

7.1.4 TPA/54854- 75 BEDDOE AVENUE & 1959-1963 DANDENONG ROAD CLAYTON- DEVELOPMENT AND USE OF THE LAND FOR A MULTI-STOREY STUDENT ACCOMMODATION BUILDING WITH GROUND FLOOR CONVENIENT SHOP

Responsible Manager:	Kaitlyn Zeeck, Manager City Planning
Responsible Director:	Peter Panagakos, Director City Development

EXECUTIVE SUMMARY

This application proposes the use and development of a seven (7) storey student accommodation building and a convenience shop or convenience restaurant. The proposal also includes the removal and creation of easement and alteration of access (removal of vehicle access) to Dandenong Road. The development is proposed to be constructed in two stages.

The application was subject to public notification. Three (3) objections to the proposal have been received.

Key issues to be considered relate to the appropriateness of the use of student accommodation and convenience shop or convenience restaurant, building height and scale, car parking, vehicle access and internal and external amenity.

This report assesses the proposal against the provisions of the Monash Planning Scheme including the relevant state, regional and local planning policy framework and issues raised by objectors.

The reason for presenting this report to Council is the proposed development cost of \$18.7 Million.

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

RESPONSIBLE PLANNER:	Jeanny Lui
WARD:	University
PROPERTY ADDRESS:	75 Beddoe Avenue & 1959-1963 Dandenong Road CLAYTON VIC 3168
NUMBER OF OBJECTIONS:	Three (3)
ZONING:	Residential Growth Zone (Schedule 3)
OVERLAY:	75 Beddoe Avenue, 1959 & 1961 Dandenong Road: None 1963 Dandenong Road: Special Controls Overlay Schedule 14 & 15 (SCO 14 & 15)
EXISTING LAND USE:	Residential dwelling

RELEVANT POLICY:	<p><u>Municipal Planning Strategy</u></p> <p>Clause 02.01 – Context</p> <p>Clause 02.02 – Vision</p> <p>Clause 02.03 – Strategic Directions</p> <p>Clause 02.04 – Strategic Framework Plans</p> <p><u>Planning Policy Framework</u></p> <p>Clause 11 – Settlement</p> <ul style="list-style-type: none"> • Clause 11.01-1S & 1R - Settlement • Clause 11.02-1S – Supply of Urban Land • Clause 11.03-1L-04 – Monash National Employment and Innovation Cluster <p>Clause 13 – Environmental Risks and Amenity</p> <ul style="list-style-type: none"> • Clause 13.05-1S – Noise Management • Clause 13.07-1S – Land Use Compatibility • Clause 13.07-1L-01 – Non-Residential Use and Development in Residential Areas <p>Clause 15 – Built Environment and Heritage</p> <ul style="list-style-type: none"> • Clause 15.01-1S & 1R – Urban Design • Clause 15.01-1L-02 – Tree Conservation for a Garden City • Clause 15.01-2S – Building Design • Clause 15.01-2L-02 – Environmentally Sustainable Development • Clause 15.01-4S & 4R – Healthy Neighbourhoods • Clause 15.01-5S – Neighbourhood Character • Clause 15.01-5L – Monash Preferred Neighbourhood Character <p>Clause 16 – Housing</p> <ul style="list-style-type: none"> • Clause 16.01-1S & 1R – Housing Supply • Clause 16.01-1L-01 Housing Supply – Monash • Clause 16.01-1L-02 – Student Accommodation • Clause 16.01-2S – Housing Affordability <p>Clause 17 – Economic Development</p> <ul style="list-style-type: none"> • Clause 17.01-1S & 1R – Diversified Economy • Clause 17.01-1L – Diversified Economy • Clause 17.02-1S – Business
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NEIGHBOURHOOD PLAN



RECOMMENDATION

That Council resolves to issue a Notice of Decision to Grant a Planning Permit TPA/54854 for the use and development of land for student accommodation and a convenience shop/convenience restaurant within a seven (7) storey building within the Specific Controls Overlay (SCO15), removal and creation of an easement and alteration of access in a Transport Zone 2 at 75 Beddoe Avenue and 1959 -1963 Dandenong Road Clayton subject to the following conditions:

Amended Plans Required

1. Before the development starts, amended plans drawn to scale and dimensioned must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be generally in accordance with the plans prepared by Metaxas Architects Pty Ltd, Revision Cii, dated 14 April 2025, but modified to show:
 - a) A staging plan detailing the indicative building construction stages including construction sequence, construction of basement, public realm works, communal open space and if applicable, any proposed temporary treatment to ensure the remaining vacant land is attractive and well maintained.
 - b) The ground floor north facing windows/ sliding doors of Building B modified or screened, or a self-supporting trellis constructed to provide screening above the north common boundary fence in order to prevent unreasonable overlooking.
 - c) Finished floor level of the decking within the outdoor communal areas not higher than 0.8 metres above finished ground level.
 - d) The west facing level 3 balconies of Units A17, A18, A19 & A20 balustrade increased to 1.7 metres above finished floor level and screened or alternative measures to prevent overlooking.
 - e) Numbering of car spaces within the basement.
 - f) A 300mm clearance against the structural wall provided to the car parking space

within the basement.

- g) Indicative signage for staff parking for the convenience shop/convenience restaurant, properly signed and marked within the basement carpark.
- h) Details of the proposed car stacker system including model of the car stacker, height clearance for vehicles etc.
- i) Details of acoustic treatments in accordance with the recommendations in Section 3.3 of the Acoustic Report prepared by Enfield Acoustics Pty Ltd (dated 28 February 2025).
- j) Location of all services including substation, fire pump etc. The services cabinet is to be designed to complement the development. Supportive documents should be provided to show the proposed location of the services and design/ height of screening cabinet meet relevant requirements.
- k) Fencing details such as 'existing common boundary fence', 'proposed common boundary fence', and the height and material of boundary fences.
- l) Details of fencing/ balustrades enclosing the paving area of the ground floor units fronting Dandenong Road and Beddoe Avenue.
- m) Indicative location of a 1.83 metre wide easement created on the western boundary of 1959 Dandenong Road, narrowed to 1.57 metres in the location of the basement, and labelled 'Creation of new 1.57 to 1.83-metre wide easement in favour of Monash City Council to the satisfaction of Council'.
- n) A Landscape Plan prepared in accordance with Condition 4.
- o) A Waste Management Plan prepared in accordance with Condition 5.
- p) A Sustainable Management Plan prepared in accordance with Condition 6.
- q) A plan of subdivision to show the removal and creation of easement in accordance with Condition 23.

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.

Compliance with Documents Approved under this Permit

- 3. At all times what the permit allows must be carried out in accordance with the requirements of any document approved under this permit to the satisfaction of the Responsible Authority.

Landscaping Plan

- 4. Concurrent with the endorsement of any plans pursuant to Condition 1, an amended

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. When endorsed, the plan will form part of the permit. The Landscape Plan must be generally in accordance with the Landscape Plan prepared by Metaxas Architects Pty Ltd, Revision P3, dated 24 February 2025, except that the plan must show:

- a) Changes required under Condition 1 including location of site services and cabinets.
- b) Landscaping details within each stage of the development.
- c) The location of the proposed easement as required by Condition 1m) of this Permit.
- d) Updated tree schedule with suitable trees to be planted within the new easement along the western boundary of 1959 Dandenong Road.

When approved the plan will be endorsed and will then form part of the permit.

Waste Management Plan

- 5. Concurrent with the endorsement of plans required pursuant to Condition 1, a Waste Management Plan must be submitted and approved by the Responsible Authority. The plan must be generally in accordance with the Waste Management Plan prepared by SALT, Version F02 dated 5 March 2025, except that the plan must be modified to show any changes to reflect the staging of the development. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority

Sustainable Management Plan

- 6. Concurrent with the endorsement of plans requested pursuant to Condition 1, a Sustainable Management Plan (in accordance with Clause 15.01-2L-02- Environmentally sustainable development policy) must be submitted to and approved by the Responsible Authority. The plan must be generally in accordance with the Environmental Sustainable Design (ESD) report prepared by SBE Melbourne, Revision V4 dated 25 May 2021, except that the plan must be modified to show:
 - a) Updated building layout in accordance with the development plan prepared by Metaxas Architects Pty Ltd, Revision Cii, dated 14 April 2025.
 - b) Any changes required by Condition 1 of this planning permit.

Upon approval the Sustainable Management Plan will be endorsed as part of the planning permit and the development must incorporate the sustainable design initiatives outlined in the SMP to the satisfaction of the Responsible Authority.

Green Travel Plan

- 7. Before the use commences, a Green Travel Plan (in accordance with Clause 15.01-2L-02-

Environmentally sustainable development policy) must be submitted to and approved by the Responsible Authority. When approved, the Green Travel plan will be endorsed and will form part of this permit. The Green Travel Plan must include, but not be limited to, the following:

- a) The Green Travel Plan must provide for inclusion of a flexi car scheme associated with the development and other “green travel” initiatives to be made available to residents and staff associated with the development. Where practical the Sustainable Transport Strategy Plan should include synergies with the retail and office uses also undertaken on the land.
- b) A description of the location in the context of alternative modes of transport;
- c) Details of end of trip facilities provided;
- d) Education and awareness initiatives and incentives for residents and visitors to encourage more sustainable modes of travel to/from the site;
- e) Management practices identifying sustainable transport alternatives;
- f) Consider the provision of electric vehicle charging facilities;
- g) Lobby areas of building to include real time information of train, tram and bus services;
- h) Details of bicycle spaces for staff;
- i) Employee and resident packs (ie myki cards for new workers); and
- j) An obligation to update the plan not less than every 5 years;
- k) Details of when and how this travel plan will be available for new staff;
- l) Any other relevant matters.

The Green Travel Plan must be provided to the management and residents of the building to the satisfaction of the Responsible Authority. This plan may only be amended with the prior written consent of the Responsible Authority.

Acoustic Report

8. Concurrent with the endorsement of plans pursuant to Condition 1, the Acoustic Report prepared by Enfield Acoustics Pty Ltd (dated 28 February 2025) will be endorsed as part of the planning permit.

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

Wind Impact Assessment

9. Concurrent with the endorsement of plans pursuant to Condition 1, the Wind Impact Assessment prepared by prepared by Vipac (dated 26 February 2025) will be endorsed

as part of the planning permit.

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

Construction Management Plan

10. Prior to the commencement of any site works (including demolition and excavation), a Construction Management Plan must be submitted and approved by the Responsible Authority. No works are permitted to occur until the Plan has been endorsed by the Responsible Authority. Once endorsed, the construction management plan will form part of the permit and must be implemented to the satisfaction of the Responsible Authority. The plan must address the following issues:
- a) Hours for construction activity in accordance with any other condition of this permit;
 - b) Measures to control noise, dust and water and sediment laden runoff;
 - c) Prevention of silt or other pollutants from entering into the Council's underground drainage system or road network;
 - d) Measures relating to removal of hazardous or dangerous material from the site, where applicable;
 - e) A plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site;
 - f) Cleaning and maintaining surrounding road surfaces;
 - g) 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;
 - h) Public Safety and site security;
 - i) 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;
 - j) A Traffic Management Plan showing truck routes to and from the site;
 - k) 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;
 - l) Measures to ensure that sub-contractors/tradespersons operating on the site are aware of the contents of the Construction Management Plan;
 - m) Contact details of key construction site staff; and
 - n) Except with the prior written consent of the Responsible Authority, a requirement

that construction works must only be carried out during the following hours:

- i) Monday to Friday (inclusive) – 7.00am to 6.00pm;
- ii) Saturday – 9.00am to 1.00pm; and
- iii) No works are permitted on Sundays or Public Holidays.

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

S173 Agreement

11. Prior to the commencement of the development the owner of the land must enter into an agreement with the Responsible Authority under Section 173 of the Planning and Environment Act 1987. In addition to the usual mechanical provisions, the agreement must provide for the following matters:
 - a) That no person may reside in the building unless that person is a bona fide student or academic whether part time, full time, short term or resides there in a supervisory, management or caretaker capacity of the facility;
 - b) Car parking spaces are only permitted to be used by the occupants of the units and their visitors;
 - c) Car spaces must not be individually subdivided, on-sold, leased, rented or made available to any other person other than an owner or occupant or visitor of the premises;
 - d) That residents of the units will be notified in writing as part of any lease or rental agreement that they will not be entitled to car parking permits for on street car parking;
 - e) Clearly note and acknowledge that should the land cease to be used for student housing, a new planning permit may be required for an alternative use. It should be noted that any dispensation for on-site car parking given to the student accommodation use is not transferable to any proposed alternative use of the land. Any subsequent use will be assessed in accordance with the car parking requirements of the Monash Planning Scheme;
 - f) That the student accommodation premises must be managed by a single entity with responsibility for all aspects of the use; and
 - g) An operational management plan prepared and implemented to the satisfaction of the Responsible Authority according with Condition 12 of this permit.

All costs of preparation, execution and registration of the agreement must be borne by the owner of the land, or the future Owners Corporation, including those costs incurred by the Responsible Authority.

Operational Management Plan

- 12. Prior to the commencement of the student accommodation use associated with any stage, an Operational Management Plan must be submitted to and approved by the Responsible Authority. The Plan should detail but not limited to:**
- a) Induction of residents to be familiar with the behaviour requirements of the Management Plan;**
 - b) A log for recording residents and visitor details;**
 - c) Student accommodation units managed and under the control of a single operator responsible for the operation and maintenance of the entire premises for the life of the use as student accommodation;**
 - d) The 24 hour contact details for the management of the premises displayed in a manner and location that it is visible to any person entering the site. This information is to be updated as required immediately following any change to the nominated responsible management contact person;**
 - e) A resident on-site manager must be on the premises at all times.**
 - f) All issues or complaints that arise must be recorded and must include details of actions taken to address the issue or complaint;**
 - g) Appropriate management of the car park including access arrangements;**
 - h) Provision of the endorsed Green Travel Plan to management and residents;**
 - i) Appropriate maintenance of buildings and grounds, including all landscaped areas;**
 - j) Waste Disposal, including management of bins, in accordance with the waste management conditions of this permit;**
 - k) Landscaping maintenance; and**
 - l) Goods must not be stored or left exposed outside the building so as to be visible from any public road or thoroughfare.**

When approved, the Operational Management Plan will be endorsed to form part of this permit and must be implemented to the satisfaction of the Responsible Authority.

Ongoing Architect Involvement

- 13. As part of the ongoing consultant team, Metaxas Architects 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.**

Staged Works

14. Prior to the completion of any stage of the development allowed by this permit, landscaping works as shown on the endorsed plans forming part of the that stage of the development must be completed to the satisfaction of the Responsible Authority and then maintained to the satisfaction of the Responsible Authority.

Car Parking and Access

15. Before the use starts or any building is occupied for any stage, areas set aside for parked vehicles and access lanes for that stage as shown on the endorsed plans must be:
 - a) constructed to the satisfaction of the Responsible Authority;
 - b) properly formed to such levels that they can be used in accordance with the plans;
 - c) surfaced with an all-weather sealcoat to the satisfaction of the Responsible Authority;
 - d) drained, maintained and not used for any other purpose to the satisfaction of the Responsible Authority; and
 - e) line-marked to indicate each car space and all access lanes to the satisfaction of the Responsible Authority.

Parking areas and access lanes must be kept available for these purposes at all times.

16. The accessible parking space should be designed in accordance with the Australian Standard for *Off-Street Parking for people with disabilities, AS/NZS 2890.6*. The vehicle path to and from each accessible space shall have a minimum headroom of 2200mm. The headroom above each dedicated space and adjacent shared area shall be a minimum of 2500mm.
17. Bicycle parking facilities shall generally follow the design and signage requirements set out in Clause 52.34 of the Monash Planning Scheme.

Vehicle Crossings

18. The existing redundant vehicle crossovers are to be removed and replaced with kerb and channel. The footpath and nature strip are to be reinstated to the satisfaction of Council

Drainage

19. 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.

Student Accommodation Use and Site Management

- 20. The total number of students within the student accommodation facility must not exceed 228 except with the further written consent of the Responsible Authority.**
- 21. Prior to the occupancy of any stage of the development, all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority. Once installed the screening and other measures must be maintained ongoing to the satisfaction of the Responsible Authority. The use of obscure film fixed to transparent glass or windows is not considered to be 'obscure glazing' or an appropriate response to screen overlooking.**
- 22. 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.**

Creation and Removal of Easement

- 23. Concurrent with the endorsement of any plans pursuant to Condition 1, a Plan of Subdivision prepared by a Licensed Land Surveyor must be prepared and submitted to Council for endorsement. The plan must show:**
 - the removal of easement E-1 shown on Title Plans 1/TP17802 and 1/TP112782;**
 - the partial removal of Easement E-1 shown on Title Plan 1/159053; and,**
 - the creation of a new 1.83 metre wide easement, narrowing to 1.57 metres in the location of the basement, along the western property boundary of 1959 Dandenong Road in favour of Monash City Council****all to the satisfaction of the Responsible Authority.**

When endorsed, the plan will form part of the permit.

Convenience Shop/Convenience Restaurant Use

- 24. The amenity of the area must not be detrimentally affected by the use or development, through the:**
 - a) transport of materials, goods or commodities to or from the land;**
 - b) appearance of any building, works or materials;**
 - c) emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil;**
 - d) overspill of car parking onto the street network;**

e) presence of vermin;

To the satisfaction of the Responsible Authority.

25. No goods must be stored or left exposed outside the building so as to be visible from any public road or thoroughfare.

26. At all times noise emanating from the land must comply with the requirements of the Environment Protection Regulations 2021 (as amended from time to time) as measured in accordance with the Noise Protocol to the satisfaction of the Responsible Authority.

Noise Protocol means the Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues, published by the Environment Protection Authority on its website, as in force from time to time.

Completion of Buildings and Works

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

Department of Transport and Planning (Ref: 43033/23)

28. All disused or redundant crossings along the Princes Highway Service Road must be removed and the area reinstated to kerb, channel, and footpath to the satisfaction of and at no cost to the Head, Transport for Victoria prior to the occupation of the buildings hereby approved.

Suburban Railway Loop Authority (Ref: SCO15/2023/08)

SC1 Amended Plans

29. 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 by Metaxas Architects Pty Ltd, date stamped 28 February 2025 and shown as Revision Ci, but modified to show:

- a) all excavation and footing details in accordance with the Engineering Report required by Condition SC2 (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 Engineering Report

- 30. 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), 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 this case, the following would be considered to satisfy this requirement:**
 - i) demonstrating that the increase in unfactored loading from the footings of the development at a level of RL 51.6 m AHD beneath the south-eastern corner of the building does not exceed 50 kPa would be considered to satisfy this requirement (unloading from basement excavations should not be included in this assessment);**
 - b) that the method of excavation and construction of the proposed basement and footings;**
 - i) will not cause the ground-water table to be drawn down during construction;**
 - ii) will not cause permanent draw down impacting the ground-water table; and**
 - iii) will be suitably protected from any ground water ingress;**
 - c) that the development and construction methods will appropriately manage and mitigate any impacts from construction vibration on Suburban Rail Loop East and associated infrastructure.**

SC3 Compliance with Engineering Report

- 31. All design, excavation and construction must be undertaken in accordance with the Engineering Report approved under Condition SC2 (Engineering Report) unless alterations or modifications are approved in writing by Suburban Rail Loop Authority.**

SC4 Alterations not consistent with Engineering Report

- 32. 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 SC2 (Engineering Report), the prior written consent of Suburban Rail Loop Authority must be obtained.**

SC5 Ground Anchors

- 33. Ground anchors or rock bolts used for the development must not intrude 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.**

SC6 Demolition and Construction Management Plan

- 34. Unless otherwise agreed in writing with Suburban Rail Loop Authority, before development starts (including demolition and excavation), a Demolition and Construction Management Plan must be submitted to the satisfaction of Suburban Rail Loop Authority. The Demolition and Construction Management Plan must include details of (but not be limited to) management mitigation measures to minimise impacts to Suburban Rail Loop East and associated infrastructure during demolition and construction, and must set out:**
- a) objectives, performance and monitoring requirements**
 - b) the construction program.**
 - c) any excavation or construction mitigation measures identified in the Engineering Report or approved in accordance with Condition SC2 (Engineering Report).**
 - d) measures to ensure Suburban Rail Loop East infrastructure is not damaged during construction.**
 - e) management of material stockpiles to ensure Suburban Rail Loop East infrastructure is not impacted measures to ensure that all works on the land will be carried out in accordance with the Construction Management Plan.**

SC7 Compliance with the Construction Management Plan

- 35. All 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 Suburban Rail Loop Authority.**

SC8 No damage to infrastructure

- 36. 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 because of the development. Any damage must be rectified to the satisfaction of Suburban Rail Loop Authority, at the full cost of the permit holder.**

SC9 Boreholes

- 37. 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.

38. 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.

SC10 Commencement of Development

39. Unless otherwise agreed in writing, the permit holder must give Suburban Rail Loop Authority at least 10 business days' notice of the expected date of commencement.

Yarra Valley Water (Ref: 681963)

Water

40. The owner of the subject land must enter into an agreement with Yarra Valley Water for the provision of water services.

Sewerage

41. The owner of the land must enter into an agreement with Yarra Valley Water for the provision of sewerage services.

Time for Starting and Completion

42. 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 first stage of development is not commenced within three (3) years of the date of this permit, or;
 - b) The first stage of development is not completed within three (3) years from commencement of the first stage;
 - c) Subsequent stages of development are not completed within two (2) years from the completion of the first stage of development;
 - d) The use is not commenced within two (2) years from the date of completion of the particular stage in which the use is located.
 - e) The plan of removal and creation of easement is not certified within three (3) years of the date of this permit.
 - f) The plan of removal and creation of easement is not registered within five (5) years of the date of certification.

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:

- I. within six (6) months afterwards if the use or the development has not commenced; or
- II. 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. Building permit approval for the works must be obtained prior to the commencement of the approved works.
- B. All costs associated with the removal and replacement of a tree or trees are to be borne by the resident or landowner who has requested the removal. Please contact Council's Horticultural Department to establish the tree valuation and removal timing.
- C. Engineering permits must be obtained for new or altered or removal of vehicle crossings, works within the Road Reserve and for stormwater connections and these works are to be inspected by Council.
- D. An Asset Protection Permit may be required (and if required, must be obtained prior to works commencing) from Council's Engineering Department for the protection of public assets and infrastructure prior to any works commencing on the land.
- E. 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.
- F. The full cost of reinstatement of any Council assets affected by the demolition, building or construction works, must be met by the permit applicant or any other person responsible for such works, to the satisfaction of the Responsible Authority.
- G. The design parameters for the internal detention system are to be obtained from Council's Engineering Department (mail@monash.vic.gov.au).
- H. 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.
- I. 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.
- J. An on-site detention system for storm events up to the 1% AEP event is to be retained on-site for the basement car park. 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.
- K. 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
 - L. Tree planting should be kept clear of any drainage easement.
 - M. The design and fit out of the food premises must comply with Food Standard's Code - Australia New Zealand's 'Food Safety Standard 3.2.3 -- Food Premises & Equipment'.
 - N. The proposed food business (convenience shop/convenience restaurant) must register with the council under the Food Act 1984 prior to operating.
 - O. Construction and performance of kitchen mechanical exhaust system must comply with AS1668.2 and not cause a nuisance to neighbouring residents.
 - P. The accommodation premises (student accommodation) should contact Council's Public Health's Unit to confirm whether a Registration is needed under the Public Health and Wellbeing Act 2008.
 - Q. Unless no permit is required under the planning scheme, no sign must be constructed or displayed without a further permit.
 - R. Any residents of the approved development will not be entitled to car parking permits for on street car parking.
 - S. Any request for a variation of this permit shall be lodged with the relevant fee as determined under the Planning & Environment (Fees) Regulations 2016.
 - T. Any request for time extension of this permit shall be lodged with the relevant administration fee at the time the request is made.
 - U. Environment Act 1987 as the certification of a plan under Section 6 of the Subdivision Act 1988. Completion is regarded as registration of the subdivision. The starting of a subdivision is regarded by Section 68(3A) of the Planning and

Suburban Railway Loop Authority Notes

PN1. Provision of 'as constructed' building footing details and piling records

- V. Please contact Suburban Rail Loop Authority on 1800 105 105 or 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.

PN2. Construction coordination

- W. Should the development be constructed at the same time as SRL East (in this area), communication between the permit holder and Suburban Rail Loop Authority is critical to coordinate the logistics of both projects. Please contact Suburban Rail Loop Authority

on 1800 105 105 or infrastructure.protection@srla.vic.gov.au

If you have any queries regarding the above, please contact Robert Galpin by phone on 9657 3857 or by email at infrastructure.protection@srla.vic.gov.au

COUNCIL PLAN STRATEGIC OBJECTIVES

Sustainable City

Ensure an economically, socially, and environmentally sustainable municipality.

Inclusive Services

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

Enhanced Places

Pursue a planning framework that meets Monash needs.

BACKGROUND

History

There is no previous planning history.

Site and Surrounds

The site comprises of four parcels of land located at the intersection of Dandenong Road and Beddoe Avenue in Clayton, less than 80 metres from Monash University. The land has two street frontages, being the Dandenong Road Service Road to the south, and Beddoe Avenue to the east. The site is irregular in shape, with a combined frontage of approximately 57.5 metres to Dandenong Road and 69 metres to Beddoe Avenue and a total site area of 3,370 square metres. A 1.83-metre-wide easement is located along the rear boundary of each property. The site has a slight fall of approximately 3 metres from the northwest corner to the southeast corner of the site.

Each lot currently contains a single storey dwelling and associated vehicle crossover, including two crossovers to the Dandenong Road Service Road and two crossovers to Beddoe Avenue.

The site is within the immediate vicinity of Monash University, Clayton Campus to the east and the built form of the immediate surrounding area can be described as follows:

North: No. 73 Beddoe Avenue contains a single storey dwelling. Planning Permit TPA/44980 was issued in October 2019 for the development of a four storey student accommodation building at 71 and 73 Beddoe Avenue. Construction of the approved development did not commence, and the permit has lapsed.

East: No.62-66 and 76 Beddoe Avenue each contain a single storey building currently used as a childcare centre. No. 78 Beddoe Avenue is currently vacant and 1965-1969 Dandenong Road is part of the Monash University site and has landscaping and pedestrian paths within it.

South: Dandenong Road intersection with North Road/Wellington Road with residential further south.

West: No. 1957 Dandenong Road comprises of three double storey dwellings; and 74 Marhsall Avenue comprises of five single storey dwellings.

An aerial photograph of the subject site and surrounding land can be found attached to this report (Attachment 1).

PROPOSAL

It is proposed to construct a seven (7) storey residential building to be used for student accommodation, with a convenience shop or convenience restaurant on the ground floor.

The development is proposed to be constructed in two (2) stages and the proposed building comprises of two elements (Buildings A & B) with a central courtyard on the ground floor. Both buildings are directly connected and form an 'U' shape on the site.



Proposed site plan with Indicative Staging Overlaid

Building A is 7 stories in height, situated at the parcel of land at 1959, 1961 and 1963 Dandenong Road and to be constructed under Stage 2.

Building B is 5 stories tall, situated at the parcel of land at 75 Beddoe Avenue and will be constructed under Stage 1 of the development.

Vehicle access to the basement car park will be via a new vehicle crossover to Beddoe Avenue, which is located along the east side of the building. The proposal also includes removal of the easement along the rear of 1959 (partial easement), 1961 and 1963 Dandenong Road.

The proposal can be summarised in detail as follows:

Maximum Overall Height	24.77m
Number of Storeys	7 storeys
Number of Students /Floor Area	228 contained within 217 units Ancillary convenient shop or convenient restaurant: 114sqm
Site Coverage	62.34%
Permeability	22.02%
Open Space	1,129sqm
Vehicle Access	Via a new vehicle crossover to Beddoe Avenue
Car Parking	71 spaces within the basement car park (16 spaces of which are located within car stackers)
Bicycle Spaces	133 spaces including 121 spaces within the basement and 12 spaces on the ground floor
Materials	Brick, concrete, render, galvanized steel and charred timber finish
Front Fence	No fence
Tree Removal / Landscaping	There are no significant trees on site and the proposal proposes to remove all the trees within the subject site.
Removal of Easement	Removal of Easement E-1 shown on Title Plans 1/TP17802 and 1/TP112782 and partial removal of Easement E-1 shown on Title Plan 1/159053.

The minimum building setbacks are detailed as follows:

	North (Rear)	East (Beddoe Avenue)	South (Dandenong Road Frontage)	West (Side)
Basement	2 m	3.384 m	3.942 m	1 m
Ground Floor	2.55 m	4.008 m	4.793 m	3.499 m
Level 1	3 m	2.68 m	4.7 m	3.5 m
Level 2	3 m	2.68 m	4.7 m	3.5 m
Level 3	4.551 m	2.68 m	4.7 m	6.8 m
Level 4	7.789 m	2.68 m	4.7 m	8.9 m
Level 5	32.55 m	2.68 m	4.7 m	18.054 m
Level 6	32.55 m	2.68 m	4.7 m	18.092 m



Proposed perspective- Dandenong Road



Proposed perspective- Corner of Dandenong Road and Beddoe Avenue



Proposed perspective- Beddoe Avenue

Amended Plans After Public Notification (S57A Amendment):

Following public notification of the submitted application in May 2024, Council officers reiterated to the permit applicant that there were a number of outstanding concerns with the proposal and the application would not be supported. This was based on the concerns raised in the further information letter including materials and finishes, building bulk, shadowing to the communal open space area, design including fenestration and detailed design, and presentation of the ground floor interface to both street frontages.

The applicant advised their intention to address the concerns and after numerous revisions, a formal amendment under Section 57A of the *Planning and Environment Act* was submitted to Council on 23 May 2025.

The key changes to the plans are:

- Number of bedroom units reduced from 234 to 217 (reduction of 17 units);
- Number of beds reduced from 253 to 228 (reduction of 25 beds);
- Basement car parking spaces reduced from 79 to 71 spaces (reduction of 8 spaces);
- Bicycle parking spaces reduced from 135 to 133 (reduction of 2 spaces from ground floor frontage);
- Convenience shop or convenience restaurant increased from 112sqm to 114sqm (increase of 2sqm) and relocated from Beddoe Avenue to Dandenong Road;
- Relocation of the main entrance point of the building to Dandenong Road;
- Increase in setbacks to Beddoe Avenue and Dandenong Road;
- Reduction in the ground floor level to improve the relationship with street frontages;
- Reduction of building form adjacent to No. 73 Beddoe Avenue;
- Total outdoor communal area/ central courtyard increased from 345sqm to 448sqm (increase of 103sqm); and
- Modification of materials and fenestration.

The overall building height did not change from what was originally proposed.

Public notification of the amended application was undertaken between 5 to 23 June 2025.

This report is prepared based on the Section 57A amended plans (revision Cii dated 14 April 2025), received by Council on 23 May 2025.

Attachment 2 details plans forming part of the application.

PERMIT TRIGGERS

Zoning

The subject site is located within the Residential Growth Zone, Schedule 3 (RGZ3). A planning permit is required pursuant to the following provisions of the Monash Planning Scheme:

- Clause 32.07-2 - to use the land for a section 2 use (residential building and a convenient shop/convenient restaurant.
- Clause 32.07-6- to construct a residential building.

- Clause 32.07-9- to construct a building for a use in Section 2 of Clause 32.07-2.

Clause 32.07 seeks building heights of up to or including 4 storeys with a preferred building height of 13.5 metres. The proposed building has a maximum height of 24.77 metres, this is discussed in the assessment section of this report.

There is no garden area requirement in the Residential Growth Zone.

Overlay

Specific Controls Overlay Schedule 14 & 15

No. 1963 Dandenong Road is affected by the Special Controls Overlay, Schedules 14 and 15 (SCO 14 & SCO 15). Pursuant to Clause 45.12-1, land affected by this overlay may be used or development in accordance with a specific control contained in the incorporated document.

SCO14 and SCO15 relate to the Suburban Railway Loop East Infrastructure Protection Incorporation Document, August 2022. The site is not within the Infrastructure Protection Area A, however a permit is required to construct a new building if:

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

As the proposed building is more than three storeys, exceeds 11 metres in height, and has a finished floor level greater than 3.5 metres below surface level a permit is triggered under this provision.

Particular and General Provisions

Clause 52.02 Easements, Restrictions & Reserves

A permit is required to acquire or remove an easement or remove a right of way under Section 36 of the Subdivision Act 1988. A permit is also required to create an easement.

The proposal includes removal of Easement E-1 shown on Title Plans 1/TP17802 and 1/TP112782 and partial removal of Easement E-1 shown on Title Plan 1/159053, located on the subject land at 1959, 1961 and 1963 Dandenong Road. Council's Engineer also requires creation of a 2 metre wide easement along the western boundary of the subject site.

Clause 52.06 Car Parking

Where the use of land is not specified in Table 1 of Clause 52.06-5, car parking spaces must be provided to the satisfaction of the Responsible Authority.

Student accommodation is not identified within Table 1 of Clause 52.06-5, however, the Student Accommodation Policy at Clause 16.01-1L-02 requires the provision of 0.3 spaces per bed for sites within 'preferred locations'. The subject land is located within the preferred location and the proposed 228 bed student accommodation requires the provision of 68 car spaces. A total of 68 parking spaces are provided for the student accommodation use therefore satisfying this requirement.

Clause 52.06-5 specifies that both a convenience shop and a convenience restaurant require 3.5 car spaces to each 100 square metres of leasable floor area. Based on a floor area of 114 square metres, 3 car spaces are required and have been provided.

Clause 52.34 Bicycle Facilities

A new use must not commence until the required bicycle facilities have been provided on the land in accordance with Clause 52.34-1.

Council's Student Accommodation Policy at Clause 16.01-1L-02 requires the provision of one bicycle space for every two students. The proposal of 228 students is required to provide 114 bicycle spaces.

In addition, the proposed convenience shop or convenience restaurant is required to provide 7 bicycle spaces.

The proposal provides a total of 133 bicycle spaces, exceeding the statutory requirement.

Clause 52.29: Land Adjacent to The Principal Road Network

Pursuant to Clause 52.29-2, a permit is required to create or alter access to a road in a Transport Zone 2. Dandenong Road (including the service road) is in a Transport Zone 2 and the proposal seeks to remove two vehicle crossovers to the service road of Dandenong Road.

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 requested on 15 May 2023 and the permit applicant responded to Council's further information on 17 April 2024 by providing the requested information and submitting amended plans pursuant to Section 50 of the Planning and Environment Act 1987.

After completion of public notification, Council officers had ongoing discussions with the applicant and reiterated Council's concerns about the proposal. Subsequently, the applicant made a voluntary amendment of the application pursuant to section 57A of the Planning and Environment Act on 23 May 2025.

The applicant was advised that this application was coming to the July Council meeting, and a letter was sent with the details of the meeting.

The applicant has been 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* on two occasions (original proposal 9-27 May 2024 and amended proposal under Section 57A of the *Planning and Environment Act 1987* 5-23 June 2025) by way of letters sent to the surrounding property owners/occupiers, and the display of five (5) A1 signs on the Dandenong Road and Beddoe Avenue frontages of the site.

A total of three (3) submissions were received during public notification of the original application, and one objector submitted a further submission for the Section 57A amended proposal.

Issues raised within the objections included the following concerns:

- Excessive Building Height
- Out of character with the scale of development in the area
- Loss of privacy (overlooking)
- Overshadowing
- Noise from outdoor communal areas
- Inadequate car parking
- Increase in traffic volume and potential safety hazards
- Structural damage to adjoining property from construction
- Impact on stormwater and drainage
- Overdevelopment

One of the submissions is from Monash University who supported the provision of student accommodation at the subject site, and the proposed scale and density, however expressed concerns in relation to:

- Maximum number of students allowed within the development is unclear and should be specified.
- The proposal should be referred to relevant referral authorities.
- The proposal should ensure there is adequate provision of communal space and bicycle spaces, and student facilities within the development.

Attachment 4 details the location of objector properties.

Referrals

External Referral

Department of Transport and Planning (DTP) (Ref: 43033/23)

The application was referred to DTP pursuant to Clause 52.29-4 and Clause 66.02 of the Scheme, for the removal of vehicle crossovers on the service road to Dandenong Road, which is in Transport Zone 2, and for construction of a residential building comprising 60 or more lodging rooms.

There is no objection to the grant of a planning permit subject to the incorporation of standard conditions regarding the redundant crossings.

Suburban Rail Loop Authority (SRLA) (Ref: SCO15/2023/08)

Pursuant to Clause 66.01 of the Monash Planning Scheme, the application was referred to the Suburban Rail Loop Authority (SRLA) for the construction of a building within the Specific Controls Overlay Schedule 15. The SRLA do not object to the grant of a planning permit subject to a number of conditions relating to the submission of engineering reports to the SRLA for approval before commencement of the development.

Yarra Valley Water (Ref: 589031)

Pursuant to Clause 66.01 of the Monash Planning Scheme, the application was referred to Yarra Valley Water for the removal of an easement. Yarra Valley Water do not object to the grant of a planning permit subject to the conditions requiring the owner of the subject land to enter into an agreement with Yarra Valley Water for the provision of water and sewerage services.

Internal Referral

Strategic Planning

Council's Strategic planning department noted the sites' prominent location near the intersection of Dandenong and North Roads and that the height of the development is consistent with the heights envisaged by the Monash Boulevard Urban Design Framework (Monash BUDF) as well as the Suburban Railway Loop Authority (SRLA) draft structure plan for this location.

Transport Engineer

Council's Transport Engineer provided the following comments which can be addressed by condition or notation on a permit, should one issue:

- One of the parking spaces adjacent to the fire escape stair requires an additional 300mm clearance to the structural wall to comply with Clause 52.06-9
- The relocation of an existing parking sign on Beddoe Avenue will be included in the vehicle crossing application process, with the associated costs to be covered by the developer.
- Staff parking for the ground floor convenience shop or convenience restaurant must be properly signed and marked within the basement car park.
- The proposed stacker parking system details should be detailed on the plans including the model number, vehicle height and height clearance to ensure the system satisfies the requirements.

Horticulture

A street tree in Beddoe Avenue, located in the area where the vehicle access to the site is proposed was removed by Council in 2022. Council's Horticultural department advises that a replacement tree has been planted at the same location as part of the 2024 planting program. The replacement tree is still juvenile, and no amenity value is applicable. The tree can be removed to make way for the proposed vehicle crossover.

Drainage Engineer

Council's Drainage Engineer do not raise any concerns about the proposal but will require a new 300mm drain from the Council pit in the rear easement of 1959 Dandenong Road to a new junction pit in the service road outside 1959 Dandenong Road.

Recommended permit conditions will require the development plans to show a new 1.83-metre wide easement along the northern property boundary, except for in the location of the basement car park where the easement can be narrowed to suit.

Public Health

Council's Environmental Health Officer did not raise any concerns about the proposal and require a standard food premises condition to be included on a permit, should one issue.

Waste Services

Council's Waste Services advises that the submitted Waste Management Plan (WMP) meets Council's requirements.

Urban Design Consultant

Given the scale of the proposal, Council engaged the services of an external Urban Design Consultant. The advice provided can be summarized as follows:

- The proposal to confine the tallest aspects of the proposal toward Dandenong Road will appropriately respond to the robust boulevard character of Dandenong Road, and tapering building height down to approximately four storeys at residential interfaces will gesture to the preferred four storey height provisions within the purpose of the subject site's RGZ zoning.
- The proposed street setbacks generally respond well to the intent of the RGZ in the street setback provisions of Clause 55 (despite not technically applying). Proposed street setbacks to both Dandenong Road and Beddoe Avenue also appear sufficient to accommodate canopy landscaping, including basement setbacks.
- The proposed vehicle access and car parking arrangement will generally conceal all vehicles from view from the public realm.
- The proposed development with a large central courtyard makes efficient use of the subject site for residential redevelopment and maximises outlook and engagement with the public realm.
- The proposal provides good sense of street setback, maximises outlook and activation of the public realm, and maximises visibility of the proposed built form.
- The proposed built form responses toward the streetscape rhythm and transition of scale transition toward the residential interface.
- The use of more 'domestic' materials such as brickwork (including face brickwork) and precast concrete provided better nuances to the façade concept of the two street interfaces that respond to the street elements.
- The ground floor foyer and internal communal uses provides good relationship with the public realm.
- Provision of pedestrian entries to the building from both Dandenong Road and Beddoe Avenue would better capture the likely pedestrian movements.

- The ground floor convenience shop/convenience restaurant facing Dandenong Road will activate the streetscape of Dandenong Road.

RELEVANT PLANNING POLICY

Purpose and Vision

Council's vision for Monash has four primary areas of focus including a Sustainable City, Inclusive Services, Enhanced Places and Good Governance.

The Residential Development Framework at Clause 02.3-5 (Housing) provides greater certainty for the community and the development industry regarding the location and type of future residential development. The site is identified as being in 'Category 3: Residential Land in the Monash National Employment and Innovation Cluster' (MNEIC), an area with future development potential.

The Monash Housing Strategy (2014) details the prevailing objectives for housing in the MNEIC, being housing change and diversification, with development to respond to the broader context taking into account both commercial design and residential character.

Clause 02.03-5 (Housing) also identifies that students prefer to live in close proximity to their institution, creating significant localised student populations. The demand for quality student accommodation has outstripped the local supply in some areas of Monash. Policy therefore seeks to encourage the provision of student accommodation in proximity to tertiary education facilities with good access to public transport, that minimises potential conflicts with neighbouring uses.

Planning Policy Framework (PPF)

The PPF looks to provide for the sufficient supply of housing in established areas which are located close to jobs, services and public transport.

One of the strategies of Clause 15.01-1L-02 (Tree conservation for a Garden City) is to incorporate landscaping that reinforces the garden city character in all development, including through planting semi-mature canopy trees with spreading crowns in open space areas, along boundaries adjacent to neighbouring open space, and in front setbacks.

Clause 15.01-2L-02 (Environmentally Sustainable Development) provides a framework for early consideration of environmental sustainability at the building design stage. A Sustainability Management Plan (SMP) and Green Travel Plan is required to be prepared for the development of a building used for accommodation, other than dwellings, with a gross floor area of more than 1000 square metres.

An objective of the Monash Preferred Neighbourhood Character Policy at Clause 15.01-5L is to build upon the important contribution that landscaping makes to the garden city character of Monash and preserve and enhance the treed character.

The site is identified in this policy as being located within the 'MNEIC and Clayton Activity Centre – Housing Growth Area'. Neighbourhood character strategies for this area include to:

- *Support development that provides canopy trees and landscaped separation between buildings.*
- *Support multi-level developments on larger sites that are set in open gardens in the Housing Growth Area.*
- *Provide a transition between the scale of development and the surrounding land in the Housing Diversity Area.*
- *Provide space for landscaping in front and rear setbacks, while accommodating greater densities.*

Clause 16.01-1S (Housing Supply) seeks to ensure that an appropriate quantity, quality and type of housing is provided, including housing for student accommodation. The development is to be well-designed, providing a high level of internal and external amenity. Council policy supports substantial residential growth within the housing growth areas of the Monash National Employment and Innovation Cluster to provide housing closer to where people work and study.

The Student Accommodation Policy at Clause 16.01-1L-02 has a number of strategies to support the development of student accommodation facilities that are located close to tertiary institutions and services, respond to the needs of students, and not adversely impact the amenity of surrounding properties.

Residential Growth Zone - Schedule 3

The Residential Growth Zone Schedule 3 (RGZ3) seeks to facilitate housing growth in the form of apartment buildings of a high-quality design and finish. The area is expected to undergo substantial change to provide for housing intensification.

The Residential Growth Zone objectives seek (among others):

- *To provide housing at increased densities in buildings up to and including four storey buildings.*
- *To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres.*
- *To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.*
- *To ensure residential development achieves design objectives specified in a schedule to this zone.*

The design objectives of Schedule 3 are:

- *To facilitate housing growth in the form of apartment developments of a high quality design and finish.*
- *To ensure developments are constructed within an open garden setting through the retention and planting of vegetation, including canopy trees.*
- *To ensure that the height, scale and form of development respects any sensitive residential interfaces and minimises the appearance of visual bulk.*

Design guidelines require developments to contain elements of the Garden City Character and include breaks and recesses in building mass to avoid large block like structures dominating the streetscape and respect sensitive residential interfaces.

Clause 32.07-10 provides that the maximum building height for a residential building in this zone should not exceed 13.5 metres.

The Schedule to the zone specifies a front setback requirement of 4 metres and front fence height of 0.9 metres. In accordance with the provisions of the zone, Clauses 55, 57 or 58 are not applicable to this proposal, however the standards within these provisions can provide useful guidance to the built form and amenity outcomes sought for residential development in the RGZ3.

Monash Boulevards Urban Design Framework (Monash BUDF)

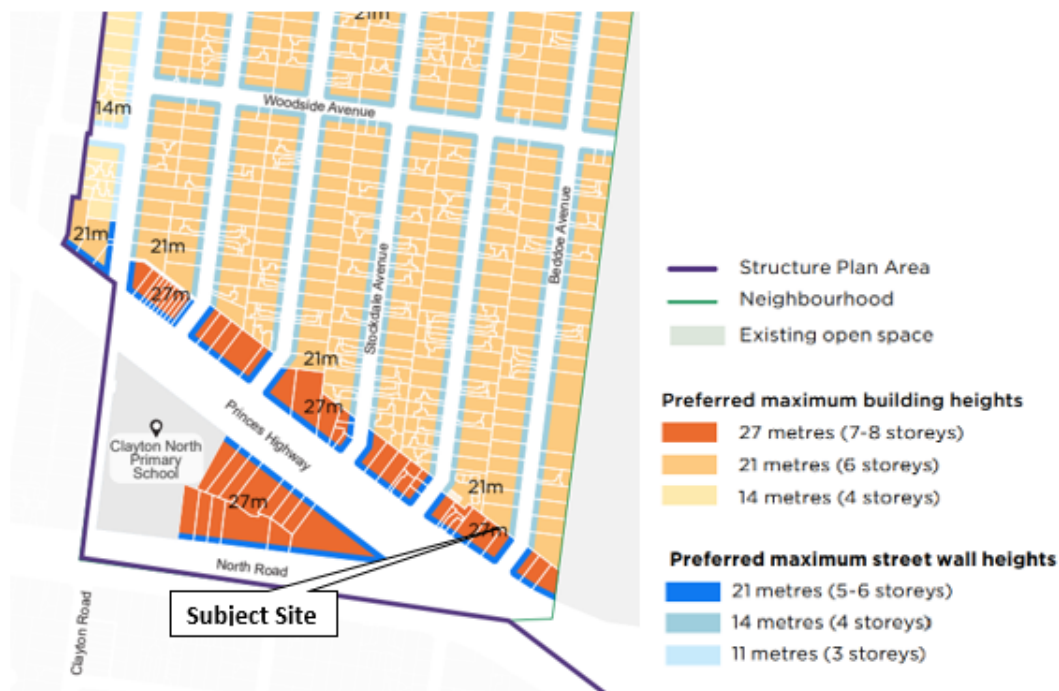
The Monash Housing Strategy 2014 identified 2 main boulevards in the City of Monash (Dandenong Road and Springvale Road) as areas with future redevelopment potential including housing change and diversification. At its 13 December 2022 meeting, Council adopted an Urban Design Framework for the Monash Boulevards, which provides a strong vision for Dandenong Road. The site is within the adopted Monash BUDF which foresees heights up to 8 storeys, with setbacks to the boulevard of 7.6 metres.

The Monash BUDF is a seriously entertained document that has not progressed pending finalisation of the Suburban Railway Loop East precinct planning work which introduced a Suburban Railway Loop East draft structure plan. The proposal is generally consistent with the height and scale envisaged within the Monash BUDF, however the proposed setbacks to Dandenong Road are more consistent with the Monash Suburban Railway Loop East draft structure plan.

Monash Suburban Railway Loop East Draft Structure Plan

The Suburban Railway Loop Authority (SRLA), as the responsible authority for future strategic planning of the precinct, has released a draft structure plan outlining how it is expected the precinct could evolve in the future. Some key draft directions envisage buildings of up to 8 storeys (with 3 metre preferred setbacks to street frontages) at 1959-1963 Dandenong Road, and 6 storeys (with 4 metre preferred setback to street frontage) at 75 Beddoe Avenue. The draft structure plan also identifies Dandenong Road as a strategic traffic and freight corridor and strategic bus corridor.

This structure plan for Monash is a draft only, with the results of the exhibition process yet to be referred to an advisory committee. This is anticipated to be later this year. The proposed number of stories is not inconsistent with the draft structure plan. The proposal is consistent with the building height and scale of the draft SRLA Structure Plan.



Proposed Clayton North building heights plan and preferred interfaces and setbacks plan (SRL East Drafts Structure Plan- Monash)

ASSESSMENT

The subject site is appropriate in terms of location and proximity to Monash University's Clayton campus and is located within the Residential Growth Zone. The location of the site adjacent to Dandenong Road and it being a large, consolidated lot and its topography result in the site being able to accommodate a more intensive built form as proposed. The site is also included within the Monash NEIC, is well serviced by serviced by several bus routes (along both Dandenong Road and North Road) and is located in relative proximity to the Clayton Major Activity Centre and Clayton train station.

The subject site has a number of physical and policy attributes that further support the notion of intensive redevelopment, including but not limited to:

- The large, amalgamated nature of the subject site, which in-principle is capable of accommodating taller forms of redevelopment whilst managing off-site amenity impacts.
- The subject site's proximity to a prominent intersection being Dandenong Road and Wellington/North Road.
- The large, consolidated lot, adjacent to an eight (8) lane highway and service roads (Dandenong Road) means that the built form is less prominent from when viewed from the street and public domain.
- The site is unconstrained in terms of existing vegetation.
- The land slopes towards Beddoe Avenue, away from neighbouring residential properties, meaning that the built form impact is reduced when viewed from neighbouring properties.
- The land is zoned Residential Growth, which seeks *'to facilitate housing growth in the form of apartment developments of a high-quality design and finish'*.

Land Use

The use of the land for student accommodation is consistent with the objectives of RGZ which includes encouraging a diversity of housing types in locations such as Clayton offering good access to services and transport. The site is located within a 'preferred location' as identified within Council's student accommodation policy at Clause 16.01-1L-02, being approximately 80 metres from Monash University (Clayton campus).

The proposal provides a variety of internal layouts, including studio, 1 and 2 bedrooms.

Types of units	Number of units	Number of beds
Studio	151	151
1 Bed	55	55
2 Bed	11	22
Total	217	228

The use of either a convenience shop or a convenience restaurant is permissible within the RGZ, which allows a limited range of non-residential uses to serve local community needs in appropriate locations. The subject site is located close to the intersection of Dandenong Road and North/Wellington Road and considered an appropriate location for the proposed non-residential

use. It is in close proximity to Monash University and the proposal will assist in servicing the local students and the nearby residential community.

The proposed convenience shop or convenience restaurant will have its frontage to Dandenong Road, and entry via the Dandenong Road Service Road. As there are no pedestrian entries to the convenience shop or convenience restaurant from Beddoe Avenue, the potential external amenity impacts to nearby residents is minimal.

In addition, the proposed convenience shop or convenience restaurant has a floor area of 114 square metres which takes up a small portion of the development and is aimed to be an ancillary service to the main use of the site being student accommodation.

On the basis above, it is not considered that restriction on the operating hours of the convenience shop or convenience restaurant is warranted.

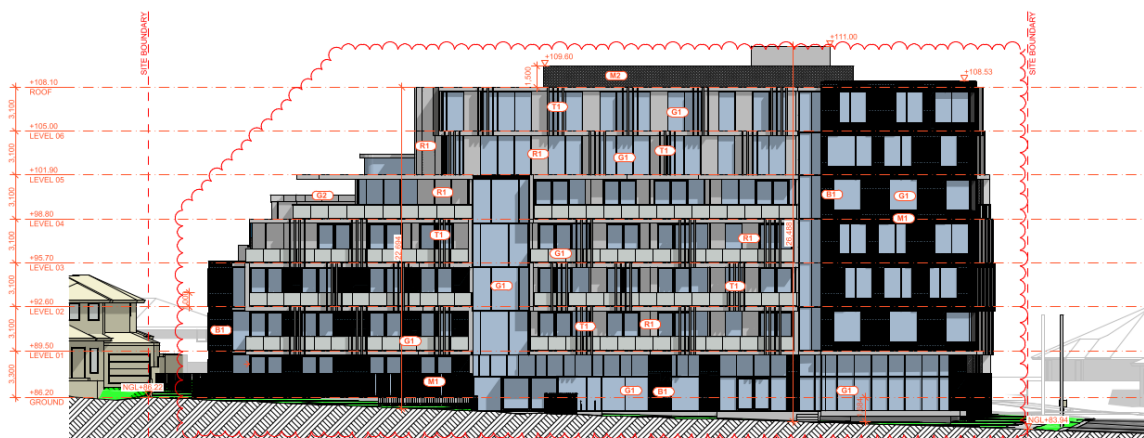
Building Height/Scale and Streetscape Character

Height and Scale

The consolidation of four allotments of land results in a large land size which can accommodate larger forms of development whilst managing off-site amenity impacts. The consolidation of four (4) lots results in site area of 3,300 square metres with a 57.5 metre wide frontage to Dandenong Road, which is significantly larger than surrounding lots, meaning that the site is capable of accommodating taller forms of development without overwhelming the streetscape.

In addition, the subject site being zoned Residential Growth seeks to facilitate housing growth in the form of apartment developments of a high-quality design and finish. Whilst increased densities and height are encouraged in this location, development has been designed and sited to ensure that the bulk, mass and height of the development does not visually overwhelm the scale of existing development.

The built form has been designed to reduce impacts on surrounding properties; this includes stepping down the building from the corner of Dandenong Road and Beddoe Avenue to the residential interface to the west/north. The tallest part of the built form is 24.8 metres (approximately 7 storeys), and scales down to the preferred 4 storey height of the Residential Growth Zone at the residential interface. The adjoining properties are also zoned RGZ3 with preferred maximum height of four storeys (RGZ) or 6-8 storeys (MBUDF and SRLA Draft Structure Plan).



Proposed south elevation shows the streetscape of Dandenong Road



Proposed east elevation shows the streetscape of Beddoe Avenue

The height and scale of development recommended in this area under the zoning and various policies is detailed in the table below.

Control/Policy	Maximum Height	Number of Storeys
Residential Growth Zone	13.5 metres	4 storeys
Monash BUDF	26.4 metres	8 storeys
Suburban Rail Loop East Draft Structure Plan	1959-1963 Dandenong Road: 27 metres 75 Beddoe Avenue: 21 metres	7-8 storeys 6 storeys
Proposal	1959-1963 Dandenong Road: 24.77 metres 75 Beddoe Avenue: 16.3 metres	7 storeys 5 storeys

Whilst the preferred height in the RGZ is 13.5 metres, a building may exceed this height if appropriate. As indicated above, the height of the building and the impact of the built form is

appropriate given the site's location and built form response. This is further supported by the Monash BUDF and SRLA Draft Structure Plan. While both the Monash BUDF and SRLA Structure Plan are not yet adopted, they are both seriously entertained documents which provide guidance on the future strategic direction of this site.

Streetscape Character

The proposed setback of 4.7 to 5.16 metres to the Dandenong Road frontage exceeds the requirements under RGZ3, and SLRA Draft Structure Plan. The proposed setbacks are also adequate for establishment of canopy tree planting in the street frontages.

Control/Policy	Dandenong Road Frontage	Beddoe Avenue Frontage
Residential Growth Zone	4 metres	3 metres
Monash BUDF	7.6 metres	3 metres
Suburban Rail Loop East Draft Structure Plan	3 metres	3 metres
Proposal	4.7-5.16 metres	3.87 – 4.15 metres

The proposed development is contemporary in design with the use of bricks, precast concrete, cement render and perforated metal features. The materials and finishes are respectful of the existing neighbourhood character. The development also includes balconies to all upper levels which break up the façade and provide for passive surveillance. The proposed convenience restaurant or convenience shop at the ground floor, with the glass façade will further activate the Dandenong Road frontage.

A single vehicle crossover is proposed off Beddoe Avenue, which will provide access to the basement car park. The proposed vehicle crossover and driveway is setback 2.55 metres from the northern boundary which is sufficient for providing landscaping and screen planting to visually soften the streetscape and neighbouring interface. The two existing vehicle crossovers to the service road of Dandenong Road and one crossover to Beddoe Avenue will be removed and returned to kerb and channel

The main pedestrian entry to the building is located on Dandenong Road and identified with architectural features. A secondary pedestrian entry is provided on Beddoe Avenue to provide direct access to the building from Beddoe Avenue and further improve integration with the street.

External Amenity

There are limited provisions within Clause 58 (Apartment Developments) for assessing external amenity impacts including side setbacks, overlooking and overshadowing. For this reason, the provisions of Clause 55 will be used as a guide to assess these external amenity impacts.

Building Setbacks

Building setbacks are varied under the zoning and various policies. These particulars are detailed in the table below.

Requirement	Residential Growth Zone, Schedule 3/ Clause 55 Requirements	SRLA Draft Structure Plan Requirements	Proposed Development
<u>Side Setbacks</u>	If the boundary is not to the south of the building, the building is set back at least 3 metres up to a height not exceeding 11 metres and at least 4.5 metres for a height over 11 metres.	0 or 4.5 metres (primary outlook)	<p>The majority of the building complies with the SRLA Draft Structure Plan to the side (west) boundary with the exception of Unit A12 (ground floor) and A18 (levels 1 & 2). Whilst these apartments are not set back 4.5 metres from the western boundary, the non-compliance is limited in length to a single apartment and adjacent to an existing garage on the boundary associated with 2/1957 Dandenong Road.</p> <p>The proposal complies with Clause 55 setback requirements.</p>
<u>Rear Setbacks</u>	The building is set back at least 3 metres up to a height not exceeding 11 metres and at least 4.5 metres for a height over 11 metres.	6m landscaped + 0.7m per metre of height above 11m	<p>The subject site has two rear setbacks, both abutting 74 Marshall Avenue).</p> <p>The setback of Building A to 74 Marhsall is 11.528 metres, with the setback of Building B to 74 Marshall being 5.529 metres. These setbacks are suitably landscaped. The minor non compliance of Building B by 0.47 metres is not a concern on balance of the significant setback of Building B which opens up the communal open area at the centre of the development and provides for substantial visual breaks.</p> <p>The setbacks proposed comply with Clause 55.</p>

Overshadowing Secluded Open Space

There are limited sensitive interfaces that will be impacted by the shadow of the proposed development given the site orientation and location on a main road. The shadow diagrams indicate that there will be shadow cast on properties to the west (objector property) at 9am however from 10am the shadow starts to move away, and the proposed development will not overshadow more than 50% of the adjoining secluded private open space area between 10am to 3pm, meeting the standard of Clause 55.04-3.

Overlooking

Clause 55.04-4 requires that habitable room windows should be located and designed to avoid direct views into the secluded private open space of an existing dwelling within a horizontal distance of 9 metres.

The development has the potential to overlook to the north and west of the site. Details of these potential impacts are discussed below:

North adjoining properties

- Ground floor: The window and sliding door of Unit B01 and the games room will potentially overlook the north adjoining property given the proposed finished floor levels. It is recommended that the windows be modified or screened, or that a self-support trellis be constructed above the north common boundary fence to prevent overlooking.
- Levels 1 & 2: windows are set back between 3 and 4.5 metres from the northern boundary and have external screening or obscure glazing to 1.7 metres above finished floor levels, except the front windows that overlook the adjoining front open space are not required to be screened.
- Level 3 & 4 and above: windows and balconies are set back a minimum of 4.55 metres from the northern boundary. There are two existing iron sheds located along the neighbour's property boundary and the proposed windows are setbacks sufficiently to prevent overlooking beyond the existing shed buildings. The proposed setbacks will also allow for equitable development should the adjoining property be developed in the future. Levels 5 & 6 (top level) are setback more than 32 metres from the northern boundary and does not cause overlooking.

West adjoining properties

- Ground floor: No overlooking issue due to the excavation of ground level and the common boundary fence is sufficient to prevent overlooking.
- Levels 1 & 2: Building A windows are setback 3.5 and 5.48 metres from the western boundary and have external screening or obscure glazing to 1.7 metres above finished floor levels. Building B windows are setback over 11 metres and are not required to be screened.
- Level 3: windows and balconies are setback a minimum of 6.59 metres from the western boundary. Whilst external planters are provided at the edge of the balconies to assist in preventing overlooking, additional screening is considered appropriate given there are adjoining windows and private open space areas within 9 metres. This can be managed by way of a condition for Units A17, A18, A19 and A20.
- Level 4 and above: the outdoor communal balcony is setback over 9 metres from the western boundary, and planters are also provided at the edge of the balcony to assist in preventing overlooking. Levels 5 & 6 (top level) are setback more than 18 metres from the western boundary. Given the significant setbacks additional screening is not required.

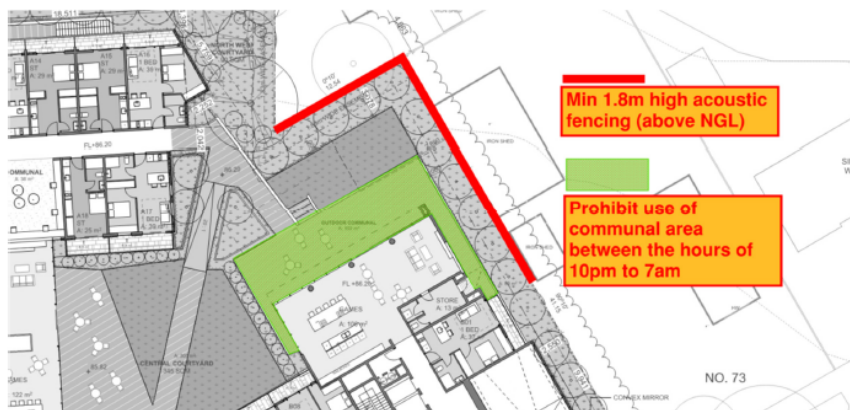
Acoustic Treatment

An Acoustic Report prepared by Enfield Acoustics Pty Ltd (dated 28 February 2025) includes an assessment on the potential noise impacts relating to the proposed development.

The report suggests that traffic noise impacts within the development can be mitigated via moderate forms of laminated double glazing and the development presents as low-risk to mechanical plant noise impacts given the type of development being primary residential, provided that all mechanical plants and commercial noise impacts must comply with the Noise Protocol.

The report recommends that in order to minimise off-site noise impacts from the external communal areas, the use of communal areas that are adjacent to existing sensitive interfaces should be restricted. It also recommends installation of acoustic glass balustrades and acoustic fencing to assist with minimising noise impacts to off-site sensitive uses.

Ground Floor Communal Area



Level 4 Communal Terrace



Overall, the report concluded that noise impacts can be adequately mitigated, controlled and conditioned on the permit such as to not result in adverse noise impacts at all on-site and off-site sensitive uses.

On Site Amenity

The layout of the buildings on the site with a central courtyard maximises outlook from windows, and provides passive surveillance to the street as well as within the development. The proposed rooms have a functional layout and are well dimensioned with natural daylight access and ventilation.

With the exception of level 5 and 6, there is at least one indoor communal area on each level of the development. The communal area on level 4 has a direct connection to the outdoor area. The indoor communal areas will be suitable for future residents providing well-proportioned, useful spaces for social events.

Outdoor communal space is located on ground level as well as on level 4. The ground level courtyard is generous in size with a total area of approximately 450 square metres, with the

outdoor area on level 4 having an area of 90 square metres. The central courtyard is easily accessed by all residents and there is sufficient space for outdoor recreation activities as well as for landscaping and tree planting.

The Student Accommodation Policy at Clause 16.01-1L-02 details strategies and guidelines to achieve the Scheme's objectives to provide appropriate internal amenity for future residents. The following table details the proposal against the relevant guidelines of the policy.

Guideline	Assessment
Amenity	
Providing the following in each unit, including: <ul style="list-style-type: none"> ▪ A separate sleeping area. ▪ A study area with desks and seating. ▪ Independent heating and cooling. ▪ Inbuilt cupboards for storage of personal items. ▪ Internet access. ▪ Individual kitchen facilities for self-contained units. 	<u>Complies</u> All of the proposed self-contained units are provided with each of these amenities.
Providing communal facilities with: <ul style="list-style-type: none"> ▪ Individual mailboxes. ▪ A dedicated waste storage area. ▪ Laundry, kitchen and meals area facilities, unless these are provided to individual units. 	<u>Complies</u> The development provides appropriately sized laundry and waste storage, generous communal spaces areas, kitchen, dining area and gaming space and various areas of seating with connection to the outdoor communal areas.
Providing communal open space areas at ground level which provide: <ul style="list-style-type: none"> ▪ A minimum area of 75 square metres or 4 square metres per student, whichever is greater, including a minimum dimension of 3 metres; and ▪ Part of which includes a minimum area of 35 square metres, with a minimum dimension of 5 metres, located to the side or rear of the building. 	<u>Complies</u> 228 students require 912 square metres of communal open space. The proposal provides a total of over 1100 square metres of communal open exceeding the requirement.
For development of three or more storeys: <ul style="list-style-type: none"> ▪ Allowing variations to the total area of communal open space requirements above, if the recreational needs for the students are satisfied by other means. ▪ Discouraging balconies to units above three storeys. 	<u>Complies</u> The primary outdoor communal area is provided on ground level within a central courtyard, with a secondary outdoor communal area provided on level 4. This second area on level 4 is acceptable in this instance given its orientation towards Dandenong Road, and where there is interface with the western boundary a significant 9 metre setback

	is provided.
Providing rooms with a minimum of 24 square metres floor area per unit for self-contained accommodation.	<u>Complies</u> The self-contained units are all a minimum of 24 square metres in area. Minimum internal widths are 3 metres.
Management	
<p>Implementing management measures, that include:</p> <ul style="list-style-type: none"> ▪ Displaying the contact details of the nominated responsible contact person in a manner and location that it is visible to any person entering the site. ▪ Setting out the details of the terms of accommodation and the maximum number of persons to be accommodated onsite. ▪ Managing and documenting the allocation of car parking spaces through a register and in a manner so that they are only permitted to be used by the occupants and their visitors and must not be subdivided, on-sold or leased to any other person. ▪ Maintaining buildings and grounds, including all landscaped areas. ▪ Managing the method of refuse and recycled materials collection, including times and frequency and designating sufficient bin storage areas. ▪ Providing information to students on local public transport and amenities in the area. 	<p><u>Condition Permit</u> Management of the site can be addressed via planning permit condition.</p>

Wind Impact

A Wind Impact Assessment prepared by Vipac (dated 26 February 2025) details an assessment of the proposed development.

The report considers the form and exposure of the proposed development and overall, the proposed design is expected to comply with the applicable wind comfort and safety criteria and did not require any changes to the proposal.

The report recommended education of occupants about wind conditions at open terrace/ balcony areas during high-wind events and fixing loose, lightweight furniture on the terrace.

Landscaping

Whilst there are no significant on-site trees to be retained, the landscaping proposed for the site is generally consistent with the garden city character sought for Monash, with more than 30 new canopy trees proposed along the perimeter of the site and within the central courtyard.

The proposed landscape plan shows four (4) *Acer rubrum* 'Bowhall' (Red Maple) and two (2) *Pyrus nivalis* (Snow Pear) along the street frontage of Dandenong Road. These trees have mature height of 10 metres and 8 metres, with 5-metre canopy widths. Additional *Banksia marginata* (Silver Banksia) are also provided along the street frontage. These trees are sufficient to soften the streetscape, with no proposed front fences creating an open garden outcome.

In terms of the Beddoe Avenue frontage, the proposal proposes four (4) *Ginkgo biloba* (Maidenhair Tree) and three (3) *Acer rubrum* 'Bowhall' (Red Maple) along with three (3) additional *Banksia marginata* (Silver Banksia). These trees have mature heights of 12, 10 and 5 metres which is also sufficient to soften the streetscape.

The proposal also includes two (2) *Acer rubrum* 'Bowhall' (Red Maple) and one (1) *Jacaranda mimosifolia* (Jacaranda) within the interface with the adjoining residential properties. Three (3) additional *Corymbia citriodora* 'Scentuous' (Dwarf Lemon-scented Gum) are proposed within the central courtyard. Additional small trees, shrubs and ground cover planting are provided along property boundaries to further enhance the internal amenity of the building.

The landscaping proposed will provide visual buffer to the neighbouring and an open garden setting as sought in the preferred character statement of Clause 15.01-L and the Tree Conservation for a Garden City Policy at Clause 15.01-1L-02.

Car Parking, Traffic and Access

Parking Allocation

The Student Accommodation Policy at Clause 16.01-1L-02 states that car spaces should be provided on site at the rate of at least 0.3 car spaces per bed for sites located within Preferred Locations, and 0.4 car spaces per bed for sites located outside Preferred Locations. There is no requirement for visitor parking.

The subject site is within a preferred location and also within the Principal Public Transport Network (PPTN) area. The car parking requirements for the proposal are set out in the following table:

Use	Number of Beds/ Floor Area	Clause 16.01-1L-02 Requirement	Car Spaces Required	Car Spaces Provided
Student Accommodation	228	0.3 space/bed	68	68
Convenience Shop or Convenience Restaurant	114sqm	3.5 spaces to each 100sqm of leasable floor area	3	3
Total			71	71

The proposal satisfies Council's car parking requirements.

Council's Transport Engineer advises that the predicted traffic generation is expected to have a negligible impact on the local traffic network.

Waste Collection

Waste collection is proposed within the basement, with the waste truck propping within the basement and undertaking collection via a private collection contractor. Council's Waste Services is satisfied with the Waste Management Plan including access and design.

Environmental Sustainability

Clause 15.01-2L-02 (Environmentally sustainable development policy) requires the submission of a Sustainability Management Plan (SMP) and Green Travel Plan for the development of a building used for accommodation other than dwellings with a gross floor area of more than 1000 square metres.

An Environmental Sustainable Design (ESD) report has been prepared, and the proposal achieves best practice sustainability scores, with a 60% BESS score, and a 102% STORM rating.

Recommended permit conditions will require a SMP and Green Travel Plan be prepared in accordance with Clause 15.01-2L-02.

Easements

A planning permit is triggered for both the created and removal of any easements on land.

The proposal includes removal of the easement along the northern boundary of the land at 1961 and 1963 Dandenong Road, and part of the easement along the northern boundary of the land at 1959 Dandenong Road. The easements are set aside for drainage and sewerage purposes.

The application was referred to Yarra Valley Water who is the asset holder of the easements, and Yarra Valley Water have consented the removal of easement, subject to conditions requiring the owner of the land to enter into an Agreement for the provision of water and sewerage services.

Council's Drainage Engineer has no objection to the removal of easements and has requested that a new 1.83-metre wide easement be created along western boundary of 1959 Dandenong Road,

with the exception of where the basement is proposed and the easement width can be reduced to 1.57 metres. As a result, the permit applicant has amended their application to include the creation of easement.

Objections not Previously Addressed

Increased noise generation from future residents

Recommended permit conditions will require acoustic treatments to be constructed in accordance with the Acoustic Report prepared by Enfield Acoustics Pty Ltd (dated 28 February 2025).

Structural damage to adjoining property from construction

This is not a relevant planning consideration and would be dealt with at the Building Permit stage by the Registered Building Surveyor.

Impact on stormwater and drainage

Council's drainage engineers have reviewed the proposal and have no concerns subject to conditions and the requirement that stormwater collected from the site must not be allowed to flow uncontrolled into adjoining properties or the road reserve. Drainage plans must also be submitted to Council's engineering department prior to construction of works.

Overdevelopment

The aspirations of the RGZ3, Suburban Railway Loop East Draft Structure Plan and the Monash BUDF all seek increased density and housing diversity in this principal location, including accommodation for students. The proposal is also strongly supported by planning housing policies.

Maximum number of students allowed within the development

Recommended permit condition 19 specify the maximum number of students to be 228 (as proposed).

FINANCIAL IMPLICATIONS

There are no financial implications to this report.

POLICY IMPLICATIONS

There are no policy implications to this report.

CONSULTATION

Community consultation was not required.

SOCIAL IMPLICATIONS

There are no social implications to this report.

HUMAN RIGHTS CONSIDERATIONS

There are no human rights implications to this report.

CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

CONCLUSION

The proposed development is considered an appropriate response to the site context, location and the objectives of the relevant planning policies relating to housing and provision of student accommodation in preferred locations.

There is strong strategic support for the increased residential density and building envelope sought, with the proposed architecture being of a high standard and limiting off site impacts through its appropriate setbacks to boundaries and the provision of meaningful landscaping that will contribute towards the garden city character.

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. Aerial Photograph - 75 Beddoe Ave & 1959-1963 Dandenong Rd [**7.1.4.1** - 1 page]
2. Amended Development Plans - 75 Beddoe Ave & 1959-1963 Dandenong Rd [**7.1.4.2** - 31 pages]
3. Zoning and Overlays Map - 75 Beddoe Ave & 1959-1963 Dandenong Rd [**7.1.4.3** - 1 page]
4. Objector Map - 75 Beddoe Ave & 1959-1963 Dandenong Rd [**7.1.4.4** - 1 page]



Attachment 7.1.4.2 Amended Development Plans - 75 Beddoe Ave & 1959-1963 Dandenong Rd



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NOTE:
-RAINWATER FROM THE ROOF AREA WILL BE CAPTURED (40,000L TANK) TREATED & REUSED FOR TOILET FLUSHING IN THE LODGING ROOMS AS WELL AS THE COMMUNAL LAUNDRY. FIRE TEST WATER WILL BE CAPTURED FOR REUSED IN THE BUILDING FOR IRRIGATION (2,000L TANK).
-DETAIL OF THE BESS REQUIREMENT REFER TO ESD REPORT PREPARED BY SBE.



CLIENT TEAM OPTIMUM		TITLE BASEMENT PLAN	
PROJECT STUDENT HOUSING 1959-63 DANDENONG ROAD & 75 BEDDOE AVE, CLAYTON		DATE: 14 APRIL 2025	
STATUS: PLANNING		CHECKED:	
PROJECT NO: 18.027	DRAWING NO: TP.2.1	REV: Cii	
PLOT DATE:		2025/04/14	

Attachment 7.1.4.2 Amended Development Plans - 75 Beddoe Ave & 1959-1963 Dandenong Rd



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EXISTING STREET TREE TO BE REMOVED

NOTE:
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2. DETAIL OF THE BESS REQUIREMENT REFER TO ESD REPORT PREPARED BY SBE.
EXTENT OF DOUBLE GLAZING REFERRED TO IN INFIELD ACOUSTICS REPORT



CLIENT
TEAM OPTIMUM

PROJECT
**STUDENT HOUSING
1959-63 DANDENONG ROAD & 75 BEDDOE
AVE, CARLTON**

TITLE
GROUND FLOOR PLAN

SCALE 1:200 @ A1	DATE 14 APRIL 2025
STATUS PLANNING	CHECKED
PROJECT NO 18.027	DRAWING NO TP.2.2
REV. Cii	DATE 2025/04/14

PLOT DATE

Attachment 7.1.4.2 Amended Development Plans - 75 Beddoe Ave & 1959-1963 Dandenong Rd



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PROJECT NO	18.027
DRAWING NO	TP.2.3
REV	Cii
PLOT DATE	20250415

Attachment 7.1.4.2 Amended Development Plans - 75 Beddoe Ave & 1959-1963 Dandenong Rd



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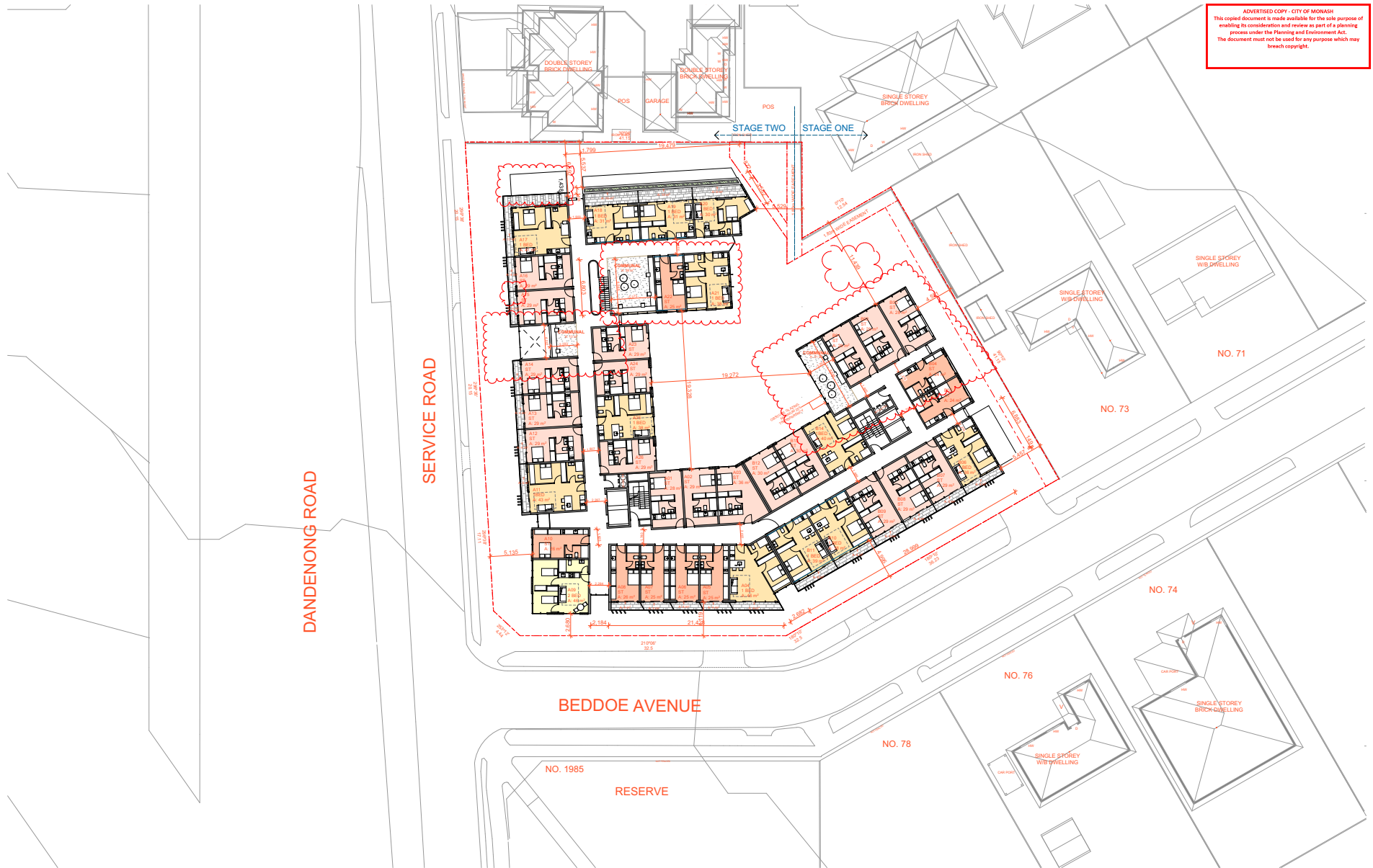
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TITLE	LEVEL 02 PLAN		
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STATUS	PLANNING	CHECKED	
PROJECT NO	18.027	DRAWING NO	TP.2.4
REV		REV	Cii
PLOT DATE	2024/04/14		

Attachment 7.1.4.2 Amended Development Plans - 75 Beddoe Ave & 1959-1963 Dandenong Rd



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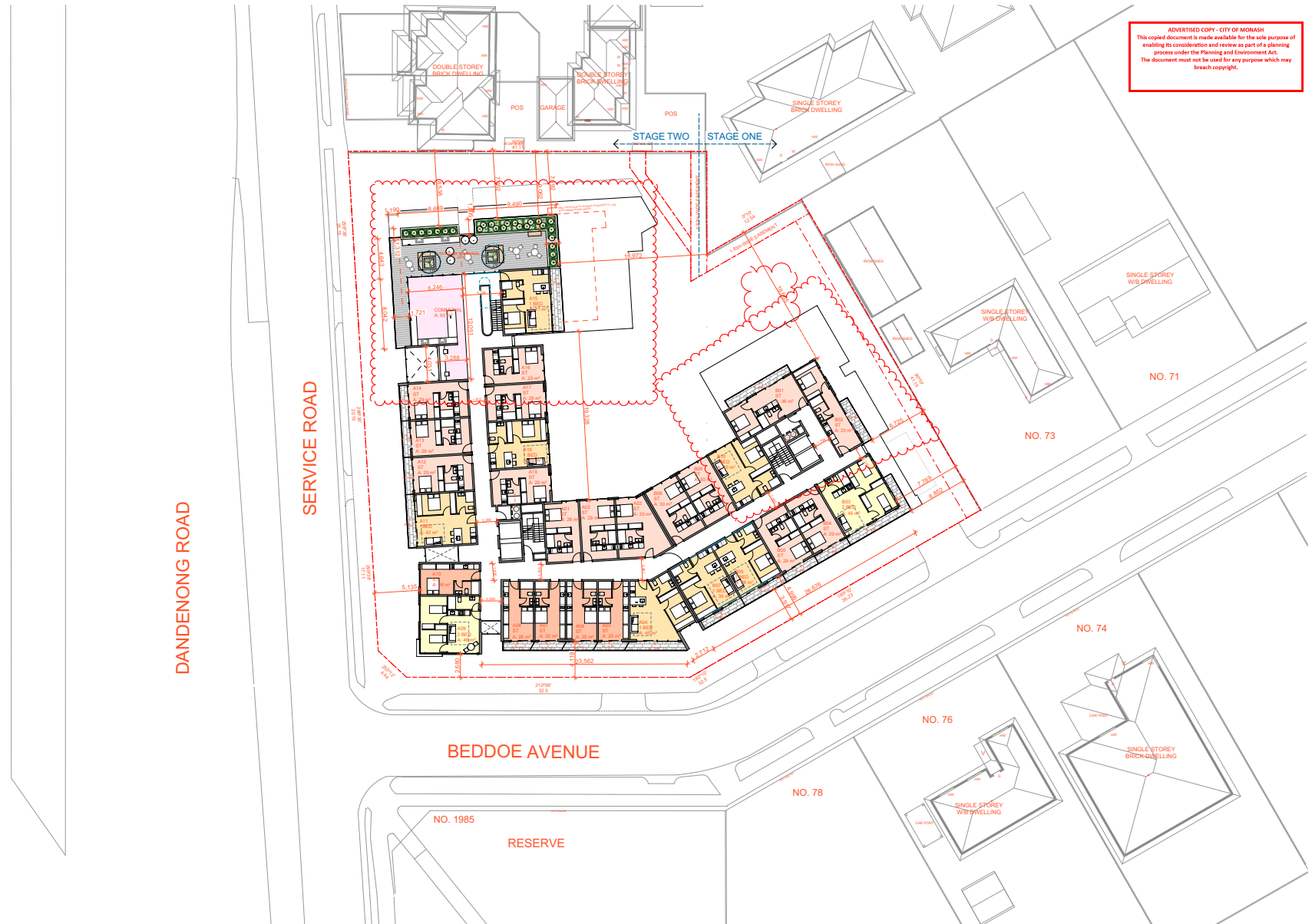
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PROJECT NO	18.027
DRAWING NO	TP.2.5
REV	Cii
PLOT DATE	2025.04.02

Attachment 7.1.4.2 Amended Development Plans - 75 Beddoe Ave & 1959-1963 Dandenong Rd



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TEL 03 9588 5544 EMAIL metaxas@metaxas.com WEB www.metaxas.com



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PROJECT	STUDENT HOUSING 1959-63 DANDENONG ROAD & 75 BEDDOE AVE, CLAYTON
STATUS	PLANNING
PROJECT NO.	18.027
PLOT DATE	

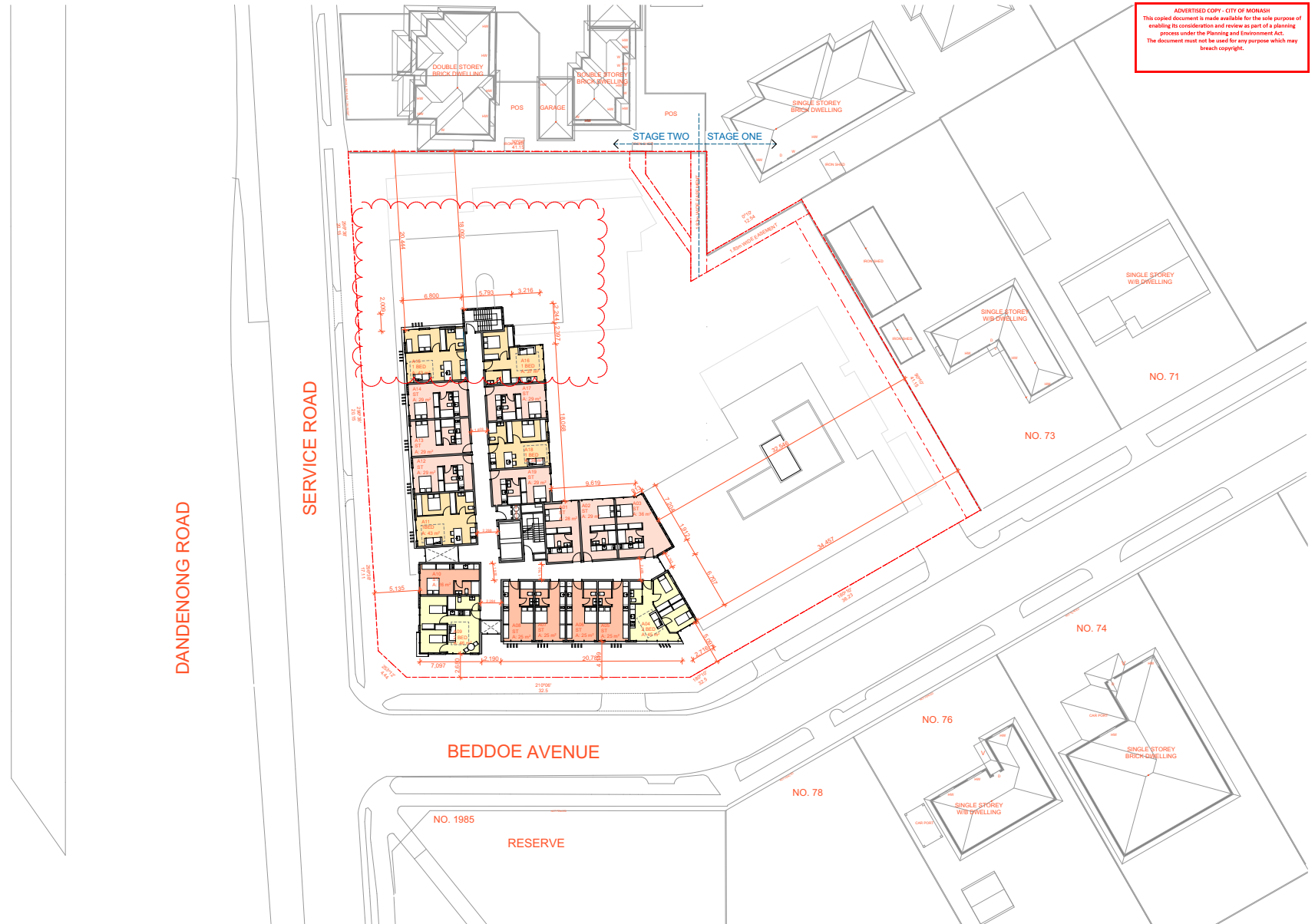
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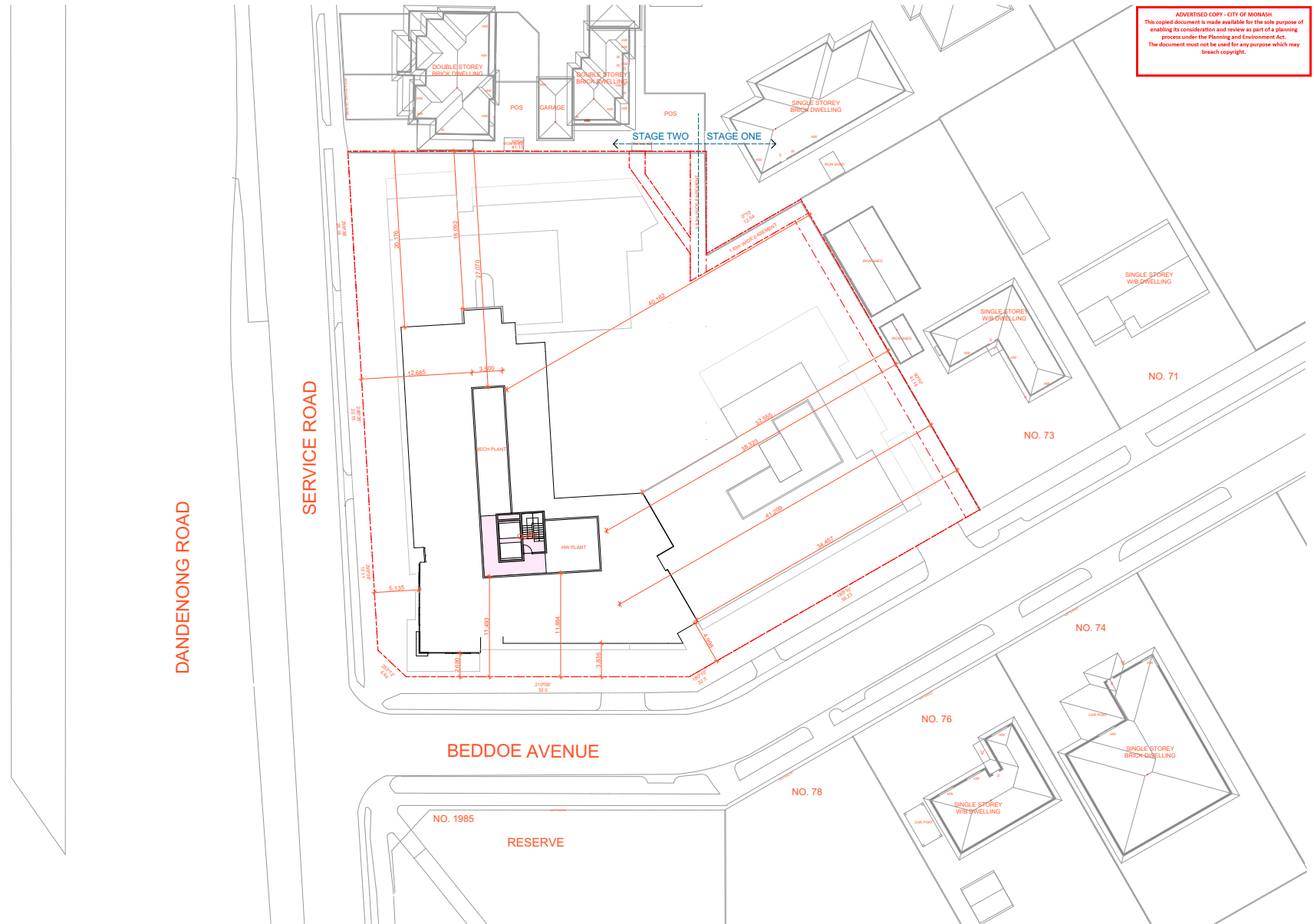
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1. LANDSCAPE DETAIL REFER TO LANDSCAPE DRAWING PREPARED BY HANSEN PARTNERSHIP.
2. DETAIL OF THE BESS REQUIREMENT REFER TO ESD REPORT PREPARED BY SBE.
EXTENT OF DOUBLE GLAZING REFERRED TO IN ENFIELD ACOUSTICS REPORT

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CLIENT	TEAM OPTIMUM
PROJECT	STUDENT HOUSING 1959-63 DANDENONG ROAD & 75 BEDDOE AVE, CLAYTON

TITLE	ROOF PLAN
SCALE	1:200 @ A1
DATE	14 APRIL 2025
STATUS	PLANNING
CHECKED	
PROJECT NO	18.027
DRAWING NO	TP.2.9
REV	Cii
PLOT DATE	20250402

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FINISHES LEGEND	
(C1)	PRECAST CONCRETE - BRIGHTON LITE
(R1)	RENDER FINISH - LIGHT GREY
(B1)	BRICK - INDUSTRIAL CHAR
(B2)	BRICK - SIMMENTRAL SILVER
(G1)	GLASS - CLEAR
(G2)	GLASS - SEMI TRANSPARENT
(M1)	METAL MATT BLACK POWDERCOATED
(M2)	METAL PERFORATED- GALVANISED
(T1)	CHARRED TIMBER FINISH



CLIENT	TEAM OPTIMUM
PROJECT	STUDENT HOUSING 1959-63 DANDENONG ROAD & 75 BEDDOE AVE, CLAYTON
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TITLE	SOUTH ELEVATION (DANDENONG ROAD)
SCALE	1:200 @ A3
DATE	14 APRIL 2025
STATUS	PLANNING
CHECKED	
PROJECT NO.	18.027
DRAWING NO.	TP.3.1
REV.	Cii
PROJECT DATE	

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FINISHES LEGEND

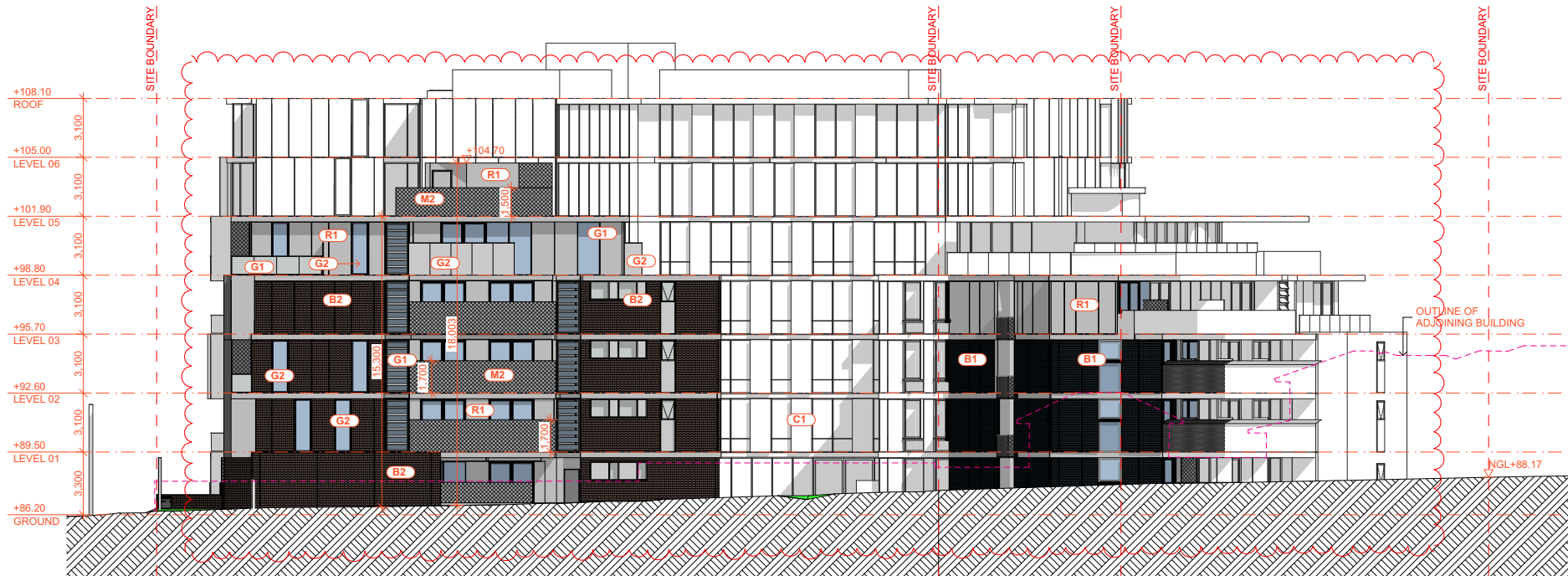
(C1)	PRECAST CONCRETE - BRIGHTON LITE	(G1)	GLASS - CLEAR
(R1)	RENDER FINISH - LIGHT GREY	(G2)	GLASS - SEMI TRANSPARENT
(B1)	BRICK - INDUSTRIAL CHAR	(M1)	METAL MATT BLACK POWDERCOATED
(B2)	BRICK - SIMMENTRAL SILVER	(M2)	METAL PERFORATED - GALVANISED
		(T1)	CHARRED TIMBER FINISH



CLIENT	TEAM OPTIMUM
PROJECT	STUDENT HOUSING 1959-63 DANDENONG ROAD & 75 BEDDOE AVE, CLAYTON

TITLE	EAST ELEVATION (BEDDOE AVENUE)
SCALE	1:200 @ A3
DATE	14 APRIL 2025
STATUS	PLANNING
PROJECT NO.	18.027
DRAWING NO.	TP.3.2
REV.	Cii
DATE	

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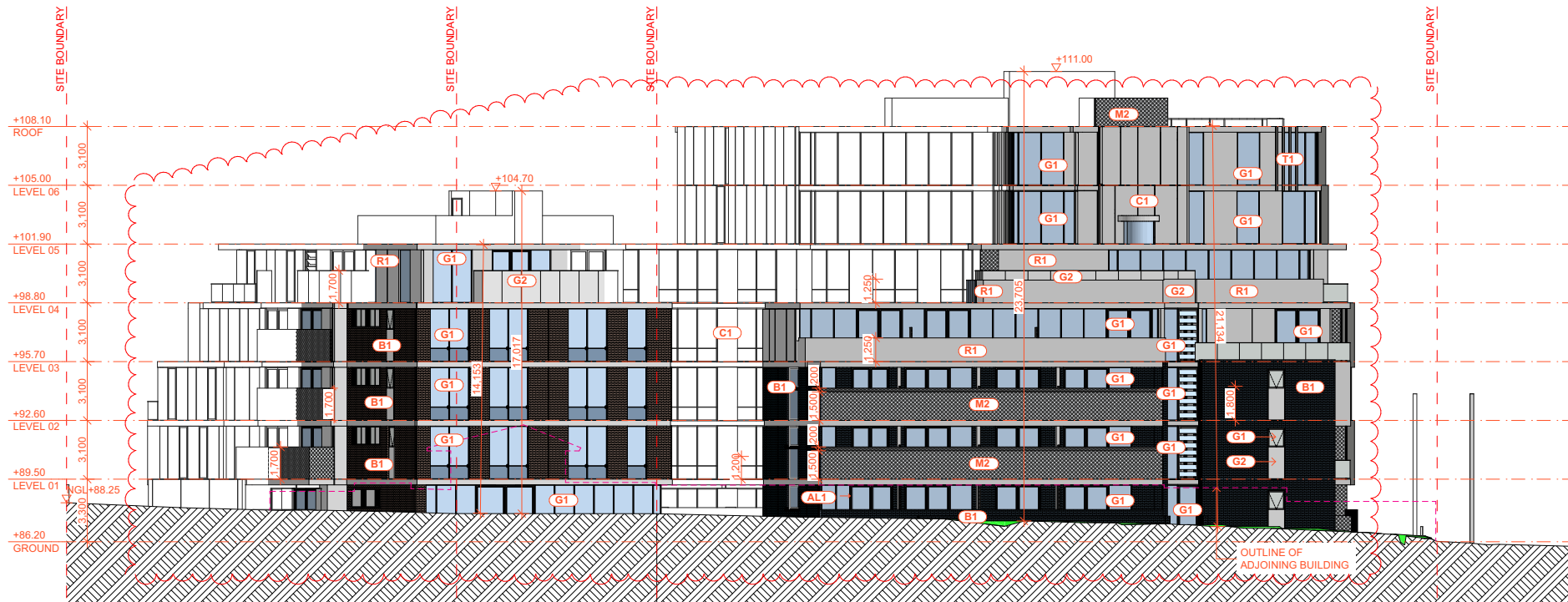
- | | |
|---------------------------------------|------------------------------------|
| (C1) PRECAST CONCRETE - BRIGHTON LITE | (G1) GLASS - CLEAR |
| (R1) RENDER FINISH - LIGHT GREY | (G2) GLASS - SEMI TRANSPARENT |
| (B1) BRICK - INDUSTRIAL CHAR | (M1) METAL MATT BLACK POWDERCOATED |
| (B2) BRICK - SIMMENTRAL SILVER | (M2) METAL PERFORATED - GALVANISED |
| | (T1) CHARRED TIMBER FINISH |



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TITLE NORTH ELEVATION
SCALE: 1:200 @ A3
DATE: 14 APRIL 2022
STATUS: PLANNING
DRAWN: CII
CHECKED: CII
PROJECT NO: 18.027
DRAWING NO: TP.3.3
REV: 1
DATE: 14 APRIL 2022

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FINISHES LEGEND

- | | |
|---------------------------------------|------------------------------------|
| (C1) PRECAST CONCRETE - BRIGHTON LITE | (G1) GLASS - CLEAR |
| (R1) RENDER FINISH - LIGHT GREY | (G2) GLASS - SEMI TRANSPARENT |
| (B1) BRICK - INDUSTRIAL CHAR | (M1) METAL MATT BLACK POWDERCOATED |
| (B2) BRICK - SIMMENTRAL SILVER | (M2) METAL PERFORATED - GALVANISED |
| | (T1) CHARRED TIMBER FINISH |



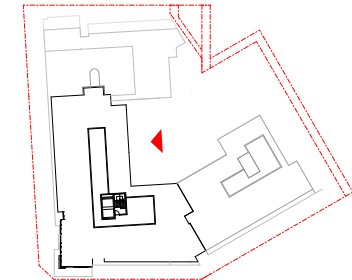
CLIENT TEAM OPTIMUM
PROJECT STUDENT HOUSING 1959-63 DANDENONG ROAD & 75 BEDDOE AVE, CLAYTON

TITLE WEST ELEVATION			
SCALE: 1:200	@ A3	DATE: 14 APRIL 2025	
STATUS: PLANNING	DRAWN:	CHECKED:	
PROJECT NO: 18.027	DRAWING NO: TP.3.4	REV: Cii	
PROJECT DATE:		APPROVED:	



CROSS SECTION 1

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FINISHES LEGEND

- (C1) PRECAST CONCRETE - BRIGHTON LITE
- (R1) RENDER FINISH - LIGHT GREY
- (B1) BRICK - INDUSTRIAL CHAR
- (B2) BRICK - SIMMENTRAL SILVER

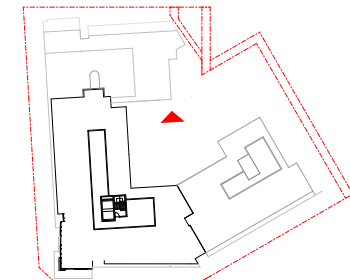
- (G1) GLASS - CLEAR
- (G2) GLASS - SEMI TRANSPARENT
- (M1) METAL MATT BLACK POWDERCOATED
- (M2) METAL PERFORATED- GALVANISED
- (T1) CHARRED TIMBER FINISH



CLIENT TEAM OPTIMUM		TITLE CROSS SECTION 1	
PROJECT STUDENT HOUSING 1959-63 DANDENONG ROAD & 75 BEDDOE AVE, CLAYTON		SCALE: 1:200 @ A3 DATE: 14 APRIL 2025	
STATUS: PLANNING		CHECKED:	
PROJECT NO: 18.027	DRAWING NO: TP.4.1	REV: Cii	REV:
PROJECT DATE:		DATE:	



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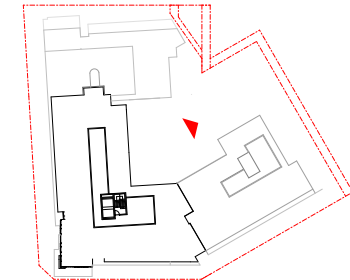


 <p>METAXAS</p> <p><small>METAXAS ARCHITECTS PTY LTD. ABN 16 757 7860. 14/221 CARDIGAN STREET CARLTON VIC 3053 AUSTRALIA TEL 03 3448 5344 EMAIL info@metaxasarch.com WEB www.metaxasarch.com</small></p>	<p>FINISHES LEGEND</p> <p>C1 PRECAST CONCRETE - BRIGHTON LITE</p> <p>R1 RENDER FINISH - LIGHT GREY</p> <p>B1 BRICK - INDUSTRIAL CHAR</p> <p>B2 BRICK - SIMMENTRAL SILVER</p>	<p>G1 GLASS - CLEAR</p> <p>G2 GLASS - SEMI TRANSPARENT</p> <p>M1 METAL MATT BLACK POWDERCOATED</p> <p>M2 METAL PERFORATED GALVANISED</p> <p>T1 CHARRED TIMBER FINISH</p>		<p>CLIENT TEAM OPTIMUM</p> <p>PROJECT STUDENT HOUSING 1959-63 DANDENONG ROAD & 75 BEDDOE AVE, CLAYTON</p>	<p>TITLE CROSS SECTION 2</p> <p>SCALE: 1:200 @ A3 DATE: 14 APRIL 2025</p> <p>STATUS: PLANNING CHECKED:</p> <p>PROJECT NO: DRAWING NO: REV:</p> <p>18.027 TP.4.2 Cti</p>
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FINISHES LEGEND

- (C1) PRECAST CONCRETE - BRIGHTON LITE
- (R1) RENDER FINISH - LIGHT GREY
- (B1) BRICK - INDUSTRIAL CHAR
- (B2) BRICK - SIMMENTRAL SILVER

- (G1) GLASS - CLEAR
- (G2) GLASS - SEMI TRANSPARENT
- (M1) METAL MATT BLACK POWDERCOATED
- (M2) METAL PERFORATED - GALVANISED
- (T1) CHARRED TIMBER FINISH



CLIENT
TEAM OPTIMUM

PROJECT
STUDENT HOUSING
1959-63 DANDENONG ROAD & 75 BEDDOE
AVE, CLAYTON

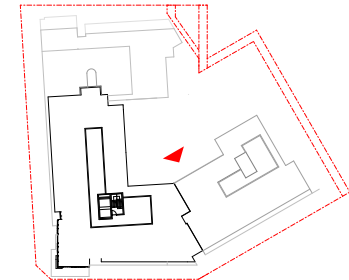
TITLE: CROSS SECTION 3			
SCALE: 1:200 @ A3	DATE: 14 APRIL 2025		
STATUS: PLANNING	CHECKED:		
PROJECT NO: 18.027	DRAWING NO: TP.4.3	REV: 1	Cii
PROJECT DATE:	APPROVED:		

Attachment 7.1.4.2 Amended Development Plans - 75 Beddoe Ave & 1959-1963 Dandenong Rd



CROSS SECTION 4

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FINISHES LEGEND

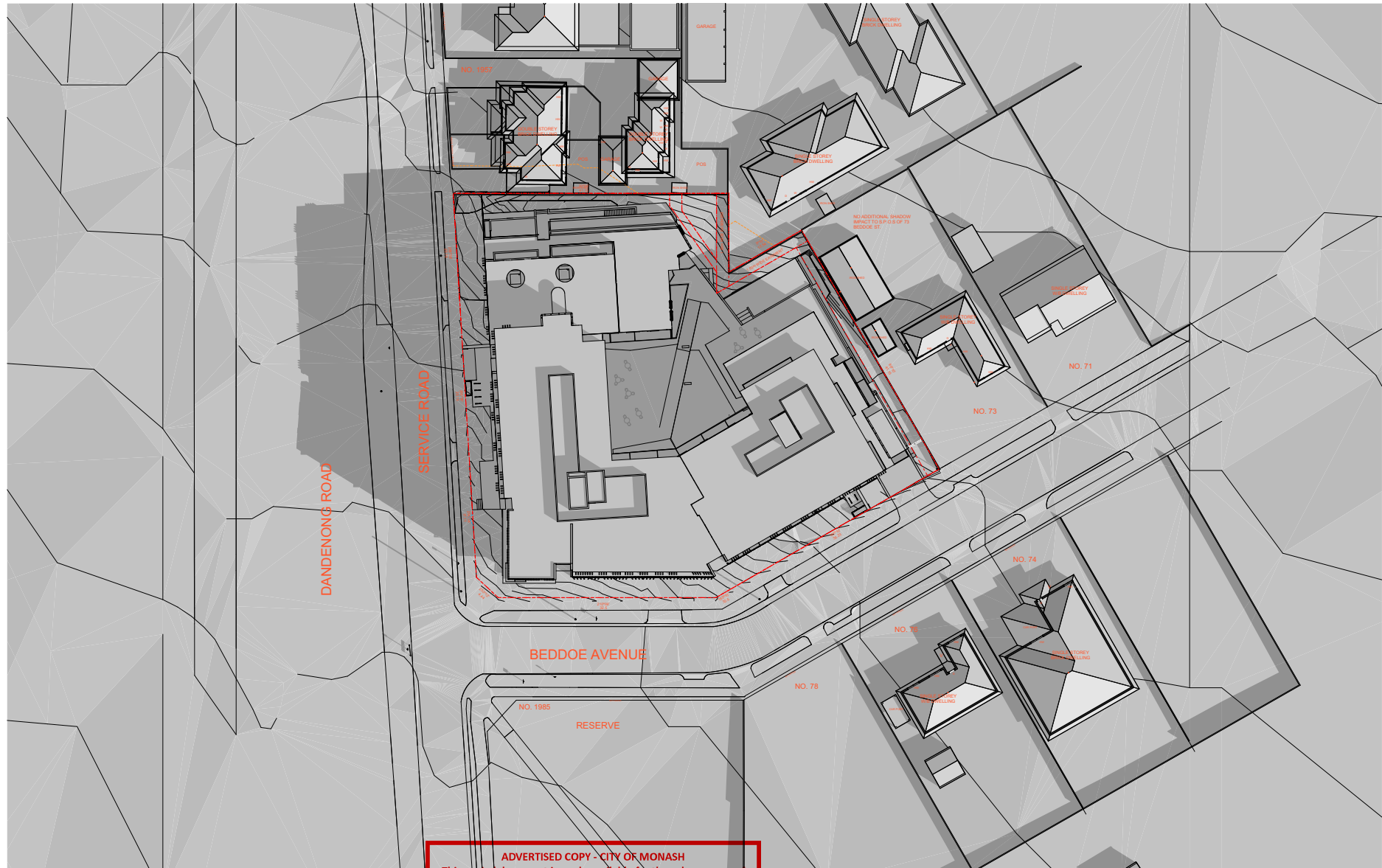
- (C1) PRECAST CONCRETE - BRIGHTON LITE
- (R1) RENDER FINISH - LIGHT GREY
- (B1) BRICK - INDUSTRIAL CHAR
- (B2) BRICK - SIMMENTRAL SILVER

- (G1) GLASS - CLEAR
- (G2) GLASS - SEMI TRANSPARENT
- (M1) METAL MATT BLACK POWDERCOATED
- (M2) METAL PERFORATED - GALVANISED
- (T1) CHARRED TIMBER FINISH



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TITLE CROSS SECTION 4	
SCALE: 1:200 @ A3	DATE: 14 APRIL 2022
STATUS: PLANNING	CHECKED:
PROJECT NO: 18.027	DRAWING NO: TP.4.4
REV: 1	REV: 1
PROJECT DATE	DATE



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CLIENT: TEAM OPTIMUM	TITLE: 9AM SHADOW (22 SEPT EQUINOX)
PROJECT: STUDENT HOUSING	SCALE: 1:500 @ A3
PROJECT NO.: 18.027	DATE: 14 APRIL 2025
DRAWING NO.: TP.5.1	STATUS: PLANNING
REV: 1	DRAWN BY: Cii
PROJECT DATE:	CHECKED:



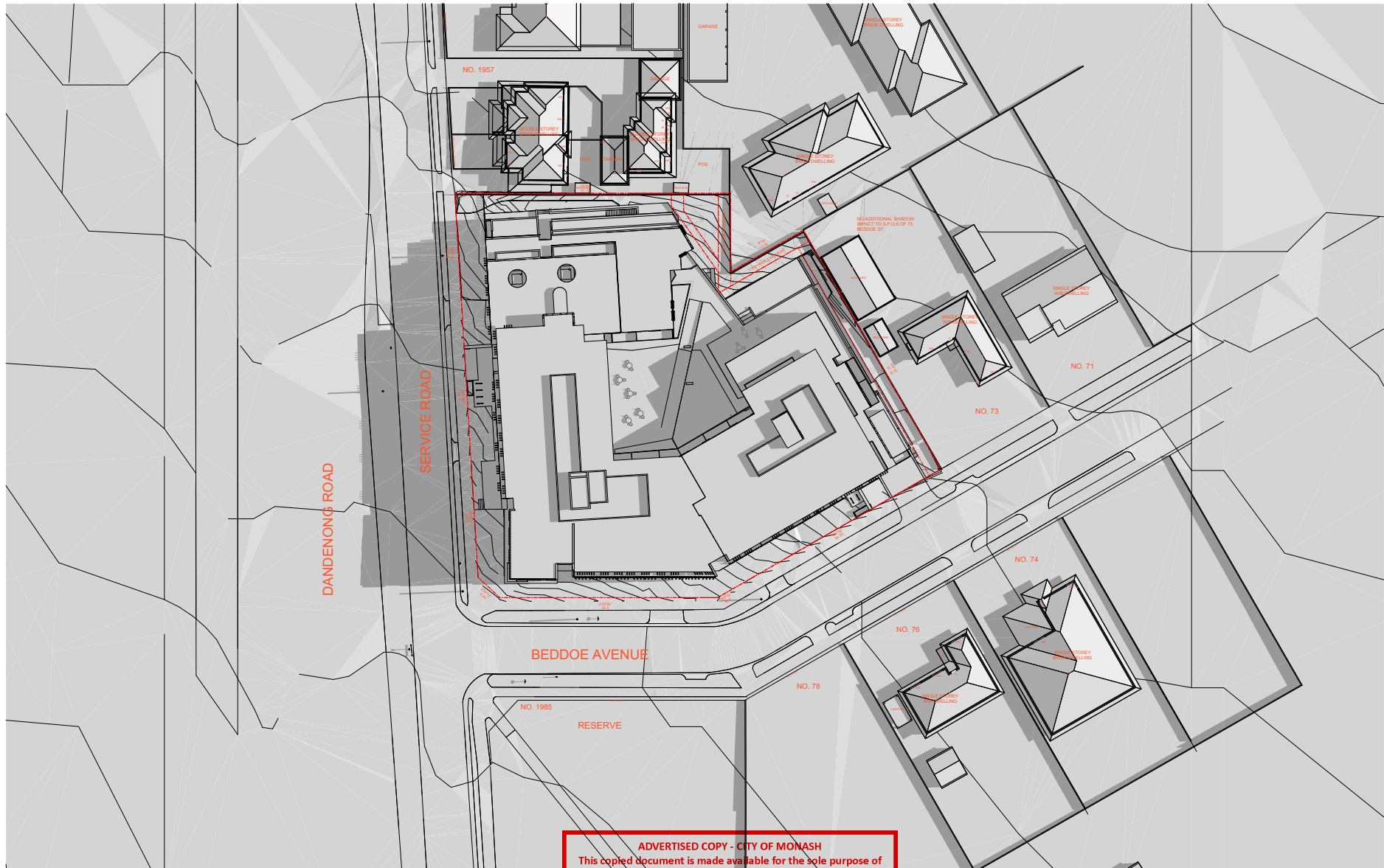
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TEL 03 9493 5444 EMAIL metaxas@metaxasarch.com WEB www.metaxasarch.com

CLIENT	TEAM OPTIMUM
PROJECT	STUDENT HOUSING 1959-63 DANDENONG ROAD & 75 BEDDOE AVE, CLAYTON
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TITLE	10AM SHADOW (22 SEPT EQUINOX)
SCALE	1:500 @ A3
DATE	14 APRIL 2025
STATUS	PLANNING
DRAWING NO.	TP.5.2
PROJECT NO.	18.027
REV.	Cii
DATE	

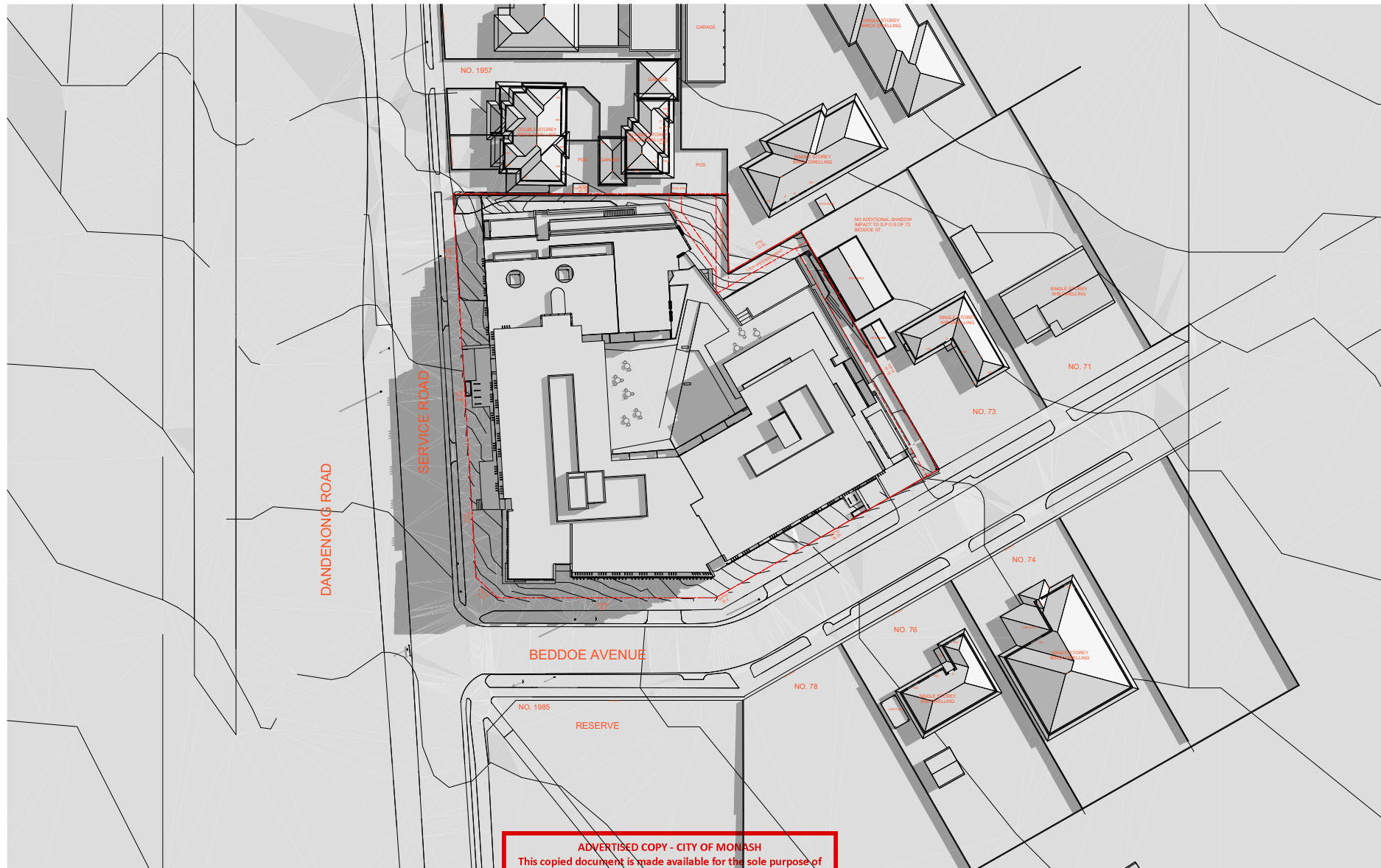


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CLIENT TEAM OPTIMUM		TITLE 11AM SHADOW (22 SEPT EQUINOX)	
PROJECT STUDENT HOUSING		SCALE: 1:500 @ A3	
PROJECT NO. 18.027		DATE: 14 APRIL 2025	
DRAWING NO. TP.5.3		STATUS: PLANNING	
PROJECT DATE		CREATED:	
		REV: 1	
		Cii	



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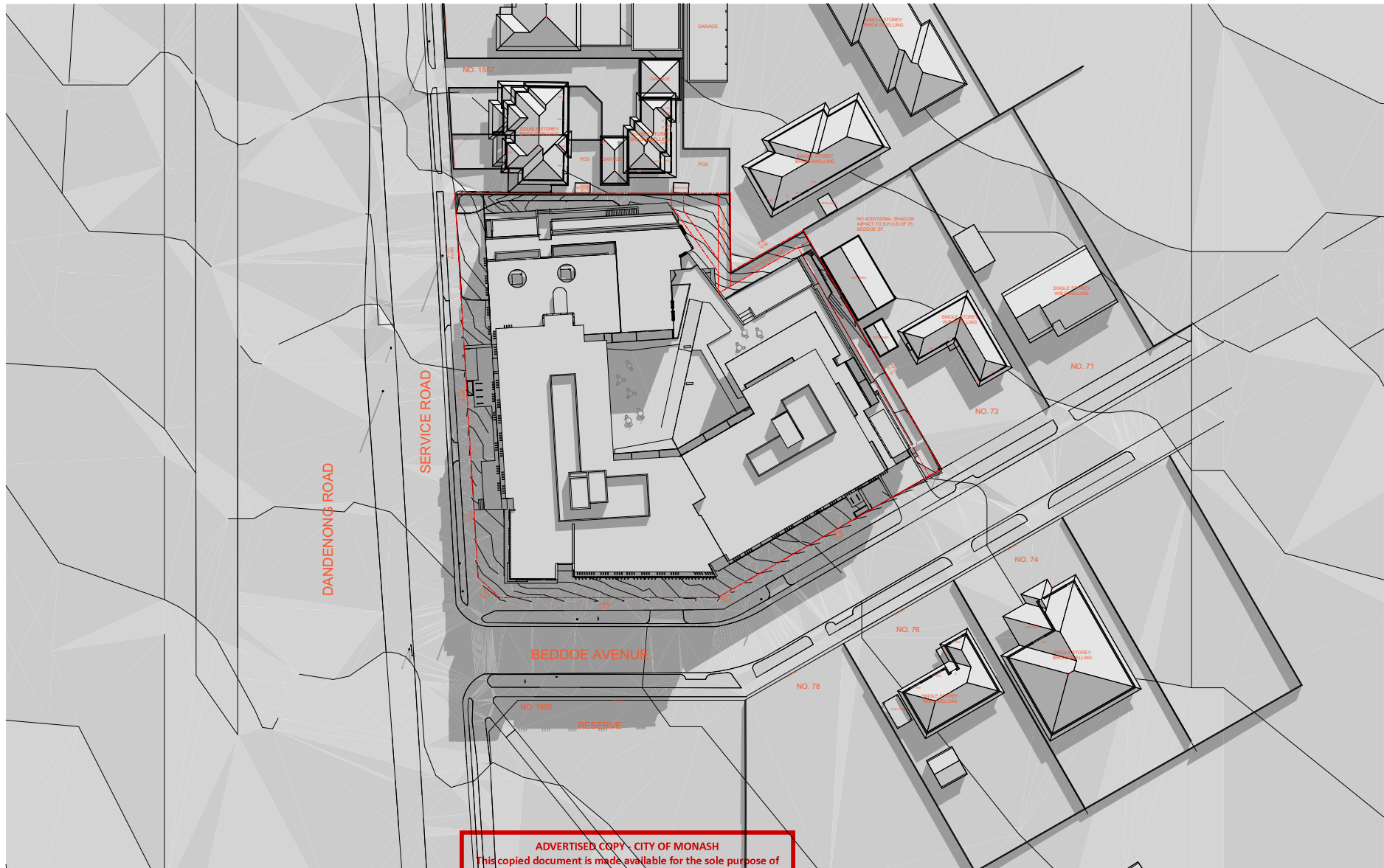
CLIENT TEAM OPTIMUM		TITLE 12PM SHADOW (22 SEPT EQUINOX)	
PROJECT STUDENT HOUSING 1959-63 DANDENONG ROAD & 75 BEDDOE AVE, CLAYTON		SCALE: 1:500 @ A3	DATE: 14 APRIL 2025
STATUS: PLANNING		DRAWN:	CHECKED:
PROJECT NO: 18.027	DRAWING NO: TP.5.4	REV: 1	REV: 1
PROJECT DATE		DATE	



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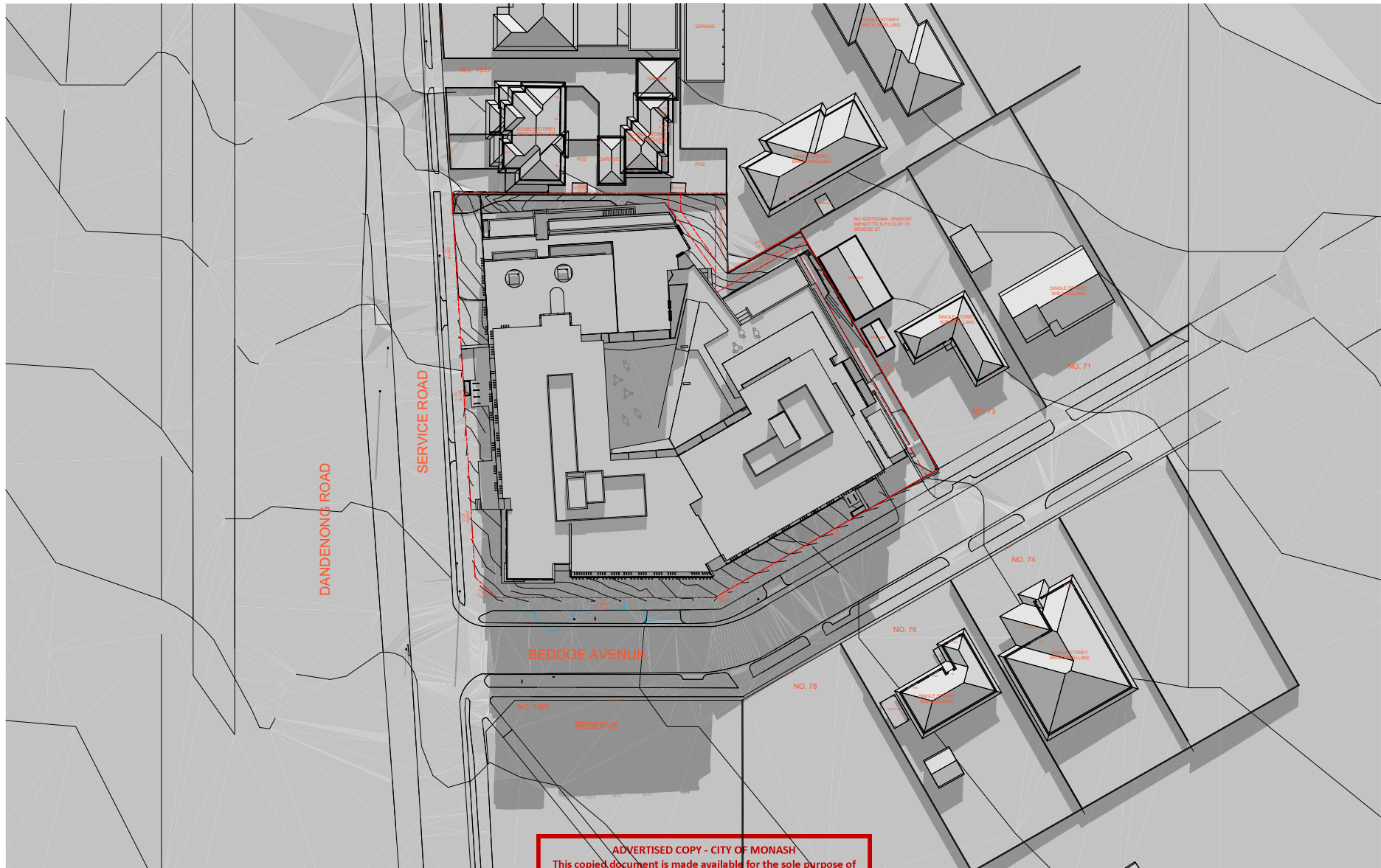
CLIENT TEAM OPTIMUM	TITLE 1PM SHADOW (22 SEPT EQUINOX)
PROJECT STUDENT HOUSING 1959-63 DANDENONG ROAD & 75 BEDDOE AVE, CLAYTON	SCALE: 1:500 @ A3 DATE: 14 APRIL 2025
	STATUS: PLANNING CHECKED:
PROJECT NO: 18.027	DRAWING NO: TP.5.5
	REV: Cii
PROJECT DATE:	DATE:



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CLIENT TEAM OPTIMUM	TITLE 2PM SHADOW (22 SEPT EQUINOX)
PROJECT STUDENT HOUSING	SCALE: 1:500 @ A3
PROJECT NO. 18.027	DATE: 14 APRIL 2025
	STATUS: PLANNING
	DRAWING NO. TP.5.6
	REV. Cii
	PROJECT DATE



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CLIENT TEAM OPTIMUM	TITLE 3PM SHADOW (22 SEPT EQUINOX)
PROJECT STUDENT HOUSING 1959-63 DANDENONG ROAD & 75 BEDDOE AVE, CLAYTON	SCALE: 1:500 @ A3 DATE: 14 APRIL 2025
	STATUS: PLANNING CHECKED:
PROJECT NO: 18.027	DRAWING NO: TP.5.7
	REV: 1 Cii
	PROJECT DATE: 20250414

Attachment 7.1.4.2 Amended Development Plans - 75 Beddoe Ave & 1959-1963 Dandenong Rd



9.00 AM



10.00 AM

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11.00 AM



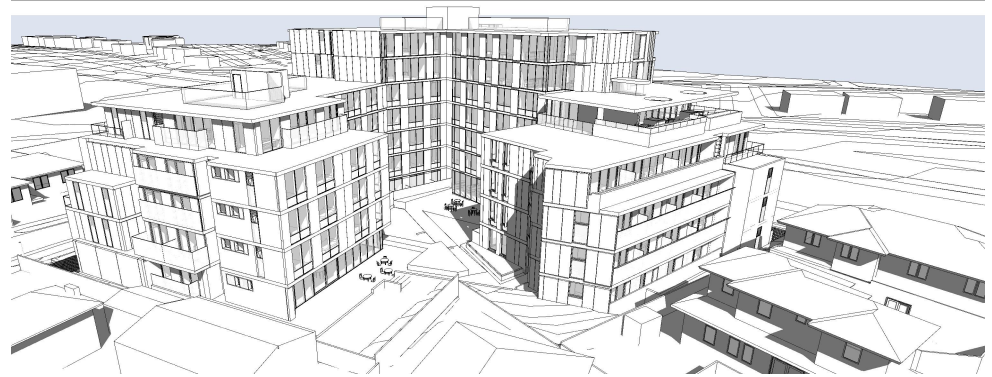
12.00 NOON



CLIENT TEAM OPTIMUM		TITLE COURTYARD SHADOWS (22 SEPT EQUINOX)	
PROJECT STUDENT HOUSING 1959-63 DANDENONG ROAD & 75 BEDDOE AVE, CLAYTON		SCALE: 1:500	DATE: 14 APRIL 2025
PROJECT NO. 18.027		STATUS: PLANNING	CHECKED:
DRAWING NO. TP5.10		PROJECT DATE	REV: 1
			TP5.10 Cii



1.00 PM



2.00 PM

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3.00 PM



CLIENT TEAM OPTIMUM		TITLE COURTYARD SHADOWS (22 SEPT EQUINOX)	
PROJECT STUDENT HOUSING 1959-63 DANDENONG ROAD & 75 BEDDOE AVE, CLAYTON		SCALE: 1:500	DATE: 14 APRIL 2025
STATUS: PLANNING		CHECKED:	REV: 1
PROJECT NO: 18.027	DRAWING NO: TP5.11	REV: 1	Cii
PROJECT DATE		DATE	



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CLIENT TEAM OPTIMUM		TITLE VIEW FROM WELLINGTON ROAD	
PROJECT STUDENT HOUSING		SCALE: @ A3 DATE: 14 APRIL 2025	
1959-63 DANDENONG ROAD & 75 BEDDOE AVE, CLAYTON		STATUS: PLANNING	CHECKED:
PROJECT NO: 18.027	DRAWING NO: TP.6.1	REV: Cii	DATE:
PROJECT DATE:		APPROVED:	



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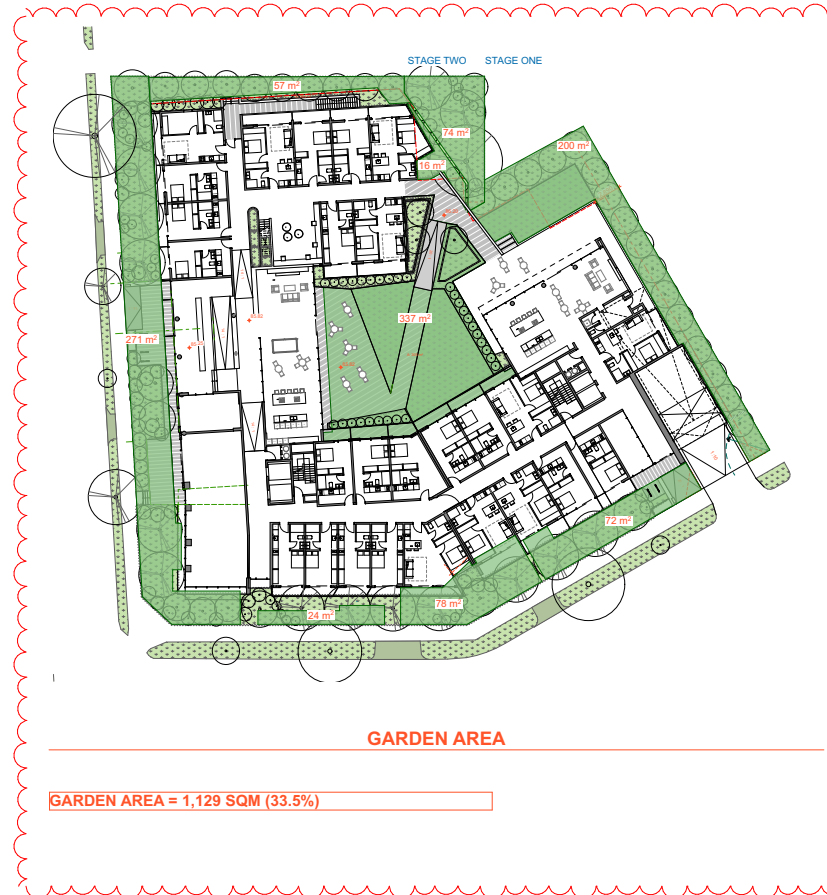
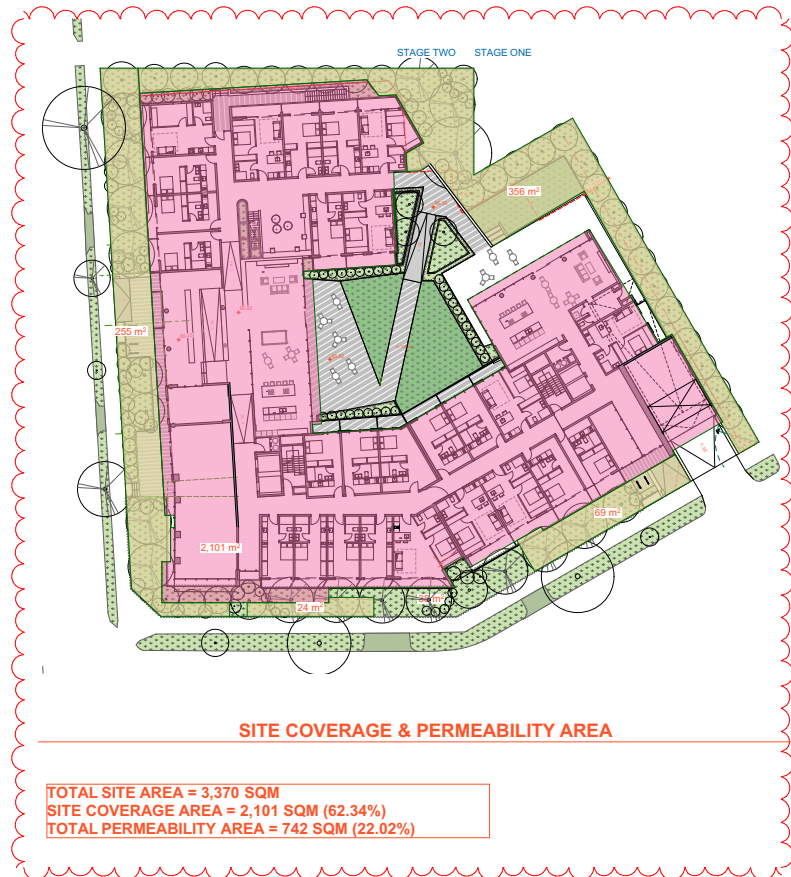


CLIENT TEAM OPTIMUM		TITLE VIEW FROM DANDENONG ROAD	
PROJECT STUDENT HOUSING		DATE: 14 APRIL 2025	
1959-63 DANDENONG ROAD & 75 BEDDOE AVE, CLAYTON		STATUS: PLANNING	CHECKED:
PROJECT NO: 18.027	DRAWING NO: TP.6.2	REV: Cii	
PROJECT DATE:		DATE:	

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CLIENT: TEAM OPTIMUM		TITLE: VIEW FROM BEDDOE AVENUE	
PROJECT: STUDENT HOUSING		SCALE: @ A3	
PROJECT NO: 18.027		DATE: 14 APRIL 2025	
PROJECT NO: 18.027		STATUS: PLANNING	
PROJECT NO: 18.027		CHECKED:	
PROJECT NO: 18.027		DRAWING NO: TP.6.3	
PROJECT NO: 18.027		REV: Cii	
PROJECT NO: 18.027		PROJECT DATE:	



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DEVELOPMENT SUMMARY**DEVELOPMENT SUMMARY: 1959-63 DANDENONG RD & 75 BEDDOE AVE, CLAYTON****STAGE 1**

UNITS	TYPE				TOTAL
	A	B	C		
GROUND	STUDIO	1 BED	2 BED		
LEVEL 1	10	3	1	14	
LEVEL 2	10	3	1	14	
LEVEL 3	10	4	0	14	
LEVEL 4	6	3	1	10	
LEVEL 5					
LEVEL 6					
TOTAL	40	17	3	60	

	INTERNAL (SQM)	EXTERNAL (SQM)	TOTAL
CONVENIENCE SHOP/ REST.			0
ADMIN	21		21
GAMES- LAUNDRY	93		93
COMMUNAL AREA-EXCL COURTYARD		303	396
TOTAL AREA (SQM)			510

STAGE 2

UNITS	TYPE				TOTAL
	A	B	C		
GROUND	STUDIO	1 BED	2 BED		
LEVEL 1	13	5	0	18	
LEVEL 2	20	7	1	28	
LEVEL 3	20	7	1	28	
LEVEL 4	17	8	1	26	
LEVEL 5	15	3	1	19	
LEVEL 6	13	4	2	19	
TOTAL	111	38	8	157	

	INTERNAL (SQM)	EXTERNAL (SQM)	TOTAL
CONVENIENCE SHOP/ REST.	114		114
ADMIN	27		27
GAMES- LAUNDRY	120		120
COMMUNAL AREA-EXCL COURTYARD	276	606	882
TOTAL AREA (SQM)			1143

BREAKDOWN OF UNITS

STAGE	TYPE				TOTAL	TOTAL AMENITY AREA
	A	B	C			
STAGE 1	STUDIO	1 BED	2 BED			
STAGE 1	40	17	3	60	510	
STAGE 2	111	38	8	157	1143	
TOTAL	151	55	11	217	1653	

COMMUNAL AREA FOR STUDENT ACCOMMODATION

	STAGE 1	STAGE 2	TOTAL
CARPARKING			
NO. OF BEDS	63	165	228
COMMUNAL AREA REQUIRED	252	660	912
TOTAL COMMUNAL AREA PROVIDED	489	1002	1491

CAR & BICYCLES REQUIREMENT FOR STUDENT ACCOMMODATION


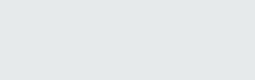




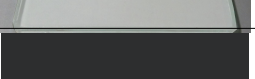


	STAGE 1	STAGE 2	TOTAL
CARPARKING			
NO. OF BEDS	63	165	228
CARS REQUIRED	19	50	68
BICYCLES REQUIRED	31.5	83	114

CAR & BICYCLES REQUIREMENT FOR CONVENIENCE SHOP/ RESTAURANT

	TOTAL	
NO. CARS REQUIRED	3	3
BICYCLES REQUIRED	4 (STAFFS)	2 (VISTORS)

TOTAL NO OF CAR REQUIRED	71
TOTAL NO OF CAR PROVIDED	71 INCLUDING 2 DDA SPACES
TOTAL NO OF BIKE SPACES REQUIRED	120
TOTAL NO OF BIKE SPACES PROVIDED	133

FINISHES SCHEDULE

C1- PRECAST CONCRETE - BRIGHTON LITE			
R1- RENDER FINISH- LIGHT GREY			
B1- BRICK -INDUSTRIAL CHAR			
B2- BRICK- SIMMENTRAL SILVER			
G1- GLASS - CLEAR GLASS			
G2 - SEMI TRANSPARENT GLASS			
M1- MATT BLACK POWDERCOATED			
M2- PERFORATED- GALVANISED			
T1- CHARRED TIMBER FINISH			

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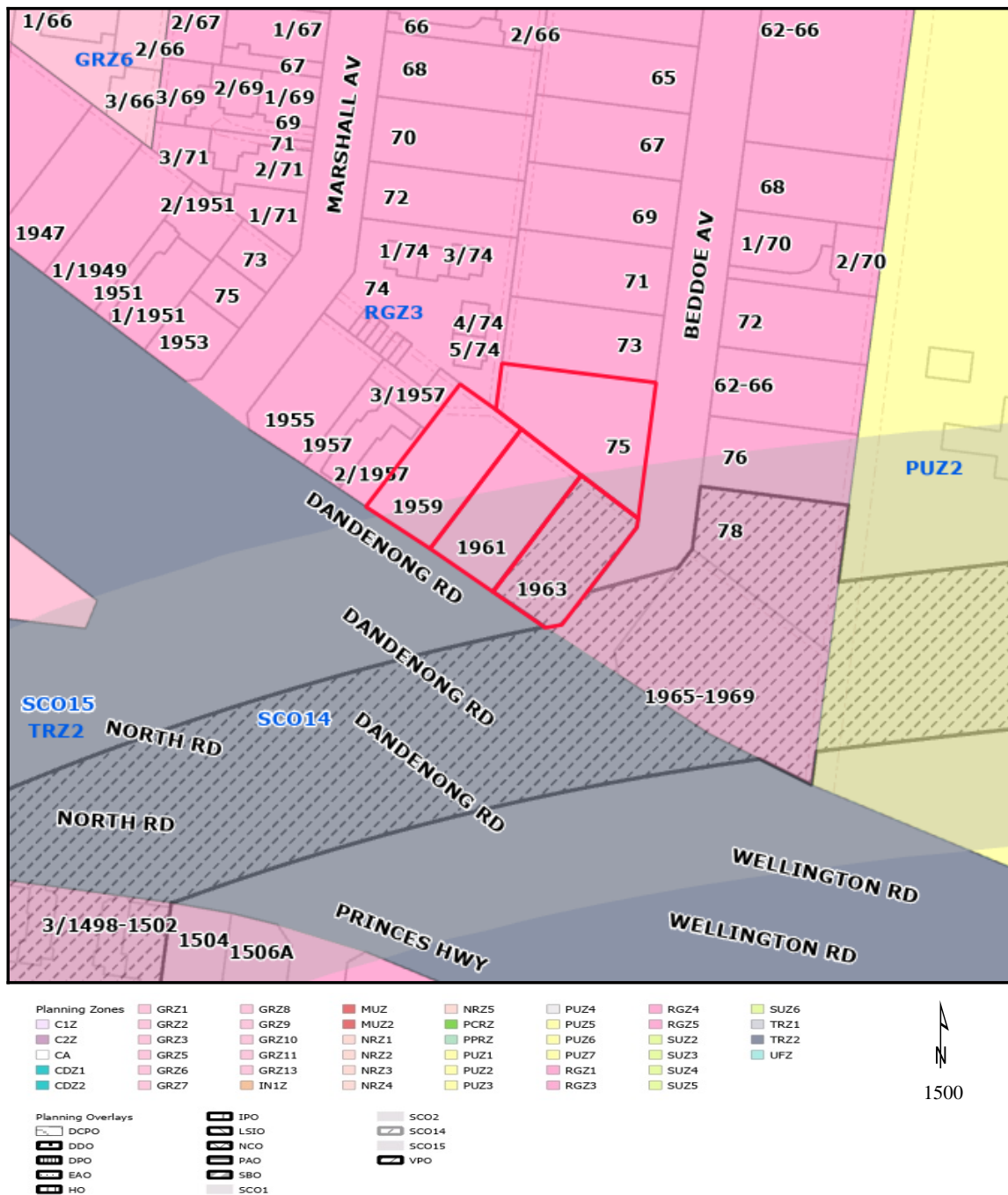


METAXAS ARCHITECTS PTY LTD ABN 160 751 7626 14/221 CAROIGNA STREET, CARLTON VIC 3053 AUSTRALIA
TEL 03 9461 5144 EMAIL metaxas@metaxasarch.com WEB www.metaxasarch.com

CLIENT TEAM OPTIMUM	TITLE FINISHES SCHEDULE & DEV. SUMMARY
PROJECT STUDENT HOUSING 1959-63 DANDENONG ROAD& 75 BEDDOE AVE, CLAYTON	SCALE: 1:15.22 @ A3 DATE: 14 APRIL 2025
	STATUS: PLANNING CHECKED:
	PROJECT NO: 18.027 DRAWING NO: TP.7.2 REV: Cii
	PROJECT DATE: APPROVED:



Planning Overlays and Zones



Address: 75 Beddoe Avenue & 1959-1963 Dandenong Road CLAYTON VIC 3168

Area:

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