

1959 - 1963 DANDENONG ROAD & 75 BEDDOE AVENUE, CLAYTON

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Prepared by Hansen Partnership

Planning Report

6 March 2025





ACKNOWLEDGEMENT OF COUNTRY

Hansen Partnership acknowledges the Traditional Owners of the diverse lands on which we live and work and recognise their deep spiritual connection to land, air and water as Custodians of Country.

We pay our respects to all First Nations people and to their ancient and enduring culture.

Application Snapshot

Development and use of land for a residential building (student accommodation, a convenience shop/restaurant, removal of easement, and alteration of access in a Transport Zone 2.

Permit Triggers

- Use of land for accommodation (residential building/ student accommodation) within the Residential Growth Zone, Schedule 3 (RGZ3) (Clause 32.07-2).
- Use of land as a convenience shop/restaurant within the RGZ3 (Clause 32.07-2);
- Construction of a residential building within the RGZ3 (Clause 32.07-6);
- Buildings and works associated with a Section 2 use (convenience shop/restaurant) within the RGZ3 (Clause 32.07-9);
- Remove an easement (Clause 52.02); and
- Alteration of access to a road in a Transport Zone 2 (Clause 52.29-2).

Project Team

Architecture | Metaxas Architects

Development Advisory | Hansen Partnership

Landscape Architecture | Hansen Partnership

Traffic Engineering | Traffix Group

Environmentally Sustainable Design | Sustainable Built Environments

Wind Impact Assessment | Vipac

Acoustic Assessment | Enfield Acoustics

CONTENTS

1. INTRODUCTION	7
2. SITE CONTEXT	11
3. SURROUNDING CONTEXT	15
4. PLANNING BACKGROUND	21
5. THE PROPOSAL	25
6. PLANNING CONTEXT	33
7. PLANNING CONSIDERATIONS	37
8. CONCLUSION	51
9. APPENDIX A: CLAUSE 16.01-1L-02 ASSESSMENT	53

INTRODUCTION

1 INTRODUCTION

This report has been prepared on behalf of the permit applicant and landowner in support of a proposed student accommodation development at 1959 - 1963 Dandenong Road & 75 Beddoe Avenue, Clayton (the subject site).

Architecturally designed by Metaxas Architects, the proposal will deliver an exciting contribution to the Monash University Clayton Campus environs.

This high quality development is ideally located adjacent to the Monash University Clayton Campus. The site's locational attributes make it a prime location for student accommodation, providing students with a high quality residence within walking distance to university facilities.

Through a planning lens, the site is located in the Residential Growth Zone, Schedule 3 *'Clayton Major Activity Centre and Monash National Employment and Innovation Cluster'* (RGZ3).

The Specific Controls Overlay, Schedules 14 (SC014) and 15 (SC015) apply to the site.

Under the applicable controls, a permit is required for:

- Use of land for accommodation (residential building/student accommodation) within the Residential Growth Zone, Schedule 3 (RGZ3) (Clause 32.07-2).
- Use of land as a convenience shop/restaurant within the RGZ3 (Clause 32.07-2);
- Construction of a residential building within the RGZ3 (Clause 32.07-6);
- Buildings and works associated with a Section 2 use (convenience shop/restaurant) within the RGZ3 (Clause 32.07-9);
- Remove an easement (Clause 52.02); and
- Alteration of access to a road in a Transport Zone 2 (Clause 52.29-2).



Render of the proposal (Beddoe Avenue)

It is submitted that:

- The proposed development is strongly supported by the policy provisions of the Monash Planning Scheme and meets the purpose and requirements of the zone, particularly in relation to the development of student accommodation;
- In planning policy terms, the site is an important gateway site that is strategically located to benefit from its proximity adjacent to the Monash University Clayton Campus, Clayton Activity Centre and Monash Principal Public Transport Network (PPTN), making it a prime candidate for a student accommodation development;
- As directed by state planning policy, the proposal makes an important contribution to the continued success of the Monash National Employment & Innovation Cluster (NEIC) and specifically the education role of the Monash University Clayton Campus;
- The proposal provides much needed high quality student accommodation to complement the existing choice of accommodation available within Monash, noting planning policy acknowledges a shortfall in supply within the municipality. The development will allow students to live in close proximity to educational, recreational and other surrounding facilities and services;
- The exceptional architectural design will make an exciting and visually engaging contribution to the Princes Highway / Dandenong Road streetscape as a landmark development.
- It provides high internal amenity for occupants as well as high Environmentally Sustainable Design (ESD) outcomes across the site;
- A high quality landscape narrative is proposed, with extensive landscaping and planting across the site to create a truly 'campus-style' development. This greatly assists with softening the built form and enhancing the 'garden city' feel of the streetscape;
- The proposed easement removal is considered acceptable having regard to its need to facilitate the development;
- On-site bicycle parking meets Clause 22.10-4 and Clause 52.34 requirements. High provision of bicycle parking within the site encourages students to utilise this sustainable transport mode along with the nearby PPTN;
- On-site car parking for students meets the requirements of Clause 22.10-4. Staff parking for the convenience shop/restaurant can be accommodated on-site, meeting the requirements of Clause 52.06. Short term visitor car parking demands for the convenience shop/convenience restaurant can be accommodated within the surrounds;
- The level of traffic generated by the proposal will have a negligible impact on the operation of the surrounding road network; and
- The proposal effectively addresses its residential interfaces in order to limit off-site amenity impacts.

For the reasons outlined above, we respectfully request that Council approves the proposal through the issuing of a planning permit. We look forward to working through the relevant matters with Council to deliver this exciting development.



Render of the proposal (Wellington Road)

SITE CONTEXT

2 SITE CONTEXT

THE SUBJECT SITE

The subject site is located on the north side of Dandenong Road (Princes Highway), a major arterial road and key connection between the city and the Monash Freeway in the southeast suburbs.

The consolidated site comprises four parcels of land:

- Lot 1 TP159053;
- Lot 1 TP112782;
- Lot 1 TP178902; and
- Lot 92 LP22201

The site has an overall area of 3,370m². It is irregular in shape and currently occupied by four dwellings, each located within their own individual allotment.

It has a dual frontage onto the Princes Highway Service Road to the south and Beddoe Avenue to the east. The site is currently served by four individual vehicle crossovers from the road frontages to the respective dwellings.

Photographs depicting the location of the subject site and the existing conditions are provided on following pages.



Existing dwelling at No. 75 Beddoe Avenue



Existing dwelling at No. 1963 Dandenong Road



Existing dwelling at No. 1961 Dandenong Road



Existing dwelling at No. 1959 Dandenong Road



Existing Princes Highway Service Road presentation



Existing Beddoe Avenue presentation

SURROUNDING CONTEXT

3 SURROUNDING CONTEXT

THE SURROUNDING ENVIRONS

The site is located on the periphery of the Monash University Clayton Campus, which in turn forms part of the 'Monash National Employment and Innovation Cluster (NEIC)' as identified within the Monash Planning Scheme. It also lies on the periphery of the Clayton Activity Centre.

It is located within the Monash PPTN, adjacent to several bus routes along the Princes Highway (Buses 800, 802, 804, 862). The available bus services provide a link to Clayton Train Station in the south.

The site also has access to bicycle infrastructure with informal bicycle routes along major and minor roads in the vicinity of the site including Wellington Road, Blackburn Road and Princes Highway. The site is surrounded by a variety of educational, commercial, entertainment and community land uses that are readily accessible via a short bicycle ride or walk.

The immediate surrounds are primarily residential, being located with an established residential neighbourhood. This generally consists of traditional single storey dwellings and contemporary double storey townhouses.

Notwithstanding the history of the neighbourhood, it is clearly undergoing significant change due to its proximity to the Monash University Campus and Princes Highway.

Evidence of recent contemporary development, including double storey townhouses, become apparent as one walks further northward along the Beddoe Avenue. Other examples of recent townhouse developments are also apparent along the service road frontage.

Council has approved a number of other student accommodation developments along Beddoe Avenue:

- 3 storey student accommodation development at No. 25 Beddoe Avenue (TPA/51583);
- 3 storey student accommodation development at No.29 Beddoe Avenue (TPA/51262); and
- 4 storey student accommodation development at Nos. 71 - 73 Beddoe Avenue (TPA/44980/B).

As anticipated by the RGZ3 zoning applied to the neighbourhood, it is expected that the locality will undergo significant growth in scale and diversity over the coming years. One would expect an emerging character of multi-unit typologies including student accommodation, apartments and townhouse developments to become the norm in the near future.

A description of the site's immediate abuttals are provided opposite.



Nos. 71 - 73 Beddoe Avenue existing streetscape presentation



Princes Highway Service Road with Princes Highway beyond



Grass reserve opposite the site

NORTH

To the north at Nos. 71 - 73 Beddoe Avenue are two single storey weatherboard dwellings. Council has approved a permit for a 4 storey student accommodation development on the sites (TPA/49980/B).

SOUTH

To the south is the Princes Highway Service Road, a single lane road providing vehicle access to the dwellings fronting the road. This is separated from Princes Highway / Dandenong Road (further south) by a grassed median strip.

Princes Highway is a major 8-lane highway, providing an important transit route between the city and southeastern suburbs.

SOUTHEAST

To the southeast is a small local grassed reserve used as public open space by locals. It provides a through-route to the University Campus.

EAST

No. 78 previously contained a single storey weatherboard dwelling that has since been demolished. The site is currently vacant.



Dwelling at No. 76 Beddoe Avenue

EAST

No. 76 Beddoe Avenue is a single storey weatherboard dwelling with hipped tile roof.

This dwelling has vehicle access from its Beddoe Avenue frontage. Secluded private open space (SPOS) is located to the rear (east).



Dwelling at No. 74 Beddoe Avenue

EAST

No. 74 Beddoe Avenue is a single storey brick dwelling with hipped tile roof.

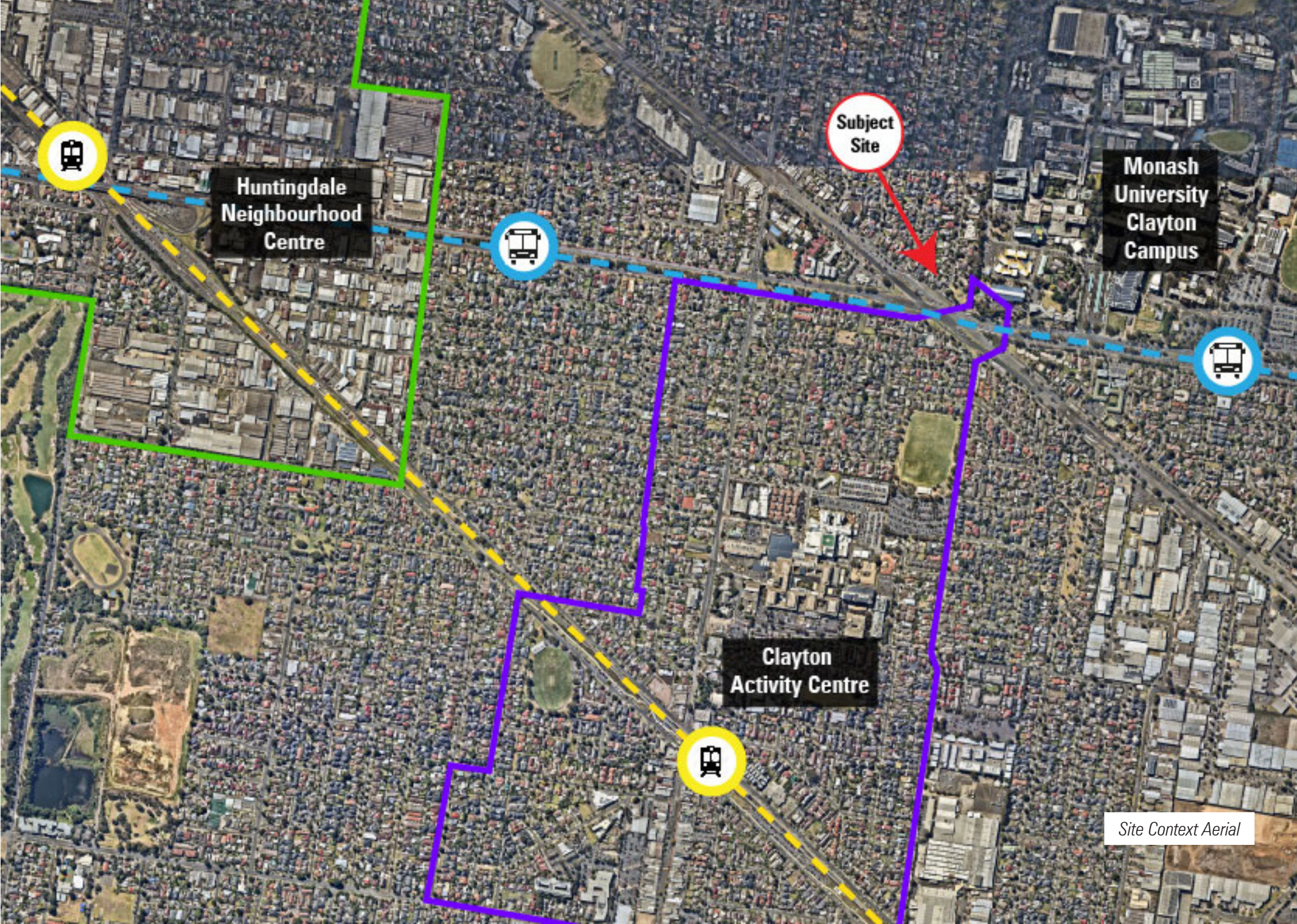
This dwelling has vehicle access from its Beddoe Avenue frontage. SPOS is located to the rear (east).



Dwellings at No. 1957 Dandenong Road

WEST

West of the site No. 1957 Dandenong Road are two double storey brick and render townhouses with hipped tile roofs. These dwellings benefit from vehicle access to private garages, via crossovers from the Service Road frontage. SPOS areas are located to the rear, on the respective northern and eastern property boundaries.



PLANNING BACKGROUND

4 PLANNING BACKGROUND

AMENDMENT C125

Amendment C125 was proposed to implement Monash’s housing strategy by applying new residential zones to land within the municipality. The amendment was split into two parts:

- C125Pt1 - Applied the Residential Growth Zone (RGZ) and Neighbourhood Residential Zone (NRZ) to land (gazetted 19 April 2018); and
- C125Pt1 - Updated the local planning policy framework for residential development to reflect the objectives, directions and actions of the Monash Housing Strategy 2014 and applied schedules 3, 5 and 6 to the General Residential Zone (GRZ) to land (gazetted 14 November 2019).

As part of Amendment C125, Council previously proposed to apply a new Design and Development Overlay, Schedule 13 (DDO13) to land within Monash (which included the subject site). It is understood that DDO13 has since been deleted from Amendment C125.

DDO13 would have permitted a preferred maximum building height of 5 storeys on the subject land. This reflected Council’s intention to allow for taller development of up to 5 storeys on consolidated lots within this area.

PRE-APPLICATION DIALOGUE: MONASH CITY COUNCIL

Hansen discussed planning controls for the site with Council on 30 October 2018. The following was noted:

- The current Residential Growth Zone (RGZ) supports a development of up to 4 storeys on the site. The maximum building height is discretionary, so a taller building may be contemplated;
- Council’s previously proposed DDO13 supported apartment buildings of up to 5 storeys on consolidated sites in this area. Based on this, Council would support a building of up to 4 storeys, and would likely to support a building of up to 5 storeys on the site; and

- Taller elements of the building should be located towards the southeast corner of the site, with appropriate setbacks to sensitive residential properties to the north and west.

Two further pre-application meetings have been held with Council:

- Friday 12th June 2020; and
- Monday 7th December 2020.

In response to Council feedback, the following key design changes were made for the lodged application:

- Two stage building separation addressed, with an integrated form now proposed;
- The majority of the development is 5 storeys (up to Level 4), with the taller 6th and 7th storey elements (Levels 5 and 6) pushed toward the southeast corner of the site at the Service Road / Beddoe Avenue junction;
- The previously proposed gap between the two staged buildings has been removed and singular basement is now proposed;
- Communal areas provided on the upper floors;
- Beddoe Avenue Ground Floor frontage activation addressed by removal of the second basement ingress and relocation of the single basement ingress to the northeast corner of the site;
- Increased setback of the convenience shop/restaurant from the road frontage to incorporate landscaping;
- Landscaping provided across all setbacks and particularly the road frontages; and
- Open, visually permeable landscaped frontage provided to the Princes Highway Service Road.

PRE-APPLICATION DIALOGUE: SUBURBAN RAIL LOOP AUTHORITY

Planning Scheme Amendment (PSA) GC197 introduced Specific Controls Overlay, Schedules 14 and 15 (SCO14 and SCO15) into the Planning Scheme to facilitate the SRL East (SRLE) project delivery through the relevant Planning Schemes including Monash. PSA GC197 was gazetted into the scheme on 30 September 2022.

SCO14 is applied to the affected land to facilitate the SRLE project by allowing use and development associated with the project to take place (exemptions from other planning scheme requirements). SCO14 is applied to 1963 Dandenong Road.

SCO15 is also applied to land affected by Infrastructure Protection Areas and outlines various permit requirements on affected land. The application site is not within a protection area, as noted in *Appendix 1 to the Suburban Rail Loop East Infrastructure Protection Incorporated Document, August 2022*.

Hansen previously discussed the proposed planning controls with Council's Planning Officer on 10 February 2022.

We also sought pre-application advice on the PSA implications for the application from SRLA directly.

Discussion with SRLA occurred as follows:

- 11 February 2022 - phone call with SRLA to discuss the controls;
- 28 February 2022 - set of application plans provided to SRLA for comment and advice;
- 23 March 2022 - phone call with SRLA to discuss plans;
- 25 March 2022 - written email advice received from SRLA; and
- 7 April 2022 - phone call with SRLA to discuss potential permit condition requirements.

In summary, SRLA's advice was as follows:

- The application plans were reviewed by SRLA tunnel engineers, who advised that the design appears to pose a low to minor risk to the proposed tunnel infrastructure;
- SRLA noted that, if the PSA was gazetted (which it is now), SRLA would typically request engineering detail to support applications by way of permit condition. SRLA felt it would be premature to ask for this level of detail at the application stage; and
- SRLA would be happy to approach permit conditions on a case-by-case basis, to be resolved with themselves and Council during the course of the permit application process.

SRLA APPLICATION REFERRAL

The lodged application was referred to SRLA by Council pursuant to Section 55 of the Planning and Environment Act 1987.

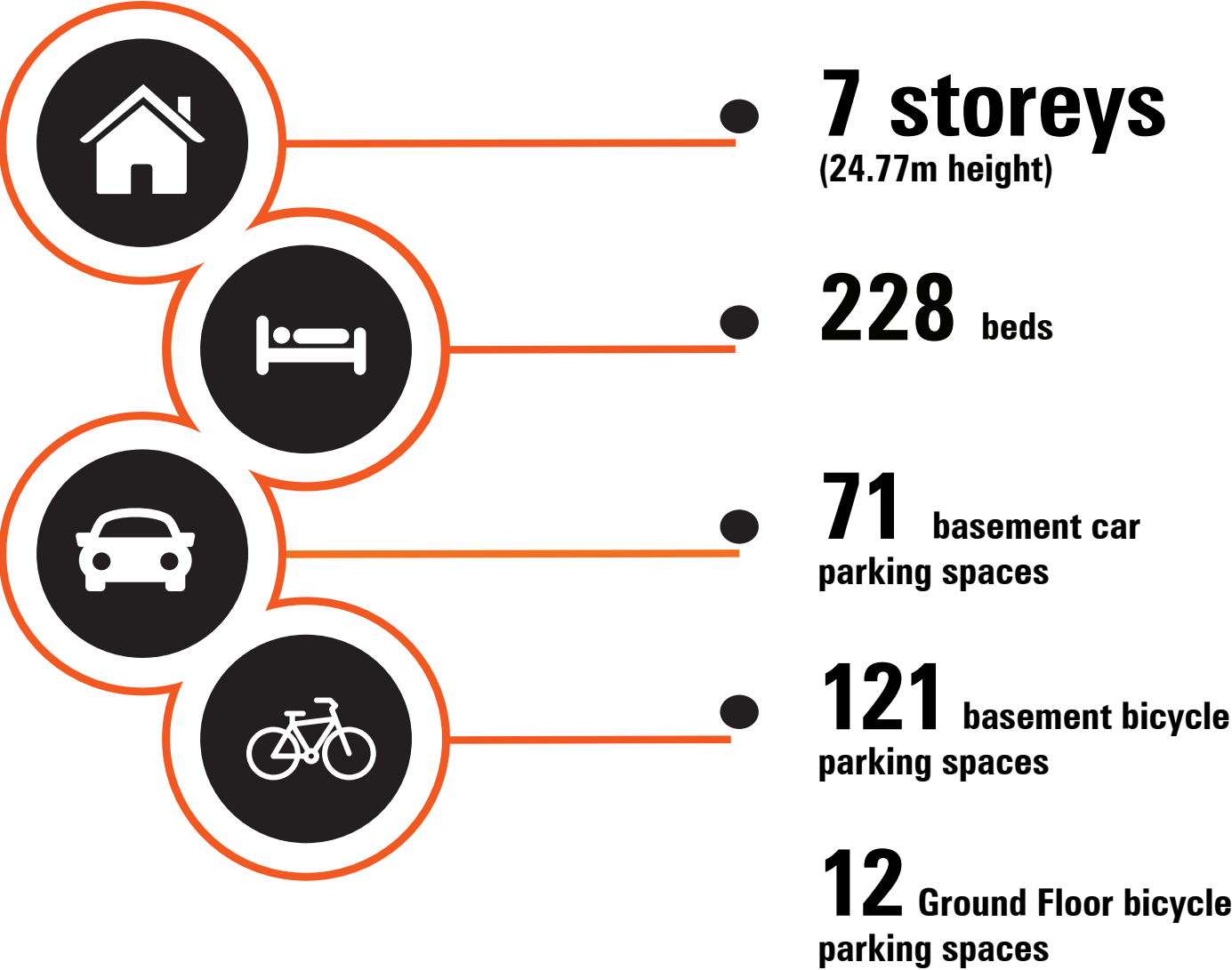
SRLA has reviewed the application and plans and confirmed via letter dated 30 May 2023 it does not object to the grant of a planning permit subject to conditions being placed on a permit (as outlined in their letter).



Extract from Suburban Rail Loop East Infrastructure Protection Incorporated Document (August 2022), Appendix 1: Project Infrastructure Protection Areas (application site in red)

5 PROPOSAL

PROPOSAL



OVERVIEW OF THE PROPOSAL

The proposal seeks approval for the construction of a 7 storey student accommodation building on the site.

Whilst the primary land use is as a residential building (student accommodation), a premises on the Ground Floor will be used as a convenience shop/convenience restaurant (considered to be an ancillary land use).

Each lodging unit will be self-contained with its own kitchen and bathroom facilities. Residents will have access to internal and external communal spaces throughout the development.

The contemporary building will be constructed from a variety of high quality materials which bring together brick, concrete, render and glass to deliver a visually exciting addition to the streetscape. It will become an important landmark building within this 'gateway' site between Monash University and Princes Highway / Dandenong Road.

The building will be constructed in two stages as per financing and construction requirements.

The following provides a summary of key components of the proposal, as shown on the plans accompanying the application.

Key Components

- 3,370m² overall site area;
- 7 storey building;
- 24.77m maximum height above natural ground level to rooftop (NGL);
- 217 apartments / 228 beds (studio, 1-bed and 2-bed);
- Open central courtyard, providing a green link to the outdoor garden in the northwestern corner;
- Landscaped setbacks and frontages, with landscaping design to include a mix of exotics and natives;
- Ground Floor lobby, amenities, study and recreation area, spilling into the central courtyard;
- Ground Floor convenience shop/convenience restaurant to activate the Dandenong Road frontage;
- Indoor, communal 'study areas' on Levels 1, 2 and 3;
- Outdoor terraces on Level 4 including BBQ facilities and internal communal area with kitchen;
- Basement car park providing 71 car parking spaces (including 2 DDA spaces) plus 121 bicycle parking spaces, with singular vehicle access via Beddoe Avenue;
- 12 bicycle spaces on the Ground Floor; and
- 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.

Sustainable Building Design

The building design incorporates an excellent sustainable design response. The following initiatives are noted:

- Extensive permeable landscaping across the site (22.02% of site area) including water efficient landscaping;
- North and west facing external terraces (communal open spaces);
- Expansive glazing to maximise daylight access to living areas;
- Facade shading devices on the east and south;
- Rooftop rainwater capture, and storage within 4 x 10,000L and 1 x 2,000L water tanks within the basement. To be treated and reused for toilet flushing in the lodging rooms and the communal laundry;
- High Water Efficiency Labelling and Standards (WELS) rated sanitary fixtures; and
- Efficient heating and cooling system.

Refer to the Environmentally Sustainable Design Report for further details.



Render of proposed view from Dandenong Road

DESIGN DETAIL

Design Narrative

The design response brings together the two development stages (Buildings A and B), connected by a central leafy courtyard and buffered by perimeter landscaping. It is intended to provide a campus-style feel, with pedestrian paths, open communal areas and landscape linkages.

The narrative behind the massing concept is structured around the following key elements:

- The building is seen as a landmark building on this important gateway site. The corner brickwork and glazing to the facade acts to 'hold the corner' to Dandenong Road/Beddoe Avenue and provides a way-finding feature when viewed from afar;
- The brickwork to the facade acknowledges and responds to the domestic material palette of the streetscape and abutting residences;
- The vertical glazed rebate to the Beddoe Avenue facade provides visual relief and distinguishes between Building A and B forms. The vertical glazed rebates and materiality treatment to the Dandenong Road facade provide visual relief and break up the built form into three legible forms;
- The Ground Floor entrance and convenience shop/restaurant activates the Dandenong Road frontage; and
- The communal open space on the corner at Level 4 softens the hard form and breaks up the mass on the western interface.

Parking & Vehicle Access

A single vehicular crossover will be created in the northeast corner of the site, providing access to the basement car parking from Beddoe Avenue.

All other existing (redundant) vehicle crossovers to the site will be removed and returned to kerb.

71 car parking spaces will be provided within the basement car park, including 2 DDA spaces.

121 bicycle parking spaces will be provided within the basement to encourage students and staff to utilise this sustainable personal transportation.

12 bicycle parking spaces will be provided along the Beddoe Avenue frontage at Ground Floor level.

The application is accompanied by a Traffic Engineering Report and Swept Path Diagrams prepared by Traffix Group. An assessment of vehicle movement and access is detailed in Section 7 (Planning Considerations) of this report.



Communal Areas & Amenities

The development has been designed with student amenity and recreational needs in mind, providing high quality internal and external communal spaces across all levels of the site.

Students will have access to a variety of shared spaces including:

- GF - 345m² central courtyard, with paved outdoor terrace providing opportunities for seating;
- GF - 90m² landscaped northwestern garden, acting as an extension to the central courtyard area;
- GF - 103 m² outdoor communal terrace, acting as an extension to the central courtyard area;
- GF - amenities, study and recreation area which spills into the central courtyard and outdoor terraces;
- GF - 114m² shop at the Beddoe Avenue frontage;
- Level 1 - three internal community spaces (13m², 38m² and 31 m²);
- Level 2 - three internal community spaces (13m², 38m² and 31 m²);
- Level 3 - three internal community spaces (13m², 38m² and 31 m²);
- Level 4 - 90m² outdoor terrace, with BBQ and kitchen facilities (west facing) and 63m² internal community space (with additional kitchen facilities).

Landscaping

The development is complemented by a high quality landscape narrative that builds on the concept of a 'campus' style development through the communal open spaces and planting proposed.

Key elements of the landscape scheme include:

- Open, landscaped frontages within setbacks to Princes Highway Service Road and Beddoe Avenue to incorporate:
 - Canopy tree planting of natives and exotics;
 - Alternating beds of shrubs, grasses and groundcovers;
- 3m wide screening shrubs with cascading grasses and groundcovers to the north and west boundaries;
- Communal courtyard at GF Level with lawn and perimeter garden beds comprising canopy tree planting, shrub, grasses and groundcovers;
- Paved outdoor terraces at GF Level, spilling into the central courtyard, with opportunities for seating and movable shade;
- Planters to include low growing, hardy and shade-tolerant plants on Level 3 balconies; and
- Planters to include a mix of shrubs, grasses and groundcovers to Level 4 communal terrace.



PROPOSED PLANTING SCHEDULE						
Code	Botanical Name	Common Name	Typical H x W (m)	Spacing	Installed Size	Quantity
Trees						
ACE rub	Acer rubrum 'Bowhall'	Red Maple	10 x 5	As shown	150L pot	9
BAN mar	Banksia marginata	Silver Banksia	5 x 4	As shown	150L pot	8
COR cit	Corymbia citriodora 'Scentuosa' (syn. 'Dwarf Pink')	Dwarf Lemon-scented Gum	7 x 3	As shown	150L pot	9
GIN bil	Ginkgo biloba (Male)	Maidenhair Tree	12 x 5	As shown	150L pot	4
JAC min	Jacaranda mimosifolia	Jacaranda	10 x 8	As shown	150L pot	1
PYR niv	Pyrus nivalis	Snow Pear	8 x 5	As shown	150L pot	2
Shrubs						
ADE ser	Adenanthos sericea	Woolly Bush	3.5 x 1.5	As shown	150mm pot	15
BUX sem	Buxus sempervirens	English Box	1.5 x 1	As shown	150mm pot	11

PLANNING CONTEXT

6 PLANNING CONTEXT

PLANNING POLICY FRAMEWORK

Plan Melbourne 017 - 2050

Plan Melbourne 2017-2050 is the overarching planning strategy for Melbourne which informs strategic planning and decision making across the state. It sets the context of Planning Policy Framework (PPF).

Municipal Planning Strategy (MPS)

The Municipal Planning Strategy sets out Council’s strategic planning vision, directions and spatial framework which underpin the land use and development provisions of the Monash Planning Scheme.

The following clauses of the MPS are relevant to the proposal:

- Clause 02.01: Context
- Clause 02.02: Vision
- Clause 02.03 Strategic directions
- Clause 02.04: Strategic framework plans

Planning Policy Framework (PPF)

The PPF sets out the key policy direction for state, regional and municipal level planning issues. The following clauses of the PPF are relevant to this proposal:

- Clause 11: Settlement
- Clause 11.01-1S: Settlement
- Clause 11.01-1R: Settlement - Metropolitan Melbourne
- Clause 11.02-1S: Supply of urban Land
- Clause 11.03-1S: Activity centres

- Clause 11.03-1R: Activity centres - Metropolitan Melbourne)
- Clause 11.03-1L-01: Activity centres - Monash
- Clause 11.03-1L-04: Monash National Employment and Innovation Cluster
- Clause 15: Built environment and Heritage
- Clause 15.01-1S: Urban design
- Clause 15.01-1S: Urban design- Metropolitan Melbourne
- Clause 15.01-2S: Building design
- Clause 15.01-2L-02: Environmentally sustainable development
- Clause 15.01-5S: Neighbourhood character
- Clause 15.01-5L: Monash preferred neighbourhood character
- Clause 16: Housing
- Clause 16.01-1S: Housing supply
- Clause 16.01-1R: Housing supply - Metropolitan Melbourne
- Clause 16.01-1L-01: Housing supply - Monash
- Clause 16.01-1L-02: Student accommodation
- Clause 18: Transport
- Clause 18.01-1S: Land use and transport integration
- Clause 18.01-3S: Sustainable and safe transport
- Clause 19.02-2S: Education facilities
- Clause 19.02-2R: Education precincts - Metropolitan Melbourne
- Clause 19.03-3S: Integrated water management
- Clause 19.03-3L: Stormwater management

PARTICULAR AND GENERAL PROVISIONS

The following particular & general provisions are relevant:

- Clause 52.06: Car Parking outlines car parking requirements. The proposed car parking is compliant with the statutory car parking requirements of this clause.
- Clause 52.02: Easements, Restrictions & Reserves. A permit is require to remove an easement under this clause.
- Clause 52.29: Land Adjacent to the Principal Road Network. A permit is required under this clause to alter access to the Princes Highway Service Road (a Transport Zone 2).
- Clause 52.34: Bicycle Facilities outlines bicycle parking requirements. The proposed bicycle parking provision is compliant with the statutory requirements.
- Clause 65: Decision Guidelines requires that the Responsible Authority must consider whether the proposal is consistent with the orderly planning of the area.

SPECIFIC CONTROLS OVERLAY

The site is not within an Infrastructure Protection Area as defined by Appendix 1 to the *Suburban Rail Loop East Infrastructure Protection Incorporated Document, August 2022*. As such, a permit is not required under SCO15.

The proposal is considered to be out of scope of the SCO14 or *Suburban Rail Loop East Incorporated Document, August 2022*, which seeks to facilitate development associated with the SRLA East Project.

As outlined in Chapter 4 of this report, pre-application advice had been sought and received from the SRLA prior to lodgement.

SRLA has since reviewed the application and plans and confirmed via letter dated 30 May 2023 it does not object to the grant of a planning permit subject to conditions being placed on a permit (as outlined in their letter).

RESIDENTIAL GROWTH ZONE, SCHEDULE 3

The site is located in the Residential Growth Zone, Schedule 3 ‘*Clayton Major Activity Centre and Monash National Employment and Innovation Cluster*’ (RGZ3).

The following purposes of the RGZ are considered relevant to a student accommodation proposal:

- *To implement the Municipal Planning Strategy and Planning Policy Framework;*
- *To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas; and*
- *To ensure residential development achieves design objectives specified in a schedule to this zone.*

The following design objectives of RGZ3 are relevant:

- *To ensure developments are constructed within an open garden setting through the retention and planting of vegetation, including canopy trees; and*
- *To ensure that the height, scale and form of development respects any sensitive residential interfaces and minimises the appearance of visual bulk.*

Planning Permit Triggers

Use of land for accommodation (residential building/student accommodation), a Section 2 use, requires a permit under the zone as there is no existing residential building on the application site (Clause 32.07-2).

Construction of a residential building triggers a permit under the zone (Clause 32.07-6).

A permit is also required to use land for a convenience shop/ convenience restaurant, as both are Section 2 uses (Clause 32.07-2).

Buildings and works associated with Section 2 uses trigger a permit.

The permit triggers under the zone are therefore understood to be:

- Use of land for accommodation (residential building/student accommodation) (Clause 32.07-2).
- Use of land as a convenience shop/restaurant (Clause 32.07-2);
- Construction of a residential building (Clause 32.07-6); and
- Buildings and works associated with a Section 2 use (convenience shop/restaurant) within the RGZ3 (Clause 32.07-9).

Permit Requirements

- A discretionary 13.5m maximum building height applies (Clause 32.07-10).
- While Clause 58 technically applies to the development of a residential building of five or more storeys (Clause 32.07-6), Council’s policy at Clause 16.01-1L-02 outlines standards for student accommodation development. Thus it is more appropriate to assess the application under Clause 16.01-1L-02. Refer to Appendix A of this report.

PLANNING CONSIDERATIONS

7 PLANNING CONSIDERATIONS

Based on the provisions of the Monash Planning Scheme and the decision guidelines at Clause 65, the following are considered to be the key planning considerations relevant to the proposal:

Primary Considerations

- *Is there strategic policy support for this proposal?*
- *Is the use of the land for a residential building and convenience shop/restaurant consistent with the RGZ3 purpose and provisions?*
- *Are the proposed buildings and works an acceptable response to RGZ3 and Clause 16.01-1L-02 requirements?*

Secondary Considerations

- *What are the other proposed access, movement and safety provisions?*
- *Are the proposed alterations to the Transport Zone 2 an acceptable response to Clause 52.29 purpose and provisions?*

Tertiary Considerations

- *Does the proposal have any unreasonable impacts to the amenity of the area?*

The following sections of this report will discuss these matters.

PLANNING POLICY SUPPORT

Strategic Locational Attributes

The site is an important gateway site that is strategically located to benefit from the following attributes, making it prime for student accommodation development:

- The RGZ3 zoning clearly articulates Council’s intentions to support growth and higher density forms of development;
- It is a landmark site, visible from the Dandenong Road / Princes Highway and Wellington Road approaches;
- It adjoins a Transport Zone 2 road, along which planning policy commonly supports higher densities of development;
- It lies within the Monash NEIC core (as identified by Clause 02.04-1: Strategic Framework Plan), including accessible residential area, and adjacent to the Monash University Clayton Campus;
- It is located on the periphery of Clayton Activity Centre (as defined by the Clayton Activity Centre Precinct Plan, January 2020, City of Monash);
- It is located on the Monash PPTN, adjacent to several bus routes along the Princes Highway (Buses 800, 802, 804, 862). The available bus services provide a link to Clayton Train Station; and
- The site also has access to bicycle infrastructure with informal bicycle routes along major and minor roads in the vicinity of the site including Wellington Road, Blackburn Road and Princes Highway (designated a Principal Bicycle Network and Strategic Cycling Corridor). The site is surrounded by a variety of educational, commercial, entertainment and community land uses that are readily accessible via a short bicycle ride or walk.

Plan Melbourne: Metropolitan Planning Strategy 2017 - 2050 (2017)

An overarching directive of Plan Melbourne is to focus investment and growth in places of state significance including the NEICs (such as Monash NEIC) and Health and Education Precincts (such as Monash University Precinct, Clayton).

Policy 1.1.4 recognises that:

Planning for the growth of these precincts will need to focus on improving access—particularly via public transport—and diversifying job choices. Co-location of facilities (for example, a university with a hospital) will make better use of existing infrastructure and support the growth of associated businesses and industries.

Specialised economic functions should be reinforced, but there should also be opportunities to provide ancillary retail, commercial, accommodation and supporting services.

Planning Policy Framework

Consistent with Plan Melbourne, the Municipal Planning Strategy and the PPF strategic objectives at Clause 11 (Settlement), the proposed development provides high quality student accommodation to support the Monash University Campus, Monash NEIC and wider student community.

State policy governs that land use and development should:

- Promote and contribute toward accessibility (Clause 11);
- Promote sustainable development, taking advantage of existing settlement patterns, characteristics, transport, community infrastructure and services (Clause 11);
- Be developed along existing and planned transport infrastructure (Clause 11.01-1S); and
- Promote urban consolidation as a means to deliver future growth opportunities (Clause 11.02-1S).

Having regard to the above, the site's strategic location is an obvious candidate for investment, being able to meet state and local policy directives to support investment in the Monash University Campus and wider Monash NEIC (Clause 16.01-1R: Housing Supply – Metropolitan Melbourne and Clause 16.01-1L-02: Housing Supply - Monash). Its location adjacent to the campus site hugely assists with meeting state policy aims to co-locate university facilities with ancillary accommodation.

Clause 15 (Built Environment & Heritage) includes strategic policy directions for urban design, building design, healthy neighbourhoods and seeks for a high quality and sustainable development that contributes to a sense of place and a safe, functional and enjoyable urban environment to create the '20-minute neighbourhood'. Council's expectations for built form to be contemplated on the subject site are reflected in its local built form policies, and specifically at Clause 16.01-1L-02 as discussed in the following.

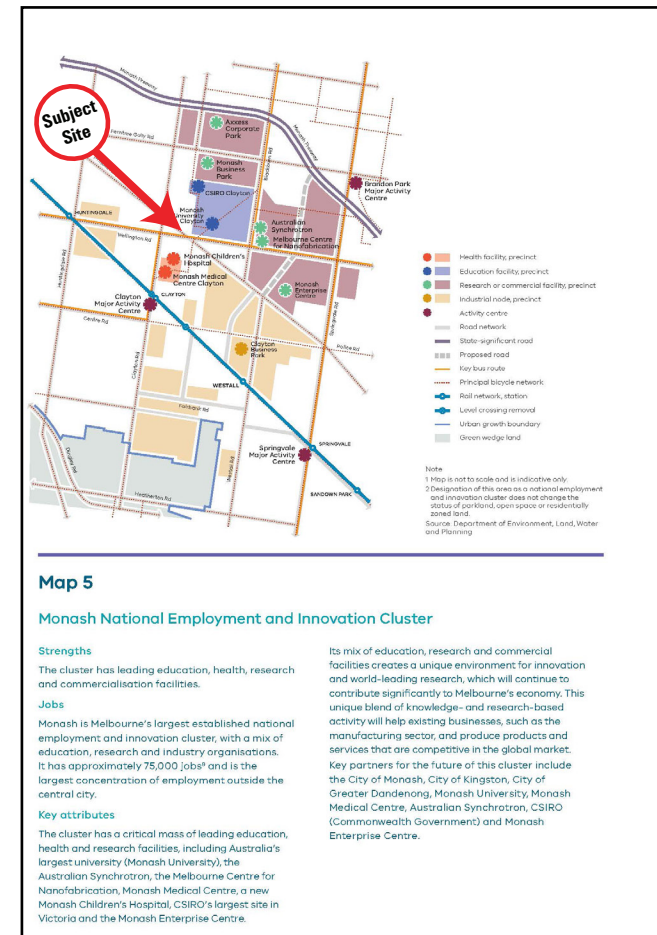
Having regard to the proposed use of the site, there is a strategic imperative to provide a supply of high quality and quantity of student accommodation to meet community needs (Clauses 02.03-5: Housing, 16.01-1S: Housing Supply and 16.01-1L-02: Student Accommodation). Clearly, the proposal meets this directive.

At a local level, Council's local policies build upon the themes established in the state level planning policy but applies what are broad objectives to a localised context.

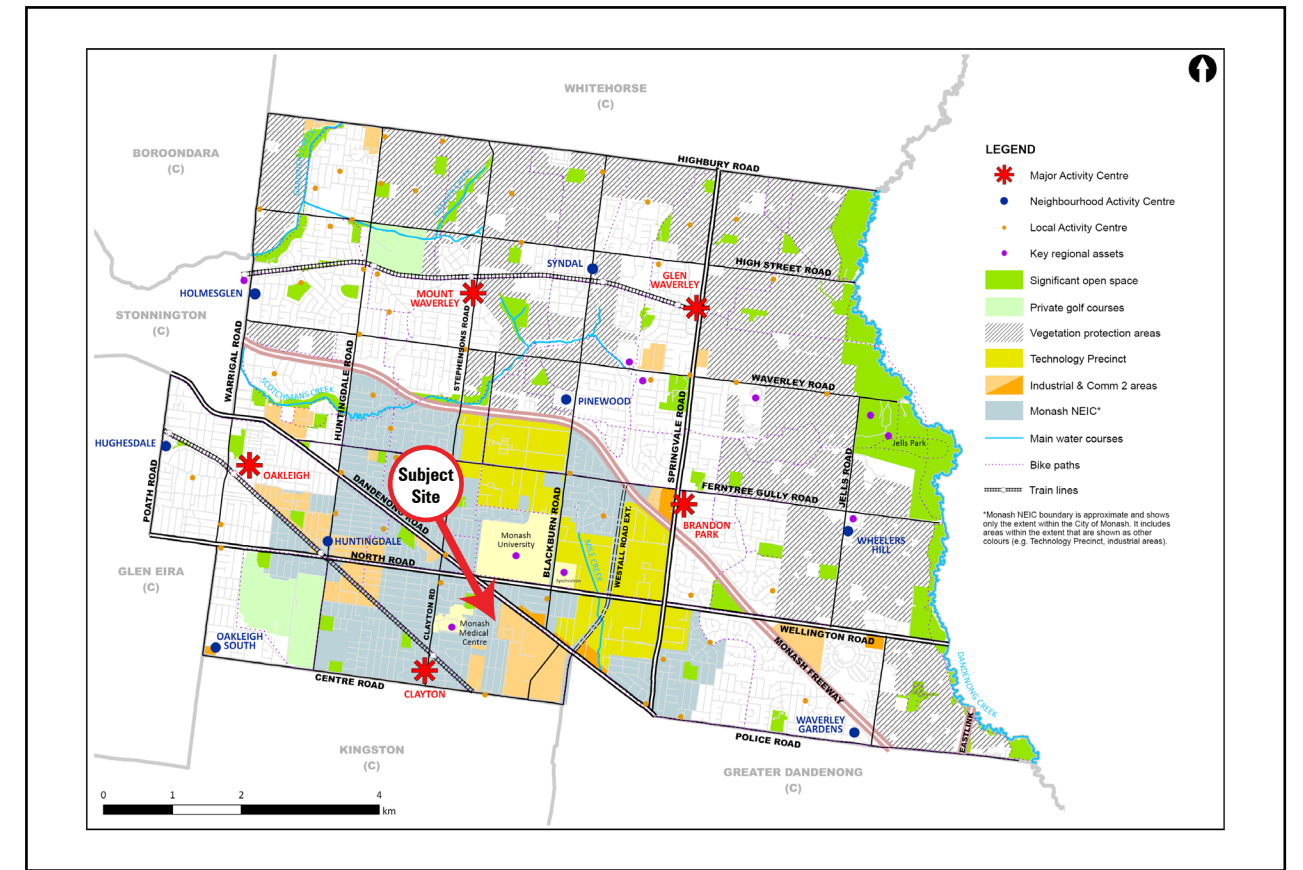
Clause 16.01-1L-02 (Student Accommodation Policy) is the most pertinent policy to the application, outlining built form requirements for student accommodation developments within Monash.

Clause 16.01-1L-02 locates the site within a 'preferred location' for student accommodation given its proximity to an educational institution, Major Activity Centre and bus route.

Clauses 02.03-5 (Housing) and 16.01-1L-01 (Housing Supply – Monash) outline Council's ambitions to direct residential growth and higher density development to the Monash NEIC and along Princes Highway.



Extract from Plan Melbourne 2017 - 2050: Monash NEIC.



Monash Planning Scheme: Strategic Framework Plan (Clause 02.04-1)

Policy at Clause 02.03-6 (Economic Development) recognises the Monash NEIC as Melbourne’s largest employment cluster outside of the Melbourne Central Business District, with a critical mass of leading education, health, research and commercial facilities. Accordingly, land use and development should contribute positively to the continued success of the NEIC (Clauses 02.01: Context, 02.03-6: Economic Development, 11.03-1L-04: Monash National Employment and Innovation Cluster, and 17.01-1R: Diversified Economy – Metropolitan Melbourne).

Clause 02.03-8 (Infrastructure) recognises the regional asset status of the University as a key tertiary institution in the eastern suburbs and major employer and business centre vital to the economic viability of the region.

The strategic locational attributes of the site make it a prime candidate for student accommodation development. The provision of much needed, high quality student accommodation contributes to Council’s accommodation supply issues and also to the overall choice of accommodation available to support Melbourne’s tertiary institutions.

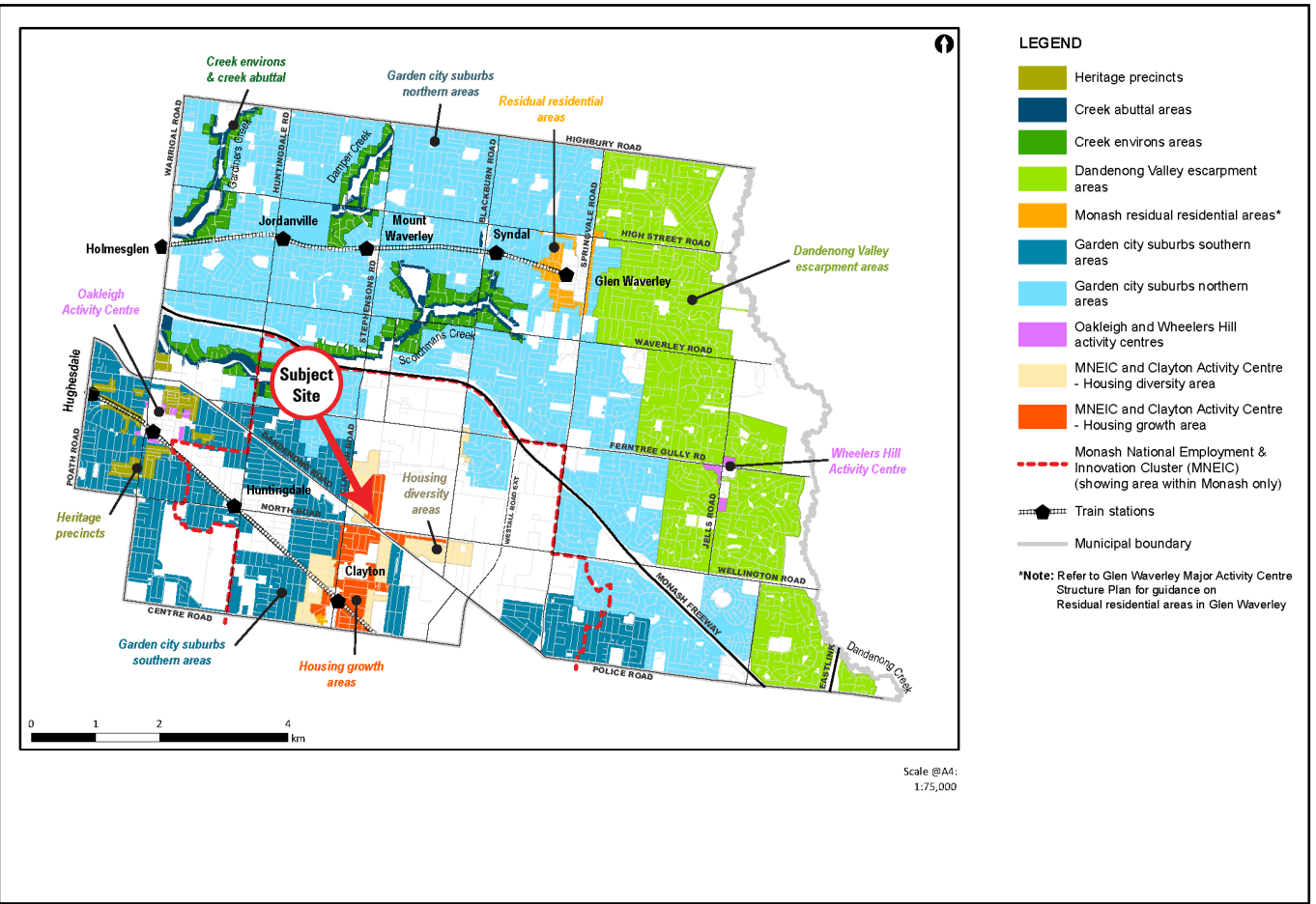
Given its location adjacent to the University, it is extremely well-placed to meet policy objectives to support the continued success of the Monash University Clayton Campus and the wider Monash NEIC cluster.

In addition to Clause 16.01-1L-02 requirements, local policy at Clause 15.01-5L (Monash Preferred Neighbourhood Character) encourages residential development to respond to the preferred future character statement of the area.

The Monash Residential Character Areas map to Clause 15.01-5L locates the site within the ‘MNEIC and Clayton Activity Centre – Housing Growth Area’. The objectives for this area are:

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

The proposal provides an excellent response to the preferred neighbourhood character objectives, as guided by the built form requirements of Clause 15.01-5L. A detailed assessment of the built form response is provided in the following pages.



Monash Planning Scheme: Monash Residential Character Areas (Clause 15.01-5L)

RESPONSE TO THE RESIDENTIAL GROWTH ZONE

A planning permit is triggered under the zone for:

- Use of land for accommodation (residential building/student accommodation) (Clause 32.07-2).
- Use of land as a convenience shop/restaurant (Clause 32.07-2);
- Construction of a residential building (Clause 32.07-6); and
- Buildings and works associated with a Section 2 use (convenience shop/restaurant) within the RGZ3 (Clause 32.07-9).

Use of the Land for a Residential Building (Student Accommodation)

The proposed use of the land for a residential building, particularly student accommodation, is entirely appropriate and supportable in this location.

The use is supportable given the following:

- The site is strategically located adjacent to the Monash University Clayton Campus and in close proximity to the Clayton Activity Centre. Planning policy clearly supports the location of student accommodation adjacent to the campus.
- The Residential Growth Zone and Schedule 3 purposes encourages high density housing and a diversity of housing (in this case, specialist housing for students) in this location.
- The Residential Growth Zone purposes encourages educational uses in this location. The proposed student accommodation supports an existing adjacent educational use (Monash University Clayton Campus).

- On-site and off-site amenity impacts related to the use of the building have been addressed via the design documentation provided with the application, as influenced by technical advice from consultants including Traffic Engineers, Wind Engineers and Acoustic Engineers.
- Off-site amenity in relation to noise and hours of use of external communal spaces can be managed via conditions on a planning permit. This is a typical approach for developments of this nature.
- The provision of basement car parking meets the numerical requirement for student parking specified by Clause 16.01-1L-02.
- On-site bicycle parking exceeds the numerical requirement of Clause 16.01-1L-02 and Clause 52.34.
- Traffix Group have supported the proposed vehicular movements, access arrangements, loading and waste collection arrangements. Furthermore, they conclude that traffic levels will be moderate, spread throughout the day, mostly residential in nature and have a negligible impact on the operation or safety of Beddoe Avenue or the surrounding road network.

Use of the Land for Convenience Shop / Restaurant

The use is supportable given the following:

- The Residential Growth Zone purposes allows non-residential uses to serve local community needs in this location. The shop/restaurant will service the local student and residential community. It is not anticipated that customers will visit from afar, except for those occasionally passing by.
- At 114m² total area, the tenancy is clearly ancillary to main use of the site as student accommodation (which is an entirely appropriate residential use in this location).
- Off-site amenity in relation to noise and hours of use of the tenancy and external communal spaces can be managed via conditions on a planning permit. This is a typical approach for developments of this nature.
- The provision of basement staff car parking meets the numerical requirement for car parking specified by Clause 52.06.
- Visitors may use the shop for their needs, and bicycle parking spaces are provided out front for visitor use.
- Traffix Group have supported the proposed vehicular movements, access arrangements, loading and waste collection arrangements. It is located at the corner of the street, adjacent to Princes Highway/Dandenong Road (a major road) and no dwellings will be in close proximity.
- Furthermore, Traffix conclude that any traffic impacts associated with off-site parking demands (customers) will be evenly distributed over the nearby road network and have negligible impacts on the wider road network.

Building & Works for a Residential Building and a Convenience Shop/Restaurant

Buildings and works for the purpose of student accommodation and a convenience shop/restaurant require a permit under the zone and are a relevant consideration. In this assessment, regard is had to the relevant purposes of the RGZ and its provisions, including design requirements for new student accommodation development as outlined by Clause 16.01-1L-02.

First and foremost, the RGZ3 zoning sets out a clear intention by Council to facilitate growth and higher density forms of development within the area.

Given the strategic location adjacent to the Monash University Campus, and RGZ3 zoning, it is anticipated that further student accommodation developments and other health and education-related developments will occur along Beddoe Avenue in future. This street is the next logical street for expansion of the University’s health and education precinct role as it facilitates a transition between the campus and the GRZ beyond.

There is already an emerging contemporary residential character within the neighbourhood, and specifically along Beddoe Avenue, as many townhouse developments have been constructed within the streetscape.

Council has recently approved a 4 storey student accommodation development adjoining the site to the north at Nos.71 - 73 Beddoe Avenue (TPA/49980/A).

In addition, Council has approved student accommodation developments at:

- 1 storey student accommodation development at No. 25 Beddoe Avenue (TPA/51583); and
- 3 storey student accommodation development at No. 29 Beddoe Avenue (TPA/51262).

There are also a number of vacant lots prime for development, including Nos. 72 and 78 Beddoe Avenue and 44 - 50 Beddoe Avenue. Nos 44 - 50 Beddoe Avenue is a large development site that could easily accommodate a high density apartment, student accommodation development or health and education-related building.

Having regard to zone requirements, it is noted that the RGZ3 does not specify a maximum building height requirement, whilst the RGZ applies a blanket 13.5m discretionary maximum building height (equivalent to 4 storeys).

At 24.77m height, the building exceeds the preferred maximum building height for the site. However, it should be acknowledged that the proposed building is primarily 5 storeys (up to Level 4), with taller elements (up to 7 storeys) on Levels 5 and 6.

In this instance, it is acceptable for the proposal to exceed the discretionary height requirement for the following reasons:

- It is a discretionary requirement. Pre-application dialogue undertaken with Council has already confirmed their support for higher forms of development above the typical 4 storey height anticipated by the zone;
- Council has indicated in principle support for a building of primarily 5 storeys, with taller elements (i.e. up to 7 storeys) located toward the southeast corner of the site along the Service Road / Beddoe Avenue frontage;
- Council's previous intention for DDO13 was to support greater heights on consolidated lots, as is the case for the subject site;
- Properties along Beddoe Avenue already have clear views toward significantly higher buildings within the Monash University Campus site. It is anticipated that, over time, taller buildings will be permitted, particularly along the eastern side of Beddoe Avenue, acting as a transition between taller university buildings down to lower residential forms in the GRZ to the west;

- The site is an important 'gateway' site to the residential precinct of Beddoe Avenue, whilst also being strategically located adjacent to Monash University Clayton Campus;
- The landmark site will be visible from the Dandenong Road / Princes Highway and Wellington Road approaches; and
- Additional building height is justified with 'design excellence' - a high quality architectural and landscape outcome that provides a leafy landscape setting that responds well to the garden city character of Monash.

Having regard to the proposed buildings and works, and the decision guidelines of the RGZ & RGZ3, the proposal provides an excellent response to design requirements as follows:

- It meets strategic planning policy objectives for land use and development (refer to proceeding assessment);
- It meets the purpose of the zone, which is to encourage growth and higher densities for residential buildings;
- It provides a high quality student accommodation development to supplement the existing diversity of student housing stock available within Monash;
- The site is strategically located, allowing students to benefit from close proximity to the Monash University Campus, PPTN and bicycle network infrastructure;
- It will meet RGZ objectives to facilitate a gradual transition between intensive use and taller forms of development within the University Campus and RGZ toward lower density residential areas such as the GRZ to the west;
- The high quality landscape narrative, including canopy tree planting, assists with softening the built form and integrating the development within an open garden setting that contributes to the 'campus' feel of the development;

- The landscape scheme incorporates design elements of the 'garden city' character, including substantial communal open space provision, extensive landscaped areas (including canopy tree and other planting) across the site and particularly within setbacks; protection of significant street trees; and minimal hard paving across the site;
- Visual bulk is minimised through an excellent design response that incorporates a high quality material palette selection; facade articulation; ESD response (shading and daylight to windows); upper level setbacks to the north and west; upper storey recessive elements and breaks in the built form; and extensive landscaping to soften the built form;
- As detailed in the Wind Impact Assessment prepared by Vipac (26 February 2025), the proposed design is expected to comply with the applicable wind comfort and safety criteria for footpaths, entrances, seating areas, terraces and balconies;
- As detailed in the Acoustic Report prepared by Enfield (20 November 2024), noise impacts can be adequately mitigated, controlled and/or conditioned on a Planning Permit such as to not result in adverse noise impacts at all on-site and off-site sensitive uses;
- It is understood that there are no existing rooftop solar energy systems that will be impacted by the proposal;
- A single vehicle crossover is proposed to the northeast corner of the site at the Beddoe Avenue frontage, this location was requested by Council at pre-application stage; and
- It is also proposed to reinstate all other existing (redundant) vehicle crossovers to kerb and nature strip.

While Clause 58 technically applies to the development of a residential building of five or more storeys (Clause 32.07-6), Council's policy at Clause 16.01-1L-02 outlines standards for student accommodation development and is the overarching built form policy for the proposed use and development. Thus it is more appropriate to assess the application under Clause 16.01-1L-02. As detailed in the table to Appendix 1 of this report, the proposal provides an excellent response to Clause 16.01-1L-02 requirements.

Overall, the proposal comprises an exceptional design response. The contemporary building will deliver design excellence - bringing together high quality articulation and material palette to deliver a visually exciting addition to the streetscape. It will become an important landmark building within this 'gateway' site between Monash University and Princes Highway / Dandenong Road.



Render of the proposal (Wellington Road)

RESPONSE TO CLAUSE 52.02

A planning permit is triggered under Clause 52.02 for:

- Remove an easement (Clause 52.02).

Removal of Easements

Specifically a permit is trigged for the partial removal of Easement E-1 shown on Title Plan 1/159053 (1959 Dandenong Road) and removal of Easements E-1 shown on Title Plans 1/TP112782 (1961 Dandenong Rd) and 1/TP17802 (1963 Dandenong Road).

The extent of easement removal is shown on the Demolition Plan (Drawing TP1.4) prepared by Metaxas.

The easements are set aside for drainage and sewerage purposes. Their removal will support the comprehensive redevelopment of the combined lots.

Existing drainage and sewerage easements will be retained on Title Plan 1/159053 (1959 Dandenong Road) and Plan of Subdivision 92/022202 (75 Beddoe Avenue) to ensure appropriate drainage and sewerage infrastructure can be provided to the new development.

As part of the permit application process, Yarra Valley Water (as asset holder in relation to the easements) was referred to the application and consented to the granting of a planning permit subject to conditions which require the owner of the land to enter into an agreement with Yarra Valley Water for the provision of water and sewerage services.

RESPONSE TO CLAUSE 52.06, 52.34 & 52.29 (VEHICLE ACCESS & MOVEMENT)

A planning permit is triggered under Clause 52.29 for:

- Alteration of access to a road (Princes Highway Service Road) in a Transport Zone 2 (Clause 52.29-2).

A summary of the proposed access and movement arrangements are as follows.

A basement car parking layout is proposed, accessed via a single vehicle crossover located at the northeast corner of the Beddoe Avenue frontage. As a result, it is proposed to reinstate all other existing (redundant) vehicle crossovers to kerb and nature strip. These are noted on Metaxas’ Site Plan (Drawing TP1.5).

The removal of the existing vehicle crossovers to the Princes Highway Service Road and subsequent vehicle movements/access will trigger a permit under Clause 52.29-2. However, this is considered to have a negligible impact on the road network, having regard to Clause 52.29 provisions.

71 car parking spaces will be provided within the basement car park as well as 121 bicycle parking spaces. 12 bicycle parking spaces will be provided along the site frontages at Ground Level.

As confirmed by the Traffic Engineering Advice letter prepared by Traffix Group dated 11 October 2024:

- The provision of 68 car spaces for the student accommodation component at a rate of 0.3 car spaces per bed meets the requirements specified by Clause 16.01-1L-02;
- The provision of 3 spaces for the convenience restaurant/shop staff meets the requirements of Clause 52.06-5;
- On-site bicycle parking exceeds the numerical requirement of Clause 16.01-1L-02 and Clause 52.34.

Traffic Group have also prepared a Traffic Engineering Assessment Report in support of the proposal. Their report details the impact of proposed vehicle access and movement arrangements as well as the anticipated traffic loads on the surrounding road network.

To summarise:

- Loading activities will be minimal and can be accommodated on-street in the nearby area, including within Beddoe Avenue and are acceptable,
- Waste collection will be collected on-site within the basement carpark via a private contractor, and
- The level of traffic generated as a result of this proposal is moderate, spread throughout the day, mostly residential in nature and have a negligible impact on the operation or safety of Beddoe Avenue or the surrounding road network.

Traffic Group conclude that there are no traffic engineering reasons why a planning permit for the proposed student accommodation development should be refused, subject to appropriate conditions.

In light of this, we submit the proposal responds appropriately to the relevant provisions of Clauses 52.06, 52.34 and 52.29.

AMENITY IMPACTS

Amenity impacts are minimised through the siting and design of the proposed building, and in particular, the campus-style feel of the development, with its extensive landscaping and canopy tree planting to soften the built form and enhance the garden city feel of the streetscape.

At the most sensitive residential interfaces to the north and west, proposed upper level setbacks and balcony screening (wall heights and glazing) assist with minimising opportunities for overlooking into neighbouring properties.

Visual bulk is further addressed through facade articulation via glazing placement, engaging material palette, and upper storey recessive elements to break up the built form. The primary extent of bulk (storeys 6 & 7) is located toward the front of the site away from residential interfaces, ensuring a smooth transition to lower scale residences (refer figure opposite).

Building A is setback significantly from the northwest boundary to 'open up' the communal centre of the development and provide throughviews to central green space from neighbouring properties to the north.

Overall, the proposal has duly considered its potential amenity impacts on neighbours. The design has been carefully curated to respond to its sensitive interfaces to the north and west, delivering a high quality development that incorporates appropriate design elements to minimise opportunities for adverse amenity impacts.

SERVICE ROAD



Proposed Level 05 Plan

CONCLUSION

8 CONCLUSION

In conclusion, the proposal will deliver a much needed, high quality student accommodation development adjacent to Monash University Clayton Campus.

The proposal has carefully responded to, and managed its context and amenity considerations. It will deliver a landmark development worthy of its gateway site status whilst also ensuring a high standard of internal amenity for occupants.

It is submitted that:

- The proposed development is strongly supported by the policy provisions of the Monash Planning Scheme and meets the purpose and requirements of the zone, particularly in relation to the use of the land and buildings and works;
- In planning policy terms, the site is an important gateway site that is strategically located to benefit from its proximity adjacent to the Monash University Clayton Campus, Clayton Activity Centre and Monash Principal Public Transport Network (PPTN), making it a prime candidate for a student accommodation development;
- As directed by state planning policy, the proposal makes an important contribution to the continued success of the Monash National Employment & Innovation Cluster (NEIC) and specifically the education role of the Monash University Clayton Campus;
- The proposal provides much needed high quality student accommodation to complement the existing choice of accommodation available within Monash, noting planning policy acknowledges a shortfall in supply within the municipality. The development will allow students to live in close proximity to educational, recreational and other surrounding facilities and services;
- The exceptional architectural design will make an exciting and visually engaging contribution to the Princes Highway / Dandenong Road streetscape as a landmark development. It provides high internal amenity for occupants as well as high ESD outcomes across the site;
- A high quality landscape narrative is proposed, with extensive landscaping and planting across the site to create a truly ‘campus-style’ development. This greatly assists with softening the built form and enhancing the ‘garden city’ feel of the streetscape;

- The proposed easement removal is considered an acceptable response to Clause 52.02 having regard to its need to facilitate the development;
- On-site bicycle parking meets Clause 16.01-1L-02 and Clause 52.34 requirements. High provision of bicycle parking within the site encourages students to utilise this sustainable transport mode along with the nearby PPTN;
- On-site car parking for students meets the requirements of Clause 16.01-1L-02 and parking for staff meets the requirements of Clause 52.06. Short term visitor car parking demands for the convenience shop/convenience restaurant can be accommodated within the surrounds;
- The level of traffic generated by the proposal will have a negligible impact on the operation of the surrounding road network, responding appropriately to Clause 52.29; and
- The proposal effectively addresses its residential interfaces in order to limit off-site amenity impacts.

For the reasons outlined above, we respectfully request that Council approves the proposal through the issuing of a planning permit.

We look forward to working through the relevant matters with Council to deliver this exciting development.

APPENDIX 1:

CLAUSE 16.01-1L-02 ASSESSMENT

<p>Amenity strategies</p> <p><i>Provide a range of facilities that meets the needs of students into each.</i></p> <p><i>Design layouts of individual and communal rooms to be functional for the needs of students.</i></p> <p><i>Provide convenient and safe open space areas that are integrated into the design of the facility, proportioned so they are usable and meet the recreational needs of student residents, including:</i></p> <p><i>A communal open space area at ground level located to the side or rear of the building, with convenient access from the student amenities area.</i></p> <p><i>Where student accommodation is located above a non-residential use, any of the following:</i></p> <ul style="list-style-type: none"><i>An open communal space located above the non-residential use.</i><i>A balcony to each individual unit.</i><i>An indoor communal space.</i> <p><i>Encourage the provision of individual or private open space areas at ground level in addition to the provision of communal open space.</i></p>	<ul style="list-style-type: none">▪ A variety of on-site communal social, recreational and study spaces are provided including a convenience shop/restaurant.▪ Open spaces are secure and integrated within the building or within the central courtyard space which requires access via the foyer to enter.▪ A communal open space is provided at Ground Level.▪ Private terraces are provided to units at Ground Level.▪ Private balconies are provided to units at Levels 1 to 4.
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Clause 16.01-1L-02 requirement / objective	Response
Objectives	
<i>To maintain and enhance the garden city character of Monash by preserving existing vegetation and have new canopy trees planted.</i>	<ul style="list-style-type: none">▪ The high quality landscape narrative, including canopy tree planting, assists with softening the built form and integrating the development within an open garden setting that contributes to the ‘campus’ feel of the development.▪ The landscape scheme incorporates design elements of the ‘garden city’ character, including substantial communal open space provision, extensive landscaped areas (including canopy tree and other planting) across the site and particularly within setbacks; protection of significant street trees; and minimal hard paving across the site.
<i>To support student accommodation facilities that are:</i> <ul style="list-style-type: none">▪ <i>Located close to tertiary institutions and services.</i>▪ <i>Used and developed in a manner that responds to the needs of the students, and does not adversely impact on surrounding properties.</i>	<ul style="list-style-type: none">▪ The site has excellent locational attributes: it is within the Monash NEIC cluster, adjacent to the Monash University Campus, in close proximity to the Clayton Activity Centre, and on the PPTN along key bus routes and close to bicycle network infrastructure.▪ Amenity impacts are minimised through the siting and design of the proposed building, and in particular, the campus-style feel of the development, with its extensive landscaping and canopy tree planting to soften the built form.

Requirements	
Location and Built From Strategies <i>Locate student accommodation close to tertiary institutions with convenient access to public transport and a range of commercial, retail, entertainment and social facilities.</i> <i>Site and design student accommodation so that the bulk, mass and height of the development does not visually overwhelm the scale of existing development.</i>	<ul style="list-style-type: none">▪ The site has excellent locational attributes: it is within the Monash NEIC cluster, adjacent to the Monash University Campus, in close proximity to the Clayton Activity Centre, and on the PPTN along key bus routes and close to bicycle network infrastructure.▪ A variety of on-site communal social, recreational and study spaces are provided including a convenience shop/restaurant.▪ Visual bulk is addressed through setbacks, facade articulation via glazing placement, engaging material palette, and upper storey recessive elements to break up the built form.▪ The primary extent of bulk (storeys 6 & 7) is located toward the front of the site away from residential interfaces, ensuring a smooth transition to lower scale residences.▪ Building A is setback significantly from the northwest boundary to ‘open up’ the communal centre of the development and provide throughviews to central green space from neighbouring properties to the north.
Location and Built From Policy Guidelines <i>Consider as relevant:</i> <ul style="list-style-type: none">▪ <i>Locating student accommodation within any of the following preferred locations:</i><ul style="list-style-type: none">▪ <i>1500 metres of a tertiary educational institution.</i>▪ <i>800 metres of a Railway Station.</i>▪ <i>800 metres of a Major or a larger Neighbourhood Activity Centre.</i>▪ <i>400 metres of a bus route that provides access to a tertiary educational institution.</i>	<ul style="list-style-type: none">▪ The site is adjacent to the Monash University Campus.▪ The site is approximately 70 metres from the Clayton Activity Centre precinct boundary.

<p>Car parking and bicycle facilities strategies</p> <p><i>Provide on site car parking and bicycle storage to meet the needs of students and visitors.</i></p> <p><i>Site and design car spaces so they are:</i></p> <ul style="list-style-type: none">▪ Undercover and well lit.▪ Not located in the front setback area or appear to visually dominate the front façade of the building. <p><i>Discourage a reduction in car parking unless it can be fully justified.</i></p>	<ul style="list-style-type: none">▪ On-site bicycle parking meets Clause 16.01-1L-02 and Clause 52.34 requirements.▪ On-site car parking for students meets the requirements of Clause 16.01-1L-02 and parking for staff meets the requirements of Clause 52.06. No parking reduction is sought.▪ Car parking is provided within a basement to not dominate the facades of the buildings.
<p>Car parking and bicycle facilities policy guidelines</p> <p><i>Consider as relevant:</i></p> <ul style="list-style-type: none">▪ Providing on site car spaces at the rate of:<ul style="list-style-type: none">▪ A minimum of 0.3 car spaces per bed for sites located within the preferred locations listed above.▪ A minimum of 0.4 car spaces per bed for sites located outside of the preferred locations listed above.▪ Providing bicycle parking spaces at a rate of one bicycle space for every two students.	<ul style="list-style-type: none">▪ On-site bicycle parking meets Clause 16.01-1L-02 requirements.▪ On-site car parking for students meets the requirements of Clause 16.01-1L-02.

<p>Amenity policy guidelines</p> <p><i>Consider as relevant:</i></p> <ul style="list-style-type: none">▪ Providing the following in each unit, including:<ul style="list-style-type: none">▪ A separate sleeping area.▪ A study area with desk and seating.▪ Independent heating and cooling.▪ Inbuilt cupboards for storage of personal items.▪ Internet access.▪ Individual kitchen facilities for self-contained units.▪ 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.▪ 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.	<ul style="list-style-type: none">▪ Each unit is designed to have a private bed or bedroom (for 2 beds), with space for a desk and seating, storage cupboards and self-contained kitchens and bathrooms.▪ A communal mail area with individual mailboxes is provided within the common area to each building.▪ Residents will have access to waste chutes for recycling and garbage as well as organic bin storage on every floor of the development.▪ The 345m² central courtyard at Ground Floor exceeds the requirement of 75m² and meets the minimum dimensions specified.▪ The 90m² northwest courtyard at Ground Level exceeds the requirement of 35m², is located to the rear, and achieves the minimum dimension at its widest point.
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<ul style="list-style-type: none">▪ <i>Where student accommodation is located above a non-residential use, providing recreational open space in the form of any of the following:</i><ul style="list-style-type: none">▪ <i>An open communal space located above the non-residential use measuring a minimum 75 square metres or 4 square metres per student, whichever is the greater, with a minimum dimension of 3 metres, including one area of a minimum of 35 square metres with a minimum dimension of 5 metres.</i>▪ <i>A balcony to each unit with a minimum area of 8 square metres and a minimum width of 1.6 metres for development up to two storeys above a non-residential use.</i>▪ <i>An indoor communal space with a minimum area of 16 square metres or 4 square metres for each unit not provided with a balcony, whichever is the greater.</i>▪ <i>For development of three or more storeys:</i><ul style="list-style-type: none">▪ <i>Allowing variations to the total area of communal open space requirements above, if the recreational needs for the students are satisfied by other means.</i>▪ <i>Discouraging balconies to units above three storeys.</i>▪ <i>Providing rooms with the following minimum sizes:</i><ul style="list-style-type: none">▪ A minimum of 24 square metres floor area per unit for self-contained accommodation.▪ A minimum of 16 square metres floor area per unit for non-self-contained accommodation.	<ul style="list-style-type: none">▪ Private balconies range in size from 4m² to 17m² to accommodate varying needs of residents. This approach is considered appropriate given the variety of communal internal and external spaces are provided on every level of the building for use by residents.▪ Indoor communal spaces range in size from 13m² to 122m².▪ Private balconies are provided to units at Levels 1 to 4.▪ Unit sizes range in size from 24m² to 53m² to accommodate varying needs of residents. This meet the minimum size requirements specified (24m²).
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