



1959 - 1963 Dandenong Road & 75 Beddoe Avenue, Clayton

Planning Report

Prepared by Hansen Partnership (November 2022)

APPLICATION SUMMARY

PERMIT PREAMBLE

Buildings and works for the purpose of student accommodation, use of premises as a convenience shop/convenience restaurant, removal of easement, and alteration of access to a road in a Road Zone, Category 1.

PERMIT TRIGGERS

- Use of land as a convenience shop/convenience restaurant within the Residential Growth Zone, Schedule (RGZ3) (Clause 32.07-5);
- Construction of two or more dwellings on a lot (student accommodation) within the RGZ3 (Clause 32.07-5);
- Remove an easement (Clause 52.02);
- Reduce car parking required for the convenience shop/convenience restaurant use (Clause 52.06-3); and
- Alteration of access to a road in a Transport Zone 2 (Clause 52.29-2).

PROJECT TEAM

Architecture | Metaxas Architects

Planning | Hansen Partnership

Traffic Engineering | Traffix Group

ESD | Sustainable Built Environments

CONTENTS

1. INTRODUCTION	5
2. SITE CONTEXT	6
3. SURROUNDING CONTEXT	8
4. BACKGROUND & PRE-APPLICATION DIALOGUE	12
5. THE PROPOSAL	14
6. PLANNING FRAMEWORK	22
7. KEY PLANNING CONSIDERATIONS	24
8. CONCLUSION	32
APPENDIX A: CLAUSE 22.10 ASSESSMENT	34



Existing streetscape presentation

1 INTRODUCTION

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

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

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

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

The Specific Controls Overlay, Schedules 14 (SCO14) and 15 (SCO15) apply to the site.

Under the applicable controls, a permit is required for:

- Use of land as a convenience shop/convenience restaurant within the Residential Growth Zone, Schedule (RGZ3) (Clause 32.07-5);
- Construction of two or more dwellings on a lot (student accommodation) within the RGZ3 (Clause 32.07-5);
- Remove an easement (Clause 52.02);
- Reduce car parking required for the convenience shop/convenience restaurant use (Clause 52.06-3); and
- Alteration of access to a road in a Transport Zone 2 (Clause 52.29-2).

It is submitted that:

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

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

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

2 SITE CONTEXT

THE SUBJECT SITE

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

The consolidated site comprises four parcels of land:

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

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

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

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



Site aerial



Existing dwelling at No. 75 Beddoe Avenue



Existing dwelling at No. 1963 Dandenong Road



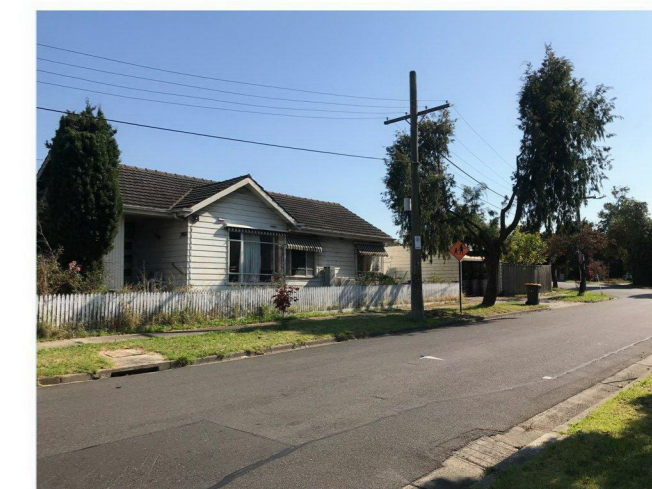
Existing dwelling at No. 1961 Dandenong Road



Existing dwelling at No. 1959 Dandenong Road



Existing Princes Highway Service Road presentation



Existing Beddoe Avenue presentation

3 SURROUNDING CONTEXT

THE SURROUNDING ENVIRONS

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

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

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

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

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

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

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

- 3 storey student accommodation development at 25 Beddoe Avenue (TPA/51583);
- 3 storey student accommodation development at 29 Beddoe Avenue (TPA/51262); and
- 4 storey student accommodation development at 71 - 73 Beddoe Avenue (TPA/44980/B).

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

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



Nos. 71 - 73 Beddoe Avenue existing streetscape presentation

NORTH

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



Princes Highway Service Road with Princes Highway beyond

SOUTH

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

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



Grass reserve opposite the site

SOUTHEAST

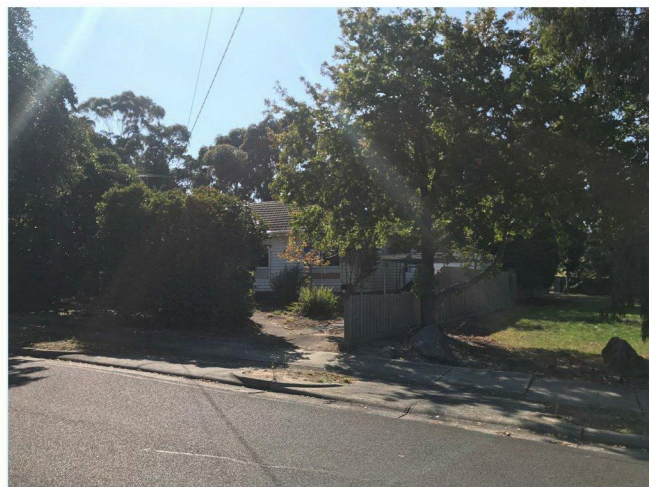
To the southeast is a small local grassed reserve used as public open space by locals. It provides a through route to the University Campus.



Vacant site at No. 78 Beddoe Avenue

EAST

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



Dwelling at No. 76 Beddoe Avenue

EAST

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

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



Dwelling at No. 74 Beddoe Avenue

EAST

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

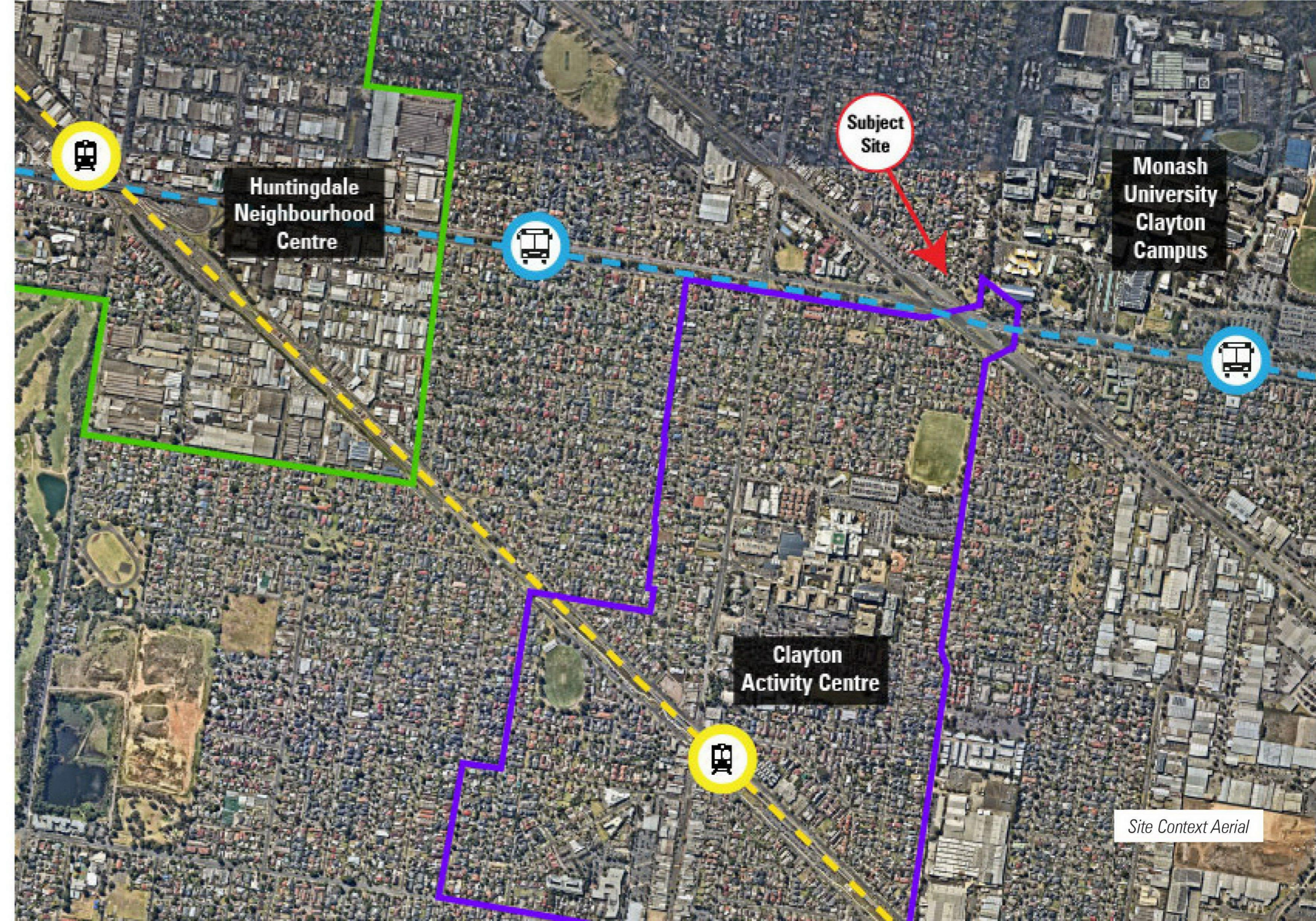
This dwelling has vehicle access from its Beddoe Avenue frontage. Secluded private open space is located to the rear (east).



Dwellings at No. 1957 Dandenong Road

WEST

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



4

BACKGROUND & PRE-APPLICATION DIALOGUE

AMENDMENT C125

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

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

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

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

PRE-APPLICATION DIALOGUE: MONASH CITY COUNCIL

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

- The current Residential Growth Zone (RGZ) supports a development of up to 4 storeys on the site. The maximum building height is discretionary, so a taller building may be contemplated;
- Council's previously proposed DDO13 supported apartment buildings of up to 5 storeys on consolidated sites in this area. Based on this, Council would support a building of up to 4 storeys, and would likely to support a building of up to 5 storeys on the site; and
- Taller elements of the building should be located towards the southeast corner of the site, with appropriate setbacks to sensitive residential properties to the north and west.

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

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

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

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



Render of the proposal (Beddoe Avenue)

PRE-APPLICATION DIALOGUE: SUBURBAN RAIL LOOP AUTHORITY

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

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

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

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

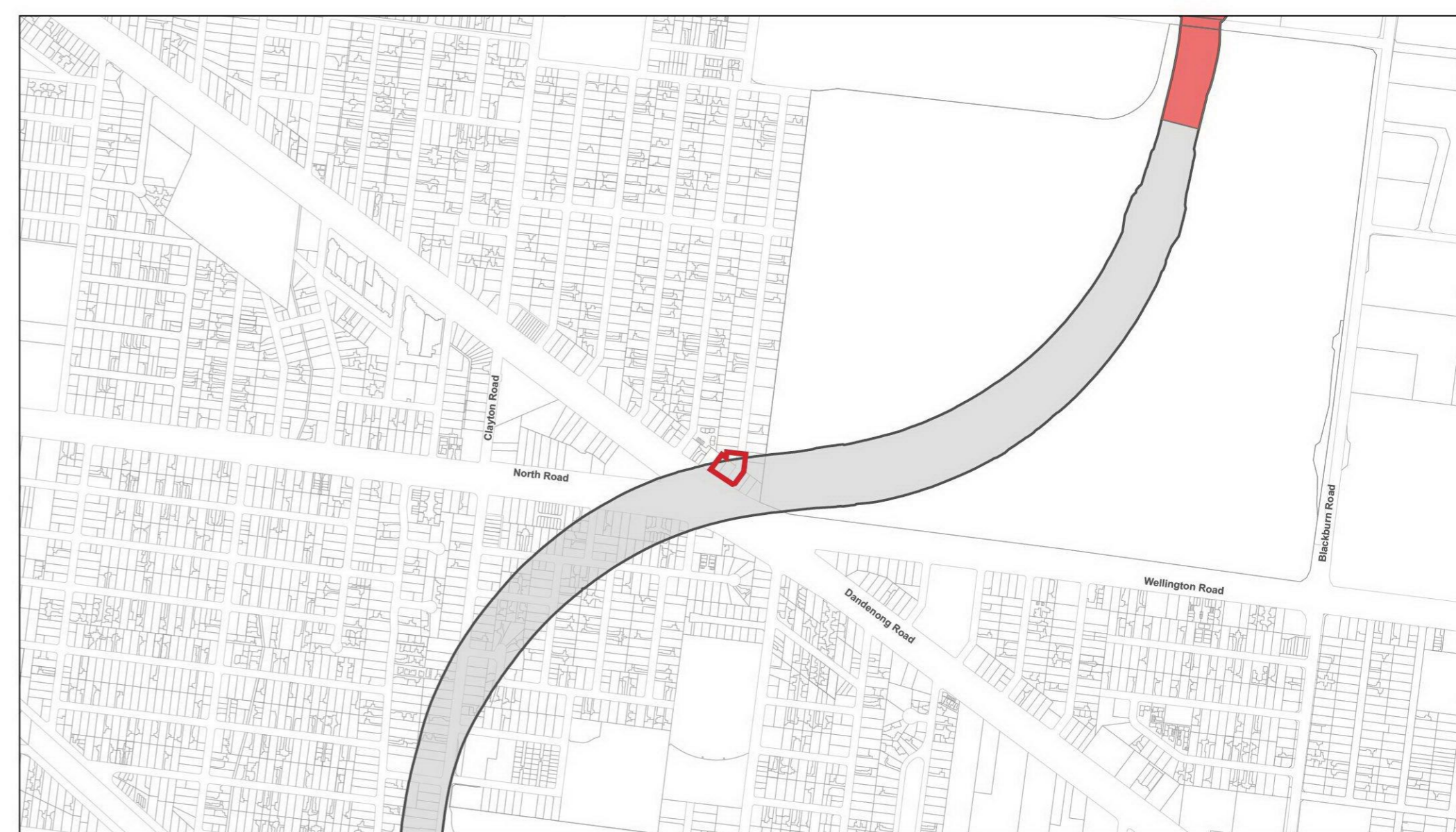
We also sought pre-application advice on the PSA implications for the application from SRLA directly.

Discussion with SRLA occurred as follows:

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

In summary, SRLA’s advice was as follows:

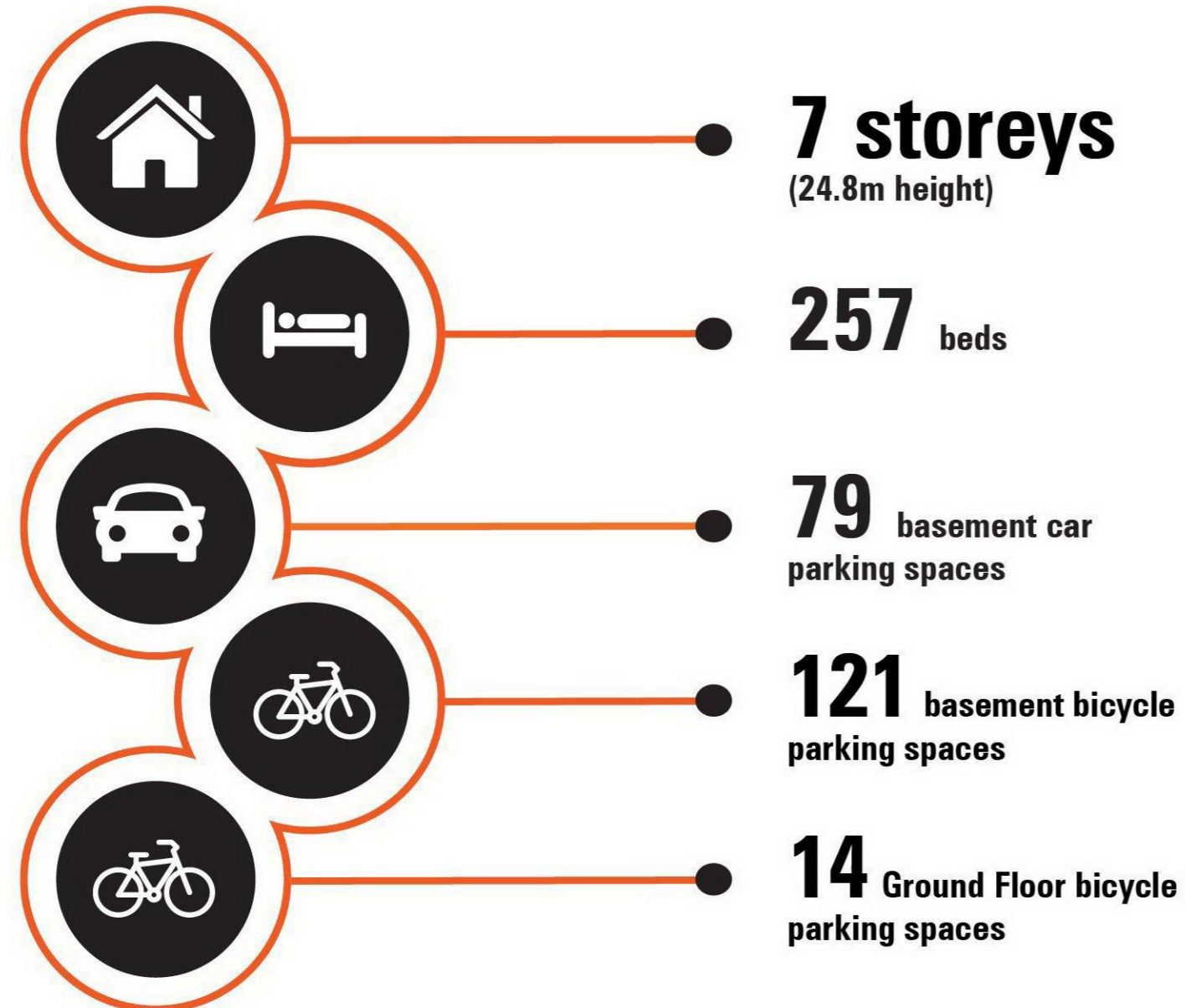
- The application plans were reviewed by SRLA tunnel engineers, who advised that the design appears to pose a low to minor risk to the proposed tunnel infrastructure;
- SRLA noted that, if the PSA was gazetted (which it is now), SRLA would typically request engineering detail to support applications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



Legend 	Suburban Rail Loop East - Infrastructure Protection Areas - Appendix 1		
	Map 8 of 18	SRL-AJM-RAI-PWD-MAP-XLP-NAP-0508264	
Date: 18/08/2022	Revision: A.8	Map Size: A3	
Coordinate System: GDA2020 MGA Zone 55			

5

THE PROPOSAL



OVERVIEW OF THE PROPOSAL

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

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

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

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

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

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

Key Components

- 3,370m² overall site area;
- 7 storey building;
- 24.8m maximum height above natural ground level (NGL);
- 257 beds (studio, 1-bed and 2-bed);
- Open central courtyard, providing a green link to the outdoor garden in the northwest corner;
- Landscaped setbacks and frontages, with landscaping narrative to include a mix of exotics and natives;
- Ground Floor lobby, amenities, study and recreation area, spilling into the central courtyard;
- Ground Floor convenience shop/convenience restaurant at the Beddoe Avenue frontage;
- Indoor, communal 'study areas' on Levels 2 and 3;
- Outdoor terraces on Level 3 and 4 including BBQ terrace with kitchen on Level 4;
- Basement car park providing 79 car parking spaces plus 121 bicycle parking spaces, with singular vehicle access via Beddoe Avenue;
- 14 bicycle spaces on the Ground Floor; and\
- Removal of Easement E-1 to 1/TP17802 and 1/TP112782.

Sustainable Building Design

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

- 60% Built Environment Sustainability Scorecard (BESS) Score, meeting 'best practice';
- 102% STORM Rating, meeting 'best practice'
- Extensive permeable landscaping across the site (18.96% of site area) including water efficient landscaping;
- North and west facing external terraces (communal open spaces);
- Expansive glazing to maximise daylight access to living areas;
- Facade shading devices on the east and south;
- Rooftop rainwater capture, and storage within 4 x 10,000L water tanks within the basement. To be treated and reused for toilet flushing in the lodging rooms and the communal laundry;
- High Water Efficiency Labelling and Standards (WELS) rated sanitary fixtures;
- Efficient heating and cooling system; and
- 76.6% of the building nominated area (lodging rooms) achieves a Daylight Factor of 2% or more.

Refer to the Environmentally Sustainable Design Report for further details.

DESIGN DETAIL

Design Narrative

The design response brings together the two development stages into a single built form, connected by a central leafy courtyard and buffered by perimeter landscaping.

It is intended to provide a campus-style feel, with pedestrian paths, open communal areas and landscape linkages.

Drawing from the fact that the building purpose is for student accommodation, the main building facade is enveloped by angular perforated metal screens that take inspiration from folded book pages, a nod to the prestigious Monash University institution nearby. These screens also act as sun shades and privacy screens.

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

- The building is seen as a landmark building on this important gateway site;
- Corner element is viewed as a glass box, a visually permeable focal point from the Dandenong Road - Wellington Road approach;
- The glass corridor, as viewed from the Beddoe Avenue frontage, provides permeable viewing through to the green reserve beyond Beddoe Avenue; and
- Central internal courtyard that provides the principal communal outdoor space. The intention is for this to be read as an extension of the green reserve, linking through the development to the landscaped area beyond.



Render of proposed view from Wellington Road

Parking & Vehicle Access

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

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

79 car parking spaces will be provided within the basement car park.

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

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

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



Proposed Basement Layout

6

PLANNING FRAMEWORK

PLANNING POLICY FRAMEWORK

Plan Melbourne 017 - 2050

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

Planning Policy Framework

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

- Clause 11.01-1S (Settlement)
- Clause 11.01-1R (Metropolitan Melbourne)
- Clause 11.02-1S (Supply of urban Land)
- Clause 11.03-1S (Activity centres)
- Clause 11.03-1R (Activity centres - Metropolitan Melbourne)
- Clause 15 (Built environment and heritage)
- Clause 15.01-1S (Urban design)
- Clause 15.01-2S (Building design)
- Clause 17 (Economic Development)
- Clause 17.01-1S (Diversified economy)
- Clause 17.01-1S (Diversified economy - Metropolitan Melbourne)
- Clause 17.01-2S (Innovation and research)

LOCAL PLANNING POLICY FRAMEWORK

The LPPF outlines the policy direction at municipal level and is intended to tackle localised planning issues.

Municipal Strategic Statement (MSS)

The Monash Municipal Strategic Statement (MSS) sets out Council's strategic planning objectives and underpins the land use and development provisions of the Monash Planning Scheme. Together with local planning policies, the MSS is part of the LPPF, to be read in conjunction with the state PPF.

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

- Clause 21.01 (Introduction)
- Clause 21.04 (Residential Development)
- Clause 21.05 (Economic Development)
- Clause 21.06 (Major Activity and Neighbourhood Centres)
- Clause 21.09 (Key Regional Assets)

Local Planning Policies

The following local planning policies are relevant:

- Clause 22.01 (Residential Development and Character Policy)
- Clause 22.04 (Stormwater Management Policy)
- Clause 22.05 (Tree Conservation Policy)
- Clause 22.10 (Student Accommodation Policy)
- Clause 22.13 (Environmentally Sustainable Development Policy)

PARTICULAR AND GENERAL PROVISIONS

The following particular & general provisions are relevant:

- Clause 52.06 (Car Parking). A permit is required to reduce the car parking required for the convenience shop/convenience restaurant use by 2 spaces;
- Clause 52.02 (Easements, Restrictions & Reserves). A permit is required to remove an easement.
- Clause 52.29 (Land Adjacent to the Principal Road Network). It is understood that a permit is required to alter access to the Princes Highway Service Road (Transport Zone 2);
- Clause 52.34 (Bicycle Facilities) outlines bicycle parking requirements for the development; and
- Clause 65 (Decision Guidelines) requires that the Responsible Authority must consider whether the proposal is consistent with the orderly planning of the area.

RESIDENTIAL GROWTH ZONE, SCHEDULE 3

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

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

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

The following design objectives of RGZ3 are relevant:

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

Planning Permit Exemption

Purpose-built student accommodation comprising fully self-contained lodging units (with individual kitchens and bathrooms) is considered to fall within the definition of 'dwelling' under Clause 73.03 (Land Use Terms).

Based on this, it is understood that the use of land for multiple dwellings (student accommodation) will not require a permit under the zone (Clause 32.07-2).

Given dwellings are 'as of right' (Section 1 uses) within the zone, the appropriateness of the use within the zone is not considered to be a material planning consideration for this application.

Planning Permit Triggers

Buildings and works for the purpose of student accommodation trigger a permit under the zone.

A permit is also required to use land for a convenience shop/convenience restaurant (as proposed at Ground Floor).

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

- Use of land as a convenience shop/convenience restaurant (Clause 32.07-5); and
- Construction of two or more dwellings (student accommodation) (Clause 32.07-5).

Permit Requirements

- A discretionary 13.5m maximum building height applies (Clause 32.07-9)

SPECIFIC CONTROLS OVERLAY

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

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

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

7 KEY PLANNING CONSIDERATIONS

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

Primary Considerations

- *Is there strategic policy support for this proposal?*
- *Are the proposed buildings and works an acceptable response to RGZ3 and Clause 22.10 requirements?*
- *Is the use of the land for a convenience shop consistent with the RGZ3 purpose and provisions?*

Secondary Considerations

- *What are the other proposed access, movement and safety provisions?*
- *Is the proposed reduction of car parking required for the convenience shop/convenience restaurant acceptable in this context?*
- *Are the proposed alterations to the RDZ1 an acceptable response to Clause 52.29 purpose and provisions?*

Tertiary Considerations

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

The following sections of this report will discuss these matters.

PLANNING POLICY SUPPORT

Strategic Locational Attributes

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

- The RGZ3 zoning clearly articulates Council’s intentions to support growth and higher density forms of development;
- It is a landmark site, visible from the Dandenong Road / Princes Highway and Wellington Road approaches;
- It adjoins a RDZ1 road, along which planning policy commonly supports higher densities of development;
- It lies within the Monash NEIC core, including accessible residential area, and adjacent to the Monash University Clayton Campus;
- It is located on the periphery of Clayton Activity Centre (as defined by the *Clayton Activity Centre Precinct Plan, January 2020, City of Monash*);
- It is located on the Monash PPTN, adjacent to several bus routes along the Princes Highway (Buses 800, 802, 804, 862). The available bus services provide a link to Clayton Train Station; and
- The site also has access to bicycle infrastructure with informal bicycle routes along major and minor roads in the vicinity of the site including Wellington Road, Blackburn Road and Princes Highway. The site is surrounded by a variety of educational, commercial, entertainment and community land uses that are readily accessible via a short bicycle ride or walk.

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

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

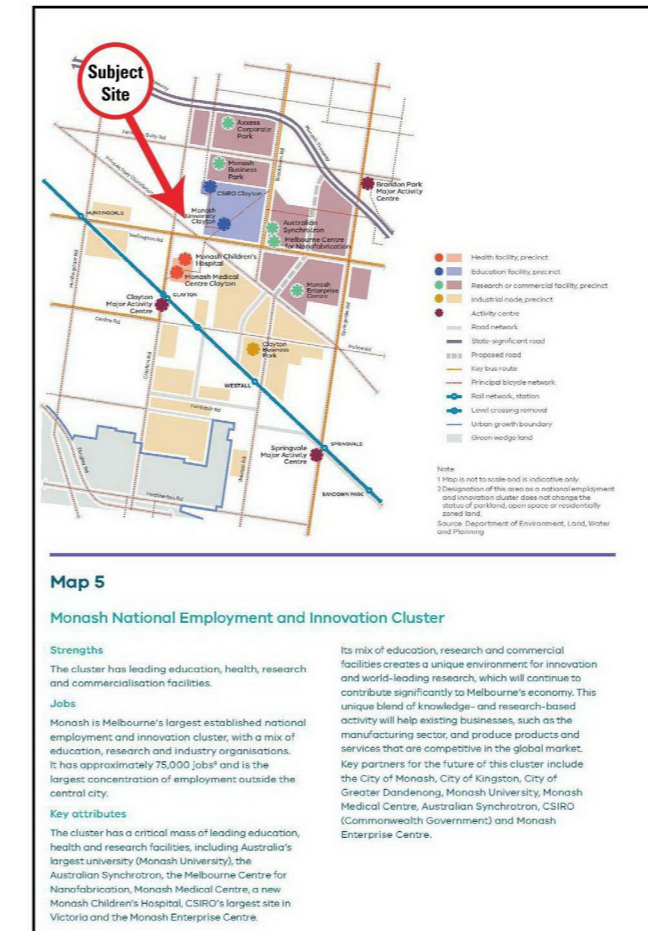
Policy 1.1.4 recognises that:

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

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

Planning Policy Framework

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



Extract from Plan Melbourne 2017 - 2050: Monash NEIC.

State policy governs that land use and development should:

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

Having regard to the above, the site’s strategic location is an obvious candidate for investment, being able to meet state policy directives to support investment in the Monash University Campus and wider Monash NEIC. Its location adjacent to the campus site hugely assists with meeting state policy aims to co-locate university facilities with ancillary accommodation.

Clause 15 (Built Environment & Heritage) includes strategic policy directions for urban design, building design, healthy neighbourhoods and seeks for a high quality and sustainable development that contributes to a sense of place and a safe, functional and enjoyable urban environment to create the ‘20-minute neighbourhood’. Council’s expectations for built form to be contemplated on the subject site are reflected in its local built form policies, and specifically at Clause 22.10 (Student Accommodation) as discussed in the following.

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

Local Planning Policy Framework

At a local level, the LPPF builds upon the themes established in the PPF, but applies what are broad objectives to a localised context.

Policy recognises the Monash NEIC as Melbourne’s largest employment cluster, with a critical mass of leading education, health, research and commercialisation facilities including Australia’s largest university (Monash University, Clayton Campus) (Clause 21.01: Introduction; Clause 21.05: Economic Development). Accordingly, land use and development should contribute positively to the continued success of the University Campus (Clause 21.01-2: Key Issues and Influences).

Clause 21.09 (Key Regional Assets) recognises the regional asset status of the University as a key tertiary institution in the eastern suburbs. Clause 21.09-2 (Key Issues) goes on to state that:

The ongoing development of supportive physical, social and commercial environments around key regional assets is important to assist them to remain leading edge institutions.

Pursuant to Clause 21.09-3, key objectives and strategies (relevant to the proposal) are:

- *To develop supportive social, physical and commercial environments surrounding key regional assets in Monash; and*
- *Facilitate the development of appropriate industry, business and residential projects that cater for the needs of users of key regional assets.*

Clause 22.10 (Student Accommodation Policy) is the most pertinent policy to the application, outlining built form requirements for student accommodation developments within Monash.

It is important to note that the policy at Clause 22.10-4 (Criteria / Performance Measures) identifies the site as 'Preferred Location' for student accommodation, noting it satisfies the following criteria:

- Within 1500 metres of a tertiary educational institution (adjacent to Monash University).

In support of the proposal, policy recognises that demand for quality student accommodation has outstripped local supply:

Students prefer to live in close proximity to their institution, creating significant localised student populations. It is evident that demand for quality student accommodation has outstripped the local supply in some areas of Monash.

Council's strategic statement, Monash 2021, identifies that there is an increasing demand for a variety of different housing styles to cater for changing household sizes and structures. The Monash Housing Strategy 2014 provides strategic support for the provision of housing to meet the diverse needs of the community, including high quality student accommodation (Clause 22.10-1).

Demand for quality student accommodation has outstripped the local supply in some areas of Monash, which has resulted in housing shortages and a significant number of students living in substandard, shared housing facilities (Clause 21.04-3).

A key policy objective at Clause 22.10-2 is:

- 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.

Policy at Clause 22.10 further supports state and Council residential development strategies relevant to student accommodation, as detailed below.

- Ensure that an appropriate quantity, quality and type of housing is provided, including aged care facilities and other housing suitable for older people, supported accommodation for people with disability, rooming houses, student accommodation and social housing (Clause 16.01-1S); and
- Encourage the provision of high quality student accommodation in preferred locations such as in proximity to tertiary education facilities and activity centres with good access to public transport, which minimises potential conflicts with neighbouring uses (Clause 21.04-3).

In summary, the proposal provides an excellent response to policy objectives and requirements.

The strategic locational attributes of the site (refer to page 22) make it a prime candidate for student accommodation development. The provision of much needed, high quality student accommodation contributes to Council's accommodation supply issues and also to the overall choice of accommodation available to support Melbourne's tertiary institutions.

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

In addition to Clause 22.10 requirements, local policy at Clause 22.01 (Residential Development and Character Policy) encourages residential development to respond to the preferred future character statement of the area.

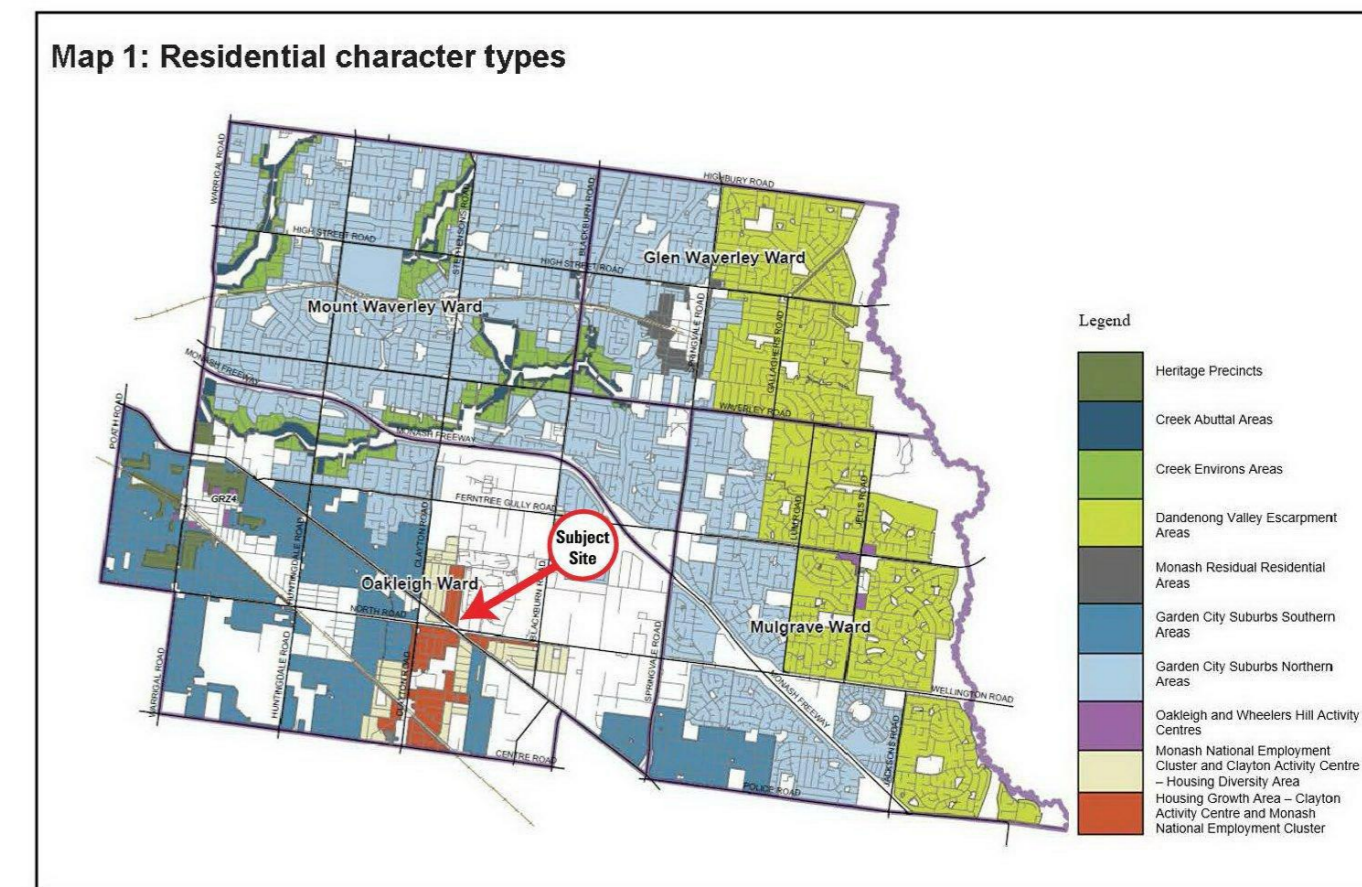
The map to Clause 22.01-4 locates the site within the 'Housing Growth Area - Clayton Activity Centre and Monash National Employment Cluster'.

The preferred future character statement for the area is:

The scale of new residential development will generally comprise larger footprint apartment development of a high-quality design and finish. Some infill town house and unit development will also occur.

Where possible on larger sites, developments will be multi-level, and set in open gardens. Although setbacks from all boundaries will be less than is common in other parts of Monash, the developments will ensure the incorporation of well-maintained landscaping to address the garden city character, albeit in a more urban form.

The proposal provides an excellent response to the preferred future character statement, as guided by the built form requirements of Clause 22.10. A detailed assessment of the built form response is provided in the following pages.



Extract from Monash Planning Scheme: Residential Character Types

BUILDINGS AND WORKS WITHIN THE RGZ3

It is considered that the use of student accommodation (dwellings) is an 'as of right' (Section 1) use within the zone, and therefore the use of the site for student accommodation is not a material planning consideration for this application.

Nevertheless, the use and development of land for student accommodation in this location is entirely appropriate given the site's connection to the Monash University Clayton Campus and its close proximity to the Clayton Activity Centre. Planning policy clearly supports the location of student accommodation adjacent to the campus.

Buildings and works for the purpose of student accommodation require a permit under the zone and are a relevant consideration. In this assessment, regard is had to the relevant purposes of the RGZ and its provisions, including design requirements for new development as also outlined by Clause 22.10 (Student Accommodation Policy).

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

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

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

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

In addition, Council has approved student accommodation developments at:

- 1 storey student accommodation development at 25 Beddoe Avenue (TPA/51583); and
- 3 storey student accommodation development at 29 Beddoe Avenue (TPA/51262).

There are also a number of vacant lots prime for development, including 78 Beddoe Avenue and 46 - 50 Beddoe Avenue. 46 - 50 Beddoe Avenue is a large development site that could easily accommodate a high density apartment, student accommodation development or health and education-related building.

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

At 24.8m height, the building exceeds the preferred maximum building height for the site. However, it should be acknowledged that the proposed building is primarily 5 storeys (up to Level 4), with taller elements (up to 7 storeys) on Levels 5 and 6.

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

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

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

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

- It meets strategic planning policy objectives for land use and development (refer to proceeding assessment);
- It meets the purpose of the zone, which is to encourage growth and higher densities for residential buildings;
- It provides a high quality student accommodation development to supplement the existing diversity of student housing stock available within Monash;
- The site is strategically located, allowing students to benefit from close proximity to the Monash University Campus, PPTN and bicycle network infrastructure;
- It will meet RGZ objectives to facilitate a gradual transition between intensive use and taller forms of development within the University Campus and RGZ toward lower density residential areas such as the GRZ to the west;
- The high quality landscape narrative, including canopy tree planting, assists with softening the built form and integrating the development within an open garden setting that contributes to the 'campus' feel of the development;
- The landscape scheme incorporates design elements of the 'garden city' character, including substantial communal open space provision, extensive landscaped areas (including canopy tree and other planting) across the site and particularly within setbacks; protection of significant street trees; and minimal hard paving across the site;
- Visual bulk is minimised through an excellent design response that incorporates a high quality material palette selection; facade articulation; ESD response (shading and daylight to windows); upper level setbacks to the north and west; upper storey recessive elements and breaks in the built form to the north and west; and extensive landscaping to soften the built form;
- It is understood that there are no existing rooftop solar energy systems that will be impacted by the proposal;

- A single vehicle crossover is proposed to the northeast corner of the site at the Beddoe Avenue frontage, this location was requested by Council at pre-application stage; and
- It is also proposed to reinstate all other existing (redundant) vehicle crossovers to kerb and nature strip.

It is also pertinent to consider the proposal's response to 22.10 (Student Accommodation Policy) as the overarching built form policy for the use and development of the land.

As detailed in the table to Appendix 1 of this report, the proposal provides an excellent response to Clause 22.10 requirements.

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

CONVENIENCE SHOP/CONVENIENCE RESTAURANT LAND USE WITHIN THE RGZ3

A small convenience shop/convenience restaurant is proposed at Ground Floor Level at the Beddoe Avenue frontage to provide convenience shopping needs for students.

Visitors may use the shop for their needs, and bicycle parking spaces are provided out front for visitor use.

At 112m² total area, the shop is clearly ancillary to main use of the site as student accommodation (dwellings). Given dwellings are as of right uses within the RGZ, the proposed shop use is considered to be acceptable in this instance.

Built form has been largely dealt with in the proceeding section of this report. The main consideration for the shop use is the impact on surrounding residential amenity from the use of the shop premises.

To summarise, there will be no adverse amenity impacts. It is located at the corner of the street, adjacent to Princes Highway/Dandenong Road (a major road) and no dwellings will be in close proximity.

The Traffic Report notes that any traffic impacts associated with off-site parking demands (customers) will be evenly distributed over the nearby road network and have negligible impacts on the wider road network.

ACCESS & MOVEMENT

A basement car parking layout is proposed, accessed via a single vehicle crossover located at the northeast corner of the Beddoe Avenue frontage. As a result, it is proposed to reinstate all other existing (redundant) vehicle crossovers to kerb and nature strip.

The removal of the existing vehicle crossovers to the Princes Highway Service Road (a Road Zone, Category 1) will trigger a permit under Clause 52.29. However, this is considered to have a negligible impact on the road network, having regard to Clause 52.29 provisions.

79 car parking spaces will be provided within the basement car park as well as 121 bicycle parking spaces. 14 bicycle parking spaces will be provided along the Beddoe Avenue frontage at Ground Floor level.

Having regard to statutory requirements:

- The provision of 78 car spaces for the student accommodation component at a rate of 0.3 car spaces per bed exceeds the requirements specified by Clause 22.10-4;
- The proposed convenience restaurant/convenience shop has a statutory parking requirement of 3 car spaces under Clause 52.06-5 and the provision of 1 car space results in an overall numerical shortfall of 2 car spaces; and
- On-site bicycle parking is provided according to the statutory requirements under Clause 22.10-4 and Clause 52.34.

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

To summarise:

- The reduction of car parking associated with the convenience restaurant/convenience shop is acceptable given short-term parking demands can be accommodated in the nearby area, including along the site's frontage to the Dandenong Road service road, and the site is located within the PPTN Area and is well served by public transport and alternative transport modes;
- Loading activities will be minimal and can be accommodated on-street in the nearby area, including within Beddoe Avenue and is acceptable,
- Waste collection will be collected on-site within the basement carpark via a private contractor, and
- The level of traffic generated as a result of this proposal is moderate, spread throughout the day, mostly residential in nature and have a negligible impact on the operation or safety of Beddoe Avenue or the surrounding road network.

In light of the above, Traffix Group conclude that there are no traffic engineering reasons why a planning permit for the proposed student accommodation development at 1959-1963 Dandenong Road & 75 Beddoe Avenue, Clayton, should be refused, subject to appropriate conditions.

AMENITY IMPACTS

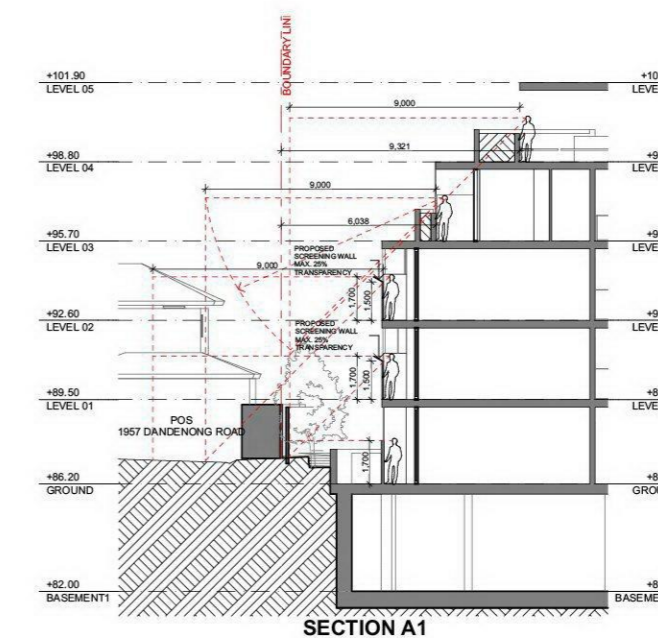
Amenity impacts are minimised through the siting and design of the proposed building, and in particular, the campus-style feel of the development, with its extensive landscaping and tree planting to soften the built form.

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

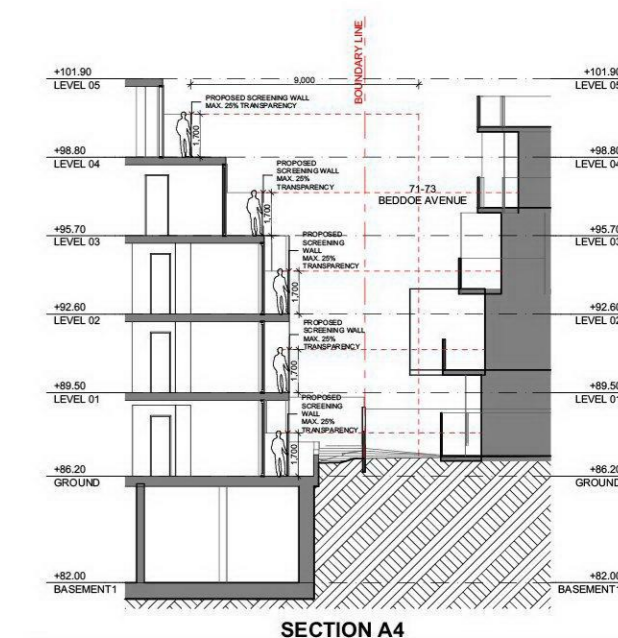
Visual bulk is further addressed through facade articulation via glazing placement, engaging material palette, and upper storey recessive elements to break up the built form. The primary extent of bulk (storeys 6 & 7) is located toward the front of the site away from residential interfaces, ensuring a smooth transition to lower scale residences. Extensive landscaping across the site assists with softening the built form and enhancing the garden city feel of the streetscape.

Allowance has also been made for equitable development opportunity for the adjoining student accommodation development that is proposed at 71 - 73 Beddoe Avenue.

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



Architectural sections demonstrating overlooking mitigation



8

CONCLUSION

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

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

It is submitted that:

- The proposed development is strongly supported by the policy provisions of the Monash Planning Scheme and meets the purpose and requirements of the zone, particularly in relation to buildings and works.
- In planning policy terms, the site is an important gateway site that is strategically located to benefit from its proximity adjacent to the Monash University Clayton Campus, Clayton Activity Centre and Monash Principal Public Transport Network (PPTN), making it a prime candidate for a student accommodation development.
- As directed by state planning policy, the proposal makes an important contribution to the continued success of the Monash National Employment & Innovation Cluster (NEIC) and specifically the education role of the Monash University Clayton Campus.
- The proposal provides much needed high quality student accommodation to complement the existing choice of accommodation available within Monash, noting planning policy acknowledges a shortfall in supply within the municipality. The development will allow students to live in close proximity to educational, recreational and other surrounding facilities and services.

- The exceptional architectural design will make an exciting and visually engaging contribution to the Princes Highway / Dandenong Road streetscape as a landmark development. It provides high internal amenity for occupants as well as high ESD outcomes across the site.
- A high quality landscape narrative is proposed, with extensive landscaping and planting across the site to create a truly 'campus-style' development. This greatly assists with softening the built form and enhancing the 'garden city' feel of the streetscape.
- The proposed easement removal is considered acceptable having regard to its need to facilitate the development;
- On-site bicycle parking meets Clause 22.10-4 and Clause 52.34 requirements. High provision of bicycle parking within the site encourages students to utilise this sustainable transport mode along with the nearby PPTN;
- On-site car parking for students meets the requirements of Clause 22.10-4. Short term visitor car parking demands for the convenience shop/convenience restaurant can be accommodated within the surrounds;
- The level of traffic generated by the proposal will have a negligible impact on the operation of the surrounding road network; and
- The proposal effectively addresses its residential interfaces in order to limit off-site amenity impacts.

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

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



Render of proposed view from Wellington Road



APPENDIX A

Clause 22.10 Assessment

Clause 22.10 requirement / objective	Response
Objectives	
<i>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.</i>	<ul style="list-style-type: none"> The site has excellent locational attributes: it is within the Monash NEIC cluster, adjacent to the Monash University Campus, in close proximity to the Clayton Activity Centre, and on the PPTN along key bus routes and close to bicycle network infrastructure; and The site is within a 'Preferred Location' as determined by policy.
<i>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.</i>	<ul style="list-style-type: none"> As detailed in the proceeding assessment, the proposal provides an excellent response to the desired future character statement and the 'garden city' character of Monash.
<i>To ensure that bulk, mass and height of new student accommodation does not visually overwhelm the scale of existing development, particularly in residential areas.</i>	<ul style="list-style-type: none"> As detailed in the proceeding assessment, the proposal will meet RGZ objectives to facilitate a gradual transition between intensive use and taller forms of development within the University Campus and RGZ and the lower density residential areas such as the GRZ to the west.
<i>To ensure adequate car parking and bicycle storage is provided on site to meet the needs of students and visitors.</i>	<ul style="list-style-type: none"> Appropriate car parking and bicycle storage is provided on-site, in accordance with the numerical requirements of Clause 22.10.
<i>To ensure that well proportioned, convenient and safe open space areas are integrated into the design which meet the recreational needs of student residents.</i>	<ul style="list-style-type: none"> Combined, internal and external communal spaces are more than sufficient to accommodate the recreational and study needs of student occupants.
<i>To identify acceptable standards of habitation for individual and communal rooms.</i>	<ul style="list-style-type: none"> Students are provided with functional and high internal amenity spaces within private lodgings.
<i>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.</i>	<ul style="list-style-type: none"> As detailed in the proposal section of this report, the proposed development provides a high quality campus-style site that has been designed with student amenity and functional needs in mind.
<i>To maintain and enhance the garden city character of Monash by preserving existing vegetation, and have new canopy trees planted.</i>	<ul style="list-style-type: none"> As detailed in the proceeding assessment, the proposal provides an excellent response to the desired future character statement and the 'garden city' character of Monash.

Requirements	
Preferred Location	<ul style="list-style-type: none"> The site is within a 'Preferred Location', being located adjacent to the Monash University Campus.
<p>Neighbourhood Character</p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p>	<ul style="list-style-type: none"> As detailed in the proceeding assessment, the proposal provides an excellent response to the desired future character statement and the 'garden city' character of Monash; The proposal results in design excellence, comprising an exceptional architectural design response and material palette that is worthy of landmark building status on this key gateway site; The building provides an excellent ESD response, as detailed in the ESD report prepared by Sustainable Built Environments and lodged with the application; and The scale of the proposal is considered entirely appropriate to the gateway site status and proximity to taller buildings and intensive forms of development within the University Campus.
<p>Open Space</p> <p><i>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:</i></p> <ul style="list-style-type: none"> <i>75m² or 4m² 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 35m² with a minimum dimension of 5 metres.</i> <p><i>For student accommodation facilities, of three or more storeys, the total area of communal open space may be limited where exceptional circumstances exist if the recreational needs for the students are satisfied by other means.</i></p>	<ul style="list-style-type: none"> Totalling 599m², communal open space falls below the numerical requirement of Clause 22.10. However, various open spaces are provided across the site including a 345m² central courtyard (GF), 90m² landscaped northwestern garden (GF), 35m² north-facing outdoor terrace (Level 3), 112m² west facing outdoor terrace with BBQ and kitchen facilities (Level 4), and 35m² north-facing outdoor terrace (Level 4); Communal open space areas are functional, convenient, and benefit from solar access, particularly at the upper level terraces; In addition, at the request of Council, outdoor spaces are complemented by extensive provision of indoor communal spaces across the development, including a GF amenities, study and recreation area which spills into the central courtyard as well as indoor study areas on Levels 2 and 3; and Combined, communal spaces are more than sufficient to accommodate the recreational and study needs of student occupants.

<p><i>Individual or private open space areas at ground level are encouraged in addition to the communal open space requirement</i></p> <p><i>Balconies to units above 3 storeys is discouraged</i></p>	<ul style="list-style-type: none"> Private open space areas (terraces) are provided to GF units; and Balconies are also provided to units up to Level 4. Combined with communal open space provision across the site, students are provided with a huge choice of private and public amenity spaces within the development.
<p>Car Parking & Bicycle Storage</p> <p><i>Car spaces should be provided on site at the rates of:</i></p> <ul style="list-style-type: none"> <i>Min. 0.3 car spaces per bed for sites located within Preferred Locations.</i> <p><i>Car spaces should be undercover, well lit and not located in the front setback area or visually dominate the front façade of the building.</i></p>	<ul style="list-style-type: none"> With 257 beds, 77 car spaces are required. 78 spaces are provided on-site, exceeding the numerical requirement of Clause 22.10; and Secure car parking is provided within the basement so as to not detract from the streetscape presentation of the building.
<p><i>Bicycle parking spaces should be provided at a rate of 1 bicycle space for every 2 students.</i></p> <p><i>Bicycle space design must comply with the requirements of Clause 52.34 of the Monash Planning Scheme.</i></p>	<ul style="list-style-type: none"> 129 bicycle storage spaces are required. 135 bicycle storage spaces are provided (121 within the basement and 14 GF spaces), exceeding the numerical requirements of Clause 22.10; and Excellent bicycle storage provision is provided in order to encourage students to utilise cycling as a sustainable mode of transport.
<p>Amenities</p> <p><i>A building to be used for student accommodation should incorporate the following minimum room sizes for each student accommodation unit</i></p> <ul style="list-style-type: none"> <i>Self contained accommodation: minimum of 24 square metres floor area per unit.</i> <p><i>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.</i></p> <p><i>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.</i></p>	<ul style="list-style-type: none"> All units are self-contained and meet the minimum 24m² area prescribed by Clause 22.10, ensuring students are provided with functional and high internal amenity spaces for their occupation; Student choice in accommodation is important. A variety of unit types are provided, of varying sizes and internal layouts, and with some units comprising 2-bedrooms; Separation between kitchen, sleeping, dining and study areas is provided; A secure mailbox facility is provided at the site frontage on GF level; and The building will have a combined waste storage area located in the basement connected to each floor via a waste chute.

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.

- A high quality landscape narrative is proposed, to include: substantial communal open space provision, extensive landscaped areas (including canopy tree and other planting) across the site and particularly within setbacks; protection of significant street trees; and minimal hard paving across the site;
- Uniform planting of canopy trees is provided within the landscaped front setbacks; and
- At least one canopy tree is provided within each major ground floor communal open space area.