

**1.2 364-372 HUNTINGDALE ROAD, OAKLEIGH SOUTH
CONSTRUCTION AND USE OF A TWO STOREY BUILDING FOR MOTOR VEHICLE
SALES TOGETHER WITH ASSOCIATED SIGNAGE (TPA/53369)**

EXECUTIVE SUMMARY:

This application proposes to construct a two storey building for the purpose of motor vehicle sales, together with the installation of business identification signage.

The application was subject to public notification. No objections to the proposal have been received.

Key issues to be considered relate to built form, appropriateness to use the land for motor vehicle sales, car parking provision, traffic generation, landscaping and potential amenity impacts.

The application is noteworthy in a broader strategic sense as it signals renewal and redevelopment of the Huntingdale industrial employment precinct with modern employment uses such as electric vehicles. This aligns with the objectives of the Huntingdale Precinct Plan. This is also considered a significant development in the broader context of the Monash NEIC which is home to advanced manufacturing technology and research business such as Bosch, MTM Automotive and Nissans national headquarters and electric vehicle technical training centre in Mulgrave.

This report assesses the proposal against the provisions of the Monash Planning Scheme including the relevant state, regional and local planning policy framework.

The reason for presenting this report to Council is the proposed development cost of \$20 Million.

The proposal is considered appropriate having regard to the relevant provisions of the Monash Planning Scheme. It is recommended that Council issue a Planning Permit subject to conditions.

RESPONSIBLE DIRECTOR:	Peter Panagakos
RESPONSIBLE MANAGER:	Catherine Sherwin
RESPONSIBLE PLANNER:	Jeanny Lui
WARD:	Oakleigh
PROPERTY ADDRESS:	364-372 Huntingdale Road, Oakleigh South

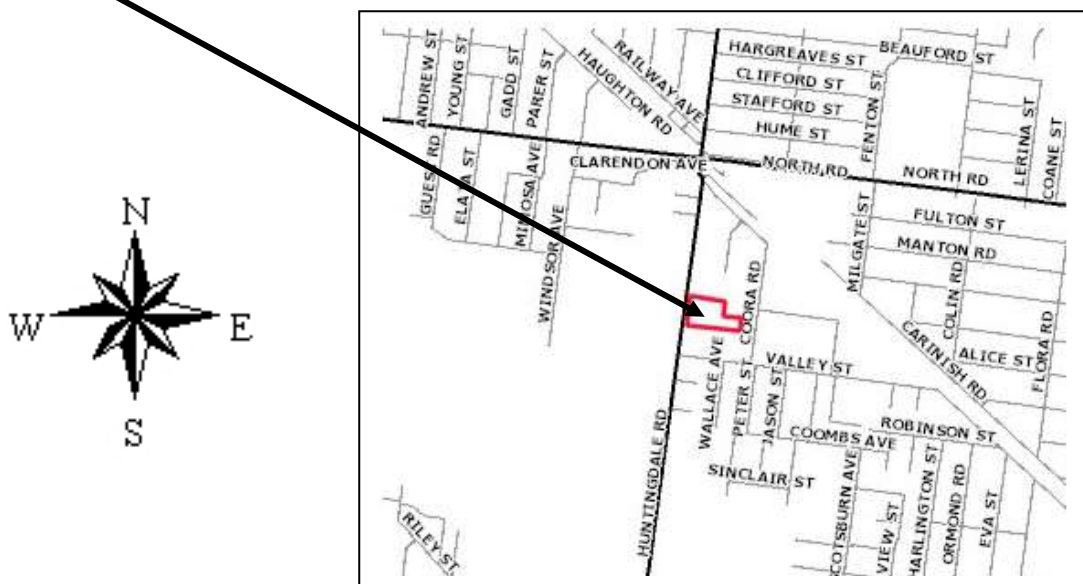
EXISTING LAND USE:	Vacant
PRE-APPLICATION MEETING:	Yes
NUMBER OF OBJECTIONS:	Nil
ZONING:	Industrial 1 Zone
OVERLAY:	Design and Development Overlay Schedule 1
RELEVANT CLAUSES: <u>Planning Policy Framework</u> Clause 11.01-1S&R- Settlement – Metropolitan Melbourne Clause 11.02-1S- Supply of Urban Land Clause 13.07-1S- Land Use Compatibility Clause 15.01-1S&R- Urban Design Clause 15.01-2S- Building Design Clause 15.01-4S & R- Healthy Neighbourhoods Clause 15.02-1S- Energy and Resource Efficiency Clause 17.01-1S&R- Diversified Economy Clause 17.02-1S- Business Clause 17.03-1S- Industrial Land Supply Clause 18.01-1S- Land Use and Transport Planning Clause 18.02-4S- Car Parking Clause 19.03-3S- Integrated Water Management	<u>Local Planning Policy Framework</u> Clause 21- Municipal Strategic Statement) Clause 21.07 – Business Parks and Industry Clause 21.08- Transport and Traffic Clause 21.05 – Economic Development Clause 21.13- Sustainability and Environment Clause 22.03- Industry and business development and character policy Clause 22.04- Stormwater Management Policy Clause 22.13- Environmentally Sustainable Development Policy <u>Particular Provisions</u> Clause 52.06- Car Parking Clause 52.34- Bicycle Facilities Clause 53.18- Stormwater Management in Urban Development Clause 65 – Decision Guidelines
STATUTORY PROCESSING DATE:	16 May 2022
DEVELOPMENT COST:	\$20 Million

LOCALITY PLAN



SUBJECT SITE

NEIGHBOURHOOD PLAN



RECOMMENDATION:

That Council resolves to **Grant a Planning Permit (TPA/53369)** for buildings and works to construct a building, use of the land for motor vehicle sales, erect internally illuminated signage, reduction of bicycle parking spaces and creation and alteration of access to a road in a Transport Zone 2, at 364-372 Huntingdale Road, Oakleigh South subject to the following conditions:

Amended Plans Required

1. Before the development and use starts, one copy of amended plans drawn to scale and dimensioned, must be submitted to and approved by the Responsible Authority. When approved the plans will be endorsed and will then form part of the permit.

The plans must be generally in accordance with the plans submitted to Council on 9 March 2022 prepared by i2C (DA04, DA06, DA07, DA09, DA10 Issue P3, DA05 Issue P4 & DA08 Issue P2), but modified to show:

- a) The number of car parking spaces on the ground level corrected to be '33' on the ground floor plan (DA05) and the roof plan (DA07) & total number of car parking spaces to '302' on the roof plan (DA07).
- b) The accessible parking spaces on the roof level repositioned closer to the lift facility.
- c) 8 customer bicycle parking spaces provided on ground level.
- d) A 6.4 metre aisle width to all car parking spaces on the roof level.
- e) Provision of a corner splay or area at least 50% clear of visual obstructions (or with a height of less than 1.2 metres), which may include adjacent landscaping areas with a height of less than 0.9 metres, extending at least 2.0 metres long x 2.5 metres deep (within the property) on both sides from the edge of the exit lane of each vehicle crossing to provide a clear view of pedestrians on the footpath of the frontage road.
- f) Any required fire services, electricity supply, gas and water meter boxes discreetly located and/or screened to complement the architectural intent of the development to the satisfaction of the Responsible Authority. Any required services must be clearly detailed on plans.
- g) Rainwater tank details in accordance with the Sustainability Management Plan.
- h) Numbering of each sign with respective dimensions on the elevations.

- i) Changes required by the Department of Transport in accordance with Condition 22.
- j) Changes required in accordance with the amended Waste Management Plan of Condition 6.

all to the satisfaction of the Responsible Authority.

Layout not to be Altered

- 2. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.

Landscaping Plan

- 3. Concurrent with the endorsement of any plans requested pursuant to Condition 1, a landscape plan prepared by a Landscape Architect or a suitably qualified or experienced landscape designer, drawn to scale and dimensioned must be submitted to and approved by the Responsible Authority. The Landscape Plan must show:
 - a) A planting schedule of all proposed trees, shrubs and ground cover, which will include the size of all plants (at planting and at maturity), pot / planting size, location, botanical names and quantities;
 - b) A minimum of five (5) canopy trees (minimum 1.5 metres tall when planted) within the front setback area. The canopy trees must have a minimum mature height of 7 metres and must have a spreading crown with a minimum width of 4 metres at maturity, or as otherwise agreed by the Responsible Authority;
 - c) Planting to soften the appearance of hard surface areas such as driveways and other paved areas;
 - d) The location of any retaining walls associated with the landscape treatment of the site;
 - e) Details of all proposed surface finishes including pathways, accessways, patio or decked areas;
 - f) An in-ground, automatic watering system linked to rainwater tanks on the land must be installed and maintained to the common garden areas to the satisfaction of the Responsible Authority;
 - g) The location of external lighting (if any);all to the satisfaction of the Responsible Authority. When approved, the plans will be endorsed and then form part of the Permit.
- 4. Before the uses start, landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority and

then maintained to the satisfaction of the Responsible Authority thereafter.

5. All external lighting must be designed, baffled, located and maintained to prevent light spill from the site causing any unreasonable amenity impacts on the locality, to the satisfaction of the Responsible Authority.

Waste Management Plan

6. Concurrent with the endorsement of plans required pursuant to Condition 1, a Waste Management Plan (WMP) must be approved by the Responsible Authority. The plan must be generally in accordance with the WMP prepared by One Mile Grid, dated 28 January 2022 but revised to show the:
 - a) Inclusion of the TPA number to the introductory section;
 - b) Implementation details including provision of internal waste and recycling receptacles & food waste recycling, method of staff and customers interacting with the waste management system, principal to ensure adequate management of waste including food waste; and provision of a 5 to 7 litre food waste kitchen caddy in lunch room/ amenity rooms;
 - c) Provision of scaled plans detailing the best practice waste management of e-waste; and
 - d) Details of responsibility for the operation of the waste management system.

to the satisfaction of the Responsible Authority

When approved, the plans will be endorsed and then form part of the Permit. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Construction Management Plan

7. Prior to the commencement of any site works (including any demolition, vegetation removal and excavation), a Construction Management Plan (CMP) must be submitted to and approved by the Responsible Authority. Once approved, the CMP will form part of the permit and must be implemented to the satisfaction of the Responsible Authority. The CMP must address the following issues:
 - a) Pedestrian and cyclist access through and around the construction site including ongoing connections to the adjoining shared user path network;

- b) Appropriate measures to control noise, dust and water and sediment laden runoff;
- c) Appropriate measures to prevent silt or other pollutants from entering into the Council's drainage system or onto the road network;
- d) Appropriate measures relating to removal of any hazardous or dangerous material from the site, where applicable;
- e) A plan showing the location and design of a vehicle wash-down bay for construction vehicles on the site so as to prevent material leaving the site and being deposited on Council's road network or drainage system;
- f) A program for the regular cleaning and maintenance of the surrounding road surfaces;
- g) A site plan showing the location of any site sheds, on-site amenities, building waste storage and the like, noting that Council does not support the siting of site sheds within Council road reserves;
- h) Measures to provide for public safety and 24 hour site security;
- i) A plan showing the location of parking areas for all construction and sub-contractors' vehicles on and surrounding the site, to ensure that vehicles associated with construction activity cause minimum disruption to the surrounding location. Any basement car park on the land must be made available for use by sub-constructors/tradespersons upon completion of such areas, without delay;
- j) A Traffic Management Plan showing truck routes to and from the site;
- k) A swept path analysis, using the largest truck anticipated on site, demonstrating the ability of trucks to enter and exit the site in a safe and timely manner.
- l) Appropriate measures to ensure that sub-contractors/tradespersons operating on the site are aware of and adhere to the requirements of the CMP;
- m) The provision of 24 hour contact details of key construction site staff; and
- n) Restriction on hours of work on site, including demolition, excavation or general construction works, to the following hours:
 - Monday to Friday (inclusive) – 7.00am to 6.00pm;
 - Saturday – 9.00am to 1.00pm;
 - Saturday – 1.00pm to 5.00pm (Only activities associated with the erection of buildings that does not exceed the EPA guidelines)
 - No works are permitted on Sundays or Public Holidays.Unless prior written consent is provided by the Responsible Authority these hours cannot be varied.

The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with by all contractors to the satisfaction of the Responsible Authority.

Sustainability Management Plan (SMP)

8. Concurrent with the endorsement of plans requested pursuant to Condition 1, a Sustainability Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Sustainability Management Plan will be endorsed and will form part of this permit. The amended Sustainability Management Plan must be generally in accordance with the Sustainability Management Plan prepared by GIW Environmental Solutions Pty Ltd (Revision C) dated 21 January 2022.

The development must incorporate the sustainable design initiatives outlined in the endorsed Sustainable Management Plan to the satisfaction of the Responsible Authority.

Car Parking and Accessways

9. Before the uses start, areas set aside for parked vehicles and access lanes as shown on the endorsed plans must be:
- a) constructed to the satisfaction of the Responsible Authority;
 - b) properly formed to such levels that they can be used in accordance with the plans;
 - c) surfaced with an all-weather sealcoat to the satisfaction of the Responsible Authority;
 - d) drained, maintained and not used for any other purpose to the satisfaction of the Responsible Authority; and
 - e) line-marked to indicate each car space and all access lanes to the satisfaction of the Responsible Authority.

Parking areas and access lanes must be kept available for these purposes at all times.

10. Approval of each proposed crossing, and a permit for installation or modification of any vehicle crossing is required from Council's Engineering Department.
11. The loading and unloading of goods from vehicles must only be carried out on the subject land.

Services and Plant Equipment

12. All pipes (except down-pipes), fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from external view, to the satisfaction of the Responsible Authority.
13. No equipment, services, architectural features or structures of any kind, including telecommunication facilities, other than those shown on the endorsed plans shall be permitted above the roof level of the building unless otherwise agreed to in writing by the Responsible Authority.

Loading and Unloading

14. All loading and unloading of vehicles must be carried out within the boundaries of the land and designated loading bays and must be conducted in a manner that does not cause any interference with the circulation and parking of vehicles on the land, to the satisfaction of the Responsible Authority.

Noise

15. Noise levels generated from the uses on site must not exceed those required to be met under the Environment Protection Regulations 2021 and EPA Publication 1826.4 noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues, or any other equivalent or applicable State or relevant policy and should meet accepted sleep disturbance criteria EPA Publication 1254.2 and any other relevant guideline or Australian Standard.

Storage of Goods

16. No goods must be stored or left exposed outside the building so as to be visible from any public road or thoroughfare.

Signage

17. The location, layout, dimensions, structures and features of the approved signs shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.
18. All signs must be constructed and maintained to the satisfaction of the Responsible Authority.

19. No flashing, intermittent or changing colour light is permitted to be displayed, except with the prior written consent of the Responsible Authority.
20. Signs must not be illuminated by external lights without the written consent of the Responsible Authority.
21. The intensity of lighting associated with the illumination of the advertising signs must be limited so as not to cause glare or be a distraction to motorists in adjoining streets or cause a loss of amenity in the surrounding area to the satisfaction of the Responsible Authority.
22. The sign must not:
 - a) Dazzle or distract drivers due to its colouring;
 - b) Be able to be mistaken for a traffic signal because it has, for example, red circles, octagons, crosses or triangles;
 - c) Be able to be mistaken as an instruction to drivers.to the satisfaction of the Responsible Authority.

Drainage & Stormwater

23. The site must be drained to the satisfaction of the Responsible Authority.

Satisfactory Continuation

24. Once the development and use has started it must be continued and completed to the satisfaction of the Responsible Authority.

Department of Transport Conditions (Ref: PPR 38444/21)

25. Prior to the endorsement of plans, amended plans must be submitted to and approved by the Head, Transport for Victoria. When approved by the Head, Transport for Victoria, the plans must be endorsed by the Responsible Authority and will then form part of the permit. The plans must be drawn to scale with dimensions. The plans must be generally in accordance with the plans date stamped 09.11.2021 and annotated "Oakleigh South Facility – project 2021-211, drawing nos. DA05 (Proposed Ground Floor Plan) and DA02 (Site Analysis Plan) but modified to show either:
 - a) the dimensions of crossover width and passing area which complies with the Monash Planning Scheme, if the southern crossover is proposed to cater for two-way vehicle movements; or

b) provision of appropriate line marking and signage ('no exit') within the site, if the southern crossover is proposed to cater for entry movements only

26. Prior to the occupation of the development, the relocated northern crossover and widened southern crossover are to be constructed to the satisfaction of the Responsible Authority and at no cost to the Head, Transport for Victoria.
27. Prior to the occupation of the development, the disused/redundant northern vehicle crossover must be removed, and the area reinstated to kerb and channel to the satisfaction of the Responsible Authority and at no cost to the Head, Transport for Victoria.
28. Vehicles must enter and exit the site in a forward direction at all times.

Time for Starting and Completion

29. The approved signs of this Permit will expire 15 years from the date of issue of this permit
30. In accordance with section 68 of the *Planning and Environment Act 1987*, this permit will expire if one of the following circumstances applies:
- (a) The development is not started before two (2) years from the date of issue.
 - (b) The development is not completed before four (4) years from the date of issue.

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 permit expires, or:

- (i) within six (6) months afterwards if the development and/or use has not commenced; or
- (ii) within twelve (12) months afterwards if the development has not been completed.

Council and the Victorian Civil and Administrative Tribunal are unable to approve requests outside of the relevant time frame.

NOTES

- A. This is **not** a Building Permit. Building Permit approval must be obtained prior to the commencement of the above approved works.

- B. Engineering permits must be obtained for new or altered vehicle crossings and new connections to Council drains and these works are to be inspected by Council's Engineering Department. A refundable security deposit is to be paid prior to any drainage works commencing.
- C. All stormwater collected on the site from all hard surface areas must not be allowed to flow uncontrolled into adjoining properties or the road reserve.
- D. Stormwater discharge is to be detained on site to the predevelopment level of peak stormwater discharge. Approval of any detention system is required by the City of Monash prior to works commencing.
- E. The private on-site drainage system must prevent stormwater discharge from the/each driveway over the footpath and into the road reserve. The internal drainage system may include either:
- a trench grate (minimum internal width of 150 mm) located within the property boundary and not the back of footpath; and/or
 - shaping the internal driveway so that stormwater is collected in grated pits within the property; and or
 - another Council approved equivalent.
- F. Any work within the road reserve must ensure the footpath and nature strip are to be reinstated to Council standards.
- G. All new vehicle crossings are to be no closer than 1.0 metre, measured at the kerb, to the edge of any power pole, drainage or service pit, or other services. Approval from affected service authorities is required as part of the vehicle crossing application process.
- H. One copy of the plans for the drainage and civil works must be submitted to and approved by the Engineering Department 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.
- I. The nominated point of stormwater connection for the site is to the south-west corner of the property where the entire site's stormwater must be collected and free drained via a pipe to the Council pit in the nature strip to be constructed to Council standards. *(A new pit is to be constructed to Council standards if a pit does not exist, is in poor condition or is not a Council standard pit).*
If the point of connection cannot be located then notify Council's Engineering Department immediately.
- J. Unless no permit is required under the planning scheme any signs must not be constructed or displayed without a further permit.

- K. Any new vehicle crossover or modification to an existing vehicle crossover must be constructed to the satisfaction of the Responsible Authority.
- L. The proposed crossing will cause the relocation of 2 of the 11 existing indented bays outside the proposed site. The developer is to ensure these bays are provided in accordance with the AS 2890.1.
- M. Disabled access to the building must be provided to the satisfaction of the relevant Building Surveyor. All work carried out to provide disabled access must be constructed in accordance with Australian Standards Design for Access and Mobility AS 1428.1.
- N. The full cost of reinstatement of any Council assets damaged as a result of demolition, building or construction works, must be met by the permit applicant or any other person responsible for such damage, to the satisfaction of the Responsible Authority.
- O. Noise from the premises must comply with State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (SEPP N-1).
- P. Any request for a variation of this Permit shall be lodged with the relevant fee as determined under the Planning & Environment (Fees) Regulations 2016.
- Q. Any request for time extension of this Permit shall be lodged with the relevant administration fee at the time the request is made.

Notes required by Department of Transport

- R. The proposed development requires works within the arterial road reserve. Separate approval under the *Road Management Act 2004* for this activity may be required from the Head, Transport for Victoria. Please contact DoT (Roads) prior to commencing any works.

BACKGROUND:

The Site and Surrounds

The site is located on the eastern side of Huntingdale Road, approximately 400 metres south of North Road. The site is an irregular shape with a frontage of 90.53 metres to Huntingdale Road and a lot depth ranging between 111.33 metres and 170.27 metres creating a total lot area of 12,562 square metres.

The site contains an industrial building that has been previously used as a place of assembly (amusement centre) since 1991. The place of assembly which occupied

the premises comprised of an indoor go-kart track, mini golf course, dodgem cars, amusement machines, kiosk and a laser force games area. Existing on-site car parking spaces are located at the northern end of the site. There are two existing vehicle crossovers along the Huntingdale Road frontage, near the north-west corner and the south-west corner of the land. The site contains a narrow grassed landscape area along the frontage which contains some shrubs. There are no trees on site.

The site sits within the southern Huntingdale employment industrial area. This area contains a range of older and emerging renewed/redeveloped employment uses including warehouse, offices and manufacturing. In line with the Huntingdale Precinct Plan employment/industrial zones are undergoing renewal and redevelopment.

Existing surrounding uses are all non-sensitive in nature comprising warehouse and office components. Land on the opposite side of Huntingdale Road is the Huntingdale Golf Club. Residential properties are located approximately 90 metres north on Huntingdale Road, and approximately 100 metres south in Valley Street.

An aerial photograph of the subject site and surrounding land can be found attached to this report (Attachment 2).

Recent Permit History

TPA/49273

Planning Permit TPA/49273 was issued in June 2018 to allow buildings and works to the existing building and on premises liquor licence for the existing place of assembly (entertainment centre).

TPA/50961

Planning Permit TPA/50961 was issued in March 2020 to allow the erection of business identification sign.

PROPOSAL:

The proposal is to demolish the existing building on the land and construct a two storey building to be used for motor vehicle sales.

More specifically:

- A two storey building with maximum building height of 11.2 metres.
- The building provides for the following minimum setbacks:
 - 17.36 metres from Huntingdale Road (western/ front boundary)
 - 1.5metres from the northern boundary
 - 7.79 metres to the eastern/rear boundary
 - 5.33 metres to the southern boundary.

- Landscaping buffers along the Huntingdale Road frontage range in width from 5 metres to 9.5 metres.
- The building is constructed with fibre cement cladding and metal cladding with dark grey, grey and white finishes.
- The building is to be used for an electric vehicle distribution centre which includes an electric vehicle facility centre (for servicing and tuning of electric vehicles), an accessories fitting area, service parts and storage area on ground level; ancillary office spaces in the upper level and additional storage area on the mezzanine level.
- The total floor area for the new building is approximately 9,330 square metres.
- 302 car parking spaces will be provided including 33 car parking spaces on ground level and 269 spaces on the rooftop car parking area.
- 18 bicycle spaces are provided on the rooftop parking area.
- The existing northern vehicle crossover will be widened to 14 metres and the southern vehicle crossover will be widened to 11.87 metres.
- Six (6) internally illuminated signs including four (4) business identification signs and two wayfinding signs. The business identification signs will contain the logo or name of the brand, to be displayed on the building facades and under the entry awning. The wayfinding signs will be constructed on the western façade of the site. Details of each sign are as follows:

	Dimensions of sign	Location of sign	Type of sign
01	3m x 3.9m	Northern corner of the western façade facing Huntingdale Road	Business identification
02	10.795m x 1.1m	Western façade above the showroom facing Huntingdale Road	Business identification
03	2.5m x 2.5m	Centrally on the western façade facing Huntingdale Road	Business identification
04	1.35m x 1.75m	Under the awning of the substation	Business identification
05 & 06	3.7m x 0.3m	Western façade above the roller door entries to the Electric Vehicle Distribution centre and the Accessories Fitting area	Wayfinding

Attachment 1 details plans forming part of the application.

PERMIT TRIGGERS:

Zoning

The site is located within the Industrial 1 Zone. Pursuant to Clause 33.01-1, a Permit is required to use the land for 'retail premises' (includes motor vehicle sales).

Pursuant to Clause 33.01-4, a permit is required to construct a building within the Industrial 1 Zone

The proposed use of 'Motor vehicle, boat or caravan sales' is classified as 'retail premises' in Clause 73.03 *Land Use Terms*.

Overlay

The site is affected by the Design and Development Overlay, Schedule 1 (DDO1). Pursuant to Clause 43.02-2. A permit is required to construct a building on land covered by DDO1.

Particular & General Provisions

Clause 52.05: Signs

A permit is required to construct and display business identification signs with a total display area of all signs exceeding 8 square metres.

Clause 52.06: Car Parking

Pursuant to Clause 52.06-3, a permit is required to reduce the number of car parking spaces. There is no specific car parking rate for "motor vehicle, boat or caravan sales' in Clause 52.06-6. Car parking provision is to be provided to the satisfaction of the responsible authority.

Clause 52.34: Bicycle Facilities

Pursuant to Clause 52.34-2, a permit is required to reduce the required number of bicycle spaces. The proposed development requires a total of 48 bicycle spaces and 18 spaces are provided on site. The application seeks to reduce the shortfall of 30 bicycle spaces.

Clause 52.29: Land Adjacent to the Principal Road Network

A permit is required to create or alter access to a road in a Transport Zone 2.

Huntingdale Road is in the Transport Zone 2 and a permit is required to alter the existing vehicle access pursuant to Clause 52.29-2.

The application was referred to the Department of Transport pursuant to Clause 52.29-4.

Attachment 3 details the zoning and overlays applicable to the subject site and surrounding land.

CONSULTATION:

Further information was requested of the Permit Applicant on 22 December 2021. In this letter, officers raised as a preliminary concern that the proposed landscape setback of approximately 2 metres along the front boundary as being insufficient to provide meaningful landscaping to satisfy the Garden City Character objectives.

Officers advised the Applicant in writing that should this concern not be addressed, that this application was unlikely to be supported and that the application would be refused.

The Permit Applicant responded to this letter on 8 March 2022 by providing the requested information. In relation to Council's concern, the front setback was amended and car parking spaces near the north-western and south-western corners were removed to increase the landscaping area to 9.5 metres. The landscape setback along the front boundary was also increased to 5 metres, and additional landscaping provided in front of the new building.

The Applicant was advised that this application is scheduled for the May Council meeting. In addition, a letter has been sent formally advising them of the details of the Council meeting. The Applicant has been advised that the application is recommended for approval subject to conditions, and an outline of the recommended conditions has been explained.

Public Notice

The application was advertised in accordance with section 52 of the *Planning and Environment Act 1987* by sending notices to the surrounding property owners/occupiers, and displaying two large signs on the Huntingdale Road frontage.

No objections were received.

Referrals

External Referral

Department of Transport (Ref: PPR 38444/21)

The application was referred to the Department of Transport in accordance with the requirement of Clause 52.29-4 *Land Adjacent to the Principal Road Network- Referral of applications* for the proposed alteration of vehicle access in Huntingdale Road.

The Department of Transport did not raise any concerns but conditions require a plan detailing the dimensions of crossover width and passing area to be approved by the Department of Transport prior to endorsement of plans.

Internal Referral

Traffic Engineer

Council's traffic engineers have no concerns with the application apart from the requirement to increase the access aisle widths of the car parking spaces on the roof level to a minimum of 6.4 metres, relocate the proposed bicycle parking spaces from the roof top to the ground level, and provide additional 6 bicycle spaces on site.

The Applicant has confirmed that these requirements are achievable via permit conditions.

Drainage Engineer

Council's drainage engineers have no concerns with the application.

Waste Services

A Waste Management Plan (WPM) was prepared with the application which was reviewed by Council's waste management team who advised that some amendments are required to achieve a best practice waste management system. This included implementation details of how will staff and customers interact with the waste management system and the provision for an e-waste recycling bin. A permit condition has been included requiring this update.

Strategic Planning

The site is located within Precinct 7 of the adopted Huntingdale Precinct Plan. This site is a significant opportunity for employment renewal and redevelopment of the key employment and industrial precinct.

As noted in Plan Melbourne and other state, regional and local planning policy there is a growing shortfall in employment and industrial land in the east and south east of Melbourne.

The application presents an ideal demonstration of the change in employment uses, adaptation/recycling of existing land holdings and the way businesses operate in the delivery of services and products.

At the time of adoption of the Huntingdale Precinct Plan in 27 March 2020, officers were directed to *"convene a meeting of land owners in Area 7 to discuss the best way of encouraging the future development and rejuvenation of this area with a focus on employment consistent with the principles of the structure plan."*

There have been ongoing discussions with several landowners in Area 7 since that time around the rejuvenation and encouragement of employment in the area. Whilst the landowners planning consultants are yet to submit their proposal for future development and rejuvenation, this application presents an ideal example of the type of redevelopment encouraged in Area 7 and the Huntingdale Precinct as a whole.

It is anticipated that this development will act as a strong signal and catalyst for the redevelopment of other underutilised employment land holdings in the precinct. It is also a positive development that provides some level of reassurance to existing industry in the precinct that the area has a successful future as an important employment and industrial area in Monash.

It is also a significant endorsement of the Huntingdale Precinct Plan and reinforces the value of existing employment areas, not only in Huntingdale but more broadly across Monash employment/industrial areas.

An article relating to the purchase of this land by the current owner, the commercial buyer's agency noted that there is a "massive shortfall of industrial land in inner precincts of Melbourne". The applicant had examined 11 different sites across south east Melbourne but selected the Huntingdale site as offering excellent access to the intended market across south east Melbourne. They went on to say that "We could see that we were in a tightly-held and bullish industrial market in that area, so we knew we needed to lock the site up ASAP" and that "From what the agents told us afterwards, developers have been chasing that (Oakleigh South) land for five years."

This is positive reinforcement and a credit to how sought after Industrial land in this area appears to be.

It is recommended that the application be supported.

DISCUSSION:

Consistency with State, Regional and Local Planning Policies

Planning Policy Framework (PPF)

Clause 11.01-1S and 11.02-1S (*Settlement & Supply of Urban Land*) requires provision of appropriate supply of residential, commercial and industrial land to meet community needs. Clause 17.02-1S (*Business*) encourages development that meets the community's needs for retail, entertainment, office and other commercial services. The proposal is in keeping with the aspirations of the Planning Policy Framework. The location of the site provides for good access for employees and goods transport.

The adjoining industrial buildings provides a buffer to the nearby residential land; and minimises adverse off-site impacts satisfying the policies in Clause 17.03-1S (*Industrial Land Supply*) and Clause 13.07-1S (*Land Use Compatibility*). The subject land is located within the Monash National Employment Cluster where it is envisaged to provide a high level of amenity to attract business and workers, maximise investment opportunities for the location of knowledge intensive firms and jobs (Clause 17.01-1R *Diversified Economy- Metropolitan Melbourne*).

Local Planning Policy Framework (LPPF)

The proposal is consistent with the Local Planning Policy Framework aspirations which seek to facilitate employment opportunities and high technology industry. The City of Monash has a reputation as a 'high tech' centre for industry, with a thriving business community comprised of small and large businesses and multi-national corporations (Clause 21.01 *Introduction*). The proposed development and

land use will provide employment and complementary business development opportunities within the Municipality.

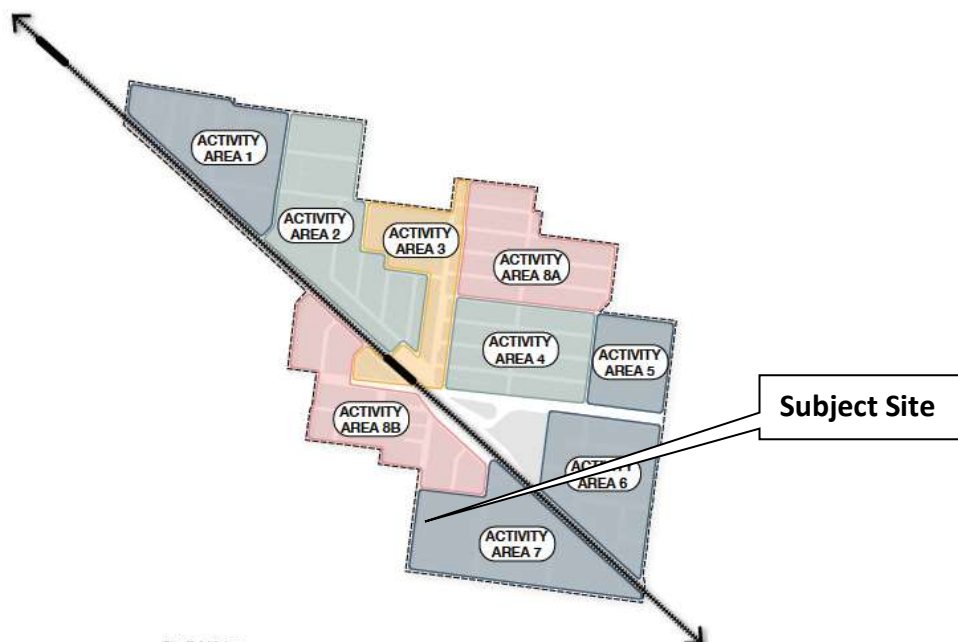
With regard to economic development (Clause 21.05) the proposal seeks to encourage business to thrive and expand in Monash. A major strategic direction identified includes developing employment opportunities to maintain Monash as a predominant business location in Melbourne's eastern region.

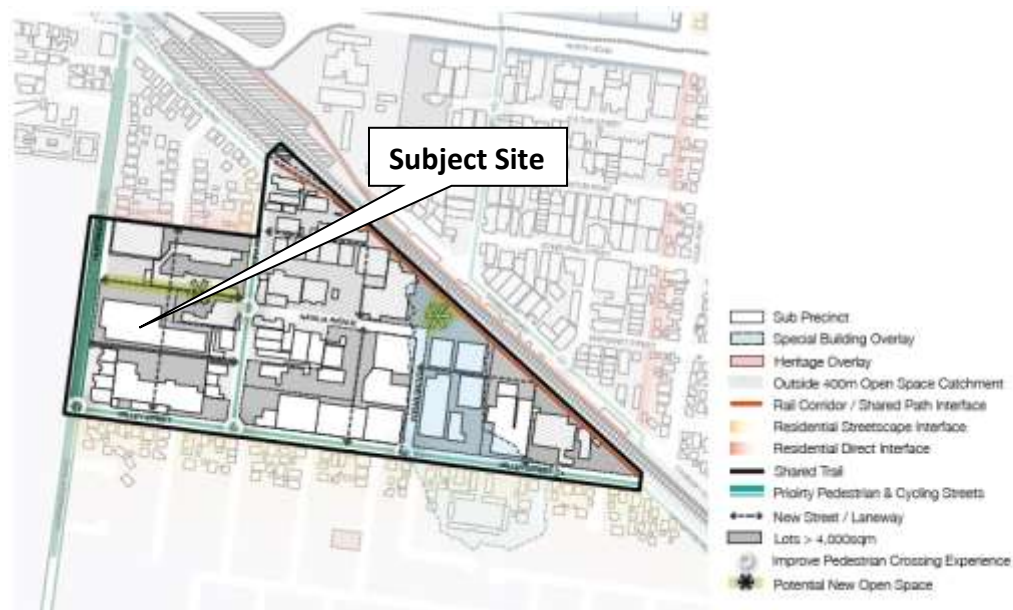
Huntingdale Precinct Plan (HPP)

At its meeting on 27 March 2020, Council adopted the HPP (*May 2019, modified March 2020*). Whilst the document is yet to proceed to a Planning Scheme Amendment, it is a seriously entertained planning document.

The objective of the HPP is to articulate a transformative vision for Huntingdale in its role as a key Precinct within the Monash National Employment and Innovation Cluster (MNEIC); and identify how changes in land use activity and built form will transform the Huntingdale Precinct. It proposes a vision for Huntingdale as a premier location for knowledge intensive based business with an emphasis on education, health, technology and manufacturing. The Precinct will become a diverse village providing a range of employment, recreation and residential opportunities.

The subject site is located towards the south-western part of the Precinct and is identified to be in the 'Activity Area 7'. This area is a predominately a clean industry employment neighbourhood.





This Activity Area requires a preferred front setback of 7 metres, and 60% of this setback are to be provided with garden landscaping which is equivalent to approximately 380 square metres of landscape area for the subject site.

The proposal provides a total landscaping area of 493 square metres within the front setback area, exceeding the requirement of the HPP. The proposed two storey building does not exceed the maximum building height of 3 storeys envisaged in the HPP.

Buildings and Works

Clause 22.03 (*Industry and Business Development and Character Policy*) identifies the site as being located within the Industry Character Type 2 area. The current character statement identifies that this area is typically older interwar buildings with little or no front setback from the street. Building along this section of Huntingdale Road (south of North Road), have smaller setbacks generally around five metres and provide for off street carparking parking. Front Fencing is also prominent in this area.

The preferred future character of the area encourages developments that are energy efficient and sustainable. Architecture should address the street and be appropriate to its industrial and commercial functions. The proposed building achieves the best practice requirement of sustainable management. The building design is a contemporary response that improves the aesthetic quality of this industrial area. The proposed curved awning to a small section of the roof car parking area further increases visual interest of the building.

The two storey building with a maximum height of 11.2 metres is appropriate to the surrounding context. Setbacks to property boundaries are adequate and the proposed building scale and materials are appropriate for the use of the building.

The site is located within the DDO1 which applies to industrial and commercial design. The policy specifies a building setback to Huntingdale Road of 13.7 metres to allow for landscaping buffers. The proposed building is setback a minimum 17.3 metres from the front boundary exceeding the setback requirement.

The application proposes the provision of a landscape area of 5 to 9.5 metres along the front boundary and results in a significant improvement on the existing situation which is dominated by hard stand areas and minimal landscaping. Whilst the development proposes car parking spaces and associated accessways within the front setback of the site, they are located within the existing hard stand area and will be adequately screened from the street by integrated landscaping elements.

The proposed large glazed facades will activate the streetscape interface of the development and suitable landscaping features are provided in front of the building to soften the hard surface associated with accessways and the building.

Furthermore, elements such as the proposed substation have been integrated into the building and will not result in any adverse aesthetic impacts on the streetscape. This maximises the opportunity for landscaping along the frontage.

Overall, it is considered that the proposed buildings and works are appropriate on the site, being consistent in setbacks, height and scale with surrounding properties and providing an improved landscape outcome to the streetscape.

Use of Motor Vehicle Sales

'Motor vehicle, boat or caravan sales' is defined to be 'land used to sell or hire motor vehicles, boats or caravans. It may include the minor repair or servicing of motor vehicles, boats or caravans, and the sale or fitting of accessories' (Clause 73.03 *Land Use Terms*). The proposed use is consistent with the objectives of the Industrial 1 Zone to provide for manufacturing industry, the storage and distribution of goods and associated uses.

The proposed building contains three main areas comprising an electric vehicle facility centre and accessories fitting area on the ground level, ancillary office space at the first level and storage space within the mezzanine level. The main function of the electric vehicle facility centre is to receive shipment of vehicles, undergo final servicing and tuning prior to being test-driven or collection by the customer. The accessories fitment area provides minor repairing and/or servicing for vehicles. It is not expected that these uses will cause any unreasonable amenity impacts. Residential properties are well setback from the subject site.

The proposed motor vehicle sale facility is envisaged to provide employment across the site and achieves policy objectives which seek to facilitate increase employment opportunities and high technology industry development. The extent of motor vehicle sales functions is considered appropriate and is not expected to

cause any unreasonable amenity impacts to nearby existing residential or industrial areas.

Signage

The proposed business identification signs are located on the western façade of the building facing Huntingdale Road. The majority of the signs are setback over 17 metres from the Huntingdale Road boundary and will have minimal impact to the street or adjoining properties; nor causing any unreasonable impact views or vistas to the streetscape.

The size of the signs is in keeping with the size of the building. The extent of signage is reduced from the existing use and will not result in unreasonable visual clutter. The proposed signage is limited to internal illumination and does not include animated or flashing lights which will not cause safety hazard for vehicles or dazzle or distract drivers.

The signs are modest in scale and appropriate to the premises providing for adequate business identification.

Car Parking, traffic and access

The car parking rate of the proposed use of 'motor vehicle, boat or caravan sales' is not specified in Clause 52.06 *Car Parking* of the Monash Planning Scheme. The provision of car parking spaces is to the satisfaction of the Responsible Authority.

Use	Leasable floor area	Clause 52.06 requirement	Anticipated car spaces required (staff)	Anticipated car spaces required (customers)	Total required
Motor vehicle sales	9330 m ²	Not specified	20 spaces	19 spaces	39 spaces
Total provided			-	-	302 spaces
Surplus					263 spaces

The traffic report submitted with the application provides a car parking demand assessment of the proposed development. It is anticipated that there will be a maximum of 15 staff on site, and 3 customers in the sale office at any given time. It was also anticipated that 10-16 customers will attend the service centre for new car pickups or service pickups/ drop offs per day. The assessment concluded a total demand of 20 spaces for staff parking and 19 customer parking spaces including additional spaces for additional/ temporary staff and customer turnover period. Based on this assessment, a total of 39 car parking spaces is required.

The provision of a total of 302 car parking spaces including 33 car spaces on the ground level and 269 spaces on the roof level (including 7 accessible spaces) will be sufficient to accommodate the car parking demand generated from this development on the site. Although it is highlighted that the majority of the car

spaces on the roof level will be utilised for vehicle storage, Council’s Traffic Engineer advised the proposed car parking provision is adequate and there are no concerns in relation to parking demand. However, the accessibly parking spaces on the roof level should be repositioned closer to the lift; and access aisle widths of the car parking spaces on the roof level should be increased to a minimum of 6.4 metres as per the Monash Planning Scheme. The Applicant has demonstrated that the number of car parking spaces on the roof level will not be reduced as a result of this requirement.

It is noted that the ground and first floor plans incorrectly show the number of ground floor car parking spaces to be 37 and 39 and should be corrected.

The predicted traffic generation is low and is expected to have a negligible impact on the local traffic network.

Bicycle Parking

The requisite bicycle parking spaces required pursuant to Clause 52.34-3 are detailed in the following table:

Use	Size (net floor area)	Clause 52.34 Requirement	Bicycle spaces required	Bicycle spaces provided
Retail	7,579sqm	1 space per 300sqm of floor area for employees. 1 space per 500sqm for visitor spaces required.	25 spaces 15 spaces	
Office	1,751sqm	1 space per 300sqm of floor area for employees. 1 space per 1000qm for visitor spaces required.	6 space 2 spaces	
Total			48 spaces	18 spaces
Shortfall				30 spaces

The proposal seeks to reduce the number of bicycle spaces provided on site. The traffic report suggests that it is expected that majority of the staff and customers will be driving to the site because of the nature of the proposed use of land and the proposed 18 bicycle parking spaces is sufficient to accommodate the needs of bicycle parking.

Council's Traffic Engineer has advised that given the total number of expected employee and customers, and the nature of the proposed business, it would be more appropriate to provide a total of 24 bicycle spaces (16 for employees and 8 for customers), i.e. 6 additional spaces should be provided. In addition, customer bicycle spaces should be provided on ground level instead of the roof level. Recommended permit conditions will require the development to provide a minimum of 8 customer bicycle spaces on ground level.

Sustainable Management Plan

Clause 22.13 (Environmentally Sustainable Development Policy) requires the Submission of a Sustainability Management Plan. A report was prepared by Sustainable Development Consultants and includes a BESS assessment. The assessment has been undertaken to meet minimum sustainability policy provisions contained within the Planning Policy Framework and Local Planning Policy.

CONCLUSION:

The proposed development and use is in keeping with the local policy framework and the zoning of the land by providing manufacturing industry, storage and distribution of goods. The proposed building is setback adequately from property boundaries, providing sufficient landscaping opportunities to the street; which is an overall improvement from the current condition of the site.

Sufficient on site car parking spaces have been provided on the site, and the development and use are not expected to cause any unreasonable amenity impacts to the adjoining industrial and residential land.

It is recommended that the proposal be approved subject to conditions.

LIST OF ATTACHMENTS:

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (January 2021).

Attachment 3 – Zoning and Overlays Map.