

### 7.1.2 TPA/56398 -35 DOWNING STREET OAKLEIGH, CONSTRUCT BUILDINGS AND WORKS FOR NEW WAREHOUSE DEVELOPMENT WITH ANCILLARY OFFICES AND A REDUCTION IN THE CAR PARKING REQUIREMENTS OF CLAUSE 52.06 OF THE MONASH PLANNING SCHEME

<b>Responsible Manager:</b>	Kaitlyn Zeeck, Manager City Planning
<b>Responsible Director:</b>	Peter Panagakos, Director City Development

#### EXECUTIVE SUMMARY

This application proposes the construction of a warehouse-office complex including a reduction in the car parking requirement.

The application was subject to public notification. One (1) objection and a submission from VicTrack (requesting the inclusion of conditions should a permit be granted) have been received.

Key issues to be considered relate to building setback to the street, car parking and traffic generation, landscaping opportunities and impact on street trees.

This report assesses the proposal against the provisions of the Monash Planning Scheme including the relevant planning policy framework, and issues raised by the objector and submitter.

**The reason for presenting this report to Council is the proposed development cost of \$7.6 Million.**

**The proposed development is considered appropriate having regard to the relevant provisions of the Monash Planning Scheme. It is recommended that Council resolve to issue a Notice of Decision to Grant a Planning Permit, subject to conditions.**

RESPONSIBLE DIRECTOR:	Peter Panagakos, Director City Development
RESPONSIBLE MANAGER:	Kaitlyn Zeeck
RESPONSIBLE PLANNER:	Anne Maree Roberts
WARD:	Warrigal
PROPERTY ADDRESS:	35 Downing Street, Oakleigh
NUMBER OF OBJECTIONS:	One (1) objection and one (1) submission
ZONING:	Industrial Zone (Schedule 1)
OVERLAY:	Design and Development Overlay (Schedule 1) Special Building Overlay
EXISTING LAND USE:	Taxi Depot

RELEVANT POLICY:	<p><b><u>Planning Policy Framework</u></b></p> <p>Clause 11.01-1R - Settlement – Metropolitan Melbourne</p> <p>Clause 11.02-1S - Supply of Urban Land</p> <p>Clause 13.07-1S - Land Use Compatibility</p> <p>Clause 15.01-1S&amp;R - Urban Design</p> <p>Clause 15.01-1L-02 – Tree Conservation for a Garden City</p> <p>Clause 15.01-2S - Building Design</p> <p>Clause 15.01-2L-01 – Industry and business built form Character</p> <p>Clause 15.01-2L-02 Environmentally Sustainable Development</p> <p>Clause 17.01-1S&amp;R - Diversified Economy</p> <p>Clause 17.02-1S - Business</p> <p>Clause 18.01-1S - Land Use and Transport Planning</p> <p>Clause 18.02-4S - Car Parking</p> <p>Clause 19.03-3S - Integrated Water Management</p> <p><b><u>Particular Provisions</u></b></p> <p>Clause 52.06 - Car Parking</p> <p>Clause 52.34 - Bicycle Facilities</p> <p>Clause 53.18 - Stormwater Management in Urban Development</p> <p>Clause 65 - Decision Guidelines</p>
STATUTORY (60 DAY) PROCESSING DATE:	10 May 2025
DEVELOPMENT COST:	\$7.6 Million

## RECOMMENDATION

**That Council resolves to issue a Notice of Decision to Grant a Planning Permit (TPA/56398) to construct buildings and works for new warehouse development with ancillary offices and a**

reduction in the car parking requirements of Clause 52.06 of the Monash Planning Scheme at 35 Downing Street, Oakleigh subject to the following conditions:

**Amended Plans Required**

1. Before the development starts, amended plans drawn to scale and correctly dimensioned must be submitted to the satisfaction of and approved by the Responsible Authority. When approved, the plans will be endorsed and then form part of the Permit. The plans must be generally in accordance with the plans submitted to Council prepared by Archsign Architecture (revision D dated March 2025) but modified to show:
  - a) Allocation of parking spaces for individual premises;
  - b) Tree protection fencing during construction for all existing street trees within the naturestrip of Downing Street.
  - c) Provision of a substantial garden bed at the southern end of the internal driveway.
  - d) The location of a 3m wide drainage easement is to be created in favour of Monash City Council along the entire length of stormwater pipe in the property as required under Condition 13;
  - e) A Landscape Plan in accordance with Condition 4 of this Permit;
  - f) A Tree Management Plan in accordance with Condition 6 of this Permit;
  - g) A Waste Management Plan in accordance with Condition 9 of this Permit;
  - h) A Car Parking Management plan in accordance with Condition 10 of this Permit;
  - i) A Sustainable Management Plan in accordance with Condition 11 of this Permit.All to the satisfaction of the Responsible Authority.

**Layout Not Altered**

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

**Compliance with documents approved under this permit**

3. At all times what the permit allows must be carried out in accordance with the requirements of any document approved under this permit to the satisfaction of the Responsible Authority.

**Landscape Plan**

4. 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. When endorsed, the plan will form part of the Permit. The Landscape Plan must be generally in accordance with the Landscape Concept Plans prepared by John Patrick Landscape Architects, dated September 2024 except that the plan must be modified to show:
  - a) The layout of the site to be in accordance with the revised plans by Archsign Architecture (revision D dated March 2025).
  - b) Provision of a substantial garden bed at the southern end of the internal driveway.



- c) Additional tree planting between every fourth car space along the northern bank of car spaces.
- d) Provision of a 0.5m wide landscape buffer between the pedestrian path and building façade along the eastern side of the internal driveway.
- e) Street tree fencing to be shown to all Council street trees in Downing Street during construction.
- f) Deletion of reference to removal of any Council street trees.
- g) All street trees to be retained.
- h) A revised planting schedule to delete reference to planting of street trees on Council land.
- i) Demonstrated compliance with nominated species of landscaping and planting locations to ensure tree canopy does not extend over railway land.

When approved the plan will be endorsed and will then form part of the permit.

#### **Landscaping before commencement of use**

- 5. Before the occupation of any of the buildings allowed by this permit, landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority and thereafter maintained to the satisfaction of the Responsible The development and use as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.

#### **Tree Management Plan**

- 6. Concurrent with the submission of amended plans required by Condition 1 and prior to any demolition or site works, a Tree Management Plan (TMP) must be submitted to and approved by the Responsible Authority. The TMP must be prepared by a suitably qualified and experienced Arborist and must set out recommendations and requirements in relation to the management and maintenance of the Council street trees identified as Tree Nos. 1-10 in the Arborist Report submitted with the application, prepared by Stemarboriculture dated March 2025.

The TMP must be approved by the Responsible Authority prior to the commencement of any works, including demolition and/or levelling of the site. The TMP must make specific recommendations in accordance with the Australian Standard AS4970: 2009 - Protection of Trees on Development Sites and detail the following to the satisfaction of the Responsible Authority ensuring the trees to be retained remain healthy and viable during construction:

- a) A Tree Protection Plan drawn to scale that shows:
  - i) Tree protection zones and structural root zones and of all trees to be retained and confirmed by the Council arborist before the commencement of any works on the site including demolition and excavation of the car park.
  - ii) All tree protection fenced off areas and areas where ground protection systems will be used to be confirmed by the Council arborist;
  - iii) The type of footings within any tree protection zones;

- iv) Any services to be located within the tree protection zone and a notation stating all services will either be located outside of the tree protection zone, bored under the tree protection zone, or installed using hydro excavation under the supervision of the Project Arborist; and
- v) A notation to refer to the Tree Management Plan for specific detail on what actions are required within the tree protection zones.
- b) Details of how the root system of any tree to be retained will be managed. This must detail any initial non-destructive trenching and pruning of any roots required to be undertaken by the Project Arborist.
- c) Supervision timetable and certification of tree management activities required by the Project Arborist to the satisfaction of Council's Horticulture department; and
- d) Any remedial pruning works required to be performed on tree canopies located within subject site. The pruning comments must reference Australian Standards 4373:2007, Pruning of Amenity Trees and a detailed photographic diagram specifying what pruning will occur.

The recommendations contained in the approved tree management plan must be implemented to the satisfaction of the Responsible Authority.

#### **Contractors to be advised of trees to be retained and protected**

7. The owner and occupier of the site must ensure that, prior to the commencement of buildings and works, all contractors and tradespersons operating on the site are advised of the status of trees to be retained and protected and are advised of any obligations in relation to the protection of those trees.

#### **Street Tree Protection Bond**

8. Prior to the commencement of the permitted development a bond of \$10,000 shall be lodged with the City of Monash to ensure that the ten street trees on Downing Street Oakleigh (Trees 1-10) adjacent to the subject property are not damaged during construction. This bond shall be reimbursed at the time of issue of the Certificate of Occupancy for the project provided that the tree remains in good condition to the satisfaction of the City of Monash.

#### **Waste Management Plan**

9. Concurrent with the endorsement of plans pursuant to Condition 1, a Waste Management Plan must be submitted and approved by the Responsible Authority. The plan must be generally in accordance with the Waste Management Plan prepared by One Mile Grid dated 12 November 2024, but revised to the satisfaction of the Responsible Authority to show:
  - a) The site layout and floor area schedules of buildings to accord with the endorsed development plans.
  - b) Delete reference to "City of Monash Local Law No. 3" in Section 7.4 (Collection) and to refer to "Community Safety and Amenity Local Law."

**The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority**

#### **Car Parking Management Plan**

- 10. Concurrent with the endorsement of plans pursuant to Condition 1, a Car Park Management Plan must be submitted to the satisfaction and approved by the Responsible Authority. When approved, the Car Park Management Plan will be endorsed and will form part of this permit. The Car Park Management Plan must address, but not be limited to, the following:**
- a) The number and location of car parking spaces allocated to each tenancy, generally in accordance with the report prepared by onemilegrid and dated 23 October 2024;**
  - b) Policing arrangements and formal agreements;**
  - c) The collection of waste and garbage including the separate collection of organic waste and recyclables, which must be in accordance with the Waste Management Plan required by this Permit; and,**
  - d) The plan is to regularly reviewed and updated to manage on going parking demands and changes of tenants when required.**

**The provisions, recommendations and requirements of the endorsed Car Parking Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.**

#### **Sustainable Management Plan**

- 11. The Sustainability Management Plan prepared by Melbourne Sustainability Consultants dated 5 September 2024, will be endorsed as part of the planning permit and the development must incorporate the sustainable design initiatives outlined in the Sustainable Design Assessment to the satisfaction of the Responsible Authority. This plan may only be amended with the prior written consent of the Responsible Authority.**

#### **Construction Management Plan**

- 12. Prior to the commencement of any site works (including any demolition and excavation), a Construction Management Plan (CMP) must be submitted and approved by the Responsible Authority. No works are permitted to occur until the Plan has been endorsed by the Responsible Authority. Once endorsed, 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) Appropriate measures to control noise, dust and water and sediment laden runoff;**
  - b) Appropriate measures for the prevention of silt or other pollutants from entering into the Council's underground drainage system or road network;**
  - b) Appropriate measures relating to removal of hazardous or dangerous material from the site, where applicable;**

- c) 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;
- d) A program for the cleaning and maintaining surrounding road surfaces;
- e) 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;
- f) Measures to provide for public Safety and site security;
- g) A plan showing the location of parking areas for construction and sub-contractors' vehicles on and surrounding the site, to ensure that vehicles associated with construction activity cause minimum disruption to surrounding premises;
- h) A Traffic Management Plan showing truck routes to and from the site;
- i) A swept path analysis demonstrating the ability for trucks to enter and exit the site in a safe manner for the largest anticipated truck associated with the construction;
- j) Appropriate measures to ensure that sub-contractors/tradespersons operating on the site are aware of and adhere to the requirements of the CMP;
- k) The provision of contact details of key construction site staff; and
- l) Include a requirement that except with the prior written consent of the Responsible Authority, a requirement that demolition, excavation or construction works must only be carried out during 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.

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.

#### **Creation of Easement**

13. A 3m wide drainage easement is to be created in favour of Monash City Council along the entire length of stormwater pipe in the property prior to the commencement of use or operation of the premises.

#### **Ongoing Architect Involvement**

14. As part of the ongoing consultant team, Archsign or an architectural firm which is acknowledged to have comparable skill and expertise to the satisfaction of the Responsible Authority must be engaged to:
  - a) oversee design and construction of the development; and

- b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

#### **Plant Equipment or Features on Roof**

- 15. 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.

#### **External Lighting**

- 16. All external lighting must be designed, baffled and located so as to prevent light from the site causing any unreasonable impacts on the locality, to the satisfaction of the Responsible Authority.

#### **Storage of Goods**

- 17. No goods must be stored or left exposed outside the building so as to be visible from any public road or thoroughfare.
- 18. No bin or receptacle or any form of rubbish or refuse shall be allowed to remain in view of the public and no odour shall be emitted from any receptacle so as to cause offence to persons outside the land.

#### **Loading and Unloading**

- 19. All loading and unloading of vehicles must be carried out within the boundaries of the land/ 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.

#### **Car Parking and Access**

- 20. Before the use starts or any building is occupied, 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.

- 21. The accessible parking spaces should be designed in accordance with the Australian Standard for Off-Street Parking for people with disabilities, AS/NZS 2890.6. The vehicle path to and from each accessible space shall have a minimum headroom of 2200mm. The headroom above each dedicated space and adjacent shared area shall be a minimum of 2500mm.

- 22. Bicycle parking facilities shall generally follow the design and signage requirements set out in Clause 52.34 of the Monash Planning Scheme.

#### **Removal of redundant Vehicle crossings**

- 23. All disused or redundant vehicle crossovers must be removed and the area reinstated with footpath, naturestrip, kerb and channel to the satisfaction of the Responsible Authority.

#### **New Vehicle crossings**

- 24. New vehicles crossovers must be designed, approved and constructed to the satisfaction of the responsible authority.

#### **Drainage**

- 25. The site must be drained to the satisfaction of the Responsible Authority. Stormwater must be directed to the Point of Connection as detailed in the Legal Point of Discharge report. Stormwater must not be allowed to flow into adjoining properties including the road reserve.

#### **Melbourne Water Conditions (ref - MWA- 1345746)**

- 26. The warehouses must be constructed with finished floor levels set no lower than 58.9 metres to Australian Height Datum, which is 300mm above the applicable flood level of 58.6 m to AHD.
- 27. The open space area must be maintained at natural surface levels, to allow for the passage of overland flows.
- 28. No fill is permitted outside of the building footprint, with the exception of minimum fill required for ramping to the driveway
- 29. Any new fence must be of an open style of construction (minimum 50% open) unless with the written consent of Melbourne Water, to allow for the passage of overland flows

#### **VicTrack Conditions (ref – 86183)**

- 30. No entry to railway land is permitted without the written consent of VicTrack.
- 31. Any temporary or permanent ground anchors, soil nails, reinforced earth straps or other ground stabilising devices, must not penetrate onto railway land or within easements benefitting VicTrack.
- 32. No drainage, effluent, waste, soil or other materials must enter, be stored or be directed to the railway land.
- 33. Red, green or yellow colour schemes or shapes capable of being mistaken for train signals must not be used on elevations facing railway land.
- 34. The development's landscaping and planting must be setback to ensure tree canopy does not extend over railway land.

#### **Satisfactory Continuation**

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



### Time for starting and completion

36. 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. A drainage plan must be submitted to Council for approval showing the replacement of the existing 750mm Council drain along the southern boundary with a new 1050mm drain. The plan is to show the upgraded pipe and proposed location of the footing of the structure over the proposed easement. The footings of the structures are to be constructed to below the bottom of the replacement drain. A minimum clearance of 600mm shall be maintained around the Council drain.
- D. Building Over Easement approval is required for the warehouse over the proposed easement. Approval will be given subject to:
  - a. Yarra Valley Water / SouthEast Water approval is obtained.
  - b. A Building Over Easement application is agreed with the Council.
  - c. The registration of a Section 173 Agreement on Title between the owners and Council, protecting the Council's future drainage maintenance rights.
  - d. The payment of a \$50,000 refundable security deposit before the drainage works commence.
- E. Stormwater discharge is to be detained on site to the predevelopment level of peak stormwater discharge. Approval of any internal detention system is required by the City of Monash prior to works commencing.

- F. No polluted and/or sediment-laden stormwater runoff is to be discharged directly or indirectly into the Council's drains or watercourses during and after development, to the satisfaction of the Responsible Authority.
- G. Any work within the road reserve must ensure the footpath and nature strip are to be reinstated to Council standards.
- 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. No work must be commenced in, on, under or over the road reserve without having first obtained all necessary approval under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant acts or regulations created under those Acts.
- J. 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.
- K. Any request for a variation of this Permit shall be lodged with the relevant fee as determined under the Planning & Environment (Fees) Regulations 2016.
- L. Any request for time extension of this Permit shall be lodged with the relevant administration fee at the time the request is made.

## **COUNCIL PLAN STRATEGIC OBJECTIVES**

### **Sustainable City**

Ensure an economically, socially, and environmentally sustainable municipality.

Investigate and progress planning rules for tree and vegetation controls.

### **Enhanced Places**

Improve public spaces and local employment by revitalising our employment hubs, activity centres and neighbourhood shops.

Pursue a planning framework that meets Monash needs.

## **BACKGROUND**

### **History**

The site has a history of industrial use and has been occupied as a taxi depot since 6 November 1997 under Planning Permit TPA/24014.

Planning Permit TPA/26523 was issued 29 November 1999 for the installation of a 30 metre high telecommunications facility in the south east corner of the property. This remains on the site.

## **Site and Surrounds**

The subject site is located on the western side of Downing Street, approximately 40 metres south of Burlington Street in Oakleigh with an abuttal to Oxford Street at the rear in the south-west corner. The site has a frontage to Downing Street of 143.52 metres and to Oxford Street of 34.98 metres. The southern boundary has a length of 79.18 metres and adjoins the Cranbourne Pakenham rail line.

The land is an irregular shape with an overall area of 5,777 square metres and with a slope of approximately 2.24 metres from the south-east towards the north-east. There are no restrictive covenants or agreements registered on the Title.

The land is developed with several single storey buildings along the southern boundary and a two storey building toward the northern portion of the site with the remaining area provided as hard surface for open car parking. The south-east corner of the property is occupied by the communications facility on a hard standing area that is fenced from the remainder of the site and is subject to a long term lease and not included in the proposal. There is a modest landscaped area along the north-east boundary to Downing Street. The property is fenced with high chain wire along the full length of both street frontages and along the southern (rear) boundary.

There are ten (10) established Council street trees along the length of the Downing Street frontage in close proximity to the property boundary. There is an existing footpath along the northern section of the frontage to Downing Street, with the southern portion provided with a grassed nature strip and no formal pedestrian access.

Vehicle access to the site is currently provided via three crossovers along Downing Street to the east and one crossover and along Oxford Street to the west. Both Downing Street and Oxford Street are no-through roads terminating approximately 20 metres from the railway line.

The built form of the immediate surrounding area can be described as follows:

### **North**

North of the site along Downing Street is No 20 Burlington Street located on the corner of Downing and Burlington Streets. The property supports a single storey industrial building to Burlington Street with two storeys to the rear. There is a building and open car parking area adjoining the site. The property has a low concrete fence along Burlington Street that continues around the corner of Downing Street with minimal landscaping.

North of the site along Oxford Street is No 46 Oxford Street that supports a single storey industrial building built to the side boundary adjoining the site. There is a vehicle crossing and roller door access in close proximity to the side boundary of the subject site.

### **East**

East of the site the properties at No. 44 to No. 50 Downing Street are two and three storey commercial and industrial buildings with open car parking areas in the property frontages and minimal landscaping.

### **South**

To the south is the Cranbourne-Pakenham rail corridor, with Oakleigh Station to the northwest and Huntingdale Station to the southwest. The Djerring Trail, a shared walking and cycling path, extends along the southern boundary, between the subject site and the rail corridor.

## West

On the western side of Oxford Street is No. 37-39 Oxford Street with a single-storey warehouse building in the centre of a large site with at grade car parking surrounding the building. The portion of the property directly opposite the site's Oxford Street frontage is currently vacant. An aerial photograph of the subject site and surrounding land can be found attached to this report (Attachment 2).

## PROPOSAL

It is proposed to construct a new warehouse complex with ancillary office space and associated car parking and access. The proposal will require demolition of all buildings on the site and construction of three, two storey buildings comprising of a total of 18 individual tenancies. Each unit would consist of a ground floor warehouse and first floor office. Floor area differs amongst the tenancies with warehouse space ranging from 86m<sup>2</sup>– 234m<sup>2</sup> and office space ranging from a minimum of 43m<sup>2</sup> to a maximum of 13m<sup>2</sup>.

- Building A is located in the north-east corner of the site with a frontage to Downing Street and would accommodate warehouses 1-9.
- Building B is located at the south- east corner of the site with a frontage to Downing Street and would accommodate warehouses 10-14.
- Building C is located at the south- west corner of the site with a frontage to Oxford Street and would accommodate warehouses 15-18.
- The front setback of Building A and B ranges from 0.47 to 3.0 metres with each tenancy provided with a front lobby and building entry to Downing Street. Pedestrian access to Units 1-5 is from the existing footpath with a new section of footpath provided within the site and adjoining the Downing Street road reserve to provide access for warehouses 6-14. The warehouse space to each tenancy is located at the rear, with loading bays accessible via a central driveway and centralised vehicle crossing in Downing Street.
- Building C proposes an L shape with the front lobby setback from Oxford Street and pedestrian entrance to each tenancy to the side and the warehouse at the rear of the building. First floor office space is to cantilever over car parking spaces to be accessed from two vehicle crossings in Oxford Street.

The proposal can be summarised in detail as follows:

Maximum Overall Height	8.6m
Number of Storeys	Two storey – Ground floor warehouse and first floor office to each tenancy.
Number of Warehouses/ net Floor Area	18 individual warehouses with combined net floor area of 3,551 square metres
Vehicle Access	One crossover to Downing Street and two crossovers to Oxford Street. Downing Street is to service Units 1-14 and Oxford Street to service Units 15-18.
Car Parking	52 spaces.
Loading	Internal loading bay for each tenancy

Bicycle Spaces	36 spaces – 2 per warehouse
Waste management	Private collection.
Signage	Individual Business Identification sign of 1.8m x 3m = 5.4m <sup>2</sup> per premises - exempt from permit
Materials	Grey concrete panel with bronze aluminum feature cladding. Substantial areas of clear and spandrel glazing (bronze tint).
Fence/ security gates	2m high steel palisade fence and security gates recessed 15m from front boundary to Downing Street.  2m high steel palisade fence and 2 sets of security gates across Oxford Street along front boundary.  2m high steel palisade fence surrounding the existing communications facility.
Service Cabinets	2.1m high colourbond metal sheeting
Tree Removal / Landscaping	Existing vegetation on the site to be removed and 10 significant Council street trees adjoining the site along Downing Street are to be retained.  Landscaping provided at front entrances of tenancies and vertical planting to the building façade. Scattered canopy planting in car park and new landscaping surrounding existing communications facility.

The minimum building setbacks are detailed as follows:

	<b>East - Downing Street</b>	<b>West – Oxford Street</b>	<b>North</b>	<b>South</b>
<b>Ground Floor</b>	0.47m -3.0m	10 m -17.630m	Zero	1.5m-2.0m
<b>Level 1</b>	0.5m -3.0m	730mm-1.53m	Zero	1.5m-2.0m



*Image above – Perspective View Building A- Tenancies 1-9 from Downing Street*





*Image above – Perspective View Building B- Tenancies 10-14 from Downing Street*



*Image above – Perspective View Building C – Tenancies 15-18 from Oxford Street*

Attachment 1 details plans forming part of the application.

## **PERMIT TRIGGERS**

### **Zoning**

The subject site is located within the Industrial Zone, Schedule 1 (IN1Z). Pursuant to Clause 33.01-4 of the Monash Planning Scheme, a Planning Permit is required to construct a building or construct or carry out works.

The use of land as a warehouse does not require a permit within the Industrial 1 Zone.

### **Overlay**

The subject site is affected by the Design and Development Overlay, Schedule 1 (DDO1) and the southern portion of the site is affected by a Special Building Overlay. Pursuant to the provisions of both of these overlays, a Permit is required to construct a building or construct or carry out works.



## **Particular and General Provisions**

### **Clause 52.06: Car Parking**

Before a new use commences the number of car parking spaces required under Clause 52.06-5 must be provided to the satisfaction of the responsible authority. Under these provisions, a permit is also triggered to reduce the number of car parking spaces required under Clause 52.06-5.

The proposal generates a requirement for 72 spaces and a total of 52 are proposed to be provided on the site. On this basis, a reduction is sought and a permit is triggered under this provision.

### **Clause 52.34: Bicycle Facilities**

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Monash Planning Scheme. The Planning Scheme does not specifically refer to parking requirements for warehouse uses and therefore bicycle parking is not required. Having said this, the application is providing a total of 36 bike spaces with 2 spaces provided internally for each warehouse.

### **Closed Landfill Buffer**

The site is not within the identified buffer of a post closure landfill.

### **Cultural Heritage Management Plan (CHMP)**

The site is not located within an area identified as having cultural heritage sensitivity.

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

## **CONSULTATION**

Further information was requested on 4 October 2024. The permit applicant responded on 24 October 2024 by providing the requested information.

Subsequent discussions were held with the applicant as the revised plans proposed the removal of ten (10) established Council street trees along Downing Street, in order to accommodate a 500mm wide pedestrian pathway the length of the frontage. Officers advised this would not be supported with concern raised that there was insufficient space to accommodate a footpath in front of the proposed building without impacting the street trees.

On 14 November 2024 the applicant made a voluntary amendment pursuant to Section 50 of the Planning and Environment Act to retain the existing footpath in front of tenancies 1-5 and propose a new section of footpath for the remaining length of the frontage. This would however require the removal of two trees (# 4 and 5) with significant works proposed within the Tree Protection Zone (TPZ) of three trees (# 1, 2 and 3).



*Above – street trees in Downing Street and existing fence to front boundary of site.*

The application proceeded to public notice with discussions ongoing between the applicant and officers from Planning, Asset Protection and Horticultural Services. Following the completion of the public notice period officers confirmed the application could not be supported as proposed due to the impact to the Council street trees. The applicant was advised that the new section of footpath would need to be provided entirely within the subject site with the layout of works supported by additional arborist advice regarding works within the TPZ of Trees #1- 5.

On 11 March 2025 the applicant formally amended the application pursuant to Section 57A of the Planning and Environment Act. The Section 57A plans propose retaining the existing section of footpath to service tenancies 1-5 and the new footpath to tenancies 6- 14 provided entirely within the confines of the subject site and adjoining the front boundary. This has resulted in a minor reduction in overall floor area to tenancies 1-14 with all street trees now retained.

The Section 57A amended plans and revised arborist report are the subject of assessment for this report.

The Applicant was advised that this application was coming to the (April) Council meeting, and a letter was sent with the details of the meeting.

The Applicant has been advised that this application is recommended for approval subject to conditions, and an outline of the conditions and the ramifications of the conditions on the proposal has been explained.



## Public Notice

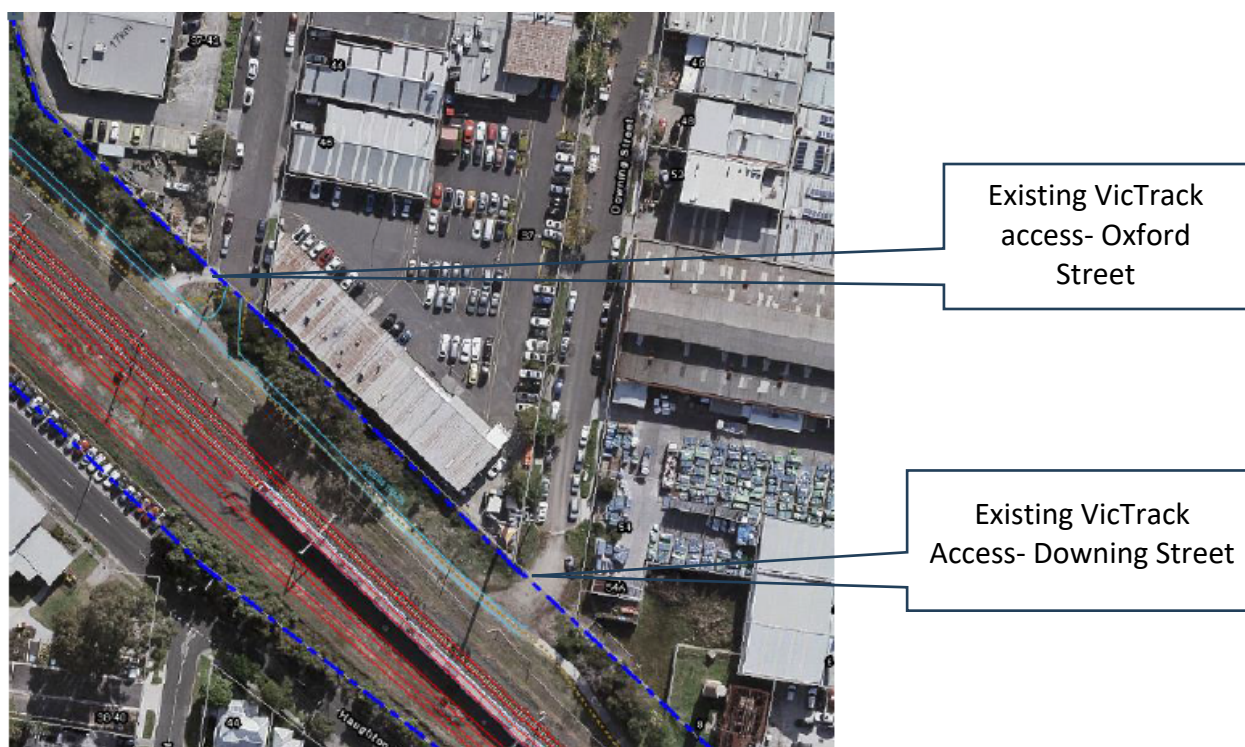
The application was advertised in accordance with section 52 of the *Planning and Environment Act 1987* by way of letters sent to the surrounding property owners/occupiers, and signs displayed on the Downing Street and Oxford Street frontages of the site.

One (1) objection was received with concern raised that the proposal would increase existing car parking problems.

### Submission from VicTrack (Ref 86193)

A submission was also received from VicTrack as an adjoining land owner advising of no objection to the proposal but questioning whether there is on street capacity to support the proposed reduction in car parking.

VicTrack have advised of *“an access track within the rail corridor which is entered via Downing Street and Oxford Street and is used by Metro Trains Melbourne MTM for maintenance purposes. Access points are vital to the safe operation of the rail transport system and require clear round-the-clock access for MTM’s maintenance vehicles and, emergency services vehicles, in case of an emergency”* as shown below:



Concern has been raised that with the anticipated demand for on street parking there is the potential for MTM vehicles being obstructed from entry to the rail corridor. A request has been made for the installation of “No standing signs” at the southmost end of Downing Street and that Council consider sealing the southernmost part of Downing Street to provide a more formalised entry point to the Djerring Trail Shared User Path.

Conditions have been requested on any permit issued in order to protect railway land, infrastructure and services including the requirement that the nominated species of landscaping and planting locations ensure tree canopy does not extend over railway land.

## Section 57A Plans

The Section 57A amended plans have not been advertised as the revised layout provides a reduction in net floor area of 58 square metres and an increase in the front setback to Downing Street from the original advertised plans. The amendments are not expected to cause any further impact to the adjoining properties and therefore further notice was not required.

Attachment 4 details the location of the objector and submitter properties.

## **Referrals**

### **External Referral**

#### Melbourne Water (MWA-1345746)

The application was referred to Melbourne Water pursuant to Clause 44.05-6 of the Monash Planning Scheme as a determining referral authority. Melbourne Water advised of no objection to the application subject to the inclusion of the following conditions:

- 1. The warehouses must be constructed with finished floor levels set no lower than 58.9 metres to Australian Height Datum, which is 300mm above the applicable flood level of 58.6 m to AHD.*
- 2. The open space area must be maintained at natural surface levels, to allow for the passage of overland flows.*
- 3. No fill is permitted outside of the building footprint, with the exception of minimum fill required for ramping to the driveway*
- 4. Any new fence must be of an open style of construction (minimum 50% open) unless with the written consent of Melbourne Water, to allow for the passage of overland flows.*

### **Internal Referral**

#### Transport Engineer

Council's Transport Engineer has no concerns with the proposal subject to the inclusion of conditions. Amended plans and additional data provided by the applicant's traffic engineer has addressed initial concerns with the number of car parking spaces provided and access and egress for larger vehicle to exit Warehouse 16.

The number of spaces on site is satisfactory based on:

- Warehouse units 4-6 have been designed for e-commerce companies and smaller scale enterprise businesses that do not require traditional warehousing solutions. The car parking provision for these units is higher on this basis.
- Warehouse units 4-6 are to be provided parking at a rate of 2.0 spaces per 100 square metres of net floor area in view of their greater office component. All other warehouse tenancies will have 1.32 spaces per 100 square metres of net floor area.

- While the parking rates remain lower than Clause 52.06 of the Monash Planning Scheme, the request for a reduced parking rate can be supported in this case given the site location and comparison with empirical parking rates for other warehouse developments ranging between 0.7 and 1.44 spaces per 100 square metres of net floor area.
- A waiver of 20 car spaces can likely be accommodated by the surrounding street network. Current parking occupancy surveys indicate a minimum of 16 unrestricted parking spaces are available in the immediate sections of Oxford and Downing streets. Additional parking availability could be expected following the closure of the existing taxi depot operating on the site.

#### Horticulture

The revised plans and accompanying arborist report under assessment have been reviewed with Horticultural Services. Horticulture are satisfied that the works within the Tree Protection Zones are acceptable given there is an existing concrete slab on the site located within the TPZ of all the trees. Permit conditions have been recommended including the need for a Tree Management Plan and that a bond of \$10,000 be required to ensure the ten (10) street trees are not damaged during the construction works, particularly during the excavation of the existing slab. Other recommendations are to require the Council Arborist confirm the location of tree protection fencing prior to the commencement of any works on the site.

#### Strategic Planning

The site is within the Huntingdale Precinct Plan area that is subject to current Planning Scheme Amendment C173. This amendment has been exhibited, submissions received and scheduled to be considered at a Panel Hearing in November. At the meeting of 25 March 2025 Council resolved to adopt the recommendations of the panel and request approval of the amendment by the Minister for Planning.

As part of that amendment a new DDO21 is proposed for the industrial areas to replace the current DDO1. This site is within Precinct 1A of DDO21 with proposed heights up to 14.1m or 4 storeys, and no specific street setbacks.

In this case:

- The proposal includes undercroft car parking behind building walls that have only minimal setbacks from Oxford Street of 730mm and 1530mm. Given the industrial uses in this area, the location of the railway and the short length of Oxford Street, this is satisfactory.
- The current adjoining uses are built to the boundary and the factory opposite has parking in the front setback behind a fence, with the proposal providing an opportunity to improve upon that particularly with high quality landscaping, materials and finishes.

#### Drainage Engineer

No concerns subject to standard conditions including the submission of a drainage plan for approval. Additional conditions are also required to protect the site as it is within an overland flow path, including replacement of an existing Council drain along the southern boundary and the creation of a 3 metre wide drainage easement along the entire length of the storm water pipe.

#### Waste Services

Council's Waste Services have advised that the submitted Waste Management Plan has met Council's requirements and is suitable for endorsement.

## **RELEVANT PLANNING POLICY**

### **Planning Policy Framework (PPF)**

The proposal is in keeping with the aspirations of the Planning Policy Framework. The proposal allows for the development of new warehouse space within an established industrial area and the continuation of the use of the land for industrial use. The development of smaller warehouse units is well suited to small business operators consistent with Clause 02.03-6 (Economic development). The location of the site provides for good access for employees to the public transport network and established cycling tracks being in close proximity to Oakleigh Railway Station and the Djerring Trail.

The site has good access to the road network for the transportation of goods (Clause 17.03-1S) and is in an appropriate location to minimise unreasonable off-site amenity impacts (Clause 13.05-1S & 13.07-1S).

Clause 15.01-1L-02 (Tree Conservation for a Garden City) seeks to retain existing semi-mature and mature canopy trees to maintain the existing tree canopy. Design and site development are to retain and conserve existing street trees and incorporate landscaping that reinforces the garden city character in all development.

Clause 15.01-2L-02 (Environmental Sustainable Development) provides a framework for early consideration of environmental sustainability at the building design stage. The development of an industrial building with a floor area more than 1,000m<sup>2</sup> requires a Sustainability Management Plan (SMP) to be prepared and submitted. A SMP was prepared by Melbourne Sustainability Consultants which included a BESS assessment. The report indicates that the proposal achieves best practice with a score of 55%.

Clause 15.01-2L (Industry and built form character) identifies the site as being within the Industry Character 2 with policy seeking to ensure development creates or enhances a high-amenity built form environment and contributes to the garden city character.

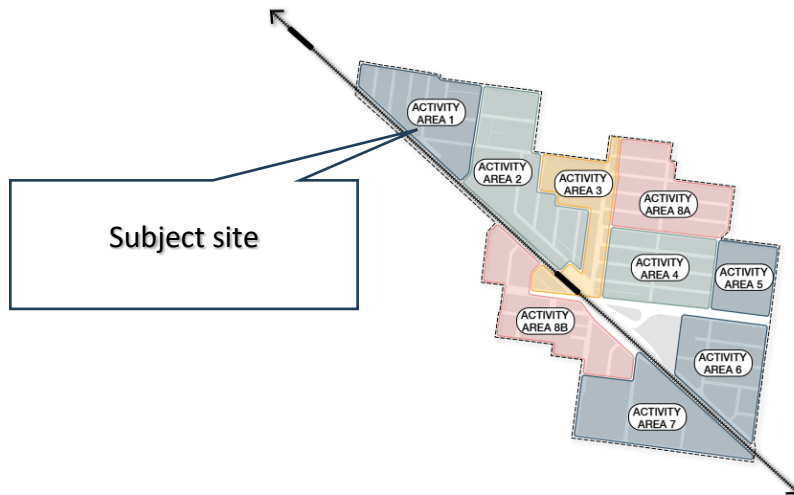
### **Huntingdale Precinct Plan**

The Huntingdale Precinct Plan (HPP) was adopted by Council in March 2020 and is subject to Amendment C173 to the Monash Planning Scheme. On 25 March 2025 Council resolved to adopt the recommendations of the independent panel and request approval of Amendment C173 to implement the HPP into Planning Scheme. The Panel was very supportive of the amendment recognising the important role of the precinct as an employment area within and supporting the Monash National Employment and Innovation Cluster (MNEIC). Whilst the amendment is yet to be approved by the Minister, the HPP is a seriously entertained document for consideration.

The objective of the HPP is to provide a transformative strategy for Huntingdale with changes in land use activity and built form to transform the 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 and provides an overarching built form strategy across the precinct.

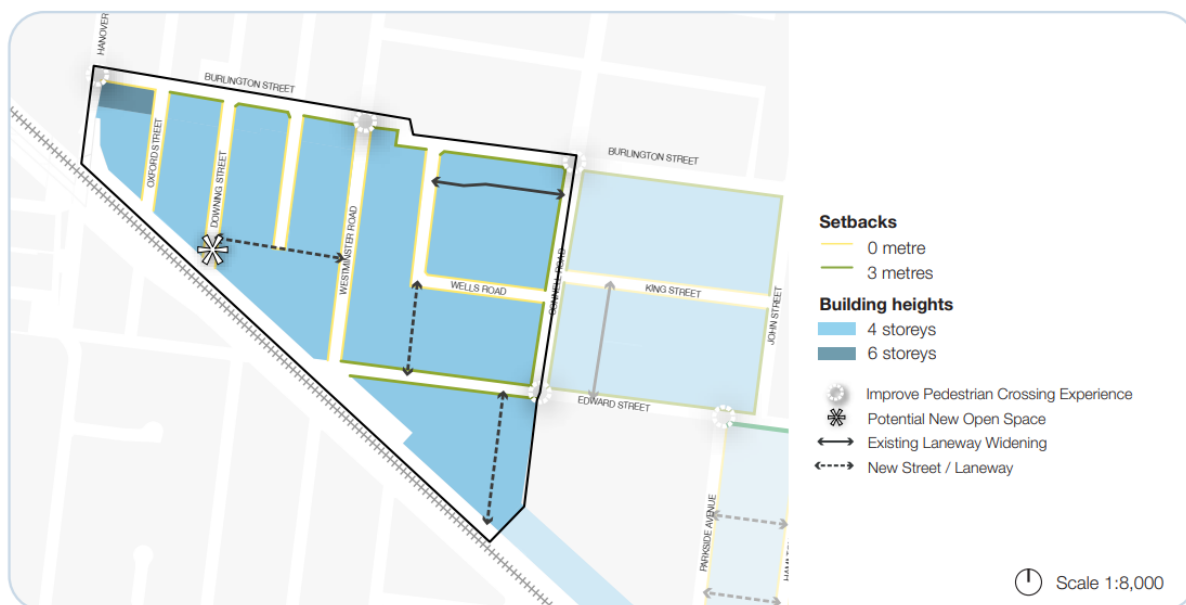


The subject site is identified within Activity Area 1 of the Plan, which is identified as 'a neighbourhood focused on employment opportunities in clean industry, warehousing and associated commercial sectors. The existing network of streets and larger lot sizes allow for safe movement of goods and efficient floor plates and connect through to Oakleigh. Streetscapes respond to the dominant existing typologies and interfaces including garden areas, upper level setbacks and heights'.



*Above – Location of site within Activity Area 1 Huntingdale Precinct Plan*

This Activity Area is envisaged for a mixture of industrial, wholesale and warehousing use and to improve access and creation of new pedestrian links. Larger lots are considered to offer opportunities for increased density of employment and new development. Built form is to utilise robust materials, provide articulated entrances and to avoid expanses of blank walls without windows. This area envisages a preferred maximum building height of 4 storeys (or 13.5 metres) to maintain a human scale and the opportunity to provide a zero front setback to both Downing Street and Oxford Street.



Above – Framework Plan form Huntingdale Precinct Plan – Activity Area 1

An Assessment of the proposal against the HPP is as follows:

	HPP Requirement	Proposed plan
<b>Preferred maximum building height</b>	4 storeys (13.5 metres)	Complies - 2 storeys (maximum 8.6 metres)
<b>Setback to Downing Street</b>	Zero	Complies 0.47-3.0 metres
<b>Setback to Oxford Street</b>	Zero	Complies 730mm-1.53m (first floor)
<b>Landscaping</b>	Setbacks where provided are to include at least 60% garden landscaping	Does not comply 54.8% of the front setback areas with landscaping.

## ASSESSMENT

### Built Form

#### HPP - Building height, scale and presentation

The built form outcome envisaged under the HPP identifies a preferred maximum building height for this site of 4 storeys (13.5 metres), with the option of a zero setback to both street frontages as discussed. Vehicle crossovers should be minimised and located separate to main pedestrian routes to building entries. Car parking and loading areas are to be located to the side or rear of the buildings. New development is expected to provide a high quality design and finish and provide active frontages to enable visual interaction and engagement between the inside of buildings and the street.

The development demonstrates a high degree of compliance with the preferred outcome of the HPP after consideration of the following:

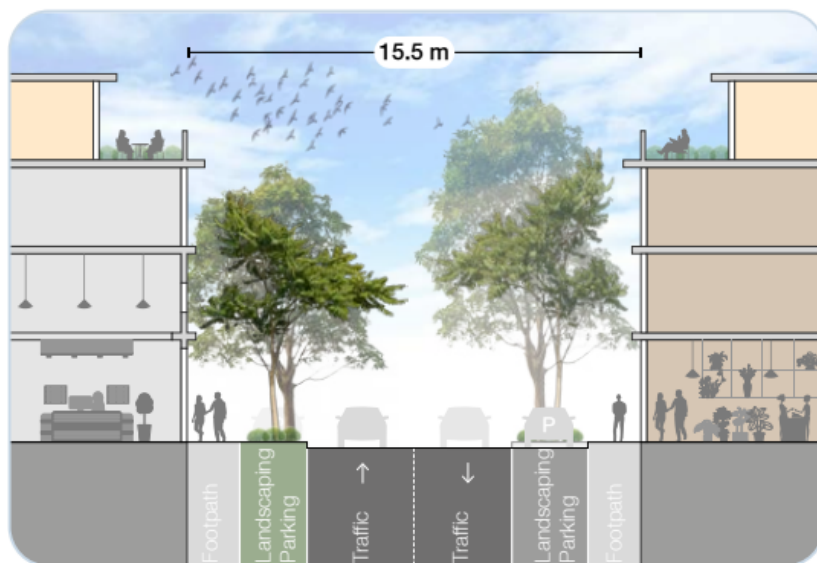
- The proposed two storey buildings with a height of approximately 8 metres are well under the preferred height and will sit comfortably in this industrial precinct comprising of low rise two storey buildings.
- Vehicle crossovers have been minimised with three crossings proposed for the development with a site area of 5,777 metres square. The main access to the site is from Downing Street with a length of the frontage of approximately 143 metres with two existing crossings to be removed. There will be two vehicle crossings to Oxford Street with a frontage length of approximately 35 metres to service three tenancies. This presentation to Oxford Street is in keeping with the rhythm of the streetscape with smaller industrial properties each with an individual crossing.
- The majority of car parking spaces for the development are located to the rear of Buildings A and B with all loading areas to be provided internally to reduce visibility of hard standing areas. Although the undercroft car parking spaces to Building C are located within the front setback, the parking areas are to be screened by vertical landscaping to reduce visibility. This response is satisfactory as the location of parking within the front setback is consistent with the properties on the eastern side of Oxford Street and also as the site is at the termination of the street adjoining the Djerring Trail and railway. The presentation to Oxford Street will be improved by the high quality design and landscaping.
- Pedestrian access has been provided to the front of the tenancies facing Downing Street with direct access to the existing Council footpath for Units 1-5 and the new pathway within the site to Units 6-14. Additional pedestrian paths have been provided along the southern side of the main driveway from Downing Street and central car parking area for separation from vehicles and loading areas.
- The contemporary design is appropriate and will provide a visually appealing outcome on the subject site that is currently dominated by hard standing areas for carparking. The design provides articulation to both street frontages with facades broken up to represent smaller buildings through vertical detailing, glazing and vertical landscaping ensuring there are no large expanses of blank walls.
- The buildings have been designed to incorporate a variety of construction materials and finishes which reference the surrounding built form character.
- The design will make a positive contribution to the public realm and provide for interaction and passive surveillance to the street by locating the entrance, ground floor lobby and first floor office space towards the front of the site.
- The proposal provides for a more intensive use of a large industrial site for the purposes for clean industry and will contribute to local employment opportunities.

There is one area of noncompliance relating to landscaping requirements under the HPP discussed below.

### **Landscaping**

The landscaping outcomes sought under the HPP are very different from the present controls under the DDO1. Present controls require landscaped front setbacks incorporating canopy trees

and supplementary planting as the HPP relies on canopy planting outside of the site as indicated in the below image showing a typical street cross section within Activity Area 1.



*Above – Extract for HPP – typical street with parking on both sides for Area 1*

The proposed landscaping has been designed to respond to the provisions of the HPP. Due to the reduced front setbacks and the new section of pedestrian path within the site frontage, the opportunity for canopy planting is limited. Three canopy trees have been provided in the south east corner of the site surrounding the existing communications facility and three trees in the south west corner adjoining the driveway associated with tenancy 16. This will significantly improve the presentation of the communications facility and provides a landscaped transition from the site on both street frontages to the south and toward the Djerring Trail and railway land. Four canopy trees have been provided amongst the central car parking area to soften the presentation of hard surfacing.

The HPP requires that where a setback is provided an area of 60% of the property frontage is provided with landscaping. The proposed plan provides an area of 54.8% with landscaping to the street frontages as a combination of landscaped setbacks to some tenancies and/or vertical gardens along the building facades with a setback less than 1 metre. Each warehouse tenancy fronting Downing Street and Oxford Street incorporates a setback from the property boundary with a landscaped entrance with shrubs and grass where applicable or climbers on mesh wire along the building facades to soften the built form.

It is considered this response satisfies the intent of the requirement of the HPP as essentially the non compliance is due to the pedestrian path now being located within the property boundary to reduce the impact to the row of established Council street trees. Retention of the established canopy is more significant in providing a quality landscaped outcome than requiring a minor increase in landscaping areas along the property frontage to achieve compliance.

Overall, the proposed landscaping and planting schedule satisfies the sought outcomes of the HPP and will positively contribute to both streetscapes and the presentation of the development.

Conditions on permit are required to show the landscaping plan to be revised and consistent with the amended development plan and delete reference to the removal of any Council street trees.

### Street trees

The amended development plans have addressed previous concerns with the request for removal and impact to the Council street trees along Downing Street with the new section of footpath to be constructed entirely within the site boundary and all trees now to be retained. There is a row of ten (10) established trees adjoining the site boundary which have a high amenity value and contribution in this industrial location and comprise three *Platanus x acerifolia* (London Plan), a single *Melaleuca armillaris* (Giant Honey Myrtle) and six *Platanus x acerifolia* 'Digitata' (Cut Leaf Plane).

The footprint of Buildings A and B will encroach within the TPZ of (9) nine trees and the new section of pathway will encroach within the TPZ six (6) trees but having noted that the existing hard surface associated with the car park extends within the TPZ of all trees.

The applicant's arborist has provided recommendations and construction techniques including that the proposed path within the TPZ/SRZ of the relevant trees must be laid on grade and be constructed of a permeable material. To protect the health of trees #8 & 9, warehouses U11, U12 & U13 must avoid any bulk excavation or strip footing within the TPZ.

Council's arborist has recommended additional protection measures including the need for all works on site in proximity of the trees are to be supervised by a project arborist and the Council arborist is to approve fencing and protection techniques prior to the commencement of any works including excavation of the existing car park. It has also been recommended that a bond be placed as condition on permit against each tree. These requirements will be specified in a Tree Management Plan and requiring a bond as a permit conditions. Given the significance of the trees and contribution to the streetscape, this is appropriate.

### Design and Development Overlay, Schedule 1

The site is located within the Design and Development Overlay, Schedule 1 (DDO1) which applies to industrial and commercial design and provides the current built form controls which differ significantly to the future built form outcomes under the HPP.

Given the current status of the HPP, and on the basis that the site layout accords with the higher density outcomes envisioned by the HPP, the proposal is considered appropriate in the context of the site and surrounds. The proposed setbacks are in keeping with adjoining properties that provide buildings with minimal front and side setbacks and minimal or no landscaping. The proposed setbacks respond to both streetscapes with smaller landscaped areas around building entrances to the front boundary and variation in the presentation.

### **Car Parking, Traffic and Access**

#### Parking Allocation

The land is located within the Principal Public Transport Network (PPTN). The car parking spaces required under Column B of Clause 52.06 are shown in the following table:

Use	Net Floor Area	Clause 52.06 Requirement	Car spaces required	Car spaces provided
* Warehouse and ancillary office	18 individual warehouses totaling <b>3,551</b> sqm	2 spaces to each premises + 1 space to each 100sqm of net floor area	72	52

\*Warehouses are generally considered individually when calculating the statutory car parking requirement, instead of based on the total floor area of all warehouses.

The proposal generates a statutory requirement of 72 car parking spaces with a shortfall of 20 spaces. The development is proposing an overall parking ratio of 1.44 spaces per 100m<sup>2</sup> across the site. In a breakdown on individual premises warehouse units 4-6 are to be provided parking at a rate of 2.0 spaces per 100 square metres of net floor area in view of their greater office component with all other warehouse tenancies provided with 1.32 spaces per 100 square metres of net floor area.

Council's Transport Engineers are satisfied that initial concerns regarding parking shortfall have been addressed and although the parking rates are lower than Clause 52.06, the proposal can be supported on the following grounds:

- Additional data has been provided with empirical parking rates for other multi warehouse developments ranging between 0.7 and 1.44 spaces per 100 square metres of net floor area.
- Current parking occupancy surveys indicate a minimum of 16 unrestricted parking spaces are available in the immediate sections of Oxford and Downing streets. Additional parking availability could be expected following the closure of the existing taxi depot operating on the site.
- The traffic generated by the development is expected to be accommodated by the surrounding street network.
- The provision of bicycle parking in each warehouse is supported and helps to provide alternatives to driving.
- The site is well serviced by pedestrian and cyclist facilities with the Djerring Trail running directly alongside the site, and access provided directly to the trail from the southern end of both Downing Street and Oxford Street.

Conditions of approval have been recommended including a car parking allocation for individual buildings to be provided in accordance with the report prepared by **onemilegrid** and dated 23 October 2024.

### Loading

Council's Transport Engineers are satisfied with the SWEPT paths provided demonstrating adequate loading facilities on the site, although only 3 of the 18 warehouses can be served by Medium Rigid Vehicles. The applicant's Traffic Engineer has submitted that *"the logistics and*



*operational requirements of warehouses are primarily driven by the market and the type of vehicles utilised for servicing these warehouses is typically determined by the specific needs and preferences of the tenants.*

*Based on the relatively small warehouse floor area for each unit, it is typical that 6.4 m small rigid vehicles (SRV) are utilised for deliveries. “*

The shape and location of the vehicle crossing to Tenancy 16 from Oxford Street is constrained due to the termination of the street. Initial SWEPT paths provided showed SRV vehicles colliding with parked cars on the eastern side of Oxford Street, however the space identified for turning is a “No Standing” area. Based on the modest floor area of the warehouse (210m<sup>2</sup> at ground floor) it is considered reasonable that the majority of deliveries will be in smaller vehicles and vans and the loading and access arrangement are satisfactory.

#### Waste Collection.

Waste management is to be private collection with a turning area provided on site within the central carparking area. Each warehouse is proposed to be provided with individual sets of garbage and recycling bins, stored within each warehouse building.

On collection days, Units 1-15 will place bins along the central accessway, while Units 16-18 will place bins along their respective driveways (within subject site). The private contractor will access the site from Downing Street to collect bins for Unit 1-15, and from Oxford Street to collect bins for Units 16-18.

The SWEPT path for the collection vehicle has been assessed as satisfactory by the Transport Engineers and the WMP prepared by **onemilegrid** has been assessed as suitable for endorsement by Waste Services. However, a permit condition is required for minor changes to the WMP to be revised to be consistent with the amended development plan and also delete reference to Local Law No 3 that no longer exists and refer to *Community Safety and Amenity Local Law.*

#### **Issues raised by Objector and Submitter**


##### Insufficient Carparking

Based on empirical data for other typical warehouse use of this scale Council’s Transport Engineers are satisfied that adequate on site parking has been provided.

##### Conditions requested by VicTrack

The permit conditions requested by VicTrack can be included and do not require modification to the submitted plans. A condition will require that the landscaping plan provides demonstrated compliance that the nominated species of landscaping and planting locations ensure tree canopy does not extend over railway land.

In relation to maintaining access to VicTrack corridor, Council’s Transport Engineers have advised that historically there have been “No Stopping signs” at the southern end of Downing Street installed to allow vehicles to turnaround and maintain access to the VicTrack rail corridor. An inspection by Council Officers has shown the signs have been removed and now reinstated.



The comments regarding the recommendation to seal the southernmost part of Downing Street (e.g. vehicle crossing to the rail corridor) is outside of the consideration of the planning application but has been noted by Council Transport Engineers with the advice that this may be considered in any future upgrades to the Djerring Trail by the Victorian Government, Council or others.

### **FINANCIAL IMPLICATIONS**

There are no financial implications to this report.

### **POLICY IMPLICATIONS**

There are no policy implications to this report.

### **CONSULTATION**

Public notification of the application was carried out in accordance with the requirements of the Planning and Environment Act 1987. Details of this notice period are provided under Public Notice.

### **SOCIAL IMPLICATIONS**

There are no social implications to this report.

### **HUMAN RIGHTS CONSIDERATIONS**

There are no human rights implications to this report.

### **CONFLICT OF INTEREST**

No officers involved in the preparation of this report have any direct or indirect conflict of interest in this matter.

### **CONCLUSION**

The proposal is consistent with the relevant policies of the Monash Planning Scheme, in particular the preferred development outcomes envisaged in the Huntingdale Precent Plan. The proposal provides for intensification of an under utilised large industrial site, continuing industrial use in an industrial zone and a contemporary design with high quality landscaping, materials and finishes. Car parking provided with the development is considered satisfactory.

Overall, the proposal is considered appropriate; and it is recommended that a Notice of Decision to Grant a Permit be issued subject to conditions.



## ATTACHMENT LIST

1. Development Plans - 35 Downing St - 57 A [**7.1.2.1** - 9 pages]
2. Aerial Photograph - 35 Downing St [**7.1.2.2** - 1 page]
3. Zoning and Overlays Map - 35 Downing St [**7.1.2.3** - 1 page]
4. Objector Map - 35 Downing St [**7.1.2.4** - 1 page]



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35 DOWNING STREET,  
OAKLEIGH VIC 3166

WAREHOUSE BUSINESS PARK DEVELOPMENT  
TOWN PLANNING LODGEMENT  
07.03.2025 | REV D      JOB NO. 24023

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**archsign**  
Architecture

DEVELOPMENT SUMMARY

NO. WAREHOUSES + ANCILLARY OFFICE	18
NO. CARSPACES	52
NO. BIKE SPACES (TWO BIKE SPACES FOR EACH UNIT, FOR STAFF AND VISITORS)	36
SITE AREA	5777m <sup>2</sup>

WAREHOUSE (GFA)	2,867m <sup>2</sup>
ANCILLARY OFFICE (GFA)	1,467m <sup>2</sup>
TOTAL GFA	4,334m <sup>2</sup>

PERMEABLE AREA:	471m <sup>2</sup> (8%)
GARDEN AREA:	400m <sup>2</sup> (7%)

WAREHOUSE (NFA)	2,246m <sup>2</sup>
ANCILLARY OFFICE (NFA)	1,305m <sup>2</sup>
TOTAL NFA	3,551m <sup>2</sup>

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EXISTING CONDITIONS	TP02
GROUND FLOOR PLAN	TP03
FIRST FLOOR PLAN	TP04
ROOF PLAN	TP05
ELEVATIONS 1	TP06
3D PERSPECTIVES	TP08
3D PERSPECTIVES	TP09

REVISION DESCRIPTION	REVISION DATE	REV. NO.
TOWN PLANNING BY	07.03.2025	D
TOWN PLANNING BY	26.11.2024	C
TOWN PLANNING BY	21.12.2024	B
TOWN PLANNING DOCUMENT	06.09.2024	A

PROJECT:	WAREHOUSE BUSINESS PARK DEVELOPMENT
ADDRESS:	35 DOWNING STREET, OAKLEIGH VIC 3166

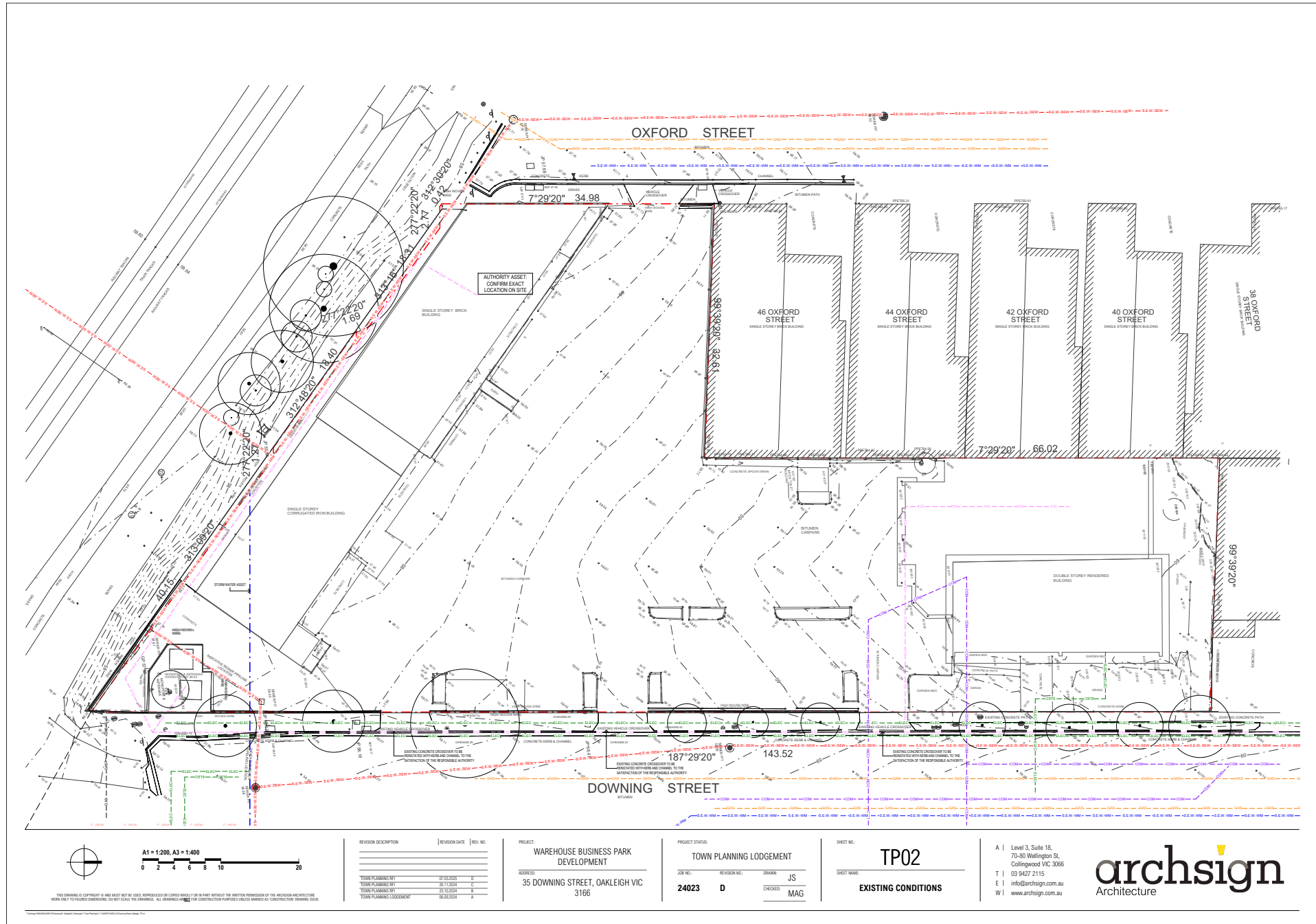
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DRAWN:	JS
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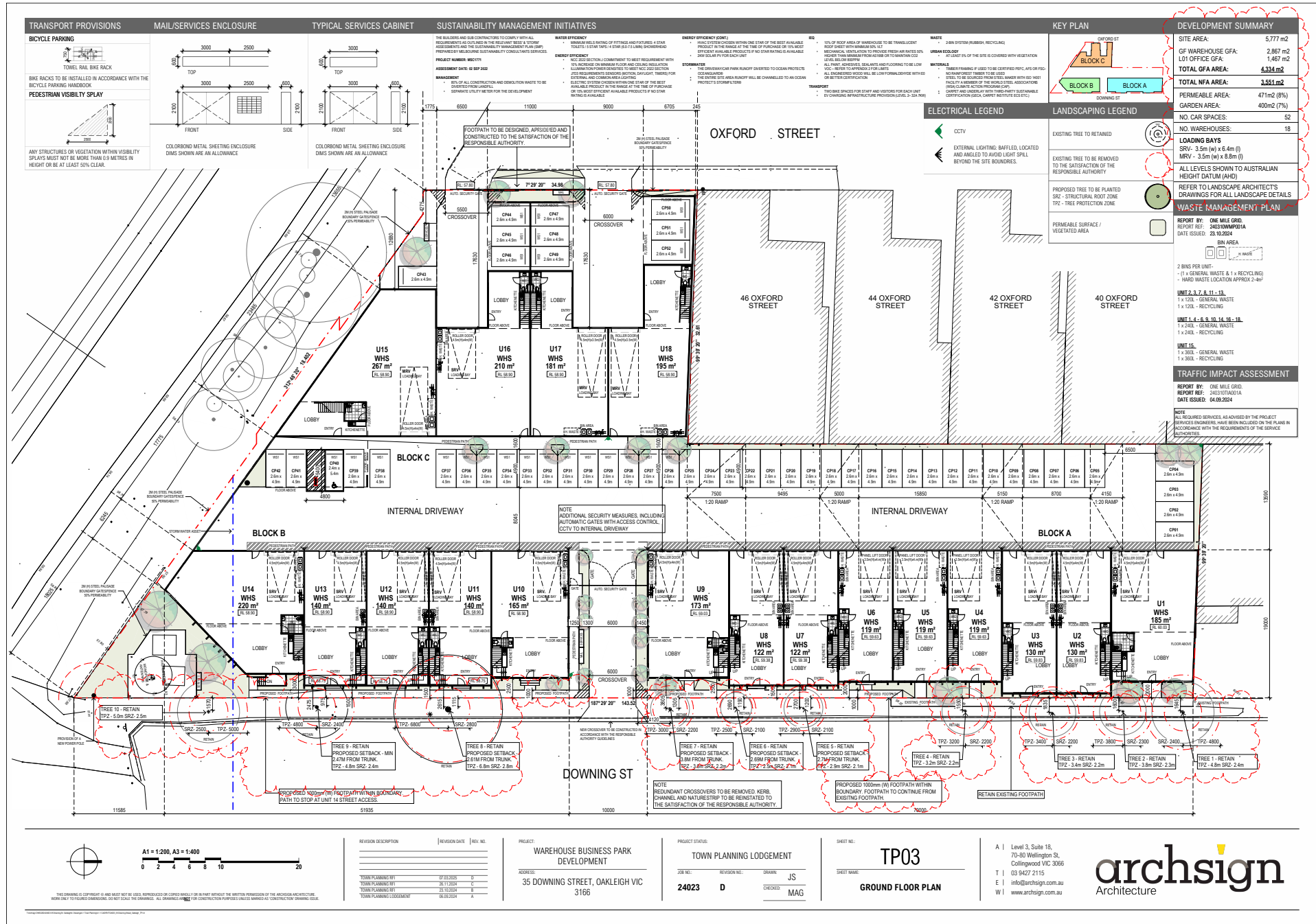
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SHEET NAME:	DEVELOPMENT SUMMARY / CONTENTS

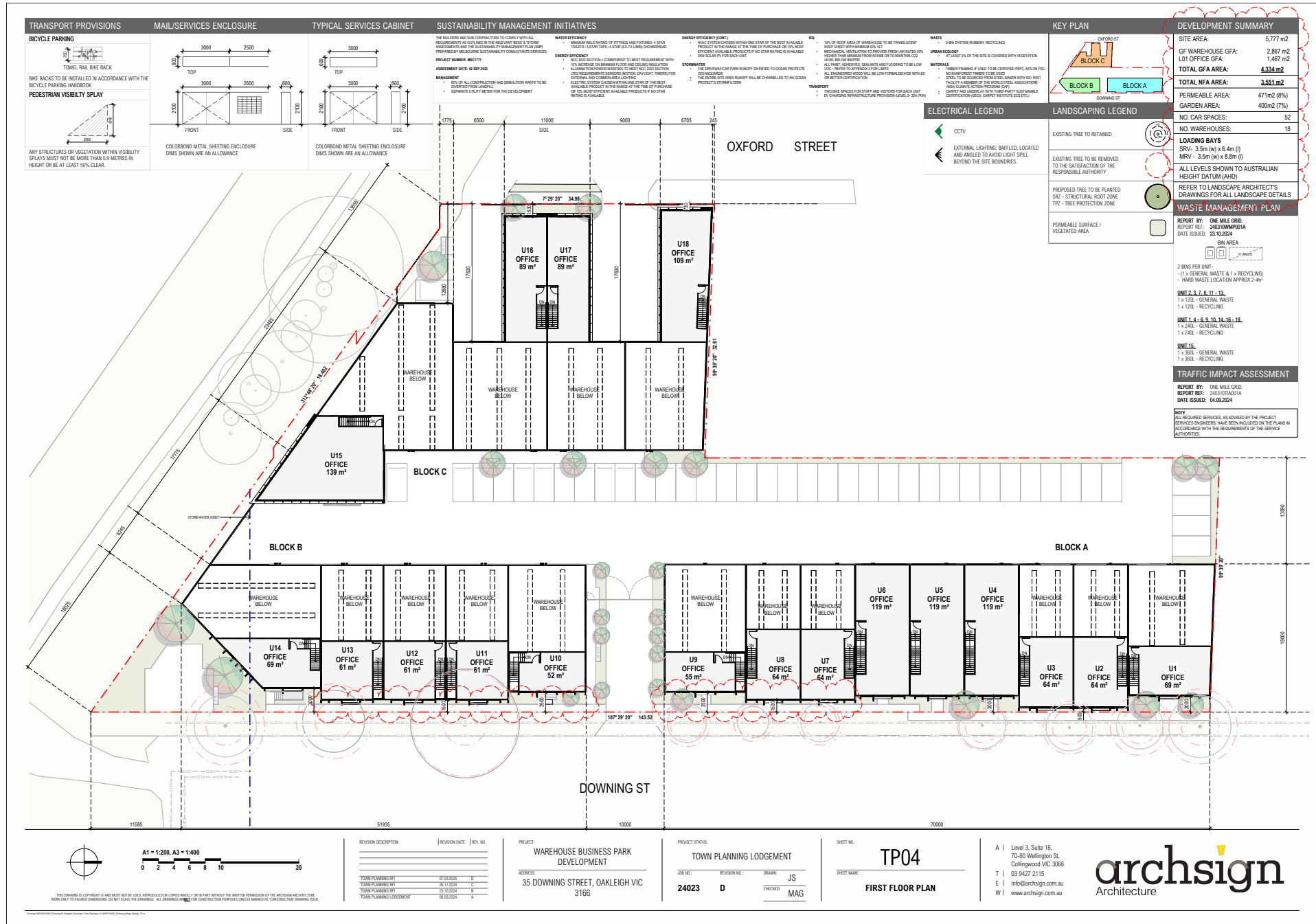
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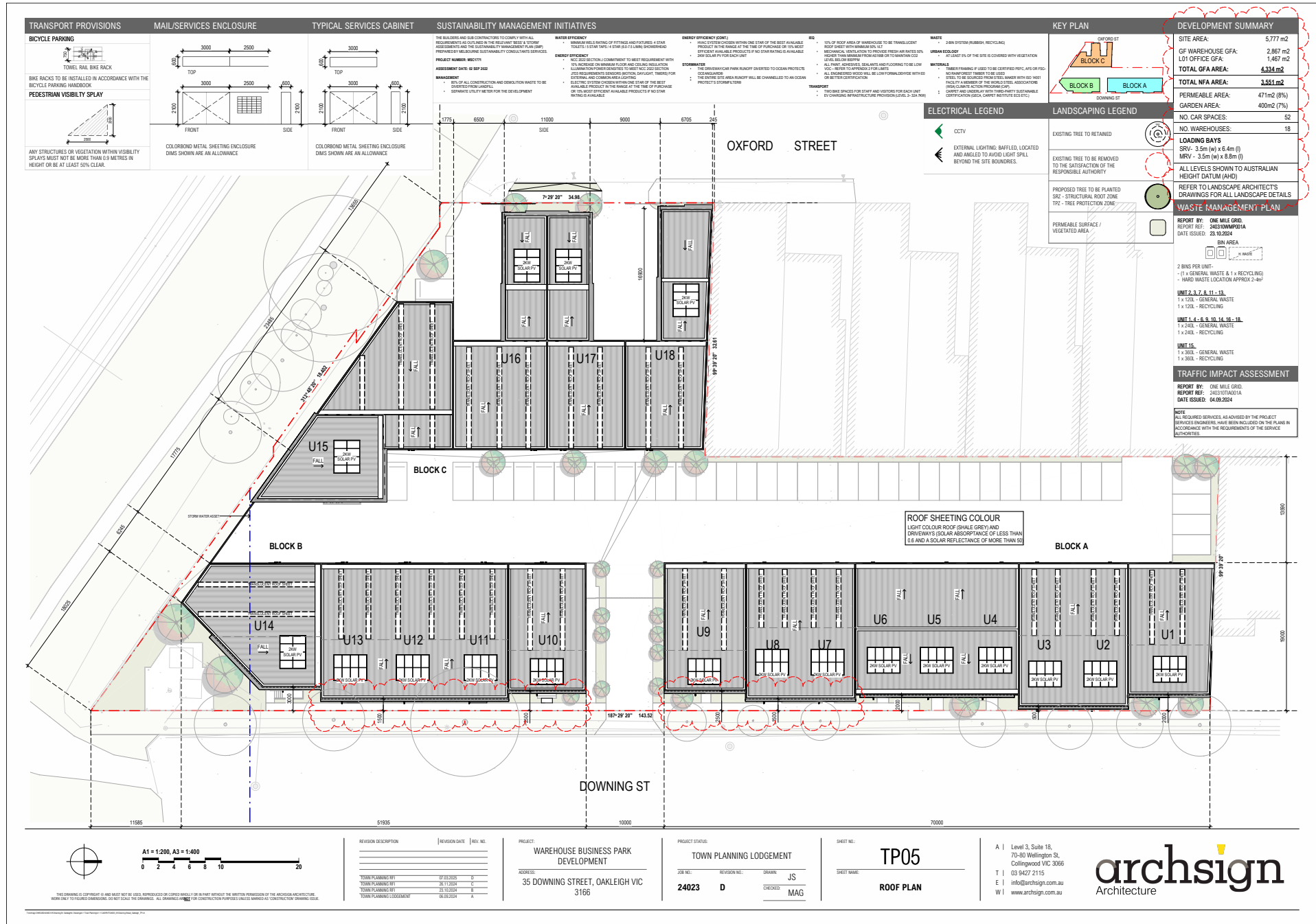




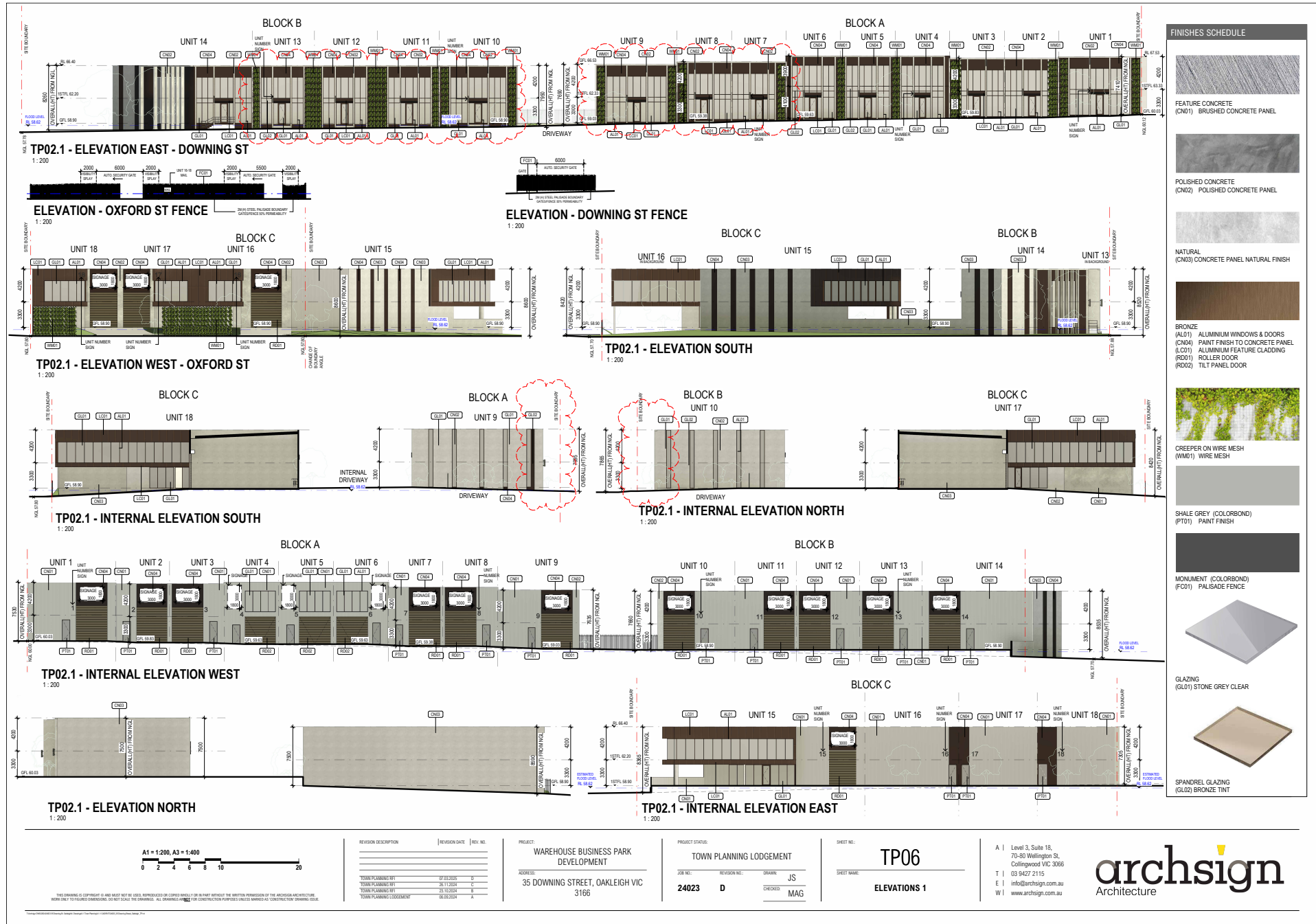
















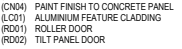

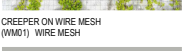
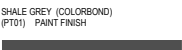








PERSPECTIVE VIEW - DOWNING ST AT UNIT 1.



PERSPECTIVE VIEW NAME - DOWNING ST AT UNIT 9 & 10








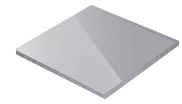

FINISHES SCHEDULE	
	FEATURE CONCRETE (CN01) BRUSHED CONCRETE PANEL
	POLISHED CONCRETE (CN02) POLISHED CONCRETE PANEL
	NATURAL (CN03) CONCRETE PANEL NATURAL FINISH
	BRONZE (AL01) ALUMINIUM WINDOWS & DOORS
	(CN04) PAINT FINISH TO CONCRETE PANEL (LC01) ALUMINIUM FEATURE CLADDING
	(RD01) ROLLER DOOR
	(RD02) TILT PANEL DOOR
	CREEPER ON WIRE MESH (WM01) WIRE MESH
	SHALE GREY (COLORBOND) (PT01) PAINT FINISH
	MONUMENT (COLORBOND) (FC01) PALISADE FENCE
	GLAZING (GL01) STONE GREY CLEAR
	SPANDREL GLAZING (GL02) BRONZE TINT

REVISION DESCRIPTION	REVISION DATE	REV. NO.	PROJECT:	PROJECT STATUS:	SHEET NO.:	A
			WAREHOUSE BUSINESS PARK DEVELOPMENT	TOWN PLANNING LODGEMENT	TP08	Level 3, Suite 18, 70-80 Wellington St, Collingwood VIC 3066
TOWN PLANNING BY	07/03/2025	01	ADDRESS:	JOB NO.:	SHEET NAME:	T
TOWN PLANNING BY	26/11/2024	02	35 DOWNING STREET, OAKLEIGH VIC 3166	24023	3D PERSPECTIVES	03 9427 2115
TOWN PLANNING BY	21/10/2024	03		REVISION NO.:		E
TOWN PLANNING LODGEMENT	06/08/2024	04		D		info@archsign.com.au
				CHECKED:		W
				MAG		www.archsign.com.au

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PERSPECTIVE VIEW - OXFORD STREET.

FINISHES SCHEDULE	
	FEATURE CONCRETE (CN01) BRUSHED CONCRETE PANEL
	POLISHED CONCRETE (CN02) POLISHED CONCRETE PANEL
	NATURAL (CN03) CONCRETE PANEL NATURAL FINISH
	BRONZE (AL01) ALUMINIUM WINDOWS & DOORS (CN04) PAINT FINISH TO CONCRETE PANEL (LC01) ALUMINIUM FEATURE CLADDING (RD01) ROLLER DOOR (RD02) TILT PANEL DOOR
	CREEPER ON WIRE MESH (WM01) WIRE MESH
	SHALE GREY (COLORBOND) (PT01) PAINT FINISH
	MONUMENT (COLORBOND) (FC01) PALISADE FENCE
	GLAZING (GL01) STONE GREY CLEAR
	SPANDREL GLAZING (GL02) BRONZE TINT

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WORK ONLY TO THE DIMENSIONS AND DO NOT SCALE THE DRAWINGS. ALL DRAWINGS MUST BE CONSTRUCTION NOTED UNLESS SPECIFICALLY NOTED OTHERWISE.

REVISION DESCRIPTION	REVISION DATE	REV. NO.
TOWN PLANNING LODGEMENT	07/03/2025	D
TOWN PLANNING LODGEMENT	26/11/2024	C
TOWN PLANNING LODGEMENT	21/10/2024	B
TOWN PLANNING LODGEMENT	06/08/2024	A

PROJECT:	WAREHOUSE BUSINESS PARK DEVELOPMENT
ADDRESS:	35 DOWNING STREET, OAKLEIGH VIC 3166

PROJECT STATUS:	TOWN PLANNING LODGEMENT
JOB NO.:	24023
REVISION NO.:	D
DRAWN:	JS
CHECKED:	MAG

SHEET NO.:	TP09
SHEET NAME:	3D PERSPECTIVES

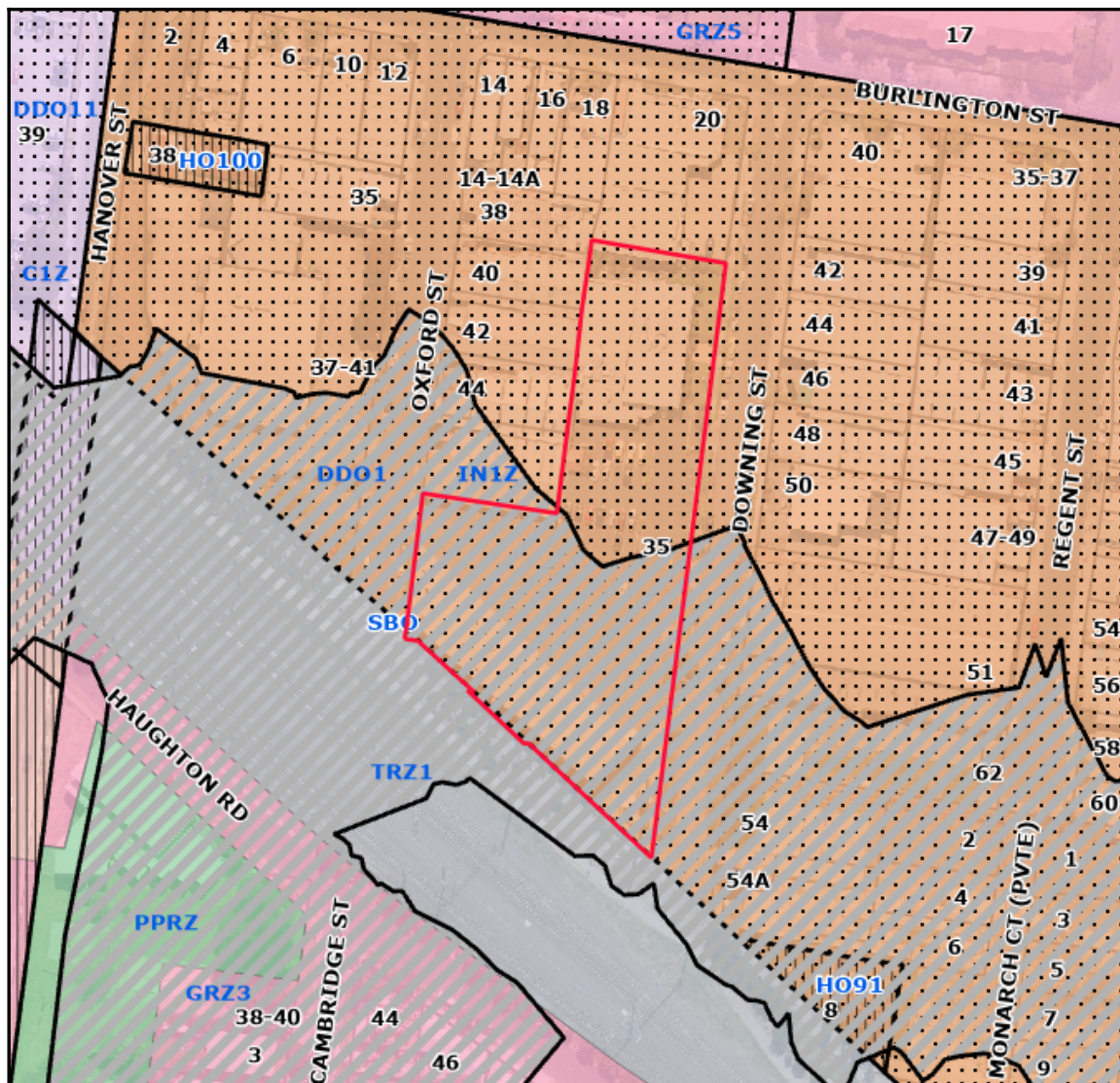
A	Level 3, Suite 18, 70-80 Wellington St, Collingwood VIC 3066
T	03 9427 2115
E	info@archsign.com.au
W	www.archsign.com.au











C1Z	GRZ10	GRZ7	MUZ2	PCRZ	PUZ4	RGZ1	SUZ3
C2Z	GRZ2	GRZ8	NRZ1	PPRZ	PUZ5	RGZ3	SUZ4
CA	GRZ3	GRZ9	NRZ2	PUZ1	PUZ6	RGZ4	SUZ5
CDZ1	GRZ5	IN1Z	NRZ3	PUZ2	PUZ7	RGZ5	SUZ6
GRZ1	GRZ6	MUZ	NRZ4	PUZ3	RDZ1	SUZ2	UFZ

 DDO
  EAO
  IPO
  NCO
  PO
  DPO
  HO
  LSIO / SBO
  PAO
  VPO

