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URBIS

1041 CENTRE ROAD, OAKLEIGH SOUTH

Town Planning Report

Prepared for
PELLICANO
18 August 2021

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INTRODUCTION

This planning report has been prepared by Urbis Pty Ltd on behalf of Pellicano (the permit applicant) in support of a planning application to redevelop the land at 1041 Centre Road, Oakleigh South.

For the purpose of this application, the proposal relates solely to the southern section of the broader 'The Links' site known as Lot 1 on Plan of Subdivision 726393E, fronting Centre Road.

The proposal comprises 173 build to rent apartments, with ground level retail and food and drink tenancies and extensive podium and rooftop amenity spaces. The design of the development is highly functional and presents high quality built form in a landscaped setting, with landscaping forming a key interconnected focus for the design response.

The site is strategically located within the Oakleigh South Neighbourhood Centre and near a key intersection fronting Centre Road and Warragul Road. The site is zoned Commercial 1 Zone, where a mix of uses is sought. It is affected by the Design and Development Overlay Schedule 1 relating to Industrial and Commercial Design and Development Area.

The following report assesses the planning merits of the proposal and its consistency with the relevant planning policies and controls within the Monash Planning Scheme.

The report concludes that the development is of high architectural merit and is suitable for the site and surrounding built form character. Specifically:

- The proposal will reinvigorate an underutilised site in a strategically appropriate location at a key intersection within a Neighbourhood Activity Centre.
- The proposal will result in a high quality architectural design that will contribute to the cluster of mixed use development within the Oakleigh South centre.
- The proposed architectural design is high quality and functional and facilitates adaptable internal layouts to future proof the development.
- The inclusion of high quality Build to Rent apartments will fulfil an identified need in the area, as well as create job opportunities and support the growth of the local economy.
- Each apartment will be afforded a high level of internal amenity, including good solar access and access to communal facilities, compliant with the Apartment Design Guidelines for Victoria.
- The proposed development responds appropriately to its surrounding interfaces and will not result in unreasonable amenity impacts.
- The proposed height and massing responds to the surrounding area with transition to lower scale residential dwellings and considers potential future redevelopment opportunities on adjoining sites (particularly bus depot site to the east).
- Landscaping is a fundamental and interconnected component of the overall design response, incorporating a generous front landscaped setback and extensive podium and rooftop landscaped open space areas.
- Car parking, bicycle parking, access, waste and loading are appropriately resolved and acceptable

Overall, the proposal is considered to demonstrate a high level of consistency with the Monash Planning Scheme and is responsive to the site's locality within a designated Neighbourhood Activity Centre. The proposal presents a high quality and functional built form response that adequately considers the site's context, relevant planning policy and preferred built form outcomes.

This report is to be considered in conjunction with the following accompanying documents:

- **Appendix A** – Certificate of title
- **Appendix B** – Clause 58 Assessment
- **Appendix C** – Urban Context Report and Architectural Plans, prepared by i2c, dated 24 February 2022
- **Appendix D** – Landscape plans, prepared by Oculus, dated April 2022
- **Appendix E** – Traffic Engineering Assessment, prepared by Traffix Group, dated April 2022

- **Appendix F** – Arborist Letter, prepared by Galbraith and Associates dated 12 July 2021
- **Appendix G** – Waste Management Plan, prepared by Leigh Design, dated 30 July 2021
- **Appendix H** – Sustainability Management Plan, prepared by GIW Environmental Solutions Pty Ltd, dated 27 July 2021
- **Appendix I** – Economics Report, prepared by DeepEnd Services, dated 13 August 2021
- **Appendix J** – Cultural Heritage, Due Diligence Assessment, prepared by Alpha Archaeology Pty Ltd, dated 20 July 2021
- **Appendix K** – Wind Report, prepared by MEL Consultants, dated 9 August 2021
- **Appendix L** – Urban Design Statement, prepared by Urbis, dated 5 August 2021

SUMMARY OF PERMIT TRIGGERS

Planning approval is sought for the following:

- To use the site as dwelling within the Commercial 1 Zone (Clause 34.01-1)
- To construct a building or carry out works within the Commercial 1 Zone (Clause 34.01-4)
- To construct a building or carry out works within the Design and Development Overlay Schedule 1 (Clause 43.02-2)
- A permit is required to construct or put up for display a Section 2 sign (Clause 52.05)
- To reduce the number of carparking spaces required under Clause 52.06-5 (Car Parking)

The site is also located within an area of Aboriginal Cultural Heritage Sensitivity.

1. BACKGROUND

Prior to the lodgement of this application, an initial pre-application meeting was held with Council officers on 30 April 2021 with a subsequent second pre-application meeting held on 29 July 2021.

Overall, based on discussions during the pre-application meeting, we understand there was a broad level of support for the overall development subject to further detailed assessment and urban design analysis. The key aspects discussed were:

- Reduction in building height (upto 8 storeys) with openness to a greater building footprint
- A policy gap exists at the site, with no current structure plans to provide specific guidelines for the site and surrounding Neighbourhood Centre. Therefore, the application is to rely on reference to the overarching policy framework for a Neighbourhood Centre type-development.
- Increased landscaping around carparking areas encouraged to improve amenity
- Consider broader traffic routes through the site, including new pedestrian crossings
- Strengthen link with existing retail to the north, such as wayfinding and directional signage to encourage safe pedestrian movements through the site
- Proposed landscape opportunities and community contribution viewed as strengths and encouraged

It is considered that the proposed development appropriately responds to and incorporates the feedback obtained from the pre-application meeting.

2. URBAN CONTEXT

2.1. SUBJECT SITE

The subject site, formally known as Lot 1 on Plan of Subdivision 726393E, is overall 'L' shaped in nature, with the larger lot supporting the use and developed Bunnings's Warehouse site to the north boundary. The proposal, as detailed within this report, refers to the southernmost section of the 'L' shaped lot is relevant to this application, with a Centre Road frontage of 95.55metres.

The site is located within the established neighbourhood activity centre of Oakleigh South. The site, located near the prominent intersection of Centre Road and Warrigal Road is surrounded by a mix of uses including commercial, retail, open spaces and surrounding residential interfaces. The site is located on the periphery of the Monash local government area (LGA), with the junction also sited to be the edge of the Glen Eira and Kingston LGA areas. The major intersection and activity centre offers a strategic opportunity to develop this area and cross section of LGA borders to grow the existing activity centre and support future higher density residential growth.

The nature of the major Centre Road and Warrigal Road intersection results in built form massing tapering down in height the closer it gets to the residential areas, as well as the immediate site setbacks to east (landscaped open space) and to the west (existing C2Z) built form.



Picture 1 Existing subject site conditions (from Centre Road)

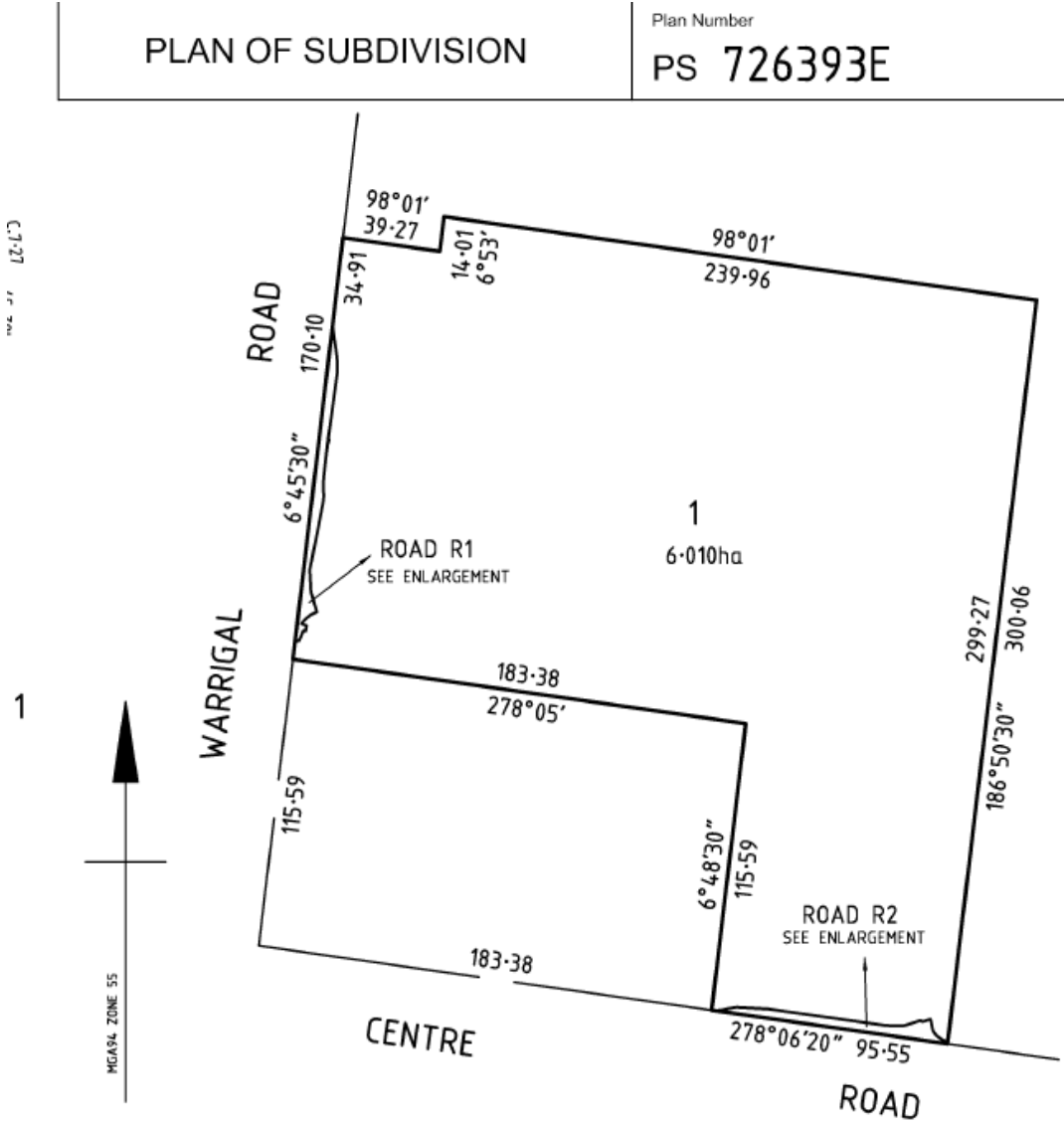


Picture 2 Existing subject site conditions (from Links Ave)

2.2. TITLE INFORMATION

The site is legally identified as Lot 1 on Plan of Subdivision 726393E (Parent Title Volume 11361 Folio 805) and is located at No.1041 Centre Road with an overall site area of 6.010 ha. There are no covenants or easements restricting the site, other than a road reserve easement (R2) benefiting the Roads Corporation along the Centre Road frontage. A Copy of Title has been provided at **Appendix A**.

Figure 1 Plan of Subdivision 726393E



Source: [Certificate of Title – PS726393E]

Figure 2 Site Location Aerial Map (red star denotes portion of the site subject to this application)



1041 CENTRE RD, OAKLEIGH SOUTH

SITE LOCATION

2.3. SURROUNDS

2.3.1. Neighbourhood Centre Context

The site is within the Oakleigh South Neighbourhood Activity Centre (NAC), as identified within Plan Melbourne. There is strategic support to provide further amenity, liveability and enhanced development within NAC areas, which may support enhanced development.

The subject site is located prominently on the Centre Road interface, where the predominant uses facing Centre Road include other retail and commercial businesses, a bus depot and residential areas to the south. There are various development buffers including the bike track to the east and existing commercial zone land to the north, west and south of the subject site.

The immediate site surroundings include a series of retail spaces within the Links Shopping Centre, Woolworths, Bunnings, gyms and fast food outlets, along with a localised retail strip shopping precinct at the intersection to the south. The adjacent bus interchange site to the east is zoned as Commercial 2 Zone with the potential for multistorey development in the future.

The lower scale residential area surrounding the larger NAC area demonstrates the step up in development to support the Oakleigh South NAC area. The surrounding residential areas greatly benefit from the commercial and amenity offerings contained within the NAC area.

Figure 3 Neighbourhood Context Plan



Source: Urban Context Report Page 10

The subject site is situated adjacent to industrial and commercial buildings, is within close proximity of retail stores such as Bunnings & Woolworths and is within a 10-minute walk to Oakleigh South Primary School & Huntingdale Golf club.

Local education facilities within the area include:

- South Oakleigh College – approximately 650 metres
- Oakleigh South Primary School – approximately 1.1 kilometres
- St Peter's Primary School – approximately 1.3 kilometres
- Coatesville Primary School – approximately 1.4 kilometres

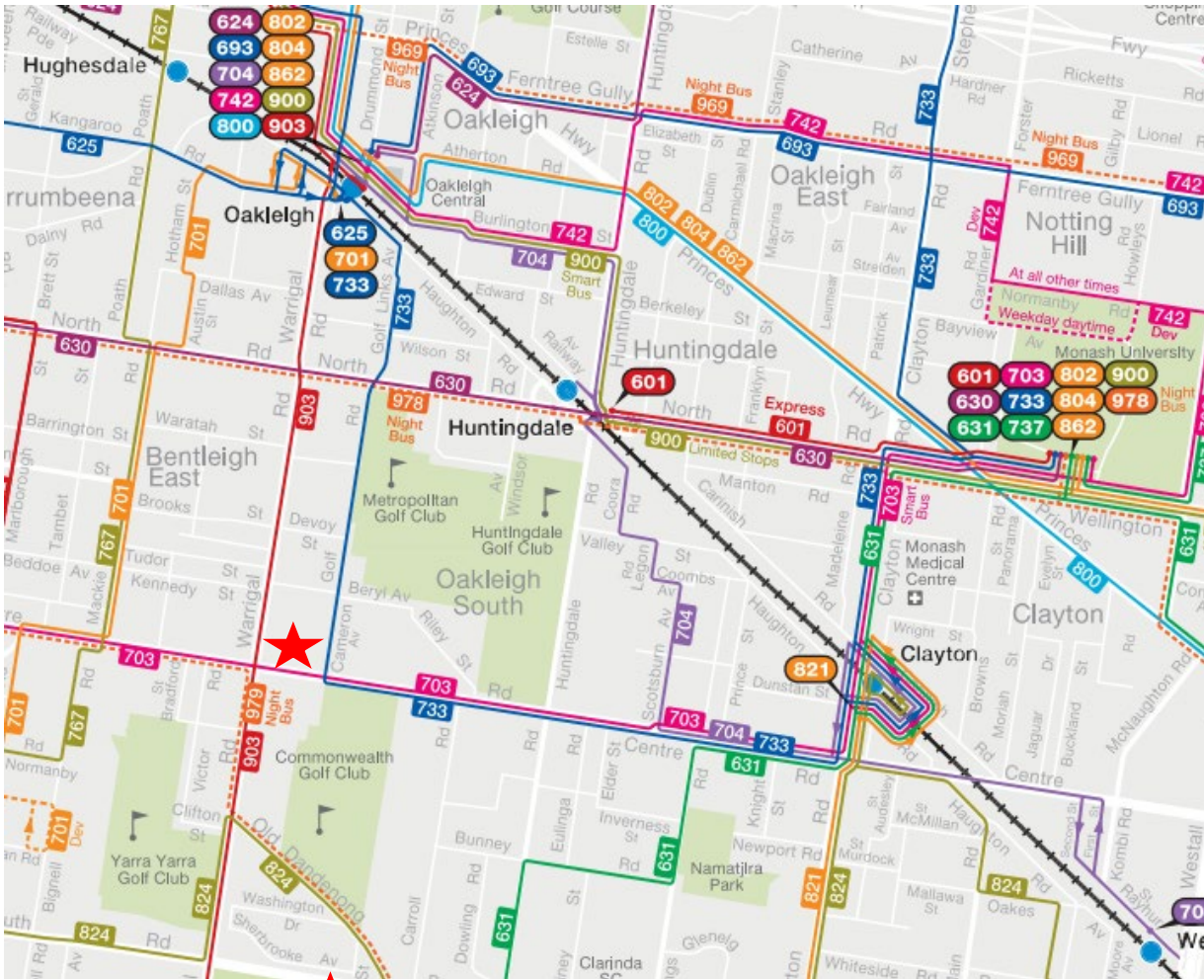
- East Bentleigh Primary School – approximately 2.5 kilometres
- Hughesdale Primary School – approximately 2.8 kilometres
- Huntingdale Primary School – approximately 2.9 kilometres


Figure 4 Site Context Map



URBIS 1041 CENTRE RD, OAKLEIGH SOUTH
SITE LOCATION

Figure 5 PTV Network Map



Source: PTV – Subject Site: 

2.3.2. Immediate site interfaces

The subject site's immediate interfaces are summarised as follows:

To the north of the subject site is further land owned and managed by the same land owner currently used as the Links Shopping Centre, comprising a Woolworths and a Bunnings Warehouse. The Centre office is located in the south western corner of the L shaped lot with direct interface to the large car parking area. Vehicle access to The Links site is gained from both Warrigal Road and Centre Road via signalised intersections. The existing Links Shopping Centre built form is located length ways across the northern boundary, with vast at grade carparking in front of the Centre.



Picture 3 Bunnings



Picture 4 The Links Shopping Centre (Warrigal Rd)

To the east of the subject site, further across Links Ave, is the Stan Riley Reserve and Oakleigh BMX Track. This Reserve and BMX track provides a permeable setback of approximately 50 metres from any sensitive interfaces and the adjoining General Residential land uses further east of the subject site. There is scattered vegetation and roadside reserve vegetation present, further separating the subject site from the immediate BMX track car parking area and Reserve site.



Picture 5 BMX Track from Link Ave



Picture 6 BMX Track from Centre Road access

To the south of the subject site across Centre Road (Road Zone 1) is General Residential – Schedule 3. The dwellings along the Centre Road street frontage with direct interface to the subject site are characterised as single storey, weatherboard or brick style with traditional pitched roof dwellings. Each dwelling is accessed via a single vehicle crossovers and scattered vegetation along the higher fence line, sheltering the dwellings from the busy Centre Road interface. There is also a bus stop located on the alternate side of the Centre Road.



Picture 7 No.976 Centre Road, Oakleigh South

To the west of the subject site is a separate parcel of land utilised as a Caltex petrol station and the Ventura Coach Company bus depot land. The site is fenced using high wire fencing, allowing optimum surveillance through the vast depot site with various volumes of buses stored here at any one time. The bus depot site has many vehicle crossovers available to the site. The various offices or warehouse built form attributes of the site are located towards the periphery, along the north and east boundaries of the lot.



Picture 8 Service Station No.1033 Centre Road, Oakleigh South



Picture 9 Ventura Oakleigh Bus Depot Centre Road

2.4. SURROUNDING DEVELOPMENT

The following table summarises surrounding development of relevance, based on an online review of surrounding developments within activity centres within the surrounding area (including Monash, Glen Eira and Kingston, due to the site's locality at the junction of all three municipalities).

Site Address	Activity Centre	Description of proposal	Maximum building height	Status
615 Warrigal Road, Ashwood	Holmesglen Neighbourhood Centre	Construction of buildings (up to 10 storeys in height) and works providing for mixed use development (offices, residential hotel, Serviced Apartments, dwellings, and retail premises); use of the land for accommodation (residential hotel and serviced apartments), office and retail premises / shop; alteration of access to a Road Zone, Category 1	10 Floors	Planning Permit granted
1 Stafford Street, Huntingdale VIC 3166	Huntingdale Neighbourhood Centre	The construction of a five-storey building with basement car parking comprising shop and dwellings, use of the land for dwellings, reduction in the applicable shop car parking	5 Floors (Max Height 17.7m)	Extended Permit to Issue (1st Extension)

Site Address	Activity Centre	Description of proposal	Maximum building height	Status
		requirement, waiver of the loading facilities requirement.		
445-467 Blackburn Road, Mount Waverley	Pinewood Neighbourhood Centre	Construction of a multi-level, mixed-use building for the use of a retirement village and childcare centre	7 Floors (Max Height 32.55m)	Notice of Decision to Grant a Planning Permit
554-558 High Street Road, Mount Waverley	Syndal Neighbourhood Centre	Use of the land for a 6 -7 storey retirement village with ground level food and drink premises (café)	6 - 7 Floors	Refusal to issue Planning Permit
149 Hansworth Street, Mulgrave, VIC 3170	Waverley Gardens Neighbourhood Centre	The development of two residential apartment towers (including podium) of 9 and 10 stories in total height and associated landscaping and works and of 30 two or three storey townhouses and associated landscaping and works in accordance with the endorsed plans.	10 Floors	Planning Permit granted
19 Hanover Street, Oakleigh, VIC 3166	Oakleigh Activity Centre	95 lot subdivision for a mid-rise residential building	8 Floors	Planning Permit to Issue
63 Atherton Road, Oakleigh VIC 3166	Oakleigh Activity Centre	The use and development of the land for a 6-storey building to be used for a medical centre and shop at ground level, and a total of 38 dwellings for the remaining levels	5 Floors	Planning Permit to Issue
59-63 Warrigal Road, Hughesdale VIC 3166	Oakleigh Activity Centre	Forty-seven (47) lot subdivision for a Low-rise residential development	5 Floors (Max Height 16m)	Planning Permit to Issue
1525 Dandenong Road, Oakleigh, VIC 3166	Oakleigh Activity Centre	Seventy-six (76) lot subdivision	7 Floors	Planning Permit to Issue
83-85 Drummond Street, Oakleigh VIC	Oakleigh Activity Centre	Use of land for the purpose of dwellings and development of a six-storey building, including a reduction in the visitor car parking requirements.	6 Floors	Planning Permit to Issue
16-18 Dalgety Street, Oakleigh, VIC 3166	Oakleigh Activity Centre	Development and use of the lot for a multi storey apartment building with basement carpark and a reduction in the visitor carparking requirement	5 Floors	Planning Permit to Issue
89-93 Atherton Road, Oakleigh VIC 3166	Oakleigh Activity Centre	Mid-rise residential development for 84 lot subdivision	5-7 Floors	Planning Permit to Issue
12-14 Johnson Street, Oakleigh	Oakleigh Activity Centre	Construction of 6 storey mixed use development including office and retail and a	6 Floors	Planning Permit granted

Site Address	Activity Centre	Description of proposal	Maximum building height	Status
		reduction in the standard car parking requirement		
45-49 Portman Street, Oakleigh	Oakleigh Activity Centre	Partial demolition and alteration to the existing Heritage building, construction of a multi-storey building and use of the land for a 5 storey building containing serviced apartments and retail premises	5 Floors	Planning Permit granted
55-59 Portman Street, Oakleigh	Oakleigh Activity Centre	In accordance with the endorsed plans: The construction of a five-storey mixed use building and associated works and a reduction in parking	5 Floors	Planning Permit granted
1513-1517 Dandenong Road, Oakleigh	Oakleigh Activity Centre	Three-hundred and eighty (380) lot subdivision for a 4 - 10 storey mixed-use development of retail and residential uses	10 Floors	Planning Permit granted
35-41 Dalgety Street Oakleigh, VIC 3166	Oakleigh Activity Centre	The construction of 6 storey multi-level building with including use of the land for accommodation residential apartments) in accordance with the endorsed plans	6 Floors	Planning Permit granted
102-108 Drummond Street, Oakleigh	Oakleigh Activity Centre	The construction of a 6 storey multi-level building including use of the land for accommodation (residential apartments) in accordance with the endorsed plans.	6 Floors	Planning Permit granted

Refer to pages 15-19 of the Urban Context Report, which represent the above graphically.

3. PROPOSAL

3.1. OVERVIEW OF PELLICANO LIVING VISION

Pellicano Living seeks to connect people with places and build like-minded communities. The vision is to create luxurious spaces and next-level service that ensures our members feel healthy, connected and inspired.

The Pellicano Living buildings have been curated and crafted to celebrate the local area. While the design is unique to each location, the Client Experience Managers ensure that members feel cared for, wherever they are. Residents will enjoy flexible rental arrangements, from long-term leases to short-term stays as well as flexible tenant arrangements.

The vision for Pellicano Living is based holistically on the precincts ability to enhance the daily lifestyle, interaction, residential offering and everyday life for residents.

3.2. BUILD TO RENT

The residential apartments are proposed to operate under a Build-to-Rent model. There is an opportunity to respond to the widening demand gap between traditional 'mum and dad' investor rental accommodation (the predominant rental accommodation supply in Australia) and professionally managed development, built, delivered and managed by the developer Pellicano Group under the Build-to Rent Model. A more detailed explanation of the emerging Build-to-Rent scheme is detailed below.

The enhanced prospect for built-to-rent schemes have proven to correspond with Australia's 'residential consumer' sentiment. By engaging institutional grade investors to provide purpose designed and professionally managed rental accommodation, this is improving the quality of housing diversity and supply within Australia. Through ongoing policy context and further refined engagement with stakeholders and local government, the Built-to-Rent sector will deliver a form of alternative housing models that is focused on providing security of tenure for the tenant.

Precedents from overseas examples provide an insight into the operative market of the sector and the scale of providing this Built-to-Rent scheme. In the US and the UK the Built-to-Rent scheme has proved vital in providing alternative housing and encouragement for the construction industry.

The Built-to-Rent sector in Australia envisages tenants who value a high quality product this project will accommodate a diverse community of residents including downsizers, singles, young professionals and a segment of young families who value the location of the Activity Centres for enhanced employment opportunities or lifestyle aspirations.

Further benefits of this model include the following:

- As the building itself is in single ownership, landlords are naturally inclined to offer a wide range of services within the building to attract future tenants; including an on-site gym, pool, outdoor barbeque and entertainment spaces, games room, multipurpose conference and meeting spaces, private kitchens, lounge spaces, and pet facilities.
- Landlords are focused on the long term by investing in development of local communities within the building as it is proven to result in more stable income and resident rental renewals.
- Improved security of tenure for residents, resulting from flexible lease lengths and options for long term lease holds.
- An increased focus on quality when compared typical build to sell apartment stock producing high quality apartments is key for landlords who own and operate Build to Rent assets.
- On-site professional management – reduces the risk of Air BnB related and similar short-stay rental related issues.
- The significant benefit of this single ownership model can be demonstrated when the building requires maintenance over time. There will be no need to gain consent of the 300+ owners, as the building is not strata-titled, rather there is a single ownership and management who will carry out any required building maintenance.

The Built-to-Rent housing model, defined as residential (dwellings) under the Monash Planning Scheme provides an improved quality of housing supply to the Monash Local Government Area (LGA) market and

provide the opportunity for occupants with aspirations of living in the employment and local amenity areas with increased opportunities to inhabit high amenity dwellings with access to an area of services and facilities. The Built-to-Rent model contributes high quality rental stock to the market and delivers a new level of service to the housing market in the area, whereby tenant satisfaction is placed at the forefront of creating a quality place for renters to live.

3.3. PROPOSED DEVELOPMENT OVERVIEW

The proposal involves the construction of a nine storey (excluding basements) mixed use development, comprising ground level retail tenancies, with Build-to-Rent apartments above. The upper Rooftop level is recessed and contains entirely residential amenity space. The proposal specifically comprises the following:

3.4. DEVELOPMENT SUMMARY

Please find below a table containing an overview of the proposed scheme:

	Proposed Development
Gross Floor Area (GFA)	32,270 square metres
Building Height	The maximum building height across the development elevations are identified as (approximately): <ul style="list-style-type: none"> • 33.10 metres to east • 33.80 metres to north • 32.70 metres to south • 33.10 metres to west
Dwelling Typology & Quantity	173 Apartments (BTR) in total <ul style="list-style-type: none"> - 7 x Studio Bedroom Apartments - 112 x 1 Bedroom Apartments - 54 x 2 Bedroom Apartments
Retail (supermarket)	1,706 sqm (plus 207 sqm BOH)
Retail	875 sqm
Communal open space	2,108 sqm
Car Parking Spaces	178 car spaces within basement 60 car parking spaces at grade (car parking area to east)
Bicycle Spaces	212 bicycle spaces

The development has been designed to promote enhanced internal and external amenity for future residents and visitors to the site, benefitting the broader The Links Shopping Centre precinct, including:

- Compliance with the Better Apartment Design Guidelines
- Promotion of access to amenity and convenience
- Provision of high-quality internal amenity to future residents with access to natural light, ventilation and enhanced privacy
- Generous external landscaped outdoor communal spaces on Level 1 and the dedicated resident use communal rooftop
- Increased landscaped opportunities and outcomes form a key part of this proposal. Integrated throughout the design and built form outcome, the communal spaces are designed and created to provide active street frontages, amenity for residents and an enhanced urban design outcome for the site.

Please consider the above in conjunction with the enclosed architectural documents, prepared by i2c.

3.5. PROPOSAL BY LEVEL

Overall the building comprises 8 levels (with communal facilities and resident amenity areas on the 9th level) and 2 basement levels.

A description of each level is provided below:

Basement Level 2 (Residential Parking)

- 92 carparking spaces
- Lift core, plant room, storage cages, bicycle racks and stairwell

Basement Level 1 (Residential Parking)

- 86 carparking spaces
- Waste room, lift core, plant room, storage cages, bicycle racks and stairwell

Ground floor (Retail, Supermarket and carparking)

- 60 carparking spaces (at grade)
- Retail and associated BOH amenities
- Mail room / Storage / Services / WC facilities
- Internal plaza and outdoor seating

First Floor

- 1,962sqm communal terrace area
- 24 apartments

Level 2

- 24 apartments

Levels 3-7

- 25 apartments

Level 8 (Rooftop)

- 316sqm internal residential amenity and 255sqm outdoor residential amenity

Please refer to the accompanying set of architectural plans, prepared by i2c, for full details.

3.6. LANDSCAPING

The overall development has a landscape setback from Centre Road of 20 metres, in line with DDO front setback requirements. Within this setback, are proposed grassed areas, tree planting and raingardens to further enhance the garden setting and landscaped open space of the Centre Road interface. Generous landscaping is proposed throughout and as an integrated component of the overall development.

The landscape scope is divided into three main areas, Ground, Level 1 and rooftop. The extensive landscaping at podium level is physically connected via the lobby and visually connected with greenery from below. The design aims to provide a green platform which residents can use as you would use a park, simple in its function and provides lots of greenery. A mix of vegetation has been incorporated into the landscaping, including trees, shrubs, ground covers and climbers.

Ground Floor – Street Activation - The ground floor landscaped character is urban and green, providing for easy navigation of cars and people and allowing plenty of planting at road edges as a buffer for pedestrians.

The space is separated into two sides, with one serving as an at grade carpark and the other as a retail activated building lobby. Each of these spaces are designed to feel enclosed for a sense of destination once entering the site and a dense ring of planting provides for user comfort. At the centre is feature pavement and bespoke civic furniture providing a highly public lobby below a light filled void, which are all surrounded by planting. Generous street setbacks allow for retail and street activation paired with internal laneways to provide clear through site pedestrian access.



Picture 10 Ground Floor Landscape – indicative artists impression

Source: Oculus

Level 1 - The central space located at podium-top is divided into two distinct gardens for passive and active uses. The southern garden is focussed on reflection and intimacy, with mounds providing soil depths required for small native trees. Soft gravel meanders through the space with moveable furniture spread throughout. The northern garden is predominantly lawn, kitchen gardens and an entertainment deck to the north taking advantage of direct sun access.



Picture 11 Level 1 landscape treatment – indicative artists impression

Rooftop - The rooftop garden centres around social, wellbeing and educational amenity for future residents. A sunlit hallway leads the user through to a single large eastern space which can be divided into three bookable spaces for future residents. The spaces are functional with edge planting for semi privacy, timber decking and lawn in each area.



Picture 12 Rooftop landscape treatment – indicative artists impression

Please refer to the enclosed landscape booklet, prepared by Oculus, for further detail.

3.7. CAR PARKING, LOADING AND ACCESS

An assessment of the statutory car parking requirements, vehicle access and design standards, loading and waste arrangements and lastly, traffic generation has been carried by Traffix Group.

The proposal consists of the following car parking arrangements:

- A total of 238 car parking spaces have been provided (178 carparking spaces are located at basement levels 1 and 2 for residential purposes and 60 carparking spaces are located on the Ground Floor to support commercial uses)
- Vehicle access will be via the crossover to Centre Road and internal accessway, Links Avenue.
- Loading is provided onsite within the northwest portion of the development site, accessible via Links Avenue. The loading area includes provision of a supermarket loading dock and secondary loading area for the smaller commercial tenancies and waste collection.
- A pedestrian crossing on Links Avenue will facilitate safe pedestrian movements between the at-grade parking area and the proposed development.
- Minor alterations to the existing Links Shopping Centre carpark are required to facilitate suitable access to the loading area.

Please refer to the Traffic Impact Assessment prepared by Traffix Group at **Appendix E** of this report.

3.8. BICYCLE PARKING

The proposed development proposes a provision of 212 bicycle parking spaces on site, comprising 174 secure spaces within the basement and 38 visitor spaces spread throughout the site at ground level. Given the statutory requirement to provide 61 spaces, it is considered this surplus provision of bicycle spaces demonstrates the developments commitment to provide access to alternative modes of travel, and residential amenity for the area.

Please refer to the Traffic Impact Assessment prepared by Traffix Group at **Appendix E** of this report.

3.9. WASTE

The proposed development seeks to adopt appropriate operation and management of waste throughout the development. A summary of how waste will be managed is detailed below:

- The operator will be responsible for managing the waste system, ensuring adequate safe operating procedures are developed and implemented.
- All Waste will be stored within the development, concealed from external street view.
- Residents, employees, visitors and users of the development will deposit waste into chutes and / or shared collection bins.
- Waste will be collected onsite, within the Basement Level carpark driveway. The collection contractor will transfer bins between the waste area and the collection truck.
- A private contractor will provide waste collection services.

Please refer to the Waste Management Plan, prepared by Leigh Design at **Appendix G** of this report.

3.10. SIGNAGE

With respect to the signage and wayfinding component of the proposal, the application seeks approval for the following signage zones associated with the development, specifically:

Sign Reference	Description	Dimensions	Details	Type	Total
MA-01	Business identification signage	6577mm x 1800mm	Internally illuminated	Tenancy blade signage	1

Sign Reference	Description	Dimensions	Details	Type	Total
TS-01	Business identification signage	2750mm x 800mm 1500mm x 800mm	Internally illuminated	Tenancy blade signage	17
TS-02	Business identification signage	1000mm x 640mm	Internally illuminated	Tenancy blade signage (wall fixed double sided under awning sign)	15
CS-01	Building identification signage	2600mm x 600mm 1900mm x 500mm	Externally illuminated	Centre signage	2
PS-01	Pylon Sign	8950mm x 2100mm	Existing - Externally illuminated	Pylon Signage	1
				Total	36

Please refer to the accompanying architectural plans, prepared by i2c, for further detail.

4. PLANNING POLICY CONTEXT

4.1. 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 PPF acknowledges the need for community facilities which are well designed, respect local character, and support the social, cultural and economic wellbeing of communities. These facilities should be integrated into local areas to support local populations. More generally, the PPF requires new development to contribute to the complexity and diversity of the built environment, utilising design responses which take account of local context, the public realm, safety and amenity impacts.

The Planning Policy Framework seeks to develop the objectives for planning in Victoria (as set out in *the Planning and Environment Act, 1987*) to foster appropriate land-use and development planning processes that encompass relevant environmental, social and economic factors.

The following state policies are relevant to the application:

Plan Melbourne: Metropolitan Planning Strategy (Department of Environment, Land, Water and Planning, 2017) the State Government's vision and strategy for guiding Melbourne's housing, commercial and industrial development through to 2050 identifies activity and neighbourhood centres as important locations that provide jobs, investment opportunity and goods and services for residents and business.

Clause 11 (Settlement) identifies that planning is to anticipate and respond to the needs of the existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure. Planning is to prevent environmental and amenity problems created by siting incompatible land uses close together.

Clause 11.01-1R (Settlement – Metropolitan Melbourne) seeks to maintain a permanent growth boundary around Melbourne to create a more consolidated network of activity centres, and mixed use neighbourhoods to develop a growth in appropriate scale to address the need of Melbourne's rapidly growing population.

Clause 11.02-1S (Supply of Urban Land) seeks to ensure a sufficient supply of land is available to support the ongoing provision of sustainable development, and to meet forecast demand

Clause 11.03-1R (Activity Centres – Metropolitan Melbourne) seeks to support development and growth of Melbourne's Activity Centres by ensuring they are able to accommodate significant growth, provide appropriate infrastructure and strategically locate new development and denser residential options in close connection to these centres.

Clause 15 (Built Environment and Heritage) Recognises the role of planning in delivering liveable and sustainable cities, towns and neighbourhoods through good urban design, building design, energy and resource efficiency.

Clause 15.01-1S (Urban Design) seeks development to respond to its site context, its needs and promote good design through facilitating accessibility, safety, and high standard design outcomes.

Clause 15.01-2S (Building Design) promotes development to respond to its site context, needs and minimise any detrimental impacts to the public realm and the environment. The policy seeks to ensure development provides safe access, form, scale and function are highly values when considering new development.

Clause 15.01-5S (Neighbourhood Character) seeks to recognise, support and protect neighbourhood character, cultural identity and sense of place

Clause 15.03-2S (Aboriginal cultural heritage) ensures the protection and conservation of places of Aboriginal cultural heritage significance

Clause 16.01-1R (Housing Supply- Metropolitan Melbourne) seeks to facilitate well-located, integrated and diverse housing that meets the needs of the community. This policy seeks to identify areas that offer opportunities for more medium and high density housing near employment and transport offerings in Metropolitan Melbourne.

Clause 16.01-2S (Housing Affordability) seeks to deliver more affordable housing closer to jobs, transport and services. Ways to improve housing affordability include increasing choice in housing, ensuring suitable

land supply in areas which can accommodate higher density development and encourage high quality development for future needs of residents.

Clause 18.02-3S (Road System) seeks to manage the road system into developing a safe and planned network to support future development, accessibility and higher amenity for development.

4.2. LOCAL PLANNING POLICY FRAMEWORK

The Municipal Strategic Statement (MSS) at **Clause 21** of the Planning Scheme sets out Council's strategic vision for land use and development. The clauses relevant to this proposal have been summarised below.

Clause 21.01 Introduction

The City of Monash Strategic Framework Plan at Clause 21.01-3 'Vision and Strategic Framework Plan' illustrates future land use planning and development for the municipality. Key strategic directions include:

- *Identifying activity centres and promoting development and expansion of retail, entertainment, community and related facilities appropriate to the centre's role.*
- *Conserving locally significant residential, commercial and industrial heritage buildings, places, streetscapes and natural environments.*
- *Developing sustainable employment opportunities to maintain Monash as a predominant business location in Melbourne's eastern region.*
- *Identifying areas for revitalisation of older industrial premises.*
- *Retaining key regional assets that contribute to the economic, business, educational, medical, sporting, recreational, cultural and social life of the community and maximising their benefit to the community.*

Council's strategic statement, Monash 2021, identifies that there is an increasing demand for a variety of different housing styles to cater for changing household sizes and structures. The Monash Housing Strategy 2014 provides strategic support for the provision of housing to meet the diverse needs of the community.

Clause 21.04 Residential Development

This clause establishes a framework for residential growth within the City of Monash that classifies residential Areas according to their development potential. The site is located in 'Category 2 – Accessible Area' and within the Oakleigh South Activity and Neighbourhood Centre.

Clause 21.04-2 Key Issues identifies that 'Increased residential densities need to be strategically located to reduce travel demand and promote liveability'. In order to address this issue, Clause 21.04-3 'Objectives' seeks to:

- *To recognise the need to conserve treed environments and revegetate new residential developments to maintain and enhance the garden city character 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 encourage a high standard of architectural design in buildings and landscaping associated with residential development that takes into account environmentally sustainable development.*
- *To ensure appropriate infrastructure is provided to meet changing community needs that also complies with the principles of environmentally sustainable development*

This is supported by strategies to:

- *Ensure that development enhances the garden city and landscaped streetscape character of the neighbourhood, responds to the features of the site and surrounding area and promotes good streetscape design.*
- *Direct more intensive, higher scale development to neighbourhood and activity centres that are well serviced by public transport, commercial, recreational, community and educational facilities.*
- *Ensure that new residential development provides a high level of amenity including internal amenity, privacy for occupants and neighbours, access to sunlight, high quality private and public open space, canopy tree cover, and effective traffic management and parking.*

- *Direct more intensive, higher scale development to neighbourhood and activity centres that are well serviced by public transport, commercial, recreational, community and educational facilities.*
- *Provide an appropriate built form transition between activity centres and residential areas through innovative and high quality architectural design, appropriate setbacks and landscaping.*
- *Promote and facilitate housing projects that will result in a mix of housing types including mixed use developments in appropriate locations, such as “shop top” dwellings within the retail and commercial centres of activity centres, as well as over car-parks and other appropriate areas.*
- *Promote a variety of dwelling sizes and types to promote greater affordability of housing and choice in medium and large urban developments.*
- *Address the problems of inadequate physical infrastructure by ensuring that new development satisfactorily provides for or contributes to the infrastructure requirements it generates, particularly stormwater drainage, transport, community facilities and public open space.*

Clause 21.06 Major Activity and Neighbourhood Centres

Major Activity and Neighbourhood Centres are the strategic focus for increased development, amenity and residential density in Monash. The areas are considered important locations for residential development to ensure housing typologies are available to satisfy the housing needs for the Monash Population now and in the future.

Clause 22.01 Residential Development and Character Policy

Clause 22.01 recognises and seeks to protect the valued ‘*garden city character*’ of Monash and establishes future character statements to assist with guiding the design of new residential development within the municipality. This Clause promotes the diversity in housing options and direct future higher density developments within areas close to major hubs including Monash University.

The site is not located in an area of preferred residential Character types, however it is located adjacent to the Garden City Suburbs Southern Areas.

The preferred future character statement for the Garden City Suburbs – Southern Area specifies that:

“While the housing mix within this area will continue to evolve to meet the changing needs of the community, new development will complement the scale and siting of the original housing within the area. In doing so, it will enhance the generous spacious, open, landscaped character of the area.

This character area will be notable for its spacious garden settings, tall canopy trees, consistency in front setbacks and the maintenance of setbacks from at least one boundary and from the rear of the site. New dwellings will address the street and upper levels will be recessed and/or articulated to minimise the impression of building scale.”

Clause 22.03 Industry and Business Development and Character Policy

This policy relates to land within a Commercial 1 Zone.

Objectives of this policy are as follows:

- *To ensure that new development is successfully integrated into existing business or industrial areas to enhance the streetscape character and amenity*
- *To ensure that the scale and character of future development creates or enhances a high-amenity built form environment and attractive landscape setting.*
- *To promote high rise residential development within the Glen Waverley and Oakleigh Major Activity Centres, to support ongoing economic prosperity, social advancement and environmental protection, consistent with approved Structure Plans.*

This is further supported by the following strategies:

- Building Setbacks:
 - *Buildings be setback from street frontages in context with the surrounding environment and to create open and spacious streetscapes.*
 - *Development be setback from street frontages to visually unify diverse types of buildings and to enhance the quality of industrial and business areas.*

- *The Garden City Character be maintained and enhanced by providing space in setback areas for appropriate landscaping including the planting of semi mature canopy trees with spreading crowns.*
- Building Heights:
 - *Development complements and does not visually overwhelm surrounding buildings, roads or spaces in terms of building scale, height and bulk.*
 - *Development conforms with the scale and high quality design suitable for the locality.*
 - *Encourage medium to high rise development within the Oakleigh Major Activity Centre (4 – 8 storeys).*
- Car Parking and Vehicular Access:
 - *Sufficient on-site car parking, designed for safe and efficient vehicle movement, which does not visually impinge on front landscape setbacks or detract from the Garden City Character be provided.*
 - *Car parking be designed to minimise parking, traffic and pedestrian impacts on front landscape setback areas.*
 - *Substantive landscape areas be incorporated throughout the site to frame, screen or buffer buildings and car park areas.*
 - *Car parking be located behind the front landscape setback, and screened from the street with planting and low mounding, or located at the side or rear of properties.*
- Fences to Street Frontages:
 - *The requirement for front fences be minimised.*
 - *Front fences that are in keeping with and enhance the character of the area and adjacent space be provided.*
 - *Front fences located on property boundaries be discouraged.*
- Landscaping and Existing Trees:
 - *The standard of landscaping along road frontages, with particular emphasis abutting the major road network and at gateways throughout Monash, be improved.*
 - *Adequate areas of landscaping, including the planting of canopy trees, and other treatments that reduce the visual impact of large paved areas be provided.*
 - *Landscape treatments be provided within the front and side setbacks that positively contribute to the visual qualities of the neighbourhood.*

Clause 22.13 Environmentally Sustainable Development Policy

This policy seeks to commit new development to meet appropriate environmental and design standards. The policy provides a framework for early consideration for environmental sustainability at the building design stage in order to achieve the following efficiencies and benefits:

- *Easier compliance with building requirements through passive design;*
- *Reduction of costs over the life of the building; Improved affordability over the longer term through reduced running costs;*
- *Improved amenity and liveability;*
- *More environmentally sustainable urban form; and Integrated water management.*

4.3. STRATEGIC DOCUMENTS

4.3.1. Plan Melbourne

Plan Melbourne 2050 (“the Plan”), developed by DELWP seeks to identify the vision and strategy for Melbourne’s housing commercial and industrial development. The Plan identifies activity centres and neighbourhood centres as important locations to provide areas of higher density residential growth, commercial viability and access to amenities. Identified within Plan Melbourne, Oakleigh South is listed as a

Neighbourhood Activity Centre. These centres are well positioned with existing infrastructure to support local employment and population growth, necessary to support the rapid growth of population and housing mixology for the Oakleigh South area.

Neighbourhood Activity Centres are defined as *“Local centres that provide access to local goods, services and employment opportunities and serve the needs of the surrounding community”*

Embedded within Plan Melbourne’s objectives and strategies are consistent with the proposals direction of intensified higher scale residential development to the Oakleigh South Neighbourhood Centre area. Plan Melbourne takes its position to facilitate growth where growth is supported by increased infrastructure and local amenity to support residential growth. Additionally, Plan Melbourne is supportive of higher density development to deliver these objectives and provide housing mixology and ultimately housing choice and levels of affordability to the community.

Plan Melbourne – Outcome 02 seeks to provide housing choice in locations close to jobs and services.

Identified within the Plan, people are encouraged to live closer to jobs, public transport and local services. Achieving these objectives will positively reflect decrease in car dependence, reduced travel times and creating a 20 minute neighbourhood for local areas. Areas defined for future housing growth should be planned and managed to increase Oakleigh South’s amenity and future density housing objectives. Moreover, Plan Melbourne details the enhanced social and economic outcomes from strategy, sighting residential density in areas which are supported by existing services and amenities.

4.3.2. Monash Housing Strategy 2014 (MHS)

Taken together, the objectives and strategies of the MHS are founded on 5 key areas, being Housing Diversity, Neighbourhood Character & Amenity, Sustainability, Activity Centres and Affordability & Accessibility.

In relation to the site, it is consistently stated that Monash’s Activity Centres and Neighbourhood Centres, including Oakleigh South, are areas with future redevelopment potential to direct higher density residential development, including apartments, and mixed-use development.

However, as the subject site is identified as a Neighbourhood Centre, and the land surrounding the site is identified as ‘accessible areas’ (areas within proximity to Neighbourhood Centres), the development will be strictly bounded by neighbourhood character as it is re-iterated that where increased density and diversity is permitted in Neighbourhood Centres, it must be appropriate to the site context (see neighbourhood character study for site context analysis).

Nonetheless, there are additional indications that larger sites (subject site) and non-residential zones, including Commercial Zones, may offer opportunities for more intensive development considering it is of sound architectural design, sensitive to its surrounds and located near existing transport, infrastructure, and services.

The following is a summary of the key issues, objectives, strategies, and residential framework plan that are most relevant to the site’s development.

The key issues identified in the MSH, include:

- Accommodating moderate population growth through infill development
- Facilitating a more diverse range of housing to meet changing needs
- Managing an expected increase in demand for higher density development, including apartments
- Addressing housing affordability issues
- Protecting valued urban character, heritage, and amenity
- Recognising the opportunities of larger sites for more intensive development outcomes that can be sensitive to the desired future character of the location

In response to these key issues, the following objectives are to be met:

- Revitalise Monash’s activity centres by supporting higher density residential development and mixed-use development
- Encourage efficient use of existing physical and social infrastructure

- Ensure that development is appropriate to the residential environment, in particular neighbourhood character and amenity
- Recognise the need to maintain and enhance the Garden City character of the municipality
- Provide accommodation for a diverse and growing population
- Encourage high standards of architectural design

Key Strategies include:

- Housing Diversity: Promote higher density developments within and adjacent to Activity and Neighbourhood Centres that accommodate different forms of housing.
- Neighbourhood character and amenity: Ensure that new residential development enhances the character of the neighbourhood
- Sustainability: Locate higher density development in activity centres areas with access to existing infrastructure and services
- Activity Centres:
 - Encourage a mix of housing types including mixed use developments of higher density within or directly adjacent to activity centres
 - Promote and facilitate housing projects such as ‘shop-top’ dwellings within the retail and commercial centres of activity centres
 - Address the interfaces between activity centres and residential areas through innovative and high-quality architectural design
- Affordability and Accessibility: Locate social housing or housing that meets special needs close to existing transport, infrastructure, and services

Future Redevelopment Potential

The site is located in the area of Category 1: Activity and Neighbourhood Centres - Oakleigh Activity Centre. Key aspects include:

- Objective: Housing change and diversification appropriate to the site context
- Future Character: Development within these areas will support housing growth/diversity
- Residential Outcomes:
 - Mixed use and apartment development at an appropriate density to centre
 - Potential for lower density mixed use and lower rise apartment developments in Neighbourhood Centres
 - On larger sites, in suitable locations, increased density may be appropriate

4.3.3. Monash Neighbourhood Character Review 2015 (NCR)

As the Commercial 1 Zone (C1Z) applies to the site, the site has been omitted from Monash’s neighbourhood character study. However, as aforementioned, Monash’s Housing Strategy makes consistent references regarding the need for new development to respond to its surrounds. Therefore, it is important to understand the preferred neighbourhood character of the site’s adjacent residential areas.

In this study, the subject site’s nearby residential surrounds to the north and eastern boundaries are identified as existing character type B. As shown below, the recommendations of the neighbourhood character study call for increased scale, from 1 storey to 1-3 storeys, reduced side setbacks, from 1.5-2.5m to 1m, increased site coverage, from 33% to 40%, and replacement of dwellings, units, and townhouses in the existing character type B areas.

Thus, whilst this study omits the subject site, it makes clear recommendations for an emerging character of increased development in the residential areas surrounding the site. Furthermore, this recommended development is in the form of higher scale/size residential forms, particularly near activity centres/neighbourhood centres. Therefore, where the contemporary residential fabric appears to be low

scale, the preferred future character of this area will gradually drive higher residential built forms and in turn, the proposals suitability to its surrounds will improve over time.

It is also noted that the site is separated from the nearest residential areas by parkland to the east and Centre Road to the south and therefore it does not have direct interface with residential dwellings.

4.3.4. Monash Draft Affordable Housing Policy 2019 (MAHP)

The MAHP is a draft affordable housing policy that is seeking planning scheme amendments to include stronger statements of support for affordable housing to mandate contributions in Monash. The MAHP is aligned with Monash's Housing Strategy. The main two strategies of this policy are to mandate affordable housing contributions of 6% for new development in inclusionary zones and contributions of 75% where land is rezoned. However, as of 24 June 2021, the council is currently undertaking targeted engagement with key stakeholders on the draft report.

The five regulation strategies of this proposed policy, include:

- Support housing diversity and choice through existing planning policies
 - Action: Continue to implement Monash's housing strategy 2014
- Establish strong and broad policy statements about affordable housing needs
 - Action: Seek a planning scheme amendment to include strong statements
- Require affordable housing contributions when land is rezoned
 - Action: Seek a planning scheme amendment to mandate 75% affordable housing contributions
- Implement council-wide inclusionary zoning requirements for affordable housing
 - Action: Seek a planning scheme amendment to mandate 6% affordable housing contributions
- Establish processes to support affordable housing contributions
 - Action: Develop s173 agreement template and an affordable housing trust

5. PLANNING CONTROLS

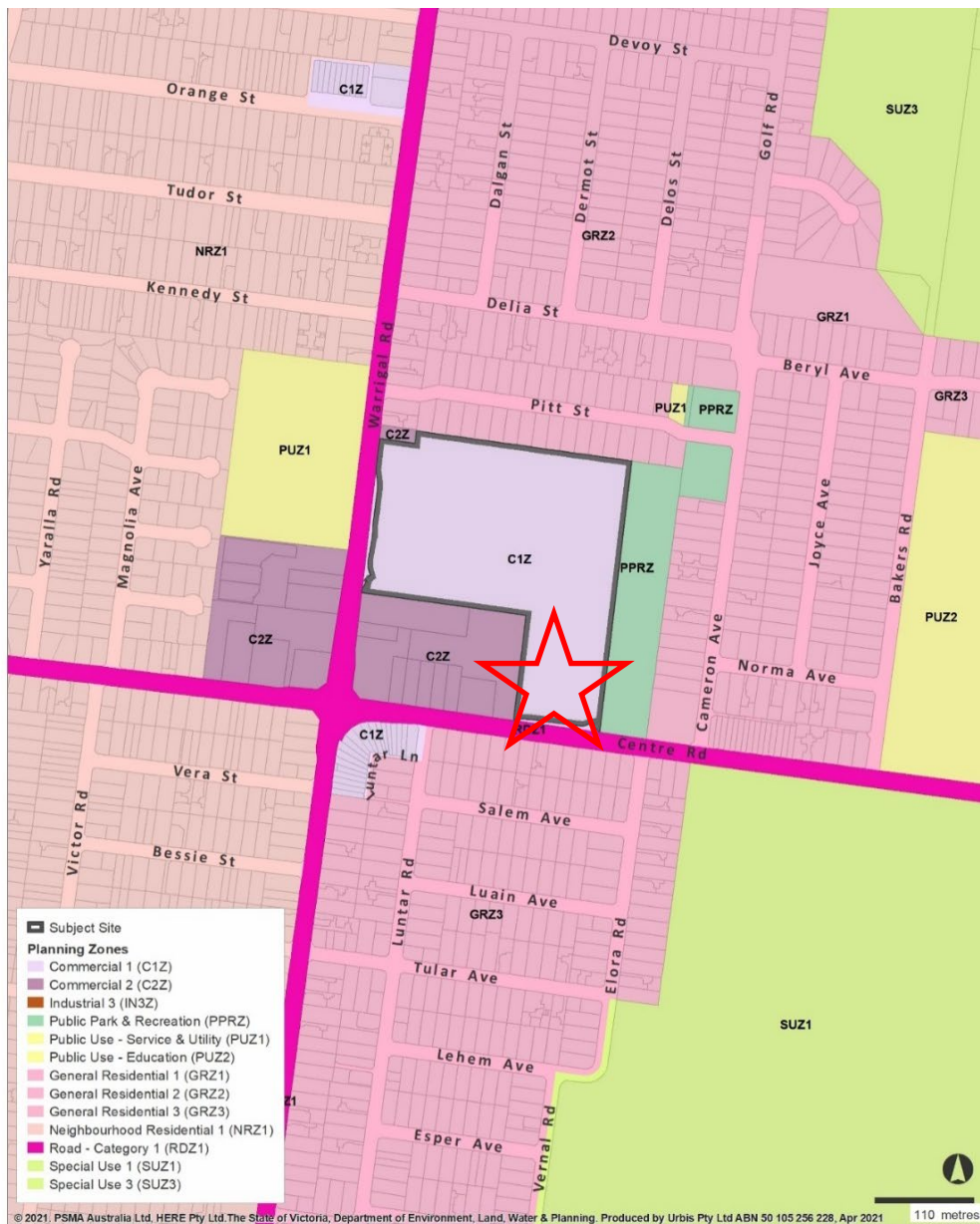
5.1. CLAUSE 34.01 - COMMERCIAL 1 ZONE (C1Z)

The subject site is located in the Commercial 1 Zone (C1Z). Pursuant to Clause 34.01. The purpose of this zone is “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 and to provide for residential uses at densities complementary to the role and scale of the commercial centre.”

A planning permit is required for the following:

- Pursuant to Clause 34.01-1 A permit is required for the use of a dwelling under the Zone.
- Pursuant to Clause 34.01-4 A permit is required to construct a building or construct or carry out works and an apartment development must meet the requirements of Clause 58.

Figure 6 Zone Map (star denotes subject site)



1041 CENTRE RD, OAKLEIGH SOUTH PLANNING ZONES

5.2. CLAUSE 43.02 – DESIGN AND DEVELOPMENT OVERLAY – SCHEDULE 1 (DDO1)

The subject site is affected by the Design and Development Overlay – Schedule 1 (DDO1) as it relates to the Industrial and Commercial Design and Development Area.

Pursuant to Clause 43.02-2 a permit is required to construct a building or construct or carry out works.

Pursuant to Clause 43.02-1 under the Schedule to the DDO, the following Design objectives apply:

- *To ensure that development, including front setbacks, is in keeping with and contributes to the Garden City Character as set out in the Municipal Strategic Statement.*
- *To ensure that the building scale and form in terms of height and bulk complements and does not visually overwhelm surrounding buildings.*
- *To ensure that streetscape engineering details of new developments integrate with the existing streetscape.*
- *To ensure that fences or planting along property boundaries do not adversely affect urban character or adjacent open space.*
- *To ensure that the landscape treatment within the front setback contributes to the positive aspects of the applicable industry or business Character Type identified in Clause 22.03.*
- *To retain existing on-site vegetation if possible.*
- *To ensure that car parking, vehicle access and service areas do not visually impinge on front setbacks or affect streetscape elements such as trees and nature strips.*
- *To minimise visual clutter*

Clause 43.02-2 Section 2.0 Buildings and Works:

Building and car park setbacks

- Buildings and car park areas must be set back from the front boundary of a site at least 20 metres from the Road frontages of Centre Road and Warrigal Road.
- Buildings and car park areas must be set back from the boundary of a site at least 6 metres from the boundary of 1041-1049 Centre Road Oakleigh South – north boundary abutting land zoned R1Z. The setback area is to be landscaped under the policy.
- Buildings must be set back from land in a residential zone or land used for a hospital or school at least the distance calculated $\text{Distance} = H/2 + 1.5$ metres (H = height of building nearest the boundary in metres)

Fences and front setback areas

A fence must be set back from the front boundary of the site at least the distance as specified above. A front fence must be no higher than 2 metres and screened by trees or landscaping to ensure materiality is similar to common characteristics of fences in the neighbourhood.

Engineering design

New accessways and streets must be designed so that they fit in with existing streetscape details. In particular:

- The accessway or street must be no wider than other accessways or streets within the neighbourhood that perform a similar function.
- Kerb details and corner radii of accessways and streets must be consistent with those in similar locations in the street.

Services

All services are to be located underground. Rubbish areas must be screened and at the rear of buildings, not to be viable from the street.

Figure 7 Overlay Map (star denotes subject site)



1041 CENTRE RD, OAKLEIGH SOUTH DESIGN AND DEVELOPMENT OVERLAY (DDO1)

5.3. PARTICULAR PROVISIONS

The following Particular Provisions are of relevance to this application:

5.3.1. Clause 52.05 – Signs

Clause 52.05 seeks to regulate to the development of land for signs and associated structures. Pursuant to Clause 34.01-9 the site falls within Category 1. Category 1 relates to Commercial Area (Minimum Limitation). The purpose of this Category 1 is *“To provide for identification and promotion signs and signs that add vitality and colour to commercial areas.”*

Business identification signage is a Section 1 (permit not required signs) provided the total display area of all signs to each premises does not exceed 8 sqm and does not include a direction sign. One separate Direction sign is allowed to each premises. Internally illuminated signage must not exceed 1.5sqm. The sign must be more than 30m from a residential zone or pedestrian or traffic lights.

Anything larger falls into Section 2 (permit required signs) and requires a planning permit.

5.3.2. Clause 52.06 – Car Parking

Clause 52.06 applies to a new use and seeks to ensure the provision of an appropriate number of car parking spaces. Pursuant to Clause 52.06-5, the statutory parking requirement is:

- Dwelling – 1 to each one or two bedroom dwelling plus 2 to each three of more bedroom dwelling (with studies or studios that are separate rooms counted as a bedroom).
- Shop – 3.5 spaces to each 100sqm of leasable floor area.
- Food and drink premises– 3.5 to each 100sqm of leasable floor area.

A permit may be granted to reduce or waive this car parking requirement.

5.3.3. Clause 52.17 – Native Vegetation

Clause 52.17 applies to any proposal to remove native vegetation. The purpose of Clause 52.17 is *to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. This is achieved by applying the following three step approach in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (Department of Environment, Land, Water and Planning, 2017) (the Guidelines):*

1. *Avoid the removal, destruction or lopping of native vegetation.*
2. *Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.*
3. *Provide an offset to compensate for the biodiversity impact if a permit is granted to remove, destroy or lop native vegetation. To manage the removal, destruction or lopping of native vegetation to minimise land and water degradation.*

As assessed by Galbraith and Associates, the trees proposed to be removed are not considered to be of any Arboricultural value and therefore the proposed tree removal does not trigger a planning permit under Clause 52.17.

5.3.4. Clause 59.29 – Land Adjacent to a Road Zone, Category 1

This clause applies to land adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay if the purpose of acquisition is for a Category 1 road. Pursuant to Clause 52.29-2 a permit is required to ‘Create or alter access to a road in a Road Zone, Category 1’.

This application is proposing the alteration of the existing crossover at Centre Road, which requires a permit pursuant to Clause 52.29-2. This altered access way will ensure safety for pedestrians, vehicles and bicycle users when navigating the entry and exit paths for the development.

Please refer to the Traffic Impact Assessment Report for further information about the alteration of this access.

5.3.5. Clause 52.34 – Bicycle Facilities

Clause 52.34 Bicycle parking seeks to encourage cycling as a mode of transport and to provide secure and accessible bicycle parking spaces and facilities. Pursuant to Clause 52.34-3, the statutory bicycle space requirement is:

- Dwelling – in developments of four or more storeys, 1 to each 5 dwellings for residents and in developments of four or more storeys and 1 to each 10 dwellings for visitors.
- Shop – 1 to each 600sqm of leasable floor area if the leasable floor area exceeds 1000sqm for employees and 1 to each 500sqm of leasable floor area if the leasable floor area exceeds 1000sqm for visitors.

A permit may be granted to vary, reduce or waiver any requirement of Clause 52.34-5 and Clause 52.34-6.

5.3.6. Clause 58 – Apartment Developments

Clause 58 applies to an apartment development within the Commercial Zone and seeks to encourage apartment development that provides reasonable standards of amenity for existing and new residents and to encourage apartment development that is responsive to the site and the surrounding area.

The development **must** meet all of the objectives of this clause and **should** meet all of the standards of this clause. A full detailed Clause 58 – Apartment Development Assessment has been provided at **Appendix B**.

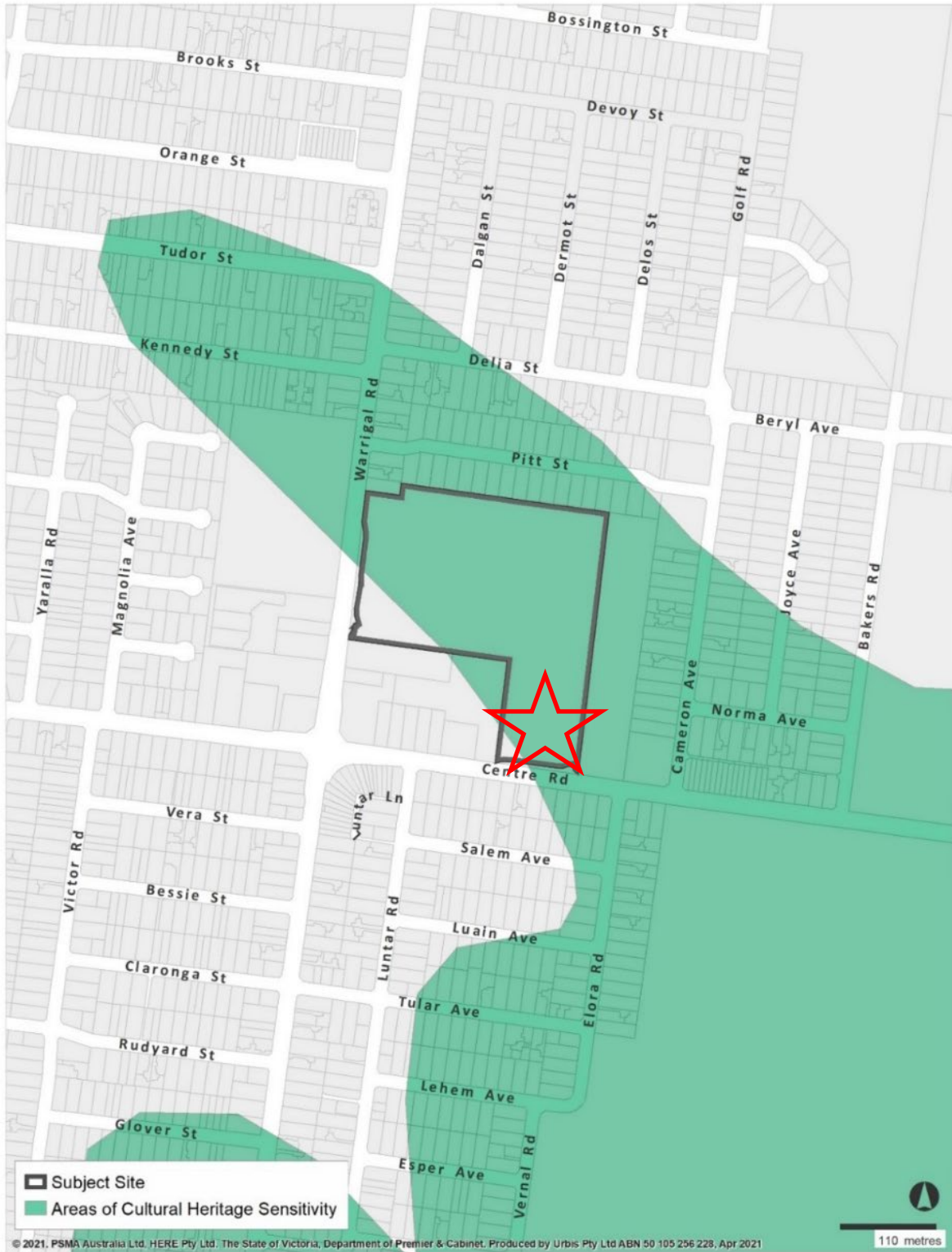
5.4. OTHER CONSIDERATIONS

5.4.1. Area of Cultural Heritage Sensitivity

The site is located within a nominated area of Aboriginal Cultural Heritage Sensitivity which are defined under the Aboriginal Heritage Regulations 2018 and include registered Aboriginal cultural heritage places and landform types that are generally regarded as more likely to contain Aboriginal cultural heritage.

It is considered that, due to the existing land use, development and land disturbance on the site, a Cultural Heritage Management Plan would not be required. A Heritage Due Diligence assessment has been prepared and attached as **Appendix J** of this report for further detail.

Figure 8 Area of Cultural Heritage Sensitivity (star denotes subject site)



1041 CENTRE RD, OAKLEIGH SOUTH AREA OF CULTURAL HERITAGE SENSITIVITY

6. PLANNING CONSIDERATIONS

6.1. OVERVIEW

The subject site is located on a prominent site within the Oakleigh South Neighbourhood Centre and surrounded by a mix of land uses and services. The site lies at the junction of three adjoining municipalities (Monash, Glen Eira, Kingston) and is within proximity of the main road intersection of Centre and Warragul Roads.

This strategic context presents opportunity for substantial urban renewal at the site to reinforce the locality within an established Neighbourhood Centre context. It will revitalise an underutilised site located at the southern end of the broader The Links Shopping Centre. The proposal will diversify the mix of uses on Commercial 1 Zoned land through offering new residential and retail uses to complement the existing retail hub (including a Woolworths and Bunnings towards the northern portion of The Links site) to benefit the site and the broader Neighbourhood Centre.

Importantly, the residential apartments are proposed to be retained by Pellicano under a Build to Rent model. The proposal will fulfil a growing demand for affordable housing within the locality through the provision of a high quality and appropriately located Build to Rent offering within a designated Neighbourhood Centre.

The proposed design response represents a high quality architectural outcome that appropriately responds to the Neighbourhood Centre context of the site, while providing for an appropriate transition in scale to the lower scale residential interface beyond. Landscaping has been seamlessly incorporated throughout the development to provide an integrated approach to landscape and architectural design.

The proposal has been designed to provide future occupants with a high level of internal amenity, offering access to a range of high quality communal open spaces and services within the building under the Build to Rent model, with Pellicano committed to deliver these services to future occupants.

They key matters to consider as part of this application and addressed within the following sections of this report include:

- Benefits of the Build to Rent Model
- Planning Policy Support
- Economic Considerations
- Built Form Response
- Interface with Adjoining Properties
- Internal Amenity
- Integrated Landscaping
- Sustainable Design
- Cultural heritage
- Traffic, Parking and Waste
- Contaminated Land

6.2. BENEFITS OF BUILD TO RENT MODEL

The site is proposed to be redeveloped to provide 173 Build to Rent apartments. Set in an existing cluster of commercial and retail land uses in Oakleigh South, this is a suitable residential location, where this unique and affordable apartment product will create an exciting new place to live.

Further benefits of this model include the following:

- As the building itself is in single ownership, there is greater incentive for the landlord to offer a wide range of services within the building to attract future tenants, including a podium rooftop communal terrace, conservatory, multifunction space, co working space, dining and kitchen (BBQ) facilities and enhanced landscaped opportunities throughout the development.

- The Pellicano Living model has a high emphasis on creating a resort-inspired lifestyle, with carefully designed 'precincts' offering a mix of luxury, service and wellness for future residents.
- The proposed building will be built for durability and longevity with the development providing personality and flexible amenities. The quality of the build is also likely to be higher to minimise any future maintenance costs.
- There is flexibility in lease lengths, with longer term leases being a viable offering. This in turn provides security of tenure for those within the rental market.
- There is future flexibility and adaptability should building improvements need to occur over time or apartment sizes and configurations require adjusting to meet market demands. As the building will not be strata-titled, there is no need to gain the consent of various individual owners to alter the building in future.
- Additionally, there is benefit of single ownership should the building be nearing the end of its life cycle, with demolition and reconstruction a feasible option.
- The Build to Rent housing model provides a new level of housing supply to the local market and creates new opportunity for occupants to inhabit high amenity dwellings. The Build to Rent model contributes high quality rental stock to the market and delivers a new level of competition to the housing market in the area, with a high-quality housing product.

6.3. PLANNING POLICY SUPPORT

The site is located within the Commercial 1 Zone (C1Z) and is affected by the Design and Development Overlay Schedule 1 (DDO1).

6.3.1. Plan Melbourne

Plan Melbourne: Metropolitan Planning Strategy 2017-2050 outlines the vision and strategy for Melbourne's growth for the next 35 years. Identified as a Neighbourhood Activity Centre, Oakleigh South supports the larger Major Activity Centres within the Monash Local Government area. These areas have a number of economic advantages, providing a concentrated area for retail, shopping, and activities ensure a high patronage to these areas. Oakleigh South is considered to have good access to public transport, road networks and is recognised as a major social and economic focus for the larger municipality.

These Neighbourhood Centres provide a convenient and accessible service as well as a local community focus. A decline in these centres may cause inconvenience and loss of expenditure and local employment, and thus dissuade residents from shopping locally. These centres need to attract and retain local businesses to remain vibrant.

Regarding Housing, a key focus of the strategy is to provide greater choice and diversity of housing across areas which are able to support incremental change, offer minimal impact to existing low density residential areas and provide a variety of housing choices to support the diversity in housing supply.

6.3.2. Planning Policy Framework

The proposal continues to support the key policy objectives for Monash through contributing to Council's aim to facilitate greater housing opportunities in suitable locations. In addition, the proposal will provide a high quality, well designed building that offers a multitude of internal amenities and services, which appropriately respond to the site and its context.

The subject site is considered to be in a suitable strategic location from a planning policy perspective given its location in the Oakleigh South Neighbourhood Activity Centre. Policy broadly seeks to create opportunities for housing development and urban consolidation in suitable locations that are well serviced by shops, services, open space and high levels of accessibility for walking, cycling and public transport.

The development of a mixed use development will increase the choice in housing options for the current and future population. The Build to Rent model is a relatively new concept of housing tenure and therefore, the proposed development will importantly contribute to the diversity of housing in and around the area.

The proposal is considered appropriate under the Planning Policy Framework for the following reasons:

- The proposal will continue to support population growth within suitable existing urban areas to provide a mix of uses including residential and retail use, in accordance with the objectives of **Clause 11 (Settlement)**.

- The proposal is in accordance with **Clause 11.02-1S (Supply of Urban Land)**, which seeks to plan for urban growth taking into consideration opportunities for the consolidation, redevelopment and intensification of existing urban areas.
- It is considered that the proposal will make a significant contribution to the Oakleigh South Activity Area with significant transport investment, diverse mix of land and access to local amenities. In accordance with clause **11.03-1R (Activity Centres-Metropolitan Melbourne)** the proposed development is highly accessible by public transport, making the location easily accessible, and well supported by existing infrastructure
- The proposal will allow will provide a range of uses that contribute to diversity within the existing commercial centre and provide the surrounding community with quality living and working environments that are safe and accessible, as desired within **Clause 15 (Built Environment and Heritage)**.
- In line with the direction of **Clause 16 (Housing)**, the proposal facilitates the development of well-located site and will contribute to diversity of housing that meets community needs. Similarly, the development responds to Clause 16 through the provision of increased choice in housing type, tenure and costs to meet the needs of changing households and support diverse communities.
- It is considered the Built-to-Rent Scheme will have a substantial positive influence on the future growth of affordable and alternative housing options (**Clause 16.01-2S Housing Affordability**). The proposal is considered strategically aligned with this policy direction given its location, access to road networks and public transport, employment opportunities, amenities and open spaces.
- The proposed Build to Rent dwellings will contribute to meeting housing needs at a strategic development site with access to services and transport, as desired within **Clause 16.01-1R (Housing Supply – Metropolitan Melbourne)** and **Clause 18.02-2R (Principal Public Transport Network)**.
- The proposed build-to-rent apartments will contribute to meeting housing needs in Oakleigh South Activity Centre in a strategic development area with excellent access to services and amenities, larger residential areas and amenities. (**Clause 16 and Clause 18**).
- The proposed additional residential population, combined with ground level retail tenancies, will contribute to the economic well-being of the broader community through facilitating a range of uses, pursuant to **Clause 17.02-1S (Business)**.
- It is considered that the proposal will make an important contribution to the Oakleigh South Activity Area with significant commercial investment and services in the immediate vicinity. In accordance with clause **11.03-1R (Activity Centres-Metropolitan Melbourne)** the proposed development is accessible by public transport, and key road networks making the location easily accessible, and well supported by existing infrastructure (**Clause 18.01-3S – Road System**).
- The proposal location in Oakleigh South Activity Centre and the extensive amenity contained within the site at ground level and within the immediate vicinity will greatly benefit future residents, small businesses, employees and visitors (**Clause 17 - Economic Development**). In terms of the local economy, given the expected population growth and area demands additional retail, food and drink tenancies located in areas supported by car parking and additional retail options. The State economy will benefit from the output produced from the retail and commercial offering at the ground floor level **Clause 17.01-1S – Diversified Economy**).

6.3.3. Local Planning Policy Framework

The Local Planning Policy Framework builds on the Planning Policy Framework by applying locally specific context to the policy.

The development complies with the following key local policies within the Monash Planning Scheme, as discussed below:

- The proposal demonstrates the development potential in the Oakleigh South Neighbourhood Centre, providing increased housing stock, density and development in areas which are identified for future increased density, accessibility and access to key services and residential amenities (**Clause 21.04 Residential Development**).
- The proposal provides additional residential apartments within the Oakleigh South area, offering excellent amenity for residents in terms of retail, car parking, internal amenity and accessibility to greater Melbourne areas (**Clause 21.04 Residential Development**).

- The proposal will develop and maintain Oakleigh South as a key Neighbourhood Centre and economic hub, ensuring key retail, services and amenity are substantiated with higher density residential development. The increased residential density will support ongoing economic prosperity, social advancement, accessibility and amenity for future residents in the Oakleigh South area (**Clause 21.06 Major Activity and Neighbourhood Centres**).
- Policy stipulates future growth, density and residential development should be sited in Neighbourhood Activity Centres which may support the increased density. Oakleigh South Neighbourhood Centre is strategically located to encourage the proposed emerging mixed use development, enhancing the Centre Road streetscape and contributing well activated frontages for the proposal. The overall development seeks to service the future growth of population and provide a range of housing mixology to adequately support the emerging pattern of modern living (**Clause 21.06 Major Activity and Neighbourhood Centres**).
- The proposal is considered to be generally in alignment with the local residential development and character policy, directing residential growth to neighbourhood activity areas that are well serviced by transport, road networks, commercial, community and associated services. The development has been designed to positively contribute to the existing skyline and street activation of the Oakleigh South activity centre. The proposal will contribute positively to the surrounding character of the area and will provide an appropriate transition to residential areas beyond (**Clause 22.01 Residential Development and Character Policy**).
- The proposed mixed use development adequately responds to the local business development and character policy objectives as outlined at Clause 22.03. The proposal complies with this policy, providing an activated ground floor area for shop, retail and café use to positively contribute to the Links Shopping Centre amenity and Oakleigh South Neighbourhood Centre area. The scale and character of the development ensures smaller businesses may thrive in a community setting, contributing to the local amenity and commercial precinct of Centre Road. In accordance with the policy, provision for higher density residential above ground level commercial uses are promoted to activate the local amenity of the area and ensure passive surveillance, convenience and accessibility for future and existing residents of the area (**Clause 22.03 Industry and Business Development and Character Policy**).
- The proposal complies with the relevant objectives and standards of the Council Best Practice Standards as outlined within the accompanying SMP report, prepared by GIW Environmental Solutions (**Clause 22.13 Environmentally Sustainable Development Policy**)

6.3.4. Compliance with the Commercial 1 Zone

In accordance with the C1Z the use of the land partially for a 'dwelling' is a Section 2 – Permit required use.

The proposal is considered acceptable and consistent with the C1Z which applies to the site, as follows:

- The uses proposed by the development, being accommodation (dwelling), retail and shop, are as-of-right (Section 1 uses) under the Commercial 1 Zone (C1Z) which in itself demonstrates that such uses are encouraged in this location.
- Note the development proposes the dwellings to be sighted above ground level, ensuring the objectives of the C1Z are met and the ground level provides enhanced street activation and retail amenity.
- The proposed 8 storey building (with recessed 9th level) will contribute positively to the subject site context, emerging character for the area and provide higher density outcomes for the site which are supported by increased access to amenities.
- The proposed Build to Rent model will provide an alternative and affordable accommodation option for Monash's residential and worker population, as encouraged by the C1Z.
- The proposed development will be a positive addition to the streetscape, providing a generous landscape setback with a podium and upper level built form typology providing a suitable response to the objectives of the Design and Development Overlay Schedule 1. The development location has been sighted with direct access to Centre Road and is located on an existing large commercial site. Provision of suitable buffers from the development to transition down to adjoining lower scale residential surrounds has been made.
- As demonstrated in the surrounding context, the proposed building height is not uncommon or dissimilar to recent planning approvals in the Monash LGA at other Neighbourhood Centres, where other developments of between 5 upto 10 storeys have been approved (refer to summary table in Section 2.4 of this report).

- Further, the proposed building height positively transitions down towards the lower scale general residential areas adjacent to the site.

6.3.5. Compliance with Design and Development Overlay – Schedule 1

The site is affected by the Design and Development Overlay – Schedule 1. Pursuant to Clause 43.02 a permit is required to construct a building or construct or carry out works. In accordance with Schedule 1 to the DDO the following Decision Guidelines the following has been considered applicable to this assessment, specifically:

Decision Guideline	Response
<p>Whether the development is consistent with the desired future character statement for the applicable industry or business Character Type identified in Clause 22.03.</p>	<p>The subject site is not identified as having a specific Business of Industry Character as outlined in Clause 22.03. However, the proposal demonstrates compliance to relevant built form policy under Clause 22.03-3, specifically building setbacks, building heights, car parking and access, street frontages, landscaping and advertising signs.</p> <p>The proposal seeks to develop quality architectural design, incorporating 173 Build-to-Rent apartments and retail tenancies which offer excellent amenity and public street activation at ground level. The development is considered consistent with the desired future character of Oakleigh South Neighbourhood Centre.</p>
<p>Whether the development will significantly add to the storm water discharge entering the Council's drainage system.</p>	<p>The storm water is considered to meet the relevant design standards and requirements as outlined within the attached SMP.</p> <p>The proposed development has achieved a Melbourne STORM rating of 103%. A full Water Sensitive Urban Design response is detailed further within the attached SMP.</p>
<p>Whether the building setbacks are generally consistent with the setbacks in the applicable industry or business Character Type and are consistent with the desired future character statement identified in Clause 22.03.</p>	<p>The building setbacks are considered to be generous to all site boundaries with regards to the proposed massing of the development. The development has been designed to optimise internal amenity for future residents, provide adequate spaces for communal activities and enhance the Centre Road interface and connecting Links Avenue.</p> <p>Moreover, the proposed landscaping treatments within the setbacks of Centre Road (20 metres) and at the periphery of the development will further soften the built form into its surrounds and provide additional articulation into the design of the proposed podium.</p> <p>It is considered the development is consistent with the desired future character of Oakleigh South.</p>

Decision Guideline	Response
Whether streetscape and engineering details are consistent with streetscape and engineering details within existing streets.	The proposal will utilise an existing access way from Centre Road to Links Avenue. The streetscape will be enhanced through providing larger areas for landscaping opportunities and permeable surfaces for the Centre Road interface and streetscape, with a generous 20 metre landscaped setback along the Centre Road frontage.
Whether side and front fences are in keeping with the character of the neighbourhood.	NA
Whether the landscape treatment in the side and front setbacks contributes to the Garden City Character.	<p>As detailed further within the Landscape Report prepared by Oculus, the proposed landscaping (as described in Section 3.6 of this report) seeks to provide separate areas of open spaces that provide cohesive greenery and landscaping to the entire development.</p> <p>The increased landscaping opportunities at Ground level supporting the Centre Road setback, surrounding the plaza and associated car parking area is further heightened by the large 'park' like podium level terrace utilised by residents.</p> <p>From the streetscape, the development proposes increased landscaping design and functional hard scape layouts for activation, and ultimately to enhance the 'Garden City Character'.</p> <p>The proposal is considered to be a significant improvement from the current built form and large concreted areas present at the site.</p>
Whether any existing vegetation that contributes to neighbourhood character will be removed by the development.	There is limited existing vegetation currently on site. As discussed within the arborists letter, the tree retention value of all trees are considered 'low'. As described above, the proposal is a significant improvement on the current built form and landscaping. The proposal will provide additional landscape design, replacement and enhanced planting, hardscape functional built form and improved ground floor access and amenity.
Whether any large native or exotic trees have been proposed that will contribute to neighbourhood character.	NA
Whether the development has any adverse visual impact on adjacent areas of public open space.	The proposed development will not cause any adverse visual impact on the adjacent site and surrounds or adjacent public open space. As discussed previously, the site is well located to accommodate the scope of development proposed. The site will provide enhanced

Decision Guideline	Response
	landscaping and site softening treatments via the ground floor plaza and commercial area activation to enhance the surrounding area. The adjoining open space known as the BMX track is considered to have negligible impact given the specific use of the open space solely for BMX uses for the majority of time.
Whether any steps have been taken to minimise visual clutter caused by overhead services.	The subject site is located fronting Centre Road. It is considered the proposed urban design response, landscaping treatment and overall architectural design of the development will enhance the existing concrete site and existing built form. It is considered there is little visual clutter affecting the proposed development which is not already current to the site.
Whether adequate on-site car parking has been provided.	<p>The proposal comprises of 238 car spaces. 60 of these car spaces are provided at grade, adjacent to the development for ease of access. The remaining car parking is located within the Basement levels of the development. It is considered the provided rate of car parking adequately responds to the anticipated demand rate of car parking.</p> <p>Further, it is considered the provided surplus bicycle spaces provided will support alternative transport uses as well as the developments direct sighting adjacent to the Links Shopping Centre car park which provides for a vast amount of car spaces as linked to the existing shopping centre. Further analysis is provided in the accompanying traffic report.</p>
Whether driveway crossovers have been located to avoid street trees.	The proposal driveway crossovers have been located to avoid street trees. The proposed driveway crossover is located at the rear of the development on Links Avenue which will not result in any loss of existing trees as a result.

6.4. ECONOMIC CONSIDERATIONS

An economic report has been prepared by Deep End Services to assess the suitability of a second supermarket at this location. Specifically, it assesses whether the introduction of a second supermarket to the centre would change the role of Oakleigh South Neighbourhood Centre and the potential impact on the broader retail hierarchy.

Council's local policy identifies a strong Centres Hierarchy approach to planning within activity centres and Map 5 of Clause 21.06 identifies the site as within the Oakleigh South Neighbourhood Centre. Policy objectives seek to maintain the hierarchy of activity and neighbourhood centres to provide a framework for planning in the area, with these centres expected to accommodate future growth and change in the next 30 years. Local policy recognises that centres will continue to evolve and that growth pressures should be planned and managed to ensure their longer term sustainability.

The economics report concludes the acceptability of a second supermarket at The Links site in terms of demand and there will be no impact on the role and function of the Oakleigh South centre within the overall activity centre hierarchy within Monash. Further, the proposed supermarket and retail tenancies are consistent with the policy direction for Neighbourhood Centres, with their primary role being for weekly convenience shopping. The proposed supermarket has a floor area of approximately 1,712sqm which is less than half the size of the full line Woolworths tenancy at the broader site, suggesting it will play a subordinate role to the much larger supermarket. This scenario is a common occurrence where major and mid-sized supermarkets located within the same neighbourhood centre.

The economic report concludes the following:

- *The site is a prominent location with good access for local residents.*
- *The site is within the Commercial 1 Zone and well-placed to leverage the existing centre's profile, catchment and infrastructure.*
- *A second supermarket at The Links will not alter the role of the Oakleigh South NAC. Under local planning policy, the primary focus of neighbourhood centres is to meet weekly convenience shopping needs and promote the attractiveness of the centre for local residents. The addition of a medium-sized supermarket and two shops meets the objectives of local policy without undermining the role of the Oakleigh Major Centre or other centres.*
- *Based on current benchmarks, there is an undersupply of supermarket floorspace in the area. A mid-sized supermarket can be comfortably supported by the population without undue impacts on existing centres.*
- *Minor trading effects will be felt across major supermarkets which are large enough to sustain small fluctuations in sales.*
- *A new supermarket banner will provide increased choice and convenience.*
- *The enhanced offer is likely to increase patronage to the centre with flow-on effects to other retailers and cross-shopping opportunities with Bunnings.*
- *The proposal is a higher and better use of the land with an increase in on-site employment levels.*

Please refer to the accompanying economic report, prepared by Deep End Services, for further detail.

6.5. BUILT FORM RESPONSE

The proposal has been designed to provide an appropriate contribution to the locality through providing a mixed use development with Build to Rent apartments and ground level retail and supermarket offering.

- The proposed mixed use development comprises of levels 1-7 apartment dwellings to accommodate future growth anticipated for the area. The development provides a mix of studio, one and two bedroom apartment typologies which provides for dwelling diversity where the surrounding context is largely single dwellings.
- The apartments are generally compliant with the Better Apartment Design Standards
- The proposed development is designed to provide the optimal street activation, given the strategic intent for the neighbourhood centre in this locality
- The proposal demonstrates a high quality architectural built form outcomes, set suitably into its site context, the proposed design is recessive in some areas allowing for increased landscape opportunities which do not result in excessive visual bulk and allows a generous podium communal space area.
- There is a general lack of policy relating specifically to Build to Rent housing model, however as seen in recent examples across the country the emerging trend offers a unique residential opportunity with many benefits to the residents and long term affordable housing.
- The proposed built form is generally compliant with the strategic intent for the Oakleigh South Neighbourhood Centre and the future population growth for the wider area, supporting a range of residential typologies for future growth and housing diversity.
- There is a definitive lack in specific policy for the Oakleigh South area. Compared to the neighbouring Oakleigh activity centre, this development and proposed built form is supported in surrounding activity centres where increased density is supported by increased amenity, services and offerings for future

residents. It is considered the Oakleigh South neighbourhood centre should align with neighbouring policy intent for activity centres.

Please refer to the accompanying Urban Design Report, prepared by i2c.

Furthermore, an Urban Design statement has been prepared by Urbis as part of this application to provide further assessment of the proposal from an urban context perspective.

6.5.1. Building Height

In response to the pre-application feedback and ongoing discussions with Council, the proposed development has been reduced to propose a total of 8 storeys (plus a 9th level containing recessed communal facilities at the rooftop). The proposed building height of between 32.65 metres and 33.57 metres and site massing responds to the immediate commercial area and surrounding residential area, providing a transition in building height from the Neighbourhood Activity Centre to the surrounding residential uses beyond.

As previously highlighted, other activity centres of this nature and similar in scale within Monash and the adjoining municipalities of Glen Eira and Kingston are comparable, with recent development approvals in the order between 5-10 storeys.

It is considered the proposed development position on the subject site has been designed to optimise the Centre Road interface and propose the 'L' shaped development in a way that optimises the setbacks to the residential land east of the subject site.

Figure 9 North and East Elevation of the proposed development



Source: Architectural Plans, Plan DA40

6.5.2. Massing and Setbacks

It is considered the proposal appropriately responds to the requirements of the DDO, notably the generous 20 metre landscaped setback to Centre Road.

The built form has been well designed to form a quality architectural design response to the site context and the site surrounds. The development has been orientated on the site in an 'L' shape building, providing the optimum setbacks from the residential land uses to the east, providing the least amount of impact to the eastern boundary as possible.

The massing has also been designed to allow for equitable future development setbacks should the bus depot site to the west be developed in future. Given this sites prominent corner locality within the heart of the Neighbourhood Centre, it is anticipated that the site could potentially accommodate substantial built form and scale, which the proposal has sought to respond to.

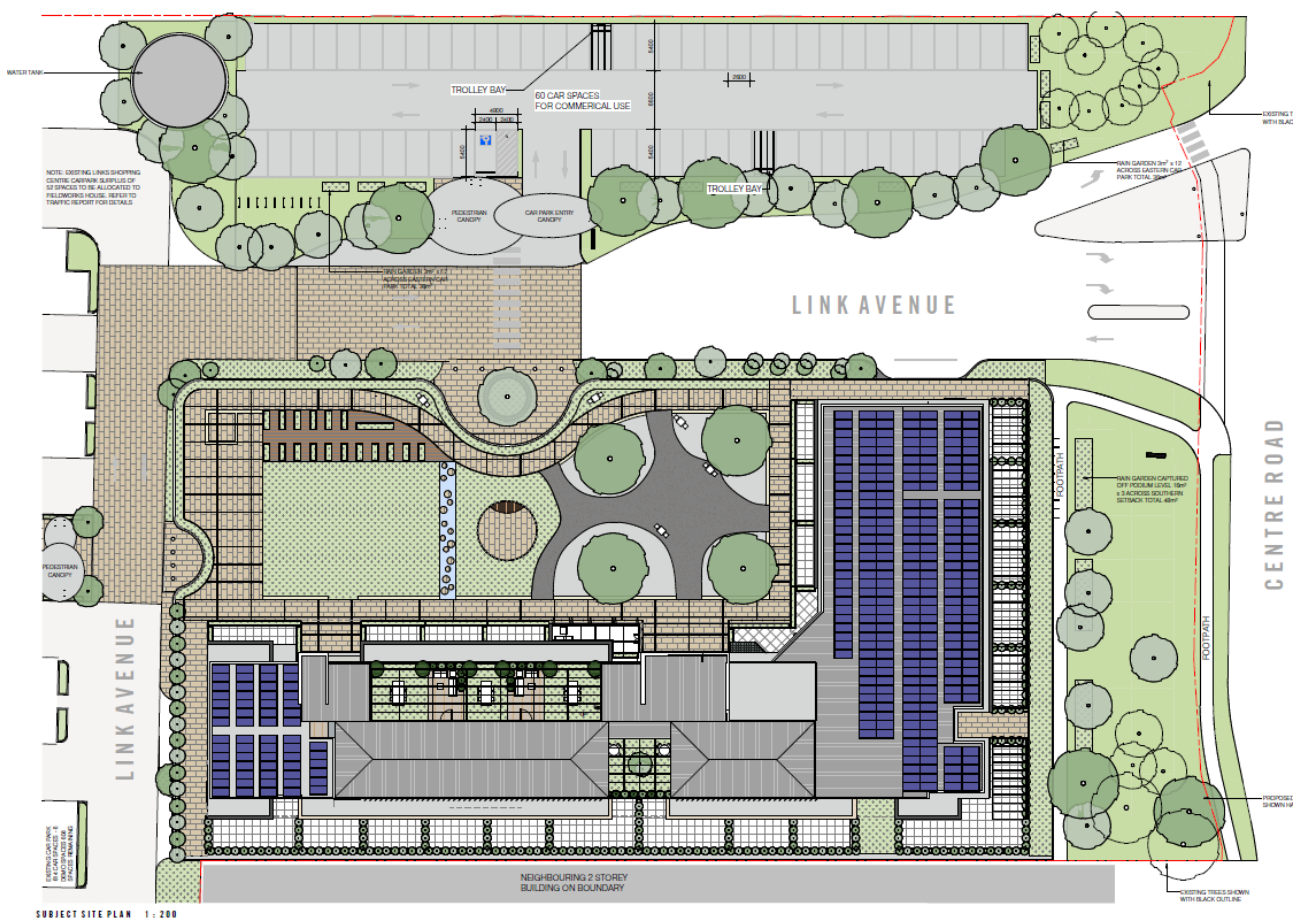
Additionally, the podium design and articulation demonstrates human scale activation for Centre Road, plus increased use of podium rooftop space for the communal terrace areas to soften the appearance of the development and to provide a well landscaped appearance.

It is considered the proposed massing of the tower towards the western portion of the site presents an optimised site yield and amenity for future residents. The proposed setback to the west of 4.71 metres will ensure a lightwell to the apartments for future amenity, if the site to the west is developed in the future.

Built form concentrated towards the west portion of the site will provide separation away from lower scale residential dwellings towards the east, with the key setbacks demonstrated below:

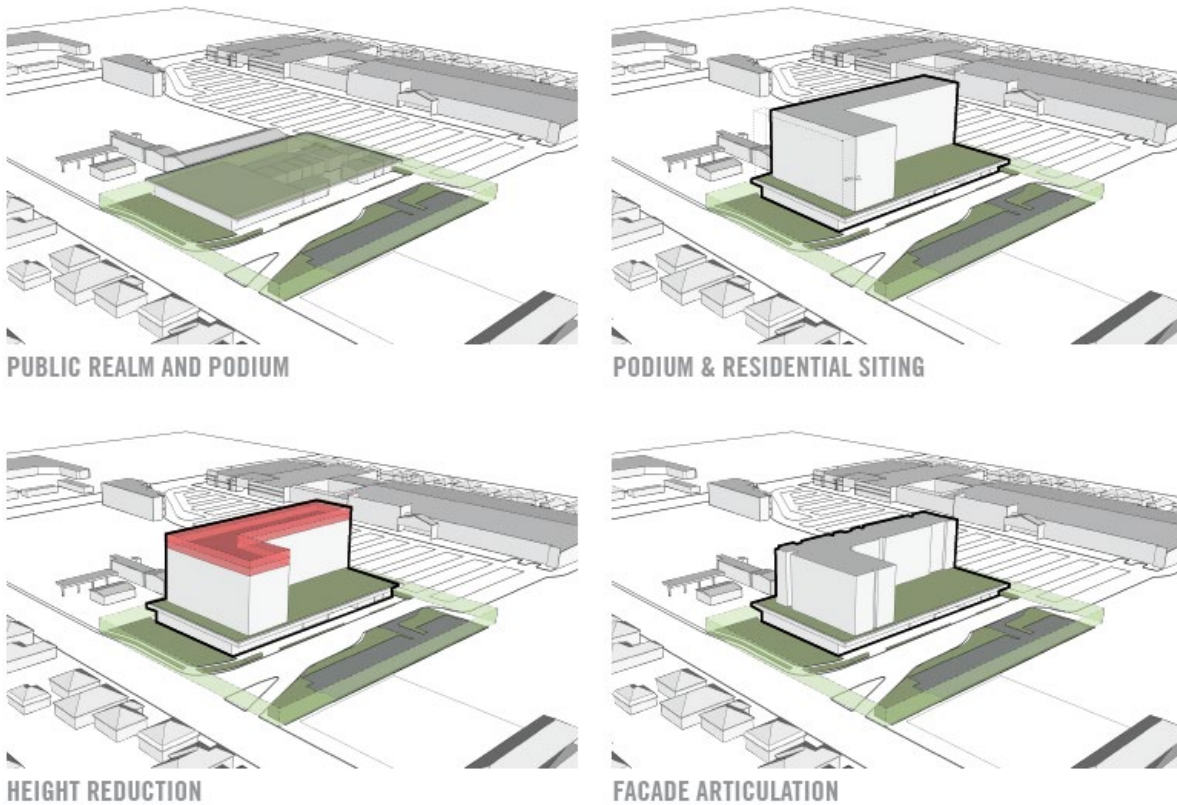
- North – 8.105 metre (approximate) setback from the Links Avenue car parking area at the rear of the development
- South – 20 metre (approximate) setback to Centre Road boundary
- East – 40 metre (approximate) setback to the BMX track/ east site boundary
- West – 4.71 metre (approximate) setback to the west boundary

Figure 10 Proposed Site plan



Source: Architectural Plans, Plan DA13

Figure 11 Height Massing Strategy



Source: *Urban Context Report*, page 27

6.5.3. Street Level Interface and Public Realm

The proposal has been designed to respond appropriately to the public realm and land use activity that surrounds the site. It is notable that the design of the development has had regard to the objectives and design standards of the DDO which are particularly focused on the delivery of a high-quality public realm.

This is demonstrated by the following:

- Retail spaces are located along the public realm interface located within the proposed plaza, with access to car and bicycle parking as well as access off Links Avenue for safe pedestrian thoroughfares.
- Large plaza area and surrounding outdoor seating to promote access to the proposed retail spaces and spaces for pedestrian assess and associated amenities within the development.
- The proposal enhances the public realm by way of substantial weather protection by the proposed podium.
- The activated streetscape wraps around Centre Road to Links Avenue providing further continuity from accessible areas surrounding the site. The activation has been well designed to promote accessibility and linkages to the rear 'Links Shopping Centre', Bunnings and associated additional car parking areas north of the subject site.
- Clear pedestrian routes and wayfinding are provided throughout the site at street level, including to improve pedestrian accessibility to the existing shopping centre to the north.

VISUALISATION /
EASTERN VIEW



Picture 13 Indicative render from Links Avenue (side). Source: UCR

VISUALISATION /
NORTH-EAST VIEW



Picture 14 Indicative render from Links Avenue (rear). Source: UCR



Picture 15 Indicative render from Links Avenue (rear). Source: UCR

6.6. INTERNAL AMENITY

In developing the proposal there has been a strong focus on ensuring high living standards are provided for future residents. As discussed, the Pellicano Living model seeks to ensure high quality and durable internal spaces are created for future occupants, allowing for future flexibility and adaptability in apartment layout.

A detailed assessment of the proposal against the relevant requirements of Clause 58 (Apartment Developments) has been undertaken and demonstrates overall compliance with all objectives and standards of relevance.

The following key features of the proposal will contribute:

- The proposed built form provides an excellent level of internal amenity afforded to each dwelling. The development has been designed to provide optimum daylight access and amenity for future residents. Each dwelling has been provided with adequate access to daylight with no dwelling relying on borrowed light to habitable areas of the dwelling.
- General landscaping, communal areas and planting opportunities have been proposed as key aspects of this development.
- Each apartment is afforded with generous internal layouts, providing a mixology of apartment types, sized and orientation for future residents.
- Communal areas are provided to access the rooftop terrace, level 1 terrace area and other landscaped areas around the development. The vast communal spaces will enhance the liveability of the development and service the larger amenity offering for the development.
- The proposed architectural design of the apartment development anticipates minimal to nil overlooking potential to surrounding residential areas, prioritising privacy for each resident.
- Generous communal spaces to benefit future occupants are proposed as part of this development, including:
 - Community Garden
 - Shed and BBQ facilities (weather protected)
 - Lawn area and outdoor dining spaces
 - Contemplation garden
 - Conservatory
 - Private terrace areas

- Yoga studios / Multi-function space
- Co working areas
- Public realm enhancements are provided, which will enhance the site amenity and its interface with the existing shopping centre and streetscape.

On this basis, it is considered that future occupants of the development will benefit from excellent levels of internal amenity.

A full detailed Clause 58 – Apartment Development Assessment has been provided at **Appendix B**.

6.7. CAR PARKING, TRAFFIC AND WASTE

Please refer to the Transport Impact Assessment, prepared by Traffix Group located at **Appendix E**.

6.7.1. 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 Planning Policy Framework and Local Planning Policy Framework.

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 applicable to this application is as follows:

Land Use	Area	Statutory Requirement	Total
Dwelling	173 apartments	<ul style="list-style-type: none"> ▪ For each 1 or 2-bedroom dwelling 1 car parking space is required; and ▪ For each 3 or more-bedroom dwelling 2 car parking spaces are required. 	173
Supermarket	1,705m ²	5 spaces to each 100m ² of leasable floor area	85
Shop (Retail)	757m ²	3.5 spaces to each 100m ² of leasable floor area	26
Food and Drink Premises	88m ²	3.5 spaces to each 100m ² of leasable floor area	3
Total spaces required under the statutory rate			287

It is noted that the site is located with the Principal Public Transport Network (PPTN) and is therefore not required to provide any visitor spaces. The proposed development has a statutory requirement for 287 car parking spaces.

The proposal includes provision of 178 carparking spaces within the basement to satisfy the residential component. A further 60 at-grade parking spaces are provided on the east side of Links Avenue for the commercial uses. The provision of commercial spaces falls short of the statutory car parking requirement car spaces and accordingly, a permit to reduce the car parking requirement is being sought as part of this application

Car Parking Demand

- Residential: For this development, the statutory car parking requirement for the residential component is expected to be reflective of the expected car parking demand.
- Supermarket: In shopping centres, where there is a major full-line supermarket, the inclusion of a smaller secondary supermarket serves to supplement shoppers with further choices and does not generate car parking at the full statutory rate. As assessed within the Traffic Report, supermarkets of a similar size typically generate parking at a rate of 3.5 spaces per 100m² of leasable floor area. Accordingly, the 1,700m² supermarket is expected to generate a parking demand for 60 spaces.
- Shop: The rate of demand is considered in line with the statutory requirement.

- Food and Drink Premises: The report identifies the food and drinks tenancy will be ancillary to the greater Links Shopping Centre and will serve patrons visiting the larger shopping complex. Staff demands are therefore expected to be the only parking demand for this use.

Based on the above car parking space allocation, it is considered the anticipated car parking demand needs are met, however, as there is a statutory short fall of 28 spaces, a permit is required to reduce the car parking rate for this proposal pursuant to Clause 52.06.

The Traffic Impact Assessment report has provided the alternate solution for the shortfall in spaces to be provided adjacent to the development. The existing Links Shopping Centre has a surplus of approximately 52 car parking spaces which are not leased as part of the existing buildings. The surplus of 52 spaces is more than sufficient to meet the proposed car parking shortfall associated with the commercial component of the development.

It is considered this alternative solution and its location adjacent to ample car parking be an acceptable car parking allocation outcome to be considered by Council.

6.7.2. Bicycle Parking

Pursuant to Clause 52.34 Bicycle Parking of the Greater Geelong Planning Scheme, the following bicycle parking rates apply:

Land Use	Area	Statutory Requirement	Total
Dwelling (resident)	173 units	1 space to every 5 dwellings	35 spaces
Dwelling (visitor)	173 units	1 space to every 10 dwellings	17 spaces
Shop (employee)	2,633m ²	1 space to each 600m ² of leasable floor area if the leasable floor area exceeds 1,000m ²	4 spaces
Shop (customer)	2,633m ²	1 space to each 600m ² of leasable floor area if the leasable floor area exceeds 1,000m ²	5 spaces
Total spaces required under the statutory rate			61 spaces

Based on the statutory requirement to provide 61 bicycle spaces, the proposal has provided 212 bicycle parking spaces on site comprising 174 secure spaces within the basement and 38 visitor spaces throughout the site at horizontal rails. This is a significant surplus to the statutory requirement, promoting the using of bicycle as a mode of transport and decrease car dependency.

In accordance with the statutory requirement, the proposal is considered to satisfy the requirement.

6.7.3. Traffic

As outlined in the Traffic Impact Assessment, the additional traffic generated by this development has been assessed to be of no material change to any of the key commuter peak periods already existing for the immediate road network as a result of the proposed development. The report has concluded the additional traffic created by the proposed development will be able to accommodate the already highly congested road network without material change to the operation or efficiency of the road network.

6.7.4. Waste

A detailed Waste Management Plan has been prepared as part of the application.

The proposed development seeks to adopt appropriate operation and management of waste throughout the development. A summary of how waste will be managed is outlined as follows:

- Waste bins will be stored within the Basement in a Waste Room and can be accessed by residents and is secured from the common areas.
- The operator will be responsible for managing the waste system, ensuring adequate safe operating procedures are developed and implemented.

- All Waste will be stored within the development, concealed from external street view.
- Residents, visitors and users of the development will deposit waste into chutes and / or shared collection bins.
- Waste will be collected onsite, within the development. The collection contractor will transfer bins between the waste area and the collection truck.
- A private contractor will provide waste collection services.

Please refer to the Waste Management Plan, prepared by Leigh Design located at **Appendix G**.

6.8. EXTERNAL AMENITY

The proposal has been designed to take into consideration adjoining properties and the broader public realm, along with future development potential of adjoining sites.

6.8.1. Immediate Interfaces

The site is broadly surrounded by an existing retail shopping centre and at grade carpark to the north (as part of the broader The Links site), an existing public reserve to the east, and a large bus depot and service station site to the west. The nearest residential areas are located to the south on the opposite side of Centre Road and further east of the adjoining public reserve (BMX track).

There is a lack of immediate sensitive interfaces, with separation from the nearest residential dwellings provided by existing commercial and retail development to the north and west, an open space reserve (BMX park) to the east and Centre Road to the south.

An assessment against the key site interfaces is below:

North:

- The northern interface of the site adjoins at-grade carparking and retail tenancies (as part of the broader The Links development) and it is therefore expected that there will be minimal potential for any adverse amenity impacts towards the north.

East:

- To the eastern interface, the proposed development will be setback from the street edge to Link Avenue (which is a private access road) and is further separated from the eastern boundary of the broader The Links site by proposed carparking and landscaping.
- Further to the east, the existing open space reserve (BMX track) provides separation to the nearest residential dwellings beyond.

South:

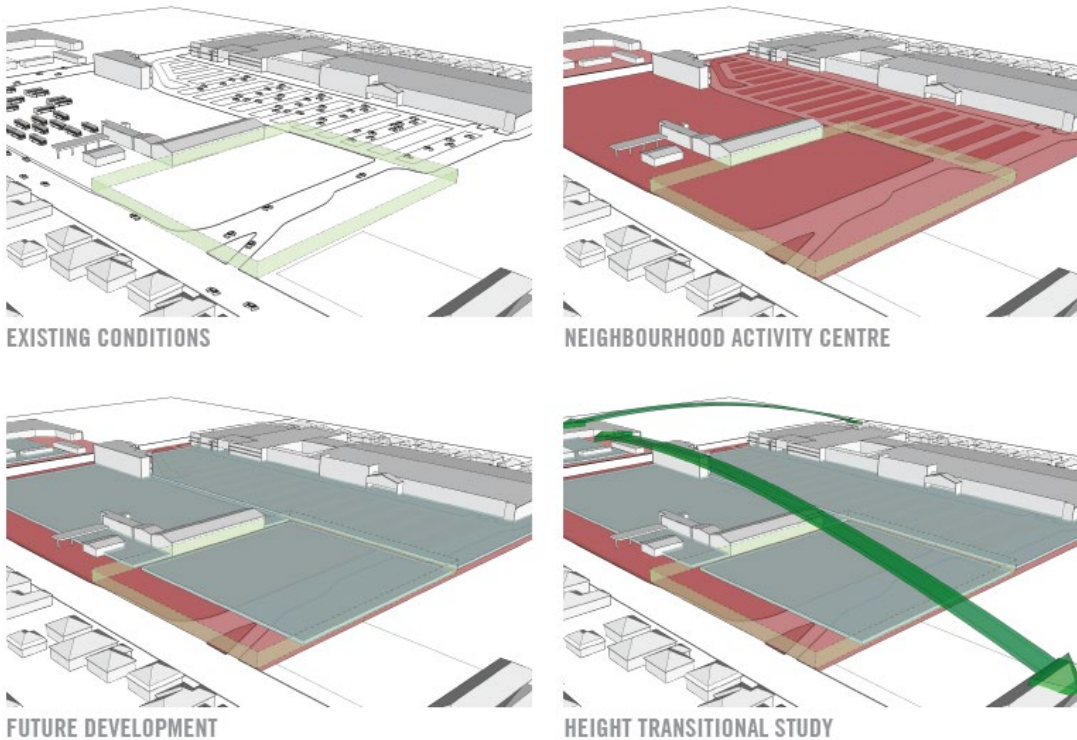
- The southern boundary of the site has interface with Centre Road, which is a major vehicle thoroughfare of approximately 24 metres in width and provides a generous separation to the nearest residential area to the south.

West:

- The proposal will be built to the boundary to the west at podium level, with recessed upper levels above. The adjoining site is currently utilised as a bus depot, with single storey buildings adjoining the shared site boundary.
- The adjoining bus depot site is of considerable scale and, given its locality and size, it could be considered as a potential redevelopment site in future. The future development potential of the bus depot site has been considered, with proposed development setback 4.7 metres from the west boundary. This will allow for a minimum 9 metre separation assuming equitable future development on the adjoining property, should it be developed in future.

Please refer to the below extract from the Urban Context Report showing future development opportunities on the adjoining site.

Figure 12 Massing Strategy Concept



Source: *Urban Context Report*, page 24

6.8.2. Overshadowing

The proposed development results in no unreasonable visual impact or overshadowing impacts to surrounding properties. Given the orientation of the site, the majority of resultant overshadowing will occur over the Centre Road streetscape to the south. Any additional shadows over the residential areas to the south or east will be minimal and are appropriate given the main road locality of the site.

Refer to the shadow diagrams submitted as part of the architectural plan booklet.

6.8.3. Privacy/Overlooking

The lack of immediate adjoining sensitive interfaces result in minimal potential for adverse amenity impacts from privacy and outlook. A suitable side setback of 4.7 metres from the western site boundary will minimise any potential for future privacy amenity impacts should the bus dept site be developed in future.

The development has been designed to ensure there are no unreasonable internal views between windows or balconies of dwellings within the development.

6.9. INTEGRATED LANDSCAPING

The Landscape Design Report has been prepared by Oculus. The landscape plan has been prepared to articulate the design response regarding the proposed pedestrian interface along Centre Road and Links Avenue and in relation to the communal podium terrace area at Level 1 and the proposed rooftop space.

Generous landscaping is proposed throughout the site as a fundamental component of the design evolution. Landscaping has been integrated into the architectural design and layout, with a generous front landscaped setback to Centre Road, landscaped building entries and podium top and rooftop landscaped communal open space. A mix of vegetation has been incorporated into the landscaping including trees, shrubs, ground covers and climbers. The overall landscape design seeks to activate the public realm, soften the development into its surrounds and provide vegetation for visual interest, shading, screening and interest to create a more useable public realm.

The podium terrace level will host the majority of the buildings communal terrace area and has a generous area of 1,919sqm. The layout seeks to maximise the relationship between indoor and outdoor use, providing spaces for a range of interactions to be utilised by the future residents.

Please refer to the Landscape Plan Report, prepared by Oculus located at **Appendix D**.

Figure 13 Artists impression of the Ground Floor, Links Avenue pedestrian entry point



6.10. SUSTAINABLE DESIGN

The proposal has been designed to respond to policy objectives relating the sustainable design (ESD) which seek to encourage environmentally sustainable residential and commercial development.

The proposal is supported by a Sustainability Management Plan, prepared by GIW Environmental Solutions Pty Ltd. A Built Environment Sustainability Scorecard (BESS) has been adopted to provide a benchmark assessment that is universally quantifiable. The proposal achieves 62 out of 100 which places the proposal within the 'Best Practice' response category. The score of the derivative of the assessment is marked against management, water, energy, stormwater, indoor environment quality, transport, waste, urban ecology, material and innovation. Moreover, a STORM rating of 103% is achieved for the proposed development.

Please refer to the attached Sustainability Management Plan, prepared by GIW Environmental Solutions Pty Ltd located at **Appendix H**.

6.11. CULTURAL HERITAGE

As previously identified, the subject site is located within an area of Aboriginal Cultural Heritage Sensitivity.

This application is supported by a Heritage Due Diligence Assessment, prepared by Alpha Archology Pty Ltd. The advice assesses whether there are any known Aboriginal cultural heritage values associated with the subject site and considers whether future development may require a Cultural Heritage Management Plan (CHMP).

Of relevance, the report identifies the proposed development is considered a high impact activity however, based on the findings of the due diligence assessment a CHMP is not required given the extensive ground disturbance existing at the site.

Please refer to the attached Heritage Due Diligence Assessment, prepared by Alpha Archology Pty Ltd located at **Appendix J**.

6.12. ARBORIST REPORT

An Arborist Report has been prepared by Galbraith and Associates Pty Ltd for the purpose of managing vegetation and preparing for the supported development of the site. The site looks at trees in the immediate vicinity of the proposed development with further assessment made against health, origin, relevance to its location and the retention value of those trees.

As part of this proposal, 15 trees have been proposed to be removed to facilitate the development. The report identifies the existing nature of the trees at the site are suitable however, alternative landscaping will offer an enhanced contemporary planting schedule for the site.

The report supports the removal of poorly located tree species, providing the opportunity for a well-considered comprehensive landscaping plan to reflect the future development and the subject sites location adequately.

The report has identified, classified and assessed the trees relevant to this proposal. The report has concluded no trees require a planning permit to be removed under Clause 52.17.

Please refer to the attached Arborist Report prepared by Galbraith and Associates Pty Ltd located at **Appendix F**.

6.13. WIND

The proposal is supported by an environmental Wind Assessment Report, prepared by G.Oree and J.Kostas. The wind tunnel study was conducted on a 1/400 scale model of the proposed revised scheme. The model of the Development within surrounding buildings was tested in a simulated upstream boundary layer of the natural wind to determine likely wind conditions.

The findings of the study are summarised as follows:

- The wind conditions for the Proposed Configuration in the streetscapes that surround The Links Development pass the safety criterion. The wind conditions for the Existing Configuration at many Test Locations have been included for comparison.
- The wind conditions at certain Test Locations on the Podium Garden at Level 1 have been shown to approach the safety limit as a result of flow deflecting off the north face of the development. However, with the inclusion of higher balustrades along the northern edge of the podium and the inclusion of a planter box placed near these locations as wind mitigation strategies, the wind conditions have been shown to improve significantly.

Regarding Wind recommendations, it is requested this aspect is dealt with via a permit condition, if required.

Please refer to the enclosed Wind Report, prepared by G.Oree and J.Kostas located at **Appendix k**.

6.14. SIGNAGE

Clause 52.05 of the Monash Planning Scheme also provides guidance with respect to business identification signage and advertising signage, with signage to be assessed against Category 1 – Commercial Areas. The purpose is to provide for identification and promotion signs and signs that add vitality and colour to commercial areas.

The following proposed signage is sought via 'signage zones'. The proposed signage will provide suitable wayfinding throughout the site, clearly identifying key building entries and assisting with pedestrian linkages with the existing shopping centre to the north.

The proposed 'Pellicano Living' and 'Fieldworks House' signs are of a suitable size, siting and illumination to provide for acceptable identification for the building and suitable within the commercial zoning context of the site, while not resulting in adverse visual clutter to the surrounding area.

Sign Reference	Description	Dimensions	Details	Type	Total
MA-01	Business identification signage	6577mm x 1800mm	Internally illuminated	Tenancy blade signage	1
TS-01	Business identification signage	2750mm x 800mm 1500mm x 800mm	Internally illuminated	Tenancy blade signage	17
TS-02	Business identification signage	1000mm x 640mm	Internally illuminated	Tenancy blade signage (wall fixed double sided under awning sign)	15

Sign Reference	Description	Dimensions	Details	Type	Total
CS-01	Building identification signage	2600mm x 600mm 1900mm x 500mm	Externally illuminated	Centre signage	2
PS-01	Pylon Sign	8950mm x 2100mm	Existing - Externally illuminated	Pylon Signage	1
RS-01	Residential Entry Signage	5700mm x 1375mm	Internally Illuminated	Entry Signage	1
				Total	37

At this stage, some of the proposed signage detail is subject to further detailed design with signage content to be submitted for approval at a later date (content to be determined by future tenancy agreements). It is requested this aspect is dealt with via a permit condition, if required.

7. CONCLUSION

The proposed development is worthy of a planning permit for the following reasons:

- The proposed development is supported by the key directions of State and Local Planning Policy which promote higher residential densities located within Neighbourhood Centres, with appropriate transition to surrounding residential areas.
- The proposal will revitalise an underutilised site in Oakleigh South and provides a substantial opportunity to enhance the diversity at the centre through providing a mixed-use development at a designated Neighbourhood Activity Centre
- The proposal will contribute to the rental residential apartment provision (Build to Rent) and retail mix within a suitably located Commercial 1 Zoned site with access to services and transport.
- The proposals design responds to the existing site opportunities and constraints of the site and adjoining properties along Centre Road.
- The proposal will enhance the public realm, in particular providing greater activation to the streetscape and enhancing the broader 'The Links' site through integration with the existing commercial retail development in the northern portion of the site.
- The proposal provides an appropriate transition in building height and scale that responds to the Activity Centre locality within proximity of a major intersection, while allowing suitable separation for a transition in scale down to the broader residential area beyond.
- The proposed retail tenancies at ground level enhance the commercial and convenience retail offering at the centre to benefit existing and future residents.
- The proposed front landscaped setback and communal open space throughout the development will enhance the landscaped amenity for future occupants and provides a generous landscaped visual buffer to the surrounding streetscape.
- The proposed apartment layout will afford a high level of internal amenity to future occupants.
- The building will provide a variety of rental and retail offerings, with flexible internal layouts that can be adapted in the future to respond to changing demand as required.
- No unreasonable streetscape or neighbourhood character impacts to the adjoining properties and surrounding area will occur as a result of this proposal.

For the reasons discussed above, we consider the proposed development represents an appropriate planning and design outcome for the sites and the surrounding area and should therefore be supported.

DISCLAIMER

This report is dated August 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 PELLICANO (**Instructing Party**) for the purpose of Town 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.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

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

CERTIFICATE OF TITLE

APPENDIX B

CLAUSE 58 ASSESSMENT

CLAUSE	STANDARD	COMPLIES / DOES NOT COMPLY / VARIATION REQUIRED
<i>58.02-1 – Urban Context objectives</i>	Standard D1	Complies ✓ The proposed is appropriate to the existing and preferred urban context of the site.
<i>58.02-2 - Residential policy objectives</i>	Standard D2	Complies ✓ The proposed dwellings are consistent with State and Local Policy regarding housing.
<i>58.02-3 - Dwelling diversity objective</i>	Standard D3	Complies ✓ The development proposed a range of dwelling types and sizes.
<i>58.02-4 - Infrastructure objectives</i>	Standard D4	Complies ✓ All dwellings will be provided with appropriate utility services and infrastructure.
<i>58.02-5 - Integration with the street objective</i>	Standard D5	Complies ✓ The proposal has sited vehicle and pedestrian links throughout the development, providing accessibility and integration with the urban design for a well-considered outcome.
<i>58.03-1 Energy efficiency objectives</i>	Standard D6	Complies ✓ Solar north-facing windows have been proposed to be maximised. The proposal currently achieves an overall BESS score of 62% which falls into the 'Best Practice' clarification in BESS. The proposed development also achieved a pass in the four mandator categories of Water, indoor Environment Quality and Stormwater.
<i>58.03-2 Communal open space objective</i>	Standard D7	Complies ✓ The development proposes 173 apartments and has proposed total of 2,610 sqm of landscaped communal open space amenity provision for the development, a vast surplus then that as stated under the standard.
<i>58.03-3 Solar access to communal outdoor open space objective</i>	Standard D8	Complies ✓ The proposal proposes the communal spaces across the development specially on Level 1 and the rooftop. The location of the communal spaces will provide the optimum solar access to the areas for the residents.
<i>58.03-4 Safety objective</i>	Standard D9	Complies ✓ Safety and security for residents has been a prevalent consideration for the development. The architectural plans and urban context report demonstrate appropriate lighting solutions, public pathways and entry accessways to ensure passive surveillance for residents.

CLAUSE	STANDARD	COMPLIES / DOES NOT COMPLY / VARIATION REQUIRED
58.03-5 Landscaping objectives	Standard D10	<p>Complies ✓</p> <p>The proposal is responsive to its Neighbourhood Centre, activity centre site context and its site characteristics as outlined under the Commercial 1 Zone. The landscape plan, prepared by Oculus details the proposed landscaping opportunities, planting schedule, which takes into account its existing site features as well as proposed landscape design for the site. The landscape plan is considered an enhanced landscape design outcome for the site and future residents, providing pedestrian pathways, outdoor seating, greenery ground cover, street trees and significant planted areas, communal garden facilities and landscaped furniture across the development.</p>
58.03-6 Access objective	Standard D11	<p>Complies ✓</p> <p>Pursuant to Standard D11, the width of the access ways are sited as 6 metres at Link Ave for Residential entry and 6.865 metres at Link Ave for Loading entry. These access ways, sited at the north boundary of the development provide separate access to the two basement levels of car parking available on the site to reduce congestion, traffic and amenity issues. The access is located adjacent to the existing car park of the Links Shopping Centre, to encompass existing car park and loading vehicle movements as current. It is considered this access design does not detract from the urban design response and seeks to minimise any negative impacts to pedestrians and the public realm.</p>
58.03-7 Parking location objectives	Standard D12	<p>Complies ✓</p> <p>This proposal wholly complies with Standard D12. The car parking is located predominately within the two Basement Levels and Ground Floor, adjacent to the development. The parking areas deliver the appropriate design solution to address the residential car parking requirements and retail uses and convenience at grade car parking on the ground floor, this will in turn, provide separation between residential and commercial car spaces within the development. The basement level parking areas are conveniently accessed by residents via a single access ways and internally lift facilities, the parking is secure, well ventilated and provide the apartment development with the</p>

CLAUSE	STANDARD	COMPLIES / DOES NOT COMPLY / VARIATION REQUIRED
<p><i>58.03-8 Integrated water and stormwater management objectives</i></p>	<p>Standard D13</p>	<p>full suite of services including bicycle spaces, storage cages and required utility areas.</p> <p>Complies ✓</p> <p>The proposal has achieved a BESS score of 62% considered to be 'Best Practice' regarding stormwater and rainwater collection in accordance with D13.</p> <p>A Melbourne Water STORM assessment has been completed to determine the rainwater tank size and amenities flushing required to achieve a minimum 100% stormwater treatment – the proposal achieving a STORM rating of 103%. Rainwater runoff will be collected from the roof area and stored in a 30,000-litre rainwater tank. Captured rainwater in these tanks will be used for toilet flushing, landscaping irrigation, and bin wash facilities.</p>
<p><i>58.04-1 Building setback objectives</i></p>	<p>Standard D14</p>	<p>Complies ✓</p> <p>The proposal complies with the standard D14 building setback objectives. The proposal was assessed against the daylight access calculations as detailed within the SML (Section 4).</p> <p>The assessment found 44% (76 out of 173) of the proposed apartments achieve at least 3 hours of winter sunlight.</p> <p>Additionally, all living areas and bedrooms within the proposal have access to an external door or window.</p> <p>In addition to the above, the building proposes the orientation of each dwelling outwards to minimise overlooking and orientate the dwellings to achieve Level 1 and higher views.</p>
<p><i>58.04-2 Internal views objective</i></p>	<p>Standard D15</p>	<p>Complies ✓</p> <p>As demonstrated within the architectural plan sheets DA60, DA61, DA62 and DA63 the variety of apartments and the apartment type compliance with the high quality internal amenity and internal window orientation design. Each apartment has been afforded a well-designed, ventilated, access to daylight apartment layouts with associated balconies.</p> <p>The proposal complies with Standard D15 by sighting the apartments above the retail uses on Ground Floor to ensure privacy, separation from</p>

CLAUSE	STANDARD	COMPLIES / DOES NOT COMPLY / VARIATION REQUIRED
		the road network and provision of views out across the vista from the site.
58.04-3 Noise impacts objectives	Standard D16	Complies ✓ The development has included relevant design measures to minimise the environmental and building services noise to the Australian Standard levels, ensuring that indoor spaces are comfortable and amenable.
58.05-1 Accessibility objective	Standard D17	Complies ✓ A demonstrated within the architectural plan sheets DA60, DA61, DA62 and DA63 the apartment varieties overall employ high level of internal accessibility and amenity, in line with Standard D17. The variety of apartments afforded within the proposed development provide an optimum layout variety for a range of residents' needs including clear openings, ensuite, clear access ways and a functional layout that can be adaptable.
58.05-2 Building entry and circulation objectives	Standard D18	Complies ✓ All entries to the development are visible and easily definable, with pedestrian access clearly located, passive surveillance, street furniture and landscaping as well as common spaces with clear sight lines and may be accessed via stairs or internal lift lobbies.
58.05-3 Private open space objective	Standard D19	Complies ✓ A demonstrated within the architectural plan sheets DA60, DA61, DA62 and DA63 the apartment varieties achieve the minimum balcony size area correlating to the specific dwelling type. The proposed development provides adequate private open space for the reasonable recreation and service the needs of the residents. Moreover, the proposal provides a significant surplus to the required communal areas, providing a total of 2,604sqm of communal spaces throughout the development.
58.05-4 Storage objective	Standard D20	Complies ✓ All apartments are provided with a storage cage allocated within the lower car parking levels for ease of accessibility.
58.06-1 Common property objectives	Standard D21	Complies ✓ All communal areas are clearly delineated, functional and capable of efficient management.

CLAUSE	STANDARD	COMPLIES / DOES NOT COMPLY / VARIATION REQUIRED
<i>58.06-2 Site services objectives</i>	Standard D22	Complies ✓ All proposed development services are designed to be installed and easily maintained through ease of access, and adaptability of site facilities and location.
<i>58.06-3 Waste and recycling objectives</i>	Standard D23	Complies ✓ In accordance with Standard D23 the proposal demonstrates commitment to ensure the dwellings are encourages to recycle and manage waste effectively. A Waste Management Plan further details the waste collection and management services relating to this proposal.
<i>58.07-1 Functional layout objective</i>	Standard D24	Variation Required × A demonstrated within the architectural plan sheets DA60, DA61, DA62 and DA63 the proposed apartment typologies provides functional areas that are anticipated to meet the needs of the residents. The proposal meets the requirements of Table D7 and D8 across the apartment typologies (one- and two-bedroom apartment typologies). A minor variation is required to the standard in relation to the proposed dimensions of the studio apartment. The main bedroom area is dimensioned as 3.3m x 2.8m. It is considered this variation to be acceptable given the nature of studio apartments, there are no dividing walls or enclosure of the bedroom space to ensure the level of internal amenity, ventilation and access to sunlight is provided. Furthermore, this relates to a limited number of 7 studio apartments across a development of 173 apartments in total, and therefore relates to a minor proportion of the overall dwelling yield.
<i>58.07-2 Room depth objective</i>	Standard D25	Complies ✓ The proposal meets the objectives of D25 by allowing adequate daylight into single aspect habitable rooms.
<i>58.07-3 Windows objective</i>	Standard D26	Complies ✓ The proposal meets the objectives of D26 by allowing adequate daylight into new habitable room windows.
<i>58.07-4 Natural ventilation objectives</i>	Standard D27	Complies ✓ As outlined within the SMP report, the proposal complies with the standards under D27 through

CLAUSE	STANDARD	COMPLIES / DOES NOT COMPLY / VARIATION REQUIRED
		provision of exhaust fans as required, openable windows, and natural ventilation. The development provides a 40% natural cross ventilation system.

APPENDIX C

**URBAN CONTEXT REPORT AND
ARCHITECTURAL PLANS**

APPENDIX D

LANDSCAPE PLAN

APPENDIX E

TRAFFIC IMPACT ASSESSMENT

APPENDIX F

ARBORIST LETTER

APPENDIX G

WASTE MANAGEMENT PLAN

APPENDIX H

**SUSTAINABILITY MANAGEMENT
PLAN**

APPENDIX I

ECONOMICS

APPENDIX J

**CULTURAL HERITAGE, DUE DILIGENCE
ASSESSMENT**

APPENDIX K

WIND REPORT

APPENDIX L

URBAN DESIGN STATEMENT

