

PMP PRINTING PRECINCT, CLAYTON

URBAN CONTEXT REPORT ADDENDUM

SUMMARISING KEY CHANGES TO THE PMP FUTURE URBAN STRUCTURE PLAN

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1.1 POLICY CONTEXT

WHAT HAS CHANGED?

- Council adopted a Precinct Plan for the Clayton Activity Centre in January 2020
- The Precinct Plan sets out a clear framework to guide the transformative growth of the Centre and create a new identity and sense of place for the employment, research and residential precincts
- The Plan proposes major land use and built form changes, which will support the anticipated employment and housing growth of the Centre
- The Clayton Activity Centre is expected to expand significantly building upon key employment and education anchors including the Monash Medical Centre and Monash University

WHAT DOES THIS MEANS FOR THE PMP SITE?

- Strategic support for increased residential development (see Section 1.3 Local Context for specific changes to the preferred building heights and setbacks)

1.2 CLAYTON CONTEXT

WHAT HAS CHANGED?

- The Caulfield to Dandenong Level Crossing project has been completed which has delivered a new station for Clayton, elevated rail, the Djerring Shared Trail, sports facilities and public realm upgrades along Carinish Road
- A number of major infrastructure projects are planned that will contribute to Clayton’s future growth and shape including the Suburban Rail Loop where Clayton has been identified as a potential interchange super hub
- A number of the significant residential and commercial developments that were identified in the 2019 Urban Context Report have been approved and in some cases delivered. Jacksons Green, located on the southern side of Centre Road, is an infill residential development that is currently under construction and will provide up to 350 dwellings

WHAT DOES THIS MEANS FOR THE PMP SITE?

- Clayton is transitioning into a highly desirable location to work and live due to its proximity to the MNEIC, its good public transport access and thriving strip-based retail, and the planned major projects will continue to strengthen this
- It is likely the Clayton Activity Centre will experience a greater demand for residential development



Fig 3. The New Train Station at Clayton



Fig 4. View From The Corner Of Browns Road And Carinish Road To The New Djerring Shared Trail And Elevated Rail

1.3 LOCAL CONTEXT

WHAT HAS CHANGED?

- The residential areas surrounding the PMP site are in transition from low density housing to single lot multi unit developments
- The adopted Clayton Precinct Plan has established there is potential for building heights to increase
- The Plan encourages development outcomes that provide high quality landscaped settings, buildings that relates to the existing character and development that contributes to establishing a pedestrian scale environment at street level

WHAT THIS MEANS FOR PMP

- The potential for an increase in height will further support more medium density residential development
- The Adopted Clayton Precinct Plan has recommended;
 - An increase in the preferred building heights along Browns Road from 3 to 6 storeys and in the surrounding residential areas from 3 to 3-5 storeys
 - A 4m landscape setback from the street for development up to 12m along Browns Road, with a 3m additional upper level setback for development above 12m
- As a result of the potential for incremental change in the built form character along the western side of Browns Road, consideration has been given to the recommended interface and built form response on the PMP site (see Figure 5 opposite)

BROWNS ROAD TYPICAL SECTION

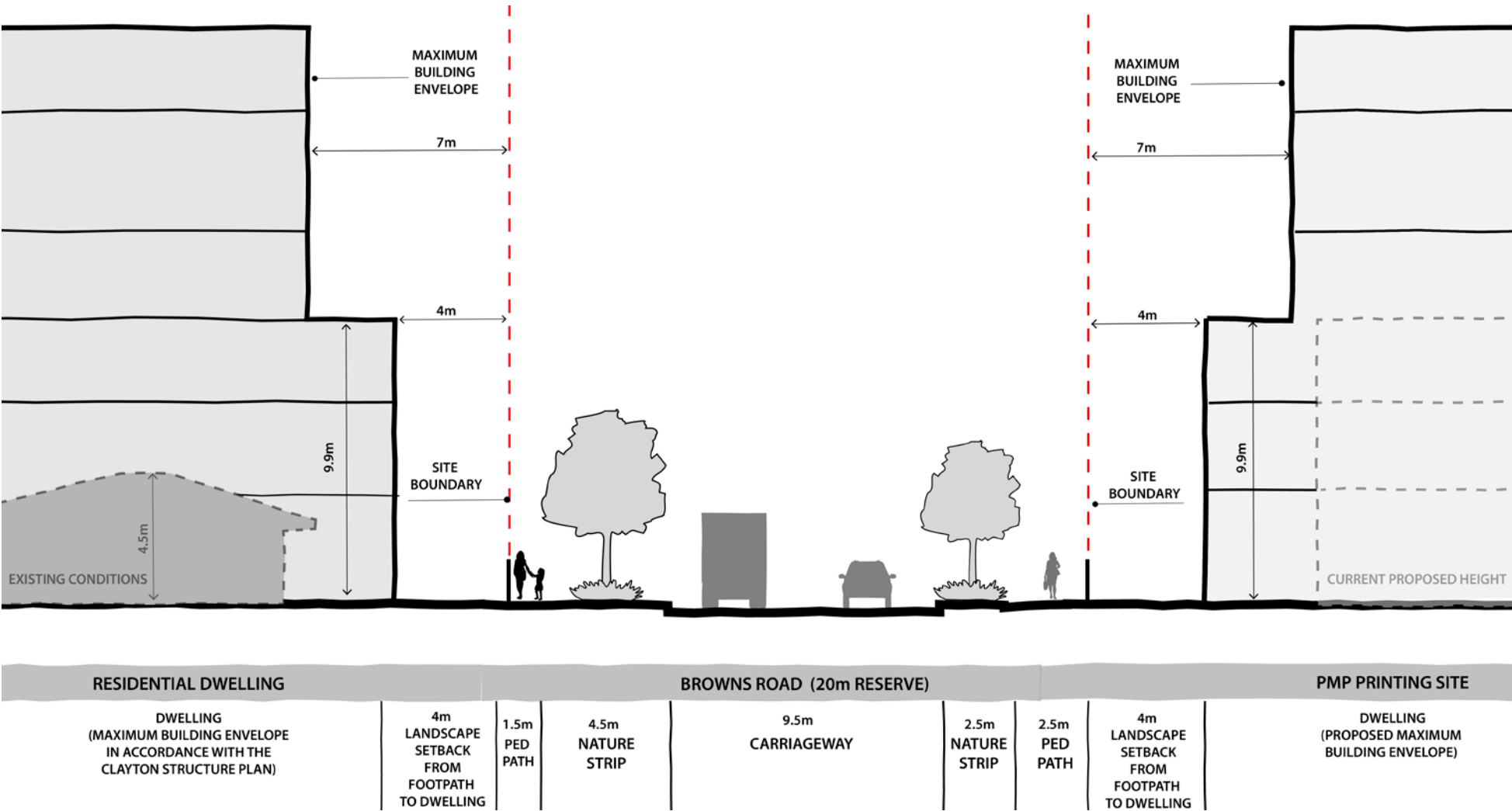


Fig 5. Proposed Typical Section Showing Potential Development Envelopes along the Browns Road Interface (note - building floors are indicative only and will be subject to change according to the building typology)

RECOMMENDED AMENDMENTS TO BROWNS ROAD INTERFACE

- 1** Built form will be set back 4m from the street along the eastern side of Browns Road to be consistent with the west side of Browns Road (note this setback is smaller than the setback at 29 Browns Road).
- 2** The 3 storey rear loaded townhouse typology is retained to create a transition in building heights between development at 29 Browns Road and the PMP site.
- 3** Development requirements are consistent with the western side of Browns Road. Built form is required to have a 3m additional upper level setback for development above 12m. A residential apartment building of an equivalent building footprint size replaces the townhouses. The apartment buildings fronting onto Browns Road has been sleeved in 3 storey townhouses within the podium height. This treatment maintains activation of Browns Road, provides front gardens and private front doors, and retains the main access streets. Note these townhouses are an additional typology. They will have no garages, but will have parking provided within the residential block car-parking. This has been indicated within the table Updated Built Form Assumptions table in Figure 12 (pg 5).
- 4** The Browns Road Open Space configuration remains the same.
- 5** This apartment building mirrors the conditions of the apartment building located to the north of the open space. The building is configured to maximise the proposed envelope. The apartments fronting onto Browns Road have been sleeved in 3 storey townhouses (within the podium height) to maintain activation of Browns Road.
- 6** The built form has been reconfigured in accordance with a 4m landscape setback to address Browns Road and to achieve sleeving of 3 storey townhouses along the Browns Road and northern elevations.
- 7** The proposed configuration of the commercial building has been retained.

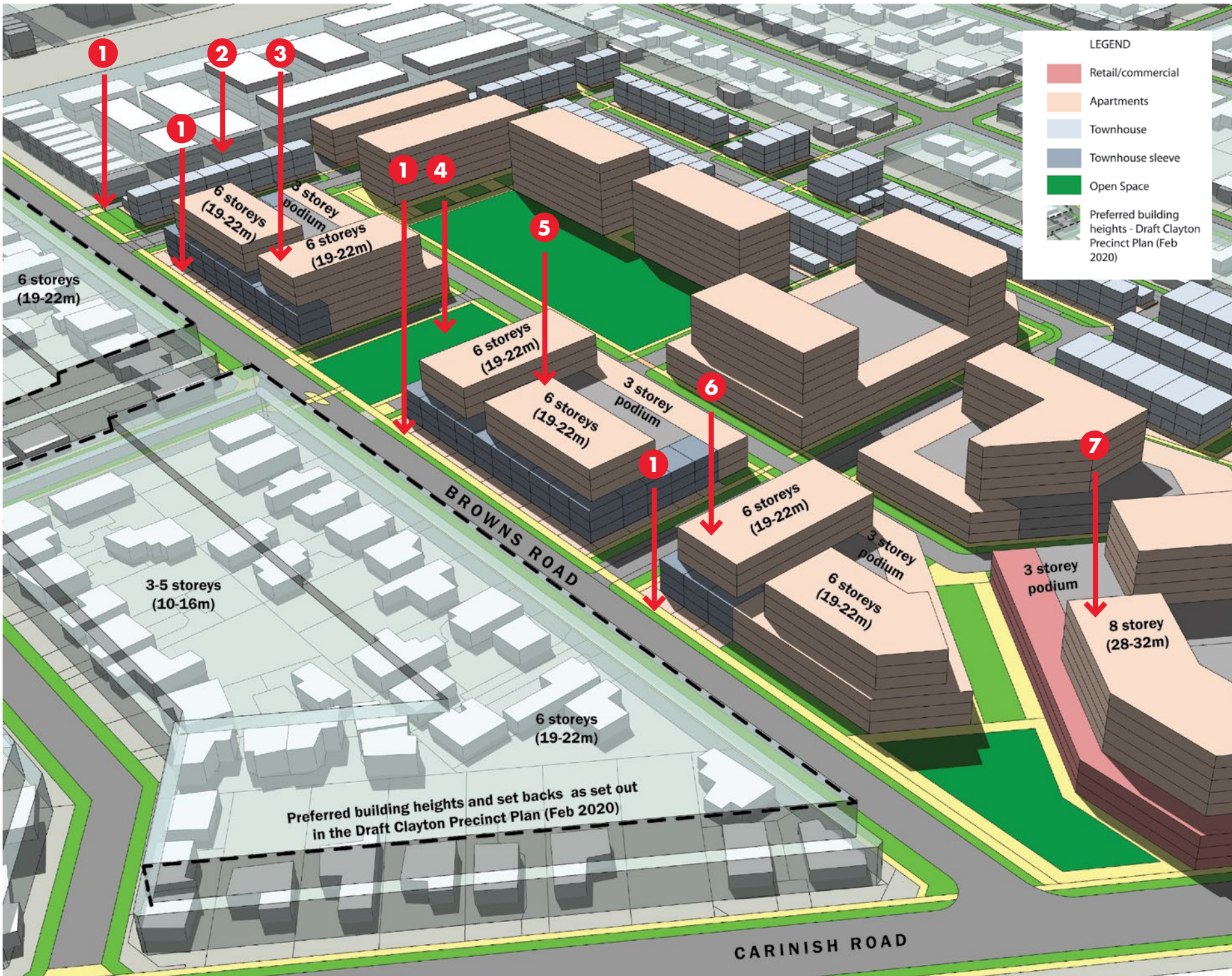


Fig 6. Recommended Changes to the Browns Road Interface

Commercial/Mixed Use	
Retail/Commercial GFA	43,629 m ²
Residential GFA	14,912 m ²
Residential units	148 units
Maximum Building Height	8 storeys
Podium Height	3 storeys
Floorplate efficiency	80%
Tower separation	15m
Car Parking Configuration	At grade & basement

Residential Townhouse	
Yield	95 townhouses
Lot area m ² Range	150 - 190 m ²
Heights Max	3 storeys
Frontage Range	8-10m
Lot depth	14-27m
Vehicle Access	Front & Rear Loaded

Residential Blocks	
Residential Apartments	
GFA	84,383 m ²
Lot area range	904 units
Average apartment size	70 m ²
Residential Floorplate efficiency	75%
Heights	Up to 8 storeys
Building Depth Range	14 - 20m
Residential Sleeve Townhouse	
Yield	35 Townhouses
Lot area m ² Range (no garage)	98 - 112 m ²
Heights Max	3 storeys within podium
Frontage Range	7.6-8m
Building depth	10m (sleeving carparking)
Tower separation	9m
Parking	Parking provided in centralised carpark

Open Space	
Area (10% of total site area)	8680 m ²
Minimum edge length	26m
Range	777 – 4,682 m ²
Over shadowing Equinox (23 rd September)	None between 11am - 2pm

Streets	
Local street	16 - 20m
Laneway	8m

BROWNS ROAD SECTIONS

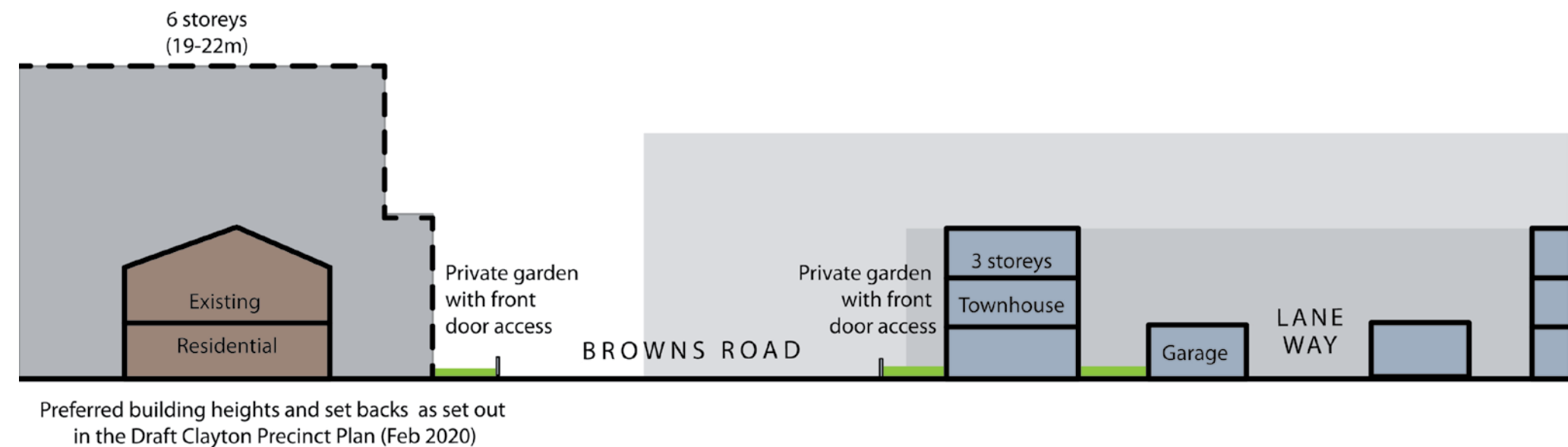


Fig 7. Browns Road Section - Townhouse Scenario

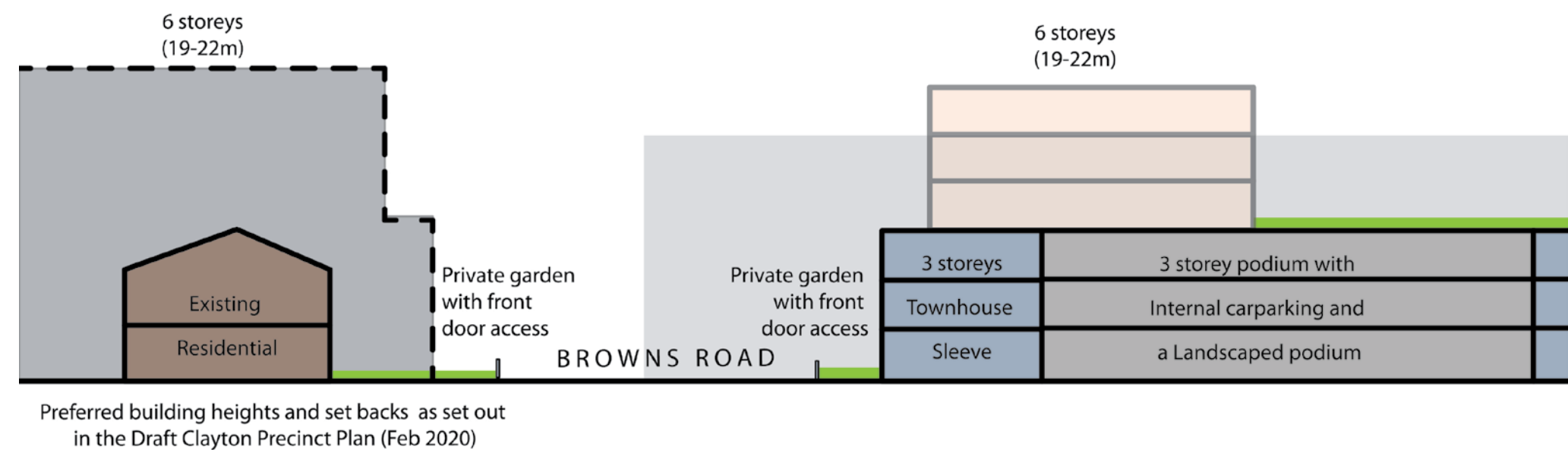


Fig 8. Browns Road Section - Apartment Building Scenario (demonstrating that sleeving the building with townhouses creates a street address, private front garden and front door access and no additional vehicle crossovers on Browns Road)

RECOMMENDED AMENDMENTS TO BUILDING HEIGHTS

WHAT HAS CHANGED?

- 1 3 storey townhouses fronting onto Browns Road, the internal access road and the open space have been removed and replaced with a mixed use block.
- 2 The new block has a maximum height of 6 storey's addressing Browns Road and the open space. The 3 storey podium has a 3 storey townhouse sleeve addressing Browns Road and the entrance road.
- 3 The revised block has a maximum height of 6 storey's addressing Browns Road and the open space. The 3 storey podium has a 3 storey townhouse sleeve addressing Browns road and the entrance road, and mirrors the block on the opposite side of the open space.
- 4 The revised block has a maximum height of 6 storey's addressing Browns Road and the public space. The 3 storey podium has a 3 storey townhouse sleeve addressing Browns road (in part) and the entrance road, and mirrors the block on the opposite side of the open space.

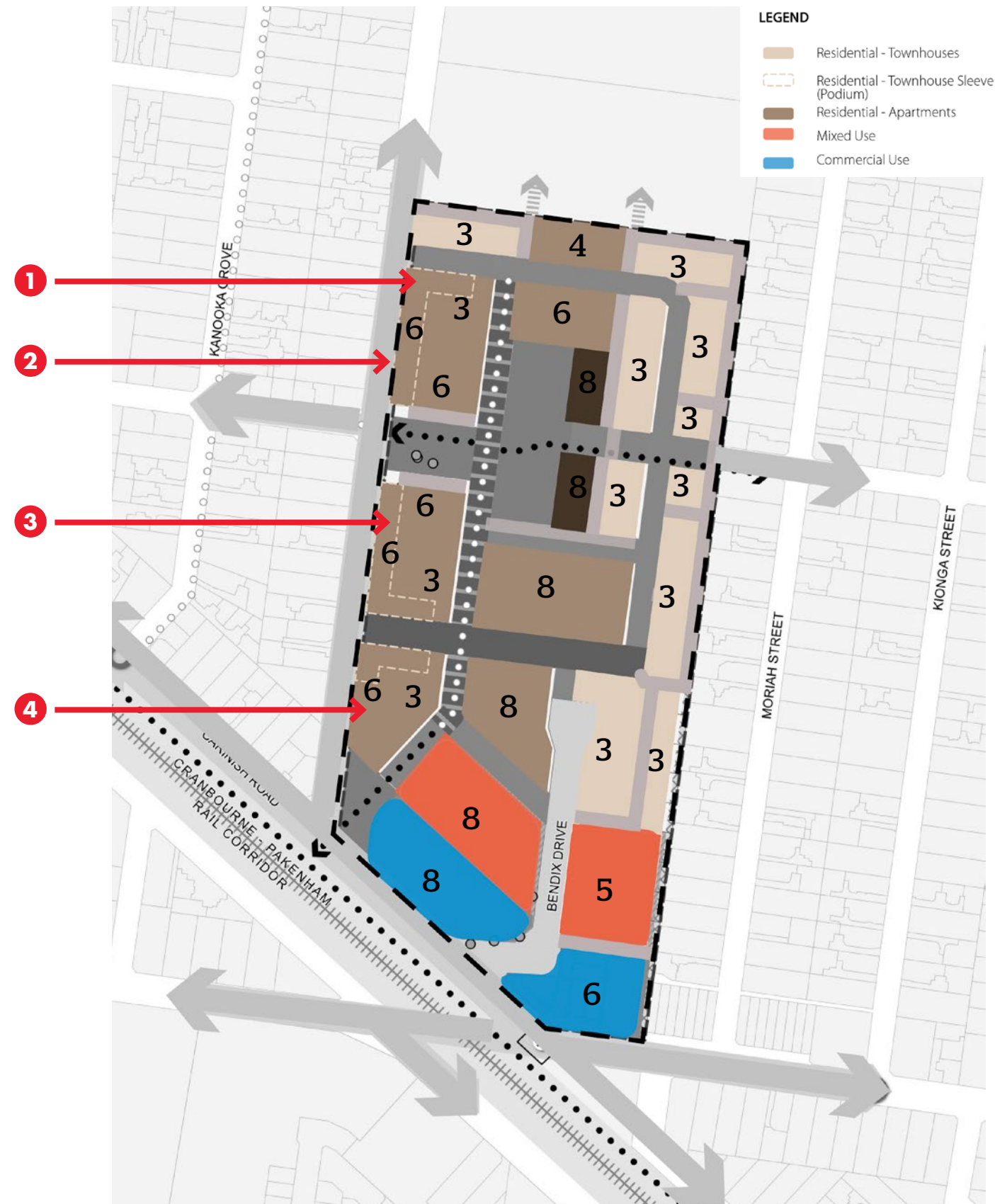


Fig 10. Revised Maximum Proposed Building Heights

RECOMMENDED AMENDMENTS TO THE FUTURE URBAN STRUCTURE

WHAT HAS CHANGED?

- 1** Rear access laneway parallel to Browns Road no longer needed due to removal of the townhouses fronting onto Browns Road.
- 2** Rear access laneway parallel to the open space no longer needed due to removal of the townhouses fronting onto the open space.
- 3** New park edge road mirroring the park edge road on the opposite side of the open space.

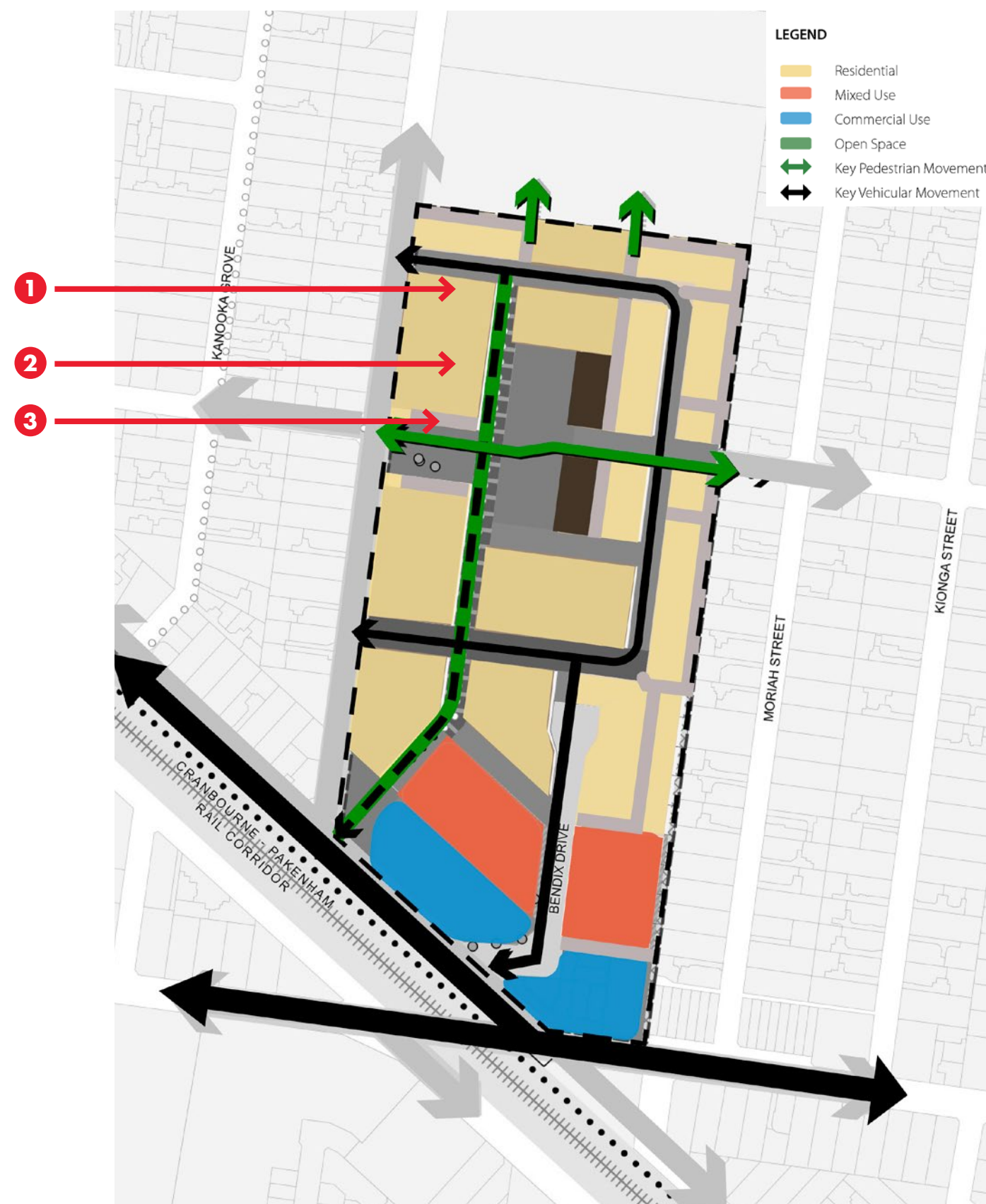


Fig 12. Revised Future Urban Structure Plan

RECOMMENDED AMENDMENTS TO MOVEMENT AND ACCESS

WHAT HAS CHANGED?

- 1 Rear access laneway parallel to Browns Road no longer needed due to removal of the townhouses fronting onto Browns Road.
- 2 Rear access laneway parallel to open space no longer needed due to removal of the townhouses fronting onto open space.
- 3 New park edge road mirroring the park edge road on the opposite side of the open space.
- 4 Proposed shared path along Brown Road (see Figure 5)

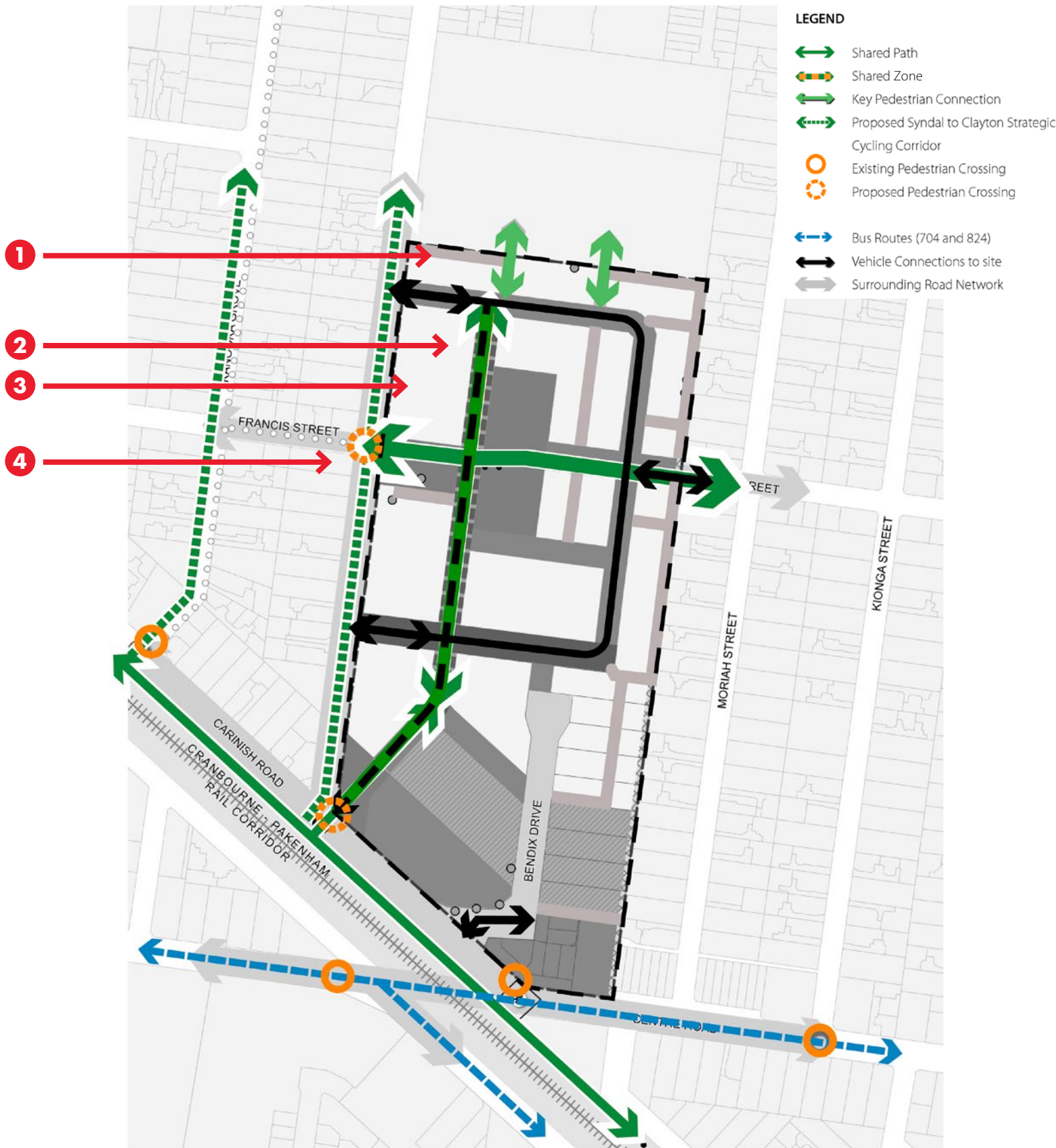


Fig 13. Revised Movement and Access Plan

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