

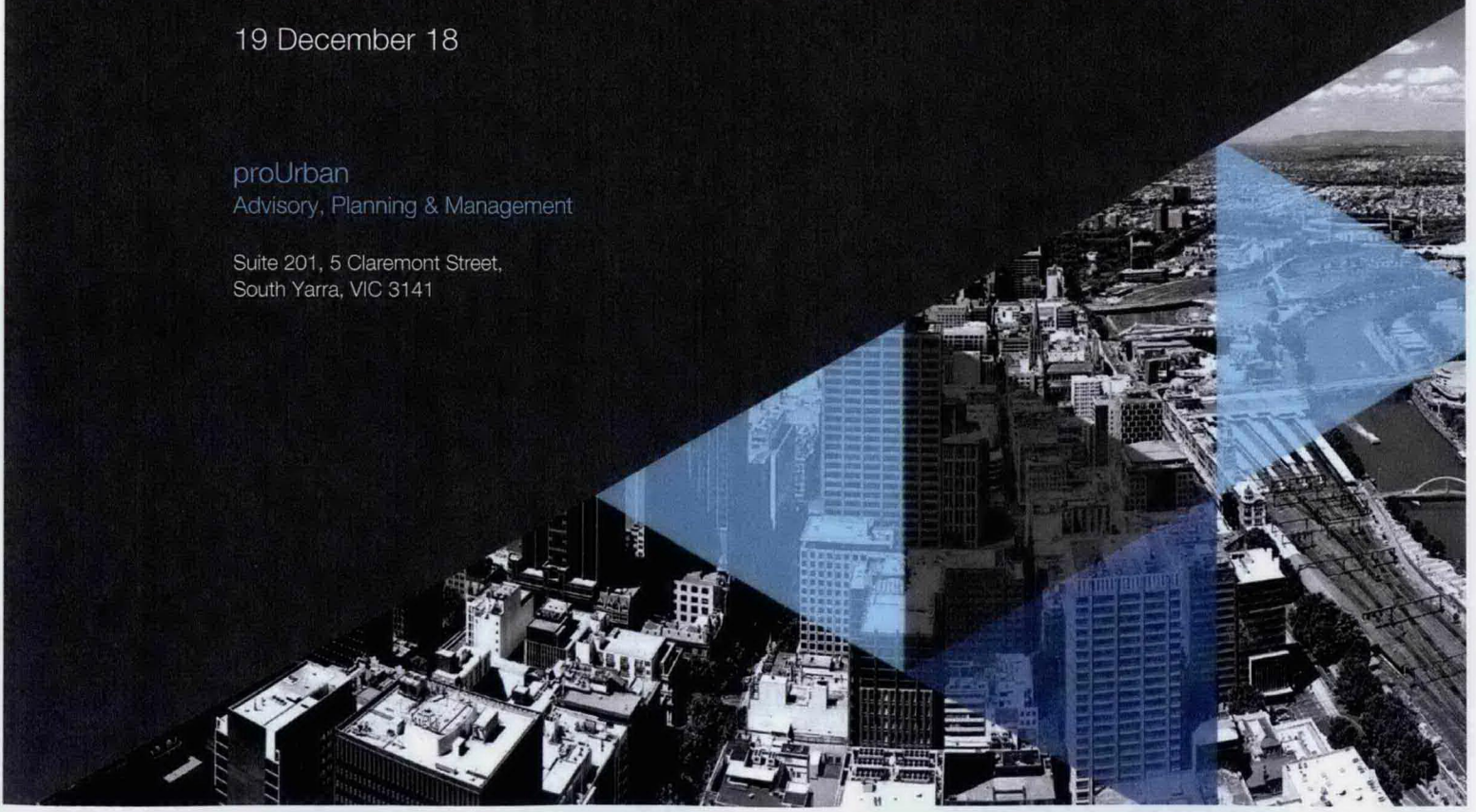
# 71 – 73 Beddoe Avenue, Clayton Planning Report

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19 December 18

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Document No.	Document Form	Prepared By	Reviewed By	Dated
1.	Draft	J. Lauriola	T. Retrot	05/12/2018
2.	Final Draft	J. Lauriola	T. Retrot	18/12/2018
3.	Final	J. Lauriola	T. Retrot	19/12/2018

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# 1 Introduction

This report has been prepared by *proUrban Advisory, Planning & Management* ('proUrban') on behalf of *Southlink Beddoe Pty Ltd* to accompany a planning permit application to the City of Monash ('Council') for the development of the land 71-73 Beddoe Avenue, Clayton ('The Site'), for the purpose of a residential building (student accommodation) and retail premises.

The applicant seeks planning approval to construct a new medium-scale residential building and associated retail space. This report, in conjunction with the attached documentation, forms a planning permit application to the City of Monash for the proposed development of the site.

This report has been informed by:

- A review of the City of Monash Planning Scheme and the relevant clauses and planning policy contained therein;
- A detailed inspection of the subject site and surrounding area;
- A pre-application meeting with Council;
- A review of the architectural plans prepared by the project architect, *Parallel Workshop Pty Ltd*, and all supporting technical reports.

This report provides the following:

- A description of the subject land and surrounding context;
- A description of the proposed works;
- A summary of the applicable statutory controls and policy provisions of the Monash Planning Scheme;
- An analysis of the proposed development against relevant Planning Policy Framework and Local Planning Policies of the Monash Planning Scheme;
- An assessment of the key planning issues as they relate to the proposal, including: land use, design and built form, urban design, amenity considerations, traffic and parking, sustainable performance, waste management and landscape.

This report should be read in conjunction with the following documents:

- Architectural Plans, prepared by *Parallel Workshop Pty Ltd*;
- Landscape Plan, prepared by *Zenith Concepts Pty Ltd*;
- Arboricultural Report, prepared by *John Patrick Landscape Architects Pty Ltd*;
- Traffic Impact Assessment, prepared by *Irwinconsult*;
- Waste Management Assessment, prepared by *Irwinconsult*;
- Sustainability Management Plan, prepared by *NJM Design Pty Ltd*.

Overall, we submit that the proposal is generally consistent with the relevant policy objectives and intent of the Monash Planning Scheme and presents an excellent architectural and strategic design response to the site's opportunities and constraints.

## 2 Site Context

### 2.1 Site Description

The site is located at 71-73 Beddoe Avenue, Clayton. The relevant Certificates of Title confirm the site's legal descriptions as:

- Lot 90 on Plan of Subdivision 022201; and
- Lot 1 on Title Plan 188949P.

A copy of the Certificates of Title and associated Title Plans accompany this report.

The site is generally rectangular in shape and has a frontage to Beddoe Avenue of approximately 36m, a depth of approximately 41m, and a resultant site area of approximately 1,475m<sup>2</sup>.



FIGURE 1 | CADASTRAL IMAGE OF SUBJECT SITE

### 2.2 Existing Conditions

The subject site is currently occupied by two (2) single-storey weatherboard residential dwellings. Vehicular access is taken via two (2) vehicle crossovers to Beddoe Avenue.

The site contains notable vegetation and established trees to the front and rear. Please refer to the Arboricultural Report prepared by JohnPatrick for further details.



FIGURE 2 | AERIAL IMAGE OF SUBJECT SITE

### 2.3 Site Interfaces

The site features interfaces with adjoining properties to the south, north and west, whilst the eastern boundary (frontage) interfaces Beddoe Avenue. The surrounding area comprises a mix of uses, primarily residential and community service facilities.

#### *North*

To the immediate north the site interfaces with the southern side of 69 Beddoe Avenue, which comprises a single-storey weatherboard dwelling. This character continues farther afield, interspersed by some examples of recent residential infill development.

#### *East*

The immediate east of the site interfaces Beddoe Avenue. The eastern side of Beddoe Avenue comprises a mix of existing low-density residential developments and newer mixed-use community facilities, such as a children's centre. The infrastructure of the Monash National Employment and Innovation Cluster is located farther afield.

#### *South*

To the immediate south the site interfaces with the northern side of 75 Beddoe Avenue. This site contains an existing single-storey brick veneer residential dwelling. The Princes Highway corridor is located farther afield.

#### *West*

The site's western boundary adjoins existing residential dwellings to the rear, which comprise a mix of single- and double-storey built form. Marshall Avenue also exhibits examples of recent infill residential townhouse developments.

## 2.4 Surrounding Area

The subject site is located in a residential area identified for substantial change and immediately west of the Monash University Clayton Campus, and the Monash Technology Precinct. Surrounding land uses comprise primarily residential and education with commercial, industrial and retail uses found along Dandenong Road and further north.

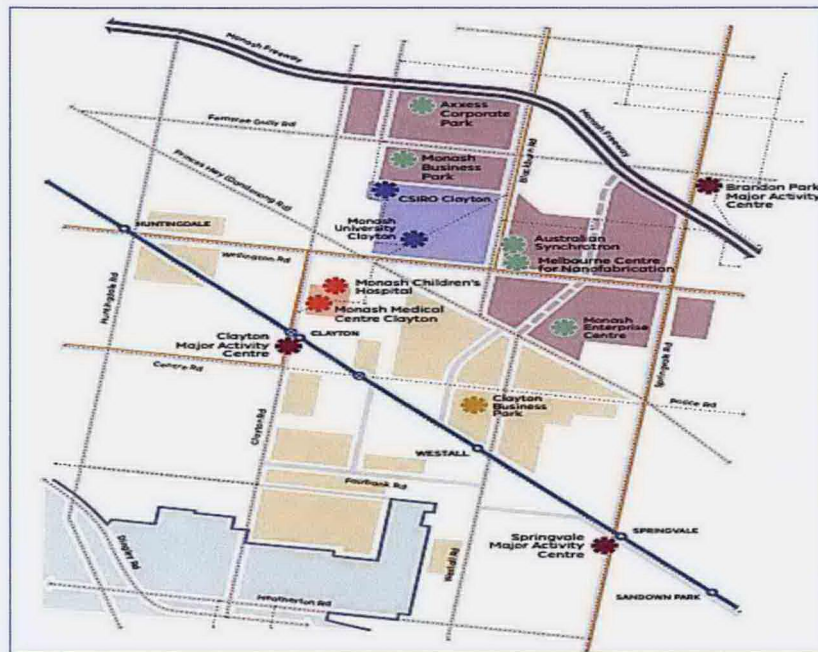


FIGURE 3 | MONASH NATIONAL EMPLOYMENT AND INNOVATION CLUSTER (MNEIC)

The site is located in the Residential Growth Zone (RGZ), which has as its purpose to provide residential buildings at increased densities up to and including four (4) storeys. Schedule 3 of the RGZ constitutes residential areas of the Clayton Major Activity Centre and Monash National Employment and Innovation Cluster. The area is significant enough to be identified in Map 5 of Plan Melbourne. The cluster has a critical mass of leading education, health and research facilities, including Australia's largest university (Monash University), the Australian Synchrotron, the Melbourne Centre for Nanofabrication, Monash Medical Centre, a new Monash Children's Hospital, CSIRO's largest site in Victoria and the Monash Enterprise Centre.

The site and surrounds are well positioned in a changing area of Monash. The broader area is generally defined by residential properties that have been designed to be consistent with the surrounding grid like street network.

The site is also situated within close walking distance to numerous areas of public open space (Fregon Reserve, Princes Highway Reserve) and is located within the Principal Public Transport Network (PPTN) with exceptional access to multiple forms of public transport. These include:

- Bus services operate along Wellington Road and Princes Highway. Some of the following routes provide connection to local train services to the CBD. Key routes include:
  - Route 630 – Elwood to Monash University;
  - Route 631 – Waverley Gardens to Southland Shopping Centre;
  - Route 703 – Middle Brighton to Blackburn;
  - Route 733 – Oakleigh to Box Hill;
  - Route 800 – Dandenong to Chadstone;
  - Route 802 – Dandenong to Chadstone (alternative route);

- Route 804 – Dandenong to Chadstone (alternative route);
- Route 862 – Dandenong to Chadstone (alternative route) and;
- Route 900 – Stud Park Shopping Centre to Caulfield.

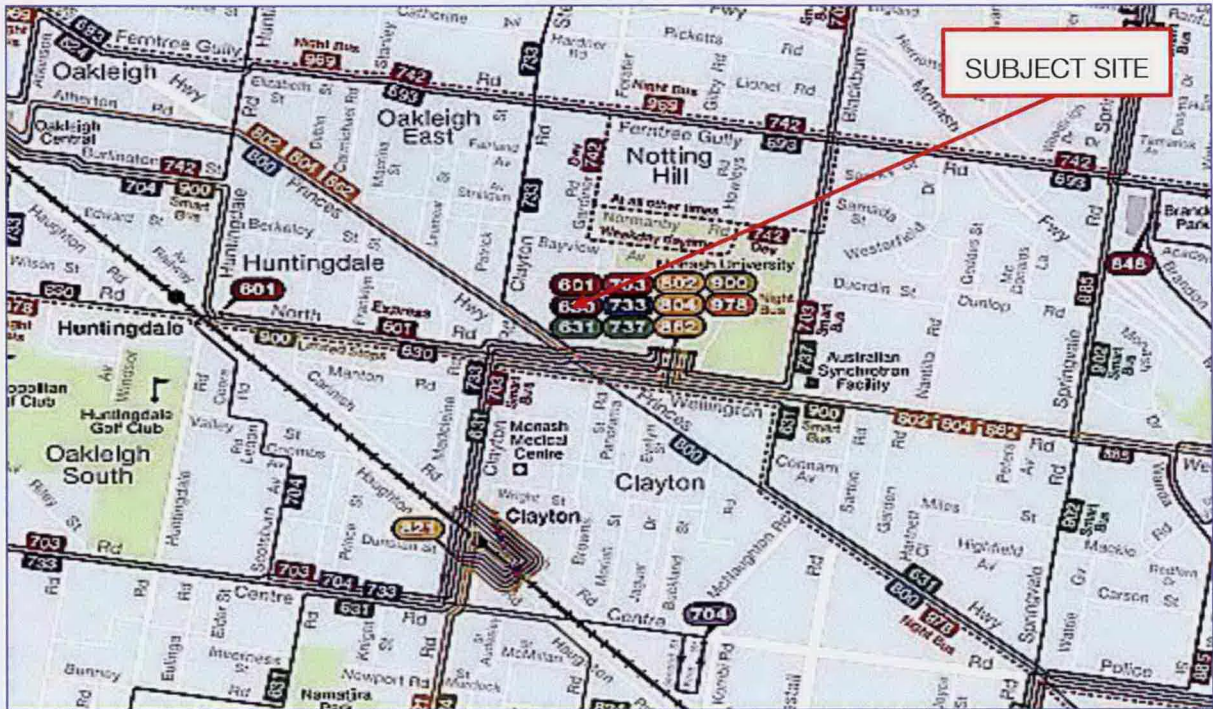


FIGURE 4 | MONASH PUBLIC TRANSPORT NETWORK



## 3 The Proposed Development

The proposal seeks to demolish the existing two (2) single-storey residential dwellings on the subject site and construct a four (4) storey residential development including a retail space on ground floor with car parking provided within the basement level, along with bicycle facilities accessed via the central stairwell and lift facilities.

The development primarily proposes one (1) bedroom residential units for student accommodation but includes a series of two (2) bedroom units at upper levels designed to accommodate staff and workers employed at the Monash National Employment and Innovation Cluster. The proposal incorporates a courtyard, barbeque area, storage, mail service area and retail space on the ground floor area, as well as a public garden area fronting Beddoe Avenue. Each residential dwelling includes a private open space and self-contained facilities.

### 3.1 Land Use

The retail premise and communal facilities will be located on the ground floor. Associated bicycle parking and car parking will be located within the basement level. Residential dwellings will be provided on levels GF – L03. The following bullet points summarise the overall development schedule:

- **Residential** – totally 87 units across four (4) levels.
- **Retail** – comprising 45m<sup>2</sup> at ground level fronting Beddoe Avenue.
- **Communal** – comprising 155m<sup>2</sup> internal courtyard area at ground level.
- **Car parking** – totalling 27 spaces within the basement.
- **Bicycle parking** – totalling 51 bicycle spaces within the basement.

Please refer to attached Development Summary for more details.

### 3.2 Built Form

The proposal seeks approval for a four (4) storey building atop a basement level car park. The proposed design response presents a built form and scale that responds appropriately to the preferred built form character of the area as evidenced by its zoning and designation within Monash National Employment and Innovation Cluster. Further, the proposal will be complementary to Monash University in providing housing choice in the form of student accommodation, and this additional residential diversity and retail space will create synergies with the surrounding existing and future land uses.

Taking advantage of its dual-site frontage to Beddoe Avenue, the proposed design promotes a responsive front interface with Beddoe Avenue by incorporating a centrally located pedestrian entry point, an activated retail space, and a sophisticated building façade that promotes passive surveillance.

The proposal adopts a contemporary architectural style that will contribute to the eclectic existing and emerging character of this precinct. The proposed built form has been designed to respond to surrounding residential interfaces by setting back in general accordance with the recommendations of the relevant planning policy provisions.

Vehicular access will be taken from the sites south-eastern boundary fronting Beddoe Avenue and has been integrated to ensure convenient access.

The following has been extracted from the attached Urban Context Report prepared by *Parallel Workshop Pty Ltd* :

*The building is of 87 units over 4 storeys, with public and private open spaces for both intimate and public demands, given to the fundamental student living structure. Public Open space at ground floor courtyard, promotes social activities and functions as an event space for curriculum needs, where private open space at perimeter, allows opportunities of backyard living for economic student accommodations. Courtyard atrium in the centre of the building, brings in natural sunlight to the centre of the building and facilitates cross ventilation for the indoor area.*

*The Architectural concept of the building is inspired by the Beddoe Avenue boulevard landscape characters and the notion of "Ivy league", being elite and excellent education from Monash University. The architectural geometries and its undulating dynamic manifested by the analogue of the leaf of Ivy plant. The waves of the façade were emerged and sculptured, to create private outlooks to units and continuous rhythm from the streetscape of Beddoe Avenue. By having this articulated façade element, the ribbons of the waves functions as a privacy screen to mitigate overlooking from the building to the neighbouring residence.*

*71 Beddoe Avenue is designed for the next generation living quality accommodation, that employs sophisticated consideration of intimate/public open spaces, by integrating the natural landscape for building residents and the neighbourhood.*

Please refer to the attached Architectural Drawings, prepared by *Parallel Workshop Pty Ltd* for further details.

## 4 Statutory Planning Controls

### 4.1 Zone

#### 4.1.1 Residential Growth Zone

The subject site is situated within the Residential Growth Zone. Pursuant to Clause 32.07 of the Monash Planning Scheme the purpose of the RGZ is defined as:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To provide housing at increased densities in buildings up to and including four storey buildings.*
- *To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres.*
- *To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.*
- *To ensure residential development achieves design objectives specified in a schedule to this zone.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

#### 4.1.2 Residential Growth Zone – Schedule 3

More specifically, Section 1.0 of Schedule 3 to the Residential Growth Zone (RGZ3) identifies the following relevant design objectives:

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

Section 2.0 of the RGZ3 stipulates the following variations to the ResCode Standards outlined in Clause 55 of the Monash Planning Scheme:

- **Minimum street setback – A3 and B6**
  - Minimum setback from front street – 4 metres.
- **Landscaping – B13**
  - Retain or provide at least one canopy tree with a minimum mature height equal to the height of the roof of the proposed building or 10 metres, whichever is greater.
- **Side and rear setbacks – A10 and B17**
  - Side setbacks – 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.
  - Rear setback – 3 metres for the first 2 storeys plus 2 metres for the third storey.
- **Private open space – B28**
  - An area of 40 square metres, with one part of the private open space at the side or the rear of the dwelling or residential building with a minimum area of 35 square metres, a minimum width of 3 metres and convenient access from a living room.

Further to the above, Section 3.0 of the GRZ9 specifies no maximum building height requirement for a dwelling or residential building.

Please refer to Figure 5, for a Zone Map depicting the subject site in the context of the RGZ3 and surrounding zones.



FIGURE 5 | RESIDENTIAL GROWTH ZONE – SCHEDULE 3

#### 4.2 Overlays

The site is not affected by any planning overlays:

#### 4.3 Particular Provisions

The particular provisions are specific prerequisites for a range of particular uses and developments and apply consistently across the State. Unless specified otherwise, the particular provisions apply in addition to the requirements of a zone or overlay. The following particular provisions are relevant to this application:

##### 4.3.1 Car Parking

Pursuant to Clause 52.06 of the Monash Planning Scheme, the relevant Car Parking objectives include:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

The provisions of Clause 52.06 apply to any new use or increase in floor area and requires the delivery of a minimum number of spaces. A permit is required to reduce the number of car parking spaces required as contained in Clause

52.06. The site is located within the Principal Public Transport Network Area Map (PPTN) and therefore is subject to the reduced parking provisions depicted within Column B of the Table 1.

Further to Clause 22.10-4 of the Monash Planning Scheme, car spaces should be provided on site at the rates of:

- *Min. 0.3 car spaces per bed for sites located within Preferred Locations.*
- *Min. 0.4 car spaces per bed for sites located outside of Preferred Locations.*

#### 4.3.2 Bicycle Facilities

Clause 52.34 of the Monash Planning Scheme outlines the purpose of the Bicycle Facilities provision as follows:

- *To encourage cycling as a mode of transport.*
- *To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.*

Pursuant to Clause 52.34-1 a new use cannot commence, nor the floor area of an existing use be increased, until the required bicycle facilities and associated signage has been provided on the land. Where the floor area occupied by an existing use is increased, the requirement for bicycle facilities only applies to the increased floor area of the use. A permit may be granted to vary, reduce or waive any requirement of Clause 52.34-5 and Clause 52.34-6.

Further to Clause 22.10-4 of the Monash Planning Scheme:

- *Bicycle parking spaces should be provided at a rate of 1 bicycle space for every 2 students.*

## 5 Planning Permit Requirements

The planning permit triggers associated with the proposed development are summarised in the following points.

### 5.1 Land Use

- Pursuant to the Table of Uses at Clause 32.07-2 of the Monash Planning Scheme, a planning permit **is required** for use of the land for the purposes of a convenience shop.

### 5.2 Building and Works

- Pursuant to Clause 32.07-5 of the Monash Planning Scheme, a planning permit **is required** to construct a building or construct or carry out works.

### 5.3 Car Parking / Cycle Parking

- Pursuant to Clause 52.06 of the Monash Planning Scheme a planning permit **is required** for the reduction of car parking as required under Clause 52.06-3.

### 5.4 Application Requirements

An application must be accompanied by the following information, as appropriate:

- A landscape plan prepared by a landscape architect or a suitably qualified landscape designer, drawn to scale and dimensioned which:
  - Identifies, retains and protects significant vegetation on the site and significant vegetation on adjoining properties in proximity to the development which contributes to the character of the area, including the identification of tree protection zones.
  - Proposes new canopy trees and other vegetation that will enhance the landscape character of the neighbourhood particularly within the front, side and rear setbacks, along driveways and walkways, and within private open space areas.
  - Provides a schedule of all proposed trees, shrubs and ground covers including the size of all plants (at planting and at maturity), their location, botanical names and the location of all areas to be covered by grass, lawn, mulch or other surface material.
  - Provides the location and details of all fencing and external lighting.
  - Identifies the extent of any cut and fill, embankments or retaining walls associated with the landscape treatment of the site.
  - Details of all proposed surface materials including pathways, patios or decked areas and measures to reduce stormwater runoff such as porous paving, swales and infiltration, ponding areas and grey water reuse.
- A schedule of materials and finishes to be used in the development.
- A plan identifying service areas, such as waste and recycling areas, utilities and services.
- A waste management plan for the collection and disposal of garbage and recyclables for all users on the site which details:
  - The method of collection of garbage and recyclables including the need to provide for private services or utilisation of Council services.
  - On-site bin storage areas and structures.
  - Appropriate bin storage on collection days that ensures the nature strip in front of the site is sufficient to support the number of bins required.

- Measures to minimise the impact upon local amenity and the operation, management, amenity and maintenance of car parking areas, walkways and communal open space.

#### 5.5 Notice and Review

The application **is not exempt** from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

## 6 Relevant Planning Policy

### 6.1 Planning Policy Framework

The Planning Policy Framework (PPF) seeks to ensure that the objectives of planning in Victoria (as set out in Section 4 of the *Planning and Environment Act 1987*) are adopted through appropriate land use and development policies and practices. It informs the preparation and implementation of local planning policy objectives and the introduction of zone and overlay controls, and seeks to integrate relevant environmental, cultural, social and economic factors in the interest of net community benefit and sustainable development.

Those clauses most relevant to the current proposal include:

#### 6.1.1 Plan Melbourne

Plan Melbourne (2017-2050) is a State-level planning document outlining the strategic framework for the Melbourne region to 2050. The document encourages the redevelopment of underutilised land, particularly urban-renewal areas, within close proximity to employment, various services and public transport infrastructure.

Map 5 of Plan Melbourne identifies the Monash National Employment and Innovation Cluster (subject site area) as critical area for leading education, health and research facilities, including Australia's largest university (Monash University), the Australian Synchrotron, the Melbourne Centre for Nanofabrication, Monash Medical Centre, a new Monash Children's Hospital, CSIRO's largest site in Victoria and the Monash Enterprise Centre.

#### 6.1.2 Victorian Planning Provisions (VPP)

##### *Settlement*

- Clause 11.02-1S Supply of urban land: *To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.*
- Clause 11.03-1S Activity centre planning: *To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres which provide a variety of land uses and are highly accessible to the community.*

##### *Amenity*

- Clause 13.07-1S Land use compatibility: *To safeguard community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects.*

##### *Built Environment and Heritage*

- Clause 15.01-1S Urban design: *To create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*
- Clause 15.01-2S Building design: *To achieve building design outcomes that contribute positively to the local context and enhance the public realm.*
- Clause 15.01-5S Neighbourhood character: *To recognise, support and protect neighbourhood character, cultural identity, and sense of place.*
- Clause 15.02-1S Energy and resource efficiency: *To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.*

##### *Housing*



- Clause 16.01-03S Housing diversity: *To provide for a range of housing types to meet diverse needs.*
- Clause 16.01-01S Integrated housing: *To promote a housing market that meets community needs.*
- Clause 16.01-2S Location of residential development: *To locate new housing in designated locations that offer good access to jobs, services and transport.*

#### *Economic Development*

- Clause 17.01-1S Diversified economy: *To strengthen and diversify the economy.*

#### *Transport*

- Clause 18.01-1S Land use and transport planning: *To create a safe and sustainable transport system by integrating land-use and transport.*
- Clause 18.02-1S Sustainable personal transport: *To promote the use of sustainable personal transport.*
- Clause 18.02-2S Public Transport: *To facilitate greater use of public transport and promote increased development close to high-quality public transport routes.*
- Clause 18.02-4S Car parking: *To ensure an adequate supply of car parking that is appropriately designed and located.*

#### *Infrastructure*

- Clause 19.03-3S Water supply, sewerage and drainage: *To plan for the provision of water supply, sewerage and drainage services that efficiently and effectively meet state and community needs and protect the environment.*
- Clause 19.03-4S Stormwater: *To reduce the impact of stormwater on bays, water bodies and catchments.*

The above-mentioned policies and objectives relate to the general provisions of the Planning Scheme and are relevant to the proposal in a general sense. The principles of land use and development have been adhered to and the proposed development meets the strategic directions outlined in the PPF.

## 6.2 Local Planning Policy Framework

The Local Planning Policy Framework (LPPF) sets a local and regional strategic policy context for a municipality. It comprises the Municipal Strategic Statement (MSS) and specific local planning policies and operates consistently with the PPF.

### 6.2.1 Municipal Strategic Statement

#### *Clause 21.01 Introduction*

*The City of Monash is one of Melbourne's most populous municipalities, with over 189,000 residents as of 2016. It is located 20 kilometres south east of the Central Business District in Melbourne's fastest growing population corridor. The City of Monash includes the suburbs of Ashwood, Burwood (part), Chadstone (part), Clayton, Glen Waverley, Hughesdale, Huntingdale, Jordanville, Mount Waverley, Mulgrave, Notting Hill, Oakleigh, Syndal and Wheelers Hill.*

*Critical common land use issues relate to open space, transport linkages, provision of appropriate housing and industrial uses, drainage catchment health and environmental works both upstream and downstream of the municipality, the interface between conflicting land uses and linkages to key educational facilities.*

*Monash comprises primarily residential land but has significant areas of commercial, industrial and open space land uses. This includes Glen Waverley, Oakleigh and Clayton Activity Centres, the Monash Technology Precinct and the Monash National Employment Cluster that contains a critical mass of leading education, health, research and commercial facilities*

Council's MSS outlines the vision, strategies and objectives for use and development of land in the municipality. It provides the basis for the application of local policies, zones, overlays and other provisions in the Monash Planning Scheme.

Those clauses most relevant to the current proposal include:

*Clause 21.04 Residential Development*

Clause 21.04 identifies that there is an increasing demand for a variety of different housing styles to cater for changing household sizes and structures

Monash seeks to achieve its vision through the following relevant objectives:

- *To encourage the provision of a variety of housing styles and sizes that will accommodate future housing needs and preferences of the Monash community that complement and enhance the Garden City Character of the City.*
- *To provide accommodation for a diverse population that caters for different family and lifestyle preferences and a variety of residential environments and urban experiences.*
- *To recognise and provide for housing needs of an ageing population.*
- *To ensure the accommodation needs of students are met.*
- *To encourage high standards of architectural design, including the incorporation of environmentally sustainable design principles in buildings and landscaping associated with residential development that takes into account environmental constraints. This includes energy and operating costs, passive design elements, climate change, soil erosion, urban water management and fire risk.*
- *To encourage building practices and dwelling preferences that are energy efficient and sustainable and that incorporate landscape design and use of construction materials that minimise environmental impacts.*
- *To recognise the need to conserve treed environments and revegetate other areas including new residential developments to maintain and enhance the Garden City Character of the municipality.*
- *To ensure that development is appropriate having regard to the residential environment of the area, in particular neighbourhood character and amenity.*
- *To ensure appropriate infrastructure is provided to meet changing community needs that also complies with the principles of environmentally sustainable development.*

*Clause 21.05 Economic Development*

Clause 21.05 details the following relevant objectives:

- *To create an environment which is attractive to investors and fosters business growth.*
- *To develop strong links with members of the business community and ensure that Council is responsive to their needs.*
- *To increase the number and range of viable local employment opportunities.*
- *To facilitate the revitalisation of key areas and ensure that new development is of a high standard that adds to the attractiveness of business and industrial areas and enhances Garden City Character.*

- *To encourage appropriate mixed-use development while ensuring that the amenity of neighbourhoods is not adversely affected.*

#### *Clause 21.08 Transport and Traffic*

Clause 21.08 details the following relevant objectives:

- *To provide a more environmentally responsible transport system.*
- *To facilitate and provide safe, efficient and effective access which minimises travel times throughout the City.*
- *To provide connectivity to a wider range of destinations and major transport linkages in metropolitan Melbourne, particularly the south east.*
- *To promote and facilitate an efficient public transport system that is accessible to the majority of the population.*
- *To ensure regional traffic objectives do not adversely affect the amenity of Monash residents and minimise the negative impacts of through traffic.*
- *To improve local area traffic management, safety and amenity and promote appropriate traffic speeds in local residential areas.*
- *To ensure that adequate vehicle parking is provided for all new uses and developments and that the cost is shared on an equitable basis.*
- *To provide an accessible integrated network of walking and cycling routes for safe and convenient travel to local destinations such as employment, convenience facilities and public transport nodes as well as points of interest that encourages increased levels of walking or cycling within the municipality.*

#### *Clause 21.09 Key Regional Assets*

Clause 21.09 details the following relevant objectives:

- *To develop supportive social, physical and commercial environments surrounding key regional assets in Monash.*
- *To retain and encourage development of private health facilities as an adjunct to key community medical resources.*
- *To enhance "high tech" links with Monash University, the Monash Medical Centre and the Australia Synchrotron.*
- *To retain the Monash University and Holmesglen TAFE campuses as significant educational facilities.*
- *To retain the range of public and private educational facilities in Monash.*
- *To retain and build on the recreational facilities within the municipality.*

#### *Clause 21.11 Physical Infrastructure*

Clause 21.11 details the following relevant objectives:

- *To provide a reliable, efficient and safe range of physical infrastructure for the residents and businesses in the City including roads, drains and essential services.*
- *To ensure that new development provides appropriate infrastructure, particularly where it is likely to impact on the capacity of the existing infrastructure.*
- *To promote development which maximises existing infrastructure in appropriate areas, such as around nodes of existing services.*

- To improve stormwater management so that stormwater is used effectively and efficiently to minimise its impact on the environment and reduce the use of potable water in external areas.
- To ensure that infrastructure facilities have minimal impact on visual character and amenity.
- To protect drainage assets from the adverse impact of development and redevelopment.
- To manage flows within both the major and minor drainage systems.

#### *Clause 21.13 Sustainability and Environment*

Clause 21.13 details the following relevant objectives:

- To ensure that planning, development and associated infrastructure complies with the principles of economic prosperity, social advancement and environmental protection.
- To minimise energy usage and increase utilisation of alternative energy resources, particularly renewable sources.
- To achieve building design which incorporates accessibility considerations and reduces the need to modify or alter structures in response to future changing needs and/or uses.
- To increase water conservation and recycling, maximise the use of rainwater, stormwater and secondary water, and minimise the use of potable water.
- To encourage best practice waste management techniques and recycling, particularly during demolition and construction of buildings, and by the community and industry.
- To ensure that appropriate infrastructure is provided to meet changing community needs.
- To encourage all works in the public domain to sensitively respond to local conditions.
- To ensure that there is incorporation of environmentally sustainable design principles when a new building is being designed.

#### 6.2.2 Local Planning Policy (LPP)

Council's local planning policy aims to implement the objectives and strategies outlined in the MSS. It provides guidance relating to specific planning issues and can offer directions for development in specific areas.

Those clauses most relevant to the current proposal are detailed below.

#### *Clause 22.01 Residential Development and Character Policy*

Clause 22.01 applies to all residential land except land in a Heritage Overlay.

This policy details the following relevant objectives:

- To build upon the important contribution that landscaping makes to the Garden City Character of Monash.
- To encourage new development to achieve architectural and urban design outcomes that positively contribute to neighbourhood character having particular regard to the desired future character statement for the applicable residential Character Type.
- To encourage the provision of a variety of housing types to accommodate future housing needs and preferences that are energy efficient and sustainable.
- To encourage building practices and housing preferences that are energy efficient and sustainable.
- To encourage medium rise residential development to locate within the Clayton, Brandon Park and Mt Waverley Major Activity Centres.
- In other areas new residential development will generally be low rise. The exceptions will be where there is an approved Structure Plan or other planning mechanism in place or where individual circumstances support an alternate height.

*Clause 22.04 Stormwater Management Policy*

Clause 22.04 applies to all land.

This policy details the following relevant objectives:

- *To minimise the risk to personal injury and property from stormwater flows.*
- *To minimise the introduction of polluted stormwater to the drainage and waterway system.*
- *To promote and enhance the contribution the drainage system can make to environmental, social and economic benefits to the region.*
- *To ensure that development of land which is the subject of any overland flow is subject to floodplain management requirements.*
- *To manage nuisance flows from urban redevelopment.*
- *To encourage the provision of on-site retention systems so that stormwater discharge is maintained at pre-development levels.*

*Clause 22.05 Tree Conservation Policy*

Clause 22.05 applies to all land.

This policy details the following relevant objectives:

- *To maintain, enhance and extend the Garden City Character throughout Monash by ensuring that new development and redevelopment is consistent with and contributes to the Garden City Character as set out in the Municipal Strategic Statement.*
- *To promote the retention of mature trees and encourage the planting of new canopy trees with spreading crowns throughout Monash.*

*Clause 22.10 Student Accommodation*

Clause 22.10 applies where a planning permit is required for:

- the use of a Residential Building or a Dwelling where the building is to be used specifically for student accommodation purposes, or
- the development of a Residential Building, Dwelling or two or more Dwellings that are purposely designed and to be built specifically for student accommodation.

This policy details the following relevant objectives:

- *To encourage student accommodation to locate in reasonable proximity to tertiary institutions with convenient access to public transport and a range of commercial, retail, entertainment and social facilities.*
- *To encourage high quality, well designed student accommodation that respects existing neighbourhood character and responds to the desired future character statement of the relevant Residential Character Type identified in Clause 22.01- 4.*
- *To ensure that bulk, mass and height of new student accommodation does not visually overwhelm the scale of existing development, particularly in residential areas.*
- *To ensure adequate car parking and bicycle storage is provided on site to meet the needs of students and visitors.*
- *To ensure that well-proportioned, convenient and safe open space areas are integrated into the design which meet the recreational needs of student residents.*
- *To identify acceptable standards of habitation for individual and communal rooms.*
- *To ensure student accommodation facilities are used and developed in a manner which responds to the needs of the students and does not adversely impact on surrounding properties.*
- *To maintain and enhance the garden city character of Monash by preserving existing vegetation, and have new canopy trees planted.*

*Performance Measures*

Clause 22.10-4 outlines the following performance measures for student accommodation developments:

#### Preferred location

Student accommodation should satisfy one or more of the following criteria:

- *Within 1500 metres of a tertiary educational institution.*
- *Within 800 metres of a Railway Station.*
- *Within 800 metres of a Principal, Major or a larger Neighbourhood Activity Centre.*
- *Within 400 metres of a bus route that provides access to a tertiary educational institution.*

The development of student accommodation that does not satisfy one or more of the above criteria is discouraged.

#### Neighbourhood character

- *New development should be designed to respond to the context of the site within its surrounds and to respect the predominant characteristics of the built form of the surrounding area including the preferred neighbourhood character of the area.*
- *Development should be designed to a high standard and quality to enhance the visual image of the streetscape. It should be resource and energy efficient using Australian best practice ecological sustainable and green building design principles.*
- *The provision of student accommodation, particularly in predominantly residential areas, does not justify the development of buildings that have a greater built form, massing or scale than what would be accepted for any other form of development on the site.*

#### Open space

Further, student accommodation facilities should provide a communal open space area at ground level located to the side or rear of the building, with convenient access from the student amenities area, having a minimum area of:

- *75m<sup>2</sup> or 4m<sup>2</sup> per student, whichever is the greater, designed with a minimum dimension of 3 metres, including one area to the side or rear of the building of 35m<sup>2</sup> with a minimum dimension of 5 metres.*

#### Car and bicycle spaces

Car spaces should be provided on site at the rates of:

- *Min. 0.3 car spaces per bed for sites located within Preferred Locations.*
- *Min. 0.4 car spaces per bed for sites located outside of Preferred Locations.*

A Traffic & Parking Impact Report prepared by a qualified traffic engineer should be submitted as part of any planning permit application that provides parking at a rate less than stated above.

Bicycle parking spaces should be provided at a rate of 1 bicycle space for every 2 students.

#### Amenities

A building to be used for student accommodation should incorporate the following minimum room sizes for each student accommodation unit:

- *Self contained accommodation: minimum of 24 square metres floor area per unit.*
- *Non-self contained Accommodation: minimum of 16 square metres floor area per unit.*

An appropriate range of facilities should be incorporated into each self contained and non-self contained unit including separate sleeping area, study area with desk and seating, ensuite facilities, independent heating and cooling, inbuilt cupboards for storage of personal items, internet access, and for self contained units, individual kitchen facilities.

Communal facilities should include individual mailboxes and a dedicated waste storage area. Unless provided to individual units common facilities should also include laundry, kitchen and meals area facilities.

### Landscaping

- *Existing trees which add to the character of an area should be retained where appropriate.*
- *Landscaping of any new development should include the provision of at least one (1) new canopy tree with spreading crowns in every major open space areas on site.*
- *New landscape planting should relate in terms of species, form and texture to that within abutting areas that function as public open space (or proposed Public Open Space).*
- *Proposals that do not meet the above criteria/performance measures may still meet the objectives of this policy.*

### Decision guidelines

The responsible authority will consider, as appropriate:

- *Whether the proposal satisfies the outcomes and requirements of the 'Guide to Student Accommodation in Monash, August 2009'.*
- *Whether the site is located in a 'Preferred Location'.*
- *Whether buildings have been designed to respect the predominant characteristics of the built form of the surrounding area, particularly residential, or contributes to a preferred neighbourhood character.*
- *Whether adequate car parking and bicycle storage is provided on site to meet the needs of students and visitors.*
- *Whether open space proposed provides for a convenient, safe and well proportioned usable space which meet the recreational needs of the students.*
- *Whether the internal design of the student accommodation building provides adequate space and amenities to deliver an acceptable standard of habitation for students.*
- *Whether the ongoing use and management of the site will respond to the needs of the students and will not adversely impact on surrounding properties.*
- *Whether the proposal reinforces the Garden City Character of Monash through the retention and provision of significant vegetation.*

### *Clause 22.13 Environmentally Sustainable Development Policy*

Clause 22.13 applies throughout the City of Monash to residential and non-residential developments that require a planning permit.

This policy details the following relevant objectives:

- *The development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation.*
- *In the context of this policy best practice is defined as a combination of commercially proven techniques, methodologies and systems, appropriate to the scale of development and site-specific opportunities and constraints, which are demonstrated and locally available and have*

*already led to optimum ESD outcomes. Best practice in the built environment encompasses the full life of the build.*

- *It is a policy objective to encourage innovative technology, design and processes in all development, which positively influence the sustainability of buildings.*

The objectives should be satisfied where applicable:

- *Energy efficiency;*
- *Water resources;*
- *Indoor Environment Quality;*
- *Stormwater Management;*
- *Transport;*
- *Waste management; and*
- *Urban Ecology.*

Clause 22.13-4 requires that an application for a development of 10 or more dwellings or of a building for purposes of accommodation with a gross floor area exceeding 1,000m<sup>2</sup> be accompanied by a Sustainability Management Plan (SMP).

#### 6.1.6 Monash National Employment and Innovation Cluster

The area is located 20km south-east of Melbourne's CBD, the Monash National Employment and Innovation Cluster (Monash Cluster) has Melbourne's largest concentration of jobs outside the CBD and is well positioned to grow jobs close to where people live.

The Monash Cluster is home to a number of nationally significant facilities and important institutions as well as a skilled local workforce. However, increased road congestion, changing business needs and the expectations of a new breed of worker demands new approaches to guiding the growth of the Cluster.

A draft framework plan has been produced which aims to raise the profile of the cluster, implement public transport improvements, promote public realm enhancements and establish new business town centres as destinations that are home to restaurants, cafes, hotels and retail that supports key employment areas. Within this plan, the site is located within an area identified as cluster core and accessible residential areas.



## 7 Planning Assessment

A consideration of the planning merits of the proposal and how it responds to relevant policies and planning provisions in relation to land use and urban consolidation has been divided and assessed under the following headings:

- Urban Consolidation & Strategic Planning Policy Objectives;
- Land Use & Activity
- Urban Design & Built Form;
- Amenity Considerations;
- Sustainable Design;
- Transport & Traffic;
- Waste Management.

### 7.1 Urban Consolidation & Strategic Planning Policy Objectives

A number of Planning Policy Framework provisions are particularly relevant to the proposal, including Clauses 11 Settlement, 15.01 Urban Design, 16 Housing, and 18 Transport.

The objectives of the policies provide impetus for the residential intensification of sites that are located around activity centres and well-served by physical and social infrastructure. In particular, Planning Policy Framework includes specific direction for the encouragement of a diversity of housing types at higher densities in and around activity centres that fit the context and enhance the character of the area while providing a variety of housing options for different households.

Specific support for appropriate residential intensification is also highlighted in Clause 16 Housing and Clause 18 Transport. Strategies relate to increasing housing supply in established urban areas and to increase the proportion of housing in Metropolitan Melbourne particular near activity centres and employment corridors.

Broadly speaking, within the Planning Policy Framework and Local Planning Policy key themes emerge in relation to the strategic directions and policy objectives. Those relevant to this application include:

- Supporting urban consolidation and increasing housing choice and diversity by promoting opportunities for higher-density housing in strategic locations in and around hubs of activity with good access to infrastructure, services, facilities, public transport and employment opportunities.
- Enhancing and improving the quality of the urban and built environment and ensuring valued characteristics are protected to create safe, functional places with strong sense of connection and identity. The proposal ensures the provision of an attractive and stimulating urban environment that encourages sustainable living, recreation and public interaction while making a positive contribution to the future urban character and public realm of the surrounding context.
- Promoting ESD initiatives by achieving best-practice standards and promoting sustainable transport options and utilising existing infrastructure and making provision for new infrastructure for use by the community.

## 7.2 Land Use & Activity

### 7.2.1 Residential Growth Zone (RGZ3)

The development attains a high level of consistency with Planning Policy Framework and Local Planning Policy Provisions by complying with the more specific requirements delineated within the RGZ. The objectives of the RGZ place a strong emphasis providing housing at increased densities in buildings up and including four (4) storeys in housing growth in locations offering good access to services and transport.

The proposal provides residential intensification that responds to the housing requirements of the Monash Planning Scheme. The proposed scheme includes a residential component with a total of 87 units, comprising 58 self-contained student units, 21 one-bedroom student units two-bedroom apartments, and 8 two-bedroom student and/or worker units.

### 7.2.2 Clause 22.01 – Residential Development and Character Policy

The subject site is identified to be within the Residential Character Type “B” precinct. The proposed development has been designed in accordance with Clause 22.01 and responds to the relevant objectives of this Clause, as well as the desired future character statement through:

- Providing appropriate landscaping measures to ensure that the proposed development makes an important contribution to the established Garden City Character of Monash.
- Providing a development outcome that appropriately addresses the street and is scaled appropriately to achieve a soft transition with surrounding buildings in accordance with the desired future character statement.
- Providing a sustainable residential development that achieves the desired provision of housing diversity that will accommodate future growth and housing needs of students wanting to locate near educational institutions.
- Providing a medium-rise residential development within proximity to the Clayton Major Activity Centre.

### 7.2.3 Settlement & Housing

Specific State policy support for appropriate residential intensification is outlined in Clause 16 of the Monash Planning Scheme, which relates to Housing. The strategies include the intent to increase the supply of housing in existing urban areas by facilitating an increase in housing yield, in locations deemed able to accommodate, including under-utilised urban land. Clause 16 demonstrates the State policy drive to increase the proportion of housing in Metropolitan Melbourne to be developed within the established urban areas.

The Planning Policy Framework provides direction for facilitating residential intensification on sites that are within close proximity to activity centres, such as Clayton Major Activity Centre and Monash National Employment and Innovation, which are well served by physical and social infrastructure. In particular, the Planning Policy Framework includes specific direction for the encouragement of diversity in housing typology at high densities where activity centres service the surrounding locale.

The proposal provides a student residential accommodation and retail shop that responds to the existing and desired future requirements of the area as stipulated in the Monash Planning Scheme.

### 7.2.4 Retail

The provision of a high-quality, efficient 87m<sup>2</sup> commercial space within the site's frontage will contribute to the self-sufficiency of the new development. Occupants will be serviced by a space that will contribute to achieving the everyday needs of residents. The small neighbourhood shop will be complemented by the of local retail and commercial services offered Clayton Major Activity Centre and Monash National Employment and Innovation Cluster.

### 7.2.5 Conclusions

In summary, the proposal provides student residential accommodation and retail shop that responds to the existing and desired future requirements of the area as stipulated in the Monash Planning Scheme. The development adds to the diversity of housing stock, will assist in achieving the residential targets outlined by Council, and will contribute to the service offerings of the municipality immediately adjacent the Monash National Employment and Innovation Cluster. With this, the proposed use is consistent with the purpose of the zone and key policy and strategic directions for the area.

### 7.3 Urban Design & Built Form

The proposed built form achieves an architectural and urban-design outcome that enhances the local urban character and public realm while minimising detrimental impact on neighbouring properties.

#### 7.3.1 Built form

The proposed development employs a measured architectural approach and provides a higher-density residential development that improves the current site conditions. A measured design approach and thoughtful architectural response ensure the proposal's scaling and massing appropriately considers adjoining properties. We submit that the proposal responds appropriately to the site and locational context and offers a significantly enhanced architectural outcome that will complement the area.

The proposed built form provides a balanced response to the existing building typology of the area and tactfully uses a cohesive variation of materials and rendering to complement the existing neighbourhood character, while establishing a quality precedent for the envisaged future growth of the locality.

The 4-storey built form with recessed upper levels will read as an attractive architectural element fronting Beddoe Avenue and ensure the existing conditions on the site are substantially enhanced. The building setbacks appropriately respect the amenity of adjoining properties and provide sufficient spacing for equitable development outcomes.

The policy directions established by Clauses 15, 21.04, and 22.01 must be jointly considered to identify the built-form and urban-design parameters of the proposed development and define the urban context of the site. The table below provides a comprehensive assessment against Clause 15.01-2 and considers relevant elements of Clause 21.04 and 22.01.

Please refer to the Architectural Drawings prepared by Selwyn Blackstone Architect for a comprehensive representation of the Built Form specifics.

<p><b>Context</b></p>	<p>The accompanying Urban Context Report prepared by Parallel Workshop and written assessment at heading 2.4 of this report provides a detailed analysis of the proposal in the context of the surrounding area.</p> <p>The UCR formed the starting point of the design process and the basis for consideration of the use, height, scale and massing of the development. The UCR demonstrates that the proposal is designed to respond to the emerging character of the area.</p>
<p><b>The Public Realm</b></p>	<p>The public realm, including the main pedestrian spaces and walkways have been carefully considered to ensure it is protected and enhanced.</p> <p>The site frontage has incorporated extensive landscaping to ensure an attractive presentation at the streetfront.</p> <p>The proposal reduces the frontage to a single crossover formation to improve safety and ensure efficient and safe vehicle access to the basement entry.</p>

	Removal of the street tree is proposed, to be replaced with a similar specimen.
<b>Safety</b>	<p>The development creates an urban environment that enhances personal safety and property security to ensure people feel safe to live and move in at any time.</p> <p>Passive surveillance of the streetscape is ensured by incorporating glazed habitable rooms and balconies at the Beddoe Avenue frontage.</p>
<b>Landmarks, Views and Vistas</b>	There will be no notable detrimental impacts on existing development within the surrounding locale. Please refer to the accompanying UCR and Design Response prepared by Parallel Workshop for a comprehensive representation of the proposal in the local context.
<b>Pedestrian Spaces</b>	<p>The design of interfaces between buildings and public spaces, including the arrangement of adjoining activities, entrances, windows, and architectural detailing, has been carefully considered to enhance the visual and social experience of future occupants.</p> <p>Pedestrian access is easily identifiable and accessible at the site frontage and avoids conflict with vehicle movements.</p>
<b>Heritage</b>	N/A
<b>Consolidation of Sites and Empty Sites</b>	The proposal consolidates two (2) sites.
<b>Light and Shade</b>	Overshadowing from the proposed development will not unreasonably impact key public areas or sensitive residential land uses.
<b>Energy and Resource Efficiency</b>	The proposal achieves a BESS score of 52%, which is BESS 'best practice'. Please refer to the Sustainable Management Plan and BESS Report prepared by NJMdesign.
<b>Architectural Quality</b>	<p>The proposal achieves high standards in architecture and urban design and ensures that all rooftop services, equipment and facilities form part of the overall design.</p> <p>A measured design approach has been taken for the proposed development to ensure it appropriately responds to each interface with intelligent and contemporary architectural form and finishes that respect the surrounding buildings and streetscape and respond to the envisaged character for the area.</p> <p>The eloquent façade treatment delivers a quality design that promotes articulates and depth to the Beddoe Avenue streetscape. The glazed elements incorporate a modular presentation with angled contours and modern finishes.</p> <p>Upper levels are characterised by a recessive element atop the more robust, weighty character of the protruding front façade.</p>

	<p>The building reads as a sympathetic but contemporary addition to the architecture of Beddoe Avenue and will enhance the visual amenity of the area.</p> <p>Please refer to the Design Response prepared by Parallel Workshop for further details.</p>
<b>Landscape Architecture</b>	<p>Landscaping has been incorporated at ground-level to enhance the visual amenity and vegetated character of the public realm.</p> <p>Please refer to the attached Landscape Plan prepared by Zenith Concepts.</p>

### 7.3.2 Conclusions

We submit that the design and built-form elements of the proposed development will be wholly representative of Planning Policy Framework and Local Planning Policy directives. The proposed built form is consistent with the envisaged and emerging future character of the area by creating a quality built-environment that supports the social, cultural, economic and environmental wellbeing of the surrounding area.

Please refer to the attached Architectural Drawings, prepared by *Parallel Workshop Pty Ltd*.

## 7.4 Amenity Considerations

The proposed development will deliver a high standard of amenity to future occupants, whilst avoiding unreasonable impacts on adjoining sites through a well-conceived and resolved design response that addresses the identified constraints of the site.

### 7.4.1 On-site Amenity

It is submitted for the following reasons that the proposed development will offer its future occupants with a high level of amenity, providing functionality, access, communal facilities and convenience.

- The proposal comfortably meets the requirements of Clause 22.10-4 because:
  - It is in a 'preferred location' for student accommodation.
  - It provides 7.96m<sup>2</sup> open space per student.
  - It provides a ratio of just under 0.3 car spaces per student.
  - It exceeds the minimum rate of one (1) bicycle spaces per two (2) students.
  - It exceeds the minimum room sizes for self-contained accommodation.
- The proposed design provides obscured and secure on-site parking for occupants. The pedestrian entry is clearly recognisable and provides ample opportunity for passive surveillance in order to promote the safety of future occupants.

Having regard to the above, it is submitted that the proposed development will offer its future occupants with a high level of amenity, providing privacy, functionality, convenience, and an attractive place to live.

### 7.4.2 Off-site Amenity

The proposed building has been carefully designed in order to avoid inappropriate amenity impacts on surrounding land uses and pedestrians. The design will ensure a significant positive contribution to the surrounding sites is achieved.

The proposed development will not create any unreasonable off-site amenity impacts. It is recognised that the site is within a Residential Growth Zone, supported by local policy directions, where increased growth in built form and intensified residential character is encouraged.

Residential Growth Zones, coupled with the site's location within a National Employment and Education Cluster provide a high degree of amenity due to the close proximity of shops, transport, public recreational space and other local services. Existing occupants who reside in these areas can therefore expect a degree of change and growth. The proposed built form is in keeping with the applicable zoning and desired character of the area and will not unreasonably overlook, overshadow or present visual bulk to surrounding sites.

The proposed development will provide a retail space at the ground floor which will enhance the external amenity of pedestrians and nearby residents by providing additional space that will provide a land use to service the immediately surrounding area.

The proposed building has been carefully designed in order to provide a high level of off-site amenity for surrounding land uses and passers-by. Please refer to the attached ResCode Assessment for details.

#### 7.4.2.1 Overshadowing

The proposed development has been designed and oriented to avoid unreasonable overshadowing of sensitive uses and to minimise impacts on adjoining residential properties. Furthermore, as is the case with any development, consideration has been given to the proposals impacts on the public realm (street pavement and footpaths) and any open space within the locality. Firstly, it can be confirmed that the proposed development will not overshadow any key open space locations surrounding the subject site. In reference to overshadowing diagrams, it can be seen that the proposal will slightly overshadow portions of adjoining sites. This would predominantly occur between 9am and 11am. This is an acceptable outcome in an area identified for growth and four-storey development outcomes.

Please refer to the Shadow Diagrams contained within Town Planning Drawings, prepared by *Parallel Workshop Pty Ltd* for full details.

#### 7.4.2.2 Overlooking

The proposed development has been carefully designed to ensure that the potential for inappropriate overlooking between additional built form levels on the site and existing residential properties is avoided. This has been achieved through the appropriate setbacks and building design.

Please refer to Town Planning Drawings, prepared by *Parallel Workshop Pty Ltd* for full details.

### 7.5 Sustainable Design

The minimisation of adverse environmental impacts through the effective administration of land use and development is a fundamental theme of current State and local planning policy objectives, and Environmentally Sustainable Design (ESD) initiatives are a key tool for addressing the challenges inherent in ensuring a sustainable future for the community.

The proposal presents a considered and highly resolved sustainable development outcome by incorporating substantial ESD initiatives with the guidance of a qualified ESD consultant. The Sustainable Design Assessment contains a summary of the environmental objectives adopted for the development which are in line with the City of Monash's recently implemented Built Environment Sustainability Scorecard (BESS) requirements.

To align early design decisions for the development with the City of Monash long-term vision, we note the following key Environmentally Sustainable Development considerations:

1. Management
2. Water
3. Energy

4. Stormwater
5. IEQ
6. Transport
7. Waste
8. Urban Ecology
9. Innovation

The report summarises the Sustainability Initiatives and demonstrates how we intend to meet these requirements with the projects design, construction and operation. We note that the proposal achieves a BESS score of 52%, which is considered best practice.

Overall, the design both meets and exceeds the benchmarks set out by the City of Monash for sustainability in accordance with the Building Codes of Australia.

A Sustainable Management Plan and Built Environment Sustainability Scorecard (BESS) has been prepared by *NJM Design*.

#### 7.6 Transport & Traffic

The appropriate provision of car parking and access, bicycle parking, loading and unloading is emphasised by planning policy objectives State-wide, with a particular focus on addressing the traffic congestion challenges faced in metropolitan Melbourne areas. A key feature of these policies is to direct intensive development to locations in close proximity to public transport alternatives and the Principal Public Transport Network.

The traffic and transport components of the proposal has been informed and assessed by a qualified traffic engineer to ensure the appropriate balancing of car, bicycle and public transport usage, and appropriate loading and unloading arrangements.

Overall, the assessment provides a detailed traffic engineering examination of the parking and traffic issues associated with the proposed development, including a detailed analysis of access and movements resulting from the proposal, the availability of public transport, access to alternative transport modes, and access to the existing bicycle network.

We note the following specific conclusions from the attached Traffic Engineering Assessment:

- The Applicant is proposing an on-site parking provision of 27 car spaces.
- Based on case study data, the allocation of 26 car parking spaces to the 95 student beds would adequately service the anticipated demand generated by this use.
- The allocation of the remaining space to the retail use is in accordance with Planning Scheme requirements.
- The provision of 51 bicycle parking spaces exceeds minimum statutory requirements specified in Clause 52.34 and the recommendations of Clause 22.10 of the Planning Scheme.
- It is expected that the proposed development would not have a detrimental impact on the safety or operation of the adjacent road network.
- Proposed accessway and car parking spaces are generally designed in accordance with the relevant Design Standards set out within Clause 52.06-8 of the Planning Scheme or the Australian Standard AS2890.1:2004.

- Swept path diagrams attached in Appendix A demonstrate that site circulation and access to critical car parking spaces is satisfactory.
- A bollard is required in the shared area adjacent the disabled car parking space to be in accordance with Australian Standard AS2890.6:2009.

Having regard for the above, there are no traffic or parking grounds which should warrant refusal of the sought Planning Permit.

#### 7.7 Waste Management

Waste management facilities have been carefully integrated into the design of the development to ensure the appropriate collection and transport of waste.

The recommendations of the Waste Management Plan prepared by IrwinConsult outlines the strategies for waste management.

The recommendations have been integrated into the design of the proposal and accordingly the proposal's waste management facilities meet the likely demands of the development and provide for the appropriate management and collection of waste.

Please refer to the attached report prepared by IrwinConsult for further details.



## 8 Conclusion

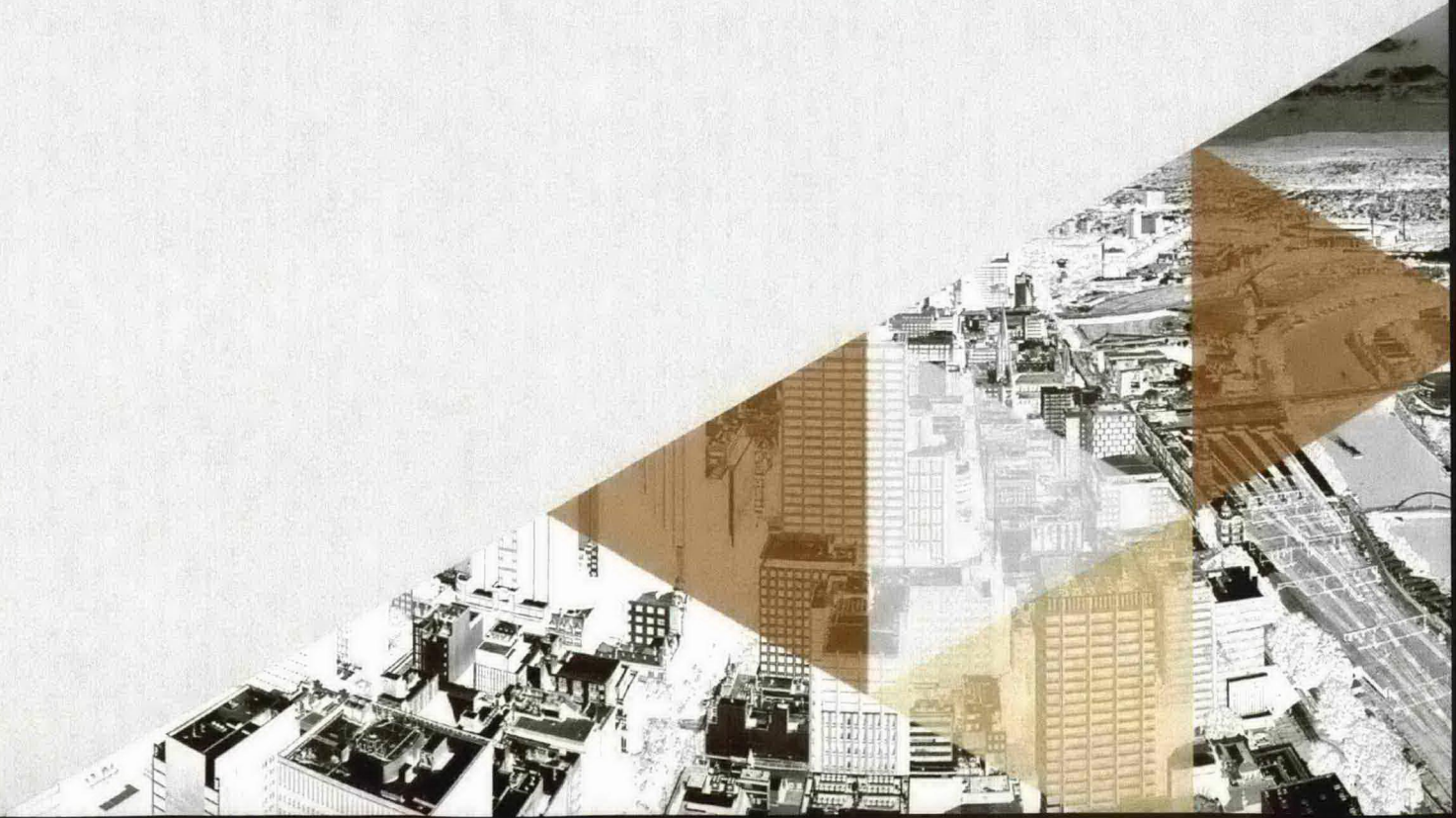
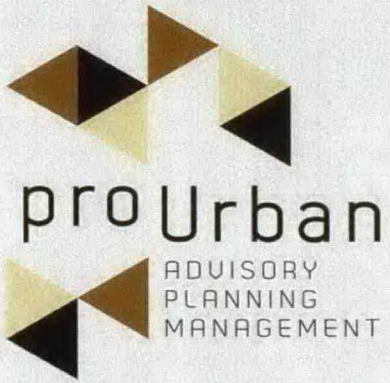
In conclusion, we submit that:

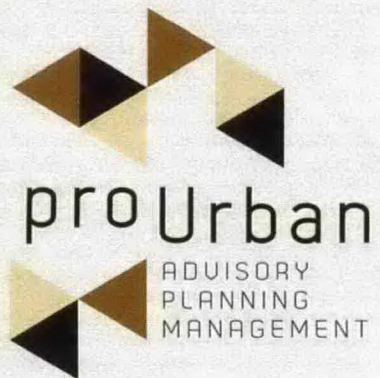
- The proposal comprises a high-quality development and a tailored architectural design response that will make a valuable contribution to improving the immediate environs.
- The proposed built form is consistent with the broader contextual influences of the Monash National Employment and Innovation Cluster and the emerging medium-density development in Beddoe Avenue and surrounds.
- The proposal provides medium-density accommodation in close proximity to the Clayton Activity Centre, Monash National Employment and Innovation Cluster, and associated infrastructure, including excellent transport services, and commercial facilities.
- The proposal provides all units with excellent amenity outcomes consistent with Clause 22.10 of the Monash Planning Scheme and enhances the amenity and safety of the streetscape.
- The proposal incorporates intelligent landscaping and appropriate permeability.

Overall, the proposal is consistent with the strategic planning policy for the area as established by the relevant Planning Policy Framework and Local Planning Policy in the Monash Planning Scheme. The development addresses the strategic directions and policy objectives by supporting urban consolidation, promoting high-quality residential development, enhancing the quality of urban and built environment, and encouraging opportunities for future development in close proximity to existing infrastructure in the Monash National Employment and Innovation Cluster.

The proposed design response represents a carefully considered, well-resolved development proposal that has taken appropriate consideration of its physical and urban context, the strategic opportunities and development constraints, and will make a positive contribution to the built form and amenity envisioned for the Residential Growth Zone – Schedule 3 and Monash National Employment and Innovation Cluster.

We consider that the proposal is consistent with all relevant requirements of the Monash Planning Scheme and request that the application be supported, and a planning permit granted.





71 – 73 Beddoe Avenue, Clayton  
Clause 55 - ResCode Assessment

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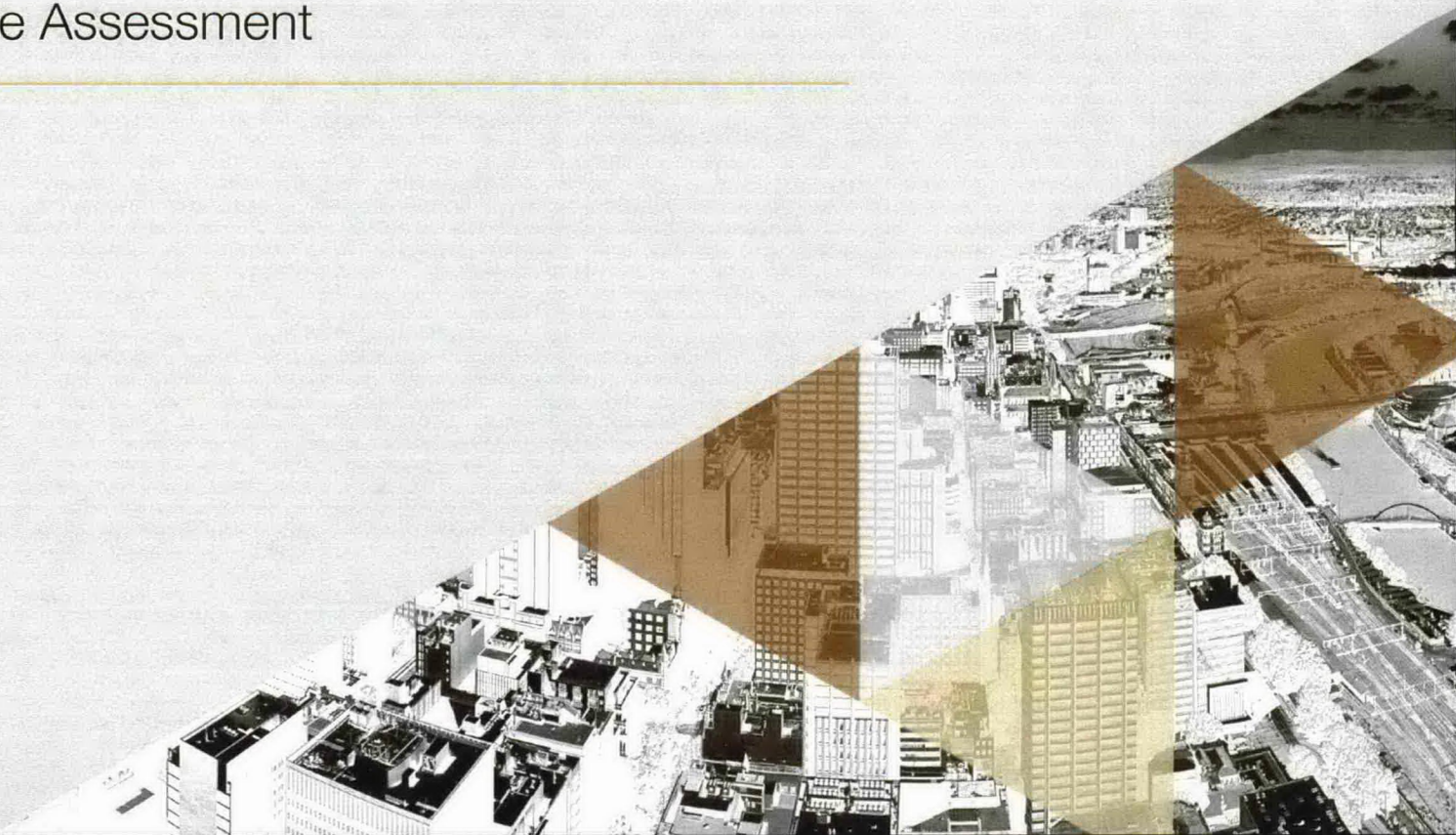
March 2018

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Document No.	Document Form	Prepared By	Reviewed By	Dated
1.	Draft	J. Lauriola	T. Retrot	11 Dec 2018
2.	Final Draft	J. Lauriola	T. Retrot	18 Dec 2018
3.	Final	J. Lauriola	T. Retrot	19 Dec 2018

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## 55.01 NEIGHBOURHOOD AND SITE DESCRIPTION AND DESIGN RESPONSE

An application must be accompanied by:

- A neighbourhood and site description.
- A design response.

A written neighbourhood and site description and a design response has been prepared and is provided below. This should be read in conjunction with the town planning drawings within the architectural package prepared by Parallel Workshop.

## 55.02 NEIGHBOURHOOD CHARACTER AND INFRASTRUCTURE

Objective and Standard		Comments
<p>Neighbourhood character objectives</p> <ul style="list-style-type: none"> <li>• To ensure that the design respects the existing neighbourhood character or contributes to a preferred neighbourhood character.</li> <li>• To ensure that development responds to the features of the site and the surrounding area.</li> </ul>	<input checked="" type="checkbox"/>     <input checked="" type="checkbox"/>	<p><b>Complies with objective</b></p>
<p>Standard B1</p> <ul style="list-style-type: none"> <li>• The design response must be appropriate to the neighbourhood and the site.</li> <li>• The proposed design must respect the existing or preferred neighbourhood character and respond to the features of the site.</li> </ul>	<input checked="" type="checkbox"/>     <input checked="" type="checkbox"/>	<p><b>Complies</b></p> <p>The site is identified as being within the Residential Growth Zone – Schedule 3, pursuant to Clause 32.07 of the Monash Planning Scheme.</p> <p>The proposal employs a high level of architectural consideration that appropriately conforms to the existing character and complements the existing rhythmic coexistence of older built form and modern development.</p> <p>The proposed design response is considered appropriate given the presence of varying architectural styles within other developments within the Monash National Employment and Innovation Cluster. The elevations of the development have been broken up and articulated through variation in materiality, and high-quality landscaping.</p>

Objective and Standard		Comments
<p>Residential policy objectives</p> <ul style="list-style-type: none"> <li>• To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.</li> <li>• To support medium densities in areas where development can take advantage of public transport and community infrastructure and services.</li> </ul>	<input checked="" type="checkbox"/>          <input checked="" type="checkbox"/>	<p><b>Complies with objective</b></p>
<p>Standard B2</p> <ul style="list-style-type: none"> <li>• An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes how the development is consistent with any relevant policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.</li> </ul>	<input checked="" type="checkbox"/>	<p><b>Complies</b></p> <p>The proposal for a residential student accommodation building is in-keeping with specifics outlined in both the Planning Policy Framework (PPF), and Local Planning Policy Framework (LPPF), respectively.</p> <p>The proposal achieves a high level of compliance with numerous Clauses of PPF, LPPF, MSS and their associated subsets.</p> <p>Please refer to the accompanying Planning Report for a comprehensive analysis of the applicable policies and the proposal's suitability in their context.</p>
<p>Dwelling diversity objective</p> <ul style="list-style-type: none"> <li>• To encourage a range of dwelling sizes and types in developments of ten or more dwellings.</li> </ul>	<input checked="" type="checkbox"/>	<p><b>Complies with objective</b></p>
<p>Standard B3</p> <ul style="list-style-type: none"> <li>• Developments of ten or more dwellings should provide a range of dwelling sizes and types, including: <ul style="list-style-type: none"> <li>○ Dwellings with a different number of bedrooms.</li> <li>○ At least one dwelling that contains a kitchen, bath or shower, and a toilet and wash basin at ground floor level.</li> </ul> </li> </ul>	<input checked="" type="checkbox"/>	<p><b>Complies</b></p> <p>The proposal will comprise of self-contained dwellings that each include kitchen, meal areas and bathroom facilities.</p> <p>As the dwellings will be used for student accommodation, they are each provided with one bedroom each that can easily accommodate a single or double bed. Diversity is provided for with some rooms containing additional internal space.</p>
<p>Infrastructure objectives</p>		<p><b>Complies with objective</b></p>

Objective and Standard		Comments
<ul style="list-style-type: none"> <li>To ensure development is provided with appropriate utility services and infrastructure.</li> <li>To ensure development does not unreasonably overload the capacity of utility services and infrastructure.</li> </ul>	<input checked="" type="checkbox"/>	
<b>Standard B4</b> <ul style="list-style-type: none"> <li>Development should be connected to reticulated services, including reticulated sewerage, drainage, electricity and gas, if available.</li> <li>Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads.</li> <li>In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure.</li> </ul>	<input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>	<b>Complies</b> The proposal will have all necessary connections to reticulated services.  Please refer to Sustainability Management Plan prepared by, <i>NJMdesign</i> for further detail.
<b>Integration with the street objective</b> <ul style="list-style-type: none"> <li>To integrate the layout of development with the street.</li> </ul>	<input checked="" type="checkbox"/>	<b>Complies with objective</b>
<b>Standard B5</b> <ul style="list-style-type: none"> <li>Developments should provide adequate vehicle and pedestrian links that maintain or enhance local accessibility.</li> <li>Development should be oriented to front existing and proposed streets.</li> <li>High fencing in front of dwellings should be avoided if practicable.</li> <li>Development next to existing public open space should be laid out to complement the open space.</li> </ul>	<input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>  N/A	<b>Complies</b> Access to the site is provided via independent vehicle and pedestrian accessways.  Vehicular access is provided from Beddoe Avenue in the south-eastern corner of the site (frontage). The proposed relocation of the vehicle crossover will amalgamate the existing two vehicle crossovers to Beddoe Avenue, allowing for the development to better address the street.  Dwellings will be accessible via the sites front entry point to Beddoe Avenue. Additionally, occupants with vehicle access will have access from the lift core provided in the basement.

Objective and Standard	Comments
	The proposed design and materiality of the front fence is considered appropriate and incorporated well with the proposed high-quality landscaping.

## 55.03 SITE LAYOUT AND BUILDING MASSING

Objective and Standard	Comments
<b>Street setback objective</b> <ul style="list-style-type: none"> <li>To ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site.</li> </ul>	<input checked="" type="checkbox"/> <b>Complies with objective</b>
<b>Standard B6</b> <ul style="list-style-type: none"> <li>Walls of buildings should be set back from streets: <ul style="list-style-type: none"> <li>Where there is a building on the abutting allotment facing the front street, the same distance as the setback of the front wall of the existing building on the abutting allotment facing the front street or 9 metres, whichever is the lesser.</li> <li>Front walls of new development fronting the side street of a corner site should be setback at least the same distance as the setback of the front wall of any existing building on the abutting allotment facing the side street or 3 metres, whichever is the lesser.</li> </ul> </li> </ul>	<input checked="" type="checkbox"/> <b>Complies</b> The proposal is setback 4.0 metres from Beddoe Avenue and a minimum of 1 metre to side boundaries. The rear of the proposed development is setback 3.02m from the rear boundary at the street level. The upper levels are further recessed to ensure the existing and preferred streetscape is respected.  <input checked="" type="checkbox"/> Please refer to the accompanying Architectural Package, prepared by <i>Parallel Workshop Pty Ltd</i> , for illustration of the proposal's abovementioned compliance.
<b>Building height objective</b> <ul style="list-style-type: none"> <li>To ensure that the height of buildings respects the existing or preferred neighbourhood character.</li> </ul>	<input checked="" type="checkbox"/> <b>Complies with objective</b>
<b>Standard B7</b> <ul style="list-style-type: none"> <li>The maximum building height should not exceed the maximum height specified in the zone, schedule to the zone or an overlay that applies</li> </ul>	<input checked="" type="checkbox"/> <b>Complies</b> The built-form responds to the natural topography of the subject site. The proposal has an overall height of 13m as represented in the accompanying



Objective and Standard		Comments
<p>to the land. If no maximum height is specified in the zone, schedule to the zone or an overlay, the maximum building height should not exceed 9 metres, unless the slope of the natural ground level at any cross section wider than 8 metres of the site of the building is 2.5 degrees or more, in which case the maximum building height should not exceed 10 metres.</p> <ul style="list-style-type: none"> <li>• Changes of building height between existing buildings and new buildings should be graduated.</li> </ul>	<input checked="" type="checkbox"/>	<p>plans, with dimensions provided from the respective natural ground level (NGL) as illustrated on the Elevations/Sections Plans at TP200-TP350.</p> <p>Please refer to the accompanying Architectural Package, prepared by <i>Parallel Workshop Pty Ltd</i>, for illustration of the proposal's abovementioned compliance.</p>
<p><b>Site coverage objective</b></p> <ul style="list-style-type: none"> <li>• To ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site.</li> </ul>	<input checked="" type="checkbox"/>	<p><b>Complies with objective</b></p>
<p><b>Standard B8</b></p> <ul style="list-style-type: none"> <li>• The site area covered by buildings should not exceed: <ul style="list-style-type: none"> <li>○ The maximum site coverage specified in a schedule to the zone, or</li> <li>○ If no maximum site coverage is specified in a schedule to the zone, 60 per cent.</li> </ul> </li> </ul>	<input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>	<p><b>Variation</b></p> <p>The site coverage is therefore approximately 65% and slightly exceeds Standard B8. This variation is consider acceptable given the nature of the development.</p>
<p><b>Permeability and stormwater management objectives</b></p> <ul style="list-style-type: none"> <li>• To reduce the impact of increased stormwater run-off on the drainage system.</li> <li>• To facilitate on-site stormwater infiltration.</li> <li>• To encourage stormwater management that maximises the retention and reuse of stormwater.</li> </ul>	<input checked="" type="checkbox"/>	<p><b>Complies with objective</b></p>
<p><b>Standard B9</b></p> <ul style="list-style-type: none"> <li>• The site area covered by the pervious surfaces should be at least: <ul style="list-style-type: none"> <li>○ The minimum area specified in a schedule to the zone, or</li> <li>○ If no minimum is specified in a schedule to the zone, 20 percent of the site.</li> </ul> </li> <li>• The stormwater management system should be designed to:</li> </ul>	<input checked="" type="checkbox"/>	<p><b>Complies</b></p> <p>The permeable area of the site is 20%, which is consistent with the standard.</p>

Objective and Standard		Comments
<ul style="list-style-type: none"> <li>○ Meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater - Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999).</li> <li>○ Contribute to cooling, improving local habitat and providing attractive and enjoyable spaces.</li> </ul>		
<p><b>Energy efficiency objectives</b></p> <ul style="list-style-type: none"> <li>• To achieve and protect energy efficient dwellings and residential buildings.</li> <li>• To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.</li> </ul>	<input checked="" type="checkbox"/>	Complies with objective
<p><b>Standard B10</b></p> <ul style="list-style-type: none"> <li>• Buildings should be:               <ul style="list-style-type: none"> <li>○ Oriented to make appropriate use of solar energy.</li> <li>○ Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced.</li> <li>○ Sited and designed to ensure that the performance of existing rooftop solar energy facilities on dwellings on adjoining lots in a General Residential Zone, Neighbourhood Residential Zone or Township Zone are not unreasonably reduced. The existing rooftop solar energy facility must exist at the date the application is lodged.</li> </ul> </li> <li>• Living areas and private open space should be located on the north side of the development, if practicable.</li> <li>• Developments should be designed so that solar access to north-facing windows is maximised.</li> </ul>	<input checked="" type="checkbox"/>                      <input checked="" type="checkbox"/>                      <input checked="" type="checkbox"/>	<p><b>Complies</b></p> <p>All dwellings are appropriately orientated, with all private open space areas having access to natural light, as well as ensuring that adjoining dwellings and sites are not unreasonably impacted.</p> <p>The design and siting of the proposed development is not expected to unreasonably reduce the energy efficiency of the existing surrounding dwellings.</p>
<p><b>Open space objective</b></p> <ul style="list-style-type: none"> <li>• To integrate the layout of development with any public and communal open space provided in or adjacent to the development.</li> </ul>	N/A	N/A

Objective and Standard		Comments
<b>Standard B11</b> <ul style="list-style-type: none"> <li>• If any public or communal open space is provided on site, it should:               <ul style="list-style-type: none"> <li>○ Be substantially fronted by dwellings, where appropriate.</li> <li>○ Provide outlook for as many dwellings as practicable.</li> <li>○ Be designed to protect any natural features on the site.</li> <li>○ Be accessible and useable.</li> </ul> </li> </ul>	N/A	N/A
<b>Safety objective</b> <ul style="list-style-type: none"> <li>• To ensure the layout of development provides for the safety and security of residents and property.</li> </ul>	<input checked="" type="checkbox"/>	<b>Complies with objective</b>
<b>Standard B12</b> <ul style="list-style-type: none"> <li>• Entrances to dwellings and residential buildings should not be obscured or isolated from the street and internal accessways.</li> <li>• Planting which creates unsafe spaces along streets and accessways should be avoided.</li> <li>• Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways.</li> <li>• Private spaces within developments should be protected from inappropriate use as public thoroughfares.</li> </ul>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<b>Complies</b> Entrances to all dwellings will be accessible to future occupants via a secure air locked entry point from the site's frontage to Beddoe Avenue. Each dwelling is provided with private open space that is appropriately screened to be protected from public thoroughfares such as the street and are only accessible internally.  Orientation will allow for adequate surveillance of the pedestrian accessways and they will also be easily visible from the street.  Dwellings provided access to a secure basement garage, with internal stairs serving as further secured access along with the lift core.  The nature of an underground carpark, and the internal stair/lift access, means that surveillance of the basement level is limited from a streetscape perspective. Internal surveillance will be assisted through the provision of necessary lighting.
<b>Landscaping objectives</b>	<input checked="" type="checkbox"/>	<b>Complies with objective</b>



Objective and Standard		Comments
<ul style="list-style-type: none"> <li>To ensure the number and design of vehicle crossovers respects the neighbourhood character.</li> </ul>		
<p><b>Standard B14</b></p> <ul style="list-style-type: none"> <li>The width of accessways or car spaces should not exceed:             <ul style="list-style-type: none"> <li>33 per cent of the street frontage, or</li> <li>If the width of the street frontage is less than 20 metres, 40 per cent of the street frontage.</li> </ul> </li> <li>No more than one single-width crossover should be provided for each dwelling fronting a street.</li> <li>The location of crossovers should maximise the retention of on-street car parking spaces.</li> <li>The number of access points to a road in a Road Zone should be minimised.</li> <li>Developments must provide for access for service, emergency and delivery vehicles.</li> </ul>	<input checked="" type="checkbox"/>          <input checked="" type="checkbox"/>          <input checked="" type="checkbox"/>          <input checked="" type="checkbox"/>          <input checked="" type="checkbox"/>	<p><b>Complies</b></p> <p>The site has a frontage of 35 metres to Beddoe Avenue and the accessway width is therefore appropriate.</p> <p>The proposed development provides one double width crossover to service all dwellings. The location of the proposed relocated crossover to Beddoe Avenue maximises the retention of on street car parking.</p>
<p><b>Parking location objectives</b></p> <ul style="list-style-type: none"> <li>To provide convenient parking for resident and visitor vehicles.</li> <li>To protect residents from vehicular noise within developments.</li> </ul>	<input checked="" type="checkbox"/>	<p><b>Complies with objective</b></p>
<p><b>Standard B15</b></p> <ul style="list-style-type: none"> <li>Car parking facilities should:             <ul style="list-style-type: none"> <li>Be reasonably close and convenient to dwellings and residential buildings.</li> <li>Be secure.</li> <li>Be well ventilated if enclosed.</li> </ul> </li> <li>Shared accessways or car parks of other dwellings and residential buildings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.</li> </ul>	<input checked="" type="checkbox"/>          <input checked="" type="checkbox"/>	<p><b>Complies</b></p> <p>Car parking is conveniently located within a secure basement, easily accessible via individual internal stairwells to each dwelling.</p> <p>The vehicular accessway is generously setback from any habitable room windows, as well as the pedestrian accessway to the building.</p>

55.04 AMENITY IMPACTS

Objective and Standard		Comments
<p><b>Side and rear setbacks objective</b></p> <ul style="list-style-type: none"> <li>• To ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.</li> </ul>	<input checked="" type="checkbox"/>	<p>Complies with objective</p>
<p><b>Standard B17</b></p> <ul style="list-style-type: none"> <li>• A new building not on or within 200mm of a boundary should be set back from side or rear boundaries:                             <ul style="list-style-type: none"> <li>○ At least the distance specified in a schedule to the zone, or</li> <li>○ If no distance is specified in a schedule to the zone, 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.</li> </ul> </li> <li>• Sunblinds, verandahs, porches, eaves, fascia's, gutters, masonry chimneys, flues, pipes, domestic fuel or water tanks, and heating or cooling equipment or other services may encroach not more than 0.5 metres into the setbacks of this standard.</li> <li>• Landings having an area of not more than 2 square metres and less than 1-metre-high, stairways, ramps, pergolas, shade sails and garages may encroach into the setbacks of this standard.</li> </ul>	<input checked="" type="checkbox"/>          <input checked="" type="checkbox"/>          <input checked="" type="checkbox"/>	<p><b>Variation sought</b></p> <p>Pursuant to the RGZ3 the following side and rear setback applies:</p> <p><i>Side setbacks – 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres. Rear setback – 3 metres for the first 2 storeys plus 2 metres for the third storey.</i></p> <p>The proposed building envelop largely complies with the B17 requirement aside from protrusion of the parapet of the upper levels. This is a minor breach and considered acceptable for an architectural element.</p> <p>Based on the requirements of the RGZ3 the side setbacks and location of walls on boundaries is considered appropriate and in keeping with the preferred neighbourhood character.</p>
<p><b>Walls on boundaries objective</b></p> <ul style="list-style-type: none"> <li>• To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.</li> </ul>	<input checked="" type="checkbox"/>	<p>Complies with objective</p>

Objective and Standard		Comments
<p><b>Standard B18</b></p> <ul style="list-style-type: none"> <li>• A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of lot should not abut the boundary:               <ul style="list-style-type: none"> <li>○ For a length of more than the distance specified in a schedule to the zone; or</li> <li>○ If no distance is specified in a schedule to the zone, for a length of more than:                   <ul style="list-style-type: none"> <li>○ 10 metres plus 25 per cent of the remaining length of the boundary of an adjoining lot, or</li> <li>○ Where there are existing or simultaneously constructed walls or garages abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or garages, whichever is the greater.</li> </ul> </li> </ul> </li> <li>• A new wall or carport may fully abut a side or rear boundary where slope and retaining walls or fences would result in the effective height of the wall or carport being less than 2 metres on the abutting property boundary.</li> <li>• A building on a boundary includes a building set back up to 200mm from a boundary.</li> <li>• The height of a new wall constructed on or within 200mm of a side or rear boundary or a carport constructed on or within 1 metre of a side or rear boundary should not exceed an average of 3.2 metres with no part higher than 3.6 metres unless abutting a higher existing or simultaneously constructed wall.</li> </ul>	<input checked="" type="checkbox"/>	<p><b>Complies</b></p> <p>The proposed built form complies with the requirements of Standard B18, no walls are proposed to be constructed along the boundary at any point.</p>
<p><b>Daylight to existing windows objective</b></p> <ul style="list-style-type: none"> <li>• To allow adequate daylight into existing habitable room windows.</li> </ul>	<input checked="" type="checkbox"/>	<p><b>Complies with objective</b></p>
<p><b>Standard B19</b></p>		<p><b>Complies</b></p>

Objective and Standard		Comments
<ul style="list-style-type: none"> <li>Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky. The calculation of the area may include land on the abutting lot.</li> <li>Walls or garages more than 3 metres in height opposite an existing habitable room window should be set back from the window at least 50 per cent of the height of the new wall if the wall is within a 55 degree arc from the centre of the existing window. The arc may be swung to within 35 degrees of the plane of the wall containing the existing window.</li> <li>Where the existing window is above ground floor level, the wall height is measured from the floor level of the room containing the window.</li> </ul>	<input checked="" type="checkbox"/>     <input checked="" type="checkbox"/>    <input checked="" type="checkbox"/>	<p>The proposal ensures an area of 3 square metres clear to the sky for any surrounding habitable room windows.</p>
<p><b>North-facing windows objective</b></p> <ul style="list-style-type: none"> <li>To allow adequate solar access to existing north-facing habitable room windows.</li> </ul>	<input checked="" type="checkbox"/>	<p>Complies with objective</p>
<p><b>Standard B20</b></p> <ul style="list-style-type: none"> <li>If a north-facing habitable room window of an existing dwelling is within 3 metres of a boundary on an abutting lot, a building should be setback from the boundary 1 metre, plus 0.6 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres, for a distance of 3 metres from the edge of each side of the window. A north-facing window is a window with an axis perpendicular to its surface oriented north 20 degrees west to north 30 degrees east.</li> </ul>	<input checked="" type="checkbox"/>	<p><b>Complies</b></p> <p>The proposed development provides a generous setback from the north facing habitable room window associated with the dwelling at 69 Beddoe Avenue.</p> <p>Please refer to the cross section at TP300 in the Town Planning Drawings, prepared by <i>Parallel Workshop Pty Ltd</i> for further details.</p>
<p><b>Overshadowing open space objective</b></p> <ul style="list-style-type: none"> <li>To ensure buildings do not significantly overshadow existing secluded private open space.</li> </ul>	<input checked="" type="checkbox"/>	<p>Complies with objective</p>
<p><b>Standard B21</b></p>		<p>Complies</p>



Objective and Standard		Comments
<ul style="list-style-type: none"> <li>Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September.</li> <li>If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.</li> </ul>	<input checked="" type="checkbox"/>     <input checked="" type="checkbox"/>	<p>The proposal is compliant with Standard B21, as overshadowing would predominantly occur during 9am and 11am but the affected secluded private open spaces would meet the minimum area requirements.</p> <p>Please refer to the accompanying Shadow Diagrams contained within Town Planning Drawings, prepared by <i>Parallel Workshop Pty Ltd</i> for the exact extent of overshadowing on adjoining dwellings.</p>
<p><b>Overlooking objective</b></p> <ul style="list-style-type: none"> <li>To limit views into existing secluded private open space and habitable room windows.</li> </ul>	<input checked="" type="checkbox"/>	<p><b>Complies with objective</b></p>
<p><b>Standard B22</b></p> <ul style="list-style-type: none"> <li>A habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views into the secluded private open space of an existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio. Views should be measured within a 45-degree angle from the plane of the window or perimeter of the balcony, terrace, deck or patio, and from a height of 1.7 metres above floor level.</li> <li>A habitable room window, balcony, terrace, deck or patio with a direct view into a habitable room window of existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio should be either: <ul style="list-style-type: none"> <li>Offset a minimum of 1.5 metres from the edge of one window to the edge of the other.</li> <li>Have sill heights of at least 1.7 metres above floor level.</li> <li>Have fixed, obscure glazing in any part of the window below 1.7 metre above floor level.</li> </ul> </li> </ul>	<input checked="" type="checkbox"/>     <input checked="" type="checkbox"/>	<p><b>Complies</b></p> <p>Windows and terraces which could potentially overlook private open space of abutting dwellings have all be designed so that any sightline into adjoining habitable room windows is obscured through the use of appropriate materials and screening.</p> <p>Please refer to Town Planning Drawings, prepared by <i>Parallel Workshop Pty Ltd</i> for further details.</p>

Objective and Standard		Comments
<ul style="list-style-type: none"> <li>○ Have permanently fixed external screens to at least 1.7 metres above floor level and be no more than 25 per cent transparent.</li> <li>• Obscure glazing in any part of the window below 1.7 metres above floor level may be openable provided that there are no direct views as specified in this standard.</li> <li>• This standard does not apply to a new habitable room window, balcony, terrace, deck or patio which faces a property boundary where there is a visual barrier at least 1.8 metres high and the floor level of the habitable room, balcony, terrace, deck or patio is less than 0.8 metres above ground level at the boundary.</li> </ul>	<input checked="" type="checkbox"/>          <input checked="" type="checkbox"/>	
<p>Internal views objective</p> <ul style="list-style-type: none"> <li>• To limit views into the secluded private open space and habitable room windows of dwellings and residential buildings within a development.</li> </ul>	<input checked="" type="checkbox"/>	Complies with objective
<p>Standard B23</p> <ul style="list-style-type: none"> <li>• Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the secluded private open space of a lower-level dwelling or residential building directly below and within the same development.</li> </ul>	<input checked="" type="checkbox"/>	<p><b>Complies</b></p> <p>Windows and terraces which could potentially overlook secluded private open space of dwellings within the development have been designed so that any sightline into secluded private open space is obscure.</p> <p>Please refer to Town Planning Drawings prepared by <i>Parallel Workshop Pty Ltd</i> for further details.</p>
<p>Noise impacts objectives</p> <ul style="list-style-type: none"> <li>• To contain noise sources in developments that may affect existing dwellings.</li> <li>• To protect residents from external noise.</li> </ul>	<input checked="" type="checkbox"/>	Complies with objective
<p>Standard B24</p>	<input checked="" type="checkbox"/>	Complies

Objective and Standard		Comments
<ul style="list-style-type: none"><li>Noise sources, such as mechanical plant, should not be located near bedrooms of immediately adjacent existing dwellings.</li><li>Noise sensitive rooms and secluded private open spaces of new dwellings and residential buildings should take account of noise sources on immediately adjacent properties.</li><li>Dwellings and residential buildings close to busy roads, railway lines or industry should be designed to limit noise levels in habitable rooms.</li></ul>	<input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>	<p>The subject site is a quiet suburban street and is zoned for residential purposes. No surrounding properties will be adversely affected.</p> <p>Any new plant equipment associated with air conditioners or heating units will be appropriately located to avoid inappropriate noise impacts.</p>

## 55.05 ON-SITE AMENITY AND FACILITIES

Objective and Standard		Comments
<b>Accessibility objective</b> <ul style="list-style-type: none"> <li>• To encourage the consideration of the needs of people with limited mobility in the design of developments.</li> </ul>	☑	<b>Complies with objective</b>
<b>Standard B25</b> <ul style="list-style-type: none"> <li>• The dwelling entries of the ground floor of dwellings and residential buildings should be accessible or able to be easily made accessible to people with limited mobility.</li> </ul>	☑	<b>Complies</b> The ground floor entry point to the proposed building will be easily accessible for those with limited ability.
<b>Dwelling entry objective</b> <ul style="list-style-type: none"> <li>• To provide each dwelling or residential building with its own sense of identity.</li> </ul>	☑	<b>Complies</b>
<b>Standard B26</b> <ul style="list-style-type: none"> <li>• Entries to dwellings and residential buildings should:               <ul style="list-style-type: none"> <li>○ Be visible and easily identifiable from streets and other public areas.</li> <li>○ Provide shelter, a sense of personal address and a transitional space around the entry.</li> </ul> </li> </ul>	☑	<b>Complies</b> The entranceway to the proposed building will be visible from Beddoe Avenue. Significant landscaping will occur on the site and along entranceways, ensuring that they seamlessly transition into the surrounding landscaped setback and heighten the sense of personal address to the building. Internally, each dwelling will be easily accessed and identified from well designed hallways.
<b>Daylight to new windows objective</b> <ul style="list-style-type: none"> <li>• To allow adequate daylight into new habitable room windows.</li> </ul>	☑	<b>Complies with objective</b>
<b>Standard B27</b> <ul style="list-style-type: none"> <li>• A window in a habitable room should be located to face:               <ul style="list-style-type: none"> <li>○ An outdoor space clear to the sky or a light court with a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky, not including land on an abutting lot, or</li> <li>○ A verandah provided it is open for at least one third of its perimeter, or</li> </ul> </li> </ul>	☑	<b>Complies</b> The orientation of dwellings and setbacks to side boundaries will ensure adequate daylight into habitable room windows of all dwellings.

Objective and Standard		Comments
<ul style="list-style-type: none"> <li>○ A carport provided it has two or more open sides and is open for at least one third of its perimeter.</li> </ul>		
<p><b>Private open space objective</b></p> <ul style="list-style-type: none"> <li>• To provide adequate private open space for the reasonable recreation and service needs of residents.</li> </ul>	☑	<b>Complies with objective</b>
<p><b>Standard B28</b></p> <ul style="list-style-type: none"> <li>• A dwelling or residential building should have private open space of an area and dimensions specified in a schedule to the zone.</li> <li>• If no area or dimensions are specified in a schedule to the zone, a dwelling or residential building should have private open space consisting of: <ul style="list-style-type: none"> <li>○ An area of 40 square metres, with one part of the private open space to consist of secluded private open space at the side or rear of the dwelling or residential building with a minimum area of 25 square metres, a minimum dimension of 3 metres and convenient access from a living room, or</li> <li>○ A balcony of 8 square metres with a minimum width of 1.6 metres and convenient access from a living room, or</li> <li>○ A roof-top area of 10 square metres with a minimum width of 2 metres and convenient access from a living room.</li> </ul> </li> </ul>	☑  ☑	<p><b>Variation sought</b></p> <p>The design ensures most dwellings are provided with adequate private open space, with the exception of the one-bedroom apartments located on Level 01. This is compensated by the incorporation of communal open spaces and high-quality landscaped garden areas that are provided at ground level.</p> <p>While some dwellings do not meet the Standard B28 requirement of 40 sq. m of Private open space conveniently accessible from a living room, it is considered the proposal appropriately meets the private open space objective by providing residents with a range of private and communal open space with good solar access. Dwellings at ground floor are provided with private courtyards, whilst dwellings at the upper levels contain terrace space.</p> <p>All private open space areas identified on accompanying plans prepared by <i>Parallel Workshop Pty Ltd</i>.</p>
<p><b>Solar access to open space objective</b></p> <ul style="list-style-type: none"> <li>• To allow solar access into the secluded private open space of new dwellings and residential buildings.</li> </ul>	☑	<b>Complies with objective</b>
<p><b>Standard B29</b></p> <ul style="list-style-type: none"> <li>• The private open space should be located on the north side of the dwelling or residential building, if appropriate.</li> </ul>	☑  ☑	<p><b>Complies</b></p> <p>As mentioned previously in our response to Standards B10 and B28, the northern aspect of the POS associated with the proposal lends itself favourably to utilising light and ventilation, and will provide each Dwelling with a significant amount of sunlight to all areas of POS.</p>

Objective and Standard		Comments
<ul style="list-style-type: none"> <li>The southern boundary of secluded private open space should be set back from any wall on the north of the space at least <math>(2 + 0.9h)</math> metres, where 'h' is the height of the wall.</li> </ul>		
<b>Storage objective</b> <ul style="list-style-type: none"> <li>To provide adequate storage facilities for each dwelling.</li> </ul>	☑	Complies with objective
<b>Standard B30</b> <ul style="list-style-type: none"> <li>Each dwelling should have convenient access to at least 6 cubic metres of externally accessible, secure storage space.</li> </ul>	☑	<b>Variation required</b>  It is not anticipated that there will be a high demand for storage space in a student accommodation development. As such, it is considered that each dwelling can easily accommodate minor storage within the bedroom.



Objective and Standard		Comments
		following the natural topography of the site and includes an approximately 1.4m to 1.16m front fence to Beddoe Avenue. The fence is in keeping with the character of the proposed dwelling and area and the variation in height is considered appropriate given the use of carefully selected materials that soften the appearance of the fencing.
<b>Common property objectives</b> <ul style="list-style-type: none"> <li>• To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained.</li> <li>• To avoid future difficulties in areas of common ownership.</li> </ul>	☑	<b>Complies with objective</b>
<b>Standard B33</b> <ul style="list-style-type: none"> <li>• Developments should clearly delineate public, communal and private areas.</li> <li>• Common property, where provided, should be functional and capable of efficient management.</li> </ul>	☑	<b>Complies</b> The only proposed communal area will be the common courtyard, basement entrance and public garden. This area will be functional and appropriately managed.
<b>Site services objectives</b> <ul style="list-style-type: none"> <li>• To ensure that site services can be installed and easily maintained.</li> <li>• To ensure that facilities are accessible, adequate and attractive.</li> </ul>	☑	<b>Complies with objective</b>
<b>Standard B34</b> <ul style="list-style-type: none"> <li>• The design and layout of dwellings and residential buildings should provide sufficient space (including easements where required) and facilities for services to be installed and maintained efficiently and economically.</li> <li>• Bin and recycling enclosures, mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development.</li> <li>• Bin and recycling enclosures should be located for convenient access by residents.</li> <li>• Mailboxes should be provided and located for convenient access as required by Australia Post.</li> </ul>	☑  ☑  ☑  ☑	<b>Complies</b> The vehicular and pedestrian accessway provides sufficient accessibility to all Dwellings, which can also be utilised for service and maintenance vehicles, when necessary.