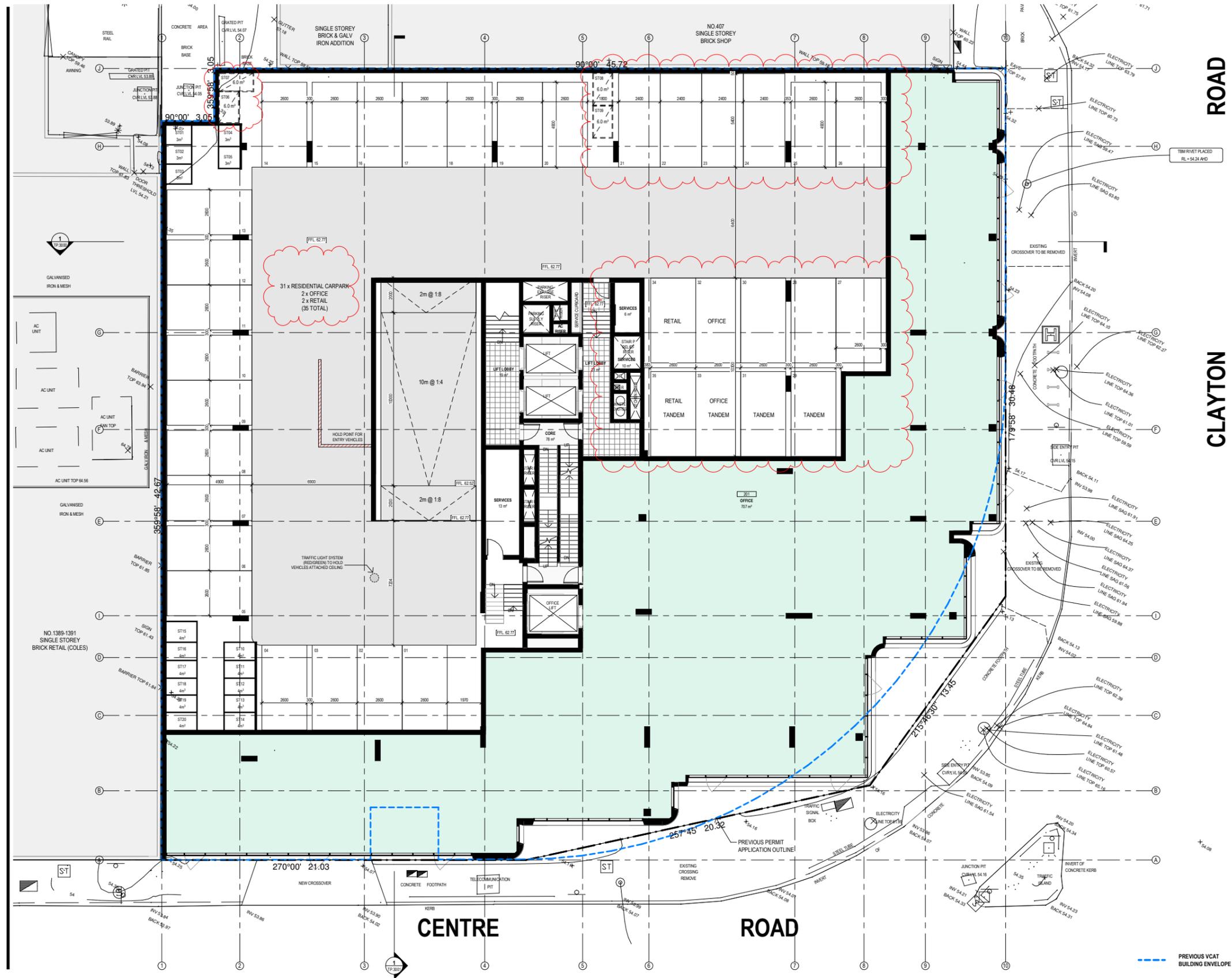
**DRAWING TITLE**  
LEVEL 01 PLAN  
Mezzanine



TP.1101B

CLAYTON ROAD

CENTRE ROAD



# CERA STRIBLEY

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Prahran VIC 3181 AUS

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A	30.11.23	TP AMENDMENT	AP KH

PROJECT  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

DRAWING STATUS  
**TOWN PLANNING**

JOB N° 22190  
REVISION N° A  
DATE 30.11.23  
SCALE 1:100 @ A1  
DRAWN BY CH  
CHECKED BY KH

DRAWING TITLE  
**LEVEL 02 PLAN**

TP.1101C



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A	30.11.23	TP AMENDMENT	AP KH

**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

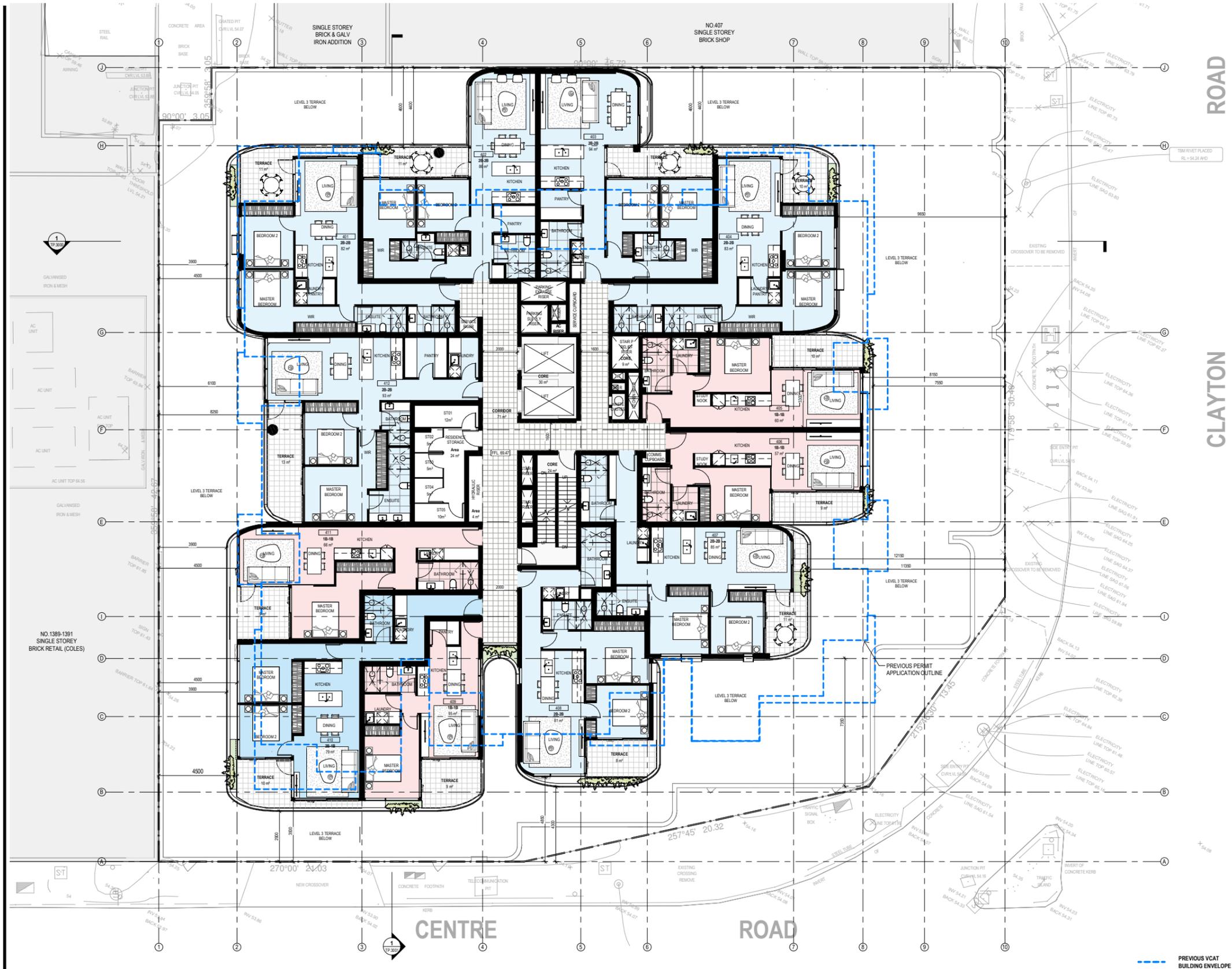
**DRAWING STATUS**  
**TOWN PLANNING**

JOB N° 22190  
REVISION N° A  
DATE 30.11.23  
SCALE 1:100 @ A1  
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**DRAWING TITLE**  
**LEVEL 03 PLAN**



TP.1102



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A	30.11.23	TP AMENDMENT	AP KH

**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

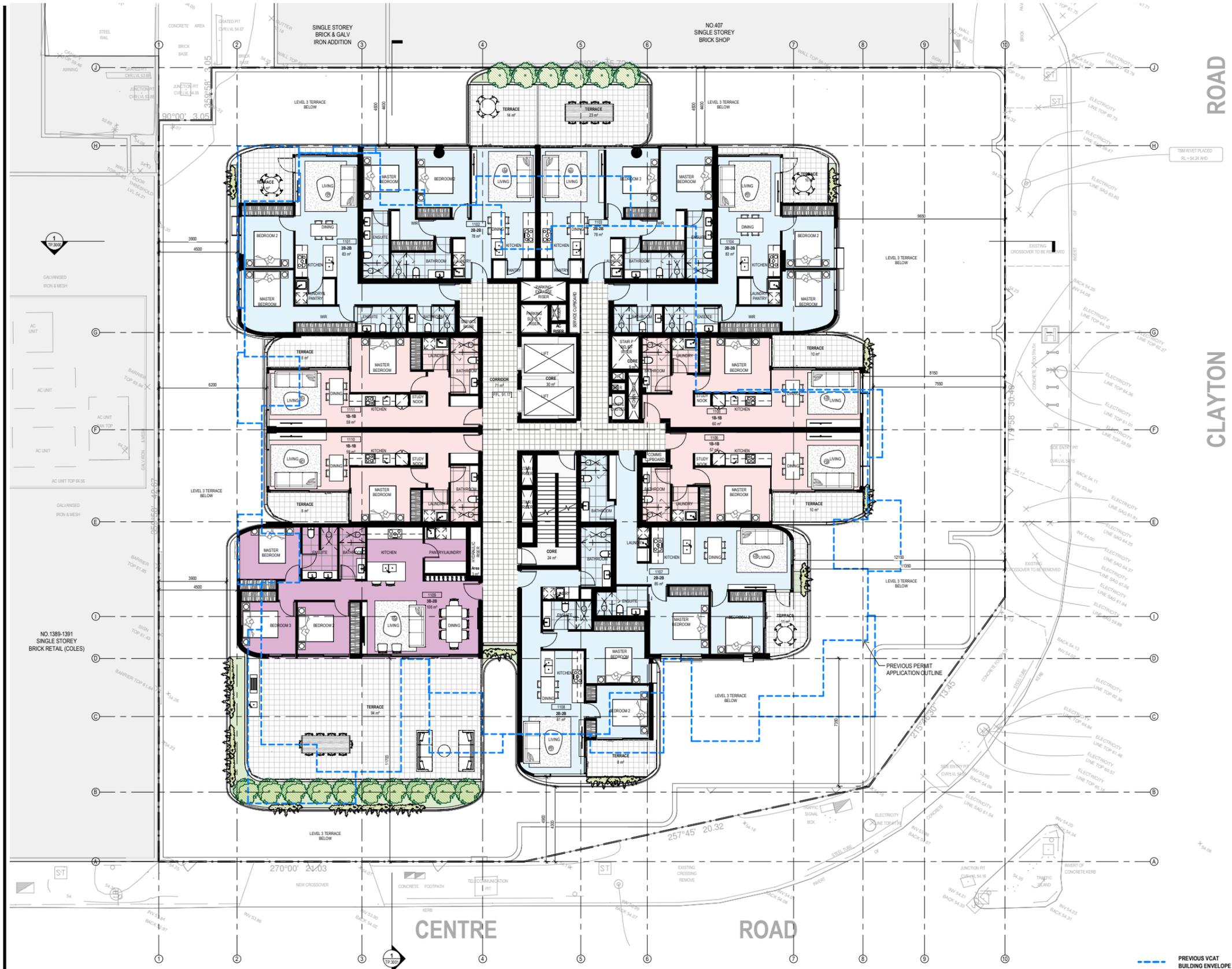
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**TOWN PLANNING**

JOB N° 22190  
REVISION N° A  
DATE 30.11.23  
SCALE 1:100 @ A1  
DRAWN BY CH  
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**DRAWING TITLE**  
**LEVEL 04-10 PLAN**



TP.1103



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**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

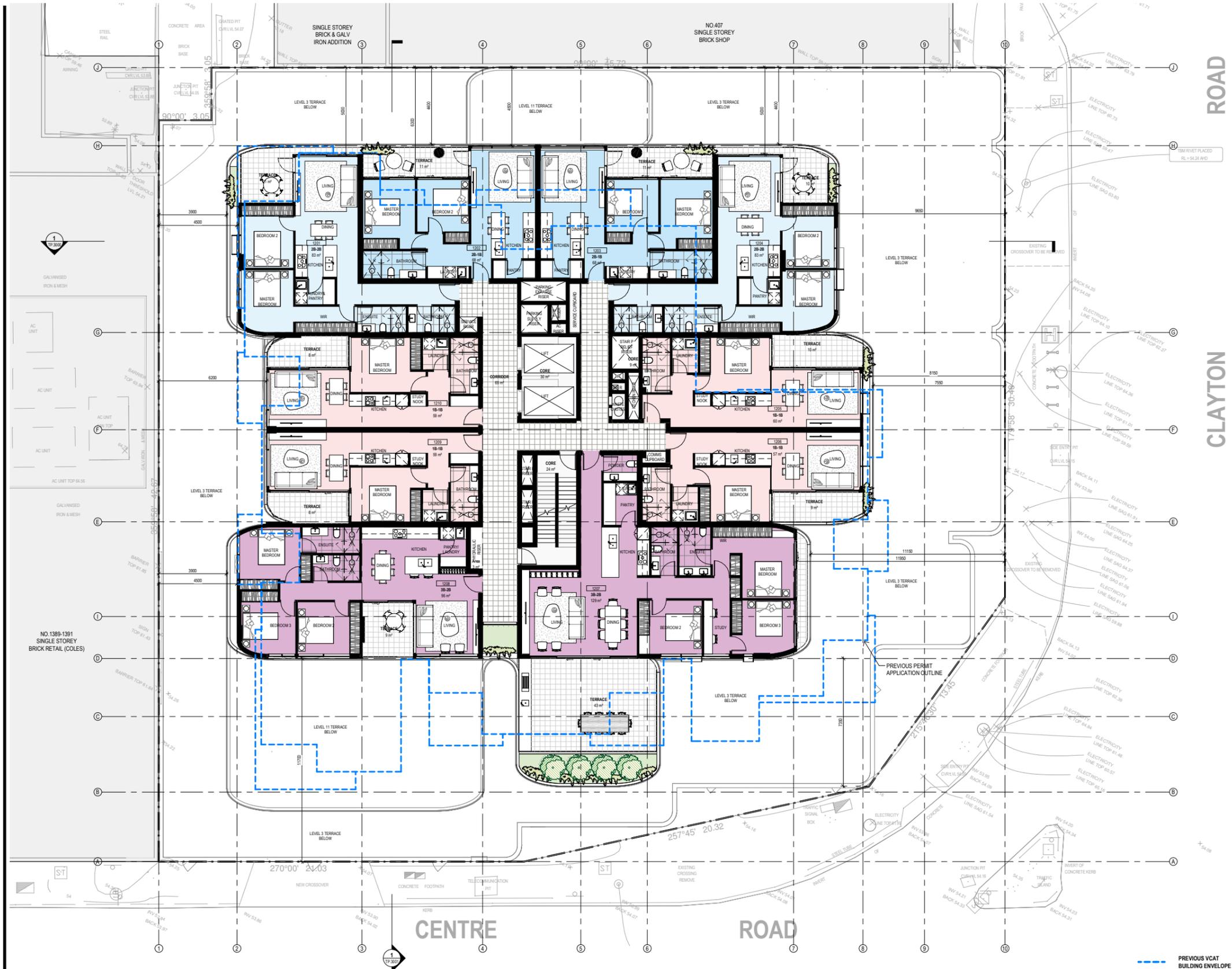
**DRAWING STATUS**  
**TOWN PLANNING**

JOB N° 22190  
REVISION N° A  
DATE 30.11.23  
SCALE 1:100 @ A1  
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**DRAWING TITLE**  
**LEVEL 11 PLAN**



TP.1104



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**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

**DRAWING STATUS**  
**TOWN PLANNING**

JOB N° 22190  
REVISION N° A  
DATE 30.11.23  
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**DRAWING TITLE**  
**LEVEL 12 PLAN**



TP.1105



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A	30.11.23	TP AMENDMENT	AP KH

**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

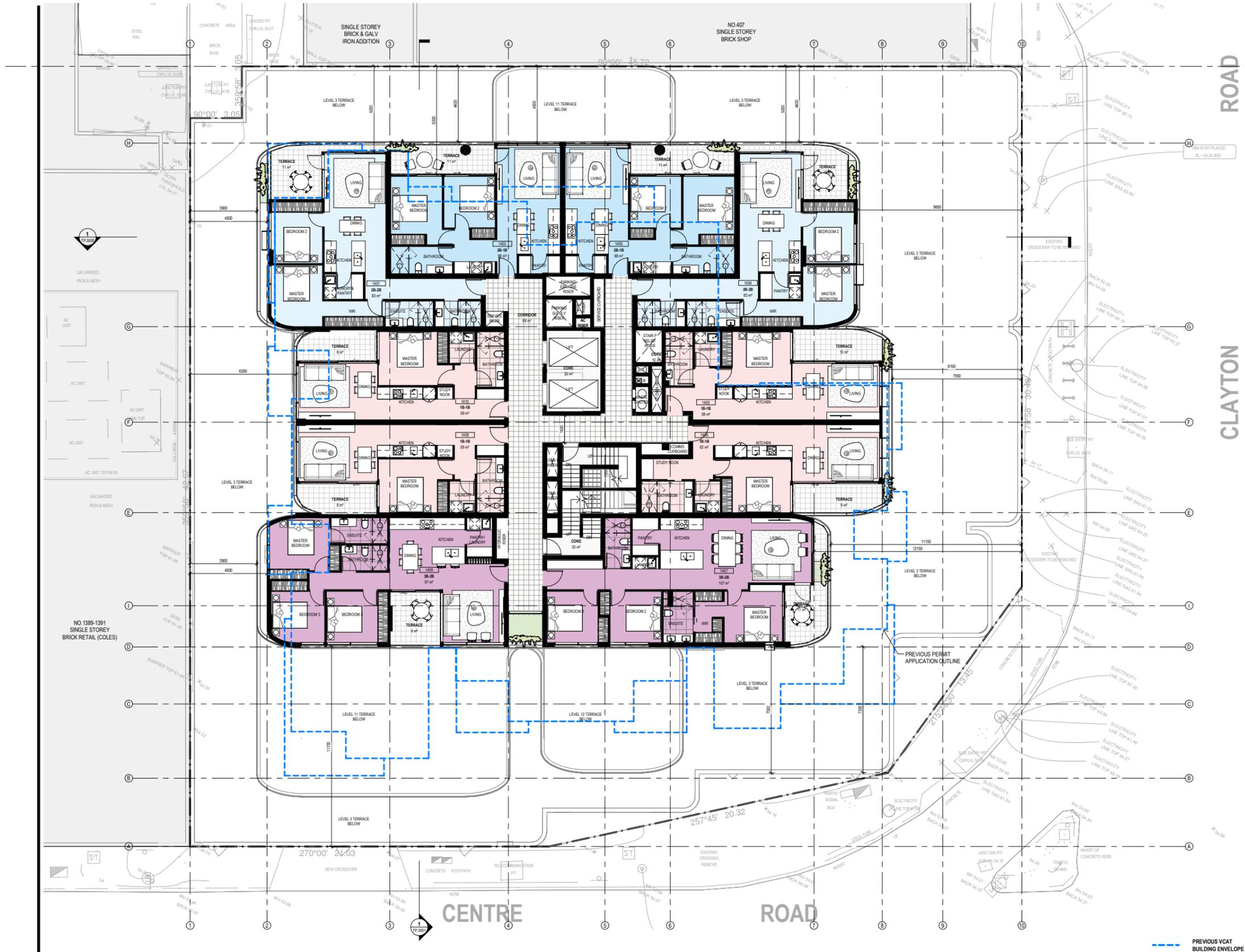
**DRAWING STATUS**  
**TOWN PLANNING**

JOB N° 22190  
REVISION N° A  
DATE 30.11.23  
SCALE 1:100 @ A1  
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**DRAWING TITLE**  
**LEVEL 13 PLAN**



TP.1106



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**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

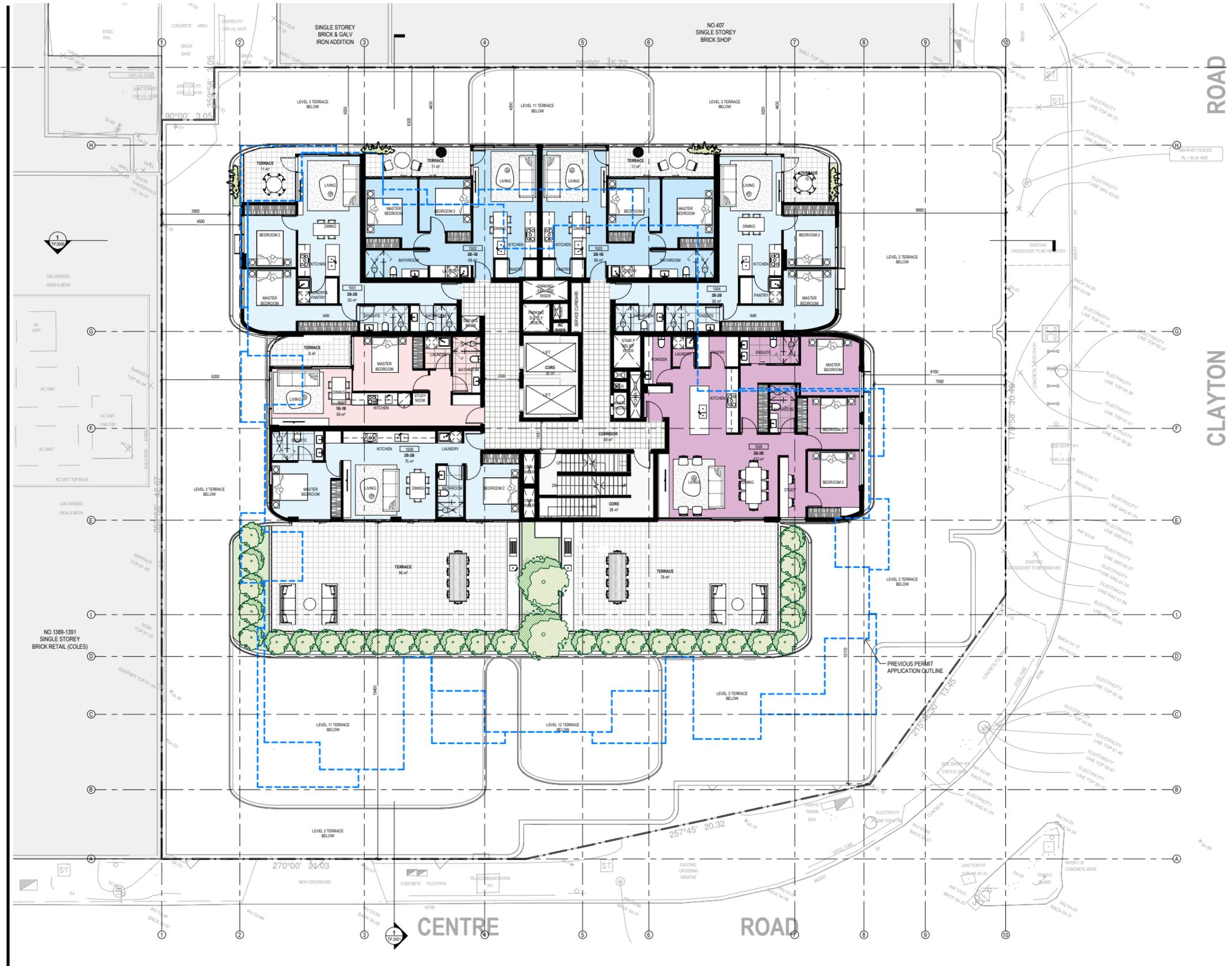
**MIXED-USE DEVELOPMENT**

**DRAWING STATUS**  
**TOWN PLANNING**

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**REVISION N°** A  
**DATE** 30.11.23  
**SCALE** 1:100 @ A1  
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**CHECKED BY** KH

**DRAWING TITLE**  
**LEVEL 14 PLAN**

TP.1107



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**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

**MIXED-USE DEVELOPMENT**

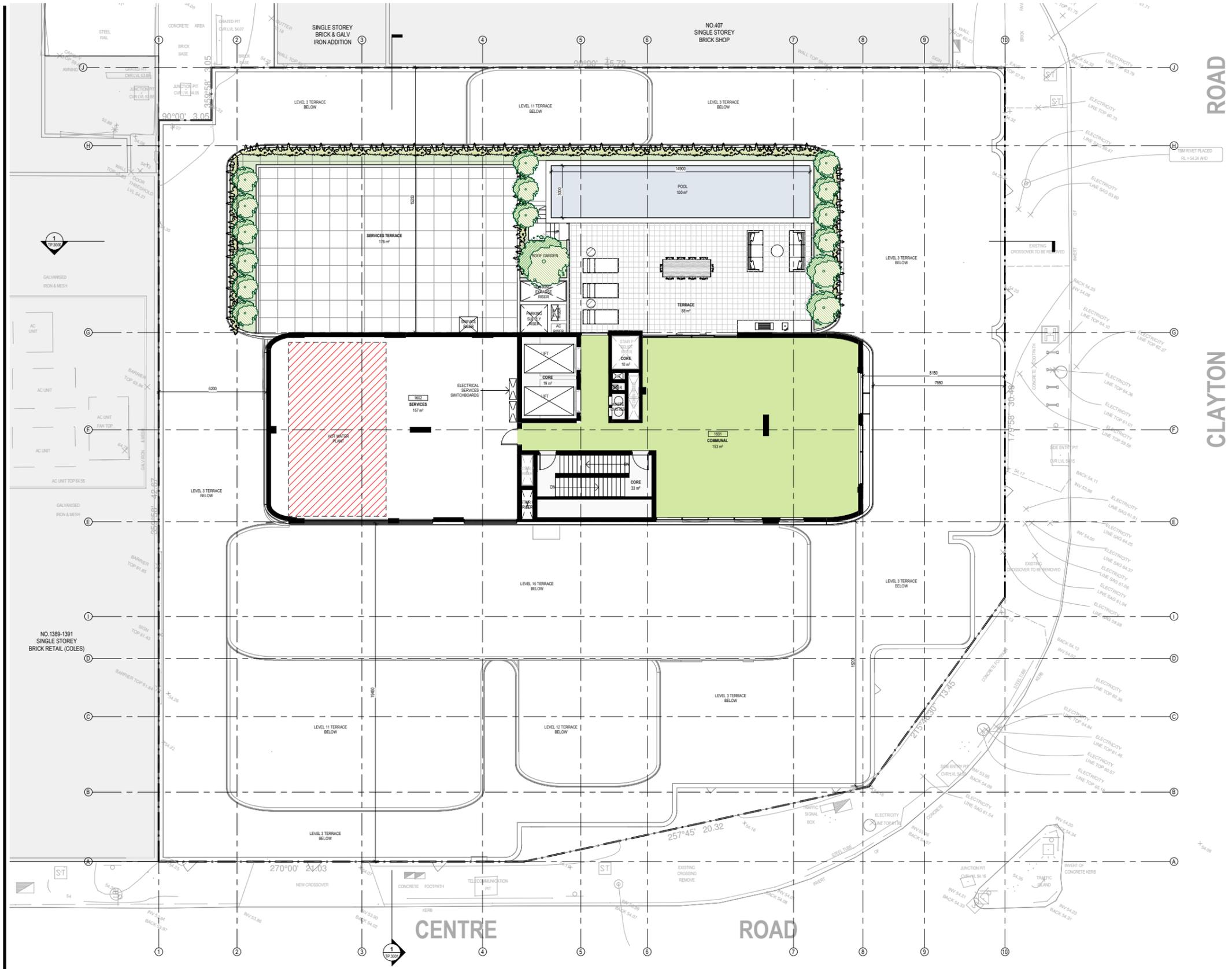
**DRAWING STATUS**  
**TOWN PLANNING**

**DRAWING STATUS**  
**TOWN PLANNING**

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REVISION N° A  
DATE 30.11.23  
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**DRAWING TITLE**  
**LEVEL 15 PLAN**

TP.1109



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**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

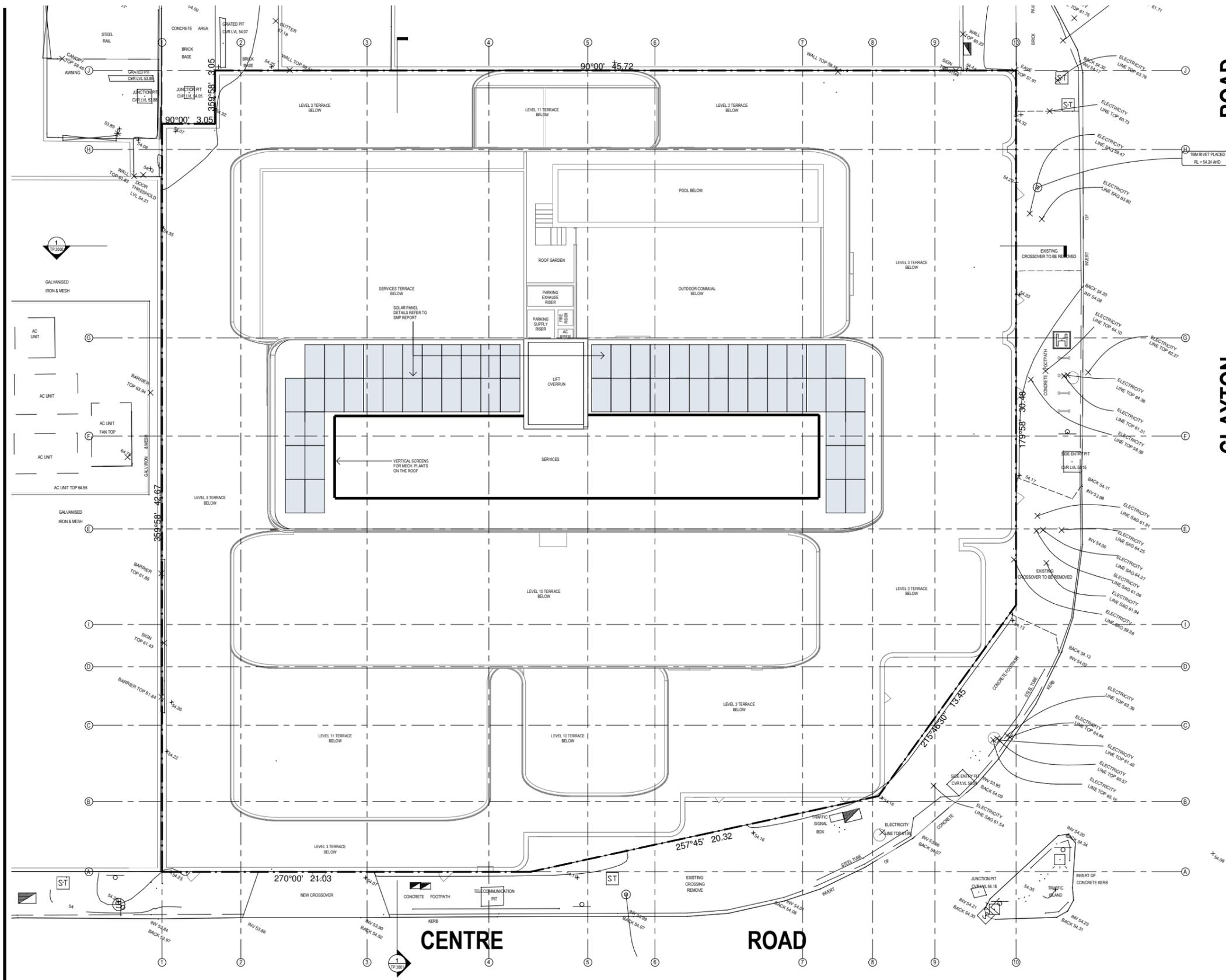
**DRAWING STATUS**  
**TOWN PLANNING**

JOB N° 22190  
REVISION N° A  
DATE 30.11.23  
SCALE 1:100 @ A1  
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CHECKED BY Checker

**DRAWING TITLE**  
**LEVEL 16 PLAN**



TP.1110



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**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

**MIXED-USE DEVELOPMENT**

**DRAWING STATUS**  
**TOWN PLANNING**

**DRAWING STATUS**  
**TOWN PLANNING**

JOB N° 22190  
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DATE 30.11.23  
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**DRAWING TITLE**  
**ROOF PLAN**

TP.1111

ROAD  
CLAYTON

**CENTRE ROAD**



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**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

**DRAWING STATUS**  
**TOWN PLANNING**

JOB N° 22190  
REVISION N° A  
DATE 30.11.23  
SCALE 1:200 @ A1  
DRAWN BY CH  
CHECKED BY KH

**DRAWING TITLE**  
**CLAYTON ROAD**  
**STREETSCAPE**  
**ELEVATION**



TP.2000



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		AP	KH

**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

**DRAWING STATUS**  
**TOWN PLANNING**

JOB N° 22190  
REVISION N° A  
DATE 30.11.23  
SCALE As indicated @ A1  
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**DRAWING TITLE**  
**EAST/NORTH ELEVATION**



TP.2101



**1 EAST ELEVATION**  
1:200



**2 NORTH ELEVATION**  
TP.1100 1:200

**MATERIAL SCHEDULE**

- (CO01) CONCRETE RIB PATTERN  
COLOUR: LIGHT GREY
- (CO02) PRECAST  
COLOUR: LIGHT GREY
- (CO03) CONCRETE SMOOTH FINISH  
COLOUR: TERRACOTTA
- (MT01) METAL POWDER COATED  
COLOUR: BRONZE OR SIMILAR
- (BR01) BRICK CLADDING FOR CORIUM SYSTEM  
OR SIMILAR PRODUCT  
COLOUR: MONASH GREY
- (GL01) ALUMINIUM FRAME WINDOW  
CLEAR GLAZING  
FRAME COLOUR: BRONZE OR SIMILAR
- (BAL) METAL BALUSTRADE RAILING  
COLOUR: BRONZE OR SIMILAR
- (CA01) CABLE TRELLIS SYSTEM  
FOR CLIMBING PLANTS
- (SC02) PERFORATED SCREEN  
COLOUR: BRONZE OR SIMILAR

--- PREVIOUS VCAT BUILDING ENVELOPE  
--- THE NEIGHBOUR BUILDING WALL ON THE BOUNDARY

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		AP	KH



**2 WEST ELEVATION**  
TP.1100 1:200



**1 SOUTH ELEVATION**  
TP.1100 1:200

**MATERIAL SCHEDULE**

- (C001) CONCRETE RIB PATTERN  
COLOUR: LIGHT GREY
- (C002) PRECAST  
COLOUR: LIGHT GREY
- (C003) CONCRETE SMOOTH FINISH  
COLOUR: TERRACOTTA
- (M01) METAL POWDER COATED  
COLOUR: BRONZE OR SIMILAR
- (BR0) BRICK GLAZING FOR CORIUM SYSTEM OR SIMILAR PRODUCT  
COLOUR: MONASH GREY
- (GL01) ALUMINIUM FRAME WINDOW  
CLEAR GLAZING  
FRAME COLOUR: BRONZE OR SIMILAR
- (BAL) METAL BALUSTRADE RAILING  
COLOUR: BRONZE OR SIMILAR
- (C004) CABLE TRELLIS SYSTEM FOR CLIMBING PLANTS
- (S002) PERFORATED SCREEN  
COLOUR: BRONZE OR SIMILAR

--- PREVIOUS VCAT BUILDING ENVELOPE  
--- THE NEIGHBOUR BUILDING WALL ON THE BOUNDARY

**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

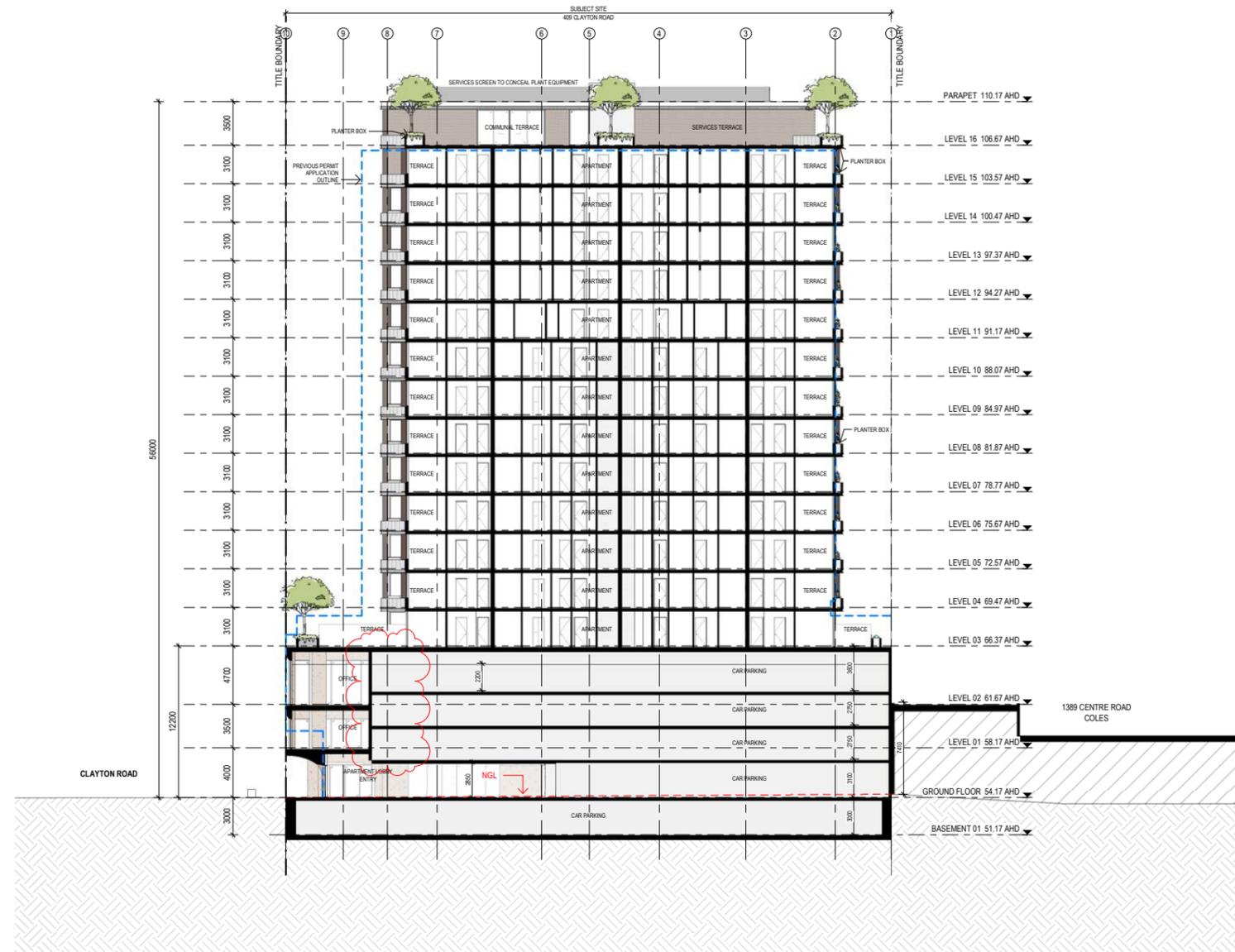
**DRAWING STATUS**  
**TOWN PLANNING**

JOB N° 22190  
REVISION N° A  
DATE 30.11.23  
SCALE As indicated @ A1  
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**DRAWING TITLE**  
**WEST/SOUTH ELEVATION**



TP.2102



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A 30.11.23	TP AMENDMENT	AP	KH

PROJECT  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

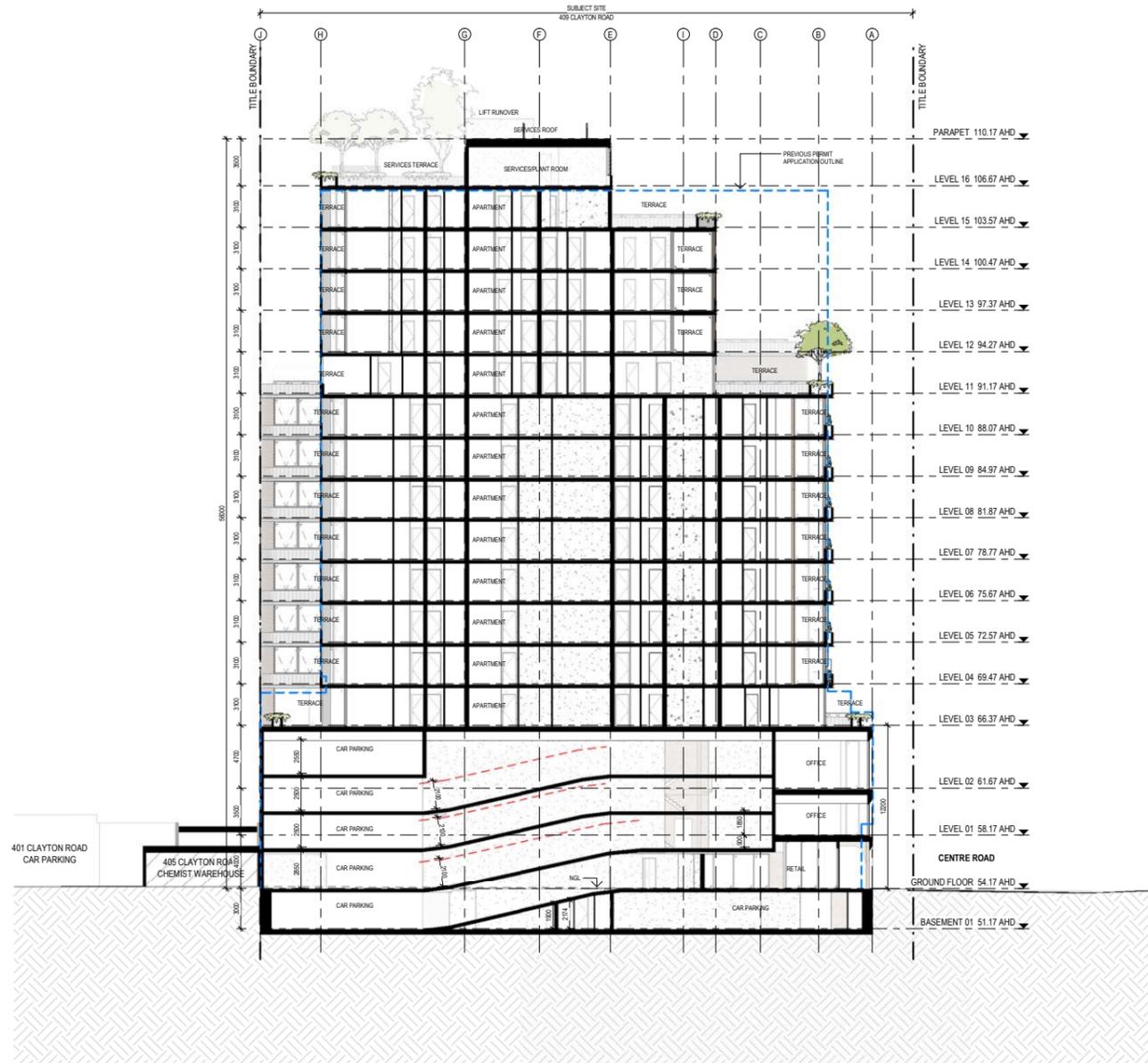
DRAWING STATUS  
**TOWN PLANNING**

JOB N° 22190  
REVISION N° A  
DATE 30.11.23  
SCALE 1:200 @ A1  
DRAWN BY CH  
CHECKED BY KH

DRAWING TITLE  
**BUILDING SECTION A-A**



TP.3000



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A 30.11.23	TP AMENDMENT	AP	KH

**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

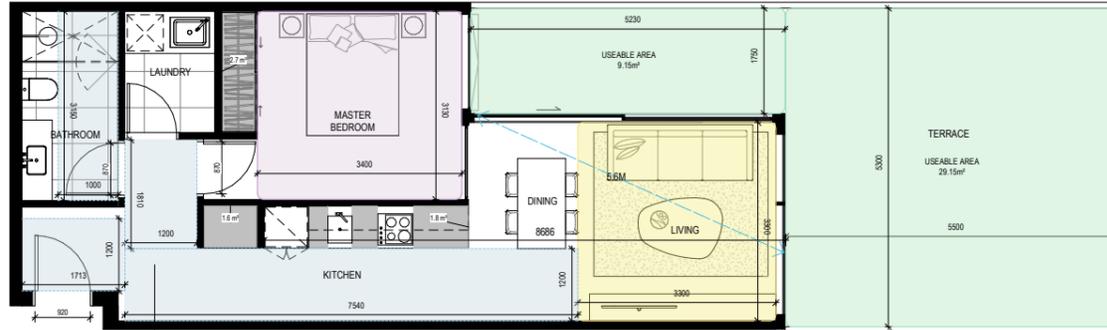
**DRAWING STATUS**  
**TOWN PLANNING**

JOB N° 22190  
REVISION N° A  
DATE 30.11.23  
SCALE 1:200 @ A1  
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**DRAWING TITLE**  
**BUILDING SECTION B-B**

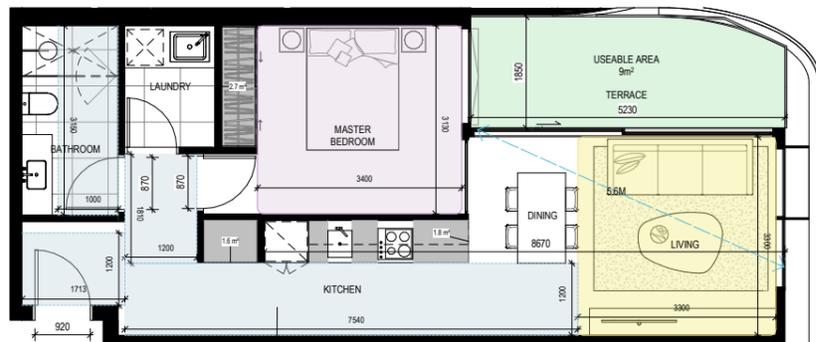


TP.3001



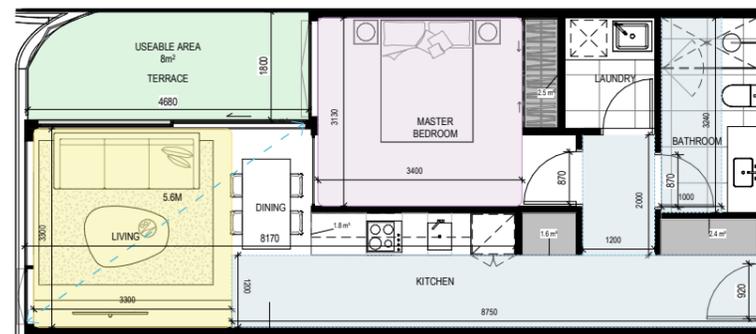
**TYPE 1A1**  
305  
1B-1B  
60 m<sup>2</sup>

MAIN BEDROOM SIZE	3400X3100mm
SECOND BEDROOM SIZE	
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3300X3300mm
HABITABLE ROOM DEPTH	8700mm
SNORKEL	
INTERNAL STORAGE	6.1 m <sup>2</sup>
BREEZE PATH	5.6 m
TERRACE SIZE	38.3 m <sup>2</sup>
DDA COMPLIANCE	OPTION B BATH



**TYPE 1D**  
405,505,605,705,805,905,1005,1105,1205,1305,1405  
1B-1B  
60 m<sup>2</sup>

MAIN BEDROOM SIZE	3400X3100mm
SECOND BEDROOM SIZE	
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3300X3300mm
HABITABLE ROOM DEPTH	8670mm
SNORKEL	
INTERNAL STORAGE	6.1 m <sup>2</sup>
BREEZE PATH	5.6 m
TERRACE SIZE	9.5 m <sup>2</sup>
DDA COMPLIANCE	OPTION B BATH



**TYPE 1A3**  
1110,1111,1209,1210,1309,1310,1409,1410,1507  
1B-1B  
59 m<sup>2</sup>

MAIN BEDROOM SIZE	3400X3100mm
SECOND BEDROOM SIZE	
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3300X3300mm
HABITABLE ROOM DEPTH	8170mm
SNORKEL	
INTERNAL STORAGE	8.3 m <sup>2</sup>
BREEZE PATH	5.600 m
TERRACE SIZE	8 m <sup>2</sup>
DDA COMPLIANCE	OPTION B BATH

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REV DATE	REVISION	BY	CHK
A	30.11.23	TP AMENDMENT	AP KH

**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

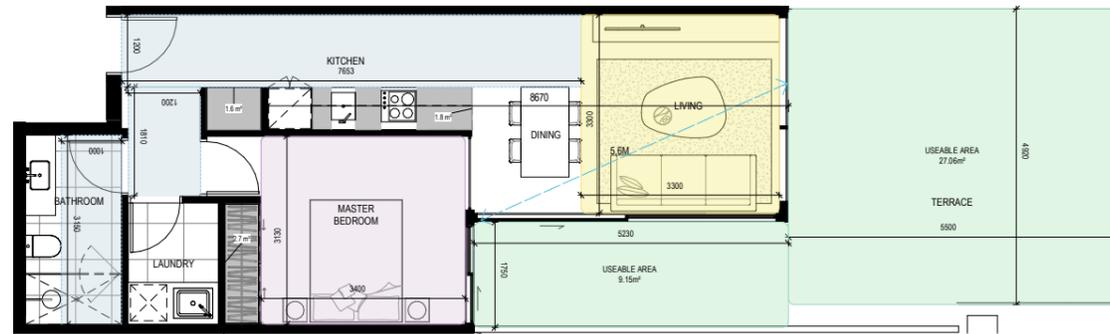
**DRAWING STATUS**  
**TOWN PLANNING**

JOB N° 22190  
REVISION N° A  
DATE 30.11.23  
SCALE 1:50 @ A1  
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CHECKED BY KH

**DRAWING TITLE**  
**TYPOLOGY PLAN 01**



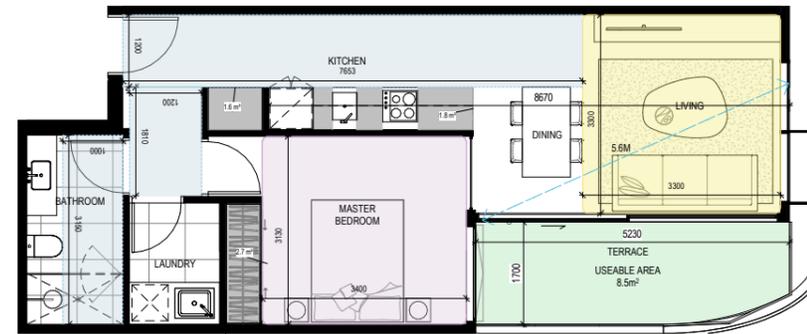
TP.5001



TYPE 1B1

306  
1B-1B  
57 m<sup>2</sup>

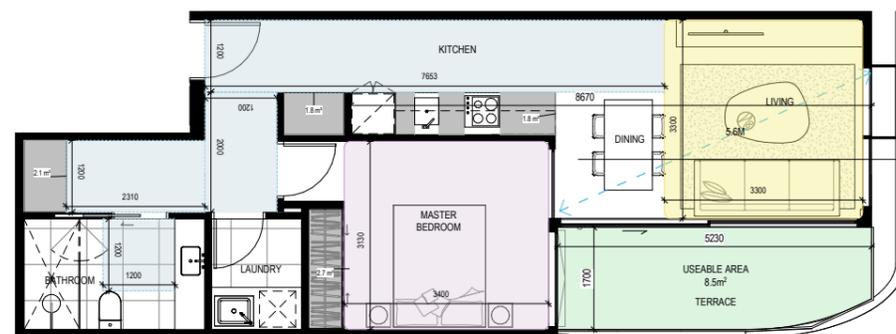
MAIN BEDROOM SIZE	3400X3100mm
SECOND BEDROOM SIZE	
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3300X3300mm
HABITABLE ROOM DEPTH	8700mm
SNORKEL	
INTERNAL STORAGE	6.1 m <sup>2</sup>
BREEZE PATH	5.6 m
TERRACE SIZE	36 m <sup>2</sup>
DDA COMPLIANCE	OPTION B BATH



TYPE 1B2

406,506,606,706,806,906,1006,106,1206,1306  
1B-1B  
57 m<sup>2</sup>

MAIN BEDROOM SIZE	3400X3100mm
SECOND BEDROOM SIZE	
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3300X3300mm
HABITABLE ROOM DEPTH	8670mm
SNORKEL	
INTERNAL STORAGE	6.1 m <sup>2</sup>
BREEZE PATH	5.6 m
TERRACE SIZE	8.8 m <sup>2</sup>
DDA COMPLIANCE	OPTION B BATH



TYPE 1E

1406  
1B-1B  
62 m<sup>2</sup>

MAIN BEDROOM SIZE	3300X3000mm
SECOND BEDROOM SIZE	
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3400X3100mm
HABITABLE ROOM DEPTH	8670mm
SNORKEL	
INTERNAL STORAGE	8.4 m <sup>2</sup>
BREEZE PATH	5.6 m
TERRACE SIZE	8.5 m <sup>2</sup>
DDA COMPLIANCE	OPTION A BATH

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PROJECT  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

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**TOWN PLANNING**

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DRAWING TITLE  
**TPOLOGY PLAN 02**



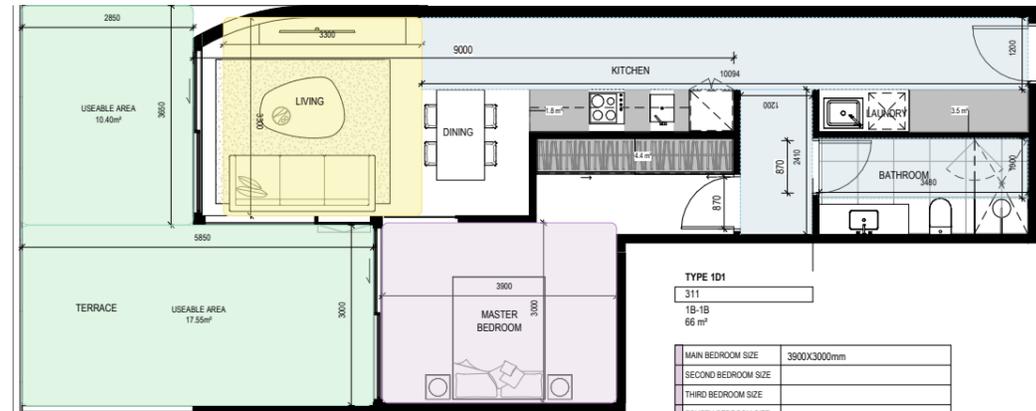
TP.5002



**TYPE 1C**

309  
1B-1B  
62 m<sup>2</sup>

MAIN BEDROOM SIZE	3400X3100mm
SECOND BEDROOM SIZE	
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3300X3300mm
HABITABLE ROOM DEPTH	8450mm
SNORKEL	
INTERNAL STORAGE	8.5 m <sup>2</sup>
BREEZE PATH	7.5 m
TERRACE SIZE	12.5 m <sup>2</sup>
DDA COMPLIANCE	



**TYPE 1D1**

311  
1B-1B  
66 m<sup>2</sup>

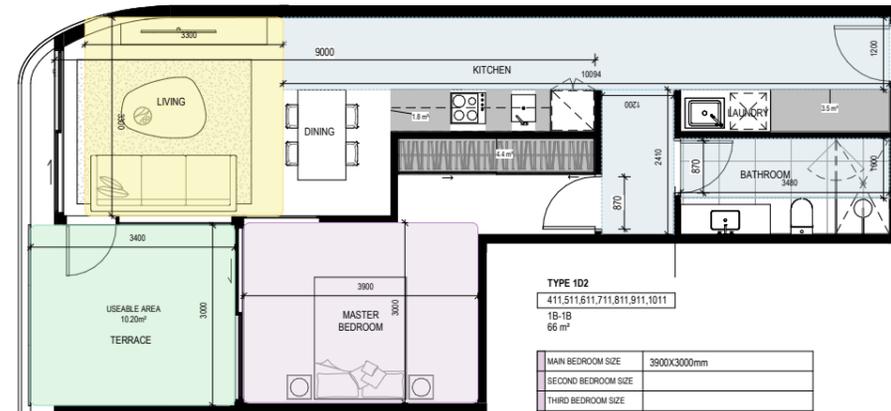
MAIN BEDROOM SIZE	3900X3000mm
SECOND BEDROOM SIZE	
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3500X3300mm
HABITABLE ROOM DEPTH	9000mm
SNORKEL	
INTERNAL STORAGE	9.7 m <sup>2</sup>
BREEZE PATH	
TERRACE SIZE	28 m <sup>2</sup>
DDA COMPLIANCE	OPTION B BATH



**TYPE 1D2**

409,509,609,709,809,909,1009  
1B-1B  
55 m<sup>2</sup>

MAIN BEDROOM SIZE	3550X3100mm
SECOND BEDROOM SIZE	
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3500X3300mm
HABITABLE ROOM DEPTH	6500mm
SNORKEL	
INTERNAL STORAGE	8.4 m <sup>2</sup>
BREEZE PATH	6.0 m
TERRACE SIZE	8.7 m <sup>2</sup>
DDA COMPLIANCE	



**TYPE 1D2**

411,511,611,711,811,911,1011  
1B-1B  
66 m<sup>2</sup>

MAIN BEDROOM SIZE	3900X3000mm
SECOND BEDROOM SIZE	
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3600X3300mm
HABITABLE ROOM DEPTH	9000mm
SNORKEL	
INTERNAL STORAGE	9.7 m <sup>2</sup>
BREEZE PATH	
TERRACE SIZE	10.2 m <sup>2</sup>
DDA COMPLIANCE	OPTION B BATH

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**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

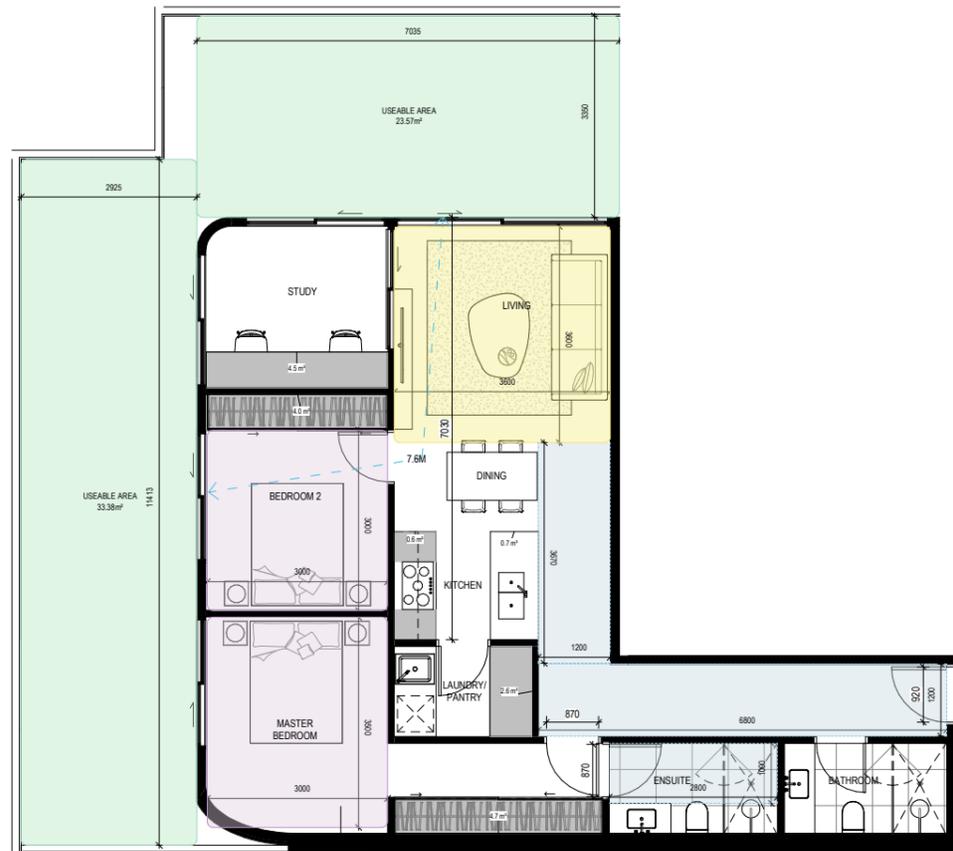
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**TOWN PLANNING**

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**DRAWING TITLE**  
**TYPOLOGY PLAN 03**



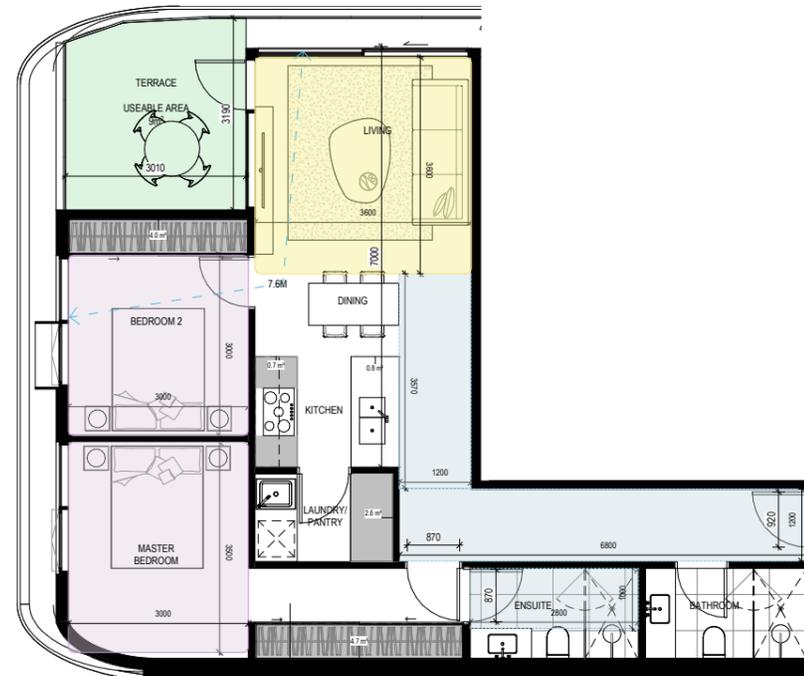
TP.5003



**TYPE 2A**

301,304  
2B-2B  
91 m²

MAIN BEDROOM SIZE	3500X3000mm
SECOND BEDROOM SIZE	3000X3000mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3600X3600mm
HABITABLE ROOM DEPTH	7000mm
SNORKEL	
INTERNAL STORAGE	17.1 m²
BREEZE PATH	7.6 m
TERRACE SIZE	57 m²
DDA COMPLIANCE	OPTION B BATH



**TYPE 2B**

401,404,501,504,601,604,701,704,801,804,901,904,1001,1004,1101,1104,1201,1204,1301,1304,1401,1404,1501,1504  
2B-2B  
82 m²

MAIN BEDROOM SIZE	3500X3000mm
SECOND BEDROOM SIZE	3000X3000mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3600X3600mm
HABITABLE ROOM DEPTH	7000mm
SNORKEL	
INTERNAL STORAGE	12.0 m²
BREEZE PATH	7.6 m
TERRACE SIZE	9 m²
DDA COMPLIANCE	OPTION B BATH

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**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

**DRAWING STATUS**  
**TOWN PLANNING**

JOB N° 22190  
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**DRAWING TITLE**  
**TPOLOGY PLAN 04**



TP.5004



TYPE 2C1

302,303  
2B-2B  
86 m²

MAIN BEDROOM SIZE	3400X3000mm
SECOND BEDROOM SIZE	3000X3000mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3600X3700mm
HABITABLE ROOM DEPTH	4850mm
SNORKEL	
INTERNAL STORAGE	14.3 m³
BREEZE PATH	
TERRACE SIZE	30 m²
DDA COMPLIANCE	



TYPE 2C2

402,502,602,702,802,902,1002  
2B-2B  
86 m²

MAIN BEDROOM SIZE	3400X3000mm
SECOND BEDROOM SIZE	3000X3000mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	4700X3800mm
HABITABLE ROOM DEPTH	4850mm
SNORKEL	
INTERNAL STORAGE	19.8 m³
BREEZE PATH	
TERRACE SIZE	8 m²
DDA COMPLIANCE	

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## PROJECT

**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

## DRAWING STATUS

**TOWN PLANNING**

JOB N° 22190  
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## DRAWING TITLE

**TPOLOGY PLAN 05**



TP.5005



TYPE 2D1

303  
2B-2B  
94 m<sup>2</sup>

MAIN BEDROOM SIZE	3400X3000mm
SECOND BEDROOM SIZE	3000X3000mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	4200X3600mm
HABITABLE ROOM DEPTH	5750mm
SNORKEL	
INTERNAL STORAGE	14.0 m <sup>3</sup>
BREEZE PATH	0.0 m
TERRACE SIZE	23.9 m <sup>2</sup>
DDA COMPLIANCE	



TYPE 2D2

403,503,603,703,803,903,1003  
2B-2B  
94 m<sup>2</sup>

MAIN BEDROOM SIZE	3400X3000mm
SECOND BEDROOM SIZE	3000X3000mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	4200X3600mm
HABITABLE ROOM DEPTH	5750mm
SNORKEL	
INTERNAL STORAGE	14.0 m <sup>3</sup>
BREEZE PATH	
TERRACE SIZE	8 m <sup>2</sup>
DDA COMPLIANCE	

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PROJECT  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

DRAWING STATUS  
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**TPOLOGY PLAN 06**



TP.5006



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**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

**DRAWING STATUS**  
**TOWN PLANNING**

JOB N° 22190  
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**DRAWING TITLE**  
**TPOLOGY PLAN 07**



TP.5007



**TYPE 2G**  
308  
2B-2B  
84 m²

MAIN BEDROOM SIZE	3400X3100mm
SECOND BEDROOM SIZE	3140X3000mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	4100X3600mm
HABITABLE ROOM DEPTH	7250mm
SNORKEL	
INTERNAL STORAGE	14.9 m³
BREEZE PATH	6.7 m
TERRACE SIZE	14 m²
DDA COMPLIANCE	



**TYPE 2H**  
408, 508, 608, 708, 808, 908, 1008, 1108  
2B-2B  
81 m²

MAIN BEDROOM SIZE	3400X3000mm
SECOND BEDROOM SIZE	3000X3000mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3600X4100mm
HABITABLE ROOM DEPTH	7250mm
SNORKEL	
INTERNAL STORAGE	10.5 m³
BREEZE PATH	6.7 m
TERRACE SIZE	8 m²
DDA COMPLIANCE	

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**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

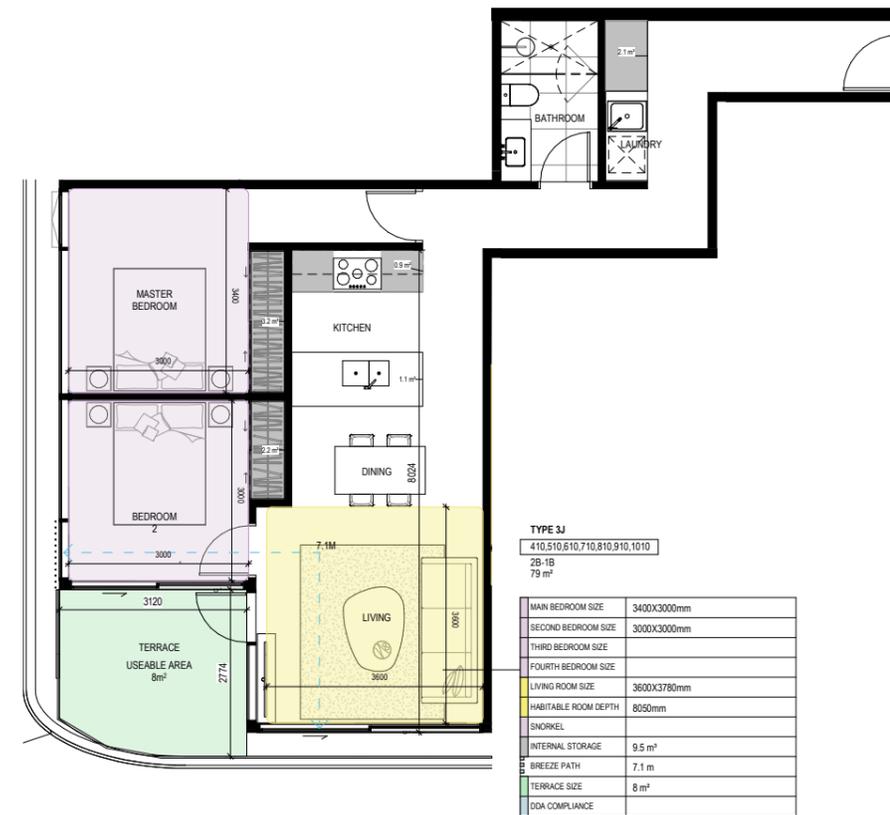
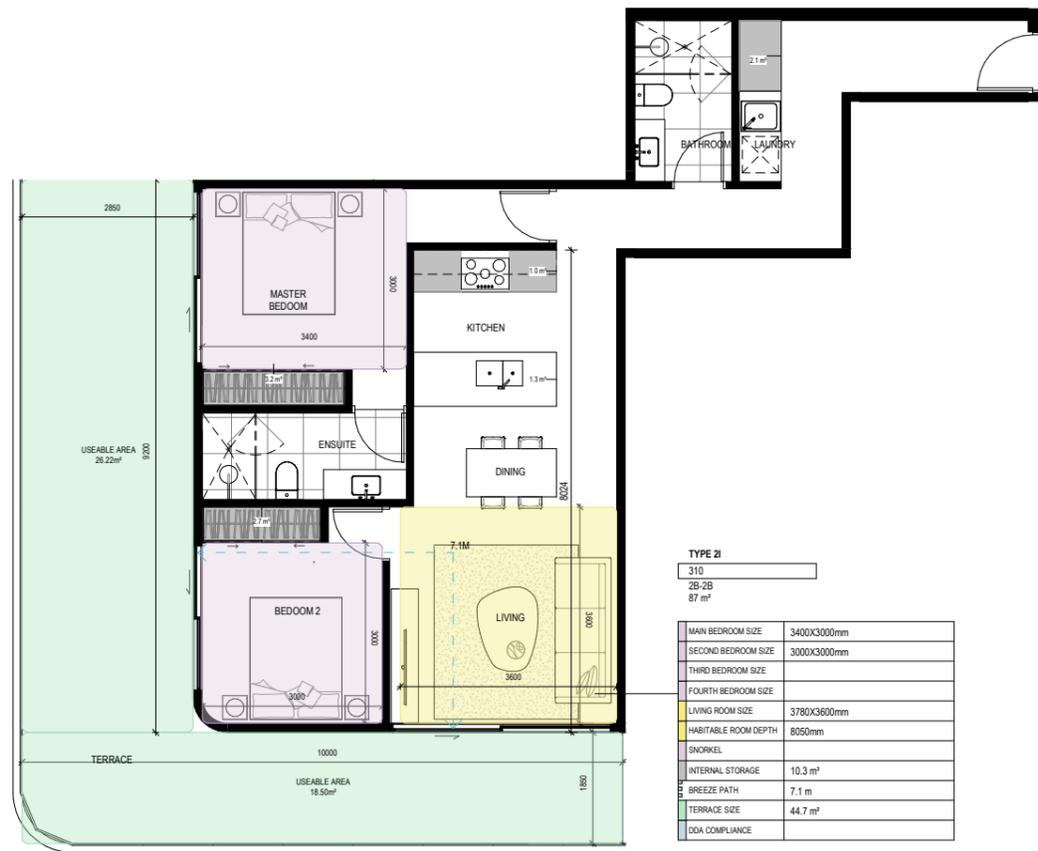
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**TPOLOGY PLAN 08**



TP.5008



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**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

**DRAWING STATUS**  
**TOWN PLANNING**

JOB N° 22190  
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DATE 30.11.23  
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**DRAWING TITLE**  
**TPOLOGY PLAN 09**



TP.5009

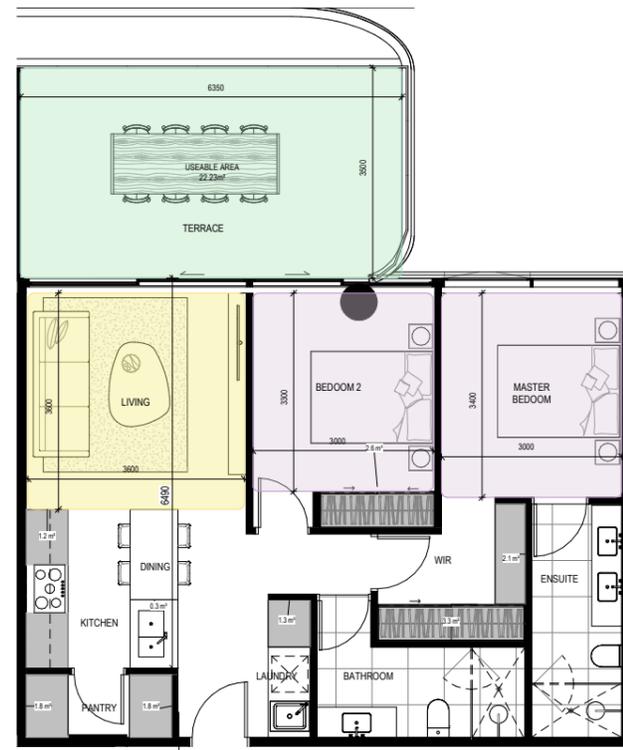




TYPE 2M1

1102  
2B-2B  
78 m²

MAIN BEDROOM SIZE	3400x3000mm
SECOND BEDROOM SIZE	3300x3000mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3600x3600mm
HABITABLE ROOM DEPTH	6500mm
SNORKEL	
INTERNAL STORAGE	14.3 m³
BREEZE PATH	
TERRACE SIZE	13 m²
DDA COMPLIANCE	



TYPE 2M2

1103  
2B-2B  
78 m²

MAIN BEDROOM SIZE	3400x3000mm
SECOND BEDROOM SIZE	3300x3000mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3600x3600mm
HABITABLE ROOM DEPTH	6500mm
SNORKEL	
INTERNAL STORAGE	14.3 m³
BREEZE PATH	
TERRACE SIZE	22.2 m²
DDA COMPLIANCE	

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PROJECT

**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

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**TPOLOGY PLAN 11**



TP.5011

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REV DATE	REVISION	BY	CHK
A 30/11/23	TP AMENDMENT	AP	KH

PROJECT  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

DRAWING STATUS  
**TOWN PLANNING**

JOB N° 22190  
REVISION N° A  
DATE 30.11.23  
SCALE 1:50 @ A1  
DRAWN BY CH  
CHECKED BY KH

DRAWING TITLE  
**TPOLOGY PLAN 12**



TP.5012



**TYPE 2L**  
1202, 1203, 1302, 1303, 1402, 1403 | 1502, 1503,  
2B-1B  
66 m<sup>2</sup>

MAIN BEDROOM SIZE	3400X3000mm
SECOND BEDROOM SIZE	3000X3000mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3700X3700mm
HABITABLE ROOM DEPTH	6500mm
SNORKEL	
INTERNAL STORAGE	11.3 m <sup>2</sup>
BREEZE PATH	
TERRACE SIZE	8 m <sup>2</sup>
DDA COMPLIANCE	



**TYPE 2O**  
1506  
2B-2B  
75 m<sup>2</sup>

MAIN BEDROOM SIZE	3400X3300mm
SECOND BEDROOM SIZE	3100X3100mm
THIRD BEDROOM SIZE	
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3600X3600mm
HABITABLE ROOM DEPTH	5250mm
SNORKEL	
INTERNAL STORAGE	11.7 m <sup>2</sup>
BREEZE PATH	9.7 m
TERRACE SIZE	90 m <sup>2</sup>
DDA COMPLIANCE	



TYPE 3A

1109
3B-2B
106 m <sup>2</sup>

MAIN BEDROOM SIZE	3500x3000mm
SECOND BEDROOM SIZE	3000x3000mm
THIRD BEDROOM SIZE	3100x3000mm
FOURTH BEDROOM SIZE	3000x3000mm
LIVING ROOM SIZE	3600x3600mm
HABITABLE ROOM DEPTH	7560mm
SNORKEL	
INTERNAL STORAGE	18.2 m <sup>2</sup>
BREEZE PATH	14.2 m
TERRACE SIZE	93 m <sup>2</sup>
DDA COMPLIANCE	



TYPE 3B

1207
3B-2B
129 m <sup>2</sup>

MAIN BEDROOM SIZE	3600x3000mm
SECOND BEDROOM SIZE	3000x3000mm
THIRD BEDROOM SIZE	3000x3000mm
FOURTH BEDROOM SIZE	3000x3000mm
LIVING ROOM SIZE	3800x4400mm
HABITABLE ROOM DEPTH	7560mm
SNORKEL	
INTERNAL STORAGE	24.0 m <sup>2</sup>
BREEZE PATH	15.0 m
TERRACE SIZE	42 m <sup>2</sup>
DDA COMPLIANCE	

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**NOTES**  
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REV DATE	REVISION	BY	CHK
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PROJECT  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

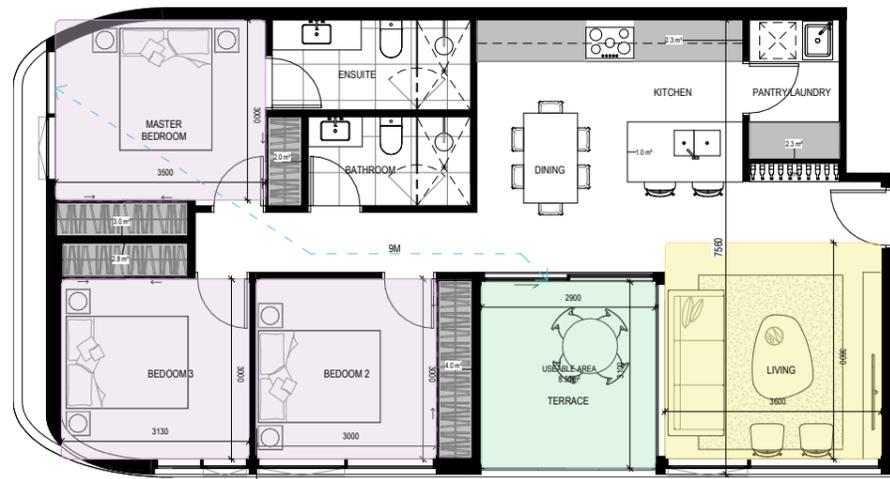
DRAWING STATUS  
**TOWN PLANNING**

JOB N° 22190  
REVISION N° A  
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DRAWING TITLE  
**TYPOLOGY PLAN 13**



TP.5013



**TYPE 3E**  
1208, 1308, 1408  
3B-2B  
96 m<sup>2</sup>

MAIN BEDROOM SIZE	3500X3000mm
SECOND BEDROOM SIZE	3000X3000mm
THIRD BEDROOM SIZE	3100X3000mm
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3600X3600mm
HABITABLE ROOM DEPTH	7560mm
SNORKEL	
INTERNAL STORAGE	18.0 m <sup>2</sup>
BREEZE PATH	9.0 m
TERRACE SIZE	9 m <sup>2</sup>
DDA COMPLIANCE	



**TYPE 3D**  
1307  
3B-2B  
122 m<sup>2</sup>

MAIN BEDROOM SIZE	3400X3000mm
SECOND BEDROOM SIZE	3000X3000mm
THIRD BEDROOM SIZE	3000X3000mm
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3800X3700mm
HABITABLE ROOM DEPTH	8900mm
SNORKEL	
INTERNAL STORAGE	23.7 m <sup>2</sup>
BREEZE PATH	17.0 m
TERRACE SIZE	8 m <sup>2</sup>
DDA COMPLIANCE	OPTION A BATH

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**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

**DRAWING STATUS**  
**TOWN PLANNING**

JOB N° 22190  
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**DRAWING TITLE**  
**TPOLOGY PLAN 14**



TP.5014



TYPE 3E

1407  
3B-2B  
107 m²

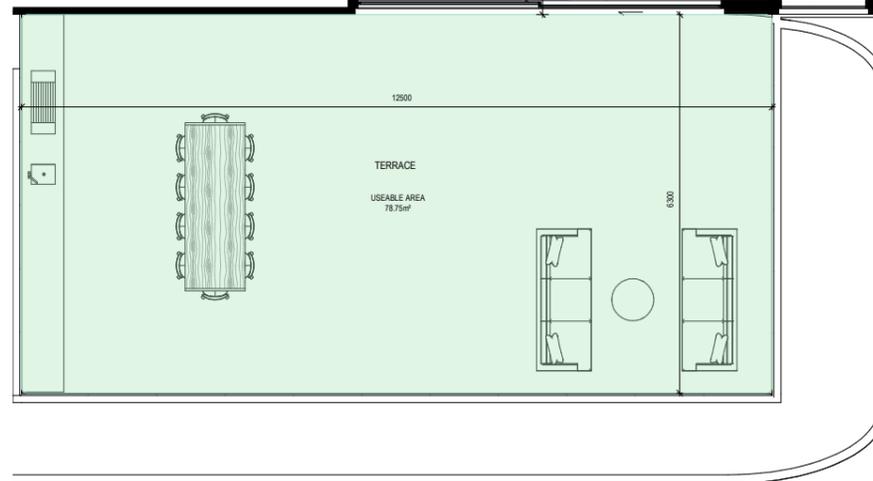
MAIN BEDROOM SIZE	3400x3000mm
SECOND BEDROOM SIZE	3000x3000mm
THIRD BEDROOM SIZE	3000x3000mm
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	3700x3800mm
HABITABLE ROOM DEPTH	9000mm
SNORKEL	
INTERNAL STORAGE	23.1 m²
BREEZE PATH	17.0 m
TERRACE SIZE	8 m²
DDA COMPLIANCE	OPTION A BATH



TYPE 3F

1505  
3B-2B  
132 m²

MAIN BEDROOM SIZE	3400x3400mm
SECOND BEDROOM SIZE	3000x3000mm
THIRD BEDROOM SIZE	3000x3200mm
FOURTH BEDROOM SIZE	
LIVING ROOM SIZE	4000x3600mm
HABITABLE ROOM DEPTH	8900mm
SNORKEL	
INTERNAL STORAGE	23.2 m²
BREEZE PATH	10.8 m
TERRACE SIZE	78 m²
DDA COMPLIANCE	OPTION A BATH



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### PROJECT

**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

### DRAWING STATUS

**TOWN PLANNING**

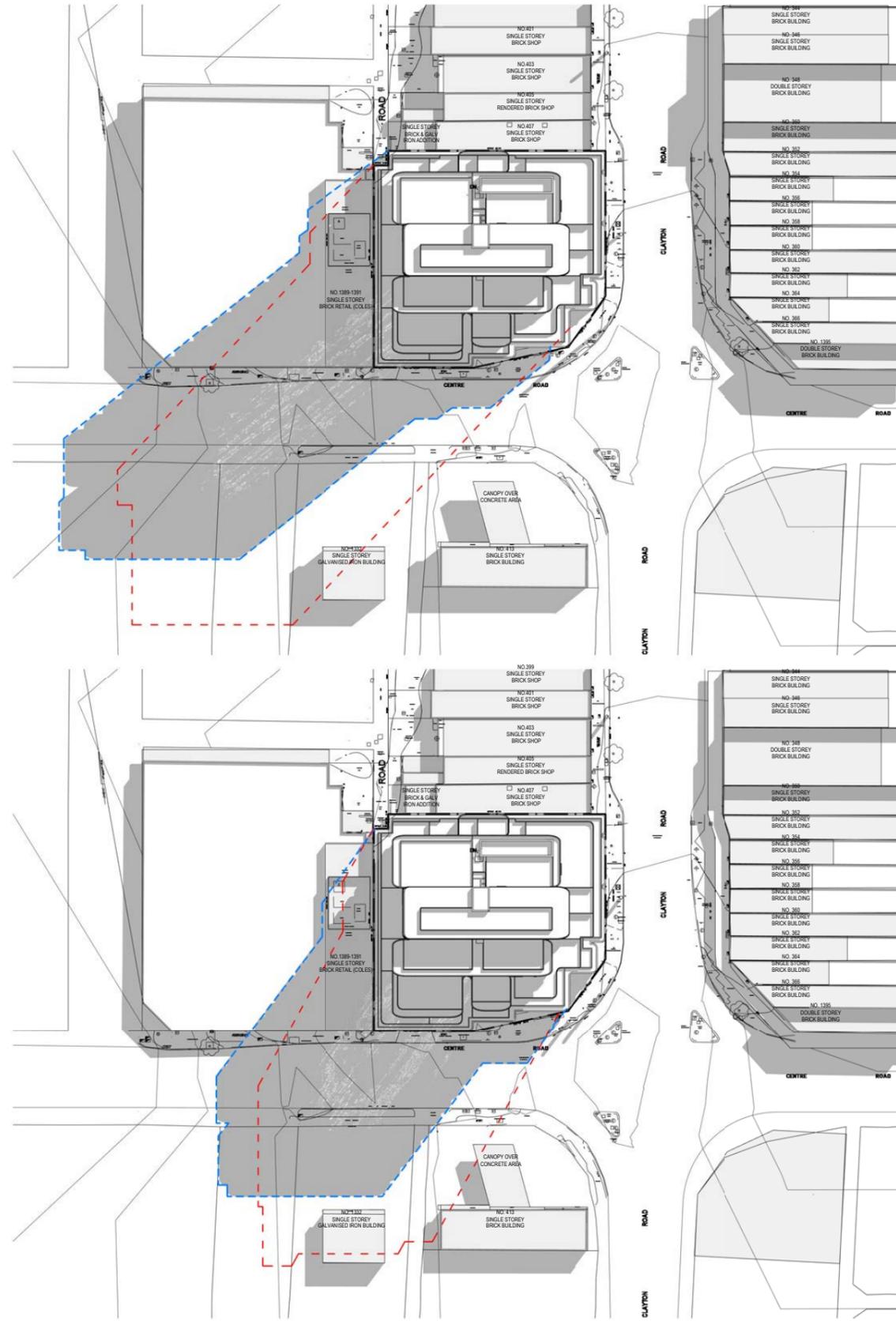
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REVISION N° A  
DATE 30.11.23  
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CHECKED BY KH

### DRAWING TITLE

**TPOLOGY PLAN 15**



TP.5015



SEPTEMBER 22ND 9AM

SEPTEMBER 22ND 10AM

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REV	DATE	REVISION	BY	CHK
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**PROJECT**  
**CLAYTON ROAD**  
409 CLAYTON ROAD, CLAYTON

MIXED-USE DEVELOPMENT

**DRAWING STATUS**  
**TOWN PLANNING**

JOB N° 22190  
REVISION N° A  
DATE 30.11.23  
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**DRAWING TITLE**  
**SHADOW STUDY -**  
**09AM/10AM**



TP.8000







# Development | Summary

**PROJECT NUMBER** 22190  
**ADDRESS** 409 Clayton Road, Clayton  
**PROJECT STATUS** Town Planning  
**DATE** Nov-23

<b>SITE AREA (sqm) APPROX</b>	2099
<b>BUILDING FOOTPRINT (sqm)</b>	2041.0
<b>SITE COVERAGE</b>	97.2%
<b>BASEMENT COVERAGE</b>	101.8%

**PROJECT SUMMARY - APARTMENTS AND PARKING**

LEVEL	1B	2B	3B	TOTAL APARTMENTS
BASEMENT 01				
GROUND				
LEVEL 01				
LEVEL 01 (M)				
LEVEL 02				
LEVEL 03	4	8		12
LEVEL 04	4	8		12
LEVEL 05	4	8		12
LEVEL 06	4	8		12
LEVEL 07	4	8		12
LEVEL 08	4	8		12
LEVEL 09	4	8		12
LEVEL 10	4	8		12
LEVEL 11	4	6	1	11
LEVEL 12	4	4	2	10
LEVEL 13	4	4	2	10
LEVEL 14	4	4	2	10
LEVEL 15	1	5	1	7
LEVEL 16				
<b>SUBTOTAL</b>	<b>49</b>	<b>87</b>	<b>8</b>	<b>144</b>
<b>PERCENTAGE</b>	<b>34.0%</b>	<b>60.4%</b>	<b>5.6%</b>	

ALLOCATED CAR PARKS	RETAIL / OFFICE CAR PARKS	TOTAL CAR PARKS PROVIDED
		48
	7	17
	7	33
		35
	7	35
12		
12		
12		
12		
12		
12		
12		
12		
10		
10		
11		
8		
<b>147</b>	<b>21</b>	<b>168</b>

**PROJECT SUMMARY - AREAS**

LEVEL	SERVICES/ STAIR (m2)	CORRIDOR/ LOBBY	PARKING / COMMON	RETAIL/OFFICE NLA (m2)	APARTMENT NSA (m2)	TERRACE / P.O.S (m2)	TOTAL APARTMENT AREA (m2)	TOTAL GFA (m2) (EX BALC)	NETT-GROSS EFFICIENCY
BASEMENT 01	438	73.0	1626.0					2137.0	
GROUND	168.0	97.0	803.0	700.0				1768.0	
LEVEL 01	116.0	21.0	1142.0	710.0				1989.0	
LEVEL 01 (M)		12.0	1142.0					1125.0	
LEVEL 02	107.0	40.0	1142.0	707.0				1996.0	
LEVEL 03	82.0	66.0	24.0		964.0	560.0	1524.0	1112.0	86.69%
LEVEL 04	68.0	71.0	24.0		921.0	122.0	1043.0	1060.0	86.89%
LEVEL 05	68.0	71.0	24.0		921.0	122.0	1043.0	1060.0	86.89%
LEVEL 06	68.0	71.0	24.0		921.0	122.0	1043.0	1060.0	86.89%
LEVEL 07	68.0	71.0	24.0		921.0	122.0	1043.0	1060.0	86.89%
LEVEL 08	68.0	71.0	24.0		921.0	122.0	1043.0	1060.0	86.89%
LEVEL 09	68.0	71.0	24.0		921.0	122.0	1043.0	1060.0	86.89%
LEVEL 10	68.0	71.0	24.0		921.0	122.0	1043.0	1060.0	86.89%
LEVEL 11	67.0	71.0			829.0	207.0	1036.0	967.0	85.73%
LEVEL 12	67.0	69.0			762.0	8.0	770.0	898.0	84.86%
LEVEL 13	67.0	69.0			755.0	98.0	853.0	891.0	84.74%
LEVEL 14	67.0	69.0			745.0	98.0	843.0	881.0	84.56%
LEVEL 15	74.0	49.0			568.0	220.0	788.0	691.0	82.20%
LEVEL 16	219.0	0.0	153.0			188.0		372.0	0.00%
<b>SUBTOTAL</b>	<b>1948.0</b>	<b>1133.0</b>	<b>6200.0</b>	<b>2117.0</b>	<b>11070.0</b>	<b>2233.0</b>	<b>13115.0</b>	<b>22247.0</b>	<b>79.8%</b>

Note: All areas are approximate only and are subject to final checking against survey information and authority approvals.

# Development | Summary

**PROJECT SUMMARY - AREAS**

LEVEL	SERVICES/ STAIR (m2)	CORRIDOR/ LOBBY	PARKING / COMMON	RETAIL/OFFICE NLA (m2)	APARTMENT NSA (m2)	TERRACE / P.O.S (m2)	TOTAL APARTMENT AREA (m2)	TOTAL GFA (m2) (EX BALC)	NETT-GROSS EFFICIENCY
BASEMENT 01	438	73.0	1626.0					2137.0	
GROUND	168.0	97.0	803.0	700.0				1768.0	
LEVEL 01	116.0	21.0	1142.0	710.0				1989.0	
LEVEL 01 (M)		12.0	1142.0					1125.0	
LEVEL 02	107.0	40.0	1142.0	707.0				1996.0	
LEVEL 03	82.0	66.0	24.0		964.0	560.0	1524.0	1112.0	86.69%
LEVEL 04	68.0	71.0	24.0		921.0	122.0	1043.0	1060.0	86.89%
LEVEL 05	68.0	71.0	24.0		921.0	122.0	1043.0	1060.0	86.89%
LEVEL 06	68.0	71.0	24.0		921.0	122.0	1043.0	1060.0	86.89%
LEVEL 07	68.0	71.0	24.0		921.0	122.0	1043.0	1060.0	86.89%
LEVEL 08	68.0	71.0	24.0		921.0	122.0	1043.0	1060.0	86.89%
LEVEL 09	68.0	71.0	24.0		921.0	122.0	1043.0	1060.0	86.89%
LEVEL 10	68.0	71.0	24.0		921.0	122.0	1043.0	1060.0	86.89%
LEVEL 11	67.0	71.0			829.0	207.0	1036.0	967.0	85.73%
LEVEL 12	67.0	69.0			762.0	8.0	770.0	898.0	84.86%
LEVEL 13	67.0	69.0			755.0	98.0	853.0	891.0	84.74%
LEVEL 14	67.0	69.0			745.0	98.0	843.0	881.0	84.56%
LEVEL 15	74.0	49.0			568.0	220.0	788.0	691.0	82.20%
LEVEL 16	219.0	0.0	153.0			188.0		372.0	0.00%
<b>SUBTOTAL</b>	<b>1948.0</b>	<b>1133.0</b>	<b>6200.0</b>	<b>2117.0</b>	<b>11070.0</b>	<b>2233.0</b>	<b>13115.0</b>	<b>22247.0</b>	<b>79.8%</b>

Note: All areas are approximate only and are subject to final checking against survey information and authority approvals.

**GROUND FLOOR - COMMERCIAL**

NUMBER	TYPE	CAR ALLOCATION	AREA (m2)	COURTYARD
G 01	RETAIL	6	638	
G 02	CAFÉ	1	62	
<b>TOTAL</b>		<b>7.0</b>	<b>700.0</b>	<b>0.0</b>

**LEVEL 01 - OFFICE**

NUMBER	TYPE	CAR ALLOCATION	AREA (m2)	TERRACE
1 01	OFFICE	7	710	
<b>TOTALS</b>		<b>7</b>	<b>710.0</b>	<b>0.0</b>

**LEVEL 02 - OFFICE**

NUMBER	TYPE	CAR ALLOCATION	AREA (m2)	TERRACE
2 01	OFFICE	7	707	
<b>TOTALS</b>		<b>7</b>	<b>707.0</b>	<b>0.0</b>

**LEVEL 03**

NUMBER	BEDROOMS	BATHROOMS	CAR ALLOCATION	AREA (m2)	TERRACE	Accessibility	Ventilation	External Storage Require	Type
3 01	2	2	1	91	59	Yes	Yes	No	2A
3 02	2	2	1	86	31	No	No	No	2C1
3 03	2	2	1	94	25	No	No	No	2D1
3 04	2	2	1	92	120	Yes	Yes	No	2A
3 05	1	1	1	60	39	Yes	Yes	Yes	1A1
3 06	1	1	1	57	37	Yes	Yes	Yes	1B1
3 07	2	2	1	92	86	Yes	Yes	No	2E
3 08	2	2	1	84	15	No	Yes	No	2G
3 09	1	1	1	62	12	No	Yes	No	1C1
3 10	2	2	1	87	45	No	Yes	Yes	2I
3 11	1	1	1	66	28	Yes	No	No	1D1
3 12	2	2	1	93	63	Yes	No	No	2K
<b>TOTALS</b>			<b>12.0</b>	<b>964.0</b>	<b>560.0</b>	<b>7.0</b>	<b>8.0</b>	<b>3.0</b>	

# Development | Summary

**LEVEL 04-10**

NUMBER	BEDROOMS	BATHROOMS	CAR ALLOCATION	AREA (m2)	TERRACE	Accessibility	Ventilation	External Storage Require	Type
4 01	2	2	1	82	11	Yes	Yes	Yes	2B
4 02	2	2	1	86	11	No	No	No	2C2
4 03	2	2	1	94	11	No	No	No	2D2
4 04	2	2	1	83	10	Yes	Yes	Yes	2B
4 05	1	1	1	60	10	Yes	Yes	Yes	1A2
4 06	1	1	1	57	9	Yes	Yes	Yes	1B2
4 07	2	2	1	85	11	Yes	Yes	Yes	2F
4 08	2	2	1	81	8	No	Yes	Yes	2H
4 09	1	1	1	55	9	No	Yes	No	1C2
4 10	2	1	1	79	10	No	Yes	No	2J
4 11	1	1	1	66	9	Yes	No	No	1D2
4 12	2	2	1	93	13	Yes	No	No	2L
<b>TOTALS</b>			<b>12.0</b>	<b>921.0</b>	<b>122.0</b>	<b>7.0</b>	<b>8.0</b>	<b>6.0</b>	

**LEVEL 11**

NUMBER	BEDROOMS	BATHROOMS	CAR ALLOCATION	AREA (m2)	TERRACE	Accessibility	Ventilation	External Storage Require	Type
11 01	2	2	1	83	11	Yes	Yes	Yes	2B
11 02	2	2	1	78	14	No	No	No	2M1
11 03	2	2	1	78	23	No	No	No	2M2
11 04	2	2	1	83	10	Yes	Yes	Yes	2B
11 05	1	1	1	60	10	Yes	Yes	Yes	1A2
11 06	1	1	1	57	10	Yes	Yes	Yes	1B2
11 07	2	2	1	85	11	Yes	Yes	Yes	2F
11 08	2	2	1	81	8	No	Yes	Yes	2H
11 09	3	2	2	106	94	No	Yes	No	3A
11 10	1	1	1	59	8	Yes	Yes	Yes	1A3
11 11	1	1	1	59	8	Yes	Yes	Yes	1A3
<b>TOTALS</b>			<b>12.0</b>	<b>829.0</b>	<b>207.0</b>	<b>7.0</b>	<b>9.0</b>	<b>8.0</b>	

**LEVEL 12**

NUMBER	BEDROOMS	BATHROOMS	CAR ALLOCATION	AREA (m2)	TERRACE	Accessibility	Ventilation	External Storage Require	Type
12 01	2	2	1	83	11	Yes	Yes	Yes	2B
12 02	2	1	1	68	11	No	No	Yes	2N
12 03	2	1	1	68	11	No	No	Yes	2N
12 04	2	2	1	83	10	Yes	Yes	Yes	2B
12 05	1	1	1	60	10	Yes	Yes	Yes	1A2
12 06	1	1	1	57	9	Yes	Yes	Yes	1B2
12 07	3	2	1	129	43	No	Yes	No	3B
12 08	3	2	1	96	9	No	Yes	No	3C
12 09	1	1	1	59	8	Yes	Yes	Yes	1A3
12 10	1	1	1	59	8	Yes	Yes	Yes	1A3
<b>TOTALS</b>			<b>10.0</b>	<b>762.0</b>	<b>130.0</b>	<b>6.0</b>	<b>8.0</b>	<b>8.0</b>	

**LEVEL 13**

NUMBER	BEDROOMS	BATHROOMS	CAR ALLOCATION	AREA (m2)	TERRACE	Accessibility	Ventilation	External Storage Require	Type
13 01	2	2	1	83	11	Yes	Yes	Yes	2B
13 02	2	1	1	68	11	No	No	Yes	2N
13 03	2	1	1	68	11	No	No	Yes	2N
13 04	2	2	1	83	10	Yes	Yes	Yes	2B
13 05	1	1	1	59	10	Yes	Yes	Yes	1A2
13 06	1	1	1	57	9	Yes	Yes	Yes	1B2
13 07	3	2	1	122	11	Yes	Yes	No	3D
13 08	3	2	1	97	9	No	Yes	No	3C
13 09	1	1	1	59	8	Yes	Yes	Yes	1A3
13 10	1	1	1	59	8	Yes	Yes	Yes	1A3
<b>TOTALS</b>			<b>10.0</b>	<b>755.0</b>	<b>98.0</b>	<b>7.0</b>	<b>8.0</b>	<b>8.0</b>	

**LEVEL 14**

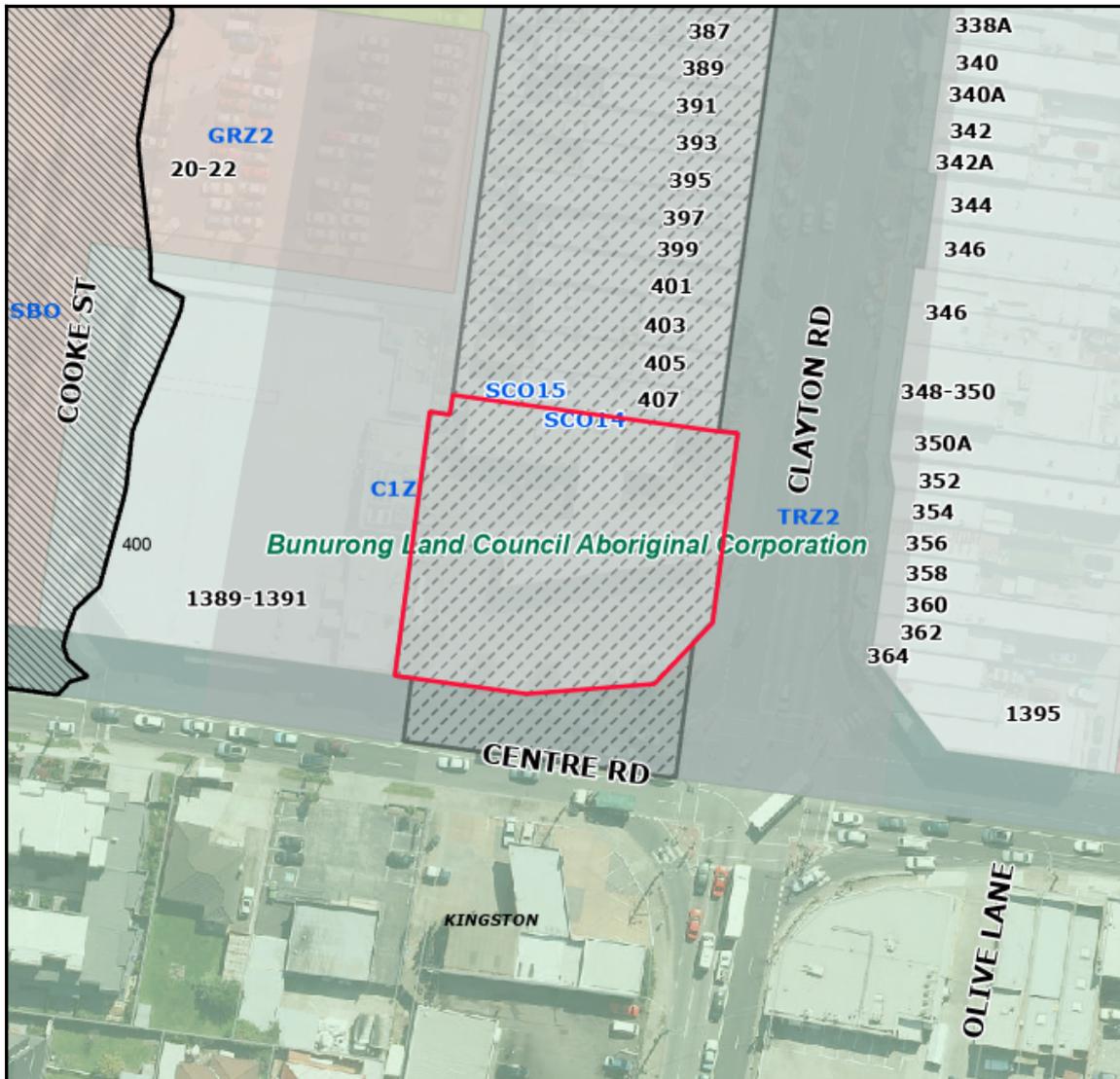
NUMBER	BEDROOMS	BATHROOMS	CAR ALLOCATION	AREA (m2)	TERRACE	Accessibility	Ventilation	External Storage Require	Type
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## Planning Overlays and Zones



### Legend

#### Planning Zones

C1Z	GRZ10	GRZ7	MUZ2	PCRZ	PUZ4	RGZ1	SUZ3
C2Z	GRZ2	GRZ8	NRZ1	PPRZ	PUZ5	RGZ3	SUZ4
CA	GRZ3	GRZ9	NRZ2	PUZ1	PUZ6	RGZ4	SUZ5
CDZ1	GRZ5	IN1Z	NRZ3	PUZ2	PUZ7	RGZ5	SUZ6
GRZ1	GRZ6	MUZ	NRZ4	PUZ3	RDZ1	SUZ2	UFZ

#### Planning Overlays

DDO	EAO	IPO	NCO	PO
DPO	HO	LSIO / SBO	FAO	VPO



**Address:** 409 Clayton Road CLAYTON VIC 3168

**Area:** 2100.00000 sqm

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The City of Monash endeavours to keep the information current, and welcomes notification of omissions or inaccuracies.

