

# A Different City

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## Urban Planning Report

Proposed Mixed Use Development  
No. 409 Clayton Road, Clayton

**Prepared for:**  
The Trustee for 409 Clayton Group Trust, November 2020



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The Trustee for 409 Clayton Group Trust  
November 2020

**Prepared by:**

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# Urban Planning Report

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## Executive Summary

The permit applicant, **The Trustees for 409 Clayton Group Trust**, has prepared a comprehensive development proposal that will deliver a major net community benefit for the **Clayton Activity Centre** and the wider **City of Monash**.

The proposed major **Mixed Use Development** will fulfil an identified need to increase housing diversity and provide a mix of uses to support the growth and evolution of the Activity Centre.

The assessment contained within this report concludes the following, including:

- the proposal demonstrates a **high level of compliance with the State and Local Planning Policy Frameworks**, which seeks to increase residential density within existing Activity Centres, in particular the Clayton Activity Centre and Monash NEIC;
- the proposal will result in significant economic benefits to the State and the wider Monash area, including through construction (value **\$67.50mil**, plus **942 job-years** on a state wide basis worth **\$49.2mil**) and **340 jobs** ongoing on occupation (equating to an annual value add of **\$16.1mil** to the State economy);
- The provision of **152 new dwellings** will deliver essential modern and affordable housing that will satisfy strong existing and future residential demand for apartment housing that is otherwise not provided in the local area and context of Monash;
- The proposal will facilitate the equivalent of **10% affordable housing** based on apartments up to level 13 specifically allocated for purchase by low to moderate income earners in the 20-39 year age group and **5% of social housing** dwellings above level 13 of the building, potentially to support vulnerable women in need with the support of Women's Housing Limited;
- the provision of **new, modern office space** and on-site **retail** amenity will provide new opportunities for businesses to locate within the local Clayton Activity Centre.
- the subject land is a **redundant service station** and identified **strategic site for key renewal** within the Clayton Activity Centre. Targeted housing is critical on such as site but is more likely to continue to take place outside, than inside, the Activity Centre if reliance is placed on land that is significantly more constrained by existing subdivision, ownership, location and scale factors.
- the proposed development will create a new **landmark entrance at the southern end of the Activity Centre** and 'kick start' Clayton Activity Centre's supporting role to assist in delivering the State's vision for the Monash NEIC and **its own 10-minute community**.
- the proposed **overall building height of between 55.7m to 62m is appropriate** to respond to the prominent location of the site at the southern entrance to the Clayton Activity Centre, having regard for the significant State policy and emerging local policy aspirations under the CACPP.
- The proposed podium has been **innovatively designed** and appropriately setback along each street frontage to align with the existing buildings in Clayton Road and will **'give back' substantial private land for public use**, significantly improving the public realm and pedestrian environs in this location of the Activity Centre;
- the proposal will provide substantial **on-site communal amenities and open space**, providing residents with safe and secure amenities to meet their essential day to day needs in a **post-Covid19 environment** and engender a greater community engagement within the building;
- The proposal will contribute to the reduction of greenhouse gas emissions and exceed the energy performance expectations of Council's ESD policy and NCC 2019 by 10%, attaining achievement of a **5 Star Green Star rating pathway**, an average apartment rating of **NatHERS 7** and meeting **Best Practice** standard for Urban Stormwater Quality;
- The development provides a **good level of internal amenity and accessibility** to specifically cater for future occupants.
- The proposal will not result in unacceptable off-site amenity impacts;
- The proposal will take advantage of the access to the **Clayton train station** and the **new suburban rail loop**; and
- The proposal provides **sufficient car parking** and **bicycle parking** to meet the needs of the proposed uses and will not result in any unreasonable impacts on the operation of the road network;

The proposal represents a good planning outcomes for the site, supported by State and Local policy aspirations, and **should be supported by Council**.



# This report has been prepared on behalf of **The Trustee for 409 Clayton Group Trust** in support of an application for a Proposed Mixed Use Development at 409 Clayton Road, Clayton.

## 1. Introduction

The site is zoned Commercial 1 Zone (C1Z) and a planning permit is triggered under the following clauses of the Monash Planning Scheme:

- Clause 34.01-6 – Buildings and works in relation to permitted uses; and
- Clause 52.29-2 – Create or alter access to a Road Zone Category 1.

This report addresses the planning merits of the proposal and undertakes an assessment against the relevant statutory controls, decision guidelines and policy considerations contained within the Monash Planning Scheme.

The project team comprises:

<b>Tango Projects</b>	<b>Project Management</b>
<b>Ewert Leaf</b>	<b>Project Architects</b>
<b>A Different City</b>	<b>Urban Planning</b>
<b>Deep End Services</b>	<b>Economic Development</b>
<b>UrbanXchange</b>	<b>Housing Affordability</b>
<b>Ark Resources</b>	<b>Sustainability Engineers</b>
<b>One Mile Grid</b>	<b>Traffic &amp; Waste Engineers</b>
<b>AECOM</b>	<b>Enviro. &amp; Contamination Engineers</b>

The analysis contained within should be read in conjunction with the below supporting documentation, plans and specialist advice:

- Certificate of Title (Annexure 1);
- Architectural Package, including Plans, Development Schedule and External Finishes Schedule, prepared by Ewert Leaf (Annexure 2);
- Economic Analysis Report, prepared by Deep End Services (Annexure 3)
- Housing Affordability Report, prepared by UrbanXchange (Annexure 4)

- Letter of support from Women’s Housing Limited (Annexure 5)
- Transport Impact Assessment Report, prepared by One Mile Grid (Annexure 6);
- Waste Management Report, prepared by One Mile Grid (Annexure 7);
- Sustainability Management Plan, prepared by Ark Resources (Annexure 8);
- Green Travel Plan, prepared by One Mile Grid (Annexure 9)
- Remediation Advice, prepared by AECOM (Annexure 10)



## 2. The Urban Context

### 2.1 The Neighbourhood & Surrounds

The subject land is located within the Clayton Major Activity Centre, which is a large commercial area located along Clayton Road, generally between the Clayton Railway Station to the north, the intersection with Centre Road to the south and extending to Cooke Street on the western side of the centre. Commercial and community services extend along Clayton Road, beyond the centre's core area to the north and south. These activities include the Monash Medical Centre and Monash Children's Hospital adjacent to the centre to the north.

The Clayton Activity Centre has extended west from Clayton Road, south of the Railway line and includes two major supermarkets and the Clayton Community Centre adjacent to Cooke Street. This area also contains a large public car park (at grade). The centre is more contained to the Clayton Road frontage on the eastern side, but commercial establishments have extended along Clayton Road and Centre Road to the east, south and west of the centre. The Activity Centre buildings along Clayton Road are mostly of the 1950 – 1980 period, single storey, brick buildings with narrow frontages (approx. 5 – 7 m). The more recent developments to the north, west and south are of mixed contemporary design, one and two storey, typically concrete and/or cement blocks and generally larger in floor area.

The conversion of post war residential properties has occurred to accommodate the centre's expansion. New buildings have been constructed on consolidated sites and also a significant number of new non-residential uses now occupy remnant converted dwellings, particularly along the main roads, e.g. Centre Road.

Surrounding the Activity Centre the residential development is primarily single storey brick and timber dwellings and the area has seen the redevelopment of many dwelling sites into one and two storey multi-unit residential accommodation. Similar low density residential development extends to the west, north west and south west/south of the centre. A service industrial area exists to the south east off Centre Road.

North of the centre and the railway line, low density residential development occupies the western side of Clayton Road, but the eastern side is dominated by the medical facilities and other services associated with the Monash Medical Centre. Monash University is located to the north east, adjacent to this area. The centre incorporates a significant number of community facilities and services. Beyond the centre, in the surrounding residential areas are a wide range of recreation spaces and facilities, religious centres, schools and related community based uses.

The grid based road pattern of the area provides good vehicle access and enables pedestrian circulation, but with limited convenience. A high level of public transport to and from the centre is available, notably train and bus services, which extend to Melbourne's CBD, regional Victoria and extensive areas of Melbourne's eastern and southern suburbs.

Refer Aerial photograph at Figure 1




 Subject Site



Figure 1: Aerial photograph of the subject site. (Source: Near map)



There are a number of other public amenities, services and facilities that are located in proximity to the subject site, including:

<b>Amenities</b>	<b>Description</b>	<b>Proximity (km's)</b>
Open Space & Recreation	<ul style="list-style-type: none"><li>• Meade Reserve</li><li>• Namatjira Park</li><li>• Keeley Park</li></ul>	<ul style="list-style-type: none"><li>• 1.2</li><li>• 1.5</li><li>• 0.9</li></ul>
Public Transport	<ul style="list-style-type: none"><li>• Clayton Railway Station</li><li>• Bus Routes 631, 703, 704, 733, 821, 824 Clayton Road</li><li>• Bus Routes 631, 703, 704, 733 Centre Road</li></ul>	<ul style="list-style-type: none"><li>• 0.4</li><li>• Adjacent, interchange 300m north</li><li>• Adjacent, stop 80m east</li></ul>
Shopping & Retail	<ul style="list-style-type: none"><li>• Clayton Major Activity Centre</li><li>• Coles Supermarket</li></ul>	<ul style="list-style-type: none"><li>• Within</li><li>• Adjacent west boundary</li></ul>
Community Services & Facilities	<ul style="list-style-type: none"><li>• Clayton Community Centre (incl. Library, Aquatics)</li><li>• Approx. 6 Churches (various denominations)</li><li>• Clayton Family Day Care</li></ul>	<ul style="list-style-type: none"><li>• 0.15</li><li>• Within 0.6</li><li>• 0.8</li></ul>
Health Services	<ul style="list-style-type: none"><li>• Monash Medical Centre</li><li>• Monash Children's Hospital</li><li>• Monash Health Private Hospital</li></ul>	<ul style="list-style-type: none"><li>• 1.1</li><li>• 1.3</li><li>• 0.8</li></ul>
Education	<ul style="list-style-type: none"><li>• St Peters Primary School</li><li>• Good Start Early Learning Clayton</li><li>• Clayton Sth Primary School</li><li>• Westall Secondary College &amp; Primary School</li><li>• Monash University</li></ul>	<ul style="list-style-type: none"><li>• 0.9</li><li>• 0.8</li><li>• 1.4</li><li>• 2.1</li><li>• 1.8</li></ul>

Refer to Figure 2 - Neighbourhood Context Plan, prepared by Ewert Leaf and contained within Annexure 2 as part of the Architectural Package.





# The southern gateway to the Clayton Activity Centre.

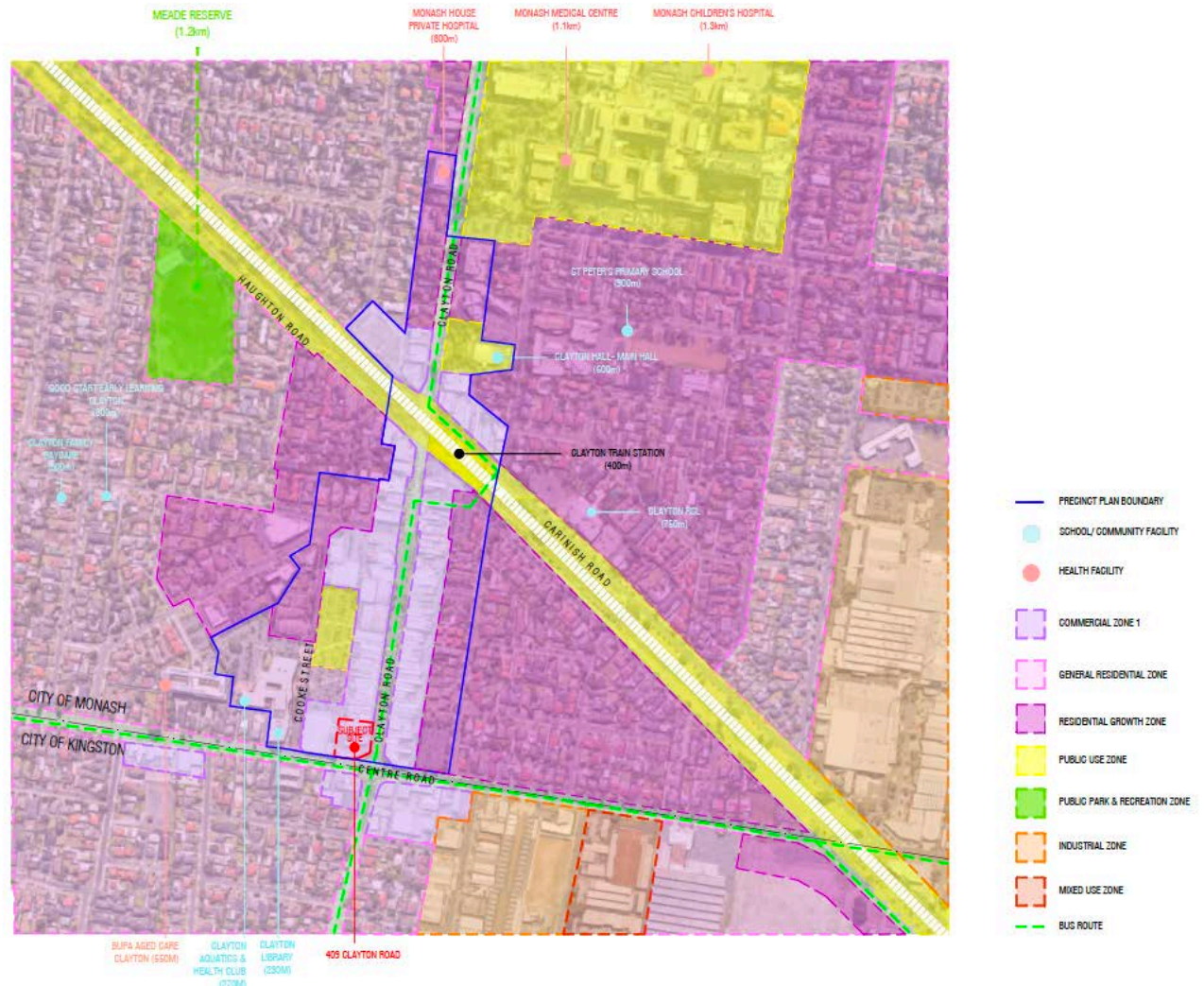


Figure 2 - Neighbourhood Context Plan, prepared by Ewert Leaf



 Site Boundary

Figure 3: Subject site – 409 Clayton Road Clayton (source: NearMap - Note: photo taken pre-demolition and remediation)

## 2.2 The Subject Site

The subject site is located at the southern end of the Clayton Activity Centre and occupies a prominent corner on a major intersection with frontage and access to two main roads – Clayton Road and Centre Road. It is one of the few larger sites in the Clayton Activity Centre, which is made more significant by its extensive main road frontage. The site recently contained a former petrol filling station, which incorporated a convenience store. A high level of site access was possible via the four vehicle crossovers provided for its operation. The existing buildings and petrol station infrastructure has recently been removed as part of the remediation works for the site.

The site is flat and abutted by commercial land uses on its northern and western boundary. On these boundaries the abutting sites contain high cement block/concrete walls which are approx.. 4.5 m high and 7.5 m high respectively.

The subject site can be described as follows:

Existing Conditions	Description
Title Reference	CP 165016Q, Part CA 10, Section 2, Parish of Mordialloc, County of Bourke
Land Area	2,100 sqm
Site Dimensions & Frontages	<ul style="list-style-type: none"> <li>• North boundary – 45.72 m plus 3.05 m lane</li> <li>• East boundary, Clayton Road – 30.48 m plus 15.24 m to Centre Road intersection</li> <li>• South boundary, Centre Road – 21.03 m plus 27.74 m to Clayton Road intersection</li> <li>• Cut off corners on South and East boundary – 20.32 m and 13.45 m</li> <li>• West boundary – 42.67 m plus 3.03 m lane</li> </ul>
Topography & Slope	<ul style="list-style-type: none"> <li>• The site is flat, drains towards the southern boundary</li> </ul>
Existing Land Use	<ul style="list-style-type: none"> <li>• The site is a former petrol filling station, incorporating a convenience store. The land uses have closed.</li> </ul>
Built Form (prior to demolition and remediation works)	<ul style="list-style-type: none"> <li>• Single storey, flat roofed (~4.5 m high), concrete block and glass retail and services building on the northern boundary</li> <li>• T shaped roof canopy over petrol pumps (approx. 5 m high)</li> <li>• Gas storage and service/parking areas on the western boundary</li> <li>• Car parking areas adjacent to building and the southern boundary</li> <li>• Except for small garden beds, the non-built part of the site is concrete paved</li> </ul>



Building Setbacks	<ul style="list-style-type: none"> <li>• Prior to demolition the convenience store building abutted the northern boundary and was set back 10.95 m from the Clayton Road frontage and 37.23 m from the Centre Road frontage.</li> <li>• The building was also 5.80 m from the western boundary and set back 2.73 m from the rear lane.</li> </ul>
Vehicle Access & Car Parking	<ul style="list-style-type: none"> <li>• Four crossovers provide vehicle access/egress, two on Clayton Road (east boundary) and two on Centre Road (south boundary).</li> <li>• 12 delineated car spaces located on the site associated with the service station use</li> </ul>
Landscape Features	<ul style="list-style-type: none"> <li>• Low shrub garden bed on south east corner</li> <li>• A medium canopy tree was located adjacent to south west corner, however, was removed during the site remediation works</li> </ul>
Infrastructure & Services	<ul style="list-style-type: none"> <li>• All services are available to the site</li> </ul>
Other Notable Features	<ul style="list-style-type: none"> <li>• An 8 m high business sign exists in the north east corner of the site</li> <li>• A 7 m high business sign on the southern boundary exists and has been partially dismantled.</li> </ul>

Refer to Figures 3 to 10 for photographs of the surrounds of the subject site.

Figure 4: The Subject Site – Centre Road Frontage (note: photo taken pre-demolition and remediation)

Figure 5: Photograph of south eastern side of Clayton Road / Centre Road (note: photo taken pre-demolition and remediation)





Figure 6: Subject site – Clayton Road Frontage (note: photo taken pre-demolition and remediation)



Figure 7: Photograph of 405-407 Clayton Road



Figure 8: Photograph of western side of Clayton Road to the north

### 2.3 The Neighbourhood & Surrounds

Refer to Figure 7 to 13 for photographs of the site interfaces. The immediate interfaces of the site are described as follows:

	Address	Description
North	<ul style="list-style-type: none"> <li>403 - 407 Clayton Rd</li> <li>Extending north</li> </ul>	<ul style="list-style-type: none"> <li>Chemist Warehouse</li> <li>Various shops, offices, cafes, restaurants to the north</li> </ul>
South	<ul style="list-style-type: none"> <li>413 Clayton Rd</li> <li>372 Clayton Rd</li> </ul>	<ul style="list-style-type: none"> <li>Beaurepaires Tyres, Subway</li> <li>Aangan Indian Restaurant (E side Clayton Road)</li> <li>Various shops, offices to south</li> </ul>
East	<ul style="list-style-type: none"> <li>358 Clayton Rd</li> <li>Extending east</li> </ul>	<ul style="list-style-type: none"> <li>Saigon 1 Restaurant</li> <li>Money 3</li> <li>Clayton Firearms</li> <li>Claywood Real Estate</li> <li>Oleega Hair</li> <li>Various retail &amp; office</li> </ul>
West	<ul style="list-style-type: none"> <li>1387 Centre Rd</li> <li>West of Cooke Street</li> <li>Extending west</li> </ul>	<ul style="list-style-type: none"> <li>X Coles (rear)</li> <li>Clayton Community Centre</li> <li>Various offices (professional services) and residences</li> </ul>



Figure 9: Photograph of eastern side of Clayton Road / Centre Road corner



Figure 10: Photograph of south eastern side of Clayton Road / Centre Road



Figure 11: Photograph of Centre Road, opposite the Subject Site to the south



Figure 12: Photograph of rear of Coles Supermarket, Centre Road frontage, immediately to the west of the Subject Site.

The area to the north of the site along Clayton Road contains single storey commercial and retail premises, typically with a frontage width of 5 – 7 m and set back approx. 3 m from the street frontage. A weather protection canopy extends over the setback area. Brick paving and various street furniture items are provided to the road kerb. These sites have customer access from Clayton Road and vehicle access from the rear via a lane that is accessed through the adjacent Cooke Street car park.

To the west of the site, the rear wall of the Coles Supermarket presents a blank 7m (approx.) high wall to the Centre Road frontage, which extends to Cooke Street. A high awning over a part of this frontage exists above the concrete footpath. The Supermarket access is located on its northern boundary via the Cooke Street car park.

To the east of the site, single storey retail, commercial and office premises have frontage to Clayton Road and the north side of Centre Road. Most premises are of a similar frontage width to those in Clayton Road (5 – 7m) and also have rear vehicle access.

Opposite the site on the south side of Centre Road, the commercial buildings are single storey, set back approximately 17 m from the road boundary. The setback area is used primarily for car parking and vehicle movement.

Two storey commercial premises exist diagonally opposite the site on the south east corner of the Clayton Road/Centre Road intersection. The Clayton Road/Centre Road intersection is traffic light controlled. A slip lane exists for east bound traffic turning left (north) into Clayton Road, adjacent to the site.

Similar slip lanes are provided for left turning traffic at each corner of the intersection. Pedestrian movement across each of these main roads is via the crossing 'islands' provided. The intersection layout primarily meets vehicle movement needs.



Figure 13: Photograph of Centre Road looking west from Subject Site



# The 10 minute Community.

# New jobs, new affordable housing and leadership in architecture, sustainability, health & security.

## 3. The Proposal

### 3.1 DEVELOPMENT PRINCIPLES

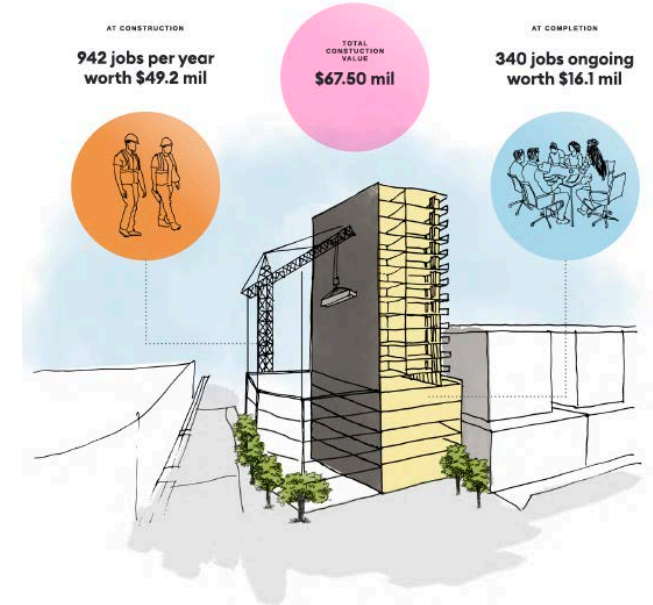
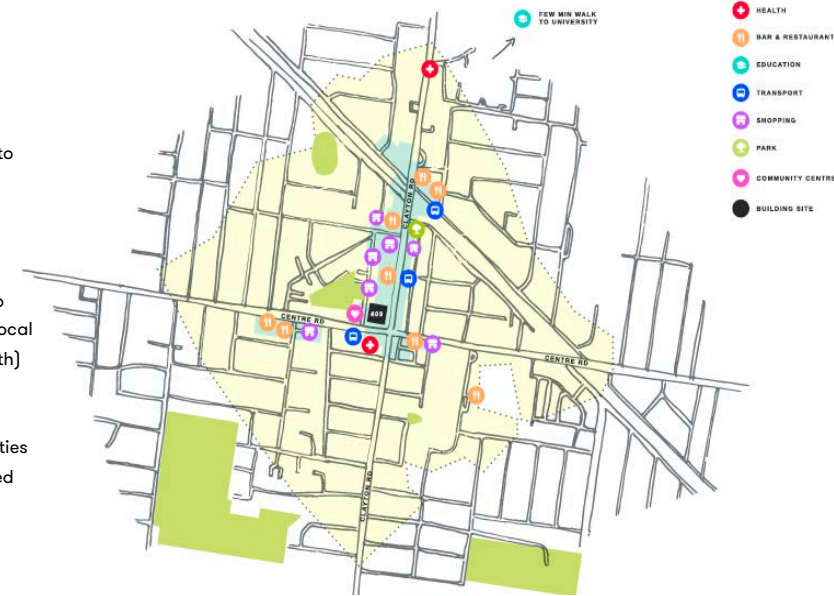
The permit applicant has adopted the following Principles as central to their development aspirations for the Subject Land:

#### Principle 1 – The 10 Minute Community

- Provide substantial new housing with immediate access to employment opportunities, public transport and existing local services (including retail, community, education and health) within ten (10) minutes of their home.
- Deliver new jobs, curated community services (including health and wellbeing) and a diversity of residential amenities for physical and social engagement within genuinely mixed use vertical community.

#### Principle 2 – Employment

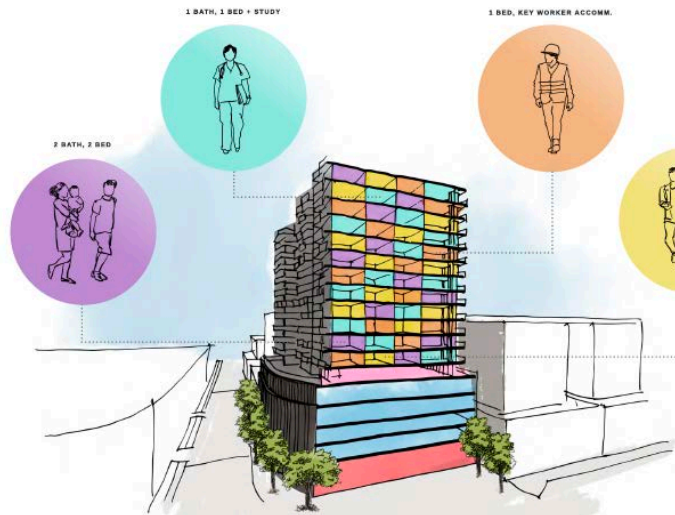
- Provide opportunity for new businesses to establish within the building that will contribute to the overall diversity of jobs available within the Clayton Road precinct.
- Establish business synergies and employment links with the nearby Monash medical precinct and wider NEIC.
- Assist the post-Covid19 recovery of the Victorian economy by contributing significant direct and indirect employment opportunities during construction of the project.





### Principle 3 – Diversity & Affordability

- Provide different housing types and sizes that are currently under provided to meet the needs of the current and incoming population within the City of Monash and the wider Clayton area.
- Provide affordable housing options and investigate opportunities to provide housing for key workers and low income earners who currently wish to live and work within Clayton Road precinct, the Monash medical precinct or the NEIC.



### Principle 4 – Sustainability

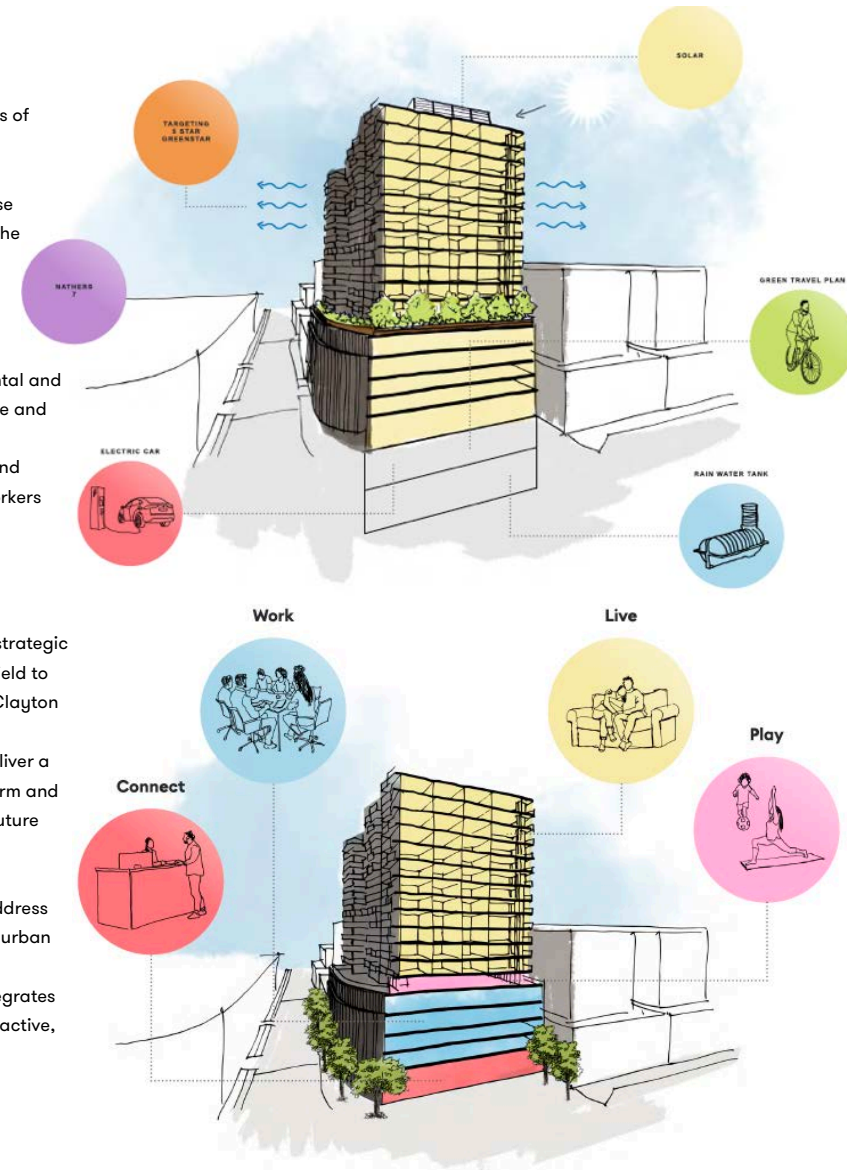
- Provide a building that responds to current challenges of climate change and contributes to the reduction of greenhouse gas emissions.
- Maximise access to sunlight for all dwellings and utilise passive heating and cooling design measures within the layout and overall design of the building.

### Principle 5 – Health, Wellbeing & Security

- Create a mixed use building that responds to the mental and physical health needs of all residents, providing a safe and sustainable post-Covid 19 living environment.
- Utilise and integrate technology to maximise safety and security (health and personal) of all residents and workers within the building.

### Principle 6 – Architectural Leadership

- Respond to the regional importance of the land as a strategic redevelopment site by maximising the development yield to support the overall future strategic ambitions of the Clayton Road precinct in terms of yield, scale and form.
- As a ‘first mover’ within the Clayton Road precinct deliver a high level of design integrity through height, scale, form and architecture to create a timeless contribution to the future urban context and streetscape.
- Respond to the high profile location of the land at the southern entrance of the Clayton Road precinct to address the interface with a major intersection and the future urban context.
- Create a podium that engages at a human scale, integrates with the future Clayton Road context and provide an active, attractive and comfortable street environment.







# A total of 152 Apartments and 2,717sqm of commercial floor space.

## 3.2 Project Composition & Layout

The proposal seeks the use of the land for mixed use - retail, commercial and residential purposes, together with associated car parking. The proposal comprises in total:

- 2,676sqm of commercial floor space, comprised of 1,479 sqm retail floor area, 1,197 sqm office floor area;
- 152 residential apartments (9807sqm floor area), comprised of 105 one bedroom apartments, 46 two bedroom apartments, 1 three bedroom apartment;
- Private open space for each apartment with a total of 2702 sqm
- 513sqm of communal private amenities area / community centre and 687sqm (total) of communal open space;
- 196 car spaces, 44 bicycle spaces and 2 x shower / change facilities at ground level; and
- 152 lockable external storage areas and waste management and storage areas within the building.

The proposal as shown in detail in the submitted plans prepared by Ewert Leaf and can be summarised as follows:

Level	Description
Basement	<ul style="list-style-type: none"> <li>• 44 car spaces</li> </ul>
Ground Floor	<ul style="list-style-type: none"> <li>• 907sqm of retail floor area</li> <li>• 11 car spaces</li> <li>• 44 bicycle spaces &amp; 2 x Shower / Change facilities</li> </ul>
Level 1 (and Level 1 A - Mezzanine)	<ul style="list-style-type: none"> <li>• 572 sqm of retail floor area</li> <li>• 31 car spaces (Level 1) &amp; 38 Car spaces (Level 1 A - Mezzanine)</li> </ul>
Level 2	<ul style="list-style-type: none"> <li>• 466 sqm of office floor area</li> <li>• 40 car spaces</li> </ul>
Level 3	<ul style="list-style-type: none"> <li>• 731 sqm of office floor space</li> <li>• 32 car spaces</li> </ul>
Level 4	<ul style="list-style-type: none"> <li>• 513 sqm of floor space for private communal amenities area / community centre and 510sqm of communal open space</li> <li>• 1 one bedroom apartments</li> <li>• 3 two bedroom apartments</li> <li>• 1 three bedroom apartment</li> </ul>
Level 5 to 14	<ul style="list-style-type: none"> <li>• 9 one bedroom apartments per level</li> <li>• 4 two bedroom apartments per level</li> </ul>
Level 15	<ul style="list-style-type: none"> <li>• 7 one bedroom apartments</li> <li>• 3 two bedroom apartments</li> <li>• 177 sqm of communal open space</li> </ul>
Level 16	<ul style="list-style-type: none"> <li>• 5 one bedroom apartments</li> <li>• 2 two bedroom apartment</li> </ul>



Figure 14: Visualisation of the proposal, prepared by Ewart Leaf

### 3.3 Built Form, Height & Setbacks

The composition of the proposed built form is shown in detail in the submitted plans prepared by Ewart Leaf. Refer to Architectural Package, including Plans, Development Schedule and External Finishes Schedule, prepared by Ewart Leaf, included within Annexure 2.

Description	Min. Dimensions
Building Height	Podium (NGL to Top)
	• North 21.14m
	• South (Centre Road) 20.09m
	• East (Clayton Road) 21.00m
	• West 20.09m
Tower (NGL to Top)	• North 58.78m
	• South (Centre Road) 62.13m
	• East (Clayton Road) 61.74m
	• West 59.23m
	Building Setbacks
• North 0m	
• South (Centre Road) 0m to 3.19m	
• East (Clayton Road) 3.70m	
• West 0m	
Level 1 & 1A (mezzanine)	• North 0m
	• South (Centre Road) 0.91m to 3.22m
	• East (Clayton Road) 3.70m
	• West 0m
	Level 2 & 3
• South (Centre Road) 0.91m to 3.22m	
• East (Clayton Road) 0.90m	
• West 0m	
Level 4	
	• South (Centre Road) 5.76m
	• East (Clayton Road) 8.90m
	• West 4.50m
	Level 5 to 14
• South (Centre Road) 3.99m to 10.66m	
• East (Clayton Road) 7.40m	
• West 4.46m to 7.38m	

Description	Min. Dimensions
Level 15	• North 4.91m
	• South (Centre Road) 3.97m to 9.06m
	• East (Clayton Road) 7.40m
	• West 4.46m to 15.40m
	Level 16
• South (Centre Road) 3.97m to 18.65m	
• East (Clayton Road) 8.44m	
• West 12.01m to 15.40m	
Roof	
	• South (Centre Road) 18.65m
	• East (Clayton Road) 21.22m
	• West 12.01m
	Materials & Finishes
• External Render (light & dark grey)	
• Perforated metal balustrade & soffit	
• Powder coated steel vertical blades & canopy (charcoal)	
• Powder coated steel PFC feature arbour (charcoal)	
• Horizontal aluminium louvre to façade (charcoal - 50% opening)	
Refer to Materials Schedule in Annexure 2	



Figure 15: Design Response – Site Plan, prepared by Ewart Leaf

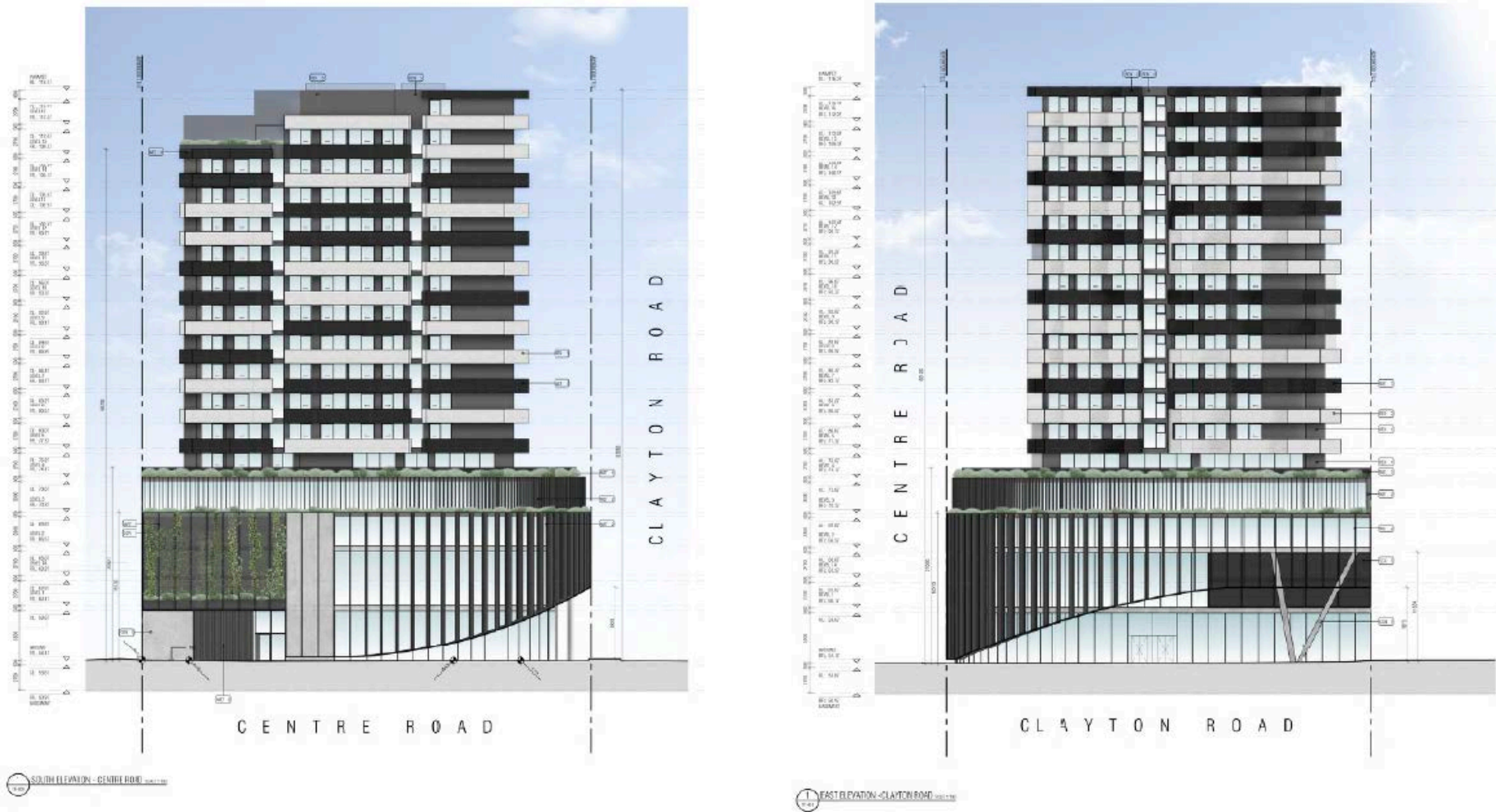


Figure 16. Elevations South (Centre Road) and East (Clayton Road), prepared by Ewart Leaf



**Total  
construction  
value \$67.50mil,  
942 job-years  
and 340 jobs  
ongoing.**

### 3.4 Economic Development

To determine the appropriate mix of land uses for the proposal to include the permit applicant engaged **Deep End Services** to undertake an analysis of residential and employment profiles for the City of Monash. More specifically they undertook an analysis of the Clayton area to determine the appropriate mix of uses and to determine the overall economic benefits of the project.

Deep End has prepared an **Economic Analysis Report** to support the proposed use of the land for a major mixed use development, including dwellings, commercial and retail floor space.

Deep End has identified that the subject land is the largest unencumbered available development site within the Activity Centre capable of accommodating substantial housing. They advise:

- the construction of a mixed-use development of a scale that would support significant local economic activity.
- the delivery of modern, appropriate and affordable housing will satisfy strong existing and future residential demand for apartment housing that is otherwise not provided in the local area.
- the introduction of new, modern office facilities with on-site retail amenity will provide new opportunities for businesses to locate in the local Clayton area.
- Clayton's role in providing appropriate and targeted housing is critical but such development is more likely to continue to take place outside, than inside, the Activity Centre if unreasonable reliance is placed on encumbered sites within the Centre.
- the proposed development will 'kick start' Clayton Activity Centre's supporting role to assist in delivering the State's vision for the Monash NEIC and its own 20-minute community.

In addition, Deep End have assessed that the proposal will result in the following economic benefits to the State and the wider Monash NEIC area, including:

- Total construction value **\$67.50mil**;
- **942 job-years** (including 337 direct job-years) on a state wide basis, at a total value to the State of **\$49.2mil**; and
- **340 jobs** (including 244 Full Time Equivalent Jobs), equating to an annual value add of **\$16.1mil** to the State economy.

Refer to **Economic Analysis Report**, prepared by Deep End Services, included within Annexure 3.



# Total 10% affordable housing and 5% social housing.

## 3.5 Affordable Housing

**Affordable housing** is proposed to be investigated to be included in the final development outcome. In preparation of the development composition permit applicant engaged **UrbanXchange** to undertake an analysis of the socio-economic and demographic composition of the evolving community in Monash to determine how the proposal may respond to affordable housing needs.

UrbanXchange has prepared an Affordable Housing Report to support the proposal and recommend affordable housing options for the project. The analysis undertaken by UrbanXchange identified in the City of Monash the following:

- *Home ownership rates among 25-34 year olds has fallen from more than 60 per cent (1991) to 45 per cent (2016). For 35-44 year old's, home ownership has fallen fast – from 74 per cent in 1991 to around 62 per cent today – and home-ownership is also declining for 45-54 year olds.*
- *City of Monash has a higher proportion of the population represented in 20 – 24 and 60 plus year olds. Where are the 25 – 39 years old's?*
- *Housing tenure shows that Monash has a higher proportion of properties with outright ownership and a lower percentage of for rent compared to Greater Melbourne.*

The City of Monash has adopted a draft Affordable Housing Strategy (2020). To address these considerations the UrbanXchange recommends the proposal facilitate the equivalent of 10% affordable housing based on apartments up to level 13 and 5% of social housing dwellings above level 13 of the building.

This will equate to the provision of 10 apartments below level 13 of the proposal specifically allocated for purchase by low to moderate income earners in the 20-39 year age group. This will be secured by GIC Orders at the time of purchase and covenants for future purchasers.

Above level 13 the allocation of 5% social housing will equate to 3 x one bedroom apartments, which will be secured via a Section 173 Agreement.

The permit applicant has entered into an agreement with social housing provider, Women's Housing Limited, to secure the tenure of the allocated apartments. The details of the agreement have been secured at this stage by a Memorandum of Understanding (MOU). Purchase of the apartments will be affected following permit approval for the project.

Refer to **Affordable Housing Report**, prepared by UrbanXchange, included within Annexure 4.

Refer to **Letter of Support** from **Women's Housing Limited** included within Annexure 5.



# Access to Clayton Station and the new Suburban Rail Loop.

## 3.5 Traffic, Access And Parking

A **Traffic Impact Assessment Report** has been prepared by **One Mile Grid**. The key features of the transport management aspects for the proposal include:

- The site is located within a Principal Public Transport Network Area and has access to Clayton Station (Frankston Line) and the new Suburban Rail loop that that will commence construction next year;
- Vehicle access to the site will be via one existing crossover, with three other existing crossovers to be removed;
- The on-site car parking layouts and accesses have been designed generally in accordance with the requirements of the Planning Scheme;
- The proposed provision of 153 car parking spaces meets the statutory requirements for resident car parking;
- The proposed parking provision of 13 spaces for the retail and 30 spaces for office generates a shortfall of up to 43 car parking spaces. However, based on the location within an Activity Centre, the proximity to sustainable transport options, and the crossover in parking demand in relation to the various land uses, the shortfall is considered appropriate;
- The proposed provision of bicycle parking meets the requirements of the Planning Scheme;
- All goods loading/unloading will be undertaken within the car parking areas;
- The anticipated traffic volumes generated by the development are not expected to have a notable impact on the operation of Centre Road or Clayton Road;
- the proposed development will satisfy the requirements of Clause 52.29 Land Adjacent to a Road Zone, Category 1

Refer to **Traffic Impact Assessment Report**, prepared by One Mile Grid, included within Annexure 6.

## 3.6 Waste Management

A **Waste Management Plan (WMP)** has been prepared by **One Mile Grid**. Waste collection for the total development will be undertaken by a private contractor under the management of the building's Owners Corporation.

Key features of the provision for waste and its management under the WMP are as follows:

- The development incorporates separate provision for the management of garbage, recyclable and organic materials.
- A dual chute system will deliver all garbage and recyclable material to appropriate bins in a dedicated basement waste room. The waste room will also provide storage for organic waste, which will be available for direct use by building occupants.
- Separate waste chute rooms provided at each level in the development will ensure the control of odours.
- The Owners Corporation will be responsible for bin rotation and contractors will collect and empty the bins as required. Bin cleaning will be the responsibility of the Owners Corporation.
- Bin sizes for occupants and bulk storage have been calculated based on Council standards and typical generation rates.
- The waste storage provision has been determined according to volume generated and frequency of collection for each waste type. Four collections per week are proposed for garbage and recyclables. Organics will be collected once weekly. The accessibility of the waste storage area for collection vehicles has been assessed and is considered satisfactory.

Refer to **Waste Management Plan**, prepared by One Mile Grid, included within Annexure 7.



# Achieves target 5 Star Green Star pathway and NatHERS 7 stars apartment rating.

## 3.6 Environmentally Sustainable Development

A **Sustainability Management Plan (SMP)** has been prepared by **Ark Resources** which outlines the proposed initiatives and undertakes an assessment of the performance of the building against *Green Star Design & As Built* and *STORM* benchmarking tools.

Key conclusions from the ESD assessment of the proposal are:

- The proposed development incorporates several valuable sustainable design initiatives including: rooftop solar PVS; rainwater harvesting and re-use; energy efficient glazing, appliances, fixtures and building services, electric vehicle charging stations and environmentally beneficial finishes.
- The combination of sustainable building management practices, design initiatives, fixtures, systems, appliances, materials and finishes will be integrated into the building in order to target a **5 star Green Star** pathway performance standard on the *Design & As Built v1.3* rating tool.
- The proposed development achieves Australian Best Practice in terms of environmental design and the apartments attaining an average rating of **NatHERS 7 stars**.
- The proposed development is consistent with the City of Monash's Stormwater Management objectives and meets Best Practice standard for Urban Stormwater Quality.
- The performance outcomes of the proposed development are consistent with the State water management and local ESD policies (including CI 19.03-3S & CI 22.13).

Refer to **Sustainability Management Plan** prepared by Sustainable Development Consultants, included within Annexure 8.

In addition to the above a **Green Travel Plan (GTP)** has been prepared by **One Mile Grid** to support the sustainability aspirations of the project and assist the reduction of greenhouse gas emissions.

The GTP provides a suite of initiatives and services to encourage travel mode behaviour change and promote sustainable transport options such as walking, cycling, public transport and car-pooling for residents, visitors and workers within the development.

The GTP will be implemented and managed by the future Owners Corporation of the development. It will be monitored and updated every 5 years at the cost of the Owners Corporation.

A copy of the **Green Travel Plan**, prepared by One Mile Grid, is included within Annexure 9.





# Site clean-up and remediation to be complete by April 2022.

## 3.7 Contamination & Remediation

AECOM Australia have been engaged to undertake the remediation of the land from the former use as a service station.

AECOM are in the process of removing all relevant ground and fuel infrastructure from the site as well as undertaking groundwater monitoring, environmental reporting and back filling the site to a commercial / industrial grade development site (as required under the contract of sale). The current program of works is as follows:

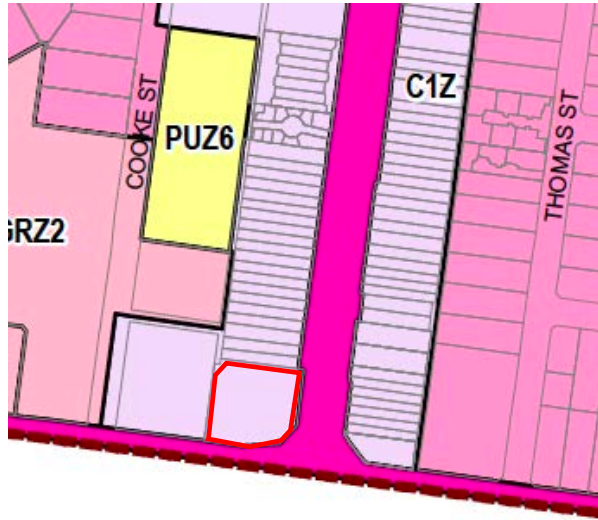
- Demolition, excavation and backfilling works – July to December 2020
- Groundwater monitoring works – July and December 2020
- Environmental reporting – January to February 2021
- Auditor determined Clean-up to Extent Practicable (CUTEP) as part of the 53X audit – March to April 2021

Following the completion of the above program the land will be available for construction to commence and further remediation works to be undertaken for residential purposes. Such works would form the first phase of construction of the project.

Refer to **Remediation Advice**, prepared by AECOM Australia, included within Annexure 10.



## 4. The Planning Policy Context




 Subject Site

Figure 17: Zoning Plan

### 4.1 The Zone

Under the Monash Planning Scheme the subject land is located in a Commercial Zone 1 (CZ1) as is shown in Figure 9. The purposes of the Commercial 1 Zone are:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
- To provide for residential uses at densities complementary to the role and scale of the commercial centre.

Under the CZ1 a planning permit is required for the buildings and works associated with the proposed uses.

Clayton Road and Centre Road are zoned Road Zone Category 1 (RDZ1). A permit is required to alter access to a road in RDZ1.

There are no Planning Scheme Overlays applicable to the subject land.

The CZ1 zone applies to the land abutting to the north and west of the subject land and the land on both sides of Clayton Road, extending north and beyond Clayton Station and the railway line.

To the west of Cooke Street and also including part of the Cooke Street public car park, the land is zoned General Residential (GRZ).

The Residential Growth Zone (RGZ) applies to the land east, beyond the commercial strip along Clayton Road.

The land on the south side of Centre Road is within the City of Kingston.

Under the Kingston Planning Scheme the land opposite the subject site is zoned Commercial Zone 1 (CZ1), as is the land on the south eastern corner of the Clayton Road / Centre Road intersection.



#### 4.2 State Planning Policy Framework

The following State policies are particularly relevant to this application:

- Clause 11 - Settlement;
- Clause 13 - Environmental Risks and Amenity;
- Clause 15 - Built Environment and Heritage;
- Clause 16 - Housing;
- Clause 17 - Economic Development;
- Clause 18 - Transport, and
- Clause 19 - Infrastructure.

Plan Melbourne 2017 identifies activity and neighbourhood centres as important locations that provide jobs, investment opportunity, and goods and services for residents and business.

State policy seeks to:

- support Activity Centre development and growth;
- build up Activity Centres as a focus for high quality development providing for business, leisure and community needs, and
- provide for diverse housing needs at higher densities.

Other aspects of State policy relevant to Activity Centres and mixed use development include:

- Provide new housing in existing urban areas and encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.
- Create a more sustainable city through the development of new housing and mixed use development, in Activity Centres, employment clusters and near railway stations.
- Locate residential development and new housing in or close to Activity Centres and employment corridors and at other

strategic development sites that offer good access to services and transport.

- Create mixed-use neighbourhoods at varying densities that offer more choice in housing, create jobs and opportunities to deliver better access to services and facilities.
- The provision of housing should be efficient in terms of infrastructure provision while meeting the needs of a variety of household types and having access to a range of services. Housing choice should be enhanced, and well-designed medium density housing is encouraged.
- Ensure that the design and location of publicly accessible private spaces, including forecourts and walkways, is of a high standard, creates a safe environment for users.
- New development should minimise its impact on existing infrastructure, promote the provision of renewable energy, reduce waste and maximise resource recovery and sustainably manage water through an integrated water management approach.

State policy also seeks high quality design of new development that:

- responds to the strategic and cultural context of its location;
- improves the quality of living and working environments;
- supports improved public realm amenity;
- enables safe, easy and efficient use, and
- contributes to a sense of place and a more liveable city.



### 4.3 Local Planning Policy Framework

The key elements of Council's Municipal Strategic Statement (MSS) relevant to this proposal include:

- Clause 21.01 - Introduction
- Clause 21.04 - Residential Development
- Clause 21.05 - Economic Development
- Clause 21.06 - Major Activity and Neighbourhood Centres
- Clause 21.08 - Transport and Traffic
- Clause 21.13 - Sustainability and Environment

The Activity Centres in the City of Monash are a major location of small business economic activity. They also provide major opportunities for changing lifestyle and housing preferences. To support the anticipated population growth in the period 2016-2031, Monash will require 10,000 new dwellings. New housing is sought close to shops, restaurants, transport, commercial and community services. Directing more intensive, higher scale development to neighbourhood and Activity Centres that are well serviced by public transport, commercial and community facilities is important to accommodate the growth expected. Such an approach will also assist the retention of the garden city character of the less accessible traditional residential areas.

Major Activity Centres are likely to be the focus of change over the next 30 years. The refurbishment of Activity Centres will assist the maintenance of their competitiveness. Clayton is a Major Activity Centre (MAC) and the third largest in the municipality. It is within the Monash National Employment & Innovation Cluster, which supports over 75,000 jobs and is Melbourne's largest established employment and innovation cluster.

A key intent of the MSS in relation to Major Activity and Neighbourhood Centres (CI 21.06) is to create vibrant major Activity Centres with a broad mix of uses appropriate to the centre, with good access, including public transport services, and which provide a focal point for the community.

Maintaining the identified Activity Centre hierarchy, encouraging mixed use development, encouraging the provision of active frontages and ensuring retail or other business uses occupy the ground floor of multi storey developments are key strategies to achieve the commercial intents of the MSS.

In relation to the residential component of Activity Centre development new residential development should provide useable recreational space and communal areas, be well designed and ventilated, be energy efficient and contribute positively to neighbourhood character.

The Hierarchy of Activity Centres in Monash (CI 21.06, Table 1) shows the Clayton MAC primary focus includes mixed commercial uses, retailing, offices and apartments and encourages redevelopment, medium rise residential development, offices where contiguous retail frontage is not compromised and parking is provided to meet the needs of the centre.

The Monash Residential Development Framework (CI 21.04) has been derived from the Monash Housing Strategy 2014 and it classifies eight (8) categories of areas where future residential needs are proposed to be met according to their future development potential. The three highest classifications are: Activity Centres, accessible areas and the Monash National Employment Cluster.

Change and revitalisation of major Activity Centres is encouraged and design and construction to world class standards are sought. Retention of street vibrancy, mixed uses above street level and high quality residential development, based on sustainable design approaches are key outcomes associated with new Activity Centre developments.



To implement the MSS, the Monash Planning Scheme provides a number of policies relevant to this proposal, including:

Clause 22.01 - Residential Development and Character Policy

- This policy is applicable to residential land only, but it includes:
- *“Residential growth should be directed to activity and neighbourhood centres that are well serviced by public transport, commercial, recreational, community and educational facilities to make optimum use of services available.”*

Clause 22.03 – Industry and Business Development and Character Policy

- This policy applies Commercial 1 zoned and other land. The enhancement of streetscape character with development of appropriate scale, high amenity built form and attractive landscaping are key aspects.
- Building heights should be appropriate to the locality and not visually overwhelm surrounding buildings, roads or spaces. ‘Medium rise’ development is encouraged in the Clayton Major Activity Centre.
- Business Character Type 2 applies to the Clayton MAC and in relation to the future character sought under this policy, new development should respect the scale and form, while providing for appropriate change.

Clause 22.13 - Environmentally Sustainable Development Policy

- This policy aims to integrate environmental sustainability into land use planning, new developments and the redevelopment of existing infrastructure. Under this policy best practice is sought in environmentally sustainable development from the design stage through to construction and operation.
- A Sustainability Management Plan for the proposed residential development is required under this policy with key issues to be addressed including:
  - Energy efficiency and peak demand
  - Operating greenhouse gas emissions

- Stormwater management and its reuse
- Level of reliance on mechanical heating/cooling systems
- Waste management provision.

#### **4.4 Particular Provisions**

The following Particular Provisions and General Requirements & Performance Standards are relevant to the proposal and the subject site:

- Clause 52.06 Car Parking
- Clause 52.29 Land Adjacent to a Road Zone
- Clause 52.34 Bicycle Facilities
- Clause 58 Apartment Development
- Clause 65 Decision Guidelines

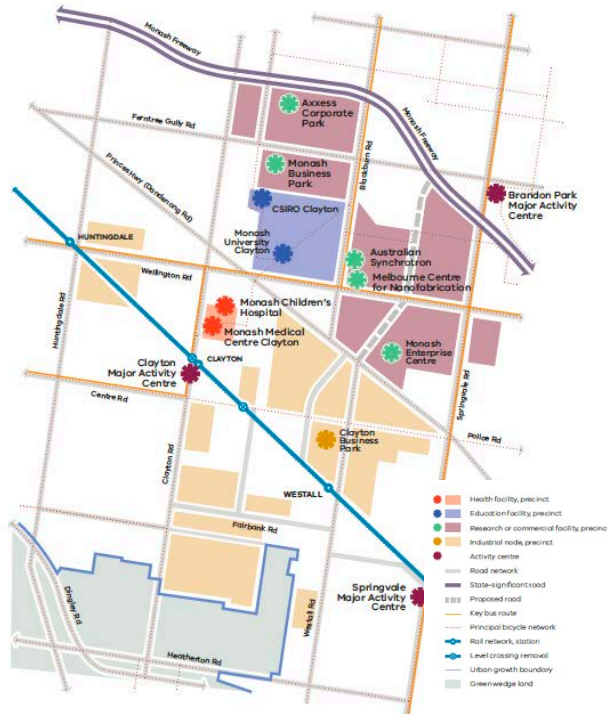


Figure 18: Plan Melbourne – Monash National Employment & Innovation Cluster (Map 5)

#### 4.5 Other Strategic Planning References

##### Plan Melbourne

Plan Melbourne 2017 provides a long term planning framework for the whole of the Melbourne metropolitan area comprised of overarching principles, outcomes, directions and policies.

Relevant outcomes sought under Plan Melbourne include:

- Investment attraction and job creation (Outcome 1)
- Housing choice (Outcome 2)
- Distinctive, liveable quality design and amenity (Outcome 4)
- Vibrant and healthy neighbourhoods (Outcome 5)
- Sustainable development (Outcome 6)

Under Plan Melbourne, Clayton is a designated major Activity Centre and the nearby Monash Medical Centre and Monash University Precinct (Clayton) are health and education precincts of State significance and a focus for investment and job growth within the Monash NEIC. Refer Figure 18.

Direction 5.1 of Plan Melbourne provides the major policy platform to 'Create a city of 20-minute neighbourhoods'. Refer Figure 19. The 20-minute neighbourhood is all about living locally and having access to all their needs within a 20minute walk, cycle or local public transport trip from home. It must:

- be safe, accessible and well connected for pedestrians and cyclists to optimise active transport
- offer high-quality public realm and open space
- provide services and destinations that support local living
- facilitate access to quality public transport that connects people to jobs and higher-order services
- deliver housing/population at densities that make local services and transport viable
- facilitate thriving local economies.

Some of the key policies within Plan Melbourne related to this proposal include:

- Support the development of a network of Activity Centres linked by transport. Diversification of land use in Activity Centres is encouraged with greater flexibility needed in relation to the planning controls in these areas (Policy 1.2.1).
- Facilitate new housing in established areas ... close to existing services, jobs and public transport (Policy 2.1.2).
- Support new housing in Activity Centres (Policy 2.2.3).
- Increase the supply of social and affordable housing (Direction 2.3) and streamline decision making processes for social housing proposal's (policy 2.3.2)
- Promote urban design excellence in the built environment (Policy 4.3.1).
- Create mixed-use neighbourhoods at varying densities (Policy 5.1.1)
- Improve energy, water and waste performance of buildings through environmentally sustainable development and energy efficiency upgrades (Policy 6.1.1).

Figure 12  
The 20-minute neighbourhood



Source: Department of Environment, Land, Water and Planning

Figure 19: Plan Melbourne – 20 Minute City (Figure 12)

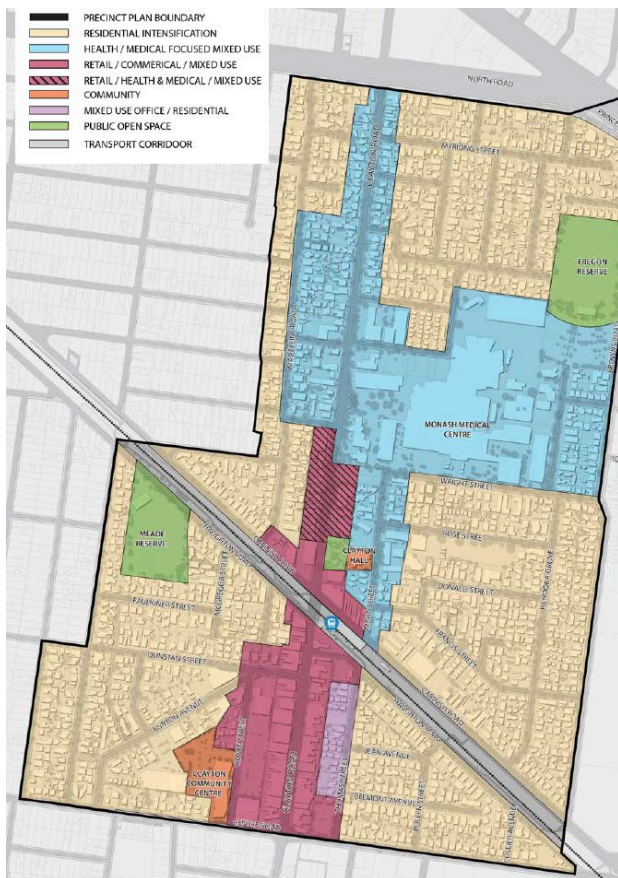


Figure 20 - Clayton Activity Centre - Draft Precinct Plan (Figure 8 - Land Use Plan)

### Clayton Activity Centre Precinct Plan (2019)

Council has prepared the 'Clayton Activity Centre Precinct Plan 2019' (CACPP) to provide a framework for the future growth and development of the Activity Centre. The CACPP was adopted by Council in January 2020. A Background Report (September 2018) preceded the CACPP and provided information on existing conditions and challenges in the centre. A planning scheme amendment is proposed to implement this plan.

The CACPP area (refer Figure 20) is planned to contain a significant share of the City of Monash's job and housing growth anticipated in the next 30 years, particularly associated with the MNEIC, which contains the largest concentration of jobs outside of the Melbourne CBD.

Improved linkages between the CAC and Monash University/Monash Medical Centre are important in the Plan's vision, but new development areas and revitalisation opportunities are focussed on the southern side of the railway line, particularly on the western side of Clayton Road.

The Vision for the CAC includes:

- A thriving retail and commercial heart
- Clayton Road provides a spine for the centre's users
- Integrated transportation services provide for convenient connection and movement
- Housing options will provide for a range of accommodation needs
- High quality architecture and urban design will be a feature of the new urban character of the centre.

The CACPP identifies 20 key renewal sites with 12 sites being located south of the Railway line. Of these sites 5 are privately owned, which are largely clustered on the western side of Clayton Road, including the subject land (refer Figure 21 - note: Site h).

Key land use strategies in the CACPP include:

- Supporting retail and hospitality through the enhancement of Clayton Road, streetscape improvement and the development of additional cafes and restaurants.
- Locating space for commercial and office uses in the upper levels of redevelopment sites (an additional 9,600 sqm of commercial and office space is anticipated to 2036).
- The commercial zoned area of the CAC provides good opportunities for mixed use apartment development in order to meet some of the 1,157 new dwellings anticipated to be needed in the CAC by 2036. This will also contribute to a more vibrant street life and retail/hospitality activity.
- A diverse range of housing types is sought in the CAC with the Plan supporting higher density development and residential uses above retail and office premises.

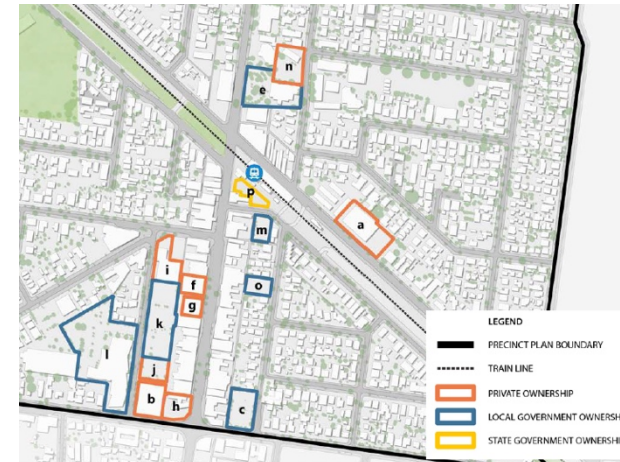


Figure 21- Clayton Activity Centre - Draft Precinct Plan (Figure 7 - Key Renewal Sites)

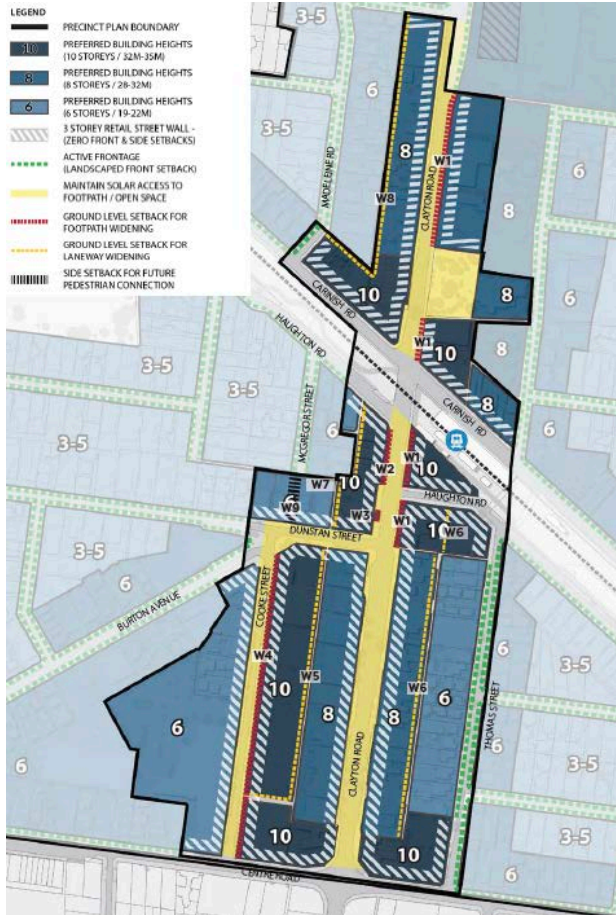


Figure 22 - Clayton Activity Centre - Draft Precinct Plan (Figure 25 - Precinct 1 - Built Form Plan)

The CACPP supports the creation of a new urban character for the CAC. Taller buildings on larger redevelopment sites and prominent locations will contribute to visual interest and a stronger entrance to the centre.

Maximising building heights on larger sites where interface issues can be minimised is a key strategy. Clayton’s sense of place and arrival are to be strengthened through quality architecture on prominent sites.

More detailed policy is provided for the defined precincts of the CAC. The subject land is in Precinct 1: Central Retail.

For each precinct the CACPP provides a land use and development vision and Key Projects for the enhancement of the precinct. Built Form and Development Requirements in relation to height, setbacks, verandas and solar access are specified in each precinct (Refer Figure 22).

Key Projects in Precinct 1 include the transformation of Clayton Road for better pedestrian use and improved linkages within and from the precinct.

The Built Form Plan for Precinct 1 provides for a Preferred Building Height of 10 storeys / 32-35 m, on the gateway sites on the northern side of the Clayton Road/Centre Road intersection, including the subject land.





## 5. Planning Considerations

### OVERVIEW

The following sections of this report discuss the merits of the proposal and the key planning matters in consideration of this application for permit. Specifically, this report considers the following:

- Does the proposal comply with the purpose and provisions of the Zone & Overlays?
- Is the proposal supported by State and Local Planning Policy?
- Has the proposal been located and designed to appropriately respond to the existing and future context?
- Has the proposal been designed to provide adequate internal amenity and liveability?
- Will the proposal result in unacceptable adverse off-site amenity impacts?
- Has the proposal adequately addressed transport needs?

The following sections of this report analyse and draw conclusions in response to the above.

#### 5.1 DOES THE PROPOSAL COMPLY WITH THE PURPOSE OF THE RELEVANT ZONE & OVERLAYS?

##### 5.1.1 Compliance with the Commercial 1 Zone

Under the Commercial 1 Zone (C1Z) the residential, retail and commercial land uses proposed in this mixed use development do not require a planning permit.

The buildings and works proposed on the site are subject to the grant of a permit and Cl 34.01-8 details the decision guidelines.

The proposed development is located on a prominent, large and influential site within the Clayton Activity Centre. Its redevelopment will

provide a clear indicator of the quality, nature and future potential of the centre for the community, existing businesses and future investors.

The proposed development incorporates an appropriate mix of uses supported by the objectives of the zone and will enable a range of retail and office uses to be established in the lower four levels of the building. Importantly, retail uses are proposed on the ground and first floor, which will maintain and facilitate the expansion of street level pedestrian circulation in this part of the Activity Centre.

The upper levels provide a range of quality residential accommodation, all with substantial areas of private outdoor open space and additional areas of communal outdoor open space. The density, layout and scale of the residential component are appropriate to this significant site at the entrance to the Activity Centre.

The overall bulk and scale of the building has been addressed with the design providing:

- A four (4) level podium, incorporating significant ground level setbacks and variable facade treatment and finishes appropriate to each interface.
- Upper levels of variable height, setback, finish colours and materials, which will reduce building bulk.
- A high level of articulation on each building facade.

The land abutting and opposite the subject site is all within the C1Z and residential land in the locality of the site will not be impacted by significant overshadowing or a loss of amenity from overlooking.

Details of the building design are discussed in Section 5.3, but notable aspects in relation to the decision guidelines are:

- Pedestrian access and vehicle access to the building have been separated (Clayton Road and Centre Road



respectively), which improves safety, street amenity and servicing.

- The lower levels of the building have been setback, particularly in Clayton Road, which provides weather protection and a larger area for pedestrian movement, landscaping and street furniture.
- On-site car parking is provided for all land uses in accordance with the planning scheme, with dispensation sought in relation to the site’s location and the accessibility of a range of public transport options.
- Several best practice environmental initiatives are included in the proposal including internal waste management and recycling, stormwater capture and reuse and energy generation and efficiency.
- The residential component optimises opportunities for solar access, natural ventilation and internal amenity.
- A range of dwelling sizes are proposed appropriate to the existing and future housing needs of the locality.

Refer to Figure 23 for building composition diagram and Section 5.3 of this report for further consideration of built form considerations.

## 5.2 IS THE PROPOSAL SUPPORTED BY RELEVANT POLICY?

### 5.2.1 Response to Plan Melbourne

Plan Melbourne provides the overarching strategic policy for metropolitan strategy for the next 30years. The proposal directly responds to a number of key State policy platforms promoted by Plan Melbourne, including the following:

- will provide a diversity of housing choice including contributing to the provision of affordable housing and commitment to provide 10% of housing for low to moderate income earners (below level 13) and 5% to social housing (above level 13) to support housing opportunities within the wider Clayton precinct;
- will support the Monash NEIC and Clayton Major Activity Centre through the provision of \$67.5mil construction value and provide new retail and commercial tenancies, providing significant new jobs (942 job-years) during construction and ongoing once occupied;

- will ‘clean up’ a redundant service station site that is identified as a strategic redevelopment site in an existing Activity Centre capable of delivering substantial new housing;
- will deliver on the aspirations of creating a 20-minute city through the provision of a genuine mixed use building within a key location of an existing Activity Centre, providing access to all essential services, social infrastructure, public transport and employment opportunities within 10 minutes of home; and
- will aim to achieve and implement leading environmental sustainability initiatives and contribute to a reduction in greenhouse gas emissions as a result of the development in this location.

### 5.2.2 Response to State Planning Policy

The proposed development of the subject site for a mixed use building is consistent with the State Policy Framework for the following reasons:

- CI. 11.03 Activity Centres  
The encouragement of mixed use development in Activity Centres is a major component of State Policy in relation to urban settlement development in Victoria. State Policy provides particular support for Activity Centres that are well connected by transport services and encourages the provision of a diversity of housing at higher densities in such locations. The growth of Activity Centres is intended to enhance community access and convenience, provide jobs and access to a wide range of goods and services.

The proposed development is within a Major Activity Centre, located on main roads and near a major metro railway station with a high level of accessibility.

The development will increase the diversity of commercial floor space available in the centre, expand the retail offer and provide a significant new supply of housing suited to those engaged with the

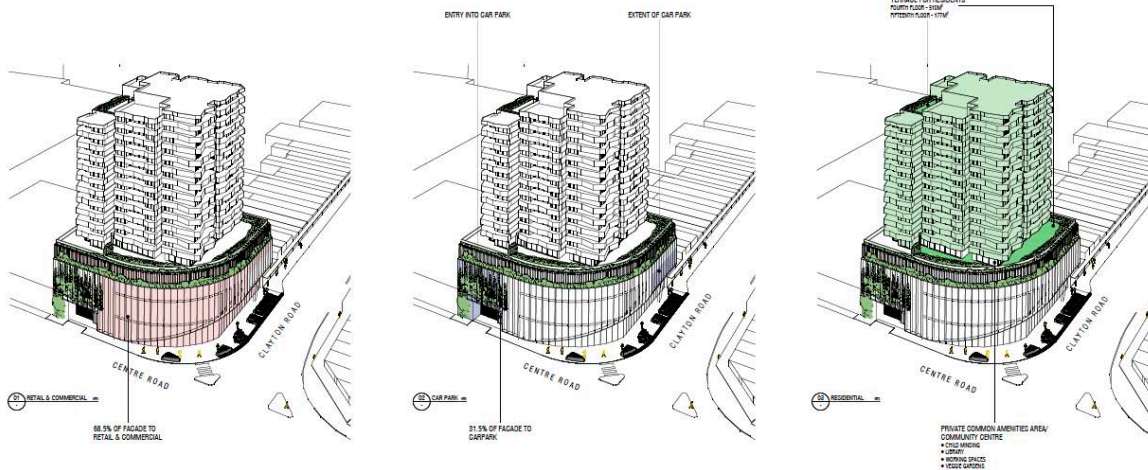


Figure 23: Building composition, prepared by Ewart Leaf



major local employment and activity generators (health and education related).

The development will provide substantial new housing with immediate access to employment opportunities, public transport and existing local services (including retail, community, education and health) within 10 minutes of their home. In addition it will deliver new jobs, private community services and residential amenities for physical and social engagement within the proposed vertical mixed use community.

- Cl. 15.01 Urban Design / Building Design / Neighbourhoods  
State policy for urban design supports design related to context but which also provide a sense of place and identity. Quality design is sought that provides safety, liveability, enjoyment and also satisfies functional requirements.

Clayton Activity Centre is on the threshold of change. As a 'first mover' in the revitalisation of the Centre the proposed development provides a quality design approach that will set a standard for the future overall upgrade of the centre. The contemporary design is distinctive, timeless and durable providing identity for this major entry point to the centre. The detail of the building design meets the functional, environmental and amenity requirements of occupants and customers.

- Cl. 15.02 Energy and Water Resource Efficiency  
The proposal has been designed to maximise access to daylight for all dwellings and has incorporated a number of environmentally sustainable initiatives within the building per the Sustainability Management Plan.
- Cl. 16.00 Housing  
The proposal will provide 152 dwellings within a prominent location in the Clayton Activity Centre, providing substantial new dwellings to meet the needs on incoming and existing population. The

proposal aims to provide a diversity of housing opportunities, including for low income earners and key workers employed within the Monash medical precinct and wider NEIC.

- Cl. 17.02 Business  
The proposal will provide four (4) levels of retail and commercial floors space, 2717sqm in total. The provision of this floorspace at the lower levels of the building and commitment by the permit applicant to establish commercial links with the Monash medical precinct will support the ongoing viability of the Activity Centre and establish new employment opportunities.  
  
The proposal will result in the following economic benefits to the State and the wider Monash NEIC area, including:
  - Total construction value \$67.50mil;
  - 942 job-years (including 337 direct job-years) on a state wide basis, at a total value to the State of \$49.2mil; and
  - 340 jobs (including 244 Full Time Equivalent Jobs), equating to an annual value add of \$16.1mil to the State economy.
- Cl. 18.02 Car Parking  
The proposal will provide adequate car parking on site to meet the needs of future residents, tenants of the commercial space and customers attending the premises, including the provision of electric charge stations. Substantial visitor car parking is also available within the immediate vicinity of the subject site which will cater for patrons attending the Activity Centre for multiple purposes.
- Cl. 19.00 Infrastructure  
The proposal will appropriately utilise existing physical and community infrastructure accessible to this prominent location within the Clayton Activity Centre. The subject land has excellent access to existing public transport (Clayton Railway Station -250m to the north), community services (Clayton Library and Community

Centre - 50m west), retail and health services, as well as convenient access to open space within 400m of the site.

Overall it is considered that the proposal achieves a high level of compliance with the policies and objectives of the State Planning Policy Framework.

### 5.2.3 Response to Local Planning Policy

The proposed development of the subject site for a mixed use development is consistent with the State Policy Framework for the following reasons:

- Cl 22.03 Industry and Business Development & Character Policy  
The objectives of this policy include to ensure that 'new development successfully integrates into the existing business area's to enhance the streetscape character and amenity' and 'to ensure that the scale and character of future development creates or enhances a high-amenity built form environment and attractive landscape setting'.

This policy identifies the existing character of the Clayton Major Activity Centre (Business Character Type 2) being 'derived from the Post World War II boom retail development on main roads' and strip shopping. The character statement identifies the existing character and form as 'mainly single and double storey retail' which contribute to the current character.

The desired future character identified by this Clause states that new development should 'respect the scale and form' of development, 'while providing for appropriate change'. Change should be measured against the strategic directions of the MSS, 'except where an adopted Structure Plan, or some other mechanism, has identified an alternate direction'.



A number of policy documents are referenced within this Clause of the Planning Scheme, however the Clayton Activity Centre Precinct Plan, January 2020 (the CACPP) is the most recent policy document adopted by Council of relevance to the future character of the Centre.

The proposal has therefore been composed with the future character of the Clayton Activity Centre in mind and responds to the key considerations of the Precinct Plan. Further consideration of the proposal against the Precinct plan are detailed at Section 5.2.4 of this report.

Whilst it is acknowledged that the proposal is substantially taller than the existing single and double storey retail form of Clayton Road, it is considered that the composition of the podium appropriately integrates with the existing adjoining shop fronts, setting back the facade of the building to align and provide a continuous building line that belies the title boundaries.

Further the design of the podium will allow an appropriate transition with future development envisaged by the Precinct Plan to the immediate north. While the podium is higher (ground level plus 3 levels) than the preferred '3 level street wall' it is considered that the composition of the podium is appropriate by virtue of the ground level / mezzanine setbacks and will present effectively to the street as three storeys.

It is considered that the proposal provides an appropriate response to the business character of the Centre having regard for the strategic objectives of the adopted CACPP (and State Policy).

- Cl 22.13 Environmentally Sustainable Development Policy  
The proposal meets the objectives and requirements of Council's Environmentally Sustainable Development Policy (Cl 22.13) and a Sustainability Management Plan (SMP) has been prepared in accordance with the policy.

Based on the assessment in the SMP the proposed design:

- Reduces peak energy demands and greenhouse gas emissions;
- Suitably collects and recycles stormwater;
- Reduces the need for mechanical ventilation, cooling and heating;
- Facilitates a reduction in car dependency;
- Provides PV solar collection on the roof top;
- Provision of electric car charging stations within the car park;
- Incorporates sustainable building materials, and construction and operation practices;
- Achieves a target pathway of 5 star Green Star Design & As Built rating;
- Achieves an average apartment rating of NatHERS 7 stars;
- Achieves an overall energy performance of the building 10% better than the minimum permitted by NCC 2019;
- Meets the Best Practice standard for stormwater quality.

Refer copy of the SMP is provided in Annexure 8.

#### 5.2.4 Response to Clayton Activity Centre Precinct Plan

The proposal has had regard for the vision, aspirations and directions of the Clayton Activity Centre Precinct Plan (CACPP). Specifically the proposal appropriately supports and responds to the CACPP and its vision for the following reasons, including:

- will contribute new retail and commercial tenancies and improve the quality of commercial space available in the centre to create a 'thriving retail and commercial heart';
- will provide retail uses at ground level to contribute to a vibrant streetscape and focus on hospitality sought in Precinct 1: Central retail;
- will contribute to the employment of 942 people during construction and 340 jobs ongoing in the proposed retail/commercial premises;

- will contribute to the upgrade of the streetscape, beautification of the public realm and the improvements to the Clayton Road 'spine', including widening the footpaths and providing additional private land for public realm purposes;
- will provide upper level commercial (office uses) and housing to 'help to activate the street across the day and night' and provide weather protection at ground level;
- provide housing choice not currently provided for in the area, including affordable housing, to meet the needs of an incoming population;
- will provide a contemporary, high quality architectural response for an identified strategic redevelopment site within the CACPP area, delivering a 'landmark' building at a 'gateway location' sought for Precinct 1;
- The proposal will result in limited overshadowing impacts on the western side of Clayton Road, with the majority of shadows cast over the Clayton Road and Centre Road intersection and the car parking areas of the uses on the southern side of Centre Road between 9am and 2pm (at the equinox);
- will provide a three (3) storey 'retail' street wall within the podium and provision of setbacks (over 5m) to the tower elements consistent with the development requirements and outcomes for Precinct 1;

While it is acknowledged that the building is taller than the preferred building heights, it is considered that the proposal will appropriately respond to the future context and meet the overall objectives of the CACPP.

Further consideration of the design response to the site and the future urban context that the CACPP will deliver is considered in detail at Sections 5.3 of this report.



### 5.3 HAS THE PROPOSAL BEEN LOCATED AND DESIGNED TO APPROPRIATELY RESPOND TO ITS CONTEXT?

#### 5.3.1 Site Planning & Integration

The subject land is located at the north west corner of the major intersection of Clayton Road and Centre Road, both of which carry high volumes of vehicular traffic. The mix of uses and location of building form on each of the street corners currently addresses the convenience of the location for passing through traffic (acknowledged by the former use of the subject land as a service station) and peripheral retail and commercial role at the southern entrance to the Clayton Activity Centre.

Pedestrian amenity along Centre Road in the vicinity of the subject site is generally poor at present and is dominated by vehicular through traffic and the orientation of the adjoining supermarket, which presents a high blank wall along the Centre Road boundary. The blank supermarket wall (approximately 7.5m in height) returns the length of the western property boundary with the subject site.

To the immediate north a single storey commercial building runs the length of the boundary. A blank wall of over 5m in height presents the immediate existing interface.

Four (4) of existing crossovers are located along the property frontages of the subject site, providing vehicle access / egress for the former service station use. The extent of the existing service station pavement follows the title boundary and currently projects into the north alignment of the Clayton Road pedestrian pavement.

The proposal will remove three (3) of the existing crossovers reinstating the road and pedestrian pavement along the Clayton Road frontage and consolidating all vehicle access / egress to site to a single crossover located to the western corner of the Centre Road site frontage.

The siting of the proposed building responds to the site interfaces and existing context by locating the building to align with the existing title boundary along the Centre Road frontage of the site matching the zero lot alignment of the existing supermarket.

Along the Clayton Road frontage of the site the proposal is setback up to 4.06m from the eastern property boundary at ground level (and level 1) to align with the existing pedestrian pavement and building line. Significantly the proposed building setback will 'give back' 208sqm of private land from the subject site to public realm at street level.

Refer Figure 24 below showing the interface of the proposal with Clayton Road.

The proposed retail tenancies at ground level fronting Clayton Road in this location (which may include a future café uses) will create an active, transparent and commercial interface with the street. Each retail tenancy will have direct pedestrian access to the Clayton Road public realm. A further retail tenancy will be located on level 1 of the building and will either be utilised stand alone or in conjunction with one of the ground level tenancies.

The primary residential entrance to the building will be located on Centre Road, separating the residential and commercial entrances and providing a separate sense of arrival and address to the building. The commercial tenancies (second and third floors) will be accessed by their own entrance and lobby accessed also from Centre Road.



Figure 24:  
Visualisation of the proposal (podium), prepared by Ewart Leaf



At the upper levels (first to third floors) of the podium have been well designed to orient the proposed retail and commercial tenancies to take advantage of views to the street (east and south), whilst acknowledging the likely future development interface to the immediate north and west.

The car park (above ground) has been well concealed within the building and the interface with the street limited. In particular to Clayton Road car parking with interface to the street is limited to level 1 (including mezzanine level 1a) and second floor of the building to the north east corner of the podium. While a small portion of car parking is presented to the south west corner of the site. Where the car park does interface with the street, the façade has been appropriately screened via a mix of planting and architectural screens that form an integral element of the façade.

Above the podium (base of the tower), the proposal will deliver 513sqm of private community amenities and services, with access to a substantial outdoor communal terrace of 510sqm. In addition a second private communal terrace area (177sqm) is also located on level 15 of the building, taking advantage of the north western views to the Melbourne CBD.

The tower component the building has been setback between 4.5m (at the closest point) and up to 9.9m to respond likely future built form context. The proposed setbacks ensure that adequate separation between buildings is provided and to address potential future visual amenity considerations, including access to daylight to the proposed apartments.

It is considered that the layout and mix of apartments at each level of the building has been appropriately designed to respond to the site interfaces, maximise access to daylight and to take advantage of views. Amenity considerations are further considered at Section 5.5 of this Report.

Further consideration of the overall building height, scale and mass as it relates to the integration with the existing and future context is further

discussed at Section 5.3.2 of this Report. Refer Figure 14: Visualisation of the proposal, prepared by Ewart Leaf below.

Overall it is considered that the composition and layout of the proposal provides an appropriate response and integration with the existing and future site context.



Figure 14: Visualisation of the proposal, prepared by Ewart Leaf

**5.3.2 Built Form, Scale and Mass**

It is considered that the proposed overall building height of between 55.7m to 62m (at the highest point of level 16) is appropriate to respond to the prominent location of the site at the southern entrance to the Clayton Activity Centre, having regard for the significant State policy and emerging local policy aspirations under the CACPP.

Whilst it is acknowledged that the existing built form context is low scale, State policy and the CACPP envisage a major transformation of the area and the existing physical context.

The proposal is the first strategic renewal site to be redeveloped in the Activity Centre in support of this emerging policy. Therefore, it is considered that any proposal for the subject land should give priority to the future built form context, noting the full extent of change will evolve over time. What may appear 'out of context' today, ultimately may play an important role and statement for the future context.

The CACPP provides direction for preferred massing, scale and form of the Activity Centre. Preferred building height for Precinct 1 (Central Retail) is nominated to be between circa 32m (or eight (8) storeys) to circa 35m (or ten (10) storeys) across the Precinct. It is noted that the development requirements are expressed as 'preferred' (not as mandatory maximum heights) and may be varied.

The subject land is identified as a strategic 'key renewal' site with a 'preferred' height of ten (10) storeys. Similarly, a 'preferred' ten (10) storey height is directed to the land to the north / west (also strategic 'key renewal' sites) and east of the subject site. The shops fronting Clayton Road are identified as eight (8) storey 'preferred' height.

It is also noted that the land in Clayton Road to the south of Centre Road (in the City of Kingston) is identified within the City of Kingston draft Housing Strategy (2019) to be developed for 'Substantial Change'. The strategy provides current policy support for at least four (4) storeys and



identifies that future outcomes (in terms of building heights) will be determined as via evolving Activity Centre strategic planning.

In reality the development of the Clayton Activity Centre will not occur in such a way that yield, height and form envisaged by the CACPP will be evenly distributed in a consistent and repetitive preferred 8-10 storey design response. It is anticipated that scale and form will likely and necessarily vary greatly across the Precinct due to the constraints of the existing subdivision pattern and fragmented ownership of small lots fronting Clayton Road. Major site consolidation would be needed to establish an ultimate height, form and scale needed to deliver the yield outcomes assumed by the CACPP. Such consolidation may not be possible or financially viable, severely limiting the ability to achieve ultimate strategic outcomes to support the CACPP and State policy aspirations.

The subject land is the largest privately owned strategic renewal site in the CACPP capable of imminent development (noting the adjoining Coles land is larger, but occupied). The land is ideally positioned to achieve a high yield mixed use development that makes optimum utilisation of strategic renewal site capable of delivering density outcomes to meet policy expectations.

Optimising the development yield of such an important site will necessitate the delivery of a higher building form than envisaged by the CACPP preferred building envelope. In turn this will relieve pressure on smaller landholdings that are more difficult to consolidate, less suitable or adaptable to develop, or may produce greater off-site amenity impacts if redeveloped. It is considered that this is appropriate and an essential design and development response to assist in securing the future viability of the Activity Centre.

It is also considered that a 'site specific' strategic response to new built form will lead to a more dynamic mix of scale and urban form across the Activity Centre with more varied height and mass outcomes. This may result in a number of site specific exemplars or 'landmark' buildings

being established and will assist in defining a high quality architectural character and aesthetic for the future Centre.

The subject site is ideally positioned to minimise off site amenity impacts and create a new landmark at the entrance at the southern end of the Activity Centre. As a 'first mover', the proposal will establish a form, scale and character that will 'stand out' as an exemplar for new development to aspire and 'kick-start' urban renewal.

The proposal responds to the design guidance for Precinct 1 within the CACPP by providing a podium and tower composition. Whilst it is acknowledged that the proposal exceeds the preferred height of the CACPP, the context analysis and design response undertaken by Ewart Leaf demonstrates that the proposed height and form will sit appropriately within the future context. It is considered the proportions of the tower and the podium will sit comfortably in the future context of the Activity Centre along-side the preferred building heights of the CACPP.

Above podium level, the tower is setback from the street boundary generally by 9m (approx.) which is greater than required by the CACPP (minimum of 5m). The increased setbacks create a more slender tower form (than that envisaged by the CACPP requirements) reducing the visual mass of the building.

The mass of the tower has been articulated through use of vertical 'slip forms' creating three (3) discrete components. The upper most levels of the building (levels 15 and 16) have been 'peeled' back and staggered to respond to view lines within the Clayton Road, with the highest elements of the tower located to the Eastern side of the site where the prominence of the building form will be read in the scale of the podium at street level.

It is considered that a lower building form or a more 'squat' podium / tower form would not be appropriate to define the entrance of the Centre and would be a missed opportunity to create a 'landmark' statement. It is considered that the scale of the podium and the tower should present as distinct elements when viewed from the street. Refer Figure 25 below comparison with the CACPP building envelope

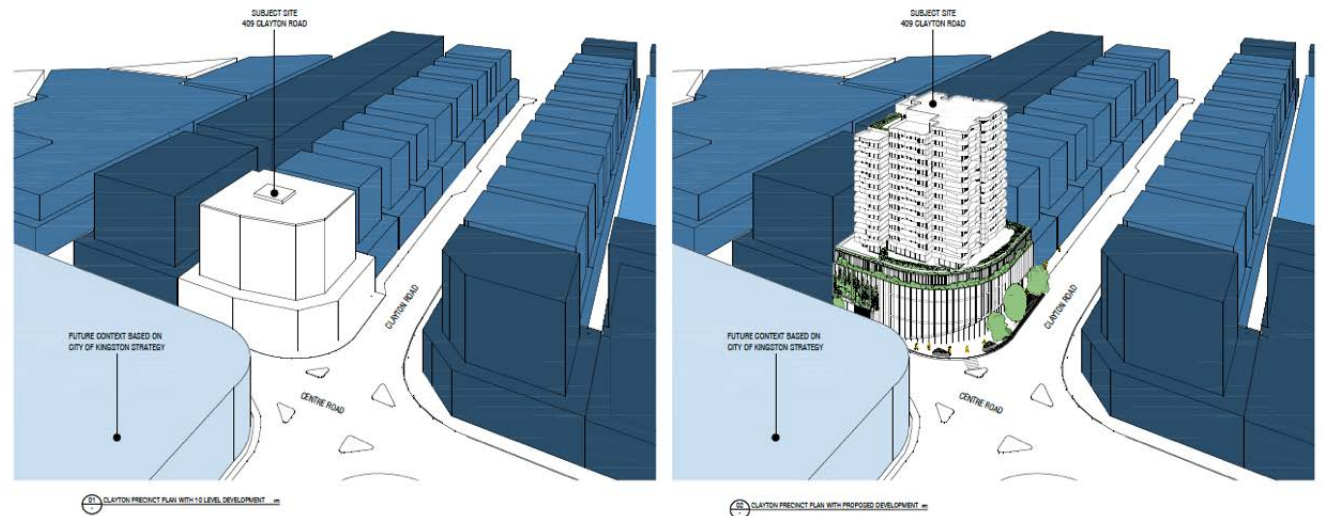


Figure 25: Design Response - Future Context, prepared by Ewart Leaf



Overall it is considered that the proposal will sit comfortably within the future urban context and the height, mass and form of the building is appropriate. Limiting the development of the subject site to that proposed by the building envelope of the current CACPP may result in an underutilisation of the development of the site in this key location and a missed opportunity to achieve the policy aspirations at both a State and local level.

Figures 26 and 27 showing a visualisation of the proposal in the existing and future context.



Figure 26: Visualisation of the proposal in existing Clayton Road context, prepared by Ewart Leaf

Figure 27: Visualisation of the proposal in future '8 storey' Clayton Road frontage, prepared by Ewart Leaf





**5.4 HAS THE PROPOSAL BEEN DESIGNED TO PROVIDE ADEQUATE INTERNAL AMENITY AND LIVABILITY?**

The proposal will provide a good level of amenity and for future occupants. The building has been well designed to provide future residents with a high level of internal amenity and accessibility.

Refer to extract of typical apartments in Figure 24.

All dwellings have been well designed to meet the internal layout and configuration requirements to achieve a high level of compliance with the requirements of Clause 58 of the planning scheme.

This is demonstrated through the following:

- Each unit is provided with an efficiently designed layout and access to a private open space area (balcony / terraces with a minimum area of 9sqm up to 139sqm) which exceeds the minimum Clause 58 requirement of 8 square metres for balconies.
- All units have direct access to terraces immediately from the living rooms.
- All units have a functional and flexible layout that could be adjusted to meet the needs of incoming residents.
- All units meet the minimum internal dimensions for bedroom widths and living rooms.
- Study areas are incorporated into most apartments to provide ability for residents to easily 'work from home' in the post Covid19 environment;
- Natural light and amenity is provided to all rooms of each unit. No bedrooms rely on borrowed light. As demonstrated within the SMP assessment on average all units comply with the minimum access to daylight standards.
- Cross-ventilation is provided to meet the Standard of Clause 58 to approximately 30% of dwellings, which is considered a good outcome given the extent of provision of 1 bedroom dwellings. All 2

bedroom dwellings achieve the cross-ventilation standard of Clause 58.

- The building smart and efficient internal layouts including compact kitchens and laundry facilities and storage areas. Each unit is provided with robes and external storage at basement level sufficient to meet the objectives of Clause 58.

An assessment of the proposal against the provisions of Clause 58 of the planning scheme is contained in Appendix 1. Refer to Figure 28 for typical 1 bedroom and 2 bedroom apartment layout.

In addition, the proposal provides substantial on-site communal amenities, over and above those anticipated by a typical apartment development. The intention is for these facilities to provide residents with safe and secure amenities to meet their essential day to day needs in a post-Covid19 circumstance.

The provision of an area of private communal amenities / community centre (located above the podium at Level 4) will provide residents with opportunities to work, live and play within the development, building a greater sense of community and social engagement. The mix of facilities and services may include gymnasium, library, meeting rooms, working spaces, communal dining and cooking areas, lounge / entertainment spaces, etc. At this stage, however, the space will be flexible with the final mix of communal uses to be determined with input from the incoming residents and Owners Corporation.

Importantly the space will be limited 'residents only' access, with no access to the commercial tenants or the general public in order to ensure a secure and carefully managed environment. External service providers, such as personal care services or short-term child minding, may be engaged to operate from the space, however the services would again be limited to the use by residents only.

A large external terrace (510sqm) is provided with direct access to the amenities / community centres on Level 4 and will provide opportunities for outdoor recreation, gardening and relaxation. The terrace has

northern, eastern and southern orientation and will receive excellent access to sunlight, in particular between 9am to 2pm at the equinox.

A second outdoor terrace is located on level 15 of the building with north-westerly aspect. This terrace will be accessible by all residents and will take in views to the CBD. Both terraces will be subject to the preparation of a detailed landscape concept plan, which would be appropriate to include as a condition of permit.

It is considered that the proposal will deliver much sought after overall liveability for apartment residents and assist with creating a highly engaged community with access to all the needs of a post-Covid19 development.



Figure 28: Typical 1 bedroom and 2 bedroom apartment layout, prepared by Ewart Leaf



**5.5 WILL THE PROPOSAL RESULT IN UNACCEPTABLE ADVERSE OFF-SITE AMENITY IMPACTS?**

Overall, it is considered that the proposed development will not have any unreasonable impacts on the adjacent properties for the following reasons:

**5.5.1 Public Realm**

The proposal will result in significant improvements to the public realm in the immediate vicinity of the subject site and will be a catalyst for change in this section of Clayton Road and Centre Road.

At present (as a service station) the street environment surrounding the site is dominated by vehicle movement and passing traffic. There is limited landscaping and the environment feels unsafe and highly exposed.

The construction of the proposed building to the lot boundary along Centre Road is appropriate to match the adjoining Coles building and the location of the main residential and commercial entrances will create activity and passive surveillance. Further the removal of the existing crossovers and reduction to a single point of entry will improve pedestrian safety.

The construction of the building setback 3.7m from the eastern title boundary (to align with the adjoining chemist warehouse building) will 'give back' an addition 208sqm of private land to the public realm and the Clayton Road pedestrian network. This will significantly increase the extent / width of the pedestrian area within frontage of the building and serve as a generous pedestrian entrance to the shopping centre.

A landscape concept has been prepared by Ewart Leaf to demonstrate how the ground level retail tenancies and the public realm in this location may integrate. However this is a concept only at this stage. It is anticipated that the permit applicant would work with Council (and their

landscape department and/or appointed landscape architect) to deliver a public realm design outcome that aligns with Council's overall vision and aesthetic (including materials and vegetation types) under the CACPP. A condition of permit to deliver an integrated landscape concept at street level would be appropriate in the event of Council support.

**5.5.2 Overshadowing**

The proposal will result in overshadowing of the public realm due to the location of the site on the north-west corner of Clayton Road and Centre Road. Refer Figure 29 for shadow diagrams at 1pm and 2pm.

However it is considered that the extent of overshadowing is acceptable as shadows cast by the development will not fall on any private open space associated with residential or public land. Shadow diagrams prepared by Ewart Leaf show that shadows cast by the building between the hours of 9am to 1pm will generally fall within the front service areas and car parking areas of the commercial premises on the southern side of Centre Road. Shadows cast at 1pm will also fall across the intersection of Clayton Road and Centre Road. They will not reach the pedestrian environs or commercial premises to the south-east corner of the intersection.

Whilst the shadows cast after 2pm will reach the pedestrian environs or commercial premises on the north-eastern side of the intersection (eastern side of Clayton Road, north of Centre Road), the shadows cast would not significantly exceed the extent of shadows cast if the development of the subject site was undertaken per the height and setback requirements of the CACPP.

**5.5.3 Overlooking and Privacy**

The proposal will not result in any unreasonable overlooking or privacy concerns. Given the location of the land there will not be any direct overlooking of residential properties.

The building has also been well designed to plan for the potential of future overlooking conflicts with the properties to the north and west (should they be redeveloped in the future). The tower is setback a minimum of between 4.5m-5m from each of these boundaries. It is anticipated that similar setback would be provided on the adjoining properties in the event of their development and therefore would result in a minimum separation distance of 9m which would be consistent with Clause 58 of the Planning Scheme.



Figure 29: Shadow Diagrams between 1pm and 2pm at the equinox, prepared by Ewart Leaf



## Noise

The proposal will not result in any adverse impact associated with noise. It is anticipated that the building will only generate noise typically associated with a residential building. All loading and refuse collection will be undertaken internal to the building and is appropriate within the activity centre context.

Similarly all plant and services are located internal to the building or otherwise concealed at roof level.

## 5.6 DOES THE PROPOSAL ADEQUATELY ADDRESS TRAFFIC, ACCESS, AND CAR PARKING CONSIDERATIONS?

Traffic consultants One Mile Grid have undertaken a thorough assessment of the traffic generation, provision of car and bicycle parking for the proposed mixed use development. A summary of their key findings includes:

### 5.6.1 Access Arrangements

Vehicle access to the site will be limited to the existing western crossover in Centre Road. The three (3) existing crossovers will be removed with kerb, pedestrian pavement and outdoor public space (with landscaping) reinstated.

All vehicle movement to and from the site will be limited to left in and left out on Centre Road. These arrangements will significantly improve pedestrian safety and circulation adjacent to the site.

### 5.6.2 Parking

The car parking areas, provision for goods loading/unloading, circulation and grades between the parking levels, the provision of disability

accessible spaces and bicycle parking provision meet the design requirements of the Planning Scheme.

Car parking provision of 153 spaces for the residential development meets the requirements of the Planning Scheme. The commercial and retail parking provision of 43 spaces is considered appropriate having regard to the Activity Centre location of the development, appropriate car parking requirements in centres of a comparable type, the high levels of public transport access available and walkability in the locality.

A dispensation of 43 car spaces is sought in relation to the proposed retail and commercial uses. The parking demand analysis identifies this dispensation is appropriate as adequate staff parking is provided and also recognises the multi-purpose nature of customer visits to major Activity Centres.

The car park will include facilities for the charging of electric vehicles. Bicycle parking provision of 44 spaces within the ground level car park will meet the needs of employees, residents and residential visitors. In addition there are another 18 spaces provided along the street frontage that are available for use by visitors. As such the provision of bicycle parking exceeds the planning scheme requirements.

The provision of bicycle parking is also supported by the required end of trip facilities (2 x showers and change facilities) within the ground level of the building, as required by the planning scheme..

### 5.6.3 Traffic Impact

The likely peak traffic demand of each of the land uses proposed (residential, retail, commercial) has been analysed and compared with the previous service station operation.

A peak hour increase of 54 vehicle movements is concluded, although considered likely to be lower on weekends. The analysis concludes that this level of additional movement can be readily accommodated by the

surrounding road network and impacts will be minimised by the proposed limited site access arrangements as detailed

The transport assessment concludes the proposal will not result in a detrimental impact on the road network through traffic associated with the proposed uses.

Refer to One Mile Grid, Transport Impact Assessment, contained within Annexure 6.



# The proposal achieves a high level of compliance with the State and Local Planning Policy directions and should be supported.

## 6 Conclusion

This report has addressed the planning merits of a proposed development of the land for the purposes of a multi-level mixed use development. In conclusion:

- the proposal demonstrates a high level of compliance with the State and Local Planning Policy Frameworks, which seeks to increase residential density within existing Activity Centres, in particular the Clayton Activity Centre and Monash NIEC;
- the proposal will result in significant economic benefits to the State and the wider Monash area, including through construction (value \$67.50mil, plus 942 job-years on a state wide basis worth \$49.2mil) and 340 jobs ongoing on occupation (equating to an annual value add of \$16.1mil to the State economy);
- the provision of 152 new dwellings will deliver essential modern and affordable housing that will satisfy strong existing and future residential demand for apartment housing that is otherwise not provided in the local area and context of Monash;
- the proposal will facilitate the equivalent of 10% affordable housing based on apartments up to level 13 specifically allocated for purchase by low to moderate income earners in the 20-39 year age group and 5% of social housing dwellings above level 13 of the building, potentially to support vulnerable women in need with the support of Women's Housing Limited;
- the provision of new, modern office space and on-site retail amenity will provide new opportunities for businesses to locate within the local Clayton Activity Centre.
- the subject land is a redundant service station and identified strategic site for key renewal within the Clayton Activity Centre. Targeted housing is critical on such as site but is more likely to continue to take place outside, than inside, the Activity Centre if reliance is placed on land that is significantly more constrained by existing subdivision, ownership, location and scale factors.
- the proposed development will create a new landmark entrance at the southern end of the Activity Centre and 'kick start' Clayton

Activity Centre's supporting role to assist in delivering the State's vision for the Monash NIEC and its own 20-minute community.

- the proposed overall building height of between 55.7m to 62m (at the highest point of level 16) is appropriate to respond to the prominent location of the site at the southern entrance to the Clayton Activity Centre, having regard for the significant State policy and emerging local policy aspirations under the CACPP.
- the proposed podium has been innovatively designed and appropriately setback along each street frontage to align with the existing buildings in Clayton Road and 'give back' substantial private land for public use, significantly improving the public realm and pedestrian environs in this location of the Activity Centre;
- the proposal will provide substantial on-site communal amenities and open space, providing residents with safe and secure amenities to meet their essential day to day needs in a post-Covid19 environment and engender a greater community engagement within the building;
- the proposal will contribute to the reduction of greenhouse gas emissions and exceed the expectations of Council's ESD policy by targeting the achievement of a 5 Star Green Star rating pathway and meets Best Practice standard for Urban Stormwater Quality;
- the development provides a good level of internal amenity and accessibility to specifically cater for future occupants.
- the proposal will not result in unacceptable off-site amenity impacts; and
- the proposal provides sufficient car parking and bicycle parking to meet the needs of the proposed uses and will not result in any unreasonable impacts on the operation of the road network;

On balance, the proposal presents a good planning and design solution for the site should be supported by Council.

**A Different City Pty Ltd**

**Appendix 1– Clause 58 (Apartment Developments) Assessment**

<b>58.02 Urban Context</b>	
<b>58.02-1 Urban context</b>	<ul style="list-style-type: none"> <li>To ensure that:               <ul style="list-style-type: none"> <li>the design responds to the existing urban context or contributes to the preferred future development of the area</li> <li>development responds to the features of the site and the surrounding area.</li> </ul> </li> </ul>
<b>Standard D1</b>	<ul style="list-style-type: none"> <li>The design response must be appropriate to the urban context and the site.</li> <li>The proposed design must respect the existing or preferred urban context and respond to the features of the site.</li> </ul>
Assessment	Achieved – Refer to urban planning report and architectural plans package.
<b>58.02-2 Residential policy</b>	<ul style="list-style-type: none"> <li>To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.</li> <li>To support higher density residential development where development can take advantage of public and community infrastructure and services.</li> </ul>
<b>Standard D2</b>	<ul style="list-style-type: none"> <li>An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes how the development is consistent with any relevant policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.</li> </ul>
Assessment	Achieved – Refer to urban planning report for detailed discussion.
<b>58.02-3 Dwelling diversity</b>	<ul style="list-style-type: none"> <li>To encourage a range of dwelling sizes and types in developments of ten or more dwellings.</li> </ul>
<b>Standard D3</b>	<ul style="list-style-type: none"> <li>Developments of ten or more dwellings should provide a range of dwelling sizes and types, including dwellings with a different number of bedrooms.</li> </ul>
Assessment	Achieved – The development consists of 105 x one bedroom apartments, 46 x two bedroom apartments, 1 x three bedroom apartment, which provides an efficient and compact housing product.
<b>58.02-4 Infrastructure</b>	<ul style="list-style-type: none"> <li>To ensure development:               <ul style="list-style-type: none"> <li>is provided with appropriate utility services and infrastructure</li> <li>does not unreasonably overload the capacity of utility services and infrastructure.</li> </ul> </li> </ul>
<b>Standard D4</b>	<ul style="list-style-type: none"> <li>Development should be connected to reticulated services, including reticulated sewerage, drainage, electricity and gas, if available.</li> <li>Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads.</li> <li>In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure</li> </ul>
Assessment	Achieved – The site is appropriately connected to services and any upgrade required will be undertaken as part of the project.
<b>58.02-5 Integration with the street</b>	<ul style="list-style-type: none"> <li>To integrate the layout of development with the street.</li> </ul>



<b>Standard D5</b>	<ul style="list-style-type: none"><li>• Developments should:<ul style="list-style-type: none"><li>◦ provide adequate vehicle and pedestrian links that maintain or enhance local accessibility.</li><li>◦ be oriented to front existing and proposed streets.</li></ul></li><li>• High fencing in front of dwellings should be avoided if practicable.</li><li>• Development next to existing public open space should be laid out to complement the open space.</li></ul>
Assessment	Achieved – Refer to urban planning report for detailed discussion. The proposed retail tenancies along Clayton Road provide transparent glass and direct access from the street.
<b>58.03 Site Layout</b>	
<b>58.03-1 Energy efficiency</b>	<ul style="list-style-type: none"><li>• To achieve and protect energy efficient dwellings and buildings</li><li>• To ensure:<ul style="list-style-type: none"><li>◦ the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.</li></ul></li><li>• dwellings achieve adequate thermal efficiency.</li></ul>
<b>Standard D6</b>	<ul style="list-style-type: none"><li>• Buildings should be:<ul style="list-style-type: none"><li>◦ Oriented to make appropriate use of solar energy.</li><li>◦ Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced.</li></ul></li><li>• Living areas and private open space should be located on the north side of the development, if practicable.</li><li>• Developments should be designed so that solar access to north-facing windows is optimised.</li><li>• Dwellings located in a climate zone identified in Table D1 should not exceed the maximum NatHERS annual cooling load specified in the table.</li></ul>
Assessment	Achieved - the maximum number of dwellings benefit from a northerly orientation, comfortable outdoor spaces and appropriate levels of daylight to all habitable rooms at all levels.
<b>58.03-2 Communal open space</b>	<ul style="list-style-type: none"><li>• To ensure that communal open space is accessible, practical, attractive, easily maintained and integrated with the layout of the development.</li></ul>
<b>Standard D7</b>	<ul style="list-style-type: none"><li>• Developments with 40 or more dwellings should provide a minimum area of communal open space of 2.5 square metres per dwelling or 250 square metres, whichever is lesser.</li><li>• Communal open space should:<ul style="list-style-type: none"><li>◦ Be located to:<ul style="list-style-type: none"><li>◦ Provide passive surveillance opportunities, where appropriate.</li><li>◦ Provide outlook for as many dwellings as practicable.</li><li>◦ Avoid overlooking into habitable rooms and private open space of new dwellings.</li><li>◦ Minimise noise impacts to new and existing dwellings.</li></ul></li><li>◦ Be designed to protect any natural features on the site.</li></ul></li><li>• Maximise landscaping opportunities.</li><li>• Be accessible, useable and capable of efficient management.</li></ul>
Assessment	Achieved – 510sqm of open space is located on level 4, directly accessed by the private communal services / community centre. A further 177sqm of communal open space is located on level 15 of the proposal. Both open spaces areas located so that no overlooking of any residence will occur and provides opportunities for appropriate landscaping to be provided. A requirement for the provision of a landscape plan should be included as a condition of permit.
<b>58.03-3 Solar access to communal outdoor open space</b>	<ul style="list-style-type: none"><li>• To allow solar access into communal outdoor open space.</li></ul>



<b>Standard D8</b>	<ul style="list-style-type: none"><li>• The communal outdoor open space should be located on the north side of a building, if appropriate.</li><li>• At least 50 per cent or 125 square metres, whichever is the lesser, of the primary communal outdoor open space should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.</li></ul>
Assessment	Achieved – Both communal open space areas have been well positioned to ensure that 50% of the open space will receive more than 2 hour direct sunlight. The Level 4 open space (east and north facing) will receive full sunlight between 9am and 12noon at the equinox. While the Level 15 open space (north west facing) will receive over 50% of direct sunlight from 2pm onwards.
<b>58.03-4 Safety</b>	<ul style="list-style-type: none"><li>• To ensure the layout of development provides for the safety and security of residents and property.</li></ul>
<b>Standard D9</b>	<ul style="list-style-type: none"><li>• Entrances to dwellings should not be obscured or isolated from the street and internal accessways.</li><li>• Planting which creates unsafe spaces along streets and accessways should be avoided.</li><li>• Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways.</li><li>• Private spaces within developments should be protected from inappropriate use as public thoroughfares.</li></ul>
Assessment	Achieved – The main residential entrance to the building is located on Centre Road, which leads to a residents only residential lobby and lift areas, minimising potential conflicts with the general public. The entrance to the level 2 & 3 commercial tenancies is located adjacent the residential entrance and is provided with its own commercial lobby and lift access. Access to the retail tenancies is direct from Clayton Road, via separate entrances. The first floor retail area will be accessed from internal to the retail premises on ground level, via a stair. Access to this tenancy will also be available via the commercial lift. All car parking areas provide clear and direct access to lifts and common areas.
<b>58.03-5 Landscaping</b>	<ul style="list-style-type: none"><li>• To encourage development that respects the landscape character of the area.</li><li>• To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance.</li><li>• To provide appropriate landscaping.</li><li>• To encourage the retention of mature vegetation on the site.</li><li>• To promote climate responsive landscape design and water management in developments that support thermal comfort and reduces the urban heat island effect.</li></ul>
<b>Standard D10</b>	<ul style="list-style-type: none"><li>• The landscape layout and design should:<ul style="list-style-type: none"><li>○ Be responsive to the site context.</li><li>○ Protect any predominant landscape features of the area.</li><li>○ Take into account the soil type and drainage patterns of the site and integrate planting and water management.</li><li>○ Allow for intended vegetation growth and structural protection of buildings.</li><li>○ In locations of habitat importance, maintain existing habitat and provide for new habitat for plants and animals.</li><li>○ Provide a safe, attractive and functional environment for residents.</li></ul></li><li>• Development should provide for the retention or planting of trees, where these are part of the urban context.</li><li>• Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made.</li><li>• The landscape design should specify landscape themes, vegetation (location and species), paving and lighting.</li><li>• Development should provide the deep soil areas and canopy trees specified in Table D2.</li><li>• If the development cannot provide the deep soil areas and canopy trees specified in Table D2, an equivalent canopy cover should be achieved by providing either:<ul style="list-style-type: none"><li>○ Canopy trees or climbers (over a pergola) with planter pits sized appropriately for the mature tree soil volume requirements.</li></ul></li><li>• Vegetated planters, green roofs or green facades.</li></ul>



Assessment	Achieved – The subject site is located in a highly exposed part of the Clayton Shopping Centre that is generally devoid of onsite vegetation and limited landscaping in the street. The proposal will increase the land available to the public realm by setting the building back from the property boundary along Clayton Road and providing an additional 205sqm of land to improve the landscape interface in this location. A landscape concept plans has been prepared, however it is anticipated that a condition of permit be included in the permit to enable a coordinated approach to landscaping of the public realm consistent with the evolving CACPP. In addition landscaping is provided along the facade of the building (in particular Centre Road) in the form of planter boxes and creepers to soften the interface of the podium with the street.
<b>58.03- 6 Access</b>	<ul style="list-style-type: none"><li>To ensure the number and design of vehicle crossovers respects the urban context.</li></ul>
<b>Standard D11</b>	<ul style="list-style-type: none"><li>The width of accessways or car spaces should not exceed:<ul style="list-style-type: none"><li>33 per cent of the street frontage, or</li><li>if the width of the street frontage is less than 20 metres, 40 per cent of the street frontage.</li></ul></li><li>No more than one single-width crossover should be provided for each dwelling fronting a street.</li><li>The location of crossovers should maximise the retention of on-street car parking spaces.</li><li>The number of access points to a road in a Road Zone should be minimised.</li><li>Developments must provide for access for service, emergency and delivery vehicles.</li></ul>
Assessment	Achieved – Refer to traffic impact assessment and urban planning report. The proposal replaces four (4) existing crossovers along the site frontages (associated with the former service station use) and provides a single vehicular crossover at the south western corner of the site from Centre Road. This access has been designed to ensure all likely vehicles attending the site (including refuse collection) may enter and exit the site in a forwards direction.
<b>58.03- 7 Parking location</b>	<ul style="list-style-type: none"><li>To provide convenient parking for resident and visitor vehicles.</li><li>To protect residents from vehicular noise within developments.</li></ul>
<b>Standard D12</b>	<ul style="list-style-type: none"><li>Car parking facilities should:<ul style="list-style-type: none"><li>Be reasonably close and convenient to dwellings.</li><li>Be secure.</li><li>Be well ventilated if enclosed.</li></ul></li><li>Shared accessways or car parks of other dwellings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.</li></ul>
Assessment	Achieved – Refer to traffic impact assessment and urban planning report. Convenient parking for 196 car is provided within the basement level of the building and each up to Level 3, with convenient access to the lifts.
<b>58.03- 8 Integrated water and stormwater management</b>	<ul style="list-style-type: none"><li>To encourage the use of alternative water sources such as rainwater, stormwater and recycled water.</li><li>To facilitate stormwater collection, utilisation and infiltration within the development.</li><li>To encourage development that reduces the impact of stormwater run-off on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.</li></ul>
<b>Standard D13</b>	<ul style="list-style-type: none"><li>Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use.</li><li>Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority.</li><li>The stormwater management system should be:<ul style="list-style-type: none"><li>Designed to meet the current best practice performance objectives for stormwater quality as contained in the <i>Urban Stormwater – Best Practice Environmental Management Guidelines</i> (Victorian Stormwater Committee 1999) as amended.</li></ul></li><li>Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas.</li></ul>





Assessment	Achieved - Refer to the Sustainability Management Plan for a detailed assessment of storm water management, which demonstrates a STORM rating of 135% is achieved. Rainwater tank of 60,000L is proposed at the basement level which will service toilets within the building and reduce the storm water runoff.
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### 58.04 Amenity Impacts

<b>58.04-1 Building setback</b>	<ul style="list-style-type: none"> <li>To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area.</li> <li>To allow adequate daylight into new dwellings.</li> <li>To limit views into habitable room windows and private open space of new and existing dwellings.</li> <li>To provide a reasonable outlook from new dwellings.</li> <li>To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.</li> </ul>
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<b>Standard D14</b>	<ul style="list-style-type: none"> <li>The built form of the development must respect the existing or preferred urban context and respond to the features of the site.</li> <li>Buildings should be set back from side and rear boundaries, and other buildings within the site to: <ul style="list-style-type: none"> <li>Ensure adequate daylight into new habitable room windows.</li> <li>Avoid direct views into habitable room windows and private open space of new and existing dwellings. Developments should avoid relying on screening to reduce views.</li> <li>Provide an outlook from dwellings that creates a reasonable visual connection to the external environment.</li> </ul> </li> <li>Ensure the dwellings are designed to meet the objectives of Clause 58.</li> </ul>
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Assessment	Achieved - Refer to urban planning report for detailed discussion. The building is to be built to the lot line along Centre Road and setback up to 3.70m from the Clayton Road property boundary, providing 205sqm of private land to the public realm. The alignment of the buildings at ground level will match the existing alignment of buildings in Clayton Road. The upper levels of the building (tower) are to be setback between 4.50m up to 19m (approx..) consistent with the directions of the setbacks contained in the CACPP.
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<b>58.04-2 Internal views</b>	<ul style="list-style-type: none"> <li>To limit views into the private open space and habitable room windows of dwellings within a development.</li> </ul>
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<b>Standard D15</b>	<ul style="list-style-type: none"> <li>Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the private open space of a lower-level dwelling directly below and within the same development.</li> </ul>
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Assessment	Achieved - Internal views to private open space and habitable rooms have been minimised throughout. The position of balconies and terraces has been designed to limit overlooking within the development and will result in no overlooking of adjoining properties.
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<b>58.04-3 Noise impacts</b>	<ul style="list-style-type: none"> <li>To contain noise sources in developments that may affect existing dwellings.</li> <li>To protect residents from external and internal noise sources.</li> </ul>
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<b>Standard D16</b>	<ul style="list-style-type: none"> <li>Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings.</li> <li>The layout of new dwellings and buildings should minimise noise transmission within the site.</li> <li>Noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings.</li> <li>New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources.</li> <li>Buildings within a noise influence area specified in Table D3 should be designed and constructed to achieve the following noise levels: <ul style="list-style-type: none"> <li>Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am.</li> <li>Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm.</li> </ul> </li> <li>Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements.</li> <li>Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.</li> </ul>
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Assessment	Achieved – Noise associated with the proposal will be limited to typical residential outcomes. All plant and equipment is screened or located internal to the building.
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## 58.05 On Site Amenity and Facilities

<b>58.05-1 Accessibility</b>	<ul style="list-style-type: none"><li>To ensure the design of dwellings meets the needs of people with limited mobility.</li></ul>
<b>Standard D17</b>	<ul style="list-style-type: none"><li>At least 50 per cent of dwellings should have:<ul style="list-style-type: none"><li>A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom.</li><li>A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area.</li><li>A main bedroom with access to an adaptable bathroom.</li></ul></li><li>At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D4.</li></ul>
Assessment	Achieved - detailed floor plans demonstrate compliance with this standard is achieved. Dwelling entrances and doorways to main bedrooms are 850mm in width. A clear path of a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an all units provide adaptable access to bathroom and the living areas.
<b>58.05-2 Building entry and circulation</b>	<ul style="list-style-type: none"><li>To provide each dwelling and building with its own sense of identity.</li><li>To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents.</li><li>To ensure internal communal areas provide adequate access to daylight and natural ventilation.</li></ul>
<b>Standard D18</b>	<ul style="list-style-type: none"><li>Entries to dwellings and buildings should:<ul style="list-style-type: none"><li>Be visible and easily identifiable.</li><li>Provide shelter, a sense of personal address and a transitional space around the entry.</li></ul></li><li>The layout and design of buildings should:<ul style="list-style-type: none"><li>Clearly distinguish entrances to residential and non-residential areas.</li><li>Provide windows to building entrances and lift areas.</li><li>Provide visible, safe and attractive stairs from the entry level to encourage use by residents.</li><li>Provide common areas and corridors that:<ul style="list-style-type: none"><li>Include at least one source of natural light and natural ventilation.</li><li>Avoid obstruction from building services.</li></ul></li></ul></li><li>Maintain clear sight lines.</li></ul>
Assessment	Achieved - The main residential entrance to the building is located on Centre Road, which leads to a residents only residential lobby and lift areas, minimising potential conflicts with the general public. The entrance to the level 2 & 3 commercial tenancies if located adjacent the residential entrance and is provided with its own commercial lobby and lift access. Access to the retail tenancies is direct from Clayton Road, via separate entrances.
<b>58.05-3 Private open space</b>	<ul style="list-style-type: none"><li>To provide adequate storage facilities for each dwelling.</li></ul>
<b>Standard D19</b>	<ul style="list-style-type: none"><li>A dwelling should have private open space consisting of:<ul style="list-style-type: none"><li>An area of 25 square metres, with a minimum dimension of 3 metres at natural ground floor level and convenient access from a living room, or</li><li>An area of 15 square metres, with a minimum dimension of 3 metres at a podium or other similar base and convenient access from a living room, or</li><li>A balcony with an area and dimensions specified in Table D5 and convenient access from a living room, or</li><li>A roof-top area of 10 square metres with a minimum dimension of 2 metres and convenient access from a living room.</li></ul></li></ul>



	<ul style="list-style-type: none"><li>If a cooling or heating unit is located on a balcony, the balcony should provide an additional area of 1.5 square metres.</li></ul>
Assessment	Achieved - Detailed floor plans at each level demonstrate compliance with this standard is achieved with each unit provided with a minimum balcony or terrace over 9sqm, with direct access from a living room.
<b>58.05-4 Storage</b>	<ul style="list-style-type: none"><li>To provide adequate storage facilities for each dwelling.</li></ul>
<b>Standard D20</b>	<ul style="list-style-type: none"><li>Each dwelling should have convenient access to usable and secure storage space.</li><li>The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D6.</li></ul>
Assessment	Achieved - Detailed floor plans demonstrate compliance with this standard is achieved with internal storage volume of a minimum of 6 cubic metres and external storage volume of a minimum of 4.2 cubic metres. Each dwelling is provided with external allocated within the car park levels.
<b>58.06 Detailed Design</b>	
<b>58.06-1 Common property</b>	<ul style="list-style-type: none"><li>To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained.</li><li>To avoid future management difficulties in areas of common ownership.</li></ul>
<b>Standard D21</b>	<ul style="list-style-type: none"><li>Developments should clearly delineate public, communal and private areas.</li><li>Common property, where provided, should be functional and capable of efficient management.</li></ul>
Assessment	Achieved - All common property and communal spaces both internally and externally have been designed with a clear function in mind and can be appropriately managed and maintained by the Owners Corporation. The private amenities area / community centre located on level 4 is not provided with a detailed floor plan at present to provided flexibility for how the space will be used, which will be managed by the Owners Corporation.
<b>58.06-2 Site services</b>	<ul style="list-style-type: none"><li>To ensure that site services can be installed and easily maintained.</li><li>To ensure that site facilities are accessible, adequate and attractive.</li></ul>
<b>Standard D22</b>	<ul style="list-style-type: none"><li>The design and layout of dwellings should provide sufficient space (including easements where required) and facilities for services to be installed and maintained efficiently and economically.</li><li>Mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development.</li><li>Mailboxes should be provided and located for convenient access as required by Australia Post.</li></ul>
Assessment	Achieved - Adequate spaces is provided within the residential lobby to provide for mail boxes, etc.
<b>58.06-3 Waste and recycling</b>	<ul style="list-style-type: none"><li>To ensure dwellings are designed to encourage waste recycling.</li><li>To ensure that waste and recycling facilities are accessible, adequate and attractive.</li><li>To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.</li></ul>
<b>Standard D23</b>	<ul style="list-style-type: none"><li>Developments should include dedicated areas for:<ul style="list-style-type: none"><li>Waste and recycling enclosures which are:<ul style="list-style-type: none"><li>Adequate in size, durable, waterproof and blend in with the development.</li></ul></li></ul></li></ul>



- Adequately ventilated.
- o Located and designed for convenient access by residents and made easily accessible to people with limited mobility.
- o Adequate facilities for bin washing. These areas should be adequately ventilated.
- o Collection, separation and storage of waste and recyclables, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as appropriate.
- o Collection, storage and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing.
- o Adequate circulation to allow waste and recycling collection vehicles to enter and leave the site without reversing.
- o Adequate internal storage space within each dwelling to enable the separation of waste, recyclables and food waste where appropriate.
- Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and:
  - o Be designed to meet the best practice waste and recycling management guidelines for residential development adopted by Sustainability Victoria.
- Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements.

Assessment

Achieved - Refer to Waste Management Plan for detailed initiatives and management of waste for the development. Bin storage is provided within the basement. It is understood that collection by a suitable waste contractor will occur in accordance with a waste management plan and the access to the basement has been well designed to accommodate refuse vehicles.

### 58.07 Internal Amenity

#### 58.07-1 Functional layout

- To ensure dwellings provide functional areas that meet the needs of residents.

#### Standard D24

- Bedrooms should:
  - o Meet the minimum internal room dimensions specified in Table D7.
  - o Provide an area in addition to the minimum internal room dimensions to accommodate a wardrobe.
- Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table D8.

Assessment

Achieved - The detailed floor plans at each level of the building demonstrate compliance with the minimum internal bedroom and living room standards are achieved.

#### 58.07-2 Room depth

- To allow adequate daylight into single aspect habitable rooms.

#### Standard D25

- Single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height.
- The depth of a single aspect, open plan, habitable room may be increased to 9 metres if all the following requirements are met:
  - o The room combines the living area, dining area and kitchen.
  - o The kitchen is located furthest from the window.
  - o The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level. This excludes where services are provided above the kitchen.
- The room depth should be measured from the external surface of the habitable room window to the rear wall of the room.

Assessment

Achieved - The detailed floor plans demonstrate compliance with this standard is achieved. Refer to SMP & ESD assessment which demonstrates that adequate daylight is achieved to all apartments within the development to meet this standard.

#### 58.07-3 Windows

- To allow adequate daylight into new habitable room windows.

#### Standard D26

- Habitable rooms should have a window in an external wall of the building.
- A window may provide daylight to a bedroom from a smaller secondary area within the bedroom where the window is clear to the sky.
- The secondary area should be:



- A minimum width of 1.2 metres.
- A maximum depth of 1.5 times the width, measured from the external surface of the window.

Assessment

Achieved – All habitable windows have a window external facing from the building. The detailed floor plans demonstrate compliance with this standard is achieved. Refer to SMP & ESD assessment which assessment demonstrates that adequate daylight is achieved to all apartments within the development to meet this standard.

#### 58.07-4 Natural ventilation

- To encourage natural ventilation of dwellings.
- To allow occupants to effectively manage natural ventilation of dwellings.

#### Standard D27

- The design and layout of dwellings should maximise openable windows, doors or other ventilation devices in external walls of the building, where appropriate.
- At least 40 per cent of dwellings should provide effective cross ventilation that has:
  - A maximum breeze path through the dwelling of 18 metres.
  - A minimum breeze path through the dwelling of 5 metres.
  - Ventilation openings with approximately the same area.
- The breeze path is measured between the ventilation openings on different orientations of the dwelling.

Assessment

Part Achieved – The detailed floor plans demonstrate that approximately 30% of dwellings achieve cross ventilation required by the standard. It is considered that this is acceptable given the layout of the building and the dwelling mix, with a high proportion of 1 bedroom apartments within the development. Refer to SMP & ESD assessment for further assessment of the natural ventilation.