4.8 159-171 WELLINGTON ROAD, CLAYTON
DEVELOPMENT OF A WAREHOUSE, FACTORY AND OFFICES INCLUDING
ALTERATION OF ACCESS TO A ROAD ZONE AND A REDUCTION IN THE
APPLICABLE CAR PARKING REQUIREMENT
(TPA/41190)

EXECUTIVE SUMMARY:

The application proposes the development of a warehouse, factory (industry) and ancillary offices including a reduction in the applicable car parking requirement. The subject land is currently occupied by CSR Bradford and utilised for the manufacturing and warehousing of insulation products.

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 $14 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.

<table>
<thead>
<tr>
<th>RESPONSIBLE DIRECTOR:</th>
<th>Sue Wilkinson</th>
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<tbody>
<tr>
<td>RESPONSIBLE MANAGER:</td>
<td>Peter Panagakos</td>
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<td>RESPONSIBLE PLANNER:</td>
<td>James Heitmann</td>
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<td>WARD:</td>
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| OVERLAY:              | Design and Development (Schedule 1) 
Special Building |
| RELEVANT CLAUSES:     | State Planning Policy Framework 
Clause 10.01 (Purpose) 
Clause 10.02 (Goal) 
Clause 10.04 (Integrated Decision) |
| Local Planning Policy Framework 
Clause 21 (Municipal Strategic Statement) 
Clause 21.05: Economic Development |
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<td><strong>STATUTORY PROCESSING DATE:</strong></td>
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159-171 Wellington Road Clayton – Development Of A Warehouse, Factory And Offices Including Alteration Of Access To A Road Zone And A Reduction In The Applicable Car Parking Requirement
RECOMMENDATION:
Council resolves to grant a Planning Permit (TPA/41190) to allow the development of a warehouse, factory and offices including alteration of access to a road zone and a reduction in the applicable car parking requirement at 159-171 Wellington Road, Clayton under the Monash Planning Scheme, 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) Accessible car spaces located within close proximity of the main office entrance;

   b) The existing bus stop re-located to the satisfaction of the Responsible Authority, VicRoads and Public Transport Victoria;

   c) Removal of the redundant vehicle crossings and reinstatement of kerb and channel to the satisfaction of the Responsible Authority and VicRoads;

   d) The requirements of VicRoads as specified under conditions 18-25;

   e) The requirements of Melbourne Water as specified under conditions 26-40.

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

3. The number of persons employed on the premises must not exceed 150 persons at any single time unless otherwise agreed to in writing to the satisfaction of the Responsible Authority.

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

5. The amenity of the area must not be detrimentally affected by the 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.

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

7. 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.

8. Adequate provision shall 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.

9. Before the development starts, a construction management plan must be prepared and submitted to the Responsible Authority for approval. 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;
   i) a requirement that 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. This does not include excavation or the use of heavy machinery).

10. 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.
11. 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 substantial planting within the front setback;
- 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.

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

12. Before the occupation of the buildings allowed by this permit, landscaping works as shown on the endorsed plans must be completed and maintained to the satisfaction of the Responsible Authority.

13. 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 points of discharge.

**Northern half of site**

The nominated point of discharge is the Melbourne Water open channel running along the north-eastern boundary. Connection must be constructed in accordance with the requirements and to the satisfaction of Melbourne Water.

**Southern half of site**

The nominated point of discharge is the existing property connection.

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

14. 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.

15. 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.

16. 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.

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

Conditions 18- 25 required by Vic Roads (Ref: 06204/13)

18. Before the development starts, amended plans must be submitted to and approved by VicRoads. When approved by VicRoads, the plans must be endorsed by the Responsible Authority and will then form part of the permit. The plans must be generally in accordance with the Functional Layout Plan (Drawing No G14275-01, Issue A, dated 23 January 2013), for the deceleration lane, but modified to show:

a) The exit crossover, located adjacent to the western property boundary, to be redesigned and splayed to reinforce left-out movements;
b) The length of the deceleration lane contained within the site frontage, starting from the eastern edge of the western exit
crossover;
c) The mountable apron at the eastern crossover removed;
d) An indented splitter island at the eastern crossover, to divide vehicles entering and exiting the site and also provide storage for pedestrians and cyclists using the shared path;
e) Green coloured pavement extended across the width of the eastern crossover (and the crossover of the neighbouring site), to highlight the continuity and priority of the shared user path over vehicles entering and exiting the site (similar to that shown in the attached image), and
f) Both crossovers constructed to a driveway treatment, not a paved road, to highlight the priority of the shared user path.

19. All disused or redundant vehicle crossings must be removed and the nature strip and kerb & channel reinstated to the satisfaction of the Responsible Authority and at no cost to VicRoads prior to the occupation of the buildings hereby approved.

20. The crossover and driveway must be constructed to the satisfaction of the Responsible Authority and at no cost to VicRoads prior to the occupation of the buildings hereby approved.

21. Prior to the occupation of the buildings hereby approved, the deceleration lane and associated works must be complete, and must be constructed to the satisfaction of and at no cost to VicRoads.

22. Prior to the occupation of the buildings hereby approved, the access lanes, driveways, crossovers and associated works must be provided and available for use and be:
a) Formed to such levels and drained so that they can be used in accordance with the plan.
b) Treated with an all-weather seal or some other durable surface.

23. Driveways must be maintained in a fit and proper state so as not to compromise the ability of vehicles to enter and exit the site in a safe manner or compromise operational efficiency of the road or public safety (e.g. by spilling gravel onto the roadway).

24. The proposed development requires reinstatement of disused crossovers to kerb and channel and the construction of a crossover. A separate approval under the Road Management Act for this activity may be required from VicRoads. Please contact VicRoads prior to commencing any works.

25. All Car parking spaces must be designed to allow vehicles to drive
forwards when both entering and exiting the property, to the satisfaction of the Responsible Authority.

Conditions 26-40 required by Melbourne Water (Ref: 93896)

26. Prior to the commencement of works or endorsement of plans, amended plans must be submitted to Melbourne Water that demonstrate all works will be in accordance with the approved Hydraulic Report and Melbourne Water’s conditions. Plans must be submitted with ground and floor levels to Australian Height Datum (AHD).

27. The proposed development and all works must be undertaken in accordance with the Hydraulic Report prepared by Cardno (Hydraulic Report – Proposed Development, CSR Wellington Road, Job No: CG130413, Prepared for: CSR Limited, Date: 29 January 2014, Version 3).

28. The proposed warehouse and plant building must be constructed with finished floor levels no lower than 65 metres to Australian Height Datum (AHD).

29. The proposed warehouse and plant building must be flood proofed to a height at least 300mm above the applicable graded flood level to the satisfaction of Melbourne Water.

30. The proposed northern plant building must be protected by a flood proof wall or bund constructed to a height no lower than 65.15 metres to AHD as outlined in the approved hydraulic report.

31. The proposed main office building must be constructed with finished floor levels at least 300mm above the applicable graded flood level.

32. The depth of flooding within any new car parking area must not exceed 350mm for a flood event with a 1% probability of occurrence in any given year.

33. Prior to the commencement of works, detail of any proposed fencing and landscaping within the overland flow path must be submitted to Melbourne Water for approval. Fences are not to compromise provision for Melbourne Water maintenance access or impede flood waters.

34. Prior to the commencement of works, engineering plans must be submitted to Melbourne Water for our review that show road and drainage details and works as required to allow for an overland flow path through the site.

35. Prior to the issue of an Occupancy Permit, a certified survey plan prepared
by or under the supervision of a licensed land surveyor, showing levels reduced to the Australian Height Datum, must be submitted to Melbourne Water to demonstrate that the buildings, roads, flood wall and flood storage area have been constructed in accordance with Melbourne Water’s requirements.

36. Prior to the commencement of works, separate approval must be obtained from Melbourne Water for any new or modified stormwater connection to Melbourne Water’s Mile Creek Drain.

37. Vibration must be minimised and no extra loading is permitted to be placed on the drain during construction.

38. Prior to commencement of works, a Work Method Statement detailing how the Mile Creek drain will be protected during excavation/construction must be provided to Melbourne Water’s Asset Services Team.

39. Prior to the commencement of works, a detailed Site Environmental Management Plan (SEMP) must be submitted to and approved by Melbourne Water. The SEMP must include details of site environmental management controls including:
   a) site controls to be installed and maintained during construction;
   b) access tracks;
   c) spoil stockpiling;
   d) tree protection measures;
   e) trenching locations;
   f) machinery/plant locations.

40. Pollution and sediment laden runoff shall not be discharged directly or indirectly into Melbourne Water’s drains or waterways.

41. 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 is 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 development allowed by the permit has not yet started; or within 12 months of the permit expiry date, where the 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. No sign must be constructed or displayed without a further permit unless a permit is not required under the provisions of the Monash Planning Scheme.

3. Consultation should take place with Council respect of the removal of the vehicular crossing and reinstatement works.

4. Building Permit approval for this development must take into consideration the location of future subdivision boundaries and their compliance with the Fire Separation Provisions of the Building Code of Australia, including Separating Walls and Openings near Boundaries, as well as the requirements of the Building Regulations.

5. Any new drainage connections onto a Council easement drain / 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.

6. 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).

7. Use of Easement approval is required. Approval should be given subject to:
   - Council and Yarra Valley Water approval being obtained.
   - The use of easement agreement being signed by Council.
   - A construction joint being made along the easement line.

8. 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.

9. Melbourne Water approval is required for new connection of the drainage network into Melbourne Water pipes and open channels.

10. 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.
11. **Melbourne Water Note:**
If further information is required in relation to Melbourne Water’s permit conditions shown above, please contact Melbourne Water on telephone 9679 7517, quoting Melbourne Water’s reference 93896.

Preliminary land and flood level information available at Melbourne Water indicates that the above property is subject to flooding from the Mile Creek West Catchment, from a storm event with a 1% chance of occurrence in any one year. Melbourne Water’s Mile Creek West Branch D.S is located adjacent to the eastern property boundary. This asset is a 5m wide open channel made from reinforced concrete and constructed in 1967.

12. **VicRoads Note:**
VicRoads notes that there is an existing bus stop located along Wellington Road, in the vicinity of the proposed deceleration lane. VicRoads wishes to advise the applicant that separate approval from Public Transport Victoria (PTV) will be required for its relocation.

**BACKGROUND:**

**The Site and Surrounds**

The subject land is located on the northern side of Wellington Road in Mulgrave, approximately 420 metres west of its intersection with Blackburn Road. The land parcel is large and irregularly shaped, having an overall area of approximately 36,480 square metres (3.65 hectares). The land has a 100.55 metre wide frontage to Wellington Road (southern boundary), a depth of 384.07 metres along the western boundary, a depth of 293.29 metres along the eastern boundary, a width of 51.41 metres along the northern boundary, and a 102.61 metre wide splay at the north-east corner. A 2.43 metre wide sewerage easement encumbers the northern boundary. A 3.02 metre wide drainage and sewerage easement encumbers the splay to the north-east corner of the property. A Melbourne Water open drainage channel is located adjacent to the north-east corner of the property.

The site is currently used by CSR Bradford Building Products for industry and warehouse purposes. CSR have long occupied the site which is currently utilised for the production and warehousing of insulation products. A 1,300 square metre single storey office building currently occupies the front of the site. A 9,700 square metre factory and warehouse premises is located to the rear of the office premises. The rear of the site is currently vacant and has on occasion been utilised for storage. Car parking is provided for 105 vehicles throughout the property both within the front setback and along the perimeter of buildings.
Numerous loading bays are located throughout the property. Existing access to the site is via a crossover located to the south-east corner of the property, on Wellington Road.

The land is located within the Monash Technology Precinct. Surrounding land to the east, west and south is developed with small scale warehouse, factory, showroom and office premises. A large Telstra complex is located to the immediate north and the Australian Synchrotron is located approximately 200 metres to the west of the subject land. Monash University is located approximately 500 metres to the west of the subject land.

Residential properties facing Wellington Road and Sarton Road are located approximately 65 metres diagonally opposite the subject land to the south-west.

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

**PERMIT TRIGGERS:**

**Zoning**

The land is zoned Special Use – Schedule 6 (SUZ6) under the provisions of the Monash Planning Scheme. Pursuant to Clause 37.01-4 (Schedule 6) a permit is required to construct a building within the zone.

No permit is required for use of land for industry, warehouse or office under the provisions of the zone.

**Overlays**

Clause 42.03: Design and Development Overlay (Schedule 1)
Pursuant to Clause 42.03-2 a permit is required for buildings and works.

Clause 44.05 (Special Building Overlay)
Pursuant to Clause 44.05-1 a permit is required for buildings and works. Referral of the application is required to Melbourne Water.

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

**Particular Provisions**

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.
A permit is required to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5.

Clause 52.29: Land adjacent to a Road Zone, Category 1
Pursuant to the requirements of Clause 52.29 a permit is required to create or alter access to a road in a Road Zone, Category 1.

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 development of a warehouse, factory and offices. All existing buildings will be demolished. The application seeks new and altered access to Wellington Road along with a reduction in the applicable car parking requirement.

Details of the proposal can be summarised as follows:

- Construction of a two storey office building to the front of the site. The office premises will have an overall floor area of 1,224 square metres. The building proposes a 48 metres setback to Wellington Road. The overall height of the building is proposed to be 8.8 metres.
- Construction of a warehouse building to the rear of the new office building. The warehouse premises will have an overall area of 9,358 square metres. The maximum height of the premises is proposed to be 12 metres.
- Construction of new plant (factory/industry) premises to the rear of the site. The plant premises will have an overall area of 9,268 square metres and ancillary office floor space of 340 square metres. The new plant building is proposed to have a maximum height of 10 metres. The plant premises will be used for the production of the Bradford Thermofoil insulation product.
- A covered hardstand area will link the warehouse and plant buildings.
- Provision of 163 on-site car spaces for employee and visitor car parking. The main car park will be located to the front of the site providing parking for 131 vehicles. Additional parking is provided adjacent to the western boundary. Car parking to the front of the site provides for a setback of 20 metres to Wellington Road.
- Numerous loading bays and heavy vehicle accessways are provided along the permitter of the development.
- The application proposes modification to the existing crossover to the south-east corner and a new exit point to the south-west corner of the property.
- 6 bicycle parking spaces and associated signage are provided adjacent to the proposed office building.
The design response of the buildings has been developed to have a similar mass and architectural styling complimentary to development within the surrounding area. The buildings will be of a contemporary design and construction using an attractive palate of materials and finishes including painted pre-cast concrete panels, alucobond and zincalume cladding, and substantial glazing elements to the office component.

Attachment 1 details plans forming part of the application.

**CONSULTATION:**

**Public Notice**

Pursuant to the provisions of Schedule 6 to the Special Use Zone, an application for buildings and works 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.

The application is not specifically exempt from notification under the provisions of the Design and Development Overlay (Schedule 1) and Car Parking Particular Provisions. Due to the nature of the proposal, applicable zoning of the land and the surrounding land use, public 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**

**Melbourne Water**

The application was referred to Melbourne Water pursuant to the requirements of Clause 44.05-4 of the Monash Planning Scheme. The authority consents to the proposal subject to conditions including a requirement for amended plans.

**VicRoads**

The application was referred to VicRoads pursuant to the requirements of Clause 52.29 of the Monash Planning Scheme. The authority consents to the proposal subject to conditions including a requirement for amended plans.

**Internal**

The application was referred to Council’s Engineering division for comment.

The proposal is considered satisfactory subject to conditions. Relevant comments form part of the assessment of the application.
DISCUSSION:

State Planning Policy Framework

Clause 11.04-3 nominates Monash University/Chadstone to Box Hill, Austin Hospital and Bell Street 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 substantial additional floor space to be utilised for industry and office. The proposal results in retaining a high technology employer within the municipality and continued investment on the subject land.

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 streetscapes as being defining 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.”

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 22.02: Monash Technology Precinct Policy
Relevant objectives:

- “To assist the sustainable and complementary development and operation of industrial, office and high technology land uses that provide a variety of employment centres of high amenity, quality and enduring local image;

- 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 Ecologically Sustainable Development (ESD) principles.”

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 parks within an attractive landscape setting containing a large number of large, mature, native trees.

The proposal is consistent with the relevant objectives and policies of the local planning policy framework. The continued investment in the site reinforces the City of Monash as a prominent and central locality for commerce and high technology industry to be located.
**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.

Car parking areas to the front of the site provide for a setback of 20 metres in accordance with the requirements of the applicable Design and Development Overlay (Schedule 1). The proposed 20 metre setback to Wellington Road results in a substantial increase in landscaping within the front setback as compared with existing conditions. New planting opportunities will be created within the front setback and car parking areas consistent with landscaping objectives.

The proposal exceeds the 7.0 metre height requirement of Design and Development Overlay (Schedule 1) by 5 metres. The proposed 12 metre height of the proposed development is consistent with built form of development within the surrounding area which varies in height up to 4 storeys (approximately 16 metres). Contemporary warehouse design typically requires internal height clearance of 9 metres. The subject land has no adjoining residential interfaces where a 7 metre height requirement would typically be applied. The proposed height is appropriate given the context and locality.

The design response is consistent with the desired future character of the industrial precinct set out in Clause 22.03 and is considered an appropriate built form outcome for the land.

**Car Parking**

Pursuant to the requirements of Clause 52.06-2 a new use must not commence or the floor area of an existing use must not be increased until the required number of car spaces have been provided in accordance with the car parking requirement specified under Clause 52.06-5. Pursuant to the provisions of Clause 52.06-3 a permit may be granted to reduce the required number of car spaces.

Where an existing use is increased, the car parking requirement specified by Clause 52.06-5 only applies to the increase provided the existing number of car parking spaces currently being provided in connection with the existing use is not reduced.

The existing premises have an overall floor area of 11,000 square metres evenly split between industry (production) and warehouse. Having regard to the provisions of Clause 52.06 the proposal generates the following car parking requirement:
### Use

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<td>[Proposed development actual floor space]</td>
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<tr>
<td>Warehouse (including ancillary office)</td>
<td>2 + 1.5 spaces / 100m²</td>
<td>5,817m² [11,317m²]</td>
<td>89 car spaces</td>
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<td>Industry (including ancillary office)</td>
<td>2.9 spaces /100m²</td>
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<td>TOTAL EXISTING (maintained associated with existing use credit)</td>
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<td>TOTAL PROVIDED</td>
<td></td>
<td></td>
<td>163 car spaces</td>
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The proposal falls short of the statutory car parking requirement by 123 car spaces.

The Traffic Engineering Assessment (Traffix Group, March 2014) submitted with the application submits the following empirical assessment having regard to the proposed reduction in car parking requirement:

*In our experience, the number of car spaces required for factory and warehouse sites does not increase proportionately as the floor area increases. This is due to larger sites typically being required for the housing of more/larger machinery or storage and not for the accommodation of additional employees.*

Accordingly, for large factory/warehouse developments such as proposed it is often more appropriate to empirically assess the likely parking demand based on the number of employees likely to be present on-site at any one time.

*The client has indicated that ultimately the site will accommodate in the order of 94 employees, which will be split over three shifts (day, afternoon and night). The peak number of employees on-site at any one time is expected to occur during the day shift with 69 staff members.*

*If we assume a worst-case scenario in which every employee is at the site at any one time and that each employee drives their own car (as opposed to car pooling) as well as allowing for ten on-site visitor parking spaces, the likely parking demand would be in the order of 104 spaces.*
The proposed reduction in car parking is considered appropriate having regard to the proposed development and use. Council has previously allowed a reduction in car parking requirement for exceptionally large warehouse premises which have been found to generate lesser demand for car parking. The premises are to be purpose built for CSR who are the owners of the site. CSR have an in depth understanding of the function of the use and have control over the number of employees working from the site. A condition limiting the number of persons working from the site could be placed on the permit. Council’s Traffic Engineers have suggested a cap of 150 employees working from the site at any single time.

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.

Access
VicRoads has specified permit conditions including a requirement amended plans.

Special Building Overlay
Melbourne Water have worked with the permit applicant to resolve substantial overland flow issues. Conditions including a requirement for amended plans have been specified by Melbourne Water.

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 warehouse, industry and office space as envisaged by relevant State and Local policy. The design response has had regard to the surrounding context and is consistent with relevant objectives of the Monash Technology Precinct Policy and Industry and Business Development and Character Policy. The proposal should be approved subject to conditions.
LIST OF ATTACHMENTS:

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (November 2012).

Attachment 3 – Zoning and Overlays Map.