

4 August 2026

Department of Transport and Planning
Attn: Ms Julia Smith
GPO Box 2392
Melbourne VIC 3001

**ADVERTISED
PLAN**

By email

Dear Julia,

**SECTION 72 AMENDMENT APPLICATION
PLANNING PERMIT – PA2403365-1
SECTION 57A AMENDMENT
NEERIM ROAD, MURRUMBEENA VIC 3163**

We continue to act for *HHP Make NRM 1 Pty Ltd*, in relation to Planning Permit PA2403365 ('Planning Permit') and the proposed amendment made pursuant to section 72 of the *Planning and Environment Act 1987* ('Act').

We write following the conclusion of the public notice period for this amendment application and our review of submissions received during this process, and in particular the procedural issue raised by Glen Eira City Council ('Council') as part of Amendment VC311 to the Victorian Planning Provisions ('VPP') on 9 June 2026 which occurred while the amendment application was on public notice.

The Council submission notes that Parking Overlay – Schedule 2 ('PO2') was included in the Glen Eira Planning Scheme ('Planning Scheme') prior to the commencement of Amendment VC311, and that accordingly any reference in PO2 schedule to 'Clause 52.06-5' is taken to be a reference to the former clause, prior to the revised car parking rates introduced through Amendment VC277 on 18 December 2025.

This response seeks to address this procedural issue of Council through formally amending the current application pursuant to Section 57A of the Act, and retain the planning permit trigger for a statutory car parking reduction as part of this amendment application.

This response also seeks to address other relevant items raised by Council and nearby submitters, relevant to the proposed amendments and changes occurring through this application – rather than raising new grounds that have previously been considered. This response is accompanied by the following, updated material:

- Updated architectural floor plans prepared by *Fieldwork* (23 April 2026);
- Updated 'Traffic Engineering Assessment' prepared by *Traffix Group Pty Ltd* (3 August 2026); and
- Updated 'Waste Management Plan' prepared by *WSP* (30 July 2026) to address and respond to Council comments in for conditional compliance.

We request that this information replace any corresponding information lodged with the application and that it form the basis of any decision on the application.

Car Parking – Procedural Issue and Statutory Reduction

Since the issuing of the Planning Permit, the intent behind Amendment VC277 was to identify locations, such as the subject site, which are well serviced by public transport infrastructure and amenities that support reduced car parking use. This intent has not changed, with the Site located within a 'Category 3' location, informing no minimum car parking requirement for the various uses within the development, including the residential uses.

Given the 'catch all' statement still in PO2 and to resolve the procedural uncertainty raised by Council and on the most conservative basis, the accompanying Traffic Engineering Assessment has been prepared and updated *Traffix Group Pty Ltd* (dated 30 July 2026), assessing the application against the former 'Column B' statutory rates under the former Clause 52.06 and consistent with the assessment methodology that supported the original planning approval.

As informed in the updated *Traffix Group Pty Ltd* assessment, the statutory car parking requirement, calculated on the basis of the former Column B rates, is 198 spaces, comprised as follows:

- Dwelling – Studio (29 dwellings) at 1 space per dwelling = 29 spaces;
- Dwelling – 1 bedroom (88 dwellings) at 1 space per dwelling = 88 spaces;
- Dwelling – 2 bedroom (27 dwellings) at 1 space per dwelling = 27 spaces;
- Supermarket (806m² leasable floor area) at 5 spaces per 100m² = 40 spaces;
- Retail/Food and Drink Premises (422m² leasable floor area) at 3.5 spaces per 100m² = 14 spaces.

The proposed provision is 87 on-site car parking spaces, comprising 74 resident spaces (42 at basement level 1 and 32 at basement level 2) and 13 supermarket/retail/food and beverage staff spaces at basement level 2 (including 1 accessible space). This represents a reduction of 111 spaces from the statutory requirement, consistent with Council's calculation.

The *Traffix Group Pty Ltd* assessment demonstrates that the proposed reduction is appropriate, with their key findings summarised below:

- The site benefits from excellent access to public transport, namely Murrumbeena Railway Station and numerous bus routes, reflected in the site's Category 3 Public Transport Accessibility Level rating.
- Close proximity to everyday facilities within walking distance in the Murrumbeena Neighbourhood Activity Centre, including banking, pharmacy, cafés, restaurants and specialty retail.
- Excellent access to walking and cycling facilities, including the Djerring Trail shared path along the railway reserve and on-road bicycle lanes on Neerim Road and Murrumbeena Road, with the proposal supporting its use and connection through the provision of 148 resident bicycle spaces, exceeding the statutory requirement of 29 resident spaces, as well as separate and additional bicycle parking for staff, customer and visitors.
- 2021 ABS Census data for Murrumbeena and the Glen Eira local government area demonstrates that car ownership rates for flats, units and apartments are materially lower than the statutory parking rates.
- Local strategic policy, including Council's own *Integrated Transport Strategy 2018–2031*, encourages sustainable transport modes and reduced car reliance;
- Availability of on-street parking suitable for customers and visitors in the Murrumbeena Activity Centre (a parking inventory survey recorded 52 short-term spaces within the vicinity at 60% occupancy on the survey date), and the likelihood of multi-purpose trips associated with retail and supermarket customers;
- The amended proposal provides parking at rates consistent with those previously assessed and approved under the original permit.

Further detail on this procedural issue as it relates to on-site car parking and the overall support of the on-site car parking proposed by this amendment application is contained within the Traffic Engineering Assessment prepared by *Traffix Group Pty Ltd*.

We otherwise note Council's support and acceptance of the Traffic and Car Parking Management Plan prepared by *Traffix Group Pty Ltd* that accompanied the earlier application material and to discharge Condition 18 of the Planning Permit.

Streetwall Design Response

Council's raises concern that the proposed increases to the streetwall element heights (relative to the approved scheme) contribute to cumulative bulk, having regard to the new streetwall standard of Built Form Overlay - Schedule 2 ('BFO2') as it now applies to the Murrumbeena Activity Centre and which sets a discretionary street wall height of 21 metres for the activity centre.

It is acknowledged that five of the six streetwall elements exceed the 21 metre standard under BFO5, however as Council has identified the proposal is afforded transitional provisions under this overlay and therefore is not applicable to the amended proposal. Notwithstanding, the design response incorporates a suite of architectural treatments specifically directed at mitigating the perceived bulk of these streetwall, noting that if BFO2 otherwise applied its literal application as a 'deemed to comply' standard would be a continuous, unbroken streetwall. Rather the design response provides added architectural and built form interest through:

- The previous approved solid parapet/balustrade has been replaced with an open balustrade detail, introducing visual permeability at the upper extent of each streetwall component. This reduces perceived visual mass and bulk, avoids a solid continuous wall plane at the street interface, and supports a lighter built form expression.
- Feature and distinctive height variation, colours and tonal treatments to each element, avoiding a monolithic or overly symmetrical façade. This differentiation breaks the streetwall into individually identifiable components at a scale, with the palette remaining complementary to the surrounding built form context.
- Provision of recesses/setbacks between each streetwall component, creating shadow lines and physical separation. This reinforces façade articulation, adds depth and contrast, and prevents the streetwall from reading as a single uninterrupted plane — contributing to a more sophisticated, contextually responsive fine-grain character outcome.

Collectively, these various and considered design treatments provide a considered design response, which appropriately addresses Council's concerns and the otherwise continuous, cumulative bulk that BFO2 otherwise contemplates and if it applied to the application.

Dwelling Diversity and Revised Studio Apartment Layouts

Council and other submitters raise concerns regarding the revised dwelling mix, namely the increase in dwelling numbers (from 110 to 144), and specific internal amenity and functionality issues identified in the introduced studio apartment layouts.

As outlined in the application material, the revised dwelling mix has evolved in response to market feedback, with a clear increase in demand for one-bedroom and studio apartments. This purchaser demand has arisen primarily due to their more affordable price point, particularly when comparing the former three-bedroom typologies to alternative options in the market - for instance existing stand-alone larger three-bedroom dwellings within the suburb or Murrumbeena.

The Tribunal decision in *GFM Investment Management Limited ATF GFM Home Trust II Subtrust No 9 v Port Phillip CC [2024] VCAT 458* recently addressed this housing diversity issue and with respect to larger catchments stating (emphasis added):

'Firstly, we consider that developments like that proposed for the review site have a primary role of providing diversity from the traditional housing stock, which most often comprises larger households of three or more bedrooms. The proposal to provide a significant amount of smaller apartments in this development, will provide the desired level of diversity from the traditional housing stock that is found throughout Melbourne's suburbs.'

Amendments have been made to the studio apartment layouts to however address concerns on amenity and functional arrangement issues raised and as captured in the enclosed, updated architectural plans prepared by *Fieldwork*. The revisions to each studio type are detailed below:

Studio S01 (Eight Apartments)

The revised layout for Studio S01 incorporates the following amendments:

- The internal area has been increased through a minor reduction to the balcony area, with the balcony remaining compliant with the minimum requirements of Standard D20 (Private Open Space) under Clause 58;

- The previous laundry cupboard has been removed, enabling a more efficient internal layout arrangement;
- Critically, there is no overlap between the functional areas of the living room and bedroom spaces in the revised layout, demonstrating compliance with Standard D26 of Clause 58.07-1 and sufficient clearance from the kitchen and circulation area.

Studio S01.2 (Four Apartments)

The revised layout for Studio S01.2 incorporates the following amendments:

- The internal area has been increased through a minor reduction to the balcony area and removal of the previous laundry cupboard.
- A minor variation to the Standard D20 balcony size requirements is required for this studio type, which is considered contextual minor in the context of the overall provision of communal open space across the development.
- The revised layout removes the overlap between the functional areas of the living area and bedroom space, demonstrating compliance with Standard D26 of Clause 58.07-1 and sufficient clearance from the kitchen and circulation area.

Studio S02 (Thirteen Apartments)

The revised layout for Studio S02 incorporates the following amendments:

- The internal area has been increased through a minor reduction to the balcony area, whilst remaining compliant with Standard D20 (Private Open Space) requirements.
- The previous laundry cupboard has been removed.
- There is no overlap between the functional areas of the living room and bedroom space, demonstrating compliance with Standard D26 of Clause 58.07-1 and sufficient clearance from the kitchen and circulation area.

The revised studio layouts directly and comprehensively address the specific internal amenity concerns raised in the submissions. The revised layouts achieve compliance with relevant standards under Clause 58, excluding a minor variation to the balcony sizes for the revised Studio S01.2 that is considered acceptable in the context of the overall development and extent of communal private open space also provided, which exceeds Standard D7 requirements of Clause 58.03-2.

When considered together with the broader dwelling mix (comprising studio, one-bedroom and two-bedroom apartments), the development provides a functional and diverse range of dwelling types responsive to the Murrumbidgee Activity Centre context, the site's excellent public transport accessibility, and demonstrated market demand for smaller dwelling typologies in well-serviced locations.

Other Matters

We note the majority of other submissions raised by objectors have previously been dealt with and considered through the earlier issuing of the Planning Permit. This includes the need for a Construction Environmental Management Plan at Condition 28 and which has various subset conditions dealing with various items, including management of noise, vibration, erosion, sediment and dust in accordance with relevant EPA requirements and which has been submitted to Council for approval.

The increased size of the subject site further enables improved pedestrian links and connections to the development and the publicly accessible spaces, including the supermarket from the southern railway/commuter car park area – while retaining access from Neerim Road in responding to objectors concerns. This is a significant improvement to the existing Planning Permit conditions for the greater community.

The enclosed and updated Waste Management Plan prepared by *WSP* has further been updated to address Council's internal referral comments.

Conclusion

We provide this response to submissions and updated supporting material and comments to assist in your consideration of the amended proposal and trust the above is sufficient for you to direct the application again to public notice in primarily dealing with the procedural issue raised by Council.

Please contact the undersigned on 03 8626 9090 (email: wilson@pppartners.com.au) should the Department have any queries regarding the correspondence.

Yours faithfully,



MATHEW WILSON
Planning & Property Partners Pty Ltd