5.4 1555-1615 CENTRE ROAD CLAYTON - USE AND DEVELOPMENT OF PART OF THE LAND FOR A THREE STOREY OFFICE BUILDING WITH ASSOCIATED LANDSCAPING AND CAR PARKING WORKS, ALTERATION OF ACCESS TO A ROAD ZONE AND THE DISPLAY OF TWO INTERNALLY ILLUMINATED BUSINESS IDENTIFICATION SIGNS (TPA/41976:JH:RB)

EXECUTIVE SUMMARY:

This application proposes use and development of part of the land for a three storey office building with associated landscaping and car parking works, alteration of access to a road zone and the display of two internally illuminated business identification signs. The subject land forms part of the Robert Bosch (Australia) Pty. Ltd complex on Centre Road. Bosch have occupied land since the early-1960s.

Public notification of the application was not required. The proposed use and development is consistent with the zoning of the land and appropriate having regard to surrounding land use and development.

The reason for presenting this report to Council is the proposed development cost of $12.0 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: Sue Wilkinson
RESPONSIBLE MANAGER: Peter Panagakos
RESPONSIBLE PLANNER: James Heitmann
WARD: Oakleigh
PROPERTY ADDRESS: 1555-1615 CENTRE ROAD CLAYTON
PRE-APPLICATION MEETING: YES
ZONING: Industrial 1
EXISTING LAND USE: Industry, office and warehouse
OVERLAY: Design and Development (Schedule 1)

RELEVANT CLAUSES:

State Planning Policy Framework
Clause 10.01 (Purpose)
Clause 10.02 (Goal)
Clause 10.04 (Integrated Decision Making)
Clause 11 (Settlement)
Clause 11.04-3 (Metropolitan

Local Planning Policy Framework
Clause 21 (Municipal Strategic Statement)
Clause 21.05: Economic Development
Clause 21.07: Business Parks and Industry
Clause 22.02 (Monash Technology)
<table>
<thead>
<tr>
<th>Melbourne – Employment Corridors) Clause 14.02-1 (Catchment planning and management) Clause 15 (Built environment and heritage) Clause 17 (Economic development)</th>
<th>Precinct Policy) Clause 22.03 (Industry and Business Development and Character Policy) Clause 22.04 (Stormwater Management Policy) Particular Provisions Clause 52.05 (Advertising Signs) Clause 52.06 (Car Parking) Clause 52.07 (Loading and Unloading of Vehicles) Clause 52.29 (Land Adjacent To A Road Zone, Category 1) Clause 52.34 (Bicycle Facilities) General Provisions Clause 65 (Decision Guidelines)</th>
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<td>STATUTORY PROCESSING DATE:</td>
<td>24 December 2013</td>
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<tr>
<td>DEVELOPMENT COST:</td>
<td>$12,000,000</td>
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1555-1615 Centre Road Clayton Use And Development of Part of The Land For A Three Storey Office Building With Associated Landscaping and Car Parking Works
RECOMMENDATION:
That Council resolves to **Grant a Planning Permit** under the Monash Planning Scheme to the land described as 1555-1615 Centre Road Clayton Vic 3168, TPA/41976 for the use and development of part of the land for a three storey office building with associated landscaping and car parking works, alteration of access to a Road Zone and the display of two internally illuminated business identification signs, subject to the following conditions:

1. Before the development starts, three copies of amended plans drawn to scale and dimensioned, must be submitted to and approved by the Responsible Authority. The submitted plans must clearly delineate and highlight any changes. 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 with the application, but modified to show:
   
   a) Redundant vehicle crossings are to be removed and reinstated with kerb and channel to the satisfaction of the Responsible Authority;
   
   b) The provision of a 2.5m wide shared path along the northern side of Centre Road from the existing western crossover to the intersection of Westall Road;
   
   c) Truck turning manoeuvres from Centre Road to the loading bay;
   
   d) The southernmost aisle of the existing eastern car park to be widened to 6.4m along its entire length;
   
   e) The provision of two accessible car parking with the associated common shared area to be provided within the visitor car parking area;
   
   f) The provision of 41 bicycle spaces;
   
   g) Removal and replacement of vegetation within the naturestrip;
   
   h) The access arrangements and roadworks presented on O’Brien Traffic’s Drawing No. 14824010 Sheets 1-3 dated 14/11/13 (**VicRoads requirement**);

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

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

4. 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 prior to the
1555-1615 Centre Road Clayton Use And Development of Part of The Land For A Three Storey Office Building With Associated Landscaping and Car Parking Works

commencement of any works. The plan must show the proposed landscape treatment of the site including:-

- the location of all existing trees and other vegetation to be retained on site
- provision of canopy trees with spreading crowns located throughout the site;
- planting to soften the appearance of hard surface areas such as driveways and other paved areas;
- a schedule of all proposed trees, shrubs and ground cover, which will include the size of all plants (at planting and at maturity), their location, botanical names and the location of all areas to be covered by grass, lawn, mulch or other surface material;
- the location and details of all fencing;
- the extent of any cut, fill, embankments or retaining walls associated with the landscape treatment of the site;
- details of all proposed hard surface materials including pathways, patio or terrace areas;
- a tree planting plan for all trees removed within the naturestrip.

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

5. 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.

6. The amenity of the area must not be detrimentally affected by the use or development, through the:
   (a) transport of materials, goods or commodities to or from the land;
   (b) appearance of any building, works or materials;
   (c) emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil;
   (d) presence of vermin;

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

8. 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.

9. Adequate provision must be made for the storage and collection of garbage and other solid wastes and these facilities are to be located on the site to the satisfaction of the Responsible Authority.

10. Before the development starts, a construction management plan must be prepared
and submitted to the Responsible Authority for approval. The plan must be to the satisfaction of the Responsible Authority. Once approved, the plan must be implemented to the satisfaction of the Responsible Authority. The plan must address the following issues:

a) Measures to control noise, dust and water runoff;
b) Prevention of silt or other pollutants from entering into the Council’s underground drainage system or road network;
c) The location of where building materials are to be kept during construction;
d) Site security;
e) Maintenance of safe movements of vehicles to and from the site during the construction phase;
f) On-site parking of vehicles associated with construction of the development;
g) Wash down areas for trucks and vehicles associated with construction activities;
h) Cleaning and maintaining surrounding road surfaces;

Once approved the plan will be endorsed to form part of this permit.

11. Prior to the development commencing a construction staging plan for all works associated with this permit must be submitted to and approved by the Responsible Authority. The plan must have appropriate regard to:

- Detail the staging of works to be undertaken;
- Provision of adequate car parking for existing and proposed uses of the site during demolition and construction works;
- Any requirement for temporary car parking during construction works;
- Timeframe for completion of all works associated with this permit including landscaping and removal of any required temporary car parking;

Once approved the plan will be endorsed to form part of this permit.

12. No equipment, services, architectural features or structures of any kind, including telecommunication facilities, other than those shown on the endorsed plans are permitted above the roof level of the building unless otherwise agreed to in writing by the Responsible Authority.

13. Prior to the development commencing a plan detailing all works within Centre Road must be submitted to and approved by the Responsible Authority. The plan must detail works which impact the existing infrastructure (service pits, drainage pits, power poles etc.) and trees within the naturestrip. A Road Opening Permit, with associated refundable security bond, will be required from Council’s Engineering Department prior to the roadworks commencing.
14. A corner splay or area at least 50% clear of visual obstructions (or with a height of less than 1.2 metres) extending at least 2.0 metres long x 2.5 metres deep (within the property) 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.

15. Before the development permitted is completed, 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;
   (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.

16. The modified ‘middle’ crossing is to be constructed as a concrete vehicle crossing in accordance with the City of Monash standards and to the satisfaction of Council’s Asset Protection department.

17. The two redundant Centre Road vehicle crossings are to be removed and replaced with kerb and channel. The footpath and naturestrip are to be reinstated to the satisfaction of Council.

18. Any tree removed within naturestrip as a result of the approved development must be replaced at the full cost of the developer, to the satisfaction of the Responsible Authority. A tree planting plan is to be submitted for approval to Council.

19. The loading and unloading of goods from vehicles must only be carried out on the land.

20. Before the development starts, a site layout plan drawn to scale and dimensioned must be approved by the Responsible Authority detailing a drainage scheme for the development and all works to be undertaken within the Road Reserve.

The plans must show:
- The collection of stormwater within the site and for the conveying of the stormwater to the nominated point of discharge. The nominated point of
discharge is the south-east corner of the property where the entire site’s stormwater must be collected and free drained via a pipe to the existing property connection. If the nominated point of discharge cannot be located then notify Council’s Engineering Division immediately.

- The proposed western access to the site is located on top of a Council pit. The existing pit must be reconstructed into a junction pit with heavy duty gatic lid and a new side entry pit to be constructed in the alignment of the accessway. A 300mm pipe is to connect the new side entry pit to the existing pit.
- The proposed eastern access to the site is located on top of an existing Council junction pit. The existing pit lid must be replaced with a new heavy duty gatic lid.

All works must be constructed to the satisfaction of the Responsible Authority, at the full cost of the developer.

21. Full details of all works within the road reserve must be submitted to and approved by the Responsible Authority prior to any works commencing.

22. All on-site stormwater is to be collected from hard surface areas and must not be allowed to flow uncontrolled into adjoining properties. The on-site drainage system must prevent discharge from driveways onto the footpath. Such a system may include either:
   a) trench grates (150mm minimum internal width) located within the property; and/or
   b) shaping the driveway so that water is collected in a grated pit on the property: and/or
   c) another Council approved equivalent

23. 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, the Responsible Authority, prior to works commencing.

24. The location and details of signs shown on the endorsed plans must not be altered without the written consent of the responsible Authority.

25. Signs must not contain any flashing light.

26. Signage must not distract drivers due to its colouring, be mistaken for a traffic signal, be able to be mistaken as an instruction to drivers or constitute a road safety hazard in any way.

27. Signage must not obstruct the view of motorists, obscure traffic signals or constitute a road safety hazard in any way.
28. The intensity of the light in the signs must be limited so as not to cause glare or
distraction to motorists, or loss of amenity in the surrounding area, to the
satisfaction of the Responsible Authority.

29. Signage approved under this permit will expire 15 years from the date of issue.

30. **Conditions 31-37 required by Vic Roads (ref: 08446/13)**
    Before the development starts, amended plans shall be submitted to the
    Responsible Authority for endorsement. Once endorsed, the amended plans shall
    form part of the permit. The amended plans shall be generally in accordance with
    the application plans but modified to show:

    a) The access arrangements and roadworks presented on O’Brien Traffic’s
        Drawing No. 14824010 Sheets 1-3 dated 14/11/13.

31. Before the development is occupied or used, roadworks and access works, as
    depicted functionally on O’Brien Traffic’s Drawing No. 14824010 Sheets 1-3 dated
    14/11/13, must be completed to the satisfaction of and at no cost to VicRoads.

32. The preparation of the detailed engineering design and the construction and
    completion of all roadworks must be undertaken in a manner consistent with
    current VicRoads’ policy, procedures and standards and at no cost to VicRoads. In
    order to meet VicRoads’ requirements for these tasks the applicant will be required
    to comply with the requirements documented as “Standard Requirements -
    Developer Funded Projects” and any other requirements considered necessary
    depending on the nature of the work.

33. No work may be commenced in, on, under or over the road reserve without having
    first obtaining all necessary approvals under the *Road Management Act 2004*, the
    *Road Safety Act 1986*, and any other relevant Act or regulations created under
    those Acts.

34. Where the roadworks, including footpath and nature strip, lie within private
    property, a widening of the road reserve will be required, at no cost to VicRoads.
    The developer must engage a licensed surveyor to prepare a Plan of Subdivision
    showing the affected land labelled "ROAD", which is to be vested in the Roads
    Corporation upon certification of the Plan of Subdivision, without any
    encumbrances. Subsequent to the registration of the plan, the subdivider must
    ensure that the original Certificates of Title that issues in the name of the Roads
    Corporation, are posted to: VicRoads - Property Services Department, 60 Denmark
    Street KEW, 3101.

37. This permit will expire in accordance with section 68 of the *Planning and
    Environment Act 1987*, if one of the following circumstances applies:

    The development and use are not started before **2 years from the date of issue**.
The development is not completed before 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 within six months of the permit expiry date, where the use or development allowed by the permit has not yet started; or within 12 months of the permit expiry date, where the use or development has lawfully started before the permit expires.

NOTES-

1. Building approval must be obtained prior to the commencement of the above approved works.

2. Premises used for the sale or storage of food in any manner whatsoever are to be registered under the Food Act and require Council approval via the Chief Environmental Health Officer before occupation.

3. Unless no permit is required under the planning scheme other signs must not be constructed or displayed without a further permit.

4. Disabled access to the building must be provided to the satisfaction of the Responsible Authority. All work carried out to provide disabled access must be constructed in accordance with Australian Standards Design for Access and Mobility AS 1428.1.

5. Any new drainage work within the road reserve requires the approval of the City of Monash’s Engineering Division prior to the works commencing. Three copies of the plans (A3-A1 size) for the drainage works must be submitted to and approved by the Engineering Division. The plans are to show sufficient information to determine that the drainage works will meet all drainage conditions of the permit. A refundable security deposit of $5,000 is to be paid prior to the drainage works commencing.

6. Engineering permits must be obtained for new or altered vehicle crossings and for connections to Council drains, Council pits, kerb & channel and these works are to be inspected by Council (tel. 9518 3690).

7. All new or modified 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. Approval of the relevant electricity company for the power pole relocations is required. The poles are to be relocated to the satisfaction of the Responsible Authority.
BACKGROUND:

History
Robert Bosch (Australia) Pty. Ltd is a regional subsidiary of the global Bosch Group. The subject land has been occupied by Robert Bosch (Australia) since the early 1960’s. Activities undertaken on the site have included manufacturing, warehousing, workshops, product development and support, engineering services and administration. The Clayton premises are the headquarters for Robert Bosch (Australia).

The Site and Surrounds
The subject land is located on the north-west corner of Centre Road and Westall Road in Clayton. The land is substantial in size having an overall area of approximately 12.4 hectares (12,485m²). The land has a frontage of 477m to Clayton Road (southern boundary), 207m to Westall Road (eastern boundary) and 258m to McNaughton Road (western boundary).

Numerous buildings currently occupy the site including substantial warehouse-factory premises and offices up to three storeys in height. Some surplus buildings within the site have recently been demolished. Vehicle access to the site is available from both Centre Road to the south and McNaughton Road to the west. The Centre Road frontage of the site has five crossovers, two of which are currently operational. The McNaughton Road frontage of the site includes three existing crossovers.

The subject land is located within an established industrial precinct. Land to the east of the site on the opposite side of Westall Road is within the City of Greater Dandenong, developed with two-storey warehouse-office premises tenants including technology companies, car and light industrial equipment specialists, offices, and a cafe. Land to the south of the site, on the opposite side of Clayton Road is within the City of Kingston, and is occupied by a large building and car storage associated with the Stillwell Motor Group, and office of ‘Programmed’ services. Land to the west, on the opposite side of McNaughton Road, contains a warehouse associated with Kings Logistics. Land to the north of the site is occupied by PPG Industries.

PERMIT TRIGGERS:

Zoning
The land is zoned Industrial 1 under the provisions of the Monash Planning Scheme. Pursuant to the requirements of Clause 33.01-1 a permit is required for use of premises for an office within the zone. Pursuant to the requirements of Clause 32.01-4 a permit is required to construct a building and carry out works within the zone. Signage within the zone is subject to category 2 controls having regard to the advertising sign requirements at Clause 52.05.

Overlays
The land is subject to Design and Development Overlay – Schedule 1 (DDO1). Pursuant to the requirements of Clause 42.03 a permit is required to construct a building or carry out works.

**Particular Provisions**

**Clause 52.05: Advertising Signs**

A permit is required for a major promotion sign and internally illuminated signage greater than 1.5m².

**Clause 52.06: Car Parking**

Prior to a new building being occupied the car parking spaces required under Clause 52.06-5 must be provided on the land or as approved by the responsible authority.

**Clause 52.07: Loading and Unloading of Vehicles**

No building or works may be constructed for the manufacture, servicing, storage or sale of goods or materials unless space is provided on the land for loading and unloading vehicles as specified.

**Clause 52.29: Land Adjacent to a Road Zone**

A permit is required to create or alter access to a Road Zone

**Clause 52.34: Bicycle Facilities**

A new use must not commence until the required bicycle facilities and associated signage has been provided on the land.

**PROPOSAL:**

The application proposes the use and development of part of the land for a three storey office building with associated landscaping and car parking works, alteration of access to a Road Zone and the display of two internally illuminated business identification signs.

Details of the proposal can be summarised as:

- The introduction of a 20 metre landscaped setback to the southern Title boundary and retention of the balance of the eastern car park (257 spaces) for the use of the new building occupants.
- The construction of a three-storey building of 14.7 metres in height (excluding plant) to the west of the car park, accommodating office (9,164 sqm) and workshop / industry (1,012 sqm) uses. The building will have a setback of between 47.2 metres and 55.3 metres from the Centre Road frontage of the site and 93.7 metres from the Westall Road frontage.
- Screen rooftop plant and equipment.
- Two new internally illuminated business identification signs to be located on the southern and eastern facades (each sign 22.14 sqm in area).
• Removal of the existing vehicle test area on the southern edge of the site and replacement with a 20 metre wide landscape setback and 32 new car parking spaces, to be designated as visitor parking.

• The construction of a bicycle storage unit to the north-west of the new building.

• The construction of a new ‘gate house’ to the north-west of the new building.

• Demolition of existing Buildings CL102 and part CL103. The existing staff occupying these buildings will be transferred into the new office and industry building and as a result, the new building must be constructed and occupied before the demolition of CL102 and CL103 can be undertaken. No permit is required for these works.

• Construction of a new western car park (300 spaces) will be constructed in the vicinity of where Buildings CL102 and CL103 are located. It is envisaged that a Car Park Staging Plan can be prepared as a condition of any planning permit granted to formalise the car parking arrangements during the demolition works.

• New landscaping works, including the creation and plating of a 20 metre setback to Centre Road, new planting in the vicinity of the new building and planting within the car park.

• Alteration to the existing Centre Road central crossover will be undertaken including a deceleration left-turn slip lane and a new right-turn lane within the median. The two redundant crossovers will be reinstated as kerb.

CONSULTATION:

Public Notice
Due to the nature of the proposal, zoning of the land and the surrounding land use, notification of the application was not required. It is considered that the proposal will not cause any material detriment to the amenity of the surrounding area.

Referrals

Referral – Internal
The application was referred to Council’s Drainage and Traffic units for comment.

The proposal is considered satisfactory subject to conditions.

Referral – VicRoads
The application was referred to VicRoads for comment.

VicRoads consent to the proposal and have requested the inclusion of conditions in any permit issued.
DISCUSSION:

State Planning Policy Framework
Clause 11.04-3 nominates Caulfield to Dandenong as an ‘employment corridor’ with the following planning strategies:

Provide for substantial increases in employment, housing, education and other opportunities along each corridor and better link them through improved transport connectivity.

Link the growing outer areas to a greater choice of jobs, services and goods in the corridors.

Urban design objectives set out at Clause 15.01-1 include:

Promote good urban design to make the environment more liveable and attractive.

Ensure new development or redevelopment contributes to community and cultural life by improving safety, diversity and choice, the quality of living and working environments, accessibility and inclusiveness and environmental sustainability.

Require development to respond to its context in terms of urban character, cultural heritage, natural features, surrounding landscape and climate.

Relevant Industrial objectives set out at Clause 17.02 seek:

To facilitate the sustainable development and operation of Industry and research and development activity.

To create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education.

The proposed development is consistent with the abovementioned policy and objectives. The application proposes over 1,000m2 of industrial floor space being undertaken on the subject land. The proposal results in retention of a substantial high technology employer and long-term strategic investment by Bosch in the subject land. Use of the premises for industry contributes towards the desired knowledge and innovation precinct within which the site is located.

Local Planning Policy Framework
Clause 21 being the Municipal Strategic Statement (MSS) outlines the key strategic planning, land use and development objectives for the City of Monash. The MSS recognises the leafy suburbs and treed streetscape being garden city characteristics of the municipality. The MSS highlights the significance of the Monash Technology Precinct and location advantages of the municipality within metropolitan Melbourne.
Clause 21.02-2: Maintaining the Garden City Character

“The Garden City Character is a legacy of the early planners of Monash and a very important defining feature of the municipality. It is characterised by a general feeling of “greenness” created by significant tree canopy cover contained within large, vegetated setbacks and areas of open space.”

Substantial landscaping setbacks proposed will result in an enhanced landscaping presentation of the subject land to Centre Road consistent with applicable Garden City Character policy objectives. Significant landscaping opportunities and outcomes are achieved as a result of the proposed development.

Clause 21.03-3: Monash 2012 – A Strategy for the Future
With regard to economic development seeks to encourage business to thrive and expand in Monash.

Clause 21.03-4: Strategic Framework Plan
The major strategic directions identified on the plan include:

“Developing sustainable employment opportunities to maintain Monash as a predominant business location in Melbourne’s eastern region.”

Clause 22.03: Industry and Business Development and Character Policy
The clause seeks to enhance the Garden City Character of Industrial and business areas. The desired future character statement states that areas should continue to develop as a modern industrial and technology precinct within an attractive landscape setting containing a large number of large, mature, native trees.

Clause 21.07 encourages the establishment of high technology land uses and supports the establishment of business headquarters within the municipality.

The application is consistent with the abovementioned policy and objectives.

Use
The proposed building integrates a new office headquarters for Bosch with over 1,000sqm of high technology industrial use which contribute towards the desired knowledge and innovation precinct within which the site is located. The use of the land for the purpose of ‘industry’ does not require a planning permit in the Zone.

The proposed use of premises for office is considered appropriate given the location and the growing demand for additional contemporary office space within the vicinity. The provision of additional office space within the area will likely contribute to economic development and provide for increased employment opportunities.
The mix of integrated industry and office use proposed by the development is strongly supported by State and Local planning policies. The use of the land is consistent with the purpose of the Industrial 1 Zone.

Built Form
The architectural form of the proposal compliments the character of the surrounding area through a high quality and contemporary design. The building has been well articulated with glazed facades punctuated by contrasting vertical elements. The design adopts an attractive palette of materials to minimise the perception of visual bulk.

The development has been designed to achieve a high energy rating and incorporates insulated facade treatments that reduce reliance on heating and cooling. Stormwater is to be collected and harvested in an underground tank and utilised for landscaping irrigation.

The existing setbacks to Centre Road are being increased to 20 metres and new planting opportunities will be created, including within the new western car park. Existing car parking and vegetation adjacent to Westall Road is being retained. This approach is consistent with the desired future character of the industrial precinct set out in Clause 22.03.

The new building is set back substantially from both street frontages to ensure that the height does not overwhelm the streetscape. The entry to the building overlooks a new visitor car parking area accessed from Centre Road, with new landscaping works to provide a sense of address to the site.

Car & Bicycle Parking
Car parking is provided in accordance with the requirement specified by Clause 52.06-6 of the Monash Planning Scheme. The table below details the number of car parking spaces required:

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<th>Use</th>
<th>Clause 52.06-5 Requirement</th>
<th>Floor Area (square metres)</th>
<th>Car parking requirement generated</th>
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<tr>
<td>Office</td>
<td>3.5 spaces / 100m²</td>
<td>9,164m²</td>
<td>320 car spaces</td>
</tr>
<tr>
<td>Industry</td>
<td>2.9 spaces /100m²</td>
<td>1,012m²</td>
<td>29 car spaces</td>
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<tr>
<td>TOTAL REQUIRED</td>
<td></td>
<td></td>
<td>349 car spaces</td>
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<tr>
<td>TOTAL PROVIDED</td>
<td></td>
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<td>591 car spaces</td>
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The existing Bosch site currently provides 791 car parking spaces. The empirical car parking demand assessment submitted with the application has identified
that parking demand is for no more than 475 spaces. This provides a surplus of over 300 on-site spaces at all times under current conditions.

It is intended to retain the existing car park to the east of the new building minus 31 spaces that will be replaced by a 20 metre landscape strip (259 spaces retained), and to provide a new car park to the west of the new building containing 300 car parking spaces. Additionally, 32 visitor car parking spaces will be provided along the frontage of the new building.

Noting again the existing surplus of 300 spaces across the site, the addition of a further 332 spaces immediately surrounding the new building will result in a total of 591 spaces surrounding the new building. This exceeds the requirements of the Planning Scheme and will cater for all parking demands of employees and visitors to the site generated by the new building, as well as maintaining adequate parking provision for the existing uses on the site.

Council’s traffic engineers have requested some modification to the proposed car parking layout and access arrangement. These requirements are specified by condition 1 should a permit be granted.

One additional bicycle parking space is required.

**Signage**
The application proposes the display of two business identification signs located on the eastern and southern facade orientated to Westall Road and Centre Road. Each sign has an area of approximately 22sqm and will be internally illuminated.

The proposed signage is considered satisfactory. The signage is sited and designed in a manner that is complementary to the proposed development and built form of the surrounding vicinity. The signage is appropriate to the use of the land and provides for suitable, adequate business identification. The scale and orientation of signage towards Westall and Centre Roads has appropriate regard for the surrounding context.

The proposed signage will not detrimentally impact on the site or surrounds in terms of visual clutter or streetscape character and will allow for appropriate business identification for the site.

The signs will not be animated or flashing and are positioned so that they will not obstruct a driver's sight lines. The proposed signage package for the site is considered appropriate given the scale of the proposed development and relevant planning scheme provisions including local policy.
CONCLUSION:
The proposal is considered satisfactory in that it suitably complies with the requirements of the Monash Planning Scheme including relevant state and local policies. The proposed development will provide an additional office space and is a suitable design response having regard to the surrounding context consistent with relevant objectives of the Monash Planning Scheme. It is recommended that the proposal be approved subject to conditions.