EXECUTIVE SUMMARY:
This application proposes the development of a new building at the Toyota Technical Centre at 611 – 633 Blackburn Road, Notting Hill.

The new building will serve as a workshop and is located on the western side of the site. The building will comprise a total floor area of 1,577 square metres. The building will comprise areas serving a workshop, offices and storage.

The primary reason for presenting this report to Council is the proposed development cost of $2.0 Million.

The recommendation is to issue a Planning Permit subject to appropriate conditions.

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<tr>
<th>RESPONSIBLE DIRECTOR:</th>
<th>PAUL KEARSLEY</th>
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<tr>
<td>WARD:</td>
<td>Oakleigh</td>
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<tr>
<td>PROPERTY ADDRESS:</td>
<td>611-633 Blackburn Road NOTTING HILL</td>
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<tr>
<td>PRE-APPLICATION MEETING:</td>
<td>NO</td>
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<td>NUMBER OF OBJECTIONS:</td>
<td>NIL</td>
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<tr>
<td>ZONING:</td>
<td>Business 3 Zone</td>
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<td>EXISTING LAND USE:</td>
<td>Office</td>
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<td>OVERLAY:</td>
<td>Design and Development Overlay 1</td>
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<td>Clause 52.06 (Car Parking)</td>
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<td>Clause 52.07 (Loading and unloading of vehicles)</td>
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<td><strong>STATUTORY PROCESSING DATE:</strong></td>
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<td><strong>DEVELOPMENT COST:</strong></td>
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LOCALITY PLAN

NEIGHBOURHOOD PLAN

SUBJECT SITE
RECOMMENDATION:

Council resolves to Grant a Planning Permit under the Monash Planning Scheme to the land described as 611-633 Blackburn Road Notting Hill, TPA/40797, for buildings and works comprising construction of a separate building as an addition to the existing research and development facility together with associated landscaping, 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) The new crossing to provide 1.0m from the turning point of the vehicle crossing to the kerb to the edge of any tree canopy, power pole, drainage or service pit, or other services.

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

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

4. Before the use and development permitted starts, 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.

5. 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
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 including the major open space areas of the development
• 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 decked areas

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

6. Before the occupation 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 then maintained to the satisfaction of the Responsible Authority.

7. 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.

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

9. The existing five (5) street trees (Tristaniopsis laurina) are to be removed and replaced by Council at the cost of the developer. Payment of $7,292.40 is required prior to the commencement of the development. This amount is valid for 6 months from the date of issue of the permit.

10. 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 (300mm 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

11. 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.

12. Before the development starts, a site layout plan drawn to scale and dimensioned must be approved by the Responsible Authority.

The plans must show a drainage scheme providing for 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-west corner of the property where the entire site’s stormwater must be collected and free drained via a pipe to Council pit in the nature strip of Normanby Road to Council Standards. *(A new pit is to be constructed if a pit does not exist or is not a standard Council pit).*

If the point of discharge cannot be located then notify Council’s Engineering Division immediately.

NOTES-

1. 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 $1,000 is to be paid prior to the drainage works commencing.

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

3. A drainage contribution will not be accepted in lieu of a detention system.

4. Detention system requirements for above property are as follows:-
   • Minimum storage = 62.26 cubic metres
   • Maximum discharge rate = 123.9 litres per second
• Minimum orifice diameter if using orifice pit = 90mm, otherwise install a Phillips multi cell or similar to control outflow.

5. A Licensed Surveyor or Civil Engineer (who is a Registered Building Practitioner) must certify that the stormwater detention system including all levels, pits, pipes and storage volumes is constructed in accordance with the approved plans. The certifier’s registration number must be included on the certificate.

6. A Traffic Management Plan is required prior to the issue of Vehicle Crossing Permits.

7. “Use of easement” approval is not required.

Expiry of permit:
In accordance with section 68 of the Planning and Environment Act 1987, this permit will expire if one of the following circumstances applies:
• The development and use are not started 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 three months afterwards.

BACKGROUND:

History
Planning permit 30861 was issued on 8 October 2003 for the development of buildings and works which include a two storey building to be used as a research and development facility with associated car parking and landscaping and alternation to access arrangements.

The current application was originally lodged on 15 March 2012 TPA/40264. However, based on discussions with Council’s Traffic Engineering and discussions with Council’s Planning Unit, the applicant chose to withdraw the application until such time as relative parking, access and design issues be resolved. The application was withdrawn on the 26 July 2012.

The application was re lodged on the 7 September 2012.

The Site and Surrounds
The site is located on the north west corner of Blackburn Road and Normanby Road, Notting Hill. The land is regular in shape and has frontages to Blackburn Road and Normanby Road of approximately 181.9 metres and 189.34 metres respectively. A 6.97 metre splay is located at the intersection of the two roads. Overall site area is 3.6 hectares.
Surrounding development comprises Monash University to the south of Normanby Road.

To the north and west of the site land consists of various large office and warehouse complexes.

The site is accompanied by a large car parking area set to the west of the office building. A large area of the lot to the north is unoccupied and undeveloped.

The office building itself is three stories with a generous setback from both boundaries.

Access to the site is provided by an entrance from Blackburn Road and two from Normanby Road.

The access from Blackburn Road is double width and serves as a main front entrance with direct access to the main entrance. The two crossings to the south are also both double widths.

The first entrance located approximately 85m west of the intersection serves as access to a parking area at the south of the building. The access also serves a loading dock at the rear of the building.

The second double entrance located approximately 105 metres to the west of the intersection serves a larger car parking area extending to the north.

**PERMIT TRIGGERS**

**Zoning**
The land is zoned Business 3 under the provisions of the Monash Planning Scheme.

Pursuant to the requirements of Clause 34.03-4 of the Monash Planning Scheme a permit is required for development and works on a land within the Business 3 Zone.

**Overlays**
The land is also affected by Design and Development Overlay, Schedule 1. Pursuant to the requirements of this clause 43.02 of the Monash Planning Scheme building, parking and fence setbacks are described as well as building heights.

**PROPOSAL:**
The proposal is for the development of a new workshop building at the Toyota Technical Centre at 611 – 633 Blackburn Road, Notting Hill. The site generally employs 160 staff. Provision is made for 156 staff car parking spaces including 14 visitor parking bays and two disabled bays.
The new building will be constructed towards the west of the site setback 39 metres from the Normanby Road frontage and adjacent to and encompassing part of the staff car parking area. The building itself will be 7.5 metres in height with a width of 28.9 metres and a length of 54.41 metres.

The building will be double storey and will present to the south toward Normanby Road. Entrance to the building is provided by three doors and a larger roller shutter door which serves the workshop. External finishes include colorbond wall cladding with two tones and vertical steel fines applied to the eastern and southern elevations as a design feature.

The total area of space occupied by the new development will be a workshop of 1,218 square metres, office 179 square metres and mezzanine 179 square metres. As such, the total additional floor area created will be 1,576 square metres.

Internally the development will provide 18 work bays, a delivery area and some additional service/workshop space. The ground floor will also be occupied by an office area which includes a meeting room and staff amenities.

The development provides for an additional 65 car spaces with a statutory parking requirement of 45.7 spaces for the additional floor area. At this stage there is no anticipated increase in staff numbers. The development will also incorporate 2 bicycle parking spaces.

The development also includes the construction of a new double width entry/exit to the site which will predominantly serve the new workshop. The new crossing is provided onto Normanby Road almost 35 metres to the west of an existing entrance. The new crossing will require the removal of five trees within the road reserve.

**CONSULTATION:**

The application was not advertised, as it is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act. This exemption is applied as the buildings and works are not within 30 metres of land which is in a residential zone or Business 5 Zone, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre.

**Referrals**
The application was referred to the following Council Departments.

**Traffic**
Proposal considered satisfactory subject to appropriate conditions being included on the permit.

**Engineering and Drainage**
Proposal considered satisfactory subject to appropriate conditions being included on the permit.
Horticultural Services
The removal of five (5) Tristaniopsis trees considered appropriate subject to appropriate fees for replacement planting met by the applicant.

DISCUSSION:

Consistency with State and Local Planning Policies
The proposed development supports state and local policies and the provisions of the municipal strategic statement contained within the Monash Planning Scheme by providing for the appropriate development of high technologies, research and office type development within the Monash Technology area.

The architectural style is consistent with the existing built form of the surrounding area. The development allows for the continued function of the site which is in keeping with the business activities occurring.

Monash Technology Precinct
Clause 22.02 Monash Technology Precinct Policy
Relevant objectives

- “To assist the sustainable complementary development and operation of industrial, office and high technology land uses that provide a variety of employment centres of high amenity, quality and enduring local image;
- To encourage high quality built form and streetscape throughout the Precinct so as to ensure a quality environment for activities pursued in the Precinct. This is regarded as a critical component in attracting new business investment to the Precinct.
- To promote a high level of amenity in streetscape and built form that reinforces the Precinct’s significance on a local, regional, national and international scale;
- To encourage development which is based upon Ecological Sustainable Development (ESD) principles.”

The proposed use within the Monash Technology Precinct is considered appropriate and reflects the objectives of Clause 22.01. The new workshop will aid the sustainability and enhancement of the existing operations on the site. The development is an anticipated activity for the locality and wider context. The built form of the new development both reflects the existing form on the site and that of the immediately surrounding neighbourhood. It is considered that the proposal is an appropriate addition both to the site and the Monash Technology Precinct.

ASSESSMENT:

Built Form
The proposal is a suitable design response for the land given its context.

Development of the new warehouse is intended to contribute to the overall operational value of the site. The built form is warehouse in nature and is consistent
with the existing forms of development in the immediate context and in keeping with the existing office component.

Satisfactory setbacks have been achieved from Normanby Road with the predominant retention of vegetation within the road reserve.

The warehouse is constructed in colorbond aluminium in two tones and has incorporated vertical steel red fins to aid visual interest.

The built form is appropriate for the site context. The development has provided appropriate setbacks and design details which ensure its visual amenity does not adversely affect the surrounding area. The prominent retention of street trees along with appropriate replacement planting further ensures the site remains visually appealing from the surrounding environment.

As such, the built form of the development is appropriate and the principal of the development is supported.

**Setbacks**

The site is subject to the Design and Development Overlay 1 Clause 43.02. The specific requirements of this clause which apply to the site require a build form setback of 20 metres from Blackburn Road and 10.6 metres from Normanby Road.

The setback which applies to the development is 10.6 metres from Normanby Road.

The development has demonstrated that the setback to the first car parking area will be 21.0 metres from the front boundary property. The proposed setback as such is in excess of that required under the Monash Planning Scheme.

The development complies with requirements of Clause 43.02 and will not result in any adverse impacts on the surrounding amenity or streetscape character.

**Car parking (Clause 52.06-2)**

In accordance with Clause 52.06 of the Monash Planning Scheme car parking requirements apply to the increased floor area associated with the new development. The proposed works involve an additional 1,577 square metres of total floor area ground and mezzanine. The defined use of the development is industry. In accordance with Table 1 of the Car Parking requirements Clause 52.06 it is considered the most appropriate definition to be *industry other than defined in the table*. Therefore the proposal requires parking at a rate of 2.9 per 100 square metres of net floor area.

The total parking requirement of the new development is 45.7 car parking spaces while an additional 65 are proposed.
As such, the parking requirements of the site have been satisfied in accordance with Clause 52.06 of the Monash Planning Scheme.

The applicants have submitted supporting traffic impact assessments which concur that the proposal provides adequate onsite parking. It is further noted that the proposal does not suggest any increase in staff numbers. As such, it is considered that the proposed parking will adequately cater for the proposed development and any potential increase in traffic to the site.

**Access and layout**
The proposed new vehicle crossing has been reviewed by the Council’s Traffic Engineering Department who have no objections to the development subject to permit conditions.

The new crossing will be 12.0 metres in width with a centrally located control point which is setback 18.0 metres from the property boundary. This setback ensures larger vehicles can be accommodated for within the site and will not conflict with traffic movements on Normanby Road.

Security entrance points have been located 18.0 metres within the boundary to ensure that larger vehicles are not required to park in Normanby Road.

The parking layout has been designed to comply with the Monash Planning Scheme. As a result of comments from the Council’s Traffic Engineering Department some minor amendments will be required to demonstrate the development will not conflict with services within the road reserve.

The onsite access and parking layout is appropriate and satisfies the requirements of the Monash Planning Scheme. The proposed access is not anticipated to result in any adverse impacts on the safe and efficient operation of the surrounding road network. Subject to permit conditions the proposal is supported.

**Loading and Unloading (Clause 52.07)**
The proposed new warehouse development has provided roller door access to the main workshop. The access provided measures a clearance height of 4.0 metres by 5.4 metres in width. The internal space within the warehouse adequately meets the dimensions of 27.4 square metres with a length of 7.6 metres by 3.6 metres.

Adequate internal space is available for loading in accordance with the requirements of Clause 52.07. As such, it is considered the proposal provides adequate loading to the proposed workshop development.

**Tree removal**
As a result of the construction of the new vehicle crossing the site will require the removal of five (5) *Tristaniopsis* from the road reserve.
The Councils Horticultural Services Department have agreed to the trees removal with replacement planting to be undertaken at the developers cost.

A condition of the permit will require appropriate tree works fees to be met.

As such, the replacement of the trees is considered appropriate and the resulting tree removal will not cause detriment to the existing character of the area.

**CONCLUSION:**

The proposal complies with the relevant policies and objectives of the Business 3 Zone and the Monash Technological Precinct Policy.

The provision of additional warehousing, workshop and office within the area and in conjunction with the existing use of the site is likely to contribute to the economic development and provide for increased employment opportunities.

The proposed development is considered appropriate given the context of the subject site and its surrounds. The proposal is not expected to result in any adverse amenity impacts or material detriment to adjoining properties and the surrounding road network. In addition, Councils Traffic Engineers, Development Engineers and Horticultural services are satisfied the proposal is satisfactory.

It is recommended that the application be supported subject to appropriate planning permit conditions.