

**1.4 633-647 SPRINGVALE ROAD, MULGRAVE  
BUILDINGS AND WORKS ASSOCIATED WITH THE CONSTRUCTION OF TWO  
MULTI-LEVEL BUILDINGS AND ALTERATION OF ACCESS TO A ROAD  
(TPA/49096)**

**EXECUTIVE SUMMARY:**

This application proposes the construction of two offices buildings up to 6 storeys in height with basement car parking.

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

**The reason for presenting this report to Council is the proposed development cost of \$60 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.**

<b>RESPONSIBLE DIRECTOR:</b>	Peter Panagakos
<b>RESPONSIBLE MANAGER:</b>	Natasha Swan
<b>RESPONSIBLE PLANNER:</b>	James Heitmann
<b>WARD:</b>	Oakleigh
<b>PROPERTY ADDRESS:</b>	633-647 Springvale Road, Mulgrave
<b>EXISTING LAND USE:</b>	Warehouse and car parking
<b>PRE-APPLICATION MEETING:</b>	Yes
<b>ZONING:</b>	Special Use Zone (Schedule 6)
<b>OVERLAY:</b>	Design and Development Overlay (Schedule 1)
<b>RELEVANT CLAUSES:</b> <u>State Planning Policy Framework</u> Clause 00.01 (Purpose) Clause 11 (Settlement) Clause 11.01-1R1 (Metropolitan Melbourne) Clause 14.02-1S (Catchment Planning and Management) Clause 15.01 (Built Environment) Clause 15.02 (Sustainable Development) Clause 17 (Economic Development)	<u>Local Planning Policy Framework</u> Clause 21 (Municipal Strategic Statement) Clause 21.05: Economic Development Clause 21.07: Business Parks and Industry Clause 22.02 (Monash Technology Precinct Policy) Clause 22.03 (Industry and Business Development and Character Policy) Clause 22.04 (Stormwater Management Policy) Clause 22.13 (Environmentally Sustainable Development Policy)  <u>Particular Provisions</u>

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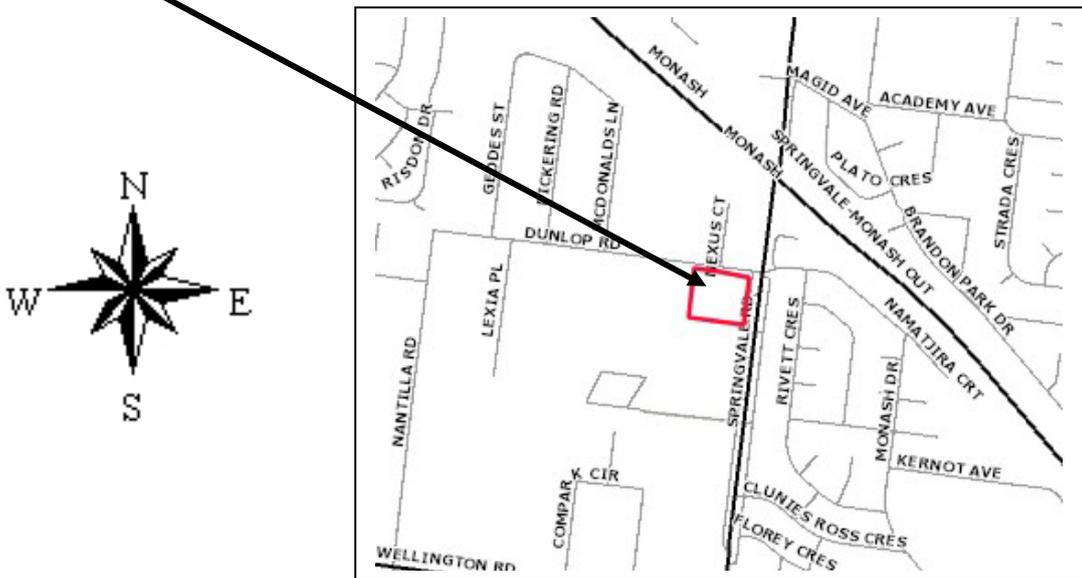
	<b>Clause 52.06 (Car Parking)</b> <b>Clause 52.29 (Land Adjacent to a Road Zone, Category 1)</b> <b>Clause 52.34 (Bicycle Facilities)</b>
<b>STATUTORY PROCESSING DATE:</b>	<b>21 August 2018</b>
<b>DEVELOPMENT COST:</b>	<b>\$60 million</b>

### LOCALITY PLAN



**SUBJECT SITE**

### NEIGHBOURHOOD PLAN



**RECOMMENDATION:**

That Council resolves to **Grant a Planning Permit (TPA/49096)** for buildings and works associated with the construction of two multi-level buildings and alteration of access to a road in a Road Zone Category 1, at 633-647 Springvale Road, Mulgrave 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) Existing vegetation within street setback areas retained.
- b) Provide a corner splay or area at least 50% clear of visual obstructions (or with a height of less than 1.2 metres), which may include adjacent landscaping areas with a height of less than 0.9 metres, extending at least 2.0 metres long x 2.5 metres deep (within the property) from the edge of the exit lane of the Springvale Road service road vehicle crossing to provide a clear view of pedestrians on the footpath of the frontage road.
- c) A separate turnaround area to be provided for waste collection vehicles within the Building 1 Ground Floor car park, which does not impact on any parking spaces (including the accessible space).
- d) The accessible parking spaces should be designed in accordance with the Australian Standard for *Off-Street Parking for people with disabilities, AS/NZS 2890.6*. The vehicle path to and from each accessible space shall have a minimum headroom of 2200mm. The headroom above each dedicated space and adjacent shared area shall be a minimum of 2500mm.
- e) Bicycle parking spaces to provide a clearance of at least 1.8m from the nearest edge of the bicycle parking envelope to the nearest edge of the adjacent footpath.
- f) A bicycle access aisle of 1.5m be provided between the two rows of bicycle parking located on the Springvale Road service road frontage.
- g) All existing redundant crossings are to be removed and replaced with kerb and channel. The footpath and naturestrip are to be reinstated to the satisfaction of Council.
- h) A detailed schedule of all materials and finishes including samples, coloured elevations and perspectives.

- i) The location and design of any required fire services, electricity supply, gas and water meter boxes discreetly located and/or screened to compliment the development;  
All to the satisfaction of the Responsible Authority.
2. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.
3. Once any stage of the approved the development has started it must be continued and completed to the satisfaction of the Responsible Authority.
4. 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.
5. The unused portion of the property must be kept drained, tidy and mown at all times to the satisfaction of the Responsible Authority.
6. No goods must be stored or left exposed outside the buildings 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. 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.
10. Prior to the commencement of the permitted development, approval must be sought from Council's Horticultural Department for the removal of any street/naturestrip trees.
11. The existing street trees within the Dunlop Road nature strip (Tree's 40-46) are to be removed and replaced by Council at the cost of the

developer. Payment of this contribution is required prior to the commencement of the development.

12. 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:-
- Retention of existing vegetation within the Springvale Road and Dunlop Road street setback area.
  - 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 and patio areas.

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

13. 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.
14. All existing vegetation shown on the endorsed plans to be retained must be suitably marked before any development starts on the site and that vegetation must not be removed, destroyed or lopped without the written consent of the Responsible Authority.
15. Prior to the commencement of any works that are permitted by this permit, all trees that are to be retained, or are located within or adjacent to any works area, shall be marked and provided with a protective barricade and verified by an authorised officer of the Responsible Authority.

16. All works within five (5) metres of any tree to be retained shall be supervised by a qualified landscape architect or horticulturist who shall ensure that the works are done in a manner which protects and minimises any damage to those trees.
17. No building material, demolition material or earthworks shall be stored or stockpiled under the canopy line of any tree to be retained during the construction period of the development hereby permitted.
18. No vehicle shall park under the canopy line of any tree to be retained.
19. 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;
  - 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.)
20. 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 stormwater connection for the site is to the southwest of the property where the entire site's stormwater must be collected and free drained to the Council pit in the rear easement via a pipe to be constructed to Council Standards. A new pit is to be constructed to Council Standards if a pit does not exist, is in poor condition or is not a Council standard pit. Note: If the point of connection cannot be located then notify Council's Engineering Department immediately.

21. All stormwater collected on the site from all hard surface areas must not be allowed to flow uncontrolled into adjoining properties or the road reserve.
22. All stormwater collected on the site is to be detained on site to the predevelopment level of peak stormwater discharge. The design of any internal detention system is to be approved by Council's Engineering Department prior to drainage works commencing. Further information regarding the design of the on-site detention system is provided in the notes section of this permit.
23. The existing redundant crossings are to be removed and replaced with kerb and channel to the Council Standards.
24. Any works within the road reserve must ensure the footpath and naturestrip are to be reinstated to Council standards.
25. Any redundant crossings are to be removed and reinstated with kerb and channel to the satisfaction of Council.
26. 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.

27. No less than 3.0 car spaces per 100m<sup>2</sup> of net leasable office floor area must be provided on the land for the office component of the development. Any future subdivision of the land must provide for appropriate allocation of car parking on Title in accordance with this requirement to the satisfaction of the Responsible Authority.
28. The loading and unloading of goods from vehicles must only be carried out on the land.
29. The layout of the development shall follow the Design Standards for car parking set out in Clause 52.06-8 of the Monash Planning Scheme as detailed below:
  - All driveway gradients to be no steeper than 1 in 10 (10%) within 5 metres of the frontage to ensure safety for pedestrians and vehicles.
  - Ramp grades (except within 5 metres of the frontage) to be designed as follows:
    - i. Maximum grade of 1 in 4.
    - ii. Provision of minimum 2.0 metre grade transitions between different section of ramp or floor for changes in grade in excess of 12.5% (summit grade change) or 15% (sag grade change).
  - Minimum requirements for car park dimensions to be in accordance with Table 2.
  - Clearance to car parking spaces to be in accordance with Diagram 1 in relation to the placement of a wall, fence, column, tree, tree guard or any other structure that abuts a car space.
30. The accessible parking spaces should generally be designed (other than length of space which should be 4.9 metres) in accordance with the Australian Standard for Off-Street Parking for people with disabilities, AS/NZS 2890.6.
31. Bicycle parking facilities shall be generally in accordance with the design and signage requirements set out in Clause 52.34 of the Monash Planning Scheme to the satisfaction of the Responsible Authority.
32. Prior to the development commencing the owner of the land to which this permit relates must enter into an agreement with the Responsible Authority under Section 173 of the Planning and Environment Act 1987. In addition to the usual mechanical provisions, the agreement must provide for the following matters:
  - a) The owner agrees to pay all ongoing costs associated with the operation and maintenance of the new traffic signals on Dunlop Road.

- b) The costs of the Responsible Authority in relation to the agreement are to be borne by the owner.

33. Where the proposed signalised intersection on Dunlop Road including roadway, footpath and naturestrip, lie within the subject land, a widening of the road reserve will be required. Prior to completion of the development, 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 favour of Council.

The required registration of the Plan of Subdivision must take place within 3 months of completion of works associated with the related part of the approved development. Upon issue of Title, original "Road" Titles must be provided to Council.

34. 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 three months afterwards.

NOTES-

1. Building approval must be obtained prior to the commencement of the above approved works.
2. The applicable street tree removal contribution as required by condition 11 of this permit is \$99,226.11. Payment of this contribution is required prior to the commencement of the development. This amount is valid for 6 months from the date of issue of the permit.
3. Disabled access and car parking 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.
4. Unless no permit is required under the planning scheme, no sign must be constructed or displayed without a further permit.
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.

6. Engineering permits must be obtained for new or altered vehicle crossings and for connections to Council pits and these works are to be inspected by Council (tel. 9518 3690).
7. Any new drainage work within the road reserve requires the approval of the City of Monash's Engineering Division prior to the works commencing. Please refer to the Notes section of this permit for additional details of the requirements to satisfy this requirement.
8. Driveways are to be designed and constructed using appropriate engineering standards.
9. Tree planting should be kept clear of the drainage easement.
10. An on site detention system for storm events up to the 1% AEP event to be retained on site for the basement carpark. The detention system for the basement is to be separated from the detention system for the property, which is to be at ground level and discharge by gravity.
11. 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.(EN8)

#### **BACKGROUND:**

##### **The Site and Surrounds**

The subject land is located on the south-western corner of the intersection of Springvale Road and Dunlop Road in Mulgrave approximately 685 metres north of Wellington Road.

The land has a gradual fall of 3.6m across the site from north to south, an overall area of 17,630 square metres including a 119.07 metre frontage to Springvale Road and 140.48 metre frontage to Dunlop Road. A 3 metre x 3 metre drainage and sewerage easement encumbers the south-western corner of the land. The land is currently developed with two warehouse buildings located on the western side of the property and at grade car parking within the north-east corner of the property. Vehicle access to the land is from existing vehicle crossovers located on Springvale Road and Dunlop Road. The land is covered by scattered vegetation of varied height and significance predominantly located within street setback areas.

A review of aerial photos indicates that all existing vegetation on the land has been planted.

The land forms part of the former NEC corporate headquarters and warehouse complex whom vacated the site in 2015. The property has been acquired by Salta Properties whom have developed the Nexus Corporate Park precinct located opposite the subject land to the immediate north.

The subject land is located within the Monash National Employment and Innovation Cluster. The surrounding area to the north, south and west is developed with office and warehouse premises where the built form typically comprises large multi-storey office buildings and large concrete warehouse buildings. Many properties have been redeveloped in recent years with newly constructed multi-storey office buildings replacing lower scale warehouse and industry premises. New buildings are typically modern in appearance, feature extensive areas of clear glazing, render and textured concrete finishes and flat roof forms. Car parking is generally provided in the basement or lower levels of the multi-storey buildings, which ensures that street frontages are not dominated by car parking structures or expansive areas of at-grade car parking.

The east side of Springvale Road is an established residential area originally developed in the 1960-70's characterised by suburban residential development. The residential neighbourhood is characterised of single and double storey dwellings on conventional sized lots. Some multi-dwelling developments are evident in the surrounding area. The Springvale Road reserve provides for a separation distance of approximately 56 metres from the eastern boundary of the subject land including extensive large mature trees within the central road verges providing for a visual buffer between the residential and commercial precincts.

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

### **PROPOSAL:**

The proposed development consists of two multi-storey buildings having a height of six storeys (from ground level) above a combined four level basement car park (below ground level).

Key details of the proposed development can be summarised as:

#### *Building 1*

- Six storey office building occupying the north-west corner of the subject land.
- Building orientated to Dunlop Road providing for a setback of 10.5 metres to the northern boundary.
- Net floor area of 8,477 square metres. Office floorplates ranging in size from 833 square metres to 1,532 square metres.

- Two lift wells connected to the basement.
- Outdoor balcony spaces on levels 3 and 5 of the development.
- Amenities provided on each level of the development.
- Pedestrian entrance orientated to the central plaza space separating the proposed two buildings.
- Services, waste storage area and secure parking for 5 vehicles within an enclosed space at ground level accessed from the proposed internal road spanning the western boundary.

#### *Building 2*

- Six storey office building occupying the north-east corner of the subject land.
- Building orientated to Springvale Road providing for a setback of 20 metres to the eastern boundary. A setback of 10.5 metres is provided to Dunlop Road.
- Net floor area of 12,749 square metres. Office floorplates ranging in size from 2,066 square metres to 2,294 square metres.
- Three lift wells connected to the basement.
- Central internal atrium space adjacent to the core of the building.
- Outdoor terrace and balcony spaces on level 1, 3 and 5 of the development.
- Amenities provided on each level of the development.
- Pedestrian entrances orientated to Springvale Road and the southern internal plaza area.
- Loading bay, services and waste storage area at ground level.

#### *Car parking, vehicle access & bicycle facilities*

- Four levels of basement car parking providing 785 car parking spaces, including 9 accessible parking spaces.
- The basement car park is a combined space sitting beneath both of the proposed buildings. The basement and associated infrastructure matches the building setback above from Springvale Road with minor encroachment into Dunlop Road setback providing for ventilation requirements.
- 163 bicycle parking spaces and associated end of trip facilities (22 showers) within basement level 1.
- 34 external bicycle parking spaces for visitors along the Springvale and Dunlop Road frontages.
- Vehicle access via a crossover onto the Springvale Road service road, to the south of Building 2 and operating as a left in / left out access only. This crossover provides access to the basement car park and the loading bay that is located within the ground floor level of building 2.
- Vehicle access via Dunlop Road and a new north-south private road to be constructed as part of this development. The intersection between Dunlop Road and the proposed new road will operate as a fully directional signalised intersection and will be included as part of the intersection works to be undertaken in association with previous approvals in Nexus Court.

- A new private road comprising one lane in each direction with an additional dedicated right turn lane at the approach to the intersection with Dunlop Road. A left turn slip lane from Dunlop Road will be constructed as part of the proposed intersection works.

Architectural detailing of the proposed buildings features a variety of façade treatments to articulate all elevations of the building. Proposed materials and finishes including polished concrete panels in off-white and framed inset glazed panels in contrasting darker tones. Building entrances are defined by metal cladding canopies providing a prominent sense of address to the development. Planter boxes at various levels and green walls add further articulation and an element of vertical greening to the buildings.

A central plaza is proposed between building 1 and 2 and to the south of both buildings. The plaza will feature a range of hard and soft landscaping elements, including canopy trees in raised planter boxes and various paving treatments. A series of steps and ramps located within the plaza address the change in level through this area. This plaza has an open and inviting address to the Dunlop Road footpath and will continue to the south of both buildings to form a central plaza between the building proposed as part of this application and future development on the south part of the subject site.

The existing “Tree 38” (*Eucalyptus mannifera*) is retained within the Springvale Road setback forward of building 2. All other existing vegetation is proposed to be removed.

Attachment 1 details plans forming part of the application.

#### **PERMIT TRIGGERS:**

##### Zoning

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

No permit is required for use of premises as an office within the Special Use Zone – Schedule 6.

##### Overlays

The subject site is affected by Design and Development Overlay – Schedule 1 (DDO1). Pursuant to Clause 43.02-2 a permit is required for buildings and works.

##### Particular Provisions

Clause 52.06 (Car Parking) - a new use must not commence without providing car parking in accordance with the requirements of Clause 52.06.

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.

#### Amendment VC148

Planning Scheme Amendment VC148 was gazetted on 31 July 2018. The amendment made various changes to planning scheme provisions, modified the State and Local Planning Policy Framework and facilitated various reforms to planning scheme provisions to create a more streamlined and efficient planning system.

Relevant to this application, Amendment VC148 introduced substantial changes to Clause 52.06 car parking requirements for land within 400 metres of high-quality public transport on the Principal Public Transport Network. The subject land is located within the Principal Public Transport Network and alternate car parking rates are applicable. In accordance with the modified requirements of Clause 52.06, a car parking rate of 3 car spaces to each 100 m<sup>2</sup> of net floor area is applicable to the proposed office development.

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

#### **CONSULTATION:**

The Applicant was verbally advised that this application was coming to the 28 August 2018 Council meeting. In addition, a letter was sent to the Applicant formally informing them of the details of the Council meeting. The Applicant has been verbally advised that this application is recommended for approval subject to conditions, and an outline of the proposed conditions and their ramifications on the proposal has been explained.

#### **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. The proposal is generally compliant with the applicable buildings and works requirements of the Design and Development Overlay. It is considered that the proposal will not cause any material detriment to the amenity of the surrounding area.

#### **Referrals**

##### **Public Transport Victoria Referral**

Pursuant to the provisions of Clause 66.02-11 the application was referred to Public Transport Victoria.

The proposal is considered satisfactory. Transport for Victoria have no objection to the grant of a permit.

#### **VicRoads**

The application was referred to VicRoads for comment. Vic Roads have not advised of any objection to the proposal or requested any conditions be included on the permit.

### **Internal Referral**

The application has been referred to Council's Traffic, Drainage and Horticulture departments for comment. Relevant comments form part of the assessment of the application.

Council's traffic engineers considered the proposal satisfactory and recommend that conditions be imposed on any planning permit that may issue. These conditions include minor modification to vehicle access, car park layout and bicycle parking provision.

The proposed new traffic signals will necessitate removal of trees along Dunlop Road. Formal approval for street tree removal and provision of tree replacement contribution will be required from Council's horticulture division prior to works commencing.

### **DISCUSSION:**

#### **Plan Melbourne**

Plan Melbourne is the Metropolitan Strategy that planning authorities must consider when assessing applications for planning permits. The key directions that are of particular relevance to the proposal are:

- *"Strengthen the competitiveness of Melbourne's employment land.*
- *Plan for jobs closer to where people live.*
- *Facilitate the development of national employment clusters."*

The Monash Technology Precinct forms part of the Monash National Employment and Innovation Cluster (NEIC) providing for a mix of education and research organisations, corporate headquarters and industry. The cluster supports 58,500 jobs and has the largest concentration of employment outside Melbourne's CBD.

#### **State Planning Policy Framework**

Relevant key employment and investment objectives and strategies of Clause 11.01-1R seek to:

*"Focus investment and growth in places of state significance, including... (Monash) National Employment and Innovation Clusters."*

The subject land is located within the Monash Nation Employment and Innovation Cluster as identified within the Planning Policy Framework and Plan Melbourne.

Urban design strategies set out at Clause 15.01-1S include:

*"Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.*

*Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*

*Ensure the interface between the private and public realm protects and enhances personal safety. Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.*

*Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.*

*Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.*

*Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.*

*Promote good urban design along and abutting transport corridors.”*

Relevant urban design strategies at Clause 15.0-1R seek to:

*“Support the creation of well-designed places that are memorable, distinctive and liveable.*

*Integrate place making practices into road space management.*

*Strengthen Melbourne’s network of boulevards.*

*Create new boulevards in urban-growth areas and selected existing road corridors across Melbourne.*

*Provide spaces and facilities that encourage and support the growth and development of Melbourne’s cultural precincts and creative industries.”*

The submitted proposal is an attractive and distinctive design response appropriate to the locality. Springvale Road is identified as an arterial road where boulevard built form outcomes are sought including buildings of scale within deep landscaping setbacks. The proposed development is consistent within these outcomes.

Relevant employment strategies of Clause 17.01 seek:

*“Protect and strengthen existing and planned employment areas and plan for new employment areas.*

*Improve access to jobs closer to where people live.*

*Facilitate the development of National Employment and Innovation Clusters by ensuring they:*

- *Have a high level of amenity to attract businesses and workers.*
- *Are supported by good public transport services and integrate walking and cycling paths.*
- *Maximise investment opportunities for the location of knowledge intensive firms and jobs.”*

Relevant business objectives and strategies of Clause 17.02 seek:

*“To encourage development that meets the communities’ needs for retail, entertainment, office and other commercial services.*

*Plan for an adequate supply of commercial land in appropriate locations.”*

The proposed development is consistent with the abovementioned policy and objectives. The proposed use and development will compliment and serve existing businesses within the surrounding vicinity. The proposal is a well designed building which will provide complimentary services to the surrounding employment precinct and continued investment on the subject land.

#### Local Planning Policy Framework

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 locational 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.”*

The proposed development provides for landscaping elements within public realm areas consistent with Council policy.

Clause 21.05: Economic Development

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

Relevant objectives of Clause 21.05-3 seek to:

- *“To create an environment which is attractive to investors and fosters business growth.*

- *To develop strong links with members of the business community and ensure that Council is responsive to their needs.*
- *To increase the number and range of viable local employment opportunities.*
- *To facilitate the revitalisation of key areas and ensure that new development is of a high standard that adds to the attractiveness of business and industrial areas and enhances Garden City Character.”*

The proposed development is consistent with these objectives in that it provides for additional high quality office space on a main road location providing for additional employment opportunities within the NEIC. The land is being developed by Salta Properties whom have worked with Council over the past 10 years to develop the Nexus Court precinct to the immediate north. The developer has demonstrated ability to deliver high quality built form outcomes, complimentary amenities and services within the precinct and additional office floor space to cater for growing business demand and employment opportunities.

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.*

The subject land is located centrally within the NEIC within close proximity of numerous corporate headquarters, Monash University and Brandon Park Major Activity Centre. The land is located in close proximity to Springvale Road and the Monash Freeway with substantial passing traffic and reasonable exposure.

The Nexus Corporate Park precinct located to the immediate north provides for a variety of amenities including numerous restaurants and cafes, convenience shop, childcare centre and fitness centre. Brandon Park Shopping Centre and the Village Green Hotel is located approximately 600 metres walking distance from the subject land.

**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 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 industry to be located.

**Built Form**

The design response is considered appropriate. The six storey scale of the proposal is consistent with existing buildings on land within the surrounding area. The massing of the development has been suitably broken up into two distinct building elements of appropriate scale. 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 proposal has been designed to act as a gateway building on the intersection of Springvale Road and Dunlop Road providing a suitable landmark at the entrance to the surrounding corporate precinct.

The design response provides for a setback of 20m-25m to Springvale Road and 10.5m to Dunlop Road in accordance with applicable setback requirements of DDO1. The proposed setbacks are coherent with the established built form of the surrounding area and provide for a landscape presentation to Springvale Road and Dunlop Road consistent with the desired future character statement identified in Clause 22.03. No height limit is prescribed under DDO1.

The proposal is well articulated and detailed to add interest to the building form and is consistent with objectives of Monash Technology Precinct Urban Design Guidelines which encourages the construction of well-designed, high quality built forms that reinforce the significance of the Monash Technology Precinct on the local, regional, national and interstate scale.

The architectural response provides for high quality design, scale and height that achieve increased density objectives for new office development within the Monash Technology Precinct. The design response has been appropriately articulated utilising contrasting materials and finishes, inclusion of architectural features, building siting that provides for breaks in building massing and integrated landscaping including the central plaza. The design of the buildings provides for a modern architectural response within the context. The six storey scale of the proposed development will appropriately complement existing development within the area which includes existing four to six storey office buildings along Springvale Road and the eleven to thirteen storey within the Nexus Court precinct located to the north. The façades present a high quality design with a scale and height that

achieves increased density objectives for new development within the precinct adjacent to main roads.

The design response provides for an attractive public realm interface by creating an inviting and expansive main entry to the development along with clearly identified building entrances.

The setbacks and siting of the development ensures that the rhythm of spacing between buildings along Springvale Road and Dunlop Road is maintained while also providing opportunities to establish landscaping in a theme consistent with other completed developments in the precinct. The proposal reinforces the valued Garden City Character of the Municipality by providing a generous front setback and substantial landscaping within street setback areas.

#### Landscaping

The design response provides for substantial landscaping throughout the site including landscaping breaks between buildings, landscaping, green walls and tree planting adjacent to car parking and roadways within the site. The development provides for a landscaping setback of 20 metres to Springvale Road (eastern frontage) and 10.5 metres to Dunlop Road (northern frontage). Objectives of DDO1 seek to retain existing on-site vegetation and contribute to the Garden City Character of the municipality. Plans should be modified to clearly specify retention of existing vegetation within the street frontage areas.

The submitted landscape plan provides for a variety of landscape treatments, including areas of hard paving, raised seating areas, a rain garden and canopy vegetation. Landscaping of the active roof areas on the building podium will also elevate the garden character above ground floor level. The proposed front boundary treatment reflects the emerging character of the Nexus Corporate Business Park by continuing the landscape theme along Nexus Court.

#### Car 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:

Use	Clause 52.06-5 Requirement	Floor Area (square metres)	Car parking requirement generated
Office	3 car spaces / 100m <sup>2</sup>	21,226m <sup>2</sup>	636 car spaces
<b>TOTAL REQUIRED</b>			<b>636 car spaces</b>
<b>TOTAL PROVIDED</b>			<b>785 car spaces</b>

The development provides for on-site car parking in excess of the planning scheme requirement.

It is noteworthy that the application was submitted prior to the gazettal of Amendment VC148. The submitted proposal provides for car parking in excess of the previously applicable car parking rate of 3.5 car spaces to 100m<sup>2</sup> of net floor area.

Council's Traffic Engineers have advised of no concerns with the overall car parking provision. Some minor modification to the car park layout have been requested from engineering, but this will not impact on the overall number of car spaces provided which exceeds the Planning Scheme requirement.

The application was referred to Vic Roads for comment. No objection or request for conditions was requested by Vic Roads.

#### Bicycle Parking

Bicycle parking is required to be provided in accordance with the requirement specified by Clause 52.34-3 of the Monash Planning Scheme. The table below details the number of bicycle parking spaces required:

Use	Floor Area m <sup>2</sup>	Clause 52.34-3 Requirement	Bike parking requirement generated
Office	21,226m <sup>2</sup>	1 to each 300m <sup>2</sup> of net floor area (employee)	71 bike spaces
		1 to each 1000m <sup>2</sup> m of net floor area (visitor)	21 bike spaces
<b>TOTAL REQUIRED</b>			<b>92 bike spaces</b>
<b>TOTAL PROVIDED</b>			<b>197 bike spaces</b>

The development provides for visitor bicycle parking in excess of the planning scheme requirements. Amenities (showers and change rooms) have been provided.

The submitted plans indicate 22 bicycle parking spaces adjacent to the Dunlop Road footpath and 12 adjacent to Springvale Road service road. There is concern regarding insufficient clearance from the footpath to the bicycle parking envelope. The location of bicycle parking will require relocation to provide for a 1.8m clearance to the footpath.

#### CONCLUSION:

The proposed development is consistent with applicable requirements and objectives of the Monash Planning Scheme including relevant state and local policies. The proposal results in significant investment in the site and reinforcing the importance of the Monash Technology Precinct as an employment generator within the metropolitan context.

The proposed development will provide well designed office space and associated car parking catering to new corporate headquarters and increased employment within the Monash Technology Precinct and National Employment Cluster. The design response is of high architectural quality consistent with Monash Technology Precinct Urban Design Guidelines and Industry and Business Development and Character Policy. The proposed development appropriately compliments the surrounding built form within the surrounding area including well landscaped setback street setbacks. It is recommended that the proposed development be approved subject to conditions.

**LIST OF ATTACHMENTS:**

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (December 2016).

Attachment 3 – Zoning and Overlays Map.