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Ms Anne Maree Roberts  
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City of Monash  
Via email: [annemaree.roberts@monash.vic.gov.au](mailto:annemaree.roberts@monash.vic.gov.au)

Dear Anne Maree,

### **TPA/52240 - 580 SPRINGVALE ROAD, WHEELERS HILL MIXED USE DEVELOPMENT – BRANDON PARK SHOPPING CENTRE SECTION 57A AMENDMENT**

## **1. INTRODUCTION**

Urbis continues to act on behalf of Newmark Capital in relation to Brandon Park Shopping Centre, and specifically this planning application for a mixed use development on-site. Further to recent and ongoing discussions with Council, we are pleased to submit a Section 57A Amendment which seeks to formally amend the mixed use application.

Buchan Group Architects have been engaged to take carriage of the architectural design for the development, with a variety of changes now implemented to better align the proposal with feedback provided by Council to date.

We enclose the following suite of documentation for Council's perusal:

- Completed Section 57A Amendment Form
- Amended Architectural Plans, prepared by Buchan Group (dated June 2022)
- Amended Landscape Plans, prepared by SLS Landscapes (dated 27.6.22)
- Traffic Impact Assessment, prepared by Stantec (dated 30.6.22)

## **2. BACKGROUND**

### **Council Feedback**

In summary, key points of feedback received from Council include:

- Insufficient landscaping provision within the street setback due to location of porte cochere lane. An improved landscape buffer along frontage would assist in softening building transition to the streetscape.
- Reconsider design of canopy structure above building entry to better integrate with building design and minimise intrusion into street setback.



- Improve street level engagement of ground floor tenancies by increasing glazing.
- Explore further efficiencies of corridor spaces to maximise serviced apartment floor space and enhance the internal configuration.
- Relocation of the gym further away from the conference room to separate formal and leisure activities, reduce potential noise impacts and reduce the number of units directly abutting the communal outdoor areas.

These items have all been considered as part of this amended submission and will be discussed as relevant below.

### Department of Transport Feedback

Department of Transport (DoT) provided referral feedback in March 2022, which sought further clarity regarding the possibility of signal phasing to improve intersection conditions at the intersection of Ferntree Gully Road and Brandon Park Drive.

A response to this feedback was prepared by Stantec and sent to DoT on 20 April 2022, which essentially outlined that the required SIDRA modelling was conducted, with Stantec concluding that signal phasing at the intersection of Ferntree Gully Road / Brandon Park Drive does not have a material impact on the operation of the signals.

DoT is yet to provide a response to the above.

## 3. PROPOSED AMENDMENTS

The amended mixed use development proposal remains in the same location as originally proposed, albeit with a marginally modified building footprint, a change in the ground floor layout configuration and land use definition, increased office and retail/medical floor space, an increase of one (1) serviced apartment and reduced on-site car parking and bicycle parking provision.

The table below provides a snapshot comparison of the previous scheme vs the amended scheme:

Component	Previous (June 2021)	Amended (June 2022)	Change
Office	5,132sqm	5,240sqm	+108sqm
Medical Centre / Retail	677sqm	804sqm	+127sqm
Residential Hotel (Serviced Apartments)	102 apartments	103 apartments	+1 serviced apartment
Car Parking	237 spaces (i.e. 125 spaces within development + 112 spaces within shopping centre)	218 spaces (i.e. 118 spaces within development + 100 spaces within shopping centre)	-19 spaces
Bicycle Parking	39 spaces	25 spaces	-14 spaces

Key modifications to the proposal are summarised as follows:

- **Street Setback & Ground Floor Plane:**
  - Setback to the Ground Floor façade from Brandon Park Drive increased to 13.88m.
  - Cantilevered canopy above building entry is reduced and design simplified, minimising the extent of encroachment into the front setback.



- Deletion of the porte cochere lane from within the front setback and replacement with landscaping and pedestrian pathway along the building frontage, together with a truck manoeuvre zone at the southern end of the frontage.
- Landscaped area along the street frontage increased to 10.40m in width, reducing to 7.02m adjacent to the truck manoeuvre zone, enabling retention of all existing trees along the site frontage.
- **Internal Building Layout & Configuration:**
  - Flexibility is now sought for the use of the proposed ground floor tenancy, now labelled as 'Retail / Medical Tenancies' on plan in lieu of the previously proposed medical tenancies. The leasable floor area is now 804 square metres.
  - Commercial office foyer has shifted south, located between the retail tenancies and the residential hotel foyer.
  - All back of house areas, including building services, have been reconfigured to better align with retail tenancy and respective lobby layouts.
  - Loading dock and waste store area are relocated to the northern edge of the development footprint.
  - The south-western corner of the building footprint has been modified to slightly encroach further into existing retail space, requiring minor reconfiguration of the existing retail service corridor.
  - Deletion of central break in office floorplates and reconfiguration to a single core layout, thereby increasing office NLA at Levels 2 and 3 to 2,618 sqm and 2,622 sqm respectively (i.e. total office NLA = 5,240 square metres).
  - Introduce the central break in the building form at Level 4 of the building, with an enlarged landscaped terrace occupying the central break.
  - Relocation of the ancillary conference room and gym facilities to better interface with the central landscaped terrace and be more proximate to the lift core.
  - Reconfigured layout of serviced apartment, resulting in one additional serviced apartment (i.e. total of 103 serviced apartments) and a change in the overall split of apartments, as detailed later in this report.
  - Deletion of private terraces to serviced apartments at Levels 5 and 6, except for the four street-facing (eastern) apartments which have terraces. Similarly, no terraces are provided to any of the west-facing apartments at Level 4.
- **Building Height, Form & Architectural Expression:**
  - The proposed maximum podium height is 16.8 metres, and the maximum overall building height (excluding services) is 26 metres, both measured from proposed ground floor level of AHD 92.68.
  - The central break in the eastern façade now applies to Levels 4 – 6 and has increased to 21.6 metres in width.



- The setback of the Level 4 front building line from the podium edge has increased slightly, with Levels 5 and 6 above still progressively stepping back, albeit with greater central separation provided between the two wings.
  - The amended scheme maintains a highly glazed ground floor façade with grey painted concrete panel surrounds, however Levels 1 – 3 (i.e. podium) now adopt a façade treatment comprising a galvanised steel framing structure containing stainless steel planting wires which will facilitate guided growth of creeper plants throughout the podium façade. This treatment wraps around all interfaces of the building podium to varying extents. Beyond this screen feature is a predominantly glazed façade to the office levels.
  - Levels 4 – 6 will comprise a combination of concrete panels (painted grey), metal wall cladding (dark grey / mid-grey), with integrated landscaped planter proposed to terrace / building edges to soften the built form.
- **Vehicle access, Car Parking & Bicycle Facilities:**
    - **Access:**
      - Vehicle access to the Level 1 car park will be provided via the existing access points for the shopping centre, namely via the existing crossover and ramp to the south of the development, the existing access ramp at Ferntree Gully Road and the existing ramp within the at-grade car park on the western side of the shopping centre site (refer to Figure 4.3 in Stantec Traffic Memo).
      - The proposed on-site car park layout is designed to ensure safe, efficient and convenient access to the development, with aisle widths and car spaces designed to align with standard design guidelines.
      - Dedicated taxi drop-off spaces are proposed at the northern edge of the development, within the site, which will be useful for taxi pick-up / drop-off associated with the office and serviced apartment uses in particular.
      - Pedestrian access to the development will be available direct from Brandon Park Drive, with a pedestrian access path lining the ground floor façade of the development, with canopy coverage for weather protection. Each proposed use has a dedicated entry to ensure ease of access and clear delineation for users.
    - **Car Parking:**
      - Proposed total of 118 car parking spaces (including 2 accessible spaces) to be delivered as part of the development, allocated as follows:
        - Office = 78 spaces
        - Serviced Apartments (Residential Hotel) = 40 spaces
      - An additional 101 car parking spaces are proposed to be allocated within the shopping centre car park (at rooftop) adjacent to the development site (refer to Figure 4.1 in Stantec Memo).
      - Two taxi drop-off bays are proposed at Ground Floor level at the northern edge of the retail / medical tenancies.



– **Bicycle Facilities:**

- Reconfigured bicycle store room now accommodating 25 bike spaces
- Reconfigured male and female end-of-trip (EOT) facilities, each containing two showers, a toilet and open change room area with lockers.

## 4. PLANNING CONSIDERATIONS

### 4.1. LAND USE

#### 4.1.1. Retail / Medical Tenancy

The exact use of the ground floor 'retail / medical' tenancy is yet to be determined, however the plans seek to allow flexibility in this regard, noting both use categories are as-of-right under the C1Z. Both use types will remain entirely consistent with the purpose of the C1Z and will contribute towards further enhancing the retail or healthcare offerings within the Brandon Park Shopping Centre.

Having either of these proposed uses at ground floor level, interfacing with Brandon Park Drive, will represent an outcome that will make a substantial contribution to activating the public realm within Brandon Park Drive. The extensively glazed façade treatment proposed to the tenancy will provide good transparency between private and public realms, and having the glazed treatment now return along the northern edge of the tenancy will further enhance interaction and passive surveillance to the outdoor spaces within the site immediately adjacent to the tenancy, in lieu of the previously proposed solid hard-edged treatment in this location.

From a car parking perspective, both use types have comparable parking rates. For the purpose of the car parking assessment, the demands generated by this tenancy have been considered separately as it effectively forms an extension to the broader shopping centre's retail offering. Refer to Stantec Traffic Memo for further discussion relating appropriateness of proposed car parking provision.

#### 4.1.2. Office

Modifications to the office floor plate design has resulted in an overall increase to the total office NFA by 108 square metres. The office floor plates at Levels 2 and 3, now without the central break, are considered to now represent highly flexible and well-proportioned office floorplates that will appeal to a broader range of prospective tenants and afford a higher standard of internal amenity.

The increased in NLA generates a requirement for additional car parking spaces, which is discussed in greater detail in the Stantec Traffic Memo.

#### 4.1.3. Serviced Apartments (Residential Hotel)

The number of serviced apartments is proposed to increase by one (1) apartment overall, with variation proposed to the apartment split, as follows:

Previous Proposal	Amended Proposal (current)
45 x 1-bed	40 x 1-bed
6 x 2-bed	5 x 2-bed
51 x studio	58 x studio
<b>Total = 102 apartments</b>	<b>Total = 103 apartments</b>



The nature of the proposed serviced apartment use remains entirely consistent with the previous scheme, and therefore is considered entirely appropriate within the C1Z.

Noting that no statutory car parking rate applies to a residential hotel (serviced apartment) land use, car parking should be provided to the satisfaction of the responsible authority. The proposed serviced apartment use has been calculated to have an anticipated parking demand of 62 spaces, which is suitably accommodated on-site. Refer to Stantec Traffic Memo for further discussion relating to appropriateness of proposed car parking provision.

## 4.2. BUILT FORM & BUILDING LAYOUT

### 4.2.1. Design & Development Overlay – Schedule 8

The proposed podium height and maximum building height of the amended scheme is virtually identical to the previous scheme, with a maximum of 100mm height variation (+ / -) proposed between the two schemes, which is negligible in the context of the overall proposal.

Consistent with previous justification regarding height, the proposed 7-storey scale is considered to be entirely appropriate within this robust major activity centre context, particularly given the way the levels above the podium progressively step back from Brandon Park Drive to substantially articulate the built form and mitigate visual bulk to the streetscape. The reduction and simplification of the canopy design above the ground floor entries has also assisted greatly in emphasising the breadth of the landscaped setback to Brandon Park Drive.

Furthermore, the amended proposal now achieves greater conformance with the street setback requirements prescribed by the DDO8, in that the building provides a minimum 10 metre setback to Brandon Park Drive, however that 10m setback will now predominantly consist of landscaping to complement the existing tree retention along the site frontage, which aligns with, and exceeds the DDO8 requirement for a 10 metre setback which includes a 3-metre-wide landscape area. This is discussed in greater detail at Section 4.3 below.



Figure 1 – 3D render perspective – view from north-east within Brandon Park Dve  
Source: *Buchan Architectural Plans*



The modifications to the façade treatments, specifically to the podium form, will introduce an element of vertical landscaping which will integrate seamlessly with the generous landscaped street setback and carry that treatment up the principal façade of the building, significantly softening the built form as it presents to Brandon Park Drive. The podium framing structure also breaks up the façade into smaller rectangular components, introducing an element of verticality that effectively reduces the perceived breadth of the podium form.

Furthermore, the increased central break in the form at Levels 4 – 6 of the building, containing a larger landscaped terrace, will also assist in creating a sense of depth and subservience for the components of the built form above the podium, ensuring visibility to them is minimised from a pedestrian level within Brandon Park Drive.

#### **4.2.2. Building Layout**

The proposed modifications to the internal building layout have delivered improvements, as follows:

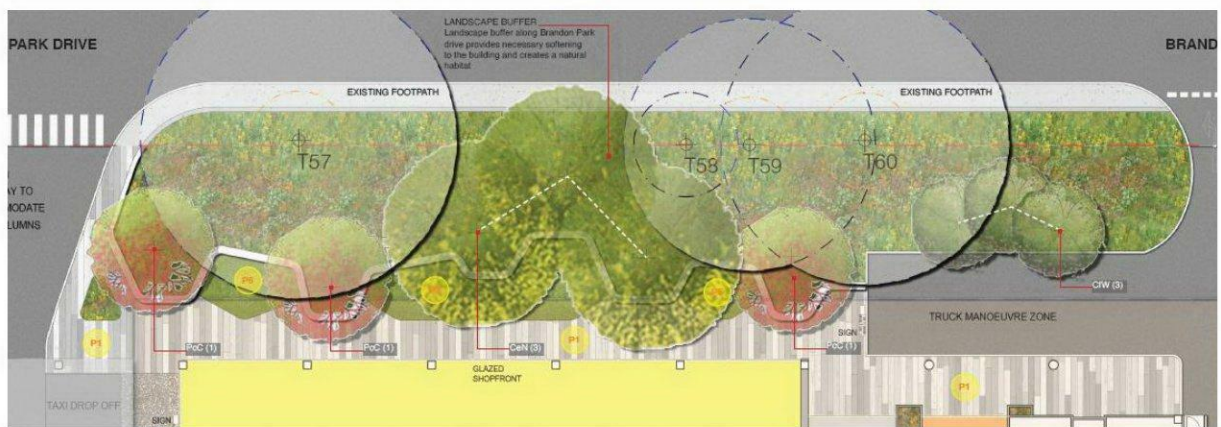
- The consolidation of what was previously two medical tenancies into what is now the ground floor retail / medical tenancy, has created a more flexible tenancy floorplate and is a more efficient use of space, hence the increased tenancy NLA.
- Shifting the office foyer further south, adjacent to the serviced apartment foyer, makes more sense from an activation perspective, in that maintains a consistent front building line for the retail / medical tenancy, which is the primary active use at ground floor level, and shifts the less active foyer areas to the southern end of the frontage in a slightly recessed alignment. Furthermore, it has allowed for a central lift core, resulting in a more efficient use of floor space within the office levels above, and facilitates direct lift access from office levels to the central landscape terrace at Level 4.
- The relocation of the gym and conference facilities at Level 4 provides better integration with the central landscape terrace and lift core, whilst also minimising the number of direct interfaces with serviced apartments. Furthermore, the gym and conference facilities no longer share a common wall, and are now separated by the stair core and a terrace to ensure appropriate delineation between leisure and more formal uses, as required by Council.
- The communal corridors at serviced apartment levels have also been made more direct and efficient, which is also an improvement afforded by the changes to core locations. This change has facilitated improved apartment layouts and enabled the inclusion of one additional serviced apartment.
- The increased central break between the two 'wings' of the building at Levels 4 – 6 has facilitated far greater proportions for the central landscape terrace at Level 4, which in turn allows for an improved landscape treatment to this elevated terrace space. Additionally, shifting the main central terrace from Level 2 (previous scheme) to Level 4 (current amended scheme) has enabled the opportunity for this space to now be utilised by both the office staff and the serviced apartment customers.

Overall, the proposed building layout modifications represent significant improvements to the efficiency, functionality, and amenity of the building, hence the amended scheme is deemed to be a far superior development outcome.



### 4.3. LANDSCAPING

The deletion of the porte cochere lane within the front setback of the site has significantly improved the landscaping capabilities of the site, now providing a 10.40m wide landscaped area along the majority of the frontage, which reduces to 7m in width at the southern end of the frontage. The enclosed amended Landscape Concept Plan depicts the manner in which this dedicated landscaped area can accommodate retention of existing trees, plus generous planting of new trees within the street setback to provide a strong vegetated buffer to Brandon Park Drive.



**Figure 2 – Proposed landscaping within the setback to Brandon Park Drive**  
**Source: SLS Landscape Concept Plan**

Furthermore, the integration of landscaping into the architectural treatment of the proposed building has improved significantly by way of the framing structure with planting wires applied to the podium form at all interfaces, which will enable creeper planting to grow up the façade to continue the greenery from the front setback into the built form itself. Additionally, the integrated planters at the podium edge, within the central break at Level 4 and at street facing terrace edges will provide an element of greenery to the building edges which will further soften the form.



**Figure 3 – Streetscape landscape elevation (Brandon Park Drive interface)**  
**Source: SLS Landscape Concept Plan**





This outcome is considered to achieve the intent of the DDO8, for the following reasons:

- The development will now be framed and softened by vegetation when viewed from any point within the public realm, by virtue of the existing and proposed front setback planting, together with the vegetated architectural screen feature applied to the podium, the vegetation proposed within planters at podium and upper level terrace edges, and within the central break of the building at Level 4.
- The retention of existing trees along the site frontage will ensure the development will maintain a degree of consistency with the prevailing landscape character within the activity centre, which comprises mature trees at street frontage.
- The proposed landscaping area within the site frontage, ranging from 7m – 10.4m in width, achieves and exceeds the minimum requirements for a 3m wide landscape area to the street boundary, prescribed by the DDO8.

### **4.3.1. Car Parking & Access**

#### **4.3.1.1. Car Parking**

For a detailed assessment of the proposed car parking provision against the relevant requirements of Clause 52.06, please refer to Section 4.2 of the enclosed Traffic Impact Assessment, prepared by Stantec.

#### **4.3.1.2. Car Park Layout & Vehicle Access**

For a detailed assessment of the proposed vehicle access arrangement and car parking design against the relevant requirements of Clause 52.06, please refer to Section 4.2 of the enclosed Traffic Impact Assessment, prepared by Stantec.

## **4.4. WASTE MANAGEMENT**

The relocation of the waste store to the northern edge of the site will provide direct loading dock access for waste collection vehicles via Brandon Park Drive and via the ground floor of the multi-deck public car park. Swept path assessments have been undertaken for both types of rigid vehicles accessing the loading dock, confirming these vehicles can enter and exit the site in a forward direction.

Refer to Section 4.4 and Appendix C of the Stantec Traffic Assessment for additional detail regarding loading and waste collection.

Noting the design changes that have occurred, we request that the provision of an updated Waste Management Plan be required by way of permit condition.



## 5. CONCLUSION

In summary, the proposed amendment to the mixed use development proposal directly correlates with Council's feedback to date and seek to enhance the manner in which this development responds to the streetscape and the broader context. The development now represents an better planning outcome for this site, now with a more robust landscape interface to Brandon Park Drive, improved activation to the streetscape, an enhanced architectural expression, a more efficient internal building layouts and improved internal amenity. The proposal is now also better aligned with the DDO8 in relation to the street setback and landscaping provision, both of which are significant components in the context of the broader Garden City Character that is sought for the City of Monash and in particular this activity centre.

We look forward to Council's earliest assessment and consideration of this amended proposal and welcome the opportunity to discuss, as required.

Should you have any queries regarding the information provided as part of this submission, please do not hesitate to contact the undersigned.

Kind regards,

A handwritten signature in black ink, appearing to read "F. Freijah".

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