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2020-506 OAKLEIGH SOUTH - FIELDWORKS HOUSE

TOWN PLANNING APPLICATION - UPDATE

1041 CENTRE RD, OAKLEIGH SOUTH, VIC, 3167

11 APRIL 2022

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FIELDWORKS HOUSE



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Development Schedule

Town Planning Revision

Proposed Mixed Use Development
 Town Planning Submission
 Revision Date 08/04/2022

Levels	GFA sqm	Car Parking		Retail					
		Area sqm	Car Spaces	Supermarket	Retail	Retail BoH	Amenity	Outdoor Dining	Circulation
Basement 2 (Residential Parking)	4280	3800	92	0	0	0	0	0	0
Basement 1 (Residential Parking)	4280	3810	86	0	0	0	0	0	0
Ground Floor (Retail, Supermarket, Parking)	6250	1540	60	1913	875	592	50	150	724
First Floor (Residential and Terrace)	3615	0	0	0	0	0	0	0	0
Second Floor (Residential Inc. Balcony)	2138	0	0	0	0	0	0	0	0
Third Floor (Residential Inc. Balcony)	2165	0	0	0	0	0	0	0	0
Fourth Floor (Residential Inc. Balcony)	2165	0	0	0	0	0	0	0	0
Fifth Floor (Residential Inc. Balcony)	2165	0	0	0	0	0	0	0	0
Sixth Floor (Residential Inc. Balcony)	2165	0	0	0	0	0	0	0	0
Seventh Floor (Residential Inc. Balcony)	2165	0	0	0	0	0	0	0	0
Eighth Floor (Rooftop Terrace)	882	0	0	0	0	0	0	0	0
Totals	32270	9150	238	1913	875	592	50	150	724

Total Apt		Total RPA		Studio App		1 Bed 1 Bath App		2 Bed 1 BathApp		2 Bed 2 BathApp		2 Bed 2 BathApp CR		Balcony	Indoor Res	Outdoor Res
Number	sqm	Number	sqm	Number	sqm	Number	sqm	Number	sqm	Number	sqm	Number	sqm	sqm	Amenity	Amenity
0	0													0		
0	0													0	127	
24	2534.5	1	46	16	856	2	140	3	232.5	2	180			1080	122	1840
24	1661.5	1	46	16	856	2	140	3	232.5	2	180			207	59	
25	1748	1	46	16	856	2	140	4	310	2	180			216		
25	1748	1	46	16	856	2	140	4	310	2	180			216		
25	1748	1	46	16	856	2	140	4	310	2	180			216		
25	1748	1	46	16	856	2	140	4	310	2	180			216		
25	1748	1	46	16	856	2	140	4	310	2	180			216		
0	0													0	316	255
173	12,936	7	322	112	5,992	14	980	26	2,015	14	1,260	2367				

Apartment Number	Studio	1 Bed	2 Bed	2 Bed	2 Bed Custom
Apartment Average Size	46.0	53.5	70.0	77.5	90.0
Apartment Mix (by number)	4.0%	64.7%	8.1%	15.0%	8.1%
Apartment Mix (by area)	2.5%	46.3%	7.6%	15.6%	9.7%
Apartment Parking	7	112	14	26	14

Visitor	Total Parking
35	208

Development Breakdown	
Site Area	
GFA	32,270
Total Residential Apartments	173
Total Residential GFA	16,578
Typical RPA	1,748
Residential Efficiency	74%
Total Car Parking Spaces	238

Notes and Disclaimer

These areas and room numbers are approximate. They relate to areas of the building at the current stage of design and are reliant upon the information available. All areas in sqm. All areas subject to survey.

Parking Totals	
Car Parking	238
Bike Parking	212

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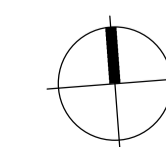


GROUND CONTEXT PLAN 1 : 500



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1041 CENTRE RD, OAKLEIGH SOUTH, VIC, 3167



CONTEXT PLAN DEVELOPMENT APPLICATION

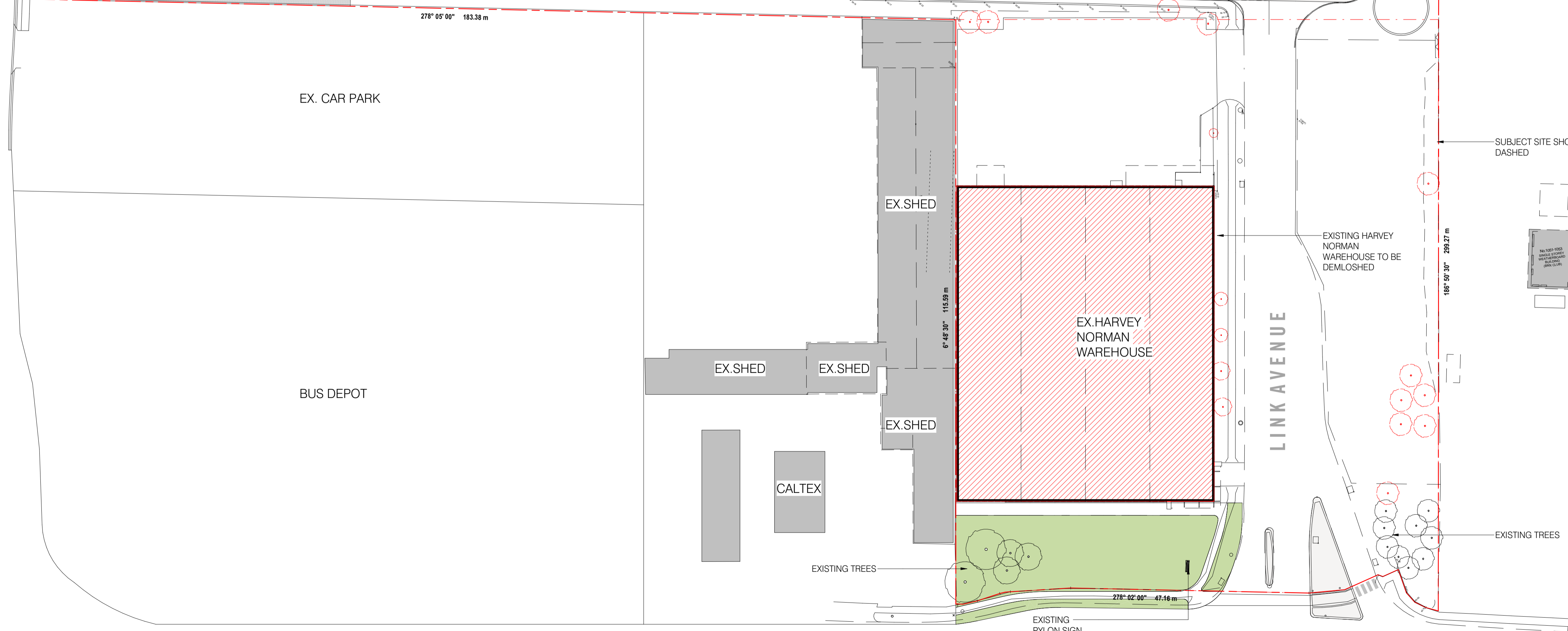
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no.	date	ISSUE / revision	by
TP2	24/02/2022	Town Planning RFI issued for application	YHU
TP1	17/01/2022	Town Planning RFI response, issued for application	CLY
TP0	13/05/2021	Town Planning Issue, issued for submission	YHU

project	drawing no.	issue
2020-506	DA10	TP2
scale @ A1	designed	checked
1 : 500	YHU	BJE

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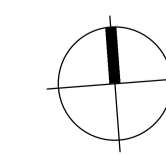
WARRIGAL ROAD



GROUND EXISTING SITE PLAN 1 : 500



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EXISTING CONDITIONS PLAN

DEVELOPMENT APPLICATION

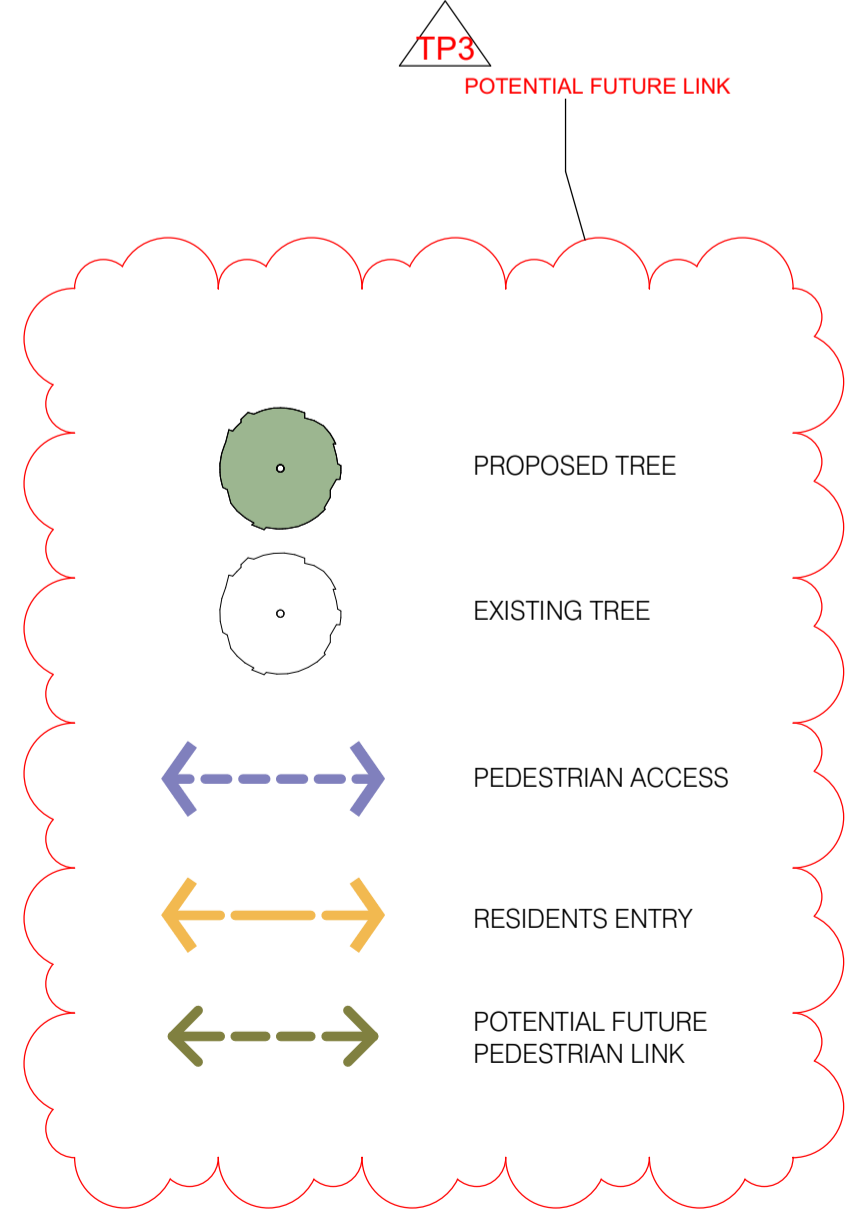
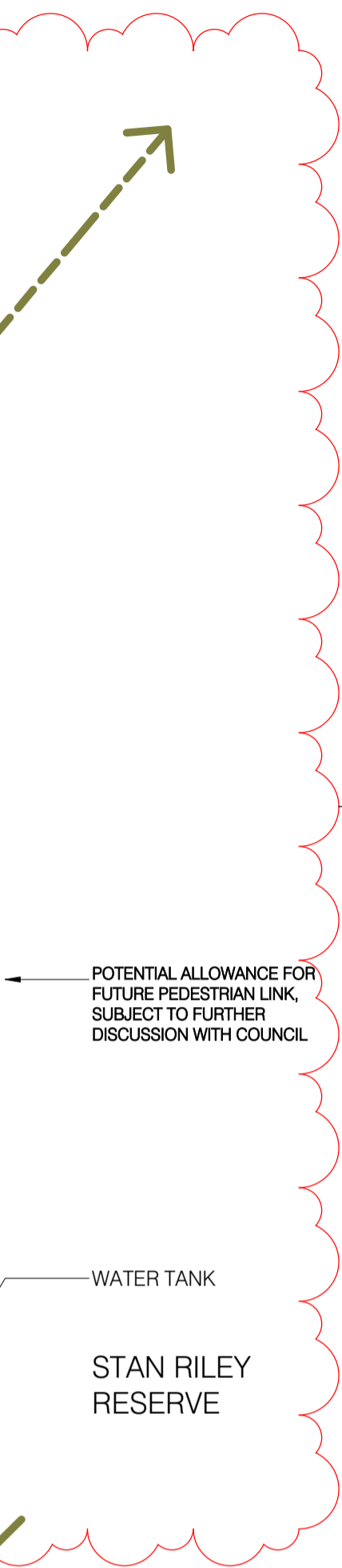
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project 2020-506	drawing no. DA11	issue TP2
scale @ A1 1 : 500	designed YHU	checked BJE

TP2	24/02/2022	Town Planning RFI issued for application	YHU
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WARRIGAL ROAD



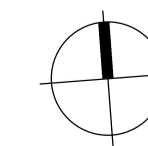
GROUND SITE PLAN 1 : 500

CENTRE ROAD



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PROPOSED SITE PLAN

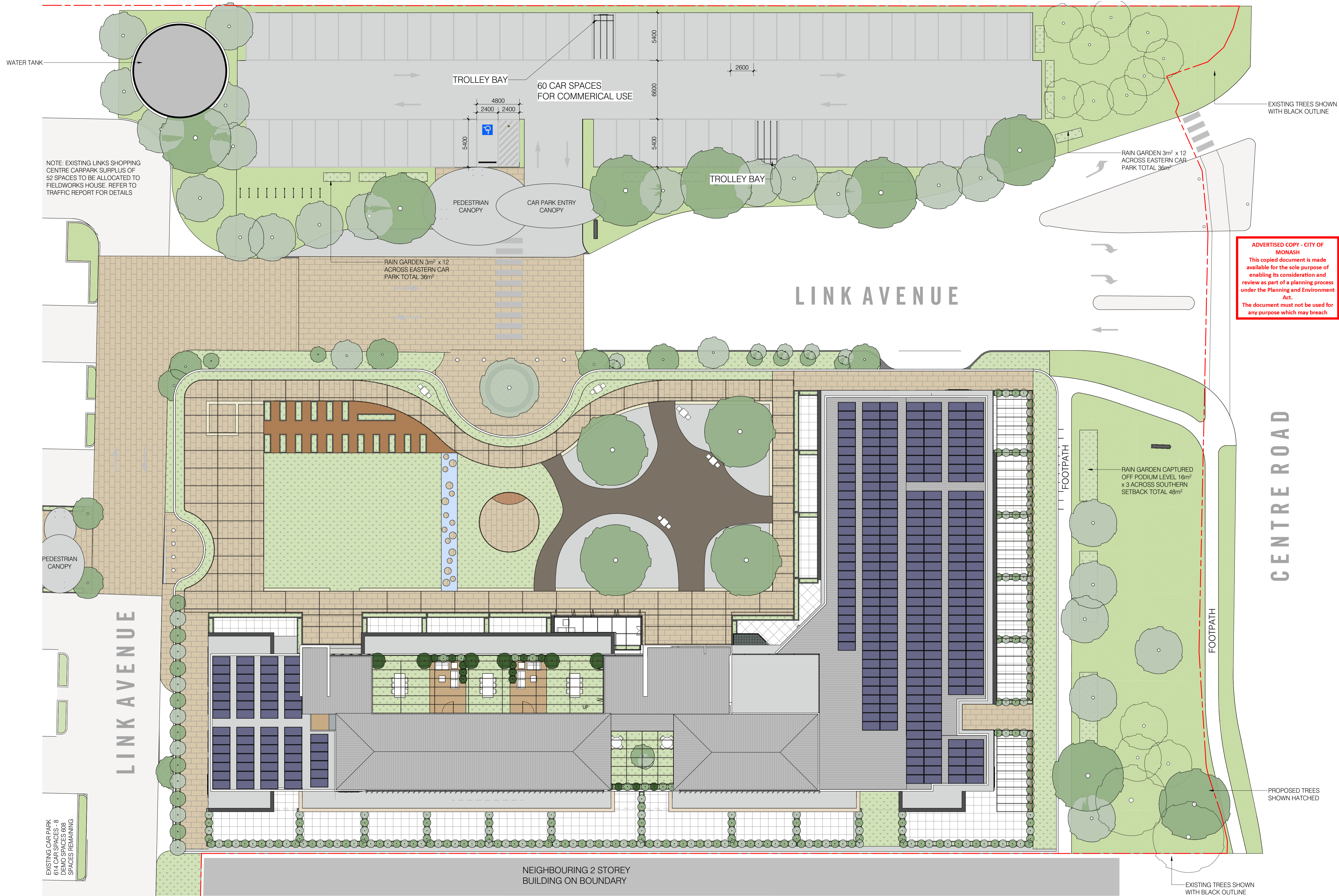
DEVELOPMENT APPLICATION

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TP3	24/02/2022	Town Planning RFI issued for application	YHU
TP2	17/01/2022	Town Planning RFI response, issued for application	CLY
TP1	04/11/2021	Town Planning RFI dated 29/9/21 response, issued for update	MGR
TP0	13/05/2021	Town Planning Issue, issued for submission	YHU
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LIVING

project	2020-506	drawing no.	DA12	issue	TP3
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SUBJECT SITE PLAN 1 : 200

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TP3	24/02/2022	Town Planning RFI issued for application	YHU
TP2	17/01/2022	Town Planning RFI response, issued for application	CLY
TP1	04/11/2021	Town Planning RFI dated 29/9/21 response, issued for update	MGR
TP0	13/05/2021	Town Planning Issue, issued for submission	YHU



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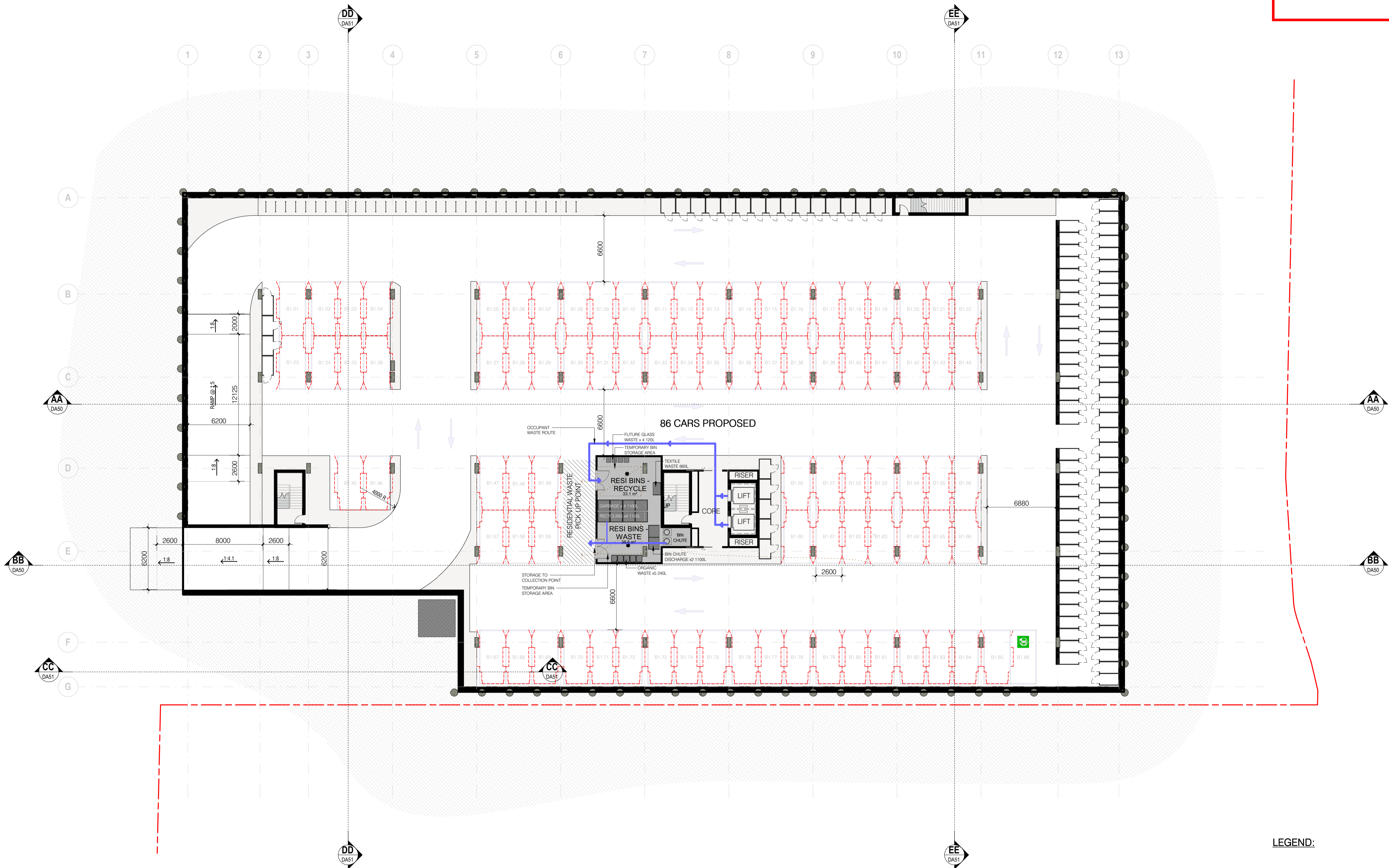


PROPOSED SUBJECT SITE
 DEVELOPMENT APPLICATION

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project	drawing no.	issue
2020-506	DA13	TP3
scale @ A1	designed	checked
1 : 200	YHU	BJE

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BASEMENT 01 FLOOR PLAN 1:200

- LEGEND:**
- RESIDENT WASTE ROUTE
 - WASTE COLLECTION DROP OFF/ PICK UP ROUTE
 - COMMERCIAL WASTE ROUTE

TP1	24/02/2022	Town Planning RFI issued for application	YHU
TP3	14/02/2022	Issued for Coordination	YHU
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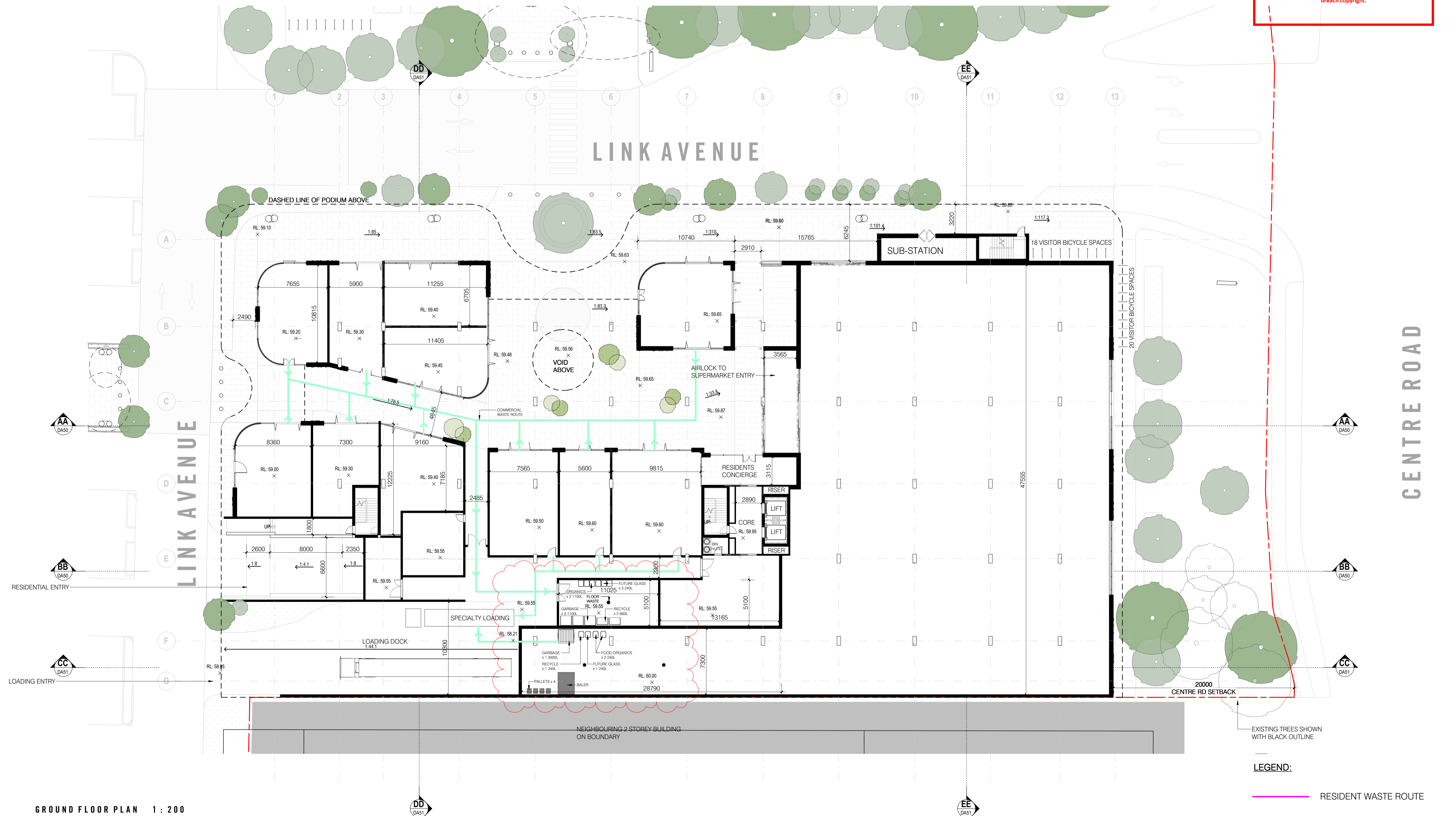


BASEMENT WASTE ROUTE
 DEVELOPMENT APPLICATION

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project	2020-506	drawing no.	DA20	issue	TP1
scale	A1	designed	YHU/MG	checked	BJE
indicated					

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GROUND FLOOR PLAN 1 : 200

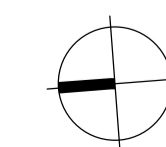
- LEGEND:**
- RESIDENT WASTE ROUTE
 - WASTE COLLECTION DROP OFF/ PICK UP ROUTE
 - COMMERCIAL WASTE ROUTE

TP1	24/02/2022	Town Planning RFI issued for application	YHU
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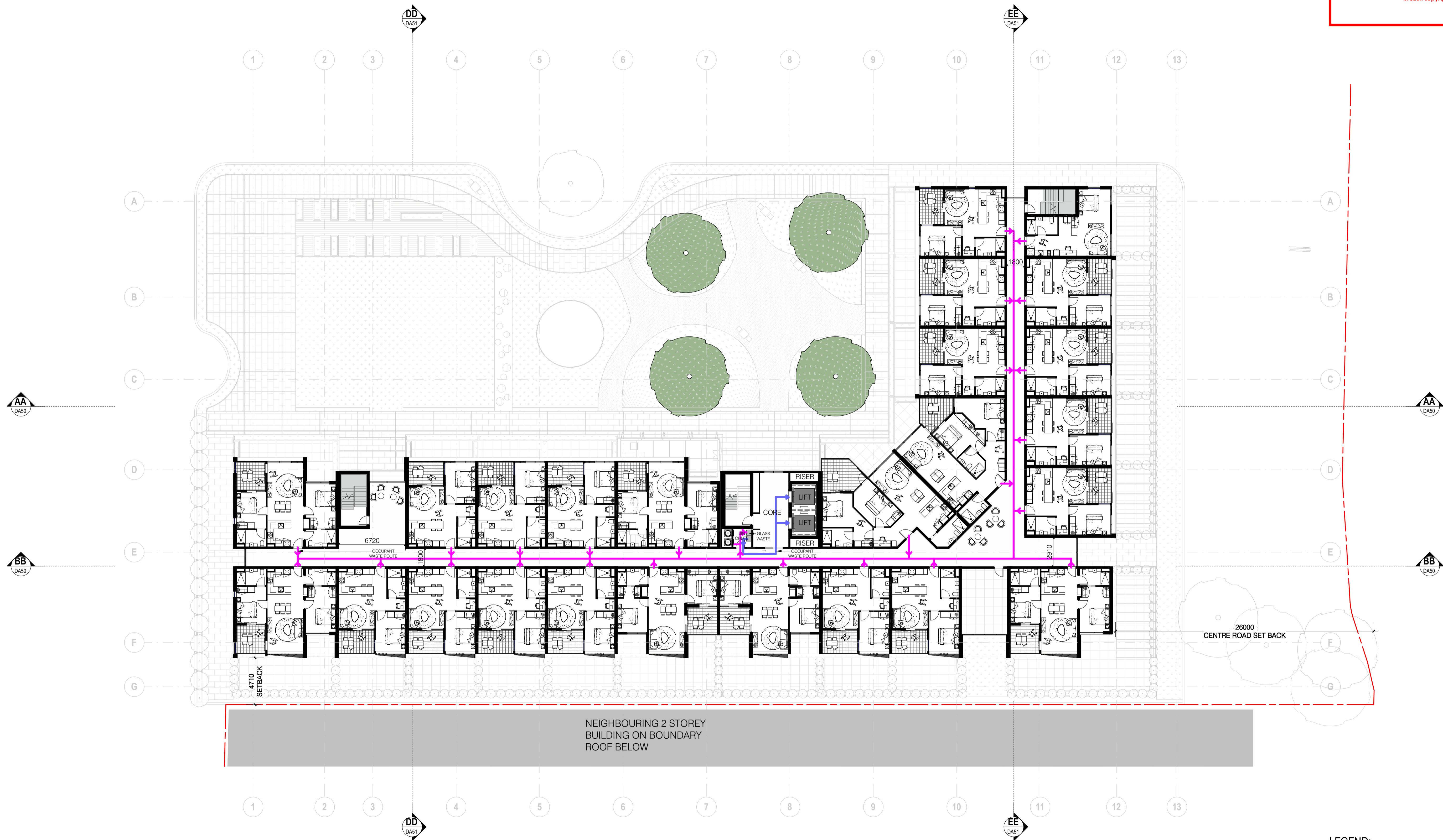
GROUND FLOOR WASTE ROUTE

DEVELOPMENT APPLICATION

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scale	@ A1	designed	YHU/MG	checked	BJE
indicated					

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LEVEL 03 FLOOR PLAN 1 : 200

LEGEND:

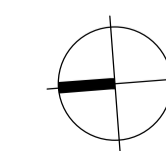
- RESIDENT WASTE ROUTE
- WASTE COLLECTION DROP OFF/ PICK UP ROUTE
- COMMERCIAL WASTE ROUTE

TP1	24/02/2022	Town Planning RFI issued for application	YHU
TP3	14/02/2022	Issued for Coordination	YHU
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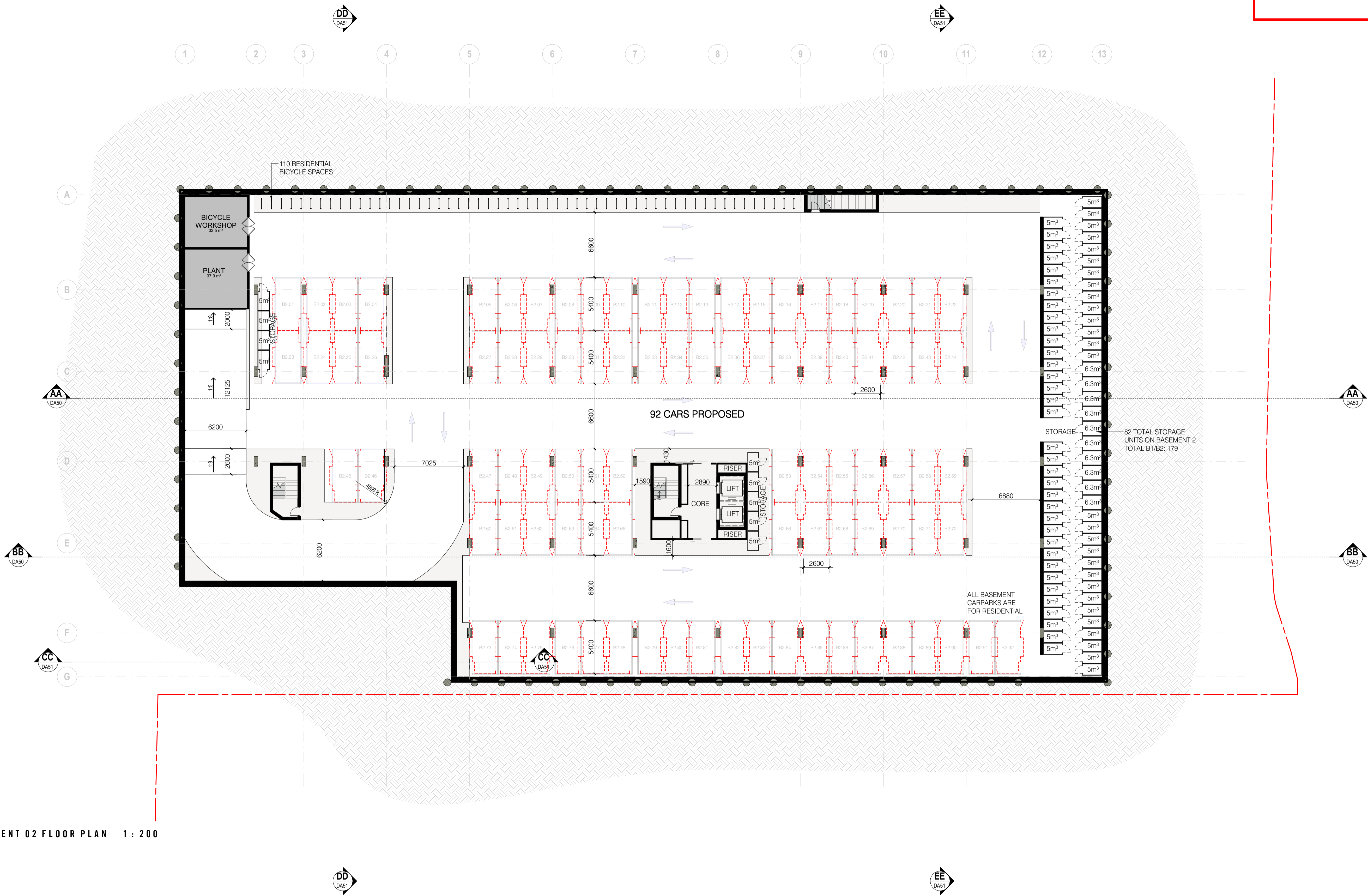
TYPICAL LEVEL WASTE ROUTE

DEVELOPMENT APPLICATION

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project	2020-506	drawing no.	DA22	issue	TP1
scale	@ A1	designed	YHU/MG	checked	BJE
indicated					

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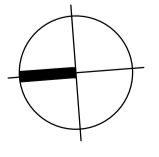
BASEMENT 02 FLOOR PLAN 1 : 200

TP3	24/02/2022	Town Planning RFI issued for application	YHU
TP2	14/02/2022	Issued for Coordination	YHU
TP1	17/01/2022	Town Planning RFI response, Issued for application	CLY
TP0	13/09/2021	Town Planning Issue, Issued for submission	YHU
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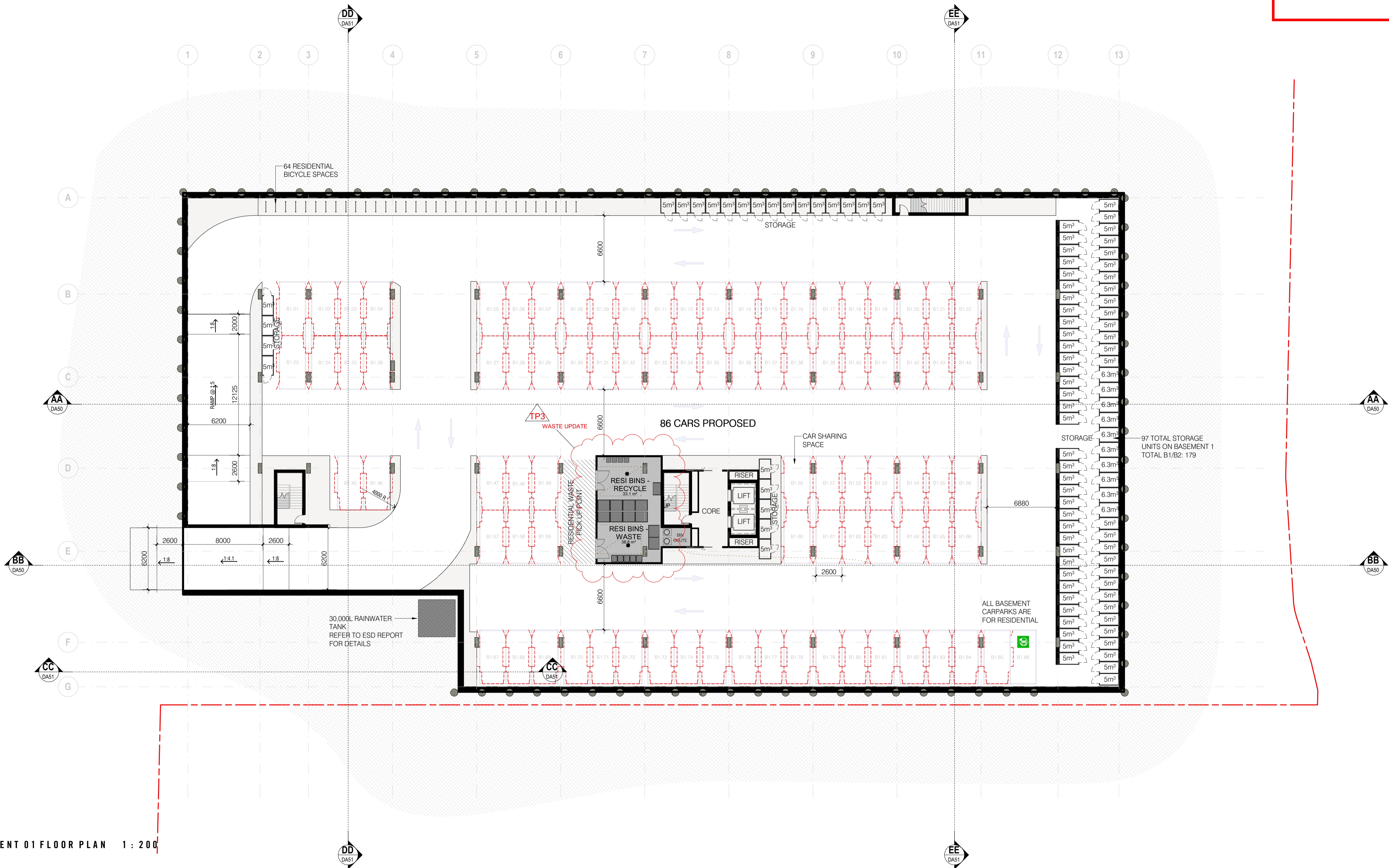
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BASEMENT 2
 DEVELOPMENT APPLICATION
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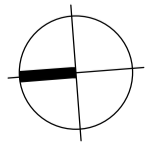
BASEMENT 01 FLOOR PLAN 1 : 200

TP3	24/02/2022	Town Planning RFI issued for application	YHU
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TP1	17/01/2022	Town Planning RFI response, Issued for application	CLY
TP0	13/09/2021	Town Planning Issue, Issued for submission	YHU
no.	date	ISSUE / revision	by



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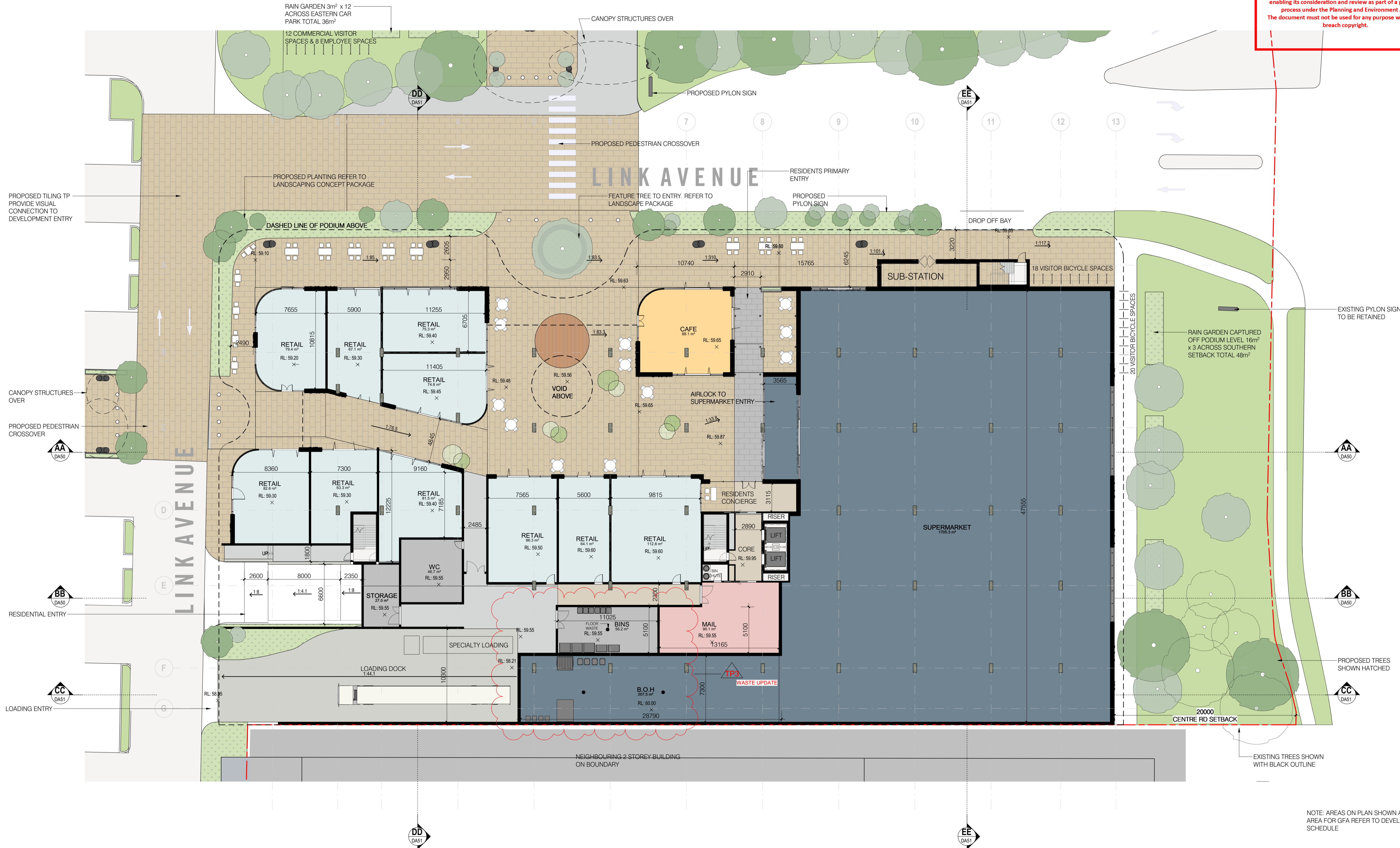


BASEMENT 1 DEVELOPMENT APPLICATION

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project	2020-506	drawing no.	DA31	issue	TP3
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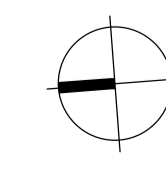


no.	date	ISSUE / revision	by
TP3	24/02/2022	Town Planning RFI issued for application	YHU
TP2	14/02/2022	Issued for Coordination	YHU
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GROUND FLOOR PLAN

DEVELOPMENT APPLICATION

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project	drawing no.	issue
2020-506	DA32	TP3
scale @ A1	designed	checked
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LEVEL 01 FLOOR PLAN 1 : 200

TENANCY TYPES

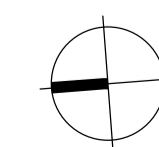
- 1 BED
- 2 BED
- CONSERVATORY
- RESIDENTIAL
- STORAGE
- STUDIO

no.	date	ISSUE / revision	by
TP3	24/02/2022	Town Planning RFI issued for application	YHU
TP2	14/02/2022	Issued for Coordination	YHU
TP1	17/01/2022	Town Planning RFI response, issued for application	CLY
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LEVEL 01
 DEVELOPMENT APPLICATION

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project	drawing no.	issue
2020-506	DA33	TP3
scale @ A1	designed	checked
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LEVEL 02 FLOOR PLAN 1 : 200

TENANCY TYPES

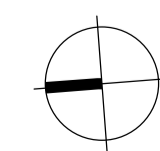
- 1 BED
- 2 BED
- CONSERVATORY
- RESIDENTIAL
- STORAGE
- STUDIO

no.	date	ISSUE / revision	by
TP3	24/02/2022	Town Planning RFI issued for application	YHU
TP2	14/02/2022	Issued for Coordination	YHU
TP1	17/01/2022	Town Planning RFI response, issued for application	CLY
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LEVEL 02
 DEVELOPMENT APPLICATION

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project	drawing no.	issue
2020-506	DA34	TP3
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LEVEL 03 FLOOR PLAN 1 : 200

TENANCY TYPES

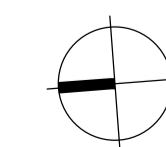
- 1 BED
- 2 BED
- STORAGE
- STUDIO

no.	date	ISSUE / revision	by
TP3	24/02/2022	Town Planning RFI issued for application	YHU
TP2	14/02/2022	Issued for Coordination	YHU
TP1	17/01/2022	Town Planning RFI response, Issued for application	CLY
TP0	13/09/2021	Town Planning Issue, Issued for submission	YHU



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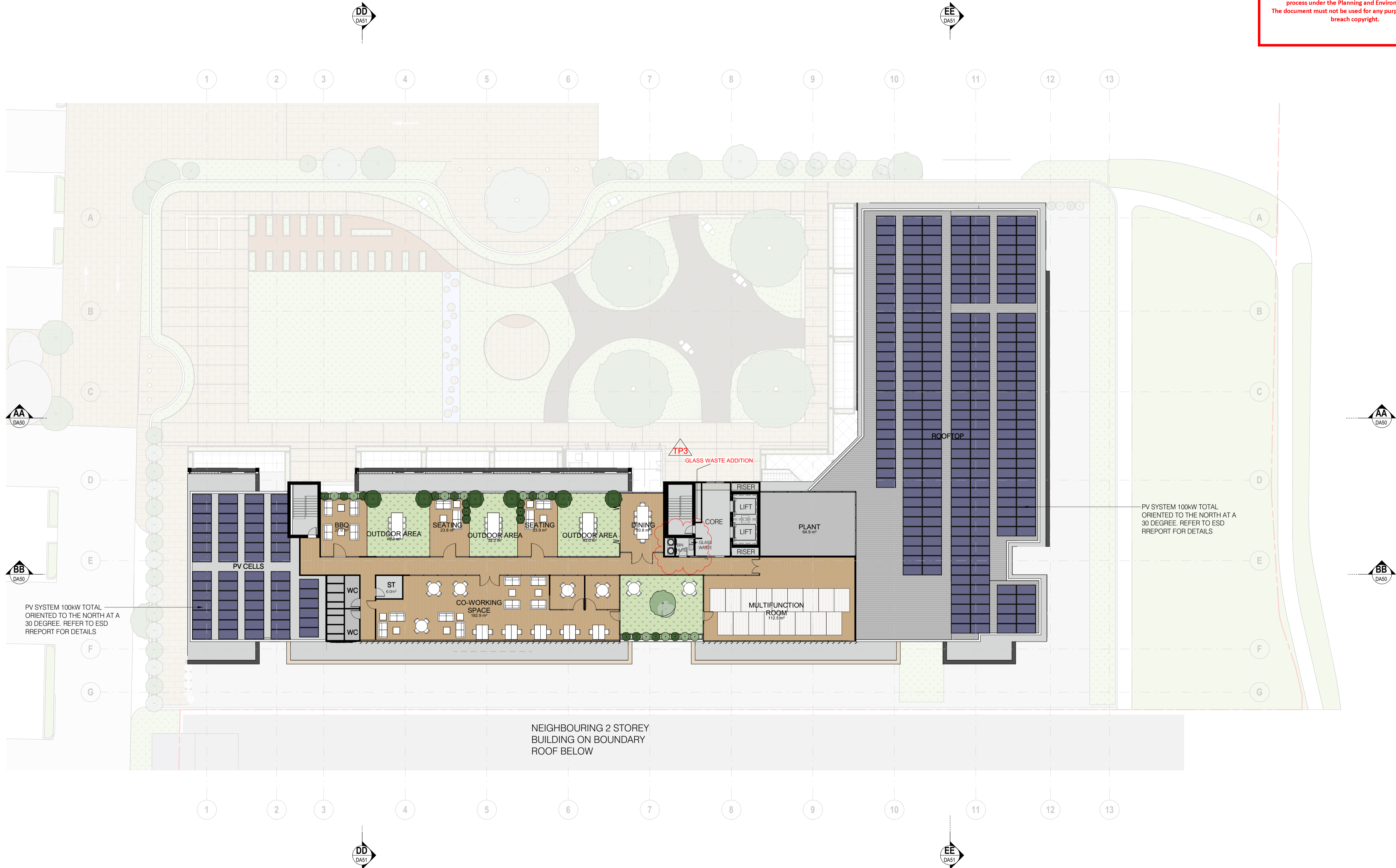


LEVEL 03 - 07
 DEVELOPMENT APPLICATION

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project	drawing no.	issue
2020-506	DA35	TP3
scale @ A1	designed	checked
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PV SYSTEM 100kW TOTAL ORIENTED TO THE NORTH AT A 30 DEGREE. REFER TO ESD RREPORT FOR DETAILS

PV SYSTEM 100kW TOTAL ORIENTED TO THE NORTH AT A 30 DEGREE. REFER TO ESD RREPORT FOR DETAILS

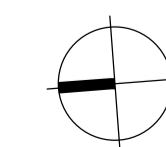
NEIGHBOURING 2 STOREY BUILDING ON BOUNDARY ROOF BELOW

LEVEL 08 FLOOR PLAN 1 : 200

TP3	24/02/2022	Town Planning RFI issued for application	YHU
TP2	14/02/2022	Issued for Coordination	YHU
TP1	17/01/2022	Town Planning RFI response, Issued for application	CLY
TP0	13/05/2021	Town Planning Issue, Issued for submission	YHU
no.	date	ISSUE / revision	by



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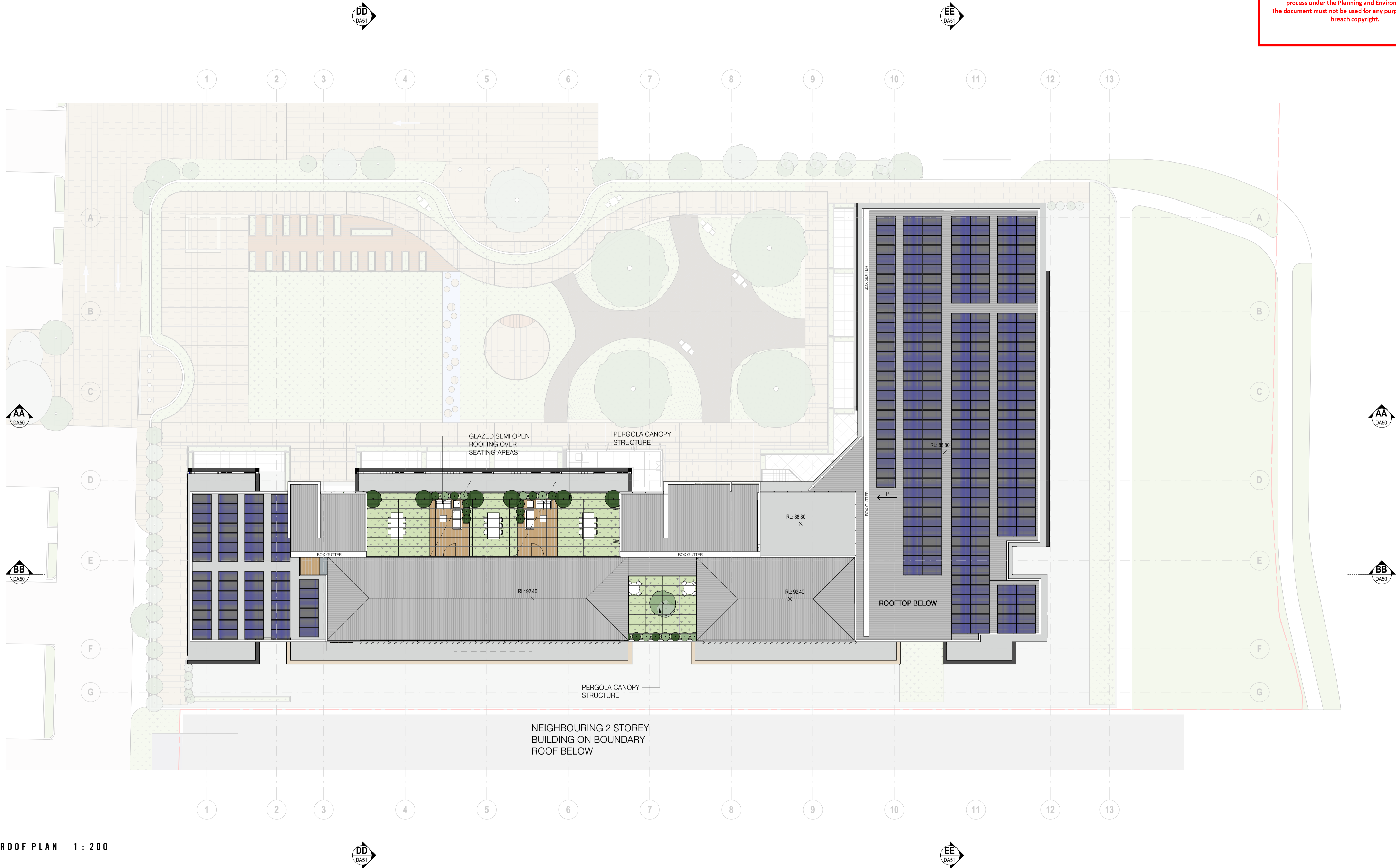
ROOF AMENITY SPACE

DEVELOPMENT APPLICATION

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project	2020-506	drawing no.	DA36	issue	TP3
scale @ A1	1 : 200	designed	YHU/MG	checked	BJE

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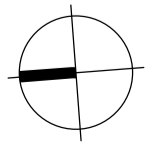
ROOF PLAN 1 : 200

TP3	24/02/2022	Town Planning RFI issued for application	YHU
TP2	14/02/2022	Issued for Coordination	YHU
TP1	17/01/2022	Town Planning RFI response, Issued for application	CLY
TP0	13/05/2021	Town Planning Issue, Issued for submission	YHU
no.	date	ISSUE / revision	by



FIELDWORKS HOUSE

1041 CENTRE RD, OAKLEIGH SOUTH, VIC, 3167



ROOF DEVELOPMENT APPLICATION

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project	2020-506	drawing no.	DA37	issue	TP3
scale @ A1	1 : 200	designed	YHU/MG	checked	BJE

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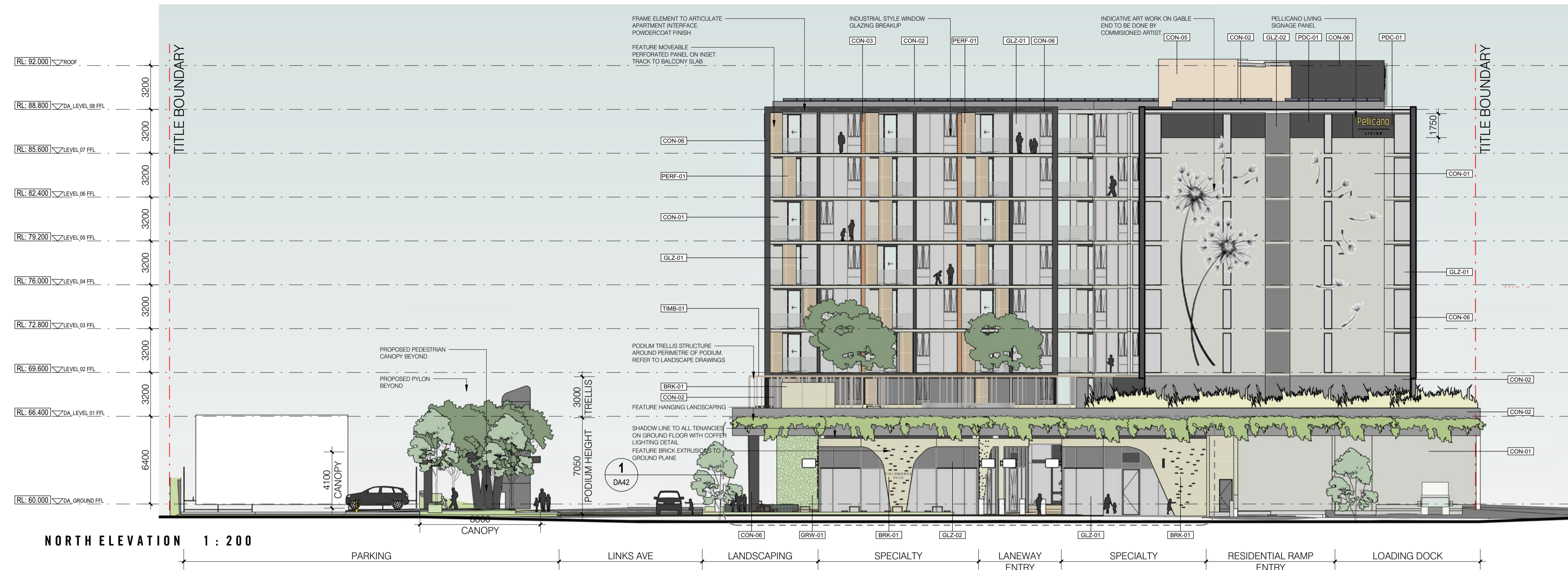


IMAGE	TAG	DESCRIPTION	IMAGE	TAG	DESCRIPTION	IMAGE	TAG	DESCRIPTION	IMAGE	TAG	DESCRIPTION	IMAGE	TAG	DESCRIPTION	IMAGE	TAG	DESCRIPTION	
	BRK-01	FEATURE BRICK VENEER - STRETCHER BOND - SAND GRADIENT FINISH		CON-03	PROFILED CONCRETE TERRACOTTA COLOUR FINISH		CON-06	EXPOSED PRECAST CONCRETE PANEL - DARK GREY FINISH		GRW-01	GREEN WALL		PDC-01	PAINT, DARK GREY FINISH		PF-02	PAINT, MID GREY FINISH	
	CON-01	EXPOSED PRECAST CONCRETE PANEL - LIGHT FINISH		CON-04	PROFILED CONCRETE - MID GREY FINISH		GLZ-01	LIGHT GREY GLAZING		PAV-01	SLATE PAVER LIGHT TONE 1200 X 600		PDC-02	PAINT, MID GREY FINISH		TIMB-01	NATURAL TIMBER LOOK BATTEN	
	CON-02	EXPOSED PRECAST CONCRETE PANEL - MID GREY FINISH		CON-05	PRECAST CONCRETE PANEL - TRAVERTINE TEXTURE FINISH		GLZ-02	DARK GREY GLAZING		PAV-02	SLATE PAVER DARK TONE 1200 X 600		PERF-01	FEATURE PERFORATED PANEL - VINE PATTERN				

no.	date	ISSUE / revision	by
TP2	24/02/2022	Town Planning RFI issued for application	YHU
TP1	17/01/2022	Town Planning RFI response, issued for application	CLY
TP0	13/05/2021	Town Planning Issue, issued for submission	YHU



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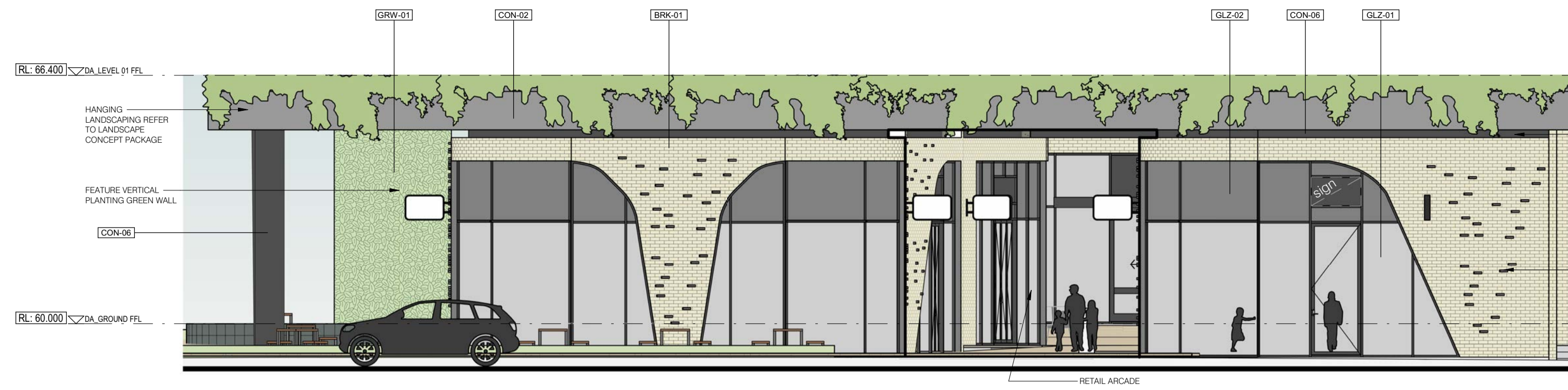
1041 CENTRE RD, OAKLEIGH SOUTH, VIC, 3167



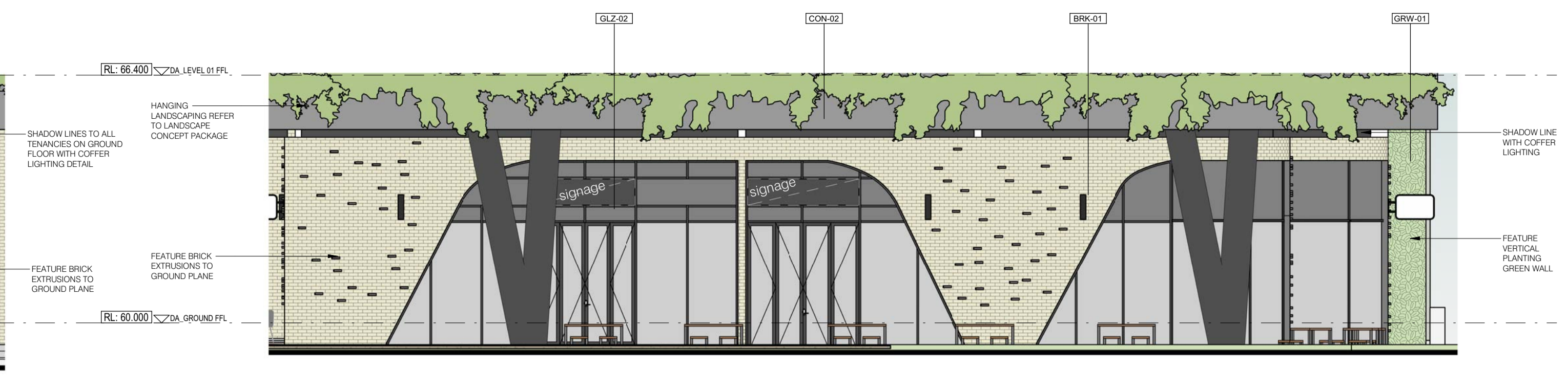
ELEVATIONS DEVELOPMENT APPLICATION

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project	drawing no.	issue
2020-506	DA40	TP2
scale @ A1	designed	checked
1 : 200	YHU/MG	BJE

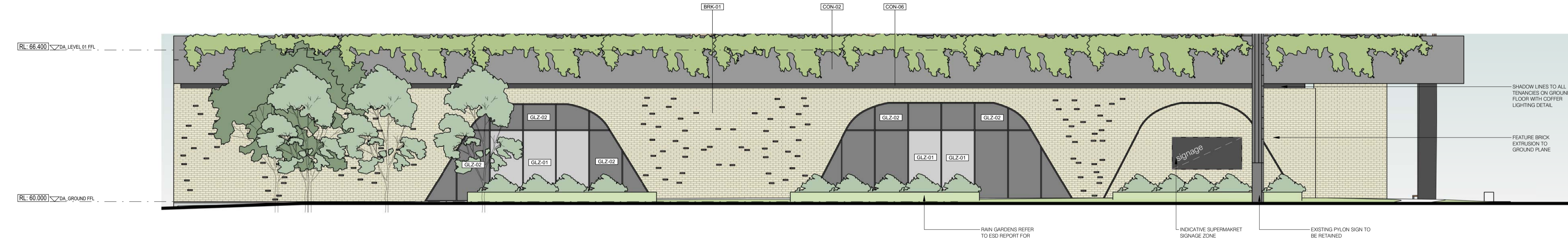


GROUND PLANE NORTH ELEVATION 1 : 100



GROUND PLANE EAST ELEVATION 1 : 100

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GROUND PLANE SOUTH ELEVATION 1 : 100



GROUND PLANE EAST ELEVATION 1 : 100

IMAGE	TAG	DESCRIPTION	IMAGE	TAG	DESCRIPTION	IMAGE	TAG	DESCRIPTION	IMAGE	TAG	DESCRIPTION	IMAGE	TAG	DESCRIPTION
	BRK-01	FEATURE BRICK VENEER - STRETCHER BOND - SAND GRADIENT FINISH		CON-03	PROFILED CONCRETE TERRACOTTA COLOUR FINISH		CON-06	EXPOSED PRECAST CONCRETE PANEL - DARK GREY FINISH		GRW-01	GREEN WALL		PDC-01	PAINT, DARK GREY FINISH
	CON-01	EXPOSED PRECAST CONCRETE PANEL - LIGHT FINISH		CON-04	PROFILED CONCRETE - MID GREY FINISH		GLZ-01	LIGHT GREY GLAZING		PAV-01	SLATE PAVER LIGHT TONE 1200 X 600		PDC-02	PAINT, MID GREY FINISH
	CON-02	EXPOSED PRECAST CONCRETE PANEL - MID GREY FINISH		CON-05	PRECAST CONCRETE PANEL - TRAVERTINE TEXTURE FINISH		GLZ-02	DARK GREY GLAZING		PAV-02	SLATE PAVER DARK TONE 1200 X 600		PERF-01	FEATURE PERFORATED PANEL VINE PATTERN



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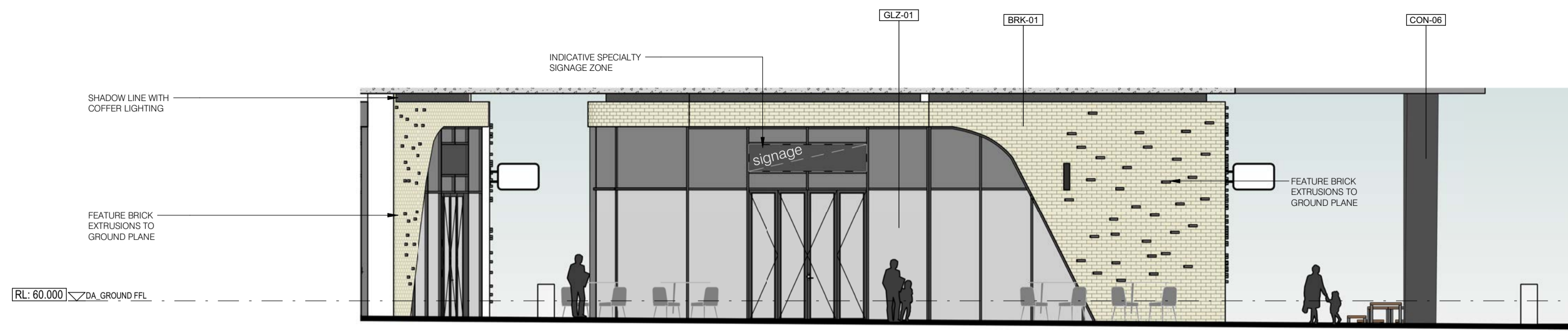
ELEVATIONS
 DEVELOPMENT APPLICATION

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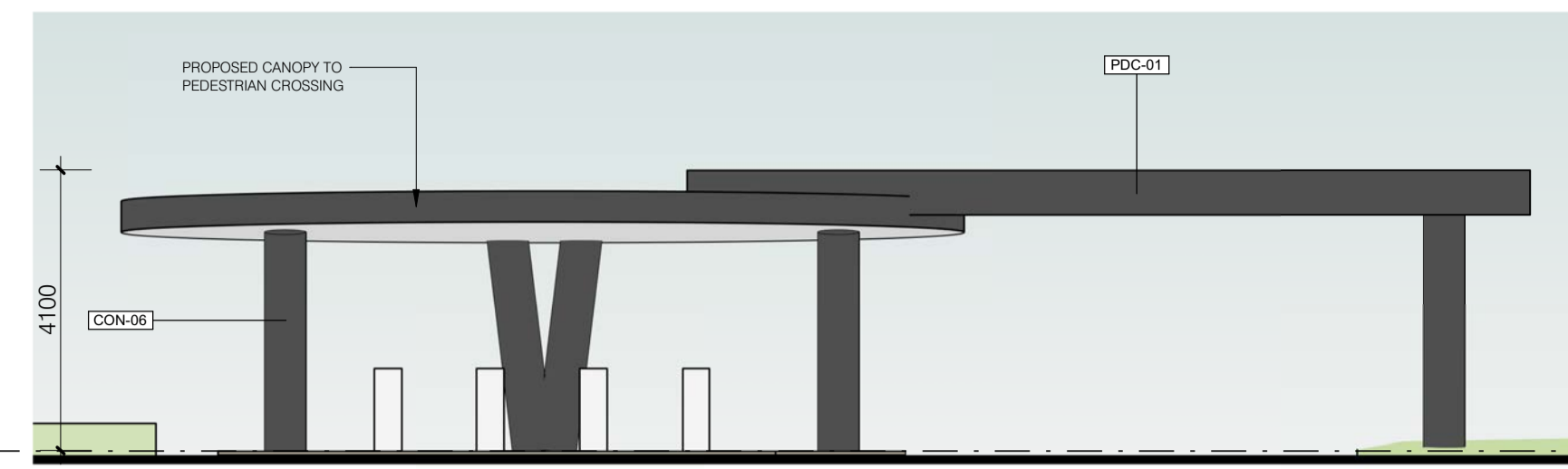
no.	date	ISSUE / revision	by
TP2	24/02/2022	Town Planning RFI issued for application	YHU
TP1	17/01/2022	Town Planning RFI response, issued for application	CLY
TP0	13/05/2021	Town Planning Issue, issued for submission	YHU

project	drawing no.	issue
2020-506	DA42	TP2
scale @ A1	designed	checked
1 : 100	YHU/MG	BJE

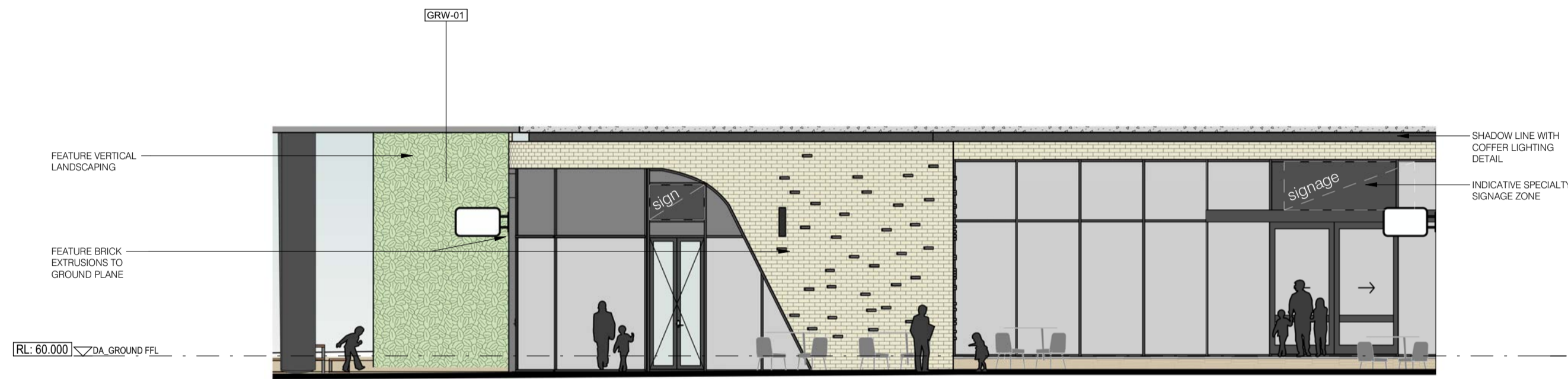
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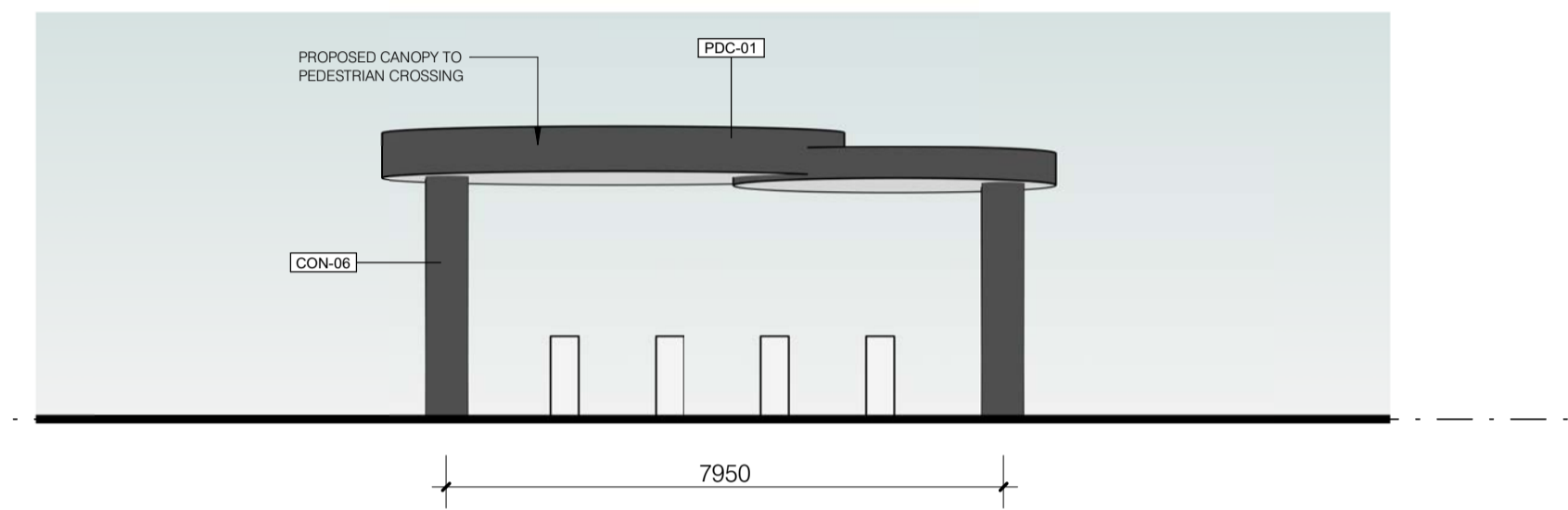
ELEVATION INTERNAL PLAZA - NORTH 1 : 100



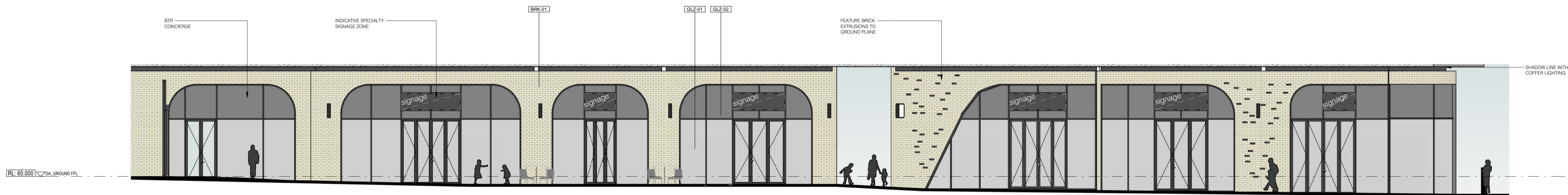
CANOPY - EAST ELEVATION 1 : 100



ELEVATION INTERNAL PLAZA - SOUTH 1 : 100



CANOPY - NORTH ELEVATION 1 : 100



ELEVATION INTERNAL PLAZA - WEST 1 : 100

IMAGE	TAG	DESCRIPTION	IMAGE	TAG	DESCRIPTION	IMAGE	TAG	DESCRIPTION	IMAGE	TAG	DESCRIPTION	IMAGE	TAG	DESCRIPTION
	BRK-01	FEATURE BRICK VENEER - STRETCHER BOND - SAND GRADIENT FINISH		CON-03	PROFILED CONCRETE TERRACOTTA COLOUR FINISH		CON-06	EXPOSED PRECAST CONCRETE PANEL - DARK GREY FINISH		GRW-01	GREEN WALL		PDC-01	PAINT, DARK GREY FINISH
	CON-01	EXPOSED PRECAST CONCRETE PANEL - LIGHT FINISH		CON-04	PROFILED CONCRETE - MID GREY FINISH		GLZ-01	LIGHT GREY GLAZING		PAV-01	SLATE PAVER LIGHT TONE 1200 X 600		PDC-02	PAINT, MID GREY FINISH
	CON-02	EXPOSED PRECAST CONCRETE PANEL - MID GREY FINISH		CON-05	PRECAST CONCRETE PANEL - TRAVERTINE TEXTURE FINISH		GLZ-02	DARK GREY GLAZING		PAV-02	SLATE PAVER DARK TONE 1200 X 600		PERF-01	FEATURE PERFORATED PANEL VINE PATTERN
													TIMB-01	NATURAL TIMBER LOOK BATTEN



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ELEVATIONS - INTERNAL PLAZA

DEVELOPMENT APPLICATION

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TP1	17/01/2022	Town Planning RFI response, issued for application	CLY
TP0	13/05/2021	Town Planning Issue, issued for submission	YHU

project	drawing no.	issue
2020-506	DA43	TP2
scale @ A1	designed	checked
1 : 100	YHU/MG	BJE

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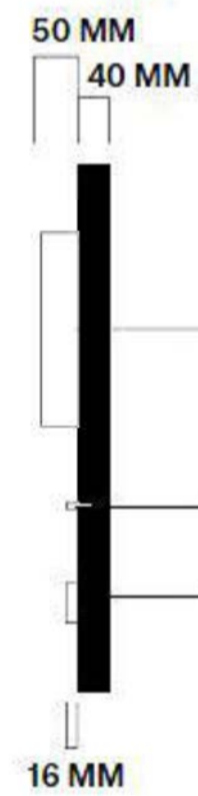


EAST ELEVATION 1 : 100

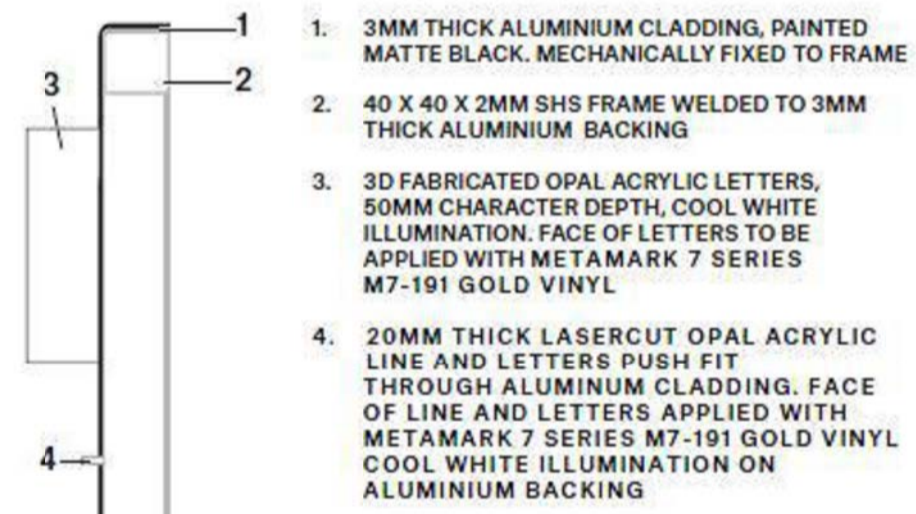
WEST ELEVATION 1 : 100

EAST ELEVATION - GABLE END 1 : 100

SIDE VIEW



CROSS SECTION VIEW



- 3MM THICK ALUMINIUM CLADDING, PAINTED MATTE BLACK, MECHANICALLY FIXED TO FRAME
- 40 X 40 X 2MM SHS FRAME WELDED TO 3MM THICK ALUMINIUM BACKING
- 3D FABRICATED OPAL ACRYLIC LETTERS, 50MM CHARACTER DEPTH, COOL WHITE ILLUMINATION. FACE OF LETTERS TO BE APPLIED WITH METAMARK 7 SERIES M7-191 GOLD VINYL
- 20MM THICK LASERCUT OPAL ACRYLIC LINE AND LETTERS PUSH FIT THROUGH ALUMINIUM CLADDING. FACE OF LINE AND LETTERS APPLIED WITH METAMARK 7 SERIES M7-191 GOLD VINYL COOL WHITE ILLUMINATION ON ALUMINIUM BACKING

SIDE CROSS SECTION VIEW

3D FABRICATED OPAL ACRYLIC LETTERS

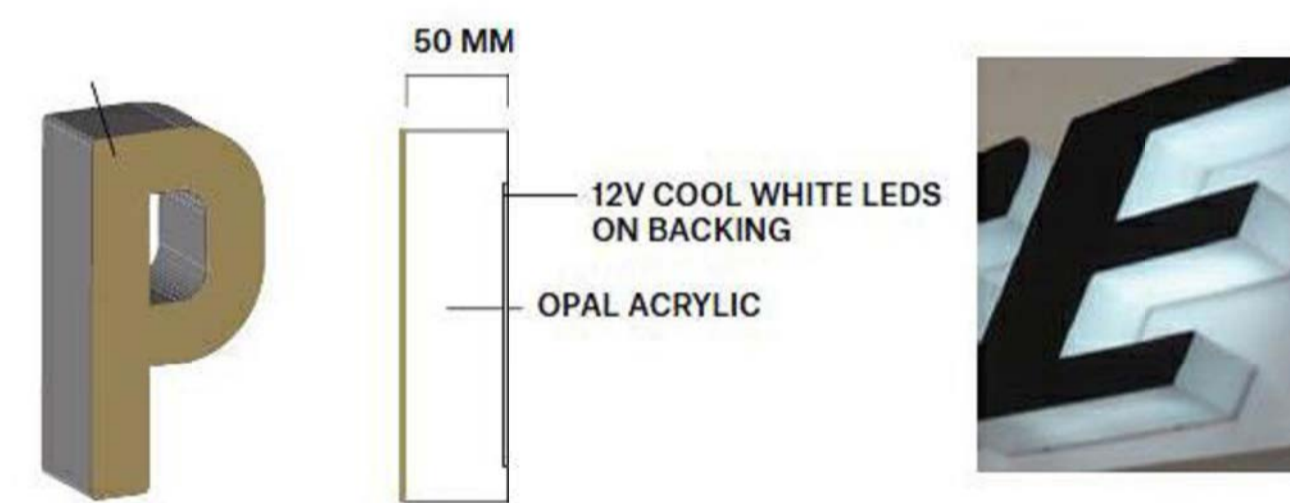


IMAGE	TAG	DESCRIPTION	IMAGE	TAG	DESCRIPTION	IMAGE	TAG	DESCRIPTION	IMAGE	TAG	DESCRIPTION	IMAGE	TAG	DESCRIPTION
	BRK-01	FEATURE BRICK VENEER - STRETCHER BOND - SAND GRADIENT FINISH		CON-03	PROFILED CONCRETE TERRACOTTA COLOUR FINISH		GRW-01	GREEN WALL		PDC-01	PAINT, DARK GREY FINISH		PF-02	PAINT, MID GREY FINISH
	CON-01	EXPOSED PRECAST CONCRETE PANEL - LIGHT FINISH		CON-04	PROFILED CONCRETE - MID GREY FINISH		GLZ-01	LIGHT GREY GLAZING		PAV-01	SLATE PAVER LIGHT TONE 1200 X 600		PDC-02	PAINT, MID GREY FINISH
	CON-02	EXPOSED PRECAST CONCRETE PANEL - MID GREY FINISH		CON-05	PRECAST CONCRETE PANEL - TRAVERTINE TEXTURE FINISH		GLZ-02	DARK GREY GLAZING		PAV-02	SLATE PAVER DARK TONE 1200 X 600		PERF-01	FEATURE PERFORATED PANEL VINE PATTERN

Pellicano

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r2c | Ryder

ELEVATIONS - FACADE

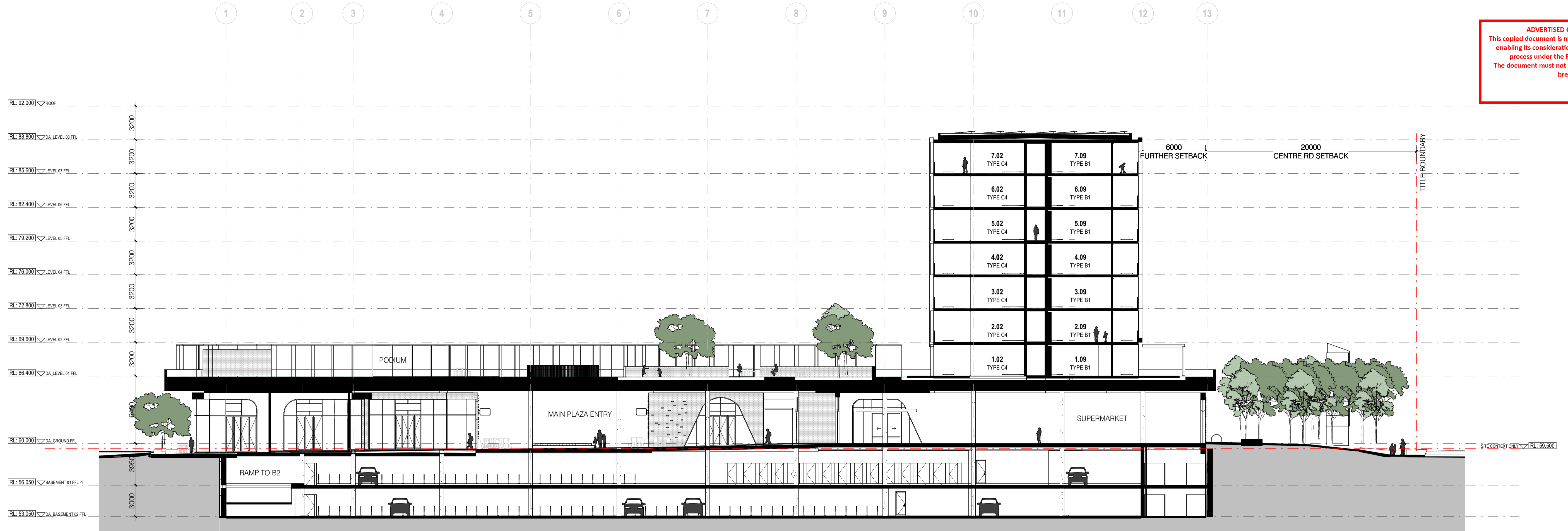
DEVELOPMENT APPLICATION

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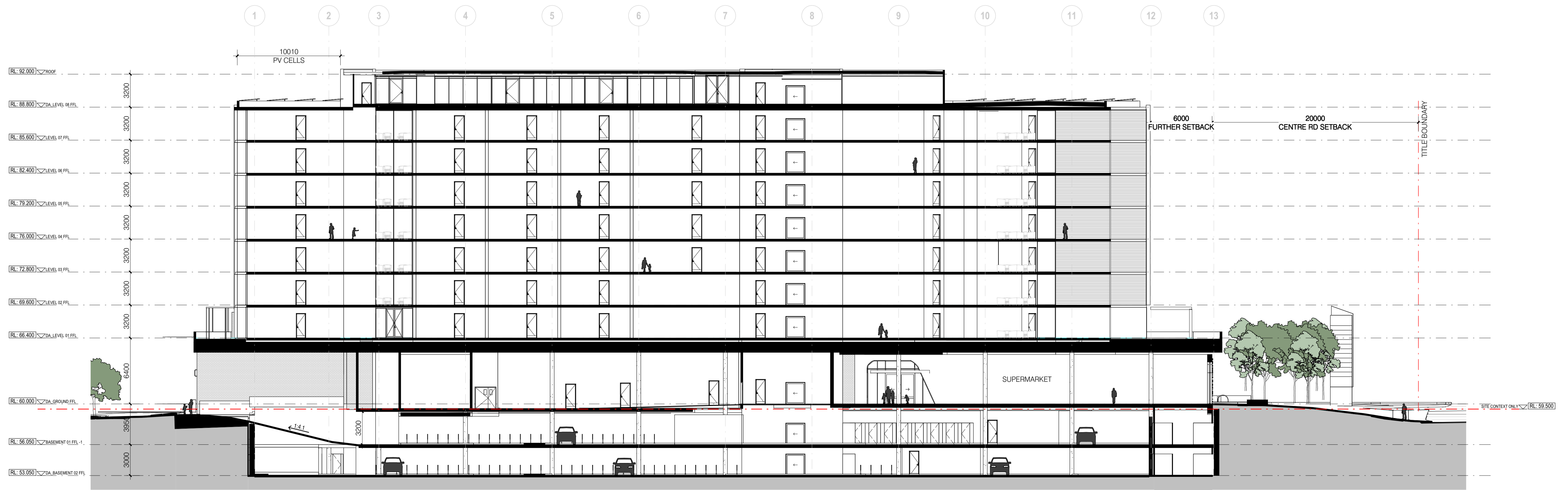
no.	date	ISSUE / revision	by
TP2	24/02/2022	Town Planning RFI issued for application	YHU
TP1	17/01/2022	Town Planning RFI response, issued for application	CLY
TP0	13/05/2021	Town Planning Issue, issued for submission	YHU

project	drawing no.	issue
2020-506	DA44	TP2
scale @ A1	designed	checked
1 : 100	YHU/MG	BJE

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SECTION AA 1 : 200



SECTION BB 1 : 200

TP2	24/02/2022	Town Planning RFI issued for application	YHU
TP1	17/01/2022	Town Planning RFI response, issued for application	CLY
TP0	13/06/2021	Town Planning Issue, issued for submission	YHU
no.	date	ISSUE / revision	by



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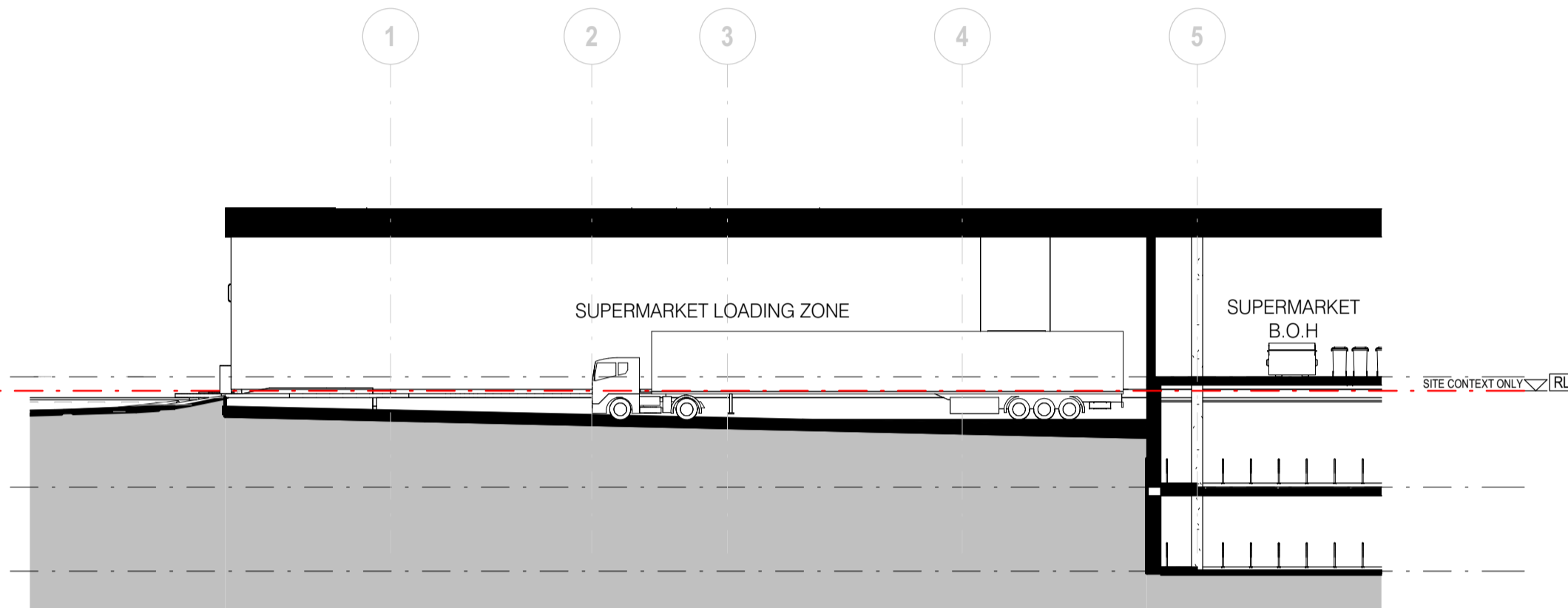
SECTIONS
 DEVELOPMENT APPLICATION
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project	2020-506	drawing no.	DA50	issue	TP2
scale @ A1	1 : 200	designed	YHU/MG	checked	BJE

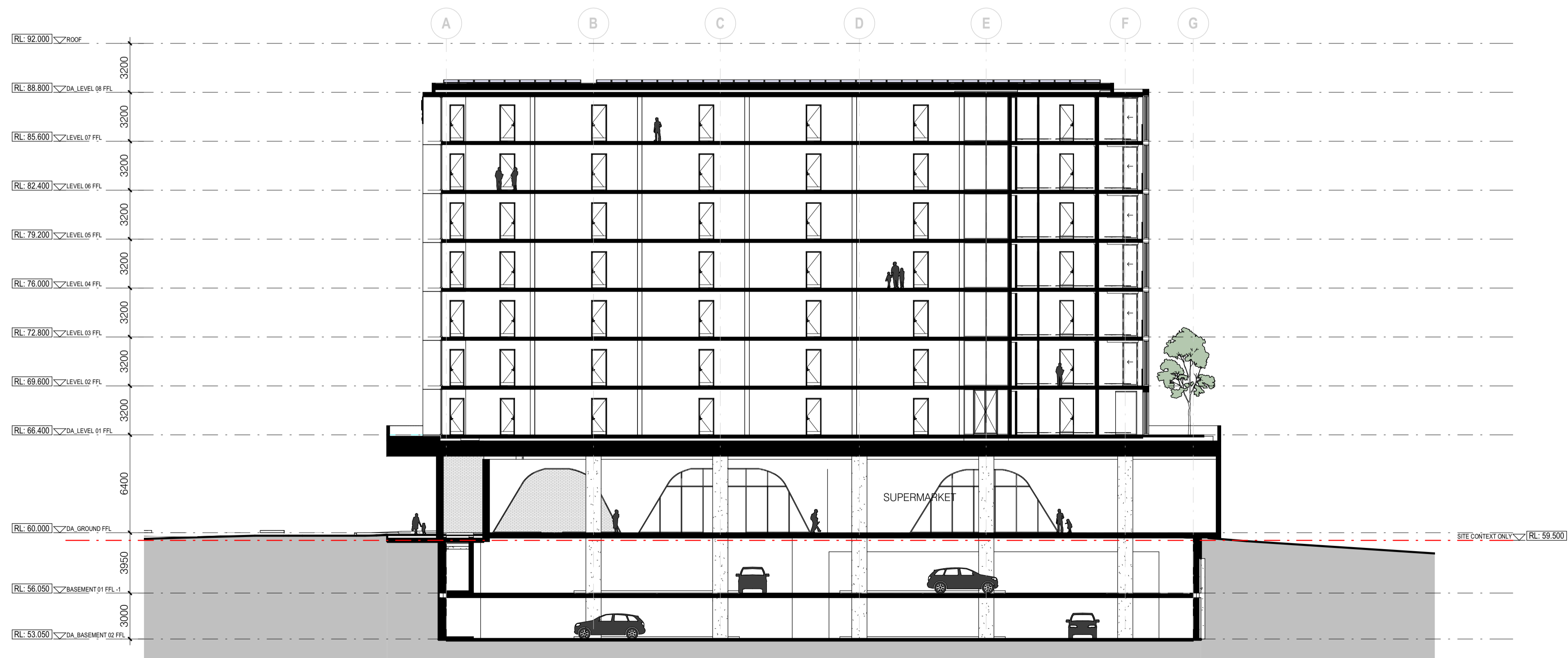
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SECTION DD 1 : 200



SECTION CC 1 : 200



SECTION EE 1 : 200

TP2	24/02/2022	Town Planning RFI issued for application	YHU
TP1	17/01/2022	Town Planning RFI response, issued for application	CLY
TP3	13/05/2021	Town Planning Issue, issued for submission	YHU
no.	date	ISSUE / revision	by

Pellicano
LIVING

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r2c | Ryder

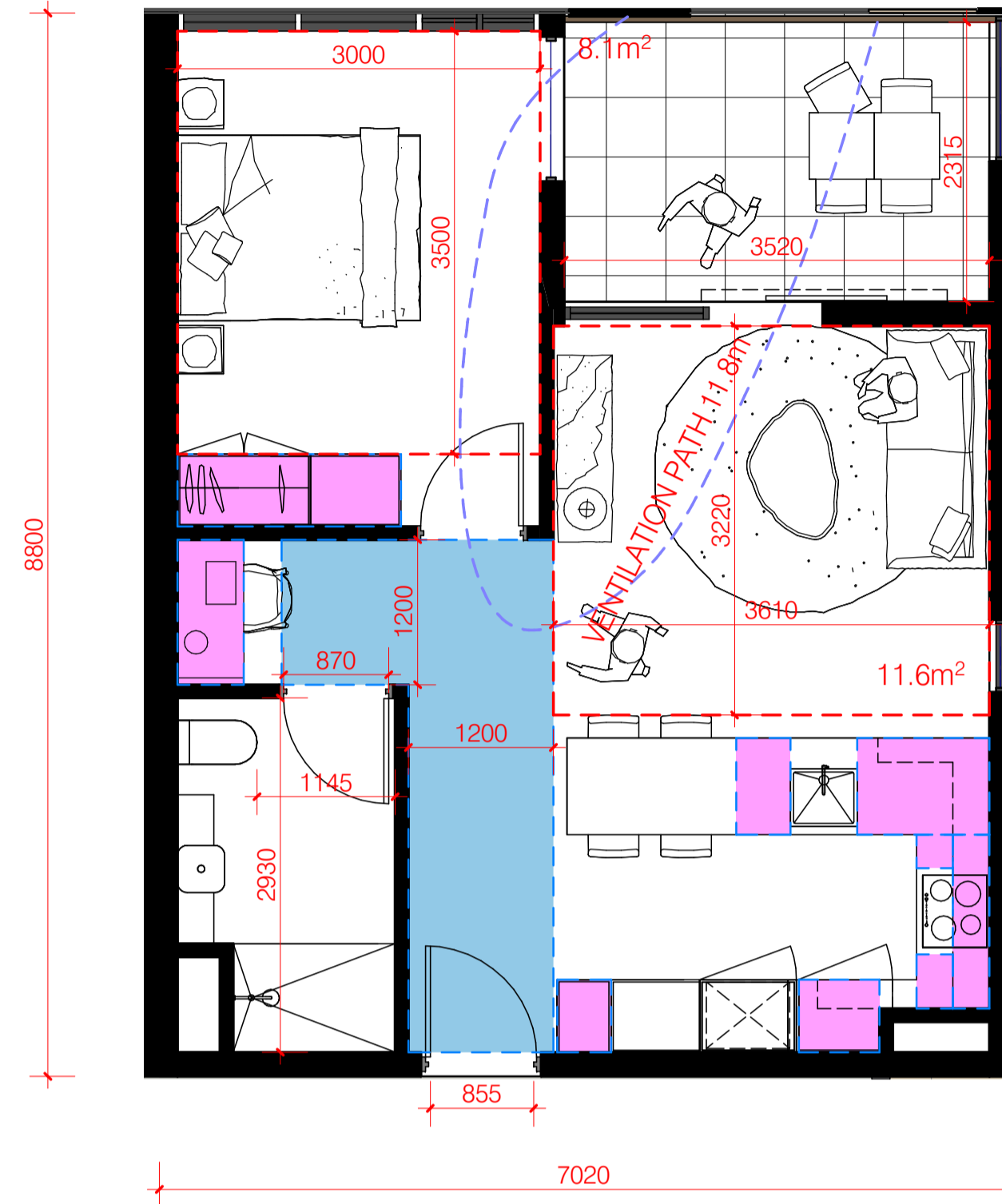
SECTIONS
DEVELOPMENT APPLICATION
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project	2020-506	drawing no.	DA51	issue	TP2
scale @ A1	1 : 200	designed	YHU/MG	checked	BJE

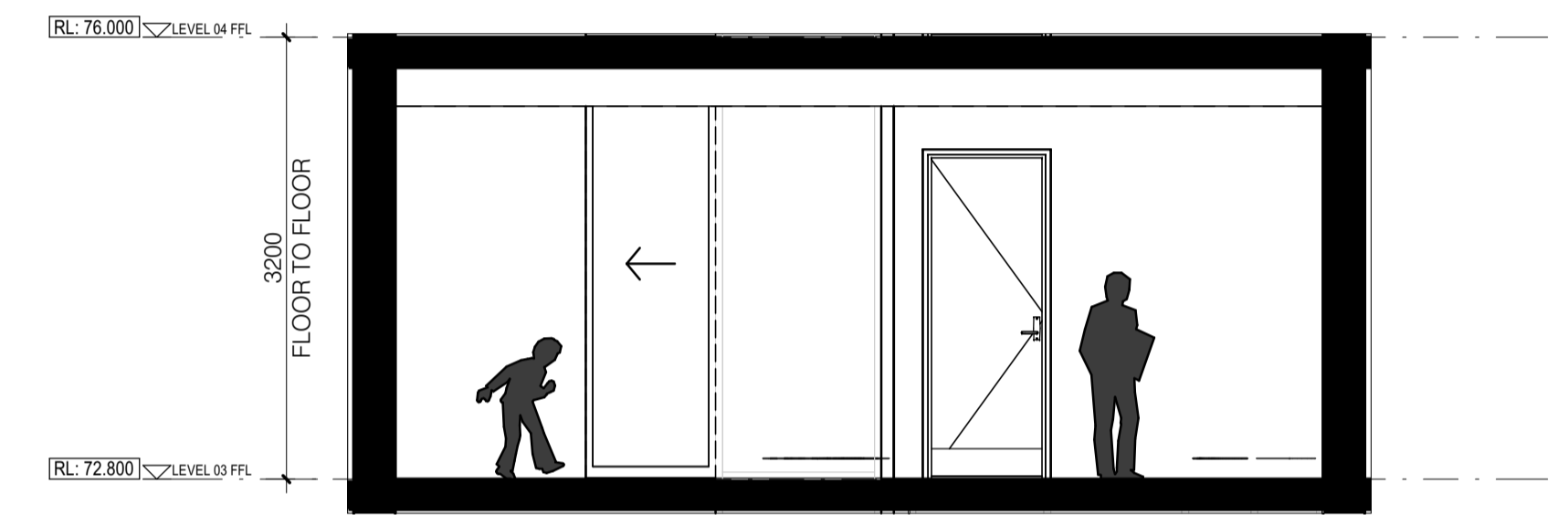
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B1_1 Bed Apartment - 51.4 sqm
 Terrace - 8.0 sqm



B2 Bed Apartment - 51.4 sqm
 Terrace - 8.0 sqm



APARTMENT SECTION 1 : 50

BETTER APARTMENT DESIGN STANDARDS (VIC)

LIVING ROOM	MIN 3.3 WIDTH MIN 10m²	✓	ACHIEVED
BEDROOM 01	3m x 3.4m	✓	ACHIEVED
HABITABLE ROOM DEPTH	> 2.5x ROOM HEIGHT WINDOW PROPOSED 2.7m CEILING HEIGHT 8.8m UNIT LENGTH	✓	ACHIEVED
WINDOW	MIN 1.2m W x 1.5 D IN ALL HABITABLE ROOMS	✓	ACHIEVED
PRIVATE OPEN SPACE (BALCONY)	8m², 1.8m WIDTH	✓	ACHIEVED
STORAGE	INTERNAL 6.1m³ TOTAL (MIN 6m³) EXTERNAL 5m³	✓	ACHIEVED
ACCESSIBILITY	ADAPTABLE BATHROOM - DESIGN B - 820MM WIDE DOOR - MIN 1000mm X 2700mm CIRCULATION AREA - TOILET LOCATED CLOSEST TO OPENING	✓	ACHIEVED
CROSS VENTILATION	BREEZE PATH BETWEEN 5-18m	✓	ACHIEVED

BETTER APARTMENT DESIGN STANDARDS (VIC)

LIVING ROOM	MIN 3.3 WIDTH MIN 10m²	✓	ACHIEVED
BEDROOM 01	3m x 3.4m	✓	ACHIEVED
HABITABLE ROOM DEPTH	> 2.5x ROOM HEIGHT WINDOW PROPOSED 2.7m CEILING HEIGHT 8.8m UNIT LENGTH	✓	ACHIEVED
WINDOW	MIN 1.2m W x 1.5 D IN ALL HABITABLE ROOMS	✓	ACHIEVED
PRIVATE OPEN SPACE (BALCONY)	8m², 1.8m WIDTH	✓	ACHIEVED
STORAGE	INTERNAL 6.1m³ TOTAL (MIN 6m³) EXTERNAL 5m³	✓	ACHIEVED
ACCESSIBILITY	ADAPTABLE BATHROOM - DESIGN B - 820MM WIDE DOOR - MIN 1000mm X 2700mm CIRCULATION AREA - TOILET LOCATED CLOSEST TO OPENING	✓	ACHIEVED
CROSS VENTILATION	BREEZE PATH BETWEEN 5-18m	✓	ACHIEVED

TP2	24/02/2022	Town Planning RFI issued for application	YHU
TP1	17/01/2022	Town Planning RFI response, issued for application	CLY
TP0	13/05/2021	Town Planning Issue, issued for submission	YHU
no.	date	ISSUE / revision	by



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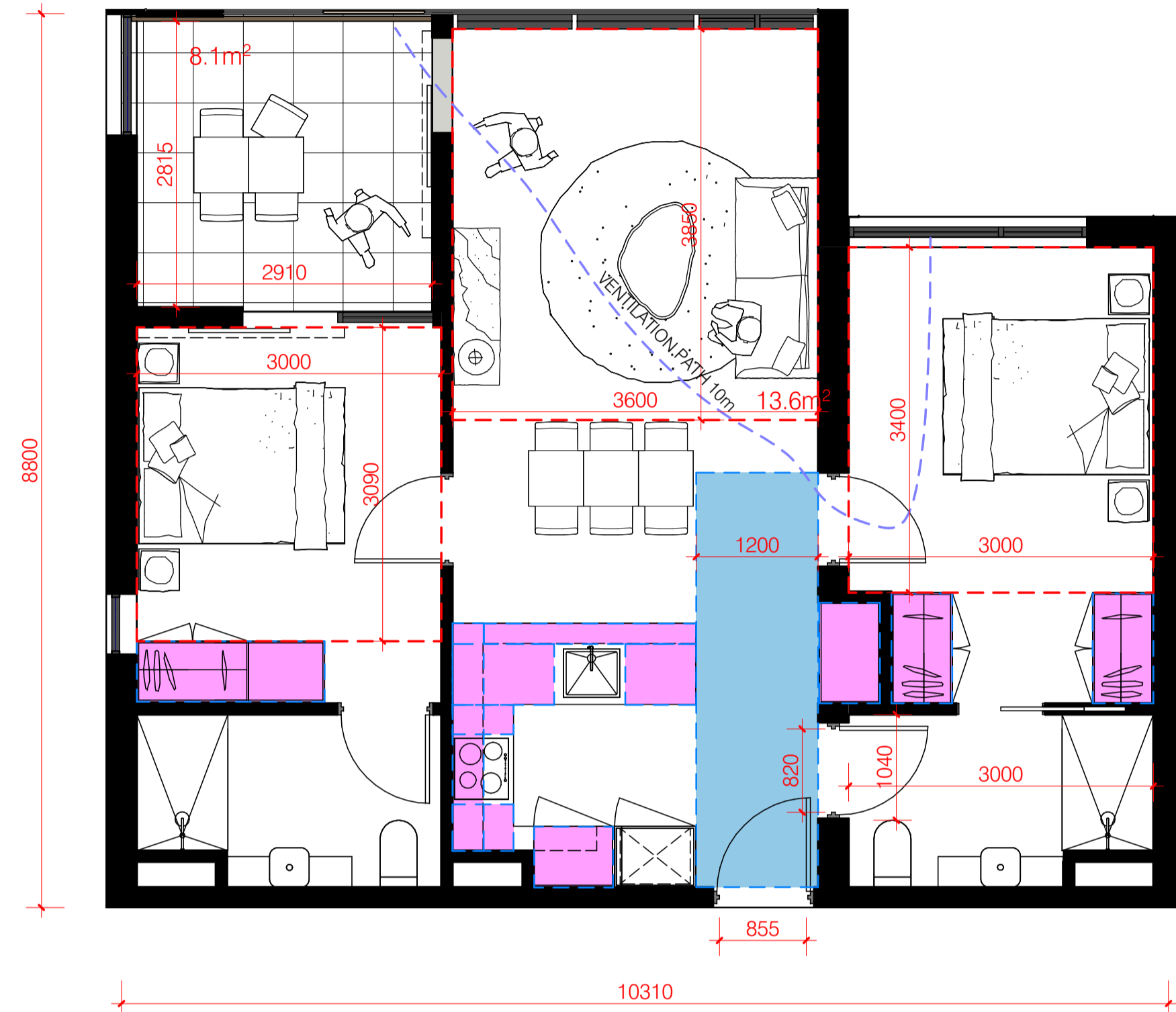


APARTMENT TYPES - 1 BED
 DEVELOPMENT APPLICATION

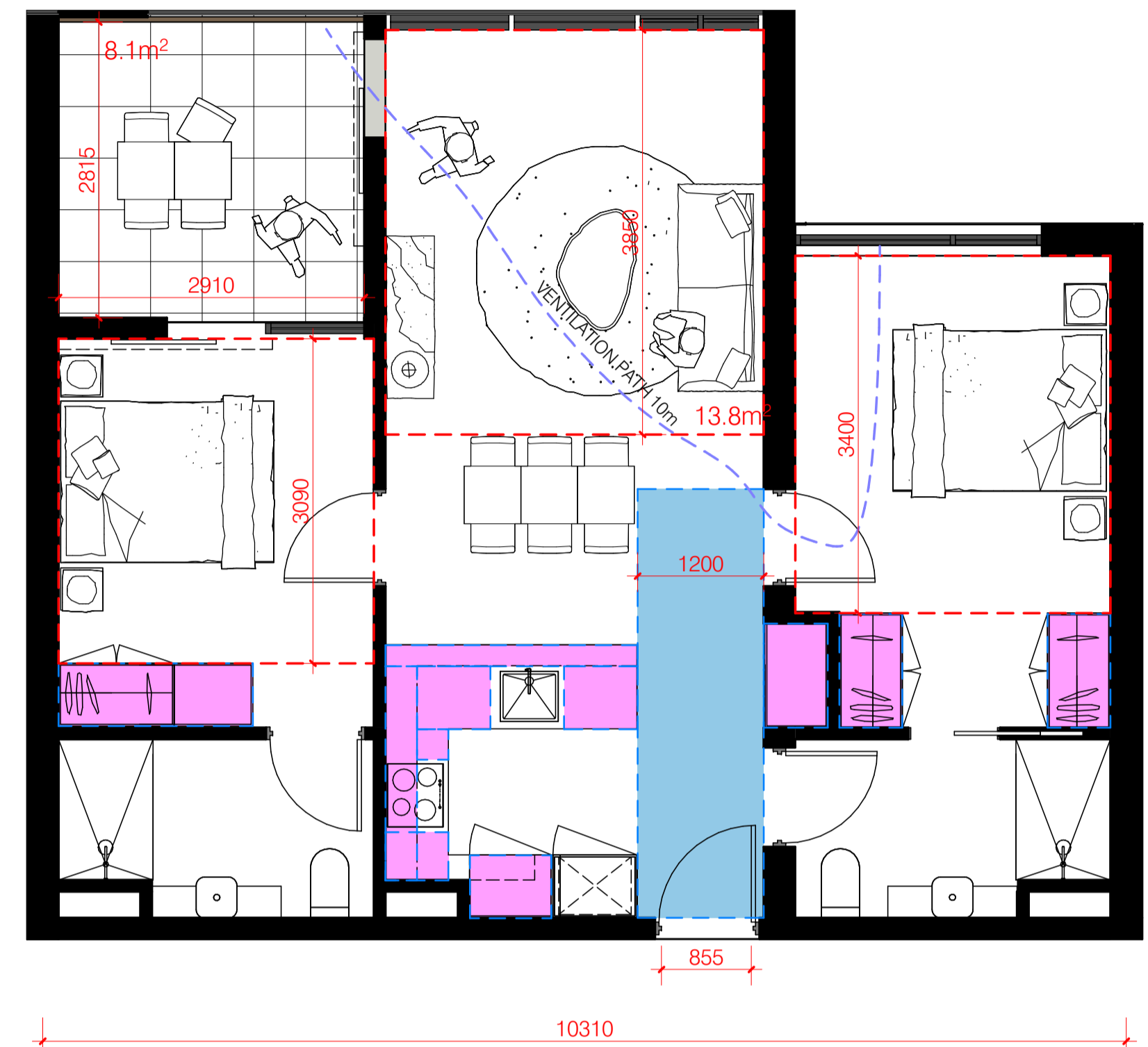
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project	2020-506	drawing no.	DA60	issue	TP2
scale	A1	designed	YHU/MG	checked	YHU
indicated					

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C1_2 Bed Apartment (2 Bath) - 73.2 sqm
 Terrace - 8.0 sqm



C2_2 Bed Apartment (2 Bath) - 73.2 sqm
 Terrace - 8.0 sqm

BETTER APARTMENT DESIGN STANDARDS (VIC)

LIVING ROOM	MIN 3.6 WIDTH MIN 12m²	✓	ACHIEVED
BEDROOM 01	3m x 3.4m	✓	ACHIEVED
BEDROOM 02	3m x 3m	✓	ACHIEVED
HABITABLE ROOM DEPTH	> 2.5x ROOM HEIGHT WINDOW PROPOSED 2.7m CEILING HEIGHT 8.8m UNIT LENGTH	✓	ACHIEVED
WINDOW	MIN 1.2m W x 1.5m D IN ALL HABITABLE ROOM	✓	ACHIEVED
PRIVATE OPEN SPACE (BALCONY)	8m², 2.0m WIDTH	✓	ACHIEVED
STORAGE	INTERNAL 9m³ TOTAL (MIN 9m³) EXTERNAL 6.3m³	✓	ACHIEVED
ACCESSIBILITY	ADAPTABLE BATHROOM - DESIGN B - 820MM WIDE DOOR - MIN 1000mm X 2700mm CIRCULATION AREA - TOILET LOCATED CLOSEST TO OPENING	✓	ACHIEVED
CROSS VENTILATION	BREEZE PATH BETWEEN 5-18m	✓	ACHIEVED

BETTER APARTMENT DESIGN STANDARDS (VIC)

LIVING ROOM	MIN 3.6 WIDTH MIN 12m²	✓	ACHIEVED
BEDROOM 01	3m x 3.4m	✓	ACHIEVED
BEDROOM 02	3m x 3m	✓	ACHIEVED
HABITABLE ROOM DEPTH	> 2.5x ROOM HEIGHT WINDOW PROPOSED 2.7m CEILING HEIGHT 8.8m UNIT LENGTH	✓	ACHIEVED
WINDOW	MIN 1.2m W x 1.5m D IN ALL HABITABLE ROOM	✓	ACHIEVED
PRIVATE OPEN SPACE (BALCONY)	8m², 2.0m WIDTH	✓	ACHIEVED
STORAGE	INTERNAL 9m³ TOTAL (MIN 9m³) EXTERNAL 6.3m³	✓	ACHIEVED
ACCESSIBILITY	ADAPTABLE BATHROOM - DESIGN B - 820MM WIDE DOOR - MIN 1000mm X 2700mm CIRCULATION AREA - TOILET LOCATED CLOSEST TO OPENING	✓	ACHIEVED
CROSS VENTILATION	BREEZE PATH BETWEEN 5-18m	✓	ACHIEVED

TP3	24/02/2022	Town Planning RFI issued for application	YHU
TP2	17/01/2022	Town Planning RFI response, issued for application	CLY
TP1	04/11/2021	Town Planning RFI dated 29/9/21 response, issued for update	MGR
TP0	13/09/2021	Town Planning Issue, issued for submission	YHU
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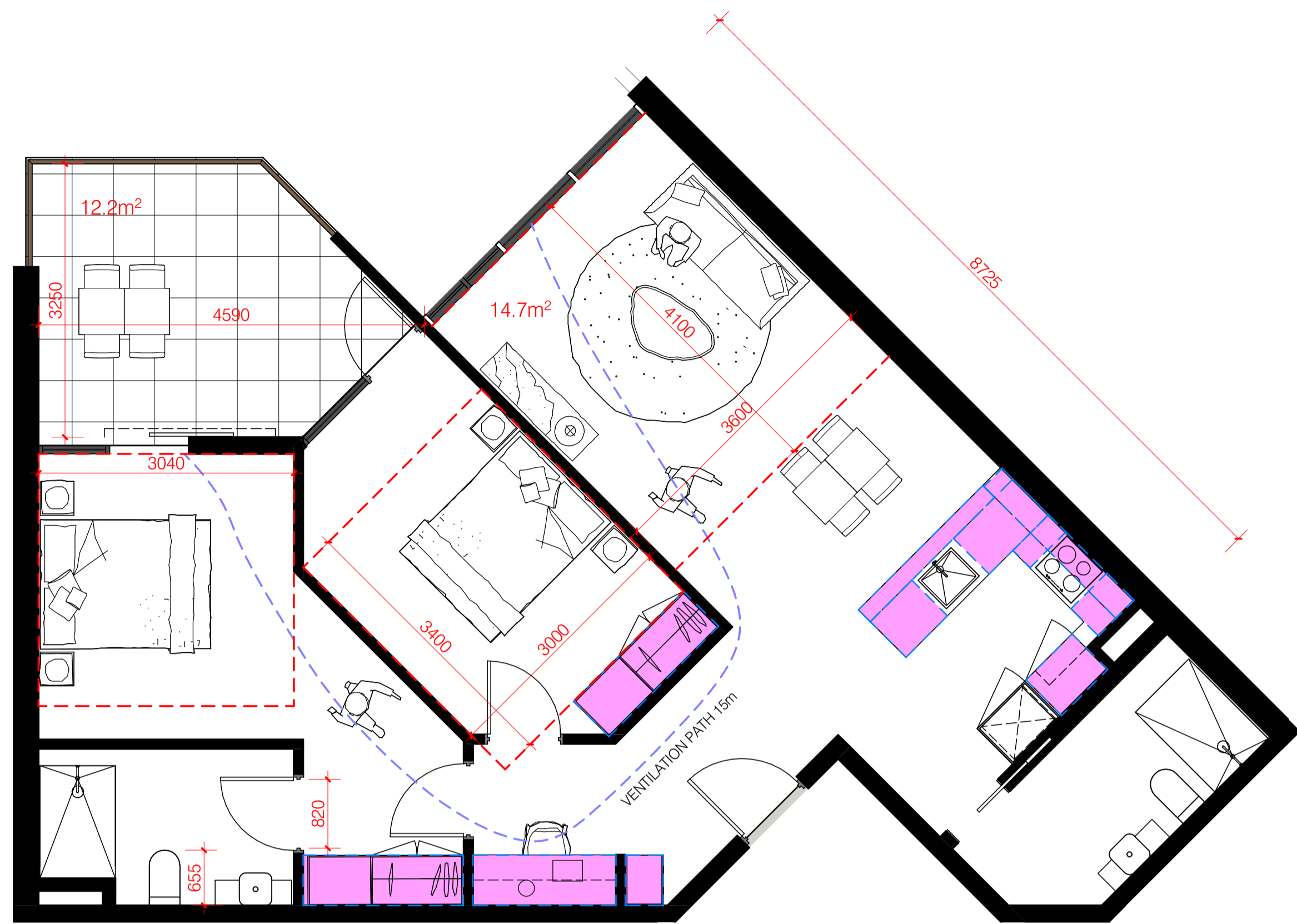
APARTMENT TYPES - 2 BED

DEVELOPMENT APPLICATION

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project	2020-506	drawing no.	DA61	issue	TP3
scale	@ A1	designed	YHU/MG	checked	BJE
indicated					

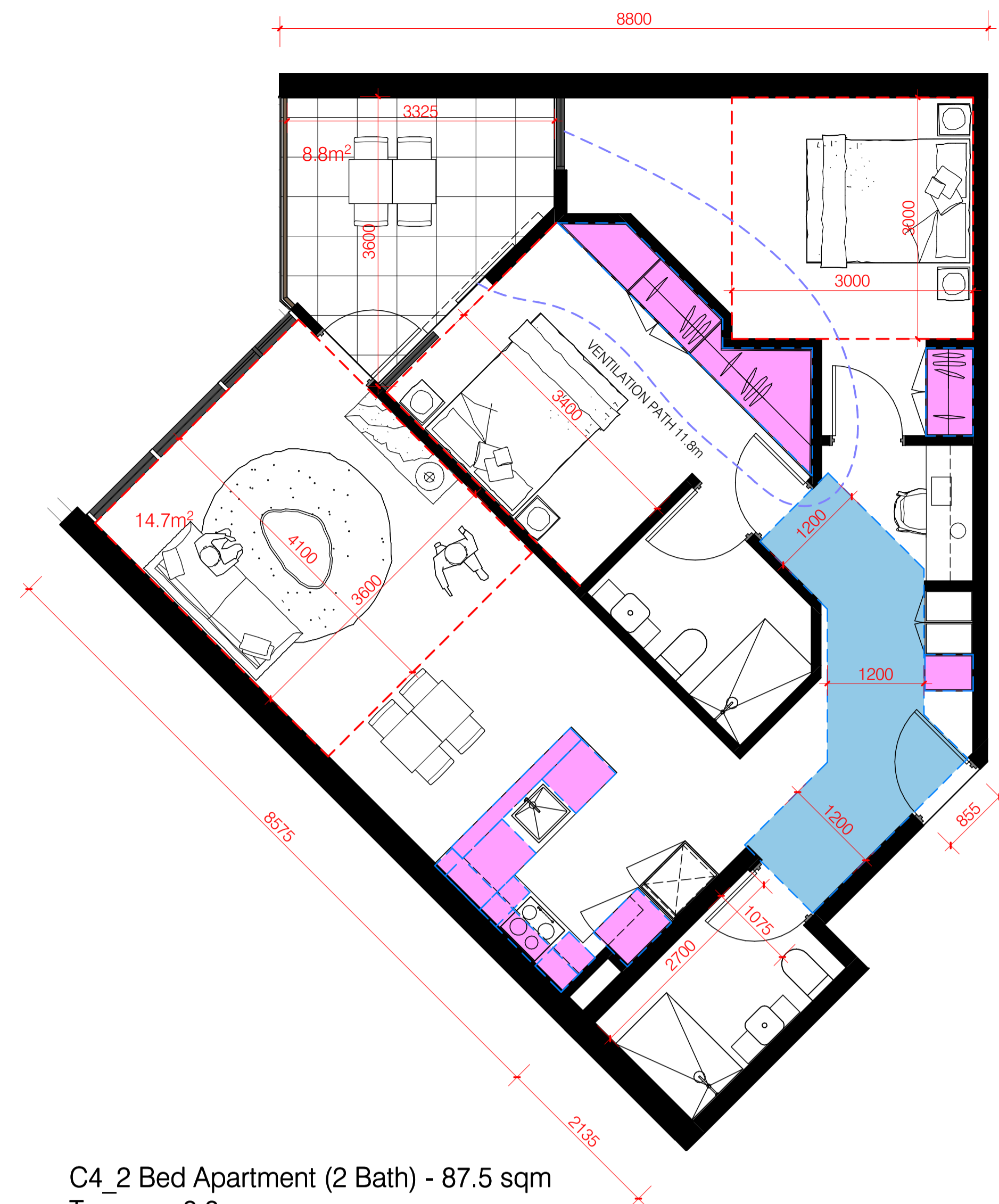
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C3_2 Bed Apartment (2 Bath) - 87.2 sqm
 Terrace - 12.2 sqm

BETTER APARTMENT DESIGN STANDARDS (VIC)

LIVING ROOM	MIN 3.6 WIDTH MIN 12m²	✓	ACHIEVED
BEDROOM 01	3m x 3.4m	✓	ACHIEVED
BEDROOM 02	3m x 3m	✓	ACHIEVED
HABITABLE ROOM DEPTH	> 2.5x ROOM HEIGHT WINDOW PROPOSED 2.7m CEILING HEIGHT 8.8m UNIT LENGTH	✓	ACHIEVED
WINDOW	MIN 1.2m W x 1.5m D IN ALL HABITABLE ROOM	✓	ACHIEVED
PRIVATE OPEN SPACE (BALCONY)	8m², 2.0m WIDTH	✓	ACHIEVED
STORAGE	INTERNAL 9.3m³ TOTAL (MIN 9m³) EXTERNAL 6.3m³	✓	ACHIEVED
ACCESSIBILITY	ADAPTABLE BATHROOM - DESIGN B - 820MM WIDE DOOR - MIN 1000mm X 2700mm CIRCULATION AREA - TOILET LOCATED CLOSEST TO OPENING		NOT ACHIEVED
CROSS VENTILATION	BREEZE PATH BETWEEN 5-18m	✓	ACHIEVED



C4_2 Bed Apartment (2 Bath) - 87.5 sqm
 Terrace - 8.8 sqm

BETTER APARTMENT DESIGN STANDARDS (VIC)

LIVING ROOM	MIN 3.6 WIDTH MIN 12m²	✓	ACHIEVED
BEDROOM 01	3m x 3.4m	✓	ACHIEVED
BEDROOM 02	3m x 3m	✓	ACHIEVED
HABITABLE ROOM DEPTH	> 2.5x ROOM HEIGHT WINDOW PROPOSED 2.7m CEILING HEIGHT 8.8m UNIT LENGTH	✓	ACHIEVED
WINDOW	MIN 1.2m W x 1.5m D IN ALL HABITABLE ROOM	✓	ACHIEVED
PRIVATE OPEN SPACE (BALCONY)	8m², 2.0m WIDTH	✓	ACHIEVED
STORAGE	INTERNAL 10.9m³ TOTAL (MIN 9m³) EXTERNAL 6.3m³	✓	ACHIEVED
ACCESSIBILITY	ADAPTABLE BATHROOM - DESIGN B - 820MM WIDE DOOR - MIN 1000mm X 2700mm CIRCULATION AREA - TOILET LOCATED CLOSEST TO OPENING	✓	ACHIEVED
CROSS VENTILATION	BREEZE PATH BETWEEN 5-18m	✓	ACHIEVED

TP3	24/02/2022	Town Planning RFI issued for application	YHU
TP2	17/01/2022	Town Planning RFI response, issued for application	CLY
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TP0	13/09/2021	Town Planning Issue, issued for submission	YHU
no.	date	ISSUE / revision	by



FIELDWORKS HOUSE
 1041 CENTRE RD, OAKLEIGH SOUTH, VIC, 3167

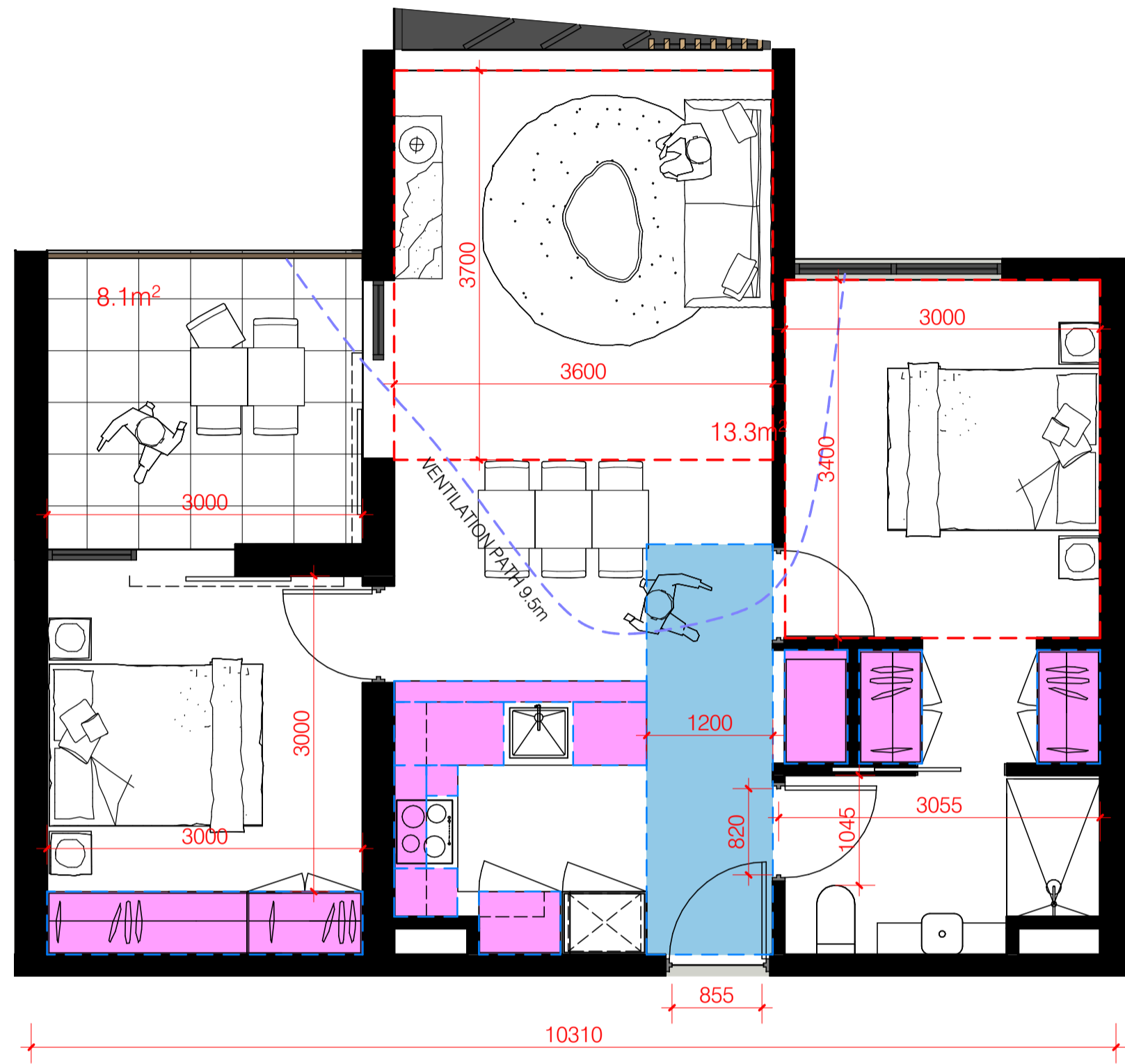


APARTMENT TYPES - 2 BED CUSTOM

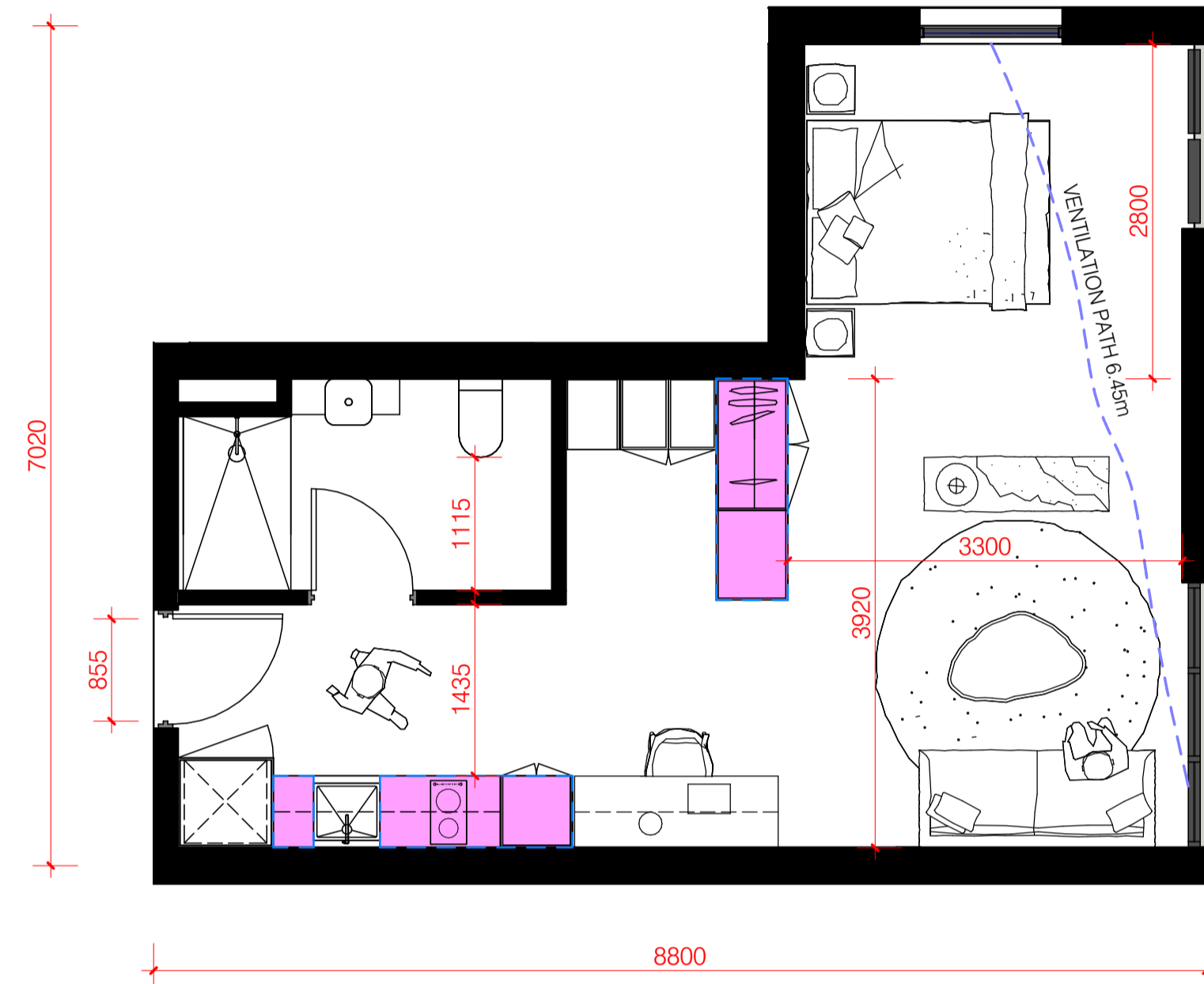
DEVELOPMENT APPLICATION

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project	2020-506	drawing no.	DA62	issue	TP3
scale	@ A1	designed	YHU/MG	checked	BJE
AS	indicated				



C5_2 Bed Apartment (1 Bath) - 67.1 sqm
 Terrace - 8.0 sqm



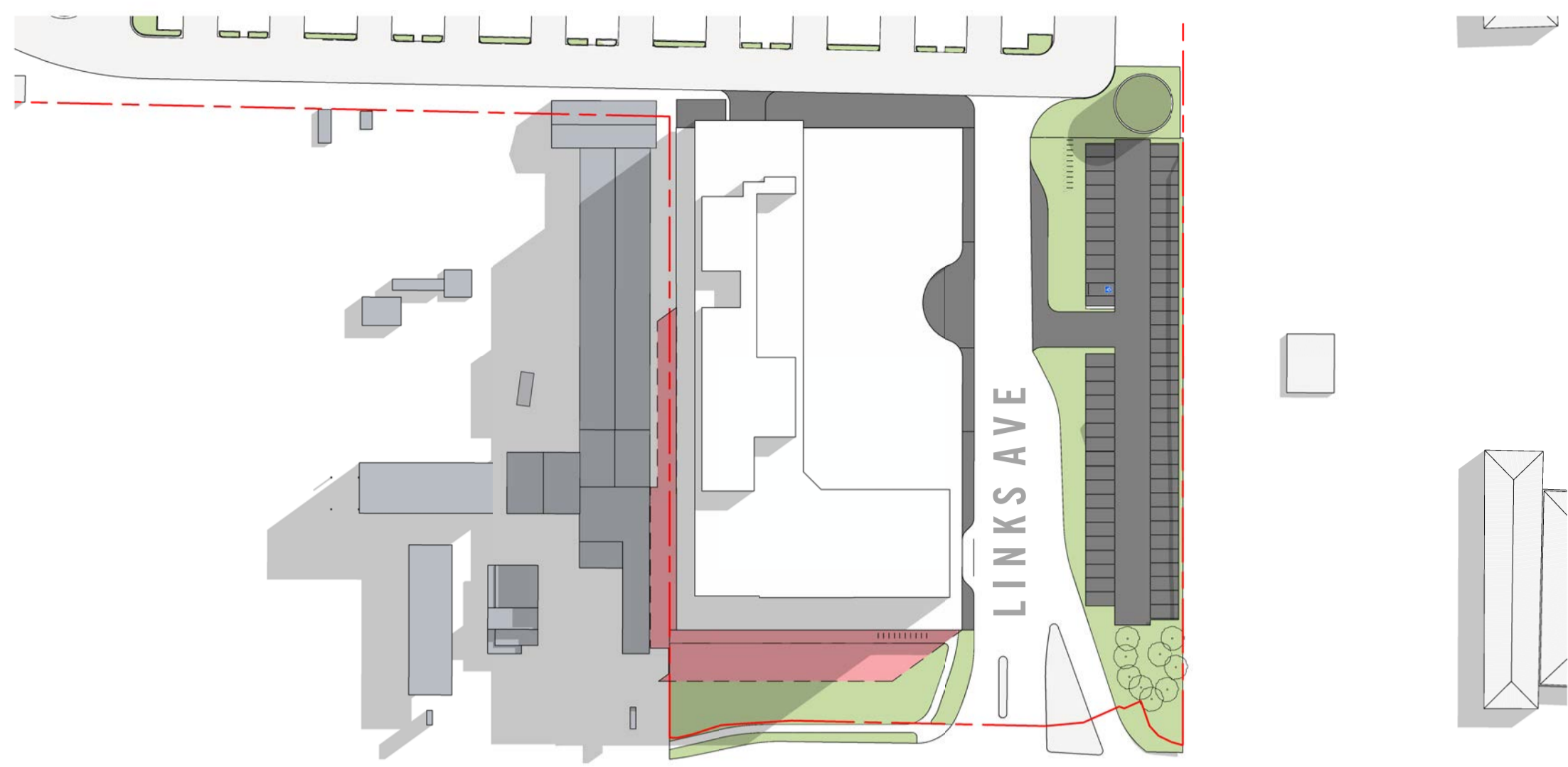
A1_Studio Apartment - 44.7 sqm

BETTER APARTMENT DESIGN STANDARDS (VIC)

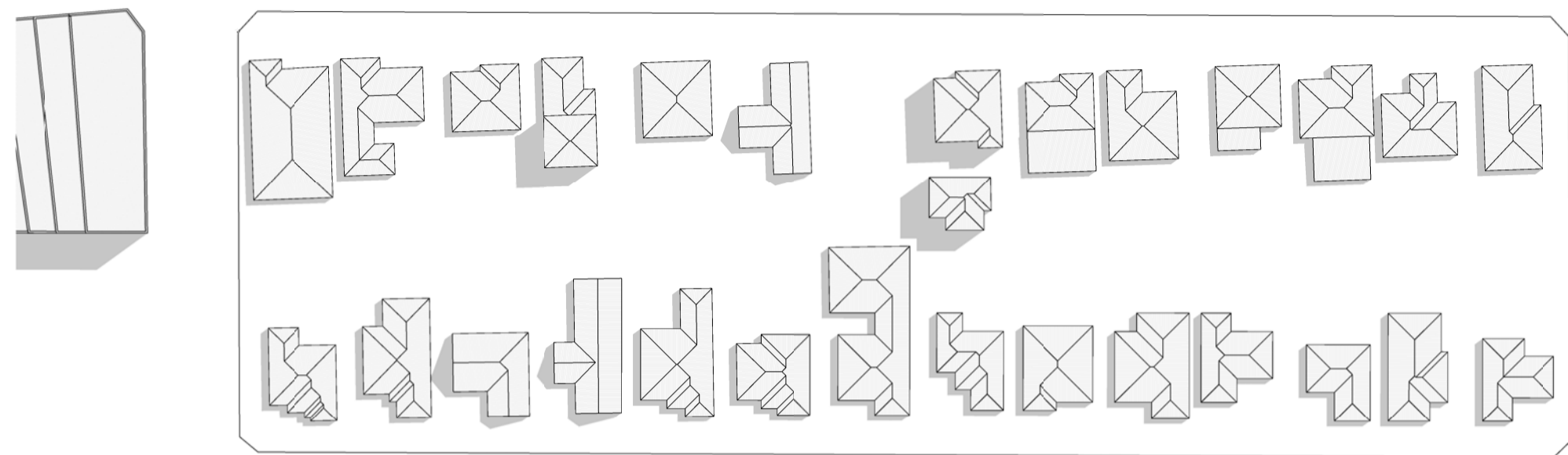
LIVING ROOM	MIN 3.6 WIDTH MIN 12m²	✓	ACHIEVED
BEDROOM 01	3m x 3.4m	✓	ACHIEVED
BEDROOM 02	3m x 3m	✓	ACHIEVED
HABITABLE ROOM DEPTH	> 2.5x ROOM HEIGHT WINDOW PROPOSED 2.7m CEILING HEIGHT 8.8m UNIT LENGTH	✓	ACHIEVED
WINDOW	MIN 1.2m W x 1.5m D IN ALL HABITABLE ROOM	✓	ACHIEVED
PRIVATE OPEN SPACE (BALCONY)	8m², 2.0m WIDTH	✓	ACHIEVED
STORAGE	INTERNAL 9.4m³ TOTAL (MIN 9m³) EXTERNAL 6.3m³	✓	ACHIEVED
ACCESSIBILITY	ADAPTABLE BATHROOM - DESIGN B - 820MM WIDE DOOR - MIN 1000mm X 2700mm CIRCULATION AREA - TOILET LOCATED CLOSEST TO OPENING	✓	ACHIEVED
CROSS VENTILATION	BREEZE PATH BETWEEN 5-18m	✓	ACHIEVED

no.	date	ISSUE / revision	by
TP3	24/02/2022	Town Planning RFI issued for application	YHU
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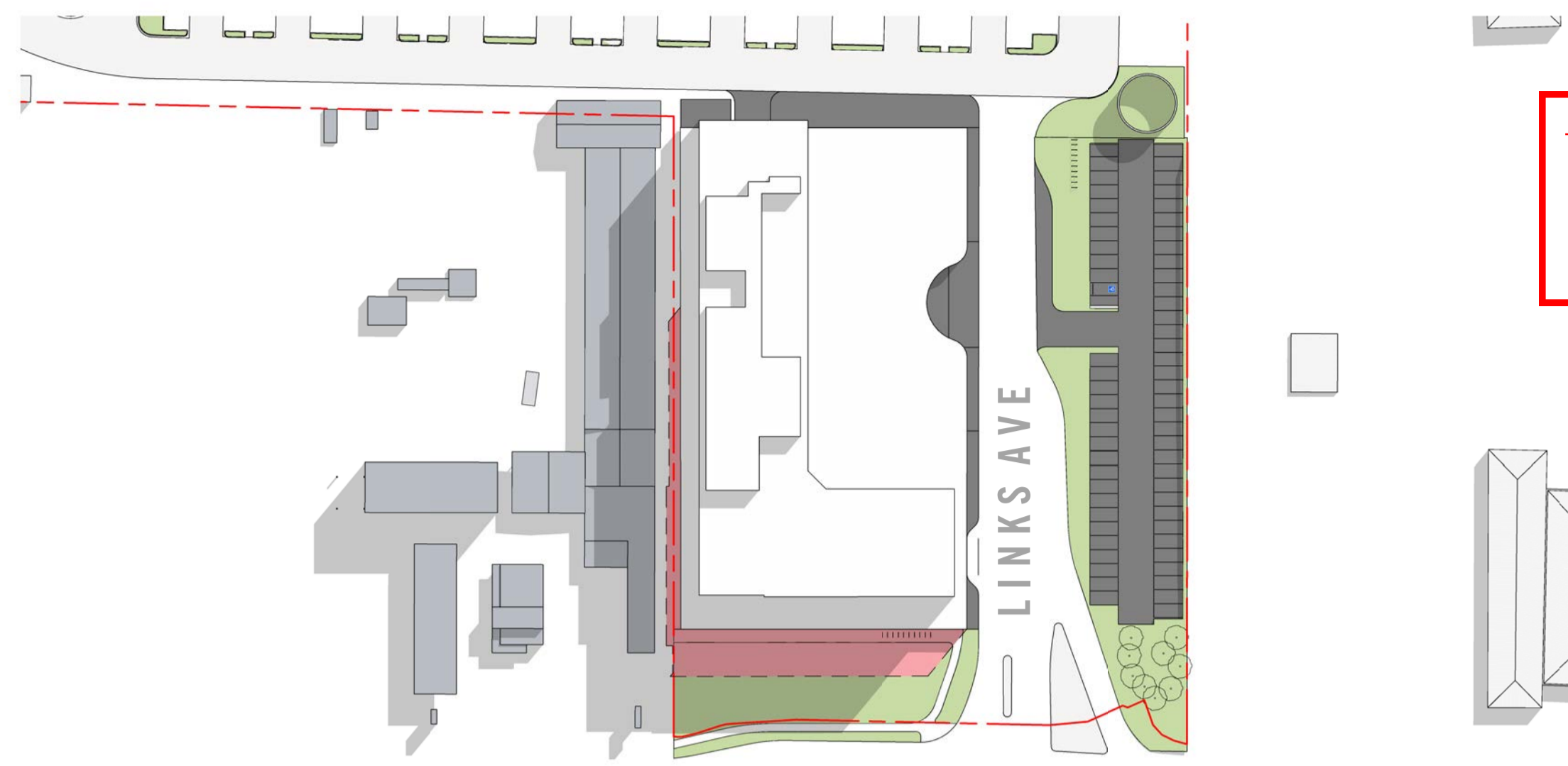
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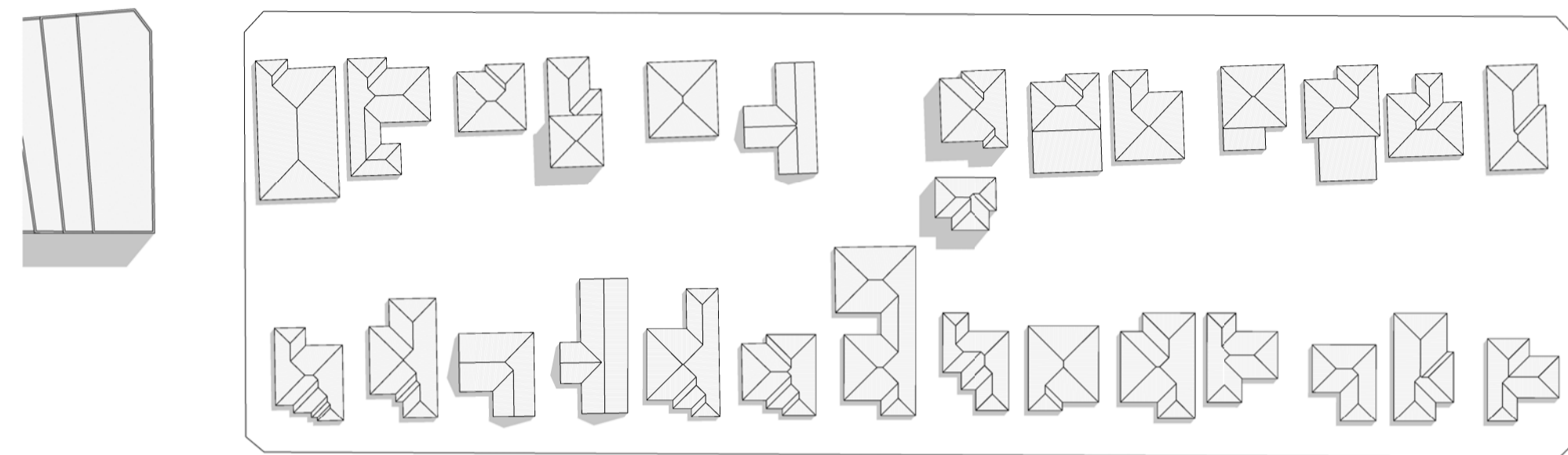
CENTRE RD



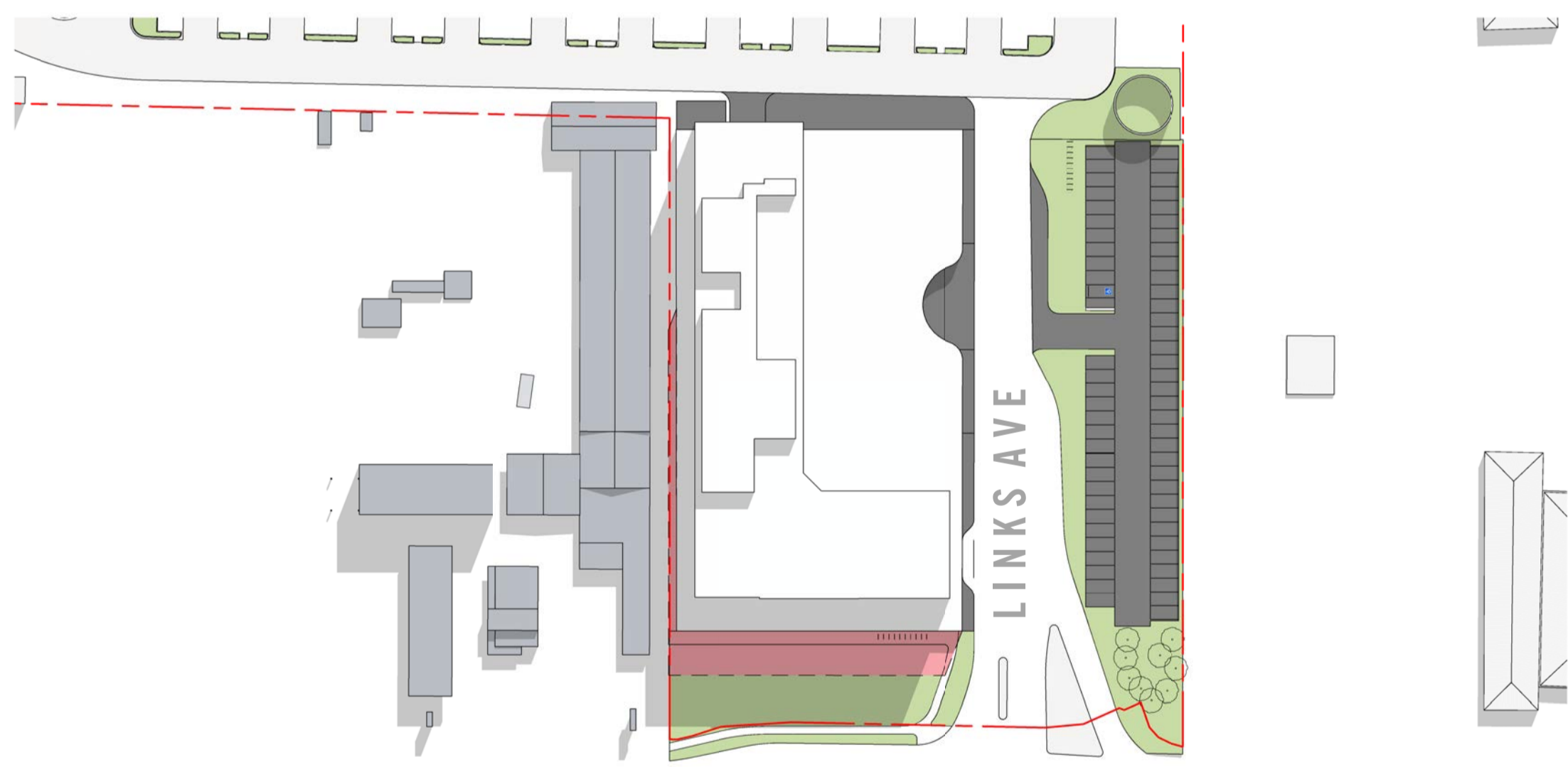
September 22 9am 1:1000



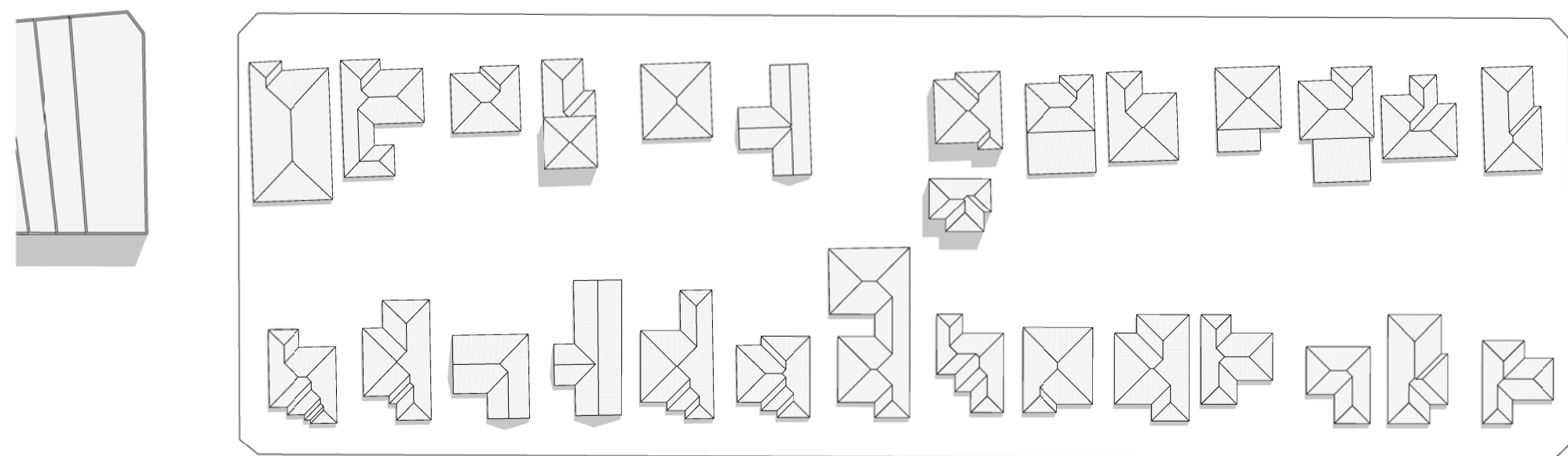
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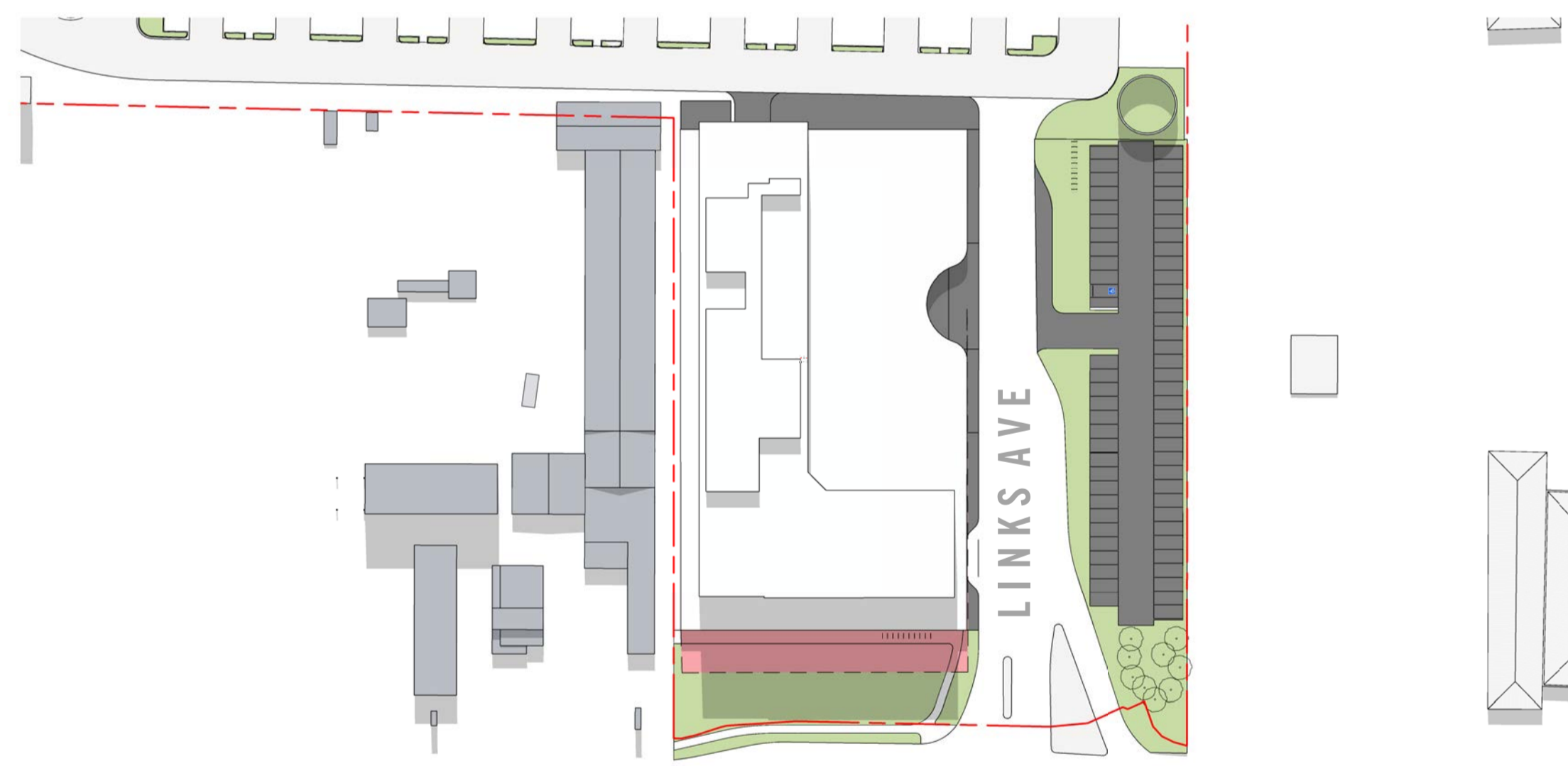
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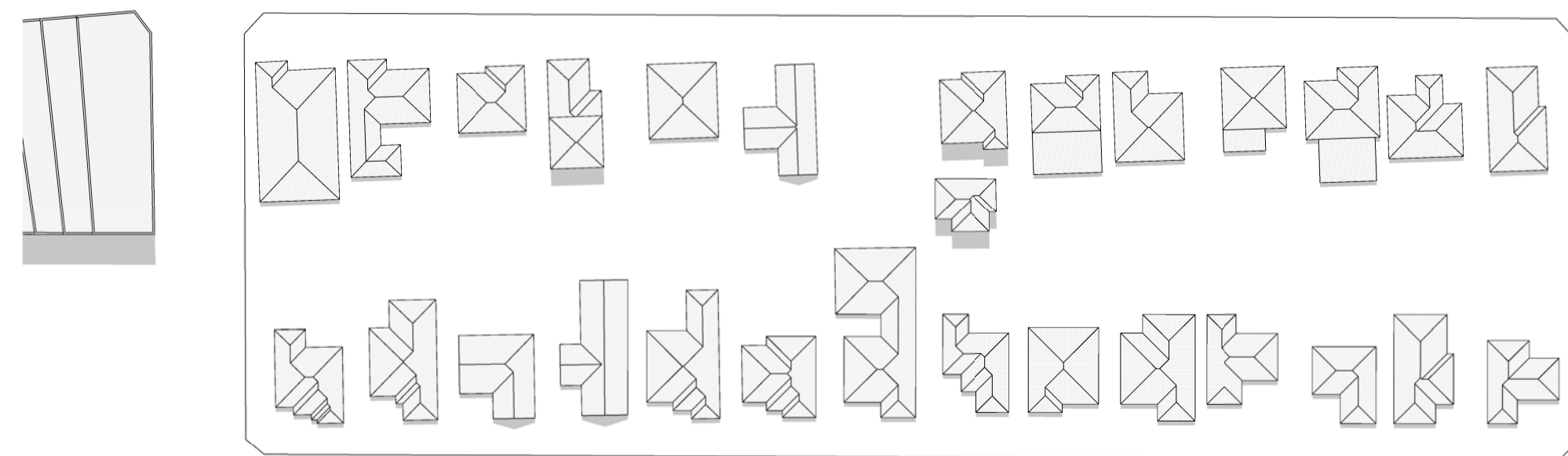
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September 22 11am 1:1000



CENTRE RD



September 22 12pm 1:1000

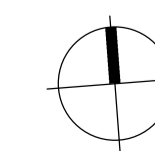
EXISTING SHADOWS
 PROPOSED SHADOWS

TP2	24/02/2022	Town Planning RFI issued for application	YHU
TP1	17/01/2022	Town Planning RFI response, issued for application	CLY
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no.	date	ISSUE / revision	by

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FIELDWORKS HOUSE
 1041 CENTRE RD, OAKLEIGH SOUTH, VIC, 3167

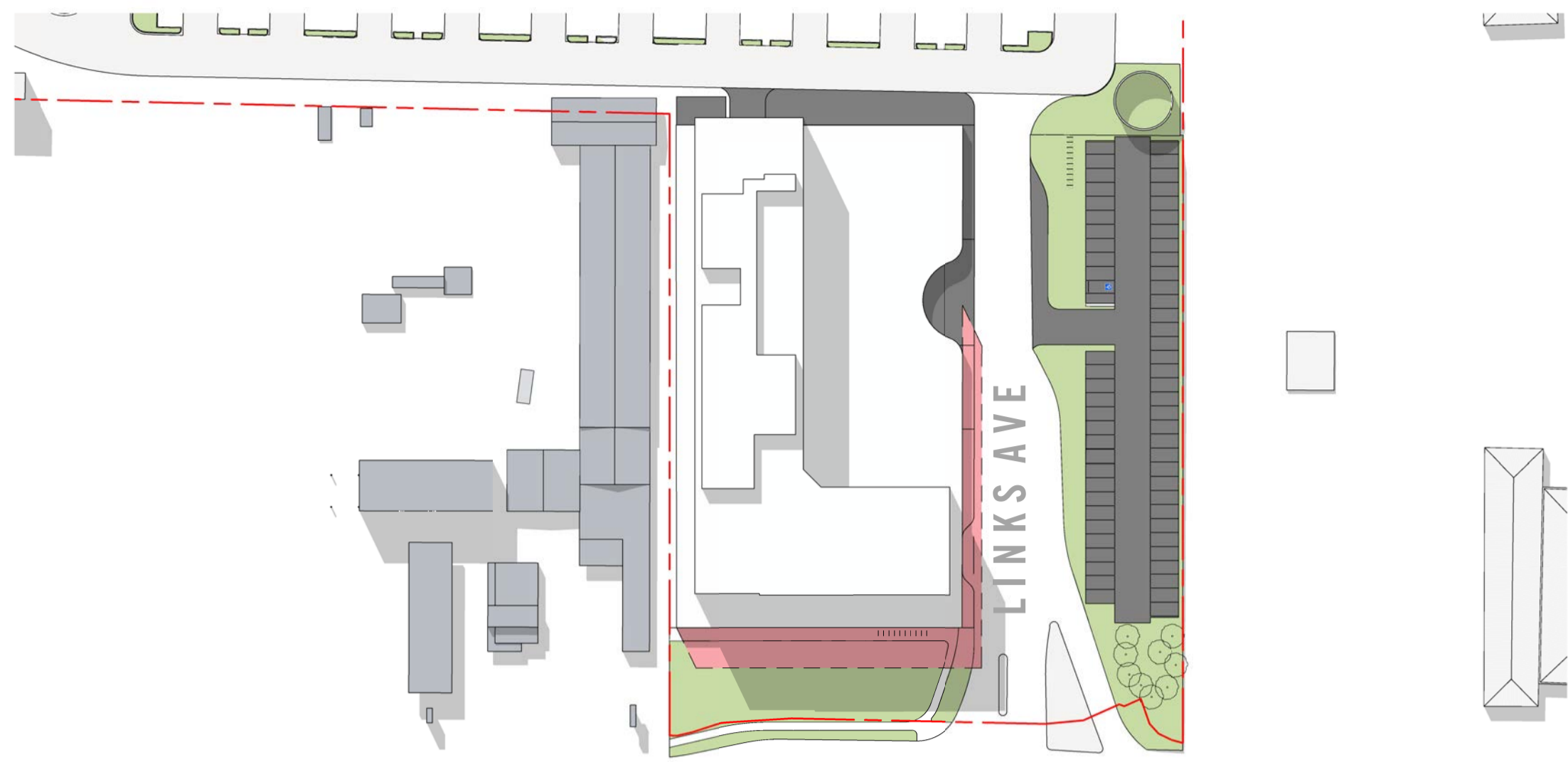
r2c | Ryder



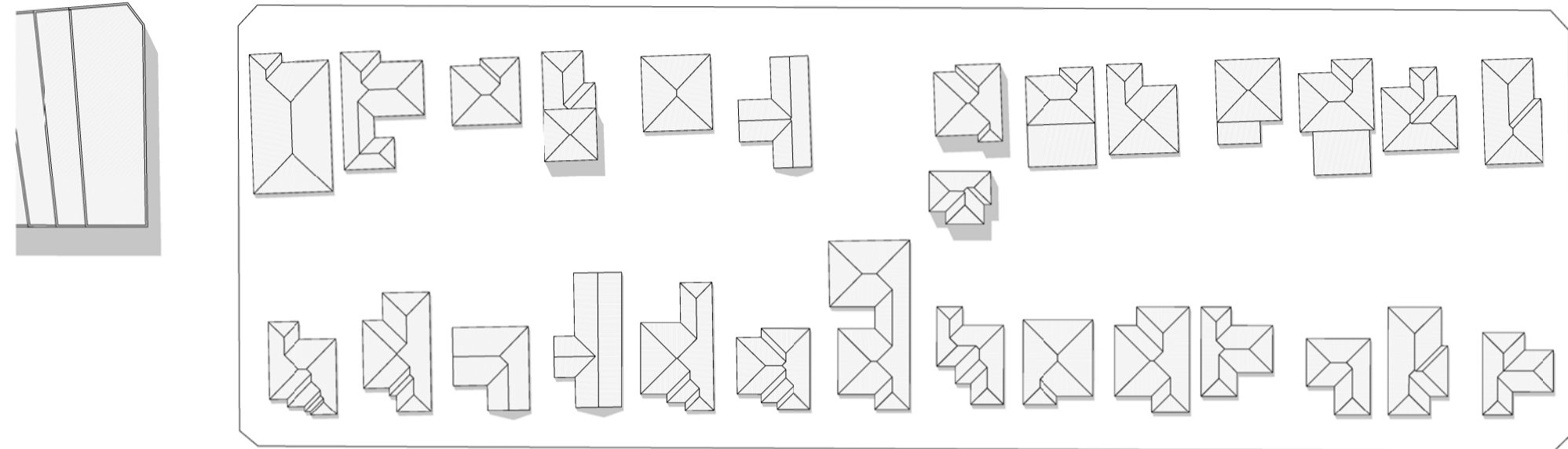
SHADOW DIAGRAMS - SEPTEMBER 9AM - 12PM
 DEVELOPMENT APPLICATION
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Project	020-506	drawing no.	DA72	issue	TP2
scale @ A1	1:1000	designed	YHU/MG	checked	BJE

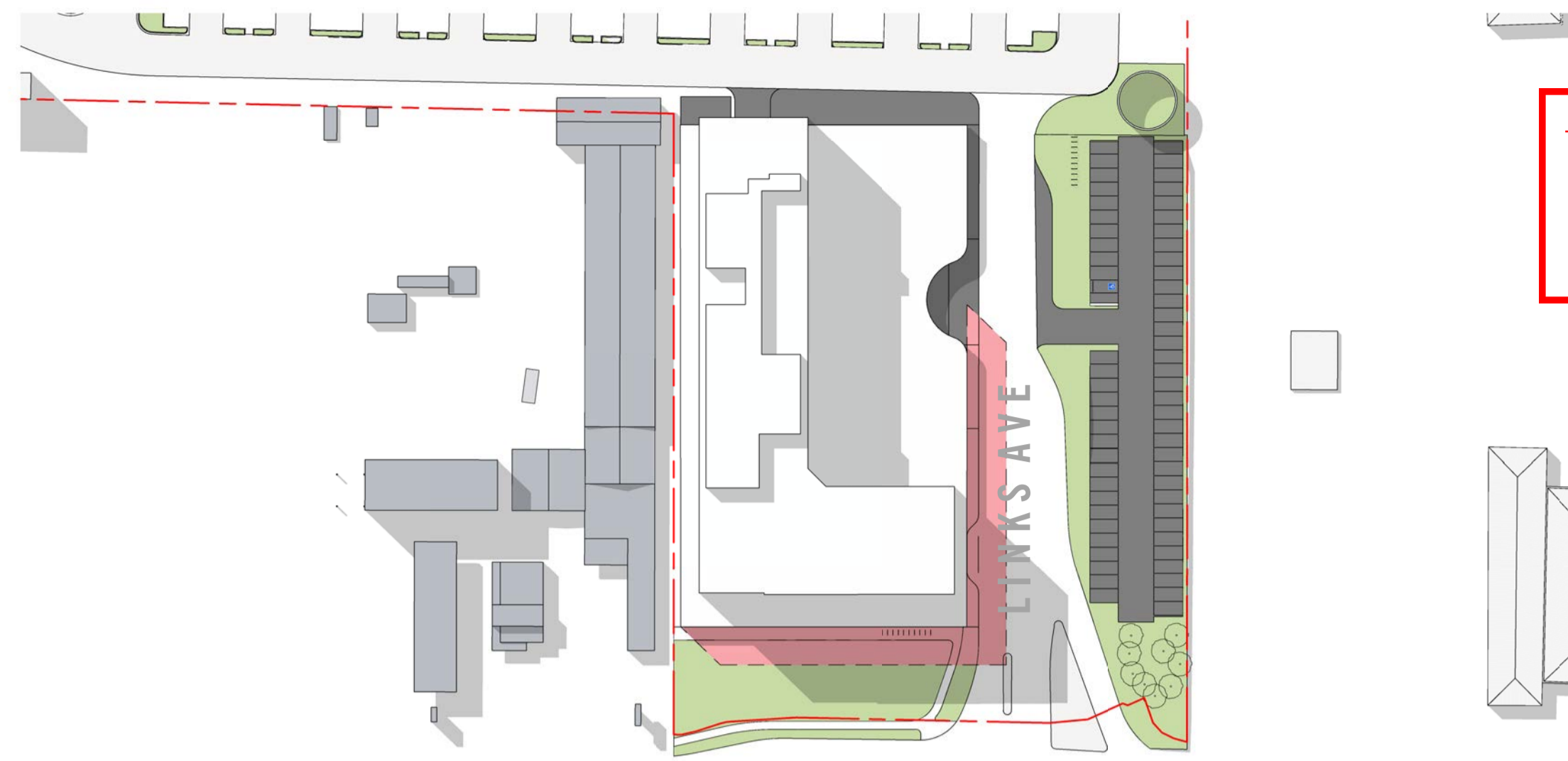
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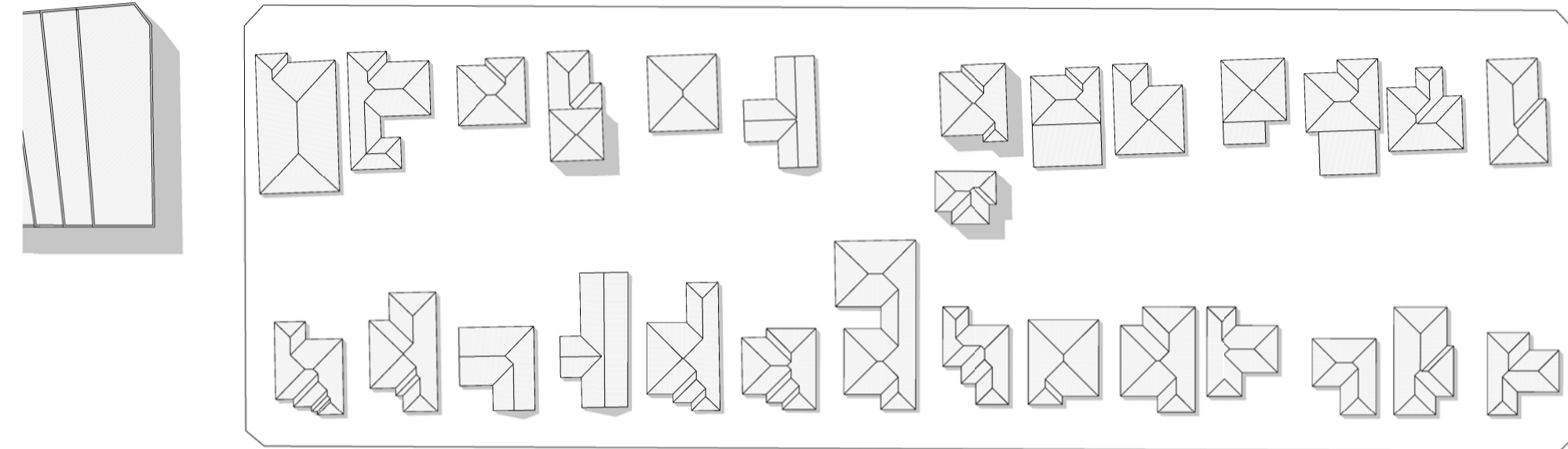
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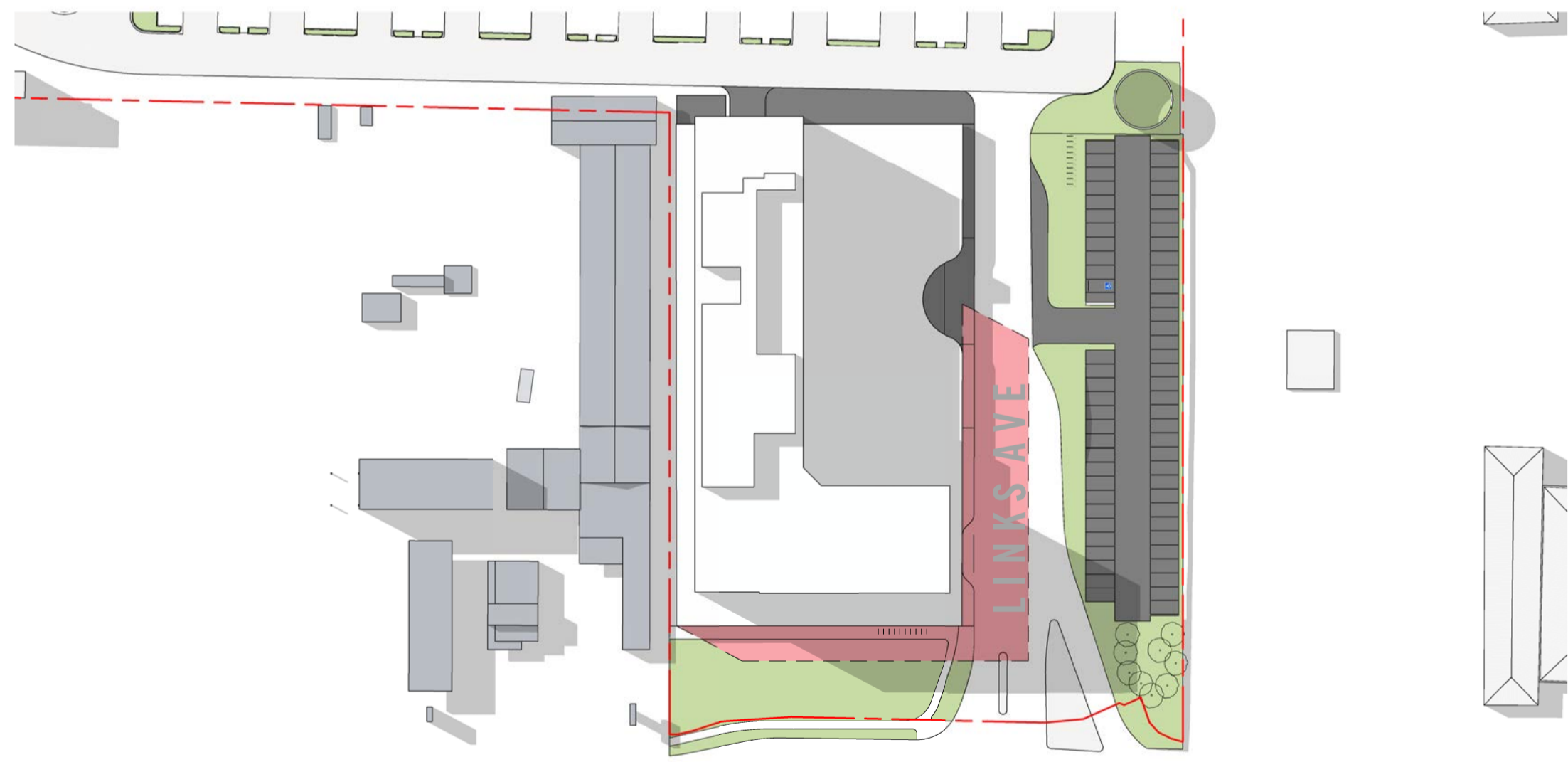
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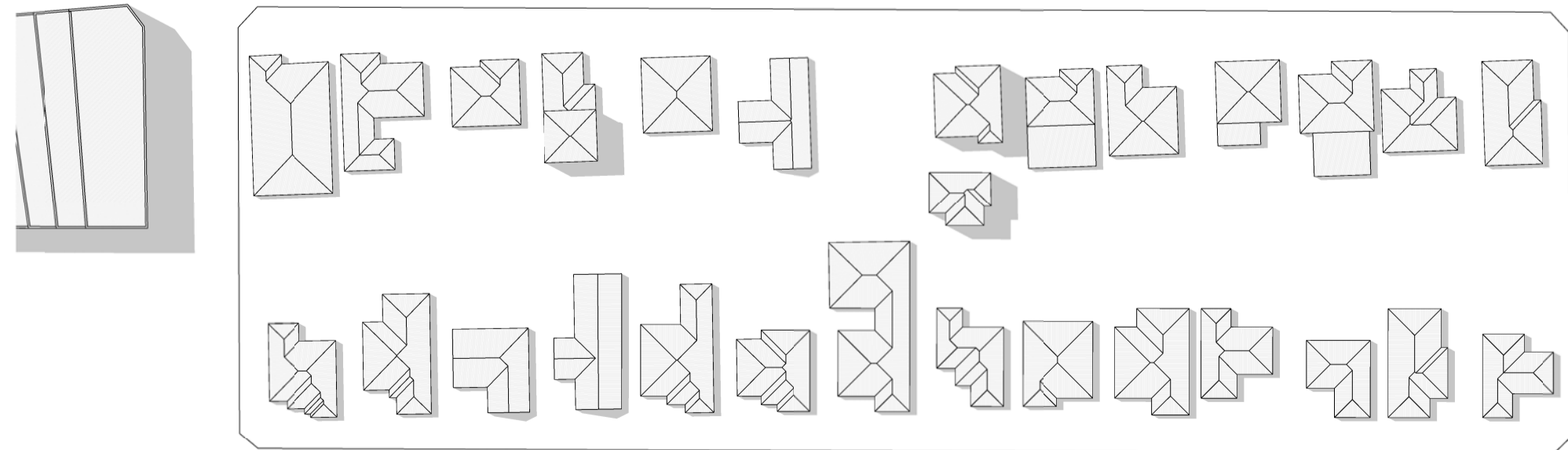
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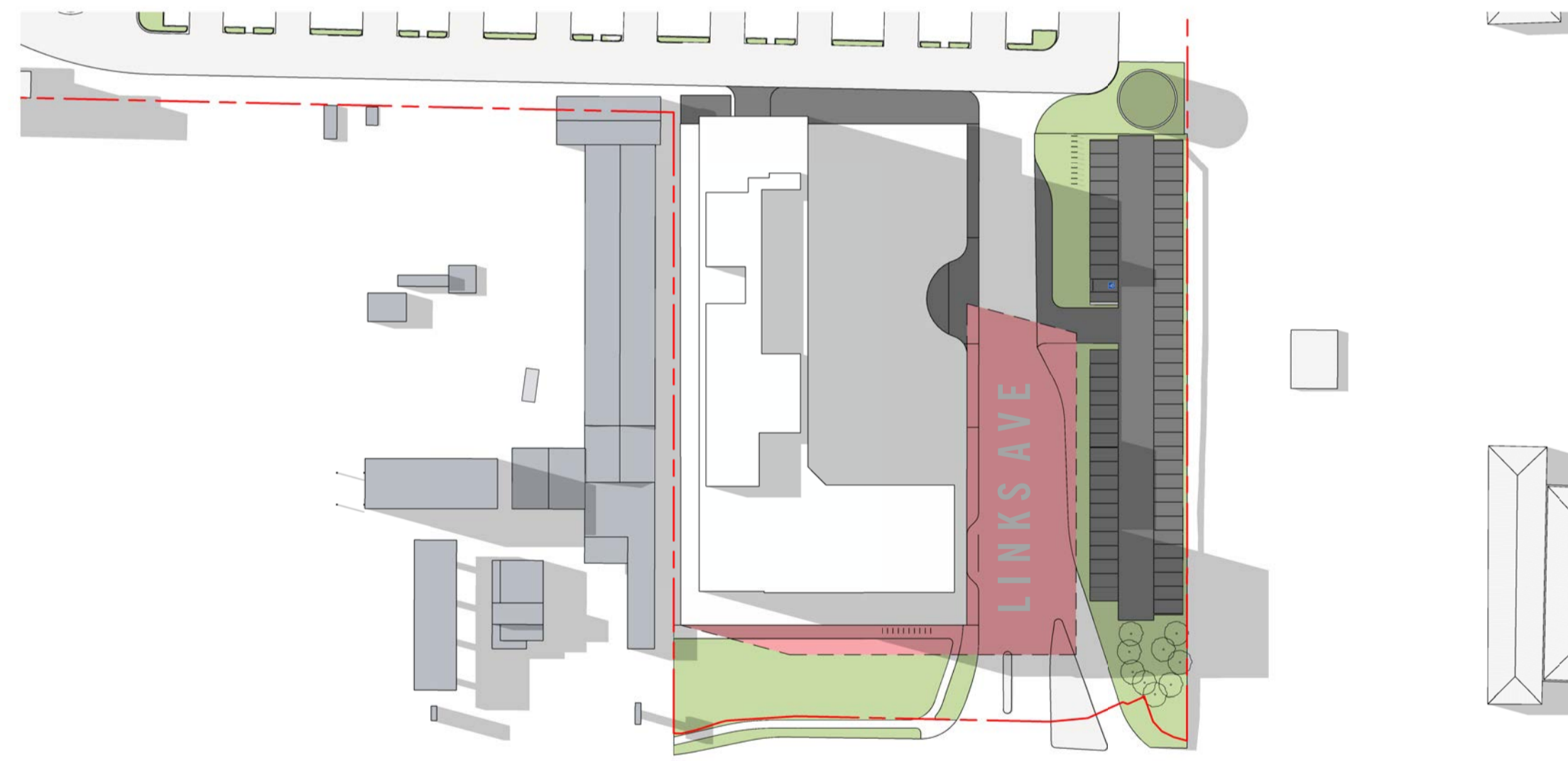
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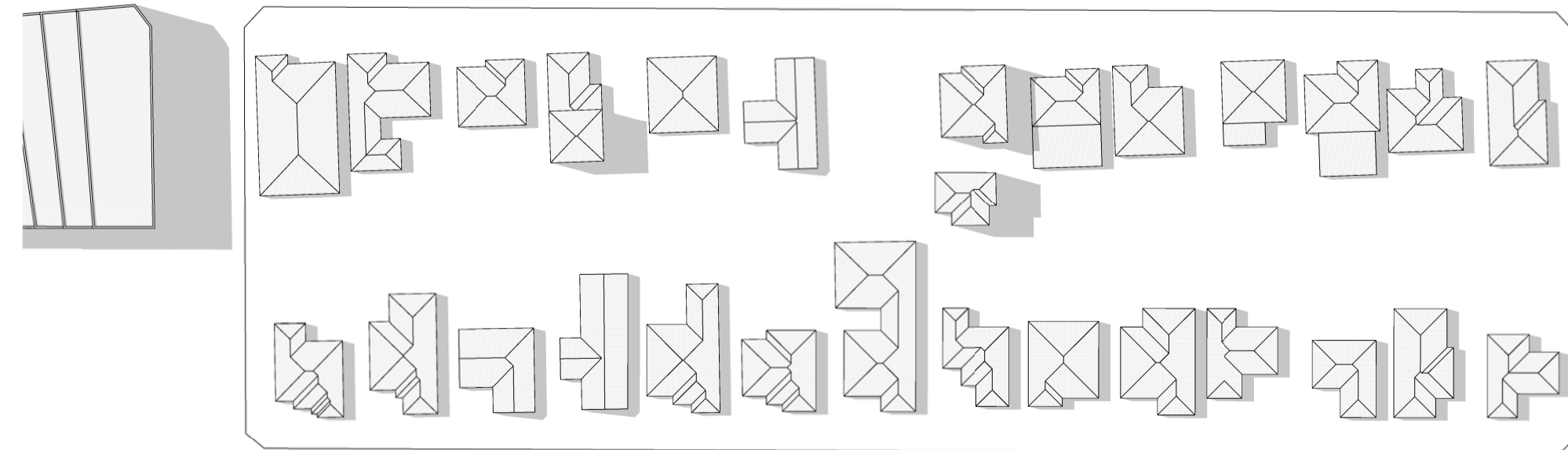
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September 22 3pm 1:1000



CENTRE RD



September 22 4pm 1:1000

EXISTING SHADOWS
 PROPOSED SHADOWS

TP2	24/02/2022	Town Planning RFI issued for application	YHU
TP1	17/01/2022	Town Planning RFI response, issued for application	CLY
TP0	13/05/2021	Town Planning Issue, issued for submission	YHU
no.	date	ISSUE / revision	by

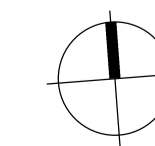
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1041 CENTRE RD, OAKLEIGH SOUTH, VIC, 3167

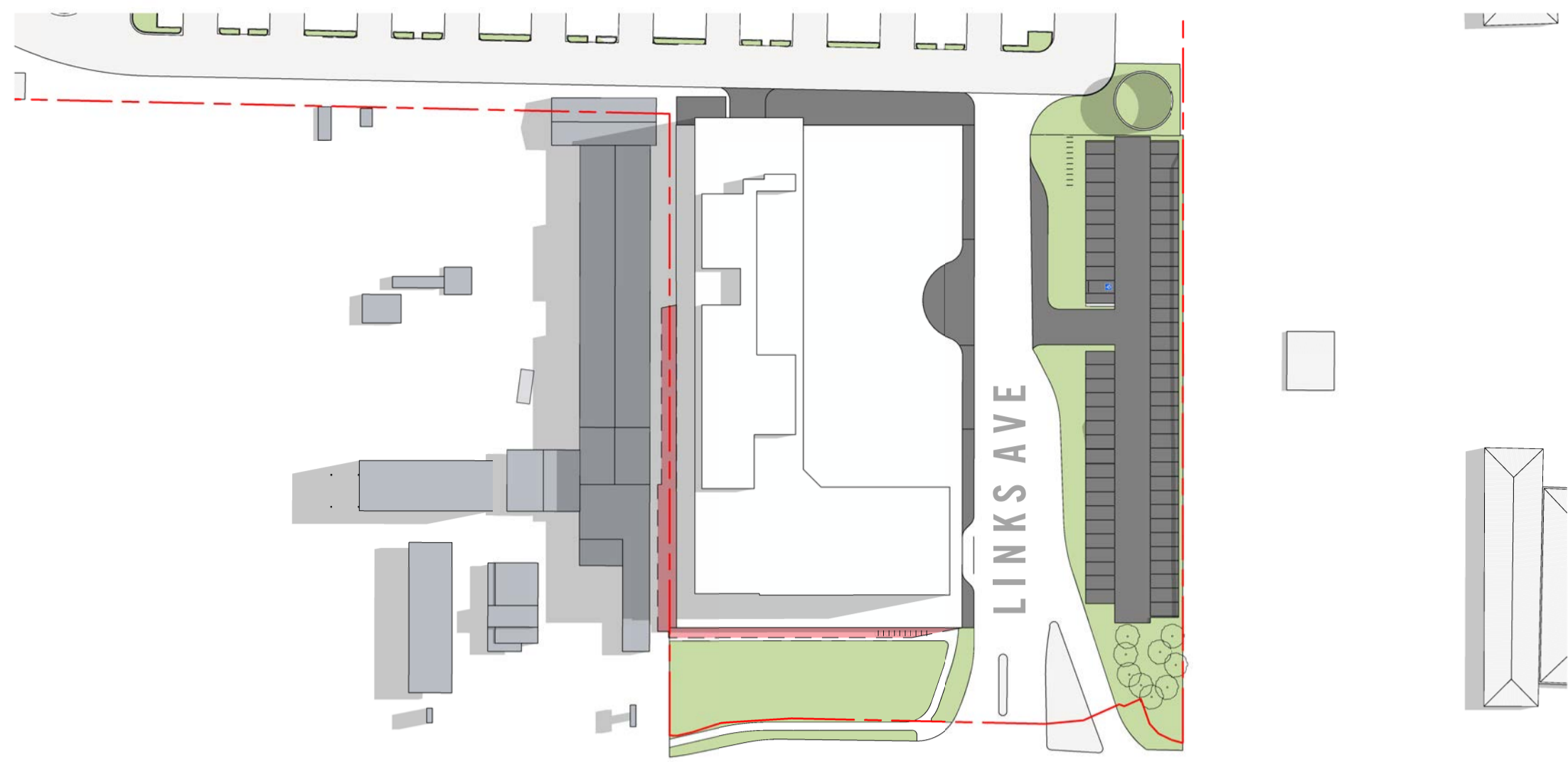
r2c | Ryder



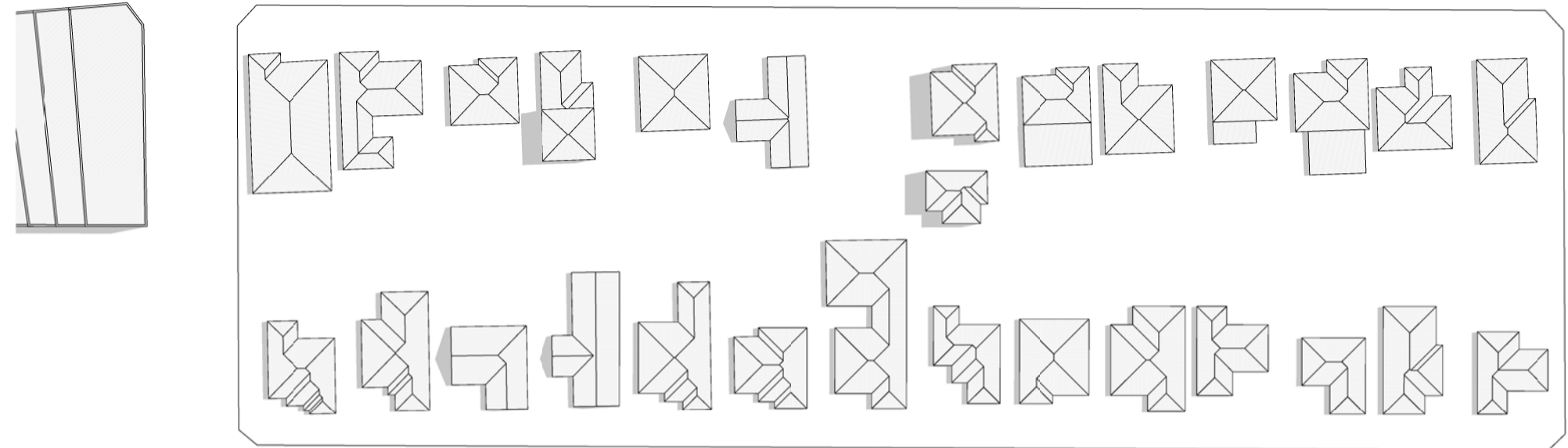
SHADOW DIAGRAMS - SEPTEMBER 1PM - 4PM
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project	2020-506	drawing no.	DA73	issue	TP2
scale @ A1	1:1000	designed	YHU/MG	checked	BJE

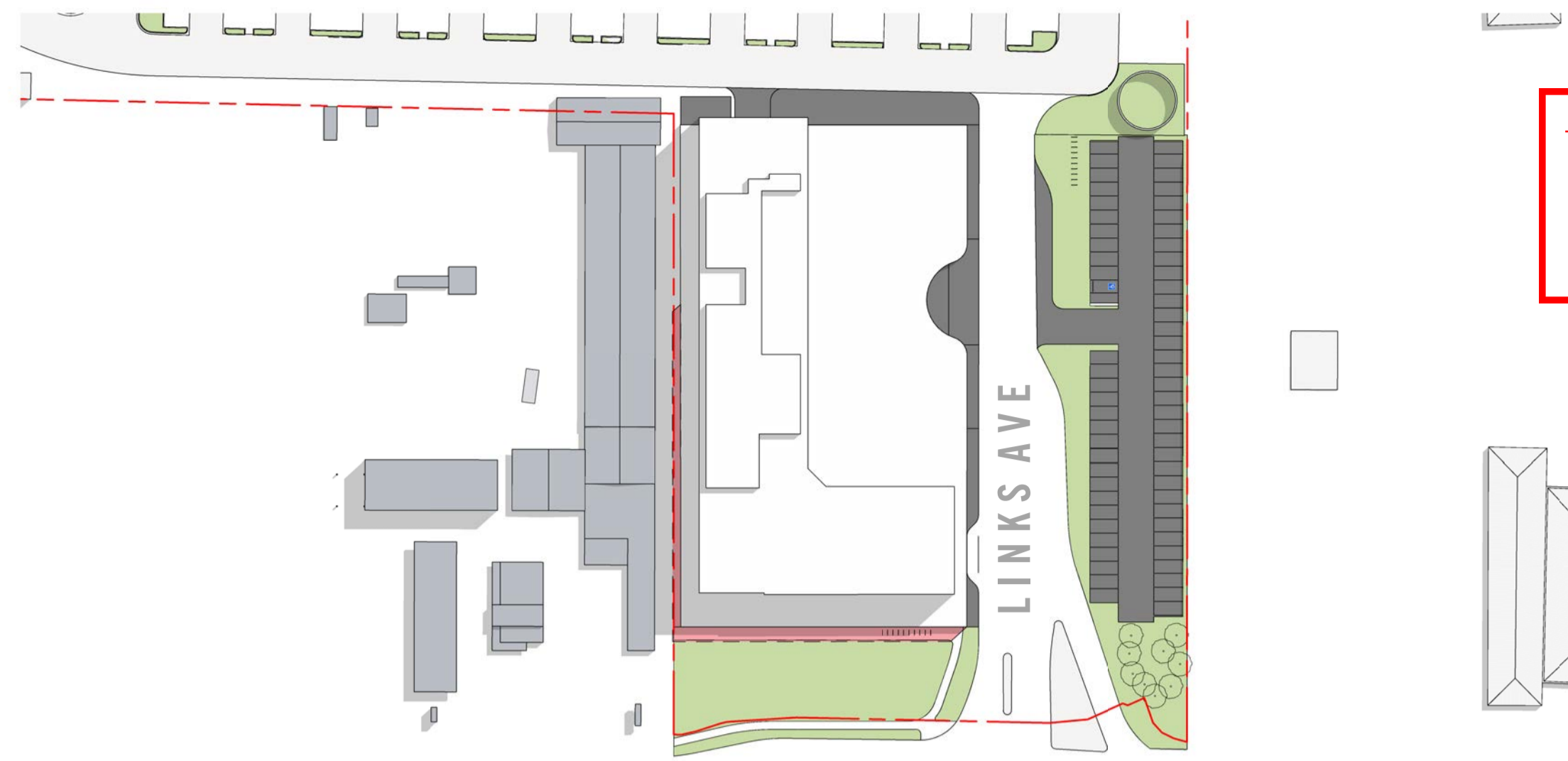
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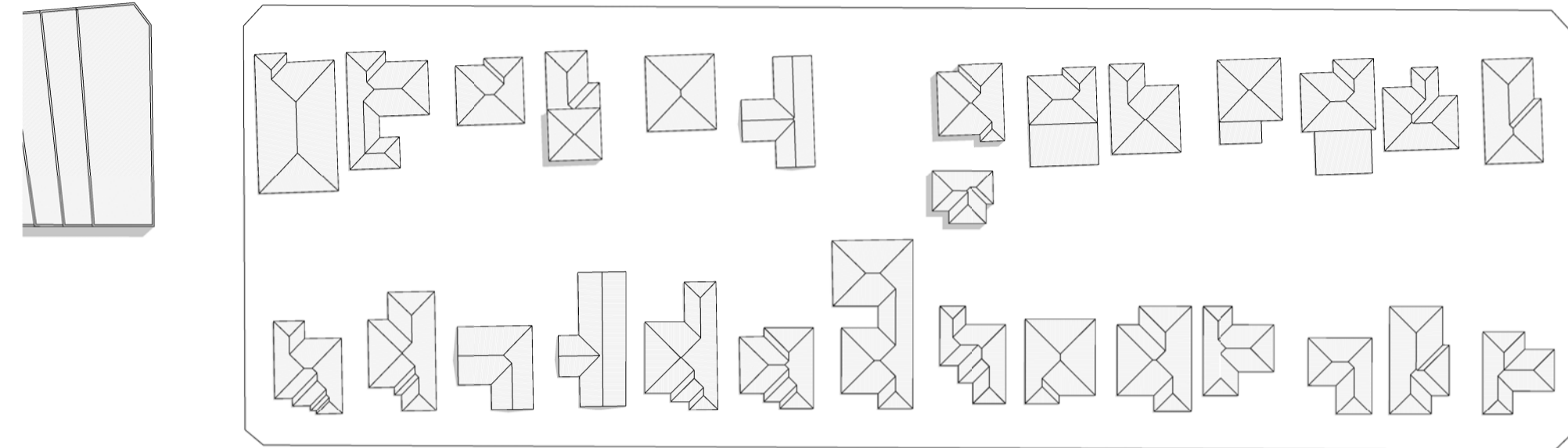
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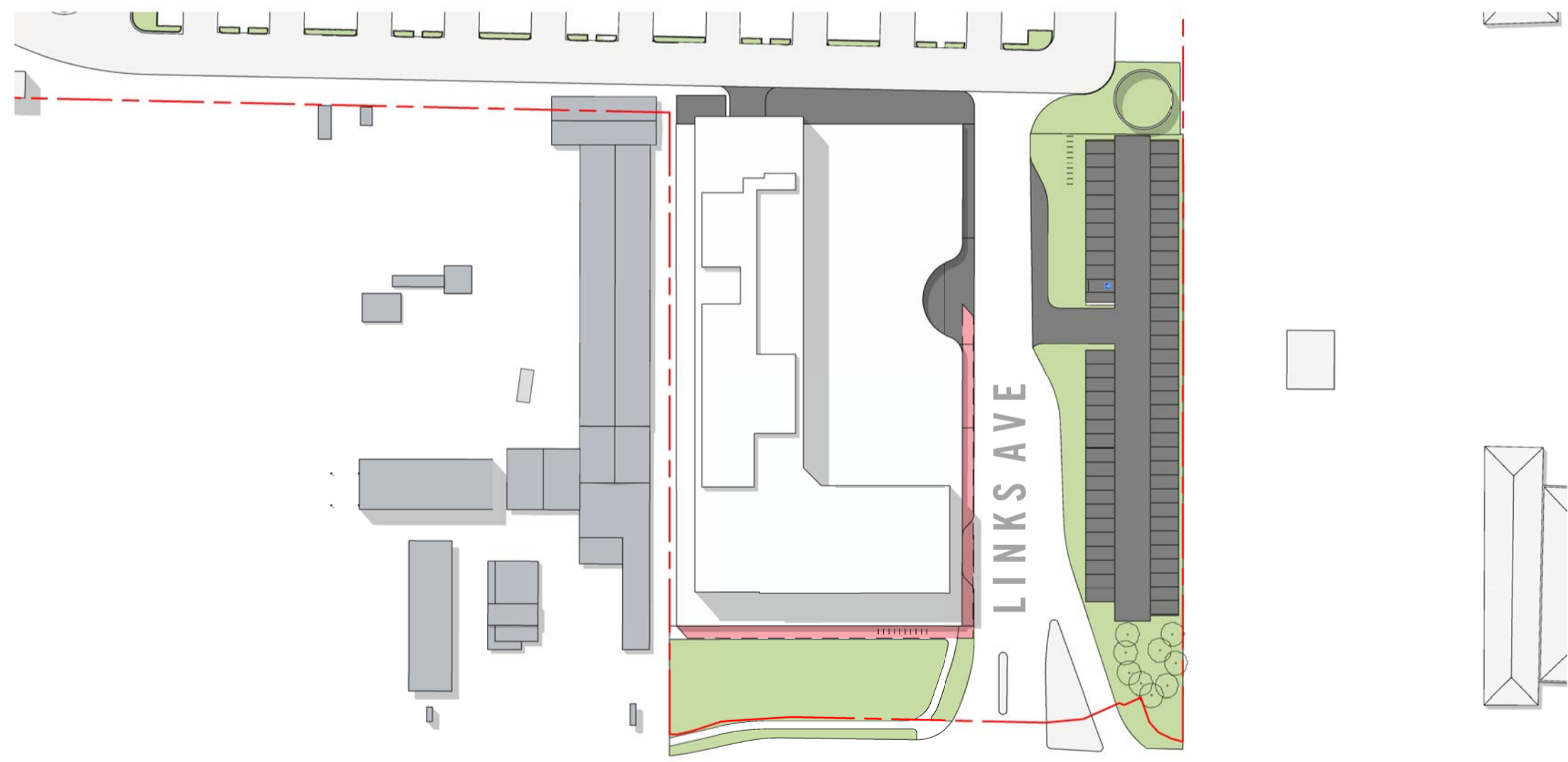
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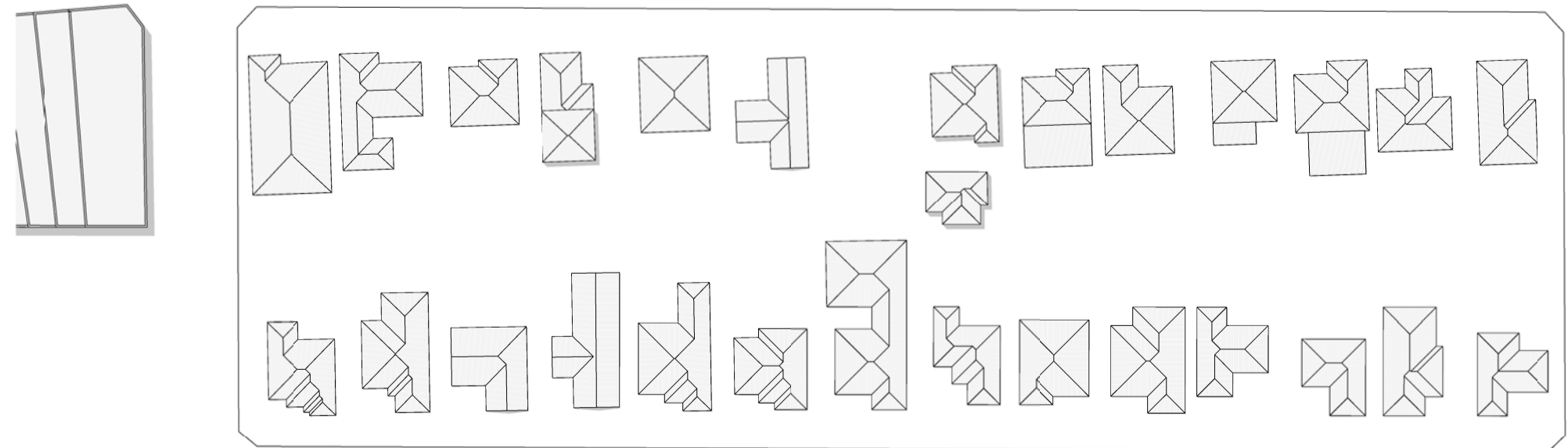
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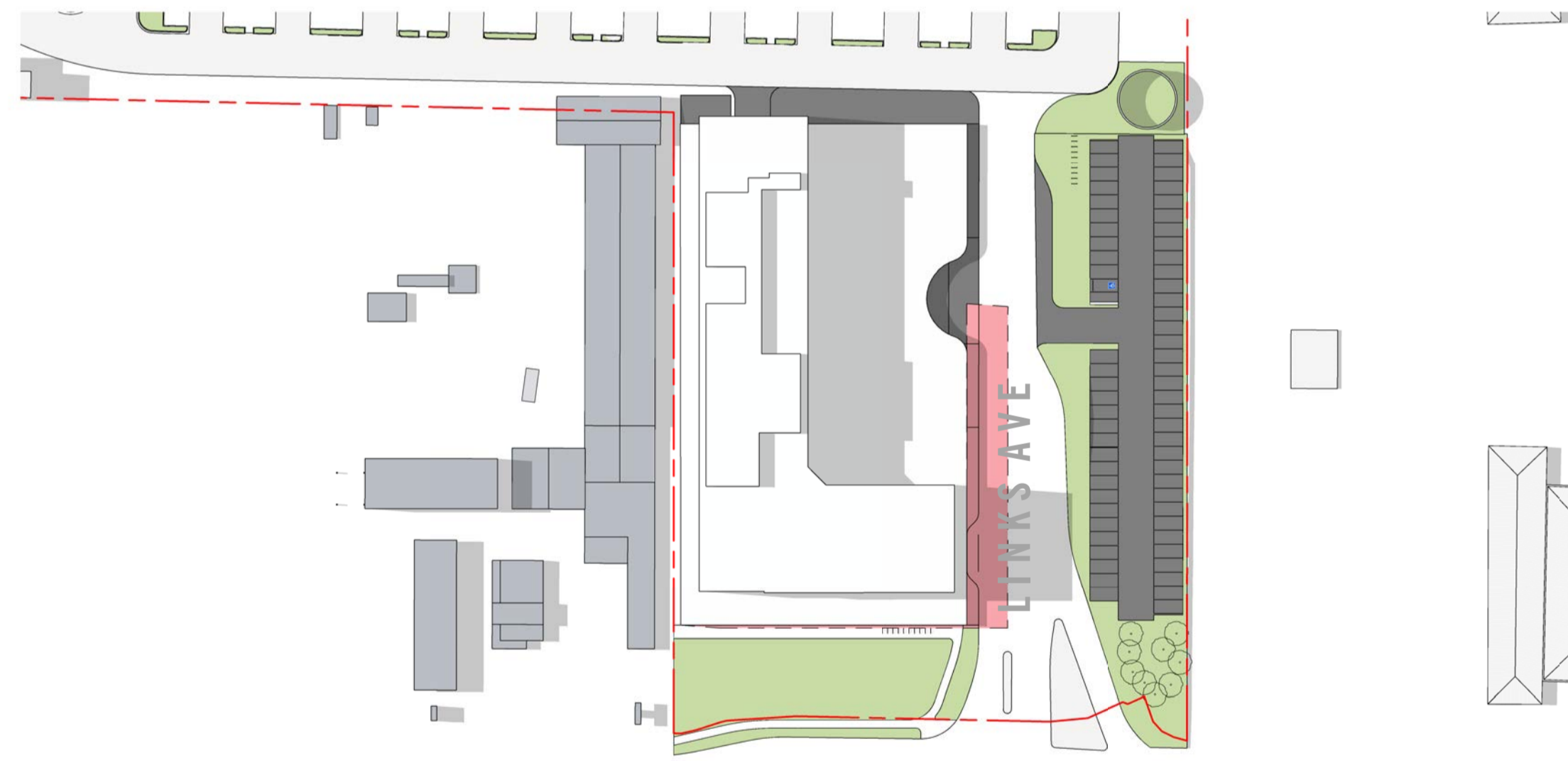
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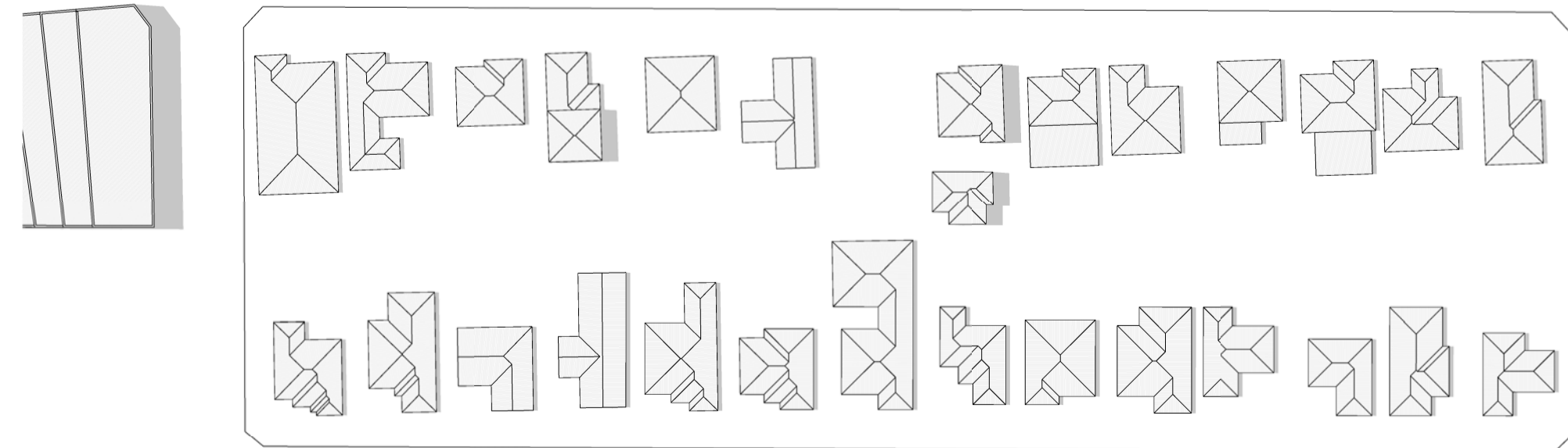
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December 22 1pm 1:1000



CENTRE RD



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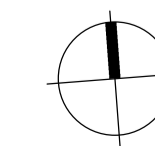
EXISTING SHADOWS
 PROPOSED SHADOWS

TP2	24/02/2022	Town Planning RFI issued for application	YHU
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1041 CENTRE RD, OAKLEIGH SOUTH, VIC, 3167

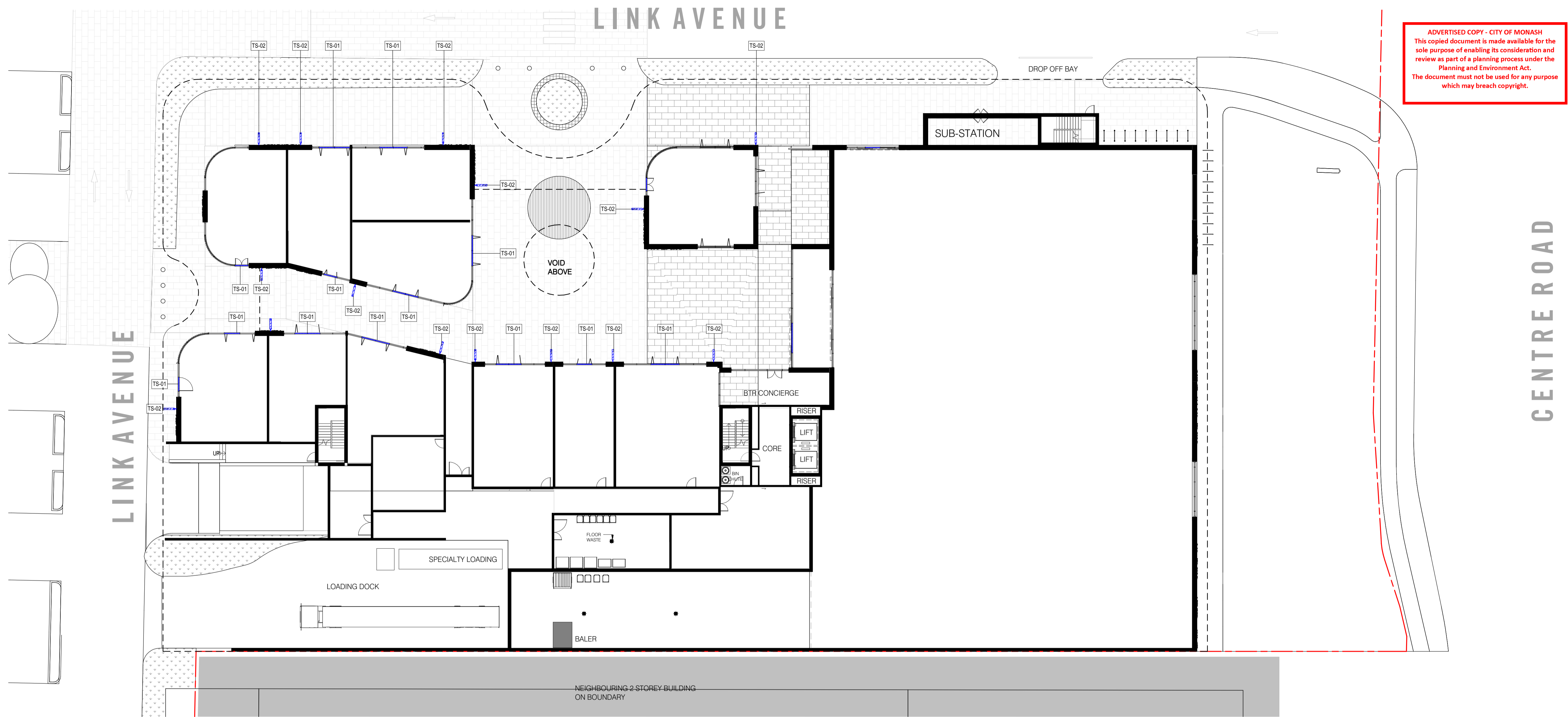


SHADOW DIAGRAMS - DECEMBER

DEVELOPMENT APPLICATION

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project	2020-506	drawing no.	DA74	issue	TP2
scale @ A1	1:1000	designed	YHU/MG	checked	BJE



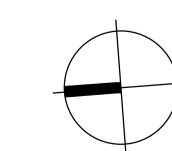
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SIGN	EXAMPLE SIGN	DIMENSIONS	DESCRIPTION	TYPE	TOTAL
MA-01	SIGNAGE	2950mm x 1375mm	Internally Illuminated	Tenancy blade signage	1
TS-01	SIGNAGE	2750mm x 800mm 1500mm x 800mm	Internally Illuminated	Tenancy blade signage	17
TS-02	SIGNAGE	1000mm x 640mm	Internally Illuminated	Tenancy blade signage (wall fixed double sided under awning sign)	15
CS-01	FIELDWORKS HOUSE	2600mm x 600mm 1900mm x 500mm	Externally Illuminated	Centre signage (3D lettering - Black)	2
PS-01	N/A	8950mm x 2100mm	Externally Illuminated	Pylon signage Acrylic Opal Panels with Powder Coat finish to backing	1
RS-01	SIGNAGE	5700mm x 1375mm	Internally Illuminated	Residential Entry Signage	1

TP3	24/02/2022	Town Planning RFI issued for application	YHU
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TP0	13/05/2021	Town Planning Issue, issued for submission	YHU
no.	date	ISSUE / revision	by



FIELDWORKS HOUSE
 1041 CENTRE RD, OAKLEIGH SOUTH, VIC, 3167



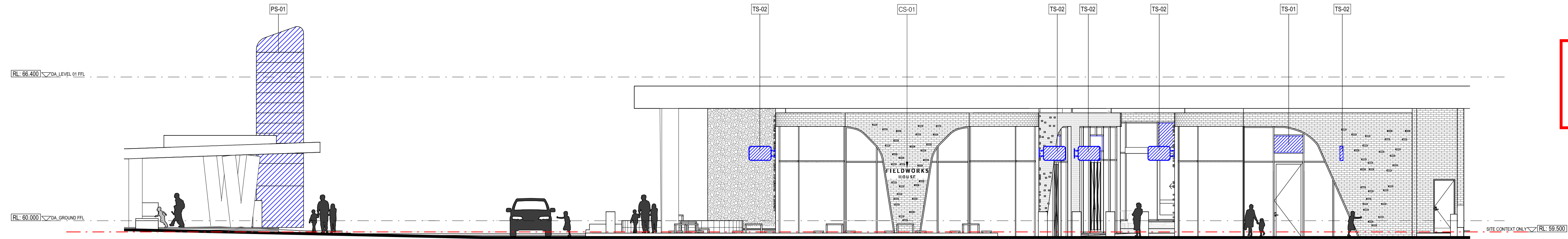
SIGNAGE LOCATION PLAN

DEVELOPMENT APPLICATION

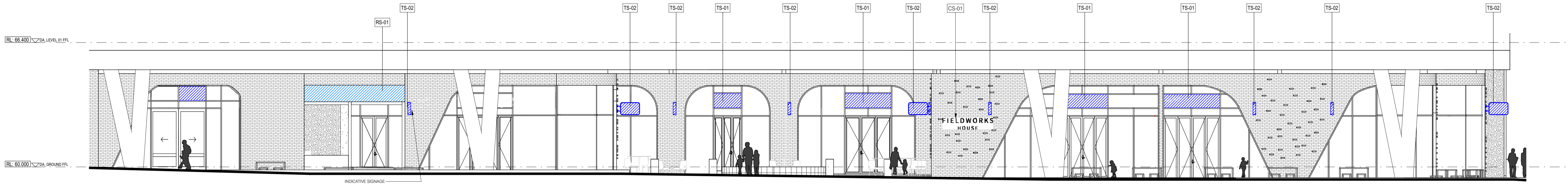
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project	2020-506	drawing no.	DA80	issue	TP3
scale @ A1	1 : 200	designed	YHU/MG	checked	BJE

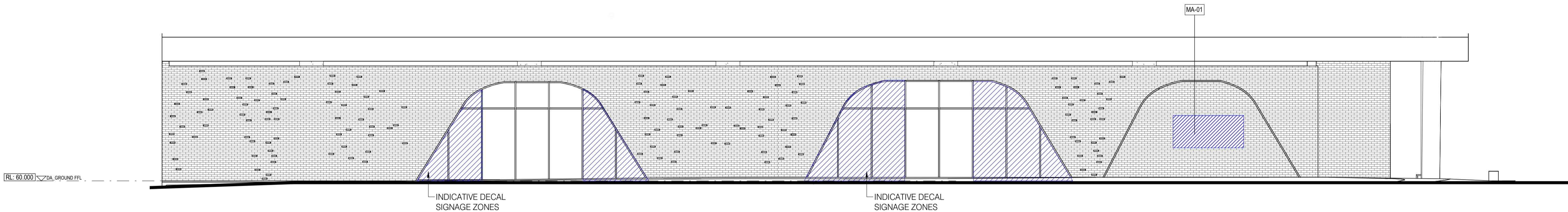
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NORTH ELEVATION SIGNAGE 1 : 100



EAST ELEVATION SIGNAGE 1 : 100



SOUTH ELEVATION SIGNAGE 1 : 100

SIGN	EXAMPLE SIGN	DIMENSIONS	DESCRIPTION	TYPE	TOTAL
MA-01	SIGNAGE	2950mm x 1375mm	Internally Illuminated	Tenancy blade signage	1
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TS-02	SIGNAGE	1000mm x 640mm	Internally Illuminated	Tenancy blade signage (wall fixed double sided under awning sign)	15
CS-01	FIELDWORKS HOUSE	2600mm x 600mm 1900mm x 500mm	Externally Illuminated	Centre signage (3D lettering - Black)	2
PS-01	N/A	8950mm x 2100mm	Externally Illuminated	Pylon signage Acrylic Opal Panels with Powder Coat finish to backing	1
RS-01	SIGNAGE	5700mm x 1375mm	Internally Illuminated	Residential Entry Signage	1

TP2 24/02/2022 Town Planning RFI issued for application YHU
 TP1 17/01/2022 Town Planning RFI response, Issued for application CLY
 TP0 13/05/2021 Town Planning Issue, Issued for submission YHU
 no. date ISSUE / revision by

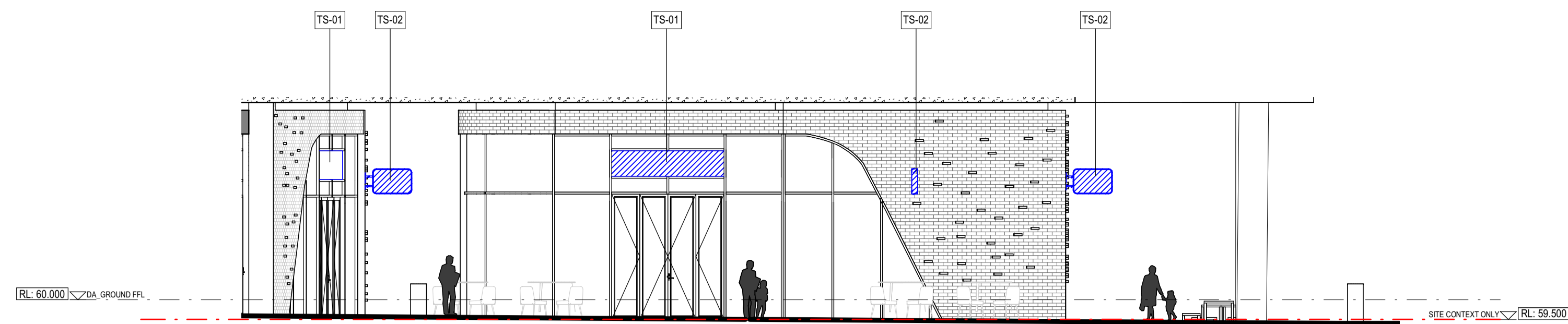


FIELDWORKS HOUSE
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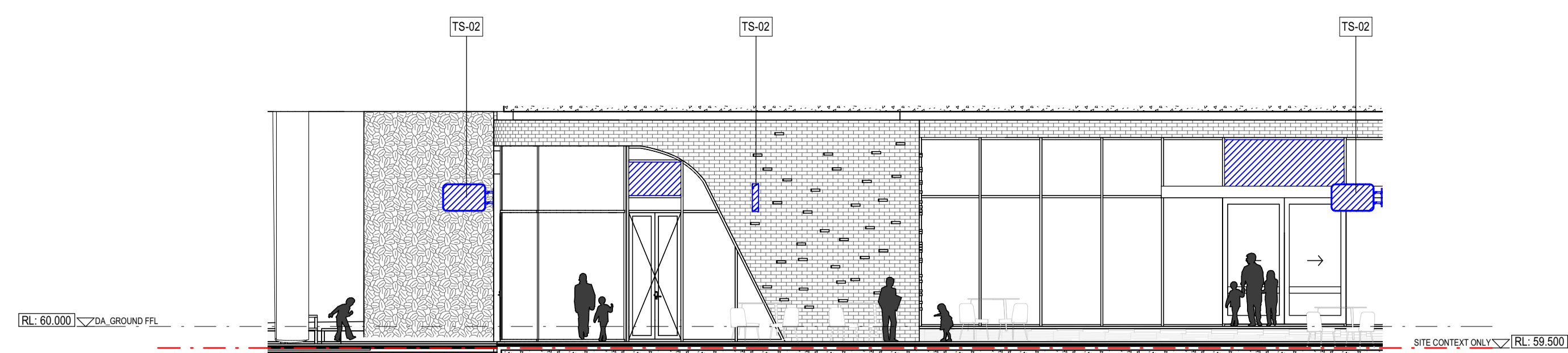


SIGNAGE ELEVATIONS
 DEVELOPMENT APPLICATION
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project 2020-506 drawing no. DA81 issue TP2
 scale @ A1 designed checked
 AS YHU/MG BJE
 indicated

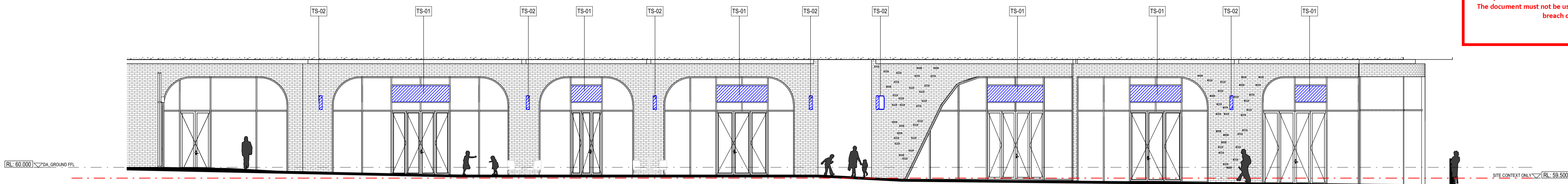


ELEVATION INTERNAL PLAZA - NORTH SIGNAGE 1 : 100

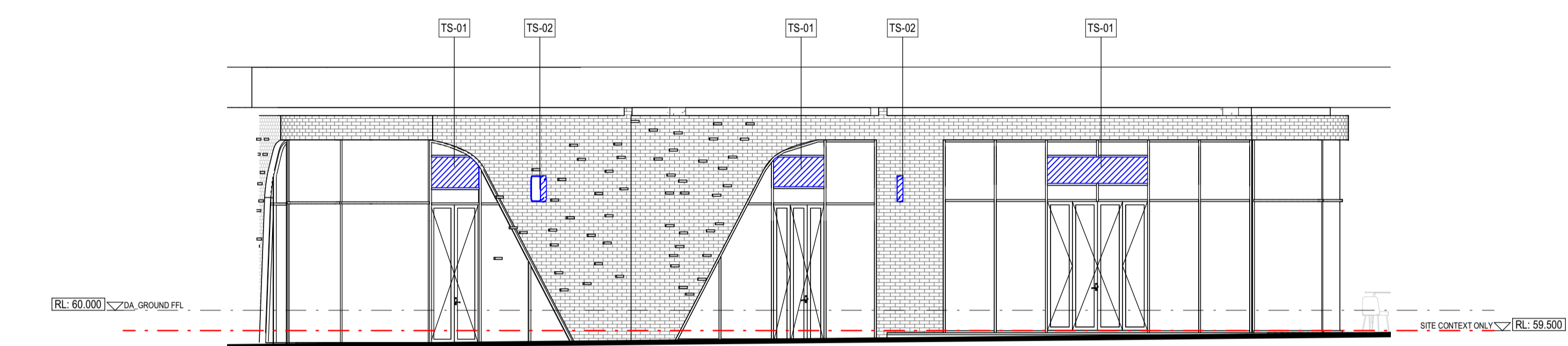


ELEVATION INTERNAL PLAZA - SOUTH SIGNAGE 1 : 100

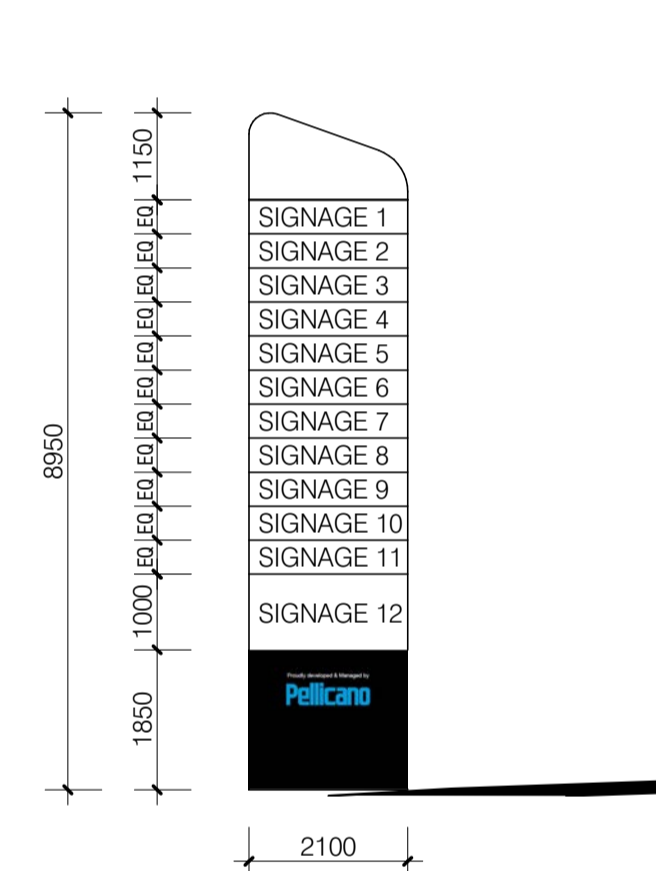
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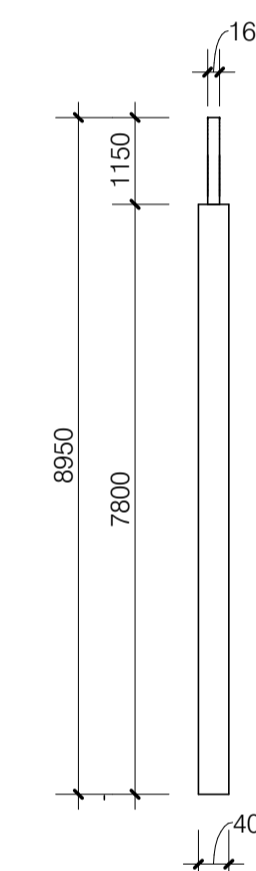
ELEVATION INTERNAL PLAZA - WEST SIGNAGE 1 : 100



ELEVATION INTERNAL PLAZA - WEST 2 SIGNAGE 1 : 100



PYLON SIGN - ELEVATION A 1 : 100



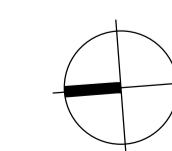
PYLON SIGN ELEVATION B 1 : 100

SIGN	EXAMPLE SIGN	DIMENSIONS	DESCRIPTION	TYPE	TOTAL
MA-01	SIGNAGE	2950mm x 1375mm	Internally Illuminated	Tenancy blade signage	1
TS-01	SIGNAGE	2750mm x 800mm 1500mm x 800mm	Internally Illuminated	Tenancy blade signage	17
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CS-01	FIELDWORKS HOUSE	2600mm x 600mm 1900mm x 500mm	Externally Illuminated	Centre signage (3D lettering - Black)	2
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no.	date	ISSUE / revision	by
TP3	24/02/2022	Town Planning RFI issued for application	YHU
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TP0	13/09/2021	Town Planning Issue, issued for submission	YHU



FIELDWORKS HOUSE
 1041 CENTRE RD, OAKLEIGH SOUTH, VIC, 3167



SIGNAGE ELEVATIONS

DEVELOPMENT APPLICATION

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project	drawing no.	issue
2020-506	DA82	TP3
scale @ A1	designed	checked
AS indicated	YHU/MG	BJE

DELEGATED PLANNING REPORT – GENERAL

PLANNING APPLICATION NO:	TPA/53095
PROPOSAL:	Buildings and works to construct a nine storey building with two levels of basement, to be used for accommodation and retail premises, display of signage, alteration of access to a Road in a Transport Zone 2 and reduction of the car parking requirement
ADDRESS OF LAND:	1041 Centre Road OAKLEIGH SOUTH VIC 3167
APPLICANT:	Pellicano
ZONE:	Commercial 1 Zone
OVERLAY:	Design & Development Overlay Schedule 1 (DDO1)
ADVERTISING:	Yes
OBJECTIONS:	69
OBJECTOR SUMMARY DATE:	Yes
COST OF DEVELOPMENT:	\$ 49,000,000.00
STATUTORY REFERRALS:	Department of Transport
CHMP REQUIRED:	Yes
RECOMMENDATION:	Refusal

LAND DESCRIPTION AND SITE SURROUNDS

The subject land is located on the northern side of Centre Road in Clayton approximately 184 metres east of its intersection with Warrigal Road. The land forms part of a commercial precinct surrounding the intersection of Warrigal Road and Centre Road commonly referred to as The Links, Oakleigh South.

The land is irregular in shape, has an overall area 60,100m² including frontages to Warrigal Road to the west and Centre Road to the south. The northern part of the site is currently developed with various retail premises including Bunnings, Woolworths Supermarket, specialty shops and associated car parking. A three storey office building has recently been constructed within the south-west corner of the site along Warrigal Road. A two storey office-warehouse premises currently occupies the south-east corner of the land within the location of the proposed works forming part of this application. Vehicle access to the land is via signalised intersections on Warrigal Road and Centre Road.

The site is legally identified as Lot 1 on Plan of Subdivision 726393E (Parent Title Volume 11361 Folio 805) and is located at No.1041 Centre Road with an overall site area of 6.010 ha. There are no covenants or easements restricting the site, other than a road reserve easement (R2) benefiting the Roads Corporation along the Centre Road frontage.

Neighbourhood Context

The site is within the Oakleigh South Neighbourhood Activity Centre (NAC), as identified within Plan Melbourne. There is strategic support to provide further amenity, liveability and enhanced development within NAC areas, which may support enhanced development.

The subject site is located prominently on the Centre Road interface, where the predominant uses facing Centre Road include other retail and commercial businesses, a bus depot and residential areas to the south. There are various development buffers including the bike track to the east and existing commercial zone land to the north, west and south of the subject site.

The immediate site surroundings include a series of retail spaces within the Links Shopping Centre, Woolworths, Bunnings, gyms and fast food outlets, along with a localised retail strip shopping precinct at the intersection to the south. The adjacent bus interchange site to the east is zones as Commercial 2 Zone with the potential for multistorey development in the future.

The lower scale residential area surrounding the larger NAC area demonstrates the step up in development to support the Oakleigh South NAC area. The surrounding residential areas greatly benefit from the commercial and amenity offerings contained within the NAC area.



The subject site's immediate interfaces are summarised as follows:

To the north of the subject site is further land owned and managed by the same land owner currently used as the Links Shopping Centre, comprising a Woolworths and a Bunnings Warehouse. The Centre office is located in the south western corner of the L shaped lot with direct interface to the large car parking area.

Vehicle access to The Links site is gained from both Warrigal Road and Centre Road via signalised intersections. The existing Links Shopping Centre built form is located length ways across the northern boundary, with vast at grade carparking in front of the Centre.

To the east of the subject site, further across Links Ave, is the Stan Riley Reserve and Oakleigh BMX Track. This Reserve and BMX track provides a permeable setback of approximately 50 metres from any sensitive interfaces and the adjoining General Residential land uses further east of the subject

site. There is scattered vegetation and roadside reserve vegetation present, further separating the subject site from the immediate BMX track car parking area and Reserve site.

To the south of the subject site across Centre Road (Road Zone 1) is General Residential – Schedule 3. The dwellings along the Centre Road street frontage with direct interface to the subject site are characterised as single storey, weatherboard or brick style with traditional pitched roof dwellings. Each dwelling is accessed via a single vehicle crossovers and scattered vegetation along the higher fence line, sheltering the dwellings from the busy Centre Road interface. There is also a bus stop located on the alternate side of the Centre Road.

To the west of the subject site is a separate parcel of land utilised as a Caltex petrol station and the Ventura Coach Company bus depot land. The site is fenced using high wire fencing, allowing optimum surveillance through the vast depot site with various volumes of buses stored here at any one time. The bus depot site has many vehicle crossovers available to the site. The various offices or warehouse built form attributes of the site are located towards the periphery, along the north and east boundaries of the lot.

Recent Planning Permit History

On 5 February 2007, Planning Permit 34730 was issued allowing a warehouse facing Centre Road adjoining the bus depot at 1037-1039 Centre Road. On 12 December 2007 Planning Permit 35598 was issued allowing two smaller warehouses to the immediate east separated from the earlier development by a driveway from Centre Road. Together these two developments comprise Stage 1 of what would become a two stage development of the entire land known as “the LINKS”.

On 25 October 2010 the Minister for Planning approved Amendment C99 to the Monash Planning Scheme. The effect of the amendment was:

- To re-zone the land from Business 3 to Business 1 Zone; and
- To provide for a planning permit to be granted to develop and use the northern part of the land for landscape gardening supplies, trade supplies, a reduction in the number of statutory car parking spaces required, alteration of access to a Road Zone Category 1, remove destroy or lop native vegetation and reduce the end of trip bicycle facilities (shower and change room).

The permit (TPA/38868) was issued on 30 November 2010 and plans were endorsed on 15 December 2010. The number of car spaces shown on those plans reflect the findings of an Advisory Committee formed to advise the Minister on the amendment. The endorsed plans also show a piece of land nominated as “future development site 1”. That land is the subject of the current application and is separated from the Stage 2 buildings by an entry road and large car park.

On 27 January 2011 the permit was amended by re-wording four VicRoads and Department of Transport related conditions.

On 17 January 2012 amended plans were endorsed showing:

- The use of three tenancies in the main arcade building changed from ‘shop’ to two (2) take away food premises and a small convenience restaurant.
- Updating the endorsed plans to reflect agreed VicRoads intersection works and the construction of an electrical sub-station in the Warrigal Road front setback.

On 19 March 2012 amended plans were endorsed showing two pylon signs; one facing Warrigal Road and one facing Centre Road.

On 5 June 2012 amended plans were endorsed showing minor layout changes.

In 2013, planning permit TPA/39633 was issued for the use and development of the land for mix use development of retail and office.

NEARMAP



Site Inspection

The site was inspected on 19/09/21 and 5/2/22.

PROPOSAL

This report is based on the plans prepared by i2C Ryder Architects, dated 11 April 2022.

The application proposes the construction of a nine storey (excluding basements) mixed use development, comprising ground level retail tenancies, with Build-to-Rent apartments above. The upper Rooftop level is recessed and contains entirely residential amenity space. The proposal specifically comprises the following:

	Proposed Development
Gross Floor Area (GFA)	32,270 square metres
Building Height	The maximum building height across the development elevations are identified as (approximately): <ul style="list-style-type: none">• 33.10 metres to east• 33.80 metres to north• 32.70 metres to south• 33.10 metres to west
Dwelling Typology & Quantity	173 Apartments (BTR) in total <ul style="list-style-type: none">- 7 x Studio Bedroom Apartments- 112 x 1 Bedroom Apartments- 54 x 2 Bedroom Apartments
Retail (supermarket)	1,706 sqm (plus 207 sqm BOH)
Retail	875 sqm
Communal open space	2,108 sqm
Car Parking Spaces	178 car spaces within basement 60 car parking spaces at grade (car parking area to east)
Bicycle Spaces	212 bicycle spaces

BUILD TO RENT

The permit applicant has provided the following details of the Build to Rent model proposed:

The residential apartments are proposed to operate under a Build-to-Rent model. There is an opportunity to respond to the widening demand gap between traditional 'mum and dad' investor rental accommodation (the predominant rental accommodation supply in Australia) and professionally managed development, built, delivered and managed by the developer Pellicano Group under the Build-to Rent Model. A more detailed explanation of the emerging Build-to-Rent scheme is detailed below.

The enhanced prospect for built-to-rent schemes have proven to correspond with Australia's 'residential consumer' sentiment. By engaging institutional grade investors to provide purpose designed and professionally managed rental accommodation, this is improving the quality of housing diversity and supply within Australia. Through ongoing policy context and further refined

engagement with stakeholders and local government, the Built-to-Rent sector will deliver a form of alternative housing models that is focused on providing security of tenure for the tenant.

Precedents from overseas examples provide an insight into the operative market of the sector and the scale of providing this Built-to-Rent scheme. In the US and the UK the Built-to-Rent scheme has proved vital in providing alternative housing and encouragement for the construction industry.

The Built-to-Rent sector in Australia envisages tenants who value a high quality product this project will accommodate a diverse community of residents including downsizers, singles, young professionals and a segment of young families who value the location of the Activity Centres for enhanced employment opportunities or lifestyle aspirations.

Further benefits of this model include the following:

- *As the building itself is in single ownership, landlords are naturally inclined to offer a wide range of services within the building to attract future tenants; including an on-site gym, pool, outdoor barbeque and entertainment spaces, games room, multipurpose conference and meeting spaces, private kitchens, lounge spaces, and pet facilities.*
- *Landlords are focused on the long term by investing in development of local communities within the building as it is proven to result in more stable income and resident rental renewals.*
- *Improved security of tenure for residents, resulting from flexible lease lengths and options for long term lease holds.*
- *An increased focus on quality when compared typical build to sell apartment stock producing high quality apartments is key for landlords who own and operate Build to Rent assets.*
- *On-site professional management – reduces the risk of Air BnB related and similar short-stay rental related issues.*
- *The significant benefit of this single ownership model can be demonstrated when the building requires maintenance over time. There will be no need to gain consent of the 300+ owners, as the building is not strata-titled, rather there is a single ownership and management who will carry out any required building maintenance.*

The Built-to-Rent housing model, defined as residential (dwellings) under the Monash Planning Scheme provides an improved quality of housing supply to the Monash Local Government Area (LGA) market and provide the opportunity for occupants with aspirations of living in the employment and local amenity areas with increased opportunities to inhabit high amenity dwellings with access to an area of services and facilities. The Built-to-Rent model contributes high quality rental stock to the market and delivers a new level of service to the housing market in the area, whereby tenant satisfaction is placed at the forefront of creating a quality place for renters to live.

SIGNAGE

The application seeks approval for the following signage zones associated with the development, specifically:

Sign Reference	Description	Dimensions	Details	Type	Total
MA-01	Business identification signage	6577mm x 1800mm	Internally illuminated	Tenancy blade signage	1

TS-01	Business identification signage	2750mm x 800mm 1500mm x 800mm	Internally illuminated	Tenancy blade signage	17
TS-02	Business identification signage	1000mm x 640mm	Internally illuminated	Tenancy blade signage (wall fixed double sided under awning sign)	15
CS-01	Building identification signage	2600mm x 600mm 1900mm x 500mm	Externally illuminated	Centre signage	2
PS-01	Pylon Sign	8950mm x 2100mm	Existing - Externally illuminated	Pylon Signage	1
				Total	36

APPLICATION BACKGROUND

Further information was requested of the Permit Applicant on 29 September 2021. In this letter, officers identified a number of design deficiencies, relating to:

- Pedestrian entry to the apartments should be more visible and identifiable.
- Pedestrian link should be provided from the proposed development to the Links Shopping Centre.
- The height and scale of the proposal is excessive given the surrounding context substantially greater than the existing developments in the surrounding area and may consider to be out of context.

Officers advised the Applicant in writing that should these concerns not be addressed, that this application was unlikely to be supported.

The Permit Applicant responded to this letter on 12/04/22 by providing further information and submitting amended plans. The amended plan did not address critical concerns with respect to building height and pedestrian integration within the site.

PLANNING POLICY IMPLICATIONS

RELEVANT CLAUSES:

Planning Policy Framework

Clause 11.01-1S & 11.01-1R- Settlement

Clause 11.02-1S – Supply of Urban Land

Clause 11.03-1S & R – Activity Centres

Clause 15.01-1S & R – Urban Design

Clause 15.01-4S & R – Healthy Neighbourhoods

Clause 15.02-1S – Energy and Resource Efficiency

Clause 16.01-1S & R – Housing Supply

Clause 16.01-2S – Housing affordability

Clause 18.02-1S & R – Sustainable Personal Transport

Clause 18.02-2R – Principal Public Transport Network

Clause 18.02-4S – Car Parking

Clause 19.03-3S – Integrated Water Management

Local Planning Policy Framework

Clause 21.01- Introduction

Clause 21.05 – Economic Development

Clause 21.06 – Major Activity and Neighbourhood Centres

Clause 21.08 – Transport and Traffic

Clause 21.11 – Physical Infrastructure

Clause 21.13 – Sustainability and Environment.

Clause 22.03 – Industry and Business Development Character Policy

Clause 22.04 – Stormwater Management Policy

Clause 22.13 – Environmentally Sustainable Development Policy

General & Particular Provisions

Clause 52.05 – Signage

Clause 52.06 – Car Parking

Clause 53.18 – Stormwater Management in Urban Development

Clause 52.34 – Bicycle facilities

Clause 58 – Apartment Development

Clause 65 – Decision Guidelines

PLANNING SCHEME CONTROLS

Zoning

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

A planning permit is required for:

- To use the site as dwelling within the Commercial 1 Zone (Clause 34.01-1)
- To construct a building or carry out works within the Commercial 1 Zone (Clause 34.01-4)

Overlay

The land is covered by Design and Development Overlay Schedule 1.

A planning permit is required for:

- To construct a building or carry out works within the Design and Development Overlay Schedule 1 (Clause 43.02-2)

Particular Provisions

The proposed development must meet the following particular provisions:

- A permit is required to construct or put up for display a Section 2 sign (Clause 52.05).
- To reduce the number of carparking spaces required under Clause 52.06-5 (Car Parking)

Clause 58 – Apartment Developments

Clause 58 applies to an apartment development within the Commercial Zone and seeks to encourage apartment development that provides reasonable standards of amenity for existing and new residents and to encourage apartment development that is responsive to the site and the surrounding area.

CHMP

A CHMP due diligence assessment was undertaken by Alpha Archaeology Cultural Heritage Advisors with respect to CHMP requirement for the land to determine if the proposed development requires a Cultural Heritage Management Plan (CHMP) under the Victorian *Aboriginal Heritage Act 2006* (the Act).

In order for a CHMP to be triggered the property must be in an area of sensitivity and the proposed activity must be a high impact activity. It has been determined that the property is in an area of sensitivity, however a review of aerial images has revealed that the area of cultural heritage sensitivity within the Activity Area has been subject to significant ground disturbance according to the Regulations. This is evidenced by extensive quarrying over five decades, filling and levelling of the ground after the quarry closed, construction of a large shopping complex, installation of services, car parking and landscaping; all requiring the use of machinery. The proposed activity is deemed to be a high impact activity.

Based on the above it has been determined that a mandatory CHMP is not required for the Permit Application currently submitted for this property as the area of cultural heritage sensitivity has been subject to significant ground disturbance according to the definition in the Regulations.

ADVERTISING

The application was advertised under Section 52 of the *Planning and Environment Act 1987*, by sending notices to adjacent land owners and occupiers and by placing a sign on the site for 14 days.

In response to notification of the proposal, 69 objections were received

The main areas of concern relate to:

- Building height and scale.
- Traffic.
- Inadequacy of car parking.
- Urban design.
- Lack of amenity.

REFERRAL

Department of Transport (Ref: PPR 37371/21)

The application was referred to the Department of Transport (DOT).

Department of Transport does not object to the grant of a permit and did not require any conditions to be included in any permit issued.

Council Traffic Engineer

The following amendments are required:

- *Provision of a DDA-compliant pedestrian connection at least 1.5m wide between the development and Stan Riley Reserve, to be fully funded by the developer. Detailed design plans to be submitted to Council's Engineering department for approval.*
- *Provision of a protected pedestrian path connecting the two retail precincts with a clear width (free of vehicle overhanging) of at least 1.5m.*
- *The existing zebra crossing shown circled in red below is required to be repainted and widened to meet current standards.*

The following comments were provided:

- *Following on from earlier discussions with Council and the developer, it is proposed to provide improved broader open space connections between the Links Shopping Centre and Progress Park, Cameron Avenue Reserve and Stan Riley Reserve with new active spaces recently built and further planned. This will enable the residents of the development to conveniently access quality open spaces within their local community. It will also enable the broader community to access the existing shopping centre and the proposed supermarket and retail hub in this development. The majority of the pedestrian link is to be constructed within Stan Riley Reserve, with a DDA compliant footpath ramp due to the height difference between the Reserve and the development property. The developer will be required to design and install a pedestrian connection from the Links Avenue T-intersection at the north end of the development, skirting*

south of the existing water tank and provide a DDA compliant access ramp including retaining wall changes, to the proposed Stan Riley pedestrian link.

- It is noted that the plans indicate the demolition of eight spaces within the existing car park to allow for truck loading and pedestrian connection. It is considered that the pedestrian landing area on the north side of Links Avenue (shown below) is insufficient to facilitate safe pedestrian movement between the development's retail hub/supermarket and the existing Links Shopping Centre. It is expected that pedestrian movements between the two retail precincts is likely to be frequent. There is a need to encourage Centre visitors and residents to choose more sustainable forms of transport i.e. walking to access the two precincts rather than travel between the two by motor vehicle. To this end, it is recommended that a protected pedestrian path connecting the two retail precincts be provided with a clear width (free of vehicle overhanging) of at least 1.4m. It is acknowledged that this will require some reconfiguration of the existing car park; however, it is considered that there are overall benefits to both retail precincts in terms of resident/customer safety and convenience.*
- The mixed-use development proposes retail floor space of 2,633 sqm with a supermarket (1712 sqm), ten retail tenancies (787 sqm) and café (134 sqm) and 173 apartments. A total of 238 parking spaces are proposed with 178 spaces within a 2-level basement car park (including one electric vehicle space) and 60 at-grade spaces (including one accessible space).*
- According to the traffic report, the statutory parking requirement for the retail tenancies are as follows: supermarket - 85 spaces, retail precinct – 27 spaces and café – 4 spaces. A total of 60 at-grade spaces are proposed on the east side of Links Avenue to service the commercial uses. This results in a shortfall of 56 spaces for the retail component of the development. The report indicates that a secondary supermarket is expected to generate a rate of 3.5 spaces/100 sqm of leasable floor area, which equates to 60 spaces in this instance. The report suggests that the statutory rate of 3.5 spaces/100 sqm is reflective of expected parking demands for the retail (shop) component that is considered reasonable. The report suggests that the food and drinks tenancy is likely to be ancillary to the greater Links Shopping Centre development and only the staff parking demand of two spaces has been included. Consequently, there is a shortfall of 29 spaces.*
- The report notes that the existing Links Shopping Centre has a surplus of approximately 52 spaces that is able to meet the proposed parking shortfall. This is considered a reasonable approach.*
- The 173 apartments consist of 173 one-bed and two-bed dwellings. The application proposes 178 residential spaces within a basement car park, which meets statutory requirements.*
- All access points to the site are fully controlled by signalised intersections that are under the jurisdiction of the Department of Transport. The predicted traffic generation for the residential development is 0.3 movements/dwelling in each of the peak hours, which is considered a little low given that the location is not located close to a major public transport interchange. The commercial development is predicted to generate 162 movements in the PM peak and 56 movements in the AM peak. A SIDRA analysis has been undertaken which indicates there is no significant change to any of the commuter peak periods as a result of the development.*

- *According to the traffic report, the statutory bicycle parking provision is 61 spaces, including 35 resident spaces, 4 staff spaces and 22 visitor (17 residential & 5 retail) spaces. A total of 212 bicycle parking spaces are proposed which will assist in encouraging sustainable transport for the development.*
- *A designated loading area is proposed on the west side of the development accessed via the east-west section of Links Avenue. This is proposed to accommodate 19m long semi-trailers with loading vehicles to reverse into the area and exit forwards. A secondary loading area will cater for smaller commercial uses. This will also accommodate waste vehicles for the private waste collection. This is considered an acceptable arrangement.*

Drainage Engineer

No objection subject to standard conditions.

ASSESSMENT

State Planning Policy Framework (PPF)

The Planning Policy Framework, including Clause 16.01-2S (Housing Affordability) seeks to increase choice in housing type and deliver more affordable housing closer to jobs, transport and services. The proposed development incorporates a portion of affordable and social housing within the development is considered a positive outcome to the community.

Clause 17.02-1S encourages development that meets the community's needs and locate commercial facilities in existing or planned activity centres, and Clause 17.04-1S encourages the development well-designed facilities including accommodation and retail opportunities.

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

The development, whilst contributing to the range of housing options available and contributing to urban consolidation, fails to achieve these policies as the site is not capable of suitably accommodating the proposed development in the manner proposed. In particular:

- The dominant building form of the building would not make a positive contribution to the streetscape or the neighbourhood character which is a key aspect of complying with both state and local planning policies.
- The visual impact of the bulk and mass of the development when viewed from the surrounding properties (as well as the streetscapes) would adversely affect the amenity of the area by way of visual bulk.

Council does not oppose the site being developed with a mixed use building, however the height and bulk and scale of this particular development is problematic.

Development should not be at all cost and has to consider all aspects of state and local planning policies and propose a development that is in keeping with what is sought in policies and in this instance not have a domineering effect upon the area.

The land to the south and further east are zoned residential and land even further west is residential. This development is not sympathetic to the existing built form of the residential areas.

The report submitted by Urbis argues that there is no clear strategic guidance for the form of development sought and that the site doesn't fall under any specific neighbourhood character area under Clause 22.01 of the Monash Planning Scheme; albeit, development that exists within the area provides a good guidance as to what is acceptable and the applicant fails to acknowledge this.

Monash Housing Strategy 2014

Whilst the Monash Housing Strategy seeks to diversify housing within this area, it only does so subject to careful design. It is considered that the proposed development fails to provide the site responsive design identified as required under this strategy.

The design response has little regard for the surrounding context in terms of built form outcomes, design objectives of the housing strategy and urban context. The Housing Strategy envisages development of a much lesser scale more complimentary to the established built form of the surrounding area. The nine storey scale of the proposed development will be visually dominant on the surrounding context within an area not identified for built form outcomes of the scale proposed. The scale and massing impact of the development will be visually imposing on adjoining properties including adjoining public open space and surrounding established low density residential areas comprising of single and double storey dwellings.

It is considered that the development is not adequately site responsive or consistent with the desired future character outcome for the area particularly having particular regard to building bulk and massing.

The Council do not take issue with the increase or provision of additional dwellings, this part of the proposal meets the future intent of the Housing strategy, it is simply the intensity and scale of the building sought which is problematic.

Whilst the precinct is identified for some moderate increased density and more intensive development, the design response must appropriately integrate with surrounding development in scale and form and provide for better transition with surrounding context. The nine storey scale and architectural styling of the proposal does not appropriately achieve these objectives. Greater strategic policy justification would be required for a development of the scale proposed. In the absence of further strategic planning policy with respect of the site new development should have proper regard for the surrounding context and applicable policy objectives.

The submitted proposal is at odds with the objectives of the adopted housing strategy. The subject land and surrounding area has not been identified for increased residential density and built form outcomes of the scale proposed. The design response pays poor regard for the surrounding context in terms of built form outcomes, design objectives of the housing strategy and neighbourhood character.

Local Planning Policy Framework (LPPF)

Strategic urban design guidance is provided by Clause 21.04 – Residential Development, which identifies the subject site's commercially-zoned portion of Oakleigh South as a 'Category 1 –

Activity Centre' where more intensive and higher scale development is to be directed. Further clarity around the intent of the 'Category 1' designation is provided by Clause 21.06 – Major and Neighbourhood Activity Centres, which identifies Oakleigh South as a '*Neighbourhood Activity Centre'* where development is to be of a lesser intensity compared to 'higher order' activity centres such as Glen Waverly Major Activity Centre, Oakleigh Major Activity Centre, or the Brandon Park, Clayton and Mount Waverly Activity Centres.

More specific design guidance is provided by way of Clause 43.02 – Design and Development Overlay (DDO1 – Industrial and Commercial Design and Development Area), which provides key urban design metrics for setbacks to Centre Road and from 'other streets' but provides limited guidance regarding building height and massing. Clause 22.03 – Industry and Business Development and Character Policy partly 'fills this gap' by seeking to ensure development complements and does not visually overwhelm surrounding buildings, roads or spaces, and conforms with the scale and high quality design suitable for the locality. Whilst it does not provide a specific height requirement for NACs, it encourages 'medium to high rise development' within the Oakleigh MAC (quantified as 4-8 storeys) and 'medium rise development' in a number of lower order Activity Centres such as Brandon Park, Clayton and Mount Waverly. This sentiment is only reinforced by the Monash Housing Strategy (Planisphere, October 2014), where Section 6.4 encourages 'mixed use and apartment developments at a density appropriate to the context of the Activity Centre' and identifies potential for lower density mixed use and lower rise apartment developments in NACs such as Oakleigh South.

The MSS also includes local policy vision in relation to Traffic and Transport (Clause 21.08), Physical infrastructure (Clause 21.11), and Sustainability and Environment (Clause 21.13) which are all have broad relevance to this proposal.

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

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

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

Clause 22.13 (Environmentally Sustainable Development Policy) applies to all residential and non-residential developments that require a planning permit. This policy was introduced into the scheme on the 29 September 2016 and is relevant to this application. In accordance with clause 22.13-4, a Sustainability management Plan (SMP) was submitted with the application.

Urban Design and Built Form

Independent urban design analysis was obtained by Council to assist in the assessment of the proposal, particularly given its proposed scale.

Relevant extracts and a summary of key elements of this advice is provided as follows:

Building Height and Massing

The first pertains to the applicant's approach to building height and massing. Whilst the supplied design package suggests a design intent to facilitate 'eight storey development', the maximum building height of the proposal is closer to 33.57m and which is more akin in height to an eleven storey building height (at least based on conventional residential floor-to-floor heights of circa 3m). It is significant, and it is unclear how the proposal has arrived at this metric based on either the urban context report or the urban design statement. For example, pages 15-18 of the urban context report suggests an analysis of the scale of development occurring within other municipal Activity Centres, but erroneously identifies Clayton as a NAC (where it is in fact a MAC as per Table 1 of Clause 21.06) and clearly relies on the scale of development in a range of 'higher order' Activity Centres throughout the City. The same criticism applies to other aspects of the urban design statement that suggests the site is located within a 'gateway location', but we are not aware of any provisions in the Planning Scheme that would support this observation and note that it is the C2Z-zoned land to the west of the subject site that is arguably sited as such.

It is also particularly unclear how the proposal responds to the provisions of Clause 21.06 that seek for building heights within NACs to be moderately higher than surrounding residential areas, the provisions of Clause 22.03 that envisions 'medium to high rise development' (between 4-8 storeys) within higher-order Major Activity Centres (such as the Oakleigh MAC) and medium rise development in other MAC, or the provisions of the Housing Strategy that envisions 'lower density mixed use and lower rise apartment developments in NACs'. At 33.57m, the scale of the proposal is venturing into the realm of a 'high rise' development that is more suited to higher-order Activity Centres, rather than lower-order Activity Centres in prevalingly low-set suburban contexts such as the subject site.

We recommend that the applicant be invited to provide further justification of the design rationale behind the proposal's height and massing. This should include:

- Accurate analysis of the pattern of emerging heights in comparable municipal Activity Centres to the subject site (NACs), to provide a better understanding of how the building height of the proposal relates to NACs throughout the municipality. Developments should include approved or constructed, and heights should be measured in both storeys and metres.*
- Further contemplation given to the context-specific realities of the subject site, including the 9m mandatory height control of land on the southern side of Centre Road within Schedule 3 to the GRZ under the Kingston Planning Scheme (effectively a 'defacto NRZ' level of height) and views 'on approach' to the subject site from the east and west of Centre Road.*
- Ideally, a broader masterplan showing high level urban design and development assumptions for the entirety of the subject site (including land outside of the 'planning unit'), to assist Council in understanding how this*

particular proposal will relate to likely future development of the broader precinct. The provisions of DDO1 will assist with this task.

- *High level analysis of the likely pattern of future development for C2Z-zoned land to the west of the subject site. The C2Z zoning of this land will preclude residential land uses and likely limit its future potential for intensive redevelopment, and the presence of the service station suggests a level of land fragmentation that will also influence its ultimate design outcome.*

In lieu of further analysis on behalf of the applicant, it is our view that the proposal's approach to height and massing is excessive for this particular site in this particular physical and policy context. It may be that taller building heights of 6 storeys to 8 storeys could potentially be accommodated on site (circa 18m-24m), but this, too, requires analysis.

.....

Lesser building heights on site would provide:

- *A level of intensification that responds to the physical characteristics of the site and which acknowledges the implications of DDO1's preferred setback metrics.*
- *Greater consistency with the provisions of Clause 21.06 that envision building heights in NACs to be reflective of their role and location within the City's broader Activity Centre hierarchy, including moderately higher development than surrounding residential land (again noting that the nearest residential land along the southern side of Centre Road is prevalingly single and double storey and subject to a 9m maximum building height requirement under Kingston's GRZ3).*
- *A more realistic interpretation of Clause 22.03 and the Housing Strategy which envision medium-high rise developments up to 8 storeys within the Oakley MAC, medium rise within other MACs, and lower rise developments within NACs.*
- *A more tempered response to Link Avenue, and the manner in which aspects of the proposal rise sheer to it.*
- *Whilst perhaps not a primary driver of building height and massing, reducing building heights will provide for greater morning Equinox solar access to the northern footpath of Centre Road.*

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Upper Form Design Resolution

Whilst the proposal's contemporary approach to architecture is supported in principle, the upper form of the proposal reads as a relatively continuous and unbroken mass and is so despite the best intentions of the applicant to avoid this as per pages 31-33 of the urban context report.

....

Aforementioned height reductions will assist in addressing this at the 'macro level', but design mechanisms that would further assist at the 'micro level' could include:

- *Emphasising the coarser grain of the upper form through darker materiality in the central vertical recesses (lift cores), and supplementing*

this with vertical greenery and eave deletion.

- *Deleting the north-east facing apartments at the intersection of each 'wing' of the upper form (columns of apartments above and including Apartments 2.01 and 2.02 at Level 02) to better-emphasise each of the upper form's constituent 'wings'.*

The manner in which the upper form of the proposal 'turns its back' on a number of key corners through dwelling orientation is also a key shortcoming of this particular design. The south-eastern and south-western corners of the upper form are the most visible in oblique view 'on approach' from Centre Road to the east and the west (noting that there is very little to the east of the subject site that would be capable of accommodating height and scale and obscuring the proposal in the future), and the northern elevation of the upper form plays a critical role in integrating the proposal into the broader subject site precinct and dissuading antisocial activity within the existing car park of 'The Links' shopping centre. The proposed art strategy is an insufficient substitute for meaningful public realm interfaces, and we recommend fundamentally re-orientating a apartments at the north of the upper form (above and including Apartments 2.20 and 2.21 at Level 02), the south-west of the upper form (above and including Apartment 2.11 at Level 02) and the south-east of the upper form (above and including Apartments 2.05 and 2.06 at Level 02) to take primary outlook and amenity from Centre Road or Link Avenue as relevant.

....

Other

There are a several remnant urban design considerations that require further clarification from the applicant, including:

- *How does the plaza space function 'after hours', and how is a sense of address maintained for residents? This is particularly so given the primary residential lift core and access is obscured from view from the public realm, and is not readily legible or identifiable. It requires access through the proposed Ground Floor plaza, which in turn requires the plaza space to be publicly accessible at all hours of day.*

The introduction of a direct and separate pedestrian entry has been provided from Link Avenue, and this is commendable. However, this too could use further refinement by deleting the southern abutting seating area and widening the entrance aperture from Link Road, which will have the effect of enhancing the legibility of this entrance as well as reducing the potential creation of places of entrapment. We also remain unclear as to how this space will function after hours relative to the rest of the Ground Floor plaza area, but suspect that this is a minor design issue that can be resolved through greater clarity on access intentions.

- *What guarantee can be given that the proposed supermarket will not obscure Ground Floor glazing to Centre Road with signage or stickers? Whilst we acknowledge the signage plan on DA81 of the applicant plan package, these suggest 'indicative' locations only. This could be enforced through a range of*

mechanisms, including deletion of the word ‘indicative’ within annotations on the development plans or inclusion within a Section 173 agreement.

- *Has a landscape response along the proposal’s eastern at-grade car park interface with Stan Riley Reserve been considered? Whilst noting that the reserve is not a heavily landscaped open space, the proposal along with the reserve may benefit from greater landscaping along this interface.*

As is evident throughout the assessment, the proposal is inappropriately conceived and inadequately justified having regard to context and applicable policy.

Development needs to have careful consideration of the interface with existing adjoining properties and how the development fits within the neighbourhood. The proposed 9 storey form of the proposal is inconsistent with the vision for the precinct. Any development of the subject land needs to suitably integrate with the established and emerging built form of the surrounds. The large land area of the subject property does not merely justify a built form outcome of the scale proposed. Whilst the site could potentially accommodate a building of scale, the proposed 9 storey form is considered excessive. A more appropriate design response for the site would better integrate new residential development having regard to the existing and preferred character of the area. Development of the land should be less visually dominant, more modest in scale and massing, provide for appropriate interface with adjoining properties and the streetscape. Architectural styling and design detail should be more sympathetic to the surrounding context.

Although conceptually, a higher density development is supported on the subject site, the concern with the current proposal relates to its overall scale within the context of the surrounding area. The scale of building proposed is significantly higher than the prevailing single and double storey commercial and residential developments in the immediate and broader area. In the broader strategic sense, the site is considered suitable to a more intense built form, however this does not mean that ‘anything goes’ in terms of building scale.

As such, the proposed building height should be substantially reduced to a height to better integrate with the surrounding context. With this in mind, a building scale of 4-5 storeys would be considered more appropriate given the surrounding context and built form outcomes sought by policy.

Clause 58 – Apartment Developments

Clause 58 applies to an apartment development within the Commercial Zone and seeks to encourage apartment development that provides reasonable standards of amenity for existing and new residents and to encourage apartment development that is responsive to the site and the surrounding area.

The table below details a summary of the proposed developments performance with respect of Clause 58:

CLAUSE	STANDARD	COMPLIES / DOES NOT COMPLY / VARIATION REQUIRED
<i>58.02-1 – Urban Context objectives</i>	Standard D1	Does Not Comply X The proposed building scale is inappropriate and excessive with respect to the existing and

		preferred urban context of the site.
<i>58.02-2 - Residential policy objectives</i>	Standard D2	Does Not Comply X The proposed development is inconsistent with State and Local Policy regarding housing density in appropriate locations.
<i>58.02-3 - Dwelling diversity objective</i>	Standard D3	Does Not Comply X The development proposed does not provide for adequate dwelling diversity. The proposed development does not include any dwellings containing 3 or more bedrooms.
<i>58.02-4 - Infrastructure objectives</i>	Standard D4	Complies ✓ All dwellings will be provided with appropriate utility services and infrastructure.
<i>58.02-5 - Integration with the street objective</i>	Standard D5	Does Not Comply X The proposed development does not appropriately integrate with the surrounding context. Pedestrian entrances are focussed on internal roadways. Pedestrian linkages to retail precinct to the north is poor and not pedestrian friendly.
<i>58.03-1 Energy efficiency objectives</i>	Standard D6	Complies ✓ Solar north-facing windows have been proposed to be maximised. The proposal currently achieves an overall BESS score of 62% which falls into the 'Best Practice' clarification in BESS. The proposed development also achieved a pass in the four mandator categories of Water, indoor Environment Quality and Stormwater.
<i>58.03-2 Communal open space objective</i>	Standard D7	Complies ✓ The development proposes 173 apartments and has proposed total of 2,610 sqm of landscaped communal open space amenity provision for the development, a vast surplus then that as stated under the standard.
<i>58.03-3 Solar access to communal outdoor open space objective</i>	Standard D8	Complies ✓ The proposal proposes the communal spaces across the development specially on Level 1 and the rooftop. The location of the communal spaces will provide the optimum solar access to the areas for the residents.

<p>58.03-4 <i>Safety objective</i></p>	<p>Standard D9</p>	<p>Does Not Comply X Pedestrian links within the site are poor.</p>
<p>58.03-5 <i>Landscaping objectives</i></p>	<p>Standard D10</p>	<p>Complies ✓ The landscape plan is considered an enhanced landscape design outcome for the site and future residents, providing pedestrian pathways, outdoor seating, greenery ground cover, street trees and significant planted areas, communal garden facilities and landscaped furniture across the development.</p>
<p>58.03-6 <i>Access objective</i></p>	<p>Standard D11</p>	<p>Complies ✓ Pursuant to Standard D11, the width of the access ways are sited as 6 metres at Link Ave for Residential entry and 6.865 metres at Link Ave for Loading entry. These access ways, sited at the north boundary of the development provide separate access to the two basement levels of car parking available on the site to reduce congestion, traffic and amenity issues. The access is located adjacent to the existing car park of the Links Shopping Centre, to encompass existing car park and loading vehicle movements as current. It is considered this access design does not detract from the urban design response and seeks to minimise any negative impacts to pedestrians and the public realm.</p>
<p>58.03-7 <i>Parking location objectives</i></p>	<p>Standard D12</p>	<p>Complies ✓ This proposal wholly complies with Standard D12. The car parking is located predominately within the two Basement Levels and Ground Floor, adjacent to the development. The parking areas deliver the appropriate design solution to address the residential car parking requirements and retail uses and convenience at grade car parking on the ground floor, this will in turn, provide separation between residential and commercial car spaces within the development. The basement level parking areas are conveniently accessed by residents via a single access ways and internally lift facilities, the parking is secure, well ventilated</p>

		and provide the apartment development with the full suite of services including bicycle spaces, storage cages and required utility areas.
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<p><i>58.03-8 Integrated water and stormwater management objectives</i></p>	<p>Standard D13</p>	<p>Complies ✓ The proposal has achieved a BESS score of 62% considered to be ‘Best Practice’ regarding stormwater and rainwater collection in accordance with D13. A Melbourne Water STORM assessment has been completed to determine the rainwater tank size and amenities flushing required to achieve a minimum 100% stormwater treatment – the proposal achieving a STORM rating of 103%. Rainwater runoff will be collected from the roof area and stored in a 30,000-litre rainwater tank. Captured rainwater in these tanks will be used for toilet flushing, landscaping irrigation, and bin wash facilities.</p>
<p><i>58.04-1 Building setback objectives</i></p>	<p>Standard D14</p>	<p>Complies ✓ The proposal complies with the standard D14 building setback objectives. The proposal was assessed against the daylight access calculations as detailed within the SML (Section 4). The assessment found 44% (76 out of 173) of the proposed apartments achieve at least 3 hours of winter sunlight. Additionally, all living areas and bedrooms within the proposal have access to an external door or window. In addition to the above, the building proposes the orientation of each dwelling outwards to minimise overlooking and orientate the dwellings to achieve Level 1 and higher views.</p>
<p><i>58.04-2 Internal views objective</i></p>	<p>Standard D15</p>	<p>Complies ✓ As demonstrated within the architectural plan sheets DA60, DA61, DA62 and DA63 the variety of apartments and the apartment type compliance with the high quality internal amenity and internal window orientation design. Each apartment has been afforded a well-designed, ventilated, access to daylight apartment layouts with associated balconies. The proposal complies with Standard D15 by sighting the apartments above the retail uses on</p>

		Ground Floor to ensure privacy, separation from the road network and provision of views out across the vista from the site.
<i>58.04-3 Noise impacts objectives</i>	Standard D16	Complies ✓ The development has included relevant design measures to minimise the environmental and building services noise to the Australian Standard levels, ensuring that indoor spaces are comfortable and amenable.
<i>58.05-1 Accessibility objective</i>	Standard D17	Complies ✓ As demonstrated within the architectural plan sheets DA60, DA61, DA62 and DA63 the apartment varieties overall employ high level of internal accessibility and amenity, in line with Standard D17. The variety of apartments afforded within the proposed development provide an optimum layout variety for a range of residents' needs including clear openings, ensuite, clear access ways and a functional layout that can be adaptable.
<i>58.05-2 Building entry and circulation objectives</i>	Standard D18	Complies ✓ All entries to the development are visible and easily definable, with pedestrian access clearly located, passive surveillance, street furniture and landscaping as well as common spaces with clear sight lines and may be accessed via stairs or internal lift lobbies.

58.05-3 Private open space objective	Standard D19	<p>Complies ✓</p> <p>A demonstrated within the architectural plan sheets DA60, DA61, DA62 and DA63 the apartment varieties achieve the minimum balcony size area correlating to the specific dwelling type. The proposed development provides adequate private open space for the reasonable recreation and service the needs of the residents. Moreover, the proposal provides a significant surplus to the required communal areas, providing a total of 2,604sqm of communal spaces throughout the development.</p>
58.05-4 Storage objective	Standard D20	<p>Complies ✓</p> <p>All apartments are provided with a storage cage allocated within the lower car parking levels for ease of accessibility.</p>
58.06-1 Common property objectives	Standard D21	<p>Complies ✓</p> <p>All communal areas are clearly delineated, functional and capable of efficient management.</p>
58.06-2 Site services objectives	Standard D22	<p>Complies ✓</p> <p>All proposed development services are designed to be installed and easily maintained through ease of access, and adaptability of site facilities and location.</p>
58.06-3 Waste and recycling objectives	Standard D23	<p>Complies ✓</p> <p>In accordance with Standard D23 the proposal demonstrates commitment to ensure the dwellings are encourages to recycle and manage waste effectively.</p> <p>A Waste Management Plan further details the waste collection and management services relating to this proposal.</p>
58.07-1 Functional layout objective	Standard D24	<p>Does Not Comply X</p> <p>Variation is required to the standard in relation to the proposed dimensions of the studio apartment. The main bedroom area is dimensioned as 3.3m x 2.8m less than the 3.3m minimum width required by the Standard. The minimal width of these rooms is considered to result in poor internal</p>

		amenity outcomes for the residents of studio apartments.
<i>58.07-2 Room depth objective</i>	Standard D25	Complies ✓ The proposal meets the objectives of D25 by allowing adequate daylight into single aspect habitable rooms.

As detailed above, the proposed development does not appropriately comply with clause 58 objectives relating to urban context, residential policy, dwelling diversity, integration with the street, safety and functional layout.

Car Parking

Clause 52.06 aims to ensure that an appropriate amount of car parking is provided to new developments.

Pursuant to Clause 52.06-5, the car parking rate applicable to this application is as follows:

Land Use	Area	Statutory Requirement	Total Required	Total Proposed
Dwelling	173 apartments	1 car parking space for each 1 or 2-bedroom dwelling	173	178
Supermarket	1,705m ²	5 spaces to each 100m ² of leasable floor area	85	60
Shop (Retail)	757m ²	3.5 spaces to each 100m ² of leasable floor area	26	
Food and Drink Premises	88m ²	3.5 spaces to each 100m ² of leasable floor area	3	
Total spaces required under the statutory rate			287	
Total parking proposed				238

The site is located with the Principal Public Transport Network (PPTN) and is therefore not required to provide any visitor spaces. The proposed development has a statutory requirement for 287 car parking spaces.

The proposal includes provision of 178 car parking spaces within the basement to satisfy the residential component. A further 60 at-grade parking spaces are provided on the east side of Links Avenue for the commercial uses. The application has a parking shortfall of 49 on site car parking space. A permit to reduce the car parking requirement is being sought as part of this application.

The provision of commercial spaces falls short of the statutory car parking requirement car spaces. The Traffic Impact Assessment report has provided the alternate solution for the shortfall in spaces to be provided adjacent to the development. The existing Links Shopping Centre has a surplus of approximately 52 car parking spaces which are not leased as part of the existing buildings. The surplus of 52 spaces is more than sufficient to meet the proposed car parking shortfall associated with the commercial component of the development.

Existing surplus parking on the site is considered to adequately cater for the shortfall of commercial car parking generated.

It is noteworthy that commentary throughout this report seeks improved pedestrian links throughout the site linking to the existing shopping centre to the north and public open space to the west. Provision of these improved pedestrian links would likely result in a further reduction of at-grade car parking servicing commercial aspects of the development. Adequacy of car parking provision will need to be further considered in respect of providing pedestrian connectivity within the site.

Bicycle Parking

Pursuant to Clause 52.34 Bicycle Parking the following bicycle parking rates apply:

Land Use	Area	Statutory Requirement	Total
Dwelling (resident)	173 units	1 space to every 5 dwellings	35 spaces
Dwelling (visitor)	173 units	1 space to every 10 dwellings	17 spaces
Shop (employee)	2,633m ²	1 space to each 600m ² of leasable floor area if the leasable floor area exceeds 1,000m ²	4 spaces
Shop (customer)	2,633m ²	1 space to each 600m ² of leasable floor area if the leasable floor area exceeds 1,000m ²	5 spaces
Total spaces required under the statutory rate			61 spaces

Based on the statutory requirement to provide 61 bicycle spaces, the proposal has provided 212 bicycle parking spaces on site comprising 174 secure spaces within the basement and 38 visitor spaces throughout the site at horizontal rails.

The proposal provides for adequate bicycle parking.

Signage

Clause 52.05 of the Monash Planning Scheme also provides guidance with respect to business identification signage and advertising signage, with signage to be assessed against Category 1 – Commercial Areas. The purpose is to provide for identification and promotion signs and signs that add vitality and colour to commercial areas.

The proposed signage will provide suitable wayfinding throughout the site, clearly identifying key building entries and assisting with pedestrian linkages with the existing shopping centre to the north.

The proposed signage are of a suitable size, siting and illumination to provide for acceptable identification for the building.

CONCLUSION

Whilst the proposal would support the broad increased density objectives of the Monash Planning Scheme, it is considered it would do so at the expense of the competing urban context and built form objectives within the Scheme.

The design response displays inadequate regard for the surrounding context having insufficient consideration of context established and emerging built form, building height and scale, height transition, design detail, and future amenity outcomes for residents.

Substantial land size and commercial zoning is not mere justification for development of increased density and scale of the extent proposed. Whilst these attributes might provide for some opportunity, the excessive form and scale of the proposal is inappropriate. The proposal is inappropriate in its built form given the locality, does not demonstrate site responsive design and constitutes an overdevelopment of the subject land.

RECOMMENDATION

Council having complied with Section 52, 55, 58, 60, 61 and 62 of the Planning and Environment Act 1987, issue a Notice of Refusal to Grant a Planning Permit for buildings and works to construct a nine storey building with two levels of basement, to be used for accommodation and retail premises, display of signage, alteration of access to a Road in a Transport Zone 2 and reduction of the car parking requirement at 1041 Centre Road OAKLEIGH SOUTH VIC 3167 subject to conditions as discussed and justified above.

PLANNING OFFICER:

OFFICER NAME:


James Heitmann

As a Council Delegate, I have reviewed/considered the above officer's report and I agree with the recommendation made.

DELEGATE SIGNATURE:



DELEGATE NAME:

Peter Panagakos

DATE:

10/6/2022

DECLARATION OF CONFLICT OF INTEREST

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

DELEGATE REPORT – SUMMARY OF INFORMATION

Statutory Day	Under, Day 60 11/06/22		
Stamp and Send out Endorsed Plans	No		
Decision Type	Refusal		
Objectors	Yes	No of objectors	73
Referral	Department of transport		

**NOTICE OF DECISION
TO REFUSE TO GRANT
A PERMIT**

Application No.: **TPA/53095**
Planning Scheme: **Monash Planning Scheme**
Responsible authority: **Monash City Council**

ADDRESS OF THE LAND

1041 Centre Road OAKLEIGH SOUTH VIC 3167

WHAT HAS BEEN REFUSED?

Buildings and works to construct a nine storey building with two levels of basement, to be used for accommodation and retail premises, display of signage, alteration of access to a Road in a Transport Zone 2 and reduction of the car parking requirement

GROUNDINGS OF REFUSAL:

1. The height and massing of the proposed development is excessive and will result in a poor urban design outcome.
2. The proposed scale and form of the development is excessive, unjustified and fails to achieve high quality design and architectural excellence.
3. The proposal would have a poor level of internal amenity for future residents.
4. The proposal is considered an overdevelopment of the land.
5. The development does not provide for adequate or appropriate pedestrian links and landscaping outcomes.
6. The proposal is inconsistent with built form objectives, policy and decision guidelines of Clause 22.03.
7. The proposal is inconsistent with the decision guidelines of Clause 34.01-8.
8. The proposal is inconsistent with design objectives and decision guidelines of Design and Development Overlay Schedule 1.
9. The proposal does not meet the following objectives of Clause 58 of the Monash Planning Scheme:
 - 58.02-1 - Urban Context
 - 58.02-2 - Residential policy.
 - 58.02-3 - Dwelling diversity.
 - 58.02-5 - Integration with the street.
 - 58.03-4 - Safety.
 - 58.07-1 Functional layout.

IMPORTANT INFORMATION ABOUT THIS NOTICE

WHAT HAS BEEN DECIDED?

- The responsible authority has decided to refuse to grant a permit.
Note: This is not a refusal under Division 5 of Part 4 of the **Planning and Environment Act 1987**).
- This notice sets out the grounds on which the application has been refused.
- The grounds on which the application has been refused are those of the responsible authority unless otherwise stated.

WHAT ABOUT REVIEWS?

For the applicant-

- The person who applied for the permit may apply for a review of the refusal.
- The application for review must be lodged within 60 days of the giving of this notice.
- An application for review is lodged with the Victorian Civil and Administrative Tribunal.
- An application for review must be made on the relevant form which can be obtained from the Victorian Civil and Administrative Tribunal and be accompanied by the applicable fee.
- An application for review must state the grounds upon which it is based.
- A copy of an application for review must be served on the responsible authority, each other party and each other person entitled to notice of the application for review under the Planning and Environment Act 1987 and the Victorian Civil and Administrative Tribunal Act 1998 within 7 days after lodging the application with the Victorian Civil and Administrative Tribunal.
- Details about applications for review and the fees payable can be obtained from the Victorian Civil and Administrative Tribunal.

For a recommending referral authority—

- If the applicant applies for a review of this decision, the applicant must give notice to any recommending referral authority that objected to the grant of the permit after an application for review is lodged.

For an Objector -

- If the applicant applies for a review of this decision, the applicant must give notice to objectors in accordance with the requirements of the **Planning and Environment Act 1987** and the **Victorian Civil and Administrative Tribunal Act 1995**

The address of the Victorian Civil and Administrative Tribunal is 55 King Street, Melbourne 3000. The telephone number of 1300 01 8228. The web site is www.vcat.vic.gov.au