

**1.4 30-32 WELLINGTON ROAD, CLAYTON
CONSTRUCTION OF A FIVE STOREY RESIDENTIAL BUILDING FOR THE USE OF
STUDENT ACCOMMODATION
(TPA/51786)**

EXECUTIVE SUMMARY:

This application proposes the development of the land for a five (5) storey building to be used for student accommodation.

The application was subject to public notification. Two (2) objections to the proposal have been received.

Key issues to be considered relate to the appropriateness of the location, building height and scale, the use for student accommodation, the adequacy of communal open space, car parking provision, vehicle access, internal amenity and external amenity impacts.

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

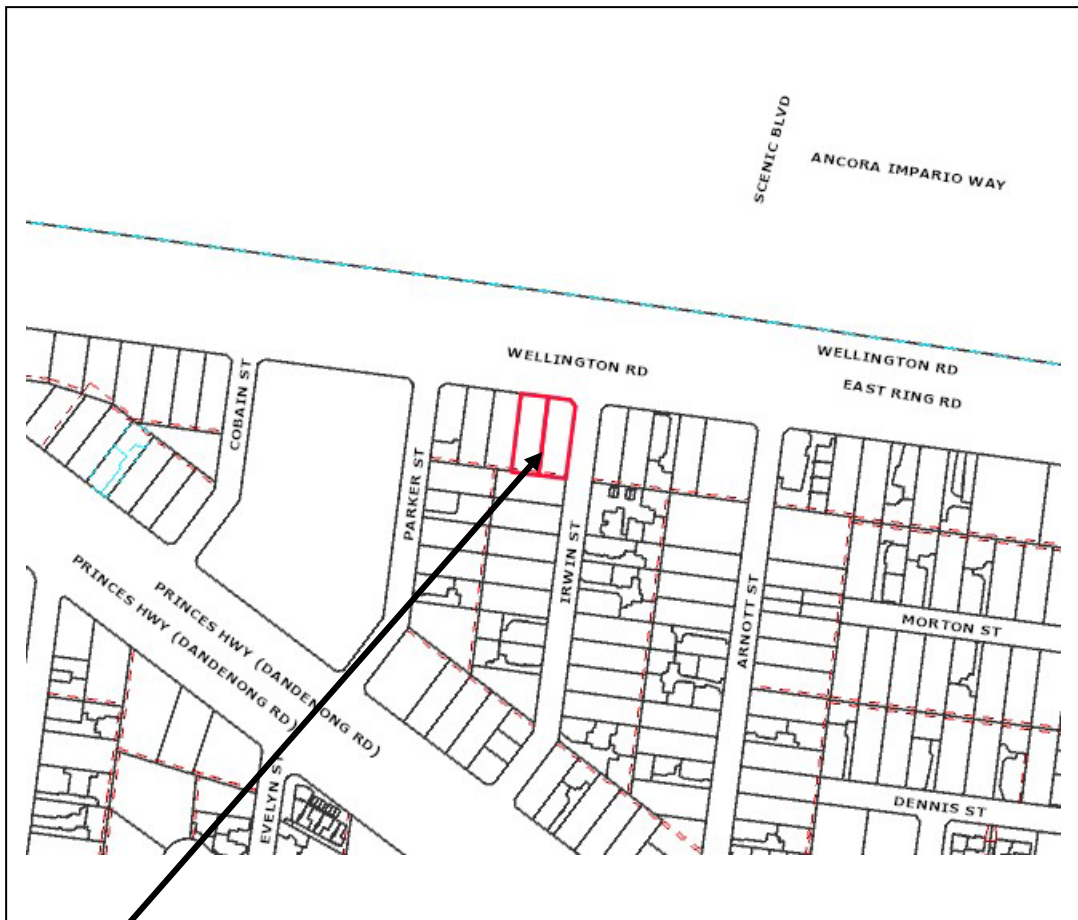
The reason for presenting this report to Council is the proposed development cost of \$11.49 Million.

The proposed development is considered appropriate having regard to the relevant provisions of the Monash Planning Scheme. It is recommended that Council resolve to issue a Notice of Decision to Grant a Planning Permit, subject to conditions.

RESPONSIBLE DIRECTOR:	Peter Panagakos
RESPONSIBLE MANAGER:	Natasha Swan
RESPONSIBLE PLANNER:	Jeanny Lui
WARD:	Oakleigh
PROPERTY ADDRESS:	30-32 Wellington Road, Clayton
EXISTING LAND USE:	Dwelling
PRE-APPLICATION MEETING:	No
NUMBER OF OBJECTIONS:	Two (2)
ZONING:	Residential Growth Zone Schedule 3
OVERLAY:	N/A
RELEVANT CLAUSES:	
<u>State Planning Policy Framework</u>	<u>Local Planning Policy Framework</u>

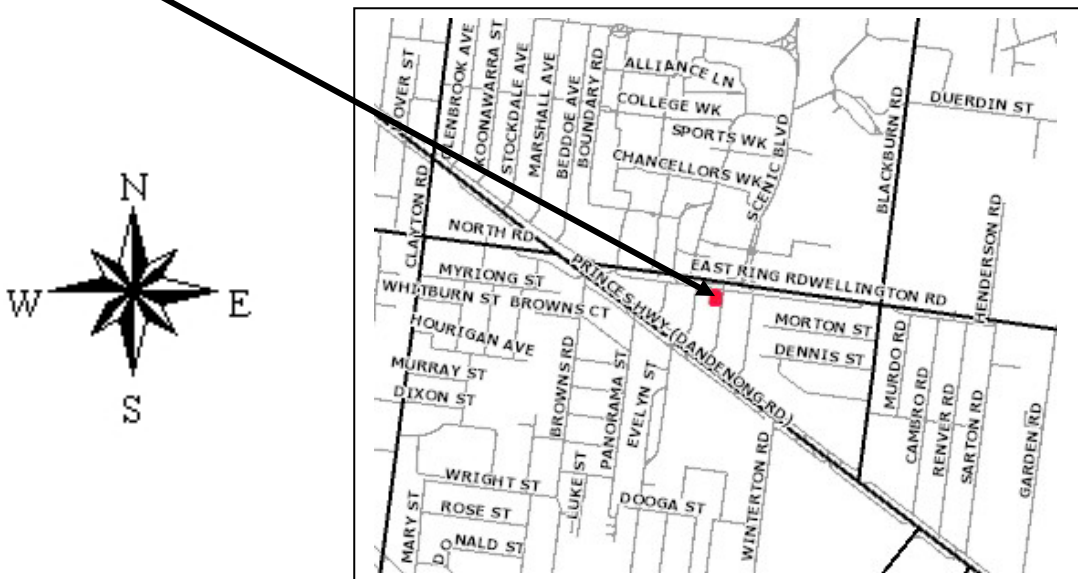
<p> Clause 11.01-1R- Settlement – Metropolitan Melbourne Clause 11.02-1S- Supply of Urban Land Clause 13.07-1S- Land Use Compatibility Clause 15.01-1S&R- Urban Design Clause 15.01-2S- Building Design Clause 15.01-4S & R- Healthy Neighbourhoods Clause 15.01-5S- Neighbourhood Character Clause 15.02-1S- Energy and Resource Efficiency Clause 16.01-1S &R- Housing supply Clause 16.01-2S- Housing affordability Clause 17.01-1S&R- Diversified Economy Clause 17.02-1S- Business Clause 18.01-1S- Land Use and Transport Planning Clause 18.02-1S & R- Sustainable Personal Transport Clause 18.02-2R– Principal Public Transport Network Clause 18.02-4S- Car Parking Clause 19.03-3S- Integrated Water Management </p>	<p> Clause 21- Municipal Strategic Statement) Clause 21.04- Residential Development Clause 21.08- Transport and Traffic Clause 21.13- Sustainability and Environment Clause 22.01- Residential Development and Character Policy Clause 22.03- Industry and business development and character policy Clause 22.04- Stormwater Management Policy Clause 22.09- Non-Residential Use and Development in Residential Areas Clause 22.10- Student Accommodation Policy Clause 22.13- Environmentally Sustainable Development Policy </p> <p> <u>Particular Provisions</u> Clause 52.06- Car Parking Clause 52.23- Rooming House Clause 52.34- Bicycle Facilities Clause 53.18- Stormwater Management in Urban Development Clause 52.29- Land Adjacent to a Road Zone, Category 1 Clause 65 – Decision Guidelines </p>
STATUTORY PROCESSING DATE:	4 January 2021
DEVELOPMENT COST:	\$11.49 Million

LOCALITY PLAN



SUBJECT SITE

NEIGHBOURHOOD PLAN



RECOMMENDATION:

That Council resolves to issue a **Notice of Decision to Grant a Planning Permit (TPA/51786)** for the construction of a five (5) storey residential building for the use of student accommodation and alteration of access to a Road Zone Category 1, at 30-32 Wellington Road, Clayton subject to the following conditions:

Amended Plans Required

1. Before the development starts, amended plans drawn to scale and correctly dimensioned must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be generally in accordance with the plans submitted to Council prepared by Telha Clarke Architecture & Design Revision 01) dated 19 October 2020 but modified to show:
 - a) The south facing level 3 habitable room windows screened to prevent overlooking;
 - b) A notation indicating the western street tree on Wellington Road near the proposed vehicle crossover 'will be protected by temporary rectangular wire fencing as per Australian Standards, erected prior to commencement of works until completion. The fence must extend out at least 3.5 metres from the tree base'.
 - c) An amended Landscape Plan prepared in accordance with Condition 4;
 - d) A Waste Management Plan prepared in accordance with Condition 5; and
 - e) A Sustainable Management Plan prepared in accordance with Condition 6,all to the satisfaction of the Responsible Authority.

Layout not to be Altered

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

Satisfactory Continuation

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

Landscaping Plan

4. Concurrent with the endorsement of any development plans required pursuant to Condition 1, a landscape plan prepared by a Landscape Architect or a suitably qualified or experienced landscape designer, drawn to scale and correctly dimensioned must be submitted to and approved by the Responsible Authority. When endorsed, the plan will form part of the Permit. The Landscape Plan must be generally in accordance with the Landscape Concept Plan prepared by Zenith Concepts (Revision C) dated September 2020 except that the plan must be modified to show:
- (a) The provision of a minimum of one canopy tree with mature height at least equal to the height of the roof of the proposed building, within the development;
 - (b) A reduction of paving in front of the laundry room within the front setback and to the east of the reception where the visitor bicycle parking spaces are located; and increased landscaping within these areas;
 - (c) The visitor bicycle spaces east to the ground level building entry to be positioned within a landscaped setting. Hard paving associated with the bicycle spaces to be amended to be a grass or grasscrete finish;
 - (d) The detail of the proposed paving;
 - (e) The location of external lighting (if any);
 - (f) The location of retaining walls and site services; and
 - (g) The provision of an in-ground, automatic watering system linked to rainwater tanks on the land servicing the main garden areas, all to the satisfaction of the Responsible Authority.

Waste Management Plan

5. Concurrent with the endorsement of development plans required pursuant to Condition 1, a Waste Management Plan must be submitted and approved by the Responsible Authority. The plan must be generally in accordance with the Waste Management Plan prepared by Leigh Design, dated 14 October 2020 but revised to the satisfaction of the Responsible Authority to:
- a) Identify each waste stream for each bin; sufficient room for bin changeovers with chutes without relying on space outside the waste room to complete the changeover; provision of an e-waste bin; provision of space for the future separated glass service; and some spare capacity (ideally 25%) for future waste system flexibility;
 - b) Provide details of waste collection process supported by scaled plans; and

- c) Include a waste management communication strategy to ensure occupants are able to understand their responsibility waste separation, all to the satisfaction of the Responsible Authority.

Sustainable Management Plan

6. Concurrent with the endorsement of development plans required pursuant to Condition 1, a Sustainable Management Plan (SMP) must be submitted to and approved by the Responsible Authority. The plan must be generally in accordance with the Sustainability Management Plan prepared by ADP Consulting dated 14 July 2020 except that the plan must be revised to accord with the decision plan prepared by Telha Clarke Architecture & Design (Revision 01) dated 19 October 2020 and any changes required by Condition 1 of this planning permit. Upon approval the SMP will be endorsed as part of the planning permit and the development must incorporate the sustainable design initiatives outlined in the SMP to the satisfaction of the Responsible Authority.

Construction Management Plan

7. Prior to the commencement of any site works (including demolition and excavation), a Construction Management Plan (CMP) must be submitted and approved by the Responsible Authority. No works are permitted to occur until the Plan has been endorsed by the Responsible Authority. Once endorsed, the CMP will form part of the permit and must be implemented to the satisfaction of the Responsible Authority. The CMP must address the following issues:
 - a) Hours for construction activity in accordance with any other condition of this permit;
 - b) Appropriate measures to control noise, dust and water and sediment laden runoff;
 - c) Measures for the prevention of silt or other pollutants entering into Council's drainage system or road network;
 - d) Appropriate measures relating to removal of hazardous or dangerous material from the site, where applicable;
 - e) A plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site so as to prevent material leaving the site and being deposited on Council's road network;
 - f) A program for the cleaning and maintenance of surrounding road surfaces;
 - g) A site plan showing the location of any site sheds, on-site amenities, building waste storage and the like, noting that Council does not support the siting of site sheds within Council road reserves;
 - h) Measures to provide for Public Safety and site security;

- i) A plan showing the location of parking areas for construction and sub-contractors' vehicles on and surrounding the site, to ensure that vehicles associated with construction activity cause minimum disruption to surrounding premises. Any basement car park on the land must be made available for use by sub-contractors/tradespersons upon completion of such areas, without delay;
- j) A Traffic Management Plan showing truck routes to and from the site;
- k) A swept path analysis demonstrating the ability for trucks to enter and exit the site in a safe manner based on the largest anticipated truck associated with the construction;
- l) Appropriate measures to ensure that sub-contractors/tradespersons operating on the site are aware of and adhere to the requirements of the Construction Management Plan;
- m) The provision of contact details of key construction site staff; and
- n) Include a requirement that, except with the prior written consent of the Responsible Authority, a requirement that demolition, excavation or construction works must only be carried out during the following hours:
 - Monday to Friday (inclusive) – 7.00am to 6.00pm;
 - Saturday – 9.00am to 1.00pm; and
 - No works are permitted on Sundays or Public Holidays.

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

S173 Agreement

8. Prior to the endorsement of plans referred to in Condition 1, the owner of the land must enter into an agreement with the Responsible Authority under Section 173 of the Planning and Environment Act 1987. In addition to the usual mechanical provisions, the agreement must provide for the following matters:
 - That no person may reside in the building unless that person is a bona fide student or academic whether part time, full time, short term or resides there in a supervisory, management or caretaker capacity of the facility;
 - Car parking spaces are only permitted to be used by the occupants of the units and their visitors;
 - Car spaces must not be individually subdivided, on-sold, leased, rented or made available to any other person other than an owner or occupant of the premises;

- The residents of the units will be notified in writing as part of any lease or rental agreement that they will not be entitled to car parking permits for on street car parking;
- Clearly note and acknowledge that should the land cease to be used for student housing, a new planning permit may be required for an alternative use. It should be noted that any dispensation for on-site car parking given to the student accommodation use is not transferable to any proposed alternative use of the land. Any subsequent use will be assessed in accordance with the car parking requirements of the Monash Planning Scheme;
- That the student accommodation premises must be managed by a single entity with responsibility for all aspects of the use;
- An operational management plan prepared and implemented to the satisfaction of the Responsible Authority according with Condition 9 of this permit; and
- The cost of the preparation and review of the Section 173 Agreement and its registration on the title of the land must be borne by the owner of the land.

Operational Management Plan

9. Prior to the commencement of the student accommodation, an Operational Management Plan for the use of the site must be submitted and approved by the Responsible Authority. The plan should detail but not be limited to:
- a) Student accommodation units managed and under the control of a single operator responsible for the operation and maintenance of the entire premises for the life of the use as student accommodation;
 - b) The 24 hour contact details of the management of the premises displayed in a manner and location that it is visible to any person entering the site. This information is to be updated as required immediately following any change to the nominated responsible management contact person;
 - c) After hours contact details for management of the facility;
 - d) Appropriate management of the car park including access arrangements; and
 - e) Appropriate maintenance of buildings and grounds, including all landscaped areas.

When approved, the Operational Management Plan will be endorsed to form part of this permit and must be implemented to the satisfaction of the Responsible Authority.

Car Parking

10. Before the use starts or any building is occupied, areas set aside for parked vehicles and access lanes as shown on the endorsed plans must be:
- a) constructed to the satisfaction of the Responsible Authority;
 - b) properly formed to such levels that they can be used in accordance with the plans;
 - c) surfaced with an all-weather sealcoat to the satisfaction of the Responsible Authority;
 - d) drained, maintained and not used for any other purpose to the satisfaction of the Responsible Authority; and
 - e) line-marked to indicate each car space and all access lanes to the satisfaction of the Responsible Authority.

Parking areas and access lanes must be kept available for these purposes at all times.

11. The layout of the development shall follow the Design Standards for car parking set out in Clause 52.06-9 of the Monash Planning Scheme as detailed below:
- Driveway to be at least 3 metres wide.
 - Driveway to provide at least 2.1m headroom beneath overhead obstructions.
 - Driveway gradient to be no steeper than 1 in 10 (10%) within 5 metres of the frontage to ensure safety for pedestrians and vehicles.
 - Ramp grades (except within 5 metres of the frontage) to be designed as follows:
 - i. Maximum grade of 1 in 4.
 - ii. Provision of minimum 2.0 metre grade transitions between different section of ramp or floor for changes in grade in excess of 12.5% (summit grade change) or 15% (sag grade change).
 - iii. Grade changes greater than 18% or less than 3 metres apart are to be assessed for clearances in accordance with Appendix C of the Australian Standard for *Off - Street Car Parking, AS/NZS 2890.1*.
 - Minimum requirements for car park dimensions to be in accordance with Table 2.
 - Clearance to car parking spaces to be in accordance with Diagram 1 in relation to the placement of a wall, fence, column, tree, tree guard or any other structure that abuts a car space.
12. The accessible parking spaces should be designed in accordance with the Australian Standard for *Off-Street Parking for people with disabilities*,

AS/NZS 2890.6. The vehicle path to and from each accessible space shall have a minimum headroom of 2200mm. The headroom above each dedicated space and adjacent shared area shall be a minimum of 2500mm.

13. The mechanical parking systems to meet Australian Standard AS 5124:2017 *Safety of machinery—Equipment for power driven parking of motor vehicles - Safety and EMC requirements for design, manufacturing, erection and commissioning stages (EN 14010:2003, MOD)*.
14. The mechanical parking systems to be maintained in a good working order and be permanently available for the parking of vehicles in accordance with its purpose, to the satisfaction of the Responsible Authority.
15. All access points to the mechanical parking system require the provision of a gate/door which is to be fully automated and linked to the operating system to ensure that there is no inadvertent access when the system is in motion.
16. Bicycle parking facilities shall generally follow the design and signage requirements set out in Clause 52.34 of the Monash Planning Scheme.
17. The proposed vehicle crossing is to be constructed in accordance with the City of Monash standards.

Landscaping and Tree Retention

18. No building material, demolition material, excavation or earthworks shall be stored or stockpiled within the Tree Protection Zone (TPZ) of any tree to be retained (including trees on the nature strip) during the demolition, excavation and construction period of the development hereby permitted without the prior written consent of the Responsible Authority.
19. All works (including demolition and excavation works) within the dripline of any tree to be retained (including trees on nature strip and adjoining properties) shall be supervised by a qualified landscape architect or horticulturist who shall ensure that the works are done in a manner which protects and minimises any damage to those trees.
20. Before the occupation of the buildings allowed by this permit, landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority and there after maintained to the satisfaction of the Responsible Authority.

Drainage

21. The site must be drained to the satisfaction of the Responsible Authority.

22. Any works within the road reserve must ensure the footpath and nature's strip are to be reinstated to Council standards.
23. All stormwater collected on the site from all hard surface areas must not be allowed to flow uncontrolled into adjoining properties or the road reserve.
24. All stormwater collected on the site is to be detained on site to the predevelopment level of peak stormwater discharge. Any internal detention system is to be designed to detain peak flows to the predevelopment level of stormwater discharge and is to be approved by Council's Engineering Department prior to drainage works commencing.

Other

25. Prior to the occupancy of the development, all fencing must be in place in accordance with the endorsed plans and be in good condition to the satisfaction of the Responsible Authority.
26. No equipment, services, architectural features or structures of any kind, including telecommunication facilities, other than those shown on the endorsed plans shall be permitted above the roof level of the building unless otherwise agreed to in writing by the Responsible Authority.

Time for Starting and Completion

27. In accordance with section 68 of the *Planning and Environment Act 1987*, this permit will expire if one of the following circumstances applies:
 - (a) The development is not started before two (2) years from the date of issue.
 - (b) The development is not completed before four (4) years from the date of issue.

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

- (i) within six (6) months afterwards if the development has not commenced; or
- (ii) within twelve (12) months afterwards if the development has not been completed.

Council and the Victorian Civil and Administrative Tribunal are unable to approve requests outside of the relevant time frame.

NOTES

- A. This is **not** a Building Permit. A Building Permit approval for the works must be obtained prior to the commencement of the above approved works.
- B. Building Permit approval for this development must take into consideration the location of future subdivision boundaries and their compliance with the Fire Separation Provisions of the Building Code of Australia, including Separating Walls and Openings near Boundaries, as well as the requirements of the Building Regulations.
- C. No work must be commenced in, on, under or over the road reserve without having first obtaining all necessary approval under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant acts or regulations created under those Acts.
- D. One copy of the plans for the drainage and civil works must be submitted to and approved by the Monash City Council Engineering Department prior to the commencement of works. The plans are to show sufficient information to determine whether or not the drainage works will meet all drainage conditions of the permit.
- E. The private on-site drainage system must be designed and installed to prevent stormwater discharge from the/each driveway over the footpath and into the road reserve. The internal drainage system may include either:
- a trench grate (minimum internal width of 150 mm) located within the property boundary and not the back of footpath; and/or
 - shaping the internal driveway so that stormwater is collected in grated pits within the property; and/ or
 - another Council approved equivalent.
- F. The nominated point of stormwater discharge connection for the site is to the north-east corner of the property where the entire site's stormwater must be collected and free drained via a pipe to the kerb and channel in the nature strip via a Council approved kerb adaptor to be constructed to Council standards.
- Note: If the point of connection cannot be located then notify Council's Engineering Department immediately.
- G. Detention system requirements for above property are as follows:
- Minimum storage = 8.82 m³
 - Maximum discharge rate = 12.36 l/s
 - Minimum orifice diameter if using orifice pit = 65mm, otherwise install a Phillips multi cell or similar to control outflow.

- H. An on-site detention system for storm events up to the 1% AEP event to be retained on site for the basement carpark. The basement detention system is to be separated from the storm water detention system for the property.
- I. A licensed Surveyor or Civil Engineer (who is a Registered Building Practitioner) must certify that the stormwater detention system including all levels, pits, pipes and storage volumes is constructed in accordance with the approved plans. The certifier's registration number must be included on the certificate.
- J. Engineering permits must be obtained for new or altered vehicle crossings and new connections to Council drains and these works are to be inspected by Council's Engineering Department. A refundable security deposit is to be paid prior to any drainage works commencing.
- K. All new crossings are to be no closer than 1.0 metre measured at the kerb to the edge of any power pole, drainage or service pit, or other services. Approval from affected service authorities is required as part of the vehicle crossing application process.
- L. Any request for a variation of this Permit shall be lodged with the relevant fee as determined under the Planning & Environment (Fees) Regulations 2016.
- M. Residents of the approved development will not be entitled to car parking permits for on street car parking.

BACKGROUND:

The Site and Surrounds

The site is located on the south side of Wellington Road in Clayton, on the west corner of Irwin Street, approximately 60 metres south of the Monash University Clayton Campus.

The site is comprised of two lots with a total frontage of 28.96 metres, a depth of 45.69 metres and a corner splay of 4.31 metres, yielding a total site area of 1457 square metres. A 1.83 metre wide drainage and sewerage easement is located along the rear (southern) boundary of both lots.

The site currently contains a single storey dwelling with pitched roof on each lot. Vehicle access to 30 Wellington Road is located adjacent to the western boundary leading to a detached garage located to the rear of the dwelling. Vehicle access to 32 Wellington Road is via Irwin Street adjacent to the southern boundary. Each lot currently contains a low front fence.

The site is located within the Monash National Employment and Innovation Cluster (MNEIC).

More specifically, details of adjoining properties are as follows:

North: Wellington Road. Opposite side of Wellington Road is the Monash University where its boundaries extend towards Dandenong Road to the west and Blackburn Road to the east.

West: 28 Wellington Road contains a single storey dwelling. Vehicle access is adjacent to its eastern boundary. The site contains a low brick fence.

South: 1 Irwin Street contains a single storey dwelling. Vehicle access is located along its northern boundary.

East: Irwin Street. Opposite side of Irwin Street is 34 Wellington Road which contains a double storey residential building. Vehicle access is located towards the southern end of the land leading to its at-grade open car park at the rear of the building.

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

PROPOSAL:

The proposal seeks to construct a five storey building to be used for student accommodation. A total of 25 car spaces are proposed within the basement car park.

Vehicle access to the basement car park will be via the modified existing vehicle crossover to Wellington Road located along the western boundary of the site.

Details of the proposal is summarised as follows:

- Five (5) storey building having a maximum building height of 16.2 metres.
- The proposed building setbacks are as follows:

	Front (North)	Rear (South)	Side (East)	Side (West)
Basement	3.8m	4.5m	2.05m	1.7m
Ground Level	4m	4.5-5.86m	5m	1.85-4.4m
Level 1	4m	4.6-5.8m	5m	2.3-4.4m
Level 2	4m	4.6-5.8m	5m	3.7-4.45m
Level 3	4m	7.4-8.7m	4.6-5m	7.15-8.05m
Level 4	4m	10.36-12.55m	4.6-5m	9.9-10.8m

- A total of 102 units for student accommodation. All are studio units.

	Number of studio units
Ground level	21
Level 1	25
Level 2	25
Level 3	18
Level 4	13
Total	102

- All units are self-contained. Typical unit sizes are in the range of 24 - 27 square metres with minimum width of 3.3m metres.
- A total of 25 car parking spaces and 43 bicycle spaces located within the basement. An additional 14 bicycle parking spaces are provided at ground level near the entrance of the building.
- Total communal open space area of approximately 590 square metres provided at ground level along property boundaries, and the centre of the building. The communal open space within the eastern setback is directly accessed from the indoor common area. All ground level communal open space areas are connected through the side and rear setbacks to property boundaries. There are two external doors from the building to provide access to the southern and western communal open space areas.
- Indoor communal spaces are provided within the building:
 - Ground level: a communal area of 50 square metres at the eastern side of the building, connecting to the outdoor communal open space.
 - Levels 1 to 4: a communal lounge of 25 square metres and a communal study booth area of 7 square metres are located centrally on each level.
- A dedicated bin storage room within the basement in between the staircase and the lift.
- The building is a contemporary design with a mixture of material finishes including brick tiles, applied finish white, light, medium and dark and metal feature panels.
- There are no significant trees on site and the street trees on the nature strip will be retained.

Attachment 1 details plans forming part of the application.

PERMIT TRIGGERS:

Zoning

The subject site is located within the Residential Growth Zone, Schedule 3 (RGZ3) under the provisions of the Monash Planning Scheme.

Pursuant to the Residential Growth Zone (Clause 32.07-2), a permit is required to use the land for student accommodation. A permit is also required to construct a building or construct or carry out works for the proposed use.

Overlay

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

Particular & General Provisions

Clause 52.06 *Car Parking* and Clause 52.34 *Bicycle Facilities* apply as the proposal is a new use. Council's Student Accommodation Policy at Clause 22.10-4 specifies car parking and bicycle parking spaces to be provided at a rate of 0.3 spaces per bed and 0.5 spaces per bed for the subject site.

The proposed car parking provision at a rate of 0.25 spaces per bed requires a reduction of 5 car spaces pursuant to Clause 52.06 *Car Parking*.

As the required bicycle spaces are provided, no permission is required for any reduction under the provision of Clause 52.34 *Bicycle Facilities*.

Clause 52.29: Land adjacent to a Road Zone, Category 1

A permit is required to create or alter access to a Road Zone, Category 1. The existing crossover onto Wellington Road to the northwest corner of the frontage is proposed to be altered as part of this application.

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

CONSULTATION:

Further information was requested of the Permit Applicant on 21 August 2020. In this letter, officers also raised the following preliminary concerns:

- The current design contains very heavy, repetitive and vertical components. The design response should be modified to demonstrate high quality architectural detailing.
- Entry to the building should be more prominent, integrating with the architecture of the building and improve the sense of entry.
- The proposal does not setback sufficiently from the western boundary to allow for equitable development.
- The proposal does not provide adequate indoor communal areas within the building.
- The proposed car parking provision of 0.22 car space per person does not meet the car parking requirement in Clause 22.10-4 of the Monash Planning Scheme.

- The proposal does not provide sufficient room for meaningful canopy tree planting along the rear property boundary given the extent of the basement and the easement.

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

The Permit Applicant responded to this letter on 30 October 2020 by providing the requested information. In relation to the preliminary concerns, the Applicant advised that they had amended the plans to address all concerns. The key changes being increased provision of on site car parking spaces within the basement, increased setbacks to property boundaries, provision of an indoor communal lounge on each level and improved architectural detailing of the building.

The Applicant was verbally advised that this application was coming to the January Council meeting, in addition to a letter that was sent to the Applicant formally informing them of the details of the Council meeting. The Applicant has been verbally advised that this application is recommended for approval subject to conditions, and an outline of the conditions and the ramifications of the conditions on the proposal has been explained.

Public Notice

The application was advertised in accordance with section 52 of the *Planning and Environment Act 1987* by sending notices to the surrounding property owners/occupiers, and displaying two large signs on the street frontages of the site.

Two objections have been received. Issues of objection included the following concerns:

- Neighbourhood character & visual bulk
- Loss of privacy
- Overshadowing
- Poor internal amenity
- Adverse amenity impacts to adjoining properties
- Lack of landscaping
- The proposal does not meet the best practice environmentally sustainable outcomes
- External lighting have not been provided on plans
- Drainage issues and water pressure
- Noise
- Car parking and traffic related issues

Attachment 4 details the location of objector properties.

Referrals

External Referral

Department of Transport (Former VicRoads) (PPR 33691/20)

Pursuant to the provisions of Clause 52.29 and 66.02-11 the application was referred to the Department of Transport (DoT) as the proposal includes alteration of access to a road in a Road Zone Category 1 and the proposed residential building comprises 60 or more lodging rooms. DoT did not raise any concerns, nor required any conditions.

Internal Referral

Traffic Engineer

The application has been referred to Council's Traffic Engineers who have provided advice and recommended conditions in relation to the proposed car parking provision.

Council's Traffic Engineer considered that the proposed car parking rate of a minimum of 0.25 parking space per bed is appropriate. However, they suggest that the rate of 0.25 space per bed is a minimum and the number of car parking spaces required should be rounded up instead of rounded down. This equals to a parking requirement of 26 spaces (rounded up from 25.5 spaces) for the proposed 102 beds student accommodation.

Another concern is in relation to the Over Bonnet Storage within the car parking spaces and how it will be allocated due to the parking spaces not being exclusive use by residents.

These will be discussed under the Assessment section of this report.

Drainage Engineer

No concerns subject to conditions including submitting a stormwater drainage plan for approval.

Horticultural Services

Horticultural Services advised that no excavation will be allowed within 3.5 metres of the street tree located in front of 30 Wellington Road.

The proposed vehicle crossover is setback 3.5 metres from the street tree which satisfies Council's requirement. Relevant tree protection measures will be required as a permit condition should a permit be issued.

Waste Services

Council's Waste Management Team requested further detail of the proposed bin storage and access for bin collection. A revised provision of hard waste and e waste bins, and a waste management communications strategy for occupiers and relevant supporting documents should also be provided. An amended Waste Management Plan will be required as a permit condition should a permit be issued.

DISCUSSION:**Consistency with State and Local Planning Policies****State Planning Policy Framework (PPF)**

Plan Melbourne Refresh is the Metropolitan Strategy that planning authorities must consider when assessing applications for planning permits. The key directions that are of particular relevance to the proposal are:

“Understand and plan for expected housing needs.”

“Reduce the cost of living by increasing housing supply near services and public transport.”

“Facilitate the supply of affordable housing.”

Initiatives are to locate a substantial proportion of new housing in or close to locations that offer good access to services and transport and employment areas.

Plan Melbourne Refresh also identifies places of state significance and places of local significance. Within the City of Monash, the main place of state significance is the Monash National Employment and Innovation Cluster (MNEIC). National employment and innovation clusters are designated geographic areas with concentrations of economic activity that currently make major contributions to the national economy and Melbourne’s position as a global city and will be supported into the future. The MNEIC is Melbourne’s largest established cluster, representing the largest concentration of employment outside the central city with a critical mass of leading education, health, research and commercial facilities, and existing industrial businesses.

The subject site is located within the MNEIC as identified in Plan Melbourne Refresh, where the scale of new residential development will generally comprise larger footprint residential development of a high quality design and finish. This proposal to develop a four storey residential building with high architectural quality meets the intent of the relevant strategic policies.

Plan Melbourne also provides an update on Melbourne’s key land use and transport planning to ensure that the transport system copes with additional population growth. New State policies *Clause 11.01-1R (Settlement – Metropolitan Melbourne)* to provide for particular transport projects include the Suburban Rail Loop. Stage 1 of the project is envisaged for commencement in 2022 and proposes a new rail line connecting Melbourne’s major employment, health and education precincts and activity centres. There will be a station located in the Monash University in Clayton, and the subject site is located across the road from the Monash University campus.

Clause 11.02-1S (Supply of Urban Land) seeks:

“To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.”

The subject site is located less than 100 metres from the Monash University which is well serviced by public transport, amenities and services. The site is considered an appropriate location for higher density developments such as the proposed multi-storey residential building, and the use of student accommodation.

Further to this, Clause 15.01-2S specifies the urban design principal for residential developments. The objective seeks to:

“Achieve building design outcomes that contribute positively to the local context and enhance the public realm.”

Clause 16 of the Monash Planning Scheme seeks to increase the proportion of new housing in designated locations within established urban areas, on sites that are well located in relation to jobs, services and public transport. It also seeks to create mixed use neighbourhoods at varying densities that offer more choice in housing type.

Housing policy at Clause 16.01 -1R seeks to:

“Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.”

“Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are.....areas for residential growth....areas designed as National Employment and Innovation Clusters, metropolitan activity centres and major activity centres, neighbourhood activity centres especially those with good public transport connections, areas near existing and proposed railway stations that can support transport-oriented development.”

As mentioned previously, the subject site is located at an identified location to provide an increased housing diversity and density to support the MNEIC, where it is the primary strategic location for high technology research and development industries in Victoria.

State Planning Policy, including Clause 16.01-1S&R (Housing Supply), Clause 16.01-2S (Housing Affordability), seeks to provide a diversity of housing types in and around areas which have good access to services and public transport.

The principal control affecting the subject site is the Residential Growth Zone Schedule 3 which seeks to facilitate housing growth in the form of apartment buildings of a high quality design and finish. The site is located in an area which is expected to undergo substantial change to provide for housing intensification.

Local Planning Policy Framework (LPPF)

Relevant objectives and strategies of Clause 21.04-3 (Residential Development) seek:

“To provide accommodation for a diverse population that caters for different family and lifestyle preferences and a variety of residential environments and urban experiences.”

“Ensure that new residential development provides a high level of amenity including personal privacy for occupants and neighbours, high quality private and public open space, canopy tree cover, and effective traffic management and parking.”

*“Direct medium rise development towards the Brandon Park, **Clayton** and Mount Waverley Activity Centres.”*

“Promote and facilitate housing projects that will result in a mix of housing types including mixed use developments in appropriate locations, such as “shop top” dwellings within the retail and commercial centres of activity centres, as well as over car-parks and other appropriate areas.”

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

The subject site is located directly opposite to the Monash University and is well serviced by public transport. It also has good access to community services in the vicinity of Monash University. It is an ideal location to provide accommodation for students or university staff, and is identified as a ‘preferred location’ Clause 22.10 (Student Accommodation Policy) for student accommodation developments.

Clause 22.10 Student Accommodation Policy

This policy 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. It applies when a planning permit is required for the development of a residential building, in this case, a rooming house for student accommodation.

This policy requires student accommodation to be of high quality and well designed and responds to the desired future character. The subject site is within Residential Growth Zone Schedule 3 where the focus is to facilitate housing growth in the form of apartment developments.

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

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

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

Clause 32.07- Residential Growth Zone Schedule 3

The site is located in the Residential Growth Zone Schedule 3 which has the following objectives (among other things):

- *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*

The schedule to the zone identifies the following 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.*

Clause 32.07 (RGZ3) requires developments to be constructed within an open garden setting and the height, scale and form of development to respect sensitive interfaces and minimise the appearance of visual bulk.

Residential Growth Zone – Schedule 3 (RGZ3)

REQUIREMENT	RESPONSE
Minimum front street setback – 4 metres.	Compliance achieved The proposal provides for a front setback of 4.5-7.1 metres.
Minimum side street setback – 3 metres	Compliance achieved The proposal provides for a setback of 5 metres to the Irwin Street boundary.
Minimum rear setback- 3 metres for the first 2 storeys plus 2 metres for the third storey	Compliance achieved The proposed ground level is setback 4.5-5.5 metres, while level 1 is setback 4.6-5.8 metres from the rear boundary.

	Levels 2, 3 and 4 are required to be setback 5 metres and the proposed setbacks are 4.9-5.8m, 7.4-8.7m and 10.3-12.5m.
Landscaping - Retention or provision of 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.	Condition permit The proposed landscape plan shows two (2) Lemon Scented Myrtle <i>Backhousia altriadora</i> within the front setback and other canopy trees such as Blueberry Ash <i>Elaeocarpus reticulatus</i> , Euky Dwarf <i>Eucalyptus Euky Dwarf</i> , Native Frangipani <i>Hymenospermum flavum</i> and Tristaniopsis laurina <i>Luscious</i> within the premier of the site. These trees have mature height between 6m to 8m and are less than the proposed building height of 16.2m.
Front fence height – 0.9 metres	Compliance achieved. Proposed 0.9m high front fence along Wellington Road.

Monash Housing Strategy 2014

The Monash Housing Strategy 2014 (adopted by Council in October 2014) identifies this subject site as being located in Category 3 Residential Land in the MNEIC, the objectives and outcomes for which, among others, seek:

- *Housing change and diversification.*
- *Development will respond to the broader context, taking into account both commercial design and residential character as relevant.*

Residential outcomes include:

- *Higher density apartment development at the interface with the technology precinct.*
- *Lower density unit and townhouse style development at the interface with surrounding residential areas.*
- *Potential for lower to medium density apartment development in predominantly residential streets subject to careful design.*
- *On larger sites, in suitable locations, increased density may be appropriate, subject to careful design and the provision of appropriate landscaped setbacks.*

The housing strategy identifies that there is increasing demand for student accommodation around the Monash University and a variety of affordable housing is encouraged to support the high technology research and development industries within the MNEIC. The proposal to use the subject site for student accommodation is an appropriate response to the Monash Housing Strategy.

Assessment

Neighbourhood Character and Built Form

Whilst the purpose of the RGZ3 is to facilitate housing growth, it envisages the development in this zone to be designed to respect the sensitive residential

interfaces. New development must ensure that the design response contributes to the Garden City Character and responds to the features of the site. The height and setbacks of buildings are to respect the preferred neighbourhood character and limit the impacts on the amenity of existing dwellings.

The subject site is located at the edge of the RGZ3, with the adjoining land to the rear (south) zoned General Residential Zone Schedule 6 which is aimed to facilitate housing growth with a diversity of housing. Design response aims to minimise off-site amenity impacts to the south adjoining properties through the provision of appropriate building setbacks, incorporating landscaping elements along the perimeter of the site and through the use of a diverse materials and finishes palette to break up building massing. The building design is a contemporary design response to the context.

Clause 22.01 (Residential Development and Character Policy) identifies the site within the *Housing Growth Area- Clayton Activity Centre and Monash National Employment Cluster*. The site is earmarked to provide larger footprint apartment development of a high-quality design and finish. Setbacks from all boundaries will be less than the other parts of Monash, and developments will ensure the incorporation of well-maintained landscaping to address the garden city character, albeit in a more urban form.

It is considered that the proposed residential building has been designed in response to the features of the site and to respect existing residential interfaces for the following reasons:

- The height and scale of the proposed building is consistent with the site context in anticipation of other similar developments to occur within the Residential Growth Zone.
- The subject site is on a main road directly opposite Monash University. Buildings within the University are generally higher than traditional 3-4 storeys and of a more bulky built form which are visible from Wellington Road. The proposed 5 storey building with recessed upper levels will not be at-odds to the streetscape.
- The proposed building will not unreasonably impact on the amenity of the adjoining residential properties in terms of visual bulk and mass, overlooking and overshadowing which will be further discussed in the balance of this report.
- Architectural features and varied materials and finishes with the intention of providing high quality architecture, a mix of vertical and horizontal elements along with a varied colour pallet.
- All facades are articulated to avoid lengthy sheer walls. The brickwork and render finish responds to the existing and emerging character.
- The white colour pallet to the ground level provides visual differentiation to the upper levels, and visual interest of the 'base' section of the building.

- Levels 3 and 4 are distinguished with different colour and materials, and further recessed along the interfaces to minimise the perception of visual bulk which also provides a capping element to the development.
- The basement and ground level are setback from property boundaries to allow for canopy tree or screen planting along all boundaries to maintain the Garden City Character.
- The proposed 0.9 metre high front fence will allow landscaping within the front setback to be visible and soften the streetscape.

Northern (front) façade

- The basement is setback a minimum of 3.8 metres from the front boundary, and the ground level is setback 4 metres. Hard surfaces within the front setback is minimal and will allow for deep soil planting to soften the streetscape.
- The proposal contains a dynamic façade to this interface which maintains a human scale, maximises the opportunities for outlook to the public realm and provide excellent active and passive surveillance to the street.
- This façade is articulated with varied setbacks to side boundaries and materials and colours to create an interesting façade. The balcony balustrades break up the colour tone and increase visual interest.
- Ground level is highlighted with white colour walls with an extended canopy to highlight the entry of the building. The entry is located near the corner of Wellington Road and Irwin Street to provide a sense of identity from both streets.
- Top two levels of the building are substantially setback from the side boundaries to avoid a 'box-like' built form.
- One vehicle crossover minimises the amount of hard surface associated with the driveway within the front setback, and maximises landscape opportunities.

Eastern and Western facades

- Both the eastern and western facades are articulated with building setbacks, varied material and colour finishes. Balcony balustrades provides additional architectural detail.
- Basement is setback a minimum of 1.7 to 2 metres from the eastern and western boundaries. Ground level courtyards are provided along these interfaces to allow for canopy trees planting to soften these interfaces.
- The top two levels are further setback from the boundaries, together with the varied material and colour palette to avoid lengthy sheer walls and mitigate building and mass and bulk.
- Fenestration and setback to the eastern boundary will allow for the opportunities for equitable development should the adjoining property be developed.

Southern (rear) façade

- The basement is setback 4.5 metres and ground level is setback 4.5-5.8 metres from the southern boundary to allow for deep soil planting and assist to soften this interface with the adjoining property.
- This façade is articulated with noticeably varied building setbacks. Levels 3 and 4 are setback over 7.5 and 10 metres from the rear boundary, which are substantially recessed from the levels below and sufficient to reduce visual impact to the rear adjoining properties.
- A variety material and colour palette on the top two levels further reduces the perception of bulk and mass.

Off site amenity impacts

The provisions of Clause 55 of the Monash Planning Scheme are not technically applicable to the proposed five storey building; the provisions of Clause 58 are also not applicable as the proposal is not an apartment development. However relevant requirements will be used to assess the application to indicate if the proposal generally meets the requirements for residential developments.

Side Setbacks

Standard B17 of Clause 55.04-1 requires new buildings not on or within 200mm of a boundary to be adequately setback from the side or rear boundaries.

The proposal fully complies with the setback requirements from the western boundary while the top two levels are setback closer from the eastern boundary.

In order to assess if the proposed side setbacks are adequate, it is important to consider that this is an area of change, along with the height and setbacks of the new building in response to the neighbourhood context, and whether the proposal will cause unreasonable external amenity impact of adjoining properties or the streetscape of Irwin Road.

The subject site and its surrounding properties to the east and west are zoned Residential Growth and the area is expected to undergo substantial changes in regards to building height and scale, and the consequential streetscape presentation of new developments. The proposed residential building is a built form envisaged in this zone and the proposed building height is considered acceptable based on the discussion in the previous section of this report.

The proposed building will fit into the context of the area, anticipating other similar developments will occur within the Growth Zone. The architectural design of the building is high quality and the recessed top levels avoids unreasonable bulk impacts to neighbouring properties. The eastern interface is broken up with varied materials and colours, and balcony balustrades to avoid a lengthy sheer façade. The communal open space along the eastern boundary will also allow for canopy tree planting to assist in softening the streetscape.

Given the site is located within the Residential Growth Zone, it is anticipated that over time many of the adjoining properties will be redeveloped. If this is the case, it is important to ensure that this development will not prejudice the future development of adjoining properties.

The proposed setbacks to the side boundaries will allow for equitable development when the adjoining properties should it develop in the future. The proposed building height and setbacks will not cause unreasonable overshadowing impact to the adjoining properties. It is considered that the proposed setbacks will achieve an acceptable outcome with a balance of higher density and minimal external amenity impacts.

Overshadowing

Clause 55.04-5 Standard B21 *Overshadowing Open Space Objective* can be used as a guide and requires 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 of an existing dwelling to receive a minimum of five hours of sunlight between 9am and 3pm on 22 September.

The shadow diagrams submitted indicate that whilst additional shadow will fall onto the west or south adjoining driveways until 2pm, additional shadow to the west adjoining secluded private open space is limited at 9am in the morning. Shadow from 10am onwards will not exceed the existing shadow. There are no additional shadow to the secluded private open space of the south adjoining property as shadow from the proposed building will mostly fall within the shadow of the driveway, existing common boundary fence and garage/ shed, meeting the objectives of Standard B21.

Overlooking

Clause 55.04-6 Standard B22 *Overlooking Objective* requires that habitable room windows and balcony spaces 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.

The majority of windows with potential overlooking issues are provided with obscured glazing up to 1.7 metres, with the exception of two south facing windows on level 3. The windows are setback 7.48 metres from the property boundary overlooking the adjoining secluded private open space. Regardless of the land be potentially developed in the future, it is recommended that these windows should be screened should a permit be issued.

Clause 22.10 Student Accommodation Policy

The proposed development provides adequate space and amenities to deliver an acceptable standard of living for students as required by the Council's Student Accommodation Policy.

Communal Open Space

The Policy encourages that facilities should provide a communal open space at ground level located to the side or rear of the building with convenient access with the following outcomes:

- *To ensure that an adequate area of communal open space is provided on site to meet the recreational needs of the students.*
- *To ensure that the communal open space is integrated into the design of the student accommodation facility providing a convenient, safe and well-proportioned usable space.*
- *To ensure that the shared communal spaces contributes to the functionality of the student accommodation facilities and promotes interaction between students.*
- *To ensure that existing significant trees are incorporated into open space areas and sufficient space is provided for the planting of new canopy trees”*

The Policy requires a communal open space area with a minimum area of 75 square metres or 4 square metres 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 35 square metres with a minimum dimension of 5 metres.

The proposal with 102 students requires a total of 408 square meters of communal open space. A total area of approximately 590 square metres of outdoor communal open space is provided within the development. All communal open space areas are accessible directly from the building either from the indoor communal lounge or from a rear door of the building. They will receive adequate sunlight and are adequate in size to provide sufficient room for canopy tree planting, and meeting the needs of outdoor recreation of future occupants.

Internal Amenity

Clause 22.10-4 *Student Accommodation Policy* recommends that a building used for student accommodation should incorporate the following amenities:

Category	Requirement	Compliance
Room size	Non self-contained accommodation: minimum of 16 square metres floor area per unit. Self-contained accommodation: minimum of 24 square metres floor area per unit.	Compliance achieved All units are self-contained and they are minimum 25sqm per unit.
Room Facilities	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	Compliance achieved All units are studio type, with bathroom and individual kitchen facilities within each unit.

		A common laundry is provided on the ground level.
Communal Amenities	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.	Compliance achieved Communal lounges and study booths are provided on each level.

- All ground level units have windows with an outlook to the communal open space areas.
- The ground level have a common area of 50 square metres connecting to the communal open space to the east. Each upper level contains a communal lounge of 25 square metres and a 7 square metres study area. They are sufficient for the students on each level.
- All bedrooms will receive adequate daylight as they contain windows on external walls and do not rely on light wells or saddlebacks.
- Permit conditions will require the fire booster and water/ gas meters to be located at an appropriate location, and screened with landscaping.

Overall, the proposal will provide good on site amenity for future residents.

Management Plan

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

Landscaping

The Monash Planning Scheme seeks to maintain and enhance the Garden City character of the municipality and the Residential Growth Zone seeks to ensure development to be within a garden setting which allows retention of existing significant trees or planting of new canopy trees.

There are no existing trees on site or adjoining properties that will be adversely affected by the proposed building.

Proposed landscaping

The landscape plan shows the proposed planting of two (2) Lemon Scented Myrtle *Backhousia altriadora* will be planted within the front setback with mature height of 6 metres. Recommending permit conditions will require at least one canopy tree to have mature height of 16.2 metres to satisfy the requirement of Standard B13 *Landscaping* of the RGZ3. These trees will assist to soften the appearance to the streetscape and the interface with the adjoining land. The proposal supports the ambitions for achieving a Garden City character.

Additional 20 canopy trees including Blueberry Ash *Elaeocarpus reticulatus*, Euky Dwarf *Eucalyptus Euky Dwarf*, Native Frangipani *Hymenospermum flavum* and *Tristaniopsis laurina* *Luscious* will be provided within the perimeter of the site. They will have mature heights of 6-8 metres which will also assist in softening the streetscape and adjoining properties.

Additional small trees, shrub and ground cover planting are provided along property boundaries to further enhance the internal amenity of the building. However, the proposed concrete paving in front of the common laundry within the front setback should be reduced to maintain the soft landscape frontage, which could be achieved via permit conditions if one was to issue.

Car Parking, traffic and access

Clause 22.10 *Student Accommodation* states that car spaces should be provided on site at the rate of at least 0.3 car spaces per bed for sites located within Preferred Locations, and 0.4 car spaces per bed for sites located outside Preferred Locations. There is no requirement for visitor parking.

The subject site is within a Preferred Location identified in Clause 22.10 *Student Accommodation* and also within the Principal Public Transport Network (PPTN) area. The car parking requirements for the proposal are set out in the following table:

Use	Number of rooms	Clause 22.10 Requirements	Car spaces Required	Car spaces Provided
Student Accommodation	102 Bedrooms	0.3 car spaces per bedroom	30 car spaces	25 car spaces
Shortfall				5 car spaces

The proposal seeks to reduce the statutory car parking requirement for the proposed student accommodation to 0.25 space per bedroom, which is equivalent to the car parking requirement for rooming housing in Clause 52.06-5 of the Monash Planning Scheme.

A Traffic report prepared by the Traffix Group was provided by the applicant to support the proposed car parking provision. The report indicates that results of surveys of existing student accommodation facilities generally recorded a typical level of parking demand in the range of 0 to 0.3 car spaces per bed depending on the location of the development in relation to education institutions, and retail facilities and where parking is provided on site and/or access to parking is effectively unrestrained.

The report concluded that the proposed car parking rate of 0.25 spaces per bed is considered appropriate based on the following reasons (summarised):

- There is a high demand for student housing with car parking at rates lower than 0.3 spaces per bed.

- The site is located directly opposite the Monash University Clayton Campus, and students will not need a private vehicle to access the University.
- The site is located in close proximity to public transport services including multiple bus services at the Monash University Bus Loop and SmartBus Services along Wellington Road and Dandenong Road. In addition, Clayton and Monash University are proposed to be included within the suburban rail loop.
- The site is a short bus trip to the Clayton Activity Centre, which provides access to many everyday services. Monash University's campus also provides access to many everyday services.
- The development includes a high provision of bicycle parking, with more than 1 bicycle space for every 2 students as required by the Monash local policy.
- On Street parking impacts will be negligible as on street parking within the vicinity of the site is highly restricted to short term parking for an extended period of time. Accordingly, there are no opportunities for students without on site car space to maintain their vehicles using on street parking.

Council's Traffic Engineers agree with the assessment of the Traffix Group and support the proposed car parking rate at 0.25 spaces per bed. However, their recommendation is that 0.25 spaces per bed should be the minimum and if the required the number of spaces is not a whole number, it should be rounded up instead of rounded down.

Clause 52.06-5 of the Monash Planning Scheme specifies that *'if in calculating the number of car parking spaces the result is not a whole number, the required number of car parking spaces is to be rounded down to the nearest whole number'*, which is the common practice of the industry. The proposal triggers a car parking requirement of 25.5 spaces, rounded down to 25 spaces.

The proposed Over Bonnet Storage within the car parking spaces is not a planning requirement, however the applicant sees it as a benefit to provide additional storage where possible. Allocation of those storage will be managed through the management of the facility.

In terms of vehicle access, the purpose of Clause 52.06 Car Parking is 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. Vehicle manoeuvre within the basement car park and the design of car parking spaces/ stackers are considered satisfactory.

Council's Traffic Engineers also advised that the predicted traffic generation is low and is expected to have a negligible impact on the local traffic network.

Bicycle Parking

Clause 22.10 *Student Accommodation* specifies that bicycle parking should be provided at a rate of 1 bicycle space for every 2 students. Bicycle space design must comply with the requirements of Clause 52.34 *Bicycle Facilities* of the Monash Planning Scheme.

Use	Number of Apartments	Statutory bicycle parking requirement	No. of spaces required	No. of spaces provided
Student accommodation	102 beds	1 space per every 2 beds	51 spaces	67 spaces (53 spaces within the basement and 14 spaces on ground level near the pedestrian entry)

The proposed bicycle parking exceeds the statutory requirements. The proposed resident spaces within the basement and visitor spaces on ground level near the building entry are considered satisfactory.

Waste Collection

Waste collection is proposed within the basement, with the waste truck propping within the basement and undertaking collection. Further details about waste collection will be required to show how bins will be transferred from the storage area to the collection point, and collection of hard waste and e-waste will be required on the amended Waste Management Plan. It is noted that the basement car parking provides a minimum height clearance of 2.4 metres capable to accommodate waste vehicles. No bins will be collected from the street.

Objections not previously addressed

- The proposal does not meet the best practice environmentally sustainable outcomes:
A Sustainable Management Plan has been prepared by the ADP Consulting to provide an overview of the environmentally sustainable development (ESD) strategy for the proposal. The report concluded that the development will achieve a 5 Star Green Star (Australian Excellence). The report also shows that over 61% area of space of the rooms; and over 70% area of space of the disabled bedrooms will achieve the daylight factor target which exceeds the relevant requirements.
- External lightings have not been provided on plans:
Recommended permit conditions will require location of any proposed external lighting to be included on the plans and approved by Council.
- Drainage issues and water pressure:
Any permit that issues will require a drainage plan to be submitted and approved.

Water supply and pressure issues are managed by Yarra Valley Water in accordance with their obligations to the community. Should water pressure issues arise they will be addressed by Yarra Valley Water.

- Noise issues:
The self-contained student units next to a University are unlikely to generate much noise. The amenity expectations in this location are not the same as a residential area, and noise is not unexpected in a suburban setting undergoing change.

CONCLUSION:

The proposed development is considered appropriate given the locality and relevant objectives of state and local policies relating to housing, increased residential density and provision of student accommodation in appropriate locations. The design response has been developed having appropriate regard to objectives of the Residential Growth Zone Schedule 3.

The subject site is within the preferred location for student accommodation and the proposed residential building is envisaged within the zone. The proposed architecture is of a high standard and will provide a positive architectural impact in the neighbourhood. The proposed building will be setback adequately to property boundaries to limit off site amenity impacts and allow for landscaping opportunities to maintain the garden city character.

Adequate communal open space is provided for recreation and landscaping purposes. Common areas are provided within the building to avoid social isolation, and internal amenity of the units is satisfactory.

The car parking provision for the proposal is considered adequate and supported by Council's Traffic Engineer.

Overall, the proposal is considered appropriate in both its concept and design and it is recommended that a Notice of Decision to grant a permit be issued subject to conditions.

LIST OF ATTACHMENTS:

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (February 2020).

Attachment 3 – Zoning and Overlays Map.

Attachment 4 – Objector Properties Location Map.