

**1.5 81-83 MADELEINE ROAD CLAYTON
USE AND DEVELOPMENT OF A THREE STOREY BUILDING FOR STUDENT
ACCOMMODATION
(TPA/51572)**

EXECUTIVE SUMMARY:

This application proposes the construction of a three storey purpose built student accommodation building above a basement car park.

The application was subject to public notification. One (1) objection to the proposal has been received.

Key issues to be considered relate to building height and scale, neighbourhood character, amenity impacts to adjoining properties, impact on the future development of adjoining properties, internal amenity for future residents and the impact of additional vehicle traffic to and from the site.

This report assesses the proposal against the provisions of the Monash Planning Scheme including the relevant state and local planning policy framework, Clause 55 and issues raised by objectors.

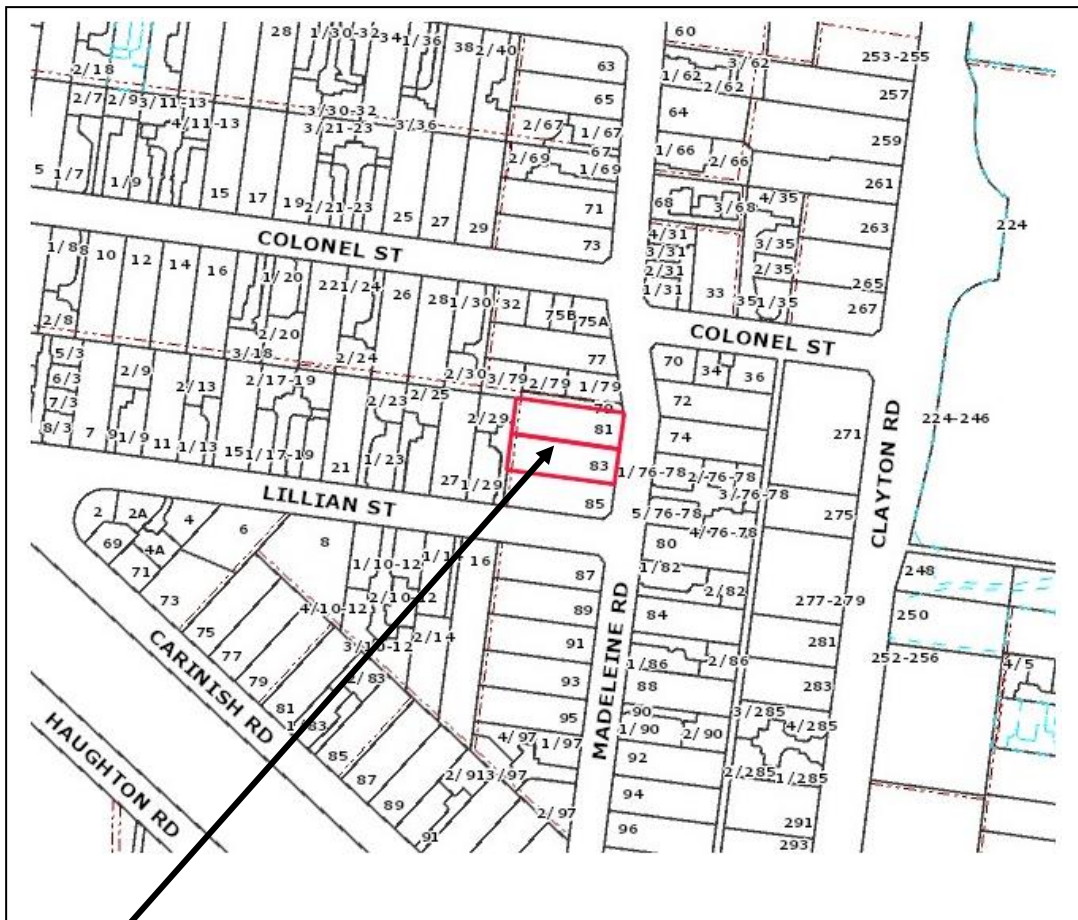
The reason for presenting this report to Council is the proposed development cost of \$6.75 Million.

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 DIRECTOR:	Peter Panagakos
RESPONSIBLE MANAGER:	Natasha Swan
RESPONSIBLE PLANNER:	Alexandra Wade
WARD:	Oakleigh
PROPERTY ADDRESS:	81-83 Madeleine Road, Clayton
EXISTING LAND USE:	Two single storey detached dwellings
PRE-APPLICATION MEETING:	No
NUMBER OF OBJECTIONS:	One (1)
ZONING:	General Residential Zone, Schedule 6
OVERLAY:	Nil

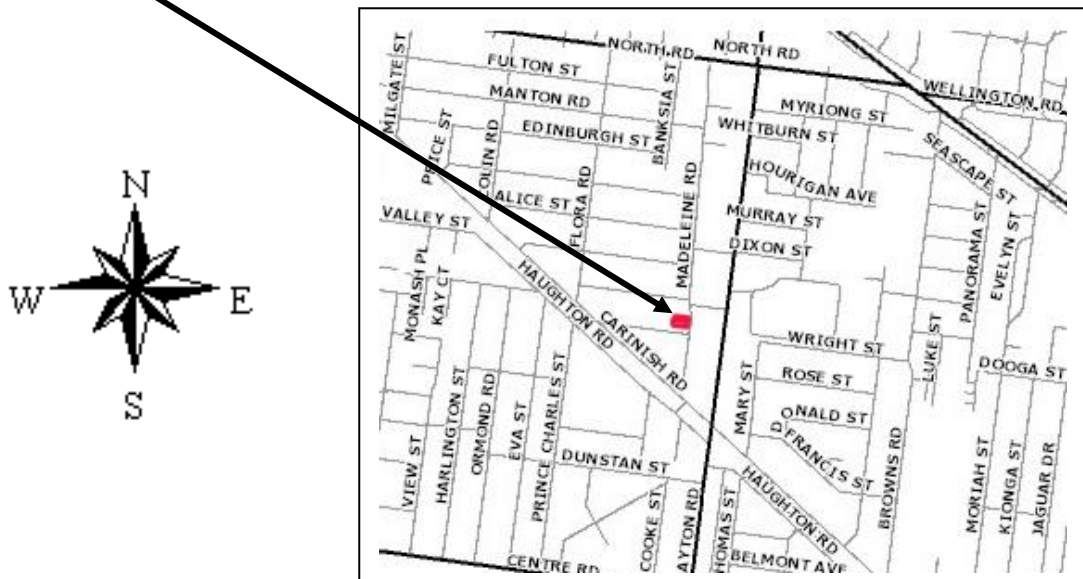
<p>RELEVANT CLAUSES:</p> <p><u>Planning Policy Framework</u></p> <p>Clause 11.01-1R- Settlement – Metropolitan Melbourne</p> <p>Clause 11.02-1S- Supply of Urban Land</p> <p>Clause 11.03-1S & R – Activity Centres</p> <p>Clause 15.01-1S&R- Urban Design</p> <p>Clause 15.01-2S- Building Design</p> <p>Clause 15.01-4S & R- Healthy Neighbourhoods</p> <p>Clause 15.01-5S- Neighbourhood Character</p> <p>Clause 15.02-1S- Energy and Resource Efficiency</p> <p>Clause 16.01-1S &R- Housing supply</p> <p>Clause 16.01-2S- Housing affordability</p> <p>Clause 18.02-1S & R- Sustainable Personal Transport</p> <p>Clause 18.02-2R– Principal Public Transport Network</p> <p>Clause 18.02-4S- Car Parking</p> <p>Clause 19.03-3S- Integrated Water Management</p>	<p><u>Local Planning Policy Framework</u></p> <p>Clause 21- Municipal Strategic Statement)</p> <p>Clause 21.04- Residential Development</p> <p>Clause 21.06 – Major Activity and Neighbourhood Centres</p> <p>Clause 21.08- Transport and Traffic</p> <p>Clause 21.13- Sustainability and Environment</p> <p>Clause 22.01- Residential Development and Character Policy</p> <p>Clause 22.04- Stormwater Management Policy</p> <p>Clause 22.10- Student Accommodation Policy</p> <p>Clause 22.13- Environmentally Sustainable Development Policy</p> <p><u>Particular Provisions</u></p> <p>Clause 52.06- Car Parking</p> <p>Clause 52.34- Bicycle Facilities</p> <p>Clause 53.18- Stormwater Management in Urban Development</p> <p>Clause 55 – Two or more dwellings on a lot and Residential Buildings</p> <p>Clause 65 – Decision Guidelines</p>
STATUTORY PROCESSING DATE:	21 September 2021
DEVELOPMENT COST:	\$6.75 Million

LOCALITY PLAN



SUBJECT SITE

NEIGHBOURHOOD PLAN



RECOMMENDATION:

That Council resolves to issue a **Notice of Decision to Grant a Planning Permit (TPA/51572)** for the use and development of a three storey building for the purpose of accommodation (student accommodation) over basement car parking, at 81-83 Madeleine Road, Clayton subject to the following conditions:

Amended Plans Required

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The plans must be drawn to scale and dimensioned. When the plans are endorsed they will then form part of the Permit. The plans must be generally in accordance with the decision plans prepared by CPO Architects Revision 9 but modified to show:
 - a) Each sheet of development plans to be dated and sheet referenced.
 - b) A detailed (and separate) elevation of the proposed front fence. The front fence is to be constructed of pickets or batons (in place of palings) and be a minimum transparency of 25%.
 - c) The location of the easement on the site on the basement and ground floor plans.
 - d) The paved central courtyard area to be set back a minimum of 3 metres from the southern boundary (in line with the basement car park) to be replaced with landscaping. Access pathways as required may encroach into this space.
 - e) A freestanding screen to the height of 1.7 metres above the level of the central courtyard space on the southern side of the courtyard area to comply with Standard B22 Of Clause 55.04-6. Screen planting is to be planted between the screen and the southern boundary of the site.
 - f) The access door on the southern side of Room 13 and 14 to the outdoor space is to be removed, or alternatively to be notated and signed to be for emergency access only. The glazed window adjacent to the door is to be finished with obscure glass.
 - g) The access door on the southern side of the ground floor common room to be deleted, or alternatively to be notated and signed to be for emergency purposes only.
 - h) Screening of the northern facing balconies associated with rooms 36, 39, 40 and 41 and 42 to a height of 1.7 metres, or alternatively additional diagrams provided which show no unreasonable overlooking into adjoining habitable room windows of 79 Madeleine Road and compliance with Standard B22 of Clause 55.04-6.

- i) The southern side of the balcony associated with Room 43 and the second floor communal terrace to be screened to a minimum height of 1.7 metres , or alternatively additional diagrams provided which show no unreasonable overlooking into adjoining secluded private open space and habitable room windows of 85 Madeleine Road and compliance with Standard B22 of Clause 55.04-6.
- j) The materials schedule to provide additional detail of the finishes of the proposed batten screens, render finish type 1 and feature screens.
- k) The removal and reinstatement of the existing crossover at 83 Madeleine Road to be reinstated with kerb and channel.
- l) Detail of all infrastructure adjacent to the site including any parking signs required to be relocated.
- m) Bicycle store access isles to be a minimum of 1.5 metres in width in accordance with Clause 52.34 of the Monash Planning Scheme. A minimum 20% ground level (horizontal) parking spaces as per AS2890.3:2015 is required.
- n) The crossing is within 1.50 metres of an adjoining crossing and shall be converted to a double crossing.
- o) Provide a corner splay or area at least 50% clear of visual obstructions (or with a height of less than 1.2 metres), which may include adjacent landscaping areas with a height of less than 0.9 metres, extending at least 2.0 metres long x 2.5 metres deep (within the property) from the edge of the exit lane of the vehicle crossing to provide a clear view of pedestrians on the footpath of the frontage road
- p) Plans to reflect revisions required by the amended Waste Management Plan prepared in accordance with Condition 8 of this Permit.
- q) A Landscape Plan prepared in accordance with Condition 3 of this Permit.
- r) A Sustainable Management Plan prepared in accordance with Condition 10 of this Permit.

all to the satisfaction of the Responsible Authority.

Layout not to be Altered

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

Landscape Plan

3. Concurrent with the endorsement of any plans pursuant to Condition 1, a landscape plan prepared by a Landscape Architect or a suitably qualified or experienced landscape designer, drawn to scale and dimensioned must be submitted to and approved by the Responsible Authority. When endorsed, the plan will form part of the Permit. The Landscape Plan must be generally in accordance with the Landscape Concept Plan prepared by John Patrick Landscape Architects Pty Ltd, dated 13 December 2019 except that the plan must show:
 - a) Changes to reflect the amended development plans prepared by CPO Architects (Revision 9).
 - b) Details of the species of planting throughout the site.
 - c) Canopy tree planting to be located outside of the easement.
 - d) Screen planting to a height of 2m on northern boundary.
 - e) The pathway located along the northern boundary of the site to be constructed of a permeable material.
 - f) Any changes as required by Condition 1 of this Permit.
4. Before the occupation of the buildings allowed by this permit, landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority and then maintained to the satisfaction of the Responsible Authority.
5. All landscaping works shown on the endorsed landscape plan(s) must be maintained and any dead, diseased or damaged plants replaced, all to the satisfaction of the Responsible Authority.

Section 173 Agreement

6. Prior to the endorsement of plans referred to in Condition 1 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;
 - 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, 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 7 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.

Student Accommodation Management Plan

7. Prior to the commencement of the student accommodation, an Operational Management Plan for the use of the site must be submitted to and approved by the Responsible Authority. The Plan should detail but not limited to:
 - a) 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;
 - b) 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;
 - c) After hours contact details for management of the facility;
 - d) Appropriate management of the car park including access arrangements;
 - e) Appropriate maintenance of buildings and grounds, including all landscaped areas;
 - f) Permanent display of the Management Plan in a common area accessible to all residents of the student accommodation facility.

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.

Waste Management

8. Concurrent with the endorsement of any plans 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 plan prepared by One Mile Grid dated 22 January 2020, but showing to the satisfaction of the Responsible Authority:
- a) The bin store area to be located within the basement (as per the development plans prepared by CPO Architects Revision 5), with collection undertaken from the basement;
 - b) Swept path diagrams showing the movement of the waste truck to the collection point and turning around within the site to enable exiting the site in a forwards direction;
 - c) The purpose as stated in the City of Monash Waste Management Guide for Applicants to be added;
 - d) A detailed description of the development including TPA number and description of proposal (including number of rooms and maximum number of students);
 - e) Provision of food waste recycling;
 - f) Provision of future separated glass recycling as per Victorian Government Recycling Victoria Policy;
 - g) Collection time restrictions to be described as per City of Monash Local Law No.3 and EPA Guidelines; and
 - h) Scale drawings of proposed waste storage area, including details of sewer drain and bin washing facilities within waste storage area.

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

Construction Management Plan

9. 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;
- n) Any other relevant matters, including the requirements of VicRoads or Public Transport Victoria; and
- o) Except with the prior written consent of the Responsible Authority, a requirement that construction works must only be carried out during the following hours:
 - Monday to Friday (inclusive) – 7.00am to 6.00pm;
 - Saturday – 9.00am to 1.00pm;
 - Saturday – 1:00pm to 5:00pm (Only activities associated with the erection of buildings that does not exceed the EPA guidelines).
 - No works are permitted on Sundays or Public Holidays.

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

Sustainable Management Plan (SMP)

10. Concurrent with the endorsement of plans requested pursuant to Condition 1, a Sustainable Management Plan must be submitted to and approved by the Responsible Authority. The plan must be generally in accordance with the Sustainability Management Plan prepared by Low Impact Development Consulting Dated 27 February 2020, except that the plan must be modified to show:
- a) Changes to reflect the amended development plans prepared by CPO Architects (Revision 5);
 - b) Any changes required by Condition 1 of this planning permit; and
 - c) Revision of the report which reflects the proposed communal laundry (not individual facilities) and that retractable clothes lines on balconies is not permitted.

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.

Use of Land

11. The development can only be used for the purpose of student accommodation. Should the land cease to be used for student accommodation, a new planning permit may be required for any alternative use. The car parking requirements for any subsequent use will be assessed in accordance with the provisions of the Monash Planning Scheme.
12. Not more than one person may reside in each bedroom shown on the endorsed plans at any one time.
13. All common areas on the endorsed plans must be made available and accessible to a resident on a shared basis at all times.
14. A resident on-site manager must be on the premises at all times.

Car Parking and Accessways

15. All car parking spaces are to remain in common property for the communal use of residents.
16. Before the use starts or any building is occupied, areas set aside for parked vehicles and access lanes 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;
- 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.

- 17. Low intensity / baffled lighting must be provided to ensure that car park areas and pedestrian accessways are adequately illuminated without any unreasonable loss of amenity to the surrounding area, to the satisfaction of the Responsible Authority.
- 18. Any new vehicle crossover or modification to an existing vehicle crossover must be constructed to the satisfaction of the Responsible Authority.

Privacy screens

- 19. Prior to the occupancy 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 to the satisfaction of the Responsible Authority. The use of obscure film fixed to transparent windows is not considered to be 'obscure glazing' or an appropriate response to screen overlooking.

Services and Plant Equipment

- 20. All pipes (except down-pipes), fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from external view, to the satisfaction of the Responsible Authority.
- 21. 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.
- 22. Any required fire services, electricity supply, gas and water meter boxes must be discreetly located and/or screened to compliment the development to the satisfaction of the Responsible Authority. Any required services must be clearly detailed on endorsed plans forming part of this permit.

23. No bin or receptacle or any form of rubbish or refuse shall be allowed to remain in view of the public and no odour shall be emitted from any receptacle so as to cause offence to persons outside the land.

Drainage & Stormwater

24. The site must be drained to the satisfaction of the Responsible Authority.
25. No polluted and/or sediment laden 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.
26. Stormwater discharge is to be detained on site to the predevelopment level of peak stormwater discharge. Approval of any detention system is required by the City of Monash prior to works commencing.

Satisfactory Continuation

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

Time for Starting and Completion

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

- a) The development has not started before 2 years from the date of issue.
- b) The development is not completed before 4 years from the date of issue.

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

- (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. This is not a Building Permit. Building approval must be obtained prior to the commencement of the above approved works.
- B. Engineering permits must be obtained for new or altered or removal of vehicle crossings, works within the Road Reserve and for connections to Councils drains / Council pits / Kerb & Channel and these works are to be inspected by Council (telephone 9518 3690).

- C. An on-site detention system for storm events up to the 1% AEP event to be retained on site for the basement carpark. The detention system for the basement is to be separated from the detention system for the property, which is to be at ground level and discharge by gravity.
- D. A Licensed Surveyor or Civil Engineer (who is a Registered Building Practitioner) must certify that the stormwater detention system including all levels, pits, pipes and storage volumes is constructed in accordance with the approved plans. The certifier's registration number must be included on the certificate.
- E. One copy of the plans for the drainage and civil works must be submitted to and approved by the Engineering Department prior to the commencement of works. The plans are to show sufficient information to determine that the drainage works will meet all drainage conditions of the permit.
- F. Unless no permit is required under the planning scheme any signs must not be constructed or displayed without a further permit.
- G. Any request for a variation of this Permit shall be lodged with the relevant fee as determined under the Planning & Environment (Fees) Regulations 2016.
- H. Residents of the approved development will not be entitled to car parking permits for on street car parking.

BACKGROUND:

History

An application was previously made for the subject site, which was for the development of the land for twelve (12) three storey attached dwellings. The dwellings were proposed to be reverse living, with a central covered driveway leading to individual garages. The dwellings were proposed to be set back a minimum of 4 metres from the street.

The application was refused under delegation on 13 June 2018 due to the following grounds:

1. *The proposal is inconsistent with the Residential Development Policy at Clauses 21.04 and 22.01 of the Monash Planning Scheme as it fails to achieve architectural and urban design outcomes that positively contribute to the neighbourhood character having particular regard to the desired future character for the area.*
2. *The proposal does not adequately satisfy the objectives and design standards of Clause 55 of the Monash Planning Scheme with regard to neighbourhood character, site layout and building massing, setbacks, front fencing, access*

provision, amenity impacts, private open space provision, solar access to open space, common property, dwelling entry, parking location, site servicers, landscaping and detailed design.

3. *The proposed development is not consistent with the Monash Housing Strategy.*
4. *The proposed development would adversely affect the landscape character of the area.*
5. *The proposed development would adversely affect the amenity of adjoining properties.*
6. *The proposed development will have a detrimental impact on future development of the area.*
7. *The proposed development is considered a poor design outcome for the site.*
8. *The proposed development is of a poor standard and will set an undesirable precedent for the residential growth area of Clayton.*

An appeal was lodged against Council's Refusal, however the applicant withdrew the application prior to the hearing.

The Site and Surrounds

The site is located on the western side of Madeleine Road, approximately 15 metres north of Lillian Street.

The site is located on the western boundary of the Clayton Activity Centre and the Monash National Employment and Innovation Cluster (NEIC). The land is located within close proximity of several key regional assets including Monash Medical Centre (approximately 300 metres to the east), Monash University (approximately 1500 metres to the north) and the Clayton Railway Station (approximately 400 metres to the south). The site is also located approximately 190 metres north of the proposed station associated with the Suburban Rail Loop.

The land is regular in shape, comprises of 2 allotments, and has an overall area of approximately 1,400 square metres. The land has a frontage to Madeleine Road of 30.48 metres and depth of 45.24 metres. The land has a fall from the north-east corner of the site to the south-west corner of approximately 1.5 metres.

A 1.83 metre wide drainage and sewerage easement spans the western (rear) boundary. The land is currently developed with two single storey dwellings along with associated outbuildings. The land contains no significant vegetation.

A covenant affects the site (Covenant 1436867). The Covenant specifies that '*...the land will not at any time hereafter use or permit or allow to be used the land hereby transferred or any part of parts thereof for quarrying or brick-making operations or dig carry away or remove or permit or allow to be dug carried away or removed any marlstone earth clay gravel or sand from off the said land hereby transferred...*'

The proposal will not breach this covenant. The intention of the covenant is not to prohibit the removal of any materials solely in connection with the construction of a residential building. This was previously determined in *D'Amelio & Ors v Monash CC* [2004] VCAT 2644 (13 January 2004) and *Brissac Investments Pty Ltd v Stonnington City Council* [2004] VCAT 342 (1 March 2004).

Adjoining land use in the immediate vicinity of the site is as follows:

North:

No. 79 Madeleine Road supports three dwellings with the shared driveway along the common boundary. Dwellings 1 and 2 have habitable room windows facing the site and setback 3.6m from the boundary.

East:

Madeleine Road is located east of the site which is a local road. There is restricted (half hour) parking adjacent to the site, and no standing on the opposite side of Madeleine Road. Development opposite is a mixture of single and double storey detached dwellings. Dwellings sit higher on the eastern side of the road due to the slope of the land.

A recent development has been completed on the north-eastern corner of Colonel Street and Madeleine Road (31 Colonel Street). The development includes four, 3 storey attached townhouses. Three of the dwellings are reverse living, with the rear dwelling being a more traditional arrangement. The building is constructed with brick at the ground floor, with cement render and cladding at the upper levels.

South:

No. 85 Madeleine Road supports a single storey weatherboard house with two habitable room windows facing the subject site, setback 1.68m from the boundary. To the rear of the dwelling is the secluded open space, including a garage which is accessed via Lillian Street.

West:

To the rear of the site is No 29 Lillian Street which supports two dwellings. The shared driveway runs along the boundary with the garage of No 2/29 adjoining the rear boundary of the site.

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

PROPOSAL:

The proposal seeks the construction of a three storey building for the purpose of student accommodation. More specifically:

- The proposed building is a maximum height of 10.1 metres (measured to the top of the roof).
- A total of 46, one bedroom units are proposed, ranging in size from 24sqm to 34.22sqm.
- Each unit contains a bathroom, kitchenette, and desk/joinery area.
- The building is set back 6 metres from the street at the ground and first floors, and 8 metres at the second floor.
- Vehicle access to the site is provided via a crossover located adjacent to the northern boundary of the site, leading to a basement car park. A total of 20 car spaces are proposed within the basement car park.
- The basement also includes services, a laundry, bin store and a total of 30 bicycle spaces for residents.
- A central courtyard is provided central to the site, with a common lounge area also located at the ground floor adjacent to the courtyard. A secondary communal space is located at the second floor which includes an internal space and adjacent balcony space.
- The design of the building is contemporary in nature, with the use of a mixture of materials including white brick tiles, cement render, and feature screens.
- The proposed site coverage is 52.9% and permeability 29.3%.
- A 1.5 metre high fence is proposed along the frontage of the site. The fence is proposed to be constructed of brick with timber palings above.

Attachment 1 details plans forming part of the application.

PERMIT TRIGGERS:

Zoning

The subject site is located within the General Residential Zone, Schedule 6 (GRZ6) under the provisions of the Monash Planning Scheme.

Pursuant to Clause 32.08-2, a permit is required to use the land for student accommodation.

A permit is also required (Clause 32.08-9) to construct a building or construct or carry out works for a use in Section 2 of Clause 32.08-2.

Pursuant to Clause 32.08-4, an application to construct a residential building must provide a minimum garden area of 35% (as set out in the table at Clause 32.08-4). The amended plans show a garden area of 35.5%.

Pursuant to Clause 32.08-10, a building must not be constructed for use as a residential building that exceeds 11 metres and 3 storeys at any point. The building proposed is 3 storeys with a maximum height of 10.8 metres (measured to the lift overrun) and therefore complies with this requirement.

Overlay

The land is not affected by any overlays under the provisions of the Monash Planning Scheme.

Particular & General Provisions**Clause 52.06 – Car Parking**

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

The car parking requirement specified for a use listed in Table 1 does not apply if a car parking requirement for the use is specified under another provision of the Planning Scheme. Council's Student Accommodation Policy at Clause 22.10-4 (Student Accommodation Policy) specifies car parking to be provided at a rate of 0.3 spaces per bed for the subject site.

A total of 46 beds are proposed, and 20 car spaces provided which exceeds the statutory parking requirement by 7 spaces.

Clause 52.34 – Bicycle Facilities

Pursuant to Clause 52.34-2 (Bicycle Facilities), a Permit may be granted to vary, reduce or waive any requirement of Clause 52.34-5 and Clause 52.34-6. A rate for student accommodation is not identified in this policy, however Clause 22.10 (Student Accommodation Policy) identifies that bicycle parking spaces should be provided at a rate of 1 bicycle space for every 2 students.

A total of 33 bicycle spaces are proposed within the basement. As the required car parking and bicycle spaces are provided, no permission is required.

Cultural Heritage

The site is affected in part, by an area identified as having cultural heritage significance. A due diligence report was prepared by Heritage Insight Pty Ltd which detailed in their view that a Cultural Heritage Management Plan is not required, given the site has previously undergone significant ground disturbance.

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

CONSULTATION:**Public Notice**

The application was advertised in accordance with section 52 of the *Planning and Environment Act 1987* by way of letters sent to the surrounding property owners/occupiers, and two signs displayed on Madeleine Road.

One (1) objection was received, on behalf of the property owner of 85 Madeleine Road, directly to the south of the site.

Concerns raised included:

- The proposal is out of character with the surrounding area;
- Unreasonable bulk impacts to adjoining properties and the streetscape;
- Failure to comply with Standard B17 (side and rear setbacks) and B20 (North Facing Windows) with respect to the interface to the south;
- Lack of landscaping opportunities within the south-east corner of the site; and
- Overlooking from the balcony of Room 55 (second floor) and from the second floor communal terrace.

Amended Plans

Following public notification, officers advised the applicant that the application would be recommended for refusal based the concerns raised in the further information letter and the objection received.

The Permit Applicant responded by requesting officers to put the application on hold. Following numerous discussions with the Applicant Amended Plans were formally submitted to Council on 23 July 2021.

The amended plans submitted included the following changes:

- Reduction in the number of rooms proposed from 59 to 46;
- Increase in the minimum room size from 22.7sqm to 24sqm;
- Relocation of the ground floor indoor communal space from adjacent to the front entrance, to adjacent to the central courtyard and addition of an internal space on the second floor;
- Increase in the setback to the southern boundary of the site of the eastern portion of the second floor adjacent to No. 85 Madeleine Road from 5.6 metres to 7.0 metres and rearrangement of corresponding balcony area;
- Deletion of third set of internal stairs within south-east corner of site; and
- Relocation of the bin store area to the basement.

Further amended plans were submitted to Council on 9 August 2021, which seeks to lower the height of part of the basement on the southern side, to enable the height of the pathway on the southern side of the site and part of the central courtyard area to natural ground level. In turn, steps up to the central courtyard are now proposed to be set approximately 5.6 metres inward from the southern boundary of the site.

The amended plans were provided to the objector, however no formal response was received. Given the changes proposed, it was not considered that re-advertising was required.

The Applicant has been formally advised that this application is coming to the August Council meeting and a letter has been sent advising them of the details of the Council meeting. The applicant is aware of the conditions proposed and their implications.

Referrals

External Referral

The application was not required to be referred to any external referral authorities.

Internal Referral

Traffic Engineer

The application has been referred to Council's Traffic Engineers who have provided advice and recommended conditions in relation to accessway grades, dimensions of car parking spaces, car parking layout and design standards for the accessible car space.

These requirements have been satisfied, however a condition will require a minimum width of 1.5 metres for bicycle parking access, in addition to standard conditions.

The predicted traffic generation is low and is expected to have a negligible impact on the local traffic network.

Drainage Engineer

No concerns subject to standard conditions. No works are proposed within the drainage and sewerage easement.

All stormwater collected on the site 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 drainage works commencing.

Waste Services

Council's Waste Officers advised that the proposed bin collection on the street frontage is not supported and it is required to provide private collection within the property given the scale of the development.

The Permit Applicant responded to this advice by relocating the proposed bin storage room from the ground level to the basement with collection occurring from the basement via a private waste vehicle. An amended Waste Management Plan will be required to reflect the amended proposal. Council's waste management department have also requested amendments to the provision of waste storage, to include allowance for food waste recycling and separated glass. It is considered that there is sufficient space within the basement car park to provide this.

DISCUSSION:**State Planning Policy Framework (PPF)**

Plan Melbourne Refresh identifies, which is a reference document, places of state significance and places of local significance. Within the City of Monash, the Monash National Employment and Innovation Cluster (MNEIC) is identified as a place of significance. National employment and innovation clusters are designated geographic areas with concentrations of economic activity that currently make major contributions to the national economy and Melbourne's position as a global city and will be supported into the future.

Clause 11.03-1R (Activity Centres – Metropolitan Melbourne) reiterates the objectives of Plan Melbourne and seeks to *support the development and growth of Metropolitan Activity Centres by ensuring they:*

- *Are able to accommodate significant growth for a broad range of land uses.*
- *Are supported with appropriate infrastructure.*
- *Are hubs for public transport services.*
- *Offer good connectivity for a regional catchment.*
- *Provide high levels of amenity.*

The subject site is located within the MNEIC where the scale of new residential development will generally comprise of larger footprints and residential development of a high quality design and finish. In addition, Stage 1 of the Suburban Rail Loop project is envisaged for commencement in 2022 and proposes a new rail line connecting Melbourne's major employment, health and education precincts and activity centres. A station is proposed in or around the Monash University and Clayton railway station. The subject site will be benefitted by locating near these stops.

The Suburban Rail loop is proposed to run north-south along Clayton Road, and head north-east towards Princes Highway. The proposal with a single level basement will not impact on these future works.

This proposal to develop a multi-storey residential building for the use of student accommodation with high architectural quality over two lots of land meets the intent of the relevant strategic policies.

Local Planning Policy Framework (LPPF)

Clause 21.04 (Residential Development) identifies that a key issue for the City of Monash is demand for quality student accommodation which has resulted in housing shortages and a significant number of students living in substandard, shared housing facilities.

The subject site is within a short walking distance to Monash University (approximately 200 metres), and is well serviced by public transport. It is an ideal location to provide accommodation for students or university staff, which is

reflected in Clause 22.10 (Student Accommodation Policy) identifying this site within the 'preferred location' for student accommodation developments.

Clause 21.06 (Major Activity and Neighbourhood Centres) identifies Clayton as a Major Activity Centre, which is an important location for residential development. The housing strategy identifies that there is increasing demand for student accommodation around the Monash University and a variety of affordable housing is encouraged to support the high technology research and development industries within the MNEIC.

The subject site is within the Clayton Activity Centre, approximately 700 metres from the shops near Clayton train station. It has good access to community services in vicinity of the Monash Medical Centre and Monash University. It is an appropriate location to provide accommodation for students.

Clause 22.10 Student Accommodation Policy

This policy seeks to encourage student accommodation to be located in reasonable proximity to tertiary institutions with convenient access to public transport and a range of commercial, retail, entertainment and social facilities.

This policy requires student accommodation to be of high quality and well-designed that respects the existing neighbourhood character and responds to the desired future character.

Residential buildings should be designed to include breaks and recesses in building mass to avoid large block like structures dominating the streetscape, and to avoid visually overwhelming existing residential developments. Student accommodation should be provided with adequate on site car parking and bicycle storage to minimise car parking impact on existing streets.

Proposals should include adequate and well-proportioned communal open space areas, and shared facilities or common areas integrated into the design, to meet the amenity and recreation needs of student residents.

This proposal will be assessed against the relevant requirements and policies in the balance of this report.

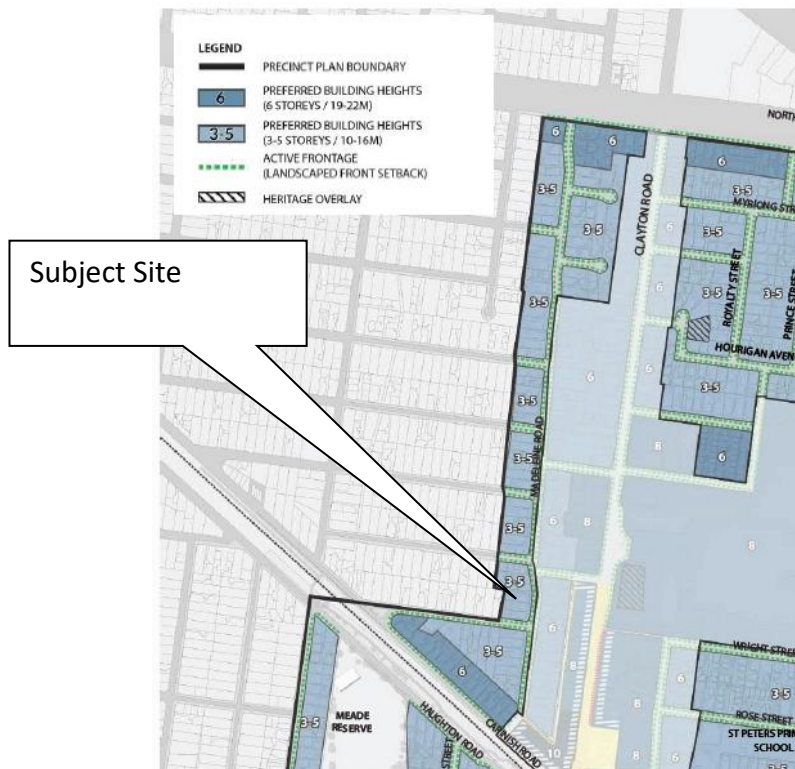
Clayton Activity Centre Precinct Plan

At its meeting on 28 January 2020, Council adopted the Clayton Activity Centre Precinct Plan, dated January 2020. The plan is yet to proceed to a Planning Scheme Amendment, but it is intended that the Precinct Plan articulates what Council would consider as "appropriate change" for the centre as identified in Clause 22.03.

The site is located within 'Precinct 3 – Surrounding Residential' which seeks low scale apartment buildings and townhouses with landscaped front gardens.

Preferred building heights for the site are 5-6 storeys (16.5m-19.8m) given the width of the site is greater than 30 metres. However, it is acknowledged in this case that the site is currently restricted to a 3 storey height limit due to its General Residential zoning.

The prescribed setbacks aim to avoid a ‘wedding cake’ designed with layered setbacks, but rather a podium style design with sufficient setbacks to allow for sufficient landscaping within these setbacks.



The provisions outlined in the Precinct Plan are detailed below:

REQUIREMENT	VARIATION	RESPONSE
Building Height	Lots 30 metres in width or greater – 5-6 storeys (16.5m-19.8m)	Complies The site has a combined width greater than 30m. The proposal is 3 storeys in height, and a height of 10.1 metres, primarily in response to the current zoning restrictions.
Front Setback	4 metres landscape setback form the street for developments up to 9.9 metres. 3 metres additional upper level setback for development above 9.9 metres.	Complies The building is set back 6 metres from the street at the ground and first floors, and 8 metres at the second floor. Whilst the wording specifies 3 metres additional setback for the upper level, it is the intention that a minimum of 7 metres be provided for the upper levels.

Rear Setback	3 metre rear setback for development up to 9.9 metres, plus 1 metre additional setback for every metre of height over 9.9 metres up to 16.5 metres.	Complies The building is set back 4.1 metres from the rear boundary at the ground and first floors, and 6.2 metres at the second floor.
Side Setbacks	1 metre setback, plus 0.3 metres for every metre of height, over 3.6 metres up to 9.9 metres, plus 1 metre for every metre of height over 9.9 metres, up to 16.5 metres.	Complies The amended plans provided shows compliance with these setback requirements. It is noted that the B17 setback lines shown on elevation plans is the standard B17 requirements which are more restrictive than this variation.

General Residential Zone, Schedule 6

The General Residential Zone seeks (among other things):

- *To encourage development that respects the neighbourhood character of the area.*
- *To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.*

Schedule 6 of the General Residential Zone applies to the ‘Monash National Employment and Innovation Cluster and Activity Centre’. The schedule includes a number of specific neighbourhood character objectives including:

- *To facilitate housing diversity in the form of units, townhouses and apartment developments of high quality design and finish.*
- *To provide an interface between the Clayton Activity Centre, the Monash Employment and Innovation Cluster, the housing growth area and the lower scale surrounding garden city suburban areas.*
- *To encourage development that respects sensitive residential interfaces and minimises building mass and visual bulk in the streetscape through landscaping in the front setback and breaks and recesses in the built form.*
- *To promote the preferred garden city character by minimising hard paving throughout the site by limiting the length and width of accessways and limiting paving within open space areas.*
- *To ensure developments are constructed within an open garden setting through the retention and planting of vegetation, including canopy trees.*

The schedule also includes a number of variations to Clause 55 as follows:

REQUIREMENT	VARIATION	RESPONSE
Street Setback (Standard B6)	Walls of buildings should be set back at least 4 metres from the front street.	Complies

		The building is set back a minimum of 6 metres from the street.
Landscaping (Standard B13)	<p>New development should provide or retain:</p> <ul style="list-style-type: none"> • At least one canopy tree, plus one canopy tree per 5 metres of site width; • A mixture of vegetation including indigenous species; • Vegetation in the front, side and rear setbacks; and • Vegetation on both sides of accessways. <p>A canopy tree should reach a mature height at least equal to the maximum building height of the new development.</p>	<p>Complies</p> <p>A total of 6 canopy trees are required which has been met.</p>
Side and Rear Setbacks (Standard B17)	A new wall not on or within 200mm of a rear boundary should be set back at least 4 metres.	<p>Complies</p> <p>The proposal is set back a minimum of 4.1 metres from the rear (western) boundary.</p>
Front Fence Height (Standard B32)	A front fence within 3 metres of a street should not exceed 0.9 metres in height.	<p>Variation Sought</p> <p>A 1.5m high fence is proposed along the frontage of the site. The fence is proposed to be a brick clad wall with timber palings above.</p>

ASSESSMENT

Neighbourhood Character and Built Form

Whilst the purpose of the General Residential Zone is to facilitate housing growth, it also envisages the development to be designed to respect the neighbourhood character of the area. New development must ensure that the design response contributes to the Garden City Character and responds to the features of the site. The height and setbacks of buildings are to respect the site context and limit the impacts on the amenity of existing properties.

The proposed maximum building height of 10.1 metres and three storeys, is consistent with schedule 6 of the General Residential Zone.

The proposal is set back a minimum of 6 metres from the street at the ground and first floors, with the second floor set back 8 metres from the street. Part of the

parapet of the lower levels extends to the upper level to provide two 'gable features' to the façade of the building.

The proposed front setback exceeds the setback within the schedule to the zone (4 metres), and provides a 7 metre setback of the upper levels from the street. It is considered that the additional setback provided from the street in this context is a preferred outcome, as the setback will be more consistent with the existing setbacks in the streetscape and will allow for additional space for landscaping.

The width of the site (being a double block) will allow for the scale of the development proposed which is in keeping with the aspirations of the General Residential Zone, Schedule 6.

The proposal is of a contemporary design which includes the use of brick, metal cement render and timber look cladding. The façade includes the representation of two gable ends, and part of the roofed areas include a sloped roofing element which is reflective of the traditional pitched roofs in the area.

The proposed front fencing is 1.5 metres in height, constructed of a low brick clad wall with timber palings on top. The streetscape includes a variation of front fencing, of all varied heights and materials, including no front fencing for some properties. It is considered that a fence of 1.5 metres in height is in keeping with the character of the area and will still allow for some views of the front setback of the site.

A proposed condition will require the proposed timber paling element to be timber pickets or batons with a minimum transparency of 25% to improve the finish of the fence.

External Amenity Impacts

Building Bulk and Setbacks

The amended proposal complies with the setbacks prescribed within the draft Clayton Activity Centre Precinct Plan.

The proposal seeks a minor variation to side setbacks as prescribed by ResCode (Standard B17), however this is limited to the parapet of the second floor wall on the northern elevation, the stair and associated screen on the southern elevation.

The proposed stair on the southern elevation is compliant in part, however due to its pitched roof formation and associated screening, the higher sections of the structure do not comply. Given the limited width of the wall which is non-compliant the proposed setback is considered acceptable.

The building is set back from all boundaries of the site, allowing for sufficient landscaping opportunities.

Variation is provided in the building form with the use of changes in setbacks, varied materials and varied wall / parapet heights which creates visual interest in each of the facades.

A proposed condition will require the raised courtyard area to be set back further from the southern boundary, in line with the location of the basement to improve landscaping opportunities along the southern boundary and to allow additional space for relevant screening required.

Overshadowing

Shadowing diagrams prepared show that additional shadow will be cast into the property of 29 Lillian Street at 9am and 10am at the equinox. However, shadowing to this property is limited to accessways and roofed areas.

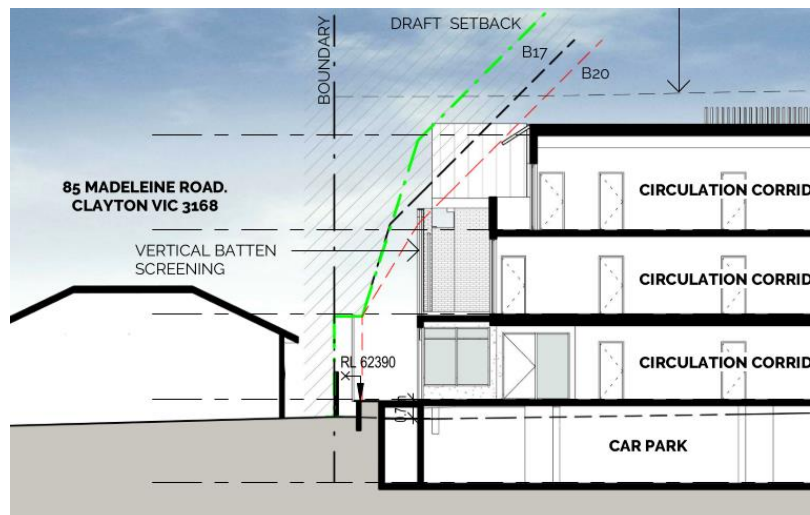
Additional overshadowing will occur to the open space of 85 Madeleine Road throughout the day on the equinox. Whilst the open space area of this dwelling is large, it is considered that the primary area of secluded private open space is located directly to the rear of the dwelling, on the northern side of the shed. This area makes up a total of approximately 130sqm.



The greatest amount of shadow to this area will occur at 2pm and 3pm, however even at this time the shadows are limited and more than 75% of this area will receive sunlight.

Daylight to north facing existing windows

The proposal has been amended to increase the setbacks to the southern boundary, adjacent to the existing dwelling at 85 Madeleine Road which contains two ground floor, north facing habitable room windows set back 1.8 metres from the boundary. The proposal now complies with Standard B20 (North Facing Windows) to ensure adequate daylight is maintained for these windows.



Overlooking

Windows have been screened with the use of external screens where required, to limit any potential overlooking into adjoining habitable room windows or areas of secluded private open space.

The pathway along the southern boundary is raised, and will result in overlooking whilst using this pathway given the pathway and courtyard area are raised a maximum of approximately 1 metres above natural ground level at the boundary, and a 1.8m high paling fence is proposed along the southern boundary of the site.

The applicant has advised that the pathway is required for fire access regulations, and is not clear if the pathway can be lowered in height. It is noted that the pathway is not located above the basement car park.

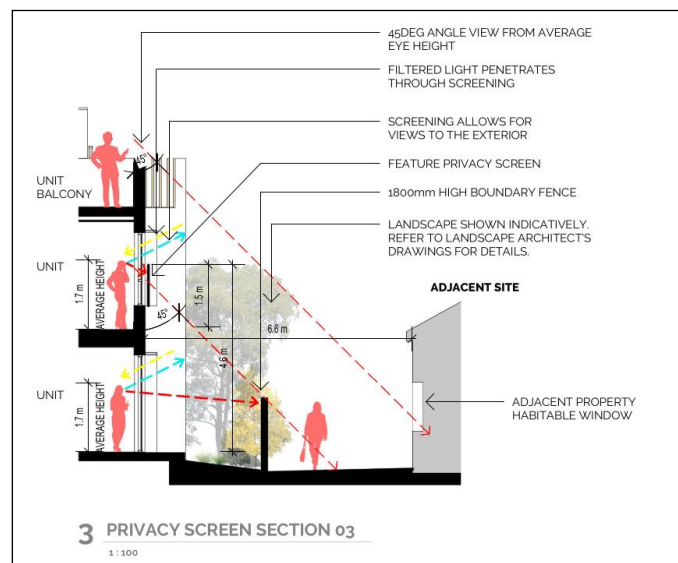
A proposed condition will require the level paved central courtyard area to be set back a minimum of 3 metres from the southern boundary (which would be in line with the basement car park), to allow for additional landscaping in this area and also provide for necessary screening by way of a freestanding screen. Steps and an access path may encroach into this area. A freestanding screen will be required to prevent overlooking, rather than additional height to the boundary fencing.

The access door on the southern side of Room 13 is also raised above natural ground level and the landing space will potentially result in unreasonable overlooking. It is understood that this door is required for fire access requirements. A proposed condition will require signage on this door to limit access for emergencies only, and will require the glazing adjacent to the door to be frosted.

Second floor balconies on the southern side of the development associated with Room 43 and the communal terrace do not appear to have been screened. Overlooking from these spaces were raised as concerns within the objection received. Whilst the communal terrace is partly enclosed, there is still an opportunity for overlooking through the openings provided. It appears that the balcony associated with Room 43 may be partly screened by the parapet from the

roof form of the level below. A condition proposed will require screening to both of these balconies, or alternative further diagrams showing that no unreasonable overlooking will occur with and compliance with ResCode (Standard B22).

The proposal indicates that 1.2m high walls are proposed to the second floor, north facing balconies associated with rooms 36, 39, 40, 41 and 41 on the northern side. However, these balconies are within 9 metres of adjoining habitable room windows associated with 79 Madeleine Road. A condition will require these balconies to be screened to 1.7m in height, or alternatively further diagrams showing compliance with Standard B22. It is noted that a section diagram is provided with the application (below) which shows that there will be overlooking from the upper level balcony into these windows.



All windows and balconies facing west are set back greater than 9 metres from adjoining habitable room windows and will not result in unreasonable overlooking.

Equitable Development

The proposal will result in adequate sharing of development potential with adjoining properties. The setbacks proposed comply with Standard B17 setback requirements, and the second floor of the building (walls) are set back a minimum of 4.5 metres to all boundaries.

Whilst north facing balconies on the second floor of the building are set back closer than 4.5 metres, if land to the north of the site is redeveloped, it is likely that the development site will include at least two parcels of land and can accommodate this. Any development adjoining the property will also be subject to the mandatory 3 storey height limit.

Internal Amenity

Open Space

Indoor and outdoor communal space areas are proposed at the ground level and second floor as follows:

- Ground floor indoor space: 29.5sqm
- Ground floor courtyard space: 144sqm
- Second floor indoor space: 28sqm
- Second floor balcony space: 29sqm

These spaces exceed the total area of communal space required.

Room Size and Amenities

All rooms are a minimum of 24smq in size, with a minimum width of 3 metres in accordance with Clause 22.10. Each room is provided with a desk space and kitchenette and built in robe.

Screening to windows is limited due to the setbacks proposed and limited directly sensitive abutments to the site. Screening to the internal courtyard area has been limited where possible, allowing improved amenity for these rooms.

A communal laundry space is proposed within the basement.

Council's Student Accommodation Policy has a requirement for a management plan to be prepared and this could be included as a condition on permit in the event a permit was to issue.

Daylight to new windows

Concern was raised initially during the application with respect to daylight to the rooms which face towards the internal courtyard, given this courtyard faces south and the distance between the two building modules being 7.8 metres. A daylight modelling report was prepared by LID Consultants. A daylight factor of 0.5% - 90% of the floor area in each room is considered reasonable. 52 of the 59 rooms originally complied with this requirement. Those with the poorest result were those at the ground floor, at the northern end of the courtyard area.

The proposal has been revised from having seven rooms at the ground floor facing the internal courtyard, to 5 rooms. In doing this, the widths of the rooms have increased allowing better access to daylight for most of these ground floor rooms.

Environmentally Sustainable Development

A Sustainability Management Plan was provided with the application, prepared by LID Consultants. The report suggests the use of a 20,000L water tanks to supply water to ground and first floor toilets. A proposed water tank is located beneath the proposed basement.

The report suggests that indoor clothes drying rails will be incorporated in the *'european laundries in each dorm to remove the need for electric dryers. These rails will operate much like a wardrobe rail that allows clothes to be hung on shirt hangers above the laundry tub. Where this is not suitable external retractable clothes lines will be installed on balconies'*. However, the proposed rooms do not each contain a laundry tub as a shared laundry space is located at the ground floor. Clothes trying via retractable clothes lines on balconies is not supported. A revised report will be required which responds to the proposed laundry arrangement as shown on the development plans.

Landscaping

Landscaping and canopy tree planting is proposed throughout the site including three Blackwood Trees located within the front setback of the site, 5 Crepe Myrtle Trees proposed to the rear of the site, and two Ornamental Pear Trees and two Native Frangipani Trees located along the southern boundary.

The setbacks proposed allow for a good level of landscaping throughout the site. A proposed condition will require more detail of the proposed 'ground covers' and 'shrub planting'. Planting along the northern boundary should provide for screen planting to at least 2 metres in height. The canopy trees should also be located outside of the easement, given space is available.

All landscaping is located within common property, allowing it to be well maintained and irrigated.

Car Parking, traffic and access

The Planning Scheme sets out the parking requirements for new developments under Clause 52.06. Clause 52.06-5 states that the car parking requirement specified for a use listed in Table 1 does not apply if a car parking requirement for the use is specified under another provision of the Planning Scheme.

In this instance, further guidance regarding car parking requirements for student accommodation facilities is specified under Clause 22.10 of the Monash Planning Scheme. Clause 22.10-4 states that car spaces should be provided on the site at a rate of 0.3 car spaces per bed for sites located within 'preferred locations'. As the site is identified being in a preferred location as noted earlier in this report, this car parking rate is applicable.

The requisite car parking spaces required under Clause 22.10 for the proposal is required as follows:

Use	Number of Beds	Car Parking Requirement	Car spaces required	Car spaces provided
Residential Building (Student Accommodation)	46	0.3 spaces per bed for residents 0 spaces for visitors	13 spaces	20 spaces
Total			13 spaces	20 spaces (+7 spaces)

As the proposal was amended to reduce the number of beds on the site, the car parking on the site is now surplus to what is required by the Planning Scheme.

Council's Engineering Department are satisfied with the proposed access arrangements. The design of the basement will allow for vehicles to exit the site in a forwards direction.

The predicted traffic generation is low and is expected to have a negligible impact on the local traffic network.

Bicycle Parking

The bicycle parking requirements are set out under Clause 22.10 and Clause 52.34 as per the following table:

Provision	Number of Beds	Bicycle Parking Rate	Bicycle spaces required	Bicycle spaces provided
Clause 22.10 – Student Accommodation	46	1 space per 2 beds	23 spaces	23 spaces
Clause 52.34 – Residential Building		1 per 10 lodging rooms in developments of four or more storeys for residents & 1 per 10 lodging rooms in developments of four or more storeys for visitors	N/A – the proposal is not greater than 4 storeys in height.	
Total			23 spaces	33 spaces (+10 spaces)

Bicycle spaces are proposed within the basement car park. An additional 10 bicycle spaces are provided on the site than what is required.

A proposed condition will require a minimum isle width for bicycle parking access to be 1.5 metres. The traffic report suggests that the current widths are 1 metre, however the plans suggest that the minimum isle width is 1.3 metres.

Waste Management

The plans have been amended to relocate the bins within the basement car park. An amended traffic report or waste management plan has not been provided with the amended plans with swept path diagrams showing that the vehicle can enter and exit the basement, however the applicant has advised that the current layout will allow for this movement. The current basement ramp clearance is 2.1 metres which will allow for access of a waste vehicle.

The application was initially referred to Council's waste department who have also requested amendments to the provision of waste storage, to include allowance for food waste recycling and separated glass. It is considered that there is sufficient space within the basement car park to provide this space. If required, one car space could be deleted and used for waste storage (given the surplus number of spaces provided).

CONCLUSION:

The proposed development is considered appropriate given the locality and relevant objectives of state and local policies relating to housing, increased residential density and provision of more student accommodation in appropriate locations. The design response has been developed having appropriate regard to objectives of the General Residential Zone, Schedule 6.

The subject site is within the preferred location for student accommodation and the height is in keeping with the adopted Clayton Activity Centre Precinct Plan.

The proposed building will be setback adequately to property boundaries to allow for equitable development, and will not cause unreasonable amenity impacts to adjoining properties.

Adequate communal open space is provided for recreation and amenities. In addition, a common area is provided most levels to avoid social isolation and to provide for smaller break out areas. The internal amenity of the units is satisfactory and provide for functional layouts.

The car parking provision for the proposal satisfies the statutory car parking requirement. Overall, the proposal is considered appropriate in both its concept and design and it is recommended that a Notice of Decision to Grant a Permit be issued subject to conditions.

LIST OF ATTACHMENTS:

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (January 2021).

Attachment 3 – Zoning and Overlays Map.

Attachment 4 – Objector Properties Location Map.