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554-558 HIGH STREET ROAD, MT WAVERLEY

Amendment to
Planning Permit No.
TPA/49751/A

Prepared for
PACE DEVELOPMENT GROUP
26 October 2021

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1. INTRODUCTION

This report has been prepared by Urbis Pty Ltd on behalf of Pace Development Group in support of a planning permit amendment application on the land at No. 554-558 High Street Road, Mount Waverley (the subject site).

The relevant planning permit for the site (Permit No. TPA/49751) was issued on 17 September 2019 allowing:

- *“Use of the land as a 'retirement village' under clause 32.08-2 of the General Residential Zone;*
- *Use of the land as a 'food and drink premises (cafe)' under clause 32.08-2 of the General Residential Zone;*
- *Construction of a building or construction or carrying out of works for a section 2 use under clause 32.08-9 of the General Residential Zone;*
- *Construction of a building or construction or carrying out of works under clause 44.05-2 of the Special Building Overlay; and*
- *Creation or altering of access to a road in a Road Zone, Category 1.”*

This application is made under Section 72 of the *Planning and Environment Act 1987* to amend Permit No. TPA/49751 to allow for:

- change to permit preamble and conditions;
- changes to the plans.

This report has been informed by amended plans prepared by Pace Development Group, dated 22 October 2021. It is provided in supplement for the purpose of the forthcoming VCAT proceeding P11033/2021 in review, pursuant to Section 79 of the *Planning and Environment Act 1987*, of Council's failure to grant a planning permit within the prescribed time frame.

The key points of this proposal are:

- The proposal seeks amendments to the approved three to seven storey building through a reduction in height by one level, internal rearrangements and built form modifications.
- The site is located within the General Residential Zone (Schedule 2) (GRZ2) and is affected by a Special Building Overlay (SBO).
- The site is located immediately adjacent to the Syndal Neighbourhood Activity Centre, as well as a number of shops and services to meet the needs of future occupants, as well as being well connected via a number of public transport nodes.

Importantly, pursuant to the Monash Planning Scheme, an amended permit is required for:

- Use of the land for retirement village under clause 32.08-2 of the General Residential Zone;
- Construction of a building or construction or carrying out of works for a section 2 use under clause 32.08-9 of the General Residential Zone;
- Construction of a building or construction or carrying out of works under clause 44.05-2 of the Special Building Overlay;
- Creation or altering of access to a road in a Road Zone, Category 1; and
- Reduction of the car parking requirement for retirement village under Clause 52.06 (Car Parking).

Overall, the proposed amendment continues to provide a high-quality development that positively responds to the State and Local Planning Policy by presenting an opportunity for higher density development that can accommodate increased housing needs within the surrounding area.

The development will provide a high level of internal amenity for future occupants whilst being respectful of the adjoining residential properties. For the reasons outlined in this report, the amended proposal is worthy of approval.

2. SITE AND SURROUNDS

2.1. SUBJECT SITE

The subject site is located on the southern side of High Street Road, Mt Waverley 100 metres west of the intersection with Blackburn Road. The site, No. 554-558 High Street Road, is formally known as:

- Lot 1 on Plan of Subdivision 041442 (Volume 08225 Folio 024)
- Land in Plan of Consolidation 100104 (Volume 8828 Folio 163)

Both titles are subject to a drainage and sewerage easement along the rear boundary.

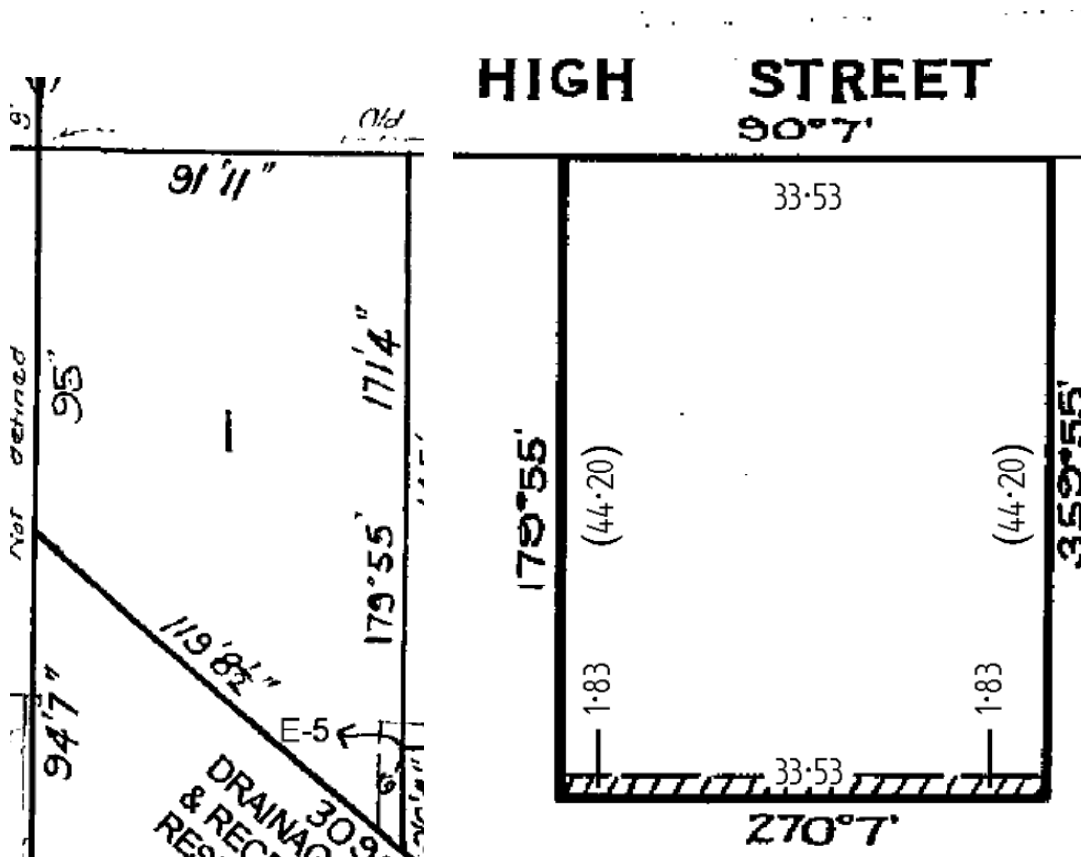


Figure 1 Title plans

The site has a frontage of 61 metres to High Street Road to the north. The site is irregular in shape and yields a total lot area of 2,637 square metres. The site is currently vacant, clear of vegetation and enclosed by temporary fence after the demolition of the on-site swimming centre and gym buildings.

The site benefits from the Victorian Civil and Administrative Tribunal (VCAT) issued Planning Permit No. TPA/49751 dated 17 September 2019 for a multi-level mixed use development comprising 79 retirement village units and a food and drink premises of 181 square metres on the site.



Figure 2 Aerial photo of the subject site and the surrounds. Source: Nearmap.



Figure 3 Site interface to High Street Road (looking south) Source: Google Street View.

2.2. IMMEDIATE INTERFACES

The subject site's interfaces are described below.

2.2.1. North

To the north of the site is High Street Road, an arterial road within Road Zone Category 1. High Street Road features two-way (four in total) lanes with a tree-planted nature strip and pedestrian footpath on either side.

Beyond that is an established residential area under the same GRZ2 and Larch Crescent. East of Larch Crescent are the shops and commercial premises at the Syndal Neighbourhood Activity Centre (NAC).



Figure 4 High Street Road (looking west) Source: Google Street View.

2.2.2. East

The eastern boundary is bordered by the internal road to the Council carpark with mature tree-planting and the New Royal Garden restaurant. East of the restaurant is the commercial premises associated with Blackburn Road and the Syndal NAC.



Figure 5 Carpark to the east. Source: Google Street View.

2.2.3. South/Southwest

The southern boundary is bound by a drainage reserve, formally named St Clair Crescent Reserve, and car parking. Further south is the established residential area in St Clair Street.



Figure 6 St Clair Street (looking southwest). Source: Google Street View.

2.2.4. West

Land adjoining the site to the west is used for a nursery. Adjoining the nursery to the west is Lee Avenue. Adjoining Lee Avenue to the west is land used for residential purposes.



Figure 7 Nursery No. 552 High Street Road (looking south). Source: Google Street View.

2.3. BROADER AREA

The surrounding area, within a proximity to the Syndal NAC, is characterised by a mixture of development, with single and double storey detached residential dwellings with street tree planting and landscaping within front and rear setbacks of lots, as well as the emerging double storey multi-unit infill developments.

Built form in the surrounding area features a predominately pitched roof form in the residential areas to the west, whilst to the east of St Clair Crescent Reserve, a commercial and mixed-use context, features flat roof forms in the Syndal NAC and along Blackburn Road.



Figure 8 Aerial photo of the wider area. Source: Nearmap.

The site, located between the residential areas to the southwest and the commercial context in Blackburn Road and High Street Road, is highly accessible and surrounded by major road networks and a system of public transport infrastructure, including tram and bus routes. The site is located immediate to Syndal NAC and walking distance of institutions, services and the public transport network, including:

- 5 - 10 minutes to Syndal Train Station, Syndal Baptist Church, Waverley Rail Trail (shared pathway), St Christopher's School, Huntingtower School, Waverley Community Learning Centre and Mount Waverley Tennis Club.
- 10 – 20 minutes to Wesley College Glen Waverley Campus, Glendal Primary School, Glen Waverley Shopping Centre and Waverley Private Hospital.
- Bus routes in High Street Road and Blackburn Road, connecting to the bus route node at Glen Waverley Shopping Centre.

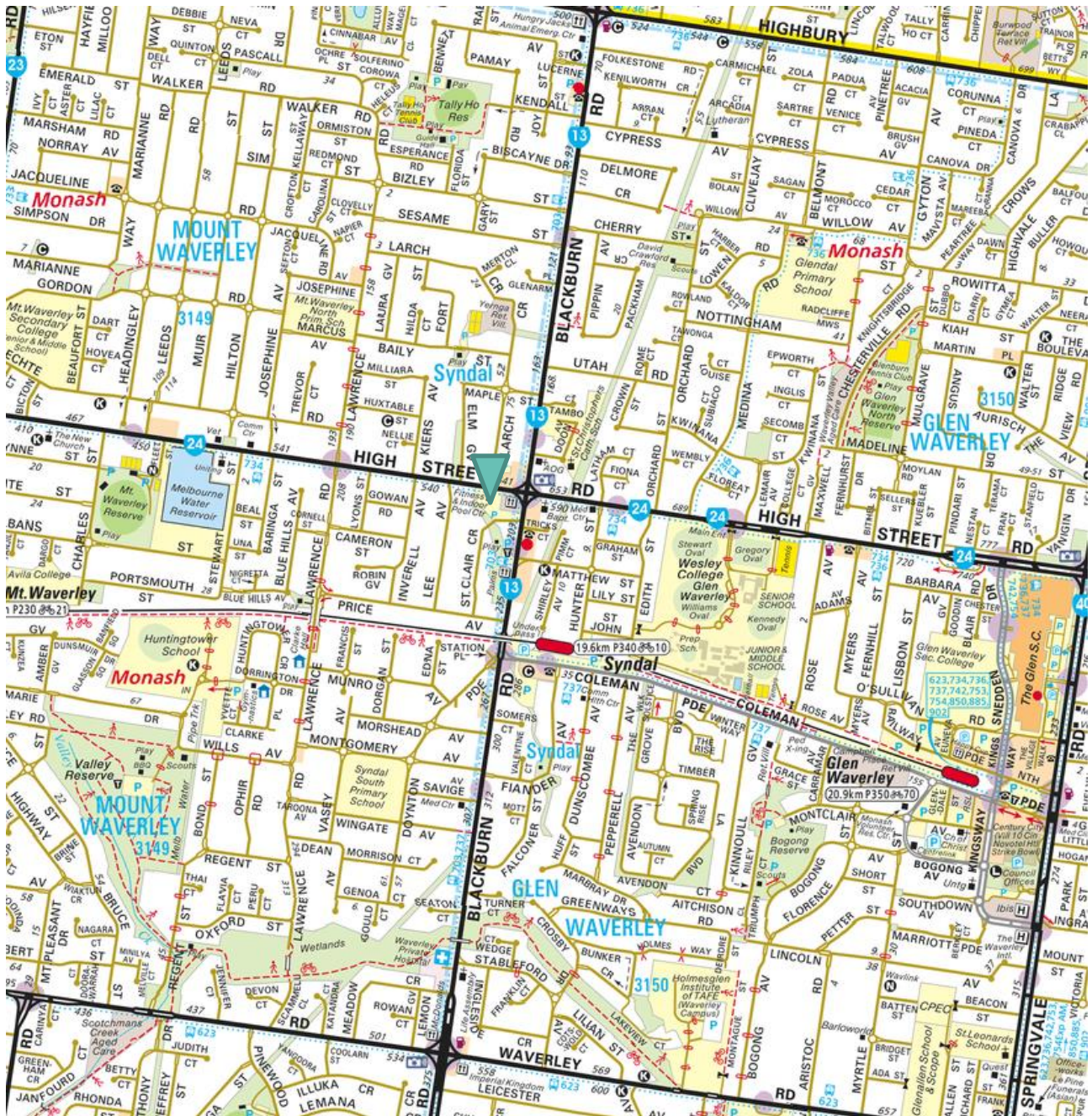


Figure 9 Site Location Map

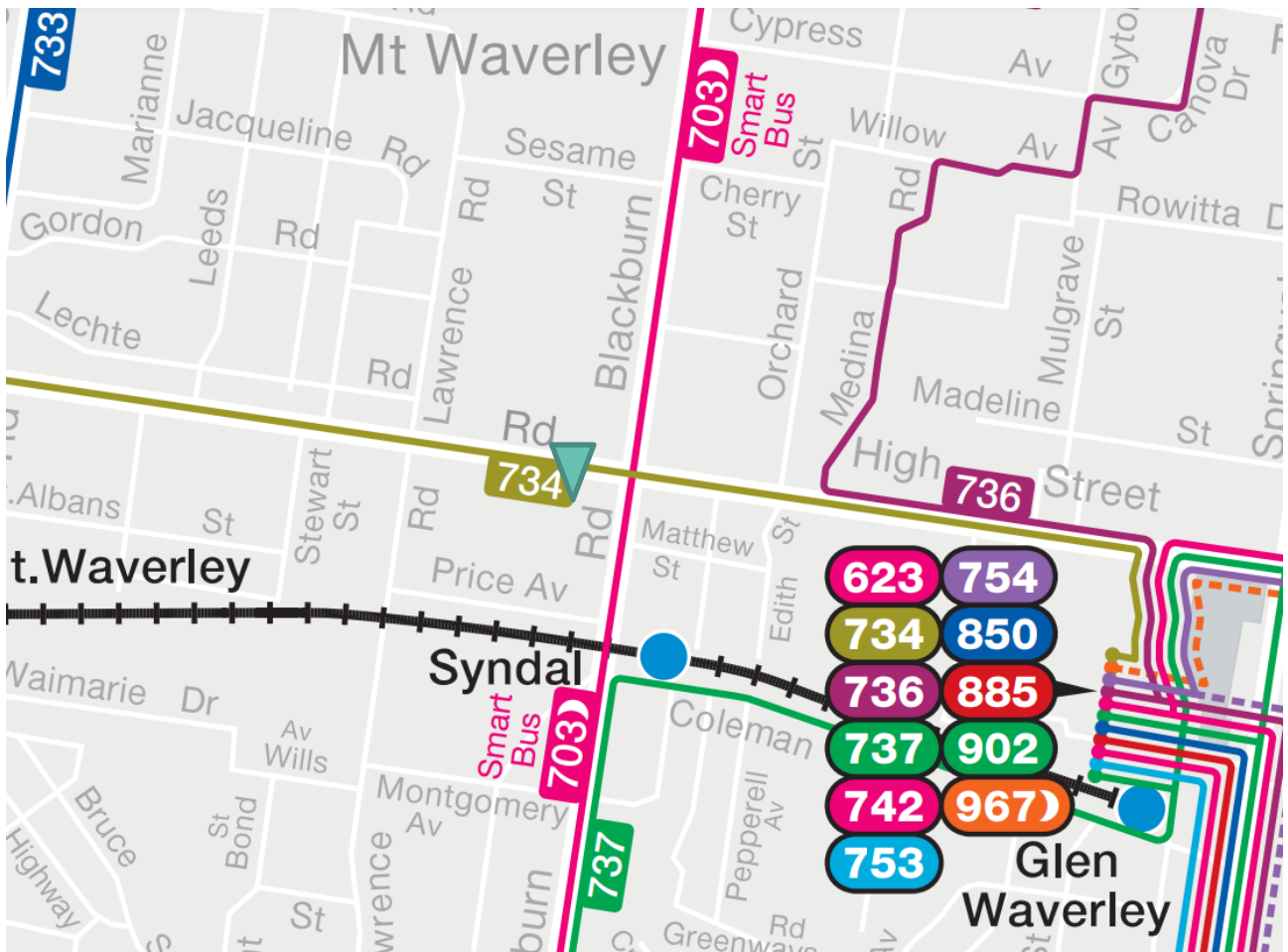


Figure 10 Public Transport map. Source: Public Transport Victoria.

2.4. PERMIT HISTORY

Planning Permit No. TPA/49751 was issued at the direction of VCAT on 17 September 2019 for a multi-level mixed use development comprising 79 retirement village units and a food and drink premises of 181 square metres on the site.

The previous VCAT decision *Pace Development Group Pty Ltd v Monash CC [2019] VCAT 1416* outlined the key matters it contemplated in its approval of the development, with the following relevant to this amendment application:

- There was clear policy support for increased intensity of development on the land, particularly given the site's characteristics (large size, main road frontage, limited sensitive interfaces, previous commercial use and proximity to an activity centre with access to public transport and commercial uses) and the proposed use as a retirement village.
- The Planning Scheme provisions and the Monash Housing Strategy identified an ageing population, a need to increase housing options for older people and a need to provide support for housing that allows for ageing in place with access to services and public transport. A key consideration was the development's ability to provide for the shortfall of retirement village accommodation in the municipality and offer a unique retirement living option with services onsite and nearby.
- The Tribunal were satisfied that the proposal provided an acceptable landscape response that reflected the garden city character sought by policy.
- There were limited off-site amenity impacts and the proposal achieved a high standard of amenity for future residents.

Since that time, an amendment was lodged with Monash City Council on 22 December 2020, pursuant to Section 72 of the *Planning and Environment Act 1987*. The changes proposed included:

- Increase in dwelling numbers from 79 to 88;
- Increase in car parking provision from 89 to 91;
- Increase in bicycle parking provision from 53 to 58;
- Reduce in food and drink premises floor area from 181sqm to 163sqm;
- Internal rearrangement of gym and concierge facilities;
- Internal rearrangement of dwelling layouts;
- Associated changes to building form and setbacks;

The application was advertised, and two objections were received. The application was referred to Council's internal units.

On 17 June 2021 an Application for Review was lodged with VCAT under Section 79 of the *Planning and Environment Act 1987*.

Monash City Council issued a Notice of Decision to Refuse to Grant an Amendment to a Permit on 24 June 2021 on the following grounds:

1. *The proposed apartments do not provide for adequate or appropriate internal amenity.*
2. *The proposal fails to maintain the Garden City Character with insufficient landscaping opportunities.*
3. *The proposal will have an adverse impact to the streetscape of High Street Road.*

3. PROPOSED AMENDMENT

3.1. PROPOSED CHANGES TO PLANS

The following changes are proposed to the architectural plans, noting that condition 1 plans have not previously been submitted for endorsement. The dwelling mix and sizes have been modified to respond to the specific affordable housing requirements of Homes Victoria's Big Housing Build Program.

Of note, the purchase of the amended development by the affordable housing provider National Affordable Housing Consortium, with funding by Homes Victoria and the Department of Treasury, has now been approved subject to finalisation/execution of the funding deed.

The proposed changes largely relate to:

- Deletion of Level 5, resulting in a maximum building height of six storeys (reduced from seven)
- Addition of four units to the eastern side of Basement 01 with the ground floor dwellings above setback and two additional dwellings within the communal open space at Level 1, resulting in a total of 97 units
- Removal of gym and concierge facilities, yoga/ meditation room and the café floor area to allow for additional units at Ground Level
- Associated changes proposed to building form and setbacks
- Reconfigured basement layout and a reduced number of car parking spaces to 75
- Additional landscaping to the northern boundary fronting High Street Road
- Substitution of bike and resident storage spaces in lieu of the gym at Ground Level
- Addition of an open-air courtyard within the central communal area at Ground Level

Please refer to the table below for the details of changes.

Table 1 – Proposed Amendment Summary

Description	Existing Approval (VCAT Decision Plan)	Proposed October 2021 Amendments	Proposed October 2021 Amendments
Site Area	2,637 m ²		
Height	Maximum 7 storeys and 22.91 metres above NGL Maximum 3 storeys at the podium to the south Plus two basement levels	Maximum 7 storeys Maximum 3 storeys at the podium to the south Plus two basement levels	Maximum 6 storeys Maximum 3 storeys at the podium to the south Plus two basement levels
Street Setback	0-2.18 metres from High Street Road	No change	No change
Side & Rear Setbacks	The revised setbacks are consistent with the approved setbacks. Please refer to the table in Section 5.4.3.		
Retirement Village Units	One-Bedroom – 18 (28%)	One-Bedroom – 33 (37.5%)	One-Bedroom – 56 (58%)

Description	Existing Approval (VCAT Decision Plan)	Proposed October 2021 Amendments	Proposed October 2021 Amendments
	Two-Bedroom – 61 (72%) Total – 79 Units	Two-Bedroom – 55 (62.5%) Total – 88 Units Ranging in size from 50m ² to 77m ² each unit	Two-Bedroom – 40 (41%) Three-Bedroom – 1 (1%) Total – 97 Units Ranging in size from 50m ² to 100m ² each unit
Food and Drink Premises Floor Area (Ground Level)	181 m ²	166 m ²	Deleted and replaced with additional units
Private Open Space	Ranging from 8m ² to 57m ² to each unit	Ranging from 8m ² to 58 ² to each unit	Ranging from 8m ² to 12m ² to each unit
Car Parking Spaces	89 parking spaces (surplus 4 spaces)	92 (surplus 2 spaces)	75 parking spaces (Shortfall 23 spaces)
Bicycle Spaces	53 spaces	58 spaces	46 spaces

3.1.1. Amended Built Form

The focus of the proposed amendments is to adjust the design in accordance with internal changes to comprise a better mixture of housing stock (one- to three- bedroom units). The amendments include a reconfiguration of the shared spaces of the building.

The main details of the amended proposal are clearly depicted in the architectural plans and the Statement of Changes, and could be summarised as follows:

Basement 01 and 02

- Additional east-facing units on Basement 01 Plans with a setback provided above at ground floor.
- Internal reconfiguration of storage areas, services, water tanks and parking layout resulting in a reduced number of car parking spaces.
- Deletion of bike spaces and relocation to the ground floor.
- Internal reconfiguration of the approved units on Basement 01 resulting in adjusted balconies and built form locations.

Ground Level

- Deletion of the café and replacement with additional units, and additional landscaping provided along the front title boundary.
- Removal of the gym and swimming pool in the north-western corner and replacement with additional units.
- Removal of the yoga/meditation room and replacement with additional unit.
- Relocation of bike facilities and storage facilities.

- Internal reconfiguration including to dwelling layouts, communal areas, fire booster, adjusted balconies and built form locations.

Level 01

- Reconfigured balconies and internal areas in the south-west including additional two units and a reduced communal garden.
- Increased setback for portions of the northern boundary to provide voids to the balconies below.
- Internal reconfiguration including to dwelling layouts, communal area, adjusted balconies and built form locations.

Level 02 – 03

- Reduction in terraces towards the southern edge of Level 02 through an increased setback from the west.
- Increased setback for portions of the northern boundary to provide voids to the balconies below.
- Reduction in the eastern balcony of Level 3 to create a clear 5.6m building setback, resulting in a decrease to the southern interface with the eastern light court.
- Internal reconfiguration including to dwelling layouts, adjusted balconies and built form locations.

Level 04 – 05 (Rooftop)

- A reduction of the western setback by 1 metre at Level 4 (to be 5 metres greater than the setback considered in the previous VCAT decision, compared to 6 metres in the decision plans submitted to Council).
- Renaming of Dwelling 509 to Dwelling 510 on Level 4, redesigned and the setback from the western boundary increased by an additional 3.8 metres to 5.3 metres.
- Deletion of all dwellings on Level 05, replaced with a communal roof terrace of 270 square metres. Level 05 now becomes the rooftop with a pergola and a lift overrun provided.
- Addition of solar panels shown on the roof to the south.
- Internal reconfiguration including to dwelling layouts, adjusted balconies and built form locations.

Elevations

- One storey is removed and the dwellings at Level 5 have been replaced with a communal outdoor rooftop area.
- Landscaping added along the ground level frontage to High Street Road.
- Increase in the western boundary wall height by 700mm and additional screening on Level 3.
- Reduction in the eastern balcony of Level 3 to create a clear 5.6m building setback, resulting in a decrease to the southern interface with the eastern light court.
- The Level 4 setback from the western boundary (Dwellings 502 and 503) increased by an additional 5 metres.
- Increased services screening height.
- Altered materials and finishes including balustrades, facades and the addition of metal framing elements, including:
 - Brick veneer replaced with textured cladding.
 - Adjustments to the location of the use of the concrete finish, metal cladding, aluminium frame and render finish.
 - The addition of glass balustrades.

- Elevations amended accordingly to accommodate internal reconfigurations and built form changes as already outline.

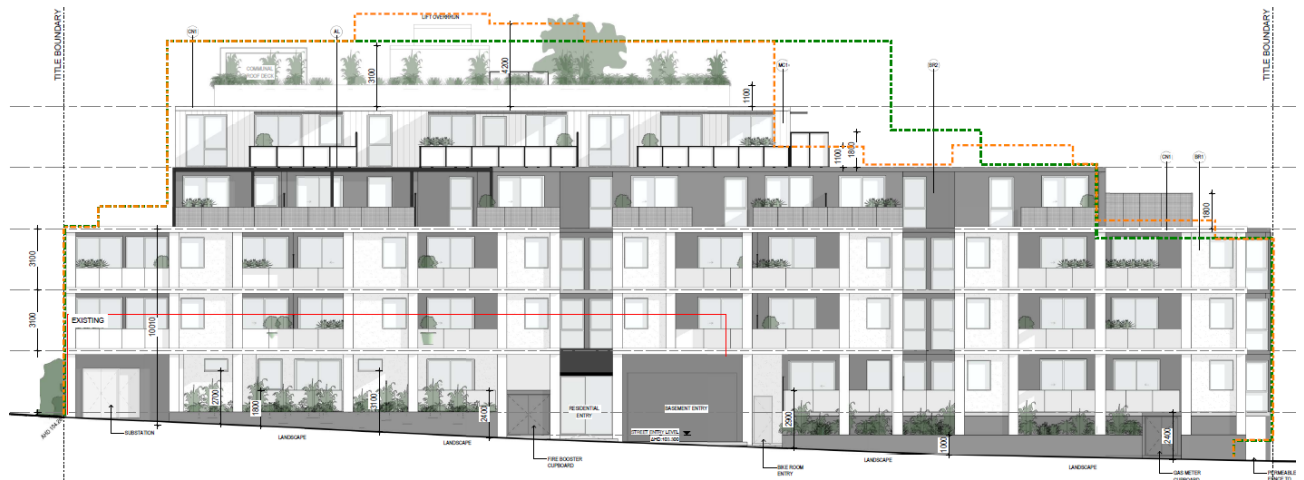


Figure 11 Streetscape Elevation to High Street Road (current proposal).

The proposed development continues to be of high architectural quality that reflects appropriate consideration of the site's context, and the diverse character of development, both existing and emerging, that is evident in surrounding the surrounding area.

The built form setbacks continue to be sensitively designed to mitigate impacts of overshadowing, overlooking and visual bulk to adjoining residential properties to the south and west, as well as provide articulation to assist with breaking up and eroding the mass of the building.

3.1.2. Landscaping Changes

The revised landscape plans have carefully considered the existing approval to provide for high quality inground landscaping along the front, side and rear boundaries that is reflective of the scale of landscaping within the drainage reserve and the surrounding area:

- Additional landscaping is provided along the street frontage in the form of planter boxes and within the internal communal courtyard at ground floor.
- The revised built form will continue to provide a sizeable landscaped communal space at Level 01 of 210 m², where tree planting and raised garden beds allow for above-ground landscaping opportunities.
- A significant improvement with respect to landscaping, is the inclusion of rooftop communal garden on Level 5 of 270 m². This area will include landscaping, a BBQ, dining areas and integrated benches. This area will be highly accessible with direct lift access and will receive excellent solar access.
- Landscaping is retained around the side and rear boundaries as per the current approval.

The amendment continues to provide a suitable landscaping response along internal interfaces between the units and an appropriate built form separation protecting the internal amenity.

3.2. PROPOSED CHANGE TO PREAMBLE & CONDITIONS

Given the deletion of the food and drinks premises and the reduction in car parking requirements, the permit preamble will need to be amended accordingly:

- *“Use of the land as a 'retirement village' under clause 32.08-2 of the General Residential Zone;*
- ~~*Use of the land as a 'food and drink premises (cafe)' under clause 32.08-2 of the General Residential Zone;*~~
- *Construction of a building or construction or carrying out of works for a section 2 use under clause 32.08-9 of the General Residential Zone;*

- *Construction of a building or construction or carrying out of works under clause 44.05-2 of the Special Building Overlay;*
- *A reduction in car parking requirements, pursuant to Clause 52.06; and*
- *Creation or altering of access to a road in a Road Zone, Category 1.”*

Conditions 24 -27 will also need to be deleted as they are associated with the food and drink premises.

Additionally, Condition 1 (a) is proposed to be deleted, with Level 4 being setback 5 metres, instead of the required 6 metres. Level 5 is proposed to be deleted as part of this amendment. This is further discussed within Section 5.3 of this report.

3.2.1. Traffic & Waste Management

The vehicular access continues to maintain a 5.5-metre-wide ramp from the middle of High Street Road frontage to the basement. This access point will service the basement car park access, as well as providing access to the waste collection zone and storage area.

The proposal seeks the reduction of the car parking provision required under Clause 52.06-5 of the Monash Planning Scheme. A total of 75 shared car parking spaces for future occupants are to be provided on within the basement levels, and 46 bicycle spaces are provided for within the development for occupants and visitors.

A waste room for 8 bins will remain in its location at Basement Level 01 accessible from the stair or lift. Waste will be removed from the site via private collection occurring within the basement level.

4. PLANNING FRAMEWORK OVERVIEW

4.1. PLANNING POLICY FRAMEWORK & LOCAL PLANNING POLICY FRAMEWORK

The Planning Policy Framework (PPF) seeks to implement the objectives of planning in Victoria (as set out in the *Planning and Environment Act, 1987*) to facilitate appropriate land use and development planning policies and practices that encompass relevant environmental, social and economic factors. Monash City Council has outlined their municipal strategic statement and local planning policies to direct the growth of the municipality. Key policies of relevance to this application are:

- Clause 11 (Settlement)
- Clause 11.01-1S (Settlement)
- Clause 11.01-1R (Settlement – Metropolitan Melbourne)
- Clause 11.02-1S (Supply of urban land)
- Clause 11.03-1S (Activity Centres)
- Clause 11.03-1R (Activity Centres – Metropolitan Melbourne)
- Clause 15 (Built Environment and Heritage)
- Clause 15.01-2S (Building design)
- Clause 15.01-4S (Healthy neighbourhoods)
- Clause 15.01-4R (Healthy neighbourhoods - Metropolitan Melbourne)
- Clause 15.01-5S (Neighbourhood Character)
- Clause 15.02-1S (Energy and resource efficiency)
- Clause 16 (Housing)
- Clause 16.01-1S (Housing supply)
- Clause 16.01-1R (Housing supply – Metropolitan Melbourne)
- Clause 16.01-2S (Housing Affordability)
- Clause 18 (Transport)
- Clause 18.02-1S (Sustainable Personal Transport)
- Clause 18.02-2R (Principle Public Transport Network)
- Clause 18.02-5 (Car Parking)
- Clause 21.01 (Introduction)
- Clause 21.04 (Residential Development)
- Clause 21.10 (Open Space)
- Clause 21.11 (Physical Infrastructure)
- Clause 22.01 (Residential Development and Character Policy)
- Clause 22.05 (Tree Conservation Policy)
- Clause 22.13 (Environmentally Sustainable Development Policy)
- Clause 22.04 (Stormwater Management)

Please refer to **Appendix A** for the details of planning policy framework and local planning policy framework.

4.2. PLANNING CONTROLS

4.2.1. Zoning

General Residential Zone – Schedule 2 (GRZ2)

The subject site is located in the General Residential Zone – Schedule 2 (GRZ2), Monash Residential Areas. The relevant purposes of the General Residential Zone include:

- *To encourage development that respects the neighbourhood character of the area*
- *To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

Pursuant to Clause 32.08-2, the approved use of the land for a retirement village requires a planning permit, as Accommodation (other than Community care accommodation, Dependent person's unit, Dwelling, Residential aged care facility and Rooming house) under Section 2. Accordingly, a retirement village is not required to meet the mandatory garden area requirement and the maximum building height.

Pursuant to Clause 32.08-6, a permit is required to construct a building associated with Section 2 use.

The original planning permit granted both the use and the associated building and works.

4.2.2. Overlay

Special Building Overlay (SBO)

Pursuant to this Clause, a permit is required to construct a building or construct or carry out works – Clause 44.05-2. The application had been referred to Melbourne Water by Council as the relevant floodplain management authority. They had no objection to the proposed amendment subject to conditions.

The original planning permit granted both the use and the associated building and works.

4.2.3. General and Particular Provisions

The following general and particular provisions apply to the proposed amendment:

Clause 52.06 – Car Parking

Clause 52.06 aims to ensure that an appropriate amount of car parking is provided to new developments. The requirements of this Clause relate to the likely demand anticipated, the function of the land, the local context and associated State and Local Planning Policy Frameworks.

Further, Clause 52.06 seeks to ensure that car parking does not adversely impact upon the amenity of an area and aims to support sustainable transport alternatives.

Pursuant to Clause 52.06-5, the car parking rate for the proposed units is as follows:

Table 2 - Car Parking Summary

Use	Statutory Requirement	No. of Spaces Required
Retirement Village	1 car space to each 1- or 2-bedroom unit	96 spaces
	2 car spaces to each 3-bedroom unit	2 spaces
Total		98 spaces

It is proposed to provide a reduced number of 75 car parking spaces for occupants requiring a permit under Clause 52.06-3.

No car parking spaces are required to be provided for visitors, as the site falls within the Principal Public Transport Network (PPTN).

Clause 52.29 – Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road

Pursuant to Clause 52.29-2 of the Monash Planning Scheme, a permit is required to create or alter access to a road in a Road Zone Category 1. The proposed amendment was referred to the Department of Transport by Council. They had no objection to the proposed amendment subject to conditions.

Clause 52.34 – Bicycle Facilities

Pursuant to Clause 52.34-1 of the Monash Planning Scheme, a new use must not commence until the required bicycle facilities and associated signage has been provided on the land.

The proposed development has a minimum statutory requirement of 29 bicycle spaces, pursuant to Clause 52.34 of the Monash Planning Scheme. The proposed development provides a total of 46 bicycle spaces which substantially exceeds the minimum requirement. The development also includes appropriate proportions of horizontal parking spaces.

5. APPROPRIATENESS OF THE AMENDMENT

5.1. KEY ISSUES

The key planning considerations for the assessment of this amendment application are as follows:

- Is the proposed amendment consistent with the provisions of the Monash Planning Scheme, including Planning Policy Framework (PPF) and Local Planning Policy Framework (LPPF)?

The proposed amendment continues to be highly responsive to policy and aligns with the direction for infill housing within areas with access services, public transport and employment opportunities, as discussed within Section 4.3.

- Does the amended built form provide an appropriate response to the site context?

The amended built form and design response, in terms of its presentation to key interfaces and incorporation of features of the surrounding area, and built form, will continue to sit comfortably within the preferred character and emerging features of the surrounding area, as discussed within Section 4.4.

- Does the amended built form result in any unacceptable off-site amenity impacts, including by way of visual bulk and overshadowing?

The amended built form results in minimal changes to the approved massing and will therefore continue to have an acceptable amenity impact on adjoining properties by way of visual bulk, overlooking and overshadowing, as discussed within Section 4.5.

- Will the amended built form achieve an appropriate level of internal amenity?

The amended built form continues to provide high-quality levels of internal amenity for future occupants, as discussed within Section 4.6.

- Will the proposed amendment result in unreasonable flooding risk?

The proposed amendment has been carefully designed to ensure that it will not result in any impacts on overland flow paths and prevent any unreasonable flooding risks, as discussed within Section 4.7.

- Does the proposed amendment provide adequate landscaping?

The proposed amendment aligns with the current planning permit through the provision of high-quality landscaping, including the incorporation of setbacks from all title boundaries of the site to allow for inground planting, as well as landscaping at various levels across the building to contribute to the visual interest and amenity of the proposed development, as discussed within Section 4.8.

- Will the proposed amendment result in acceptable transport and parking impacts?

The proposed amendment continues to provide acceptable levels of traffic generation and suitable car parking provisions for the level of development proposed, as discussed within Section 4.9.

Each of these matters are addressed in detail in the following sections of the report.

5.2. CONSISTENCY WITH PLANNING POLICY FRAMEWORK & LOCAL PLANNING POLICY FRAMEWORK

As confirmed within the previous VCAT decision, the site has considerable support for high density development. The proposed changes to the permit and plans do not significantly differ from what VCAT based its decision on in terms of the higher-level policies that apply to this site.

Under the Planning Policy Framework (PPF), urban redevelopment is encouraged within established residential suburbs. Housing affordability is encouraged in new development to cater for housing demand from households on very low to moderate incomes. This is achieved through increased well-located affordable housing stock closer to jobs, transport and services within the established suburbs. Design outcomes should be responsive to neighbourhood character and landscape.

The Monash Municipal Strategic Statement (MSS) and Local Planning Policy Framework (LPPF) suggests that different areas of the municipality have different capabilities to accommodate additional growth. The key

thrust of these policies is to direct residential developments to locations with the highest accessibility to public transport and services; being sites in and beside activity centres.

The broad intent of Monash's Local Planning Policy Framework, relevant to housing affordability and diversity, seeks to increase housing provision in medium and large urban developments and to meet the community needs, whilst ensuring new development is respectful to the existing character and amenity of established suburbs. The amended proposal continues to be compliant with respect to this.

One of the key issues of relevance to the development and the housing demand of the ageing population is outlined below:

The population in Monash is noticeably ageing, resulting in a shift in the demographic nature of the community. The needs of an older population are likely to differ in terms of accessibility for those with limited mobility and proximity to activity centres and facilities.

The proposed amendment continues to maintain initiatives that will meet the policy objectives of the Planning Policy Framework (Clauses 11, 15, 16, and 18), as well as the Municipal Strategic Statement and Local Planning Policies are supportive of the proposed development, for the following reasons:

- In response to increasing 'apartment' typology to meet the city's changing population demographics, in accordance with the objectives of Clause 11 (Settlement) and Clause 16 (Housing).
- The proposed amendment will increase housing provision and diversification within an established suburb supported by excellent access to a range of services and facilities, making efficient use of existing infrastructure in accordance with the provisions of Clause 11 (Settlement), Clause 16 (Housing) and Clause 19 (Infrastructure).
- Consistent with Clauses 11.03-1S (Activity Centres), 16.01-1R (Housing Supply – Metropolitan Melbourne), 16.01-2S (Housing Affordability) and 18.02-2R (Principal Public Transport Network), the site is located in proximity to an activity centre, community services and principal public transport network, and will contribute to enhancing existing 20-minute neighbourhoods.
- The proposed amendment results in a better mix of housing types which will provide additional, diversified housing options within Melbourne's inner-middle suburbs.
- Other than the appropriateness of the site for a multi-level development, the Planning Policy Framework requires consideration of the design response, built form and off-site amenity impacts. The proposal is in line with Clause 15 which seeks to achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.
- The site is located within a well-established residential area within proximity to public transport infrastructure, community and commercial services, employment opportunities and leisure facilities. The site is identified as Category 2 (Accessible Areas) under Monash Residential Development Framework (Clause 21.04-1) which has the future development potential and supports substantial residential growth.
- The proposed amendment will assist in accommodating the additional housing required to meet the needs of the ageing population as outlined in local policy (Clause 21.01). It is consistent with Clause 21.04 (Residential Development) and Monash's Strategy for an Ageing Community (2002 – 2011) which seek to increase housing stock that is accessible and includes a variety of housing types for aging population.
- The Monash Planning Scheme encourages greater housing diversity and choice in medium and large developments (Clause 21.04-3).
- The Monash Housing Strategy 2014 has identified housing affordability as a key issue within the municipality, with the Draft Monash Affordable Housing Strategy recognising that this issue needs to be addressed. In recent times, there has been a significant surge in the number of households experiencing housing stress due to the increased cost of housing and the lack of investment in social and affordable housing in the City of Monash. As identified within the Report to Council Meeting dated 28 April 2020, there were currently only 1,610 social housing dwellings in the municipality, however in 2016, work carried out by SGC on Council's behalf confirmed there was an unmet need for 6,640 affordable dwellings. Anticipated demand is expected to reach up to 8,350 dwellings by 2030. This identifies that there is a critical need to increase the supply of affordable housing. Through the provision of an additional 97 units, the proposal will assist in contributing to the currently limited supply.

- Clause 22.01 (Residential Development and Character Policy) seeks to protect and reinforce the key elements of Monash's urban structure and garden city character and maintain a clear distinction between the preferred character outcomes sought in different locations and contexts. The policy also notes key issues and objectives in relation to the built form and scale of development, public realm, pedestrian areas, parking and environmentally sustainable development. It is noted that the previous VCAT decisions stated that given the site's context, it would not be appropriate to apply the preferred character outcome in Clause 22.01.
- The amended built form continues to respect the location's existing and proposed built form character, featuring an accommodation building with recessed upper-levels and inground planting to the sensitive interfaces, recognising the predominance of low-scale dwellings to the southwest and south.
- The proposal achieves best practice in environmentally sustainable development (Clause 22.13) and includes stormwater management initiatives, e.g. rainwater tank for stormwater reuse to achieve best practice water quality performance (Clause 22.04).

The proposed amendment continues to respect the existing and emerging character of the area in terms of both built form and landscape character.

5.3. BUILT FORM

The proposed amendment is generally in-line with the approved built form save for the following key external built form changes:

- A reduction in the building height by one level (deletion of Level 5 and replacement with a communal rooftop area);
- Increase in height along the western podium boundary wall of 700mm in with additional screening provided on Level 3;
- Additional units to the eastern side of Basement 01, with the ground floor above being setback further;
- Internal reconfiguration which includes additional dwellings along the street frontage at ground floor and to the south-west on Level 1;
- Additional setbacks associated with balconies within the podium from the northern boundary;
- Increase in the setback of Dwelling 510 (formally 509) from the western boundary by between 3.8 metres and 5.3 metres; and
- The provision of a 5 metre setback at Level 4.

Generally, the proposed amendment retains the three-storey podium with progressively setback upper levels. The proposal continues to incorporate high-quality architectural features, with the building materials integrated in the development to provide interest to the design and reduce the building mass.

Within the previous VCAT decision, the street wall to High Street Road, the 'stepping' and modulation of the building and the activation to the public realm were all found to be features that responded well to policy and the site's context, with these being retained.

The amended development is assessed below, with each of the interfaces discussed in turn:

- Along the **northern** boundary, facing High Street Road, the amended proposal incorporates dwellings at ground floor instead of the previous food and drinks premises. The balconies above are setback further to provide for additional daylight access and to reduce their overhang. At ground floor, the proposal incorporates a mixture of planter boxes to soften the street interface. Windows and balconies within the podium provide activation to the public realm. Overall, the front façade continues to be well articulated and modulated with setbacks above the ground floor providing a variation that allows for a play in light and shadow through various times of the day.

In terms of landscaping, the amended proposal incorporates planter boxes within the front setback at ground floor to directly respond to Council's ground of refusal. This will contribute to the 'garden city character' by presenting a contemporary residential building with landscaping opportunities to this main road context. The increase in the landscaping in the frontage provides an improved outcome compared to the glazing interface as per the existing permit.

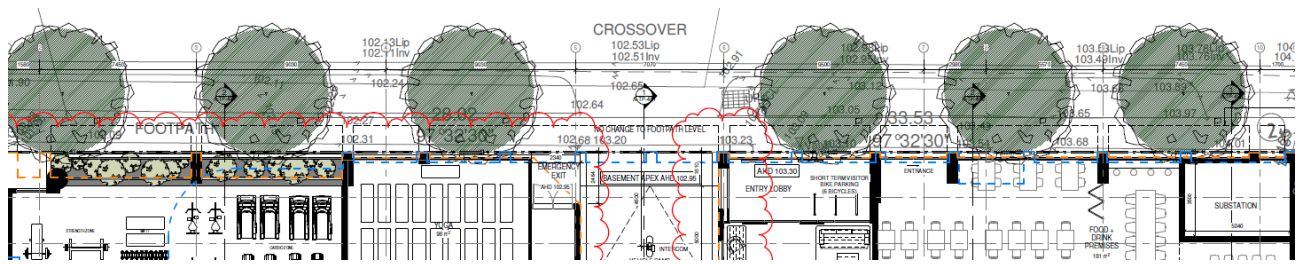


Figure 12 VCAT decision plans dated 2019

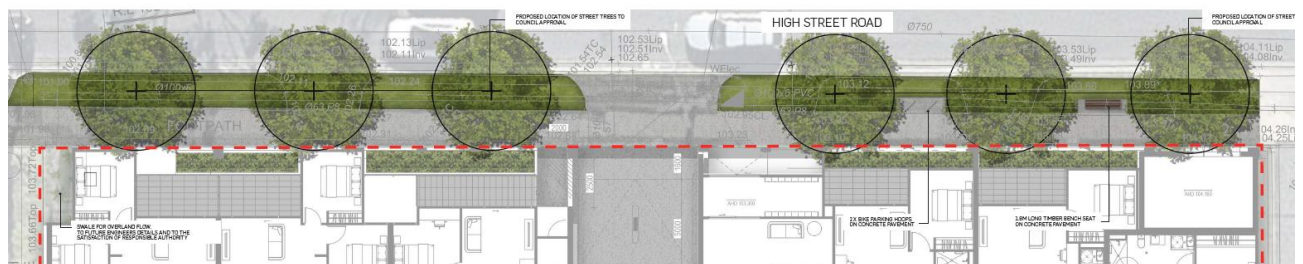


Figure 13 Proposed Amendment

- Along the **eastern** boundary, at ground floor, additional setbacks have been provided, in-line with those at first floor and above to create a setback area that allows access to daylight and natural ventilation for the new dwellings within the partial basement level below. At Level 3, an increased setback from the eastern boundary associated with the balcony results a decrease in the wall height to the southern interface with the eastern light court.
- To the **south** of the proposed building, the proposal is generally in accordance with the current planning approval, save for reconfiguration of balconies and walls.
- To the **southwest**, the 3 metre podium setback will continue to provide meaningful landscaping. Additional built form is proposed on Level 1 where the communal area is reduced, and an additional two dwellings are provided. This is acceptable given they are located towards the southern end towards the car park, away from the more sensitive residential interface. The built form and associated above-ground communal garden settings largely accord with the current approval. The break in the building's massing to the southwest to the communal space continues to provide articulation through a mixture of recessive and protruding elements to create visual interest. In addition, the incorporation of canopy trees and articulate and soften the presentation of the form to ensure the proposed development does not dominate the residential interfaces.
- Along the **western** elevation, the proposal continues to be generally in accordance with the approved development, save for an increased height of the western boundary wall and greater setbacks at the upper levels from the western boundary:
 - The increased height of the western boundary wall is marginal at 700mm as shown on the northern elevation. This increase would be imperceptible from the ground.
 - The plant and equipment screening above the podium is setback from all boundaries thus mitigating any potential visual impact when seen from the surrounds.
 - At Level 4, the proposed amendment incorporates an additional 5m setback from the western boundary. The previous VCAT decision required an additional setback 6 metres for the two upper two levels of the building (Levels 4 and 5). Whilst the proposal falls short by 1 metre of note, this amendment results in a reduction in height by one level, through the deletion of the upper-most level. Accordingly, given the overall height is reduced, there will be a commensurate reduction in visual bulk, which ensures that the proposed setback of Level 4 is acceptable. The progressive setbacks of the upper levels have been maintained and these continue to generally align with the building line west of Larch Crescent and provide a transition to the low scale context. Further, given the light colour of the upper level, it forms a recessive component when compared with the more solid base and darker mid-level.

- At Level 4, Dwelling 510 (formally 509) incorporates an additional setback of between 3.8 metres and 5.3 metres from the western boundary which will reduce visual bulk of the upper level when viewed from a distance.

The proposed colours and materials remain in a generally similar colour palette to the previous approval with the podium and upper level in a light colour, and the mid-levels and balustrades being a darker colour. This continues to provide variation across all facades of the proposal and represents a high quality and cohesive design, in-line with the approved development. Brick is proposed to be replaced with textured cladding to retain the fine grain detailing to the lower levels. The proposed amendment continues to enlist the use of large windows and landscaped balconies along the street presentation to High Street Road and the east to provide for articulation and integration with the streetscape.

The amended built form continues to provide adequate side and rear setbacks to allow for an inground landscaping response along all common boundaries of the site and to reduce visual bulk when viewed from these locations. Further, the development incorporates landscaped edge to the communal space at Level 01 to soften the presentation of these levels when viewed from the surrounds, in addition to the landscaping provided at ground level.



Figure 14 Indicative Landscape Buffer

The proposed setbacks ensure sufficient visual relief is provided between the development and adjoining built form when viewed from the public realm. They will also ensure that the internal amenity of the proposed development and adjoining properties is not compromised. Notably along the southern interface the development is separated by Council's carpark and St Clair Crescent Reserve from the nearest adjoining residential dwellings.

Overall, it is considered that the amended proposal in terms of its presentation to key interfaces and incorporation of features of the surrounding area, and built form, will sit comfortably within the existing character and contribute to the emerging contemporary suburban and garden city features of the surrounding area.

5.3.1. Off-site Amenity Impacts

Given the amendment is largely in-line with the approved development save for minor changes to the massing in the south-west and west, off-site amenity impacts limited. This has been maintained by:

- Where setbacks have been reduced or additional built form has been proposed, these have been in locations which are substantially setback from sensitive residential areas and as such, do not result in additional off-site amenity impacts.
- In-line with the current approval, and as noted within the previous VCAT decision, the windows and balconies of the proposal are setback in excess of 9 metres from any residential interface which limit views to nearby dwellings. The Tribunal has previously been satisfied that the setbacks of balconies and habitable room windows to boundaries provided for equitable development opportunities. These setbacks have not been reduced.

- The stepped built form continues to minimise the visual bulk of upper levels from the south and west. The spacing between the amended podium and the side and rear boundaries continues to allow the landscaping opportunities and leafy streetscape as contemplated under the current approval.

Additionally, of note, Level 5 has been deleted which results in a reduction in the overall height.

5.4. INTERNAL AMENITY

The dwellings have been reconfigured and continue to exhibit a high level of internal amenity for future occupants of the site. As part of the suite of internal reconfigurations, a central void allows for improved ventilation and daylight opportunities.

More substantial changes are as a result of additional dwellings at the basement level and ground floor:

- At Basement 1, the eastern dwellings are partially below ground and are located adjacent to a 5.6 metre setback from which to receive daylight and natural ventilation. An additional south-facing dwelling has also been incorporated at this level which faces the length of the setback area. In each instance, the dwellings are shallow, and bedrooms are located abutting the setback, thus providing direct solar access and maximising their daylight penetration. Dwelling layouts are generous and functional with outlooks toward a landscaped area along the eastern boundary, ensuring they are of a high amenity. This is indicated within Section 2 of TP401. The section confirms that whilst the dwellings are partially below ground, given the width of the setback, the internal amenity will be acceptable. Additionally, to the north, the amendment results in a decrease in the southern portion of the eastern boundary wall, which will increase the extent of daylight within this setback area.

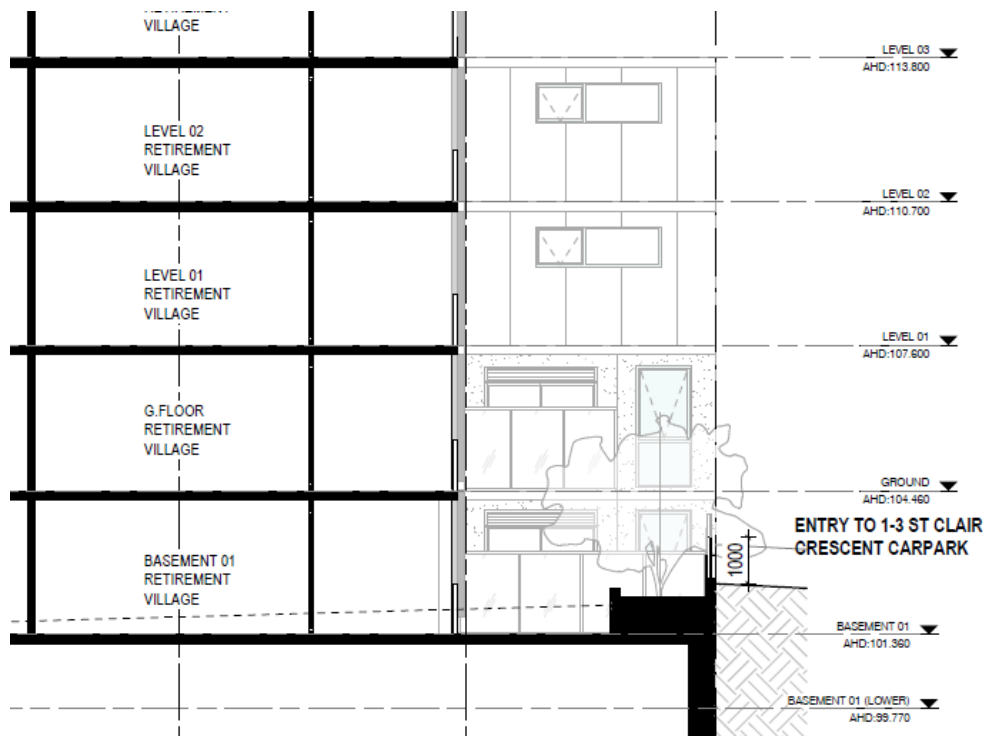


Figure 15 Section 02, on TP401

- Specifically with respect to the south-facing Dwellings 008 and 117, Section 2 of TP401, these will receive adequate daylight given they face out onto the length of the 5.6m wide setback and incorporate large windows as confirmed within Section 2 of TP401. Additional, setbacks have been provided from the eastern boundary to create a light court from which to receive additional daylight access. Large windows have been provided to the rooms facing this area.
- The proposed ground level dwellings are afforded with good internal amenity where they face High Street Road as they look out onto planter boxes and are north facing. This is clearly shown within the proposed ground floor plan. Directly above, the podium is setback to provide additional daylight access and reduce overhanging of these balconies. As depicted in Section 3 of TP401, whilst some bedroom windows are located at ground level, these are generally raised higher above ground level or behind a planter box to ensure that privacy is maintained whilst the internal floor levels are higher, ensuring the front fence does

not restrict access to daylight and outlook. Of note, these dwellings are all north-facing which ensures solar access is minimised. In any event, these are only a small number of dwellings within the overall development.

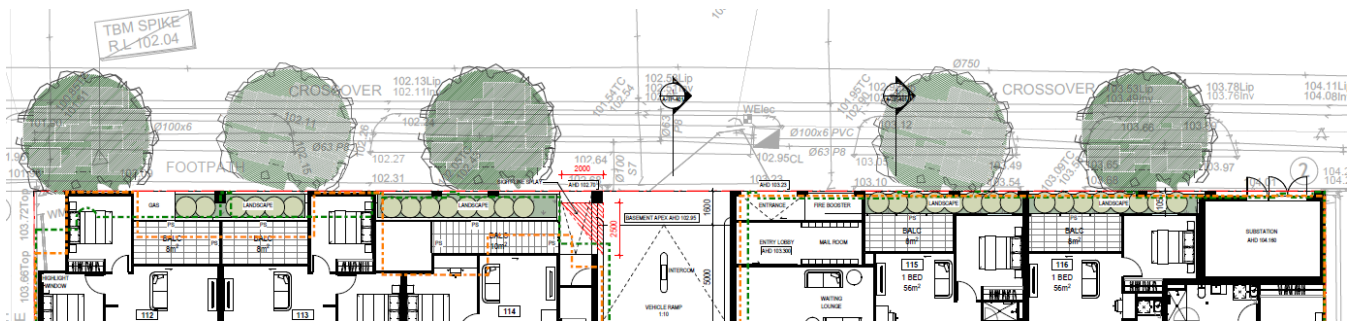


Figure 16 Ground Floor Plan

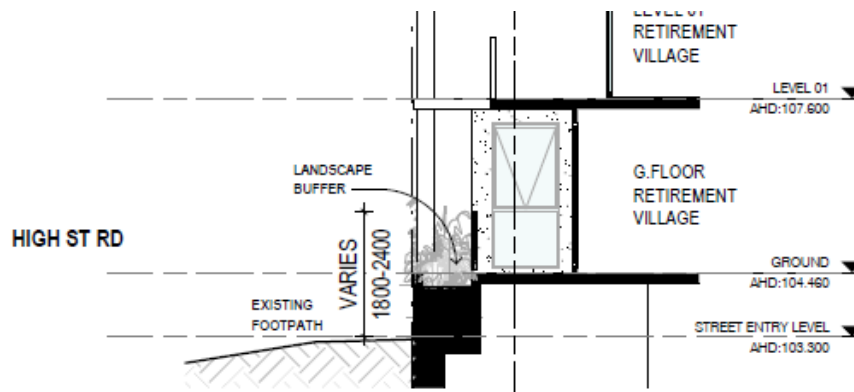


Figure 17 Section 3, on TP401

- Similarly with Dwelling 111 where the previous yoga/meditation room was located, this faces out into a landscaped area, is of a generous size and functional layout. Its width and the aperture the landscaped area provides to the south-west ensures that it will receive reasonable levels of daylight access.

Whilst additional southern dwellings have been incorporated, as noted within the previous VCAT decision, this is difficult to avoid given the orientation of the site. All the additional southern dwellings have good access to daylight and limited screening.

More generally and in-line with the previous VCAT considerations, a high level of amenity is continued to be achieved through the following:

- The 97 units proposed will provide generous one-, two- and three-bedroom dwellings with functional layouts, ranging in size from 50m² to 100m².
- Each unit has been designed with generous balcony areas, ranging from 8m² to 12m² with a minimum dimension of 2 metres, which are accessible directly from the primary living areas and will receive the benefit of reasonable daylight access throughout the day.
- The pedestrian entrance to the building is located off High Street Road. The entry will feature a slightly recessed entryway to provide weather protection to future occupants and will feature a security door and automated lighting to ensure the safety of those seeking access. Further the upper floors feature glazing and balconies with an outlook to High Street Road and public realm to ensure safety.
- Internally, corridors are maintained at 1.6 metres wide with access to a least one openable window, providing natural light and ventilation.
- Lift and stair access have provided from the basement parking and lobby level of the building and will require appropriate security methods to gain entry.
- The provision of communal spaces at the ground level, Level 01 and the rooftop will maximise landscape opportunities and the accessibility of the spaces for the recreation needs of the occupants. Given these generous areas, these are retained as a significant, high quality component of the proposal which adds to the amenity of the development for future occupants.

- The design of each unit ensures they all receive good amounts of daylight access, with no habitable room relying on borrowed light or light wells.
- A number of proposed dwellings are multi-aspect to provide appropriate opportunities for cross-ventilation.
- The unit layouts have been carefully designed or equipped with privacy screens to ensure there is no opportunity for overlooking or internal views.
- The centrally located lift cores within the development connect the basement with all floors and ensure all dwellings can be accessed by persons who are mobility assisted.
- The provision of shared parking spaces will service all the units, located within the secure basement levels.
- The development proposes to provide 46 resident bicycle spaces within the ground level car park adjacent to the car park entrance.
- Each unit has been provided with ample internal and external storage facilities. Additional storage is maintained in the basement.

Overall, the proposed development provides a built form that offers an acceptable level of internal amenity for future occupants.

5.5. LANDSCAPING & GARDEN CITY CHARACTER

The proposed amendment results in an improvement to the extent of landscaping provided given the increase of planting along High Street Road and the inclusion of a landscaped rooftop terrace.

The plantings to the street frontage will contribute to the visual interest and amenity of the proposed development, to be enjoyed by both future occupants and visitors as well as pedestrians as they travel along High Street Road. This allows for integration with the surrounding streetscape and complements the proposed street tree planting in High Street Road, which is in-line with the garden city character.

The development maintains the significant landscaping provided to the east, south and south-west. The provision of a number of trees within the side and rear setback of the site will provide an appropriate landscape setting for the development to meet the garden city character statement.

Communal and private open space areas have been designed to be responsive to the future needs of the occupants and their visitors throughout the development, as they will provide high quality and accessible outdoor spaces and maximise above-ground landscaping opportunities that are able to adapt to future occupants needs. A significant improvement as part of the amended proposal is the incorporation of a landscaped rooftop garden. This provides for additional greenery that can be enjoyed by future residents, visitors and will also be visible from longer range views.

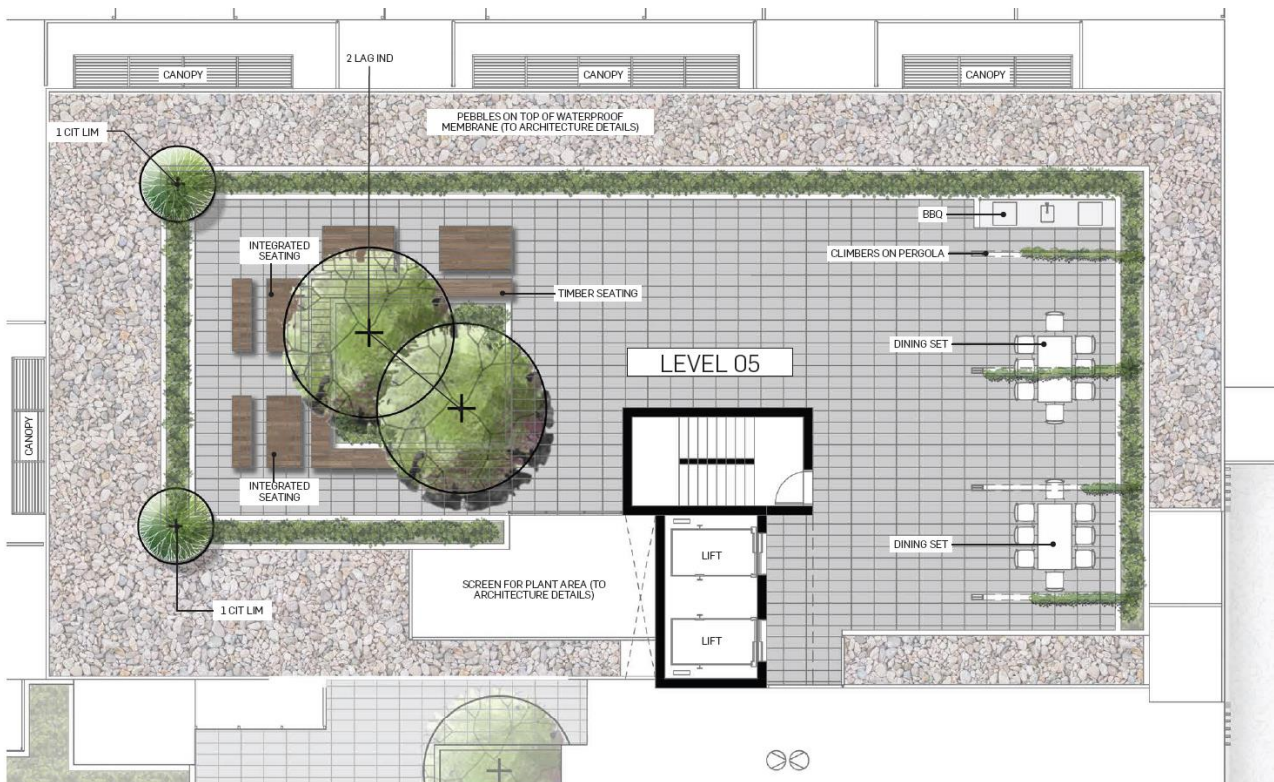


Figure 18 Proposed Rooftop Communal Area

Overall, the development will continue to align with the planning policy through the provision of high-quality landscaping, including Clause 22.01-4 that 'is well landscaped, retains the 'open landscape character' of the garden suburban setting and tapers down in scale closer to the boundaries of the site'.

5.6. ENVIRONMENTALLY SUSTAINABLE DESIGN

The proposed amendment continues to deliver a development which demonstrates strong Environmentally Sustainable Design (ESD) credentials and responds positively to relevant policies, particularly Clause 22.13 (Environmentally Sustainable Development Policy) and Clause 22.04 (Stormwater Management Policy) of the Monash Planning Scheme.

The proposed amendment achieves Best Practice environmental design standard and will continue to be consistent with the 10 key sustainable building categories for ESD within an accommodation development.

Of note, the proposal includes significant landscaping (including to the roof) which assists in mitigating the urban heat island effect, rainwater harvesting (50k capacity water tanks) and solar photovoltaic solar panels on the roof (10kW).

5.7. FLOOD MANAGEMENT, STORMWATER AND INFRASTRUCTURE

It is noted that Melbourne Water provided no objection to the proposed amendment subject to conditions.

The amendment will continue to provide the on-site stormwater management and reuse strategy which includes the underground rainwater tank for collecting the rainwater from the hard paving and roof areas and for the reuse for toilet flushing. The proposed amendment remains unchanged in terms of the catchment and discharge rate which ensures the appropriate stormwater discharge with no adverse impacts on the existing infrastructure and the neighbours.

The site is located within an established residential suburban area along the main road, which will afford the sufficient capacity of water, sewerage and electricity. The amended built form continues to reserve space for the electricity substation upgrade.

Overall, the proposed amendment demonstrates to meet Clause 22.04 (Stormwater Policy), the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater - Best Practice Environmental Management Guidelines and the compliance with Clause 53.18.

5.8. CAR PARKING AND BICYCLE PARKING, WASTE AND LOADING

The proposed amendment provides reasonable car parking and bicycle parking spaces, noting the car parking demand likely to be generated by the proposed use and whether the shared parking provision is appropriate for the number likely to be generated by the use.

The key points of this report are summarised below.

5.8.1. Car Parking and Bicycle Spaces

The proposed development has a statutory car parking requirement of 98 car spaces under Clause 52.06 (Car Parking) of the Planning Scheme and is proposing to provide 75 shared car spaces on-site. Accordingly, a reduction of 23 car parking spaces is required. A Traffic Impact Assessment has been prepared by Ratio Consultants to accompany the amended plans. Local and state policy support the provision of fewer car parking spaces to reduce private motor vehicle dependence.

As part of this amendment, the number of car parking spaces have been reduced from 88 to 75, with a number of amended to be oversized for improved accessibility. The design of the car parking area has been carefully considered to comply with the design requirements of Clause 52.06 and the relevant Australian Standards.

The site is located immediate to the Syndal NAC and within walking distance of institutions, services and the public transport network, including:

- 5 - 10 minutes to Syndal Train Station, Syndal Baptist Church, Waverley Rail Trail (shared pathway), St Christopher's School, Huntingtower School, Waverley Community Learning Centre and Mount Waverley Tennis Club.
- 10 – 20 minutes to Wesley College Glen Waverley Campus, Glendal Primary School, Glen Waverley Shopping Centre and Waverley Private Hospital.
- Bus routes in High Street Road and Blackburn Road, connecting to the bus route node at Glen Waverley Shopping Centre

Given the site is located within a Principal Public Transport Network Area and close to an activity centre, a number of services and public transport services, it is unlikely the occupants will rely on driving to access their needs. Recent census data also confirms that 38% of residents of one-bedroom dwellings did not own a private vehicle with this aligning with the provision of car parking for the proposed one-bedroom dwellings. Accordingly, the reduction of car parking provision is considered acceptable and is also supported by the Traffic Impact Assessment prepared by Ratio Consultants.

Noting the applicant has the intent of seeking to proceed with the project under Victoria's Big Housing Build. In that case, Clause 52.20-6.7 requires a minimum 0.6 car spaces to each dwelling, where the proposed car parking provision will comfortably accommodate the required number of spaces and provide the surplus spaces for visitors.

The proposed development substantially exceeds the minimum statutory requirement of 29 bicycle spaces, pursuant to Clause 52.34 of the Monash Planning Scheme by providing 46 at ground floor. The development also includes appropriate proportions of horizontal parking spaces. The additional bike spaces further add to the acceptability of the car parking reduction.

5.8.2. Traffic Generation and Impact

Given the number of car parking spaces provided are less than the approved development, the total traffic generated from the site is expected less than or similar than the current approval where the traffic generation has been contemplated.

Noting the Department of Transport provides 'no objection' to the proposal and the access arrangement via High Street Road.

5.8.3. Waste Management

The proposed waste management is in-line with the previous approval.

6. CONCLUSION

The proposed amendment continues to provide a high-quality built form that appropriately considers and responds to the relevant planning policies and controls within the Monash Planning Scheme. This report outlines the details of the proposed amendment, assesses the merits of the proposal based on the applicable planning controls and policies, and undertakes an assessment of the appropriateness of the proposed amendment within its context. Additionally, these amended plans have sought to address Council's Grounds of Refusal. The assessment demonstrates that the proposed changes are appropriate for the following key reasons:

- The proposed amendment is supported by the key directions of the PPF and LPPF promoting additional housing stock and options within underutilised residential land supported by good access to public transport, public open space and services.
- Assist in meeting the significant undersupply of affordable housing within the municipality as identified within the Draft Monash Affordable Housing Strategy.
- The high-quality design of the amended built form will appropriately respond to the policy setting, as well as enhance the existing, preferred and emerging built form context within the surrounding area.
- The amended built form provides a high level of articulation through use of various materials and finishes, including variation between floor levels to provide further breaks in building mass.
- The amended built form incorporates appropriate setbacks to all boundaries in direct response to adjoining interfaces, and to facilitate landscaping opportunities which will assist with softening of built form and the integration of the site with the streetscape.
- The amended development will have an acceptable amenity impact on adjoining properties by way of visual bulk, overlooking and overshadowing.
- The proposal provides for a high level of internal amenity for future occupants, including the provision of direct daylight access to habitable rooms and a generous provision of private open space.

On balance, it is considered that the proposed amendment represents an acceptable planning and design outcome for the site and surrounding area.

DISCLAIMER

This report is dated 26 October 2021 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Pace Development Group (**Instructing Party**) for the purpose of Planning Report (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

PLANNING POLICY FRAMEWORK

PLAN MELBOURNE

Plan Melbourne provides a metropolitan planning strategy to guide metropolitan Melbourne's growth to 2050. It is a strategy focussed on providing employment, housing and transport around the central city, Metropolitan Activity Centres, National Employment and Innovation Cluster and established suburbs.

Integrating long-term land use, infrastructure and transport planning, Plan Melbourne sets out the strategy for supporting jobs and growth, while building on Melbourne's legacy of distinctiveness, liveability and sustainability.

Plan Melbourne broadly seeks to facilitate the provision of housing where amenity is robust, around activity centres and along key transport networks. This new urban infill development is sought to mitigate growing concerns regarding the supply and affordability of housing in metropolitan Melbourne.

PLANNING POLICY FRAMEWORK

The Planning Policy Framework ("PPF") seeks to develop objectives for planning in Victoria to foster land use and development planning and policy which integrates relevant environmental, social and economic factors. The sections of the SPPF and the key direction of these policies relevant to this application are summarised as follows:

- Clause 11 (Settlement) require that planning is to meet the needs of existing and future communities through via land for housing, employment, recreation and open space, commercial and community facilities and infrastructure. Policy seeks to contribute to, amongst others, diversity of housing; a high standard of urban design and amenity; and development that is well connected to transport, employment, and services.
 - Clause 11.01-1S (Settlement) promotes housing opportunities of infill redevelopment.
 - Clause 11.01-1R (Settlement – Metropolitan Melbourne) supports growth in National Employment and Innovation Clusters and metropolitan activity centres.
 - Clause 11.02-1S (Supply of urban land) encourages opportunities for the consolidation, redevelopment and intensification of existing urban areas.
 - Clause 11.03-1S (Activity Centres) encourages diversity of housing types at higher densities in and around activity centres
 - Clause 11.03-1R (Activity Centres – Metropolitan Melbourne) seeks to ensure the activity centres offering public transport services, education, community and health facilities to service the wider community.
- Clause 15 (Built Environment and Heritage) seeks to ensure development appropriately responds to its surrounding landscape and character, valued built form and cultural context. The urban design principles for development seek high quality architectural outcomes and encourage consolidation of under-utilised sites in key strategic locations capable of accommodating increased housing growth.
 - Clause 15.01-1S (Urban design) seeks to ensure development supports public realm amenity and safety and promote good urban design along transport corridors.
 - Clause 15.01-2S (Building design) seeks to ensure development has the built form, appearance and scale that protect the off-site amenities and public realm and contributes to the strategic and cultural context of the location. Retention of existing vegetation is also encouraged.
 - Clause 15.01-4S (Healthy neighbourhoods) promotes community that is easy for people of all ages and abilities and provides connected and safe walking and cycling networks.
 - Clause 15.01-4R (Healthy neighbourhoods - Metropolitan Melbourne) promotes a city of 20-minute neighbourhoods.
 - Clause 15.01-5S (Neighbourhood Character) seeks to ensure development that recognises, supports and protect the neighbourhood character. The policy seeks to ensure the preferred character is consistent with medium and higher density housing outcomes in areas for housing opportunities.

- Clause 15.02-1S (Energy and resource efficiency) promotes the environmentally sustainable developments and the integration of land use and transport as well as support active transport.
- Clause 16 (Housing) supports developments that provide for housing diversity, access to services and planned for long term sustainability.
 - Clause 16.01-1S (Housing supply) includes the provision of well0designed housing and quality accommodation to meet community needs for housing.
 - Clause 16.01-1R (Housing supply – Metropolitan Melbourne) promote greater housing supply around activity centres and supports development that creates 20-minute neighbourhoods close to existing services, jobs and public transport.
 - Clause 16.01-2S (Housing Affordability) supports the provision of affordable housing for households on very low to moderate incomes. Mix of private, affordable and social housing is encouraged in locations in and around activity centres and established suburbs, close to public transport, services and employment opportunities.
- Clause 18 (Transport) relates to transport and states that ‘Planning should ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods and is safe’.
 - Clause 18.02-1S (Sustainable Personal Transport) seeks to promote the use of sustainable means of personal transport, this includes the encouragement of the use of walking and cycling through the provision of high-quality pedestrian environments, and well connected and designed cycling infrastructure.
 - Clause 18.02-2R (Principle Public Transport Network) encourages the increase the diversity and density of development along the Principal Public Transport Network.
 - Clause 18.02-5 (Car Parking) encourages ‘an adequate supply of car parking that is appropriately designed and located’.

LOCAL PLANNING POLICY FRAMEWORK

The Municipal Strategic Statement (“MSS”) within the Local Planning Policy Framework (“LPPF”) sets out future direction for the municipality and provides a vision and framework for the municipality, whilst the local policy provides a more detailed direction to inform the assessment of new land use and development. The following sections of the MSS and local planning policies are relevant to this application:

- The City of Monash generally seeks to facilitate the *Monash 2021*’s vision set out in **Clause 21.01 (Introduction)**, with embracing the garden city character that consists of leafy, low-rise suburbs with well vegetated private gardens and wide streets with street trees.
- **Clause 21.04 – Residential Development** acknowledges the change in the housing structure and dwelling requirements to meet the population towards multi-unit dwellings and apartments. To manage the residential growth, the policy objectives seek to:
 - *To locate residential growth within neighbourhood and activity centres, the Monash National Employment Cluster and the boulevards (Springvale Road and Princes Highway) to increase proximity to employment, public transport, shops and services. This will assist to preserve and enhance garden city character and special character in the balance of the municipality.*
 - *To encourage the provision of a variety of housing types and sizes that will accommodate a diversity of future housing needs and preferences that complement and enhance the garden city character of the city.*
 - *To assist in the provision of social and affordable housing.*

The site is strategically located in High Street Road and immediate to the Syndal Activity Centre, supporting substantial residential growth to provide housing closer to where people work and study.

- **Clause 21.04 – Residential Development** also acknowledges that Monash is comprised of a variety of distinct built form outcomes which are responsive to the local topography. The policy objectives also seek to:

- *Encourage the provision of a variety of housing types and sizes that will accommodate a diversity of future housing needs and preferences that complement and enhance the garden city character of the city.*
- *Encourage a high standard of architectural design in buildings and landscaping associated with residential development that takes into account environmentally sustainable development.*

The site is within Garden City Suburbs (Southern) under Monash Residential Development Framework where has the preferred future character statement outlined in Clause 22.01 Residential Development and Character Policy.

- **Clause 21.10 – Open Space** includes objectives that seek to protect and enhance biodiversity, public amenity, significant trees and landscape features through enhancing the municipality’s natural values.
- **Clause 21.11 – Physical Infrastructure** seeks to ensure existing and new infrastructure, including telecommunication and stormwater, is sustainable and meets the needs of the community as well as provides a reliable, efficient and safe range of services.
- **Clause 22.01 – Residential Development and Character Policy** outlines the preferred neighbourhood character for residential precincts achieved through design guidelines. The subject site is site is identified in Clause 21.04 as falling within the Garden City Suburbs (Northern) Character Type.
- **Clause 22.05 – Tree Conservation Policy** seeks to retain the existing trees in the public and private realm. Canopy tree planting is encouraged as part any new development, in open space areas, along boundaries adjacent to neighbouring open space and in front setback areas to reinforce the Garden City Character of the area.
- **Clause 22.13 – Environmentally Sustainable Development Policy** encourages development to achieve best practice in environmentally sustainable development form the design stage through to construction and operation. Clause 22.13 set outs the application requirements, including the requirement for the provision of a Sustainability Management Plan assessing the proposal against ESD best practice.
- **Clause 22.04 – Stormwater Management** seeks to achieve best practice water quality performance through the inclusion of water sensitive urban design within new developments. All applications are required to provide a Water Sensitive Urban Design Response assessing the proposal against WSUD best practices.

REFERENCE DOCUMENTS

Monash Housing Strategy 2014

The City of Monash’s latest housing strategy (a reference document within Monash Planning Scheme local planning policy) acknowledges a challenge of managing housing growth and change in the municipality while balancing the need to preserve neighbourhood character and ensure new housing meets the needs of the community as it ages and diversifies.

The strategy recognises that ***‘As demand increases for medium to high density dwellings, land prices continue to rise, and available infill development opportunities closer to the city are exhausted, it is inevitable that pressure for more intensive development will grow within Monash.’***

The Monash Housing Strategy 2014 (the Strategy) sets out a range of objectives, strategies and actions aimed at addressing housing issues in the municipality, including:

- *To provide accommodation for a diverse and growing population that caters for different family, cultural and lifestyle preferences and a variety of residential environments and urban experiences.*
- *To encourage the provision of a variety of housing styles and sizes that will accommodate the future housing needs and preferences of the Monash community.*
- *To encourage efficient use of existing physical and social infrastructure.*

- *To encourage high standards of architectural design in buildings and landscaping associated with residential development that takes into account environmental constraints including soil erosion, urban water management and fire risk.*
- *To ensure appropriate and affordable housing is available to suit the social and economic needs of the community.*

The Strategy finds that *'communities of Monash require a variety of dwelling types to meet different household needs'* and recognises *'there is a strong demand for higher density developments in the municipality'*. It also considers that *'larger sites may provide opportunity for more intensive development outcomes that do not undermine the desired future character of the location'*.

Draft Monash Affordable Housing Strategy 2019

The City of Monash engaged SGS to prepare a Discussion Paper on Affordable Housing and an Affordable Housing Strategy for Monash. Following a series of meetings and workshops with relevant stakeholders, in November 2019, Council received the final draft of the Affordable Housing Strategy from SGS.

At its meeting on 28 April 2020, Council considered a report on the draft Monash Affordable Housing Strategy. Council resolved to:

1. Note the content and recommendations of the Draft Monash Affordable Housing Strategy.
2. Send the proposed strategy to relevant development industry and public housing association stakeholders seeking their feedback on the proposed strategy and with a view to helping Council to further evaluate the recommendations contained in the report.

The Affordable Housing Strategy makes a clear case for taking greater action to increase the affordable housing provision in Monash. It demonstrates both the need for affordable housing and the benefits of having more affordable housing.