

**5.2 211 & 1-2/227-243 WELLINGTON ROAD MULGRAVE – DEVELOPMENT AND USE OF THE LAND FOR OFFICES, ANCILLARY CAFÉ AND ALTERATION TO ACCESS TO A ROAD ZONE – CATEGORY 1**

(TPA/37002:MD:SYL)

Ward : Oakleigh

Responsible Director: Paul Kearsley

Reason for Council Consideration: Cost \$80 million

Statutory Processing Date : 7 June 2009

Pre-Application Yes

***RECOMMENDATION***

*The Council having caused notice of planning application No. 37002 to be given under Section 52 of the Planning and Environment Act 1987 and having considered all the matters required under Section 60 of the Planning and Environment Act 1987 decides to grant a planning permit and issue a **Notice of Decision** to grant a permit under the provisions of the Monash Planning Scheme in respect of the land known and described as 211 & 1-2/227-243 Wellington Road Mulgrave, for the purpose of development and use of the land for offices, ancillary café and alteration to access to a Road Zone – Category 1 generally in accordance with the plans submitted with the application dated 12 February 2009 No. 37002 subject to the following conditions, including the specified standard conditions set out in the Council’s “Town Planning Standard Conditions” adopted by the Council 16 September 2003:*

- 1. G4C Amended Plans Required – Development and Use*
  - a) Fully dimensioned layout details and elevations of the proposed development;*
  - b) Details of the design of the access roadway that demonstrates consideration of appropriate connection and access to all properties with legal rights to the carriageway easement. The design of the roadway and associated access points is to consider the road width, existing and future pedestrian, car and heavy vehicle movements and the loading requirements of both the subject land and adjoining landowners/occupiers. The design is to be undertaken in consultation with adjacent landowners/occupiers with carriageway rights to the access roadway to the satisfaction of the Responsible Authority.*
  - c) Provision of disabled parking equalling 2% of the total number of car parking spaces to be located in close proximity to a lift core wherever possible;*
  - d) Re-establishment of the avenue of trees within Wellington Road including along the nature strip and central median to the satisfaction of the Responsible Authority;*
  - e) Layout plan clearly showing retention of the Eucalyptus saligna within the front setback of the site;*
  - f) Location of bicycle parking and shower and change room facilities in*

*accordance with Clause 52.34;*

- g) Provision of loading facilities in accordance with Clause 52.07;*
- h) Location of waste storage areas;*
- i) Location and design of any electricity supply meter box/kiosk/substation, which may be required. This facility must not be located within the front landscape setback of any road;*
- j) Location of any fire hydrants, booster assemblies or sprinkler control valves which may be required and details to minimise their visual prominence;*
- k) Location of gas and water metres. These facilities should be designed to minimise their visual prominence if located within the front setback area;*
- l) Deletion of proposed front fencing;*
- m) Details of external materials and colours including paving. Reflectivity of materials must be no greater than 15%.*

*2. GIC Layout Not Altered – Development and Use*

*3. A Road Safety Audit must be prepared by an independent Road Safety Auditor, which is to be submitted to and approved by the Responsible Authority prior to finalisation of the access roadway design. The audit is to encompass the preliminary and detailed design stages of the proposed access roadway together with existing and proposed vehicle access points. The safety audit must also address the adequacy of pedestrian pathways within and along the boundary of the development site. Any recommendations of the auditor shall be reflected in amended plans to demonstrate acceptable risk to existing vehicular and pedestrian movements.*

*4. An updated traffic impact assessment as part of the design of the access roadway must be prepared to the satisfaction of the Responsible Authority and showing the expected delays and queue lengths at the proposed traffic signals based on traffic counts of existing daily car and heavy vehicle movements and predicted post-development vehicle movements. The traffic counts must be no more than 3 months old at the time of lodgement with the Council.*

*5. Floor area in excess of 1800 square metres must only be used for offices as specified in Clause 22.02-3 dot point No 5 of the Monash Planning Scheme.*

*6. The provision of car parking for office use on the site must be provided at a rate no less than of 3.5 car parking spaces to each 100 square metres of net floor area.*

*7. Prior to the commencement of any works on the site a detailed circulation and access strategy plan is required to be submitted to and approved by*

*the Responsible Authority. The strategy plan must include the following:*

- *Consideration of the traffic capacity of the proposed entrance/exit points;*
  - *Additional detail on ramp locations and car park circulation including provision of circulation roadways to access ramp/s and the number, location and arrangement of the car park access ramps;*
  - *Provision of a pedestrian pathway through the site to provide for safe access to the property north of the subject land;*
  - *Installation of road humps along the parking bay aisles that exceed 100m in length;*
  - *Provision of disabled bays;*
  - *Access location to Level 00;*
  - *Provision of loading areas in accordance with the Monash Planning Scheme.*
8. *Bicycle facilities for the development, hereby permitted, must be provided in accordance with Clause 52.34 of the Monash Planning Scheme.*
9. *Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority. The Responsible Authority must be advised in writing when the construction and works are completed to enable the site to be inspected.*
10. *G19 Exposed Storage*
11. *G20 No Waste Bin in View*
12. *G21 Adequate Waste Storage*
13. *G10 Amenity*
14. *G29 No Structures Above Roof Level*
15. *Advanced species of replacement trees are required to be planted in the nature strip and median strip of Wellington Road at the cost of the owner/developer to the satisfaction of the Responsible Authority, the City of Monash.*
16. *All trees to be retained on the subject site and adjoining sites located adjacent to any works area must be marked and a temporary chain mesh and star picket tree protection fence is to be erected prior to the commencement of buildings and works (including demolition) to define a Tree Protection Zone. The fence is to be sited in line with the canopy drip line and in line with the building envelope where any part of the building comes beneath a tree canopy. The fences are to remain in place until the construction is complete. No vehicular or pedestrian access or soil*

*excavation is to occur within this area other than that shown on the endorsed plans. No storage or dumping of tools, equipment or waste is to occur within the Tree Protection Zones. The ground surface within the Tree Protection Zone is to be covered by a protective 75mm layer of mulch and extra watering applied. The location of such Tree Protection Zones must be verified by an authorized officer of the City of Monash to the satisfaction of the City of Monash.*

17. *All excavations potentially affecting trees to be retained must be supervised by an Arborist who must ensure the works are done in a manner that minimizes any damage to those trees.*

18. *Written confirmation by the supervising Arborist that the works have been carried out in a satisfactory manner must be provided to the Responsible Authority within one month of the completion of the excavation works.*

19. *Any pruning that is required to be done to the canopy of any trees affected by the development is to be done by a qualified Arborist to Australian Standard – Pruning Amenity Trees AS 4373 1996, Standards.*

20. *L1 Landscape Plan Details Required*

*Additional dot point to read:*

*Details of the large pots and planter beds to be located at the podium level including composition of planting matter to be used and details of the type and frequency of irrigation proposed*

21. *Before occupation, landscaping works as shown of the endorsed plans must be completed to the satisfaction of the Responsible Authority and then maintained to the satisfaction of the Responsible Authority.*

22. *CP1A Car Park - Development*

23. *The driveway and parking area should be designed in accordance with the Australian Standard for Off Street Parking, AS/NZS 2890.1-2004, apart from the dimensions of car parking spaces and associated accessways, which must be in accordance with Clause 52.06-3 of the Monash Planning Scheme. In particular the design must have regard to the following:*

- *At blind aisles, the aisle shall be extended a minimum of 1 metre beyond the last parking space;*
- *If a side boundary of a space is a wall or fence, or if there are no obstructions such as columns placed so as to restrict door opening, 300mm shall be added to the width of the space;*
- *The location of columns should satisfy the requirements of the design envelope around a parked vehicle as indicated in Figure 5.2 of the Standard;*
- *To permit access for both cars and light vans, the height between the floor and an overhead obstruction shall be a minimum of 2.2 metres;*

- *Any vehicular path of travel to or from a parking space for people, with disabilities is required to have a headroom clearance of 2.3 metre.*
24. *The gradient on and near the access driveways must be a maximum of 1 in 20 (5%) between the edge of the access road and the property line, building alignment or pedestrian path and for at least the first 6 metres in to the car park.*
  25. *Access ramps for people with disabilities should be designed in accordance with the Australian Standard for Design for Access and Mobility, AS 1428.*
  26. *All on-site stormwater is to be collected from hard surface areas and must not be allowed to flow uncontrolled into adjoining properties. The on-site drainage system must prevent discharge from each driveway onto the footpath. Such a system must include either:*
    - a) *a trench grate (175mm minimum internal width) located within the property; and/or*
    - b) *shaping the driveway so that water is collected in a grated pit on the property; and/or*
    - c) *another Council approved equivalent.*
  27. *Stormwater discharge is to be detained on-site to the predevelopment level of peak stormwater discharge. Approval of any detention system is required from Council prior to works commencing.*
  28. *E1 Nominated Point of Discharge*

*The nominated point of discharge is to the south-west corner of the property where it must be collected and free drained via a pipe to the Council pit in the nature strip of Wellington Road to be constructed to Council Standards. (A new pit is to be constructed if a pit does not exist or is not a standard Council pit).*

*Note: If the nominated point of discharge cannot be located then notify Council's Engineering Division immediately.*
  29. *Any new drainage work within the road reserve requires the approval of the Council's Engineering Division prior to the works commencing. Three copies of the plans for the drainage works must be submitted to and approved by the Engineering Division prior to the commencement of works. The plans are to show sufficient information to determine that the drainage works will meet all drainage conditions of the permit.*
  30. *The existing redundant crossing is to be removed and reinstated with kerb and channel to the satisfaction of Council. The footpath and nature strip are to be reinstated to the satisfaction of Council.*
  31. *Prior to commencement of any buildings and works on the site, a Parking*

*Management Plan detailing the management and allocation of car parking on the site must be submitted to and approved by the Responsible Authority. When approved the plan will form part of the permit. The Parking Management Plan must provide for (but not be limited to) the following:*

- a) Adequate on site parking for employees for each building at a rate no less than 3.5 car parking spaces to each 100 square metres of net floor area; and*
- b) Allocation of staff parking, visitor parking and drop off & pick up areas for each building including for the proposed cafe.*

*The Parking Management Plan may be amended with the written consent of the Responsible Authority.*

*32. Prior to commencement of any buildings and works on the site, a construction management plan must be prepared and submitted to the Responsible Authority for approval. The plan must be to the satisfaction of the Responsible Authority. Once approved, the plan must be implemented to the satisfaction of the Responsible Authority. The plan must address the following issues:*

- a) measures to control noise, dust and water runoff;*
- b) prevention of silt or other pollutants from entering into the Council's underground drainage system or road network;*
- c) the location of where building materials are to be kept during construction;*
- d) site security;*
- e) maintenance of safe movements of vehicles to and from the site during the construction phase;*
- f) on-site parking of vehicles associated with construction activities;*
- g) wash down areas for trucks and vehicles associated with construction activities;*
- h) cleaning and maintaining surrounding road surfaces.*

*VicRoads Condition Nos 31 -41 (Ref: 0357885)*

*33. Prior to commencement of any use or any roadworks authorised by this permit the applicant must:*

- a) Prepare functional layout plans for the access arrangements and associated roadworks on Wellington Road, to the satisfaction of VicRoads, with the plans taking into account but not limited to, the following:*
  - New shared right and u-turn facility at the Compark Circuit intersection with Wellington Road approximately 250 metres east of the proposed site shown with reasoning for the location; and*

- *All mitigating works must be based on SIDRA analysis (i.e. all lane lengths must be able to cater for 95 percentile queues based on the peds being called up the majority of time) and in accordance with AusRoads Part 5 – intersections at Grade; and*
  - *As part of the plan, bus jump queue lane lengths are to be designed in consultation with the Department of Transport and must include optimum bus priority (i.e. cater for 95% queue lengths).*
- b) *Prepare detailed engineering plans based on the approved functional layout plans, to the satisfaction of VicRoads; and*
- c) *Prepare a traffic signal layout plan for the intersection/access on Wellington Road including public lighting and proposed signal phasing, to the satisfaction of VicRoads.*
34. *Prior to the commencement of any use or any roadworks authorised by this permit the applicant must prepare an Integrated Transport Plan to encourage the use of public transport and bicycle facilities to the satisfaction of VicRoads.*
35. *A Road Safety Audit report must be prepared by an independent VicRoads prequalified Road Safety Auditor in accordance with Austroads-Road Safety Audit (Second Edition, 2002) for the following stages;*
- *Review of the functional layout plans.*
  - *Review of the detailed engineering plans.*
  - *Review of the signal layout plans.*
36. *Where the Road Safety Audit identifies any matters that have not been addressed in the detailed engineering plans or signal layout plans, they must be addressed and plans amended to the satisfaction of VicRoads.*
37. *Where the roadworks, including footpath and nature strip, lie within private property along Wellington Road, a widening of the road reserve will be required, at no cost to VicRoads. The applicant must engage a licensed surveyor to prepare a Plan of Subdivision showing the affected land labelled “ROAD”, which is to be vested in the Roads Corporation upon certification of the Plan of Subdivision, without any encumbrances. Subsequent to the registration of the plan, the applicant must ensure that the original Certificates of Title that issue in the name of the Roads Corporation, are forwarded via registered post to : VicRoads – Property Services Department, 60 Denmark Street KEW, 3101.*
38. *Prior to gaining approval from VicRoads to undertake any roadworks along Wellington Road the applicant must arrange a payment to VicRoads for the predetermined cost of 10 years traffic signal maintenance.*
39. *Before the commencement of any roadworks along Wellington Road authorised by this permit, the developer must;*

- a) *Provide a bank guarantee (in the name of the developer/owner) without a termination date, to VicRoads for the estimated cost of works.*
  - b) *Provide evidence that the Contractor has a public liability insurance policy for at least \$10 million, effective for the duration of the works.*
  - c) *Provide VicRoads with the name, address, business and out-of-hours telephone numbers of the principal roadworks contractor.*
  - d) *Provide a payment to VicRoads of the certification audit fee.*
  - e) *Have first applied for and received written consent from VicRoads for those works in accordance with Section 63 of the Road Management Act 2004.*
40. *The applicant must engage an approved VicRoads contractor (pre-qualified at the appropriate level or as otherwise approved) to undertake all works along Wellington Road.*
41. *The applicant must arrange for and pay the full costs of all public works including traffic signals installation, drainage, service relocations, public lighting and modifications associated with the access arrangements to the property pursuant to this permit.*
42. *The design, depth and composition of pavement within the road reservation must be to the satisfaction of VicRoads.*
43. *Prior to the commencement of any use authorised by this permit the applicant must complete all roadworks in accordance with approved plans and to the satisfaction of VicRoads.*

Director of Public Transport Condition Nos 42 - 45 (Ref: DOPT2009/0058)

44. *Before the development starts, the Transport Impact Assessment prepared by GTA Consultants dated 2<sup>nd</sup> February 2009 must be amended to the satisfaction of the Director of Public Transport. The Transport Impact Assessment must be modified to show:*
- a) *the inclusion of Smart Bus route number 900,*
  - b) *the potential delay to bus operations in both directions,*
  - c) *queue lengths at the proposed intersection in both directions,*
  - d) *mitigation measures including bus jump lanes to offset the delays created,*
  - e) *identify the potential delays to bus services with the bus lanes provided.*
45. *Before the development starts, amended plans to the satisfaction of the Director of Public Transport must be submitted to and approved by the Director of Public Transport. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be*

*generally in accordance with the plans submitted with the application but modified to show:*

- a) *Bus queue jump lanes provided on both approaches to the intersection that allow the bus to enter the bus lane at the 95th percentile traffic queue length or to the nearest signalised intersection.*
  - b) *Intersection departure side bus treatment provided to allow the bus to merge back into traffic.*
46. *Prior to the traffic signals becoming functional all works identified on the approved plans for bus priority must be completed and operational to the satisfaction of the Director of Public Transport at the full cost to the permit holder.*
47. *The permit holder must take all reasonable steps to ensure that disruption to bus operations along Wellington Road is kept to a minimum during reconstruction. Foreseen disruptions to bus operations must be communicated with mitigation measures to the Director of Public Transport and bus operators one (1) week prior.*

NOTES:

1. *N3 Building Approval*
2. *N5 No Signs*
3. *Engineering permits must be obtained for new or altered vehicle crossings and for new connections to Council drains and pits and these works are to be inspected by Council (9518 3690).*
4. *Prior to the commencement of the development permitted a statement of liability indemnity, (Use of Easement Approval), must be provided to the satisfaction of the City of Monash.*

*Approval to be given subject to:*

  - *Council and Yarra Valley Water approval being obtained;*
  - *The use of easement agreement being signed by Council.*
5. *Tree planting should be kept clear of the drainage easement.*
6. *Stormwater detention requirements may be obtained from the Council prior to design of any stormwater detention system.*

Expiry of permit:

*In accordance with section 68 of the Planning and Environment Act 1987, this permit will expire if one of the following circumstances applies:*

- *The development and use are not started within two years of the date*

*of this permit.*

- *The development is not completed within four years of the date of this permit.*

*In accordance with section 69 of the Planning and Environment Act 1987, the responsible authority may extend the periods referred to if a request is made in writing before the permits expires, or within three months afterwards.*

*and directs that the Applicant and each objector be given a notice of the Council's decision to grant the permit.*

## **BACKGROUND**

The subject site is located on the northern side of Wellington Road, approximately 88 metres east of Nantilla Road, Mulgrave. The land is irregular in shape but generally has frontage of 130 metres to Wellington Road, depth of approximately 204 metres and overall site area of 3.47 hectare. Attachment 1

An existing warehouse is located to the rear of the site with vehicle access via a relatively central crossover to Wellington Road. The site also contains a substantial hard standing car parking area and truck loading area to the east of the warehouse. The balance of the land is now vacant having previously been utilised as a brick factory.

The site slopes down to Wellington Road, between 3 to 4 metres. Some existing vegetation is scattered around the boundaries of the site.

Surrounding development generally comprises a mix of large factory/warehouse complexes.

## **PROPOSAL**

The application is for the construction of buildings on the site for use as offices and alteration to access from Wellington Road. The plans submitted with the application show the following (Refer to Attachment 2):

- Front landscape setback of 20 metres from Wellington Road.
- Three buildings, A, B and C front Wellington Road and a fourth building D is located to the rear of the site. Overall net leasable office floor area is 44,530 square metres.
- The buildings are situated on a raised podium with two levels of car parking beneath. In addition a multi-level car park is located to the rear of building D.
- A total of 2,258 car parking spaces are proposed.
- Vehicle access to the site is via a new fully directional signalised intersection.
- The internal access driveway is located over an existing carriageway easement.

- A small café is located to the rear of building A.
- A total of 193 bicycle parking spaces are provided within the development.

Specifically each level contains the following:

#### Level 0

This basement level provides for a total of 818 car parking spaces accessed from two points off the internal access road. The slope in the land results in the car parking being at ground level at the front of the site. A total of 60 external visitor car parking spaces are also provided as undercroft parking beneath buildings A, B and C.

Entry foyers are provided for buildings A, B and C with associated lift lobbies. Two lift lobbies are provided for building D.

#### Level 1

This level provides for a total of 800 car parking spaces.

#### Level 2

This level is the podium level and contains a mix of car parking, circulation space and landscaped courtyards. The main entry foyer for building D is provided on this level.

A total of 286 car parking spaces are provided at this level split between a central parking area (119 spaces) and 167 spaces to the rear.

The café is located behind building A with loading and unloading facilities provided adjacent to the café.

#### Level 3

The four separate office buildings extend independently above the podium level below. A further 167 car parking spaces are provided at the rear of building D representing the final level of car parking.

#### Level 4-6

Buildings A, B and C extend a further 3 levels effectively resulting in 5 storey office buildings with undercroft car parking when viewed from Wellington Road.

Building D extends a further 2 levels resulting in a 4 storey office building located at the rear of the site.

A traffic report and arborist report have been submitted with the application, the details of which will be discussed later in the report.

The proposed buildings are contemporary in form however the applicant has yet to provide a detailed schedule of colours and materials.

## ***POLICY IMPLICATIONS***

The Monash Specialised Activity Centre – Strategic Planning Framework adopted by Council includes the subject site within the Specialised Activity Centre as designated under Melbourne 2030. It is noted that the Specialised Activity Centre has a different function from other activity centres and focuses on economic development as opposed to a mix of retail, commercial and residential uses.

In addition state and local policies and the provisions of the Municipal Strategic Statement within the Monash Planning Scheme support the appropriate development of high technology, research and office type development within the Monash Precinct Technology area.

The policies relevant within the Monash Planning Scheme for the current application include the following:

### State Planning Policy Framework

Clause 11.03: Principles of Land Use and Development Planning

Clause 12: Metropolitan Development

This clause gives expression to Melbourne 2030 by providing specific objectives and strategies for Metropolitan Melbourne. Strategies include defining the role and function of activity centres by reinforcing the role of concentrating development in established areas of activity while promoting energy efficiency, accessibility to transport and good urban design.

Clause 17.02: Business

Clause 17.03: Industry

Clause 18.02: Car Parking and Public Transport Access to Development

Clause 18.03: Bicycle Transport

Clause 19: Design and Built Form

### Local Planning Policy Framework

Clause 21: Municipal Strategic Statement

Clause 21.03-2: Economic Development

The strategic vision is to develop sustainable employment opportunities and maintain Monash as the predominant business location in Melbourne's eastern region by supporting a proactive, progressive business community and creating attractive, convenient and vibrant business centres.

Clause 22.02: Monash Technology Precinct Policy

An objective of the policy is to assist the sustainable and complementary development and operation of industrial, office and high technology land uses, that provide a variety of employment centres of high amenity, quality and enduring local image.

Clause 22.03: Industry and Business Development and Character Policy

This policy promotes the enhancement of the Garden City Character of Industrial and business areas. The subject site is located within Industry Character Area Type 3 which derives its character from post WWII and contemporary industrial, commercial and retail development in self contained subdivisions with a grid pattern on undulating topography. The desired future character statement states that areas should continue to develop as a modern industrial and technology park within an attractive landscape setting containing a large number of large, mature, native trees. The main road frontages should be well landscaped and contain high profile businesses that should prevent a positive public image of the municipality to road users.

### Zoning

The subject site is located within a Business 3 Zone under the provisions of the Monash Planning Scheme. A planning permit is required for the offices as the maximum combined leaseable floor area for offices exceeds the threshold of 1,800 square metres as detailed in the Schedule to the Zone. A planning permit is also required for all buildings and works within the zone.

The land is covered by the Design and Development Overlay-Schedule No.1. Decision guidelines and setback requirements are included in the overlay. A 20 metre frontage setback is required along Wellington Road.

Wellington Gully Road is located within a Road Zone – category 1 under the provisions of the Monash Planning Scheme and a planning permit is required for any alteration to access.

### ***CONSULTATION***

Notification of the application was sent by mail to owners and occupiers of land adjoining the site. One large notice was also displayed on the land.

Three objections have been received from the land occupiers to the north and east of the site with access rights to the carriageway easement. The grounds of objection can be summarised as follows:

- Concern with proposed density of development.
- Increase in 2000 vehicles using the existing carriageway easement will strain the existing infrastructure.
- Concern that heavy articulated vehicles use the carriageway easement and at times park along the roadway.
- Concern that there may be bottlenecks along the carriageway easement particularly during peak hours.
- Concern that the Transport Impact Assessment prepared by GTA consultants does not adequately address the impact of the proposed development on traffic safety and vehicle, bicycle and pedestrian access to the objectors property to the north of the site.
- Concern that the analysis contained within the Transport Impact Assessment prepared by GTA consultants is unsound and does not

accurately reflect current traffic volumes due to the surveys being carried out in late 2007.

- Concern that the proposed realignment of the private access road has the potential to impact on the objectors' lawful rights of carriageway under the terms of the easement.
- The proposed development will have an unreasonable impact to the shared road and impede access to the current loading and car park area on land at 227-243 Wellington Road, Mulgrave.
- Concern that the application is inconsistent with State and Local Planning Policy.
- Concern with the height of the building and setbacks proposed.

Under the requirements of the Planning Scheme, the application was referred to VicRoads and the Director for Public Transport for comment. There is no objection to the proposal subject to conditions being placed on any permit issued.

The application was also referred to Council's Traffic and Drainage Sections for comment. Conditions are required to be placed on any permit issued.

### ***ASSESSMENT***

The proposal supports state and local policies and the provisions of the municipal strategic statement contained within the Monash Planning Scheme.

The subject site is located within the Specialised Activity Centre as designated under Melbourne 2030 and the proposal is consistent with and will add to the existing mix of development in the area.

Comments regarding the detailed assessment of the development are as follows:

#### Layout

A 20 metre front landscape setback is provided along Wellington Road as required by the Design and Development overlay. The three main buildings, which front Wellington Road, step back from the 20 metre landscape setback as you move west.

Landscaped courtyard areas and pedestrian spaces are provided between the office buildings on a raised podium. These areas are considered satisfactory, however, the landscaping of these spaces will need to be carefully designed to ensure planting survives given it will be contained in large pots and planter beds.

The relocation of the entry to Wellington Road has been designed to provide for traffic lights at the intersection of the access roadway on the subject site, Wellington Road and the roadway into the Peters Complex to the south. VicRoads has consented to the proposal subject to a number of requirements

including a new shared right and u-turn facility at the Compark Circuit intersection with Wellington Road.

The entrance to the car parking is via the carriageway easement that provides access to existing premises located on adjoining sites to the north and east of the site. In particular, there is concern that the existing loading areas for the premises to the east of the carriageway easement will be compromised as the proposed entrance to the development appears to be located opposite the major loading area for this development. The significant increase in traffic at the proposed entrance combined with reversing of heavy vehicles is expected to be a safety issue. Accordingly, conditions would be required to address this matter.

### Built Form

The design of the buildings provides for a modern architectural response along this section of Wellington Road, which has recently experienced the development of a number of new offices. The façades present a high quality design with a scale and height that is in keeping with surrounding development. In addition, the applicant advises that the architectural style has directly responded to the principles of environmentally sustainable design.

### Traffic and Car Parking

Under Clause 52.06-6 of the Monash Planning Scheme and Council's Car Parking Policy, a ratio of 3.5 car parking spaces are required to each 100 square metres of net floor area for offices. Using this ratio, car parking is required as follows:

Use	Net Floor Area (Sq m)	Car Parking Required Under Clause 52.06 of MPS & Council's Car Parking Policy
Office	44,530	1,559 (3.5 car spaces/100sqm)

It is proposed to provide a total of 2,258 car parking spaces on site for the offices at a ratio of 5 spaces to each 100 square metres of net floor area. This results in a surplus of 699 car parking spaces.

Accordingly the provision of on site car parking is considered satisfactory.

A total of 193 bicycle parking spaces (148 employee and 45 visitor spaces) and showers and change rooms are required to be provided in accordance with Clause 52.34-3 of the Monash Planning Scheme. The applicant advises that these can be accommodated on site. Accordingly, a condition should be placed on any approval to require compliance with the Scheme.

The traffic report submitted with the application indicates that the proposed development will generate up to 800 and 1600 vehicle movements in any peak hour and weekday respectively and that the Wellington Road/access intersection

is capable of this generation rate. VicRoads have indicated support for the intersection works to manage these volumes.

As previously mentioned, there are concerns with the current design of the access roadway over the carriageway easement. It is considered that prior to any works commencing on site a full reassessment of the access road and location of entrance/exit points is required to ensure conflict with existing users is minimised. This can be dealt with by way of permit condition.

#### Tree Removal

The Arborist report submitted with the application indicates that only one tree on the subject site, a *Eucalyptus saligna* (Sydney Blue Gum) located on the southern boundary, has a high retention rating. It is intended for this tree to be retained and incorporated as part of the landscape treatment within the front landscape setback of the site.

The balance of the vegetation is to be removed principally due to the intersection works required for the access and realignment of the internal roadway.

In addition a number of nature strip trees and trees located within the central median strip of Wellington Road are required to be removed to facilitate the intersection works and proposed bus lane.

Accordingly, conditions should be placed on any permit issued to ensure appropriate replanting both within the nature strip, central median and on the subject site.

#### ***CONCLUSION***

The proposed development is consistent with the State's metropolitan policy to reinforce the economic function of the Specialised Activity Centre. The buildings will provide for a visually appropriate development consistent with the high standard of recent developments within the general area. Adequate on site car parking is provided and the areas set aside for landscaping will enable a quality landscape treatment to be provided along Wellington Road. Accordingly it is recommended that a planning permit be issued subject to appropriate conditions.